

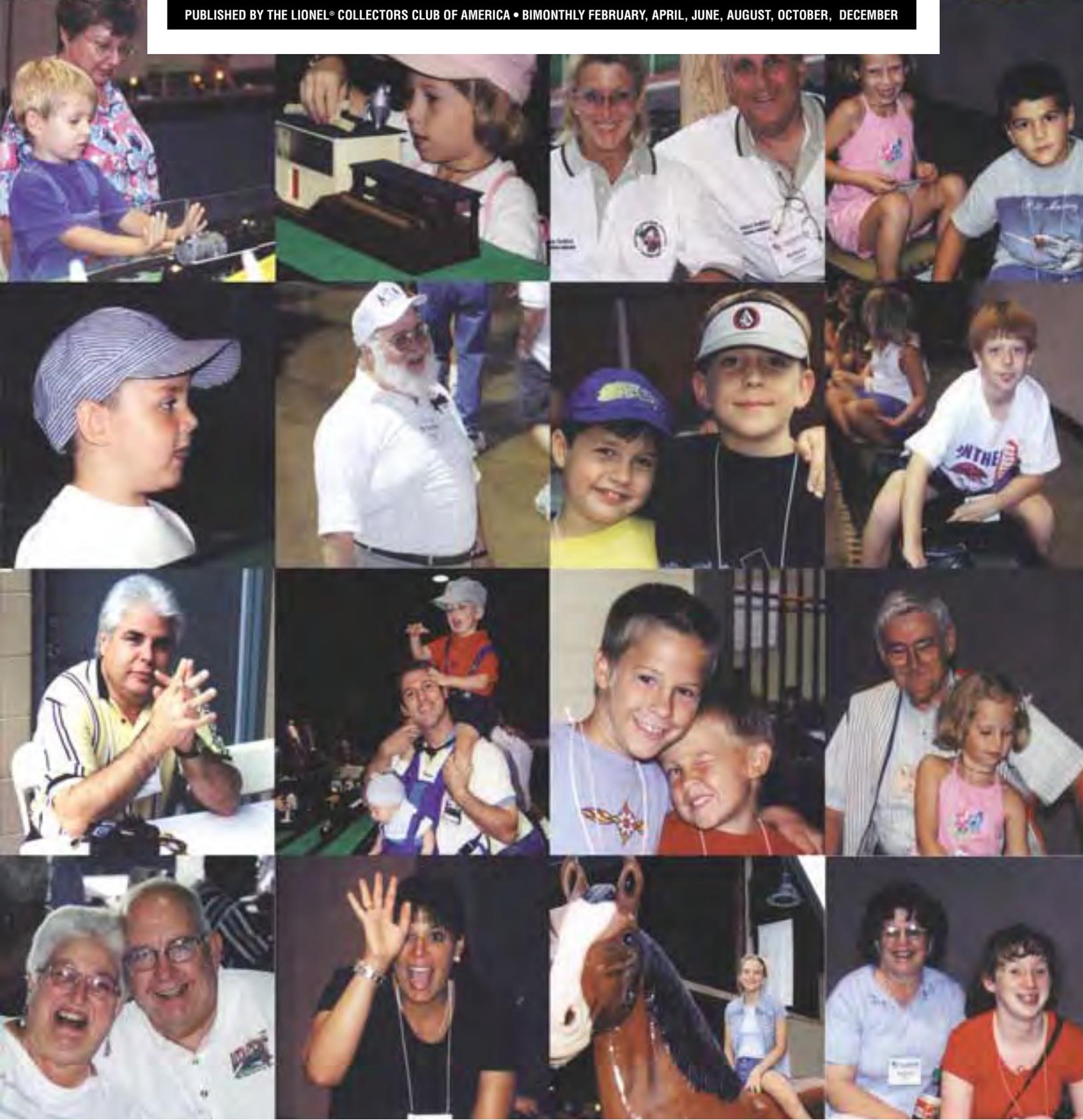


Volume 31, No. 2 October, 2001

The *Lion Roars*



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



Capture a Moment in Time with the LCCA 2002 Convention Car



Photographs by Mike Dupslaff

Reminding us of “the greatest generation,” the LCCA 2002 Convention car emerges from the WW2 era. This uniquely decorated four-bay coal hopper is presented in a traditional Pennsylvania Railroad design with a patriotic slogan — “Coal Goes to War.” Derived from the time that challenged America’s industrial capacity and tested our resolve as a nation, this limited-production item will surely be a prized collectible.

This all-Lionel hopper is fitted with fully-sprung, die-cast trucks with metal (not plastic) couplers. It is painted with accurate markings; including the actual slogan that was

applied to the cars by the PRR, one of the America’s greatest “fallen flags.” The LCCA identification is clearly but inconspicuously applied to each side of the car. The car is supplied with a mock coal load and packaged in the classic Lionel orange and blue box.

Two car numbers are available, so these cars can be purchased as a set, or members can buy one car as an individual item. Limit — two sets per member. Deadline for receipt of orders at the LCCA Business Office is Friday, December 28, 2001.

**NOTE: Limit of two sets per member. Orders must be received on or before 12-28-2001.
Cars will be shipped to members after the Convention.**

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA #: _____

Charter Member Regular Member Family Member

| Quantity | Price | S&H | Amount |
|---|----------|---------|----------|
| <input type="checkbox"/> 1 car | \$59.95 | \$7.00 | \$66.95 |
| <input type="checkbox"/> 1 set of 2 cars | \$109.95 | \$7.00 | \$116.95 |
| <input type="checkbox"/> 2 sets of 2 cars | \$219.90 | \$14.00 | \$233.90 |

Michigan residents only: add 6% sales tax _____
(\$3.60 for one car; \$6.60 for 1 set of 2 cars,
\$13.20 for 2 sets of 2 cars)

Additional S&H for foreign delivery:
If Canada, add'l \$5.50 per car _____
If Alaska or Hawaii, add'l \$7 per car _____
If other foreign country, add'l \$9 per car _____

Total: \$ _____

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

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

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

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

The Lion Roars Contents

| | |
|--|------|
| 2002 Convention Car | IFC |
| President's Report | 2 |
| Lionel United States Flag Boxcar | 2 |
| Treasurer's Report | 3 |
| Standard Gauge | 4 |
| The Tinplate Cannonball..... | 6 |
| The Mane Line | 9 |
| Lexington, 2001 | 12 |
| Lionel Seminar | 16 |
| Pittsburgh, 2002 | 18 |
| Lionel News and Views | 26 |
| LCCA Board Meeting Minutes | 30 |
| Upcoming LCCA Train Meets | 31 |
| Train Talk | 32 |
| Stocking Stuffer | IBC |
| Kid's Page | GIBC |

**ON THE COVER:
Smiling faces from Lexington.**

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

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

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President Elect - Schedule a meet.

Immediate Past President - Complaint against another member.

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

Treasurer - Club finances only.

Librarian - Back issues of *The Lion Roars*.

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

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The President's Report

by John Fisher

RM 6541

It now seems as if many things are measured and identified as pre and post September 11, 2001. Certainly all of our lives have been affected, sadly some much more than others. We find ourselves riveted to current events and developments as never before, all the while wishing there was more we might do to relieve the suffering. Our thoughts and prayers are with the families, friends, and co-workers of the victims of this horrific national tragedy. I would encourage each of you to do what you can during this difficult time and to consider a gift to one of the many responsible charities that have organized programs for the survivors. This is truly a time for our country to unite as one demonstrating to the world community that terrorism cannot and will not diminish our desire to live in peace.

1979. It seems like just yesterday that a good friend suggested my search for pre and postwar Lionel would be much easier if I joined the Lionel Collectors Club of America. He was right and the only regret that I ever had was that I did not join earlier. Jim Gates was on the right track when he brought a like minded group of train enthusiasts together in 1970 and formed this great club. My reasons for belonging to LCCA are as valid today as they were 22 years ago only now I find myself privileged to lead this club for the coming two years. I would like to take a minute of your time and share a few of my goals and objectives for our club during this time.

Working with your elected officers and directors we will constantly be seeking ways to add value to your LCCA membership. We know you have many choices and we want your renewal to be an easy, positive choice. The emphasis on quality and usefulness will continue with both of our publications; the

most current and usable price guide in the industry, *The Interchange Track*, and this magazine, the award winning *The Lion Roars*. Our website, Lionelcollectors.org, is constantly being updated so that it will be the most fun, interesting, attractive toy train site on the web. Working with other toy train related groups and businesses we will be offering special, money-saving opportunities for our members. New links will be added on a regular basis once we determine that they offer measurable value to our members. In short, we want to return more than your membership investment to you in real terms each year. We believe we are doing that and that it will only get better.

We will continue to offer the best possible value in family-oriented fun annual conventions each in locations which provide great opportunities to learn and discover. We will seek quality headquarters hotels which enable us to have everything under one roof with convenient free parking at the best rates possible.

We know that you like trains of all sizes and we will always seek to offer rail experiences which are affordable, unique, and memorable. Later in this issue you will get a glimpse of what's in store for us next year in Pittsburgh — it's going to be one to remember!

We will offer convention cars and other member-only items which are designed with the collector/operator in mind and are fairly priced. We understand when you purchase an LCCA item that you have a reasonable expectation that it is well made, and that it has genuine value. We are also seeking ways to delightfully surprise you from time to time with fun things you did not expect.

We will work hard to always remember that we are members first and officers and directors second. This is your club and we want it to be a fun, enjoyable, and rewarding part of your hobby. We want to know what you like, what you think should be changed, and most importantly, how we can improve LCCA. To accomplish this we will do our best to listen well and be responsive. In upcoming columns I would like to share some additional ideas as well as your feedback. Thank you for the opportunity to lead this great club. 🚂

Lionel Offers Box Car to Benefit September 11th Fund

Lionel LLC joins the nation and the world in mourning the great loss of lives as a result of the tragic events of September 11. Lionel has announced that it will donate all profits from the Lionel United States Flag Boxcar to the September 11th Fund. This fund is a national fundraising effort to raise money for people affected by the disaster in all parts of the United States.

“As a 100-year old American institution and in keeping with the American spirit, we wanted to help heal lives, families and shattered communities.” said Richard N. Maddox, president of Lionel LLC. “The American spirit cannot be defeated by acts of unspeakable violence and this boxcar is a



symbol of our nation's pride and courage.”

The United States Flag Boxcar (Item #6-26777) proudly displays our nation's colors of red, white and blue with illuminated stars. The limited edition boxcar features modular die-cast trucks, magnetic couplers and a metal brake wheel. It is immediately available and can be purchased in person at the Lionel Visitor's Center in Chesterfield, Michigan, by calling 1-800-628-6202 or online at www.lionel.com for \$59.95. The boxcars are available on a first come, first serve basis. All profits from past purchases of the boxcar, which was initially introduced in August 2001 will also be donated to the September 11th Fund. 🚂

Treasurer's Report

by Eric P. Fogg

HCM 12768

Henry Ford had a way with a buck. He told his workers, so the story goes, to tear apart the crates that tires came in, so they could re-use the wood to build Model T's. Thoughtful fiscal planning made the difference for Ford and the same is true for the LCCA.

A banner year for both our Club and our favorite train manufacturer, 2000 was one for the record books, capped off by our Dearborn "birthday party," held in the shadow of Ford's famous museum. We think Henry, a man who knew what people wanted, would have been pleased by the investments our membership made in the Club by attending the Convention, buying a very special Convention Car, Stocking Stuffer and unique Third Decade engine.

We also think Mr. Ford would have been impressed with our Club's on-going record of fiscal responsibility. Continued efforts at cost savings, cost cutting, attention to operating details and the thoughtful work of your Officers and Directors are some good examples to prove the point. It's also why we have no plans to increase dues again this year.

As I complete my fourth and final year as your Treasurer, I want to express my thanks to the membership, in general, and the Officers and Directors, in particular, for all the help, understanding and cooperation you've given me. I'm certain you'll do the same for Dick Johnson, who will make a great treasurer. I'm proud to have been of service to the Club and look forward to taking up my new duties as President-Elect.

Eric P. Fogg
Treasurer

Lionel Collectors Club of America Statement of Assets, Liabilities and Membership Equity

Modified Cash Basis Year Ended December 31, 2000

| ASSETS | Reviewed | |
|--------------------------------|------------------|------------------|
| | 1999 | 2000 |
| Current Assets: | | |
| Cash in Banks | \$157,797 | \$374,645 |
| Marketable Securities | 300,000 | 195,000 |
| Inventory at cost | <u>70,721</u> | <u>59,524</u> |
| TOTAL CURRENT ASSETS | <u>\$528,518</u> | <u>\$629,169</u> |
| Fixed Assets: | | |
| Equipment, net of Depreciation | \$13,496 | \$10,517 |
| Other Assets: | | |
| Convention deposits | <u>\$7,063</u> | <u>\$3,698</u> |
| | <u>\$549,077</u> | <u>\$643,384</u> |

LIABILITIES & MEMBERSHIP EQUITY

| | | |
|----------------------------|------------------|------------------|
| Current Liabilities: | | |
| Accounts payable | \$0 | 2,919 |
| Convention Car Deposits | <u>39,274</u> | <u>0</u> |
| Michigan Sales Tax payable | <u>659</u> | <u>\$36</u> |
| TOTAL LIABILITIES | <u>\$39,933</u> | <u>\$2,955</u> |
| Membership Equity | <u>\$509,144</u> | <u>\$640,429</u> |
| Membership Equity | <u>\$549,077</u> | <u>\$643,384</u> |

Lionel Collectors Club of America Statement of Revenue, Expenses and Change in Membership Equity

Modified Cash Basis Year Ended December 31, 2000

| REVENUE | 1999 | 2000 |
|---------------------------------|------------------|--------------------|
| Car Sales | \$160,116 | \$725,694 |
| Dues | 313,225 | 291,836 |
| Convention | 58,228 | 190,996 |
| Interest & Dividends | 16,213 | 42,036 |
| Initiation & Reinstatement Fees | 5,860 | 2,710 |
| Meets | 3,271 | 3,622 |
| Gain (Loss) on Sale of Assets | 0 | 1,339 |
| Freight Income | 11,385 | 19,686 |
| Other | <u>3,311</u> | <u>399</u> |
| TOTAL REVENUE | <u>\$571,609</u> | <u>\$1,278,318</u> |

| EXPENSES | 1999 | 2000 |
|---|-------------------|--------------------|
| Car Sales | \$104,070 | \$514,720 |
| Lion Roars | 184,753 | 182,431 |
| Interchange Track | 123,291 | 119,871 |
| Roster | 4,334 | 26,713 |
| Professional Fees | 36,707 | 36,387 |
| Officers & Board of Directors Expenses | 60,439 | 47,083 |
| Convention Expenses | 41,038 | 169,551 |
| Meet Expense | 1,289 | 2,184 |
| Federal Income Tax | 4,000 | 3,000 |
| Insurance | 5,777 | 11,891 |
| Depreciation | 3,366 | 3,495 |
| Bank & Credit Card Charges | 3,038 | 15,589 |
| Membership Expense | 12,116 | 5,475 |
| Membership Drive Expense | 23,912 | 0 |
| Printing | 538 | 897 |
| Website | 0 | 3,139 |
| Election Notices & Expense | <u>4,747</u> | <u>4,607</u> |
| TOTAL EXPENSES | <u>\$613,415</u> | <u>\$1,147,033</u> |
| Revenue in excess of expenses | <u>(\$41,806)</u> | <u>\$131,285</u> |
| Membership Equity at start of year | <u>\$550,950</u> | <u>\$509,144</u> |
| Membership Equity at end of year | <u>\$509,144</u> | <u>\$640,429</u> |



Standard Gauge

by **Grandpa Nelson G. Williams** RM 14062

Editor's note: As we go to press, we just learned of the passing of "Choo Choo" Charles Burt. We extend our condolences to his family and friends. Grandpa Nelson G. Williams will offer more details next issue.

