

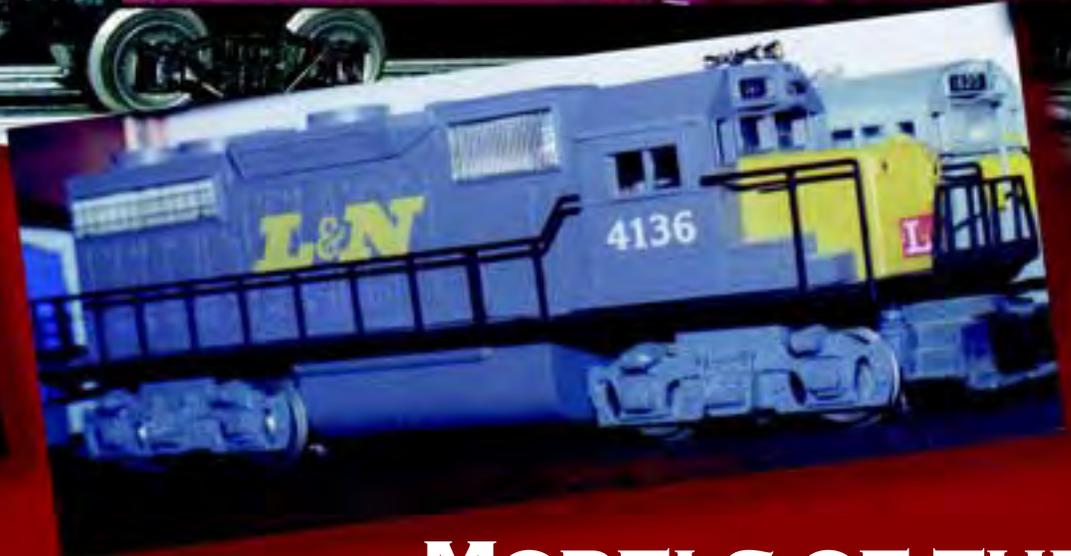


The

Volume 30, No. 6 June, 2001

LION ROARS

Published by the LIONEL® COLLECTORS CLUB OF AMERICA
Bimonthly February, April, June, August, October, December



MODELS OF THE LOUISVILLE & NASHVILLE



We're Making Santa Happy and Lots of Kids (of all Ages) too.



Photographs by Mike Dupslaff

The 2001 Stocking Stuffer is the first-time-ever LCCA collectible car produced with a holiday theme. The "Season's Greetings" gondola is silver with the holiday greeting in two-color text. The four canisters are decorated in red and green with the "LCCA" initials applied to the top of the canisters as a unique identifier of your club. The distinctive LCCA "Lenny the Lion" character will be applied to each canister and dressed with a Santa hat (not shown on this early prototype).

Run this car as part of a Holiday Express train on your layout, around the tree, across the fireplace hearth, or on the mantle for display. With help from youngsters or grandchildren on Christmas Eve, turn the canisters upside down, fill them with candy, replace them in the car, and set it out in a conspicuous place as a midnight treat for the world's most welcomed, red-suited visitor. Santa will be grateful and the kids will be amazed.

NOTE: Limit of two cars per member.

Orders must be received on or before September 30th. Cars will be shipped in time for arrival before Christmas.

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA #: _____

Charter Member Regular Member Family Member

Quantity	Price	S&H	Amount
<input type="checkbox"/> 1	\$59.95	\$7.50	\$67.45
<input type="checkbox"/> 2	119.90	9.95	129.85

Michigan residents only: add 6% sales tax _____
(\$3.60 for one car; \$7.20 for two cars)

Additional S&H for foreign delivery:
If Canada, add'l \$5.50 per car _____
If Alaska or Hawaii, add'l \$7 per car _____
If other foreign country, add'l \$10 per car _____
Total: \$ _____

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

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

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

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

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ON THE COVER:
 Lionel has made several pieces
 of the L&N, a heartland railroad; including
 the legendary "Big Emma."

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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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LCCA Web Site: www.lionelcollectors.org

People to Contact:

- President* - Always available and as a last resort.
- 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

Our Annual Convention in Lexington

As I write this report on May 1, our Annual Convention in Lexington, Kentucky, is rapidly approaching; coming up July 24th through 29th.

Several tours have already been fully booked. The Dinner Train (tour #3B) on Wednesday evening, July 25th, is already sold out, so we have added another Dinner Train run in order to meet the demand. Tour #3A is scheduled for Tuesday evening, July 24th. Please make note of this addition and get your reservations in immediately, as I am sure it too will fill up very quickly.

Here's an important schedule change. Those of you going on tour #12 (The Glitz and Irish Acres Antique Gallery) on Saturday, July 28th, need to know that the departure time has been changed to 9:30 a.m. Disregard the departure time previously listed on the Tours Worksheet; but the time has been corrected in this edition of *TLR*.

The Lion Roars Is a Winner

This issue of *The Lion Roars* will be the last one prepared under the editorship of Mike Mottler. Future issues will be in the capable hands of the new Editor, Bill Schmeelk. As you all know, the quality our magazine is superb. Here's proof of that point.



Based on the six editions of *The Lion Roars* published during calendar year 2000, LCCA's club magazine has won a prestigious Crystal Award of Excellence in the four-color magazine (non-profit) category from the judges of the annual Communicator Awards

competition. This award is for the magazine as a body of work taken as a whole, and it signifies our publication is regarded as "best in the field." The trophy is a sculpted jade glass memento along with an attractive certificate. In the sub-category of Writing-Feature Article, the group of authors who collaborated and produced the "The Blishock Layout" article won an Award of Distinction for their work published in the December, 2000 edition of *TLR*.

The Communicator Awards program attracted 3,344 entries from the United States and some foreign countries in the Print Media competition. Approximately 12% of the entries earned an "Award of Excellence" and approximately 19% received an "Award of Distinction." Congratulations, Mike!

Interchange Track

Bill Button and I have been working very closely with our new printing company and new mailing service. We are doing our utmost to keep the *Interchange Track* on schedule. I presume we are getting the job done based on the fact that we have had no complaints. We continue to have some problems with the Canadian Postal Service, but we are working with them with the help of some Canadian members. Our goal is to get our Canadian members on a more level playing field.

Madison Hardware Company at its End

In case you missed the press announcement, within the next few months this 90-plus-year-old icon of the toy train hobby will be closed and sold at auction. This has been a wonderful source of parts for all of us, and it will be sorely missed. Especially by me.

2001 Stocking Stuffer

In this issue of *TLR* you'll find an order blank for our year 2001 Stocking Stuffer. It is a new and unique car, which we have never done before. This Christmas gondola, with personalized canisters, will be a one-of-a-kind item. The car will be manufactured and decorated by Lionel LLC. This will be a very limited-run car, and I do mean very limited. I suggest you place your orders very quickly, as there will be no re-runs once they are all sold.

2002 Convention in Pittsburgh

Our plans for our Annual Convention in Pittsburgh, Pennsylvania in 2001 are progressing very well and are in the final stages — as is our Convention car for that year. We plan to have a few surprises for you and your family to enjoy while in Pittsburgh.

The Tinplate Cannonball

by Ken Morgan

RM 12231

Want an easy entry into tinplate steamers, with lots of options? Try a 259E. No, they certainly don't have the glamour of the die-cast steamers, but they are easily found and relatively inexpensive. Plus, they come in lots of variations. They are sort of unique in that they are the only electric Lionel steamers that are all tinplate — not die-cast. The only other all-tinplate ones are either Lionel Junior or originally Lionel-Ives (1661/1681). As low-end models, they were often sold as non-catalogued items, so they ran with a wide variety of rolling stock. And there is one other nearly unique item on these little locos that I like. Check out the cab sides — there's the Lionel "L" in a red-and-blue circle. There is only one other loco on which Lionel placed this button on the cab side. Do you know what it is? I'll bet Grandpa Nelson Williams knows!

Your basic 259E is a 2-4-2, either black or gunmetal. But that's just the start of the variety. The black ones may be either satin or glossy, have copper or nickel trim, have red or black die-cast drivers, may be the earlier open-spoked version with thick nickel rims or the later ones without. They come with either red or black trailing and pony truck wheels.

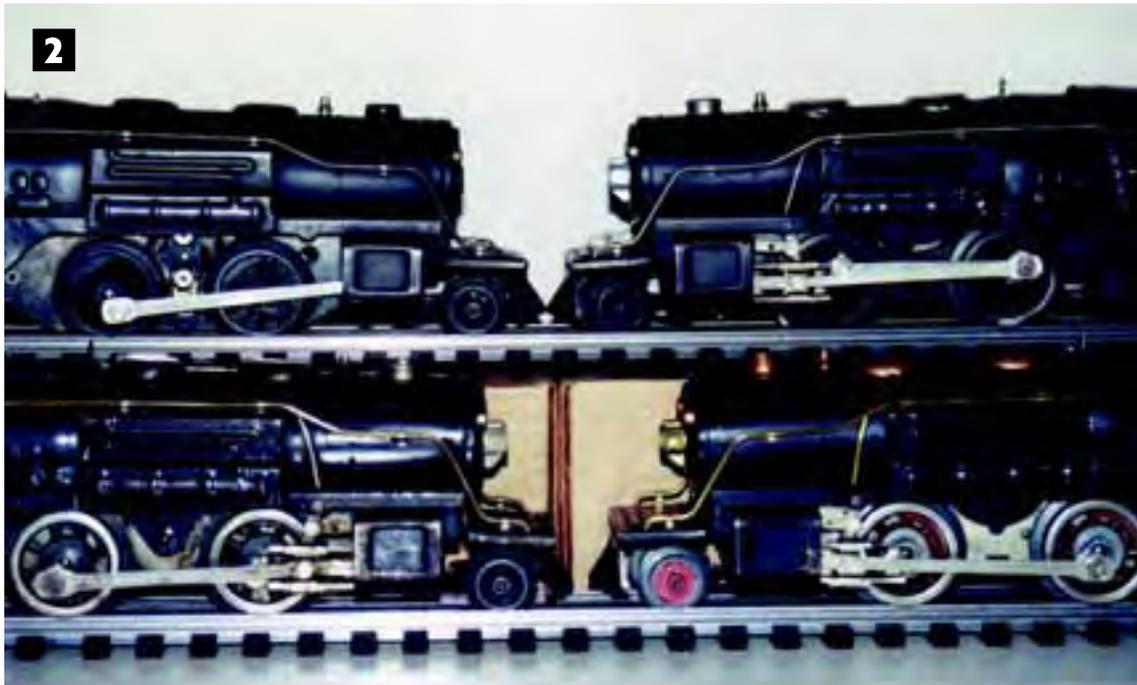
Now let's talk about tenders. The gray version comes with either a 1689T or 2689T tender. Both look the same. They are featureless, boxy sheet-metal tenders. The black ones may also have a 1689T tender. Or a 259T, which is a more detailed, four-wheel sheet-metal tender, or a 262T, an even more detailed eight-wheel, sheet metal tender, or a 1588T, a cheaper four-wheel box which was originally made for a clockwork steamer. Note that the 262T used with the 259 is sheet metal, not the die-cast 262T which, along with the sheet-metal version, was used with the 262E steamer.

