



*The*

**Volume 30, No. 2 October, 2000**

# LION ROARS

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



LCCA/TLR  
3 Rail Road  
Near Lionelville, USA



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**LAST CHANCE TO ORDER**

# LCCA 2000 Stocking Stuffer

**Up, up, and away into the wild blue yonder!**



Photo by Michael Morris

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

**Create or complete the airport on your layout with this special limited edition Airport Terminal. Produced exclusively for the Club by Plasticville™, this orange and blue building is an ideal skyport for airborne travelers.**

The total number of terminals available is very small and limited to the number of LCCA airplane hangers produced previously. Avoid any last minute rush and possible disappointment by placing your order now to make sure you get this official LCCA item.

Limit of two terminals per member. The LCCA airplane in the photo is shown for effect and is **NOT INCLUDED** in this offer. Orders must be received on or before November 1st. Delivery date is early December.



**This form may be photocopied.**

MEMBER NAME \_\_\_\_\_ LCCA # \_\_\_\_\_

Charter Member                       Regular Member                       Family Member

Quantity	Price	S&H	Amount
<input type="checkbox"/> 1	\$20.95	\$3.50	\$24.45
<input type="checkbox"/> 2	\$36.90	\$3.50	\$40.40

Michigan Residents only; add 6% sales tax: \_\_\_\_\_ (\$1.47 for 1, \$2.43 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.

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**ON THE COVER:**

**The "post cards" extend a wish-you-were-here greeting to all in LCCA.**

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Contact the Business Office at the address below or by e-mail <lcca@cpointcc.com> or by fax: 815-223-0791.

**LCCA BUSINESS OFFICE  
P.O. Box 479  
LaSalle, IL 61301-0479**

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

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*President Elect* - Schedule a meet.

*Immediate Past President* - Complaint against another member.

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

*Treasurer* - Club finances only.

*Librarian* - Back issues of *The Lion Roars*.

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

# The President's Report

by Al Otten

HCM 429

I write this report having just recently returned from our Dearborn, Michigan, Joint Convention. As I predicted in my previous reports, this Convention was a barnburner! The tours were great and all operated on schedule. Of course, the tour of all tours was the visit to the Lionel Factory. Other favorite venues were the Lionel Visitors Center, Madison Hardware, and Carail.



*Al Otten, President of LCCA (left), and Richard Maddox, President of Lionel LLC, enjoyed the Convention.*

The final count of attendees (members) was approximately 1200 LCCA and LOTS members. Including all the family members for a total number, we registered more than 3000 folks at our great Convention.

The “marriage” of LCCA and LOTS as co-hosts of the Convention went very well indeed. I would like to thank all LOTS members who attended the Convention, and of course I would also like to thank all those LCCA members/attendees. Special thanks to all those from the LCCA and LOTS who worked as volunteers to make the Convention the success it was. I will not attempt to name all the individuals for as sure as I do I will inadvertently leave some one out. Let it suffice to say we all had a great time. There were a few minor glitches, but that’s to be expected in dealing with so large a gathering.

It is safe to say that none of us attending this tribute to the 100th Lionel birthday celebration will be around for the 200th birthday of Lionel, so let’s all treasure this great occasion.

We received over 200 high-quality donations from Lionel as gifts and raffle prizes. Thanks also to Dick and Linda Kughn for their donations; in particular, a 700E locomotive. Angela Thomas and her husband, Bob, donated a special, one-of-a-kind LCCA masterpiece painting. Prints of this painting were available, and many members bought them to cherish. Last but not least, our heartfelt thanks go to our great dealer friends for their generous donations to the club(s).

My thanks and that of the club(s) to all those LCCA and LOTS members and their wives for their outstanding work at the Convention.

I hope all who attended the Convention noticed certain individuals that professed to care about the clubs and have run for club offices in the past, but didn’t lift a finger to help out at the Convention. If you’re interested in the names, call me. And then remember who they are the next time they run for office. I know I will.

The banquet was the closing affair of the Convention, and I believe everyone enjoyed the event. The banquet hall was packed with adults, and the kids enjoyed their banquet in another nearby room.



*The Saturday night banquet for kids was “delivered” to them on a paper train. These girls obviously enjoyed the meal and the party.*

Everyone came away with a quality table prize. The most-sought-after table favor — one placed at each table — was a Lionel #6-12958 blinking Industrial Water Tower especially decorated for this Convention. On one side of the tank was the inscription, LCCA, along with a picture of LCCA’s Lenny the Lion mascot and on the other side the LOTS inscription with the ZW transformer logo. These water towers will certainly be in great demand in the after-market because only a very few were produced; and I mean very few.



During the banquet, President Otten invited LCCA founder and charter member #1 - Jim Gates - to the rostrum for recognition and a tribute. Jim was deeply moved and received a standing ovation.



Angela Trotta Thomas, "the train lady" artist, and President Otten.

Photographs by Ed Richter

A professional videographer taped the total Convention including all the tours. Within several months, we expect to have a one-hour video available for sale. It will be a great opportunity for you to see yourself on tape at the greatest train event of the century! We will let you know when these tapes will be available.

Finally, many special thanks to the management and staff of the Dearborn Hyatt Regency Hotel. They did a magnificent job.

The 2001 LCCA Convention will be held in Lexington, Kentucky, and will be hosted by Immediate Past President, Harry Overtoom, who will be assisted by Director Larry Black and other Lexington-area LCCA members. Lexington has always been a great train town, so you can rest assured that this Convention and all the tours will be terrific. Next year's LOTS Convention will be in Baltimore, Maryland.

## NOTICE

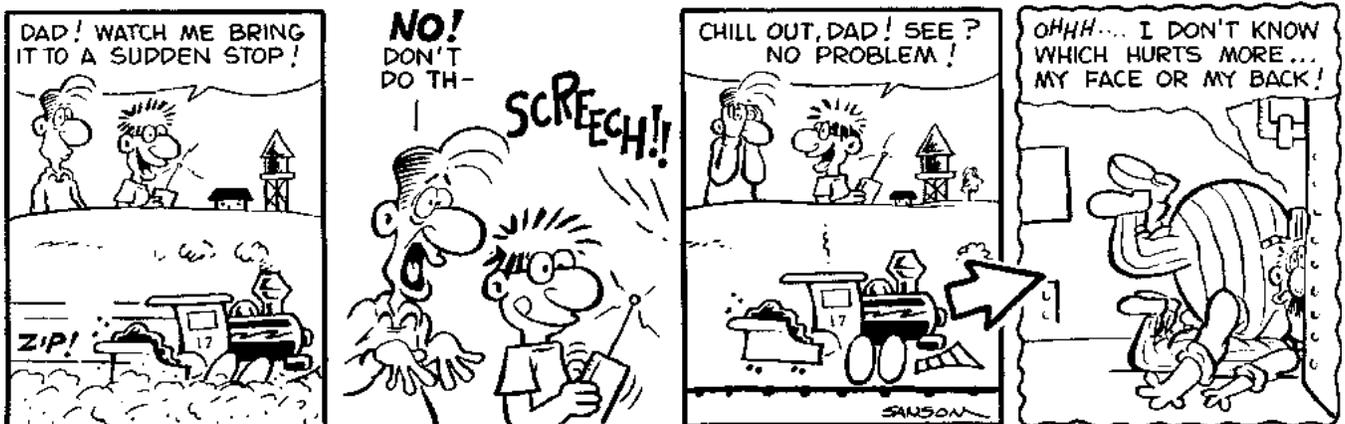
The LCCA limited edition, metal-plated SD-40 engine and matching caboose is taking longer to produce than anticipated because of all the fine detail and hand-applied decoration.

We expect to ship these beauties in mid-November. Believe me, they will be worth the wait. LCCA apologizes for the delay.

Al Otten  
President

## Toy Trunk Railroad

by Erik Sansom



# Treasurer's Report

by Eric P. Fogg

RM 12768

With a new century just “down the track,” 1999 proved to be another great year for the Lionel® Collectors Club of America. A large portion of the credit for the year goes to the Club’s continued strong membership support.

We held our 1999 Convention in Fort Worth — a Texas city famous for oil and land investments. We think many of that city’s famous pioneering businessmen would applaud the investments club members made in attending the Convention, as well as buying Convention cars and stocking stuffers. Those investments provide operating

funds for LCCA and pay dividends by making this the premier club for collectors.

The year, as well as the new century ahead, promises to be important to the club. More than ever, we’ll need the on-going and thoughtful work of our officers and directors. Continued attention to detail and cost cutting are the reasons behind the lack of a dues increase once again this year.

As I begin my fourth year as your Treasurer, I greatly appreciate the continued support of the membership as well as the opportunity to work with our current officer team. I’m proud to be of service to the club and look forward to an exciting new century for the LCCA!

Eric P. Fogg  
Treasurer

## Statement of Assets, Liabilities and Membership Equity

### Modified Cash Basis

Year Ended December 31

	1998	Reviewed 1999
<b>ASSETS</b>		
Current Assets:		
Cash in Banks	\$464,214	\$157,797
Marketable Securities		300,000
Inventory at cost	77,970	70,721
<b>TOTAL CURRENT ASSETS</b>	<b>\$542,184</b>	<b>\$528,518</b>
Fixed Assets:		
Equipment, net of Depreciation	\$7,041	\$13,496
Other Assets:		
Convention and Third Decade deposits	\$1,725	\$7,063
	<u>\$550,950</u>	<u>\$549,077</u>
<b>LIABILITIES &amp; MEMBERSHIP EQUITY</b>		
Current Liabilities:		
Michigan sales tax payable		\$659
Convention car deposits		39,274
<b>TOTAL LIABILITIES</b>		<b>\$39,933</b>
Membership Equity	\$550,950	\$509,144
Membership Equity	<u>\$550,950</u>	<u>\$549,077</u>

## Statement of Revenue, Expenses and Change in Membership Equity

### Modified Cash Basis

Year Ended December 31

	1998	1999
<b>REVENUE</b>		
Car Sales	\$219,327	\$160,116
Dues	321,832	313,225
Convention	155,419	58,228
Interest & Dividends	25,576	16,213

Initiation & Reinstatement Fees	6,385	5,860
Meets	5,780	3,271
Gain on Sale of Assets	1,038	
Freight Income	14,383	11,385
Other	345	3,311
<b>TOTAL REVENUE</b>	<b>\$750,085</b>	<b>\$571,609</b>
<b>EXPENSES</b>		
Car Sales	\$143,514	\$104,070
Lion Roars	122,023	184,753
Interchange Track	137,826	123,291
Roster		4,334
Professional Fees	38,536	36,707
Officers & Board of Directors Expenses	60,204	60,439
Convention Expenses	129,322	41,038
Meet Expense	3,432	1,289
Miscellaneous	959	
Federal Income Tax		4,000
Insurance	6,563	5,777
Depreciation	1,931	3,366
Bank & Credit Card Charges	4,230	3,038
Membership Expense	8,037	12,116
Membership Drive Expense		23,912
Printing	1,529	538
Election Notices & Expense	4,675	4,747
<b>TOTAL EXPENSES</b>	<b>\$662,781</b>	<b>\$613,415</b>
Revenue in excess of expenses	\$87,304	(\$41,806)
Membership Equity at start of year	\$463,646	\$550,950
Membership Equity at end of year	<u>\$550,950</u>	<u>\$509,144</u>

# The Mane Line

by Dennis Leon Clad

RM 10430

Please be brutally honest with me and don't spare my feelings. Has this new millennium been a big bust or what? I admit I had no preconceived notions about an imminent and dramatic change to life as we know it nor a great revelation of the truth — about the Roswell incident, for example. Out of all the millennium hype, I wonder — would it be too much to ask for an answer to a fairly important but as-yet-unexplained phenomenon, like: “Why does bread always fall to the floor butter side down?”