L-00-00-NG FREIGHT CARS

As the usual length of a standard gauge tinplate freight car is about a foot, perhaps those that measure 16 inches or more may be called "long." Of course, they are still too short to be 1:24 scale models of 40 foot prototypes. But they are about as long as will negotiate the tight diameter of Lionel curved track, which was the pre-war standard.

The longest Lionel freight car is the 219 derrick. Its boom extends 15 inches from the cab, which is mounted in the center of the 12 inch x 4 inch frame. That is the same size as the frames of the other 200 series cars. If the boom is horizontal, it reaches the middle of a 212 gondola coupled behind the derrick. Thus the lineal measurement of the derrick car is more than 20 inches. When you move the derrick, be careful not to sideswipe anything, and to run it cab forward so the boom does not snag itself on a bridge or tunnel portal.

No Lionel gondola is longer than 12 inches, not even the first ones built for 2 7/8 gauge in 1901-06. The longest standard



*Upper track: Lionel 219 derrick and 212 gondola.
Lower: 16 inch gondolas by Forney (left) and Creswell.*

gauge gondolas were built independently about 1980 by W. L. "Red" Forney of Carlisle, Pennsylvania, and Dr. Harlen Creswell of Seattle, Washington. Their cars are both 4 x 16 inches, with dreadnaught ends and ribbed side panels. At the 1985 Train Collectors convention, Dr. Creswell declared that his gondolas were "what Lionel would build if they were doing so today." But when Lionel Trains, Inc., did offer its Classics a few years later, they were just reproductions of the pre-war trains.

"Red" Forney built many freight cars of different lengths from 1975 to 1986. His early products were 3 1/2 inches wide. The cabooses were 14 inches long, flat cars were 14 or 15 inches, box cars and a hopper were 16 inches long. After 1980, Forney cars were 4 inches wide, and the cabooses only a foot

long. His box cars became 15 inches long; the gondolas were 14 to 16 inches; the hoppers 13, 14, and 15 inches, and tank cars 14 or 16 inches long. "Red" made his cars in small batches, and altered the lengths whenever he thought it appropriate.

The longest Forney cars were made by other craftsmen. C. K "Ed" Carlson bought early Forney cars unpainted and modified them in several ways. He super detailed a 14 inch B & M caboose, and made a matching express car 4 x 22 x 5 inches or 440 cubic inches. His 22 inch REA express car is not quite as tall, and its cross section matches the Forney REA box car.



*Upper track: Forney B & M caboose and 22 inch express car.
Lower: 22 inch REA express and 15 inch REA box car.*

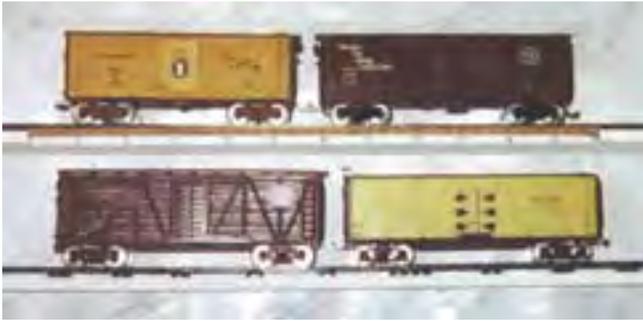
Carlson also made a set of AMTRAK maintenance-of-way cars, with a 12 inch caboose and two Forney hoppers for track ballast. One hopper is 3 1/2 by 16 inches, and the other is 4 x 14 inches, so there is not much difference in their capacity. Duane Eberhart of Lewisburg, Pennsylvania, was Forney's successor. On special order, he custom built a dozen 4 x 22 Forney hoppers. He sold me one of them, with a Penn Central herald.



*Upper track: Carlson's AMTRAK maintenance-of-way set.
Lower: 22 inch Forney hopper built by Duane Eberhart.*

"Red" Forney and Glenn Gerhardt were partners a couple of years in the 1970's, before they went their separate ways. Their first train combined Forney sheet metal bodies with Glenn cast aluminum frames and trucks. They built several hundred cars for Bob Schuster, who put them on G gauge trucks to sell with his Delton Locomotives.

Most Glenn Toy Train freight cars had 14 inch frames. His box cars and refrigerator cars however, came on both 14 and 16 inch frames, and the livestock cars came only on 16 inch frames. All of these cars have details like sprung trucks, cat walks, ladders, tiny door latches, and the heralds of actual railroads. They are not quite accurate models, however because



Upper track: Glenn Toy Train 14 and 16 inch box cars.
Lower: Glenn 16 inch livestock and refrigerator cars.

they have toy train latch couplers and they are short enough to negotiate the tight curves of Lionel track.

Glenn made 14 inch tank cars with single, double, and triple domes. He even made a dozen “wine cars” with four domes, but so few that Bob Hendrich had to build his own from Glenn parts. The longest Glenn cars are two Penn Salt

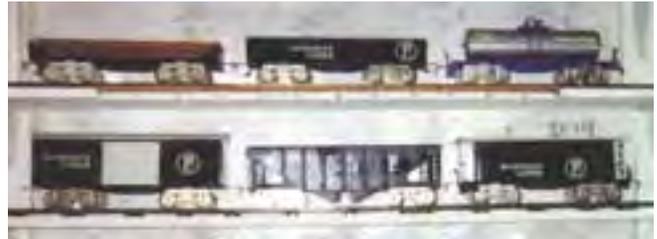


Upper track: Glenn tank car and Henk’s 20 inch Penn Salt.
Lower: dome. Forney single dome tanker and 16 inch double dome.

tankers rebuilt by Wayne Henk with 20 inch frames. “Red” Forney’s last freight cars were also tankers, single domes on 14 inch frames and double domes on 16 inch frames. By welding a Glenn F1A diesel locomotive to its B unit, Wayne Henk built himself a Union Pacific turbine locomotive. Neither Glenn nor I ever saw it run, but we three displayed it at a TCA Southern Division meet in 1991.

After Bob Thon took over Roberts Lines, he issued a set of very large cars on 4 x 14 inch frames. They are also quite tall. The smoke jack and roof of the cupola on his big Roberts caboose are 7 1/2 inches above the rails. Of course it will not go under the portals of the No. 300 Hell Gate Bridge, but neither will the Lionel No. 17 caboose built before 1926.

Two of the Roberts Lines cars were originally Forneys. Although the gondola and hopper bodies were supplied by Duane Eberhart, the gondola has only three ribs on a side and flat ends instead of the Forney dreadnaught ends. All of the Roberts freights are mounted on reproductions of large Lionel 10 series trucks. Bob Thon offered these cars with heralds of actual railroads, and was surprised when a batch of hoppers with the Roberts Lines logo sold out so quickly that he had none for himself. He and Bob Hendrich later made nine extra

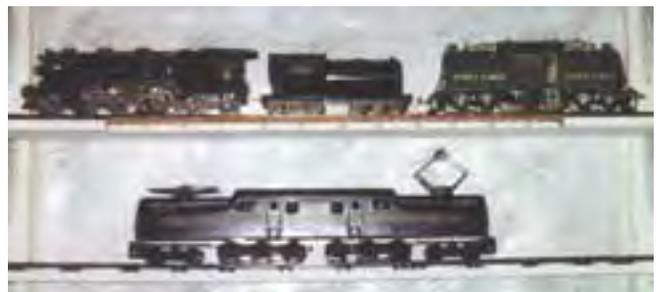


Upper track: Roberts Lines flat, gondola, and tank.
Lower: Roberts Lines box car, hopper, and big caboose.

Glenn hoppers and kindly let me add two of those to my own collection.

What locomotive could pull a full string of all these freight cars that are 16 inches or longer? I have 15 such cars, which would make up a train over 25 feet long allowing 1-1/2 inches for the couplers and adding a caboose. How about the biggest Lionel locomotives? Those would be the No. 400 E steam engine or the No. 381 E electric. Both may be heavy enough for the task, but each has only one motor with four driver wheels. I think they would have to run tandem, either like pairs or No. 381 E behind the Vanderbilt tender. No other Classic era locomotive would come close, not even the Lionel No. 402 or 408 E with two motors.

There is a modern standard gauge electric locomotive that might pull this load a long distance. Bob Hendrich of Glendora, California, built 58 huge GG-1 locomotives, with two industrial



Upper track: Lionel No. 400 E, tender, and No. 381 E.
Lower: Bob Hendrich’s 29 inch standard gauge GG-1.

can motors and 12 driving wheels. It is exactly twice the size of the Lionel O-gauge GG-1.

This huge GG-1 weighs 26 pounds and is 29 inches long, yet the pilot trucks and drivers are so articulated that the locomotive can negotiate Lionel curves. Look out for the overhang, which may sideswipe trackside structures or trains on an adjacent track!

When Hendrich sold No. 58 to me, he wrote that were there a standard gauge track between Glendora and Floral City, he could quite confidently send it out on its own wheels with good assurance it would get there! I have experienced how long a trip that would be. We rode the Sunset Limited from Florida to California and returned the first year Amtrak ran it on prototype standard gauge track. Alas, there is neither third rail nor catenary to supply electric power for a GG-1 on that route. 🚂

Photographs by Grandpa Nelson G. Williams

The Tinplate Cannonball

by Ken Morgan

RM 12231

Let's start with a question. When is O scale not O scale? As usual the answer can be found below.

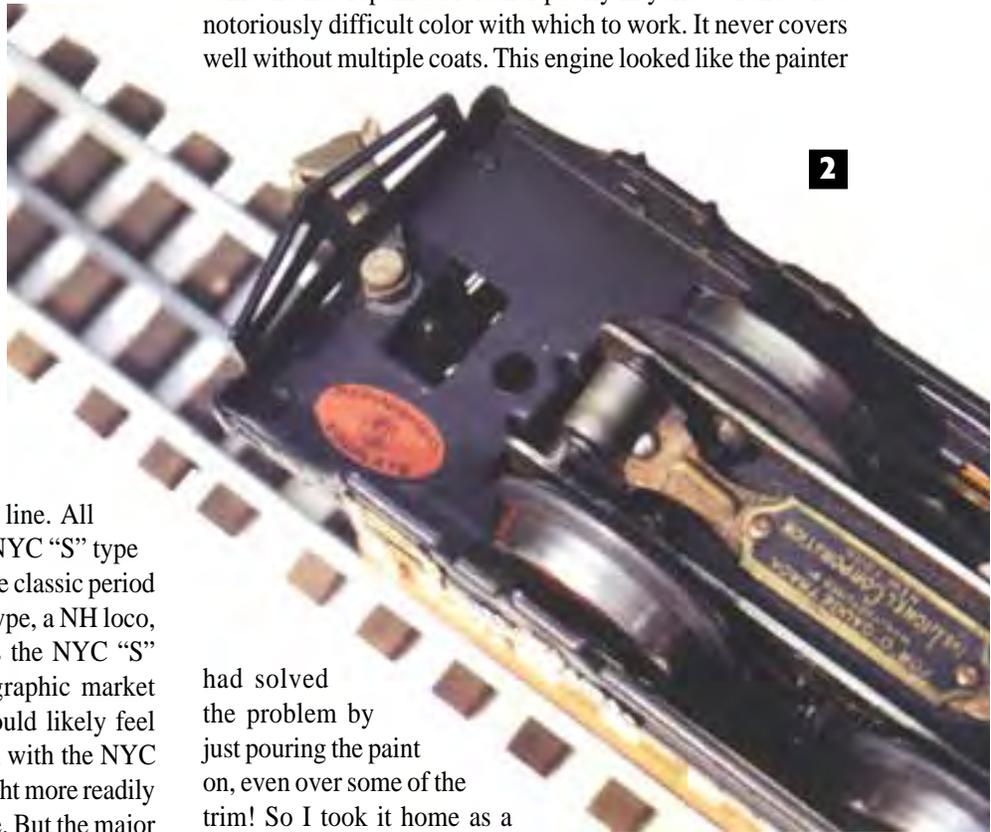
When Lionel began producing trains in what is referred to as the classic period, those with the added trim in various metal stampings, both O and Standard gauges had the same basic box cab loco as the entry level electric. Lionel's classic period began when they introduced the new line of trains in the mid 1020's. In Standard gauge, it was the 8; in O, it was the 248. Both of these locos had bigger brothers, costing considerably more. These were the No. 9 in Standard gauge, and the No. 251 in O gauge. Since I don't want to intrude on Grandpa Nelson's turf, I'll stick to the 248 and 251 here.

These box cabs were new to the Lionel line. All previous electric locos had been based on the NYC "S" type motor. The line-up only differed in the sizes. The classic period introduced the box cab based on a NYC prototype, a NH loco, one B&M, and a Milwaukee Road loco, plus the NYC "S" type. More models indicated the wider geographic market Lionel wished to attract. New Englanders would likely feel more at home with a NH or B&M engine than with the NYC motor. Similarly, a customer in the midwest might more readily recognize the BiPolar as a more familiar engine. But the major market, NY, had both the box cab and the S-type. The Big Apple was the Big Apple even then!

