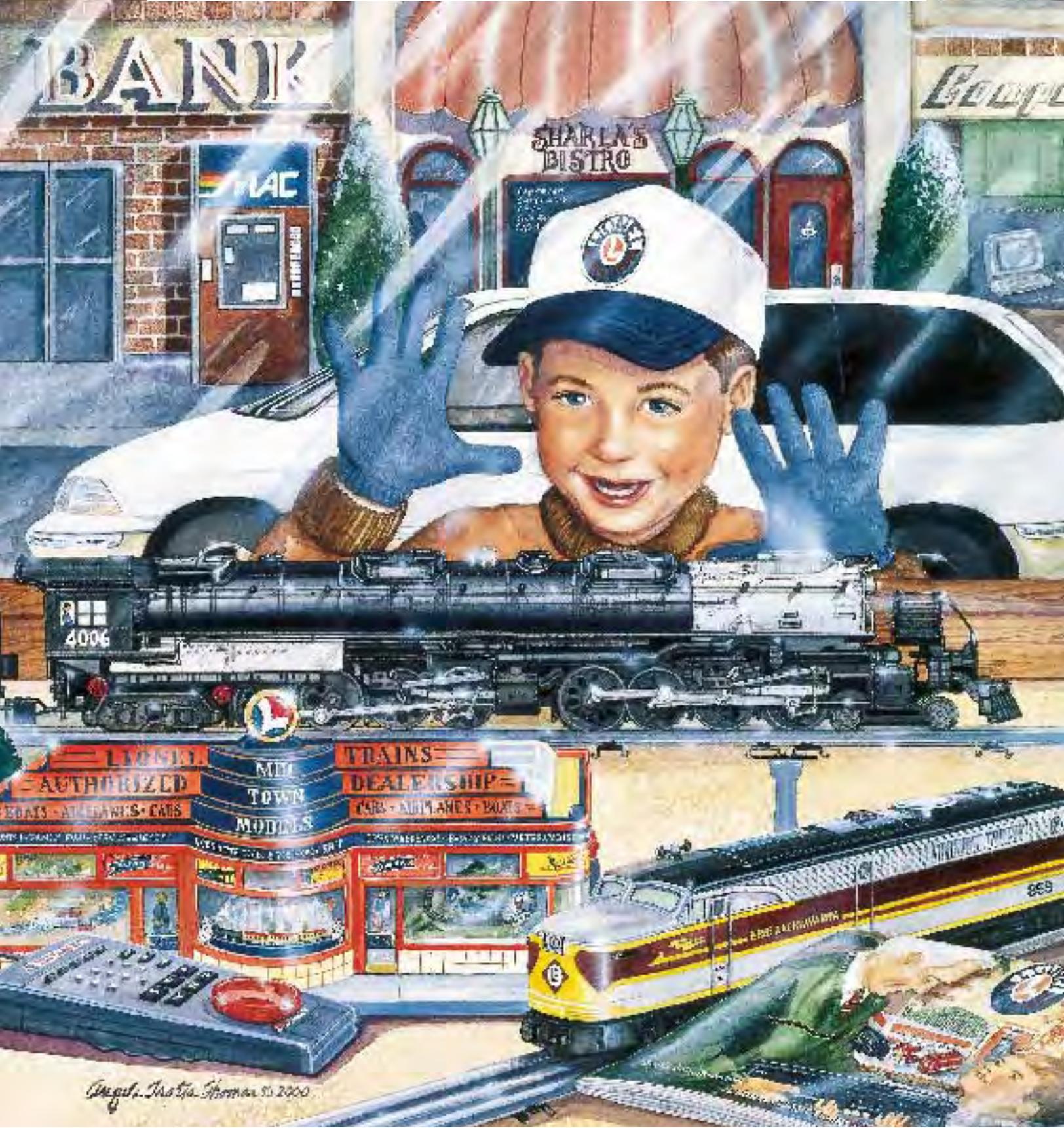


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The Lion Roars



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Gregory J. Trotter, Hooper, Ill. 2000

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.**

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



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

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The President's Report

by John Fisher

RM 6541

If our trains and the relationships created through them were important prior to September 11, somehow they seem even more so now as we seek anchors and stability in a world forever changed by events on that day. As a nation we are rediscovering a wonderfully nostalgic part of the 50's lifestyle, cocooning, or staying closer to home and involving ourselves in activities in those familiar, safe surroundings. For many of us that has brought us closer to our families and friends. While we are only temporary caretakers for our trains, the friendships they have brought can and do last a lifetime. During this time and at this season it seems appropriate to keep all of this in perspective and to appreciate all of this, especially the friendships. Consider letting your train friends know just how much you value their friendship. It's a great way to make two people smile.

Many of you have accepted my invitation to provide feedback about our club. Thank you. I especially enjoyed my visit with member Charlie Swanson. We need to listen well and as Will Rogers once wryly observed, "When you're talking, you're not learning!" It will continue to be one of our key objectives to listen carefully and wherever possible, implement

member-generated ideas for innovation and improvement. Over the next several months we will be asking many of you to voluntarily share your thoughts with us regarding many aspects of the club's operation. We plan to use that information to more effectively target LCCA's publications, website, convention cars and stocking stuffers. Membership value will be the driving force and we hope to pleasantly surprise you with several projects currently underway. Later in these pages you will find a request for an LCCA Website Editor along with the position requirements and responsibilities. If you or someone you know in the club might be interested, we'd love to hear from you.

Our plans for Pittsburgh in July 2002 are being finalized. It is not too early to make reservations at our headquarters hotel, the Sheraton Station Square. This will be a fun-filled week of tours and special events capped off with an enchanting three river cruise and banquet on Saturday evening. In addition to another spectacular Amtrak excursion we are planning a very special LCCA day at the acclaimed Carnegie Science Center presented by Lionel. We promise some fun surprises throughout the week. Our conventions continue to provide a great way to renew old friendships and create new ones.

During this very special time of the year your officers, directors and appointed officials send our very best wishes for a joyous holiday season and a healthy, peaceful new year. 🚂

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 Infamous

F. Richard Ervin

The latest edition of Greenberg's Guide to Postwar Cataloged Sets¹ refers to the "X" which appears on Lionel boxes has been referred to as "The Infamous 'X'". Thought to mean "something different", the author acknowledges there

LCCA #3053

are many possible explanations including that the items were meant for separate sale or that they represented an atypical configuration of a car, engine, or

Although inclusion of an "X" mark is recognized in past³ and current⁴ Lionel guides as a subtle variation of the 1946 and 1947 #1666 locomotive, the above explanations do not seem to apply to the "X" stamped on the boiler face inside the cab of the engine. There are at least three variations with different positioning of a rubber-stamped silver "X" (four if you include an engine with no such markings). Figures 1-3 show that an "X" could be marked on the left firebox door, on the right



accessory. Immediately before World War II, Lionel packed altered cars in component boxes with an "X" stamped next to the item number to indicate specifically that a special item was enclosed. Also, some altered tenders had an "X" stamped on the frame. "They tended to be obsolete, excess, or used inventory provided with additional features to enhance the play value of special sets."²

What, then, is the meaning of an "X" marked in different places on examples of a piece of rolling stock?

firebox door, or above both doors. Also, the "X" stamp appears different in each.

I can see no obvious difference among the engines, nor have I ever seen any difference in other #1666 engines with these unusual markings. The "X" on the left firebox door seems to be more common, but this is just from personal observations. Any additional information from

other members would be appreciated. 🚂

Photographs by f. Richrd Ervin

¹ Ambrose, Paul V. Greenberg's Guide to Lionel Trains, 1945-1969; Volume III, Cataloged Sets. 1999. Kalmbach Publishing Company, Waukesha, Wisconsin.

² Armstrong, Stuart. X marks the Lionel Collectible, the Hidden Story of some Prewar Gems. Classic Toy Trains. July, 2001, Page 85.

³ Greenberg, Bruce C. Greenberg's Guide to Lionel Trains, 1945-1969; Volume 1, Motive Power and Rolling Stock. 1991. Greenberg Publishing Company, Inc. Sykesville, Maryland.

⁴ Ambrose, Paul V. Greenberg's Guide to Lionel Trains, 1945-1969; Volume 1, Motive Power and Rolling Stock. 2001. Kalmbach Publishing Company, Waukesha, Wisconsin. The Mysterious "X" of the Postwar #1666 Steam Engine

The Tinplate Cannonball

by Ken Morgan

RM 12231

Have you ever been on a “cook’s tour”? Ever wonder where the term came from? At the risk of spoiling the suspense, I’ll dispense with my usual course and answer the question up front.

You might remember that a major factor that sparked my interest in trains, was a railroad trip to which I was treated by my Grandmother many years ago. The trip took us around the US and part of Canada. It was a “Cook’s Tour,” conducted by what was originally a British firm, Thomas Cook, Ltd. That’s how the phrase “Cook’s tour” came to be used.

If I could tax your memory again, although not over such a long period, last issue I discussed a bit about scale. I would like to use the concept of Cook’s Tours to further illustrate some aspects of scale.

In addition to my addiction to toy trains, I am also enamored with Dinky Toys. For those of you who may not be familiar with them, they were high quality British (and French) die cast toys. The models were mostly cars and trucks that were modeled at close to O scale or 1/48 and are therefore very compatible with Lionel trains. The trucks were military models mostly 1/64 scale, so for those heretics who operate S gauge, they fit right in. The larger Dinky Supertoys line had trucks in 1/48, so we O gaugers are cared for here, too. Even HO operators are covered, since there is also an OO line (Dublo).

I bought Dinky Toys with my paper route profits during the ’50s, and kept them with my Lionel trains, so they have always been together both in my memories and in my basement. While most of them are British prototypes, many are U.S. and many of the non-US models were cars often seen in America. For example, Dinky Toys offered a Volkswagen Beetle for many years, so if you model the 50s-60s, you’ve got to have that car on the layout!

This rather long introduction gets me around to my point. **Photo 1** shows a fairly scarce Dinky Toy figure, number 13a, “Cook’s Man”. The real man was an agent of Thomas Cook Ltd. and catered to the needs of their wealthier clients on the more posh tours. The Dinky figure was made from 1952-56. He will be my agent, serving as a constant scale figure and as a point of reference in this, and future articles. As you can see in the



photo, he is placed next to an O scale ruler, and is just about 6 feet tall, not including his hat, so he’s a good representative O scale man.

Now just for contrast, look at **photo 2**. There’s my Cook’s Man, standing next to a Lionel figure of rather significant size. He is the 1045 Operating Watchman. Yeah, I thought Flagman, too, but the catalog says Watchman. Then again, apparently Lionel wasn’t certain of his job description, because the plate on the base says Flagman. The catalog states that the Watchman is, for any track except OO. Since he debuted in 1938, when Standard gauge was on the way out, Lionel had to have foreseen more sales with O gauge than with Standard. That being the case, he’s quite a size isn’t he? In fact, he’s roughly 15 feet tall in O scale. Can you imagine what the NY Knicks would offer a 15-foot tall center? Probably more than Lionel was paying him to swing his arm.



Now let’s take this one step further. As long as we know he’s a watchman, I’ll call him Willie. Let’s assume Willie takes a lunch break. Where does he go to eat? The local diner, I guess. Which brings up another question. Where did a lot of diners come from? Old railroad cars, of course. At least they sure looked like they did.

Well, check out **photo 3**. There is a Lionel Diner, with my Cook’s Man standing outside. The illuminated 442 diner is a personal favorite. I’ve always liked diners and having some fond early memories of them, I was pleased to add it to my collection a while ago. I might add that I found it in *The Interchange Track*. Anyhow, it appears that while it might be a bit tight, Cook’s Man could sit down on the bench seat inside and have a meal. Not poor Willie, however. There’s no way he’d get into that diner. Looks like a long day with no lunch. In fact, some day I’ll go into where Willie might live. It sure won’t be in any of the houses built by Lionel! So much for scale, not to mention working conditions in Lionel Land.

Let’s return to my comment about where diners came from, and recall how I described the seating in the 442 diner — benches. If you want to guess that the Lionel



3

Diner came from a railroad car, you're right. To be precise, it was made from a 610 Pullman car, as shown in **photo 4**. This car is the smallest of what the TCA calls the middle series large passenger cars. It was generally accompanied by a 612 observation car. The middle series large passenger cars include the 605/606 and 710/712. Certainly the later ones would carry Cook's Man in style, but Willie will have to walk. Even the 710, Lionel's roomiest pre-war Pullman, can't cater to him.

Photo 5 shows the 610/612 pair. I've had these cars for many years, and they never really attracted me, probably due to the rather drab Mojave and maroon colors. They are however, available in several other combinations, including the common olive green with either maroon or red windows and doors, terra cotta, maroon (roof) and cream, pea green and orange, and either light blue or light red and silver. So they can be more eye-catching. The pea green or olive green versions go nicely with 254 electrics in matching colors. While the terra cotta and both silver roofed versions are non-catalogued issues, neither is very expensive. So if you want to provide basic transportation for an O sized figure to the Lionel Diner, check *The Interchange Track* for arrivals!

