

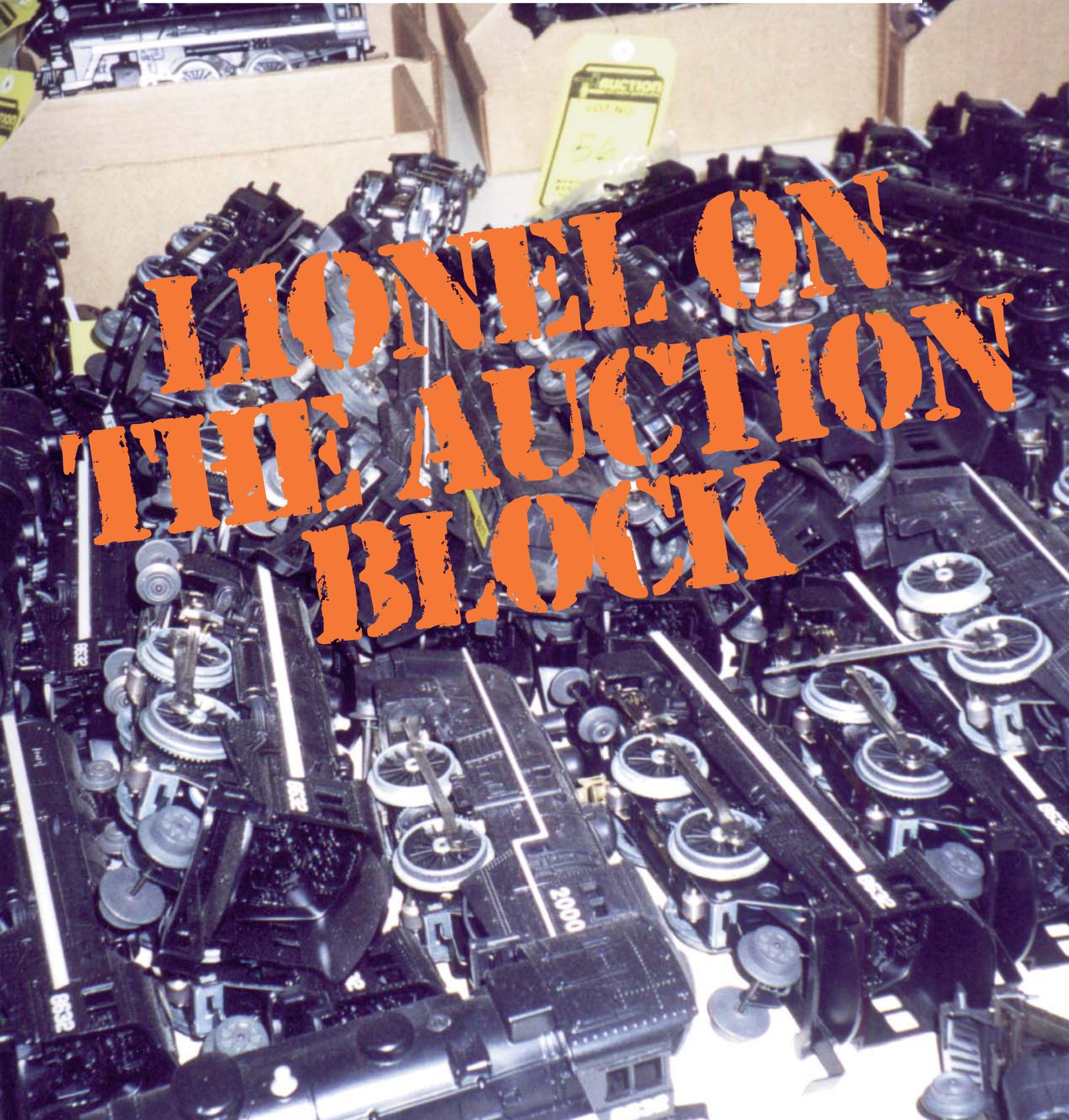
Volume 31, No. 1 August, 2001

The *Lion Roars*



PUBLISHED BY THE LIONEL® COLLECTORS CLUB OF AMERICA • BIMONTHLY FEBRUARY, APRIL, JUNE, AUGUST, OCTOBER, DECEMBER

LIONEL ON THE AUCTION BLOCK



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



This car will be built and decorated by Lionel.

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 Lionel 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 _____
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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.

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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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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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The Lion Roars (USPS 0011-994) and (ISSN No. 1079-0993) is published bi-monthly by the Lionel® Collectors Club of America, 1622 Fourth St., Peru, IL 61354-3527. Subscription rate of \$15.00 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9998 and additional mailing offices. **POSTMASTER:** Send address changes to *The Lion Roars*, 1622 Fourth St. Peru, IL 61354-3527. The LCCA is an Illinois not-for-profit corporation. Lionel® is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel® copyrighted materials have been used in this publication with the permission of Lionel L.L.C. The LCCA is not affiliated with Lionel® or Lionel

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President Elect - Schedule a meet.

Immediate Past President - Complaint against another member.

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

Treasurer - Club finances only.

Librarian - Back issues of *The Lion Roars*.

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

L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors and Appointed Officials nor do they indicate a Club endorsement of any products mentioned.



The President's Report

by Al Otten

HCM 429

Lexington convention-2001

This report is written several weeks prior to our Lexington convention, and it appears we will have another most successful convention. Lexington is a great Mecca of train collectors. Our previous convention in Lexington was in 1988, and it was a great success. This year's convention will be no exception, thanks to the leadership of Harry Overtoom, Larry Black, and their committee members.

Pittsburgh convention in 2002

Pittsburgh is coming along nicely with lots of surprises for your enjoyment. There is just a "hint" of a great train ride in the offing, "Shades of Philadelphia."

Lion Roars

This is the first issue under the stewardship of our new editor, Bill Schmeelk. My sincere thanks and good wishes go to Mike Mottler for his past stewardship and my sincere thanks and good wishes to Bill Schmeelk as our new editor. Being the editor of the Lion Roars is a very time consuming job and like all other appointed officials, officers, directors and contributing writers; all are volunteers.

Lionel, LLC

You are probably aware that Lionel, LLC on June 20th had an auction of its factory heavy equipment which consisted of plastic injection machines, hydraulic presses, pad printing machines, welders etc. The auction went very well according to all reports.

This (my) report was written on July 2, 2001. A second factory auction will be held on July 12th and 13th. This auction will include rare prototypes of items never produced, complete train sets, locomotives, cars, displays, accessories, controls, signage and more. The "featured item" will be an \$86,000.00 reproduction of New York's Grand Central Terminal (built by the set designers of Star Wars). A very large crowd is expected.

LCCA Web Site

By the time you receive this issue our totally new Web site will be posted on the Internet. Larry Black in concert with "Aristotle" our Internet website host has developed this new site. However this is not the finished product, but rather a new beginning. The web site shall always be a "work in progress." Sort of like your own train layout — it's never complete, but a continual "work in progress". Why not take a look at the site at: www.lionelcollectors.org. It's a great new LCCA site.

2001 Convention Car

Approximate delivery date September 15, 2001.

2001 Stocking Stuffer

Approximate delivery date November 15, 2001

On Passing the Torch

At the conclusion of the Banquet in Lexington on July 28th my term as President will be at an end. The last two years has been for the most part very rewarding and at other times difficult. Your club will be in good hands under the leadership of your new President, John Fisher.

I would really like to individually recognize all those who have assisted me over the last two years but I will not fall into that trap. Every time I do, I inadvertently leave someone out, resulting in hard feelings. You all know who you are. The many, many hours you devoted to the club and to me are very much appreciated, and I thank all of you.

I do however want to thank in print, my wife Fran, for her understanding in allowing me to devote so much of my time to club business and for answering all the phone calls from members in my absence, and trying to answer their questions.

Lastly I wish to thank you, the members for all your support and understanding. Without your support the LCCA would not be the premiere club it is. So again I say to you all, thank you, thank you, thank you. It's been a great ride.

2001 Election Results

Those elected to serve the club are indicated in italics.

President Elect

Eric Fogg 2305

Treasurer

Richard Johnson 1343
Bill Hourigan 1239

One Year Director

Larry Black 1673
Ed Richter 910

Two Year Director

Harry Overtoom 1291
Bill Button 1002
Don Fraley 754
John Ourso 785
Al Kolis 662
Barry Findley 422

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President Elect Eric Fogg
Immediate Past President Albert Otten
Secretary Dienzel Dennis
Treasurer Richard Johnson

2001-2002 Directors

Larry Black
Harry Overtoom
William Button
William Schmeelk
Louis Caponi



A Few Words From the Editor

Usually you give thanks when you leave a position. I have several thanks I'd like to share as I begin my term as editor. I would like to give a special thanks to our previous editor, Mike Mottler. Mike has brought a lot to our magazine and is turning over to me a high quality publication. I've now been writing my Lionel News and Views column since 1982. Since that time I've worked with six different editors. Each new editor has raised the level of the magazine up a notch. Each new editor has added his own touch and flavor to the magazine. Under Mike's term, the magazine actually won an award. You'll see a new look to *The Lion Roars* as I begin my term as editor.

I'd like to thank our outgoing president, Al Otten, our new president John Fisher, and our board of directors for their confidence and encouragement as I take on this job. *The Lion Roars* has always been a magazine that we can be quite proud of. I promise to do my best to uphold the fine tradition that precedes me. In addition to editing the magazine, I plan to continue writing my column. I'm fast appreciating the work that the editors have done. Thanks to Mike who continues to be only a phone call away when I need help.

I'd also like to thank Pat Snyder of Snyder Creative, Inc. who will continue to work creatively as he has in the past to give our magazine a very professional look.

I would also like to graciously thank those who have contributed in the past and those who continue to submit articles to the magazine. Without good material it's impossible to put out a quality magazine. As I begin taking on the tasks of editor, I'd like to ask each of you who has ever enjoyed reading something in our fine magazine to consider sharing some of your own experiences or expertise with the club. If you have an idea for something you'd like to write about and perhaps have questions about submitting it for publication, please don't hesitate to give me a call. We'll do all we can to encourage you and help you out. Not only is it satisfying to see your work in print, but you'll also be giving something back to the hobby and sharing with others some of the joys this hobby has given you. Remember, the quality of this magazine is a reflection on our membership. Please consider contributing.

Although the ultimate responsibility for getting the magazine out now rests with me, it is a task I cannot do alone. So, I'm asking for your help and thanking you in advance. 🚂

Bill Schmeelk

Stop the presses, Editor Bill, for this early breaking news story!

by Dennis Leon Clad

RM 10430



A dispatch from Lionel headquarters has landed on my desk with exciting news for Lionel collectors. I want to share with you that the next QVC Train Collectors Junction show is scheduled for Sunday morning September 16th from 1:00 AM to 2:00 AM. The star of the show, J. Don Reece, will be offering a "QVC Exclusive Limited Edition Lionel Soo Line Diesel Freight Set" for your viewing and collecting pleasures. Heading up the set is a high end GP-9 engine that comes equipped with operating head light and diesel horn. Trailer on flat car collectors (TOFC), this set is for you with its two, that's right I said two, flats both outfitted with a tractor trailer container. The third car in the series is a flat carrying two tractors. Fellow Lionel tractor collectors, expect to pay a

premium to add these two must own highway haulers to your collection. Ending this standout set is a lighted Lionel caboose. All rolling stock will come with metal wheels, axles and brake wheels. Track and transformer will be included to get you railroading right away. Each of the 500 sets made will come with a certificate of authenticity signed by President Maddox. Lionel fans, it doesn't get better then that! For those who are sure they want to order and would rather not watch the show early Sunday morning, you can place your order before the 1:00 AM show time by calling 1-800-345-1515 and ordering QVC no. C65228. 🚂

Happy Tracks!
Dennis Leon Clad

The Tinplate Cannonball

by Ken Morgan

RM 12231

Here's a quick question for you to consider. With what product could you "double your pleasure?"

When I was still growing up, assuming that someone who plays with toy trains at my age actually has grown up, one of the neighborhood arguments was about whose trains were better. Lionel's equipment ran on three rails and American Flyer ones ran on two. We all knew the real ones ran on two rails. On Long Island where I lived, they actually did run on three, but that didn't count. The trains Lionel and AF sold were not LIRR MU commuter trains, they had locomotives. After conceding the part about the number of rails, was the fact that the Lionel diesels were more realistic. After all, they had that nice rounded F-3 look, not the long squared off snout of the American Flyer PA diesels. Later on, I learned what a PA was! But a real PA had A-1-A trucks which have one powered axle, one idler, and another powered axles. I call American Flyer's version an A-S-A - one powered axles, one sliding contact in place of a wheel, and another powered axle. Score one for Lionel. We can now rack up another win for Lionel, since we know who finally bought out AF. That's the ultimate win, although the Big L is again facing some pretty serious competition from some new players in the contest. To date, Lionel's track record (couldn't resist that) in the competitive wars has been excellent. I'm not ready to concede to the

American Flyer remained in the battle for O gauge supremacy right up to the start of WWII. With their change of ownership from W. O. Coleman to A. C. Gilbert, they were preparing for S gauge — the two-rail equipment of my friend's youth, but not in my house!

Part of that competition was AF's production of something Lionel never made in O gauge: a road steam engine that could be double headed. Yes, Lionel made switchers with couplers on the front end, but double-headed switchers just don't cut it. Flyer offered a number of steamers with couplers hanging over the pilot, and they actually sold a set with two steam locos which were designed to do just that — haul road freight. Set number 437 was cataloged in 1939. This set had a powered die cast 2-4-2 and a dummy 2-4-4 which I believe was all tinplate. So any proper Lionel competition should be pre-war tinplate.

I've seen several methods of adding a coupler to post-war Lionel die-cast steamers. In fact, I long ago added a coupler to the front end of a 2055 to double head it behind a 2046. It looks OK, but the coupler has to extend out pretty far to get around O gauge curves. Furthermore it destroys the collector's value, in case some of you worry about that. I didn't; my conversion is rather permanent.

So I got to thinking about how neat it would be to double head a pre-war steamer. I had acquired a second 260E and too many 810 series freight cars for one locomotive to haul.