Besides the 259E, there is a 259, which is the same as the 259E with copper trim and the 259 tender, but no reverse. And there's a 258; no, not the die-cast 2-4-0 258, but a 259 body on a 2-4-2, O27-type motor. It has only one rod and no valve guides, and it presents the clunky-looking, wide "V" appearance of the cheaper motor. This can be either gunmetal or black and has a 1689T tender. The trim, at least on the black one, is painted black. I haven't seen the gray version, but I assume its trim is gray.

Confused? So was I as I started digging further. And even after considerable excavation, I won't guarantee that I've noted all of them!



Photo 1 shows several examples. On the top is a 258 in black with the 1689T. Note that it has the number stamped on the cab. Some do not. The second row has a black 259E with a 259T, copper trim, red cast drivers with nickel rims and red pony and trailing truck wheels, and to the right, a black 259E with nickel trim, later die-cast drivers with thick rims, black pony and trailing wheels, and a 262T. The copper trim version is glossy black; the nickel trim one is satin, not quite semi-gloss. On the bottom is a gunmetal version with nickel trim. Pony and trailing wheels look like freight wheels. They are cast, but are much thinner than the other 259 steamer wheels. They have later cast drivers with steel tires (not full rims, just treads, properly called tires on a steam engine's drivers). These are the same as on the late-30s die-cast steam locos such as the 224. It sports a 1689T. Finally, there's a glossy black 259E with nickel trim and a 1689T. The drivers are black die-cast, but with thick nickel rims. Pony and trail wheels are black. This is the first pre-war steamer I ever bought. Would you believe \$15! Hey, I'm showing my age. But its condition is not exactly "LN!"



What's this, you say? What's different about that? Well, first of all, the stack has a red lens, so if you look down, it looks red hot. Now, I'm sure looking down into a real stack would tend to look smoky, not hot; but these look hot. Not so on the 258.

Look at **photo 2** for better detail of the wheels and the O27 motor on the 258, top left. You can clearly see the lack of rod and valve gear details. It also has sliding pick-ups instead of the rollers on each of the 259s. Facing it is the satin black/nickel 259E which has solid cast drivers, but thick rims that are also black. Note that these do not have open spokes: the wheels are solid castings. On the bottom are the glossy black/nickel with open-spoked, black, cast plated rimmed drivers and the glossy black/copper one with open-spoked, red, cast plated rimmed drivers. Also, look at the pony wheels: the two later locos on the top have cast-in spokes. The two earlier locos on the bottom have plain cast wheels.

It has no such fancy stack. In similar fashion, the marker lights are colored by means of colored lenses. I see no rhyme or reason here, but they vary from loco to loco. The 258 and satin-black nickel 259 have two red lenses. The gunmetal and early glossy black nickel 259s have two green lenses. The black copper 259 has one red and one green. You figure that one out! **Photo 3** shows the front ends.



I base the “early/late” distinction on the drivers: Lionel was moving toward greater reality, and the less gaudy versions are likely later production. One further detail: the headlights. The 258, a cheaper loco, has only a nickel rim. The 259s all have a cast fixture through which the bulb shines. Its color matches the loco trim.

Now the long awaited answer to the cab device: you have to go all the way to the top of the standard gauge line — to the 400E — to see it on a loco cab again.

The 259s had another nice, but sort-of-off-beat feature: the bulb illuminates the stack and marker lights.

Until next time, I hope you keep your locos goin’ ‘round that circle of track! See you next time along the rails of the Tinplate Cannonball!

Photographs by Ken Morgan

The Mane Line

by Dennis Leon Clad

RM 10430

Correct me if I'm suffering from an overactive imagination, but back in the 1950s wasn't getting there half the fun? I clearly remember during the 20th century half-way mark riding in the back of dad's blue Studebaker and drooling with kid excitement as I leaned over the split-bench seat between mom and dad with my eyes as big as saucers taking in all the highway billboards.

The signs stirred my imagination and prompted a round of begging dad to stop; especially the hand-fashioned ones featuring a mom-and-pop roadside attraction. From a real-life Indian encampment with a gift shop designed as an Indian Agent's trading post on the way to Asheville, North Carolina, to a true-to-life outdoor bootlegger's museum on U.S. Route 1 in northern Florida, I think I must have seen them all.

My head tells me the reason for the demise of those highway boredom breakers can be attributed to our interstate highway system, but the perpetual romantic in me believes the loss of childhood innocence is the real reason for the passing of yet another piece of highway Americana.

Heads Up for some Valuable Information – Track Miles ahead of other Magazines

This year's JC Penney Christmas catalog will include two great Lionel offerings. The first is sure to excite fellow enthusiasts of this series of collector engines — each with a display case — that dates back to 1981. Even if you've never added one of these steel rail beauties to dress up your train room and your collection, now is the time to start with 6-28068, the Denver & Rio Grande 4-6-4 Hudson Jr. This collector's delight is a die-cast steam

locomotive and tender and features an operating head lamp, puffing smoke, engineer figure and a digital whistle and bell sounds. But wait, the Lionel excitement doesn't stop there. The color scheme for this mighty Hudson Jr. is black, gray, yellow and silver. That's correct, a four-color steam locomotive. Long-time Lionel collectors will tell you that a four-color steamer is rare, and this will make this Lionel toy a sure bet to reach collector status. Accompanying each toy will be a deluxe Lionel display case and nameplate to identify it while protecting the engine and allowing years of viewing pleasure. To further wet your collector appetite, only 1000 O-gauge engines will be made.



Just think how wonderful it will be to have this steamer displayed in your train room.

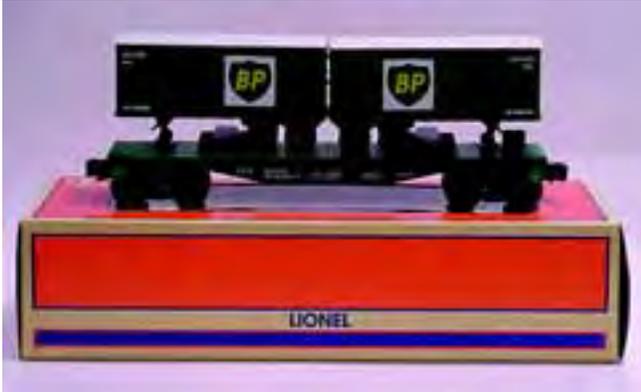
Again this year we will be treated to another special O27-sized JC Penney complete, ready-to-run train set: number 6-31907, headed by the veteran of the three-rail track, a 4-4-2 die-cast steamer. The locomotive will feature a working headlamp and puffing smoke. The steam whistle sound is contained in the engine's tender. A 9700 series boxcar is included in the set as is a SP-type caboose, but the real stand-out car is the JC Penney flat carrying a JC Penney airplane. As with past sets, the Penney's car is in corporate colors. As a bonus, all the cars will have magnetic couplers, metal wheels and axles. Expect to pay a premium for the set break-up to get the Penney's car and airplane. Only 1,500 sets will be made and will retail for \$169.99 plus taxes and shipping.

This JC Penney set with its airplane car will steam its way into your heart.



Genuine Lionel Uncataloged Rolling Stock

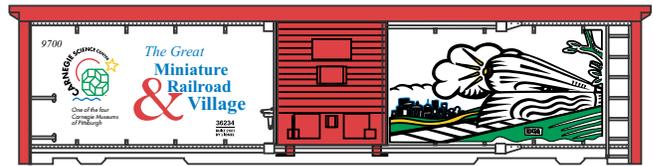
My friend, David Shay (RM 24285), and his limited edition, genuine Lionel toys have built a cult following over the years, and why not? Each of his Lionel collectibles is designed with thought and imagination with the Lionel collector in mind.



Add these rare piggyback vans to your railroad roster.

As proof, let me introduce to you David's latest Lionel toy, 6-26001, the British Petroleum (BP) flat car with two piggyback trailers. This three-color toy is a real beauty and the perfect companion to David's BP three-dome tanker. Each BP trailer features BP graphics from the 1960s. Only 500 cars were made right here in the good old USA in Michigan. With the three-dome BP tanker reaching a collector high of \$130 on e-Bay, don't fail to add David's latest toy to your collection. One can be yours by fax at 610-588-3765 or by U.S. Mail to: Tolino Marking DMS Collectibles, P.O. Box 8, Flicksville, PA 18050. No phone orders! Each car is only \$69.95 plus \$9.75 shipping. Now let's keep our fingers crossed for a British Petroleum promotional set.

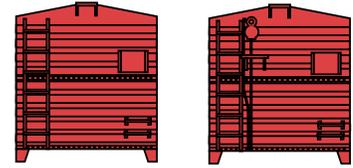
Here's exciting news from Patty Everly and the Carnegie Science Center. The museum gift shop is taking orders for No. 6-36234, the third car in this wonderful series. All the proceeds go to the upkeep of the museum's massive Lionel



Mold: Body - White
Doors - Red

Paint: Body - White-Standard
Roof&Ends - Red-PMS 186C

Pad Print: Body-PMS 123 C -- YELLOW
PMS 186 C -- RED
PMS 300 C -- BLUE
PMS 355 C -- GREEN
Black - Standard



Color and class are combined in this Lionel car for a good cause.

layout. One thousand 9700 series boxcars will be made, and your order can be placed with the gift shop by calling 412-237-3418. Your cost is \$49.95 per car plus shipping and any taxes.

Lionel Licensee Alert

I've got big news to share from the largest dealer of licensed Lionel items, The Knoll's Pharmacy. The nice folks at Knoll's are having a spring clearance sale for LCCA members only on all Lionel-licensed items in stock — from the oh-so-rare Mary's Moo Moos to the almost — impossible-to-find Lionel Uncle Sam products. All will be sold at "dealer cost" plus shipping and any taxes. If you missed any of the Lionel 100th anniversary items, don't fail to take advantage of this big sale. Call early, as supplies are limited and be sure to have your LCCA membership number handy when you call. You can reach the super-nice sales staff at Knoll's by calling 310-454-6000. Thanks to the Knoll's Pharmacy for giving LCCA members this money saving opportunity.



This is one Lionel logo I'll never get tired of seeing.



The Taylor Made Truck Company is taking orders for truck number four in their series of Lionel tractor trailers in time for Father's Day delivery. The smoke fluid tanker is one handsome Lionel rig! All decked out in Lionel blue and orange with chrome accents, this Lionel rig is sure

to take your breath away — and that of visitors to your train room who see this wonderful toy on display. With the almost-overnight sell-out of Lionel number three, the flatbed semi with Lionel caboose, please don't take a chance and risk disappointment; call or fax in your order now. How the folks at Taylor Made Trucks can offer so much class, style and quality, not to mention lights and sounds, for only \$39.95 per truck plus \$6.95 shipping for 1 to 5 rigs and taxes, I'll never know. Even the call is free at 1-800-685-0333 or fax your order at 201-816-8833. Don't forget, LCCA members will receive a one-year membership in The Toy Truck Collector Club with their new tanker. Be sure to order a display case for your truck. Trust me on this one, the small extra charge is worth it.

Please Pull up a Chair as Class Is in Session

The interest in the Lionel Ambassador rolling stock that I shared with you in the April issue of our magazine was so great that I thought it would be fun to take a look

were of blue denim with the 1999 jacket having a more faded look to it than the 1998 jacket. On the back of both jackets was the “circle-L since 1900” logo which was also beautifully embroidered.