I would offer a brief note of caution here. The 610/612 is an interesting choice of numbers. As I noted in an earlier article, Lionel did not very often duplicate numbers, but this is an occasion on which they did, and for similar equipment. These cars were produced from 1926 through 1930, and measure 8-3/4 inches. The earlier 610/612 were the largest of the early passenger series, and are 8-1/2 inches long. So make sure you know which one you're getting if you go *The Interchange Track* route. Another piece of trivia — the 610/612s were the only middle or late series tinsplate cars with single windows. All the others have double windows. This is different from the early cars, which offered more single window cars than doubles. Single windows didn't appear again until the Bakelite Madison cars, and those windows are arranged near

prototypically with both paired and single windows on each side.

Now back to the 442 Diner. Like many Lionel accessories on plots, the base and steps are a composition board and they are easily damaged. Note that most sources say the base is wood. It appears to me to be some sort of processed composition board, not just a piece of wood. This applies to the base itself, which is painted a light mud color over brown, and the steps, which seem to be made of the same material, but painted pink. Above the base and below the diner body is another, lighter composition material, painted pink. The composition of this piece reminds me of Homosote. The well-trimmed hedge and the bushes are rather delicate, so you might want to ask for details if ordering over the phone. Inside the



4



5

hedge the base is painted green and sprinkled with coarse sawdust that is painted the same green. The cream and red colors shown in the photos are the only ones in which the diner was offered. And unlike real diners that originated as coaches bought for scrap, this one goes for more than the original cars do. So, if you're desperate, find a junker and

follow prototype practice and make your own diner. If you do, look closely at the lettering in **photo 3**. It doesn't follow the practice of the cars. It says DINER, but instead of 442, it says EAT in both end panels. The style of the two words is also different. DINER is in simple block sans serif lettering, while EAT is in a fancier serif font.

Interestingly, the diner was offered from 1938 through 1942. The dates for the 610/612 were 1926-30. What were those bodies doing sitting around for eight years, one might ask? It's not like Lionel to leave something saleable just gathering dust! Well, some of them were used as either uncatalogued or department store specials during those years, but apparently, enough remained that Lionel needed to do something creative with the remaining leftovers, especially since the car body style was clearly dated. Hence, the diner. Drop in for an Adam and Eve on a raft and a cup of java anytime! 🚂

Photographs by Ken Morgan

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

Shorty Freight Cars and Trains

Most of the tinplate freight cars in my collection are about the same width, 3-1/2 to 4 inches, designed to ride on standard gauge track with 2-1/8 inches between the running rails. If that scale is 1:24, more or less, nearly all of them are too short. The Early Lionel 100 series and the Ives wide gauge freight cars built before 1930 are less than a foot long, or not even 24 scale feet.

In 1910-11, Lionel built several cars which were only half that length. One of these is the tender that makes the Early No. 5 steam locomotive into a 5 special or a No. 51. That tender is only 5-3/4 inches long. As it was first offered, it rode on a single four wheel truck and swiveled awkwardly on one pin. In 1910, a hole was made in the sloped deck so a screw could be driven to hold a second truck under the frame. At the same time, Lionel sold a short 112 gondola which measured only 6-1/2 inches long, and a 116 hopper car measuring 7-1/2 inches long (**Photo 1**).



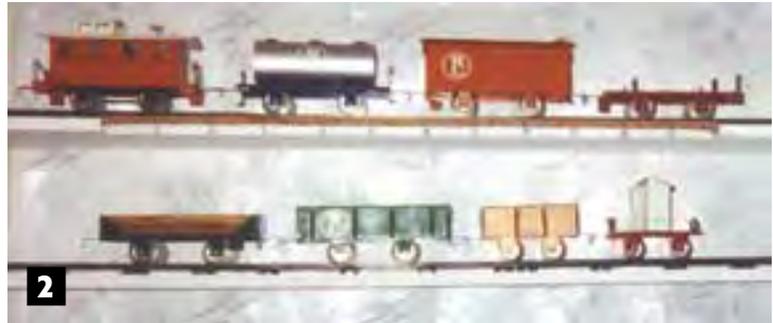
Upper track: My 1910 Lionel No. 51 pulls its short tender, gondola, hopper, and caboose. Lower track: Two different Buddy "L" dump cars (left), with a pair of Louis Marx tinplate gondolas. The green Marx is in the original paint.

Two other companies made prewar freight cars that are just as short, but were not exactly standard gauge. Buddy "L" made a mining or industrial train with two different kinds of cast iron dump cars, each 6 inches long. These ran behind a fairly large unpowered locomotive on a circle of 2 inch track (Gauge II?). The treads of their wheels are wide enough to run them on standard gauge. Louis Marx made a smaller train with 7-1/2 inch gondolas, whose wheel treads are barely wide enough to stay on Lionel track.

Several post-war builders of standard gauge trains also made shorty freight cars. Would it surprise you to know that there were more shops making standard gauge trains in 1978 than in the boom year of 1928? Bob Thon and I once thought we might write a book on modern standard gauge, but that

seems unlikely now. I have most of those trains, and mine are pictured in Chapter 8 of Peter Riddle's *AMERICA'S STANDARD GAUGE ELECTRIC TRAINS* (1998).

The earliest post-war shorty freight set was built by Russell Roberts, before he sold Roberts Lines to Bob Thon. I have only the 9 inch caboose built by Russ. Later, Bob designed a 5-1/2 inch outhouse on wheels, nicknamed "Johnnie on the Spot." It was a hit as a conversation piece and became the most popular item Roberts Lines sold. When I ordered mine, I asked Bob if he knew where I might get the rest of the short Roberts cars. "Sure," he said, "I'll build you a set."

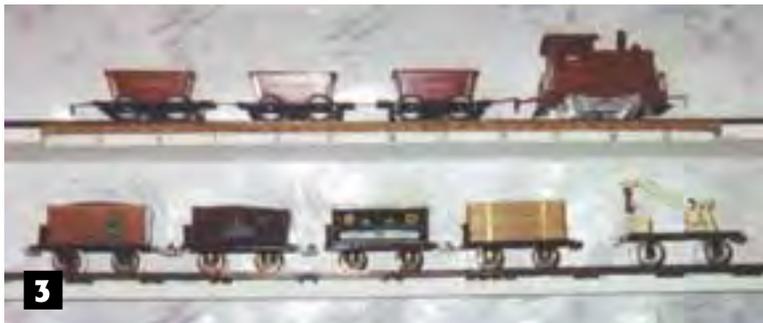


Eight four-wheel cars made by Roberts Lines. Russ Roberts made the caboose (Upper left). Bob Thon reproduced the other 9 inch freight cars for me, and designed the short gondola and the "Johnnie on the Spot" outhouse on wheels as novelties. (Lower right)

He did better than his word. Although there were only four in the original consist, he built me half a dozen 9 inch cars. He converted the box car into a reefer, but said it was so much trouble to solder the ice hatches and grab irons to its roof that he would not do that again. To top off the whole deal, he sent me a short 5-3/4 inch gondola that was left over from ten he built especially for his fellow national officers of the Toy Train Operating Society (**Photo 2**). My small Roberts cars with No. 51 on the point, run across the title pages of Peter Riddle's book.

Another early entrant in post-war standard gauge freights was W. L. "Red" Forney. He was inspired by John Newbraugh's antique Carlisle & Finch set to build two different mine trains. I have the later style, a modern diesel yard goat on one Glenn truck, with three ore cars marked gold, silver, and gems. The 6-1/2 inch ore cars have four wheels mounted inside their frames. "Red" built several different locomotives and a large fleet of standard gauge freight cars before his tragic death in 1986.

In the 1980's, Dick Mayer of Rich-Art built a series of 6-1/4 inch cars for the TTOS national conventions. Although they are embossed "R" on the bottom, the fellow who sold me my first pair wrongly insisted they were really McCoy's. Dick told me that the full set had a locomotive, but I have never seen it. Charles Wood of Classic Model Trains built a matching 6-1/4 inch crane car for the TTOS in 1988, and later mounted the crane on a longer frame for the general public (**Photo 3**).



3 Upper track: W. L. "Red" Forney's second mine train, a diesel yard goat with three ore cars whose wheels are inside the car frames. Lower track: Four of the short cars built by Dick Mayer of Rich Art for the Toy Train Operating Society's 1980's national

Bob McCoy, Jr., designed and built a shorty work train, named the "Black Diamond," in 1985. A string of 5-1/2 inch cars, including a small crane, run behind the "Little Chief" steam engine with no tender. My caboose includes the optional light kit and a music box that plays "I've been working on the railroad" as it circles the tracks on my layout (Photo 4). He and Margaret closed their plant in Kent, Washington, after Bob McCoy, Sr., died in 1995. Bob, Jr. has moved to eastern Washington, where he still sells parts and builds standard gauge locomotives.

Ninety years ago Lionel itself built the first short standard gauge freight cars. Since the 1970's, half a

dozen other shops have offered them at modest prices. These short cars obviously were not intended to be scale models; they are simply toys meant for fun and conversation. A set running around the family Christmas tree — wouldn't that be an easy way for several generations to share the pleasure of trains? 🚂

Photographs by Grandpa Nelson G. Williams



4 Bob McCoy, Jr., designed and built this short "Black Diamond" train in 1985. The extra red pipe car is a memento of our visit to the McCoy factory that year, during the national convention of the Train Collectors Association in Seattle.

Goodbye, Choo-Choo Charley Burt

When Charles Burt died on October 4th, the toy train hobby lost one of its pioneers and I personally lost a very good friend. He was born in Hopewell, Virginia on March 15, 1921. He was the youngest of four children. He was the last of his generation, having attended the funeral of his brother Frank in New Jersey during his most recent visit with us in Florida.

He is survived by his wife, Mildred; two sons, Bruce and Larry in Michigan; a daughter, Diana who lives in Dublin, Ohio, and four grandchildren. Although he was a lifelong Catholic, Charley and Mildred sang in the choir of the Floral City United Methodist Church during their winters in Florida. I treasure a tape of "Life is Like a Mountain Railroad" which they recorded years ago for my own funeral. The choir director played the piano and another chorister played the violin.

Charley and Mildred were "snowbirds" who spent the winter in the house her father left them, about five miles from our home. I first met them when Charley found my name in the TCA directory and called to see my trains twelve years ago. He enjoyed my "exotic collection" of My daughter Elizabeth and I were privileged to visit Charley and Mildred at their home in Redford during the

year 2000 LCCA Convention and tour the Carail Museum and the Lionel factory together. We also saw the trains in his basement workshop where his son Bruce will finish up the repair jobs that Charley left behind. Bruce is a TCA member, and an expert train restorer.

Charles Burt was a charter member of the Train Collectors Association and the first president of its Great Lakes division. His nickname and interest in trains go back to his youth when he watched trains and local trolley cars share the rails under the 30th Street station in Philadelphia. Its upper floor later became Amtrak's dispatch center for the eastern states.

Charley was trained as an electrician by the U. S. Navy and met Mildred at a USO dance in her native Detroit. They were married 54 years and often sang love songs as duets in public performances. He was a member of Local 58 Electrical Workers for more than 50 years. In his work on construction jobs in Detroit and New York, he sometimes breathed asbestos. He was diagnosed with lung cancer five weeks before his death, which was due to heart failure. He will be greatly missed by many friends, especially by us train collectors who knew him. 🚂

Nelson G. Williams

Richard Kughn Auction at Stout

Harry Overtoom

RM 1185

I had decided to go to the two-day auction featuring the collection of Richard Kughn. I used the excuse of going to visit my latest rug rat grandson to get a sleeping room at my daughter's house. The weather was clear both days with the early morning temperature around 39 degrees and mid-afternoon in the mid 60's under a clear sky.

Kughn's collection. Dick told me personally that this auction represented 25 to 30 percent of his total collection. WOW!

My typical auction strategy is to let the bidding begin and then if I am interested, to jump in toward the end of the bidding. In many cases the bidding went beyond my top price, leaving me no opportunity to jump in. I did get a couple of items, so the trip was not in vain. About half of the items were



With over 1000 lots to call in two days, Greg Stout had his work cut out for him. To his credit the auction, catalog and snack bar were all outstanding. I arrived with the catalog in hand and had marked it to use during the auction. Some items were marked to indicate interest, others were marked indicating to buy if reasonable, and a few marked to indicate a go for it. The quality of the items was very high, and this brought out the approximately 400 bidders attempting to buy some of Dick

from American Flyer. This included several pieces of original artwork for catalogs and these gathered a lot of attention.

Of course the hot news after an auction is always, "What did this item go for?" Well, here is a sampling of some of the hottest sales.