The 248 was a "no frills" model. Offered from 1926 through 1932, it had no reverse, and just a single headlight. If you overhaul one, make sure the headlight agrees with the direction in which it runs. This seems obvious, but I have at times put them together backwards. Fortunately, it's just two screws to take the body off, flip it around, and then put the screws back. But it's still quicker to check first. **Photo 1** shows

two different versions of the 248. There were also several others. The red one, including some rather shaky wheels, is all original, except for the two small white flags in the flag holders. Since these flags fall out easily, originals are scarce. This is one of my first prewar O locos, and it came in a box with 2 matching cars, the 629 and the 630. This was set number 292, and dates from 1929 in these colors.

The orange loco is one I purchased very cheaply since someone had repainted it rather poorly in yellow. Yellow is a notoriously difficult color with which to work. It never covers well without multiple coats. This engine looked like the painter



had solved the problem by just pouring the paint on, even over some of the trim! So I took it home as a project. Years ago I used to have fewer projects sitting around, so this one actually got done. I stripped it, salvaged the trim, and repainted it. The pantograph is a repro, but I think most of the rest of the metal work is original. If you have such a restored piece, please make sure you label it as restored. The large train club based in Strasburg, PA offers stickers for such identification. See **photo 2** for the sticker, plus a good place to put it, since it doesn't show when you display or run the loco, but is easy to find in case anyone needs to check.

1 One of the features I particularly liked on this 248 are the number plates. Look at both locos. The red one has "Lionel" and "248" rubber stamped on painted panels. This is the most common method of numbering the 248s. Most other electric locos had brass plates with the number etched and painted on the plates. But this one is the reverse: the brass plate is chemically blackened, and the number is bare brass. Off the top of my head, it's the only one I can think of that is done this way.



The 248 came in a variety of colors, including dark green, peacock, light olive, and terra cotta. Some of these have variations on the trim. None are terribly expensive, but the two shown here are among the most common and least expensive versions. The earliest colors were dark green and orange. The dark green is the same as the most common color of the 150 series. The orange came as Lionel got more serious about introducing bright colors, and less serious about “real” colors! Bright colors do attract potential customers, especially small children and doting relatives. Both an important consideration for toy trains. This is especially true when you consider that much of the annual business was predicated on holiday sales and eye-catching displays in stores.

The first two colors may have either combination couplers, which are the latch coupler with a plate on the bottom to accept a drop hook, or straight latch couplers. All the later ones should have latch couplers. Similarly, the earliest ones have the earlier strap headlights and all the later ones have the cast version. Both of the those pictured are 1927 or later, and have cast headlights and latch couplers.

Since they are so simple, with no reverse, and so inexpensive, they make a great entry point into prewar tinplate. If you’re not picky about condition, and have access to a parts dealer, you can get going for under \$100. All the trim parts are available, as are brushes, wheels and couplers, etc.

Now let’s look at the 251. You can see the family resemblance to the 248 in **photo 3**. Also note the difference in size. Both of these are O gauge. Neither one is true O scale,



which would imply a 1:48 representation of a specific prototype.

The 251 comes in 4 basic variations. It may be either gray or red, and both colors may be with or without an E unit. If it has an E unit, it is a 251E, and the number plates should show

the “E”. The straight 251 has a hand reverse switch. It was produced from 1925 through 1932, and like the 248s, the earliest ones have strap headlights and combination couplers, while the later ones have cast headlights and latch couplers. The red versions may have an ivory bead on the bottom. That’s the curled bottom of the loco body, right where it meets the frame. Where that is present, expect to pay a bit more for it.

Now go back and look at **photo 3** again. See how Lionel gave the consumer more for the money. The 248 has no reverse, one headlight, one pantograph, and one whistle. The 251 has a reverse, and has two of each of the trim pieces, plus some decorative railings. Now go to **photo 4** and see how Lionel saved money. That’s the same motor in the 248 and 251. So



you don’t get a whole heck of a lot more pulling power with the larger loco. There are two practical considerations here for those of us who operate these things. First, the 248 was catalogued with, and looks best with the smallest cars. These would be either the 629 type passenger cars or the 800 series freights. The 251 on the other hand, comes with the large 605 passenger cars and the 810/2810 series freights. Don’t expect to haul as many 810s behind the 251 as you can haul 800s behind the 248! The only difference is the added weight of the bigger body; the rest is just air. So the traction is not that much more, and the cars are much heavier, plus they have eight wheels rather than 4. Another difference to be careful of is the speed on the 251. The center of gravity is much higher with the big body. Like the news stories about the Ford Explorer, there is a roll over problem at speed on curves. And it’s not the tires!

Here are a couple more comments and pictures before I wrap up. This has to do with gauge and scale. **Photo 5** shows a Standard gauge No. 8 and the O gauge Nos. 251 and 248. See how much closer in size the 8 and 251 are, even though the gauges are different. In fact, the largest O gauge electric, the 256, is bigger than the 8. You don’t get to see one here because I’m still looking for one

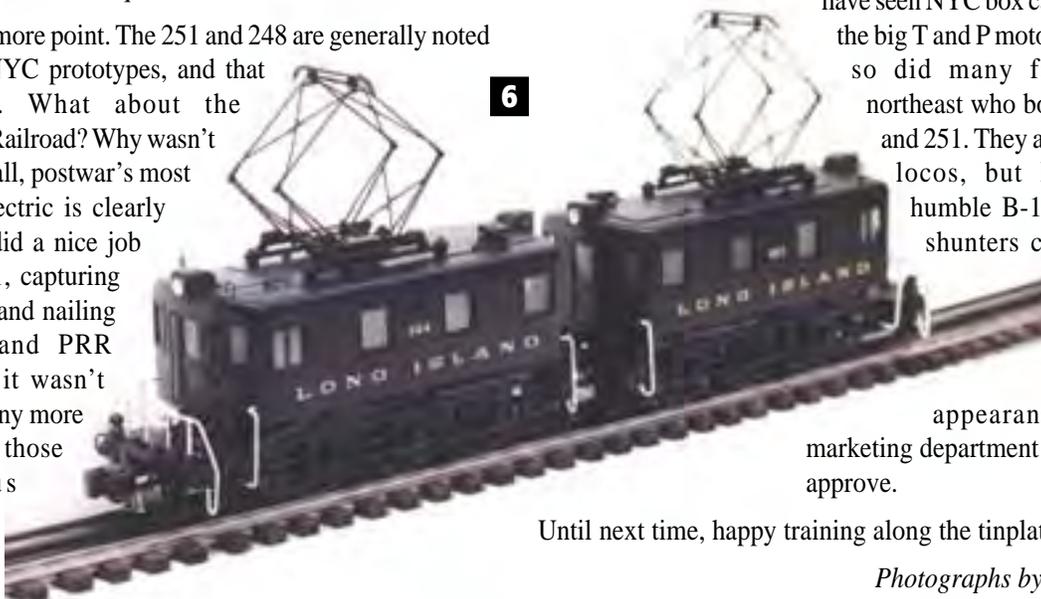


for my BCCL — that’s Basement Central Carpet Lines. But I digress. Gauge refers to the track width. 0 gauge is roughly based on the 0 scale ratio of 1:48 to the prototype, unless you’re a purist, or British, which might be the same thing, in which case you think 0 scale is 1:43, the same as the model cars. So there is the answer to the question with which I started.

Now one more point. The 251 and 248 are generally noted as based on NYC prototypes, and that may be so. What about the Pennsylvania Railroad? Why wasn’t it used? After all, postwar’s most recognized electric is clearly PRR. Lionel did a nice job with the GG-1, capturing the lines well and nailing the stripes and PRR herald. After it wasn’t really Lionel any more they got into those sacrilegious versions in other road

names and ugly colors, but that’s enough commentary!

That leaves us with one more **photo** — **number 6**. That is an O scale B-1, as built by PRR and painted for the Long Island Railroad, which was once a PRR subsidiary. It is by 3rd Rail, and I live on LI, so I got the LIRR version. Now I have seen NYC box cabs, including the big T and P motors, and likely so did many folks in the northeast who bought the 248 and 251. They are impressive locos, but I think the humble B-1s, mere yard shunters called “rats,” are much closer to the Lionel locos in appearance. But the marketing department would never approve.



Until next time, happy training along the tinsplate rails. 🚂

Photographs by Ken Morgan

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

The Mane Line

by Dennis Leon Clad

RM 10430

Editor's note: Our contributing editor Dennis Clad is a wonderfully enthusiastic Lionel collector/operator/enthusiast and he is a valued member of our Lion Roars team. The opinions, recommendations and commercial endorsements contained in the Mane Line are those of the writer and do not constitute an endorsement or approval of those items by LCCA, its officers or directors. This information is provided to our members in order to educate, inform and yes, entertain. Any decision to make any purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

It was a time of terrible hardship that only the World War One and soon to be World War Two generations could survive. The families who took to America's roads and the brave men who fought hunger, the elements and railroad bulls to illegally ride the rails, while trying to escape middle America's dust bowl and the great depression, were the salt of the earth. These two generations in search of any job and the prayer of a better life, were men and women who endured misfortunes in the 1930s. They would see today's gold chain wearing, pierce-every-orifice generation as lacking the ability of a two year old to survive. If you too are a hopeless romantic for whom the call of the rails is never ceasing, has Lionel got a train set for you and me! All it will take is a little imagination and with a hand up from Woody Guthrie, you can climb aboard The Lionel Hobo Express. No other toy train company but Lionel could bring to life a depression era train that is packed with plenty of action plus collectability to excite both the Lionel collector and the youngsters who visit your Lionville pike. But before I tell you about the collectable part of our express, let us take a look at each quality component that makes up our train. Right away you can tell that Lionel has designed this train for decades of worry free enjoyment as the train is headed up by that war horse of the three rail track, a heavy weight 4-4-2 locomotive. This die-cast loco is equipped with both an operating headlight and puffing smoke. Just when you think things can't get any better Lionel has topped itself with a coal tender for our engine that is outfitted with whistle sound! Just wait, things get even better as our train set includes two action cars, that's right, I said two. The first is the operating jumping

hobo boxcar. Fellow boxcar collectors, expect to pay a premium for separate sales of this must own toy. The second car is an animated gondola with a hobo running from a railroad bull (cop). Ending our train is a caboose with interior illumination. Our "the fun never stops" train comes with transformer controlled forward, neutral and reverse. The rolling stock features include metal wheels, axles and brake wheels. To get you railroading right a way a 40 watt-3 amp transformer is included in the set as well as 8 pieces of straight and 8 pieces of curved 027 track. As a bonus, each set will come with the Hobo Camp Fire Accessory that has five solid cast pewter hobo figures and a campfire that flickers a red-yellow glow. Now you know why I call this set "the fun never stops" and I bet you will too. Only 500 sets will be made and each set will come with a certificate of authenticity signed by Lionel President Dick Maddox. Lionel collectors, it doesn't get better than The Lionel Hobo Express. To order one of your very own tune in to the QVC Train Collectors Junction Show on Sunday, November 4, from 1 a.m. to 3 a.m.

Attention Lionel Dealer Memorabilia Collectors!

Except for Lionel trains themselves nothing else looks better on our train room walls than signs that spark the excitement of Lionel in our hearts while fueling the fire of



Be the envy of your fellow collectors with this decal of "Happy" framed & matted on your wall.

ownership deep in our soul, like the signs contained in a Lionel dealer promo kit. A great many of you must agree with me because these kits are the modern era's most sought after paper collectable. The latest kit to come from the artist den at Lionel is number 906-5959-000. No other sales kit made during the



post 1970 period so captures the look and feel of the 1950s like this promo set. What's even better, when framed, these signs can bring that mid 20th century feeling to your train



These ceiling danglers and shelve strips will add hobby shop realism to your train room.

room with the oohs and aahs of all your visitors. Don't look for contrived feminine nostalgia here. This kit was designed by an artist at Lionel who knows how to awake the 1950s kid that's in Lionel's over-forty male customer base. If you too,



This sign is guaranteed to give your train room that 1950s feeling.

are a tried and true Lionel fan with corporate orange and blue running through your veins, the most desirable piece of art in



Relive the glory days of Lionel with this sign on your train room wall.

this kit is the dealer window decal of Happy, the Lionel Lion. Only one of these must own decals came with our kit. I would not be surprised to see the value of this decal climb to the one hundred-dollar price range in the not too distant future. Also included in the kit are four *Since 1900* ceiling danglers. One of these would look great framed, matted, and displayed on



Every day will feel like Christmas with this Lionel dealer sign.

your train room wall. Twenty 7" x 5" orange cards as well as ten shelve strips are also included with the kit. Five out of this world signs came with the complete promo kit. The first is titled *Complete, Ready to Run O Scale Trains*. Only the artists at Lionel could design a sign like this one that brings the engines



What better way to excite the young set to the joy of Lionel ownership then with a train line of their very own.

up close, giving the viewer that feeling of being part of the action. Did I tell you all this Lionel excitement is packaged in a 26" x 14-1/2" sign? Our second sign is titled *Be sure it's a Lionel For all the Thrills of Railroading* and truer words have



Could anyone tire of viewing a sign as powerful as this?

never been spoken. This sign that measures 28" x 22" deserves a place of honor in your train room. If you're like me and you wish to capture that Christmas morning feeling for your train room 365 days a year then our Kit's third sign *Make this a "Lionel" Holiday* is the sign you're looking for. How the artists at Lionel could pack so much Christmas joy in a 28" x 22" sign I'll never know. Sign number four also measures 28" x 22" and is a great selling tool for the Little Lionel series aimed for the very young set. Collectors don't be so fast in disregarding this sign as I have a feeling our sign along with the Little Lionel series of toys will one day be in demand by Lionel fans. The fifth and final sign proclaims the great electronic achievement that is RailSounds and TrainMaster Command Control. This sign measures 26" x 41-1/2" and begs to be hung on your train room wall.

Lionel Licensee Alert!

The news and the deals just keep on getting better from the largest dealer of licensed Lionel items, The Knoll's Pharmacy. The nice folks at Knoll's are having their before Christmas sale on all in stock Lionel items. This sale is for LCCA members only and wow, what a sale it is with the deepest discounts I've ever seen on genuine Lionel licensed items. Only at Knoll's will you find the oh-so-rare Lionel Mary's Moo Moos to the equally hard to find Lionel Uncle Sam products. If you missed any of the Lionel 100th anniversary items, don't fail to take advantage of what might be your last chance to add these must own collectibles to your Lionel collection at bargain prices. You can reach the super-nice sales staff at Knoll's by calling 310-454-6000. Thanks to the Knoll's Pharmacy for giving LCCA members this money saving opportunity.