The trim on the 1998 was tan with blue stripes while the 1999 jacket had a trim of light blue with blue stripes. The number awarded for each year was hard to track down because Lionel kept no records. With dependence on my memory and that of my two Ambassador bosses, Eric and Julie, I believe it would be safe to say that 12 were awarded in 1998 and only seven in 1999. These jackets were never offered for sale to the Lionel Ambassadors and, as with the ambassador rolling stock, it would be impossible for me to put a monetary value on them.

Before I close this issue, I would like to say goodbye to a very honorable man, my *TLR* Editor, Mike Mottler. It's been a pleasure working with Mike, and I want to thank him for all he has taught me. Mike, I will miss having you on board.



The 1998 Joshua Lionel Cowen award jacket has the tan with blue stripes for the trim.



The 1998 & 1999 jackets both have the since 1900 circle “L” logo on the back.



Note not only a change in trim color from tan to light blue on the 1999 jacket but also a more washed look for the jacket body.

at one of the rarest and most coveted Lionel Ambassador items — the Joshua Lionel Cowen Award. It was the highest honor Lionel could bestow on an Ambassador. To show the company's appreciation for so much dedication to Lionel over the years, the very lucky Ambassador would receive a beautiful Lionel Ambassador jacket.

For the years 1998 and 1999 this wonderfully crafted piece of Lionel memorabilia had the Lionel Ambassador logo embroidered in Lionel colors on the left breast and surrounded by a gold leaf. The bodies of both jackets

I can't promise “getting there will be half the fun” for you and your family as you motor your way to our LCCA convention. But I can guarantee that Harry and Libby Overtoom — with the aid of their hard working staff — will see to it that you and yours will have the time of your life in Lexington.

Happy Tracks!
Dennisthemenace@earthlink.net

At Trackside

Fourth Annual Clinton LCCA Train Meet a Success

What do Italy and Clinton, Tennessee, have in common? The LCCA Train Meet held on March 24-25, 2001! One of the visitors traveled all the way from Italy. There were also out-of-state attendees from Alabama, Georgia, Illinois, Indiana, Kentucky, South Carolina, and Virginia at this show. The fourth annual meet involved 28 LCCA members, 31 family members and 79 guests for an overall attendance of 165.



Mike Smith, one of the show's co-hosts (RM 21988), and Alan Gordon set-up a display layout for "kids of all ages" to enjoy.



Young Max Teffeteller particularly enjoyed the Lionel passenger cars as they passed by his viewing point.



Children visited the Thomas the Tank circus layout built especially for them. Pat Glass and Max spent some quality time at this layout too!

Photographs provided by Joe Glass, RM 24204

For your Trackside Oil Field or Refinery

The clever designers of the Houston Tinplate Operators Society (HTOS) present the third in their series of "The Lone Star" freight cars. Many of the club members are also LCCA members. Although they affirm their loyalty to the "orange and blue," their club cars are absolutely red, white, and blue — the bold colors of the Texas flag and the inspiration for the snazzy paint jobs on the three pieces produced to date: a Mermaid or Trout Car, a Mint Car, and now this Tank Car.



The Miracle Petroleum Company car is an O-gauge uni-body tank car with a 8901 reporting mark. It has Lionel's high-end features: metal frame, metal couplers, and die-cast spring trucks. The car body was manufactured by Lionel and subsequently decorated outside the factory by a custom painter to the club's specs. Production is limited to only 250 units and costs \$99. For more information, visit the HTOS website: <<http://www.netservers.com/~htos>> or call 713-622-7065. This car is scheduled for autumn delivery.

Imagery courtesy of HTOS

Lionel News & Views

by Bill Schmeelk

RM 6643

The 264 Forklift Platform Returns

Throughout its history, Lionel has always featured action accessories. Everything from rolling stock that featured animated action, to trackside accessories that load and unload freight, direct train traffic, create sound, and provide other needed services in Lionelville. What makes an accessory successful? Here are some points that I think contribute to its success.

The first is lifelike action. If the action of the accessory mimics what you might actually see in the real world, it becomes more interesting to watch. The second is multiplicity of movement. Third, although less visible from a catalog description, is dependability. Let's look at some of Lionel's postwar accessories and see how they meet these points.

Imagine if the ever-popular 145 Automatic Gateman had been more simply designed and didn't have the illumination or the door. The man would be on a bar and simply move in and out of the shed. Somehow, that just wouldn't make it. Lionel designed it so that a door opens as the gateman "walks" out, his arm swings with the lantern, and the door closes again as he returns to the shed. These actions make it more realistic and lifelike and therefore more enjoyable. The simpler version simply would not be as interesting to watch. In the original version there was even a feature to illuminate the lantern held by the gateman.

Another good example is the No.128 Animated Newsstand. Here you have a newsstand dimly lit by a lantern, featuring a moving man behind the counter, a newsboy turning and raising his arm with a paper in it, and a dog running around a fire hydrant. You can't help but watch it with enjoyment. So many of Lionel's great accessories follow this pattern. The bottom line is that it must be fun to watch. I have always been impressed how the Lionel engineers so efficiently accomplished all these movements with a single motor.

One example where I feel that Lionel fell short might be the Forklift Loader introduced in the 1980s. Here, the forklift carrying pipes travels along a curve dictated by the fact that the forklift is merely on the end of a swinging bar. It moves forward and backward with no other movement and no illumination. It did have a clever feature to give the impression that the load of pipes had been left in a waiting freight car. The only problem was that with a boxcar in place, it was hard to see the action. Compare

that accessory with the postwar No. 264 Operating Forklift Platform. This accessory features a forklift that travels as if by its own power. There is no impression that it is fixed immovably to a bar. This little forklift also removes lumber from a freight car, carries it to another location, and dumps it. The forklift moves forward, backward and turns to perform its task. This accessory uses only one motor and an ingeniously designed mechanical system to accomplish all of the action. When you watch the version from the 80s, you are not fooled by how it moves. When you watch the No. 264 forklift operate, you are amazed at the movement and confounded by exactly how it works.

One indication of the ingenuity in the design is the fact that in the latest resurrection of this accessory, Lionel engineers left the mechanics almost entirely intact. The new 264 Operating Forklift Platform is identical to the original in many ways. The major difference is clearly an improvement — a DC can motor and gearbox replaces Lionel's vibrator motor and gear assembly of the previous model.

Lionel's Operating Forklift Platform

Lionel introduced the original No. 264 Operating Forklift Platform in the 1957 catalog. This was a year with many new introductions in Lionel's line. Other operating accessories introduced that year included the No. 128 Animated Newsstand, the No. 334 Operating Dispatch Board, The No. 350 Engine Transfer Table, the No. 345 Culvert Unloading Station, and the No. 197 Rotating Radar Antenna. Lionel's engineers were certainly putting in the hours.

Reading the 1957 catalog on pages 32 and 45, it is apparent that the illustration and description were composed before production. Lionel knew the importance of a multiplicity of movement. The first line of the description states that there are "four distinct remote control operations." The description also states that the "platform has a simulated concrete base." This can be seen in the illustration as well. A section of the molded platform and the raised portion of the steel base are clearly gray. **Photo 1** shows the original postwar No. 264. Apparently, as a cost-saving move, Lionel decided against this extra manufacturing step. As you can see, the entire platform is brown and the entire steel section is black. I am assuming this was a change made after the tooling was made, since molded into the platform is a section that simulates concrete. No attempt was made to paint this section, and the separate raised section of the steel platform was not painted; rather, it was blackened like the rest of the steel.

The Forklift Platform had no price in the 1957 catalog, but reappeared in the 1958 catalog with a price of \$16.95 and, as in 1957, included the No. 6264 Lumber Car needed

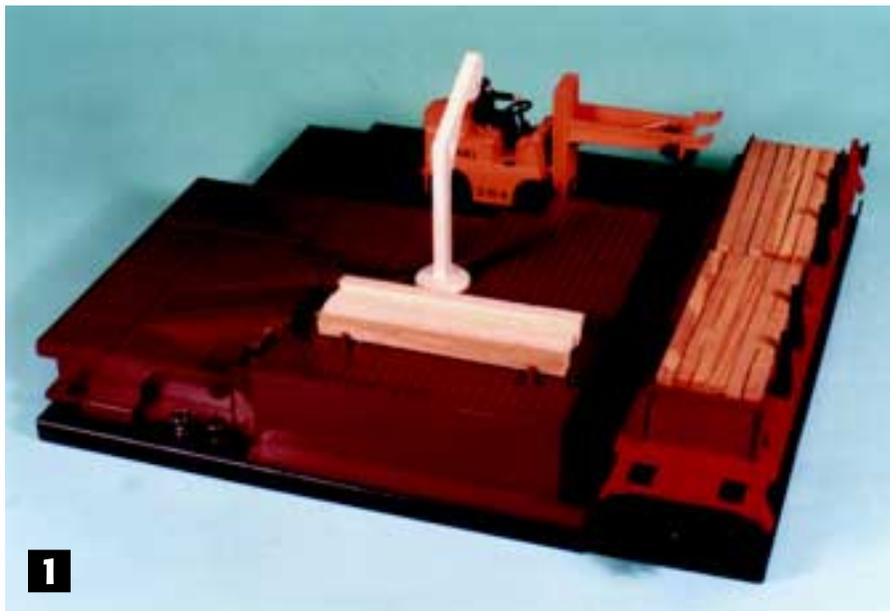
to operate it. The 1958 catalog illustration is more accurate, showing the entire platform as brown and the description no longer includes a reference to a concrete base. A small error in the 1958 illustration is a black boom. The boom was always white and is identical to the one originally supplied with the No. 464 Operating Lumber Mill.

The Forklift Platform was also offered in the 1959 catalog on page 33 with no change in price. In the years 1957, '58, and '59, it was also offered as part of one of the top-of-the-line sets. The final year for the Forklift Platform and many of Lionel's now-popular accessories was 1960 where it appeared on page 25 with a white boom and an increase in price to \$17.95. Although I had seen this accessory in the catalog as a kid, I only became interested in it after seeing it operate when it appeared in Lionel's half-hour TV production, "The Wonderful World of Trains." However, it wasn't until the 1980s — when my interest in Lionel Trains was re-energized — that I finally obtained one. It remains one of my favorites.

