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The Lion Roars



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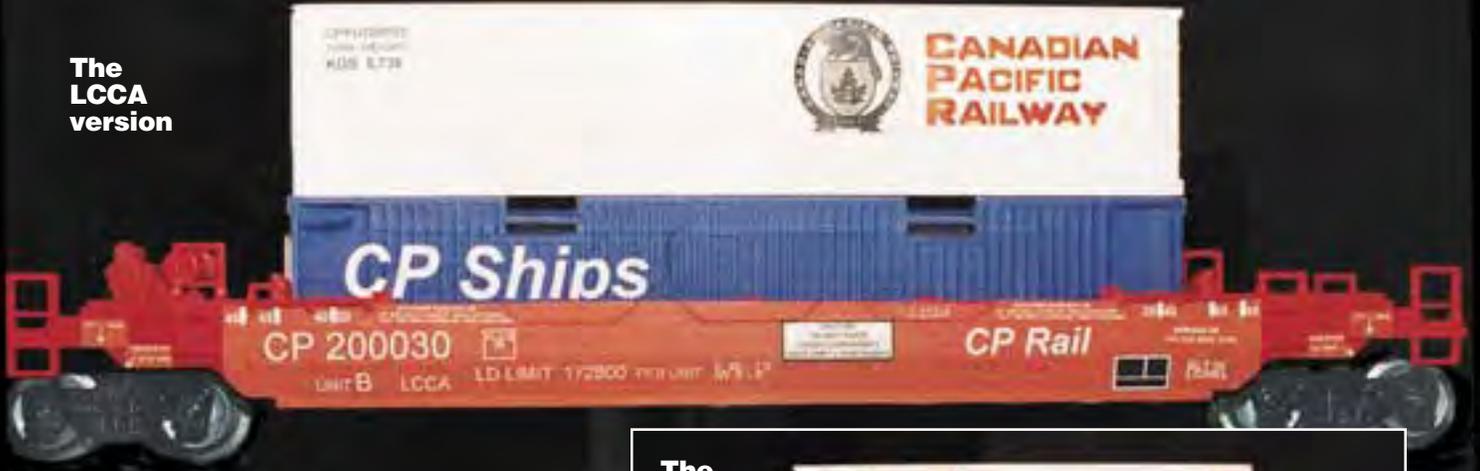
Bimonthly February, April, June, August, October, December

LCCA Convention Report



It happens only once in a century - TWO Convention cars!

The
LCCA
version



In celebration of the 100th anniversary of Lionel in the year 2000, LCCA and LOTS will co-sponsor a Joint Convention in Dearborn, Michigan, during July 23-30, 2000. Twice the fun, twice the cars, 100 times the significance!

The
LOTS
version



The year 2000 LCCA-LOTS Joint Convention will be a special celebration for Lionel collectors/operators. Signature events will be a factory tour of the Lionel manufacturing facility and Visitor Center at Chesterfield, a tour of Madison Hardware, and a visit to Dick Kughn's Carail Museum.

The year 2000 Convention cars will be all-Lionel, red, maxi-stack cars with containers decorated in the distinctive graphics that make CP Rail so popular. The cars will have die-cast metal trucks, a reefer unit on the bottom container, special convention notations on the undercarriage, and an extra truck for running the cars as articulated units.

Because these cars will be the first maxi-stacks produced by Lionel in several years, they will occupy a special niche. The containers will be unique for each club.

Although each club is presenting its own version, these maxi-stacks are intended to be a two-car set. LCCA members may select the club's version AND also purchase a "matching" car(s) with the LOTS graphics. This same special deal will also be in effect in reciprocal for LOTS members.

The LCCA car number is 200030 — representing the year 2000 and LCCA's 30th anniversary. The LOTS car number — 524115 — is prototypical.

NOTES: Order limit is two cars per version per member of each club. Orders must be received on or before 2/15/2000. Cars will be shipped in August, 2000.

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA # _____

Charter Member Regular Member Family member

Version	Quantity	Price	S&H	Amount
LCCA	<input type="checkbox"/> 1	\$ 74.95	\$ 5.00	\$ 79.95
LCCA	<input type="checkbox"/> 2	149.90	10.00	159.90
LOTS	<input type="checkbox"/> 1	74.95	5.00	79.95
LOTS	<input type="checkbox"/> 2	149.90	10.00	159.90

Michigan residents only: add 6% sales tax _____
(\$4.50 ea & each multiple thereof)

Additional S&H for foreign delivery: _____

If Canada, additional \$5.00 per car _____

If Alaska & Hawaii, additional \$7.50 per car _____

If other foreign country, additional \$10.00 per car _____

Total \$ _____

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

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

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

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

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President Elect - 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*.
Editor, TLR - “Make good” copy of *The Lion Roars*.

NOTICE

These individuals have been removed from the membership roll of the LCCA for violation of the Constitution of the club:
 James Riegel, 24405 Barrett Road, Olmstead Township, OH 44138-1308
 Mario Liberatore, 15711 Youngwood Drive, Wittier, CA 90603

Contacting the LCCA Business Office:

The **only** way to contact the Business Office is in writing to the 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
P.O. Box 479
LaSalle, IL 61301-0479

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The President's Report

by Al Otten

HM 429

Resolve to Vote!

The election results are in, and I thank all of you that took the time to vote. Based on the numbers, only about 25% of our members took the time to vote. Why not make a resolution to participate in the next election? All it takes is about two minutes of your time and a 33-cent stamp.

Visit to Lionel LLC

On Thursday, July 29th Harry Overtoom (Immediate Past President) and I were invited to meet with Richard Maddox, Lionel's new President and CEO. We both came away from our meeting with the same feeling; i.e., Dick Maddox is like a "breath of fresh air." Not only did we meet in Chesterfield, Michigan, with Dick, but everyone attending the club's Convention in Fort Worth had a chance to meet Dick at the Lionel Seminar, the Get Acquainted Party, and the Annual Banquet. What a treat! Lastly, on behalf of all club members, I thank Dick and the rest of the folks at Lionel for their very generous donation of Lionel equipment for our raffles and door prizes.



Al Otten

"Why not make a resolution to participate in the next election."

Year 2000 Convention

From now and until July 2000 you will be hearing from me, your Board members, officers, and appointed officials regarding our 30th birthday and the 100th birthday of Lionel. Our 2000 Convention will be held in

Dearborn, Michigan, and will be co-hosted by LOTS (Lionel Operating Train Society). For those members that need to make vacation plans in advance, the dates of the Joint Convention will be Sunday, July 23, through Saturday, July 29, 2000. The headquarters hotel and trading hall will be at the beautiful Hyatt Regency Dearborn Hotel. Much more information will be presented in future editions of *The Lion Roars* and the *Interchange Track*. Stay tuned for more information.

By-laws Change

At our Board of Directors meeting on August 12 in Fort Worth, Texas, the Board discussed ways to improve

its service to our members regarding buy and sell transactions through the *Interchange Track*. It was felt that Article 10, Section B of our club Constitution does not give BUYING members sufficient protection. After much discussion your Board approved the following addition to the Administrative By-laws. These additions go into effect immediately and supercede the existing Article 10 Section B of the Constitution. These new Administrative By-laws will be printed in their entirety in the new LCCA *Roster* — which is scheduled for release sometime in November, 1999.

Article 10,
Section "B"

Any member who acquires a train-related article from another LCCA

member and finds it does not meet the grading standard(s) by which it was offered has the following redress. By electronic means (i.e., telephone, facsimile, electronic mail (e-mail), or telegraph), the acquiring member must notify the seller, within 48 hours after receipt of the article, that he or she is voiding the contract and returning the article to the seller. The article must be returned to the seller within ten (10) days of receipt, at the buyer's expense, for a full refund.

Article 10, Section "C"

Any member acquiring a train-related article with an agreed selling price of \$500 or more may exercise the remedy outlined in section "B" above if the buyer so chooses, or the buyer may exercise the following remedy. The buyer may, within five (5) days of receipt of the article, file a concise, detailed written complaint and forward it together with the article in question to the Immediate Past President. The merchandise will remain in the custody of the Immediate Past President pending the adjudication of the complaint. The ten (10) day return period referred to in Section "B" above does not apply to this alternate remedy. If the Immediate Past President is unable to resolve the dispute, the matter will be referred to the Board of Directors for resolution at its next scheduled board meeting. Any action by the Board will be final and not subject to appeal.

New Millennium Electronic Member Service Committee

I have appointed Larry Black to chair this committee and have asked Glenn Patsch and Barry Findley to assist him. The mission of this committee will be to explore any and all ways to improve how we provide services to our members. Information technology is advancing so rapidly that it's difficult to keep pace. This three-man team is well qualified in the field of electronic delivery of services. I am pleased to have them on board so they can lead the LCCA into the 21st century.

I'm writing this report after just returning from our convention in Fort Worth. Although this Convention was smaller than some others, everyone in attendance had a wonderful time. Glenn and Karen Kroh and their fine team treated us all to wonderful Texas hospitality. Again, thanks Glenn and Karen!

"Your ... appointed officials will be working very hard to produce and present a fabulous Convention for you in July 2000, one like you have never seen before. The 1993 Convention in Dearborn was a real barn burner, but 2000 will far exceed it!"

Your directors, officers and appointed officials will be working very hard to produce and present a fabulous Convention in July 2000, one like you have never seen before. The 1993 Convention in Dearborn was a real barn burner, but 2000 will far exceed it!

Footnotes

A few members have reported that their LCCA Lenny the Lion box car arrived, but when they opened the box they discovered that the car was broken during shipment. Any such cars will be replaced. Call me at 501-225-2151 for more information.

When you see or talk to Harry Overtoom, take a minute to thank him for the work he performed as president.

Toy Trunk Railroad

by Erik Sansom



Interview with Richard Maddox

President, Lionel LLC

by Mike H. Mottler

RM 12394



Richard Maddox

trains, planes, boats. It was a job just to finance my own hobby interests. Later on, this translated into other jobs in retail and wholesale. In the late 70s, after military service, I became sales manager with Associated Hobby Manufacturers - your members would probably remember that company. It was one of the early importers of products from Europe, including Rivarossi — which at that time was considered the highest quality available. I stayed at AHM for a number of years, and then I became an agent for several manufacturers for ten years or so in the industry. I returned to AHM as Vice President for Sales and Marketing in the late 70s and early 80s. I left AHM and went to Bachmann Industries. At that time, it was a large manufacturer dedicated to making toy trains for the mass market. I spent the last 12 years at Bachmann, and we changed the course of the company from mass-market toy trains to high quality, hobby-market-oriented trains.

TLR: You directed and facilitated that re-positioning in the marketplace?

RM: Yes, but it took a number of years to do that. At one point we held an 85-90% market share in the toy train marketplace. We pioneered low-end HO scale and large scale trains. We were one of the first companies to bring out a low-end, G-scale train.

TLR: As you look back on your years of service at Bachmann, what particular achievements are you especially proud of?

RM: I think the transition from mass-market to high-quality products. For two years in a row, we won *Model Railroad* magazine Product of the Year Award. Of course, the

award wasn't mine — it was earned by all of the people at Bachmann. I think that was particularly exciting. Another point was introducing Easy Track™ into the marketplace a few years ago. It has essentially become the paradigm for track of all other manufacturers in the hobby business.

TLR: Was it a difficult transition?

RM: No, it wasn't. I had good cooperation. It was more difficult to convince retailers that we actually had made that transition; that we were serious about making high-quality products. From the standpoint of our really doing it — I brought people aboard who had worked for me 25 years beforehand; people in R&D and marketing. So we were poised to do it. We had prior experience with quality products, and we knew how to do it. We changed the image of the company.

TLR: How do you intend to bring that past experience to bear on your new position as President of Lionel LLC?

RM: It has a lot to do with organization and creativity. We have a lot of wonderful people with great ability here at Lionel, and we have great engineering and cutting-edge technology. I believe I will be able to put it together. Knowing the industry so well and being able to recognize the potential pitfalls that lie ahead, I think I can steer us around those and really help the company grow.

TLR: If you were to present “The State of the Company” speech along the lines of what the President does in “The State of the Nation” address, what would be the main points?

RM: Our technology is going extremely well. We have developed a sound and control system that's second to none. We have a staff in place capable of doing wonders. What hasn't gone well, in some cases, is our execution. There has been some trouble within the industry that I don't want to dwell on. We are, relatively speaking, out of the woods at this point. With a little bit of discipline and direction, I think that we're poised to go forward in the next several years and continue to be the leader that we have been.

TLR: I want to “fast forward” the tape, so to speak, in time — to your retirement from Lionel years from now. What you would want to be known for then?

RM: I would love to be known as the person who brought the Lionel tradition back to the company and poised the company for the next millennium — ready to perform another 100 years of leadership.

TLR: Do you see a need for big changes at the company or do you envision a series of small steps of evolutionary changes? What is your sense of the organizational climate for change?

RM: We'll make some changes where we feel it's necessary in order to fit in with agenda, I'm sure. I don't see any big changes now, so it's probably going to be evolutionary. Certainly, our efforts will be, as I stated before, to bring some of the tradition of Lionel products back to the company. We are going to be aggressive, however, in going out after new kinds of products, and we are going to be seeking creative products.

TLR: There's more competition in the train hobby marketplace now than ever before; you know who those other players are. In recent years, has Lionel gained or lost market share? Whichever the case, do you know why that is?

RM: Lionel has had growth over the last several years, but perhaps not as great a rate of growth as some of the competition in the operator's marketplace. We largely have not aggressively gone after that market. At this point, we are certainly looking at that marketplace. In the future I want to see if we can carve out a niche within that market for ourselves. It's substantial, and we certainly want to be a part of it.

TLR: With respect to carving out that niche, do you see that position at the bottom of the market with starter sets, in the middle of the market with competitively priced items, or at the top of the market?

RM: My sense of it is that we need to do some at all levels. I think that if we are going to continue to have collectors and operators in O gauge, we are going to have to introduce it to new consumers at all levels. I also think that there is a tremendous opportunity out there for Lionel to enter the operator's market more aggressively with products that are high in quality. I certainly intend to do that.

TLR: There is conversation and speculation on the Internet about your arrival at Lionel. The postings are quite positive — which is a great tribute to your experience and seasoning in the industry. But some webbies have wondered whether Lionel will produce more products offshore — maybe even design some products offshore — so the company can remain price competitive and sustain profitability. Is that a likely scenario?

RM: We plan to continue doing what we're doing at this point here in Michigan. If we intend to grow into other new marketplaces, there's a good chance that will be done offshore with manufacturers in Korea and China. My background in this field is well known, and I don't think there would be a downside to that. I think it's positive. To be competitive in certain areas, we have little choice but to do that.

TLR: Energetic competition in the marketplace puts pressure on train makers and makes it more challenging to meet the expectations of those who want to have it all — high

quality and terrific stuff that's affordable. How do you envision Lionel keeping quality high and prices reasonable?