Dick Kughn had revamped the large Madison Hardware sign that was once mounted above the famous 23rd street store



in New York City. All of the neon on the large 12-foot wide by 5 foot high was operable. The winning bid was \$37,500.00. Add to that the 10% buyer's fees and you've got a total sale price of \$41,250.00. Then of course you have sales tax and the cost of crating and shipping it to its final destination.

The top price of the auction was brought by a group of books from Lionel that detailed quite a few postwar years worth of cataloged and uncataloged/promotional sets. For the cataloged sets it had a detailed list of what went in each set and how many were made. Most also included a diagram of how the trains were packaged in the set box. The uncataloged/promotional sets have the same information with the additional info as to which retailer they were sold to. This is information

straight from the Lionel factory. These books and papers stacked up to two feet tall. This was truly an incredible amount of information and I hope that the purchaser will somehow share this information with other collectors, perhaps in a book. It is doubtful however that any book would recoup the \$43,000 winning bid. Adding the buyer's fee brings the cost up to \$47,300.

It was a great two days. The pictures are from the second day, Saturday. The Stout auction was not only a great opportunity to procure your favorite train, but it has also been a super social event as well. Like York, if you go to once, you'll continue to attend. Congratulations Greg, to you and your staff.

Editor's Note: After reading Harry's remarks and looking over the auction catalog, I thought our readers would be interested in seeing some of the rare and interesting items from the auction. We contacted Greg Stout of Stout auctions and he supplied us with some photos that follow. The prices given below do not include the additional 10% buyers fee that was added to all winning bids.





Lot 533 — You've probably seen this item many times in orange. This rare Lionel original bulldozer molded in green went for \$1900.00.



Lot 558 — Many of us have seen photos of the clear shell F3 diesels, but have you ever seen a steam locomotive molded in clear plastic? I first heard of such a thing existing while viewing the recently released TM video on Lionel HO. Well, here's one that went up for bids. The final price was \$1400.00.



Lot 32 — Here's a photo of a Lionel 3665 Minuteman Missile Launch boxcar molded in black. Even with a glued crack, this car went for \$1650.00.



Lot 621 — Take a look at this neat postwar factory mockup for what appears to be a barrel unloader or perhaps a crate unloader. This one of kind piece went for \$5000.00.



Lot 100 — Here's a pre-production prototype for Lionel's 44 U.S. Army Launcher. There were some changes made to the body and this model is molded in a blue/gray mottled plastic. The high bid on this was \$2,250.00.



Lot 666 — Here's something you might own. This is a Lionel 6464-100 blue feather boxcar, but this one is in incredibly good condition and never run. This sold for \$3,300.00



Lot 755 — Here's something I've never even seen a photo of, never mind the actual piece. It's the Lionel 111-50 trestle set. This is the trestle set that allows the

famed over and under, or father/son set featured on the cover of the 1961 catalog. This is of course a very hard to find trestle set, but this one is even more rare because it was tagged by Lionel as a production sample and dated 9-23-60. It could have been yours for a mere \$2500.00.



Lot 784 — For all of you set collectors here's a set you never see in this kind of shape. It's the 4110WS Electronic Set complete with set box in great shape. Greg Stout comments that it was one of the most minty sets he has ever had in an auction. Well, what would you pay for an item this rare? The high bid was, are you ready . . . \$24,000.00.



Lot 787 — Here's an interesting item that appears to be from the Lionel archives. This is a Lionel mock-up for a motorized unit that launched a missile. It appears to be made from a Gang car unit. I wonder

how the missile was launched. Perhaps it fired when the end bumper was hit. The cost? \$5750.00.

There was also a great deal of valuable paper, including original artwork.



Lot 825 — Here's some original artwork done by Raymond Loewy & Associates for Lionel. Raymond Loewy you might recall, was the designer of the Pennsylvania GG-1. This was drawing #2

in a series for what was eventually the 497 coal loader. The label gives the date as 5/8/52. high bid was \$1300.00.



Lots 827, 828, and 829 — These are drawing numbers 3, 4, and 5 in the same series. I can't help wondering if drawing #1 is the version that eventually appeared in production. They went for \$800.00, \$850.00, and \$1150.00 respectively.



Lot 653 — Here's one of the many American Flyer pieces of original artwork. This drawing depicts the "Defender" set for an American Flyer catalog. The size is 28 x 15 inches. The winning bid was \$8500.00.



Lot 704 — Here's another great piece of American Flyer original artwork. This beauty went for a whopping \$18,500.00.

There are always some real surprises and this auction had several. **Lots 6, 7, and 8** were boxes



of Lichen - you know the green stuff you use for trees or greenery on a layout. Each of these lots went for over a thousand dollars! Shown in the photo is **Lot 8** and its selling price was \$1200.00.

One of the accessories I received as a kid in the '50s was the 175 Rocket Launcher. I remember at the time, a replacement rocket was \$1.00.



Today, original rockets are hard to find in good shape.

Lot 528 is an original 175-50 separate sale rocket, with a small instruction sheet in a plastic bag. Even one kept in such good shape however, no longer has the foam tip. These have all deteriorated with time. This one went for \$750.00.



There were also some rare variations and nothing jacks up the price like the words rare variation. Here's **Lot 677** — a Lionel 6119 work caboose, but with blue lettering on the cab and the frame. This blue rather than black lettering brought the price of this work caboose to \$2000.00.



Lot 754 — Here's another very rare car. This is Lionel's 816 (not 2816) which is exceptionally tough to find in any condition. This example is close to perfect. This car brought \$18,500.00.



Lot 705 — Here's some interesting Lionel paper. This is a group of 3 original artworks that appear to have been for comic book ads. This set of three went for \$1150.00.

It certainly must have been an exciting event. A special thanks goes to Greg Stout for his help in supplying these interesting photos. Greg has also advised us that the auction catalog is still available. This 76 page 8 1/2 x 11 inch features hundreds of photos, many of items you will probably not see anywhere else. The price is \$25.00 post paid. Gerg's next auction is in March 2002. For more details on upcoming auctions and Stout auctions in general, visit them on the web at www.stoutauctions.com. 

New Area Code? New Zip Code?

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

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



The Legend of Kozmo Knoebel

by Contributing Editor Dennis Leon Clad

erack — was the sound that emanated from the bat of the visiting team's last batter. Even the bleacher buffs, whose eyes were concentrating more on their next bite of hot dog, knew that strip-the-hide-off-the-ball trumpet signaled another loss for the home team Chipmunks. Doing something for no other reason than the sake of pride almost always leads to disappointment. This lesson would be lost on a ball club made up entirely of eight brothers as surely as the game was.

For no sooner had the grand slam hitter tagged home plate than the bickering began between the brothers. This sad spectacle would last just a short time before turning, as it always did, to laying the blame for losing at the feet of Mom and Dad's youngest son, Kozmo.

We would have stood a chance if Kozmo had played, said one brother. No way, said another, he's too small

and isn't good at sports. Besides, all he wants to do is spend time at that park watching those humans. I bet that's where he's at right now, wishing he were human and having fun like they do. That's all he ever talks about. So it seems that being the littlest and different from one's siblings is the same for chipmunks as it is for human families. The one thing his brothers

were right about was that this beautiful spring day would find Kozmo at Knoebels Amusement Park, watching all the people, from the smallest to the



biggest, having so much fun. Although maybe they suspected, the one thing Kozmo never told his family was that it wasn't that he wanted to be human, but rather he wanted a last name like people do. Since that sunny April Saturday, as he grew older, little Kozmo never lost faith with the park. In fact, his presence every day at the park not only endeared the tiny chipmunk to the staff and

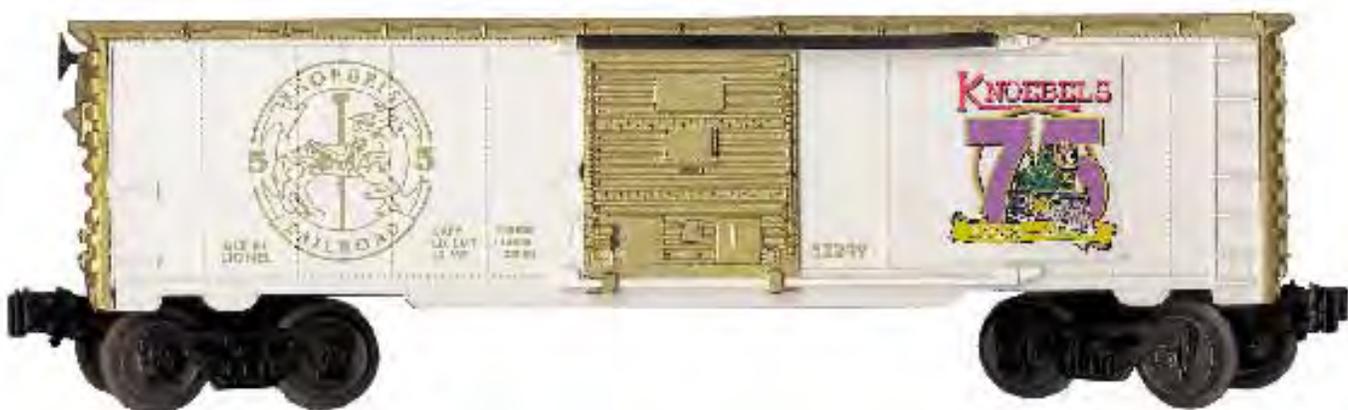
management, he also became an extended-family member to many of the park's patrons. Even as Kozmo's brothers, aged, they grew to realize just how special their baby brother was. There are three benefits to growing older; wisdom, tolerance and an appreciation of the differences between all creatures. Sometimes, if we're very lucky, these benefits may be ours.

With all of the years of enjoyment the park had given him, the one thing Kozmo had always hoped for, a last name, was still not his. But that, too, would change, and in a most scary way. It was 1989 and the last day the park would be open for the season. The little chipmunk was at his usual place that morning; the train ride just above the straightaway where the locomotive picks up speed and makes the most refreshing breeze, guaranteed to cool off even the hottest of chipmunks, or humans, for that matter. All of a sudden, just as the train was about to pass him by, Kozmo saw the wind blow the cap off a little girl not much older than him. Her hat had lodged itself in the coupler hoses

between the caboose and the last passenger car, which the child was riding. To his shock, the girl stood up in her seat and tried to reach for her cap. With all of the athletic grace and swiftness of Native American Jim Thorpe, our bright and brave hero leaped between the two railroad cars, pushing the small child back to the safety of her Mother's arms while freeing her prized Knoebels cap with his other paw. As a reward for such a courageous act, Kozmo was given the official title of Park Mascot. Along with this high honor, the park management bestowed upon our little chipmunk the thing he wanted most in the whole world, a last name — Knoebel.

Now Lionel Collectors Club of America members can share in the sense of pride Kozmo has for his favorite place, Knoebels Amusement Park, with a very limited edition Lionel boxcar. To date, five very collectable uncataloged 9700 series type Lionel boxcars have been produced. Each boxcar features a park ride or a small piece of Knoebels' long seventy five-year history. LCCA members can now order one of Kozmo's 75th anniversary Knoebels boxcars by calling 570-672-2572 Monday through Friday, 9am to 5pm, EST. To make their park souvenir toy extra special, only one thousand boxcars were made. The LCCA member who has even one Lionel-made Knoebels boxcar traveling their Lionville Pike will feel the same sense of joy that Kozmo has for Pennsylvania's favorite family fun park. 🚂

Happy Tracks!