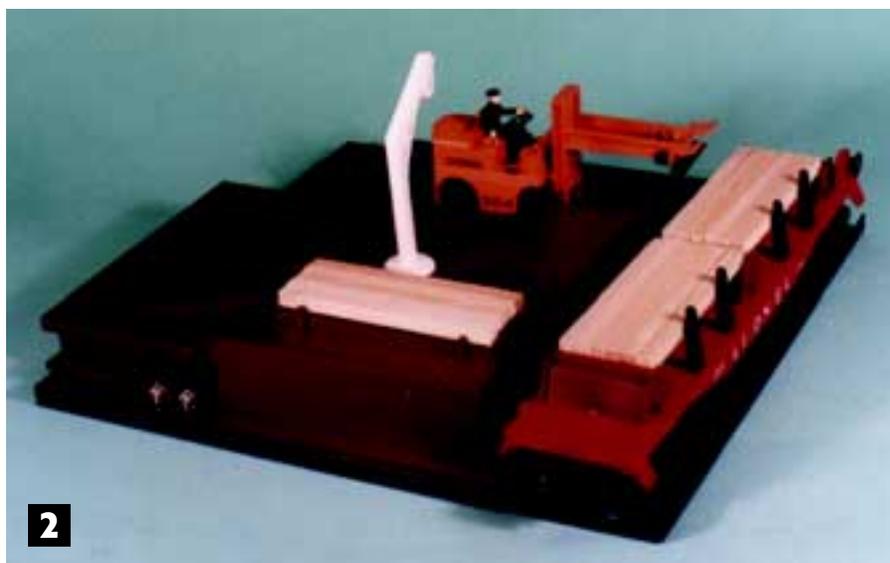
Photo 2 is the new version. As you can see, it's almost identical to the postwar version. It would have been a brilliant stroke by Lionel now to add the color that postwar Lionel had originally intended. In the new version the steel is painted, and it wouldn't have been too much more work to paint the raised piece and a section of the molded platform gray. An opportunity missed.

When I originally saw this accessory operate, I was puzzled as to exactly how it worked mechanically. When I finally opened one up to satisfy my curiosity, I was amazed at the clever yet simple design. This is mechanical efficiency that I really admire. Its complicated movement was achieved by simply moving a bar back and forth; a testament to the ingenuity of the designers. I can't help wondering what steps led to the ultimate design. Was it the work of a single person or was it improved as it passed through different hands? I don't know the answer.

By removing two Phillips screws on either model, the molded platform can be removed. Although it seems apparent that the original tooling was used, a modification



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was made on the steel platform. Notice the two small raised sections where the track would be placed. These have been eliminated on the new version, but there is evidence that they once were in the tool. **Photo 3** is the postwar version and **photo 4** is the new version. Here we can see the main difference between the two versions. The postwar version uses Lionel's vibrator motor and a couple of gears to reduce speed. A small metal arm connected to one of those gears pulls the main bar. That small metal arm is black on the postwar version and difficult to see in the photo. You can see it more clearly on the new version where it is plated rather than blackened. The new version has a new drive system with a DC can motor and gearbox. This all connects to the bar in the same way and from a mechanical point of view the two are identical from that point on.

One of the mechanical details that had to be worked out was the fact that each time the forklift returns to the



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continue turning until it gets to a point where it will start to move the forklift in a reverse direction. When the forklift is moved backwards, the pin moving it will also

car it must move a bit further to get the next piece of lumber. This was accomplished by having a sort of spring hinge on the bar. This can best be seen in **photo 4**. Notice the coil spring just below the smaller bar. The tension on this is critical. There must be enough tension so that it will not hinge when pulling the truck, but not so much as to cause the truck to push the car off the track when it picks up the first piece of lumber. As it picks up each piece of lumber, the lumber is actually the stop for the forklift. Once its arm hits against the lumber, the motor continues and the bar hinges under tension to allow the motor to

pull a plate in the forklift causing the grab arm to close around the wood.

The postwar version also had another spring to assist. This seems to have been an afterthought as the spring is soldered onto the bar and the thread connected to it is secured by merely being placed under the gear housing. This was not included in the new version and doesn't appear to have been needed.

In **photo 5**, I've removed the raised section of the steel platform. This is the section that Lionel painted gray in its original design. To remove this piece, four metal tabs must be straightened. Another minor difference between the two can be seen in the raised part of the steel platform. On the postwar version, the area on which the forklift rides is very slightly raised. On the new version this was not done. Removing this piece shows the cleverness and simplicity of all of the movements of the forklift. The photos show the postwar version, but both work identically. Pivoted to the hinged bar is another shorter bar which pulls a plastic piece that sits on the platform and has a guide pin on its underside which rides in the slotted cutout of the steel platform. This pin is offset from the location of the small pivot bar allowing it to turn as the pivot bar pulls and pushes it. Notice that the pin on which the forklift rides is between the point at which the bar pulls and the guide pin. The motion of the forklift is also controlled by the slot in the raised steel piece that I removed. **Photo 6** shows the position of the parts when the forklift is at the flatcar.

Photos 7 and 8 show the postwar forklift and the new version. They are practically identical. **Photo 9** shows the rear view with the new version sporting the Lionel "L." You can also see that the figure driving the new forklift has more



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files showing. **Photo 10** shows the lift beams of each forklift. The front one is the new version.



Again they are practically identical. One difference is the shape of the metal weight that helps balance the beam. The original weight is like a small angle. The new one is round, but the holes in the plastic for the angle-shaped weight are still present. The other difference is that some of the metal parts that were silver on the original are black on the new. The wheels on both versions do not turn.



The action of the forklift beam is also very clever. The vertical beam can be pulled backwards as it is attached to a plate into which the pin that drives the forklift is placed. This plate can slide forwards and backwards depending on which direction it is pulled. As the vertical beam is pulled backwards, the gripper at the very front will close and grip a piece of lumber, then lift it upwards. When the beam is moved forward, the gripper opens and the lumber is dropped. In operation, after the forklift has approached the flatcar, the bar begins to pull it backward. It is necessary for the forklift to remain in position while the backward motion of the bar pulls the plate inside the forklift. A magnet between the

two rear wheels holds the forklift to the steel platform with just enough pressure to allow this action to occur.

An important part of this accessory is the special car designed to be used with it. The 6264 flat car was supplied with the postwar version. The very same car has been reissued, but as with the Culvert Loader and Unloader, it is not supplied with the accessory. I suppose the idea is keep the cost down, but the accessory simply cannot be operated without it. I can't help wondering how many are sold to operators who don't understand that fact until after they purchase the accessory and then find they cannot use it without making another purchase.

Photo 11 shows the postwar car and **photo 12** shows the new version. Both versions are supplied with eight

metal stakes. These are easily inserted into special holes in the car. When this car is used with the accessory, four stakes on one side must be removed, as shown in the two photos of the car. **Photos 13 and 14** show the underside of each car. The postwar version had steel plates on which the

trucks were fastened. Later postwar versions were cheapened and have plastic trucks. The plastic version is usually listed as more rare and valued a little higher.



Personally, I'd rather have the die-cast version. The new version does away with the steel plate and the small square holes at each end on the top. The new version is equipped with die-cast sprung trucks. These trucks have done away with the plastic armature bar, substituting instead a steel bar and a machined steel button to replace the thumb tack. Bravo!!!



But How Does It Work?

When I first purchased the postwar version, I wired it up and found that it worked very reliably. When I hooked up the new version, I was just as delighted. In addition to working very well, the DC motor drive system operated more quietly than the original one with a vibrator motor.

Only one item in this new version compares poorly with the original — and that's the button used to operate it. **Photo 15** shows the No. 90 controller that came with the postwar version and the slide switch that comes with the new version. The No. 90 is a momentary switch, meaning that the accessory will operate as long as you hold the button down. The slide switch can be set for either on or off and must be physically moved to change the setting. The instructions say, "As the button on the slide switch is depressed ..."; actually, you must slide the switch, not depress it. The switch I had was not working reliably and I had to slide it back and forth several times to get it to work. Surely Lionel still has the tooling for the No. 90 switch and I

would encourage them to make it again. It is also much better for smaller hands to use, and it sports the Lionel "L." How about it guys?



In short, this is a great accessory. Even if you're never going to put up a layout, you should own it as a testament to clever engineering. I can't think of another Lionel accessory that I enjoy watching more. In my humble opinion, Lionel reached a peak with this accessory. Like the newsstand, it's another accessory that just begs to be watched. In case you haven't already figured this out, I'm very pleased that Lionel chose to

resurrect this accessory, and I'm pleased they did such a fine job with it.

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Photographs by Bill Schmeelk

MODELS OF THE LOUISVILLE & NASHVILLE

by Bob Kelty

RM 17495

Editors Note: Given the upcoming LCCA Annual Convention in Kentucky, this article about the L&N Railroad seemed especially appropriate at this time. The author has also submitted this article for publication in The Dixie Line, a publication of the Louisville and Nashville Railroad Historical Society.

I grew up in Louisville, Kentucky. I saw Louisville and Nashville trains often with my father and brothers at the Strawberry Yards in Louisville, and I often rode by the Broadway L&N offices and Union Station.

My first real train ride was on the L&N at age four. In my teens I stood at a crossing on Frankfort Avenue in Louisville when the General went steaming on its run south 100 years after the Civil War. My great uncle, Tom Kelty, might have even had a hand in painting that piece of history because he worked as a painter in the Louisville shops of the railroad. Little wonder my Lionel collection would eventually focus on the L&N. I have some L&N calendars, employee magazines and handbooks, history and picture books, timetables, lanterns, a key, a mug, and a hat; but the majority of my L&N train collection is L&N O-gauge models.

For those of you familiar with internet news sites, particularly <rec.models.railroad>, O gauge is quickly distinguished from O scale primarily by its three-rail track system as promoted strongly by Lionel in the post-WW2 years. That is where my toy train hobby has its roots. Now the three-rail hobby encompasses a number of manufacturers, but it is essentially a 1/4-inch-to-the-foot scale (1/48) with some artistic license often applied for the sake of making an item look good on a layout. My collection also includes an increasing number of 1/48 two-rail, O-scale pieces.

I started collecting L&N O-gauge pieces on October 21, 1991. I know this date because I keep a notebook, including sales receipts. That is when I purchased a Lionel 9222 L&N flat w/vans (1983-84)¹. The short trailers on the flat are typical of that series by Lionel; see **photo 1**. The gray color is glossy; if flat, it might seem too uninteresting for a toy train. I have not collected and operated L&N for very long, less than 10 years, but I



have been doing it enthusiastically! Based on this first find, I have since collected over a scale mile of L&N rolling stock. About 20% of the items are Lionel products that I will describe here.

The Lionel L&N roster lacked many pieces until recently. They have not yet produced a passenger set and have only two engines of this railroad in their line-up: the 8615 “Big Emma” JC Penney edition made in 1986 and the GP-38-2 (18819) from the L&N set produced in 1992. This was actually one of the reasons I began collecting L&N. It was a road name that I could afford to collect all of the pieces Lionel ever made, or so I thought.

I purchased a 5731 L&N reefer (1990) in March 1992 for \$18. The 5731 car was chosen by the TCA to mark the April 1990 celebration of an addition to their museum in Strausburg, Pennsylvania. See **photo 2**.

The current market value of this car is very high with a sale price of \$255 at a recent e-Bay auction. The seller noted, “It’s really hard to say for sure why TCA picked the L&N reefer to overstamp, but two reasons come quickly to mind:

- 1) The availability of 100 cars in the marketplace to purchase for the overstamping
- 2) The large amount of open space on the cars for placing the large logos and lettering.



Although not marked on the car, most (all?) of the TCA overstamping was done by Pleasant Valley Processing (PVP). Seymour Knight is the gentleman who runs the company.” I was not the winning bidder, but was graciously allowed the use of the photograph².