RM: I think the issue is the same in every gauge — it's true that HO certainly is the most competitive marketplace, large scale is competitive, and O gauge is experiencing the same situation that all of the other gauges have experienced. All manufacturers are in a dogfight and playing for "oneupmanship." It's our hope that our tradition, our quality, our engineering, our ability to be creative will make a big difference. I think that we're ready to go after a new area in the marketplace we have yet to touch.

TLR: What's your take on current trends in the mode of selling trains and how the dealer network plugs into that? Will other outlets for selling trains emerge anytime soon?

RM: I think our distribution network is fairly traditional. I don't know whether there has been any serious growth in mail order. I don't know that there has been any real growth in the little bit of business that is done on the Internet. I talk to retailers on a regular basis, and they indicate to me that they are doing quite well with Lionel products. I don't know that we need to change any of our distribution methods, at least at this moment.

TLR: You've been a star, or at least a co-star, on QVC. On their train nights, you showed Bachmann products through that cable TV shopping channel. Do you see that as a factor in the Lionel marketing mix?

RM: We like to do it, and other manufacturers like to do it. It allows us to raise the consciousness of railroading to somewhere between 50 and 60 million people in those hours that we have on QVC. That's a huge number of people that we could not possibly afford to reach through ads on television.

TLR: Do you have a sense of what QVC viewers want versus traditional hobby-store-based buyers?

RM: Many of the people who call in have never owned a train set before. Many of them have become "collectors of trains" since they viewed QVC and bought trains from us or other manufacturers. Many of those people are novices who finally decided this was an opportunity to buy a train. They always wanted one, so they bought it. My take on this is, about 80% of those buyers probably were not previous train owners.

TLR: When you were the Senior Vice President of Bachmann, you appeared on QVC to talk about the company's trains. Have you envisioned doing that for Lionel?

RM: I probably won't, and I will tell you why. J. Don Reese, who has been our spokesman so far, has done very well with QVC. He is so well known as our spokesman, at this point I don't see any reason to interrupt that. I also don't see any reason to confuse viewers with issues that might come about as previously having been Bachmann's spokesman and then suddenly turning up on QVC as a Lionel spokesman.

TLR: With regard to marketing Lionel products at Christmastime — the peak selling season for those who may be approaching the hobby for the first time — do you envision selling starter sets through large retail chains like WalMart, K-Mart, etc.? Or are large retail chains not well suited to distribution of the company's products?

RM: I think they are suited to the distribution of the product, but I don't think they are satisfied with the seasonality of the product itself. It might not work into their plan. I really don't see huge growth of sales in any of the major retail chains.

TLR: I've asked some club members to submit questions to me by e-mail. Here are some of them. The American Flyer line by Lionel remains of interest to those who are into S gauge. Do you plan to continue the line of American Flyer products? Will you re-manufacture American Flyer accessories?

RM: It's a possibility. It really comes down to the consideration that it has to be economically feasible. Honestly, I have not had time enough to study it. We have to know that we can afford to make enough pieces so that it pays for itself.

TLR: Going to the other end of the line — to the big trains for small hands — what do you see in the crystal ball for G scale Lionel products?

RM: I love G scale. I don't know that Lionel will participate in that area in the near future, but anything is a possibility.

TLR: LCCA and the other train clubs are interested in the destiny of the company. Members hover around every catalogue that you produce, tune into the news of the company and its developmental plans, and feel a special connection to the company. What's the feeling of Lionel toward the train clubs?

RM: I was in Phoenix last weekend and I'll be in Fort Worth for the LCCA Convention this weekend. That probably sums it up. We intend to work as closely as we can with the clubs in the future and to continue to work with them for special products like club cars. We have no thought of abandoning the clubs.

TLR: Do you envision the Lionel Ambassador program continuing? Are you satisfied with it; not only for the company,

but how it engages train hobbyists?

RM: I know that we have an Ambassador's Club meeting in September in Pittsburgh, and I certainly will be at that meeting and give some awards. I've met several of the Ambassadors; especially out in Phoenix. My take on it is, it's a very beneficial program; but I'm not yet on top of it 100%. I can't really make too many comments about the total function of the club, but it seems to me that everyone here seems to be behind it.

TLR: With respect to the Lionel Railroader Club, the company's own imprimatur club, do you see that continuing?

RM: I believe it started in the 70s. I'm certain that we have every intention of continuing the club, but it's too soon for me to say whether any changes are necessary. If it ain't broke, we're not going to fix it.

TLR: How do you figure out within the company, at the top management level or within your R&D department, what to make next? Do you raise a finger to the wind, use sophisticated market research, go with your own gut instinct, or react to customer feedback?

RM: Yes, all of the above. Really. A lot of it is done at train conventions when I have an opportunity to talk with our customers. That's the way I've always done it. A lot of it is done in-house when we put a bunch of people around the table and brainstorm about what we think the consumer wants. Our market research essentially is done at large train shows — as in Chicago — where we are able to talk with 20,000 people or more.

We also visit with retailers around the country. I intend to do a whole lot more of that than may have been done in the past. After being in the business for 47 years, my subconscious tells me some things about what customers want us to make. Yes, it's gut instinct too; but it's based on a lot of input from people all over the country.

TLR: Finally, I want to give you an open opportunity to speak to our members.

RM: I'd like all LCCA members to know that my mandate here at Lionel is to make the best trains that are available in the marketplace — the highest quality, the greatest amount of new technology, and the most affordable prices that we can manage. We've discussed this virtually every day since I arrived here. I'm sure that if we can achieve those three things, Lionel will continue to be very successful into the next millennium.

TLR: Richard, thanks for investing your time with LCCA members this morning.

LCCA 1999 Stocking Stuffer

The sky's the limit when you do your Christmas shopping early!



Photo by Mike Dupslaff

This is an early prototype; actual production models may vary slightly.

Add to your layout or display this special limited edition “LCCA Municipal Airport” hanger produced exclusively for the Club by Plasticville™. This blue and orange hanger is an ideal ground base for the LCCA 1997 airplanes.

Like the 1997 airplanes, the total number of hangers available is very small. Avoid any last minute rush and possible disappointment by placing your order now to make sure you get this official LCCA item.

Price is \$19.95 each or \$34.90 for two — plus \$3.50 S&H for one or two. Limit of two hangers per member. The two LCCA airplanes in the photo are shown for effect only; they are NOT INCLUDED in this offer.



MEMBER NAME _____ LCCA # _____

Charter Member Regular Member Family Member

Quantity	Price	S&H	Amount
<input type="checkbox"/> 1	\$19.95	\$3.50	\$23.45
<input type="checkbox"/> 2	\$34.90	\$3.50	\$38.40

Michigan Residents only; add 6% sales tax: _____ (\$1.20 for 1, \$2.10 for 2)

_____ Total

NOTE: Do not combine this order with LCCA dues or any other payment to the club. Enclose payment (in U.S. funds) for this offer only, and mail to: LCCA, P.O. Box 479, LaSalle, IL 61301-0479. Make check or money order payable to: LCCA. Do not send cash by mail. Use the credit card form below for MASTERCARD, VISA, or DISCOVER. Note: UPS will not deliver to a P.O. box; street address required.

Card type: MC VISA DISC Card No. _____

Street address (for UPS delivery) _____

City _____ State _____ Zip _____ Expiry date: _____

Signature: _____

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

We Get Mail at TLR

Some Recent Letters from Members

by Mike Mottler, Editor

RM 12394

In response to "A Train Quiz" published in TLR (August, 1999), I received this note on a point of American transportation history.

I greatly enjoyed Mr. Masuck's train quiz ... and I wish to clarify a longstanding erroneous belief regarding Promontory Point and the Golden Spike locomotives. Neither U.P. locomotive #119 nor C.P. locomotive *Jupiter* was at Promontory Point in 1869. In fact, neither engine was ever at the Point.

Rail service did not reach the Point until March 8, 1904 when the Lucin Cutoff was opened to traffic by the Southern Pacific. By that time both engines were extinct. No significant railroad event ever occurred at the Point; it's a myth perpetuated by those who haven't done their historical homework. So, where were these engines in 1869? I am certain that many TLR readers will have the answer. For those who may not know, the answer is: Promontory Summit, 25 miles north of the Point.

A.C. Lockwood, RM 10219
Utah State Railroad Museum
Ogden, Utah

*Ron Morris (RM 3060) wrote a detailed letter and commented on Standard Gauge train facts previously published in an article by Grandpa Nelson Williams — TLR's regular columnist who writes about the older, bigger Lionel (and other) trains. Ron's letter is published here in its entirety, with a few marginal notations by Grandpa Williams shown in **bold italics**; followed by a response from Grandpa Williams.*

Dear Grandpa Williams,

I read your article and found several areas that did not seem to agree with known facts. I then compared it with your original article published in *The Train Collectors Quarterly* Vol. 37, No. 5 and found that some of your revisions, unfortunately, have been expanded into areas that are not based on reality.

1. First, your timetable for 2-7/8 inch and the introduction of three-rail track is off by one year. (This inaccuracy also appeared in your *TCQ* article.) 1905 is the last year that the 2-7/8 inch series were cataloged. In 1906, boldly emblazoned on the catalog cover, is a sign

"LOOK OUT FOR THE THIRD RAIL" pictured above the tracks of an electrified elevated train, a trolley car shown below the "El" structure.

When the three-rail track was introduced it was listed as 2-inch Gauge Track. This misstatement of track gauge was continued in all the catalogs up through 1912. The 1913 and 1914 catalogs did not mention track gauge, however on the Introduction page of both these catalogs, there reads in part "... and have maintained a standard gauge track for all these years." Then in 1915, with the introduction of O gauge (1-1/4 inch), Lionel named the larger gauge track Lionel Standard Gauge ... specified as 2-1/4 inches.

2. The 1929 consumer catalog, pages 21 and 22 (a double spread), picture the No. 357E "Distant Control" Work Train as consisting of a maroon (wine) 380E, maroon 212 gondola with three barrels and a tool chest with tools, dark green over peacock, red boom and red windows 219 derrick car, mojave 218 dump car and a peacock over red 217 caboose. This set had previously been offered in the 1928 catalog. To date, there is only one known version of the 1929 catalog that was published by Lionel. What 1929 Lionel catalog did you use as a reference?

My catalog for 1929 is a black and white Iron Horse reproduction.

On the opposite page (20) is pictured Outfit No. 407E where the freight cars are shown in the 1926-27 colors (except for the dump, which has a "red" body). There is the gray 212, peacock windowed 219 and maroon over orange 217. Where did you find or see an original "brown" roof, orange body caboose? It would be a rare beast.

It may be "maroon," but it looks brown to me.

3. The implication of the caption "The original Lionel standard gauge work train of 1929..." is that this Outfit came with a 400E. This would be rather difficult since the 400E locomotive was not available until 1931. Also, assembling a "work train" of similarly numbered cars and an engine with NO attention paid to the original colors and consist and implying that this is the way it left the factory is a disservice to the readers. In the text you state "It takes a big heavy engine... The only single motor electric equal to the task is the 381E." Is this a typo? Shouldn't it have been 380E? (Reference your *TCQ* article previously cited and Lionel's 1928 and 1929 catalogs.)

Yes, it is 380E.

5. Trivia comment. The color of the 208 Tool Box, for this period Work Train, should be dark gray not the

“aluminum” as shown in the photograph. Also, in 1929, some of these tools (pick and sledge) had wooden handles.

My box and tools are repros.

6. An addendum to your article. In 1930, the Work Train was headed by a 390E and cataloged as Outfit No. 358E. In 1931 the 390E was replaced by a 400E but the Outfit Number remained the same, however the 218 dump was replaced with a 220 searchlight car, as you stated (terra cotta light base.)

The reason for these comments is that when erroneous material appears in print, it unfortunately takes on a life of its own and is held to be factual — I saw it in print, therefore it must be TRUE! This is my attempt to both enlighten you, as the author, and to hinder the dissemination of erroneous and misleading statements that could possibly misguide future collectors and historians.

Sincerely,
Ron Morris RM 3060

Dear Editor Mike:

I assume that you have received a copy of the enclosed letter to me from Ron Morris regarding my article on broad gauge work trains in *TLR* (June, 1999). The first numbered paragraph reiterates his statements about “standard gauge” track in my first column for *TLR* (April, 1998). The letter he wrote then got lost in the Editor transition shuffle from Jim Kellow to you.

I welcome his criticism of my recent article and urge you to publish his letter in full ... it would correct whatever mistakes I made and warn our readers not to believe everything they read is true.

However, I do want to clarify one reason that Ron Morris and I may differ. I used to be a historian myself (M.A., University of Michigan, 1950, etc.), and I was taught to rely upon documents in my research. But I later found out that train catalogs are not always reliable, and for some of my trains, they were not available. So I began to rely upon what I could see and touch more than what I read about my trains.

I have never owned any Standard Gauge train in the original set box, whether a Lionel or not. My Dorfan is the only freight train that I bought as a complete set. All the others have been collected one or a few pieces at a time over nearly 50 years while I earned an average income. It may be a modest collection, but I find it hard to accept off-hand remarks like “None of your trains is in

mint condition,” or “real collectors would not want that stuff.”

I enjoy my trains, and I like to share them with visitors and readers. Whoever thinks I have misled anyone as to these trains is welcome to call that to our attention. Ron Morris is well qualified to do so, and I thank him on behalf of *TLR* readers for his comments.

Yours very truly,
Grandpa Nelson G. Williams RM 14062

This news note came in the mailbag from TLR regular contributor, Ron Stem — who is now engaged in yet another train hobby activity. Go, go Ron!

The Nature Coast “Hi Railers,” a group of Hernando County, Florida, Lionel train enthusiasts, have negotiated the use of 300 square feet of space in the baggage room of the historic freight depot in the city of Brooksville. They will install a “hi rail” operating model railroad for themselves and anyone interested in bringing their own trains to run on “Community Nights.”

They intend to move in after the Labor Day holiday weekend and hope to be up and running by mid-September. The first Open House is scheduled for October 8 -10 in conjunction with the Hernando Historic Museum Association’s Pumpkin Festival. For more information, contact the group’s spokesperson, Ron Stem (RM 537) at 352-666-6297.

Finally, this news and apology to all who purchased the LCCA Lenny the Lion box car.

The mock-up of this car was hand-signed by Lenny Dean on both sides of the car but with slightly different text on each side — for consideration as “version A” or “version B.” I had photos of both awaiting publication in *TLR*, pending a decision on which would be selected by the LCCA Board.

They selected “version A” with Lenny Dean’s original signature but no date (a more timeless piece). I erroneously published “version B” (signature with the date) in the magazine. So, your “version A” LCCA Lenny the Lion box car is CORRECT. I apologize for the error and for raising the unfounded concern that some members had received a “factory error.”