Lionel News & Views

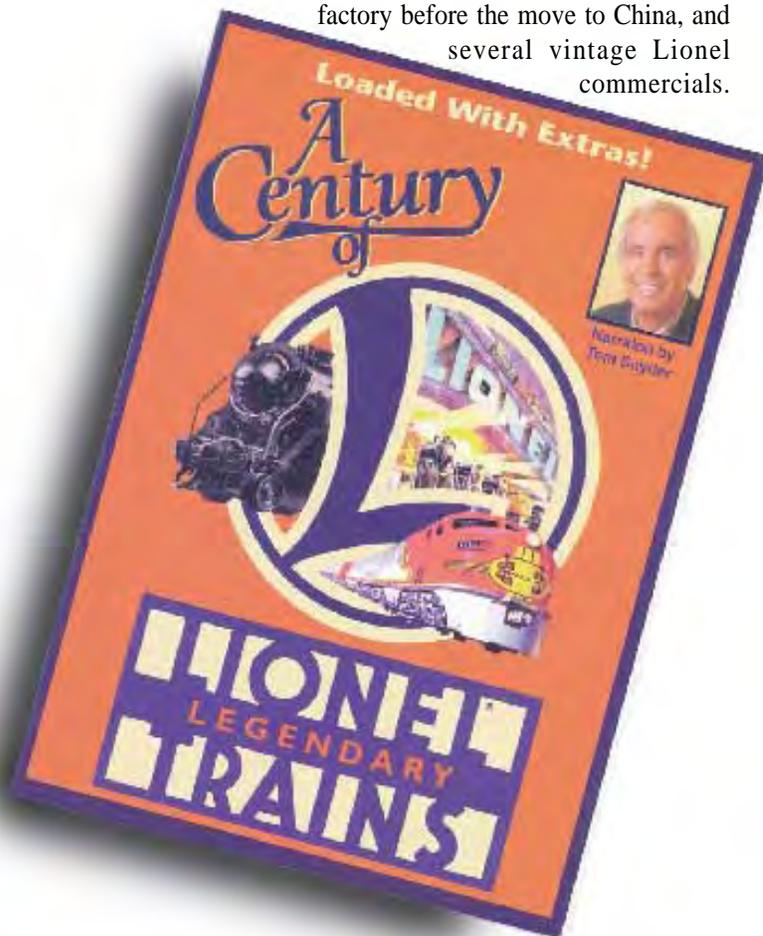
by Bill Schmeelk

RM 6643

New from TM Video

About a year ago, we reviewed TM's two video tape set entitled, *A Century of Lionel Trains*. The excellent program was narrated by Lionel enthusiast Tom Snyder of television broadcast fame. We liked it and thought it one of the best Lionel anniversary items available. The two hour video documents Lionel trains from 1900 to 2000 and shows many of the trains and accessories in operation. Tom Snyder's narration and ad lib remarks are always entertaining.

In keeping with the latest technology, TM is now offering this program on DVD. DVD of course stands for digital video disk and this new format provides several benefits over video tape. When you first load the disk, you see a menu that allows you to access any part of the program without waiting for tape to rewind or fast-forward. DVDs also offer a higher resolution than tape and they are not affected by repeated viewings because it's a beam of light that reads them. This new DVD edition is also loaded with extras which are not on the video tape. These include the last video shoot permitted in the Lionel factory before the move to China, and several vintage Lionel commercials.



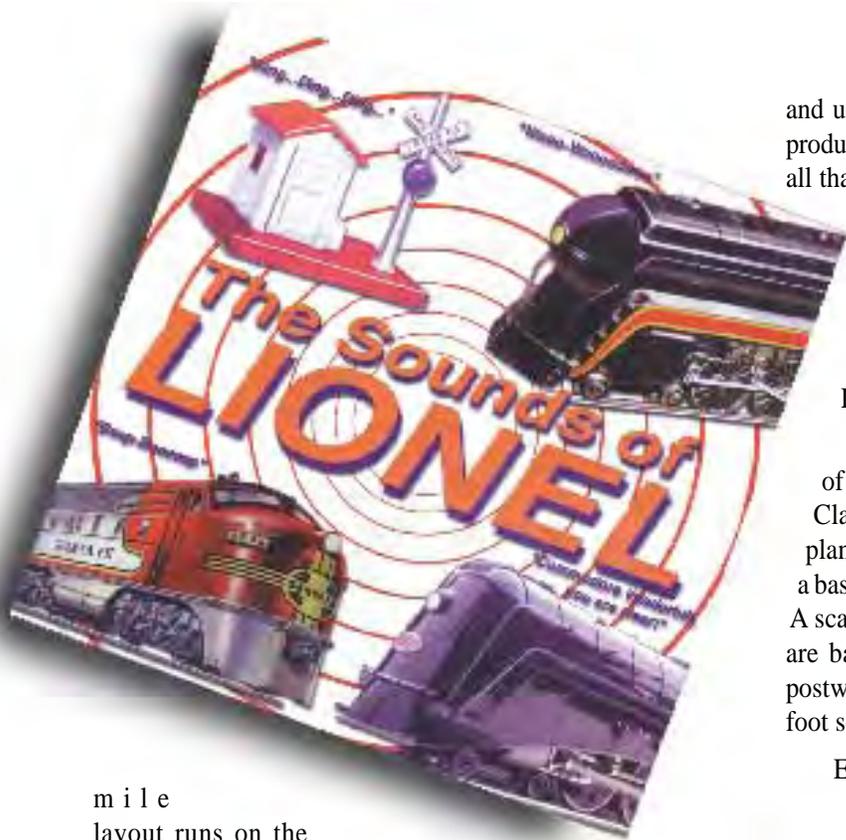
There are also two audio commentaries, one by Tom McComas and one by Joseph Stachler. Each of these commentaries run the entire length of the video and when you select them to be played, each is played while the video runs and you hear a running commentary by the producers, adding a significant amount of additional information. The DVD sells for \$29.95.

DVD is a great medium for train videos and we hope to see more of the classic Lionel videos available on this media. I'd especially like to see a disk of all the Lionel commercials. It would also be nice to have classics like Joe McDokes, Iron Ponies, etc. on a DVD.

Last issue we reviewed *I Love Toy Trains* Volume 9 and already volume 10 is out. This latest edition features a trip to Hawaii where we see the Lahina, Kaanapali &

Pacific Railroad in operation. This is a 36 inch gauge railroad that travels a section of the coast of Maui. Called the Sugar Cane express, this railroad at one time was used to carry sugar cane. Modern transportation systems made the railroad obsolete for sugar cane, but it is now a great tourist attraction and a railroad you can actually ride on. Of course the tape also features lots of toy trains running on a variety of layouts. These tapes always provide a little education for youngsters watching them. On this tape, the Big Boy and Challenger locomotives are dealt with. This tape also features the Prewar O gauge Hall of Fame. Five locomotives are inducted into this hall of fame and of course we see them all in operation. Also of interest is a trip to a 12 inch gauge live steam railroad which features the longest 12 inch gauge trestle bridge in the world - 443 feet long. This four and a half





and uncommon gear. Unfortunately, much of the rest of the product, be it “good” postwar, MPC, or modern era, isn’t doing all that well.

Bob goes on to discuss each era and includes a number of examples that reflect “the pulse of the auction movement in 2001.” If you’re one of the many who purchase this convenient guide, don’t ignore the first 24 pages that give an enlightening overview of the Lionel market. The 320 page guide sells for \$12.95.

From Kalmbach’s Classic Toy Trains comes a book of *Layout Plans for Toy Trains*. Culled from the pages of Classic Toy Trains magazine, this volume provides detailed plans for 18 layouts. The selection includes everything from a basic 4-foot by 8-foot layout to a large 12 by 32 foot empire. A scale print is given for each of the layouts. A few of them are based on layouts originally designed by Lionel in the postwar years. There’s even a complete plan for Lionel’s 8-foot square Super O display layout.

Even if you don’t use any of the layouts exactly as they are presented, there are lots of good ideas to make use of in your own design.

I’m always impressed with the way layout builders adapt their layouts to the available space. Some, who don’t adapt the layout, adapt the walls of their house. The book begins with a chapter that

mile layout runs on the owner’s 120 acres of land. This is the way to run your own railroad. These tapes pack a good punch for their very reasonable price \$12.95 each, or three or more for \$10.00 each. The I Love Toy Trains series is also being released on DVD. Each DVD will have three volumes from the series and sells for \$24.95 each. To order call 1-800-892-2822 and be sure to ask about special sale prices on the above items.

Another new item from TM is an audio CD entitled *The Sounds of Lionel*. The CD has 37 tracks featuring sounds of Lionel trains from the prewar, postwar and modern era. You can hear for example the 2343 F3 with horn, the 773 with whistle, the 97 coal elevator, steam RailSounds, and a wide variety of other toy train sounds. So if your wife is annoyed with the sound of your trains, you can also annoy her in the car as you travel. Interspersed with the train sounds are eight train songs by Jim Coffee. The CD sells for \$14.95 plus shipping and handling and is available direct from TM Books and Video at the above number.

New From Kalmbach

Just in time for holiday giving come three new books from Kalmbach, especially for Lionel fans. The latest 2002 edition of *Greenberg’s Lionel Trains Pocket Price Guide* is available. This guide provides a listing with values for Lionel’s production from 1901 to 2002. The guide begins with an Annual Market Report that discusses the changes in values. It was interesting reading. The CTT Market Basket Recap reports on the trend in auctions. The first section is entitled, All’s (Not) Quiet on the Auction Front. Here’s a brief quote from Bob Keller’s report: . . . you’ll still pay top dollar for top-quality



example of the scholarly work being done in this hobby. For that, Alan Stewart and Kalmbach Books are to be commended.

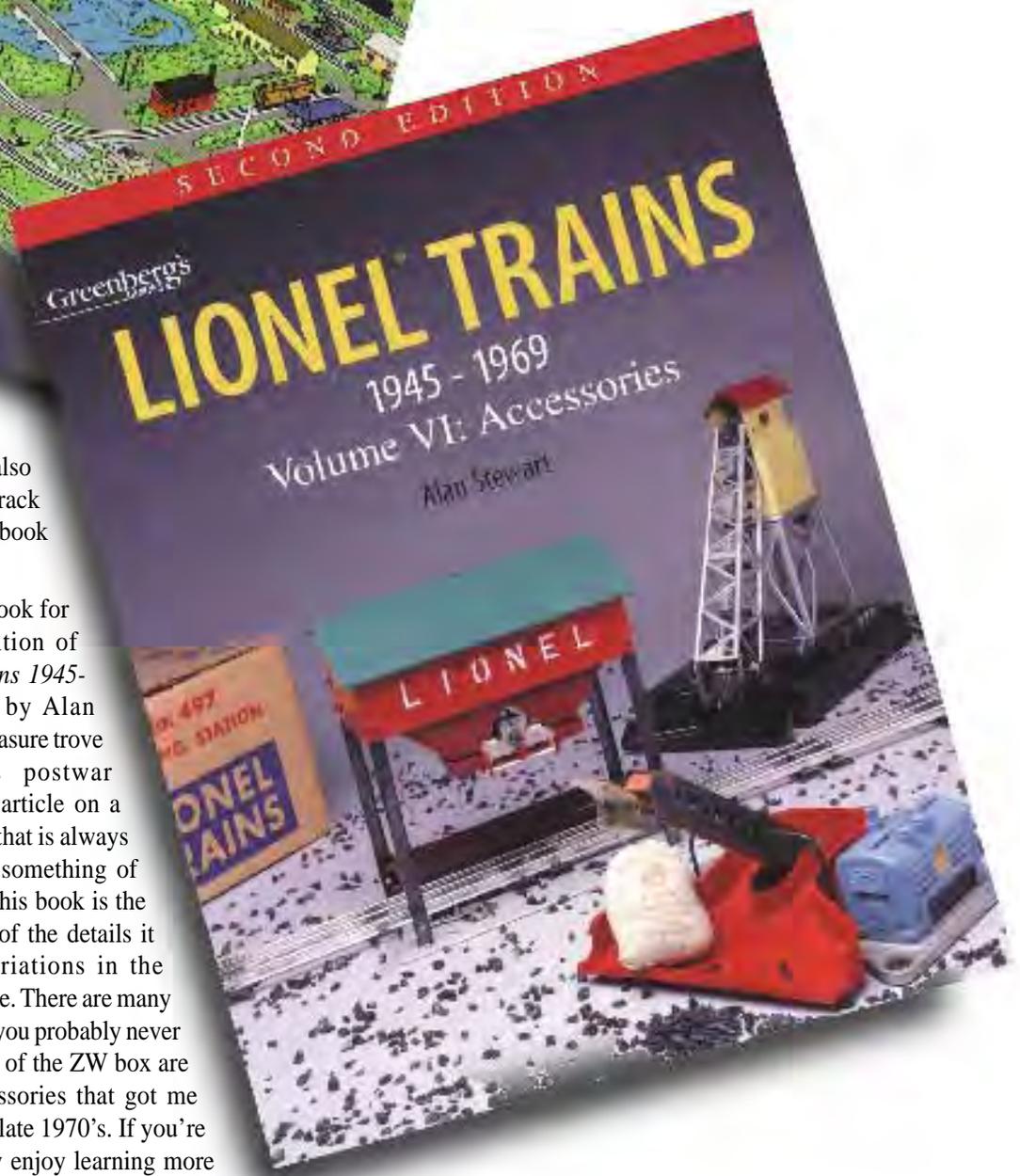
The book is in large 8-1/2 x 11-inch format with 160 glossy pages and the price is \$44.95. You can purchase any of these Kalmbach books from your local train shop or direct from Kalmbach at <http://kalmbachbooks.com>.

Here we are at the end of another year already. My very best wishes to all of members and their families for a happy, healthy, and train filled holiday season. See you next year! 🚂

Photographs by Bill Schmeelk

explains and illustrates 23 different types of track. There's also an interesting chapter on tubular track tips. The 70 page 8-1/2 x 11 inch book is priced at \$14.95.