The 6111 quad covered hopper was also overstamped for use by clubs: the Lionel Operating Train Society (LOTS, 1983; see **photo 3**) and the Train Collectors Association (TCA)³. The LOTS car has considerably more printing details added (all matching



original red lettering) than the original 6111 and comes with both the original hopper cover and a coal load. Like the postwar 546446 Norfolk and Western covered hopper I played with as a child, I can vouch that these doors (now spring loaded), have a lot of play value. The box end is re-labeled saying: “This is a LIONEL® product redecorated or with additional markings by NEWBRAUGH BROTHERS TOYS and Pleasant Valley Process Co., Cogan Station, Pa. 17728” with a phone number. A similar tape-like decal is placed on the slanted end of the car opposite the brake wheel.

Another interesting L&N piece made by Lionel during the MPC-Fundimensions era (when General Foods owned the company) is the 6-9121 flat with bulldozer and scraper; see **photo 4**.



I purchased my first of these in April 1992, in its original box with the dozer and scraper unassembled in the original plastic bag. Though these flatcars came in a set, they are becoming easier to find, usually with an exhaust stack or other piece broken or missing from the dozer or scraper. A duplicate of this car (so I can keep the bagged original plastic pieces intact) stands out nicely

on an L&N freight consist because of the dozer/scraper yellow color and demonstrates a minor painting difference. One car has the MPC label (below the Lionel) only on the handbrake side while the other car has this only on the opposite side, probably a result of how the car was randomly placed for paint stamping at the factory. A third 9121, nearly cranberry in color, has metal rivets holding the plastic trucks instead of the plastic button clamps of the two brown car versions. The couplers also differ in that the metal magnetic “button” is dark and flat-bottomed on the cranberry car and shiny, more round-bottomed, on the brown cars. All of these frames are marked 6424-11 underneath (more on that later). Other variations of these flats exist.

Yellow lettering stands out nicely as well on the MPC 9302 L&N searchlight car that was also produced with white lettering; see **photo 5**. Note that the yellow lettering does not include the BLT 1972 or the MPC logo.



One of my favorite, harder-to-find L&N pieces is the 7909 boxcar. This is a blue boxcar with yellow lettering and was on my personal “want list” for many years. A part of the 1352 Rocky Mountain Freight Set, this O27 short boxcar with non-operating plastic couplers and plastic wheels commands a pretty good price for such a simple car⁴.

In April 1992, Lionel made an L&N freight set. This included the 18819 GP-38 w/horn (see **photo 6**), the 16358 gondola with coil covers, the 16235 REA express reefer, the 19244 boxcar (9791), the 16357 flatcar w/trailer, the 16411 hopper, and the 16538 bay window caboose (1041). Originally this was cataloged

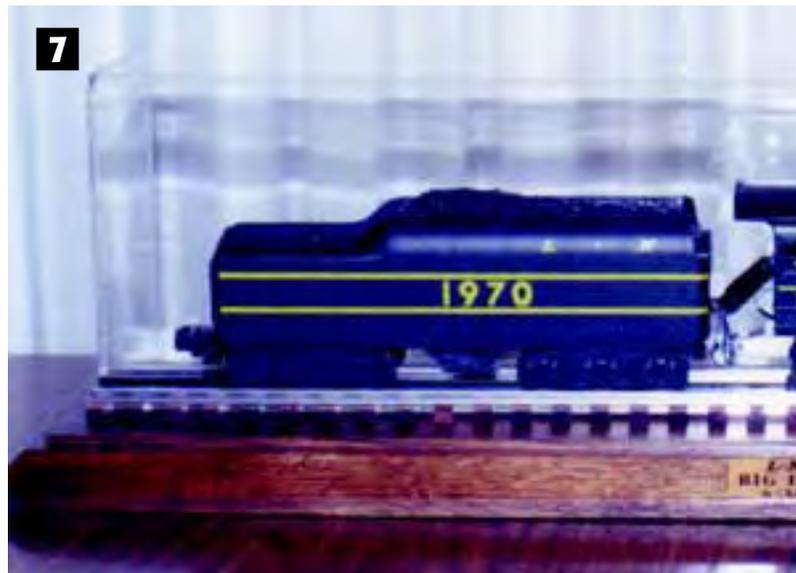


THE BERKSHIRE “BIG EMMA”

Lionel produced for JC Penney a special offering: the L&N “Big Emma” 1970 (6-8615), see **photo 7**. The Penney’s catalog description read: *Big Emma Collector’s Edition fall 86 catalog (\$399.99). Limited to 3000. A limited edition for train collectors — no more than 3000 will be produced. Metal die-cast O27-scale model of Berkshire locomotive, with matching square-back plastic coal tender ... displays powerful-looking universal type motor. Iron wheels; headlights; grab rails. Train of die-cast metal and plastic; case of clear acrylic with engraved nameplate on hardwood base. Includes display track. Train is 3-3/4 x 2-5/8 x 21-1/2 inches long. Case is 5-1/2 x 7-1/2 x 26 inches long. Warranted by manufacturer. For ages 5 and up. XU 671-1998 A - Delivery Weight 16 lbs. \$399.99.*

For good reading, the near-monograph piece, “Big Emma” by Charles B. Castner, takes the entire December 1972 issue of *Trains* magazine. The September 1959 (Volume 26, Number 9) *Model Railroader* had a short three-page article, *Louisville & Nashville 2-8-4*, by Robert L. Hundman. This gives a brief history of the Lima and Baldwin Berkshires (L&N headquarters designation M-1) with pictures and scale dimensional drawings including sectional cuts, but makes no mention of the name “Big Emma.” A third reference, also by Castner, includes some previously unpublished M-1 photos⁵. But the place that I first discovered the Lionel “Big Emma,” is the 1991 book, “Collector’s Gallery” by Jerry Rubin. He comments, “Because it has been rumored that the (Lionel) Berkshire die was broken, Emma has been touted as the last of the Berkshires, a history that goes back to the 1930s.” Like the re-stamped club cars, the 8615 commands a fairly high price though it seems to have dropped significantly in recent years.

U.S. Hobbies (KTM Scale Models) offered a beautiful brass O-scale model of the L&N “Big Emma” in the early 1960s. Lately, other Berkshire offerings looking somewhat like JC Penney’s “Big Emma” have appeared. The Williams engine number 1977 is affordable with good sound and standard control.



as a complete set with a yellow Family Lines square window caboose. Does anyone know what happened to the caboose used in this catalog photo? It was to include track (including a switch and illuminated bumper for a siding), transformer, die-cast metal tractor, plastic grade crossing, and smoke fluid (for the caboose)⁶. The back page of the Lionel 1992 Stocking Stuffer (advertising flyer) later showed the “Louisville and Nashville Set, All items sold separately” with the 1041 caboose. In May 1993, Lionel added the 16664 L&N operating coal dump car to its line with “vivid Louisville and Nashville markings,” See **photo 8**.



The 16357 flatcar in this set uses the same 6424-11 plastic frame mentioned earlier for the 9121. The MPC MT. CLEMENS, MICH. MADE IN AMERICA section has been replaced simply with LIONEL (in larger letters) and the MPC portion of another smaller Lionel seal has been buffed out as well (all underneath). The heavier die-cast sprung trucks are now screwed in from the top of the car instead of using plastic or metal rivets. Additional plastic areas were added for the fifth-wheel stanchions and the rear-wheel chock rests placed on the newer trailer flat. These rear-wheel rests have two additional finned backs and are also reversed to the wheels; so the new Lionel train wheels fit properly and the trailer stays on the flat car for the ride. Otherwise, the wheel chocks are like the 9222 car dual rests used for the pair of short,



back-to-back vans. The 9222 car also uses a 6424-11 frame identical to the 9121 but with metal-button rivets and round, shiny-buttoned uncouplers.

The new sprung die-cast wheelsets make a significant difference in the ride with the 8-1/2-ounce, no-load weight of the newer 16357 flatcar doubling the 4-1/4-ounce, no-load weight of the 9121. Anyone wanting a different L&N trailer load can use “The Family Lines System” container from the 6-12784 3 pack of intermodal containers mounted on the wheeled frame sold separately⁸; see **photo 9**.



The 6-19474 (BUILT 1999) is another 6424 L&N flat, blue with yellow lettering, with two stacked die-cast trailer frames for the load. Except for the metal brake wheel and truck differences (“Lionel” on tab instead of “Part No. 9-0-050” on brace and external spring held with Phillips-head screw for automatic coupler), the molded body appears identical to the 16357. Lionel has thus provided modelers several variations to model the innovative and original use of “Piggyback Service” by the L&N railroad. An article describing the first decade of L&N piggyback service entitled “Trailer on Train Express (TOTE)” by Lee Gordon has many pictures of the early trailers hauled by L&N including dimensional drawings prior to the more modern trailers on flat cars (TOFC) service⁹.

As for blue L&N boxcars produced by Lionel, besides the 7909 and 9791 already mentioned, there is the 9752 (built date 1975-76) and a new 6-15013 waffle-side boxcar (102402)¹⁰.

Lionel also made an American Flyer 24066 L&N boxcar, but as my collection primarily focuses on O gauge, I have passed on purchasing one of these. I do have the striking L&N 547799 (S gauge) and 5477099 (O gauge) “Share in Freedom Buy U.S. Savings Bonds” blue L&N boxcars made by Lionel for the TCA in 1999.

At this point I will digress to other pieces that are not L&N but are included because they are related to Louisville or Kentucky. Though the L&N stretched into many other states, my personal collection has focused on the Kentucky pieces since that is where I grew up. This includes the 9224 operating horse car (with vibrating corral) labeled “Churchhill” Downs (note the misspelling just as on the car, see **photo 10**).



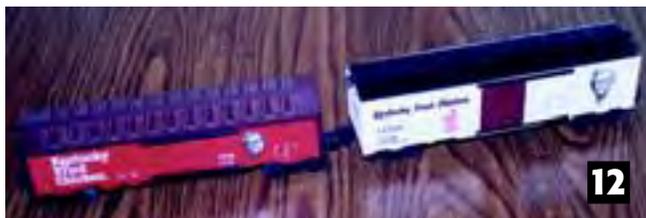
The 6-26712 bobbing horse car (6473) has the correct spelling of “Churchill” Downs. This short animated horse car is impressively heavy due to die-cast sprung trucks, metal wheels and axles, and a stamped metal frame and can be seen in the “Lionel Classic Trains 1999 Volume 3” catalog (page 37). Many horse cars of the L&N were converted baggage cars. Does this inspire anyone to kit-bash a project? With all this talk of misspellings I will not attempt to show all the various pronunciations of the capital of Kentucky — Looey-ville? Looa-vul? Lewis-ville? For those of you that have not heard this one, it is Frankfort.

The 7206 TCA Louisville Pullman (1983) with gold lettering is the only Lionel passenger car with “Louisville” on it to date; it also has Churchill Downs on it. See **photo 11**. There are no known Lionel L&N passenger cars.



Another boxcar with Louisville in the name is the “L.C.C.A. 14th National Convention Louisville, KY, July 27, 28, 29, 1984 LNAC Louisville New Albany & Corydon LNAC 7403.”

Of course, the red-sided, brown-roofed, 7509 Kentucky Fried Chicken reefer fits in with any L&N model railroad along with what some would say is its more distinctive KMT cousin in white; see **photo 12**.



There are several Fort Knox Mint cars. These have coin slots in the top for use as savings banks and look like aquarium cars; the windows show the gold-bar loads locked inside. The most recent car (6445, built 2001) with die-cast sprung trucks, metal brake wheel, and painted bright red is significant because a red one shown in the 1962 catalog for the “Plainsman” General set was never produced.