Class, quality, value and collectability goes into each Lionel rig created by Talor Made Trucks.

I don't need to tell long time readers of "The Mane Line" about my love affair with the Lionel tractor-trailers produced by The Taylor Made Company. With each new rig in the series my passion for these high quality toys only grows deeper and stronger. I'll bet you too, will feel the same way when you see edition five, the Lionel Lube three-dome tank car on a Lionel flat bed tractor-trailer. Lionel Lines set holders, this orange and blue three dome tanker is a must own add-on to your highly collectable train that began in 1983. The tooling for this Lionel Lines Lube tanker is brand new and is owned by Taylor Made

Trucks. Both the tanker and the Lionel rig carry the Sager Place, Hillside New Jersey address. Even if you haven't added one of these toy trucks to your collection, the Lionel Lube rig is the perfect place to begin collecting all the tractor-trailers in the series. Believe me; your collecting efforts will be worth it when you see all five Lionel tractor-trailers displayed in your train room. As with our four previous rigs, truck number five has cab detail, chrome appointments and best of all lights and sounds. How Taylor Made Trucks can give us Lionel fans so much quality and collectibility for only \$49.95 plus tax and \$6.95 for shipping, I'll never know. Be sure to order a display case for your Lionel Lube tractor-trailer when you place your order to Taylor Made Trucks at 1-800-685-0333. Trust me on this one, you and your toy truck will be happy you did. Each LCCA member who orders a Lionel rig will get a free year membership in the Toy Truck Collectors club. Wow, what a deal!

A warning to all on line buyers!

If there was ever a time for "buyer beware" this is it! Look for many of the trains that were repaired or in need of repair from the closing of both Lionel and Madison Hardware to show up on the online auctions as mint trains. With the exception of limited edition Lionel collectibles, it's a buyers market so don't be surprised at the means an unscrupulous seller would take to peddle his wares. I've had one owner of an online auction go so far as to tell me he washes engines and sells them as mint. As if that's not bad enough, he considers trains repaired with Lionel parts as mint. It's been a long time since I've put it in print but the best place to buy your trains is your Authorized Lionel Dealer. Your Lionel Dealer is a businessman in your local community who cares about his reputation and wants

your repeat business. Sure, problems may come up with your purchase from a Lionel Dealer but I bet your dealer is like mine and is right there to make you happy with your new train. The few dollars you might save with an online auction is lost when you consider the outrageous charges for shipping plus the insulting buyer's fee and oh, let's not forget the risk involved in buying from a total stranger. Sorry, but I don't see any savings in dollars and sense, by buying on line. Don't be surprised if your Lionel

Dealer is a member of LCCA and is faithful to our club's grading system. So forget the online buying. Get in the car and pay a visit to your dealer and view the trains he has in stock, have fun with his layout and don't forget, if you bring home a goody, write or email me about it. 🚚

Happy Tracks!

Dennisthemenace@earthlink.net

Photographs by Gordon Wong

LEXINGTON, 2001 WISH YOU WERE HERE!!

By Bob Carter

RM 6620

If you weren't at the LCCA convention in Lexington this year, you missed a really fine time. Not only were there trains to trade and deals to make, but also the friendliness of the city and the tours offered by our hosts, gave you a real taste of southern hospitality.

My wife and I arrived at the Hyatt Tuesday afternoon, and checked in in what must have been record time. All they needed was a credit card and a signature, and we had our room key. The room was clean with a nice view of Triangle Park. If there was a problem at all, it was in waiting for one of the three elevators, which at times seemed to have been sequenced by some kids to stop on each floor, or when the busses returned from the tours and 60+ LCCA revelers all wanted to get to their rooms. And speaking of tours, well we tried them all. After all, isn't that why we all go to the convention? Well maybe not all of us, but we need to keep the wife happy if we want to come home with some trains, right? After checking in, we were at the registration desk and were met by three of LCCA's finest as we got our packet of tickets and registration gift.

The tours were well organized and run quite professionally. If you ever wanted to see a horse farm, you had to take the Margret Woods Horse Farm Tour. We got to see three of the most prestigious horse farms in the area, Buckram Oak, Donamire and Calumet. The horses live a truly pampered life, but I guess if I were worth over a million dollars, with a stud fee in the middle five digits, I'd live in pampered luxury too. Also on the tour was breakfast at Keeneland, a national historic landmark and the thoroughbred racing park in Lexington. After eating in the racing kitchen, we toured the facility and watched some morning workouts on the track. That evening was perhaps one of the highlights of the convention, as we took a ride on the My Old Kentucky Dinner Train. Riding the bus from the hotel to Bardstown passed rather quickly and we were soon boarding the R.J. Corman Corp. train to enjoy one of the biggest and most tender pieces of prime rib I've ever tasted. I could do a "restaurant review" at this time, but suffice it to say this was a 5 star meal and service event. After a brief stop at the small gift shop, it was back to the hotel and a wait for the elevators.

The Scenic Blue Grass Tour was just as enjoyable and included stops at the Labrot & Graham Distillery, where we were able to see how premium bourbon is made. We also had the opportunity to spend a little time in their gift shop. When





we left, the bus sure had a lot of little green bags with bottles of amber colored liquid in them. Next we bussed to LCCA's Winfrey Adkins and wife Wanda's Nostalgia Station Toy and Train Museum in Versailles, KY. They have done a masterful job in restoring an old L&N depot into one of the first class museums for toys and trains in the area. Winfrey was on hand to explain the trains and how he got them. Wanda was especially proud of the Christmas present from Winfrey, which was an old Lionel Santa Clause handcar, riding the rails along side the Mickey Mouse handcar. They are a warm and friendly couple that welcomed busloads of rabid train fans during the week. Winfrey also was the local volunteer who made sure all the tours were loaded and left on time, or close to it. Thanks Winfrey!! The tour also stopped at a stallion horse farm where we saw Skipaway, a beautiful horse with a current stud fee of \$50,000. Bob, his handler, was a wealth of information, personable and answered every question we asked.



On Thursday evening, it was time for the get acquainted party at the Lexington Legends Ballpark, where one of our hosts, Harry Overtoom, is one of the owners. This state of the art park is outstanding and we enjoyed the entire facility. The rain that preceded our outing didn't dampen the spirits of the convention goers nor the park personnel on hand to provide the many-guided tours of private boxes, press box and locker rooms. The food was hot, plentiful and good. Even Dienzel Dennis got his fill of Bar-B-Que ribs, chopped beef, chicken, potato salad and desert. It was good to see him enjoy himself and to know that there was still food left.



This year LCCA tried something new. The trading hall was opened up on Friday evening for the registered members and the room was full of trains and lookers and buyers. This new procedure seemed to be well received. On the other side of the wall was the public display area where seven layouts were on display for the public and us. This room allowed Joe Holbrook to display his "live steam" train that was a big hit with the children as they rode in the cars, waved to their parents and listened to the wail of the whistle. ChicagoLand, Lionel and Mel Trivette, among others, took their time to set up and operate their modules. These modules drew the crowds, and stairs were set up to allow everyone to look over into the trading room. After 1:00 o'clock on Saturday, the public was allowed into the trading hall for a nominal fee. Your board will be



looking into continuing this new policy at future conventions.

Saturday saw the last of the tours to The Glitz, Irish Acres Antique Gallery and the home of Henry Clay. The antique gallery is a two-story building that used to be an elementary school and is now filled, in every nook and cranny, with "stuff" from furniture to glassware to dolls to jewelry and there were lights everywhere. This was certainly a ladies spot, but there were a number of guys on the tour too. Lunch, in the Glitz restaurant, was in the basement, also with lights everywhere, mirrored ceilings and polite service. The food was more liking to a bridge club luncheon, but quite tasty. And the desert was the definite winner of the meal, a gigantic scoop of Jamoca ice cream with whipped cream and a cherry on a baked meringue cup. Henry Clay's home was nice and a gentle look back into the life style of one of Americas greatest statesman.



On Saturday afternoon a special luncheon was held to honor all those who had contributed to *The Lion Roars* during the last 12 months. All of those who contributed received a specially made mug commemorating their contribution.

Saturday night was the banquet, and again, the meal was delicious. The filet was tender and was absolutely the very best meat I've ever eaten at a hotel banquet. Before the meal, the silent auction was spread out with many participating. After the



meal, the evening's entertainment was by none other than our own "Schmeelk Copperfield". Bill is a consummate magician and kept the room laughing during his series of tricks. The look on Harry's face when he saw his \$100 bill go up in smoke was priceless. Then when the marked bill appeared inside a cigar, in his coat pocket, well, Harry was not only happy but surprised as well. And Bill was finally able to get the "Goofus



Plant", which blooms only once in a thousand years to burst into colorful blossoms with the help of young Mark Trivette. The evening concluded with thanks to Harry Overtoom and his crew of volunteers who made this convention a fun and smooth running time

for all, and the turning over of the gavel from President Al Otten to incoming President John Fisher.

In a nutshell, this was a very enjoyable convention with time for friends, tours, good food and of course, trains. Sunday, we all left for home wondering how Pittsburgh could possibly be any better than Lexington. Guess I'll just have to start making plans now for next year. The more I think about it, bring it on! I'm ready. Are we there yet? 🚂

Photographs by Ed Richtner

Lionel Seminar

Bill Schmeelk

RM 6643

that these F-3 sets are sold out at the factory. Dealers should have them soon.

The new SD-40's will now incorporate the new tire technology that we first heard about last year. The rubber traction tires are actually molded around the wheel. This will result in superior performance and durability. These tires are



One of the highlights at our annual convention is always the Lionel Seminar. This year was no exception. Lionel president Richard Maddox had not yet arrived, but there were lots of Lionel folk there to handle it. Todd Wagner did a fine job with the presentation. Others from Lionel there to help in answering the questions included Lenny Dean, Chuck Horan, J. Don Reese, and Steve Terry. On display were several items that will be released soon. Among these was the prototype for the new Santa Fe F-3 diesels that appeared in last year's catalog. This will be the first time these have been produced with a prototypically correct four color herald. Todd showed us one of the baggage cars that will accompany that set. This is the first time since the aluminum passenger cars were first made available in 1955 that the baggage car will again have the large doors. These were abandoned by post war Lionel shortly after the cars were first released due to difficulties in punching out the large hole in the aluminum extrusion. Todd explained that Lionel discovered that punching these larger holes was simply not practical. Instead, each of the four door openings has been individually milled into the extrusion. Lionel has advised me

expected to last about eight times longer. When they do need replacing they can be cut off and a new tire put into position.

Todd Wagner showed us the LionMaster locomotives. These are the large locos such as the Union Pacific Big Boy, but made in a size that will permit it to be run on regular O gauge curves. These locos have been improved with more detailing than what was shown in the catalog pictures.

Lionel's website will now incorporate a new feature called MagnaVision. This will allow you to fully examine all the details of a locomotive or other product. You click on the area you want to look at and you can really zoom in close to check out the details. This feature is now available for your use on the Lionel website www.lionel.com.

Much of the seminar was spent discussing Lionel's most recent acquisition of IC Controls. As we discussed last issue, Lou Kovach, owner of IC Controls discussed his products and how they would add functionality to the existing Lionel TrainMaster Command Control System. **Photo 1** shows Lou and **Photo 2** shows a number of the IC Control products that

1

will now be sold under the Lionel banner. Read more about this in Richard Maddox's Train Talk article. For the present, Lou will continue to manufacture his products for Lionel in America. Eventually they will receive the Lionel logos. The acquisition of the company came too late for inclusion in the new catalog, but a separate brochure was expected out shortly after the catalog was released. I just received this as part of Lionel's magazine. Lou was a friendly chap whose love of running trains was very apparent. You can see him in action in **photo 1**. We plan to do a thorough discussion and review of these exciting new controls. **Photo 2** shows a number of the IC Controls devices.

The presentation was followed by a lengthy question and answer period. Questions were asked about the Yard Boss ZW transformer that we were shown last year. Lionel has not brought this item out yet as they plan to add new features that

have become available through the continuing advancement in technologies used in the TrainMaster and IC Controls.

With all of the functions that can now be performed with a CAB-1, including locos, all accessory functions, and remote control track operation, some asked whether the 100 channels that can be addressed by the CAB-1 was enough. Lionel said that they were looking into expanding the protocol, but that a redesigned CAB-1 was at least 2 years away. Maybe they'll call it a CAB-2.

Several members complained about the complexity of the instruction manuals. Lionel admitted that they needed to work on that and that they have hired a technical writer to handle just that problem.

The audience was asked if they would be interested in attending a workshop at a future convention where the details of the TrainMaster Command Control system would be demonstrated and taught in detail. It was agreed that this would be a great addition to future conventions.