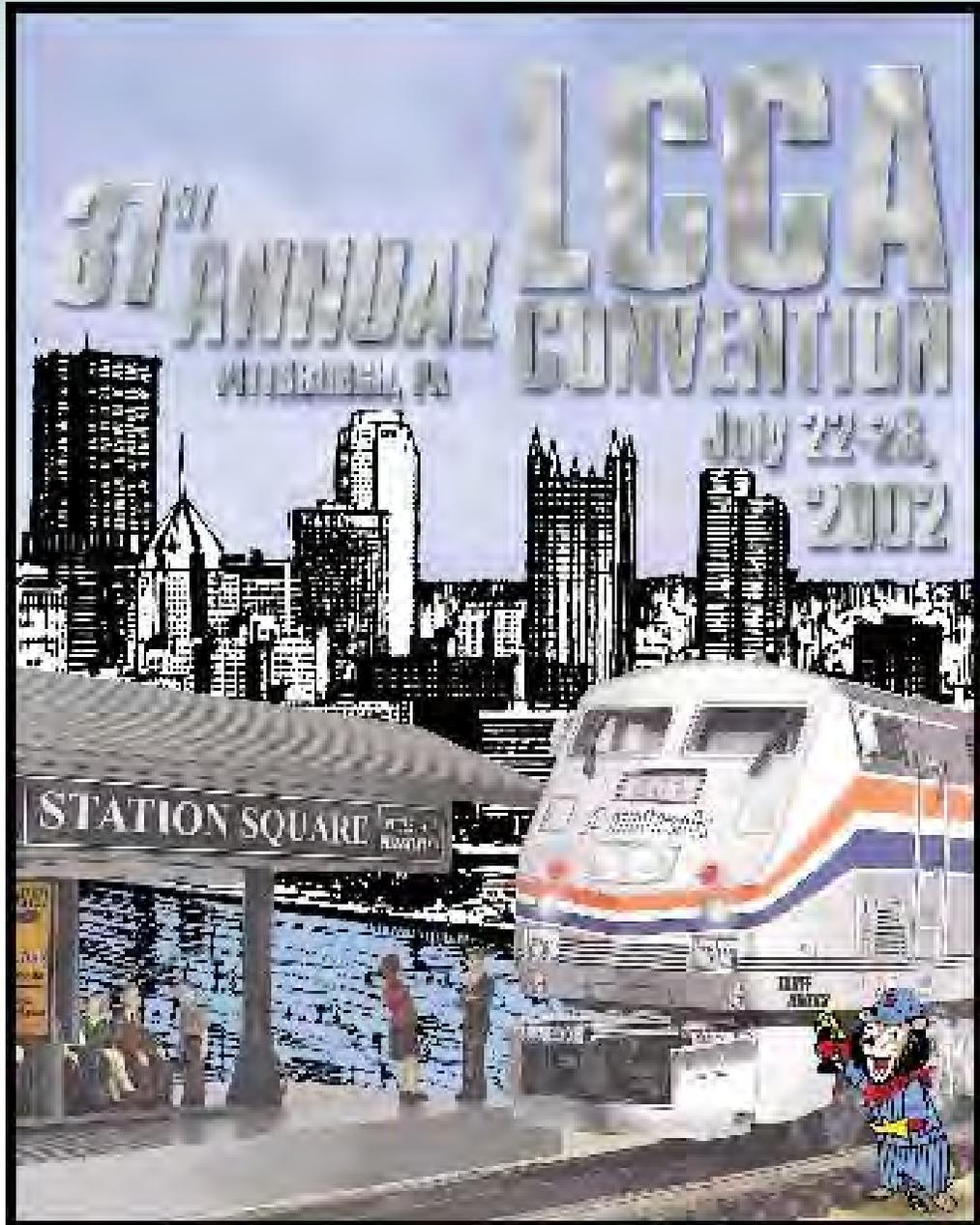
I've saved my favorite new book for last — The revised second edition of *Greenberg's Guide to Lionel Trains 1945-1969 Volume VI: Accessories* by Alan Stewart. Here in one volume is a treasure trove of information on Lionel's postwar accessories. Every time I do an article on a Lionel accessory, this is one book that is always worth consulting. I usually find something of interest that I was not aware of. This book is the only source I know of for much of the details it presents. The book details variations in the accessories and the boxes they came. There are many color photos, some detailing items you probably never knew Lionel offered. Six versions of the ZW box are shown for example. It was accessories that got me started with train collecting in the late 1970's. If you're into accessories you'll thoroughly enjoy learning more about them and their variations. This book is another fine



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 31st LCCA Annual Convention will include an Amtrak excursion on July 23 to the famous Horseshoe Curve of the Pennsylvania Railroad, the Allegheny Portage Railroad National Historic Site, and the Railroad Museum at Altoona as an all-day adventure.

On July 25 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.

Form may be
photocopied

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

**Pre-Registration Fee of \$39 must be received on or before June 1, 2002.
If received after June 1st or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2002 — Please print or type.**

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

Badge Name: _____ E-mail Address: _____

Address: _____ Phone #: _____

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

Spouse's name (if attending*): _____

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

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

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

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

If you want your table next to a specific member, Please send your form and the other Member's form (with separate checks/money orders) in the same envelope.

Member's name: _____ LCCA#: _____

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

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

YOU MUST INDICATE A MEAL SELECTION BELOW

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

Adult: _____ Filet Mignon -or- _____ Poached Salmon _____ @ \$59 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$39 = \$ _____

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

Check the tours by number and write-in the number of person(s) (e.g., Tour #1, 2 seats, etc.) below:

- | | | |
|--|--|--|
| <input type="checkbox"/> Tour #1 _____ | <input type="checkbox"/> Tour #4 _____ | <input type="checkbox"/> Tour #6 _____ |
| <input type="checkbox"/> Tour #2 _____ | <input type="checkbox"/> Tour #5 _____ | <input type="checkbox"/> Tour #7 _____ |
| <input type="checkbox"/> Tour #3 _____ | | |

GRAND TOTAL: \$ _____

Make check/money order (in U.S. funds) payable to: **2002 LCCA Convention.**

To charge it to your credit or debit card, fill out the information below.

CARD # _____ VISA MASTERCARD DISCOVER

TYPE OF CARD: CREDIT DEBIT

SIGNATURE _____ EXP. DATE _____

Send this form or a photocopy with
check/money order or credit card info to:
2002 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.
Use the separate form to make your reservations at the
Sheraton Hotel at Station Square and mail your request
directly to their address listed on the form.

Arrival Date: _____ Departure Date: _____



General Information

REGISTRATION, HOTEL RESERVATIONS, TRADING HALL, AND BANQUET

Convention Registration

The special early registration fee is only \$39 if received on or before June 1, 2002. Registrations received after this date or at the door will be \$54. All pre-registrants will receive confirmation by mail.

Each registrant will receive a special registration gift. Pre-registered members may pick it at the registration desk by showing their current membership card. Those who register but do not attend will receive their gift by mail after the Convention.

Under club convention rules, guests are not allowed — only your immediate family (spouse and children under the age of 21) are admitted with your registration. Tickets will be provided at the registration desk and are required for all tours and other events. Register early to get the tours, events, and tables you want.

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

Accommodations

Use the separate Hotel Registration Form to submit your hotel reservation request. Mention the LCCA when requesting reservations by phone or fax.

Parking

Valet parking and self-parking are available at the host hotel for hotel guests.

Trading Hall and Tables

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

Unloading and set-up will be on Friday, July 26th from 10 a.m. until 4:45 p.m. and on Saturday, July 27th from 7:30 a.m. until 8:45 a.m. Trading is not permitted during set-up times. Violators will be told to leave and disallowed from selling at the Convention. Security will be provided. If all tables are sold, your name will be placed on a waiting list. All train and related items must be clearly marked and priced.

The Trading Hall will be open for trading starting on Friday night at 5 p.m. for **registered convention attendees**

only. This registered-only trading will continue until 9 p.m. and resume on Saturday from 9 a.m. until noon. At noon, we will open the Trading Hall to the general public and LCCA members not registered for the Convention until closing at 5 p.m. NO teardown will be allowed prior to 5 p.m. The Trading Hall will close at 5 p.m. until 6:45 p.m. for teardown and again on Sunday from 8 until 10 a.m. There will be **NO trading on Sunday.**

Get Acquainted Party

At 6 p.m. on Thursday evening, July 25th, we will enjoy our party within the Sheraton Hotel at Station Square. An open cash bar will also be available. For adults staying at the Hyatt, the costs will be \$14; adults not staying at the Hyatt, \$20; and children (under the age of 12), \$8. The Get Acquainted Party requires a proper convention badge for admittance and **NO food or beverages will be permitted to be taken from this event.**

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

Reception and Banquet

Our cocktail reception will be Saturday July 27th, from 6 to 7 p.m. The banquet will start at 7 p.m. and will run to about 10 p.m. aboard the riverboat "Majestic." Tables may be selected and reserved by signing up at the registration desk in advance starting on Wednesday, July 24th. Members will sit in their pre-reserved seats only. This computer sign-up list will be available at the banquet to resolve any questions on the spot. Anyone not seated in their correct seat will be told to vacate it. Those wishing to reserve an entire table must fill-in all names and convention registration numbers at least 24 hours in advance of the banquet.

The banquet offers plenty of prizes and give-aways. There will also be a silent auction during the evening, and auction items may be redeemed immediately after the banquet. In addition, raffle tickets will be sold throughout the Convention and winning tickets will be drawn and posted immediately after the banquet.

LCCA Annual Membership Meeting

This event will be held on Friday, July 26th.

Lionel Seminar

This presentation by Lionel executives will be a highlight of the Convention. The seminar will be held on Friday, July 26th. Get the inside info from Lionel!

Form may be
photocopied

CONVENTION TOURS WORKSHEET

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

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

Instructions: Circle the tour(s) of your choice. If you select multiple tours on the same day, the second tour will be held for your boarding. Fill in the number of persons and dollar amounts across from each tour you want to attend. If the tour(s) selected are filled, you will be placed on the waiting list.

Note that all travel to/from tour sites is by motorcoach only. No personal vehicles.

Tuesday, July 23th

Tour #1 — Westsylvania Excursion on Amtrak Person(s) Rate Amount
6:00 a.m. — 10 p.m.

LCCA members and immediate family _____ @\$159 = _____

Non-LCCA members _____ @\$199 = _____

Wednesday, July 24th

Tour #2 — Sightseeing Tour of Pittsburg _____ @\$38 = _____
8:00 a.m. — 1:15 p.m. (includes lunch)

Tour #3 — Trolley Museum & History Center _____ @\$36 = _____
1:30 p.m. — 5:00 p.m. (no lunch)

Thursday, July 25th

Tour #4 — LCCA Day at Carnegie Science Center _____ @\$36 = _____
Presented by Lionel (includes lunch)
9:00 a.m. — 5:30 p.m.

Friday, July 26th

Tour #5 — Trolley Museum & History Center _____ @\$51 = _____
8:00 a.m. — 1:15 p.m. (includes lunch)

Tour #6 — Sightseeing Tour of Pittsburg _____ @\$23 = _____
8:00 a.m. — 1:15 p.m. (no lunch)

Saturday, July 27th

Tour #7 — Kennywood Amusement Park _____ @\$42 = _____
9:00 a.m. — 4:00 p.m. (lunch on your own)

Alternate Tour — If inclement weather prohibits Tour #7, (To Be Announced)
another tour will be offered

Total: \$ _____



Convention Activities

Get Acquainted Party

Wednesday, July 24, 6 - 9 p.m.

The Get Acquainted Party will be held at the Sheraton Station Square Hotel and will include a full buffet meal with choice of beverage. A great LCCA tradition, the Get Acquainted Party provides an opportunity to renew friendships and make new ones in a casual setting. The party will include family fun entertainment

Banquet

Saturday, July 27, 5 - 10 p.m.

Our traditional Saturday evening white-linen banquet will be held aboard the flagship of the Gateway Clipper Fleet, the incredible riverboat "Majestic." Members will choose from a Filet Mignon or Poached Salmon entrée, parsley red-skinned potatoes, asparagus with roasted red peppers, Caesar salad, sinfully delicious triple-chocolate mousse cake, and a beverage. Cash bars will be available, and there are multiple decks for enjoying a libation while viewing Pittsburgh's incredible skyline at sunset and cruising along the famous three rivers.

This memorable evening will include all the traditional LCCA banquet "goodies" — gifts for everyone, a silent auction with items for every budget, children's menu, crowd-pleasing entertainment, and a few special surprises. Best of all, we will again offer seat selection in advance so you will be able to dine with friends. Your banquet ticket includes admission



aboard the "Majestic," a seating assignment and dinner. We will board the riverboat at 5 p.m. and cruise from 6 to 10 p.m. The Station Square river dock is just a short walk from our host hotel.

Convention Tours

Tour #1 - Westsylvania Amtrak Excursion

Tuesday, July 23, 6 - 10 p.m.