I have not expanded my collection to include “The Dixie Line” pieces of NC&StL. L&N adopted this slogan when the big road acquired the smaller one in 1957; prior to that, the slogan was “The Old Reliable.” A Monon BL-2 would look very nice if I ever model the Kentucky Railroad Museum. L&N pre-production prototype models by Lionel do exist. Boxcars simply numbered 0000000 in L&N, one red “the Old Reliable” and one blue “Dixie Line” are pictured by Greenberg¹¹.

I do not own any models of the Civil War General in O gauge despite its magnificent restoration by the L&N. The 8701 is in red and black like the prototype¹² & ¹³ now housed at the Big Shanty Museum in Kennesaw, Georgia; just north of Atlanta. A visit to this site is highly recommended! All of the Lionel Generals are considerably oversized. I do have the 1980 MPC “1/25 Scale Museum Quality Plastic Model Kit” (1-2001) of The General.

The 17873 LCCA 1988 car is a gloss black, Ashland three-dome tank car commemorating the 18th Annual Convention held that year in Lexington, Kentucky.

This year, the 31st LCCA Convention car will be a dark blue and cream horse transport car with script text “Lexington Kentucky Horse Sales” made by Lionel in the L&N roadname.



The 6-29901 “I Love Kentucky” boxcar due out soon has a “Run for the Roses” imprint¹⁴. My personal choice for a future Lionel product would be an Alco RS-3 addition to the L&N line. I hope I have not missed anything, but if I have, please let me know.

John R. (Bob) Kelty, RM 17495, is also a sustaining member of the L&N Railroad Historical Society

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- (12) “Lionel, A Collector’s Guide and History, Volume IV: 1970-1980,” by Tom McComas & James Tuohy, 1980, pages 80-82.
- (13) “Lionel 1979” Catalog, Fundimensions, The General, p.10 & 12.
- (14) “Lionel Classic Trains Volume 1, 2001,” Catalog, p. 70.

The Positive Impact of a Partnership

LCCA and Lionel Link-up at Lakewood



by Ed Richter

RM 13075

It has been almost three years since Kathie Suriano, a teacher at Lakewood Elementary School, first called me at my office and asked for some train photos. At that time, she was working on a small educational project about railroads with her elementary school class. She planned to turn her classroom into a small train museum, and she needed anything train-related that she could get.

Some of the Lakewood engineers

has achieved at the school — as is evident from the photos accompanying this article.

The school's train museum has grown to the point that it now fills the cafeteria and lobby of the school with display cases, photos, and drawings — and even an operating Lionel train layout! More about that later.

Kathie has formed significant partnerships with central Florida railroad historical organizations, model railroad groups, the Central Florida Railroad (their tracks run right by the school), City of Orlando, City of Apopka, the



Train stuff on display at school

Little did I know what a “powerhouse” I was dealing with! Kathie is an amazing person with more energy than my two-year-old son, Carson. She accomplished a great deal during the past two years; it would take many more pages than are available here fully to describe what she



At the dedication ceremony

LCCA, and Lionel LLC to keep the momentum going and the project growing.

When Kathie shared with me her idea for a Lionel layout at the school, she recalled the time when she was a little girl. Her family had a Lionel train, and — like



“Time Lapse” of layout construction at Lakewood Elementary School...



many LCCAers — she holds many fond memories of playing with it. She believed an interactive layout would be a huge hit with the kids and would be a great learning tool. I agreed and started to think of ways to make her dream of a school-based train layout become a reality.

My first thought was to call our President, Al Otten. I knew he was the driving force behind the design, construction, and installation of the train layout at the Children’s Museum of Arkansas in Little Rock. He shared his experience in operating and maintaining a layout in a high-usage environment, so I saved a lot of time and eliminated many of the problems ahead!

His strongest suggestion was to find a Lionel Service Station to handle the repair problems that might occur. Tom Rotunda of Roundhouse South agreed to assist with this practical necessity. Al further suggested that we explore the possibility of a joint partnership between the LCCA and Lionel LLC to acquire the trains and accessories. If the school could raise the money for the table and display area, he felt the LCCA in collaboration with Lionel could perhaps



supply the equipment for the layout. Al worked with our Board of Directors and contacted Dick Maddox, President of Lionel, to secure the trains while I worked with the school. Needless to say, everyone came through with flying colors. The wonderful train layout at the school is the result of a creative partnership.

The last major hurdle to jump over was the time frame. Focused on the deadline, we needed all the equipment on hand before the scheduled dedication





think about was how the layout would perform. It had a real workout but ran without a hitch! I was invited to speak to the assembled crowd and had the opportunity to thank the Orlando crew, Al Otten and the LCCA Board of Directors and club members, and Dick Maddox of Lionel LLC. With help from some of the students, we cut the ceremonial ribbon, officially opened the train display, and played with the trains for the rest of the morning.

There's no need to skip school to play with trains; the toys are in school.

ceremony. Meanwhile, precious time was ticking away. The tables were finally built. With the help of Lou Caponi at Loco Louie's and Larry Phost at Train Express, everything arrived at the school in time for installation. The Orlando crew consisted of Bill Trappen, John Dicrisci, Elmer Payton, Fred Moore, Arnie Travitsky, and me. We built the entire layout in approximately 18 hours over a period of two days. At more than a few times, I thought we would never make it, but the crew worked so hard and so smart that they finished it with time to spare!

The big day finally arrived. Kathie told us she expected more than 1000 students and guests. All I could

raising funds for its restoration. What an amazing teacher! I think the experience was best summed up by one of guys who said, "If I attended this school, I would never want to leave it."

Thanks again to the Orlando crew, LCCA President Al Otten and the board and the members, Lionel LLC President Dick Maddox, Tom Rotunda, Lou Caponi, and Larry Phost for supporting a great educational project for kids of this generation.

Photographs by Ed Richter



A Toy Train Is

**by Jere Pugh
RM 19334**

I'm not a doctor, but I've learned how to make kids in a local hospital feel better without pills, surgery, or high-tech medical treatment. I regularly visit kids and families at the nearby

Children's Hospital of the Medical University of South Carolina (MUSC) and share some "good medicine." This specialized hospital is for kids with very serious illnesses, and it seems to me that they deserve as much special attention as can be provided — medically and otherwise.



With the belief that fun and laughter are forms of good medicine, I developed an idea for a wheel-around Lionel train layout mounted atop a wheeled hospital gurney bed. I built it and let hospitalized children play with a toy train.



Working with John Parler, the Hospital Coordinator, I arranged for the layout to be on display in the kid's atrium for ambulatory young patients to play with; then we rolled the layout from room to room for the kids to operate.

"Good Medicine"



It was a huge success, and the accompanying photos tell the story better than mere words. Respecting patient confidentiality, I obtained permission and a signed photo release from the parent of each child. None refused to sign; I believe they OK'd it to show appreciation for our visit with the trains as a "day brightening" experience for their child.

After the room visits, I left the layout on display in the children's atrium with the hope that others would drop by and enjoy playing with it.

Because it's portable, the gurney layout can be taken to another hospital and shared with other children. That's on my "Things To Do List" next week.



Jere Pugh



Photographs by Jere Pugh

Form may be photocopied

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

**Pre-Registration Fee of \$39 must be received on or before June 1, 2001.
If received after June 1st or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2001 — Please print or type.**

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

Address: _____ Phone #: _____

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

Spouse's name (if attending*): _____

(*If spouse is a Regular Member and wants the complete Convention Commemorative package, a separate, full registration fee must be paid.)

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

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

Member's name: _____ LCCA#: _____

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

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

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

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

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

YOU MUST INDICATE A MEAL SELECTION BELOW

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

Adult: _____ 6 oz. Filet @ \$39 -or- _____ Honey Bourbon Chicken _____ @ \$34 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$19 = \$ _____

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

List the tours by number and seats (e.g., Tour #1, 2 seats, etc.) below:

GRAND TOTAL: \$ _____

Make check/money order (in U.S. funds) payable to: **2001 LCCA Convention.**
 To charge it to your credit card, fill out the information below.

CARD # _____ [] VISA [] MASTERCARD [] DISCOVER

EXP. DATE _____ SIGNATURE _____

Send this form or a photocopy with check/money order or credit card info to:
 2001 LCCA Convention
 P.O. Box 479
 LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.
 Use the separate form to make your reservations at the Hyatt Regency Lexington and mail your request directly to their address listed on the form.
 Arrival Date: _____ Departure Date: _____

REGISTRATION, HOTEL RESERVATIONS, TRADING HALL, BANQUET, and OTHER INFORMATION

Convention Registration

The special early registration fee is only \$39 if received on or before June 1, 2001. Registrations received after this date or at the door will be \$54. All pre-registrants will receive confirmation by mail.

Each registrant will receive a registration packet and a special Convention souvenir. Pre-registered members may pick up their packet at the registration desk by showing their current membership card. Those who register but do not attend will receive their souvenir by mail after the Convention. Under club convention rules, guests are not allowed — only your immediate family (spouse and children under the age of 21 residing at the same address) are admitted with your registration. Tickets will be provided with your registration packet and are required for all tours and other events. Register early to get the tours, events, and tables you want.

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

Accommodations

The Hyatt Regency Lexington is the Convention hotel for this event. This is a first-class hotel with a large number of rooms set aside for the Convention. It is in the same complex, and the banquet and trading halls are within easy walking distance inside air-conditioned comfort. Use the separate Hotel Registration Form to submit your hotel reservation request. Mention the LCCA when requesting reservations by phone or fax.

Parking

Valet parking and self-parking are available at the hotel. Self-parking is adjacent to the convention center for ALL conventioners by picking up a free parking pass with your convention registration package.

Trading Hall and Tables

30,000 sq. ft of Trading Hall space has been set aside that will accommodate 400 tables. Tables are available at \$25 each with no limit on number. If you want your table next to another member, please so indicate on the Registration Form and send both forms, with separate checks, in the same envelope. Tables with an electrical outlet are available for an additional fee of \$30. No flashing lights, sirens, blowing horns, etc.

Unloading and set-up will be on Friday, July 27th from 10 a.m. until 4:45 p.m. and on Saturday, July 28th from 7:30 a.m. until 8:45 a.m. Trading is not permitted during set-up times. Violators will be removed and disallowed from selling at the Convention. Security will be provided. If all tables are sold, your name will be placed on a waiting list. All train and related items must be clearly marked and priced.

This year we will organize the Trading Hall in a very different way with trading starting on Friday night at 5 p.m. for **registered convention attendees only**. This registered-only trading will continue until 9 p.m. and resume on Saturday from 9 a.m. until 1:30 p.m. At 1:30 p.m., we will open the Trading Hall to the general public until closing at 5 p.m. NO teardown will be allowed prior to 5 p.m. The Trading Hall will close at 5 p.m. until 6:45 p.m. for teardown and again on Sunday from 8 until 10 a.m. There will be **NO trading on Sunday** as has been done in the past.

Shipping

On-site shipping service will be available for attendees who want to ship their trains. This service will be available outside the Trading Hall on Saturday only.