Mike Mottler RM 12394

At Trackside

LCCA Members in Action at Chattanooga

by Bill Stitt

RM 259

On Saturday, July 3, 1999, the LCCA held its usual Fourth of July Weekend Train Meet at the East Ridge Retirement Center in Chattanooga, Tennessee. The event was hosted by Bill Stitt and co-hosts Ron Herman and George Baltz; there were 73 tables sold. Trading for LCCA members occurred between 10 a.m. and 11 p.m. Guests attended between 11 a.m. and 2 p.m. Door prizes and a raffle kept things interesting during the show. A total of 112 LCCA members and family attended as well as 39 guests. Two new LCCA members were recruited.



It's early morning and the meet opening time is still several hours away but Sherman Leonard (RM 479) unpacks his many "goodies" and train parts he will have available for members and the public.



Two Atlanta area members, Ken Switay (L) (RM 18314) and Pete Oreszko (R) (RM 4742) enjoy the meet. Ken is the co-host for the Atlanta LCCA meets.



Leon Pepin (RM 11006) awaits his next customer for the many fine trains on his table.



After a tough day in the "trading pits," Mike Brown (RM 1757) takes his shoes off and relaxes with "man's best friend."

Photographs by Bill Stitt

Big Trains in North Carolina

by W. Steve Bachman, Jr.

RM 17568

My all-Lionel hybrid layout is located in the basement of my home. It's a mix of Standard Gauge and O-gauge trains; about 85% prewar era and 15% postwar. Every train — whether on the tracks or on the shelves — actually runs! My son, Bill, once challenged the veracity of this statement, so as if to prove a bet we placed every one of them on the track for a test — with 100% positive results.

The core of my Standard Gauge collection is comprised of trains handed down to me by my dad — ten locomotives and about 65 cars. I can recall playing with his vintage trains when I was six years old. After his passing, I added to the collection, and it now totals about 125 locomotives and many, many cars. All are in original condition; just one train set has been restored. The collection contains every Standard Gauge accessory made by Lionel — bridges, buildings, and a rare item — the #441 Weighing Station. Some savvy visitors have described the layout as one of the finest of its kind on the eastern seaboard.



Steve placed a #300 Hell Gate Bridge at the 90-degree angle of the “L” of the layout — a central location for this great eye-catching accessory. Note the control panel behind the bridge with three Z transformers; two provide power for the 100 lights on the layout, and one supplies track power for the Standard Gauge trains. A fourth Z (hidden from view) powers the O-gauge portion of the layout. The mirrored wall creates the illusion of a twice-as-big layout.

The L-shaped layout with unequal-length legs is painted but unscenicked; which I regard as “appropriate for its time.” It measures 25x30 feet at the backside of the “L.” The controls are mounted at the joint of the “L.” The track is installed on 1/2-inch Homosote as a roadbed set atop 1/2-inch plywood. This base makes a great rumble when the trains are running. For the sake of variety, I



The “right leg” of the layout shows off green #103 Bridges (three of them, with approaches) and many buildings to admiring onlookers. The #137 Lionelville Station makes a fine boathouse on the shore of Lake Lionel for ten “lightning class” sailboats. Steve once raced this type of boat, and he owned ten of them — get it? This area contains the #124 Lionel City Station with #128 Terrace and the #116 Station in white and red colors with double windows. There are other stations too: a #113 Station in cream and green with single windows, and (on the elevated O-gauge section of the layout) a #115 Station in white and red with single windows. Steve custom-designed the spectacular six-foot-long truss bridge on the upper level for the O-gauge trains, and his son, then age 7, built it of 1/4x1/4-inch pine wood pieces. Standard Gauge trains with many variations are displayed on the right wall and six important O-gauge train sets are presented on the rear wall.

rotate trains from the wall-mounted display shelves to the layout. I’m a “runner” not a “displayer” train hobbyist.

The Standard Gauge section of the layout is comprised of three loops of track with 042, 072, and 084 diameters and about 325 feet of trackage. The O-gauge layout is also based on three loops with 031, 064 (custom made by Rydin to that size), and 072 diameters.

In my view, interest in Standard Gauge trains peaked in the early 90s, then slacked off; probably because of increasing cost based



The “left leg” of the layout holds the #840 Industrial Power Station and — way in the background — two sections of a roundhouse by T-Reproductions. There are several #155 Freight Sheds in two color schemes: red and gray, and terra cotta and maroon. There are five #280 Bridges on the layout in three colors: three red, one green, and one accessory green.

on rarity and growing interest in more affordable, true-to-scale trains with modern technology on board. I sense there is now a resurgence of interest in the bigger, older trains; perhaps because of fascination with their timeless charm and antique toy status. Yet the cost of these antique toys remains a hurdle to many. Fortunately, some newly made Standard Gauge trains — crafted in the older style — are available in the marketplace.

I enjoy the stories behind the trains. I’m a historian as well as a collector-operator, and many of my pieces are interesting variations. One of my great joys is having visitors, talking trains, and watching this toy railroad “perform magic.”

Photographs by W. Steve Bachman, Jr.

Off the Track

by Ed Richter

RM 13075

Convention Rarities and Gems

I'll start this episode with a correction about information presented in the last edition. I incorrectly reported the name of the Lionel Leisure kangaroo. Her correct name is Kaycee; not Katie. Thanks to all the members that responded and set the record straight on that one!

With the LCCA Convention in Fort Worth now in the history books, it's time to report on the interesting trains that appeared at this show.

This first engine (below) has a mystery surrounding it. This GG1 was purchased in 1950. It does not have any stripes or numbers and there is no indication that it ever did. This engine is dark green and is owned by Don Tessendorf (RM 8777).



Don Tessendorf's dark green GG1 without stripes.

Mark Horn (RM 6276) shows his 6464-475 Boston and Maine boxcar. This car has a purple tint to its paint and is hard to find.



Mark Horn's purple 6464-475 Boston and Maine boxcar.



Chuck Walker shared this Fundimensions Special gift.

Don Carlson (RM 6766) brought along his 8161 Laser Switcher. This was the last chrome plastic unit made by modern Lionel. Don says the chrome equipment was sold



Don Carlson's 8161 Laser Switcher.

to Ertl in 1981-1982. Speaking of chrome, Chuck Walker (RM 6291) shared this Fundimensions Special gift. Chuck let me "tease" you with this photo. He'll write an article about the history of this item in a future TLR, so stay tuned.

Here is a unique one; Walt Chunningham (RM 11601) has an instruction manual from South America printed in Spanish.



Walt Chunningham's instruction manual from South America printed in Spanish.

Mike Brown (RM 1757) tells me in 1954 Lionel's first run of the 6417-51 Lehigh Valley caboose came in tuscan. He had a beautiful example of this hard-to-find piece.



Mike Brown's 1954 Lionel tuscan 6417-51 Lehigh Valley caboose.

I would like to thank all the members for sharing these uncommon items, because of their generosity we all learn more about Lionel history. You just never know what is going to show up at a national Convention!

Photographs by Ed Richter

Haul It Away

by Fred Dickmann

RM 13663

Little Idea Improves Hauling Huge Load

I have modified the new Lionel #36900 “Back Shop” car so that it will run on an operating layout within traditional height and width clearances. Anyone who has tried to place the “stock out of the box” flatcar on a layout and run it around the pike has already learned that it will not go under bridges or through 042 switches because it is too tall and too wide.

I offer this relatively quick fix. I started by removing the four small silver screws and separating the machine from its base. I then put the machine unit back on the car with the elastic tie downs. It has a small casting on the bottom so it will not slide off sideways. See **photo 1**.

Then I took a Lionel #26971 depressed flatcar (it was made last year with a die-cast girder load) and re-mounted the machine base on it (see **photo 2**). I first re-installed the four silver screws on the base because it will be needed for the tie-downs to loop around it. The base has a sub-frame that I made and mounted on the

bottom to hold it at an angle for height clearance. I made the sub-frame from a couple of strips of aluminum and drilled it out to fit a couple of black screws already on the bottom of the base. I bent the sub-frame downward to make “legs” and hold it at an angle. I screwed small pieces of 9/16-inch-wide boards to the bottom of the legs and formed a cradle of the same material for the other side. Elastic tie downs were also added. The wood mounts were stained and fitted in the slots on the car to prevent side movement of the load.

After I coupled the cars together I noticed another bonus — they had sequential numbers printed on the sides (6418-1 and 6418-2) with different built dates. This project was challenging and fun.



Modifications to the Lionel #36900 Back Shop car allow it to operate within traditional 027 clearances.



These depressed-center flat cars are on their way to Lionel’s “Back Shop” with a load of heavy shop machinery.

NOTICE: The Tarantula RR reefer car available for purchase at the registration desk during the recent LCCA Convention in Fort Worth, Texas, may have a problem with paint flaking off the door guides.



**Free replacement door guides are available, contact: Lou Caponi,
610 Andrews Road, Springfield, PA 19064. 610-543-1540**

Behind Closed Doors

by George Nelson

RM 13073

Well Hidden Layouts in Louisiana

A couple of years ago while visiting a brother in Shreveport, Louisiana, my wife and I went to see pediatrician Dr. Frank B. Hughes (RM 19599). The last time I saw Frank he was “Frankie,” the little brother in a family that lived near us in Benton, Louisiana. His dad was my high school principal during World War II days. He moonlighted as fireman and engineer on the Illinois Central line between Shreveport and Vicksburg, Mississippi — or maybe he was moonlighting as a high school principal! Frank’s older brother, now-retired dentist Ted Hughes, shared his interest in model railroading and joined us at Frank’s house.

Frank escorted us upstairs, showed us some of his collection (including a beautiful red and white Texas Special F3 set) presented in cabinets at the head of the stairs and in the adjacent library, then challenged me to find his layout. It didn’t take long, but it was definitely well hidden! To enter the attic layout, I found and swung open part of a bookcase installed along one wall. We were careful not to bang our heads on the sloped ceiling, but the attic room was neatly finished. Frank could run several trains on the layout at the same time.

This August when I drove to Fort Worth with my wife and grandson, we once again made contact. Frank and his wife, Mary, an accomplished artist, graciously consented to another visit and a tour of their “new” home — a turn of the century two-story house. They moved into it primarily to get more space for the trains.

Once again I found access to Frank’s layout well hidden — this time through a massive disappearing staircase

leading up from the second floor landing into the attic area. This attic, like the rest of the house, has a high ceiling; so it isn’t necessary to watch our heads. At the top of the stairs is the control panel with the transformers and turnout controls.



Frank’s old layout as seen through the open bookcase.

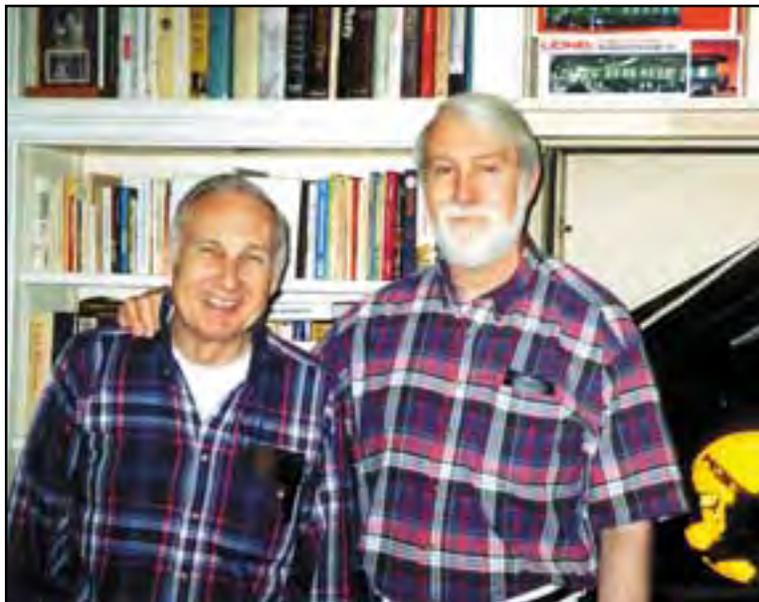
A Z-4000 controls the layout section directly in front of the control panel whereas a ZW controls the separate section to the right of the panel.

Each section consists of two independent trackage blocks. The outer blocks are simple loops of track, and

relatively long trains can run there. The inner blocks include turnouts and crossovers, and this design gives opportunity for different types of operation. Although Frank has a few freights, his tastes run toward long passenger trains pulled by F3s.

Frank says this layout is a work in progress. It gives him the enjoyment of displaying and running long trains, with the prospect of investing

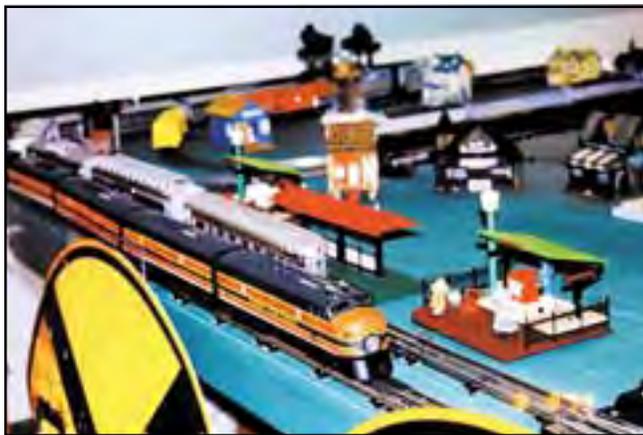
many more hours of work on layout enhancements.



Ted and Frank Hughes by the hidden bookcase entry to Frank’s old layout.



A Joshua Lionel Cowen Hudson pulls a long freight on the right-hand section of the new layout.



Great Northern and Santa Fe passenger trains pass in front of the operating station. Frank also has an Illinois Central passenger set — he favors it because it looks great and because his dad once worked for that railroad.

Passenger trains headed by F3s run on two elevated tracks while freights and a string of Lionel Union Pacific streamlined cars headed by F3s operate on the lower level of the old layout.



Frank Hughes sits at the controls of his new layout.



A Santa Fe passenger train on one of the two mainlines that pass in front of the control panel on the new layout. There are two additional main lines on the right-hand layout section in the background.

Photographs by George Nelson



The Streets of Lionel City

**by Dennis Leon Clad, Contributing Editor
RM 10430**

Collecting is all about tradition, heritage, and outstanding quality. We at Lionel are proud to be associated with Corgi on this project and look forward to a long-standing relationship.

—Lionel Corporation

Stretching for miles just outside the Mayberry-like hamlet of Lionelville is a megalopolis unlike any other. If not for the 99 years of parental care from the Lionel Corporation, perhaps Lionel City would have fallen victim to the turmoil that has wreaked havoc with the transportation infrastructure of less-favored cities in the real world. I leave to transpo-historians the task of speculating on that topic. Meanwhile, I intend in this research paper to assess the non-rail transportation system of the most livable city we can imagine.