Well, fellow millennium disappointees, just sit back and let me tell you about some exciting and very collectible Lionel toys and souvenirs that may cause a chorus of shouts of, “I gotta have that!”

Let's begin the journey into Lionel ecstasy with one of my favorite Lionel collectibles: complete ready-to-run promotional train sets. If you were to ask a “shade tree mechanic” or a certified automotive technician what tools he (or she) depends on to get the job done right, faster than you can drop a hot oil pan drain plug the name Snap-On Tools will proudly be pronounced. This year marks not only Lionel's 100th birthday, but also the 80th anniversary of America's premiere toolmaker and distributor — Snap-On.

To celebrate these milestones for both manufacturers and to brighten the new millennium, here comes The Snap-On 80th Anniversary train set, #6-31911. Many Lionel collectors love high quality, exciting promotional sets; especially those with the added bonus feature of built-in, up-front limited availability. Now that your collector instincts are

on full alert, I'll save the telling of this attribute for last. The good looks and high-end components of this train set deserve a fanfare, stage lights set to max, and a gold-throated announcer to narrate its arrival:

*“Ladies and Gentlemen, your attention please. Now for the first time anywhere, Snap-On Tools and Lionel proudly present The Snap-On 80th Anniversary Train Set, now arriving at selected homes and businesses!”*



*The Snap-On 80th Anniversary train set.*

The first thing to notice about this new member of the Lionel promotional train family is that it's no ordinary New York Central set with one or two cars carrying the Snap-On name. Every car in this consist displays the Snap-On moniker.



*The loco and tender of the Snap-On train set.*

At the head of this delightful train set is an old friend — a powerful die-cast 4-4-2 steam locomotive with operating headlight and puffing smoke. Old timers will tell you, all that's needed to insure a lifetime of operating

enjoyment from this venerable war-horse is regular do-it-yourself maintenance.

Gracing the coal tender is the first of two different, smartly designed set logos — the golden Snap-On 80th anniversary globe and the familiar wrench logo.



*The distinctive boxcar of the Snap-On train set.*

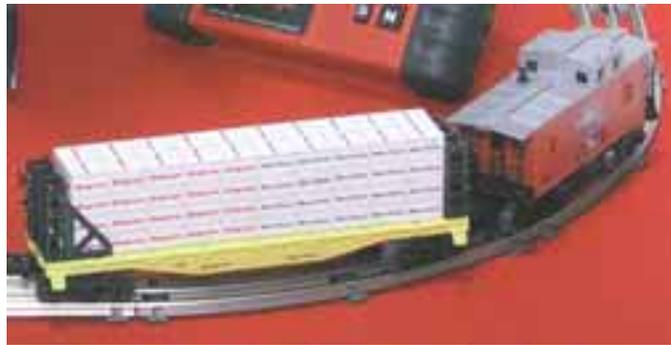
Next in line is a silver 9700 series boxcar, a two-sided merchandise hauler. Both sides of this dry goods protector proclaim company product names and features to trackside 1:48 scale spectators. Take a detailed look at this boxcar beginning with side “A” to the left of the door.

The Grip logo is the company’s screwdriver product. Flank Drive is their patented wrench feature. To the right of the door is the circle “Good as Gold” logo, the assurance that a Snap-On tool carries a worry-free warranty. Vantage and Fast Track are both diagnostic products. Blue Point is a brand name product that Snap-On handles. On side “B” of this toy to the left of

the door is the easily recognized — even in a blur as it crosses the finish line — the Snap-On Racing Team emblem. To the right is the circle with stork imprint for the firm’s needle-nose pliers. The shield stamp is for the tool chest locking mechanism and “Lock & Roll” is a safety feature for the Snap-On tool chest.

The next piece of rolling stock in this engaging train is a yellow bulkhead flat car loaded with cases of time-tested, tried and true Snap-On and Blue Point goods. To safely guard this train’s valuable shipment is a beautifully decorated (in Snap-On corporate colors — silver and red), SP-type caboose with the Snap-On 80th Anniversary wrench logo rendered in silver.

But wait, there’s even more value added to this out-of-this-world train set. Not since the 1995 and 1996 Zenith



*The Snap-On flat car is loaded with “cases of tools.”*



*As if the train set wasn’t enough, here’s the Snap-On tractor trailer rig.*

train sets has Lionel offered a special promotional highway rig in a train set. Painted in class, never-out-of-style black, this highway hauler shows the Snap-On Anniversary logo in gold. Don’t be surprised to see this got-to-have toy truck reach the \$100 mark in the

after-market!

Each Snap-On set will include a limited edition certificate embossed with Lionel’s 100th Anniversary “Engineer Some Fun” logo. This valuable piece of documentation will be packed with the set at the Lionel factory.

Lastly, as promised, I’ll share with you an added built-in bonus guaranteed to make your search for this must-have set all the more interesting. It may be a difficult search (that’s “fun” to collectors), yet this train set will maintain, and in all

likelihood increase, in value. A total of only 3400 train sets will be made, and the initial 200 units will be offered to lucky Snap-On employees. The remaining 3200 sets will be made available to Snap-On dealers that will receive

a train set for each package of hand-held diagnostic equipment with a retail value of \$6000 purchased from the company. None of these train sets will be offered for sale directly to the public. It will be up to individual dealers (not

Snap-On) how to market the train set(s). The high cost to Snap-On dealers for obtaining a single train set will probably drive up and maintain the value of this Snap-On 80th Anniversary Set. For Lionel collectors, this may be the best of all worlds — the right mix of quality, desirability and hunting fun. Thank you, Snap-On!

## The Real Deal Lionel Limited Production Uncataloged Rolling Stock



#6-36215 — Only 500 will be made, so don't let this blue car be left out of your collection.

When the Train Station of Mountain Lakes, New Jersey, throws a 25th birthday party, Lionel collectors get the treat. What a gift #6-36215 is — the first boxcar to honor this 1950s style Lionel-lovers haven. Only 500 cars will be made and sold for the low price of \$59.95 plus tax and shipping. The professionals at The Train Station wouldn't settle for anything less than genuine Lionel quality, and neither should you. Call 973-263-1979 to get this knock-your-socks-off toy.



#6-52227 — Imagine the faces of delight on visitors to your Lionel empire when this car passes in review.

Did you pay attention to those Artrain circulars, but didn't purchase one? Wow, what a train! I don't know about you, but I plan to take full advantage of a second chance to own one; and so will you once you see #6-52227 — the 2000 Artistry of Space boxcar. This whimsical toy with "lighted stars" is an exciting start to the second Artrain Lionel freight mover. The skilled craftspeople at Lionel will create only 500 of these quality toys. Call 1-800-ART-1971 to obtain one. With a donation of \$125 plus shipping you won't miss out and be sorry later.

Over the years, Lionel specialty car collectors have considered the wonderful offerings from the three big-city Lionel railroader clubs.

With variety added to the desirable club car recipe along with generous portions of Lionel quality and creativity, the toys currently offered by the Chicagoland



#6-52223 — Another fine product from our friends at Chicagoland LRRC.

Lionel Railroad Club are a feast for the eyes. America's heartland Lionel club presents the #6-52223, a centennial Santa Fe & REA operating boxcar. Only 395 of these beautifully decorated cars will be made at Lionel's Chesterfield plant, and the "Engineer Some Fun" 100th Anniversary trademark will be applied to each one. Get yours for \$59.95 plus tax and shipping. Visit the club's web site and place your order: [www.enteract.com/~clrc](http://www.enteract.com/~clrc).



#6-26298 & #6-26116 — Lionel novelty cars draw the interest of young people to our rewarding hobby.

While there, also order their complete "Time Zone Series."

Heads up on this pair of Lionel cars offered by Warner Brothers and sold only through the WB stores. #6-26298 is a Taz operating boxcar car and #6-26116 is a Pepe LaPew tank car. Only 1000 units of these cartoon classics will be made. Make tracks to your WB store!

### Lionel Licensee Alert

Every time I think of the Lionel toys produced by The Ink Well, I can't help but be reminded of the directive issued from movie mogul Louis B. Mayer to the cast of



*This Model T treat from the Inkwells would look great parked in front of your tinplate Lionel factory.*

each MGM musical: “Do it big, do it right, and give it class.” Two current Lionel layout-friendly toys seem to heed Mayer’s advice. These two die-cast 1/43-scale works of art are marquee performers. The first of two Lionel trucks is a 1920 Model “T” painted in Lionel blue and trimmed in Lionel orange. This Ford truck has Lionel’s 100th birthday emblem and is mounted on a covered base alongside three Lionel crates ready for shipment. The



*This 1935 Ford Pick-up truck would be a practical and stylish addition to a steam era pike.*

second truck is a 1935 Ford pickup. It’s also mounted on a base with a see-through cover facing a RR crossing signal. The pickup’s body is painted Lionel orange with fenders, running boards and splash pans painted in Lionel blue. The teardrop headlights, light bar, grill and bumpers are chrome plated. All wheels have hubcaps, including the fender mounted spare tire, so this is a deluxe model. Each door of our smart-looking pickup carries the Lionel circle “Big Rugged Trains” banner. Each Lionel model is only \$17.95; that includes a see-through display case and free shipping to LCCA members. Even the phone call is free, so call 1-800-946-5935 to order yours.

I admit I had no idea this Lionel-licensed item would tug at the heartstrings of Lionel fans and trigger such a demand that it sold out almost overnight. Well, that’s what the first Lionel Hawaiian shirt did, and no one was more surprised than I. Don’t miss the opportunity to get a new Lionel Centennial Hawaiian Shirt because its availability is quite limited. Since this second shirt honors 100 years

of Lionel heavy-iron locomotives and polished diesel engines, this is one high-speed shirt you don’t want to miss. Don’t ask me how they can offer a LCCA discount on this item, but that’s what Knolls is doing. Call and ask for your shirt and discount at 1-310-454-6000.



*The Hawaiian shirts sold quickly and surprised even me.*

Lionel licensee BuyEnlarge.com is new to Lionelville, but what an impression they have made on the neighborhood and on this writer with their series of Lionel vintage art. This new firm brings the train art of the 1950s to our train rooms with reissued three-rail Lionel dealer posters, catalog covers and advertising paper. Nothing looks better with your trains or has a higher claim on wall space than the artwork created by men who in the 1950s understood how to point boys toward Lionel trains. Prices start at only \$19, and the call to 1-888-376-7600 is free. Better yet, view their web site at <[www.buyenlarge.com](http://www.buyenlarge.com)>.

### **Sought-after 2000 Convention Souvenirs**

A big LCCA pat on the back to club director, Lou Caponi, for his work in bringing us the third on-site



*This was one of the most sought-after souvenirs at the 2000 Convention — the PH&D boxcar.*



*“Happy the Lionel Lion” seems delighted to be on the 2000 Visitor Center glass mug.*

convention car — a Standard “O” Lionel PH&D boxcar. Only 156 cars were over stamped with the club’s 30th anniversary notation by a firm outside of Lionel.

The first great Lionel souvenir I discovered during our grand Convention was at the Lionel Visitor’s Center. I couldn’t believe my eyes when I spotted our club mascot, Happy the

Lionel Lion, pictured in full color on the Visitor Center glass mug. Wow, what a great surprise! To date, two different Visitor Center glass mugs have been made, and the first one from 1993 is a very hard-to-find keepsake.



*This souvenir was available for sale at Carail and Madison Hardware tour sites.*

A special pin-back button to honor both Madison Hardware and Carail was available at both tours for \$1; it's a neat souvenir of your visit to these "shrines."