This custom LCCA Amtrak tour will include some fun surprises during this daylong event. Space will be limited, so if you select this tour send in your registration early to assure seating. These "real scale" train adventures are immensely popular. The club will provide special pricing for non-LCCA members who may want to join us for this excursion. The tour price includes a ticket aboard Amtrak, bus transportation, Altoona Railroaders Memorial Museum, a railroader's lunch, Allegheny Portage Railroad, Horseshoe Curve National Historic Landmark, and all applicable taxes.

Note: The non-LCCA participants will receive the benefits of this excursion, but will not be entitled to purchase other Convention activities.

The scheduled Wednesday, Friday, and Saturday tours during Convention week will be conducted by Pittsburgh Panorama, Inc., a locally owned and operated professional destination management company. Professionals with experience of local lore will guide each tour. All tour busses are clean, current models.

Tour #2 - Sightseeing Tour of Pittsburgh

Wednesday, July 24, 8:30 a.m. - 1:30 p.m.

8:30 a.m. - 11:30 p.m. - The North Shore

This driving tour of the North Shore area of the city includes the new, just-completed stadiums for the Pirates and Steelers. Also in this area are the Andy Warhol Museum, National Avery, Mexican War Street, and Millionaires Row. We will continue on to Pittsburgh's Golden Triangle and see



beautiful architecture, the bustling commerce center, and hear the story of Pittsburgh's past two renaissances — plus the exciting changes within the third (current) renaissance. We will stop at PPG Place, Pittsburgh's gothic glass masterpiece. We will experience the magnificent skyline view and convergence of the three rivers from the top of Mount Washington (bring your camera — it's a great spot for picture taking). Time permitting, we intend to tour the Oakland area (east of Pittsburgh); home of the University of Pittsburgh, Nationality Classrooms, the Carnegie Museum of Art and Natural History, the Phipps Conservatory and more.

11:30 a.m. - 12:30 p.m. - The Strip District

This mile-long stretch along the Allegheny River was once the site of the city's earliest iron foundries, manufacturing plants, and factories; as well as the switch yards of the Pennsylvania Railroad. The Strip's industrial architecture has been reclaimed and now houses a bustling marketplace and provides a perfect architectural setting for some of the city's hottest bars and clubs. Produce and flower markets spill a colorful array of fruit, vegetables, and blooms onto crowded sidewalks while the aromas of roasting coffees, fresh cheeses, and homemade pasta mix in the air.

12:30 - 1:30 p.m. - Lunch at the Spaghetti Warehouse

Enjoy Italian cuisine at this famous Pittsburgh restaurant.

Tour #3 - Trolley Museum & History Ctr. Wednesday, July 24, 1 - 4:30 p.m.

1 - 3:00 p.m.

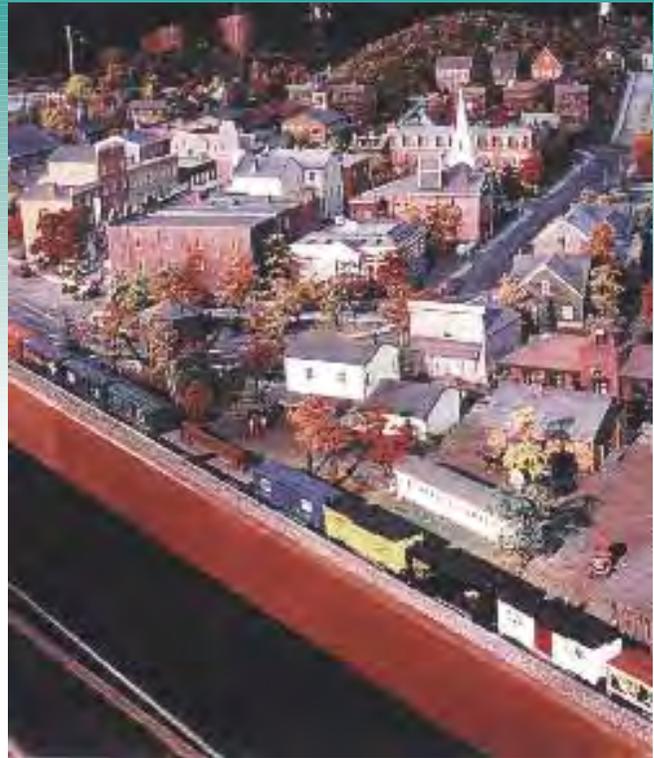
We will depart from the host hotel, travel back in time, and visit the Pennsylvania Trolley Museum for a tour of this fascinating museum. This museum is an operating facility where visitors can see, learn about, and actually ride Pennsylvania's historic electric rail vehicles dating back to the turn of the century.

3 - 4:30 p.m.

Next stop — the Senator John Heinz Regional History Center. Take a journey through time from the arrival of the first settlers to the present in this 15,000 square-foot museum. You'll see exhibits covering 250 years of the history of the Pittsburgh region. Interactive exhibits will feature thousands of artifacts that demonstrate home and family life, industrial development, transportation and geography, education and religion, civic and political organizations, and immigration and ethnicity. At the conclusion of this "time warp" visit, we'll board motor coaches that will take us back to our host hotel — and to the 21st century.

Tour #4 - LCCA Day at Carnegie Science Center, Presented by Lionel Thursday, July 25, 9 a.m. - 5:30 p.m.

This daylong adventure of discovery includes a short boat trip across the river to the acclaimed Carnegie Science Center. Each registered Conventioneer will depart from and return to



the river dock adjacent to the hotel, have access to all attractions (including the Omni Theater), enjoy a catered lunch, and receive a very special commemorative train car.

Tour #5 - Trolley Museum & History Ctr. Friday, July 26, 8 a.m. - 1:15 p.m.

Same as Tour #3 with the addition of lunch at the Spaghetti Warehouse, a favorite Pittsburgh landmark restaurant with wonderful Italian cuisine.

Tour #6 - Sightseeing Tour of Pittsburgh Friday, July 26, 1:30 - 5 p.m.

Same as Tour #2 but without a lunch.

Tour #7 - Kennywood Amusement Park Saturday, July 27, 9 a.m. - 4 p.m.

Enjoy a fun-filled day at this renowned entertainment complex. Kennywood Amusement Park has many rides — including a roller coaster. Lunch on your own in the park. Alternate tour will be conducted only if inclement weather prohibits the Kennywood tour.

LCCA believes the host hotel accommodations will be booked quickly, so RESERVE YOUR ROOM NOW.

Free parking for guests registered at the Sheraton.

Sheraton Hotel at Station Square

Form may be photocopied

PLEASE NOTE

RESERVE ROOM(S) WITH A CREDIT CARD.
CONTACT SHERATON HOTEL BY PHONE, FAX, OR MAIL.
DO NOT SEND CURRENCY.

ORGANIZATION: LCCA

FUNCTION: 2002 Convention DATES July 22 to 28, 2002

ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2002

Please reserve accommodations for:	<i>Please print or type</i>
NAME _____ COMPANY <u> LCCA </u> PRICE <u> \$107 </u>	
ADDRESS _____	
CITY _____ STATE _____ ZIP CODE _____	
SHARING ROOM WITH _____ NO. OF PERSONS _____	
SIGNATURE _____ PHONE NUMBER _____	

MONTH	DAY

ARRIVAL DATE

MONTH	DAY

DEPARTURE DATE

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 800-255-7488.

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

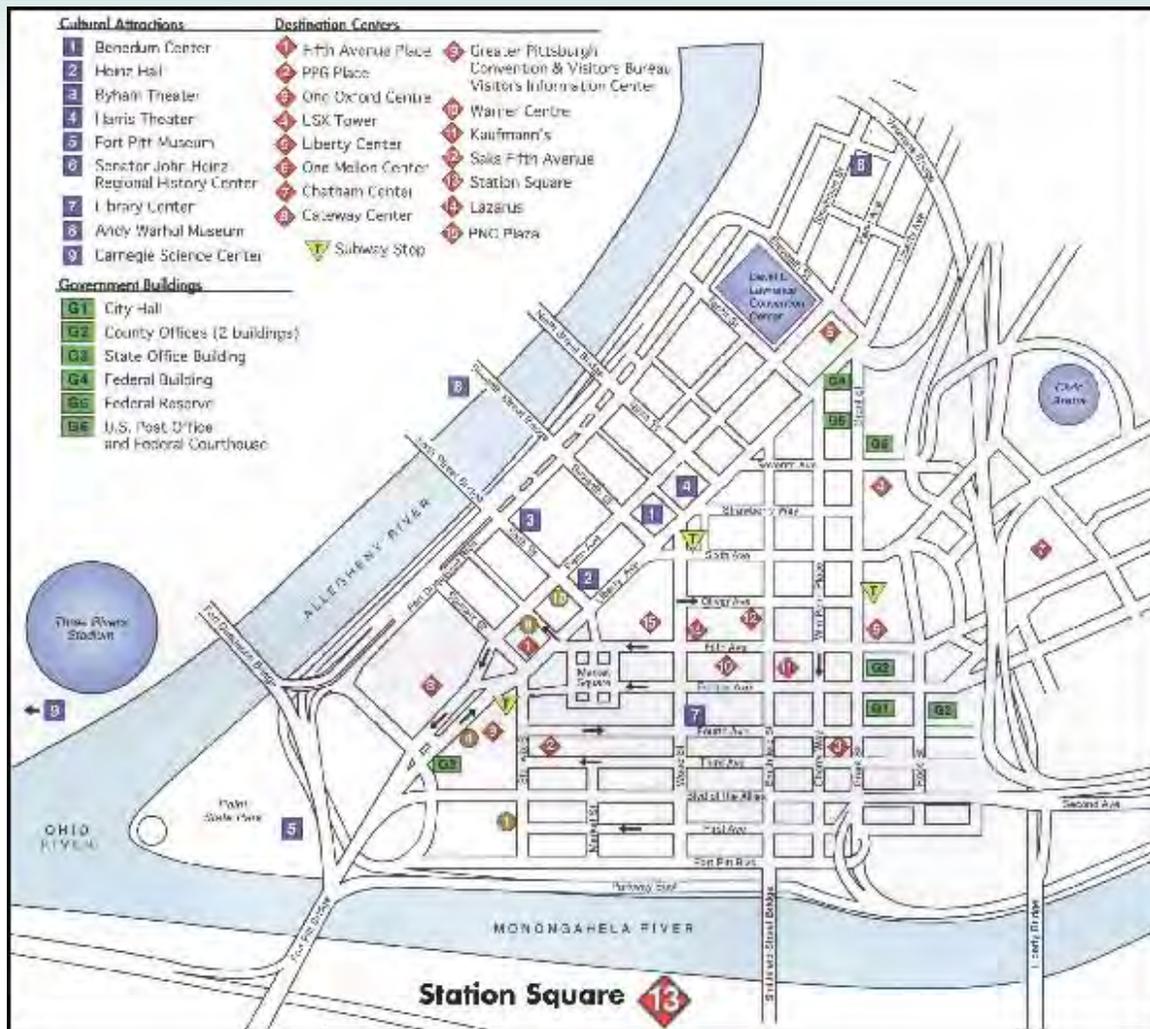
PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-233-1234 FOR RESERVATIONS.	
PLEASE RESERVE _____ NO. OF:	<input type="checkbox"/> SINGLE <input type="checkbox"/> TRIPLE LOCAL RATES ARE: \$107 FOR SINGLE, DOUBLE, TRIPLE OR QUAD, <input type="checkbox"/> SMOKING ROOM <input type="checkbox"/> DOUBLE <input type="checkbox"/> QUAD <u>PLUS</u> APPLICABLE TAXES. <input type="checkbox"/> NON-SMOKING ROOM
ROLL-AWAY CHARGE \$15.00; AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.	

Fill out all necessary information and mail or fax directly to:

SHERATON HOTEL AT STATION SQUARE
Attn: Reservations Department, 7 Station Square Drive, Pittsburgh, PA 15219
Phone: 412-261-2000 or 800-255-7488 Fax: 412-261-2932



TRANSPORTATION TO PITTSBURGH



The city is served by major national and several regional 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 Mane Line

by Dennis Leon Clad

RM 10430

As I enter my mid-fifties I wonder if I haven't seen too much. The assassinations of President Kennedy and Senator Robert Kennedy, a war in South East Asia that not only took the lives of but also scarred far too many young Americans and now the September 11th sneak attack on my beloved Commonwealth of Virginia and New York City. During my six years of writing for this great magazine I've received a lot of good natured kidding for my living in the past. I've always felt the main reason for any hobby was to provide an escape from the horrors of everyday living. I fully admit with pride that I've taken my love of collecting Lionel toys and used it as a time machine to take me back to a period in America when the world made more sense, the 1950's. So for a short time, climb aboard my time machine and let's escape together. I promise we won't see even one flesh craving Morlock, just lots of collectable must have Lionel toys.