Although they enjoyed the considerable benefits of great railway and trolley systems, for years the citizens of Lionel City lacked appropriate and sufficient street and highway vehicular support systems. By comparison, the big city lagged behind suburban Lionelville, and if unattended to, this could contribute to “suburban flight” and perhaps urban sprawl — with dire consequences to metropolitan

tranquility, social and perhaps economic stability, and neighborhood happiness.

Not too many years ago, Lionel enabled a non-rail transportation system for Lionelville with an eleven-part series of vehicles offered by the Eastwood Company of Malvern, Pennsylvania. Realizing that the urbanites in Lionel City also needed an appropriate transit network for themselves and their goods, Lionel turned to Corgi Classics Limited of Leicester, England, for a metropolitan-scale transpo-solution.

With decades of experience in producing transportation models to scale for mini-people and commodities, Corgi Limited was the only candidate of choice for the discriminating Lionel Corporation. A total of 16 different 1:50-scale vehicles were offered to and approved by the Lionel Corporation for use in Lionel City.

I will examine each vehicle in the order of appearance in both the Corgi catalog and on the highway to Lionel City. To identify each model, I will use the numbering

system found in the Corgi catalog, the container, and the limited edition card that accompanied each vehicle.



The Lionel City vehicles gather for a fleet portrait prior to assignment to service on a Lionel layout.

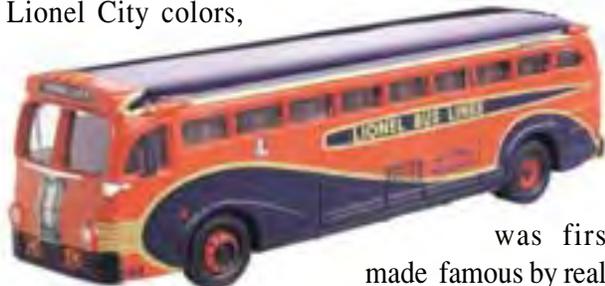
The first four models to bring smiles to the citizens of Lionel City upon their arrival on local streets were presented in the Corgi January-June, 1996 catalog.

52002 Mack CF Pumper Lionel City Fire Company. The all-American colors red, white, and blue make this highly detailed fire engine and its fire-fighting



equipment a comforting assurance of public safety among the residents of Lionel City. This CF series Mack comes complete with chrome front bumpers and is topped with a red light unit and four chrome horns to sound, "Clear the way!" 5,600 engines were made, and all displayed the Lionel "circle L" on their doors.

53902 Lionel Bus Lines. In 1937, General Motors built its Model GM743 at the Yellow Coach Division. The beautiful "whale line" decoration, rendered by Corgi in Lionel City colors,



was first made famous by real-world Greyhound Bus Lines. Historically, the 743 model was the first mass-produced, rear-engined coach with under-the-floor baggage compartments. 5,600 were made for Lionel City.

54007 Lionel Bus Lines. Built in 1940, GM4502 is a 45-seat coach with a flat windshield. This coach with the official GMC Truck and Coach Division



paint scheme "D" was painted in Lionel City colors. 5,000 were produced.

54401 Lionel City Bus Services. This 53-seater GM5301 coach was nicknamed "fishbowl" when built



in 1959 because of its large windshield. The red, white, blue, and silver paint scheme on this Lionel City bus is taken from true-to-life GM paint records. This bus is the first of three Lionel City fishbowl buses and is the only bus to display an advertising sign. The sign is of the 1953 Lionel advance catalog cover. This bus was featured on the cover of the Corgi catalog. 5,600 were made.

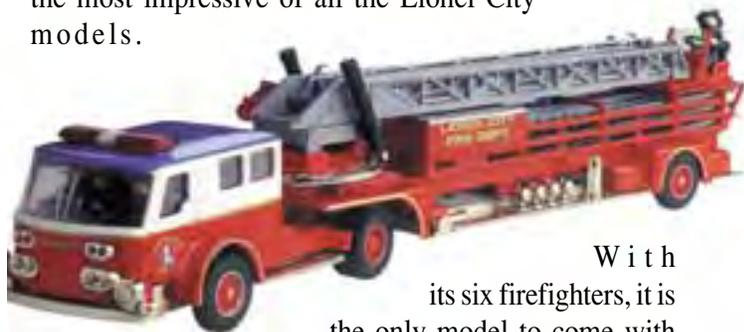
Six new models were revealed to Lionel City residents in the Corgi July-December, 1996 Catalog.

53904 Lionel City Bus Lines. This GM coach 743, built by the Yellow Coach Division of GM, is the second and last Lionel City bus to feature the "whale line" GM paint scheme, again in



Lionel colors but in opposite placement to 53902. These 743 motor coaches with their "whale line" paint schemes are my favorite Lionel City buses. 6,100 units of this bus were made.

51801 Lionel City Fire Department, Aerial Ladder Truck. IMHO, this American La France unit is the most impressive of all the Lionel City models.



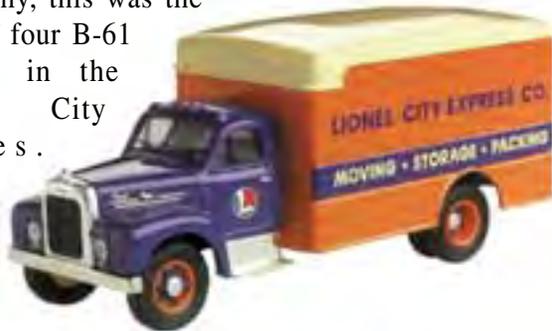
With its six firefighters, it is the only model to come with figures. There is no shortage of detail on this fire engine. Expect to pay a high premium for this Corgi piece in the not too distant future. Like the 52002, a Lionel City "circle L" is on both doors of 51801. 7,000 were made.

54103 Lionel City Coach Company. This is a 4507 GM coach. Note the air intake over the Chesterfield/Mount Clemens destination sign. This was placed on



buses with the “thermomatic ventilation” system. This paint scheme from the 1950s is decorated in Lionel Corporation colors. 6,100 models were produced.

52503 Lionel City Express B-61 Model Mack. Painted in Lionel colors for the Lionel City Express Company, this was the first of four B-61 Macks in the Lionel City series.



Both doors carry the red, white, and blue “circle L” logo. The wheels and hubcaps on this and the three B-61 Macks to follow were made to Mack Truck specs, including the chrome radiator shield and bulldog hood ornament. 6,100 were made.

51302 Lionel 1957 Chevy Sheriff’s Car. This black and white hardtop displays a clever combination of imagery on its doors — a Marshall’s badge and the Lionel “circle L.” 5,500 were made.



54302 Lionel City Transit. The second GM5301 fishbowl bus for Lionel City is painted in Lionel Corporation colors rather than the red, white, blue, and silver of 54401. It is a dual-entry coach with air conditioning. The AC unit is



placed atop the roof at the rear. 6,100 were made.

The January-June, 1997 Corgi Catalog surprised all with five new models for Lionel City.

52302 Lionel City Van Lines B-61-Model Mack Tractor-



trailer. Decorated in beautiful Lionel Corporation orange with the red, white, and blue “circle L” logo on the trailer and tractor cab doors. This is a heavy model with all of the chrome features of the first B-61 Mack. The trailer landing gear is authentic. 5,000 rigs were made.

54404 Lionel City Transit Corporation. This is the third and final GM5301 fishbowl bus to be made



for Lionel City. The bus carries the “circle L” Lionel logo on both sides. The same red, white, blue, and silver colors are used on this bus as on 54401 but in a completely different pattern. Only 4,400 of these blue-wheeled beauties were made.

54011 Lionel City Motor Coach Company. The second and last GM4507 people mover in the Lionel City series. Like 54103, this coach has the 1946 “thermomatic ventilation” system, but the destination sign reads “Irvington.” The Lionel Corporation colors are used in a completely different arrangement than 54103. 6,000 were made.



52402 Lionel City Fire Department B-61 Model Mack Pumper Engine. This is the third and last Lionel City Fire Engine and



the third Mack “B” model in the series. The same Lionel logo as the first two fire engines is on 52402. Because of its highly detailed and complete equipment, it is a must-own part of the Lionel Fire Department series. 5,700 were made.

55004 Lionel City Transit Corporation P.C.C. Street Car. This is the last Lionel City item in this catalog, and only 4,800 units of this first streetcar for Lionel



For lovers of Lionel Corporation colors, 55004 represents the one true “Streetcar Named Desire.”

City were made. In Lionel City colors of orange, cream, and blue, this dual-entry car has a destination sign reading “East 26th Hillside” and is a must-own for all citizens of Lionel City and nearby Lionellville.

Sadly for us admirers of the wonderful vehicles made for Lionel City, the January-December, 1998 Corgi Catalog carried the last item of this great series.

53501 Port of Lionel B-61 Model Mack Tractor. It pulls a dropside flatbed trailer with four wooden crates loaded with Lionel Corporation molds from their overseas maker. This



good-looking rig is the fourth “B” Model Mack in the series and is decorated in Port of Lionel colors — black and silver. The very attractive Port of Lionel logo adorns both cab doors. Just 3,200 models made their way to Port Lionel — the smallest production run of all.

For Lionel City paper collectors, only five Corgi Catalogs contained Lionel City vehicles. They are: January-June, 1996; July-December, 1996; January-June, 1997; July-December, 1997; and January-December, 1998.

All of these catalogs are limited editions, with their limited edition number printed on the inside cover. The Corgi Importer, Reeves International, told me that past catalogs are shredded and recycled. The hardest to find piece of Lionel City paper is an orange and cream colored flyer entitled “Destinations for Corgi Classics.” Pictured on this flyer are 55004, 51801, 52402, 54011, 52302, and 53904. This nicely done flyer is worth the hunt.

With my research completed on the vehicles made for use in Lionel City, I came away from this project with high regard for the quality and craftsmanship of these handsome models. The Lionel Corporation and Corgi Limited are to be congratulated for their



A 1:50 clone of part-time Lionel City firefighter, Alan Schwartz, holds on tight to his helmet as Corgi model 51801 roars off to a site in distress somewhere in Lionel City. Note the small details — a diamond-pattern walkway and the ladders.

attention to detail and fidelity to prototypes for the vehicles available for use in Lionel City. Surely the contented locals consider their transportation infrastructure well suited to the intended purpose.

Happy Tracks!

Author’s Note: A big LCCA thank you to the following — Bill Schmeelk (RM 6643) for his great job behind the camera in capturing images of Corgi’s Lionel City fleet; Bill Allan (RM 14112) from the Inkwell and Gordon Wong (RM 24301) for the loan of their Corgi vehicle and paper collections; and last but not least, thank you to two great companies, Reeves International, Inc. of Pequannock, NJ and Corgi Limited for the valuable information they supplied.

Hot Temps, High Times, Heavy Trains

Well, Two Goodies out of Three Ain't Bad

We're not going to say a lot about it — because these pictures tell the story better than words. If you were one of the participants in the 1999 LCCA Convention in Fort Worth, you brought home a lot of memories and perhaps some trains. Which is what it's all about, right?

The first activity of the Convention — quite appropriately — was train-related; an excursion trip aboard the Tarantula Steam Railroad based at Stockyards Station followed by a tour of the historic Fort Worth Stockyards district. This wonderfully restored train is a treasure, and, for no extra charge, passengers can watch the crew turn the engine around on the nearby turntable and take on water.

Photographs by Ed Richter





Another train-related tour was a trip to the Age of Steam Railroad Museum in nearby Dallas on the grounds of the Texas State Fair. The premiere piece of equipment on display was a Santa Fe doodlebug, and the museum collection also contained a Pennsy GG-1 and a "Big Boy" on static display. Afterwards, the group visited the JFK Memorial site in downtown Dallas and relived a day in American history that all remembered as a turning point.





Local Convention hosts Glenn and Karen Kroh welcomed LCCAers to the Thursday evening Get Acquainted Party and opened the pathway to food and friendship.

During the Convention, some members “went loco” at Billy Bob’s Texas in Fort Worth — perhaps the definitive honky-tonk joint. But the Convention isn’t all fun and frolic, there’s club business to attend to and your Board of Directors met and conducted a business meeting.





The annual meeting of the club is a forum for reports and exchange of information. Afterwards, the members stayed on for a traditional highlight of every Convention — the Lionel Seminar. Lionelers demonstrated new products and passed them around the room — see the article by Bill Schmeelk.





All got a “Taste of Texas” at the Lonesome Dove Dude Ranch on Friday night. A Blacksmith performed his trade to the delight of kids



(of all ages), and the Nowhere Near Ready for Steady Employment Lonesome Dove Players enacted a melodrama of the Old West with some new twists to the tale.

In the company of the players are Richard Maddox, new President of Lionel LLC (in the light blue shirt) and other Lionel execs. Rhythm/coordination teams among the club showed their stuff at the limbo bar and with line dancing.



A surge of train fans entered the Trading Hall for some serious shopping and wheeling-and-dealing. Youngsters looked, played, and hauled home some of the toy trains.



The Houston (TX) Tinplate Operators Society installed their impressive modular layout at the Trading Hall. This impressive layout is itself an “ambassador” for the train hobby to many who may be discovering toy trains for the first time — see the accompanying article by Patty Norman.



Lionel's company display was set up in the same room with the HTOS layout, and one of the special attractions was the new Hellgate Bridge and a companion box car — see the article by Jim Herron.

The Saturday night banquet in the host hotel was a celebration of the hobby and one of its principal fringe benefits — enjoying the friendship and fellowship of other train fans. A Texas swing band set the tone for the occasion. Our special guest was Richard Maddox, new President of Lionel LLC. Fortunately for the attendees, he brought with him lots of Lionel goodies for distribution as door prizes. Outgoing club President Harry Overtom presented the gavel to recently elected incoming President Al Otten.



The Lionel Seminar

by Bill Schmeelk

RM 6643

As always, one of the highlights of this LCCA Convention was the Lionel seminar. Members were eager to learn, see, and hear what's new. There were no disappointments here. Lionel set up a tabletop layout with a couple of large ovals of track and several of its latest locos in operation. Of course, the big buzz at the Convention concerned Lionel's new president. He arrived at the convention hotel shortly before the seminar began. We were introduced to Richard Maddox, a man who has spent over 40 years in the train business. Mr. Maddox is in his early 60s, but he displays a very youthful attitude toward the business. He appears to be genuinely excited about Lionel's prospects and the task before him — to bring Lionel into its second 100 years.

The Texas Special

Lionel's Bob Ryder turned the seminar program over to the other Lionel folks who showed us some of company's latest improvements. Chief Engineer, Bob Grubba, demonstrated a variety of Lionel's new products. The new Texas Special F3 was just off the assembly line. Its sounds and the details in graphics were quite impressive. Thomas Blischok explained the effort that went into getting the glossy red color just right. Several grooves along the bottom of the shell were removed. The grooves were added to the mold years ago to accommodate the paint masks for applying the Santa Fe war bonnet paint scheme. Removing these grooves added to the sharp look of these locos. The sounds on the new F3 are outstanding. The TowerCom™ sounds are specific to the Texas Special and refer to it by name. Lionel has already sold out of these, but I'm hoping to get a set so *TLR* can show you the changes in the tooling and the outstanding paint scheme. Also on display were some of the prototypes for the aluminum passenger cars that will be made to accompany the Texas Special. Bob explained that the paint must be mixed differently for application to metal versus plastic. Lionel is taking the necessary steps to assure that the painted plastic portion of the cars will match the painted metal portion. The passenger cars are in even shorter supply than the locomotives.