A real treat at the end of a very informative Lionel seminar was another gift from Lionel in the form of a

humorous pin-back button that took me back to my time spent as an idealistic youth on San Francisco's Haight-Ashbury district in 1966. Brace yourself for the return of the peace symbol in Lionel colors with the statement: "Make Trains Not War." Groovy, Lionel!



*These free gifts for attendees of The 2000 Convention will "dress up" the lapel of train collectors.*

The last Convention souvenir I'll share with you is the banquet centerpiece prize. If you attend a future LCCA Convention, avoid making the mistake of not signing up for the club banquet. This long-time collector of LCCA and LOTS Convention souvenirs feels safe in making the bold statement that the 2000 Convention banquet prize was the greatest in the history of both clubs: the Lionel Industrial Water Tower with both club logos.

### **Please Pull Up a Chair, Class Is in Session**

There is a Lionel promotional set that I've wanted to tell you about for some time now, but for some reason it



*A close-up look at an untouched AFGA-Film train. Thanks, Joseph!*

was pushed to the back burner. From the huge amount of calls and both types of mail I've received, I'm convinced there's more than enough interest to overload a gondola in the 1998 AGFA Film



*The heart and soul of the set is this 4-4-2 AFGA Film steam locomotive.*

"Home For the Holidays" promotion and Lionel train set give-away.

First, let me clear up the confusion between #6-21909 (the AGFA Film promotional set) and #6-11971 (the Delaware & Hudson complete ready-to-run train set). The first of the two differences between the two set components is the tenders. The tender for #6-21909 has AGFA Film text and its red diamond logo between the words. The tender for #6-11971 boasts Delaware & Hudson. Both sets are packaged in the same set box titled Delaware & Hudson with the D&H #6-11971 SKU number. The only place you will find the #6-21909 SKU number for the AFGA Film train is the white label on the brown mailer. A second white label on the brown mailer will say "Home For the Holidays." A dealer for AFGA Film would have to buy 10 holiday six-pack promotions of film and 20 LeBox Go! single-use cameras to receive one train set. Then it was up to the dealer's discretion as to whether or not he would hold a drawing for the Lionel toy.

Lionel paper collectors, keep on the lookout for the "Home For The Holidays" AFGA Film paper promotional package which contained a super poster of the set and offer, a contest drawing box, entry slips pack, dealer door decal and ceiling-dangler. Only 350 AGFA Film sets were made. A good place to start your search for this interesting promotional set is with Lionel value-added dealer Grzyboski's Trains at [www.grzyboskitrains.com](http://www.grzyboskitrains.com) or call 570-347-3315. Please keep in mind that because this train was produced in such a small run, Grzyboski's received a very small supply. A want ad in the *Interchange Track* might be a good starting point, as would a Lycos-driven Web search for AGFA Film dealers. All the best Lionel luck to you in your search.

Aren't second chances great? According to the U.S. Naval Observatory, the true millennium doesn't begin till January 1, 2001, because there was no year zero. So we'll get to do the whole thing again. Maybe we can get it right this time.

Happy Tracks!

# Off the Track

by Ed Richter

RM 13075

## “Rare & Unusual” at the LCCA Convention

Our national Conventions are a great source of wonderful Lionel production, and this year’s show was no exception. When I put out a call on the Trading Hall PA system for interesting and unique items to be photographed for show-n-tell in *The Lion Roars*, members and dealers brought a wide range of really interesting pieces to a temporary “photo studio” set up on an empty table. With this photo essay, I’m sharing the results of that effort.



Bill Shaske RM 9369 — Rare #240 Scout Engine and Tender



Dr. Edward Bober RM 25192 — #1103 “Peter Rabbit” Handcar



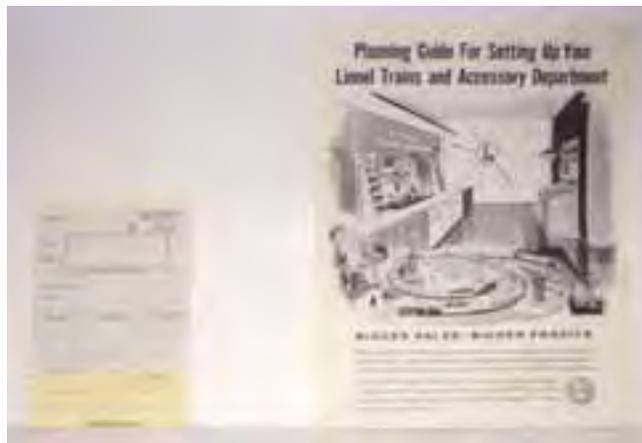
Ed Kerner RM8868 — 714K Pennsylvania Boxcar w/scale sprung trucks and couplers from the kit (1940-1942)



Charles Skjeveland CM 71 — Windup Prewar Motor



Chuck Kuhns RM 1593 — Lionel Train Sounds Record



Warren Grebosz RM 8662 — Lionel Warranty Card & Dealer Planning Guide



Dean Cousins RM 10675 — P&H Crane #6827 Flatcar



John Williams RM 6257 — 6315 gold tankcar and 6454 Pennsylvania boxcar in olive drab paint sample



Dave Kris RM 13097 — Lionel Track Plans (1963-64)



Bob Cole RM 12716 — 1957 uncataloged hardware store promotion with original ad slick



Ken Morgan RM 12231 — U.S. Navy Bearing Circle Mark I Mod. 2 (1943)



Drew Bauer RM 13584 — Helios 21, Maintenance Kit, Ives Water Tower, Golden Anniversary Plate



Photographs by Ed Richter

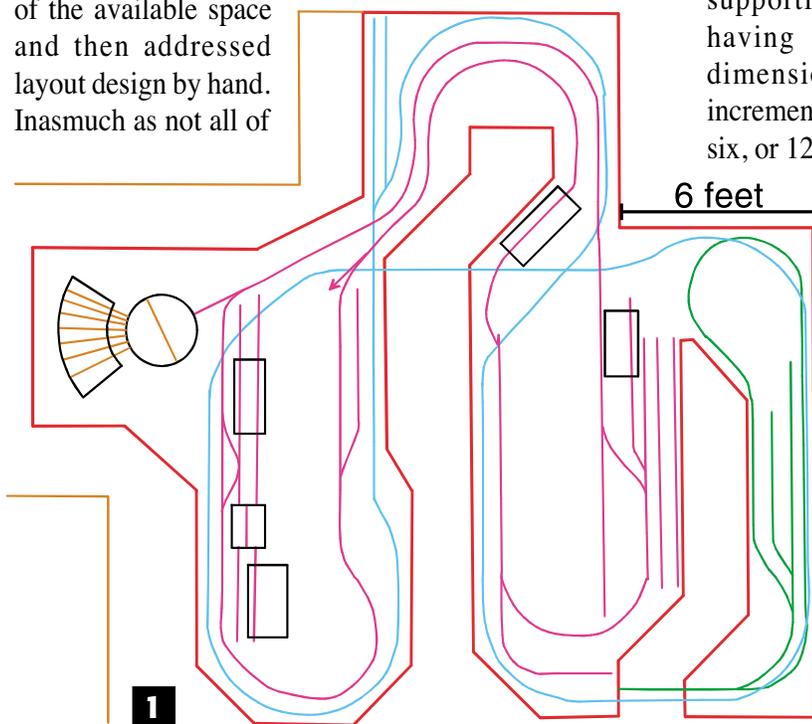
# Layout Construction for

by Thomas A. Loucks

RM 19525

Designing and constructing a layout can be a daunting task. This article presents ideas that may expedite your savoring the planning phase and getting to the point of running trains sooner — for faster fun.

How to approach layout design? While I have not used recent versions of layout design PC software, my early experience — coupled with an oddly shaped basement — was frustrating. Although the gross dimensions of my train room were generous (24x24 feet), water heaters, irregular corners, heating/cooling units, and ceiling supports conspired to constrain functional layout space and track placement. I resorted to a scale depiction of the available space and then addressed layout design by hand. Inasmuch as not all of



The layout plan depicts an ambitious project.

the corners in my train room were square, I made diagonal measurements to “close” my drawing of the room. With a tape measure, an engineer’s scale rule, and two compasses, I scribed three sets of curves. Using a scale of 20 divisions per inch, I could draw a layout of up to 24 feet on a 12-inch piece of paper.

The layout plan is shown in **figure 1**. The plan allows for a very large O72 loop, a more intricate O54 loop with

allowances for key accessories, and a separate O42 loop for lumber operations. A subway (not shown) will underlie the urban portion of the layout. I attempted to limit the track loops so that benchwork could be constructed with supporting frames having simple dimensions with increments of three, six, or 12 inches to facilitate construction and save time.



The benchwork is constructed over track temporarily “installed” on the floor.

I plan to add detailed yard trackage to the layout later.

Laying track is part of the fun, and testing the layout design before construction of the benchwork will help identify conceptual design flaws or point out areas for improvements not conceived during initial planning. I take the unusual step of laying track on the floor and then building the benchwork over it; see **photo 2**. This will assure that the final layout will conform to the benchwork.

Here are some helpful hints on planning grades and crossovers. Lionel graduated trestles have a grade of 1/4-inch per 10 inches of track — a 2.5% grade. I consider this the maximum allowable grade, and I strive for less; it makes the work easier for ascending and descending trains. I begin elevating the track at important crossovers and then work from that point in both directions. So, if Track 1 must cross over Track 2 at a bridge, I plan the bridge with the proper clearance and install whatever supports or trestles are required for Track 1, then move away from the bridge. To assure sufficient clearances throughout the layout, I attach Post-It Notes

# the Impatient Engineer

(see photo 3) along the track and mark the height over some useful horizontal reference plane. I use the top edge of the 2x4s supporting the plywood in the event that I need to eliminate the plywood/Homosote™ in some areas.



Post-It Notes help keep track of which track is where, relative to a common reference plane.

My benchwork is constructed with frames made from 2x4-inch (long side), 1x4-inch (short side) bolted to 2x4-inch legs with 5/16- or 1/4-inch carriage bolts; then covered with 3/4-inch plywood and 1/2-inch Homosote board (see photo 4).



This benchwork module depicts the upper (main) level and the extended benchwork for a lower level.

Where needed, some interior 1x4-inch legs are used for additional support and 1x2-inch diagonals are added for strength/rigidity. The benchwork may be overly stout, but — remembering some wobbly layouts from childhood — I want to be sure that any of my children or I can walk on the layout if needed. My main layout level is 33 inches off the floor, and, as shown in this photo, I can extend a lower level out beyond the main framework for descent to a lower level.

This three-peninsula layout has level interior areas with transitions between levels on the periphery. The interior benchwork consists of simple 4x8-foot frames (smaller as needed) surrounded by what I refer to as “cascading frames;” see photo 5. These benchwork rectangles or triangles support the graduated track and

are planned such that the top edge (plus the Homosote board and plywood) will intersect the lower end of a descending track segment; see photo 6. Small supports or trestles can be added later to support the track as it climbs from one frame until it is supported by the next. In the case of long straight-aways, the cascading frames can be connected by a longer segment of 1x4-inch stock as in photo 7.



“Cascading frames” peripheral to the main level show benchwork for descending track.



The cascading frames, now semi-finished, depict relationship to track and main level.



Long straight-aways connect one area of the framework to another.

A busy portion of the layout under construction depicts several of these elements as well as crossovers supported by temporary supports until trestles can be added as in photo 8. One can also see that the track entering the tunnel must pass behind one triangular frame and then pass through a gap in the next 2x4-inch frame behind it.

Factors that contribute to a sharp-looking layout include long, straight runs of right-of-way and banks of



Three levels of benchwork depict main level, lower level, and real estate for a future town site.

carefully aligned switches. I use a metal yardstick (it won't warp) to achieve both. When standing over a layout, I like to look down lengths of straight track and see close-to-perfect alignment. Kinks in runs of straight track generally occur at track joints. A useful tip for operators who favor tubular track is to purchase 40-inch lengths in lieu of utilizing four ten-inch sections of track. Then move the metal yardstick sequentially along the straightaway to align the track before fastening it to the tabletop.