Transportation

Lexington is served by American, Comair, Continental, Delta, Northwest, United, and USAir airlines. The airport is approximately 15 minutes from the convention center site and the host hotel offers courtesy pickup service. In addition, Louisville and Cincinnati airports are within reasonable commuting distance.

Cocktail Reception and Banquet

Our cocktail reception will be Saturday, July 28, from 6 to 7 p.m. The banquet will start at 7 p.m. and will run to about 10 p.m. Unlike the Dearborn Convention there will be no separate dining area for the children. We will all be in the same banquet room. Tables may be selected and reserved by signing up at the registration desk in advance starting on Wednesday, July 25, 2001. These will be maintained in our computer and each table of ten will require names and registration numbers to reserve a table seat. Members will sit in their pre-reserved seats only. This computer sign-up list will be available at the banquet to resolve any questions on the spot. Anyone not seated in their correct seat will be told to vacate it. Those wishing to reserve an entire table must fill-in all names and

convention registration numbers at least 24 hours in advance of the banquet.

Adults will choose from either a 6 oz. filet or honey bourbon chicken accompanied by salad, vegetables, dessert, and drink. The child's plate will be chicken fingers, fries, a selection of vegetables, cookie, and drink.

As always, the banquet is one of our more popular events with plenty of prizes and give-aways. This one will be no exception! There will also be a silent auction during the evening, and auction items may be redeemed immediately after the banquet. In addition, raffle tickets will be sold throughout the Convention and winning tickets will be drawn and posted immediately after the banquet.

Get Acquainted Party

At 5 p.m. on Thursday evening, July 26th, we will board buses for a short trip to the new Lexington Legends Minor League Baseball stadium. The Lexington Legends are affiliated with the Houston Astros. This is a state-of-the-art stadium that can be toured during the evening from 5 to 7 p.m. The party will run from 6 to 9 p.m. with bus service to and from the Hyatt from 5 to 9:30 p.m.

The menu for the evening consists of all-you-can-eat BBQ pulled pork, BBQ ribs, and BBQ chicken plus baked beans, potato salad, garden salad, and assorted desserts plus Pepsi Cola products to drink. An open cash bar will also be available. For adults staying at the Hyatt, the costs will be \$14; adults not staying at the Hyatt, \$20; and

children (under the age of 12), \$8. The Get Acquainted Party requires an admission ticket and a proper convention badge for admittance and NO food or beverages will be permitted to be taken from this event. No food coolers or food containers will be allowed. For you and your children, there will be a batting cage, base running, speed pitching, a carousel, and a play-ground to use.

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

LCCA Annual Membership Meeting

This event will be held on Thursday, July 26th, at 2 p.m.

Lionel Seminar

This presentation by Lionel executives will be a highlight of the Convention. The seminar will be held from 3 p.m. until 4:30 p.m. on Friday, July 27th. Get the inside info from Lionel!

Public Displays

This promises to be one of the largest public display areas we have ever had at a Convention with multiple layouts on display. There will also be a scale steam engine for kids to ride. In 1988 we saw over 10,000 public visitors come through the display area. We expect even more this time! The public display area will be open on Saturday only, from 11 a.m. to 5 p.m.

Relive the golden days of railroad dining aboard My Old Kentucky Dinner Train.



Form may be photocopied

CONVENTION TOURS WORKSHEET

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

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

Instructions: Circle the tour(s) of your choice. Allow at least one hour between tours on the same day. Fill in the number of seats and dollar amounts across from each tour you want to attend. Also, please list the tour number and quantity of seats on the front of this form. If the tour(s) selected are filled, you will be scheduled in the next closest time slot. Note that all travel to/from tour sites is by motorcoach or club supplied van only. No personal vehicles.

Tuesday, July 24th

#3A My Old Kentucky Dinner Train* _____ @ \$82 = _____

Departs 3:30 p.m.

Note: You must make a meal selection; shown below:

Number of entrée selections desired: ___ Prime Rib au jus ___ Fresh Salmon ___ Boneless Breast of Chicken

* Children under age of 8 not allowed due to safety reasons.

Wednesday, July 25th

#1 & #2 Scenic Bluegrass Tour _____ @ \$31 = _____

#1 Departs 7:30 a.m. and #2 departs 12:30 p.m.

#3B My Old Kentucky Dinner Train*

SOLD OUT

Departs 3:30 p.m.

Note: You must make a meal selection; shown below:

Number of entrée selections desired: ___ Prime Rib au jus ___ Fresh Salmon ___ Boneless Breast of Chicken

* Children under age of 8 not allowed due to safety reasons.

4 & #5 Margaret Woods Horse Farm Tour _____ @ \$24 = _____

#4 Departs 7 a.m. and #5 departs 1 p.m.

Thursday, July 26th

#6 & #7 Scenic Bluegrass Tour

SOLD OUT

#6 Departs 7:30 a.m. and #7 departs 12:30 p.m.

#9 Margaret Woods Horse Farm Tour (#8 Sold Out) _____ @ \$24 = _____

#9 departs 1 p.m.

Friday, July 27th

#10 Scenic Bluegrass Tour

SOLD OUT

#10 Departs 7:30 a.m.

11 Margaret Woods Horse Farm Tour

SOLD OUT

#11 Departs 7 a.m.

Saturday, July 28th

12 The Glitz and Irish Acres Antique Gallery Tour

SOLD OUT

#12 Departs 9:30 a.m.

TOURS SUB-TOTAL: = \$ _____

Please enter tour numbers, quantity of seats, and total cost on the Annual Convention Registration Form

YEAR 2001 CONVENTION TIMETABLE

IMPORTANT NOTE: ALL TIMES EASTERN DAYLIGHT SAVINGS TIME

Tuesday July 24, 2001

3:00 p.m. to 7:00 p.m. Registration Desk open for early registration
3:30 p.m. to 9:00 p.m. My Old Kentucky Dinner Train, Tour #3A

Wednesday July 25, 2001

6:00 a.m. to 7:00 p.m. Registration Desk open
7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
1:00 p.m. to 4:30 p.m. Margaret Woods Horse Farm Tour
12:30 p.m. to 5:30 p.m. Scenic Bluegrass Tour
3:30 p.m. to 9:00 p.m. My Old Kentucky Dinner Train, Tour #3B

SOLD OUT

Thursday, July 26, 2001

6:00 a.m. to 6:00 p.m. Registration Desk open
7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
8:00 a.m. to 2:00 p.m. LCCA Old/New Board of Directors Meetings
1:00 p.m. to 4:30 p.m. Margaret Woods Horse Farm Tour
12:30 p.m. to 5:30 p.m. Scenic Bluegrass Tour
5:00 p.m. Board Buses for Get Acquainted Party
6:00 p.m. to 9:30 p.m. "Tastes of the Bluegrass" — Get Acquainted Party

SOLD OUT

SOLD OUT

SOLD OUT

Friday, July 27, 2001

6:00 a.m. to 7:00 p.m. Registration Desk open
7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
10:00 a.m. to 4:45 p.m. Trading Hall available for unloading/set-up
2:00 p.m. to 3:00 p.m. LCCA Annual Membership Business Meeting
3:00 p.m. to 4:30 p.m. Lionel Factory Seminar
5:00 p.m. to 9:00 p.m. Trading Hall **open to registered Convention attendees only**

SOLD OUT

SOLD OUT

Saturday, July 28, 2001

6:00 a.m. to 3:00 p.m. Registration Desk open
7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up
11:00 a.m. to 5:00 p.m. Public Display Area open
9:00 a.m. to 1:30 p.m. Trading Hall **open to registered Convention attendees only**
9:30 a.m. to 3:00 p.m. Tour — Glitz and Antique Gallery
1:30 p.m. to 5:00 p.m. Trading Hall open to the General Public*
5:00 p.m. to 6:45 p.m. Tear-down in Trading Hall
6:00 p.m. to 7:00 p.m. Cocktail Reception — Cash Bar
7:00 p.m. to 10:00 p.m. "Bluegrass Horse Affaire Banquet"
(Convention officially closes after banquet)

SOLD OUT

Sunday, July 29, 2001

8:00 a.m. to 10:00 a.m. Tear-down in Trading Hall

* Non-registered LCCA members will be admitted free of charge after 1:30 p.m. Saturday by showing their current membership card.

See you at next year's Convention!
LCCA in Pittsburgh, PA July 24-27, 2002

TOURS BACKGROUND AND INFORMATION

IMPORTANT NOTE: ALL TOUR TIMES ARE EASTERN DAYLIGHT SAVINGS TIME

Scenic Bluegrass Tour

This grand tour is designed for you to see the Bluegrass! Leaving by motorcoach from the convention hotel, you will be taken directly to the outskirts of Lexington where a real horse farm awaits you and where some of the finest horses in the racing industry are raised.



Enjoy seeing where beautiful horses are pampered and trained. Ride along the bluegrass countryside where the fields are dotted with lavish barns and enclosed with white plank fences. It is just beautiful! While on the motorcoach you will stop for a guided tour of the Labrot & Graham Distillery where Woodford Reserve Bourbon is produced and see their beautiful gift shop and museum. Finally you will visit Nostalgia Station Toy and Train Museum in the old L&N depot at Versailles, Kentucky, where toys and trains await you including a 1950s store display. This tour is guaranteed to give you a taste of the beautiful bluegrass. You will return to the Convention hotel in time for either lunch or dinner depending on the tour taken. Tour takes about 4-1/2 hours round-trip from hotel. All admissions are included. You will also receive a small gift as a souvenir from the tour.

When: Wednesday, July 25th, with two departures;
July 26th and July 27th are sold out.
Cost per person is \$31.

My Old Kentucky Dinner Train

One of the great pleasures of the railroads was dining aboard a train as it moved across America's railroad landscape. This tour will allow you to enjoy that experience in the style of the bygone days of railroading. We will motorcoach to Bardstown, Kentucky, where you'll enjoy an opportunity to see the Bluegrass from a railroad car and experience dining as it was meant to be!



You will depart from an 1860s train station that houses a gift shop and restrooms. The restored luxurious interiors of the 1940s dining cars will greet you with white table cloths and fine china. Tuxedoed attendants will escort you to your assigned seats. Your pre-selected choice of entrée will already be in preparation as the train departs the station over the private rails of the R.J. Corman Corporation's trackage. A leisurely evening will begin with appetizers before the main course is served. The service will be outstanding and the food no less! As you ride, you will venture through the Bernheim Forest and see the backside of Kentucky. Along the old L&N trackage you'll ride over the Jackson Hollow trestle. At the end of the evening we will return to the Bardstown station where a small gift shop will await you. It should be noted that this tour would be most appreciated by adults because of the cost. Children under the age of eight cannot be accommodated for safety reasons. Sorry, we are not able to offer children's menu selections. The excursion is limited to 136 seats. This tour lasts about 5-1/2 hours round-trip from the hotel. Dinner selections must be pre-ordered and you may choose from the following: prime rib au jus, fresh salmon, or boneless breast of chicken.

When: Tuesday, July 24th
Wednesday, July 25th is sold out.
Cost: \$82 per person.