Commodore Vanderbilt

Grubba also demonstrated the new New York Central Commodore Vanderbilt loco. This new version is painted a darker color and has the spoked drivers that were used by NYC at the time that color was used. This new

Commodore has several improvements over the original, including the infrared wireless tether between the loco and tender. It has more pulling power and higher quality sound. A die-cast chamber was added to isolate the sound and eliminate extraneous sound produced by rattling of the removable plastic tender cover. The loco will also have two MagneTraction™ axles.

Concerning future F3s, he mentioned that the tooling for the plate covering the opening on the front motor truck has been located. This is among some of the improvements we'll see in the future.

ZW Transformer

The new ZW is in production and is expected to be ready for shipment in October. We hope to have a complete review of it at that time. Lionel had a production prototype ZW in operation on the layout at the seminar.

Allegheny

Lionel brought along its new Allegheny 4-6-6-4 loco. The model demonstrated at the seminar more accurately matches the production model. If you happened to see this loco when it was exhibited at the York meet last April, you'll be pleased to know that some details produced by the lost wax casting process have been added. As you might expect, the sounds were quite impressive.

While talking with us about these items, he passed them around the room. All of us got to handle them and see the details up close.

Other Products

The new SD-60 and SD-70 will be scale length and contain two vertical can motors; Pullmor motors will not fit inside the narrow hood of the body shell.

The new Platinum Ghost clear-shell was running on the tabletop layout. The plastic used for these shells will be polycarbonate, a material that will not yellow. When produced in a greater thickness, this stuff is bulletproof; but using your new clear-shell F3 for target practice is definitely not recommended!

We were told that 50 F3 locos have been made with the new Odyssey motor inside for testing. The Odyssey motor will first appear in production on the new Mikado steam locomotive. According to Grubba, it is almost twice as powerful as the Pullmor motor.

The Union Pacific Veranda loco is still a work in progress, and it will contain two double-stacked Odyssey motors, for a total of four — count 'em — FOUR motors.

Concerning the latest in RailSounds™, he reviewed the changes that have been made over the years with

RailSounds. RailSounds 2.5 is the most recent standard. RailSounds 3.0 was designed with two smaller boards so it could be used in smaller spaces. It was first used in the Century Club GG-1. RailSounds 4.0 will first be used in the Allegheny. This too is a smaller version, and it will fit into the new Shay. This version draws less power and includes an improved amplifier. The TowerCom™ feature will include two messages, one for arrival and another for departure. Another feature is that there will be two throttle sounds realistically responding before the loco moves. On the Mallets, you can also have the two chugging sounds out of phase to match the drivers. RailSounds 5.0 will be a version enhanced to take advantage of the Odyssey motor. The sound will be controlled by the actual output from the motor. This output will tell the board when the motor is working and when

it is pulling harder, allowing the sound to reflect the actual operation of the loco. This will also affect the smoke output of the loco.

Lionel has continued to improve and refine what is already considered the best sound system in the business. Continually improving a sound system that already leads the field is a characteristic mark of a leader. Lionel isn't resting on its laurels but is striving to remain at the cutting edge of technology.

Next the floor was opened for questions and there were surprisingly few. One member requested that Lionel let the consumer know in a more timely fashion about delivery and cancellations. The folks from Lionel were around for the rest of the convention to answer individual questions and comments from members.

Behind the Scenes of the Convention

The Texas Club with the Big Modular Layout

by Patty Norman

FM 24775

Editor's Note: The large club layout at the LCCA Convention was transported, set-up, and operated by the Houston Tinplate Operators Society. The layout was a primary attraction for members and visitors.

The recent LCCA Convention in Fort Worth was the first for my family, and we really enjoyed it. We wish our son hadn't started school the week before so we could have enjoyed the tours. I can't believe it took us so long to get around to joining LCCA.

We joined HTOS about three years ago. Our son, Alan, has been into trains since he was 18 months old. He received an electric train for Christmas from his grandparents and an uncle when he was two. By the time he was three, we added a few more cars and accessories to his collection. That's when we realized running the trains on the floor wasn't working, and we joined HTOS to learn more about layout building. The project has renewed an interest in trains in my husband, Wayne, who had a train as a child. Now his focus is on locomotives, mine is on accessories, and Alan loves it all. He's a wiz at using Command Control™.

Jim Herron, President of HTOS, asked me to produce a design for a HTOS car to help celebrate the tenth

anniversary of the club in 1999 and raise funds. I offered six for consideration. The club suggested a blue roof with red and white on the sides — colors of the state flag of Texas. When I saw how well the shape of the roof fit with the flag, I developed a few designs with that motif, and the club liked it. A preliminary sketch of the final selected design is shown here.



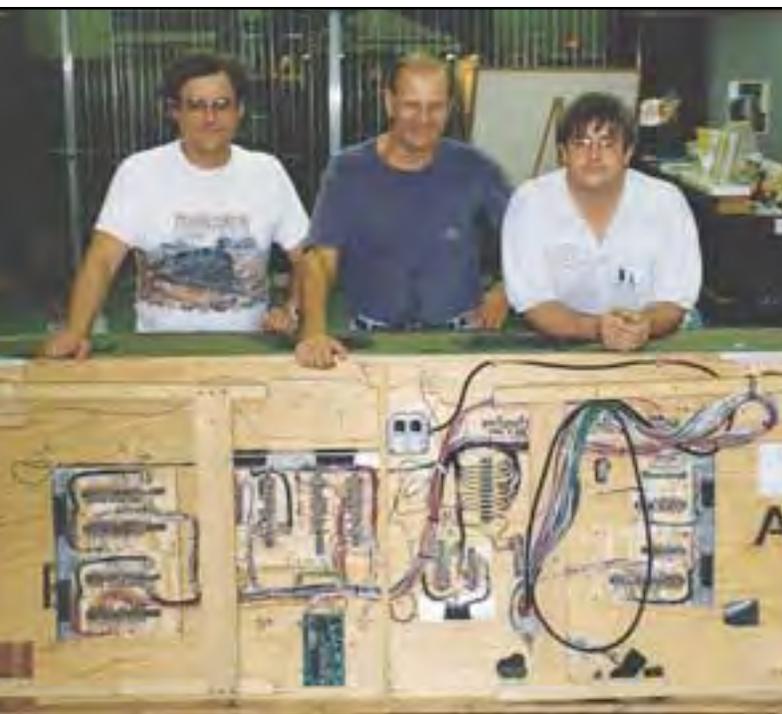
The car is a “recycled” Lionel aquarium car derived from Gil Finn (6-16742) or Mermaid (6-19856) cars that were stripped and professionally repainted by Bobby Salerno, a noted custom painter. The finished car is numbered 8999 (get it?) and shown here on the club's layout, along with me!



The club layout is modular in concept, but it is not the traditional kind with 4x2-foot sections and four 90-degree corners. This diagram shows our track plan and placement of buildings and accessories. Our involvement with the club layout generated a “rub off effect” on us as we plan a home layout.



There’s a lot of work to do under the tables of the HTOS layout, and fortunately there are club members with expertise in circuitry, relays, and electronics. Ironically, the complex wiring makes it easy to operate the layout — much of it is automatic.



When not “on location,” the club layout is installed at Town and Country Mall in Houston, Texas. When you’re in the neighborhood, come on by. For more information about HTOS, check us out on the Web at www.netservers.com/~htos.

Rebirth of a Legend

by Jim Herron

RM 24025



The new Hellgate bridge is a breathtaking span. Some will re-design their layout to accommodate this bridge as a center of interest.

Growing up in New York City in the postwar era had many advantages. There was so much to see and do. For me as a boy, it was like living at the center of the universe. I gravitated towards trains and planes. The train interest came from my being in a Pennsylvania Railroad family.

I loved traveling on trains with my parents, riding to Baltimore, Harrisburg, and Cape Cod on the Pennsylvania, New York Central, and New Haven Railroads. Two of my favorite rides were coming out of New York City, crossing the Lift Bridge over the Harlem River and the Hell’s Gate Bridge on my way up to New England.

The Hell’s Gate Bridge was — and still is — simply majestic; it’s an architecturally magnificent structure. It was privately built by the Pennsylvania Railroad and was completed in 1917. The bridge rose over 300 feet above the East River tributary known as “Hell’s Gate” because of the tremendous rip tides and currents that pass through it at the change of tides. Long Island Sound dumps its water through this fast-moving, narrow tributary to the East River and eventually to the Narrows and the Atlantic Ocean.

The bridge can accommodate four trains on the 1017 feet long span. The idea for it was conceived in 1912 and was completed five years later on April 17, 1917. It was

the brainchild of the Pennsylvania Railroad chairman who wanted to connect the northeast through New York City's Pennsylvania Station. Since Penn Station, completed in 1910, had no outlets to New England, tunnels and bridges were envisioned. A



company was formed as a joint venture between the Pennsy and New Haven Railroads and called the New York Connecting Railroad. This entity still exists today. This company built an eight-mile stretch that included the Hell's Gate Bridge, Sunnyside train yards, and access to the Brooklyn Piers. It cost more than \$30 million dollars and was a vital link to New York City. At the time of its opening, it was considered one of the most awesome

architectural feats in American industrial history.

The bridge spans the river at 977 feet. It contains over 18,900 tons of steel and remains the longest steel arch bridge in the world. No other, in its entirety, is as massive or as beautiful. During World War II, the Hell's Gate Bridge helped transport troops and goods to Europe from many New England naval ports.

On my way to Manhattan last fall I crossed the Triborough Bridge from Queens to Manhattan, parallel to the Hell's Gate Bridge, and was surprised to see that after years of neglect, it was getting a long overdue facelift. It had been cleaned, scraped, repaired and painted a deep, dark cranberry. After collecting rust for over 50 years, it was again the imposing structure I remembered from childhood. It was sheer joy to see this old friend get a well-deserved new look. I hope it lasts a very long time.

Why all this attention to the bridge business? Lionel has produced a new O-scale Hellgate Bridge in its



Lionel has produced a companion box car to the Hellgate bridge with a matching color scheme and special graphics.

Heritage Catalog. It will be finished in the colors of the original toy version: cream, green and orange. It is slightly redesigned to accommodate two trains on two tracks, and the trains enter the portals at track level.

The original Hellgate Bridge by Lionel (#300) was a Standard Gauge bridge built from 1928 to 1942. It was strictly a prewar accessory. Reproductions of it made by MTH and T-Rail were pricey, but they were popular and appreciated in value. Why it took Lionel 57 years to remake this icon of bridgedom is quite a mystery to me, but they are doing it first class with brass plates, girders, and structural designs — just like the original.

Of course, the “new” Hellgate Bridge is a bit more expensive than the original one, which was priced at \$16.50. The new one is priced at \$400. The dimensions of the new bridge are 30-1/2 inches long, 11-3/4 inches wide, and 11-3/4 inches high (# 05/6-32094.) If you are a serious train runner or collector, I suggest that you order it promptly. Lionel has recreated one of the best-loved model railroading accessories of all time.



Bob Mintz (RM 7849) displays the Hellgate box car at an especially appropriate site — in New York City with the “real-world scale” Hell's Gate Bridge in the background.

Lionel News and Views

by Bill Schmeelk

RM 6643

Lionel's New President

During the recent LCCA Convention in Texas, I had a chance to talk with Lionel's new president, Richard Maddox. He has been in the train business for over 40 years and brings an expertise that should be very helpful to Lionel as it enters the new millennium. Mr. Maddox has a very good reputation and is well respected in the train business. Those who know him consider him well qualified and a straight shooter — just what Lionel needs. I was particularly impressed with his excitement at the prospect of keeping Lionel in the forefront. He said that when he retires he wants to leave on a high. His first day on the job, he inspected product that was ready to ship, even taking some off a loaded truck. He has made it clear that product will not be shipped unless it is right. He will stand behind his employees in that regard.

In a couple of interviews Maddox stated that he will probably get the credit for many of the quality improvement processes that already were in effect. (Did I mention that he was a straight shooter?) From the start he's been working 14-hour days, and it seems that he is enjoying it. It's clear that Maddox sees his job as a challenge, yet he shows excitement for tackling it. I mentioned to him that I'd like to see Lionel come out with a new track system and he quickly replied that we might see just that in Lionel's future. Although Lionel looked into a new track system in the past, it was put on the back burner.

He has a great sense of humor. At the convention banquet when he was asked to encourage members to bid on some special Lionel items he and other Lionel folk had signed, he reminded the group of the life expectancy of a Lionel president. It was the biggest laugh of the evening. It seems that everything he did inspired confidence in his leadership ability. He will assuredly be good for Lionel.

Lionel's Sound Dispatching Station Returns

The year 1956 was a good one for Lionel accessories. The company introduced the Operating Lumber Mill, the Culvert Loader and the No. 465 Sound Dispatching Station. This year Lionel resurrected the last of these. The 1956 catalog description states, "Now you

can announce your trains, give orders over a real loudspeaker system!" This accessory came with a wired microphone. Press the button on its side and one can talk through a four-inch speaker located inside the station. By pressing a second button on the mic, you could interrupt the power to a strip of track, allowing you to stop the train in front of the station. Releasing the button restored the power and the train would continue. The 1956 catalog did not have prices, so we don't know the initial retail price. The microphone was of the carbon type. By today's standards, it was poor quality. The original station operated on four "D" batteries which, according to the catalog description, were supplied.

The Station appeared unchanged in the 1957 catalog; again, retail prices were omitted from the catalog. That was the last time it appeared. The Sound Dispatch Station was cataloged for only two years. Although it appeared again in the 1958 catalog, it was then called NEW and had a new catalog number of 365. The new title was: the Dispatching Station. Although it was still illuminated, it didn't come equipped with a microphone or a speaker. This "watered-down" version was listed at \$5.95, and it is actually harder to find today than the original No. 465 Station. The No. 365 station appeared for the last time in the 1959 catalog.

In 1962, there was a half-hearted reprieve for the Station when it appeared once more. This time it was the No. 419 Heliport and was cataloged at \$9.95. Lionel added the mechanism from the 3419 Helicopter car to the roof of the station. The catalog and the instructions pointed out that the roof of the Heliport was designed to correspond to the height of the highest No. 110 Trestle and this allowed the station to serve a dual purpose — both a railroad and heliport terminal. Another odd change was the two horns — these were mounted under the roof on the 465 and the 365 but were mounted on top of the roof of the 3419. Although the helicopter mechanism was added, the illumination and the printed panel with the control board and the men were missing. With this panel missing, you have an unobstructed view through the window to the launching mechanism, not a pretty sight. To launch the helicopter you pulled a ring connected with a string to the launch release. The accessory had to be located near the edge of a layout. The instructions suggested that you could "launch by remote control" by tying a string to the ring and threading it through the floor of the platform to "any convenient control point." The Heliport appeared for only one year and today is highly sought after by postwar collectors; not because it was well made, but because of its rarity.