Homosote seam in the tabletop is a reference for setting a combination square; from it the switches are set to a 45° angle.

I also like to align multiple turnouts so that the through track is straight and all of the spurs take off at identical angles for parallel sidings. The first is best used before any grassmat or ground covering is used and can be applied either to switches laid on the table or to roadbed underlying the track. I use either a combination square (for 45° angles, as in **photo 9**), or — for odd angles — a



True Angle tool (set to 45°) can be used to set sidings in place at any desired angle.

“True Angle” (see **photo 10**) to set my metal yardstick or ruler; then the switches can be laid parallel to the yardstick.



The author in his train room at the engine house and Lionel Backshop in the foreground.

This article is purposely brief and does not describe bridges and hidden loops. I hope it adds value — and enjoyment — to your current or next layout design/construction project.

*Photographs by Thomas A. Loucks*

# Upcoming LCCA Train Meets

## **Saturday, November 11** **Alhambra, Illinois** **Alhambra Elementary School**

C. Brown and C. Kuhns will co-host a train meet at the Alhambra Elementary School on Rt. 140 in Alhambra, IL, on Saturday, November 11, 2000. Registration and setup from 8 to 9 a.m. with LCCA trading from 9 to 10 a.m. and public trading from 10 a.m. to 3 p.m. LCCA members are free, guests are \$3 and families are \$5. Tables are \$10 with no limit. There will be operating layouts, concessions, and free parking. This site is handicapped accessible. For more information, call Clarence Brown at 618-488-7704 or Chuck Kuhns 217-546-7599.

## **Friday & Saturday, November 24-25** **Upper Marlboro, Maryland** **St. Mary of the Assumption School**

George F. Floria will host a LCCA-sponsored Train Meet at St. Mary of the Assumption School, 4610 Largo Road (Rt. 202), Upper Marlboro, MD, on Friday and Saturday, November 24-25, 2000. Registration and setup for LCCA members trading from 4 to 6 p.m. on Friday with public trading from 6 to 9 p.m. LCCA trading 8 to 9 a.m. on Saturday with public trading from 9 a.m. to 2 p.m. LCCA members and family admitted free; guests and families at \$3 each. First table \$10, additional tables \$8 each. Food concession available; free parking. For more information, call George at 301-627-3923.

## **November 25, 2000** **Lexington, Kentucky** **Continental Inn**

Harry Overtoom will host another LCCA semiannual train meet in the Bluegrass state. Co-hosts will be Winfrey Adkins, 606-873-3714; Larry Black, 502-695-4335; and Bill Crace, 606-299-2423. Tables will be \$15 for LCCA members; contact Bill Crace for reservations. Adult guests will be \$3.50; children under 12 free with parents. Setup and "early bird" trading for LCCA members only will be 6 to 9 p.m. on Friday, November 24, and 8 a.m. to 10 a.m. on Saturday, November 25; then the meet will be open to the public from 10 a.m. to 3 p.m. on Saturday. There will be several operating layouts, vendors, and 175 trading tables available. The Continental Inn is at US 60 and New Circle Road. For more info, call Harry Overtoom at 606-268-1942.

## **December 2, 2000** **Naperville, Illinois** **Naperville High School**

Len Hopkins at 630-420-9066 and Larry Brongel at 708-784-1994 will co-host their 6th annual Christmas Train Meet in this NW suburb of the Windy City. Tables are \$15 each. LCCA members and family will be admitted free. Adult guests and general public admission will be \$5, with children under 10 free with an adult. Registration and setup, 7:30 - 9 a.m. LCCA trading 9 to 10 a.m.; public trading from 10 a.m. to 2 p.m. There will be an operating layout for the kids and refreshments will be available. The high school is located at 440 W. Aurora Avenue in Naperville. Table reservations should be made early; fair warning!

## **Train Meet Hosts Wanted!**

**To present a local train meet  
with financial and logistic  
support from LCCA, contact President  
Elect John Fisher at [jftrains@aol.com](mailto:jftrains@aol.com)  
or call 651-454-6644.**



*The Naperville, Illinois, train meet in 1999.*



**by Dennis Leon Clad**  
**Contributing Editor**

**RM 10430**

### **Twice the Fun for Me and You**

If — like me — you thought that Lionel's Century Club locomotives pulling a consist of double door boxcars filled with uniqueness, excitement and pride of membership had reached the end of the line and had run out of steam, we were both wrong.

When I received my advance CC-II membership package, what knocked my socks off was the CC-II premiere catalog. If Lionel collectors have but one common bond, it's that we reverently hold in high esteem the Lionel catalogs of the 1950s. Let's not forget the short romance with the early Lionel LLC catalogs filled with beautiful drawings of Lionel machine-tooled art from the Jim Bunte era. Let this CC-II paper treasure transport you into childhood bliss via the same artistic medium

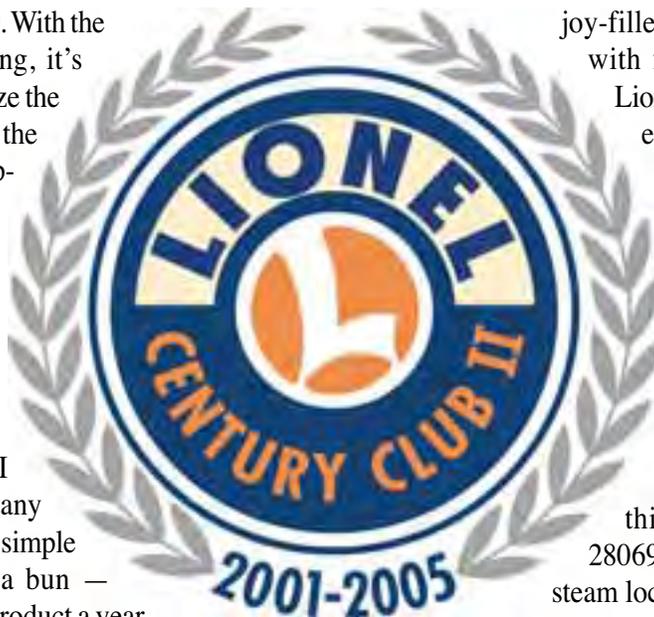
with page after page of Lionel masterpieces that dazzle the eyes, stir the imagination, and touch the soul.

Like the first CC series, the new package has two levels of membership: silver and gold. The cost of the silver membership is \$100. Here are the silver goodies you'll receive: a membership certificate worthy of professional framing, a matching membership card with your name and club number, a colorful lapel pin, a CC-II paperweight, and a unique CC-II maple wood commemorative box with the CC-II seal on the lid. All these pieces of CC-II club memorabilia are something we can use; it sure beats a poster. The best parts of your CC-II membership are the exclusive, five blow-your-mind engines you can buy over the five-year life span of your membership. I'll save the greatest benefit for last.

Now don't let your pocket book become discombobulated when I tell you that the dues for the

gold level membership is \$500. With the Dennis Method of Accounting, it's really free. Here's how to utilize the DMA. First, you'll receive all the silver level rewards plus an upfront discount of \$100 per engine. All five engines are a must-own if you're a collector who loves unique, limited-edition Lionel products. There's no need for worry about future inflation gobbling up \$100 per piece. I can't think of any other company — even McDonalds with their simple product of ground moo on a bun — guaranteeing a price on their product a year down the tracks; not to mention five years on a complicated, hi tech, always-evolving piece of cast metal art; which is what Lionel is doing. So it's easy to see that your gold level membership really ends up costing you zero dollars. To further increase the value of your CC-II gold membership, add the gold level boxcar. This dry goods mover comes complete with all the great 6464 series features and a value-added dealmaker: gold foil accents on the body. The boxcar is free with your gold level membership. Did I mention that shipping on your merchandise protector is free; as is all your purchases at both the silver and gold levels in CC-II.

As promised, I saved the best CC-II benefit for last. So fasten your seat belt and get ready for an explosive,



joy-filled ride down the CC-II track with five of the most impressive Lionel club locomotives and diesel engines ever offered. Each of these masterpieces of Lionel machine-tooled art will be born from new tooling, carry the "Odyssey System" pedigree, and have the crowning touch — gold accents to announce to all that this is Lionel royalty.

The first thoroughbred in this stable of champions is 6-28069, a New York Central Niagara steam locomotive. As a NYC collector, I've waited patiently for this jewel to arrive and report for duty on my Lionel NYC roster. At \$999.95, I'm saving my pennies (nickles, dimes, quarters, too) so I won't miss out.

The second CC-II offering is a three-piece train set of the history-making Union Pacific M-10000. All you have to do is turn the power over to 6-51007 and this vintage luxurious streamlined passenger mover will take you back to the America you remember at the mid-century point when you played with trains in boyhood delight. The ticket price for this feel-good reverse throttle trip in time is \$999.95.

Like me, you probably fell in love with the Loewy-designed Pennsylvania T-1 on the test track at the recent



Lionel factory tour during the Convention. With a membership in CC-II, one can also own the must-have companion two-piece set in Pennsy livery. 6-14532 is a pair of PRR Sharknose A-A units that at the low member price of \$599.95 will give you that proud-poppa feeling for a lot less than one grand.

I have yet to add a FM Train Master to my Lionel roster, so I'm looking forward to owning the very best TMs ever made by Lionel — the 6-18340 pair of Fairbanks-Morse Train Masters — painted by Lionel artisans according to the original demonstrator colors. Wow, what a piece of railroad history! Only \$699.95 for the pair.

As hard as it may be to believe, Lionel really topped themselves with the last jewel in the CC-II crown. I believe you'll agree when you hold the ownership papers for the 6-38000 the New York Central Empire State Hudson. If you buy only one CC-II locomotive in the series or you're ready to take a big step and buy your first Lionel Hudson, this streamlined king of the once-proud NYC is the one for you at \$1099.95.

For a detailed look at each engine and an interesting history of their place in real railroad lore, check out the Lionel web site at <www.Lionel.com>. Each CC-II carries a five-year warranty, but I believe most of these historic pieces of industrial art will be admired on the mantel, not worked on the rails.

The CC-II offers two styles of display cases to hold and protect these Lionel treasures. Each is custom made and holds a specific Lionel item. I guess I should tell you that your membership in CC-II is transferable, but why you would want to do that is beyond me. The period of CC-II enrollment began September 5, 2000, and it will end on December 15, 2000. What a great gift to give someone! Lionel makes joining and shopping easy at their web site; or call the CC-II phone number: 1-800-628-6202.

Lionel has set the standard for electric toy trains for 100 years and now they begin their next century by setting the standard for company-sponsored train clubs.

*Lionel LLC artwork used by permission*

## The Ultimate Get-away Car

by H.C. William Schilling

RM 7586

*Editor's note: As this edition of The Lion Roars went to press, Bill was resting comfortably at home and taking life one day at a time.*

This LBG tank car is actually water car #4980 with gold leaf applied and gold plates attached with my name and my wife's name inscribed on them. The car will be our final resting place;



*Photograph by H. C. William Schilling*

i.e., our crematory vessel. I have been diagnosed with leukemia and, as we all know, our time here is limited.

My train collection has already been sent to Greenberg's Auction to be sold as it would be too much for family to deal with when I am not around.

I have been a faithful subscriber to your publication for many years as well as a TCA member in good standing for 21+ years. I enjoy reading my train magazines, *TLR* included. I hope you will find room for showing my rather unique "gold car" in your publication. Thank you for many years of good reading and good ideas.