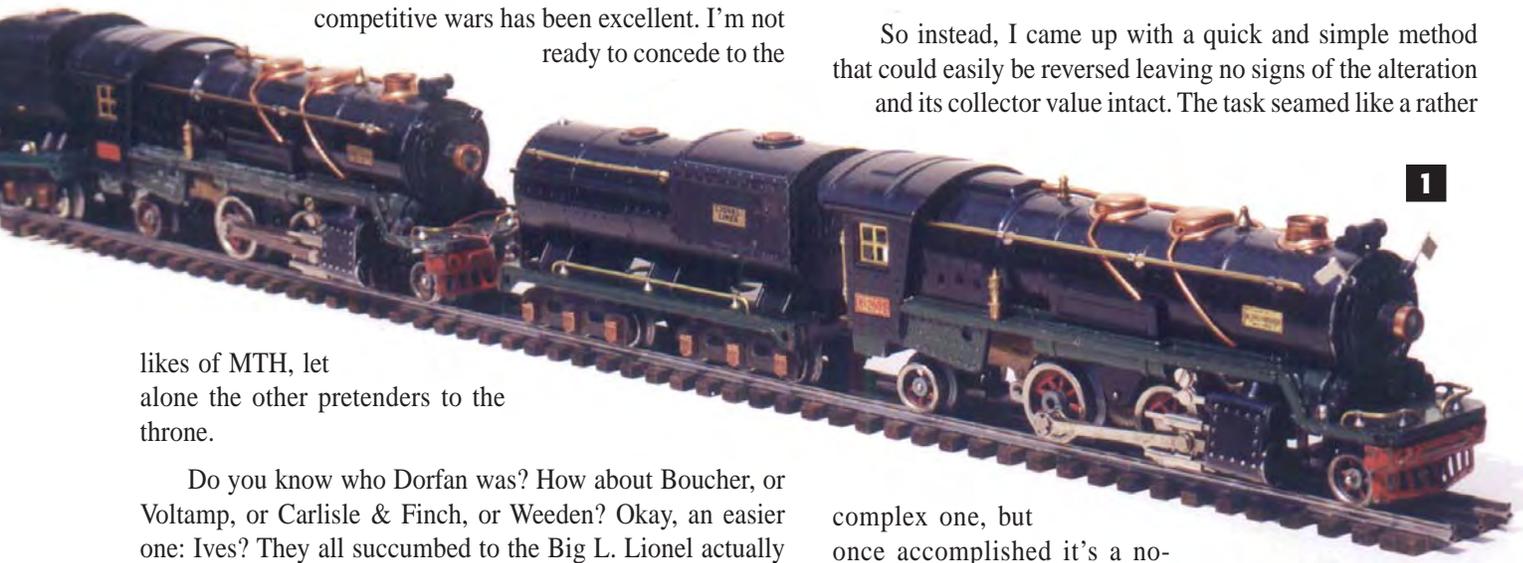
My first 260 was in very good condition and had a repainted tender, but I was still very hesitant to make permanent alterations to it.

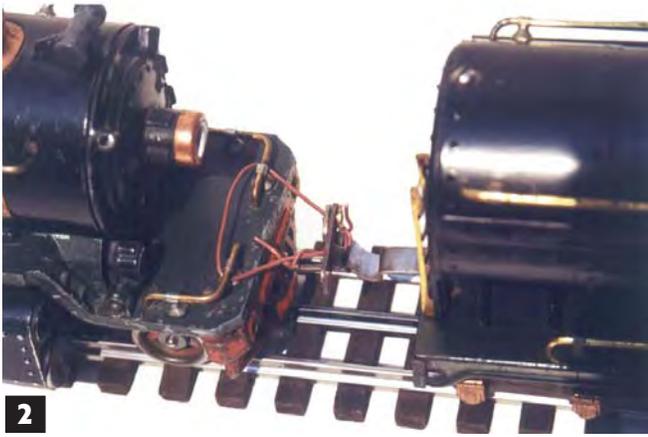
So instead, I came up with a quick and simple method that could easily be reversed leaving no signs of the alteration and its collector value intact. The task seemed like a rather

likes of MTH, let alone the other pretenders to the throne.

Do you know who Dorfan was? How about Boucher, or Voltamp, or Carlisle & Finch, or Weeden? Okay, an easier one: Ives? They all succumbed to the Big L. Lionel actually bought out Ives in partnership with AF to get the rights to the Ives E-unit reverse system. If you think that the drum and pawl system is hard to work with, try the older Lionel pendulum unit and you'll know why the Ives E-unit was a good deal for Lionel! Later, Lionel took over full ownership of Ives resulting in some of what I consider the prettiest of the pre-war passenger cars — the 1685 series. But I digress.

complex one, but once accomplished it's a no-brainer. The solution was so simple; it turned out to be one those things where you slap your forehead and say, "Why didn't I think of that?" See **photo 1** for my double-headed 260s. Not bad, are they?



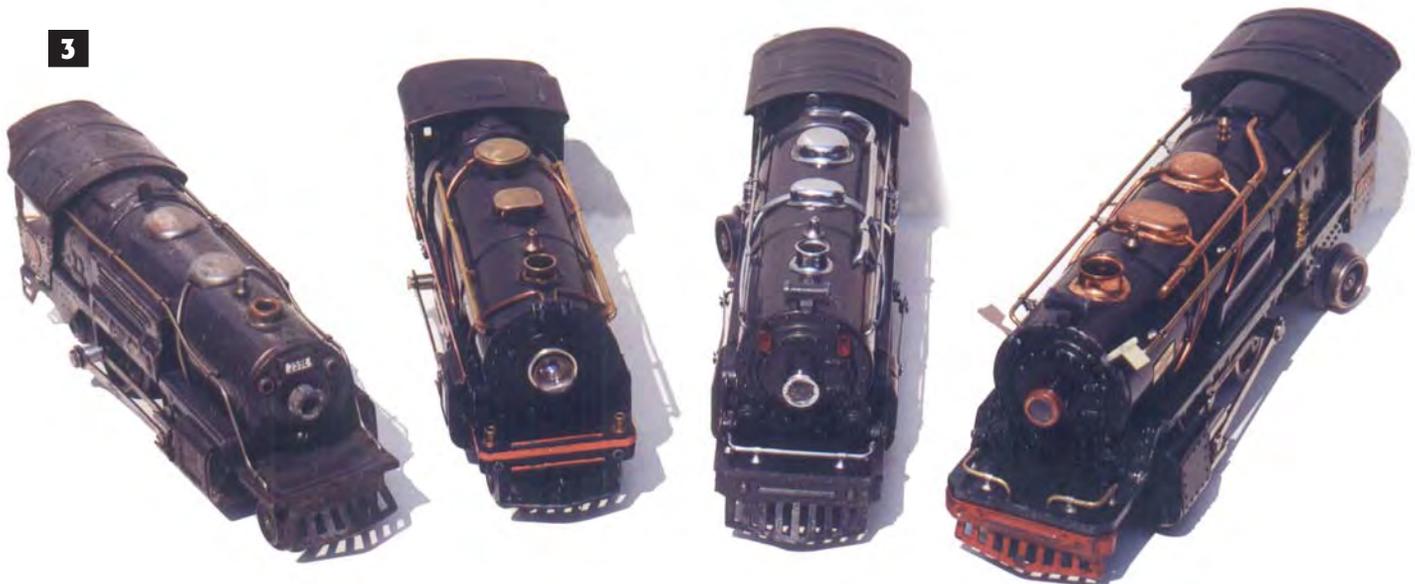


2

Now look at **photo 2** for the simple secret. The simple answer was to make a small loop out of a piece of scrap wire and run it through the brass trim on the pilot of the rear 260. Next, I hooked it over the rear tender coupler of the lead unit. Not only is this easily removable, but you can adjust the clearance for any size curves. This modification is hardly noticeable while the trains run. Now you have something to do with all those short wire clippings other than throw them out. So, Lionel pre-war steam locos can be double-headed.

The system is not only for 260s. **Photo 3** shows a 259, an early 258, a 249, and the 260. Look at all that gorgeous hardware on the pilots, just waiting for the addition of a wire coupler. Then factor this in: the 259 is the same as the late 258. The early 258 is the same as the 257. The 249 has the same pilot as the 261 and 262. Finally, the 260 is the same as the 255 and 263. Now that's quite an extensive list of potential double-headers. Did anybody say triple-headed? I do have a neat video of Canadian Pacific triple heading in the spiral tunnels in British Columbia.

3



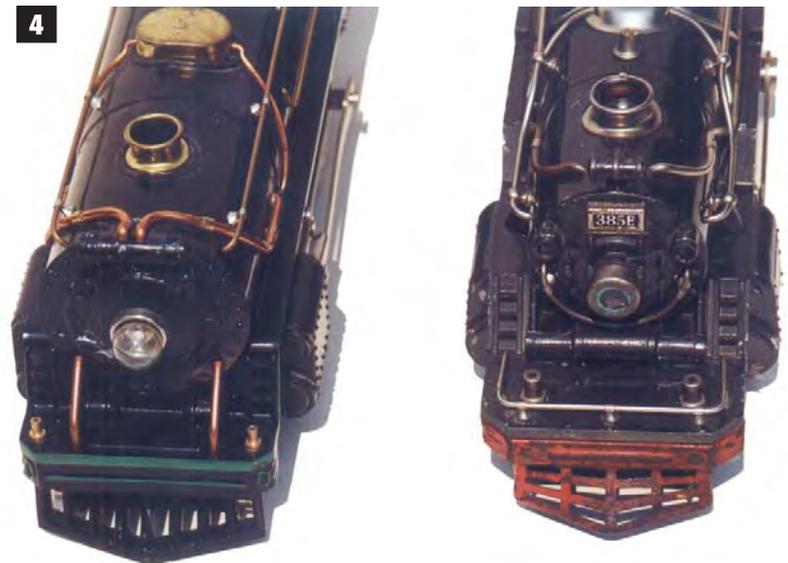
As for those of you who prefer standard gauge, if you have a late 6 or 7, or a 51, you already have a standard gauge steamer with a front coupler. Those are fairly rare birds. For the classic period, see **photo 4**. My 384 and 385 are clearly ready to double-head. That means your 1835 is also ready. As I look at the pictures in various books for locos I don't happen to have, I'd say the 390, 392, and 400 are candidates, too. All have that nice trim on the pilot that makes this so easy.

OK, now that you're set to double-head your long pre-war manifests, good luck keeping everything on track! I highly recommend O-72 for the O gauge stuff. For standard gauge, lotsa luck! And as far as "doubling your pleasure" is concerned, you could also "double your fun" with Doublemint Gum. Not to mention Lionel Trains! 🚂

Happy mega-railroading!
Ken Morgan

Photographs by Ken Morgan

4



Standard Gauge

by Grandpa Nelson G. Williams RM 14064

World War I Vintage Trains

Lionel's 100th birthday should awaken some interest in other electric trains manufactured in the decades before and after the First World War. Even trains built in the 1920's are called "pre-war" in the hobby, as many regard 1941 as the close of the standard gauge tinsplate era. Most of my own wide gauge tinsplate freight trains were built after World War II, but that is a different story.



"These locomotives are even older than we are!" Grandpa Nelson (left) and Choo Charley get their heads together to hook up the Carlisle & Finch No.4 with its tender, without knocking over the 1920 Marklin steam engine (right). Charley and Bruce Burt are rebuilding these early 20th century engines for their current owners.

Photograph by C. J. Rapasi

This spring "Choo Choo" Charley Burt and I had a unique opportunity to compare an early Carlisle & Finch No. 4 with a 1920 Marklin steam locomotive. See **photo 1**. Charley is a journeyman electrician and expert fixer of small electric train motors. He and Mildred are "snowbirds" who come to Floral City, Florida, each January and go north in April for the TCA York meet. My daughter Elizabeth and I visited their home in Redford, Michigan, during the LCCA convention in Dearborn last year.

This Carlisle & Finch belongs to Scott Waud of Sarasota, Florida, who inherited it from his father. Dad played with his trains a lot, and did not hesitate to modify them to suit himself. He built his own wooden body for a Carlisle & Finch coal mine locomotive. However, when Scott first brought both of his father's locomotives to my home ten years ago, they were in bad shape. Charley Burt has rebuilt their motors and his son Bruce is updating the early No. 4 by lengthening its boiler

and giving it a pilot truck. These are changes that were made by Carlisle & Finch from 1899 to 1915. Scott wants to number the locomotive "1898," his father's birth year. It was probably built a little after 1900, depending on what parts are original and which Scott's father added himself. Bruce Burt used wood for the cab floor, part of the coal tender, and the pilot truck — Just as Carlisle & Finch did. He needs to add another pair of pilot wheels, to convert it to a 4-4-0. You can see these changes in W. Graham Claytor's "Carlisle & Finch," Part I of Greenberg's Guide to EARLY AMERICAN TOY TRAINS (1993) and Jim Bunte's article about Claytor's turn-of-the-century collection, "The right place at the right time," CLASS I C TOY TRAINS, April, 1992, pp. 66-73.