1



2

One final version of this Station was cataloged in 1963 as the 5160 Officials Viewing Stand, an accessory for Lionel's doomed road racing sets. I have never actually seen one of these. It was cataloged this one year only. This Station also had two flags, one over each of the nuts on the roof, and — as in the Heliport — the loudspeaker horns were shown above the roof. To the best of my knowledge, this station was not illuminated and did not have the colored panel. It was listed at \$4.95, a dollar less than the 365 cataloged five years earlier. Those were not good times for Lionel, and the end was approaching. Although the tooling was effectively used and adapted to four different offerings, none of them were very successful.

Lionel's current release of the Sound Dispatching Station is designated 465-99, and it has been completely redesigned. I like the way Lionel handled its postwar number. I know that some don't like to see the same number re-used, but by adding the -99 to the number, this Station retains its classic number and confusion with the original is eliminated. It's the perfect solution, and I hope Lionel will continue this practice.

Photo 1 shows the original Sound Dispatching Station and **photo 2** the new version. They are nearly identical. Lionel kept the original look but completely upgraded the technology. The original version was unpainted plastic, and the new version appears to be painted. This presents a much cleaner look. The two stations are nearly identical in appearance except for the two Lionel "L" symbols added to the new version. Even the die-cast nuts on the roof — designed to resemble vent fans — are the same. I've often wondered whether those nuts were something that already existed or did Lionel specially make them?



3



4

Photo 3, a rear view of the new Station, shows the addition of a small holder on the right side that can be used as a hook for the microphone. **Photo 4** shows the microphone in place. You can also see how the microphone plugs into the base of the station.

Removing the two nuts on top allows you to remove the roof, the window and the colored panel. **Photo 5** shows the underside of the original roof and **photo 6** shows the new one. The original has a foil sticker that is positioned over the light bulb to prevent its heat from melting the roof. Postwar collectors will



5



6

recognize this sticker as the same one added to the inside roof of Lionel's No. 60 Trolley. The Trolley was introduced in 1955 and the foil sticker was added after the initial production when problems with heat from the bulb became apparent. By 1956, all Trolleys had this foil. Perhaps Lionel anticipated the same problem with the Station and added the foil to it. I cannot say for sure whether all Stations had this foil, or even that Lionel installed it. If you have an original, check to see if this foil is there and let us know. In a later article I'll report back on this. The new roof does not have the foil, but the Station uses a smaller bulb that is not as close to the roof. Both versions have the microwave tower and the speaker horns for the roof. They are nearly identical. The new ones are a slightly different color and very slightly different in size, so this leads me to believe that the tooling is new, or at least reworked.



Photo 7 shows a view inside the original Station. The speaker was four inches in diameter. Two "D" cell batteries were held on each side of a threaded rod on

each side of the speaker, for a total of four. The same nuts as those used on the roof were used to secure the bracket across the two batteries. Look back at **photo 1** and you'll see two protrusions on the bottom of the red housing. These allowed extra height inside for the batteries.

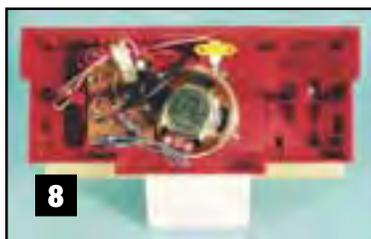


Photo 8 shows the inside view of the new version and the major design changes are quite evident. Thankfully, batteries are no longer required

to operate the Station. Although the two protrusions remain under the red housing, the holes in them to accommodate the battery clips are no longer present. I'm pleased that Lionel preserved the look of the original so well. Power for the Station comes from the transformer. The new speaker is a three-inch. The molded-in battery guides are eliminated, and a new circuit board is added. The circuit board includes a diode bridge that converts AC voltage from the transformer to DC for the circuitry.

Photo 9 shows a bottom view of the original and **photo 10** the same view of the new version. The original version had six wire connections. Actually only five of these clips were used for normal operations. The



instructions included a diagram for wiring two stations together, allowing each mic to speak through either Station. This arrangement required the otherwise unused clip along with two single pole - double throw switches. These clips were attached to rods that were inserted from the red housing and run through the hollow legs of the tan base, thus securing the housing to the base. On the new version there are only two clips and the wiring hook-up is simple. Since the rods to which the six clips were attached are no longer necessary, the red housing is held to the base with screws inserted through the hollow legs of the base. Three unused holes from the old base were eliminated in the new base. Both bases have the catalog number, name, and Lionel information molded into the base. The new version is made in China.

When the new Station was announced, I was particularly concerned about what Lionel would do with the colored panel seen through the window. I was pleased to see that they faithfully reproduced the original design in full color. **Photo 11** shows original panel. The panel



was printed paper and had a narrow metal trim piece at the top edge for added stability. This panel is often found in poor condition on the original version. On the new version, Lionel printed the panel onto the plastic. The colors are bright and the scene is reproduced exactly from the original. To me, this panel adds character to the piece,



and I'm pleased that Lionel reproduced it so faithfully. The plastic is far superior to the paper version. Its center tab is attached to the window insert. The panel can be seen in **photo 12**. The clear plastic window insert appears identical, but there is a noticeable difference. The older one yellowed slightly, and the plastic is not clear; so it

distorts your view. The new one is absolutely clear.

Photo 13 shows the original microphone on the left and the new one on the right. The original mic was 1950s



technology — a granular carbon unit. Glenn Patsch, our resident electronics expert, advised me that this was the same technology used by the Bell System as the mic in a telephone receiver.

The original Lionel mic had two red buttons. The one on the left was used to cut the power to a strip of track, allowing you to stop the train for as long as the button was held down. Insulating track pins and a lock-on were included with the original for wiring this feature. The button on the right of the handle turned on the PA system and allowed you to talk through the speaker in the Station. Lionel's postwar service station manual acknowledged complaints about the lack of volume and suggested that the mic "be held close to the lips and even backed up by a cupped hand." The new mic is quite superior. The original had four wires and was about five feet long. The new one has an 11-pin connector and a 10-1/2 foot cord. The extra length on the cord is a definite plus because it allows you to position the mic that much farther from the Station. Distance between the speaker and the mic in a PA system helps prevent "howling" acoustic feedback, and I'm glad Lionel chose not to skimp here. The mic connections are contained in one plug.

The new instruction sheet has a photo of the postwar Station on the front. The second sentence inside says, "This classic Lionel accessory has all the terrific function and traditional quality of the 1956 original with some electronic upgrades." That's actually not quite true. The original had the ability to stop the train; the new one does not. Cutting track power would not be compatible with the TrainMaster™ Command system, so Lionel wisely eliminated this feature. However, other desirable features were added. The new version allows you to use the mic as a PA system or to record a message electronically and play it back. A switch on the mike allows switching between the PA mode and the message record/playback mode.

How Does It Work?

Wiring the new version requires only two wires from the transformer to the Station and inserting the mic plug into the rear of the Station. To use the PA system, slide the switch on the right side of the mike to the PA position and talk into it. On the left side of the mic there is a volume

control dial. The PA system worked quite well and there will be no complaints about inadequate volume. To record your own message, slide the mic switch to the P/R position, then press and release the red record button. A red LED on the face of the mic lights up to indicate the record mode. Speak your message — up to 40 seconds — into the mic and then press the record button again. To play the message back, press and release the play button in the mic. Although the instructions say you have up to 40 seconds, I was able to get 45 seconds of message time. That is quite a long time, and it was difficult to use it all. Regardless of how short your message is, the playback ends when it is over. You can immediately play it back again by re-pressing the play button.

To erase the message, just press the reset button on the left side of the mic and hold it in for about two seconds. You can record and change your message anytime. I think this is a great feature! It allows you to personalize the Station message when you show your layout to friends. Kids will love this feature; even "older" kids at heart. Once your message is recorded, you can still switch to the PA mode and talk through the speaker without damage to the recorded message. I tried recording music on it. It worked, but I'll rely on my stereo system for music. When recording your message, the red LED blinks as you approach the end of the 40 seconds as a signal that recording will soon stop. If you made a mistake, it's easy to re-record it again.

I have only two minor complaints with this new Station. The illumination is very dim. You won't see much unless all the lights in the room are out. One other point is that the small microwave tower on the roof vibrates with the sound from the speaker. This can be solved either with a drop of cement or tape on the inside of the roof.

I'm very happy with this new station. Lionel has preserved all of the charm and visual appeal of the original and greatly improved the functionality. They really got it right this time.

Now that Lionel has restored the tooling, perhaps they will also redesign and remanufacture the Heliport. If so, I hope they will improve it beyond the cheap postwar version. The colored panel and illumination should certainly be included, and I suggest using an electric solenoid or an electro-magnet for remote control release. The modern mic/speaker system should be included. I believe this accessory would be a big hit. Perhaps a different color could be used for the housing. Let me know what you think. I'll print your opinions here next issue.

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The Mane Line

by Dennis Leon Clad

RM 10430

Wow! A new Lionel President with toy train experience is now at the throttle of our powerful Lionel Corporation Express! Not since John Wayne rode across the wide screen at the Oceana Drive-in to save the day has this die-hard Lionel fan been so excited. The summer *Classic* catalog Vol. 2 is just the restart of more great things from Lionel. So saddle up, fellow Lionel railroaders, for out of the heart of toy train country the Duke comes aboard, and his name is Richard Maddox.



Lionel Promotional Set collectors, get ready for more great news from the Commonwealth of Pennsylvania. Remember (*TLR* of April '98) David Shay (RM 24285) and his very collectible 6-11957 Mobil Steam Express Set? Well, David's first set of add-on cars are now available. The artists at Lionel took Dave's ideas and rendered them with their usual outstanding skill. Only 600 pairs of these add-on cars were made. For only \$109 plus shipping, here's what the lucky collector will receive: #6-19472, a Mobil Flame Liquid Gas tank on flatcar, and #6-19471, two piggyback trailers on a flatcar.

As a free gift with your two-pack of cars, David will include a 1930 Diamond T tanker truck that proudly sports the Tolino Oil Company name. This proves, like I've always said, LCCA members are the best. If you're not an owner of this wonderful train set, Dave has a very limited number left on hand. For just \$299.95 (free shipping), the set, the add-on cars, and the 1930 Diamond T can be yours. Call Dave at 610-381-4312. While you're at it, be sure to ask about a Mobil Oil Storage Tank - only 300 of these are available. Each tank comes with a high quality decal of Pegasus and the cost is only \$11.95 plus \$4 for shipping. David is busy with more great add-ons for your Mobil set and a very special Lionel toy which I'll share with you in the very near future. I have passed

on to David my disappointment that the tender of his train set didn't feature Pegasus. Dave not only agreed with me but is working on another tender that will carry the Pegasus logo and the name "Mobil Steam Special." When the details are worked out, I'll have cost and order information for those who want to dress up their engine.

Quaker Oats Express Set owners, don't feel left out. Bill Davies (RM 24468) has been hard at work on his first add-on car for this set. I plan to cover it, along with David's big surprise, in the December edition of *TLR*.

Speaking of December, if you wait 'til the merriment month to order our last specialty car, you'll be too late.

This is one car you don't want to miss. Our friends at the Nassau Lionel Operating Engineers (NLOE) have put their heads together and the result was a burst of creativity that illuminated the night sky over Levittown, New York. The Grucci Fireworks Boxcar (#6-52186) is sure to spark the interest of collectors in our community and add even more sparkle to an already colorful and popular train. The car celebrates the 150th anniversary of the first family of fireworks and Lionel is making this toy even more special by adding their 100th anniversary



logo. To ensure that this Grucci freight handler has a bright future, Lionel will give this NLOE boxcar all the 6464-style features. So don't feel like a dud and miss the December 1, 1999, cut-off date. Send your check made out to Richard Williams, Car Agent, for \$57.95 to:

Nassau Lionel Operating Engineers
P.O. Box 343
Levittown, NY 11756.

There is free shipping to the lower 48 states; for Alaska, Hawaii, and Canada please add \$5; overseas add \$10.

Holiday Wish List

Welcome to the first ever Holiday Wish List for Lionel licensed items. Check off your preferences, then leave this list in a conspicuous place in the house and let Santa's helpers work their magic.

Just leave the list out
For your family to see
And under your tree
There just may be
A Lionel toy for thee!

AMERICAN SPECIALTY CONFECTIONS

If you're like me, you're tired of looking at those unsightly cardboard boxes full of track and spare parts cluttering up your train room. Somehow, they possess the power to place themselves in your way as you attempt to maneuver around your layout. While this licensee is unable to solve one of life's persistent mysteries — unassisted movement of stored items — there is an alternative to using dismal cardboard boxes: a set of four very attractive Lionel tins.



Item #88204, the Lionel Toy Chest, comes with a bag of popcorn and, when emptied it becomes a made-to-order track container. Item #881908, the Lionel Train Lunch Box filled with candy, will (when emptied) make a parts storage container, and #883001, the Lionel Train Carrying Case, will keep all your instruction sheets safe. The Lionel Trains Cookie Tin, #260024, is a must-own for both ATSF and Lionel art collectors. This limited edition tin features our beloved F3 Warbonnet #2343. The list prices of these quality tins range from \$10 for #883001 to \$18 for #260024. Collectors please note that #88204 made in 1998 will not be repeated and that #260024 is limited to a run of 10,000. Call Barry's Train Shop at 717-367-4745 for item #883001 only at a very special price. Ask for your 20% LCCA discount and free shipping only at the

Knells Pharmacy at 310-454-6000 which carries #88204, #881908, and #260024 in stock. Other sources are: The Pecan Square Emporium at 512-477-4900 or The Wooden Bird at 1-888-619-2324.

DESPERATE ENTERPRISES

Here's a reasonably priced alternative to the high cost of Lionel art. This licensee offers a series of five



tin signs taken from what art collectors consider classic Lionel Catalog covers. Each measures 16 by 11-1/2 inches and is priced at \$12. per sign. Don't let the low cost mislead you; there is no shortage of quality here. Ask about their two Lionel switch plate covers. Call 1-800-732-4859.

AUTOMOBILIA LIMITED

Our old friend Eastwood produced the wonderful Lionelville series. To my surprise, they still have in

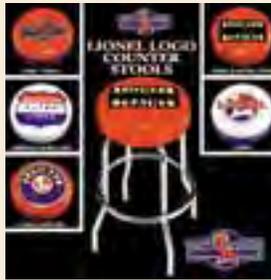


stock Lionelville #8, #9, and #11 at a special price. Ask about Lionel County #2, also at a special price. Sadly, all other Lionel items are sold out. Be sure to order Set Two of their Monopoly Lionel series. I intend to cover the Monopoly Train in a future edition of *TLR*. Call 1-800-345-1178.