The seminar lasted nearly two hours but the time seemed to fly. Lionel was very receptive to suggestions and concerns brought up by the members and members seemed to be pleased with Lionel's presentation and remarks. The entire Lionel crew was available during the convention for additional questions. They also had many of the IC Control products hooked up so that members could give them a try. My guess is that after the seminar concluded, there was a renewed confidence that Lionel is definitely the leader in O gauge trains and has no intention of relinquishing the title. We Lionel loyalists have everything to gain and it seems that there'll always be something new and exciting for us to look forward to from Lionel. 🚂

Photographs by Ed Richtner

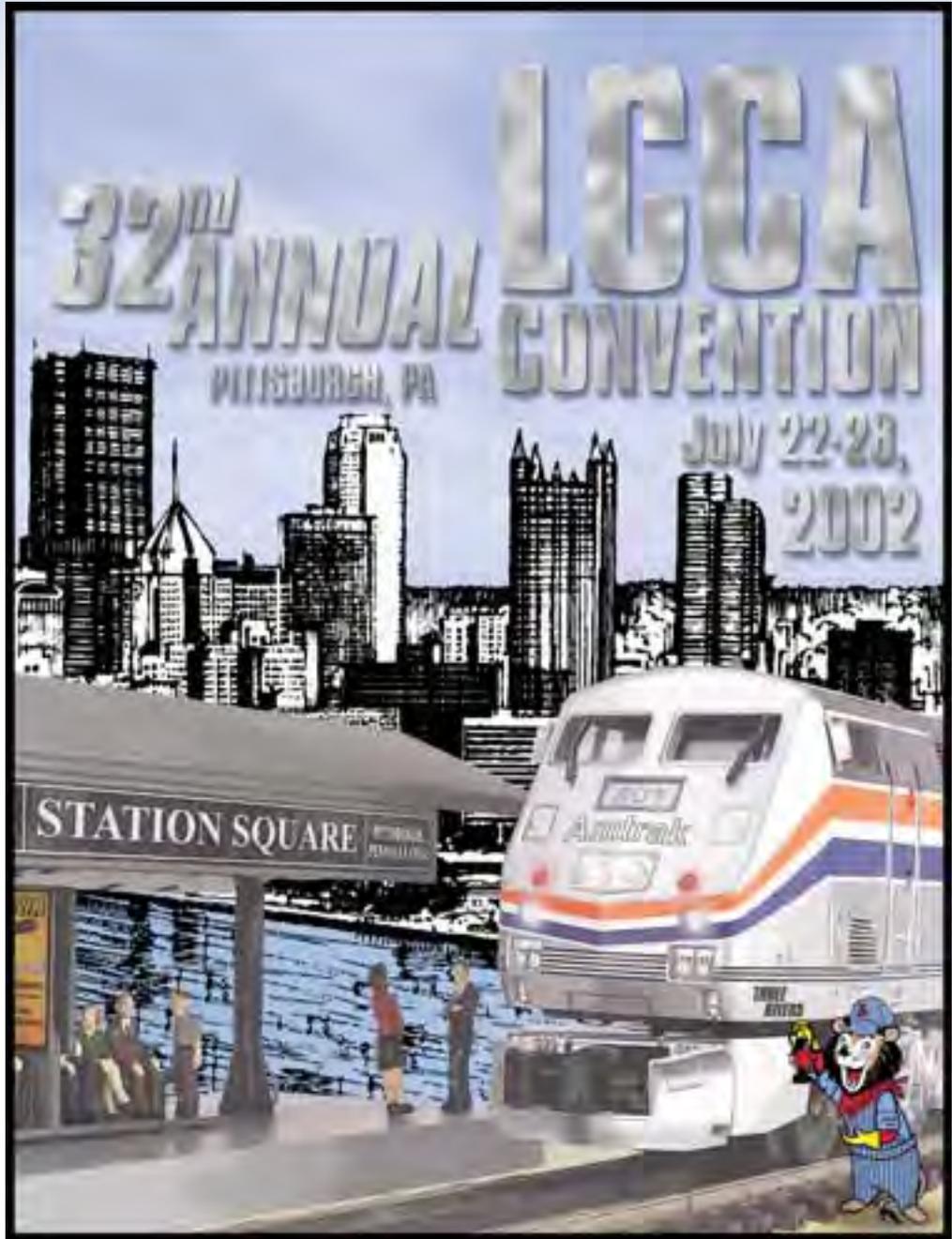
2

Pittsburgh Welcomes LCCA and You in 2002

Set at the confluence of three great American rivers, Pittsburgh is the city of the Steelers and much more. One of the country's great destination cities, it holds many train-related activities in the city and the region. The tour programs of the upcoming 32nd LCCA Annual Convention will include an Amtrak excursion on July 23 to the famous Horseshoe Curve of the PRR, the Allegheny Portage Railroad National Historic Site, and the Railroad Museum at Altoona as an all-day adventure.

On July 23, we'll spend a full day at the fabulous Carnegie Science Center with a huge (2400 square feet)

O-gauge train layout sponsored by our favorite namesake toy train company. This layout shows some of the best landscaping you'll ever see — with areas depicting the four seasons, a working river, and a large steel mill.



And we'll enjoy the traditional features of the Convention — a welcoming party, the Lionel seminar, a sumptuous banquet (this time aboard a riverboat), and Trading Hall activities.

Westsylvania Tour

Tuesday, July 23, 2002
Prepared Especially for Members of the Lionel Collectors
Club of America for our Annual Convention

Tour Features

- Round trip by Rail from Pittsburg to Altoona
- On-board Interpreter
- Air-conditioned Ground Transportation
- Allegheny Portage Railroad National Historic Site
- Altoona Railroaders Memorial Museum
- Horseshoe Curve National Historic Landmark
- Railroad Workers Box Lunch



Tour Itinerary

6:00 a.m.

Depart Pittsburgh by train

Continental breakfast available on train
Westsylvania Transportation Heritage
Presentation

8:30

Arrive Altoona Train Station

8:30

Board buses and receive lunch vouchers
A — Group (150 — Three Buses)
B — Group (150 — Three Buses)
C — Group (150 — Three Buses)

9:00

Begin bus transfer to site #1

9:30

Two-hour tour site #1

11:30

Begin transfer to site #2

12:00 p.m.

Lunch at site #2

12:30

Two-hour tour site #2

2:30

Begin bus transfer to site #3

4:30

Two-hour tour site #3

6:30

Begin bus transfer to railroad museum

7:00

All groups meet at RR Museum, check
count return to train station

7:30

Depart for Pittsburgh

10:00

Arrive Pittsburgh



Enjoy a full day of great train-related experiences
and make new memories from one of
America's greatest "fallen flags."

ADVANCE SCHEDULE

LCCA ANNUAL CONVENTION, 2002

Monday, July 22, 2002

9 a.m. to Noon

REGISTRATION

Tuesday, July 23, 2002

6 a.m. to 10 p.m.

Amtrak Trip to Altoona (no other tours on this day)

3 p.m. to 6 p.m.

REGISTRATION

Wednesday, July 24, 2002

8 a.m. to 6 p.m.

REGISTRATION

8 a.m. to 7 p.m.

Assorted Tours

Thursday, July 25, 2002

8 a.m. to 6 p.m.

REGISTRATION

10 a.m. to 6 p.m.

LCCA Day at the Carnegie Science Center presented by Lionel includes round trip boat ferry, lunch, admission to all attractions, and Omni Theatre LCCA Business Meeting (at Carnegie Science Center Auditorium)

3 to 4 p.m.

Lionel Seminar (at Carnegie Science Center Auditorium)

4 to 5 p.m.

Note: Allow time to return to hotel by boat

7:30 p.m. to ?

LCCA Welcoming Party

Friday, July 26, 2002

8 a.m. to 6 p.m.

REGISTRATION

9 a.m. to 4:45 p.m.

Tours — to be announced in the December edition of *THR*

5 to 9 p.m.

Trading Hall open for set-up by exhibitors and dealers

Trading Hall open to registered LCCA members only

Saturday, July 27, 2002

8 a.m. to 1 p.m.

REGISTRATION

7:30 to 8:45 a.m.

Tours — to be announced in the December edition of *THR*

9 to 11 a.m.

Trading Hall open for set-up by exhibitors

11 a.m. to 4 p.m.

Trading Hall open for LCCA registered members

Trading Hall open to the general public

5:30 p.m.

Note: At this time, LCCA non-registered members will be admitted free upon showing their LCCA card

6:30 to 7:30 p.m.

Trading Hall closed and secured

7:30 to ?

Reception aboard the riverboat "Majestic"

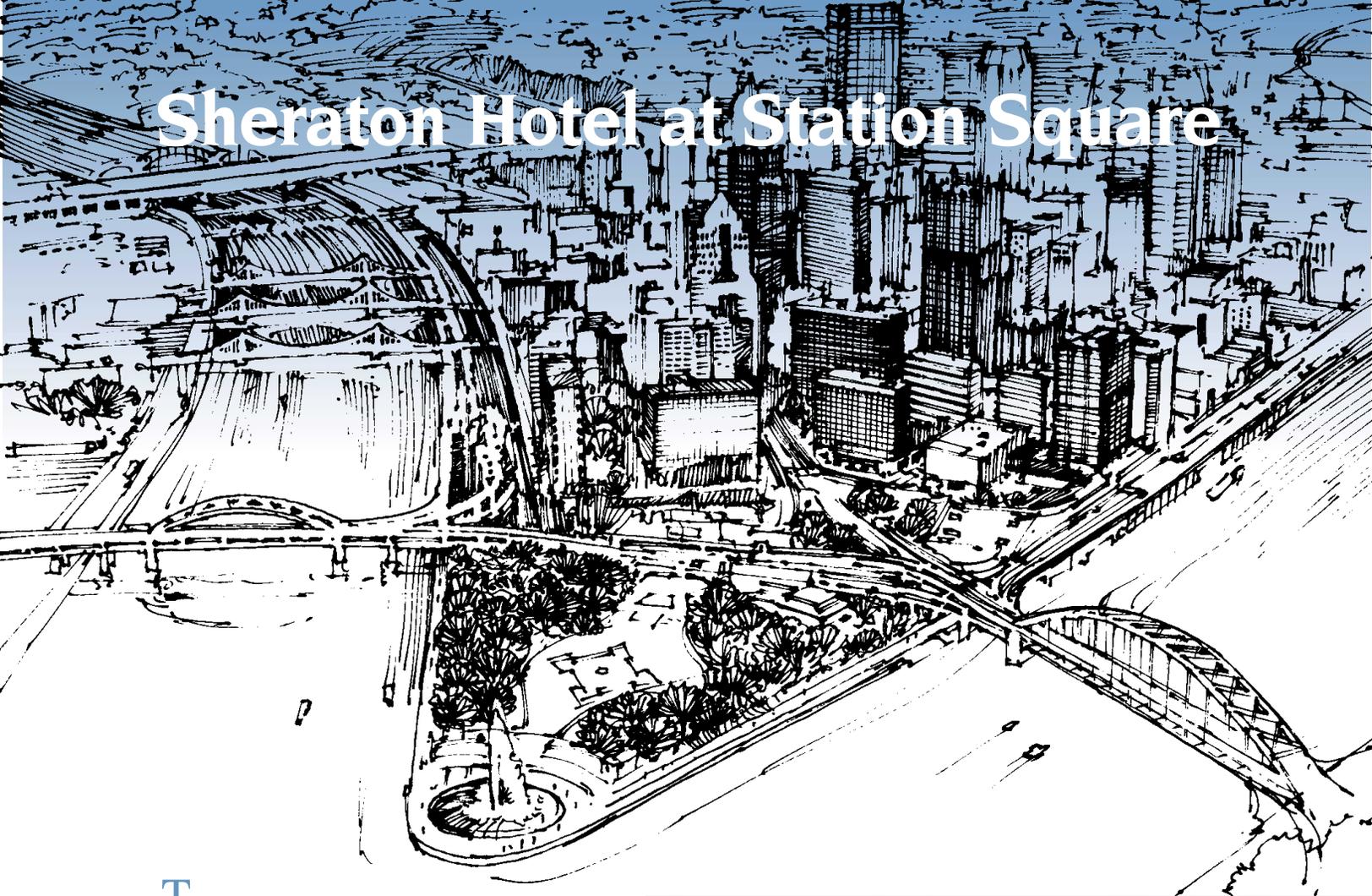
Riverfpat cruise with the Banquet aboard the "Majestic"

Sunday, July 28, 2002

9 a.m. to Noon

Trading Hall move out

Sheraton Hotel at Station Square



The LCCA host hotel is Pittsburgh's only riverfront hotel. A \$6 million renovation of guest rooms was completed in March, 2000, so the facility wears a new look.

The locale of Station Square recalls its railroad days, and freight trains still pass into view along the shores of the Monongehela River. The site of the original Pittsburgh & Lake Erie Railroad headquarters has been restored to house the elegant Grand Concourse Restaurant, more than 40 specialty shops and premier office space. Many of the hotel's meeting rooms are decorated by reference to railroad stations in the region.

Bessemer Court at Station Square draws its name from the historic Bessemer Converter featured in its plaza. Opened this fall, a 100-foot-wide, state-of-the-art dancing fountain captivates and entertains visitors with light, music, and hundreds of multi-colored water jets soaring up to 60 feet in the air.

For more information about the Pittsburgh area, click on: www.visitpittsburgh.com.



To reserve a room at the Sheraton Station Hotel call: 800-255-7488 or 412-261-2000. The hotel accepts all major credit cards. The special rate for LCCA convention-goers is \$107 per night, single or double occupancy. Some rooms have already been reserved, and LCCA believes the accommodations here will be booked up, so RESERVE YOUR ROOM NOW. Free parking for guests registered at the Sheraton.



Lionel Trains at the Carnegie Science Center

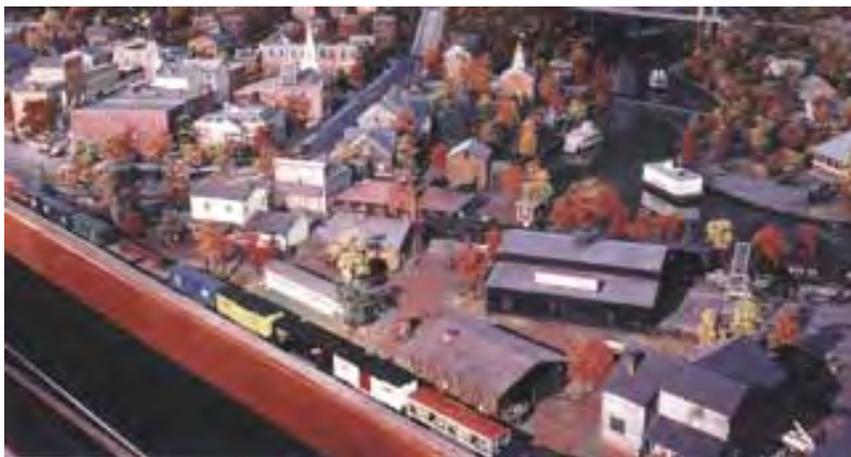
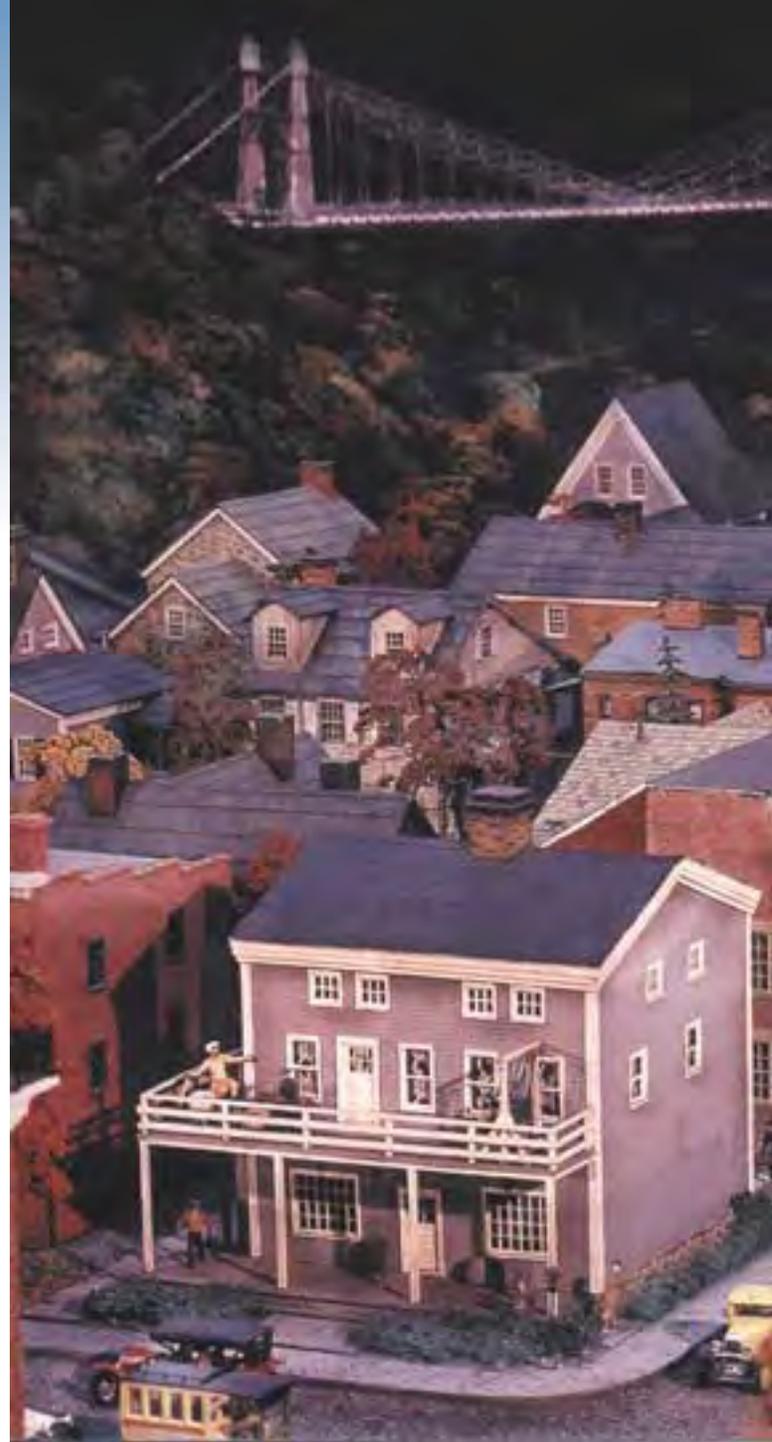
Editor's Note: TLR thanks Patricia Everly for providing information and photographs.