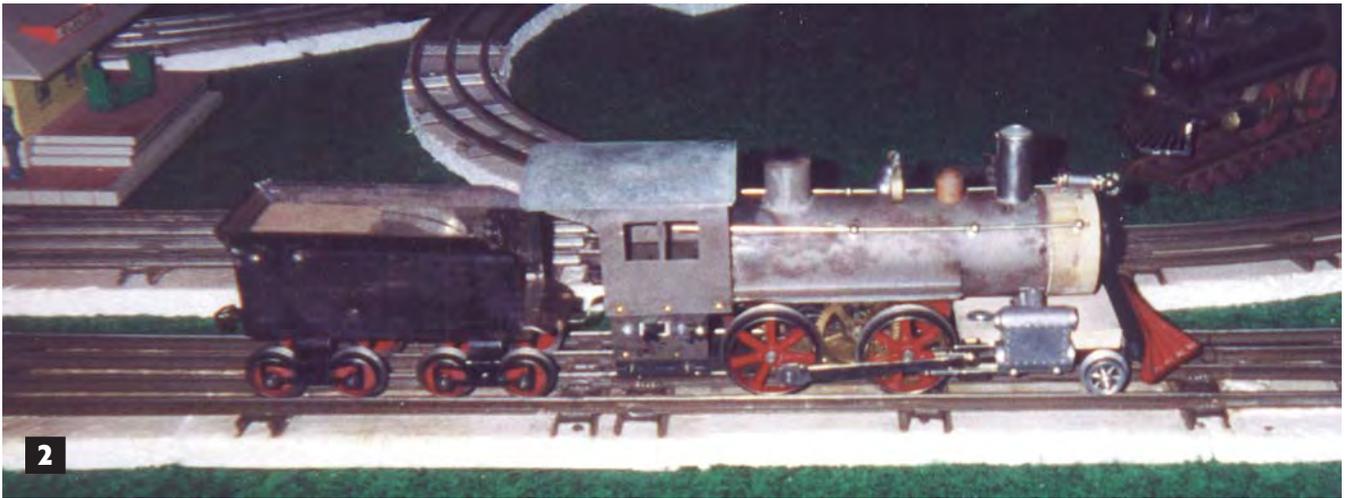
By the way, the Carlisle & Finch was built to run on Gauge II track, two inches wide. Scott wanted it rebuilt for standard gauge track, which Lionel introduced in 1906. It is a Joy to see the old locomotive and tender run on my own layout when they are here. See **photo 2**.

My antique Marklin steam locomotive is European Gauge I. Charley Burt had never seen it until this spring; when he fell in love with it and I let him take it home so he and Bruce could restore it. I bought it and a beat-up Ives No. 3235, for \$50 a year ago. Should I feel guilty about the low price? Our mutual friend C. J. Rapasi has restored the Ives, and a Marklin dealer told me that the Marklin would sell at an auction in Germany for many times what I paid for both engines.

We identified the Marklin by its shield trademark shown in Louis Hertz, COLLECTING MODEL TRAINS (1956), page 265, and "Germany" stamped as the country of origin under the pilot frame. The cowcatcher shows that it was built for the American market, probably soon after World War I. It was not a popular import — Germany was still regarded as the "enemy," new high tariffs kept out foreign toys, and Lionel standard gauge was displacing Gauge I in America. This locomotive is not just old, but scarce on either side of the water.

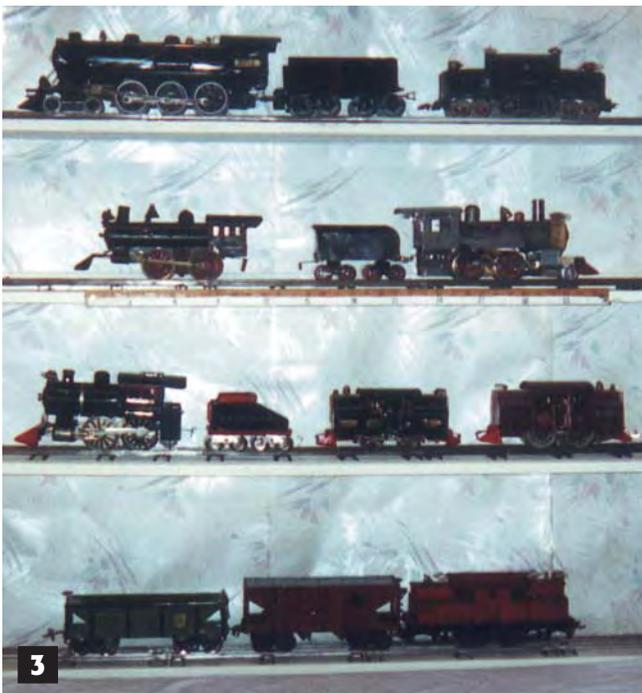
Today we use a lot of 1 3/4 inch track, and import most of our toy trains - even Lionels. But modern G-gauge is two rail, and this old Marklin has an AC motor with a center rail pick up. Charley Burt has some three rail track in the right gauge, and may be able to get the original Marklin motor on it running. If not, we may decide to widen the gauge of the drivers to 2 1/8 inches. It would be under scale for me, although I do operate a modern Marklin Maxitrain and a "large scale" Lionel passenger set on a Gauge I loop.

There were already several early 20th century trains in my collection. My oldest Lionel steam engine is really "pre-



This Carlisle Finch No.4 has been changed from Gauge II to standard gauge. It is the oldest locomotive ever to run on Grandpa Nelson's layout.

war” as it is a thin-rimmed No. 51 and tender built in 1910. It was one of the first items restored by John Vassal, who did a fine job but repainted its “Russian blue” boiler in black. My earliest Lionel electrics are a small No. 33 and a larger No. 38. The latter is a transition piece made about 1926, as it has an early hook coupler on one end and a Classic era latch coupler at the other. See **photo 3**.



Antique trains built within a decade of the First World War — top shelf, Boucher/Voltamp 4-6-0 steam engine No. 2222 and tender with a 1921 Dorfan No. 3930 electric “centipede.” 2nd shelf, 1920 Marklin 0-4-0 steam engine with the Carlisle Finch No.4 and its tender. 3rd shelf, 1910 Lionel No. 51 with its tender; an early small Lionel No. 33 electric; a transitional Lionel No. 38 electric, circa 1926. Bottom shelf, early Ives No. 3241 electric, 1920-25, and two different Gauge I hoppers with standard gauge trucks. The smaller green hopper (left) is an Ives; the larger red hopper in the middle is a Marklin body sold by Ives about 1920 before its own cars were converted to wide gauge.

My oldest Ives is a large No. 3241 electric. It was built 1920-25, and ran the first time I put it on my tracks 40 years later. It has never been restored, and still runs although it is noisy. Later Ives electrics look more like Lionel Nos. 8-10. The first Ives “wide gauge” freight cars had Gauge I bodies, like the hoppers in **photo 3**. The larger red one is a Marklin, which Ives sold in 1920 before the smaller green Ives hopper got its new standard gauge trucks.

My Boucher No. 2222, 4-6-0 steam locomotive was originally a “pre-war” Voltamp, a company which Henri Boucher acquired in 1923. He converted the locomotives from Gauge II to three-rail standard gauge. There was no need to change the gauge of other rolling stock, as the treads of the wheels were wide enough to run on either gauge track. My locomotive was rebuilt by John Harmon, who reproduced ten sets of Boucher freight cars and a few extra tank cars, but no cabooses.

On the same track is a rare Dorfan “centipede” electric locomotive. It actually has only 12 wheels, not a hundred. Dorfan was a New Jersey company founded by two cousins of Joseph Kraus, who produced Fandor trains in Germany before fleeing the Nazi regime. Few of the Dorfan locomotives built in the U. S. after 1927 have survived. The alloy of which they were cast became brittle and often broke into fragments in a few years. In contrast, the Dorfan lithographed tinplate freight cars are still things of beauty nearly 75 years later.

This is only a small sample of the electric trains built before and after the first World War. I have collected them almost as an afterthought, since my forte is modern standard gauge tinplate built long after World War II. Perhaps our looking backwards to the earlier days of electric trains will inspire hope for the hobby in the 21st century. 🚂

Photographs by Grandpa Nelson G. Williams

The Mane Line

by Dennis Leon Clad

RM 10430

As we bask in the splendor of our climate controlled train rooms during these dog days of summer, the only thing that's sure to get a Lionel collector's thermometer to mercury boiling glass bulb bursting conditions, is a must own genuine uncataloged Lionel toy. Before I share with you some August surprises, please permit me to take you back to my two days spent at the April 2001 York, PA. meet and what I observed on those two wonderfully cool and crisp blue-sky days. I'm always on the lookout for new material to share with you, and the York meet, with its tables piled high with trains and a cast of colorful characters, has always been fertile ground. On this particular York, as I happily wandered the almost endless aisles and halls that make up the York Fair Grounds, it became both shocking and abundantly clear that the three catalogued Lionel novelty cars I'm about to disclose to you belong at the top of your list of items you are aggressively pursuing.

A 700e Hudson pulling a consist of twenty Pacemaker Standard "O" boxcars, while a powerful and impressive freight mover on your three rail kingdom, could not contain the many rumors about our first almost impossible to find toy. When I first saw the 6-16188 Kodak Developing Chemicals single dome tank car on page 27 in the 1999 Preview Catalog I just knew it would be mine. My thinking was, as I drooled over my Lionel catalog, what's the hurry — it's a catalogued car and I had plenty of time to add it to my roster. Could I ever have been more wrong? When I only saw three Kodaks for sale at York and heard all the rumors I knew I had better contact Lionel's head of sales, Bob Ryder, for the reason. To quote Bob, "We had shipped some before we realized there was an

issue with the license from Kodak at which time we stopped shipping. There are some out there." Our Kodak toy comes equipped with die-cast modular trucks, metal handrails, catwalk and ladder. The tanker's body carries a 1999 built date and the number 6315.

There was no license misunderstanding with our next Lionel toy so the only reason I can come up with for seeing just two for sale was no one could bear to part with it. I know I can't and neither will you when you add the 6-16180 Tabasco



No matter what your taste, this toy is a recipe for collector happiness.

single dome tank car to your Lineal roster. This "Caution — Hazardous to dull, boring food" tank car was produced under the authority of The McIlhenny Company and can be found on page 30 in the 1998 Volume Two Classics catalog. This single dome toy carries no built date but again the number 6315 reappears on the Tabasco's colorful body. As with the Kodak tanker, the Tabasco is equipped with metal handrails, brake wheel, ladder and catwalk.

The best reason I can think of for our last car failing to make an appearance at York was the fact that it is the most imaginative and impressive piece of Lionel novelty rolling stock made to date. Yes, I'm speaking proudly of the 6-19669 King Tut museum transport car! We owe our thanks for this unique piece of rolling stock to the creative genius of Lionel's product manager, Eric Shreffler. Eric has always had a keen interest in ancient Egypt so no small detail during the fabrication of this must own toy was overlooked. Here are just a few of the clever touches that went into making this a Lionel masterpiece. The graphics on the car are taken directly from images of the Egyptian Gods as painted in the tombs of the Pharaohs. Also on the toy's body the name Lionel is spelled out in hieroglyphics. Lionel collectors, it doesn't get better than that! The King Tut museum transport appeared only once and that was in the 1999 Volume Two Classics Catalog page 20.



A close look at one that got away from the Lionel crusher!



It's easy to see why no one is willing to part with this beautiful car.

Attention Classic Toy Trains Magazine Memorabilia Collectors!

No trip to the York PA meet would be complete without stopping in the Purple hall at the tables of The Ink Well. In fact, I always make Bills and Mary Ann's table my first stop as I never know what Lionel layout friendly miniatures and



Quality, class, style and value go into each The Ink Well product.

happy surprises they have in store for York attendees. To prove my point let me share with you a must own piece of Classic Toy Trains Magazine (CTT) memorabilia- the 1950's Divco delivery truck. This 1/43 scale toy truck will be right at home on any Lionel layout or displayed with pride along side your other CTT pieces such as the CTT tractor-trailer and the CTT Lionel boxcar. Only 300 CTT Divco trucks carrying the cab number K-1 were made and it's no surprise that Bill and Mary Ann went home with none of these high quality toys. To avoid future disappointment give The Ink Well a call at 1-800-946-5935 or fax at 717-843-4812 for a list of their layout miniatures. Your Lionelville pike and your wallet will be happy you did.

Get ready for some genuine Lionel uncataloged rolling stock!

The first uncataloged Lionel car we will cover celebrates the 20th anniversary of a big city Lionel dealer with a small

town way of doing business. Yes, I can only be speaking of Island Trains, the home of Haggie Henry. Our story about Island Trains really begins with its owner Henry (Haggie) Gendus. Henry was a long time Lionel collector when he opened his store in 1981 but what many of us didn't know about Henry will really surprise even long time customers. Haggie attended the prestigious Julliard School of Music, worked for IBM and was working on his Masters in pediatric neurology when he stopped all his endeavors to open Island Trains! Now that's devotion to the hobby, his business and Island Train's customers.

Today Island Trains carries the full line of Lionel and is one of the world's largest Lionel dealers. With their emphasis on close-outs and discount pricing its no wonder Island Trains ships worldwide. Lionel collectors can share in this very special birthday with 6-36229 the Island Trains boxcar. This 9700 series toy comes equipped with die-cast sprung trucks and is a must own for all Lionel collectors. Only 500 cars were made right here in the good ole USA.

To get one of your very own, call Island Trains at 718-317-0008 or better yet go on line at www.islandtrains.com. If you do go on line be sure to click on the Haggie Henry button. Trust me on this one from LCCA cars to the oh so rare Lionel employee boxcars, you'll find that not only does Henry have the Lionel cars to make your friends envious, but if you wheel and deal just right you stand a good chance of pulling one over on Haggie Henry.



Be the first kid on your block to own Haggie Henry's Birthday car!

Now let's travel 3000 miles to the luxury liner the Queen Mary, moored at Long Beach, for a very special five car sequentially numbered set that's a Lionel boxcar collectors dream come true. I make no secret of the fact that what I know about real railroads wouldn't fill a thimble. But a take your breath away series of Southern Pacific boxcars, well, that's a different story. It would seem that in the 1930s the Southern

Pacific Lines used the double wings design only in their ads but at one point considered using them on their boxcars.



Imagine this beautiful set of cars being pulled by an MPC era Southern Pacific Black Widow Fairbanks-Morse Diesel.

Well, thanks to Brian Fields, we limited edition Lionel collectors can enjoy what history has denied us in real life, the Southern Pacific Lines “Overnight Merchandise Service Double Wings” set. Each boxcar in the set carries the 6464 features that we collectors love -metal floor, brake wheel, door guides and die-cast sprung trucks. I was happy that Brian shared with me this important information. His set of 6400 numbered cars is the inauguration of a new series of Lionel boxcars. It seems that all future Lionel club boxcars will carry the 6400 number. Only 397 five car sets were created and each car proudly carries not only the Lionel “Engineer Some Fun” logo but also the very special “Queen Mary” emblem. When you look at all the things that make this set so appealing to collectors it’s surprising that there are still some sets available for LCCA members to order. So give Brian a call at 1-562-595-9194. You can email Brian at BFields315@aol.com. Each five-car set carries the 6-52205 SKU number and sells for \$214.95 post paid to your door.