# Santa's Product Review

## Lionel-Licensed Products for Little Engineers

For toddlers and youngsters not quite ready for O-gauge, three-rail toy trains, a growing line of smaller, battery-operated trains are on the shelves of selected toy stores for Christmas gifting. Licensed by Lionel, toys by The Learning Curve company offer many train-related playtime experiences to delight your littler engineers. The

Great Railway Adventures series of story books, audio tapes, and trains now offers additional trains, action rolling stock, track, and accessories.

New adventures available this year are the Jupiter engine of the Golden Spike saga and the Big Boy engine with multiple speeds. Both are die-cast and are powered by "A" size batteries.

In celebration of Lionel's 100th anniversary, the company offers a "warbonnet" Santa Fe steam train with die-cast engine, tender and dome car. A companion illuminated dome car is also available for this passenger train.

For more information, call 888-281-1802.



**The Jupiter Engine**



**The Big Boy Engine**



**Next Stop Coal Tender**



**Express Coal Tender**



**Illuminated Dome Car**



**Flashing Caboose**

## WANTED

Articles with photos of Christmas layouts in progress from beginning to end; although we all know a layout is never "finished."

Mike Mottler, Editor, *TLR*  
mottlerm@conwaycorp.net

# Convention 2000: in a Word ...

WOW!

by **Bob Carter** LCCA RM 6620 and LOTS 2541

Planning for the Dearborn Convention began for me back in February when I picked the tours and made my reservations. My wife and I had never been to Michigan before, and we thought a trip up north, during the heat of a Texas summer in July, was the right thing to do. Also, what better way to go to a train Convention than by train? Checking Amtrak schedules, we determined that we could, in fact, leave Dallas and travel to Dearborn via Amtrak. Well, that was all the encouragement we needed.

We booked reservations, and a Superliner sleeper was waiting just for us. We learned that we shouldn't set our watches by the train. The Texas Eagle was two-and-a-half hours late arriving. There's no way they can make up that amount of time because the engineer must share the mainline with freight haulers. But hey, this was our vacation, and we had already decided to spend a day and a half in Chicago.

So off we went on Thursday evening, riding first class in a sleeper and eating delicious prime rib. The food in the diner proved every bit as good as in the golden days of railroading. They placed fresh flowers on the table, and I can't say enough about the service of our dining car waiter.

The sleeper was an experience in itself. If any of you have ever booked a Superliner deluxe room, then you know how exciting it is to take a shower in the toilet. At least that's what it seemed like we were doing. We thought the cabin restrooms aboard a cruise ship were small, but they were spacious compared to the Amtrak accommodation. However, we had our own facility. Coming back home, we experienced the communal water closet and shower.

Let me tell you, deluxe is the way to go!

But I digress. The view out our window showed the backyards and streets of America. It framed panoramic views of rolling fields, downtown areas, an absolutely beautiful view of the St. Louis Arch, and great riverscapes when we

crossed the Mississippi River and entered Chicago at the finale. The trip was pure relaxation. At times, I tried to imagine what it would have been like if passenger trains earned priority over freight consists. Maybe when — or if — Amtrak owns its own trackage, we'll see a timetable that becomes meaningful. I encourage you, if you have



the time and don't have a tight schedule, to take the train. It could be a gentle reminder of what it used to be and a glimpse of what might lie ahead.

After a couple of days on the train and a brief stay in the windy city, we eventually arrived at Michigan's Dearborn Station. It doesn't look anything like the ceramic building offered to train collectors by Stoney Express. We were rested and ready for a week of tours and trains.

In a nutshell, the LCCA/LOTS 2000 Convention in Dearborn was an outstanding success. If you missed this opportunity to visit this suburb of Detroit, you missed more than a train meet. Yes, there were trains on display and for sale on Saturday and Sunday with deals made and stories told. But to me, the real appeal was the tours arranged by the Convention hosts. We have all seen impressive layouts and collections, but Dick Kughn's menagerie at Carail is, without question, wonderfully unbelievable. OK, so he owned Lionel, and we'd expect him to have a nice Lionel collection. The layout, part of which was under construction, was huge. It makes all of us building a home layout realize that the process is a one-step-at-a-time adventure, regardless of your financial situation.

Seeing the standard gauge trains running across 13 Hellgate bridges was a sight I've never seen before. The walls were covered with display shelves filled with



Buddy L and Erector engines, all in excellent or better condition. Other attractions — such as Mrs. Kughn's outstanding Department 56 collection displayed in a magnificent night scene, a room that is also a bar with lighted train passenger cars along its ceiling perimeter, plus a like-new, red '55 T-Bird — made the Carail experience an indelible impression in my memory. The awesome display of vintage toy trains and beautifully restored autos in the museum produced an overwhelming after-effect. I was speechless, but loved it. The Carail



visit,

although too short a time, was in itself worth the trip to Dearborn.

Quoting Paul Harvey, "Now, the rest of the story" — Madison Hardware. The lackluster warehouse exterior of the building disguises the important contents inside. When I first walked through an ordinary metal entry door, I was struck by the realization that what appeared to be a car parking garage was actually a storage facility for many classic autos — including a very rough (and very rare) Tucker awaiting its turn for restorative TLC. I saw the Stutz touring car, the Pierce Arrow travel trailers, types A and C, with a blue Pierce Arrow painted to match one of the trailers.



postwar through modern era Lionel trains. There was also a room that contained not only Lionel, but also some





We ascended the freight elevator to Madison Hardware above. This storage and order fulfillment facility now holds the outpouring of 16 tractor-trailer loads of trains moved from New York City to Michigan. It houses everything a train nut could ask for. Shelves

and shelves of classic and modern Lionel pieces and parts. Photos showing the carefully loaded shelves of Lionel products can't do justice to the scene. Madison Hardware is truly a place that awes everyone that visits this "shrine." Several Lionel operating layouts were running, and a small gift shop was quite busy. After all, what Lionel collector/operator wouldn't want something to take home from Madison Hardware?

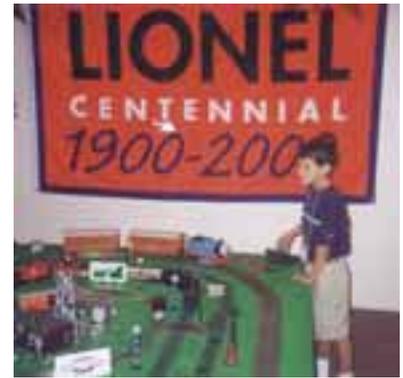


While on the subject of gift shop, there's also one at the Lionel Visitors Center. It was as busy as a toy store at the peak of the Christmas season, and for many of us it felt like Christmas in August.

Lionel employees-volunteers constructed the train layout at this center, and it showed what team effort can do when the desire to display your product drives the

enterprise. There was a small hands-on layout in a corner niche, and children were operating it with delight. The smiles on their faces were priceless.

After the Visitors Center, the next tour stop was the Lionel factory. We saw just how labor intensive the manufacturing of our trains



actually is. The workmanship and quality control was evident, but somehow I couldn't help wondering what it would take to bring this facility into the 21st century. The lack of automation and robotics was immediately apparent, especially to me, a techie with semi-conductor manufacturing experience. Then I understood why some Lionel trains are pre-allocated to our favorite hobby shops; unlike Doritos, the factory just can't quickly "make more."





The tour was guided by a Lionel employee who was enthusiastic not only about the job, but also the

products. The people we met during the tour were the heart and soul of this company, and they were direct



representatives not only of Richard Maddox but also Dick Kughn. Both of these gentlemen have raised the bar of excellence and customer service; now other train manufacturers are trying to meet it.

Later on, there were tours to the Henry Ford Museum and Greenfield Village, the Rouge River boat cruise where we got to see "real" hot metal cars and bascule bridges, lunch at The Whitney, and the all-day trip to Frankenmuth and Bronners. I can see that Dearborn still has some attractions for the next Convention. There is just no way to absorb it all in a few days. If I had one request, it would be to allow more time for each tour, but I'm sure that would mean a two-week stay!





simultaneously won, stood up, and shouted, “Happy 100th Birthday, Lionel!” Then we all knew Bill’s carefully planned trick of the game; after all, he is a magician! Everyone received the special pin and left the event with big smiles and lots of laughter. Many had winning raffle tickets for gifts contributed by Lionel — one of the prizes



The club banquet on Saturday night was a delight once everyone was seated. Oh, there were a few problems, but the Convention hosts worked it out promptly. The prime rib and chicken were delicious — and tender. The evening included brief talks by Richard Kughn and Richard Maddox and a presentation of an original Angela Trotta Thomas artwork to Mr. Kughn. We all played a game of BINGO (re-named

TRAIN for this night) for a grand prize, a one-of-a-kind pin worn by Dick Maddox. Bill Schmeelk called the game. All I needed was I-50 to be the big winner of this surely very collectible pin. Everyone watched their card closely and when I-50 was finally called, everyone at the banquet



*Artwork by Angela Trotta Thomas showed a childhood incident of Richard Kughn.*

was the new Hellgate Bridge. The grateful recipient was delighted but also wondered, “How am I going to get this box home?”

We had a wonderful time and are looking forward to the 2001 Convention in Lexington, Kentucky. See you there?

*Most photos by Bob Carter; additional photos by Ed Richter, Al Kolis, and Mike Mottler*



# A Photo Essay of the Convention

by Ed Richter, RM 13075, LCCA's Official Photographer



*Raffle tickets, anyone? Celebrating its 100th anniversary with generosity to and appreciation for its customers, Lionel offered great table prizes at the banquet and many quality products for the raffle.*



*The Lionel factory — “Mecca” for toy train fans — welcomed the clubs and presented a memorable tour of the assembly plant.*



*What a “job” — running toy trains all day for visitors at the Lionel Visitors Center to enjoy. How to apply?*

*At the conclusion of the factory tour, Lionel, LCCA, and LOTS provided all “club tourists” with a box lunch.*





*Shop 'til you drop in the Gift Shop at the Lionel Visitors Center. These club customers loaded up on Lionel goodies.*



*At Richard Kughn's Carail Museum, club members wandered through room after room of toy trains from the prewar (top) and postwar (bottom) eras.*



*The large layout at Madison Hardware contains an airport, mountains, tunnels, bridges, Plasticville — even a scale model of the US Capitol building.*



*This double-track high trestle is a dramatic corner scene of the O-gauge section at Carail. Portions of this layout were under renovation during the Convention.*



*This red and yellow diesel was equipped with "Choo Choo Cam™" in its nose. So the view could be seen on a TV monitor by all in the room. Lionel loaned its articulated Allegheny for running on the Chicagoland Lionel Railroad Club layout during the Convention.*



*At the Henry Ford Museum, the curators found space for a distinctive American icon on wheels.*



*Mrs. Kughn's extensive collection of Department 56™ buildings was the feature attraction of the winter scene of the O-gauge layout at Carail. The Lionel Toy Store is in the lower right corner.*



*Mr. Kughn purchased this layout and re-installed it in the Madison Hardware building.*



*The Chicagoland Lionel Railroad Club set up their impressive modular layout in the Hyatt Regency Dearborn Hotel. The Chicagolanders love long trains with big power on point.*



*Proud members of the CLRRC installed their layout and ran it continuously during the Convention.*



*The Trenton (Michigan)Train Club members set up a table-top train display in the host hotel.*



*On the fantail, club members enjoy a cruise along the River Rouge aboard the "Diamond Belle."*



President Al Otten (right), presented one of six Presidential Awards for Excellence at a special awards luncheon on Saturday. Grandpa Nelson Williams, author of the "Standard Gauge" column in The Lion Roars magazine, received Best Writer Award.



During the annual club business meeting, Treasurer Eric Fogg presented his financial report. "We're in great shape!" he said.