Holiday Wish List

CARRIAGE HOUSE CONCEPTS, INC.

No one is more guilty than me for wearing out the phrase "Lionel must-have," but you can't blame me. After all, it's Lionel! But if there was ever a layout must-have, it would be the Lionel Layout Stool. These stools are commercial grade



and U.S.A. made. Jeff Brown, the owner of Lionel Service Station 232 and licensee, wouldn't settle for anything less. Jeff offers five different designs, including my favorite, the

circle L. The price for this great Lionel item is only \$79.95 and shipping is free. Call 1-219-769-2169 and ask for Megan.

THE INK WELL

From layout miniatures to die-cast vehicles, even Lionel-licensed loads, this company has it all for the Lionel layout. Inkwell is your one-stop shop



for the wonderful Corgi Lionel City series — at prices much less than Corgi's original suggested list price. For Lionel's 100th birthday, Inkwell has some very exciting layout items in the works that I'll share with you soon. Quality and collectibility at reasonable prices are built into every Inkwell item. Call 1-800-946-5935.

ZIPPO MANUFACTURING CO.

A perfect gift for any Lionel collector is the railroad theme dealer display. The Lionel Zippo display holds a total of eight lighters. To date, four different Lionel Zippo lighters have been produced, and each is a work of art. Every lighter comes in a protective tin with a cardboard sleeve to match the display. A genuine Lionel Zippo display with eight lighters is only \$170.70 with your 25% LCCA



discount and shipping is free. This unique item can only increase in value. Call Neil's Toys and Novelties at 540-992-6085. Their address is: P.O. Box 369, Troutville, VA 24175.

DIE-CAST DIRECT

Not only is this company a great source for Lionel licensed die-cast products, their catalog is full of layout-friendly vehicles and construction



equipment. Direct's prices are so reasonable that youngsters could get dad something swell for his Lionel pike. This family friendly business can be reached by phone at 1-800-718-1866 or on the Web at www.diecastdirect.com.

Holiday Wish List

CLASSIC REPLICAS

Don't miss the last chance to own a reissue of Lionel Corporation's four most desirable dealer displays. When these coveted works of art are sold out, their prices will only go up. Item #1100 Lionel Lion Catalog Holder is \$25. Item #1200, the Lionel Lion Animated Display (my favorite) is \$69 as is #1300 Giant of the Rails. The once LTI catalogued #1500 Conductor is \$99. All orders over \$100 will be shipped free. These quality displays will stand out in any train room. Call Robert at 570-457-6805.



ENESCO CORPORATION

Three new earthenware items are now available. I'm always looking for an excuse to bring Lionel into a new room of the house. With #480177, the Lionel ATSF F3 Cookie Jar, the kitchen can now



cast the spell of Lionel. This item is quite impressive both for its size and workmanship. Item #480436, the Lionel Salt and Pepper Shaker Set would make a great flatcar load or a rooftop attention-getter when placed upon a downtown building on your Lionel pike. There's no better time than now to start saving up coins for use at the 2000 Joint Convention in Dearborn — like the #480274 GG 1 Bank. It makes saving easy. Like the cookie jar, I was pleasantly surprised with its size, attention to detail, and higher than expected level of craftsmanship. Call the Knells Pharmacy at 310-454-6000. Ask for your 20% LCCA discount and free shipping on Lionel Enesco products.

ALRAN ENTERPRISES

The "American Legend" Lionel Collector cards from this licensee are the highest quality



Lionel trading cards made to date. Beginning this year, just twelve designs will be offered annually in your choice of gold or silver. Each metal card comes in its own case with a stand for display. Call Airan at 661-944-0022 and ask for your LCCA discount — which will make the gold edition only \$5 per card and the silver version \$4.75.

KNOEBELS FAMILY FUN PARK

Before this 9700 series toy becomes history, don't miss the chance to get your very own Lionel Knoebel Boxcar souvenir. Only 1,000 of #6-52133



were made to honor this wonderful amusement park in the heart of Pennsylvania. The cost is just \$69.95 plus shipping. Call 570-672-2572.

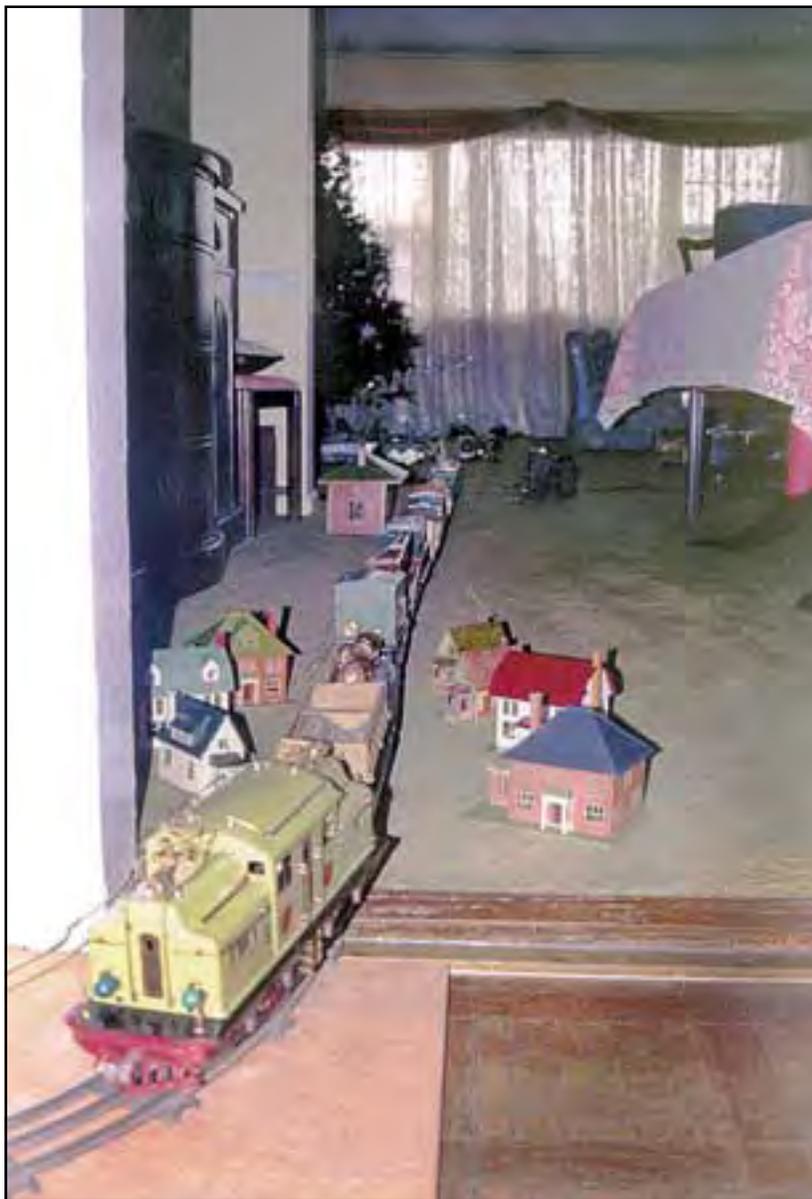
The Tinplate Cannonball

by Ken Morgan

RM 12231

The LEEK Lines Railroad

I thought club members might enjoy a holiday tale in preparation for the coming season. It's also sort of a personal story of long-held dreams and latent frustration. So, at the risk of stepping into Grandpa Nelson William's turf, I'll slide into another area of my collection. I've often said I never met a train I didn't like — just some I couldn't afford.



The pride of the LEEK lines freight service, the mighty twin-motored 408E pulling all eleven 200 series freights, passes through the suburb of East Kitchen.

But before I forget, here's my trivia question. If you took notes on an earlier column in this series, I tipped off the answer to this question: What is the loco on all the old Lionel set boxes?

A couple of years ago when I was between jobs, I picked up what passed for my home layout and cleaned up the basement. I went back to work before I finished the clean-up job, so the tracks still haven't been reinstalled yet. Hey, when you're near the Nassau Lionel Operating Engineers and have access to one of the premier O-gauge layouts in the country, you don't have time to build one at home, right? Yeah, right. Don't take my word for that claim. Look at *CTT* (September '98). They asked, "Is this the ultimate three-rail layout?"

I can go only so long without trains running at home. So, last Christmas, I set up my usual county around the Christmas tree. Yes, I said county. It has long since outgrown "village," and it's clearly too rural to be a "city." I had the urge for something more — and bigger. I longed to set up my Standard Gauge trains, and I teased my wife about running them throughout the entire first floor of the house. All our holiday company was gone, I had a couple of days of vacation, and we have this center hall, so a loop could be established through the living room, dining room, and kitchen.

Enter my Standard Gauge empire, the LEEK Lines — a road name derived from local geography: the Living Room, Eating Area, and East Kitchen Lines. I had enough usable track down in that box of train stuff I had never cleaned up.

After applying lots of elbow grease and Bright Boy track eraser, I salvaged enough track for a loop inside the house. Next, I needed a small, clean piece of wood to raise the roadbed in the East Kitchen area up to the carpeted height of the remainder of the route. My wife let me advance this scheme, but I didn't want to press my luck and try to add some of the stuff out in the garage gathering dust bunnies and spider webs for many years. Fortunately, I found a clean piece of particle board.

Now for the most critical engineering issue: the main indoor facility has a door

that opens outward into that center hall. It had to clear the tracks, or there couldn't be any tracks. An engineering feasibility study showed — YES, with at least a half-inch to spare!

Down to track laying and wiring. I dug up some old (cotton-covered) wire and ran it to every Standard Gauge lock-on I could find and install along the 50-60 feet of 70-year-old track. Bright boy track erasers are good, but they can't restore tinplate track to excellent/like new condition. Next, I dredged up my original Type Z transformer. It may not be quite old enough for all my Standard Gauge, but it's closer than a ZW. More important, it puts out 25 volts, which makes some of those old veterans, not to mention their pendulum reverse units, a lot happier.

Then, a little scenery. First, there's a #123 Station to serve the unseen city of Eating Area. Then add several villas and bungalows to represent a suburb between that city and East Kitchen. Then a #120L Tunnel; one can't have a Lionel train layout without a tunnel. And finally, to provide power for the juice jacks so common on these Standard Gauge layouts, a #136 Power Station. Then the big test — will the trains run? Another big YES!

I'm including a series of pictures of the LEEK Lines. I had to take pictures; it's a house rule — if I see a train, other than the LIRR, I take pictures. If you ever come up this way to visit, you can see the video of the trains and some very confused domesticated wildlife. Our family

dog knew that trains belonged in the basement, so what were they doing up here in Living Room? Besides, I knew — like all holiday magic — that the LEEK Lines would disappear after only a few days in existence. There's no postponing the inevitable appearance of the vacuum cleaner. So I made a video record of it.



The venerable 42, the symbol of Lionel, and the answer to the trivia question above, is pulling some slightly older varnish, the pre-both-wars 19-18-190 combine, Pullman, and long platform observation car. The locomotive is somewhat the worse for wear, but still quite serviceable. In the background is the door to the indoor facility that was so critical to the LEEK Lines engineering crew.

Photographs by Ken Morgan



Lionel Lines may have made their money on passenger traffic, but the LEEK Lines, like most railroads, depends upon freight for revenue. The 50 electric, clears the #120L Tunnel with five early small freight cars: 112 gondola, 113 cattle, 114 box, 116 ballast (a really neat car) and 117 caboose.

Chief Dispatcher

by Bob Amling

RM 9116

Tourist Trains and Models

As I write this column, two railfan trips are still in recent memory. While on a business trip to Keystone, Colorado, one and one-half hours west of Denver, I took the time to ride two tourist trains.

The Royal Gorge Route

The first was the newly organized Royal Gorge Route. This line was formerly owned by the Union Pacific RR and utilized by Amtrak until about 18-24 months ago. When Amtrak abandoned the route, Pentrex Video made a great videotape of the last run.

My business meeting host alerted me to the Royal Gorge Route near Canon City, Colorado. As I perused their website at www.royalgorgeroute.com I learned that that they offered cab rides to adults. I immediately booked the two available seats for my dad and myself. If you want more information about this railroad, contact Royal Gorge Route at 1-888-Rails-4-U (1-888-724-5748).

It was great! We were treated to a ride in the cab of an F7 (see photo below); formerly, it was a Chicago & Northwestern unit. The engineer provided a guided tour



of the gorge and offered lots of facts about the engines and the railroad. As it happens, he operated these engines for the CNW during his tenure there. Engineer Bob told us that the Royal Gorge Route is the only tourist road that has 100% welded rail, hotbox detectors, Central Traffic Control (CTC), and dragging equipment detectors. The reason for all this technology is that UP insisted that they retain the responsibility of maintaining the 24 miles of track bought by RGR. Therefore, the line is maintained at UP standards.

Features of the RGR for Modeling

What has this got to do with model train operation,

you may ask? Well, I'm getting to that. As the dragging equipment detectors passed by about every 100 yards or so, I thought that feature would be an easy do-it-yourself modeling project. The detector consists of the sensor between the rails and outside each rail to the end of the tie. There is a small relay case trackside as well as a pole that serves as an antenna and a mounting for a strobe light.

When you consider three-rail track and hanging pick-up shoes, I think that the best application would be to just install the sensor on each side of the track. To trigger the detector, one could use an insulated outside rail placed at a point where the engine contacts it when about half or two-thirds of the train has passed the detector. The insulated rail could operate a relay that would energize the blinking diode. The operator would then set out the defective car on a nearby siding. In real-world operation, the detector would radio the dispatcher as well as the train crew.

I noticed another scenery item — fallen rock detectors. If you have modeled mountains on your layout, falling rock detectors are an easy addition. Where your track runs through mountainous territory, place some poles trackside and string bare wire at several heights, say at three, five, seven, and nine feet (see **figure 1**).

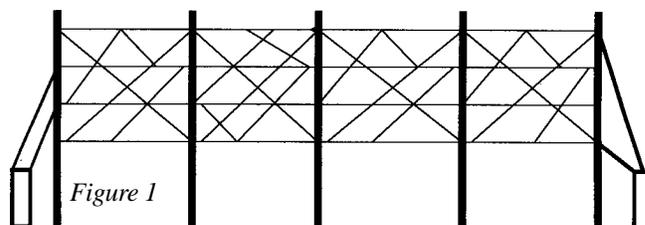


Figure 1

Between the levels run wires at a 45-degree angle. In areas with overhanging rock formations, attach strips to form a kind of awning (see **figure 2**) and run the bare wire to form a grid. At the first and last poles, attach connecting wires to a trackside relay box. Complete the scene with some loose boulders at trackside.