Please Pull up a Chair as Class is in Session!

If I were to pick one Lionel toy that was surrounded by much confusion and frustration, it would have to be the 6-



52169 Zep Manufacturing three piece TOFC set. Before I begin, let me share some sad news with you. None of these sets were made available to collectors nor will they be. The Zep Manufacturing Company released all of them to their sales force two years ago. I was told by Zep that a new management team was put into place and they made this decision. An order for 712 sets went to Lionel but only 700 sets were made.

Photo A shows us the TOFC together. A close look also shows us a 12/98 built date on the flat car. Finally **photo B** we have the rare opportunity to see a really sharp Zep highway hauler built by Lionel. The best

place to begin your search for the Zep TOFC set is with a want ad in our sister publication the *Interchange Track*.



Let’s take a look at the most coveted of all Lionel timepieces. Coming from the height of the classy LTI era I could only be speaking of the stylish 1991 Lionel Service Station clock. The coronation of his majesty the King of Lionel clocks was announced by means of a very colorful and highly collectable flier that went out only to Lionel Service Stations. Each service station would be limited to just two clocks. I remember at the time even before the first clock was made service stations were contacting each other to see if the other one was going to order or use their limit. Even envious Lionel Dealers tried to get their hands on one of these beauties.

Photo C our timepiece makes its first royal appearance in over a decade. The photo fails, as any camera would, to capture in our clock all the vivid color, class and style that was the LTI era. The outer case of our clock is constructed of high-grade aluminum as is the clock face and hands. The outer case is covered with a coat of Lionel blue. His majesty is lighted by means



of a white neon tube. Silk screened on the clock face is the impressive LTI service station logo. Our “made with pride in the USA” clock is a piece of Lionel Service Station memorabilia that is worth making sacrifices for. I’m sure you’ll agree as you imagine one of your very own casting its light over your Lionel empire. Now that would be out-of-sight!

Calling all Lionel Employee Memorabilia Collectors!

One of the hardest things in life to do is looking on the bright side of the things that come winging out of left field straight to home plate. Like a good slide into first base this life lesson pitched to us by Mom takes a lot of practice. This month marks the end of our beloved Lionel as a U.S. toy manufacturer and, as you can guess, I’ve found it difficult to



To avoid the fakes that our sure to surface, note the car SKU number on the box end.

apply my early in life parental teaching. So it’s with a sad heart I give you 6-26565 the “With Appreciation” Lionel employee caboose. This little red caboose is the only thing that has put a smile on this collector’s face since that first grievous announcement of Lionel’s moving. This must own memento is guaranteed to give you mixed emotions too when displayed in your train room. Our little caboose is kept in the Human Resources Department and is given to the departing employee as they muster out of Lionel. Lionel management will not disclose the number of cabooses made but a reliable source has given me a figure of 350.

At the time of this writing it’s the first week of June and I have not gotten word as to whether there will be a 2001 Lionel employee Christmas boxcar. I do know that the “Design a Christmas boxcar” contest was held for employees and a winner was picked. So my collector instincts tell me that there will be a car for 2001 and the Appreciation Caboose will not be the last employee car. 🚚

Happy Tracks!
dennisthemenace@earthlink.net

Author’s Note: A big pat on the back to LCCA brother Gordon Wong for the loan of his collection and the photos used in my article.

Photographs by Gordon Wong



A first time anywhere look at a true Lionel collectible!

Lionel News & Views

by Bill Schmeelk

RM 6643

Lionel has just reissued for the second time, the No. 128 Animated Newsstand. This accessory first appeared, without much fanfare, in the 1957 catalog. It's interesting to note the differences in the catalog illustrations. Many of them do not accurately reflect the actual product. We're used to small differences, such as the terminal posts not showing in catalog illustrations, but the newsstand is shown in some very different configurations. For example, the first time it shows up, is in the 1957 catalog on page 8. In this illustration, the magazines are shown hanging just below the roof. On the actual production piece, the magazines are of course displayed below



the counter and the words, Lionel News were displayed below the roof. The illustration also shows a billboard on the side of the stand advertising Wrigley's Spearmint Gum. This never appeared on the actual production piece.

The newsstand next appears on page 44 of the same catalog. Here it is announced along with several other new accessories. Again it is shown with the magazines hanging just below the roof. The billboard does not appear on the side of the shed in this illustration. Another interesting point with this illustration is that arrows indicating the action of the accessory show the newsboy on the corner raising and lowering his arm with the paper. The postwar version did not have this action.

In the 1956 and 1957 catalogs, prices were not listed. This was part of an attempt by Lionel to have the customer go to his local store to get special set prices. This was a time when the smaller "mom and pop" stores were feeling the crunch from discount department stores. In 1958 prices returned to

the catalog and we next see the newsstand on page 31 of this catalog. Here, the illustration is fairly accurate. The arrows indicating the action no longer indicate the arm movement and the magazines are shown below the counter and Lionel News is shown on the front of the shed just below the roof. The price is listed as \$9.95.

Oddly, in the 1959 catalog on page 31, the newsstand is shown with a new illustration. This one again shows the magazines below the roof and indicates the arm movement which the accessory did not have. Even more amazing is that the price is now listed as \$6.95 — a reduction of just over thirty percent. At the rear of the catalog,

a miniature version of the inaccurate illustration used on page 44 of the 1957 catalog is used.

The 1960 catalog was the last year this and many other accessories were offered and a new illustration appeared across the center fold of pages 14 and 15. Again this was the inaccurate version shown. The miniature illustration used in the 1959 catalog appears again in the 1960 catalog on page 39.

So, over a four year period, from 1957 through 1960, the 128 Animated Newsstand was illustrated seven times and only once was it illustrated accurately. The postwar newsstand that I own is one that I received when I was eight years old. I distinctly remember the joy of opening up the box and seeing the actual newsstand for the first time. None of the catalog illustrations were as good as the actual piece looked. This was also an accessory that worked very well.

After disappearing in 1961, the animated newsstand wasn't produced again until 1982, when Fundimensions reissued it as the No. 6-2308 Animated Newsstand. The 1982 Collector Series catalog used a photo of the postwar version to advertise the reissue of the postwar accessory. The Fundimensions version was a near duplicate of the postwar version. It used the identical vibrator motor that Lionel used in the postwar version. There was one very significant difference with this version. Anyone familiar with the postwar version might have questioned the catalog description which stated that the "Newsboy moves around waving his paper." Clearly the newsboy of the postwar version did not wave his paper. In spite of many of the postwar illustrations, he merely held it at his side and turned back and forth.

Well, as it turns out, postwar Lionel had planned to have the newsboy wave his right arm with the paper. The engineering had been done, but for some reason, this feature was not implemented on the original version. The plan was to have a rod running down through the body of the newsboy. The upper end of this rod would be against the inner part of the movable arm. If the rod was pushed up, the arm would go up. When the rod was released, the arm would drop. This rod would be pushed up twice during the rotation of the newsboy, by two small dimples in the bottom metal plate of the accessory. Indeed, as you will see when we disassemble it, the dimples to accomplish this are in the plate of the postwar version.

The rod in the body however is not.

Lionel engineers in the early 1980's made a slight design change in the shape of the dimples and added the rod. The arm of the 1982 version did indeed wave with the paper, adding a fourth movement to the action of the accessory. When I initially reviewed the 1982 version, I applauded Lionel for following through on the intent of the postwar engineers. This 1982 version finally brought the design ideas of the postwar engineers to fruition. This was a definite improvement on the postwar version. I could never understand why Fundimensions did not make a point of this improvement in its ads. This is a point that might well have encouraged those who already owned a postwar version to buy the new version. The only things missing on this version are the black spots on the dog. The dog is all white and unpainted.

Why didn't postwar Lionel follow through with its clever

design? We can only guess, and my guess is that they simply ran out of time. After all, that same year, 1957, Lionel introduced a total of six new operating accessories. These included in addition to the newsstand, the Fork Lift Platform, the Transfer Table, the Culvert Unloader, the Rotating Radar Antenna, and the Operating Dispatching Board. This was of course in addition to new locomotives, cars and non-operating accessories.

Fundimensions cataloged the newsstand again in the 1983 Collector Series catalog and then it disappeared again. Since its disappearance after 1983, Modern era Lionel has used the mechanism of the newsstand to produce three other accessories. These included a refreshment stand, a passenger station and a freight platform. While these were clever adaptations and I own them all, none quite measured up to the original newsstand in action and number of movements.

When Lionel first introduced the vibrator motor in the No. 464 Sawmill, the loud buzzing noise was advertised as the sound of lumber being cut. That was fine for the sawmill, but somehow the sound of sawing wood was not appropriate for all of the other accessories that used that motor, least of all a newsstand.

Lionel has once again brought back the newsstand along with its original catalog number, 128. Once again, Lionel engineers have made a significant improvement. The new version again features the waving arm of the newsboy. What's new is that the vibrator motor has been replaced with a DC can motor. At long last the buzzing sound is gone.

So, how do these three newsstands stack up? **Photo 1** shows the boxes of the three different versions. **Photo 2** is the

original postwar version. The postwar version actually came in two different shades of green. Mine happened to be the lighter green version which is less common than the darker green version. Most of the originals were molded in green and then painted green. The one in the photo is molded in blue and painted the lighter shade of green. The dog appears to have been hand painted and according to Alan Stewart in his excellent *Greenberg's Guide to Lionel Trains 1945-1969 Volume VI: Accessories*, no two of the dogs were alike. The more common darker shade of green was used for both the 1982 version and the latest version.

Photo 3 shows the Fundimensions version. Some of the smaller differences included the





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fact that the newspaper held in the hand of the newsboy was a white plastic material. Another small difference is the shape of the knurled nuts used for the wire connections. The tan sidewalk is also a different shade of tan than was the original.

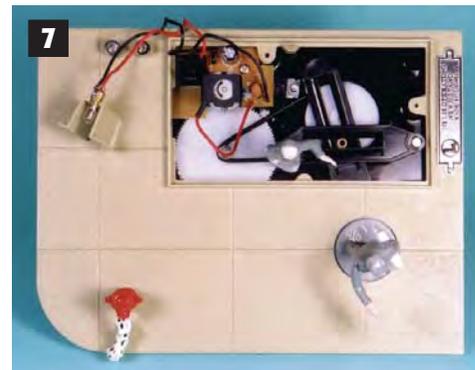
Photo 4 shows the latest release of the newsstand. The dog is now clearly a Dalmatian. Notice also the silver plaque identifying the catalog number and name. The postwar and Fundimensions version both called it an animated newsstand. The box for the new one simply calls it the 128 Newsstand. The plaque calls it the No. 128 Operating News Stand. Frankly, I prefer the molded in identification used by both the postwar and the Fundimensions version. They are far less obvious. The plaque is fine if you are going to display it on a shelf, but for use on a layout, the silver plaque on the sidewalk is out of place.

Now let's take them apart and make some comparisons. **Photo 5** is the original. By removing one screw the shed can be easily lifted off. This affords access to the light bulb. Here we can see the vibrator motor and the white pulley wheel that it turns. A flexible pin on the

wheel moves two levers. One turns the newsboy outside the shed and the other moves the man inside the shed.

Photo 6 shows the 1982 version. Colors are the main difference here. The metal base plate has a black oxide finish the levers are natural color and the dog is all white. You can also compare the difference in the knurled knobs for wire connection.

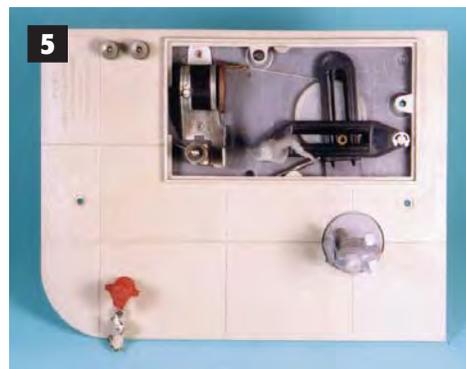
Photo 7 shows the latest version. Here we see some major differences. Removing the shed was more difficult. The shed now has two small hooks molded into it which secure the



7

wiring in the corner. The lamp is a much smaller bulb and is mounted in a plastic piece which slides into a track molded into the new shed. A DC can

motor powers the large white gear. Power is then transmitted to the lever operating pulley by a rubber belt. From that point on it is the same as the other two versions. The DC motor is connected through a circuit board which rectifies the AC current from the transformer. Notice also that the dog now has his black spots. The tan sidewalk matches the color of the postwar version, but notice that the two mounting holes are no longer there. The metal base plate on this version is painted or powder coated a gloss black. Of the three versions, this is the one least likely to rust.

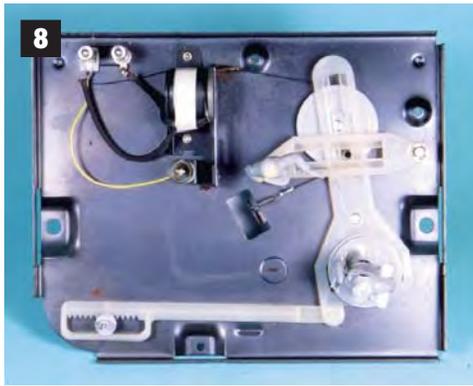


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Each of the three uses a different method to secure the tan plastic piece to the base. On the postwar version, speed nuts are used. These are pressed over plastic pins molded into the plastic. They are relatively easy to install and difficult to remove. When removing them it is easy to break the pins. Once these pins are broken, the means to secure the plastic to the base plate are gone. I chose not to attempt removal on the postwar version. The 1982 version, replaces the speed nuts with sheet metal hex nuts which can easily be unscrewed. I am not the original owner of the 1982 version seen here. One of the three pins on the tan piece of plastic has been broken off. The other two have the hex nuts. I'm not sure how that third pin was



secured. I removed these two nuts and one screw from inside the shed. **Photo 8** shows the result.