Fall 2001 York Observations

As with the spring 2001 York meet, I was surprised at what I didn't see offered for sale on four of the most beautiful days I've ever experienced in my fourteen years attending the York toy train extravaganza. Made in America offerings from both 2000 Lionel catalogs were scarce as hen's teeth. Equally as sparse was mint in a clean box MPC and Fundimensions era Lionel toys. The advertising cars from the same eras such as the tobacco, beer and whiskey series were few and far between as I surveyed table after table piled high with trains



This hopper is a must own toy for all Lionel fans.

for sale. The high class Standard "O" sets from the LTI era of Lionel that are still factory sealed and fresh are also getting so very hard to find. I think my biggest and happiest surprise this

York would have to be the scarcity of 6-17171, the Lionel 3-bay cylindrical hopper. Made in 2001, this toy features our club mascot "Happy" The Lionel Lion. As I see it, there are a couple reasons for the rarity of this "Happy" car. First, a lower number was probably produced because of the slow sales and a lack of collector interest in the previous "Lionel Lion" boxcar. Second, the decoration on this "Happy" The Lionel Lion car is out of this world. As soon as you see Happy's hopper and place it in your hands, the look and feel of a high quality Lionel toy comes though, even if it's still boxed! Now that makes for a true collectable and 6-17171 Happy's hopper is the real thing!



This car will be the hardest to find, but a must to complete the series.

My second surprise this York would be that I saw for sale two of 6-26284, the New York Toy Preview boxcars. One was priced at one thousand dollars and the second was being offered for six hundred and ninety five dollars. Even at these prices the cars disappeared quickly. This car will be the biggest stumbling block for the collector who wishes to collect the complete series of Toy Fair and Lionel Dealer Preview cars.

Early warning alert for Lionel boxcar collectors.

Look for 6-36226 the E-Hobbies boxcar to be the next really hot and so hard to find Lionel boxcar. The original E-Hobbies, which began in 1999, closed this past spring and the assets were acquired by a new firm called The Hobby Hub. The first E-Hobbies ordered five hundred boxcars from Lionel to sell on-line. The seriously attractive E-Hobbies boxcar is decorated in the very eye pleasing E-Hobbies Corporation colors. The added bonus to make this car so appealing to Lionel fans is that the Lionel's one hundredth anniversary logo was displayed just to the left of the car's door. Because the Lionel "Engineer some fun" trademark is on this car it will be appealing to owners of the 6-21976 Lionel Centennial Starter Set and to fellow collectors who desire all the items which boast this oh so attractive banner.



Be sure to move this car to the top of your must have list.

When the first E-Hobbies closed their operation, two hundred and forty plus made in the USA E-Hobbies boxcars that were unsold were returned to Lionel. Lionel destroyed the cars and their boxes. With so many collectors eyeing this must own Lionel toy, I would not be surprised to see the value of the 6-36226 E-Hobbies boxcar climb to the hundreds of dollars. I'm sure when the new owners of E-Hobbies learn how collectable the premiere E-Hobbies boxcar has become they will, without question, commission our beloved Lionel to create a second E-Hobbies boxcar. This will only help to make the initial car all that more desirable. They exist and they're here now! No, fellow UFO believers, I'm not talking about Roswell.



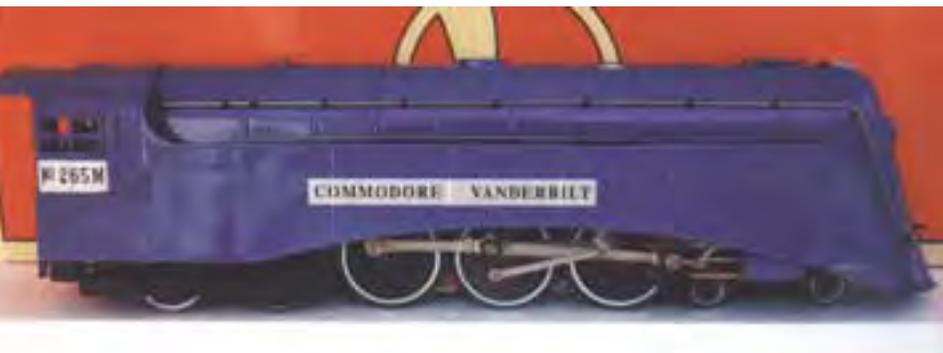
Lionel's famous circle "L" logo appears on both locos.



The box for each steamer is also a true work of art.



It's the rare collector indeed that can boast ownership of these two Lionel beauties.



No matter of the color is red or blue, both locos have built in quality and collect-ability.



It's close attention to detail that makes Lionel the industry leader.

In 1999 Lionel offered for sale to their top dealers via the telephone a pair of very gorgeous and uncataloged Commodore Vanderbilt locos. Only two hundred and fifty locomotives were finished in a breath-taking blue and the same number were also made available in a stunning and highly seductive coat of red. Each of these

luxurious locomotives and their tenders is die-cast. Both of these wonderfully crafted toys boast the top of the line features of their day. The box for each steam locomotive is also a work of art and is the high water mark for the made in America, Wellspring era.

The box lids for both the 6-28012 red Commodore and 6-28024 the blue Commodore Vanderbilt's prominently display, "Special Production One of 250," in five places. I've been told by a few collectors and even some dealers that these two very exceptional locomotives didn't exist or that they were made by some firm other than Lionel. Well, now you can join with me and say they exist and they're here now and that you read about them in the pages of "The Lion Roars".

Please pull up a chair as class is in session.

I make no secret of the fact that for this writer made in America Lionel has a mystique and aura about it and that I covet the Lionel toys in the pages of those wonderful catalogs of the MPC, Fundimensions and LTI eras. So let's board our time machine and throttle back to the era of bell bottoms and disco fever and see the origins of a truly white hot 2001 Lionel collectable.

On the bottom of page eighteen in the 1976 Lionel catalog, Lionel announced the birth of the Tobacco Railroad series with three beautifully decorated and constructed woodsided boxcars. All three cars were shrouded in black on the catalog's page; a fitting color to a set of cars that seemed doomed not only from the start, but forever. The lead off batter for this highly collectable series would be the 6-7701, Camel



There's something magical about the cars in this series.



Add color and class to your collection with these woodsided box cars.

Cigarettes boxcar, followed by the 6-7702, the Prince Albert freight mover, and, finally, the 6-7703 in All-American red white and blue the Beech-Nut Chewing Tobacco boxcar.



These colors never run.



No drab colors here - just a vibrant paint scheme.

The 1977 0/027 Lionel catalog reader would find on page twenty-one the series continuing with an offer of three more cars, the 6-7706 Sir Walter Raleigh Smoking Tobacco woodsided boxcar, a really beautiful 6-7707 White Owl Cigars freight protector and finally for 1977 in a tempting red and gold the 6-7708 Winston Filter Cigarettes boxcar.



These cars will stand the quality test of time.



The colors of this toy are so captivating.

Sadly, this series of very alluring wood-sided boxcars would end on page seventeen of the 1978 Lionel Catalog with three more toys. The colors of the 6-7709 Salem Cigarettes



The alluring color of this box car was the start of my collecting the series.



Look for this toy to be the hardest to acquire.



The last great car in this colorful series.

boxcar, in its aqua green and gold can easily lure you into collecting the whole series. The final two toys of the series will be the hardest to find for collectors of this got to own set of high quality wood-sided boxcars. Those cars would be the 6-7710 Mail Pouch Chewing Tobacco and the 6-7711 El Producto Cigar wood-sided boxcars. The quality of these nine wood-sided boxcars in both decoration and construction is second to none and is in every way equal to, if not better than, today's technology.

When I lovingly gaze upon my Tobacco Railroad cars lashed up to an MPC era Virginian Fairbanks Morse diesel engine I beam with pride knowing I possess the best there is, Lionel made in the USA. Will Lionel ever continue the series? Well, for now, the answer is "no" but that could change with new leadership or ownership. The one thing we can say with certainty is that if the series were to be continued the cars will never carry the pedigree of made in America Lionel.

The response to my coverage of the most coveted of all Lionel clocks, the nineteen ninety-one Lionel Service Station clock, was so well received that I thought I would close my column with the fourth most desired of all the Lionel time pieces. It was the last week of September 1997 that I would receive The Lionel Century Club gift collection catalog volume one. This happy surprise was a benefit to my being a member of Lionel's first Century Club. Between the covers of this classy catalog were offerings that were equally as elegant and worthy enough to carry the name Lionel Century Club. On the bottom of the catalog front was the warning of an October 31st deadline. The short order date when combined with high priced ticket items made for some very collectable Lionel Century Club souvenirs.

The most prized item was also the one souvenir that had the fewest number of orders, the LC98-80007 Lionel Century Club clock. This very attractive timepiece had a metal housing that was chrome plated with built in lighting. The clock



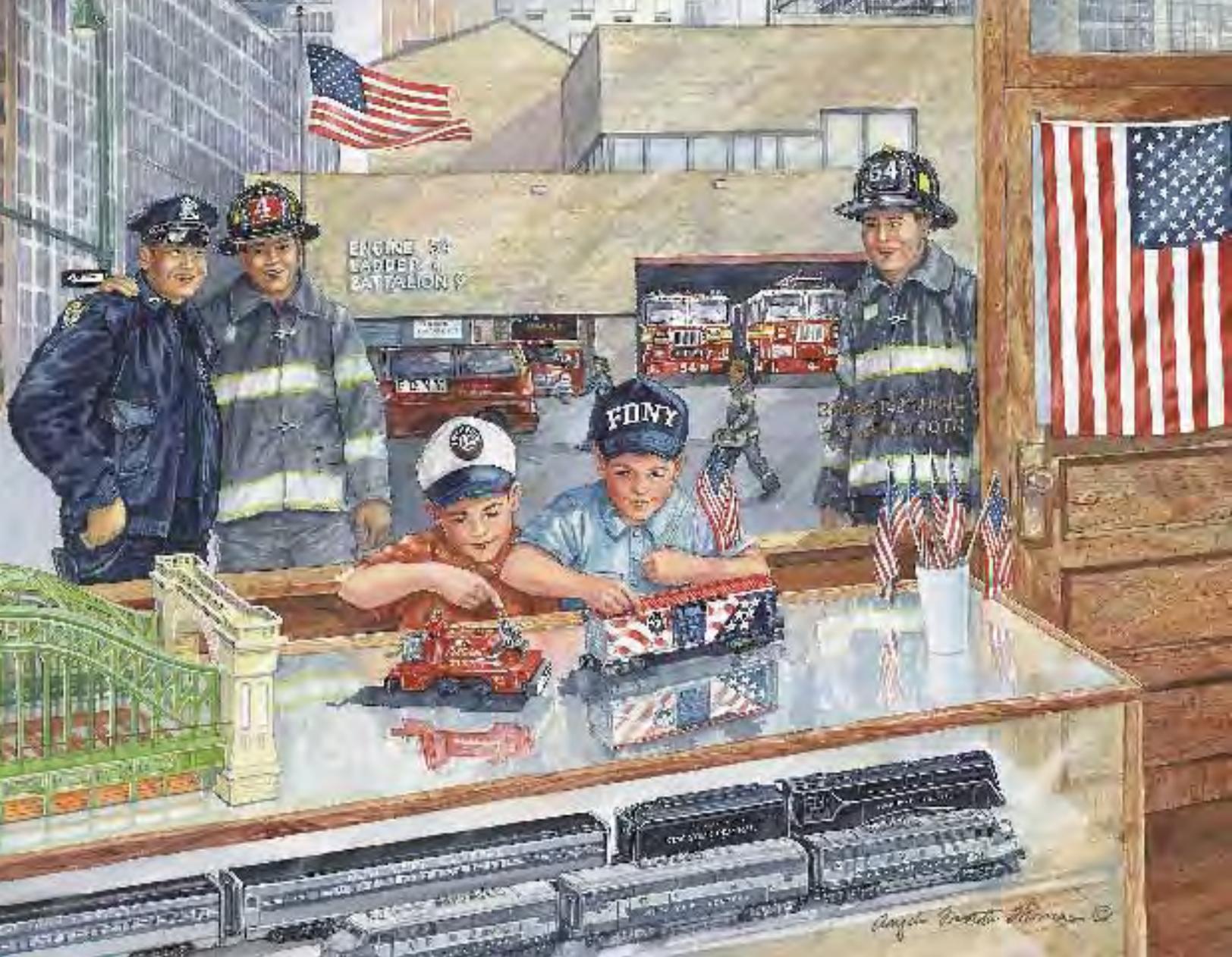
You'll beam with pride if this handsome clock is hanging on your wall.

was like our 1991 service station clock complete with neon tubing. This twelve-inch diameter wall clock carried a price tag of \$325.00. The face of the 1997 Lionel Century Club timekeeper

would feature the very same attractive art deco graphics as the Century Club catalog cover. Fellow Lionel Century Club paper collectors this catalog was mailed to members without a protective cover and with the members name and address on the back cover. Catalogs that are mint and have never been mailed will be the most difficult piece of Century Club paper you will need to find for your collection.