Many LCCAers would probably consider Patricia Everly the holder of the “job of their dreams.” She’s the Program Coordinator of the Miniature Railroad and Village at the Carnegie Science Center in Pittsburgh — one of the stellar tours during the upcoming LCCA Convention in the city with three rivers. Remember them from middle school geography class? BEEP! Time’s up — the Allegheny, Monongahela, and the Ohio!

Lionel is an official sponsor of the Miniature Railroad and Village; a relationship that has endured since the years when Joshua Lionel Cohen expressed an interest in using the layout for publicity shots. According to Everly, “Today the trains are an integral part of the educational and entertaining presentations at the Center.”

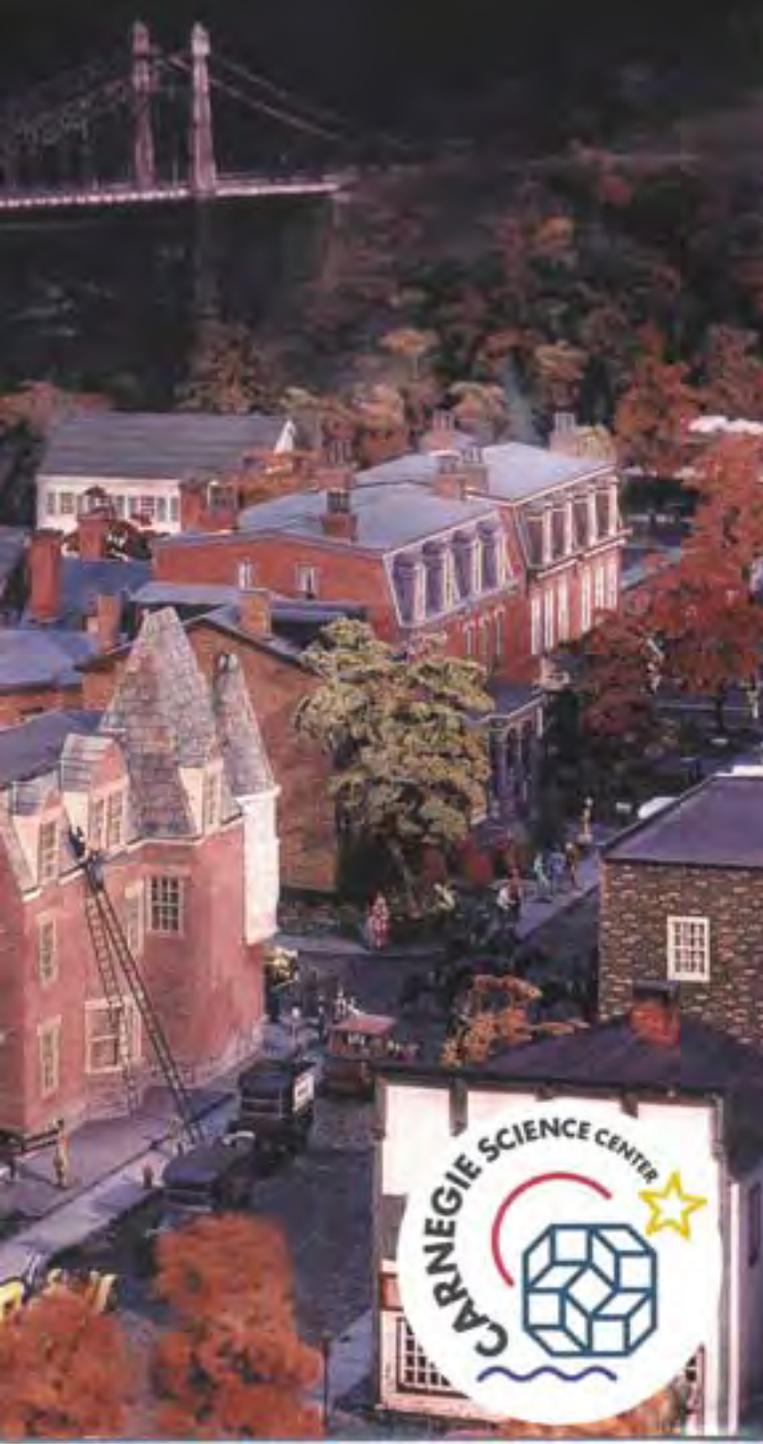
Over the years, Lionel has donated most of the trains and rolling stock for the layout. Visitors enjoy the exciting trains, receive Lionel catalogs and information about new products, and learn how to use a CAB-1! The trains are steam engines exclusively.

The layout has operated Lionel trains exclusively for 81 years with four trains running eight to 12 hours a day, seven days a week, 362 days a year. Quite a testimonial for reliability! For general daily use, basic die-cast steam starter sets pull two freighters, a passenger consist, and a unit coal train. Additionally, the layout runs popular new favorites — a Camelback, Commodore Vanderbilt, and an Atlantic. Last holiday season, visitors got a sneak preview of the Lionel JLC



Series Challenger; that must have been quite a sight along the 83-foot-long straightaway.

The Miniature Railroad and Village at the Center attracts over 350,000 visitors each year. The dramatic 83 x 30 foot display depicts western Pennsylvania at the turn of the century with remarkable attention to historic ambiance and scenic details. The exhibition features more than 90 hand-crafted, motorized animations; including a working model of the “Leap the Dips” roller coaster, the oldest of its kind. There are hundreds of original scale replicas with



Other Attractions at CSC:

- Omni Theatre
- Hands-on Interactive Exhibits
- Tour through WW2 US submarine

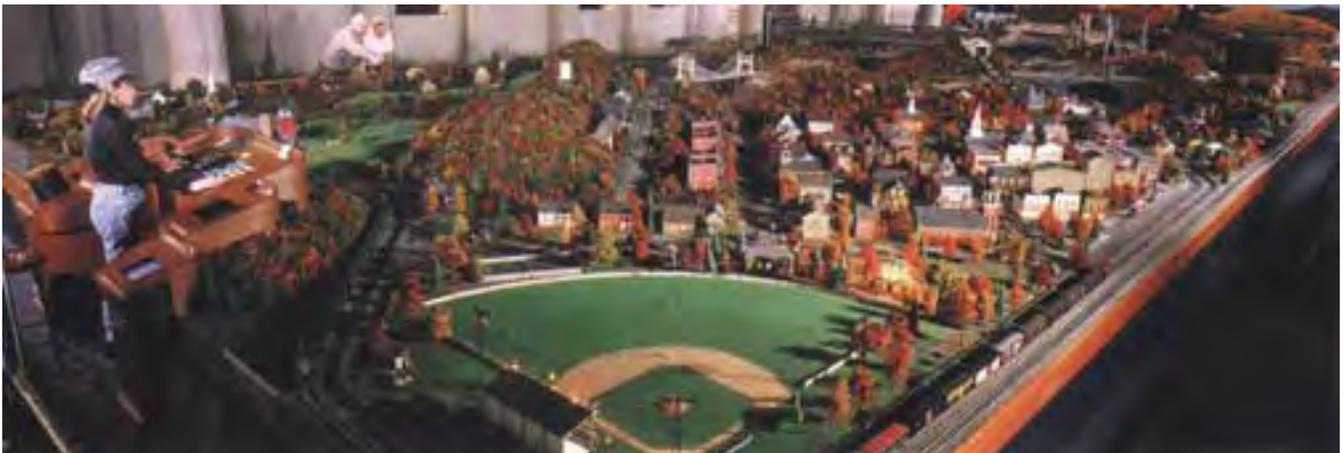
historical or architectural significance. One of these is the Monongahela Incline, an intriguing “operating accessory” not yet offered by Lionel. The prototype of this incline railway — one of two in Pittsburgh — is still in operation.

But it’s the scenery that grabs the eye of most visitors. With a few exceptions, everything is hand made. Founder Charles Bowdish introduced many of the scale landscaping and modeling techniques in the 1920s, and his methods are widely applied in the model railroading hobby today. All that appears as water, is water; city fountains, lakes, streams and rivers. Peat moss, dyed sawdust, and ground foam rubber create grassy fields, weeds and lawns. Each tree is hand made, and there are more than 325,000 of them on the layout.

Model buildings were constructed from photographs and blueprints of actual buildings. Most of the very old models are made of cardboard; some from old cereal boxes. The more modern buildings are mostly plastic with structural details, ornamentation and lighting added.

The layout is the most technologically advanced exhibit at the Center. It is driven by Lionel’s TMCC operating system through a computer interface that controls a “fast clock” train demonstration, complete with daylight emerging in the east and ending in the west. The 24-hour cycle runs in seven minutes “real time.”

Although the layout at the Center is not the largest train layout around, it’s a biggie! Surely bigger than any home-based layout, and probably bigger than most train club layouts. It’s a layout that will capture your imagination, and the planned LCCA Annual Convention tour of this unique toy train haven will be a memory-maker!



LCCA FLOATING FEAST

A Banquet Aboard the Riverboat "Majestic"



Near Station Square is the dock for the elegant riverboat, "Majestic," a sidewheeler with a tradition that goes back to another century. This will be the venue for the Saturday evening LCCA Banquet, and the ambiance will be a wonderful finale for this special annual event.

We'll begin the evening with a cash bar on board. As the riverboat gets underway for a cruise on the river, we'll enjoy a spectacular cityscape as a backdrop when the sun sets and the city lights turn on. Our hosts will serve dinner on board in the main hall, with an enjoyable program to follow.



Photographs provided by the "Majestic"

Transportation to Pittsburgh



The city is served by major airlines to Pittsburgh International Airport, Amtrak to Union Station, and Greyhound and Trailways bus lines. Shuttle service from the airport to downtown hotels is available at the ground transportation venue of the airport.

**The LCCA Convention Registration form
will be presented in the December 2002 edition of TLR.**

Lionel News & Views

by **Bill Schmeelk**

RM 6643

Soon after our annual convention, Lionel's Classic Trains Volume II catalog for the year 2001 was released. By the time you read this, I am assuming that you've seen the new catalog. If you have access to the Internet, you can see it at the LCCA website — www.lionelcollectors.com. The new catalog offers a variety of new items. There are several items of particular interest we'll discuss. Jersey

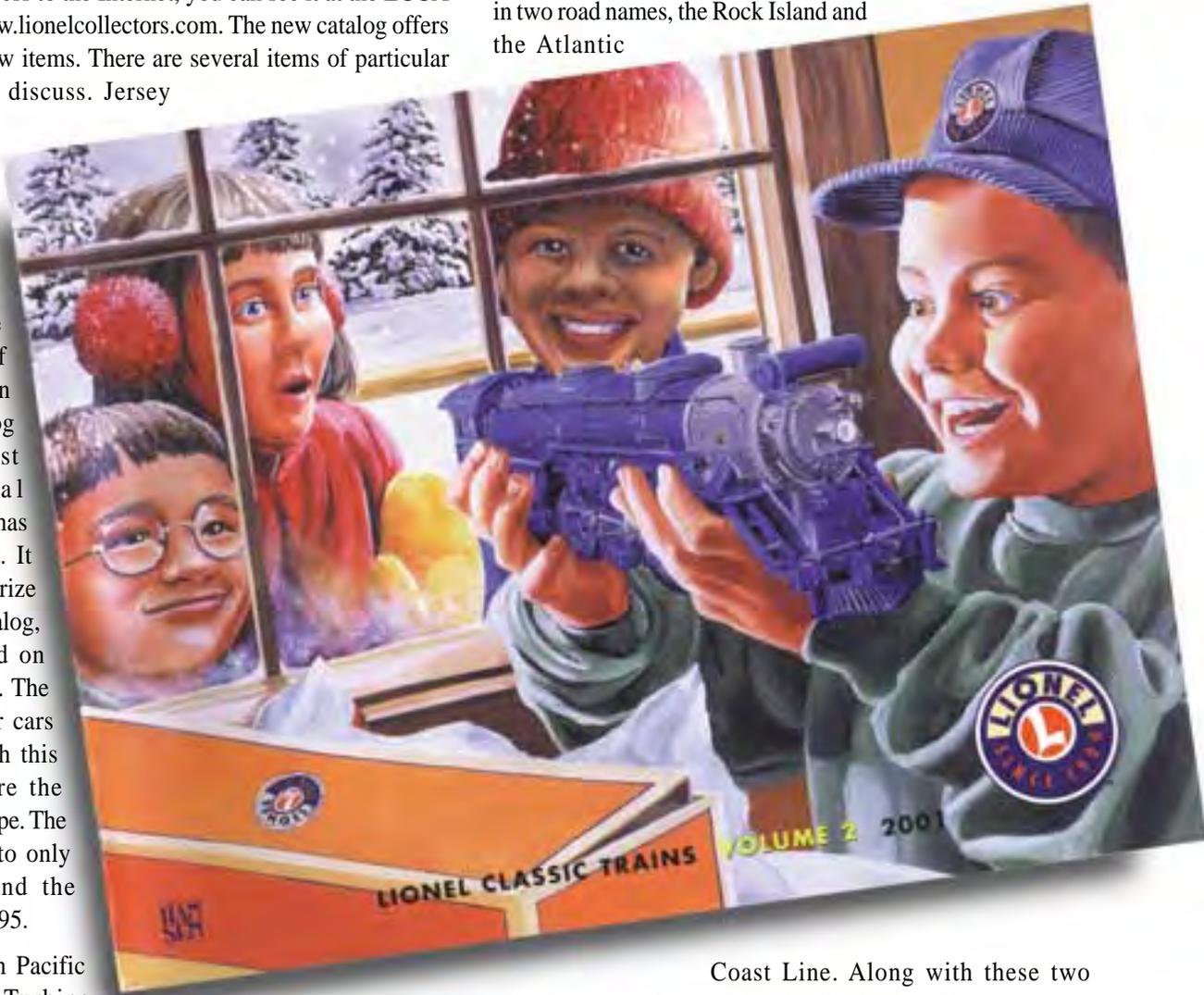
Central's Blue Comet has always been popular when Lionel offered a model of it. The latest version of it introduced in the new catalog is the most prototypical model Lionel has ever produced. It even won the prize spot in the catalog, being featured on the front cover. The four passenger cars that come with this limited set are the heavyweight type. The set is limited to only 1000 units and the price is \$1399.95.