At the well-attended Lionel Seminar, Bob Grubba explained and demonstrated new products "in the pipeline."



Performing "other duties as may be deemed necessary," Lionel VP Bob Ryder welcomes raindrop-dodging club members to the tour of the Lionel Visitors Center.

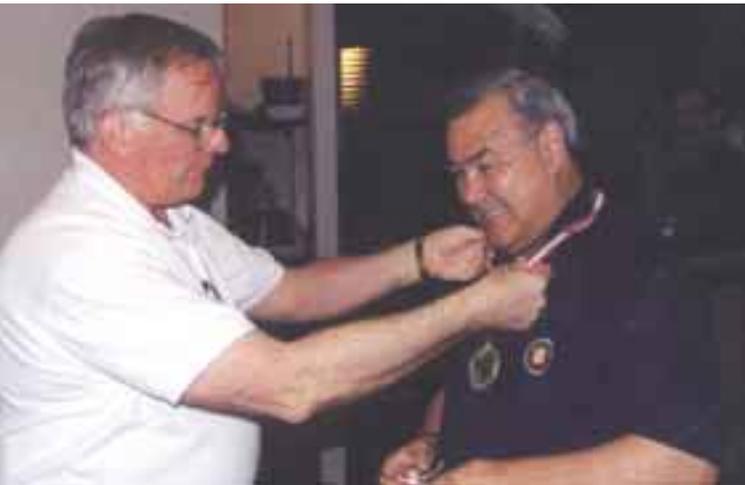


Club President Al Otten presented the custom-made observation car to Jim Gates, LCCA member number 1.

In the Trading Hall, Larry Nahigian soaks up the trains-trains-trains ambiance.

Close-up of the Jim Gates obs car.





*TLR editor, Mike Mottler, presented "Creative Collaborator" Olympic-style medallions to all 86 authors who submitted material for publication in the magazine "on his watch." TLR's "Train Talk" columnist, Richard Maddox, President of Lionel LLC, received his award.*



*L-shirted up and ready to party, Lionel execs gather with the boss, Richard Maddox (in the suit).*



*At the banquet, LCCA President Otten presented to Dick Maddox the model prototype of the SD-40 two-tone metallic-plated LCCA third decade locomotive and matching caboose.*



*Three leaders (L to R) Richard Maddox, President of Lionel LLC; LCCA number one member Jim Gates, and Richard Kughn, former owner of Lionel Trains; received custom-made LCCA passenger cars made by Lionel with their names and club numbers inscribed on the side.*



*The Trading Hall is always a highlight of the Convention. On Sunday, the hall was opened to the public.*



*So many trains, so little time.*

*Additional photos by Bob Carter and Mike Mottler*

# Chief Dispatcher

by Robert Amling

RM 9116

I hope that you were one of the lucky ones who witnessed the Convention, it was a BLAST! Many volunteers made registration and tour activities a smooth ride.

I attended tours of Carail, Madison Hardware, and the Lionel Factory. They were magnificent! Richard Maddox can be very proud of the entire staff at Lionel — from the sales reps on the tour buses, the receptionists at the Visitors Center, the factory managers, to the workers on the factory floor. Everyone was extremely cheerful, helpful, and informative.

Dick Kughn, always a gracious host, opened Carail, Madison Hardware, and The Whitney Restaurant to the conventioners. I still can't get over the displays at Carail. The staff went out of their way to make everyone feel comfortable. LCCA Director Bill Button manages Madison Hardware; he and his crew answered a constant barrage of questions 13 hours a day. They did everything in their power to make the Convention a resounding success!

So once again, Happy Birthday, LIONEL! Thanks to everyone that had anything to do with making this an all-time-great convention!



If you read *O Gauge Railroading (OGR)*, you are familiar with their series on O gauge layouts in small places. A friend of mine likes to say that real railroads wouldn't operate in particular ways, whether it be tight turns, steep hills, or tight yards.

While in Portland, Oregon, on a recent business trip, I took a light rail ride across the Willamette River. The line crosses the river on what is called "Steel Bridge" built in 1911 as shown in **photo 1**.

My initial intent was to ride the first car and take some photos. Imagine my chagrin when I stepped into the first car and turned to move to the front, only to see a blackened window between the passengers and the motorman. I noticed a walkway on the bridge and decided to get off at the first stop and walk back across.



As I walked up the approach to the bridge, I heard a diesel horn. I ran up the approach and arrived at the railing just in time to catch a pair of SD60s drifting into the yard.

What intrigued me more was the track configuration. From my vantage point I could see the tracks come off the lower level of the bridge and curve sharply around the grain storage building. It then curved back around an embankment while staying out of the river. I decided to hang out and wait for more engines.



I was soon rewarded when an empty container train rolled by. I caught it on film as it rolled off the bridge, and I followed it around the "S" curve. When the engines

disappeared the thing looked like the caterpillar ride at an amusement park. While looking at this snake winding off the bridge and around the “S” curve, I said, “This is not an “O72” layout!” The point is, the 12-inches-to-the-foot guys bend a rail where they must to squeeze a track in as shown in **photos 2, 3, and 4.**



Imagine the exhausted-of-patience van driver shown in **photo 5!** After watching 1-1/2 miles of empties pass by, an auto train cruised through in the opposite direction.

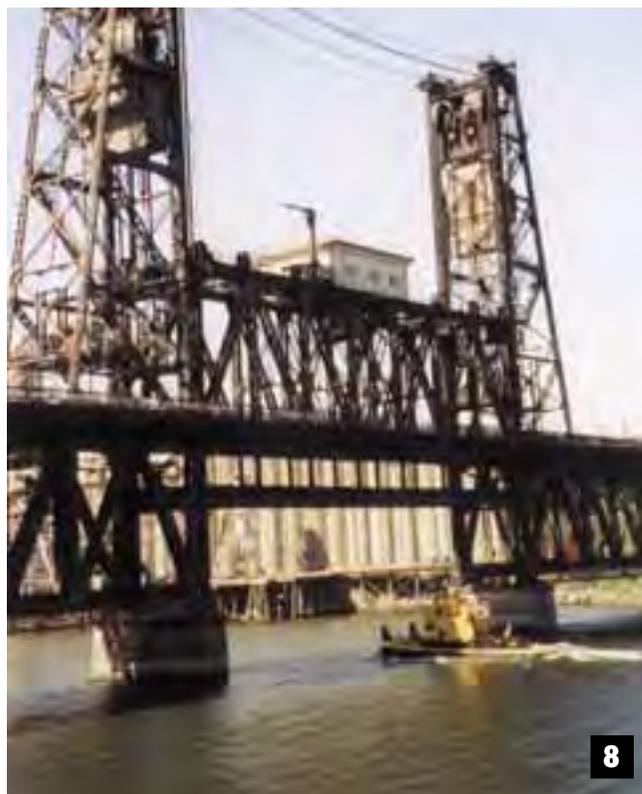
**Photo 6** is a shot of the business side of the grain facility. What a modeling challenge that would be. Walking off the bridge, I took in the view of the approach to Union Station at Portland; see **photo 7.**



Standing on the river walk, I was admiring the bridge when an alarm sounded, and after a minute or so the bridge’s lift section ascended.

I saw a light rail car approaching on the upper level. It wasn’t slowing down! Then I realized that the bridge raised up in sections. The lower portion can raise without affecting the upper roadway and track. This would be a great accessory on a layout. I am so taken by bridges lately; I have to build a waterfront scene on my layout.

I wonder, have you ever wanted to install a yard, but found there wasn’t enough room for the switch? Well, here are a few thoughts; some of which are not original but are noteworthy. One modeler reported that he wanted to double his yard tracks, but placing O22 switches in



line one after another created a space wide enough for another track between. At the beginning of the yard he installed a right hand switch with a reverse curve on the turnout side; now he could install a parallel track. On the original track he alternated O22 switches with 45-degree crossovers. On the turnout track he alternated a piece of straight track with O22 switches. When the big guys have to install a turnout to the left but can’t (maybe they can’t cross the main), they turnout to the right and use an incline to pass over the main. In slow areas, such as running down a city street, they may turnout to the right to go left and then crossover at grade level because there couldn’t be another train anyway. I would like to hear from folks who have captured a scene and reproduced it on their layout. I would also like to see how you have solved switching problems in tight spaces.

Do you have a layout or a particular track configuration that you would like to share? Maybe you don’t have the time or the inclination to write; or the mastery of photo skills. If so, let me offer this invitation. I travel frequently on business, and I would be open to arranging a visit to your neighborhood to see your handiwork and present it in this column. If you’re interested, send me a note, and I’ll respond with my travel plans to see if we have a match. My address is in the club *Roster*; my e-mail is: <pennsyfan@earthlink.net>.

*Photographs by Robert Amling*

# Lionel News and Views

by Bill Schmeelk

RM 6643

September 5, 1900. That's the date when Joshua Lionel Cohen founded his company. One hundred years later, to the day, a small group of Lionel train scholars



met at 24 Murray Street to commemorate this 100-year anniversary. **Photo 1** is a present-day photo of the same building in which Joshua Cohen started his company. As we know, Joshua Lionel Cohen later changed his last name to Cowen, and the company that bore his middle name, Lionel, became the largest toy maker in the world.

Joseph Mania set up a circle of 2-7/8-gauge track and ran a reproduction of Lionel's first motorized train, the Lionel Express Gondola. The operating train car shown in **Photo 2** attracted interest from passers by, and even the mailman commented, "I run G gauge trains too." Collector Joe Guzzo also had on hand an original Lionel Express Gondola that at one time probably had Joshua



Cowen's fingerprints on it. Ron Antonelli (**Photo 3**) read a short memorial — printed below.

*"One hundred years ago today, on September 5, 1900, a routine filing to conduct a small electrical business marked the birth of a future legend in the American marketplace. It was here at New York*

*City's 24-26 Murray Street building that the Lionel Manufacturing Company began its modest operations in a small loft.*

*Few that walked this busy part of town then may have stopped to notice the newest company on the block. In years to come however, the Lionel name would become preeminent in fulfilling the dreams of childhood.*

*The product that would catapult the company into prominence was the toy electric train. What sets the Lionel story apart was the determination of the company's founder and namesake, Joshua Lionel Cowen (born Cohen), to make the electric train more than a passing fad.*

*A meager offering of equipment in 1901 was continuously improved, expanded and promoted. Cowen built a proud organization comprised of the highest talent. That many of these people would have long careers under the Lionel banner becomes even more meaningful in our time of impermanence. The company would go on to become the largest manufacturer of toy trains in the world.*

*Another side of the Lionel story that could not have been foreseen when the train line was launched, was the*

eventual endearment of the product to millions of youngsters for generations to come. Indeed, many that made it a point to attend our dedication confirm that owning their first Lionel trains or seeing their first Lionel catalog was a keepsake memory.

*Our gathering of surviving Lionel family members, former employees and loyal friends joins here appropriately enough on the first working day after the first Labor Day of the new millennium. It is in the memory of the Lionel name that we salute today's young entrepreneurs and urge them to pursue their dreams."*



**Photo 4** shows John E. Felber, Ron Hollander and Joe Guzzo under the entrance to the building. Many years ago John Felber photographed the many Lionel locations from 1901 to 1968. Many of you have probably seen the single sheet of Lionel Factories, which has been available for years and has provided many of us with a better knowledge of Lionel's growth over the years.