Here we can see how

the dog movement is powered from the lever used to turn the newsboy. The whole thing is sort of like a Rube Goldberg contraption, but I find it to be very efficiently and cleverly designed. Once again, Lionel achieves a great deal of movement from one turning wheel.

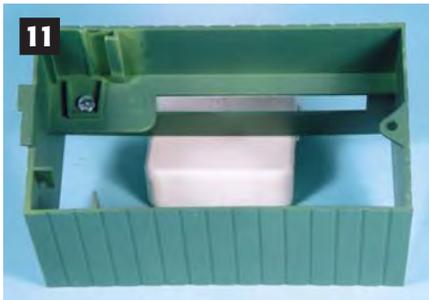
To remove the tan plastic from the new version five screws on the bottom must be removed along with one screw inside the shed. On this version the binding posts are fastened to the tan plastic. As a result, the tan plastic is tethered to the base plate by the electrical wires. On the two previous versions,



the binding posts were fastened to the base plate and extended through clearance holes in the tan plastic piece. **Photo 9** shows the inside of the

new version. Notice also the tan plastic light bracket which holds a smaller screw base bulb.

Photo 10 shows the interior of the postwar shed. Here you can see blue unpainted portions of the plastic. The 1982 version is essentially identical except that the plastic was molded in gray. **Photo 11** shows the interior of the shed from the latest version. The shed is



molded in green plastic and painted. Notice in the upper left hand corner of the photo, the track that is molded into the front to accept the plastic lamp holder. Notice also the two hooks molded into the rear corner to guide the wires. One other difference with the new one is the tab on the side. The tab now has a step in it and I have no idea why this change was made.

Each of the sheds uses a slightly different letter size and thickness for the Lionel News which is pad printed on the top front of the shed. The postwar version used decals for the magazines on the front and the newspapers on the counter. The later two versions use a label. The graphics are nearly identical. The only real difference I spotted is that on the 1982 version there is a little more detail on the center newspaper on the counter.

Each of the sheds has a red roof and there are slight differences between them all. They are very close to each other and appear to have been made with the same tool, but there are some small modifications. The postwar roof has a small number 2 on the inside. Usually a number like this identifies



the cavity in a multiple cavity die. Whether or not Lionel had a multiple cavity die to make these I do not know. The 1982 version has the number 128-41, the postwar part number on it. The latest version also has the postwar part number, but adds the name Lionel well below that. Another modification to the roof can be seen in **photo 12**. The new version has a section at the center of the front edge which is thicker than the rest of the roof line. I have no idea why this change made.

Photo 13 shows the bottom of the postwar version. Here you can see the three speed nuts that were used to secure the tan plastic



to the metal base plate. These must certainly torment a service station attempting to make repairs. I much prefer screws or machine nuts to speed nuts. Speed nuts show no concern for whoever might have to make a repair.

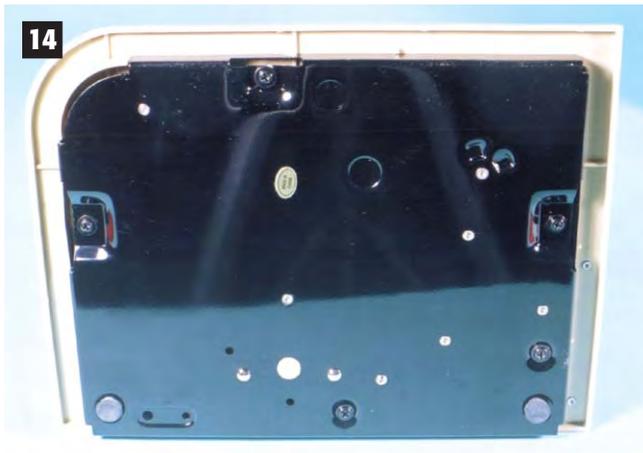


Photo 14 shows the bottom of the latest version. Here you can see the five screws which hold the tan plastic in place. There is also the obligatory Made in China sticker. The base also has two rubber feet at the back edge and a third one centered towards the front.

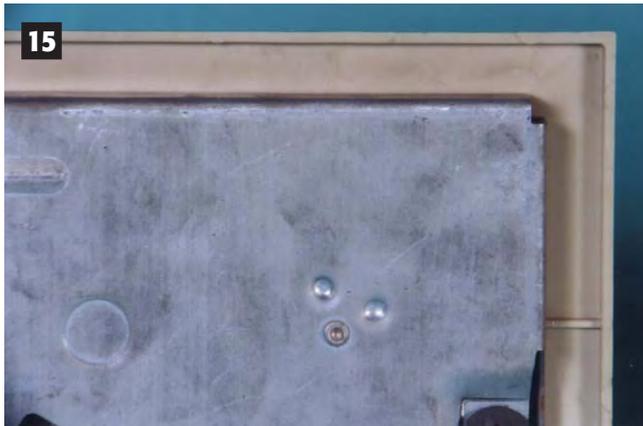


Photo 15 is a close up of the two dimples, shown here on the postwar version, that operate the lifting arm action of the newsboy. Despite the dimples, this function was not installed on the postwar version. The dimples indicate however that it was planned for on the original version. **Photo 16** is the same shot on the new version. Notice that the shape of the dimples has been elongated and enlarged. This was surely done to more



efficiently allow the operation of the lifting arm of the newsboy. This function works flawlessly on both the 1982 version and the new version.

We can clearly see continued improvement with each version of this cleverly designed accessory. There is one exception to this and that is the switch supplied with it. On the left of **photo 17** we see the original No. 364C slide switch that postwar Lionel provided. The switch provided in 1982



was the 00-5901-001 controller. This was a dark gray plastic box, roughly the same size as the 364C. The box had two screws on top and a very small red slide switch. The latest switch, shown on the right of **photo 17**, is the same switch that Lionel has used to replace both the No. 90 momentary push button switch and the 364C slide switch. It is also the least desirable one. For an accessory which is either turned off or on this is less offensive. For an accessory where momentary action is better, the new switch is a poor alternative.

How Do They Work?

The clever design of postwar version of this accessory made it a trouble free performer. The same can be said of the two later versions. The 1982 version added the newsboy's arm movement and the latest version adds to that the lower sound level and reliability of a DC can motor. Most of the time when I see this accessory in operation, it is operating too fast. The speed of course is completely under the control of the operator. When set at a more realistic speed it does in my humble opinion look much better. This is a very unique accessory. No one else has ever come out with anything quite like it. The dog running around the fire hydrant never fails attract people and garner a comment.

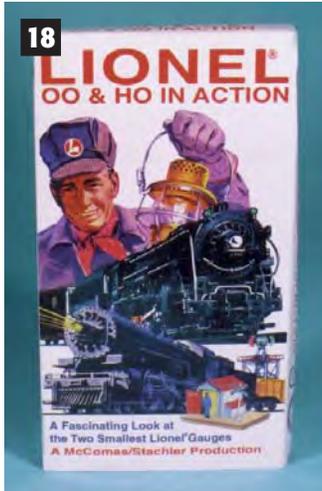
Improvements

So, we have a cleverly engineered accessory that works reliably and always gets attention on a layout. What more could you ask for? How about adding sound? The newsboy could be shouting, "Extra extra, read all about it" and the dog could give an occasional bark between the newsboy's shouts. If this were added, I would prefer that the sounds be activated by a momentary switch. Pressing and releasing the button while the accessory is operating, would start the newsboy shouting

and then the dog would bark. After that, the sound would stop. Continuous sound gets to be very annoying. In this way you would have a trackside activation button, much like a whistle button, for viewers to use. I think it would be a great addition to an already great accessory.

New from TM

A new tape from TM Books and Videos covers Lionel's entries into two smaller gauges — OO and HO. See **photo 18**.



The tape is entitled, *Lionel OO & HO In Action* and that's just what you see. Collector interest in the two smaller Lionel gauges has increased in recent years. This tape does an excellent job of documenting these items. I have collected Lionel HO for some time and particularly like the items that were inspired by the O gauge line. Here you'll see them all in action. Have you ever seen the HO milk car work? Or the coal

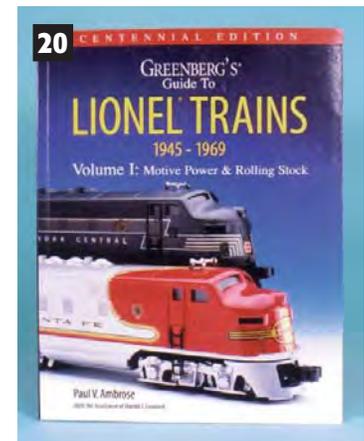
dump car, or the log unloading car? They're all here and more. There are some pretty rare items seen in action on this tape. Richard Kughn's rare OO dealer display is seen in operation. Mr. Kughn confides that he was so fond of OO gauge Lionel that he even considered having Lionel bring it back. The video starts with OO gauge and goes all the way to the last HO engine Lionel produced. Can you guess what that was? It was the HO version of RailScope. Throughout the video several very rare pieces are shown. Did you know that Lionel made clear shell HO diesels for salesmen to use? There's even a clear shell steam locomotive. I saw things on this tape I never knew existed. Better yet, I saw things I knew existed in actual operation. The 35 minute tape is of excellent quality and sells for \$14.95 plus shipping and handling. You can get it direct from TM Books & Videos at 1-800-892-2822 or on line at www.tmbooks-video.com

Also from TM is an I Love Lionel Boxcar seen in **photo 19**. This is a 6464 type boxcar, numbered 7474-1 to commemorate the year the TM Company started. The car is scheduled for delivery in September and is the first in a new series. The car will be made by Lionel. The price is \$69.95 plus \$5.95 postage and handling. The second in the series will be announced in the fall. You can order it at the number above.



Greenberg's Centennial Edition

Very often when I'm making comparisons of Lionel products like the one above, I refer to the Greenberg guides as a starting point. For example, in the above story that is where I got the information about the shed molded in blue and painted a lighter shade of green. Quite by accident while writing that story I grabbed an older Greenberg guide. This really brought home to me how much they have added in information over the years. When I first got into the hobby in the early eighties, the Greenberg guide was what you purchased to learn the value of Lionel product. Today, there are several good sources for that information. The Greenberg guides however provide considerably more than price information. What used to be a single volume has now grown and expanded to many volumes. The task is never complete. There's always new information and more Lionel products and the Greenberg guide is continually being updated. The publisher has dubbed this latest update the Centennial Edition of Greenberg's Guide to Lionel Trains 1945-1969 Volume I: Motive Power and Rolling Stock. See **photo 20**. This latest volume marks the tenth edition of Volume I and is authored by Paul Ambrose with the assistance of Harold J.



Lovelock. This new volume has not only added more information, it has also improved in organization and layout. In addition to information about each item that Lionel produced in motive power and rolling stock, the book includes several articles of interests. I particularly enjoyed the article by C. Thomas Samma on the making of Lionel's No. 746 Streamlined J. The 296 8-1/2 x 11 inch pages are loaded with color photos and comparison tables. The book contains a wealth of information for the collector. Each chapter begins with an article by Roger Carp of appreciation of Lionel's postwar accomplishments. These books truly provide the means for anyone to become an educated collector. There are many other collectible fields in which collectors simply don't have access to this level of information. This new volume sells for \$44.95 plus postage and handling and is available from your local train store or direct from Kalmbach Books at 1-800-533-6644 or online at www.kalmbachbook.com.

Next issue we plan to compare the new operating Water Tower with the original No. 38 postwar version. 

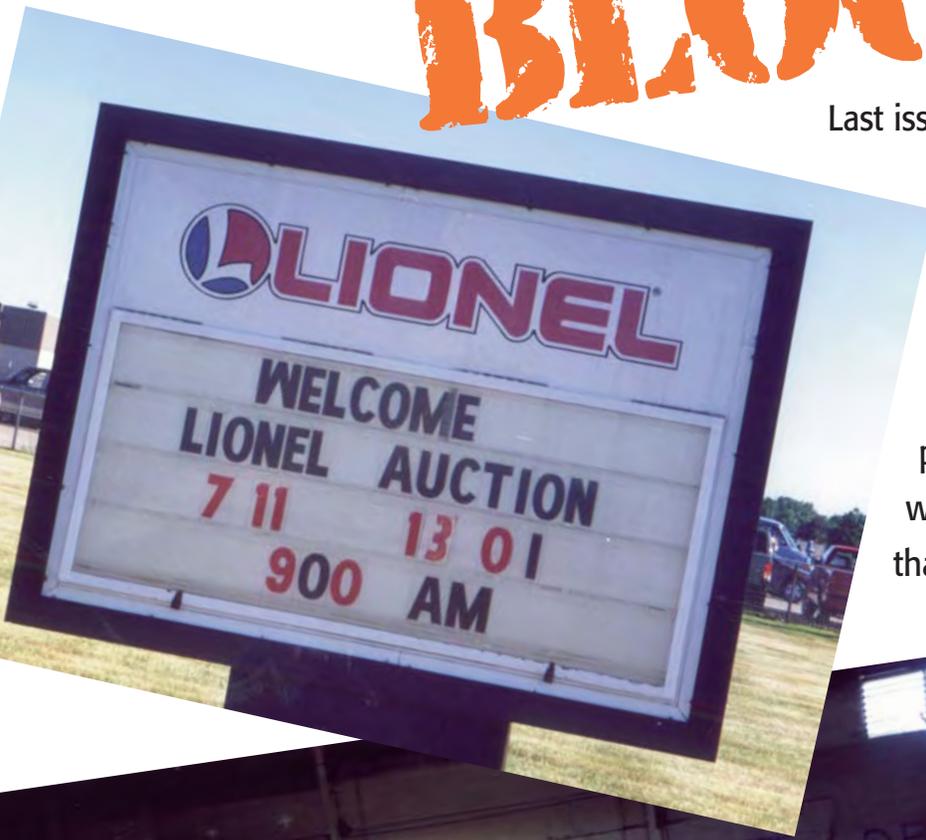
Bill Schmeelk
bill@wellingtonent.com

Photographs by Bill Schmeelk

LIONEL ON THE AUCTION BLOCK

Last issue Lionel president Dick Maddox spoke about the last Lionel engine produced in America. This special Berkshire has been completed and by the time you read this, Lionel's factory production in the United States will have ended. We understand that track is still being made here, but for all intents and purposes, production has now moved to China.

