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The Lion Roars



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Convention Collector Cards Series No. 3



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Here's a strictly limited opportunity for you to obtain a set of the popular LCCA Convention Collector Cards, Series 3. This all-new collector series was distributed during our Get Acquainted Party in Milwaukee and was an immediate hit. This third series celebrates Lionel's postwar accessories with artwork from pages of their catalogs from that period. Turn all the cards over and assemble them to form a print of one of Lionel's vintage posters.

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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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Immediate Past President - Complaint against another member.
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The President's Report

by Eric Fogg
RM 12768

I grew up in St. Louis and it's where I first learned to love trains — big and small. We lived two blocks from the tracks. And it's where I spent summers working as a switchman on the Frisco Railroad.

I remember my Dad taking me to an old station that had a great O gauge layout, complete with hand-bent rails. It's still in operation and we'll take you there.

My son, Bryan, and I rode the last train along Wharf Street at the foot of The Gateway Arch in the early '80's. We'll get you up in the Arch; it's a wonderful view. And we'll get you out on the Mississippi.

One of my all-time favorite photos is of my then small daughter, Karen, riding in the overhead luggage rack of an AMTRAK train pulling out of the Kirkwood station. You'll get to visit this quaint building and maybe even ride a train out of there too.

Jane and I especially love Union Station, built in 1893. In 1978 I rode the last train out of the station. When you see it you won't believe it — what a fabulous building!

Then there's the Metro Link light rail, the Museum of Transport, some great train layouts, and lots of other St. Louis railroading for you to enjoy when you come to the 2005 Convention.

What Can Brown Do For You?

Don't leave all the cookies and milk for Santa. Your UPS man may be even more deserving this year. Much like Christmas morning, everything came, literally, at one time. Within a few days, our shipping company received the General Sets, Norman Rockwell sets, water towers, Convention Cars, and General Set Add-On cars! (That's also the order in which they'll be shipped to you.) Hopefully by the time you read this you'll have received everything you ordered. If not, be patient, it's on its way.

Note: As of December 15th all General Sets had been shipped.

Wanted: A Few Good Men... and Women

It's time again for you to consider stepping up and taking on a leadership role. This spring's election will be for a President-Elect, Treasurer, and three Directors. There's no better way to put something back into the Club and you'll have loads of fun along the way. Want more information? Contact Bill Stitt, chairman of the nominating committee or contact any officer or director.

Don't Miss the Opportunity!

Jane and I went to the Naperville, Illinois train meet again this December and it was more fun than you can imagine. There were kids everywhere, not to mention trains, plus buyers and sellers — even Santa showed up. And we met a lot of friends we'd made at last summer's convention in near-by Milwaukee.

Len Hopkins and a few of his dedicated friends have been putting on this show for the last 10 years and they know what they're doing. For whatever reason, there just aren't many train shows around these days, much less LCCA-sponsored meets. The Club's lucky to have some real experts running ours — Len in Chicago, Harry Overtoom in Lexington, Kentucky and Bill Stitt in Chattanooga. So, if you get the opportunity to go to an LCCA train meet, don't miss it.

Lionel

We know about as much as you do when it comes to the future of our favorite toy train company. Nonetheless, at present for the LCCA, it's business as usual. We've talked, briefly, with Jerry Calabrese, the new CEO, and look forward to an early 2005 sit-down meeting with him and his staff. In the meantime, we continue to work with our old friends like Bob Ryder and Mike Bragga.

Lost and Found

Seems one of you left your digital camera at the banquet in Milwaukee. I ended up with it and have enjoyed previewing your photos from the convention. You had lots of fun on the tours. But then when I look at the other photos in the camera, its obvious you know all about fun!

If you're missing an Olympus D-560 Zoom camera in a black and maroon Quantaray camera bag, I know where it is. Call or e-mail.

'Tis the Season!

Talked to a member the other night; we'll just call him "John." He loves trains, but he doesn't have any children of his own. So each year about this time he buys a Lionel set. ("I don't own anything but Lionel!") He takes it home, unpacks it, tests the engine and track, fixes whatever might not work, and then re-packs it.