Figure 2



The Georgetown Loop

The second ride was on the Georgetown Loop Railroad. Georgetown is about an hour west of Denver on I-70. To contact the loop reservations, call 1-800-691-4386 or visit their website at www.georgetownloop.com.

The Georgetown Loop is a reconstructed mining railroad. The reason for the circuitous



The Devil's Gate Bridge of the Georgetown Loop Railroad.

loop of track is to gain the elevation needed to extend the line towards Silver Plume and beyond (see photo above). Without the loop, the grade up the mountain would be a prohibitive 7 to 8%. The Devil's Gate Bridge is 95 feet above Clear Creek. I think that the Georgetown Loop would be an easy line to model in a small space, even adjacent to the mainline. Although the engine pulls in both directions, it does run in reverse in one direction. They use run-around tracks to put the engine at the head of the train. The tight quarters rule out the use of turntables or balloon tracks.

This operation could be modeled using some of the Lionel small, plastic, four-wheel cars or Bachmann's narrow gauge set. The guide said that the Georgetown Loop is one of four in the states and the only one not inside of a mountain. Using a Lionel trestle set and some Plastruct™ material, a respectable model of the Devil's Gate Bridge could be constructed.

If you build any of the items mentioned or if you already have these features on your layout, please share them with the membership! Either send them to me for inclusion in "Chief Dispatcher," or send them to Mike Mottler, *TLR* Editor, for inclusion in the regular "At Trackside" feature of the magazine.

Layout Advice

I'll share an inquiry from Alex Turner (RM 18587). He's seeking ideas for his next layout. He has moved into a new home and is starting over. Alex and I have exchanged some e-mail, so I understand the parameters of the project.

The design of his layout will utilize existing equipment on hand, but he acknowledges that he may need to purchase some new track. The space allocated for the layout is 13 ft. 8 in. x 12 ft. 7 in. Existing track includes four pairs of 022 switches and a supply of curved tracks with 031, 042, and 054 diameters. Alex envisions that all the area would be filled in, with the center open for controls and viewing. In his mind's eye, he sees three loops around the perimeter with the innermost loop connected to yards and service tracks. The 031 track would be used on an elevated portion of the layout. I invite you to help Alex come up with a design that will stay within his budget. Send your sketches to me at my address in the *Roster*.

I'd like to say that the winning design selected by Alex will win a Lionel Allegheny, but I can't do that. Of course, contributions will be acknowledged in the column.

Photographs by Bob Amling

LCCA Board Meeting Minutes

by Lou Caponi

RM 8735

August 12, 1999

Fort Worth, Texas

Outgoing Board of Directors

The meeting of the Lionel Collectors Club of America was called to order by President Overtoom at 8:13 a.m.

Secretary Lou Caponi called the roll. In attendance were: President Harry Overtoom, Vice President Don Carlson, Secretary Lou Caponi, Assistant Secretary Al Schwartz, Treasurer Eric Fogg, Immediate Past President Al Otten, Directors Bill Button, Dienzel Dennis, John Fisher, Bill Schmeelk, and Barry Findley. Also in attendance was Club Photographer Ed Richter, Editor of *The Lion Roars* Mike Mottler, Co-Host 2000 Convention Al Kolis, Fort Worth Convention Host Glenn Kroh, and newly elected Director Larry Black.

A motion to dispense with the reading of the previous minutes was made, seconded, and approved.

Stated Business

The officer reports started with Vice President Carlson. **Mr. Carlson** said that the members running the local LCCA meets have adhered to the club's guidelines with very favorable financial results. Local meets have been doing quite well. His report was accepted.

Treasurer Fogg reported that all the clubs bills have been paid to date and the club remains in good financial condition. His report was accepted.

Secretary Caponi reported as of August 1, 1999, the club has 11,182 Active Members consisting of 10,622 Regular Members, 444 Family, 28 Charter, 2 Honorary Charter, 1 Honorary Member, 7 Courtesy and 78 Foreign Members. We have 13,796 dropped or deceased members and the last membership assigned was 24,978. The Secretary's report was accepted.

Assistant Secretary Schwartz reported he mailed 525 reminder letters as of May 31, 1999 to those members

who had not renewed their dues. He also reported on the status of the Lenny the Lion box cars. Mr. Schwartz went on to say the delay in shipping was caused by a problem with the shipping cartons. He assured us that the cars would be shipped the week following the Convention. His report was accepted

President Overtoom announced he would give his report as we proceeded with the meeting.

Glenn Kroh gave a report on the Fort Worth Convention. He went on to say all was running smoothly and up until now there have been no problems. The tours were going well and the Trading Hall was ready. Director Fisher complimented Mr. Kroh and his team for their fine work. Mr. Kroh's report was accepted.

Immediate Past President Otten gave a report on the Fort Worth Convention Car. He said there was a delay in production and that is why they have not yet been shipped. The cars are expected to arrive in the club's hands on or about September 1, 1999. At that time they will be shipped out to members.

Immediate Past President Otten and Secretary Caponi reported on the status of the 1999 Stocking Stuffer Plasticville Airport Hanger. Mr. Otten said the hanger is selling very well and was quite pleased with the orders and will probably be sold out by November 1. Secretary Caponi stated to the Board that he has been working very closely with Bachmann on this project and all

is going well. The report was accepted.

Vice President Carlson then gave the year 2000 Joint Convention (with LOTS) report. He went on to say that the majority of plans have been worked out and things are running quite smoothly. He also stated that people are already calling the host hotel to reserve rooms. Based on our last Dearborn Convention, he anticipates the year 2000 program will be quite successful. Mr. Carlson's report was accepted.

Immediate Past President Otten then briefed the Board on the status of the year 2000 Engine and Caboose that will be produced by Lionel LLC. He went on to say that Lionel is working on pre-production samples for our approval. His report was accepted.

"...people are already calling the host hotel to reserve rooms. Based on our last Dearborn Convention, the year 2000 program will be quite successful."

The year 2000 Joint Convention cars were the next item on the agenda. The report was given by **Immediate Past President Otten**. He informed the Board that Lionel is currently working on furnishing the Board with a prototype. The report was accepted.

Mike Mottler gave a report on *The Lion Roars*. He has completed his first year as Editor. He described the changes he has made and presented some others that he is about to make for continual improvement of the magazine. President Overtoom commended Mr. Mottler for a job well done. The report was accepted.

Director Fisher moved to authorize Mr. Mottler to order writing pens as special mementos for distribution to those members who contribute articles or photographs for publication in *The Lion Roars*. The motion was seconded and approved.

Director Button gave his report on the *Interchange Track*. He feels the publication has gotten somewhat smaller. After speaking to other members of the club, he believes that the e-Bay Web auction may be part of the reason. He went on to say he would further investigate this matter. Mr. Button also told the Board that the new short form for advertising in the *Interchange Track* is working quite well. He also said some members have had problems faxing in their ads. Part of the problem is caused by the last-minute rush to meet the deadline; with that heavy a load the fax machine could not handle the traffic. The club hopes to have rectified some of this problem with the purchase of a new larger capacity fax machine that is now operational. The report was accepted.

Immediate Past President Otten reported on the status of the club *Roster* while Susan Ellingson was busy elsewhere handling convention registration. Mr. Otten reported some last minute adjustments are being made prior to the printing of the new *Roster*, and all is going well.

Director Fisher then reported he was working on a new program with Susan Ellingson to establish a more efficient Convention registration program. He also added that she would train some new people to assist her. The report was accepted.

Immediate Past President Otten discussed complaints and complaint procedures. He said currently there is a complaint that needs to be resolved. After a lengthy discussion, a motion was made to expel the member in question from the club unless he complied

with all of the terms presented to him by President Overtoom. The motion was seconded and approved.

Mr. Otten presented to the Board additions to the Administrative By-laws. These additions supercede By-Laws Article 10, Section (B), as follows:

Any member who acquires a train-related article from another LCCA member and finds it does not meet the grading standard(s) by which it was offered has the following redress. The acquiring member must, by electronic means (telephone, facsimile, electronic mail (e-mail), or telegraph), notify the seller within 48 hours after receipt of the article that he or she is voiding the contract and returning the article to the seller. The article must be returned to the seller within ten (10) days of receipt, at the buyer's expense, for full refund.

Any member acquiring a train-related article with an agreed selling price of \$500 or more, may exercise the remedy outlined in the section above if the buyer so chooses, or the buyer may exercise the following remedy. The buyer may, within five (5) days of receipt of the article, file a concise, detailed written complaint and forward it together with the article in question, to the Immediate Past President. The merchandise will remain in the custody of the Immediate Past President pending adjudication of the complaint. The ten (10) day return period referred to the section above does not apply to this alternate remedy. If the Immediate Past President is unable to resolve the dispute, the matter will be referred to the Board of Directors for resolution at its next scheduled board meeting. Any action by the Board will be final and not subject to appeal.

A motion to adopt these Administrative By-laws was offered, seconded, and approved.

President Overtoom touched briefly on the status of the LCCA Archives. He informed the Board that the inventory count is being finalized and secured in one location.

Director Schmeelk then discussed the budget. A motion was made by **Immediate Past President Otten** not to increase membership dues at this time. It was seconded and approved.

Director Findley informed the Board that the Constitutional Committee is doing a study on making some new changes to the club's by-laws. Mr. Findley's report was accepted.

Immediate Past President Otten reported on the Y2K Direct Mail Campaign. He informed us that the final campaign program is not quite ready, but a test mailing was done with some favorable results. His report was accepted.

Mailing LCCA publications to foreign addresses was discussed by **Immediate Past President Otten**. He informed the Board that there were a few complaints about late delivery. The Board realized that first class postage should be applied to enable club members in foreign countries to receive their club publications in a timely fashion. A motion was made to send all foreign mailings via first class mail; and to help offset this cost, at the time of membership renewal an additional surcharge for postage would be added to those members living in foreign countries. The motion was seconded and approved.

Immediate Past President Otten discussed the task of the Year 2000 Committee — those who will help with organizing the Dearborn Convention. Mr. Otten stepped down as Chairperson and appointed Director Fisher in his place. Mr. Otten also added new appointments to the list.

Board in Executive Session at 11:04 a.m.

Board out of Executive Session at 11:31 a.m.

A motion to change the name from the year 2000 Committee to the Annual Convention Oversight Committee was made, seconded and approved.

New Business

Director Fisher discussed future Convention sites starting with the possibility of Lexington, Kentucky, as the site for 2001 and Las Vegas, Nevada, for 2002. A motion to accept Lexington as the Convention site for 2001 was made, seconded, and approved. The Board will continue to explore the feasibility of Las Vegas for 2002.

Immediate Past President Otten discussed possible dates of future Board meetings. A motion to hold the next Board meeting the Saturday of York at the Holiday Inn Holidome at 3 p.m. was made, seconded, and approved.

Director Schmeelk then asked for the Board's opinion as to what extent *The Lion Roars* should contain articles on train manufacturer's products other than Lionel. The overall opinion of the Board was to favor Lionel almost exclusively.

Director Schmeelk discussed some possible changes in the Ballot guidelines for those members who wish to run for officer or Board positions. It was suggested that this issue be visited again at a later time.

Incoming Board of Directors

The meeting was called to order at 12:30 p.m. The new Board members were introduced. In attendance were the following: President Al Otten, President Elect John Fisher, Secretart Lou Caponi, Treasurer Eric Fogg, Immediate Past President Harry Overtoom, Directors Larry Black, Don Carlson, Bill Button, Dienzel Dennis, and Bill Schmeelk. Barry Findley was also present.

A motion to dispense with the officer reports was made, seconded, and approved.

Director Larry Black discussed his new committee called the New Millenium Electronic Member Services. Their goal is to find new ways and capabilities of serving our membership base.

Secretary Caponi discussed some goals of his new committee, the Product Development/Convention Car Committee. Their objective is to design affordable and desirable products that appeal to the membership.

Barry Findley discussed the work of the Finance and Constitution Committee and their goals. The Finance Division will review monthly statements as well as scrutinize all of the clubs investments. The Constitution Division will do a study to see if any changes should be made to our existing constitution.

The next Board Meeting will be October 16, 1999, at 3 p.m. in York, Pennsylvania.

Meeting adjourned at 1:30 p.m.
Respectfully submitted,
Lou Caponi, LCCA Secretary
RM 8735



New Beginnings

by Richard Maddox, President, Lionel LLC



In mid-August I was fortunate enough to spend a few days at the Lionel Collectors Club of America 1999 Convention in Fort Worth, Texas. I had the wonderful opportunity to meet many club members. I was absolutely overwhelmed by the support and kindness I was given, as well as the passion and loyalty the members displayed for Lionel trains. It was truly a rewarding experience for me, and I'm already anticipating the LCCA/LOTS Joint Convention in Dearborn, Michigan, in 2000.

A few days before I departed Philadelphia for my new position at Lionel, I was conversing with some friends and expressed my concerns over my ability to set this 99-year-old American icon on the correct course. I was challenged with the responsibility of insuring that this national treasure continues through another 100 years of greatness. "Don't worry," my friends said, "it's like being President of the United States. If you listen to the public, are sensitive to their needs, and have a little common sense you'll do just fine."

I found those words of advice comforting. Now as I think about this gift of opportunity and responsibility I've been given, I can't help remembering my humble beginnings in this industry. I was a 15-year-old boy,

working in a hobby shop trying to make enough money to support my hobby. Through the years I've learned about the model train industry. And today, I have the best job in the world. The American Dream is alive and well.

Reflecting back to the first half of the century, I recall the dominant role Lionel played. In fact, few other manufacturers were of any significance and their products were crude at best. The 1950s consumers were children of the depression and survivors of a world war. They expected value and quality for their hard-earned money, and Lionel filled their expectations and stimulated their imagination. It was then that the Lionel legend was born.

Today, more exciting and innovative products are created than we ever could have dreamed of in the 1950s. Yet, as I discovered at the LCCA Convention, the name Lionel continues to be first in the hearts of collectors and operators alike. Today we enjoy, perhaps more than ever, looking back fondly to those glory years and the love affair America had with the model railroad of its choice, Lionel.

We've created a new mission statement; one that we believe reflects those values of the past and incorporates a vision for the future. I'm presenting it here, as it represents our commitment to you, our friends and loyal customers. As for me, I'm confident that the direction we're going is the right course at the right time with the right crew. Bring on the next 100 years!

MISSION STATEMENT



**Our mission is
to develop, manufacture,
market and service
the best electric toy trains
and accessories in the world
within a competitive environment.**

- Lead the toy train industry with innovative engineering, flawless manufacturing and superior customer service
- Employ the best people and inspire teamwork and strong communications in an atmosphere of teamwork, trust, openness and innovation
- Expose children to the magic of Lionel trains and sprout interest in the toy train hobby
- Work closely with our dealer network and share with them some of the decision-making process for future Lionel products
- Keep the magic of the Lionel tradition living for another 100 years

Richard M. Maddox



A MASTER VIEW OF THE 1999 LCCA CONVENTION

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