The message was really brought home on June 20th when through the firm of Myron Bowling Auctioneers, much of Lionel's machinery and equipment was put on the auction



block. We asked member Al Kolis, #RM15902, who lives in Michigan to attend the auction and take some photos.

At this auction, Lionel's injection molding machines, pad printing machines, and a wide variety of machinery went on the auction block.

The June 20th auction was only the beginning. A second auction was a two-day affair and was held from July 11th through 13th. The first day was for inspection. Those not able to attend the auction were able to register to participate live on line through the Internet during Friday's auction. This auction contained a tremendous amount of Lionel product. The online auction catalog contained 1409 lots being offered on Thursday and 1672 lots on Friday. That's a lot of trains.

I downloaded the catalog listing from the auctioneer's website www.myronbowling.com. I am not sure whether it will still be available after the auction.





The firm also sold a commemorative catalog of the auction. The catalog sold for \$10.00 at the auction and was available by mail for \$15.00. From what I understand, the catalog was only a listing of items and had no photographs of the items being auctioned. It was certainly not a colorful memento. For whatever it's worth, the catalog also carries a Myron Bowling Auctioneers stamp. If you'd like to order the catalog, they may still be available directly from the auctioneer. Send a check or money order for \$15.00, which covers the cost of the catalog, shipping and handling, to:

Myron Bowling Auctioneers
Lionel Catalog
PO Box 369
Ross, Ohio 45061
www.myronbowling.com



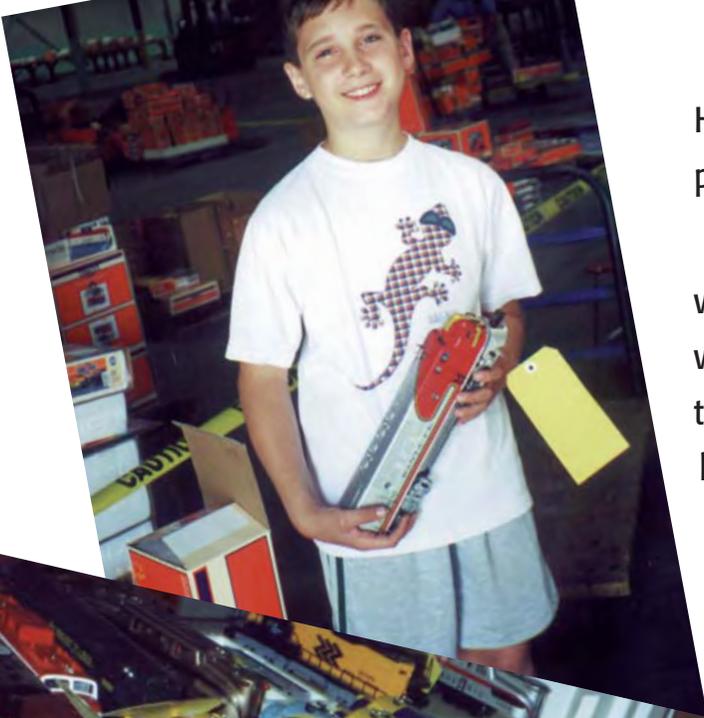
The auction was described as including rare prototypes of models never produced, engineer models of products that were produced, complete train sets, locomotives, cars, displays, accessories, tracks, controls, signage, promotional literature and more.



The feature item of the auction was a special prototype of an item Lionel had planned to produce but never did. Check out the photos of this reproduction of New York City's Grand Central Station on the back cover. According to the information on the auctioneer's website, Lionel invested about \$86,000.00 on this prototype before deciding not to produce it. The minimum bid on this item was \$10,000.00! The winning bid on the station was \$40,000.00 and was placed by Mike Braga. It's not much of a secret that he was bidding for Neil Young. Perhaps we'll get a chance to see it displayed sometime in the future.

According to the catalog there were 81 lots consisting of items from the returned goods department. Most of these were listed as being in very good condition, needing little if any repairs. These were sold in large lots. An example would include 10 to 30 locomotives being offered in one lot. There were transformers by the skid load. Bidding for the lots was usually between a few dealers. All items were sold as-is, where-is. Al felt that even if attendance had been higher, prices would have been the same.





He felt that some of the items went for prices higher than dealer cost.

In addition to the price you bid, there was a 10% buyer's premium. This means winners paid an additional 10% on top of their successful bid. I'm sure the auction house also gets a percentage from Lionel. It seems like a great business – both the buyer and the seller pay you.

There were several warnings on the auctioneer's website. Perspective attendees were warned that a large crowd was expected, that it would be hot, the building in which the auction was held had no air conditioning and parking was very limited. Credit cards would not be accepted and you needed a letter of guarantee from your bank if a check was to be used as payment. You could bring your own folding chair or rent one there for \$20.00 a day.

In addition to the many items being auctioned, Lionel also had a large number of items available for presale. These items were priced and available on July 11th. Items included train parts, holiday items, books, paint masks, arbor presses, various locomotives, cars, and promotional items. Thousands of



items were made available and most priced to sell for one or two dollars. None cost more than \$25.00. These presale items did not include any items that were listed in the auction catalog.

Although thousands were expected, there were rarely a hundred people participating at once. As you can see in the photos, hundreds of chairs had been set up and most went unused. Those who had reserved one were refunded any rental fee they had paid. Some were disappointed that items were often sold in large lots, making a purchase by a collector impractical. As Al Kolis pointed out, this was a liquidation sale, not a collector sale. There was a tremendous amount of parts sold. Parts were sold for \$4.00 a pound.

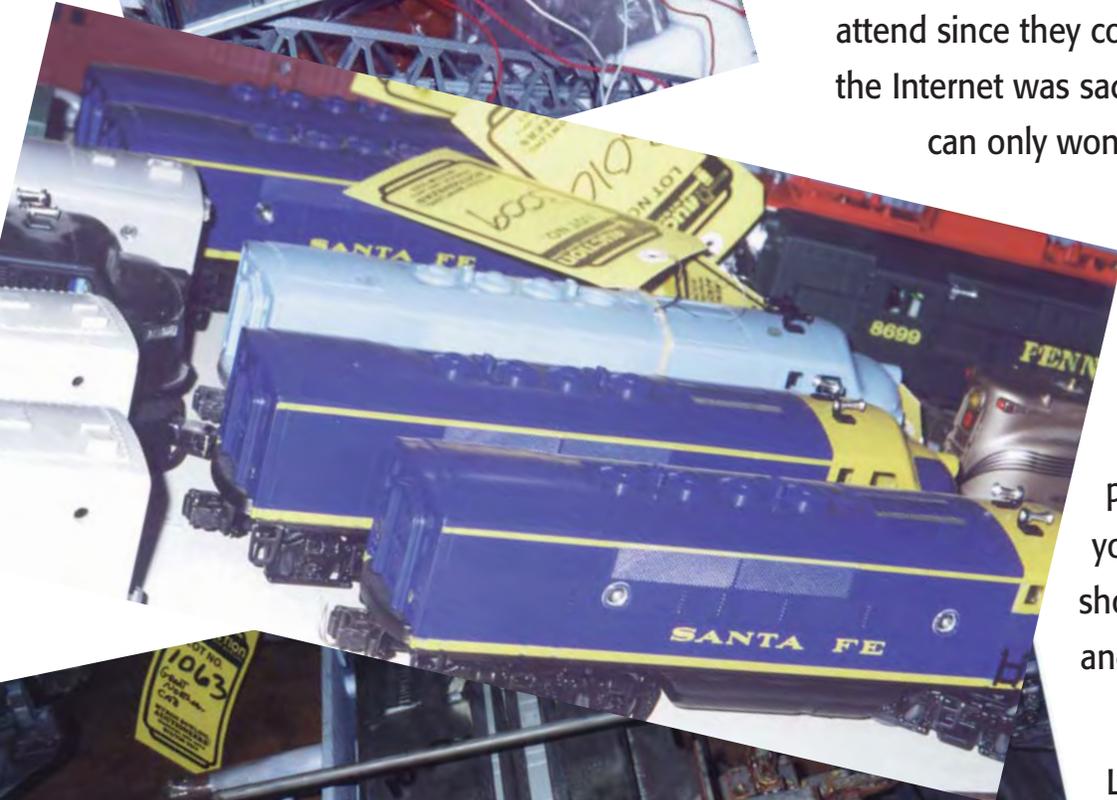
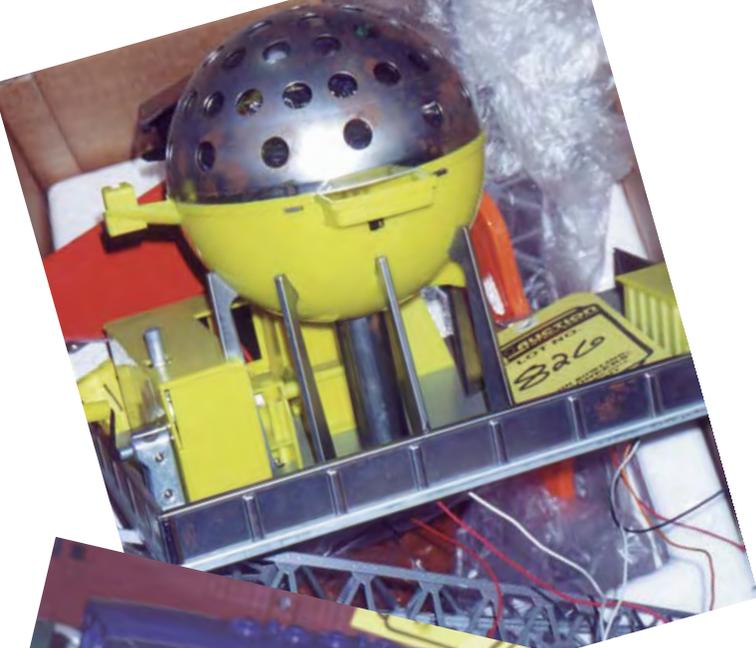
There were many Lionel employees who had returned to lend a helping hand during the auction. I'm sure it was painful for many of them to see the plant being dismantled. You'll see some familiar faces in the photos.



Anyone who had planned to do their bidding online was also disappointed. Apparently, the necessary phone lines were not available in the building and the auction house was not able to accommodate online bidding. Too bad they didn't check that out before advertising the possibility of online bidding. Anyone who had decided not to attend since they could do their bidding over the Internet was sadly disappointed. One can only wonder what this cost Lionel in potential sales.

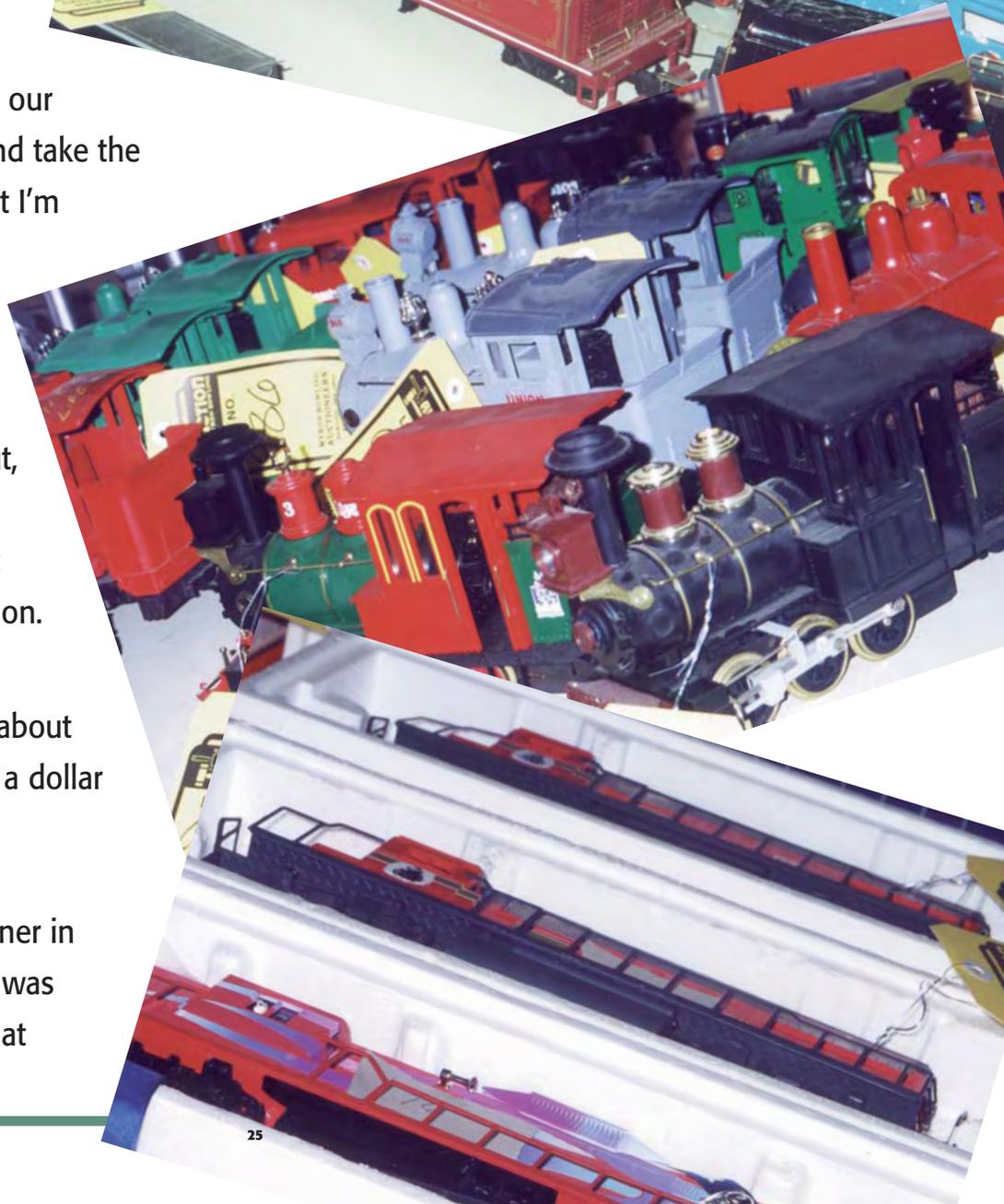
One photo shows some of the Lionel banners which also went up for bids. Even paint masks were sold as you can see in the photo showing lot 1062, 1063, and 1060.