I would like to wish all of you and your families a very merry Christmas. God bless America and our brave service personnel. 🚂

Authors note: A special LCCA thank you to three brethren for the photos and the loan of their collectibles for use in this column — Gordon Wong RM 24301, Stuart Rankin RM 12982 and Mel Brooke RM 5118.



The Best of America

Last issue we featured a special car Lionel was selling. The car featured a patriotic theme and Lionel had announced that all of the profits would be donated to the September 11th Fund. Unfortunately, just as we went to press, Lionel sold out of the cars. We couldn't stop the presses and so many of you were disappointed that the car was no longer available.

This month we report on another Lionel related item that will be helping victims of the September 11th attack. This is a special painting done by Angela Trotta Thomas, who incidentally is also the artist responsible for the painting featured on the cover of this issue of *The Lion Roars*. The special painting is titled, *The Best of America*. Angela has a friend in Ladder Company 4 in New York City. Fortunately this friend was not on duty that fateful Tuesday and did not arrive at ground zero until after 10 am and the collapse of the twin towers. Only then did he learn that 15 of his comrades and ladder truck 4 were buried in the rubble of the World Trade Center. As of this writing, only one member of Engine Company 54 has been recovered. Ladder Truck 4 has not been found.

As a tribute to the brave men of Engine Company 54, Ladder 4, Battalion 9, Angela Trotta Thomas has painted a very special limited edition print depicting not the tragedy, but the Great Spirit that is America. A spirit which includes Lionel trains in its fabric as well as policemen, firefighters and of course the American flag. All proceeds will go directly to a special fund which has been set up for the widows and 27 children of Engine Company 54, Ladder 4, Battalion 9 FDNY. This edition will be limited to 750 prints and 54 artist proofs which sell for \$75.00 and \$125.00 respectively. One specially numbered print will be given to the family of each fallen fireman. This painting will be featured in *Classic Toy Trains* magazine and on Angela's website which you can link to from the LCCA website www.lionelcolleccotr.org. This painting will also be used for the cover of Lionel's next catalog. 

To order a print, send a check or money order payable to E-54, L-4, B-9 Memorial Fund to:

c/o Angela Trotta Thomas Fine Art
1107 East Longwood Dr.
Clarks Summit, PA 18411

LCCA Board Meeting Minutes

by Dienzel C. Dennis

RM 3713

**OCTOBER 20, 2001
HOLIDAY INN HOLIDOME
YORK, PA**

The Board Meeting was officially called to order by President John Fisher at 2:54 p. 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; Albert Otten, Immediate Past President and Directors, Larry Black, Bill Button, Lou Caponi, Harry Overtoom, and Bill Schmeelk. Also in attendance were Barry Findley and special guests Richard Maddox, the President and COO of Lionel, and William L Bracy, the newly appointed CEO of Lionel. Mr. Bracy assumed his new position Monday, October 15, 2001.

We departed from the agenda to allow our special guests time to address the Board. Mr. Maddox offered opening remarks and then introduced Mr. Bracy, who shared his thoughts on the hobby and Lionel in particular with the board. "I feel very honored to be afforded this opportunity to serve this company" he stated. After he shared some of his background and thoughts for the future, he opened the discussion for questions. The board appreciated the opportunity for an informal dialogue and thanked both men for taking time to join us at the end of a very busy week. They thanked the Club for their support and the club in turn thanked both men for their support for our hobby in general and LCCA in particular.

Secretary Dennis dispensed with the reading of the minutes as they had already been approved by the board and printed in the latest addition of The Lion Roars.

President Fisher reported that the transition from President Otten to himself had gone smoothly. He reminded all present of the need to respond to each other in a prompt manner whether it be by telephone, email or postal service. He indicated that additional comments would be made later in the meeting. Report accepted.

Our new Treasurer, Mr. Johnson, was very pleased with the transfer of the books from outgoing Treasurer Eric Fogg to himself. After Mr. Fogg distributed our last financial statement, we were informed that from now on they would be posted on the secure web site for Officers and Directors. Report accepted.

Secretary Dienzel Dennis gave his report next. As of October 15th we had 26 charter members, 8 courtesy members, 1 honorary member, 1 honorary courtesy member, 63 foreign

members, 387 family members, 9,427 regular members, for a total membership for 9,913. The last member number assigned was 25,655. Mr. Dennis is up to date on the mailing of rosters to new members and dues renewal letters to delinquent members. Secretary Dennis next distributed a Membership tracking update for the past seven years. Report accepted.

Mr. Overtoom gave the final report on the 2001 Lexington Convention. We did not achieve our target revenue as a result of reduced participation. The soft economy underscored LCCA's continuing efforts to provide family friendly, affordable conventions. Feedback from our members has been very positive regarding this years' convention and there is a lot of enthusiasm for Pittsburgh in 2002. Mr. Overtoom thanked Mr. Black for his efforts in serving as co-host for Lexington. Report accepted.

The 2001 convention cars have all been shipped. The 2001 stocking stuffer car is now available and will be shipped in the next two weeks.

Mr. Black gave an update on our web site and our links. We also have a web site store. Convention cars, stocking stuffers, and special offers will be on the site in the very near future. The board thanked Director Black for his efforts in bringing these changes in on budget and on schedule. Report accepted

Mr. Caponi gave an update on the 2002 convention in Pittsburgh. Everything is going well with regards to the Horseshoe Curve train ride, the headquarters hotel, the Sheraton Station Square, the Riverboat Cruise Banquet, and the additional tours. The Convention car has been approved and will soon be produced by Lionel LLC. It is sure to please. Report accepted.

Bill Button next reported on the status of the Interchange Track. Everything is going well and the additional work provided in Lexington has now provided essential backup. Report accepted.

Mr. Schmeelk reports that the next issue of The Lion Roars is currently at the printers and should be in the mail soon. He reports that everything is going well and is always interested in additional interesting articles, pictures, and materials. President Fisher reminded all present to consider providing material for our magazine and encouraging others in the club and hobby to do likewise. Report approved.

Mr. Overtoom reports that our future convention site selection process is proceeding on schedule. We are very close to finalizing Las Vegas for 2003. Other site inspections are going well.

Mr. Findley says no action is required by the board at this time concerning the Constitution. He distributed new up to date copies of the constitution to the board and officers. At this time President Fisher discussed his desire to seek changes to the Administrative Bylaws and/or constitution to address

the question of board length of service. He indicated that most associations and non-profit organizations limit the length of continuous service any individual may provide. He further stated that in his opinion the club would be well served by encouraging new members to seek board service and to make that possible by limiting existing officers and directors to a maximum number of years without a break in service. He directed Mr. Findley to research this issue and make a report at the next board meeting.

Mr. Caponi reported on our product development. The 2001 convention car is now ready and we have some interesting things in the works for the future stocking stuffers.

Mr. Overtoom discussed inventory reduction plans. This includes selling on the web site as well as the Lion Roars and Interchange Track.

President Elect Eric Fogg discussed recruiting additional local meet hosts. Report accepted.

We ended the meeting with an informal Question and Answer period. It was decided that we would initiate efforts to develop a psychographic and demographic profile of our members in order to better target our offerings, conventions, and member benefits. A committee was appointed to develop a plan and budget for this initiative. Dick Johnson, Larry Black, and Harry Overtoom will oversee this task.

Mileage and per diem amounts were set.

President Fisher made a special presentation to Past President Otten on behalf of the club, it's officers and directors. 🚂

Meeting adjourned at 6:08

Respectfully submitted,
Dienzel Dennis, LCCA Secretary

LCCA Online Store

by Larry Black

RM 240

Have you checked out the LCCA Online store yet? Check it out at the official Lionel Collectors Club website www.lionelcollectos.org. Once on the site, click the members only section and enter your membership number. That's where you'll find the LCCA Online Store with special offerings available only to LCCA members.



Here are a couple items from this year's convention just added to the store. Those who attended the convention received the black die cast truck and horse trailer with the Gainesway Farms logo. The matching truck and trailer in yellow feature the Clayborn Farms logo. There is still a limited number of these left and they are available through our on-line store for \$17.50 each, or both for \$30.00. There's no additional charge for shipping and handling. They're ready for immediate shipping, but supplies are limited.

Another delightful feature at the Lexington convention was R.J. Corman's My Old Kentucky Diner Train. R.J. Corman is one of the least known railway entrepreneurs. In addition to his reconstruction work on wrecked and damaged trains, R.J.Corman owns at least seven short line railroads. For the convention, a Lionel boxcar was specially decorated to match

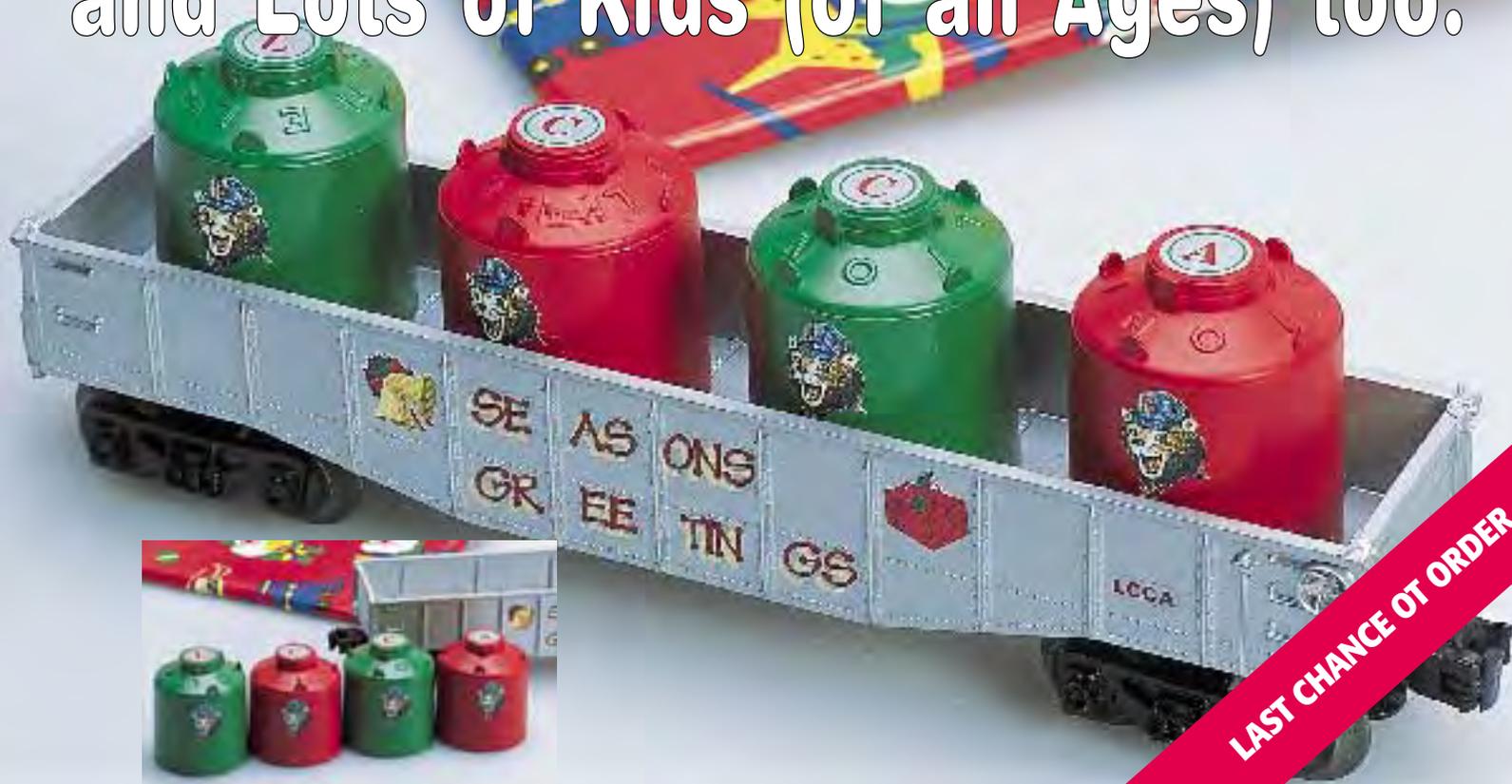


the one used by R.J. Corman on his short line railroads. We still have some of these unique boxcars left and they can be purchased for \$65.00 each. No additional charge for shipping and handling.

Be sure to check out the website for additional items being offered to LCCA members. It's always being updated so be sure to drop by if you haven't been there recently. 🚂

Photographs by Larry Black

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



Photographs by Mike Dupslaff

This car were built and decorated by Lionel.

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.

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.