Next stop, the Salvation Army. "John" has a deal with them. They find just the right family that would enjoy a train set and they won't tell anyone where it came from. He's been quietly doing that for the last 10 years. ("When I get up on Christmas morning, I know at least one family is going to be very, very happy and so am I.") This year some lucky kids are going to get a brand new, hard-to-find Lionel Polar Express Set from a caring stranger they've never met.

Those are the kind of people who belong to the LCCA. Merry Christmas, "John"! 🚂

**Happy Holidays to you all
and here's to a train-filled 2005!**

The Tinplate Cannonball

by Ken Morgan
RM 12231



Christmas Trains

'Tis the season for peace, joy, family, Christmas, Chanukah, Kwanza, whatever you celebrate. At least as I write this. By the time you read it, it may be the season to pay off the credit cards. Bah humbug!

I hope the holidays were happy for you and your family and that they included trains. But perhaps that's redundant!

Holiday memories from my house have always had trains in them. This brings me to the topic for this installment of The Tinplate Cannonball. But first, just who was Baby Ruth for whom the candy bar was named? And, no, contrary to rumor, it was not George Herman Ruth, AKA the Babe.

While I have devoted this column to pre-war trains, I am post-war. Perhaps, just slightly pre-post-war, but definitely not pre-war. And I was a first grandchild, more particularly, a grandson, for a grandfather who had three daughters. So for my second Christmas, which occurred just before my third birthday in January, I received my first set of trains. And since nothing was too good for a first grandson, they were, of course, Lionel. Specifically, set 2125 WS consisting of a number 671 PRR turbine with a 671W whistle tender, 2411 flat car, 2454 box car, 2452 gondola, 2457 illuminated caboose, eight OC curved tracks, five OS straight tracks plus one RCS remote control section, one CTC lockon, one 167 whistle controller, one box of SP pellets, one tube of Lionel lubricant, and one No. 926-5 instruction booklet. Of course, I didn't know all

that at the time. I learned it many years later when I got a copy of the 1947 catalog and went to page 14. See **photo 1**. \$50. Wow! And grandpa didn't stint on the transformer, either. He must have known that this was an investment in the future for me. No small one-train power pack. He and dad got me a Type Z 250 watt powerhouse. Another \$20. Followed next year by an operating accessory, the number 45 Operating Gateman and a couple of scenic additions, a Marx lithographed tunnel and a plastic water tower. Then two years later, a 3656 cattle car and the associated platform arrived, along with more track and a pair of remote switches. The empire was a-building. I must have been a very good boy!

I can remember dreaming about silver passenger sets and war bonnet diesels some years after that as I grew up in the 50's. But as my father told me, all you can do with a passenger train is watch it go around in circles. You can play with a freight train. And play with it I did. I used a Dinky Toy crane to load my mother's sewing spools from Dinky Toy trucks onto the gondola, and, after a few loops around the layout, back into the trucks. Looks like dad and grandpa were right, because here I am many years later, still playing with trains, including the original 671 and the Z and the Dinky Toys.

So what did I do with this treasure? I played with it. And it was well-loved. You can read that it is no longer in anything resembling mint condition. The loco was repainted many years ago in prototypical Brunswick green by a friend who modeled in HO scale brass, specializing in PRR. As he explained it, Brunswick green was four parts black and one part dark green. This makes the color on the many GG-1s out there rather lighter than they should be. I also removed the detailed parts from the chassis of the caboose to add them to a common 6357 type caboose to make it closer to scale as I repainted it in AT&SF red with proper dry transfers many years later. Years later I had to replace them in order to restore the 2457. By the way, if repainting the loco upsets the purists out there, my friend also repainted a set of three Madison cars in proper PRR livery for me. At the time they were going for about \$10-12 apiece. Boy is hindsight wonderful! But that's what I, and many others



did with toy trains back then in the dark ages of the late 50's and early 60's. But then again, what I did to the loco is just something Lionel did in subsequent turbines — make it more prototypical.