This was certainly Lionel history in the making. I'm sorry that I was not able to attend. Member Al Kolis attended both auctions and took the photos you see here. Al said that the ending was bittersweet. He was happy to be there to witness this piece of Lionel history, but was



also sad to see Lionel leaving. Many of the Lionel employees were on hand to help during the auction. These are the people you have to have some sympathy for. Some had been with Lionel for over twenty-five years. I've been through the plant several times and always found the employees to be helpful and courteous. Those of our members who were fortunate enough to attend our conventions in Dearborn and take the factory tour know well what I'm talking about. The LCCA was the first group to offer a tour of the factory to its members. That was back in 1993. As it turns out, I believe we were also the last to offer such a tour last year at our annual convention.

We spoke with Lionel President Richard Maddox about the auction. Although from a dollar standpoint the auction met expectations, Lionel was disappointed with the manner in which some of the auction was handled. After promising that





online bidding would be available, it was disappointing that the auctioneer could not follow through with its promise. This certainly left a bad taste in the mouths of those who planned to bid in that manner.

Mr. Maddox's first reaction was that he was pleased and happy that this giant step for Lionel was over.

There seems to be no doubt that manufacturing in this country when all of your competitors are manufacturing off shore, is a tough cost barrier to

overcome. Mr. Maddox stated that this step was necessary if Lionel was to compete in the marketplace. Mr. Maddox is looking forward to moving ahead with a new more aggressive Lionel.

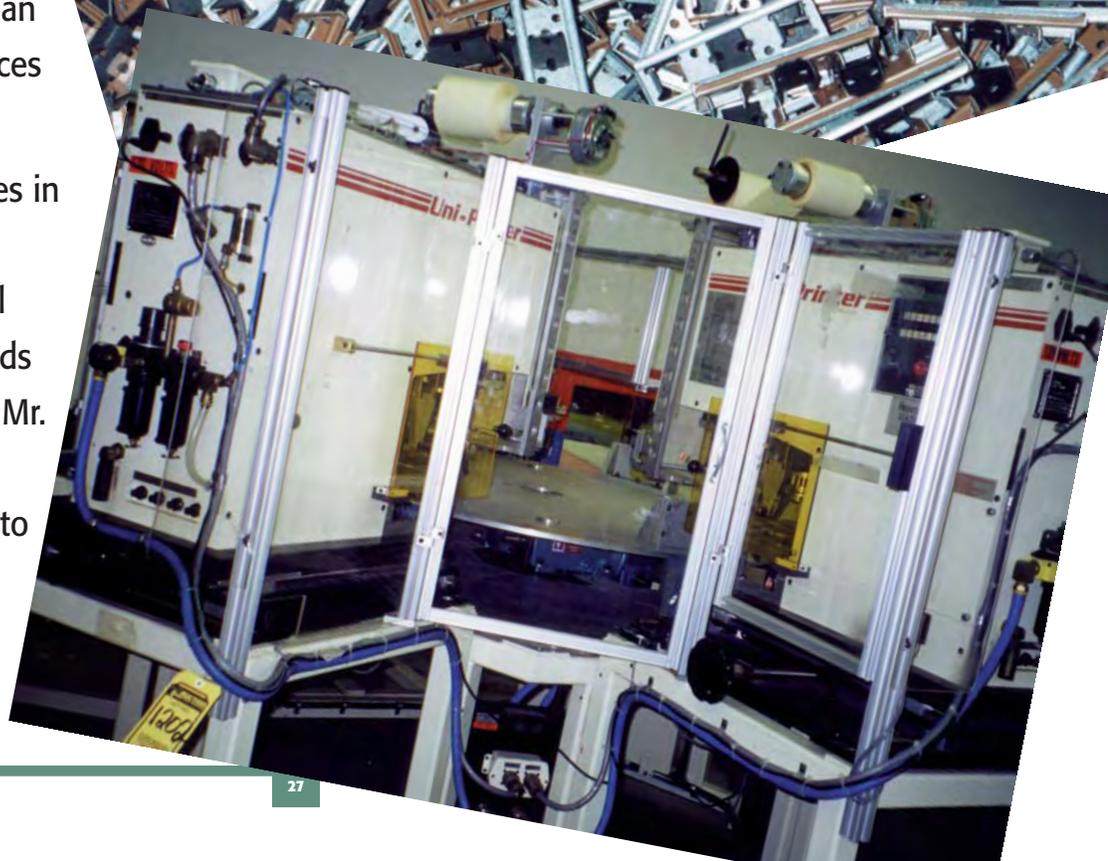
We asked Mr. Maddox about the auction. He assured us that contrary to rumors, nothing from the archives was sold. There were

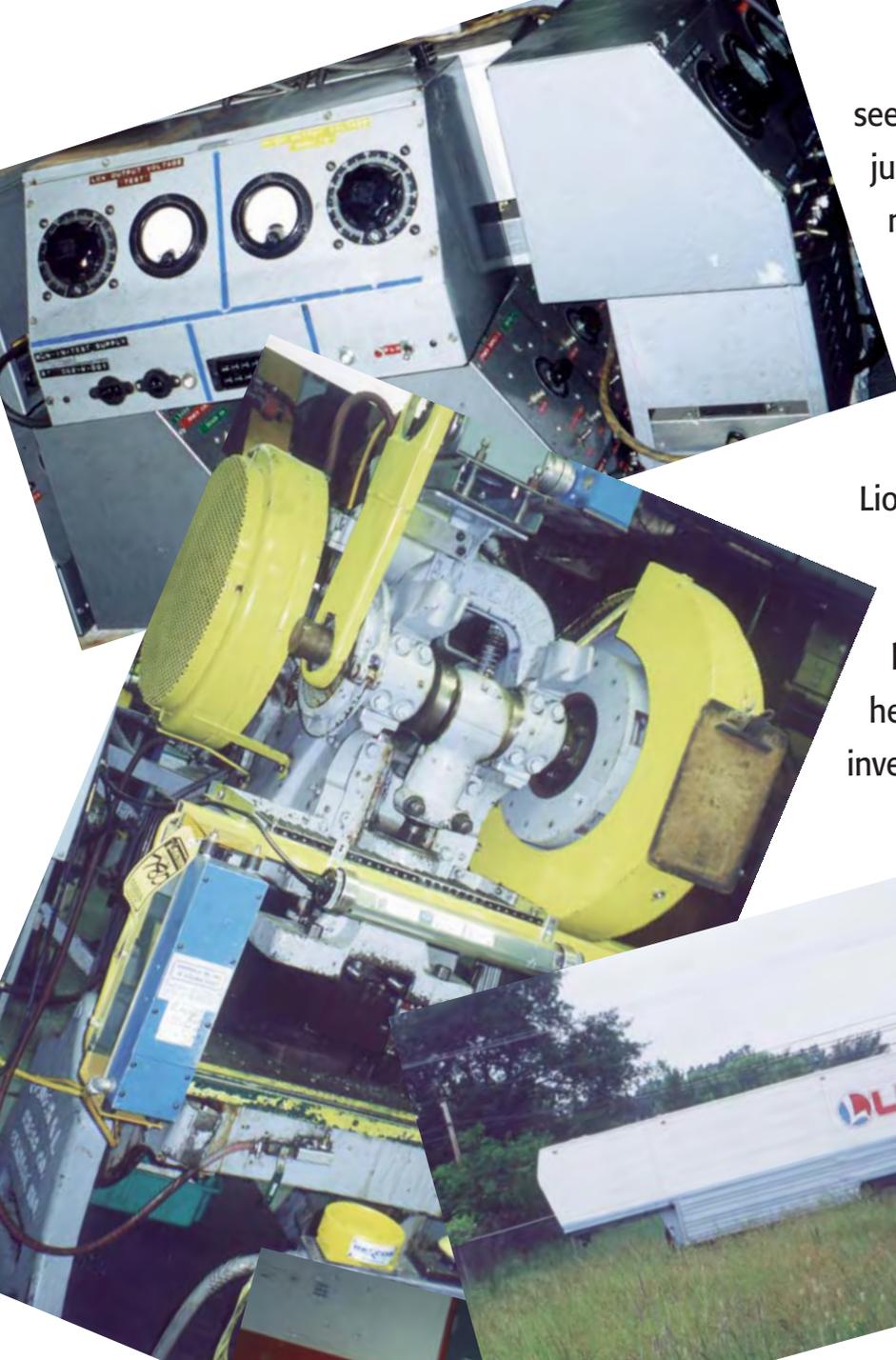


for example a couple file cabinets listed in the auction catalog containing papers. These were all copies and the originals are still with Lionel.

We had also heard concerns from some that Lionel would no longer be able to service their products as all of the parts were sold. We asked Mr. Maddox about this and he did confirm that people at the auction got a real value on parts. He assured me however that these were overstocked items and that Lionel's parts department had been through them all and had first chance at these before they were put into the auction. The parts department still has parts and will continue to service Lionel products in an expanded consumer services department.

As production continues in China, all items made will include a run of additional parts for the servicing needs of Lionel Service Stations. Mr. Maddox also mentioned that their eventual goal is to work towards a standardization of parts. Mr. Maddox would like to





see this standardization take place not just within Lionel, but also among all manufacturers. Imagine the convenience to hobbyists and repair shops if items like screws, light bulbs and other common parts are standardized.

Lionel will continue to use the building it owns on Richard W. Blvd for inventory, parts and service. The building in which the auction was held had been used by Lionel for their inventory. Lionel actually leased half of that building. Not renewing that lease will save Lionel about \$250,000 a year.



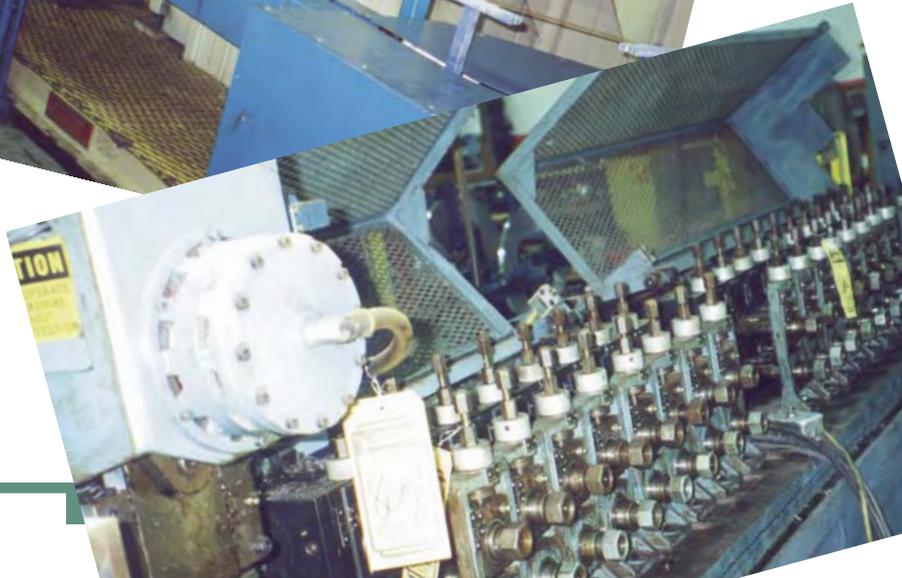
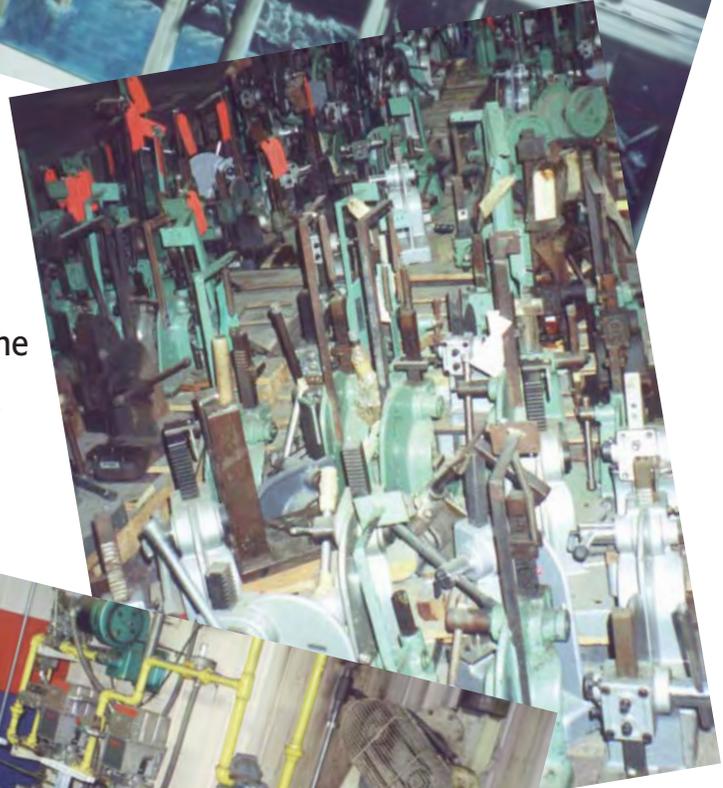
The manufacturing facility in China is a company with experience in manufacturing trains. Lionel will have its own building there. The design and engineering work will continue to be done here in the United States. Lionel will maintain an engineering staff in this country that



will work closely with those at the manufacturing facility in China.

There can be no doubt after talking with Richard Maddox that he is very optimistic about the future of Lionel. Volume II of their catalog will be out about August 15. I don't know what it will contain, but Mr. Maddox hinted that among the new offerings would be six new locomotives.