The Union Pacific Veranda Turbine promised in the Gary Moreau era will finally hit the production line. This loco has been through several changes since it first appeared in the 1998 catalog. The original was going to be fitted with the new Odyssey motor that Lionel has since abandoned. The electronics developed to drive that motor are now featured as the Odyssey system and the new Veranda does incorporate this new motor control system. This loco is die-cast as is its auxiliary tender and has all of the top features including a 5-chime horn and dual smoke units. The loco and tender measure thirty inches long and this scale loco will

require O-72 curves. The price has actually gone down from the original price to \$1249.95. This will be a historic Lionel piece if only because of the 4 year wait.

My favorite postwar diesel remains the F-3 and this year it will sport the Rio Grande paint scheme. With all of the postwar features along with the best of the modern electronic features and sharp detailing, these should please any F-3 fan. The A-A set sells for \$699.95.

New for Lionel will be their introduction of the E-6 diesels in two road names, the Rock Island and the Atlantic



Coast Line. Along with these two colorful paint schemes Lionel will also be offering a set of four aluminum passenger cars for each. The diesels feature the Odyssey System and have many separately applied details. This A-A loco sells for \$649.95 each and the passenger cars are sold in four packs for \$399.95 each.

Lionel's new Extended Vision Cabooses feature a removable cupola along with lots of additional detailing. Even the interior is detailed. The same level of detail has also gone into the new Bay Window Cabooses. Both of these cabooses feature smoke units as well. These new units are not the large ones you might remember from years ago. These new ones

look much more realistic on the caboose. Each of the new caboose styles is offered in four road names and sells for \$79.95.

A brand new prototypical car is the new Bathtub Gondola. These are coal-carrying cars and have a feature that is unique to Lionel in O gauge. These cars are sold in sets of three and this year will be available in the Burlington Northern and CSX road names. What makes these cars so unique are the special couplers they equipped with. These die-cast trucks feature rotational couplers that allow the car to be rotated by a coal tipple without the need to uncouple them from the train.

So, now all you need is a coal tipple and Lionel is ready to help you out. One of the new accessories is the Rotary Coal Tipple. This is an expensive accessory, but it sure packs a punch. The train enters the tipple from an elevated section of track. A full set of graduated trestles comes with it. The tipple can then rotate one of the bathtub gondolas completely upside down, dumping its load of coal. Don't try this when the caboose is in the tipple. The 397 Coal Loader, also being offered this year, can be placed below to deliver the coal to another car. I'm an accessory nut and this is one that I just have to get. The cost is \$449.95, but everything is supplied, including the trestles, the coal and for the first time in the Modern era, the car needed to operate it with. Additional cars sell in sets of three for \$149.95.

Being a postwar fan, I'm always interested to see what is being offered by Lionel in its Postwar Celebration Series. Three cars from the postwar era making their return include the Libby's Vat car, which features four vats of crushed pineapple, the animated Sheriff and Outlaw car, and the hard to find AEC Security Caboose. The Security Caboose will be the first time Modern era Lionel will have a rotating searchlight. When I was a kid in 1958, my first train had a 3620 operating searchlight car and it was something that a neighbor who had American Flyer simply couldn't get for his train. I used to turn out the lights and let the searchlight illuminate the layout as the train went down the tracks and the searchlight rotated.

Other entries in the Postwar Celebration Series include the 3665 Minuteman Missile car and the Exploding Boxcar in the red and white paint scheme of the target car Lionel offered in the 60s. The #59 Minuteman Motorized unit is the perfect to supplement these space age theme cars. The catalog mistakenly placed the Postwar Celebration Series logo next to the Union Pacific Rotary Snow. The Minuteman unit even features Command Control, two ElectroCouplers, directional lighting and a die-cast frame.

The Girl's Train returns with all of its pastel colored cars. This latest version of Lionel's marketing blunder of the late 50s features the 2037 type steam loco with the square tender. Last time Lionel brought this set out, the Pennsy type tender

was used. As you may know, both versions were sold in the 50s. The steam loco has some features that were not available on the last remake of this famous train. These features include MagneTraction and the fireman and engineer figures.

The full-scale version of the Pennsylvania S-2 Turbine returns this time with smoke deflectors or elephant ears as they were sometimes called. The previous version featured a Lionel Pulmor motor; this latest version uses a precision Pittman motor with a flywheel. Other features new to this latest version include the Odyssey system speed control, a fan-driven smoke unit, ElectroCoupler on tender, window glass and the wireless tether. This is a giant locomotive measuring thirty inches in length and requiring O-72 curves. The price is \$1299.95.

The Archive Collection features two locomotives this time, the Lionel EP-5 and the Grand Trunk GP-9. The original Lionel EP-5 was used only for display purposes. If you look back to some of Lionel's ads from the late 50s to the early 60s, you will sometimes notice that often the loco has the word Lionel on it using much larger letters than were ever used on production pieces. After all in a magazine ad it's the name Lionel you want the readers to see.

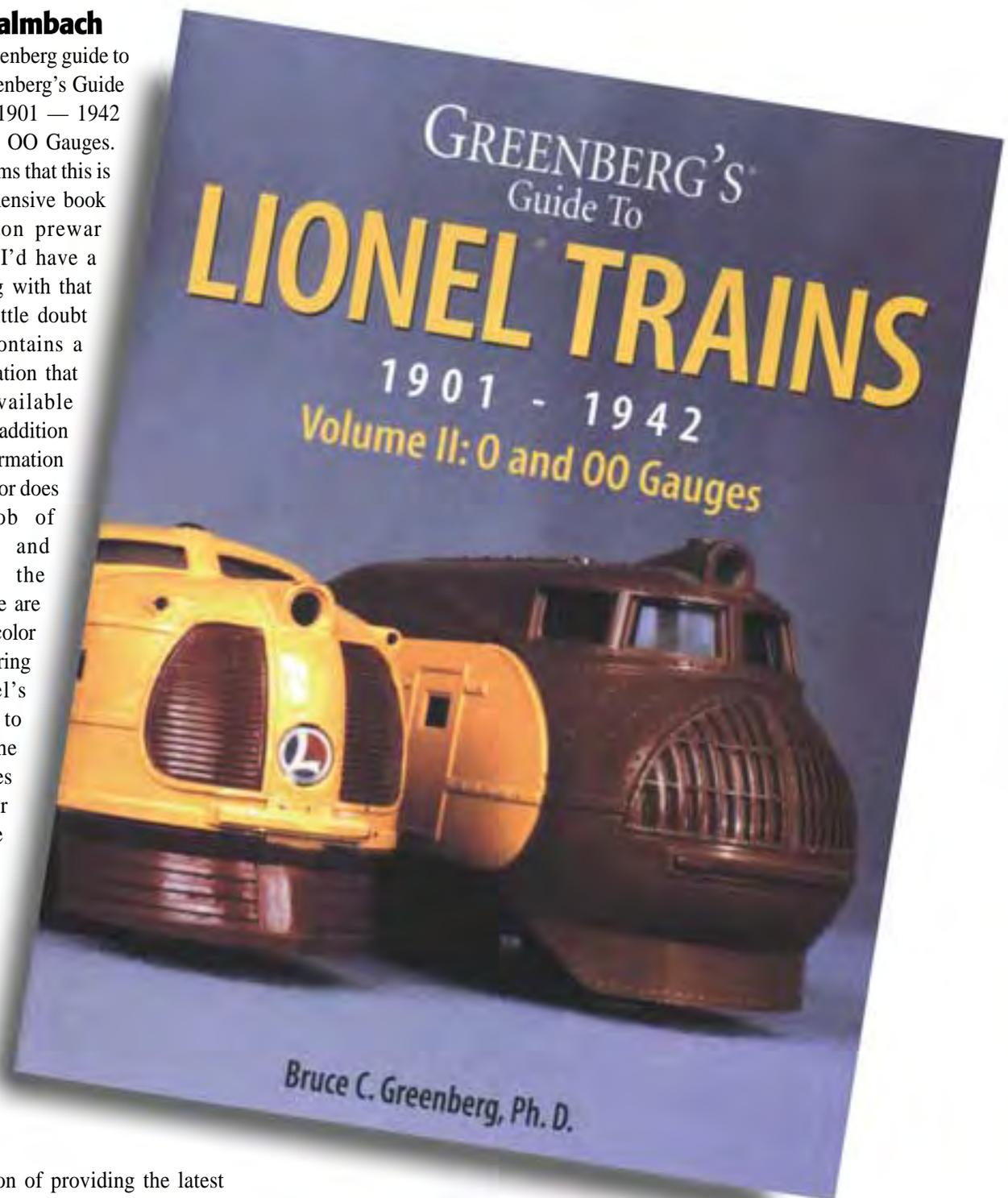
The 193 Water Tower returns in Lionel's blue and orange colors with our club mascot featured on the tank. The ZW remains in the catalog with the subtitle, "There's Only One ZW!" This is true and now it is only offered with the 180 watt PowerHouses. The Yard Boss version is not out yet and according to the info we heard from Lionel at the convention, it may be updated to stay ahead of the continually improving TrainMaster technology.

There's lots more in the catalog so be sure to take a look at our website or at your local train dealer. After going through the catalog, I must say that there were some things about it that I think could be improved. This catalog seems to be saying "Here's our new line for 2001." Older catalogs, especially the postwar ones seemed to say, "WOW, look at all this neat stuff and look at these new features!!!" Somehow the excitement seems to be missing. I'd also like to see Lionel's name emblazoned across the cover like they used to be. When you go to many hobby shops, they have a wall of catalogs from many different manufacturers. I think Lionel should make their name a large part of the cover so that it is immediately recognized as the one and only LIONEL! Some of the postwar catalogs then used the first couple pages to brag about the new features of Lionel Trains. These pages convinced the browser that Lionel Trains were the greatest and had all the latest features. In short, I think Lionel needs to blow their own whistle in the catalog.

New From Kalmbach

The latest Greenberg guide to be updated is Greenberg's Guide to Lionel Trains 1901 — 1942 Volume II: O and OO Gauges. The publisher claims that this is the most comprehensive book ever published on prewar Lionel. Frankly, I'd have a hard time arguing with that claim. There is little doubt that this book contains a wealth of information that simply isn't available anywhere else. In addition to having this information available, the author does an excellent job of organizing and presenting the information. There are the usual pages of color photographs picturing much of Lionel's production prior to World War II. The book also includes some sixty-four tables that help the reader to very specifically date prewar trains. If you're into prewar Lionel, you probably have an earlier edition of this book. This latest version continues the Greenberg tradition of providing the latest information and adding to the pool of knowledge about the trains we are all so loyal to.

The book also includes price values for these Lionel pieces, but the book does far more. Each chapter contains a wealth of additional information about how the trains were manufactured, when and why changes were made. There is a very detailed section documenting the trucks and couplers used during the prewar period. Although the author of the book is Bruce Greenberg, he has also credited articles throughout to the book to other scholars who share their own expertise. Even



though the trains discussed in this book haven't been made for at least 59 years, through the work of these scholars, we are still learning more about them. The 8- 1/2" by 11-1/2" book is 216 glossy pages, and includes 85 color and 94 black and white photos. This book is a tribute to our hobby and Bruce Greenberg should be proud to have provided us with such a scholarly work. The book sells for \$49.95 and can be purchased from you local train dealer or direct from Kalmbach by calling (800) 533-6644.

New From TM Videos

From the series that never ends, comes I Love Toy Trains 9. The ninth volume in this award winning series is even narrated by young Jeff McComas. First we're taken to see a new layout built by Dick Brown. He's got three layouts. The first is eight feet wide by thirty-five feet long and has eleven trains on eleven separate loops. The second layout is twenty feet long and features four levels and two figure eight loops in the middle. Dick likes to run his trains the way I do — fast. One of the layouts even appeared to have banked curves to facilitate the fast mode of train travel. The third layout was hung from the ceiling. I'm still trying to get one permanent layout and here's a guy with three.

Next was a section on the Hudson, introduced with a mock newsreel making the announcement of Joshua Cowen's introduction of the scale Hudson. Jeff even finds an old phone number in a Lionel box and makes a call to Joshua Lionel Cowen. Later in the video Jeff lists the first 5 inductees into

the All American Standard Gauge Hall of Fame. Finally we visit Lou Palumbo's Underground Hobby Shop Railroad.

The tape runs about 35 minutes long and there's lots to interest anyone who enjoys watching toy trains operate. The videos in this series are specifically designed to bring the joy of toy trains to youngsters, but they also have lots of interesting things for the rest of us to enjoy. I particularly like the fact that the tape moves along at a good clip allowing you to see the layouts from many angles and then moving on. Accompanying the show is the music of James Coffee, which adds a happy-go-lucky mood to the show. Another good point about the tapes in this series is the price. This tape sells for \$12.95 plus postage and handling. You can purchase it from your local dealer or direct from TM Books and Videos at (800) 892-2822.