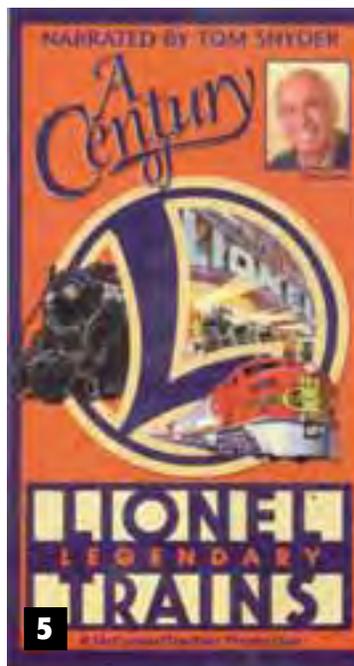
Ron Hollander, who spearheaded this memorial effort read from a new chapter in his classic work, *All Aboard*. An updated and expanded edition of his book is due out this October. The new volume will include information bringing it up to the new millennium and will feature a new scrapbook section. This section will contain photos of many never before seen patents, correspondence from Cowen to Marx, Gilbert, and Mario Caruso, an original stock certificate from the first year of incorporation, and more. The new book is hardbound and expected out at any time. We'll review it more thoroughly once it is out.

The ceremony ended quietly as we each left the scene with thoughts that we had stood on sacred ground. I had an eerie feeling looking at that building entrance and imagining a young Cowen passing through its doors. The ceremony was noted by CBS Radio and ran throughout the day by CBS affiliates across the country. Now as we

proceed into the 21st century, more and more collectors will have to use three digits to describe the age of their Lionel collectibles.

## 100th Anniversary Video

Many items have been introduced with Lionel's 100th anniversary logo on them, but this video set is perhaps one of the best mementos of Lionel's 100-year history. From TM Books and Video comes "A Century of Lionel Trains;" **photo 5**. This two-volume set starts at the beginning, after the obligatory commercial all videos



seem to start with these days. We see everything from Lionel's 2-7/8-gauge trains all the way to Lionel's scale Big Boy.

You probably have a few TM videos in your collection already, but this one is different. The clarity and sharpness of the video is not new, but the host-narrator is. Tom Snyder, well-known television star and fellow Lionel "nut," is the host. He does an excellent job of capturing the childhood enjoyment we all had with our Lionels. Although Snyder is well known as an admirer of Lionel trains, he doesn't come across as an expert talking down to you. Rather, he sounds like a fellow train enthusiast who really enjoys talking about the toys we all played or still play with. Although Snyder may not have written the narration, it's quite obvious that he has added some personal commentary to whatever was prepared for him. He certainly added his own style to the presentation.

Throughout the tapes, there are interviews with several knowledgeable toy train fans including Richard Kughn, Richard Maddox, Ron Grossman, John Potter, Jim Flynn and John Palm. Kughn discusses his conversations with his accountants when he told them he wanted to buy the company — interesting stuff. During the two-hour program you'll see many of Lionel's classic trains and accessories in operation from all eras. Just the inspiration you need to get your trains out of their boxes and run them on three rails of steel.

Lionel's continuing development of technology is shown throughout the program. From locomotive design, to die casting, to magnetic couplers, to smoke, to action cars and accessories, all the way up to the modern Command Control. Snyder alludes to his childhood arguments with a friend who owned American Flyer trains. The only thing missing is the smell of the smoke. This two-volume set provides a great documentation of Lionel's first 100 years, including the Lionel logos, catalogs and boxes.

I've always enjoyed TM videos, but this one is especially good and the perfect commemorative of Lionel's first 100 years. At \$29.95 for the two-volume set, it's also one of the best values for a fitting commemorative of Lionel's anniversary. The set is available from your local train store or direct from TM Books and Video at 1-800-892-2822.

### The Lionel Seminar

The Lionel Seminar at the LCCA Convention is something I always look forward to, and this year's seminar was no disappointment. Lionel's President, Richard Maddox, opened the event, welcomed us to Lionel's hometown, and thanked the many Lionel supporters in the room and beyond. He turned the program over to Lionel engineer, Bob Grubba, and marketing man, Ken Silvestri. The combination was perfect for handling the many questions on a wide variety of subjects from the very large group assembled in the room. Bob Grubba began by showing some new product;



mostly prototype mock-ups. **Photo 6** shows a new work caboose that features a welder at work. As the welder, another loyal Lionelville employee, goes about his business, we see the flashing arc of welder lighting. **Photo 7** shows a new modern-style aluminum car. In **Photos 8**



**and 9** we see a new commuter rail car in two road names. **Photo 10** is an F-3 rendered in a design you might remember seeing in Volume IV of the classic Tom McComas series, *Lionel – A Collector's Guide and History*. Lionel considered the Kansas City Southern scheme for an F-3 in the postwar days, and a prototype for this model exists in the Lionel archives. Finally, we



will see it in production. **Photo 11** is the new camelback loco in the Pennsy road name. **Photo 12** is a new 2-8-0 loco.

While we were in Michigan for the 2000 Joint Convention, Lionel's new, uncataloged Pennsy T1 Duplex was coming off the assembly line. **Photo 13** is an actual production model seen in operation throughout the



Convention. It was a surprise, and it is a beauty. Depending on the day you went through the plant, many convention attendees saw these locos in production at the Michigan factory. Thanks to Ed Richter for taking the photos of the items at the Lionel seminar.

Grubba also went into some detail on the continuing development of Lionel's TrainMaster™ Command system. We were given a demonstration of the new Odyssey™ system and its unique speed control of a locomotive, regardless of changes in the pull required by the loco. With this system, a train will maintain its speed even as it goes up and down on elevated trestles. If you uncouple cars from the train, the engine quickly recovers and proceeds at the same speed. Bob explained that the system works by providing feedback from the motor to an electronically controlled speed system. The Pullmor™ motor has been redesigned to include this feedback system. Feedback from the motor also controls the RailSounds™ to react even more prototypically when the loco is doing more work.

Bob also mentioned a new TrainMaster feature called Railnet™. This feedback system is placed on the track and will “know” which train is passing by. You could, for example, have this sensor favor a passenger train, so that when a freight train passes, it is put on a siding until the passenger train passes. Multiple sensors can be used to prevent collisions. One train is given a priority and would be allowed to pass while another would be stopped. This all fits in with the TrainMaster system so that trains and switches could react to certain situations automatically. The Odyssey system will also allow many other details to be tracked. The ultimate possibilities are endless, and Lionel faces the dilemma of figuring out just how far to take this technology. This new system is expected out late next year.

RailSounds V™ is the first significant improvement in sound with five times the capability. Some previous

improvements have been in board size and design. In addition to the new capabilities, this new sound system will be able to control the smoke output and will receive feedback from Odyssey system motors. RailSounds V is, I believe, already in production and is installed in some locos this year.

Bob discussed a new die-cast oil tender. A new feature will be a magnetically attached cover that can be removed to insert the battery. This was done to eliminate vibration of the cover due to the RailSounds. There will be a new Superliner set featuring cars that have roof track lighting. Lionel is also considering the production of tinplate trains again. The UP Veranda is expected out early next year.

Although deliberately vague on the subject, Bob hinted that we might see a new track system utilizing steel rails (and I hope steel ties between the rails) for optimum performance of MagneTraction™. A question that always arises at these seminars concerns Lionel's couplers. Bob announced to cheers that the plastic part of the couplers will be made of metal and that we can expect to see additional modern couplers in the future.

WOW! As the seminar finally came to end after running overtime, we left with an upbeat feeling. Lionel seemed to be addressing our concerns. Having attended these seminars for many years, there was a decidedly positive attitude at this one. It was clear we were regarded as valued customers; not “talked down to.” There seems to be a great future ahead and much to look forward to. A special thanks goes to all the folks at Lionel who made this seminar an especially enlightening one.

Bill Schmeelk  
bill@wellingtonent.com

*Photographs by Bill Schmeelk*

# Re-making History and Making Friends in Mobile

by Mike Mottler  
RM 12394

*Author's Note: Thanks to George Nelson, Jr. for assurance of accuracy and helpful suggestions.*

There's a great "fringe benefit" in being the Editor of *The Lion Roars*. I get to meet train guys by e-mail, snail mail, and in person at train meets and Conventions. Most are eager to share hobby information, tell the story of their train layout, or "talk shop" on model railroad themes of common interest. My concern for historic preservation of railroad stations, enjoyment of restored railroad facilities, and fascination with train layouts has for years shaped my vacation travel plans, created pathways to train excursions, and opened the door to G2W2L2 (Great Guys with Wonderful Lionel Layouts).

All of these came into play during my visit to azalea-drenched Mobile, Alabama, earlier this year. George Nelson, Jr. — train guy extraordinaire and author of the "Connections" column in *TLR* — coordinated the visit and served as volunteer Itinerary Master, Social Secretary, and Guide.

My interest in Mobile emerged from a train-related project now in the incubator — crucible is probably a more apt metaphor — at Little Rock, Arkansas. As it happens, the Choctaw Route Train Depot — listed on the National Register of Historic Places — rests on the "footprint" of land purchased by the city and dedicated for development as the site of the Clinton Presidential Library. As this text goes to press, local officials in Little Rock, project architects in New York City, and the President's advisors are considering options for this



*The GM&O Depot in Mobile, AL.*

building within the scope of the total project. Meanwhile, two local lawsuits about it are also pending. Area train clubs, historic societies, and railfans like me have an interest in the destiny of this building.

It also happens that the city of Mobile is currently engaged in a train station restoration and adaptive re-use project based on the run-down yet once elegant GM&O Depot; **see photo 1**. U.S. Congressman "Sonny" Callahan secured a \$10+ million federal grant for this project, yet additional matching funds are needed to assure completion. The renovated building would

become a transportation hub, railroad museum, conference center, business complex with offices and restaurants, and a locus for further re-development of the downtown area. The arabesque-style facade and massive tiled dome of the building evoke an elegant past and suggest a glorious future for this "leftover relic" of the golden age of railroading in the deep South.

I visited Mobile as an independent fact-finder with a mission — to learn how Mobile thought up this innovative project, researched its feasibility, got the money, and steered the renovation effort. I met the Mayor, the PR Director, and the Project Officer. All offered helpful information and candid comments. Clearly, mega-projects like this are not for the faint of heart nor the politically naive. I toured the depot from the perimeter and took some pictures for reference. If completed successfully, this building will become a "sow's ear turned into a silk purse" miracle.

With lots of info about Mobile's GM&O Depot on file as "deep background," I'm now focused on the Choctaw Route Depot in Little Rock; once a part of the Chicago, Rock Island, and Pacific Railroad — my favorite "fallen flag." Hopefully, Arkansans can follow the footsteps of those that conceived a big idea for the citizens of the Mobile Bay region.



Continuing along an historic preservation line, George and I visited the thrice-rebuilt L&N Depot in Foley, AL. The frame building in the L&N classic style is now an attractive museum; **see photo 2**. The museum acquired, restored, and repainted two boxcars in L&N and Frisco livery — the two lines that once served the area. Since my visit, the museum has acquired a caboose and repainted it in L&N decor. The cars are parked alongside the platform on a short service track. The building was previously moved off the original site and then moved back. So the depot-museum is now on the "main drag" of the town where it belongs; with a park alongside. Even small towns can do big things, I thought.

We also visited the restored L&N Depot and Museum in Milton, FL. While at the site, an Amtrak train roared



past on the main line. For a moment in time, past and present were one. **Photos 3 and 4** show the building and the Genesis locomotive on point.

Through arrangements made by George, I met the train guys of the region and toured many home layouts. Many folks were members of the local SWARM (South West Alabama Railroad Modelers), and some were also LCCAers,



LOTSers, NMRAers, and independents. All gauges and interests were represented in this delightful, hospitable group of train collectors and operators — my kind of people.

The house of Jim Spangler contained space for his work and three-rail layout. The upstairs work room and train room is divided about 50/50 between the job and the joy. Classic steamers and diesels zip past operating and trackside accessories and flash around a city of Department 56™ buildings; **see photos 5 and 6**.