With Lionel moving its manufacturing facilities off shore, we again have the beginning of a new era for Lionel Trains. As this era begins, we are also seeing the end of Madison Hardware, as we now know it. Much of Madison Hardware will be auctioned off at large event in Indiana in November. We'll have more details on that in our October issue. In the mean time, we wish Lionel the best as they move into the new millennium with a new manufacturing facility. We hope for continued success for a company that holds so many fond memories for us all. May they continue to build on those memories as they set their sites on the future. 🚂



Lionel Acquires IC Controls, Inc.

In July, Lionel announced that it acquired IC Controls, Inc. IC Controls was founded in 1996 by Lou Kovach. Over the past five years, IC Controls has been established as a growing force in the O gauge model railroad command control marketplace. One of the new pioneering products produced by IC Controls is the TCP3000 Platinum, a track power controller that regulates 400 watts of power with smooth, realistic operation and 200 speed steps. It is compatible with Lionel, K-Line, Atlas, Weaver, 3rd Rail, and can access MTH's new Proto 2.0 advanced features in conventional mode using the Lionel Cab-1 controller.

Lionel is acquiring the TCP Platinum as well as the rest of the product line, all inventory and the services of Lou Kovach and his organization. The IC Controls product line will enhance all Lionel electronics, especially TrainMaster? Command Control (TMCC). "We are going to bolster features of Train Master Command Control by taking full advantage of the technological advancements and innovative products that IC Controls has developed," John W. Brady, Vice President of Marketing for Lionel, said.

LCCA members got a chance to meet Lou at the annual convention in July. Lou explained that he had been working on train control systems for some time. Soon after he released some of products, he received a call from Neil Young. Neil had heard about Lou's work and invited him to lunch. Lou had suggested his products to Lionel for some time, and finally under Dick Maddox, Lionel is purchasing the company.

Lionel will also continue to benefit from Mr. Kovach's railroading and electronic skills, which will ultimately enhance the entire Lionel product line, with TrainMaster Command Control being of the utmost importance. Kovach will be involved as the Electronics Advisor for Lionel product development, from early concept through final production stages.

Lou's enthusiasm was quite apparent as he demonstrated his products at the Lionel Seminar. The main point that Lou tried to impress on us was that through the use of the combined technologies of Lionel's TrainMaster, the QSI patents, and IC Controls, you can operate any AC compatible O gauge train — regardless of which era or manufacturer you have. During Lou's demonstration he operated an MTH Protosounds 2 locomotive using the Lionel CAB 1. This required absolutely no changes or additions to the loco.

Although IC Controls products have been able to operate the MTH locos, they have not been able to allow the press of one button to send the multiple signals required to access many of the Protosound functions. For example, you might have had

to press a button 5 times to access a particular Protosound function. Now that Lionel has licensed QSI's technology, IC Controls can build the technology into its TCP controller to allow you to send these multiple signals with one press of a button.

Lou also demonstrated how his controls, allowed unprecedented control of accessories. The demo used a new No. 164 Log Loader. Lou was able to control the speed of the chain drive, the intensity of the lighting, and the dumping of the logs — all from the CAB 1. There is also the ability to record your CAB-1 actions, everything from train movement to accessory movement to switches. You can actually record an entire sequence of movements and then repeat them all with the touch on a button on the CAB-1. The recorded program can also be looped to continuously repeat.

One impressive demo had Lou operating a loco from one of the starter sets. A starter loco does not of course have any command electronics, but Lou was able to control the speed with the same smoothness of a more expensive loco. Lou explained that with the IC Controls unit the speed range was divided into over 200 steps, making the transition from one to the next very small. Lionel's PowerMaster divides the total speed range into 32 steps. Since Lionel now owns this technology, it seems likely that in time, the TCP will replace the PowerMaster.

Throughout his demonstrations, Lou continued to stress that this combination of technologies would allow the operation of all eras of trains. Even if you don't have any TrainMaster Command Control trains, you can operate them in conventional mode with the CAB-1 and enjoy several enhancements. Lou points out that one big plus of using the CAB-1 to control your trains is that it gives you the opportunity to control your layout from many different angles. The person controlling the trains is not tied to a control panel. Lionel is betting that when you do operate your conventional locos with the CAB-1, you'll soon be ready to make the jump to the additional features of command control. Of course the IC Controls are completely compatible with command control and the new Odyssey motor control system.

In a press release, Lou stated, "Bringing IC Controls together with Lionel is a strong market commitment. It will serve to achieve the original goals of IC Controls and allows Lionel to accommodate all of the needs of the marketplace with their TrainMaster Command Control system." Without a doubt, this shows the true intentions of Lionel to bring quality compatible products to the market, thus carrying on the IC Controls tradition of providing strong customer service and producing products that are trouble free.

Currently, IC Controls will continue to provide customer service to hobbyists who have purchased their products in the past. Ultimately, however, Lionel will assume these responsibilities within the consumer service department in Chesterfield, Michigan. 

Why the LCCA

by Al Otten

HCM 429

Have you ever thought about why you belong to the Lionel Collectors Club of America? Have you thought about suggesting membership to another train hobbyist? The LCCA continues to provide a variety of unique and special services to its members.

Publications

Club members receive two magazines, each published six times a year. The Lion Roars is unique in that it is published in full color and has a minimum of 32 pages. Under the editorship of Mike Mottler, our magazine was selected this past year, for a national award of excellence. We're proud of Mike and the entire team that helps to get the magazine out regularly with such consistent quality. Articles cover all eras of Lionel production.

Our other publication is the Interchange Track. The Interchange Track is a forum through which members can buy, sell or trade all sorts of Lionel related items of interest. Because of the time sensitiveness of this publication, the LCCA has always sent this to our members via first class mail. This service is provided to all members at no additional charge. We were the first to publish this type of magazine in a numerically ordered fashion. This format makes it easy for members to search for particular items they are looking for. This magazine typically runs at 56 pages. Many train collectors and dealers regard The Interchange Track as the timeliest and most accurate price guide in the train collecting community.

Conventions

The LCCA takes pride in offering annual conventions that are truly family oriented affairs. At our conventions we offer layouts, tours, Lionel seminar, and other special events. The convention banquet is unique in that in addition to a fine meal and entertainment, all those attending receive a quality train related souvenir.

Local Train Meets

The LCCA sponsors local train meets throughout the United States. The club provides the funds and special door prizes to support these meets. Members who are interested in running a local meet should get in touch with the president elect for details.

Annual Convention Cars

Each year, the club offers a convention car which is whenever possible, prototypical to the city or state in which the convention is held. The purchase of these commemorative cars along with our annual Christmas Stocking Stuffers makes it possible for your club to keep the annual dues to a minimum.

As a matter of fact, we have not had a dues increase in almost 12 years. Thanks to our members' support of our annual cars and stocking stuffers, no dues increase is anticipated.

Website Services

The new LCCA website, www.lionelcollectors.org has been completely revamped featuring areas for news and events, publications, and links of interest. There is also a member only section featuring the LCCA store, train meet guidelines, and answers to your questions. Members can now access several business office functions such as changing address, convention registration, and a copy of our constitution. Visitors can also apply for membership online. The website is a dynamic work in progress. Be sure to check it out as we continue to add more services.

A Best Buy

Considering that our members receive a full color magazine six times a year and first class delivery of the Interchange Track six times a year, our \$30.00 annual dues fee is a best buy. It's easy to see why we continue to have so many happy members. Your board and officers continue to look for ways to make you dues dollars a sound investment for the enjoyment of our members. If you have any comments or suggestions, please don't hesitate to offer them to your board of directors. Our job is to continue to provide you with services that are beyond the value of your dues.

Thanks for being a member of the LCCA and consider sharing the enjoyment with a friend who might also enjoy the benefits of membership in The Lionel Collectors Club of America. 

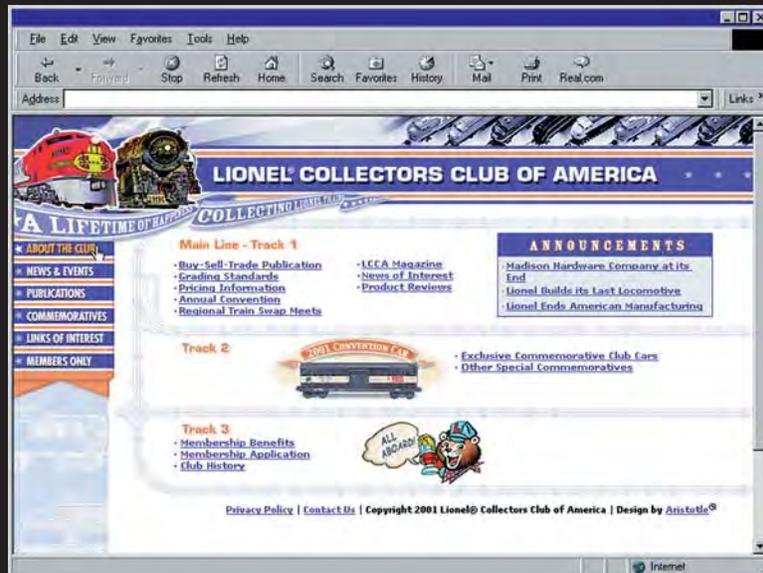
Al Otten

WANTED

**Train articles with photos
of a layout in progress
from beginning to end;
although we all know
a layout is never "finished."**

**Bill Schmeelk, Editor, TLR
bill@wellingtonent.com**

LCCA On the World Wide Web



If you haven't been to the LCCA website lately, you'll be surprised at the changes. Through the efforts of Barry Findley and Larry Black, our new web site has been designed to offer a wide variety of services to our members and make it easy for visitors to the site to get information on the club. Visitors can even apply for membership online. Our web site address is www.lionelcollectors.org and is an online information resource for club members who have access to the Internet. The photo shows the home page. You'll always find topical announcements here. From the home page you can visit many other sections of the site. There is also a special section for members only.

In the Members Only section, you have access to the LCCA store where you can purchase available LCCA souvenirs. These currently include a number of special items that were recently offered at our annual convention.

The Members Only section will also allow you to submit to the business office a change of address. In this section you can also add your email address to the club directory. Here

you'll also find helpful information about submitting material for publication in *The Lion Roars*. Our train meet guidelines are also available here. Another section contains our Constitution and Bylaws. There's also a section with answers to frequently asked questions and even a Need Help? section.

As Steve Allen wrote, "This could be the start of something big!" Our new website is dynamic in that remains a work in progress. Be sure to check it out occasionally for new features. In our long-term plans, you will be able to submit your Interchange Track ads directly online. Also planned is a searchable resource of *The Lion Roars* articles and reviews. Other services planned for the future include online convention registrations, online purchase of convention cars and stocking stuffers, and online dues renewals. Our plans are to take this new technology as far as we can. So, please check it out and let us know what features you'd like to see added. Watch for Lionel's latest catalog. It will probably be available for viewing on our site by the time you receive this issue. 🚂

Upcoming LCCA Train Meets

Wheeling, West Virginia September 15, 2001

Host Allan Miller will present a LCCA-sponsored train meet on Saturday, September 15th, at the Kruger Street Toy & Train Museum, 144 Kruger Street, Wheeling, WV. Take I-70 to Exit 5 at Elm Grove/Tridelpia, left at this exit and left again onto Kruger Street. Registration and setup from 8 to 9 a.m. with LCCA members-only trading from 9 to 10 a.m.; public trading 10 a.m. to 2 p.m. LCCA members and families free; guests \$4; children 12 and under, free. Tables are \$10 with a limit of five. Lots of free parking, handicapped accessible, and concessions on site. For additional information, contact Allen at 304-243-1896; 877-242-8133; or e-mail him at: <Allan@ToyAndTrain.com>.

Chattanooga, Tennessee September 29, 2001

Bill Stitt (423-894-1284), George Baltz (423-842-6094), and Ron Herman (423-344-5799) will co-host a LCCA-sponsored train meet in Chattanooga, Tennessee, on Saturday, September 29, 2001. The event will be held at Olph Church Parish Life Center, 501 South Moore Road (I-24, Exit 184, Moore Road) in Chattanooga. Registration and setup will be from 9 to 10 a.m. with LCCA member trading from 10 to 11 a.m. Public and guest trading will begin at 11 a.m. and continue to 3 p.m.

LCCA members and family will be admitted free. Guests will be admitted for \$5; children under 18 accompanied by an adult free. Tables are \$9 with no limit.

Lexington, Kentucky October 26-27, 2001

Co-hosts Harry Overtoom (859-268-1942), Larry Black (502-695-4355), and Bill Crace (859-299-2423) will organize a LCCA-sponsored train meet on Friday/Saturday, October 26-27, 2001, at the Continental Inn, US 60 & New Circle Road (1.8 miles west on US 60 from I-75, Exit 110). Setup/early bird trading for LCCA members only on Friday evening from 6 to 9 p.m. and on Saturday morning from 8 to 10 a.m. The general public will be admitted on Saturday from 10 a.m. to 3 p.m. LCCA members and families will be admitted free; guests, \$3.50; children under 12 accompanied by an adult, free.

Naperville, Illinois December 1, 2001

The annual holiday train meet in the Chicago area hosted by Len Hopkins and his team of seasoned veterans will be held on Saturday, December 1, in Naperville, IL, at the Naperville Central High School. The school is located at 440 W. Aurora Avenue in that town. Registration and setup from 7:30 to 9 a.m., with LCCA trading from 9 to 10 a.m. Public trading from 10 a.m. to 2:30 p.m. LCCA members and family will be admitted free; guests \$5, children 10 and under accompanied by an adult free. Tables at \$15 each; early table reservations strongly suggested. There will be an operating layout for kids (of all ages) to enjoy, and concessions will be available onsite. For more information about this great LCCA-sponsored train meet in the heartland, contact co-hosts Len Hopkins (630-420-9066) or Larry Brongel (708-784-1894).



Following in the footsteps
of Harry, Larry, Alan, Bill,
George, Ron, Bill, Len,
and Larry ... be a
Train Meet Host

For information, contact
John Fisher
651-454-6644
jftrains@aol.com





The prototype of New York City's Grand Central Station sells for \$40,000 at the Lionel Train Auction.