Richard P. Kughn's Lionel Collection Goes on the Auction Block

As we mentioned last month, a large portion of former owner of Lionel Trains, Inc. and owner of Madison Hardware, Richard P. Kughn's Lionel collection will be auctioned at a two day event on November 9th and 10th. The auction will be handled by Stout Auctions and will be held in Indianapolis, Indiana. The items going up for bids are described as including dealer layouts, and dealer displays from both American Flyer and Lionel, catalog artwork, some incredible paper items, and much much more. There will be over 1000 lots. An auction catalog in color will be available ten days before the auction date and cost \$25.00. The auction will also have a 10% buyer's premium. This means you pay 10% more than your winning bid. For more details, you can visit Stout auctions on the web. There's a direct link to the site from the club website at www.lionelcollectors.org. We'll have more auction details in the next issue. 🚂

Bill Schmeelk
15 Birchwood Lane
Hillsdale, NJ 07642
(201) 358-1955

Board Meeting Minutes

by **Dienzel C. Dennis**

RM 3713

JULY 26, 2001

**HYATT REGENCY HOTEL
LEXINGTON, KENTUCKY**

The Board Meeting was officially called to order by President Al Otten at 8:11 a.m. Dienzel Dennis, Secretary, called the roll with the following in attendance: Al Otten, President; John Fisher, Pres. Elect; Dienzel Dennis, Secretary; Eric Fogg, Treasurer; and Harry Overtoom, Immediate Past President. Also, Directors Larry Black, Bill Button, Lou Caponi, and Bill Schmeelk were present. Others in attendance were Barry Findley, Richard Johnson, and Mike Mottler.

The minutes of the last meeting were accepted as Presented by Secretary Dienzel Dennis in the last addition of *The LION ROARS*

Harry Overtoom gave the Immediate Past Presidents report. There are no outstanding member's complaints. New club stationary was distributed to all Officers and Directors. Report accepted.

John Fisher reported on the local meets. The lineup and results are posted in our publications. Report accepted.

Dienzel Dennis presented his secretaries report. We are up to date on the mailing of rosters to new members and also letters reminding members who are late on dues renewal. As of yesterday, we have 10 courtesy members, 26 charter members, one honorary member, one honorary charter member, 63 foreign members, 390 family members, and 9,547 regular members. The total membership is 10,038 with the last number assigned #25,595. Report accepted.

Treasurer Eric Fogg distributed the June financial report. All bills are paid and the club is financially sound. Our certified annual statement prepared by CPA Leonard Racine was provided to each officer for review and discussion. Membership equity increased over 20% during the most recent fiscal year. Mr. Fogg reported that the financial records will be turned over to newly elected treasurer Richard Johnson as soon as the Lexington convention results are finalized. Future financial reports will be distributed to officers and directors on our secure web site. Report accepted.

Larry Black reported that our New Web Site is up and running. It's composed of 3 areas. One site is for the public to view and hopefully encourage them to join. This they can do right on line. The second site is for current members only. They can pull this up by using their membership number and password. Change of address and other business can be handled at this site. The third site is for Officers and Directors

only. It is secured and will be used for official club business. Considerable discussion was held on the use of links and the guidelines governing same. Director Black will summarize the discussion and prepare revised guidelines. Report accepted

Lou Caponi discussed our convention cars. We sold 1700 of the L & N, Lexington, Ky., 2001 Convention Cars. They should be assembled on July 27 and mailed shortly thereafter. Our Stocking Stuffer is sure to be a hit. It is already advertised in the club magazine and is completely made and decorated by Lionel. Next years convention car is already on display in the registration area. It is a Pennsy Quad Hopper, Going to War, and is exclusive Lionel.

Mr. Fisher presented details on next years convention in Pittsburgh, Pa. A trip through Horseshoe Curve on Amtrak is a very good possibility. This will take place on Tuesday. You need to start planning ahead. Our banquet will be held on the historic Majestic Riverboat as part of a spectacular four hour dinner cruise. An exciting "Lionel Day" will be featured on Thursday of convention week at the beautiful Carnegie Science Center, home to a breathtaking 2300 square foot O gauge model railroad and an Omni theater. The Trolley Museum will be on the list of tours. We are very excited about this convention. It looks like the 2003 Convention will be taking place at the Tropicana Hotel in Las Vegas. Contracts should be signed within the next couple of weeks. Beyond 2003, we are looking at Milwaukee, Cleveland, Atlantic City, and Durango, Colorado. Other cities are on our list and we are always looking for other possibilities. Report accepted.

Mr. Overtoom gave us an up to the minute report on the Lexington Convention. Our registration is over 400 and climbing, with many walkups signing up at the door. Everything is going smoothly with many favorable comments on the tours. Special thanks should be given to Larry Black, Joe Holbrook, Mel Trivette, Winfrey Adkins, and Bill Crace, who have worked very hard on this convention.

Mike Mottler gave his final report on *The Lion Roars* before passing the reins on to our new editor, Bill Schmeelk. Mr. Mottler has produced 18 magazines in 3 years as editor. He has taken our magazine to a new level and was given a special thank you from the Board. This publication was honored by winning the prestigious "Communicators Award of Excellence" (see the story in *The Lion Roars*). A special luncheon will be held at noon Saturday for all contributors over the past 12 months. Mr. Schmeelk has committed to a two year term as our new editor. Report accepted.

Our Interchange Editor, Bill Button reported that he is having no problems since starting the new computer program with the last issue. Report accepted.

Mr. Otten and Mr. Dennis presented the election results. They are already on our web site and will be printed in the next issue of *The Lion Roars*.

Mr. Findley reported on our new web site. He gave his recommendations on the wise investment of club funds in both short-term and long term CDs in different banks. He also discussed ways of monitoring the way we are staying within our proposed budgets. Report accepted.

Under new business, Mr. Black discussed the plans to include the new Lionel catalog on our web site. These have now been finalized. The catalog will be available on our web site on August 20, 2001.

The mileage and per diem were set and the meeting adjourned at 11:03

Respectfully submitted,
Dienzel Dennis, LCCA Secretary

LIONEL COLLECTORS CLUB OF AMERICA BOARD MEETING MINUTES JULY 26, 2001 HYATT REGENCY HOTEL LEXINGTON, KENTUCKY

The first meeting of the New Board was called to order by President John Fisher at 11:17 A. M. Dienzel Dennis, Secretary, called the roll with the following in attendance: John Fisher, President; Eric Fogg, president Elect; Dienzel Dennis, Secretary; Richard Johnson, Treasurer; and Im. Past President, Albert Otten. Also present were Directors Larry Black, William Button, Louis Caponi, Harry Overtoom, and William Schmeelk. Mike Mottler and Barry Findley were also in the meeting.

There were no minutes available by Secretary Dennis since our last meeting ended only 10 minutes earlier.

President Fisher outlined some of his expectations for the next two years during his term as president. All correspondence on club stationary must be copied to the president. Committees will be appointed and notified by the president in the very near future.

Mr. Fisher requested that all officers and directors plan to arrive in Pittsburgh by Sunday of convention week next year. With the Amtrak excursion planned for Tuesday, along with a full week of scheduled events, this convention promises to be one of our best ever. This convention will be planned and executed utilizing a team concept of officers, directors, members, appointed officials, and volunteers.

New Business:

A list of appointments for committees for the year 2001-2002 was distributed and accepted.

Dues will remain the same for the coming year. This will be the 12th straight year without an increase in dues.

The next Board Meeting will be held at the Holiday Inn Holidome on Loucks Avenue in York, Pa. on Saturday October 20, 2001 at 3:00 P.M.

The Board officially acknowledged Immediate Past President Albert Otten for his outstanding contributions to LCCA over several years. President Fisher noted his key role in fiscal management and membership growth and added that few national associations our size have the solid financial foundation of LCCA. All of this provided by a volunteer group of officers, directors, and appointed officials without the overhead of a paid national staff. Mr. Otten thanked the Board for their strong support and commitment to the growth of LCCA.

The meeting was adjourned at 11:57 A. M. 

Respectfully submitted,
Dienzel Dennis, LCCA Secretary



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). 

Train Talk

by **Richard Maddox**

President, Lionel LLC



Richard Maddox

At the risk of overkill, I thought that perhaps an in depth discussion of some of the rationale behind Lionel's much publicized purchase of I.C. Controls and the licensing of a number of QSI patents might make some interesting reading.

No one can dispute the fact that electronics have become an important feature in model

railroading. A recent survey of model railroad enthusiasts at April's York, PA train meet indicated that 30% of the respondents are currently using the TrainMaster? Command Control (TMCC) system on their layouts and 21% of those who didn't have TMCC planned to purchase it in the next year. Admittedly, the group (over 2400) represents a "hard core" group of enthusiastic model railroaders and a survey of a less dedicated group would no doubt produce a much smaller percent of usage. None the less, it appears that the electronic revolution is here to stay and is developing a following.

Most of you know that I come from a model railroading background that demanded compatibility. In fact, the entire

growth of the HO industry was the result of strategic thinkers of the day who were willing to get together and set standards. That mindset exists today in HO electronics and while several manufacturers produce HO Command systems they are ALL compatible.

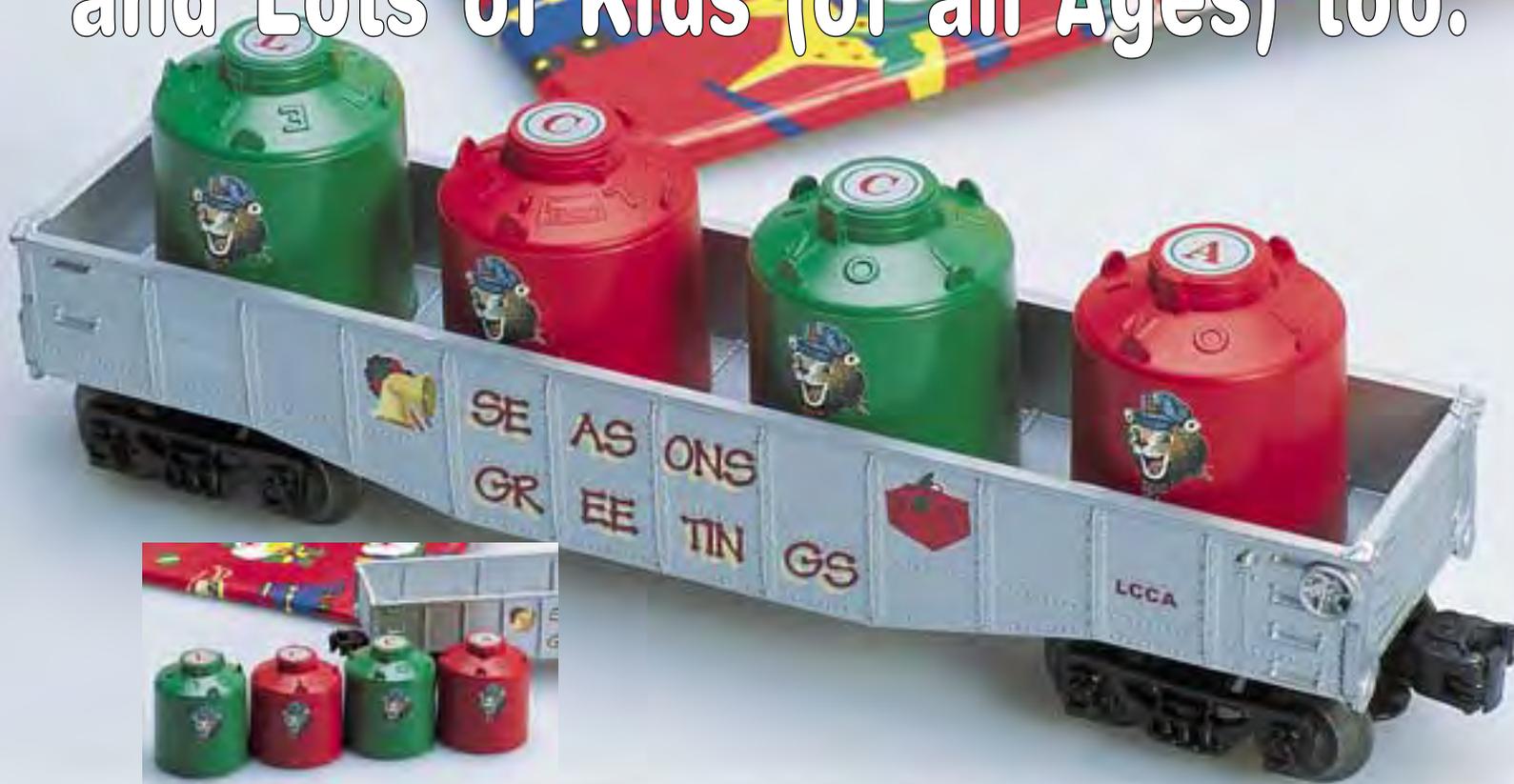
Lionel made an offer several years ago before I became president, to share its patented TMCC with other model railroad companies in an effort to develop compatibility of electronics within the O scale marketplace. I'm proud to state that to date Atlas, 3rd Rail, K-Line and Weaver have all taken advantage of the offer and now supply their locomotives with TMCC. We have also licensed several after market electronic suppliers like Train America to retrofit older Lionel and/or other manufacturer's locomotives with TMCC. These initiatives have done much to develop compatibility but we felt that it was possible to go even further to the point that the CAB 1 Remote Controller could control every O gauge locomotive ever made by any manufacturer in conventional mode and of course all TMCC equipped locomotives with all their features. To do this, we needed to license QSI patents covering the MTH Proto-Sounds locomotives. We were able to incorporate these patents into the Lionel / I.C. Controls new TPC 4000 controller which enables the CAB 1 to control both MTH Proto-Sounds and Proto-Sounds 2.0 locomotives in the conventional mode. It's not the complete compatibility we would like, but represents several steps in the right direction and at the moment satisfies the market's need for a universal system. Many other benefits come out of the purchase of I.C. Controls, including exciting new concepts of operation — but, that's for another day. For now, I'm satisfied we're making every effort to "practice what I preach." 🚂

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

For information, contact
Eric Fogg
515-223-1024
fogghome@aol.com



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 _____
If other foreign country, add'l \$10 per car _____
Total: \$ _____

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

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

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

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