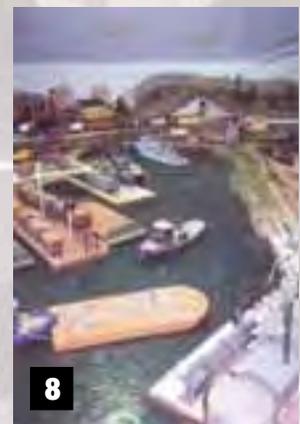
Dr. John Bailey built a three-rail layout for his son, Jeb, to enjoy. The layout was constructed in a cold garage down the street from their house by Santa and one senior elf (John's dad) in 1956, so it can be considered an heirloom. It came with a 1033 transformer, a Wabash 2240 A-B unit, and five cars — all of which they still have and



are still operational. The 4x8-foot layout was set up in a downstairs spare room of their renovated historic home in downtown Mobile; **see photo 7**. John plans to

"take over the entire room with a Captain-Kangaroo-like layout about 12x15 feet in size by incorporating the 44-year old layout into a new one built around it."

An active LOTS member and Lionel collector, module builder, and craftsman, Herb Kern selected HO trains for an attic layout because his big plans must fit into a limited space. He displays Lionel trains downstairs in the house. The attic is the terrain for the Beaver Valley Railroad and its motifs are derived in part from his early





career in the Coast Guard (see the harbor scene in photo 8), points of family interest, and personal preferences. The home repairman shown high on the

ladder in photo 9 represents Herb at work with his station wagon parked at the curb of the home of a customer; he's a home improvement contractor. I like the concept of placing elements into a layout that reflect the life and times of the creator, and Herb's layout can be regarded as an example of biography illuminating and personalizing the train hobby.



Drew Madere is both a dad and a designer of a compact Lionel layout built for enjoyment by his sons, Dusty (the younger) and Shane. It's in the



corner of a bedroom, and Dusty can operate the train from the bedside; see photos 10 and 11. Although the size of the layout doesn't

really require it, Drew and the boys run it with Command Control.

David Lightsey's "train room" is actually a train building in the backyard. The pre-fab building — originally intended for storing home and garden tools — is the locale for his three-rail layout. It's a work in progress; most model railroads, including my own, are in perpetual motion. David's layout is based on an industrial city motif; see photo 12. The



trackage is on one level, but part of the city rests on an upper level. David prefers weathering his rolling stock.

Fred Patti is a Lionel collector and operator with well-defined preferences. He showed to me with pride the oldest piece in the collection — a No. 2 Electric Rapid Transit Trolley from the 1906-16 timeframe; see photo 13. The layout upstairs is the nexus for a lot of family fun.



George Nelson, Jr. is a champion for kids entering the hobby, and he displays under SWARM auspices a door-sized, very do-able layout intended as a "starter" for kids —



and for 20/30-something dads who may not have selected trains as the toy of

choice in their own childhood. His home layout presents two levels and two gauges — O on the perimeter and N on the hilltop and in the "hidden valley" — as shown in photo 14.

Skilled craftsman Fred Karkowski showed me his highly scenicked, upstairs HO layout. Through a hand-painted backdrop rendered by an artist, use of forced perspective, and attention to details in landscaping, he created a very realistic high-rail-like train empire reminiscent of the Appalachian region. He prepared up front a 3-D clay mini-model of the topography for this carefully planned layout; a clever visioning tool useful for modelers in all gauges. See photos 15 and 16. Fred is also an avid O-





16

gauger and a “philanthropist.” He builds door-size layouts at home and then gives them away. Fred also builds a three-rail home layout at Christmas-time and sets Department 56 buildings on it.

Work and play come together quite naturally for Nick Madaloni, and I for one envy him. Inside his downtown storefront printing business, he installed a large multi-



17

level, three-rail layout and many display shelves full of O-gauge trains, operating accessories, and Department 56 buildings. The layout also includes an



16



19

active subway level. It’s a “cram it all in” style of layout, and the eye can’t take it all in by just one look. Which is



20



21



22

the excuse I was looking for to linger a while and enjoy every square foot of it. **See photos 17, 18, and 19.**

Howard Hickey pressed home improvement to a higher plane. He added a second story atop the three-stall garage at his home and installed two large layouts in the newly created train room. The Lionel layout is a large, two-level “folded dogbone” pattern with an inner island for a Plasticville suburb and service districts; **see photos 20, 21, and 22.** The other layout was under construction during my visit; that HO realm will be based on an ambitious track plan.

I visited other layouts in other gauges, saw an impressive local club HO layout located (conveniently) in a train hobby store, traded train stories with the entire group over dinner at a local eatery, and got to meet wonderful train guys and the women who love them — anyway. The excursion to Mobile was useful as an information-gathering venture but even more memorable as a friend-making adventure.

*Photos by Mike Mottler and George Nelson, Jr.*

# The LCCA Archive

by Harry Overtoom RM 1185

The club archive is something the LCCA has had since the second year of its inception. Since it is an important part of our history, I thought club members might be interested in why we have it and how it works.

The original archivist, Frank Harig, kept track of material that belonged in the archives, but it was scattered all over the country. It remained that way until Art Broshears, RM 2440, was elected President in 1982. He obtained Board approval to establish a central location for storing all this material. He gathered up all archival material and placed it in a Cincinnati warehouse. Dick Johnson, RM 7103, took over the job as archivist in 1983 and has served the LCCA in that position since then.

When Dick called me to see if I could help him re-arrange the archives, I didn't know what to expect or what the job might involve. He and I met at the warehouse owned and operated by Brendamour Storage Company where the archive pallet was stored. It was placed in an open area so we could review and inspect it. The actual archive is a large skid (approximately 4x5 foot) with a four-sided plywood enclosure six feet in height. Archival materials are stored inside this enclosure and stacked in the warehouse. A forklift and a locator file are required to find "our skid." The storage space is climate controlled and safe. After working on re-arranging the archives, we buttoned up the skid and put it back in the general storage area.

What is stored in the club archive? When the LCCA obtains the annual convention car from Lionel, it is added to the consist of "the decade train." With the passing of 10 years, the Club has produced a string of Convention cars plus an engine and caboose — the decade train. Twenty-five Convention cars are placed in the archive each year. Five are retained permanently and 20 go into the decade trains. Dick Johnson assembles two decade trains and sends them to the Annual Convention site for use as either a door prize or a raffle item for members attending that Convention. After the 10th year, only the five permanent cars are left in the archive. Dick, with the help of his computer, keeps track of all the items in storage.

Over the years, the LCCA has realized that it is impossible to guess accurately how many Convention cars

the members might order. At one time we waited until all the orders were received, added-on some for breakage, officers and directors, the archive, and then submitted our order to Lionel. The result was we ended up with very few extras. Several years ago, the ordering policy was changed, so we now have to estimate how many are going to be sold. Sometimes we are close, sometimes not. Anyway, a few years ago I volunteered to store, inventory, and help sell excess items in the archive. Now we have two storage locations — one in Cincinnati and one in Lexington. Some of you probably remember the drawing we had for some early Convention cars several years ago. We still sell excess archive material to members via the *Interchange Track* and at the annual Convention.

This has been a brief summary of the archive and how it fits into LCCA's plans. I pointed out when I was President that your dues just cover the cost of the two club publications. Revenue for running the club comes from selling Convention cars, stocking stuffers, and archive items; plus occupancy at the Convention hotel and Convention function and tour fees. If anyone has any questions or comments, please call or write me.

P.S. The club needs several examples of the first Convention car from 1972; #9701, a Baltimore and Ohio double-door boxcar. The archive was not established when it was issued, so that car has never been added to the permanent archive.

## New Area Code? New Zip Code?

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

**LCCA BUSINESS OFFICE**  
**P.O. Box 479, LaSalle, IL 61301-0479**  
**FAX: 815-223-0791**  
**EMAIL: [lcca@cpointcc.com](mailto:lcca@cpointcc.com)**

you may offer address changes via the web at: [www.lionelcollectors.org](http://www.lionelcollectors.org)

# Train Talk

by **Richard Maddox**

**President, Lionel LLC**



*Richard Maddox*

The LCCA and LOTS organizations recently held their year 2000 Joint Convention here in Dearborn, and I was graciously offered the opportunity to address the membership at the banquet. Since it was my first real opportunity to speak from the heart about my sentiments and because so many of you could not be with

us that evening, I ask your indulgence and permission to share these feelings with all of you now.

“President Otten, President Gallacher, members of the Lionel Operating Train Society, and members of the Lionel Collectors Club of America:

I’d like to express my appreciation for this opportunity to address you this evening. Your presence this week is the highlight of our centennial celebration. I’m celebrating an anniversary also. It’s my first year with Lionel, almost to the day. Your presence has given me reason to reflect on the significance of the presidency of one of America’s greatest treasurers on its 100th birthday. Nothing in my life before this carried so much honor and so much responsibility. I will never forget the fact that there will be only one president of Lionel on this history-making birthday. In fact, I often say, “What did I do to deserve this?”

It’s a humbling answer. I’d like to paraphrase the much loved and recent baseball hall-of-famer, Sparkey Anderson, “I picked good people, had the good sense to stay out of their way, and hung around for 48 years!”

Still, I’ve learned a lot in this first year. Most importantly, I’ve learned that Lionel isn’t really about making trains — it’s about making memories. Memories that are shared with our friends, just as we gather together this evening. Memories shared with family, the tradition that’s become the trademark of Lionel and the emotional tie with our past. My responsibility of upholding such a tradition is a weight bearable only through the support you’ve so graciously given to Lionel and me. Without your leading the way into the next century, there could not be the bright future that awaits us. In fact, it’s only through your support and efforts that we will experience the next exciting 100 years.

We’ve shared a week of togetherness, hopefully you leave us with the same warm feeling of camaraderie as we have for you. Our colleges were anxious to demonstrate their commitment to produce quality products and to show you that making trains is sometimes more demanding than many believe — hopefully you got to see them in action. They were pleased you spent your valuable time visiting us.

I’m happy to tell you that Lionel is alive and well. Our first catalog, the largest in our history, was also the most successful. It boasted more new products than Lionel has produced in any other decade before. Production in the U.S., China, and Korea remains on schedule. Several surprises will be announced in our fall catalog to be released in September.

In spite of the fact that we’re producing so much new product, our quality record is the best it has been in years, and our service is second to none. New standards for operation and decoration have been implemented that will satisfy the most discriminating collectors and operators, and we invite you to compare products shipped this year with any other period in Lionel history. We’re confident you’ll be impressed. At “Today’s Lionel” quality comes first.

I’m proud to tell you that, without exception, we have a team dedicated to working as one — all toward one goal “to preserve the magic of Lionel.”

So in closing, I’m going to take this opportunity to thank all of you from me and every Lionel team member cited here and the others. We are committed to continuing to bring you the finest railroad products ever made!”

## **Lionel Ambassador of Goodwill**

Lenny Dean

## **Bus Guides**

J. Don Reece - Sales Manager

Steve Terry - Sales Manager

Darrell Grani - Sales Manager

Rich Grutzmacher - Sales Manager

Carole Commyn - Purchasing Manager

## **Tour Committee**

Bob Ryder - Vice President, Sales

Chuck Horan - Show Coordinator & Visitors Center

Sharon Katoch - Visitors Center Supervisor

Mike Braga - Director Consumer Services

Bob Grubba - Director of Engineering

Jim Hamilton - Production Manager

Julie Laird - Corporate Communications Manager

## **Other Staff attending the Convention**

Ken Silvestri - Director Research & Development

Todd Wagner - Associate Product Manager

Richard Webster - Director of Manufacturing

Irene McCracken - Receptionist

Joyce Dearhamer - Executive Assistant to the President



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