Margaret Woods Horse Farm Tour

See the horse capital of the world as it is meant to be seen! Most central Kentucky horse farms are closed to the public except by private tour. Native Kentuckian, Margaret Woods, provides the best of these. She has made special arrangements to access two of the premier farms from such names as Gainesway, Claiborne, Stone, Buckram Oak, Donamire, and Calumet. You will also



travel by air-conditioned modern vans to see the famous Keeneland Racecourse where the best thoroughbreds race leading up to the Kentucky Derby as well as see Thoroughbred Park in downtown Lexington. At Keeneland you'll see the paddock area, the betting windows, and the race track itself. The morning tour will also allow time to get breakfast at the track on your own. (No meal available on the afternoon tour.) The goal of



this tour is to take you inside the plank fences and down shady lanes of central Kentucky where you will see horses just home from the track, previous winners, in-foal broodmares, weanlings, yearlings, and maybe some newborn foals. You will see the daily procedures and inner workings of the farms. Traveling in a small van will allow the group to get the most personal tour possible and see

to these beautiful horses. This tour is not suggested for small children. This tour lasts 3-1/2 to 4 hours. Each tour is limited to 39 seats. If the tour requested is sold out, the next closest tour to the requested time will be assigned automatically.

When: Wednesday, July 25th, with two departures;
Thursday, July 26th, with one departure remaining.
Cost: \$24 per person.

The Glitz, Irish Acres Antique Gallery, and Henry Clay Home

Tour

This tour will take you to Nonesuch, Kentucky, where an old schoolhouse awaits you. Inside is no schoolhouse, but one of the finest antique galleries you have ever seen. There you will see some 32,000 sq. ft. of American and European furniture, glassware, china, crystal, linens, dolls, jewelry, rugs, decorative accessories, and international giftware. There are 50 themed rooms decorated to the hilt with tiny white lights and crammed with every kind of antique you can imagine. This is unlike any ordinary antique store. In the basement is a most unusual and rewarding luncheon dining experience. The food is excellent, but it is the ambiance that makes it a luncheon to remember. The dinnerware is the finest and the décor is beyond anything you have ever seen. Lunch is included with the tour. Also the tour will stop at the Home of Statesman Henry Clay in Lexington called Ashland before returning to the Hotel.

SOLD OUT

Hyatt[®] Regency Lexington

Form may be photocopied

PLEASE NOTE

RESERVE ROOM(S) WITH A CREDIT CARD
OR MAKE CHECK/MONEY ORDER PAYABLE TO:
HYATT REGENCY LEXINGTON
DO NOT SEND CURRENCY.

ORGANIZATION: LCCA

FUNCTION: 2001 Convention

DATES July 25 to 28, 2001

ALL REQUEST FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2001

Please reserve accommodations for: *Please print or type*

NAME _____ COMPANY LCCA PRICE \$97

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH DAY
ARRIVAL DATE		DEPARTURE DATE	

CHECK IN TIME: AFTER 3 P.M.
CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT A CHECK FOR THE FIRST NIGHT'S DEPOSIT OR YOUR CREDIT CARD#. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 800-233-1234.

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER
EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-233-1234 FOR RESERVATIONS.

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

NON-SMOKING ROOM

THE SPECIAL LCCA CONVENTION RATES WILL BE HONORED BOTH 3 DAYS BEFORE JULY 25TH AND 3 DAYS AFTER JULY 28TH FOR THOSE WISHING TO COME EARLY OR STAY LATE. IF RATE OR ROOM TYPE IS NOT AVAILABLE, THE NEAREST AVAILABLE RATE WILL BE ASSIGNED. ROLL-AWAY CHARGE \$15.00; AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES OF 12.4%. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.

Fill out all necessary information and mail directly to:

HYATT REGENCY LEXINGTON
Attn: Reservations Department, 401 West High Street, Lexington, KY 40507
Phone: 859-253-1234 or 800-233-1234 Fax: 859-254-7430



On Passing the Pen

Mike H. Mottler

RM 12394

Recollections about *TLR*, 1998-2001

What I'll remember from doing the *TLR* Editor's "job" for three years is the people, and that's the way it should be. In retrospect, all the rest was small stuff: the pressure of constant deadlines, the agonizing discovery of a pesky (and then "obvious") mistake in the finished magazine despite three rounds of careful proofreadings, the fizzle of a great idea that didn't quite work out as well as hoped for up front, and the fantastic paycheck (zero — it's a volunteer task!).



The people part of the job was very satisfying. I loved helping members "tell their train story" and publishing it so they could share it with others. Many *TLR* writers were first-timers, and of that group many had never written (or taken photographs) for publication before. Although some were understandably wary of "going where they'd never gone before," the essence of what they shared was so wonderful that oftentimes their story had a life of its own. My job was to let it assume its best shape — and get out of the way. Creative juice is like electricity captured in a bottle — it's "alive" but can be directed to a powerful purpose.

I hope you have been touched as deeply as I have by fascinating stories of personal quests, like: re-purchasing the "first Lionel train of my childhood," repairing and re-building a layout stashed in the garage attic for decades, or seeking and ultimately finding a rare variation. I enjoyed the opportunity to publish layout construction sagas with a high "wow factor," nostalgic family-based train-related legacies, and intergenerational tales of passing the hobby along to the next generation.

I was present for sort-of-historic occasions that happened "on my watch," such as when:

- Dennis L. Clad first submitted a "The Mane Line" article to me through a computer by e-mail — a leap of light years through the technology tunnel for him
- Bill Schmeelk submitted his 100th consecutive article in the "Lionel News and Views" series
- Al Otten prepared his first "President's Report" of his current term
- Thom Blishok gathered a team of participants and effectively "group told" the story of the Blischok layout and collection
- Grandpa Nelson Williams showed his pre-designed gravestone with train imagery on it
- Angela Trotta Thomas presented her distinctive artwork for the covers of the December editions
- Richard Maddox joined the *TLR* editorial team as author of "Train Talk" (in addition to his duties as President of Lionel LLC). His article in this edition is one of his best — candid, truthful, and — understandably — very difficult for him to write. Thanks, Dick.
- The judges of The Communicator Award recently recognized *TLR* as a "best magazine in the non-profit category" and presented a prestigious Crystal Award of Excellence.

I step down as Editor of *TLR* with appreciation for the opportunity to serve this club and with thanks to all on the editorial team, which included:

- The LCCA board that provided financial support for the best train club magazine in the hobby and for their congratulatory "high fives" for each issue of *TLR* during "The Mottler Era"
- The authors and photographers who shared their creative effort with club members through the magazine
- Snyder Creative, the graphic design studio that made *TLR* look great
- Peerless Graphics Group, the printing company that considered *TLR* a point of pride of their production team — and not "just another print job"
- Lloyd Schuh Company, the mailing house that efficiently performed the thankless job of preparing the magazine for delivery to all LCCA members
- U.S. Postal Service for conscientious delivery; although I know about the carrier in Wisconsin who reads the magazine during his lunch hour before delivering it in the afternoon
- President Al Otten, who appointed me to the position of Editor with such confidence that I couldn't say, "No." I'm glad I didn't.

But now it's time to pass the pen to a successor. For me, three years and 18 issues of *TLR* is enough! With congratulations and confidence, I wish continuing success to the most prolific writer on the *TLR* roster — Bill Schmeelk, the author of the long-running "Lionel News and Views" series. He'll be seated at the desk as Editor as of the August 2001 edition. Carry on, Bill!

Photograph by Mike Dupslaff

Train Talk

by **Richard Maddox**

President, Lionel LLC



Richard Maddox

For those of us who were fortunate to have grown up in the war years of the 1940s, there were many lessons we were expected to learn which still apply to life and business today.

I can't remember a time when I have been more in need of the disciplines I was taught in childhood than recently during the process of making the decision to shut down Lionel train production in Michigan. I recall being taught, "You can't always have things your own way," or "Sometimes we must do things we don't care to do," and "Many times situations are beyond our control."

The final decision to shut down the Michigan production facility over this summer was made after months of struggling to find a way to maintain production in the United States while funding future growth, competing with lower-cost products from importers, and delivering a reasonable return on investment to our investors. Our shareholders had already invested 20

million dollars over the last three years in support of the effort to maintain production here in the U.S. while all our major competition enjoyed the advantage of lower-cost products manufactured in Korea and China. Clearly this unchecked financial drain, if not dealt with, would lead to the ruin of Lionel.

It was obvious that the only viable alternative was to consider moving production offshore where overhead would be substantially reduced and resources for growth would be available. The idea of moving offshore had been discussed many times in the past by Lionel management and always rejected for the very same reasons it was so difficult to make this monumental decision in 2001. If made, it would adversely affect 350 loyal Lionel employees, many of whom had worked for the company for 20 years or more. Also, it would confront the belief that the many loyal Lionel enthusiasts who preferred "Made in the USA" would be alienated.

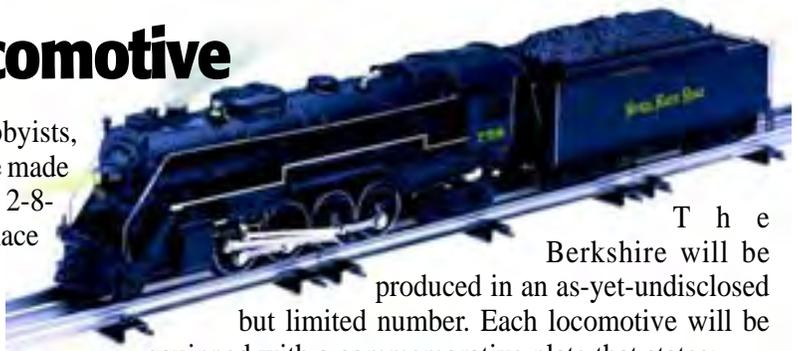
The fact is that the decision had been made for Lionel several years before in the form of increasing price competition from the importers and a developing trend by many Lionel consumers to support these products.

This decision has been an unpopular one with management, the shareholders and of course, the displaced workers. Making the announcement was one of the most difficult tasks I have ever done. I found myself falling back on those childhood lessons about commitment and self-control, but I believe that a new, stronger Lionel will emerge. We will be able to better compete in this global marketplace and be assured of our leadership position for another 100 years.

Lionel's Last U.S. Locomotive

In response to questions asked by train hobbyists, Lionel recently announced that its final locomotive made in America will be the 6-28074 Nickel Plate Road 2-8-4 Berkshire, #759. The "Berk" has held a special place in the hearts of Lionel train collectors and operators from its introduction to O-gauge in 1946 with the original #726 model.

Equipped with Trainmaster® Command Control, a Pullmor® motor and Railsounds® with CrewTalk™ chitchat and TowerCom™ announcements, this die-cast locomotive will be of interest for its quality and features as well as for its historic significance. The Berkshire also comes with an ElectroCoupler™ on the rear of the tender, operating headlight, directional lighting and a realistic smoke unit. The locomotive will be available in June at retail for \$749.95.



The Berkshire will be produced in an as-yet-undisclosed but limited number. Each locomotive will be equipped with a commemorative plate that states:

6-29074 NICKEL PLATE ROAD BERKSHIRE #759
FINAL LIONEL U.S. PRODUCTION RUN — MAY 2001.

It will also come with a letter from Richard N. Maddox, president and COO of Lionel LLC, attesting to the locomotive's authenticity.

The last Berkshire off the line will be displayed for one year in the Lionel Visitor's Center and later will enjoy an honored place in perpetuity in the Lionel archives.