Let's look more closely at the components of the set. Lionel's version of the PRR S-2 steam turbine was vastly foreshortened to get around O and O-27 curves. The real engine was a behemoth. Check out the several scale versions which have appeared over the past few years. I think this loco was "selectively reduced" at least as much as the GG-1. It was an interesting choice for a Lionel loco. PRR, and a few other major coal hauling roads, tried to find a way to make steam power, especially coal fired steam power, economically viable in the face of the diesel loco. They wanted to keep their coal customers, from whom they also purchased their coal, happy. They all failed. Hence the S-2 was a one-of-a-kind experiment. But it was a rousing success for Lionel. Between the 671, the following 681, 682, and the 2020 which was the 671 sold as an O-27 loco, they sold a bunch. In the years since, there have been many reproductions based on the Lionel casting, plus the somewhat awkward looking (at least to me) MTH entry-level version, not to mention the scale engines that have been offered. There have been so many in fact that I have often wondered if all the toy versions, at about five pounds each for the 671, etc, might not actually outweigh the prototype's 580,000 pounds.

Lionel's 671 originally came with a 671W tender, which is based on the NYC prototype used for several pre-war steamers and modeled in several sizes with varying levels of detail. It continued in the line for several years. Maybe Lionel



had the foresight to predict Penn Central — NOT! **Photo 2** is my prototypically painted, numbered, and lettered 671 and 671W.

The 671 was also one of the first Lionel locos to come with smoke, a true innovation that certainly enhanced the immediate post-war line, especially since Lionel scooped AF with this one. It was however, before magntraction. It does not distinguish itself with its pulling power. Unlike the 2332 GG-1, which has been accused of failing to pull its catalogued consist of three Madison cars — and I'll guarantee you, mine pulls three with no problem — the 671 really struggles with



the three cars I had repainted to run with it. Like I said about hindsight.

Lionel did work to improve that. The 1948 and later 671s and the rest of the successors have the new PRR type tender, the 2671W or the similar 2046W. The 681 and all the rest had magntraction, which was introduced in 1950. Some of the tenders were even lettered PENNSYLVANIA. See **photo 3** for the 681. **Photo 4** has the 681 and my 671, with the proper number 6200 on the cab, placed back to back so the difference between black and Brunswick green can be seen. Kinda hard to see though, isn't it? OK, score one for Lionel for the



improved tender and one for me and my HO buddy with the paint job. Looking at **photo 4**, it seems I have the same problem as Thomas the Tank Engine: a troublesome truck! Oh well.

The consist of this set is as common as the loco. The first two cars are the 2411 flat car and 2454 box car shown in **photo 5**. I don't know if the PRR ever had a box car advertising Baby Ruth candy bars, but Lionel had thousands of them. The metal flat car is also common, although the stakes are often missing. These are however readily available from parts dealers. **Photo 6** shows two features of these cars you might want to check carefully if you buy one. The brakewheels are often missing on the flat car. Again, the parts are easily obtained. The small steps at the car ends are often broken off. Look closely at the box car, which has the step, and the flat car, which does not. The step is a part of the stamped metal frame of the box car, and a staked metal piece on the flat car, so they are not replaceable unless you want to try to tack on a scratch-built piece.

The last two cars are the 2452 gondola and 2457 illuminated caboose shown in **photo 7**. The gondola is what



this is the set that provided the equipment for the electronic set in 1946. These were the same cars, except that the flat was replaced by a dump car, but with a receiver in each car for uncoupling them anywhere on the layout, without the



need for an RCS track. The lead digit for each car was changed from a 2 to a 4, so for example, the gondola went from 2452 to 4452, and the tender just added the 4, becoming a 4671W. The loco is a 671R. The caboose was changed to the 4357, based on the familiar 2357 SP body for the final two years. They ran through 1949. These are both difficult to find and difficult to pay for. Not to mention hard to get to work.

gave this set the play value my father predicted. It, too, is quite common. In fact, I added several similar short gondolas, plus the longer 6162 type, so I could load more spools, and empty CO2 cartridges from a BB gun. Yep, those were different days!



So to wrap up, **photo 9** shows my original train set, with the consist as pictured in the catalog. And as MasterCard might run the ad — Repainted loco in non-original colors, 671/671W with boxes, \$75-125, motley collection of run-of-the-mill freight cars VG to E, with mostly-there original boxes, \$75-

The caboose is a bit more difficult to find. It is a rather nice model based on the PRR N5 caboose and is directly descended from the prewar 2672. This is the “class” version, since it has windows and frames. Plus that nice underbody detail. See **photo 8** for that, plus the non-original later version of a Lionel pickup I put on to replace the original one I removed for the conversion noted earlier.

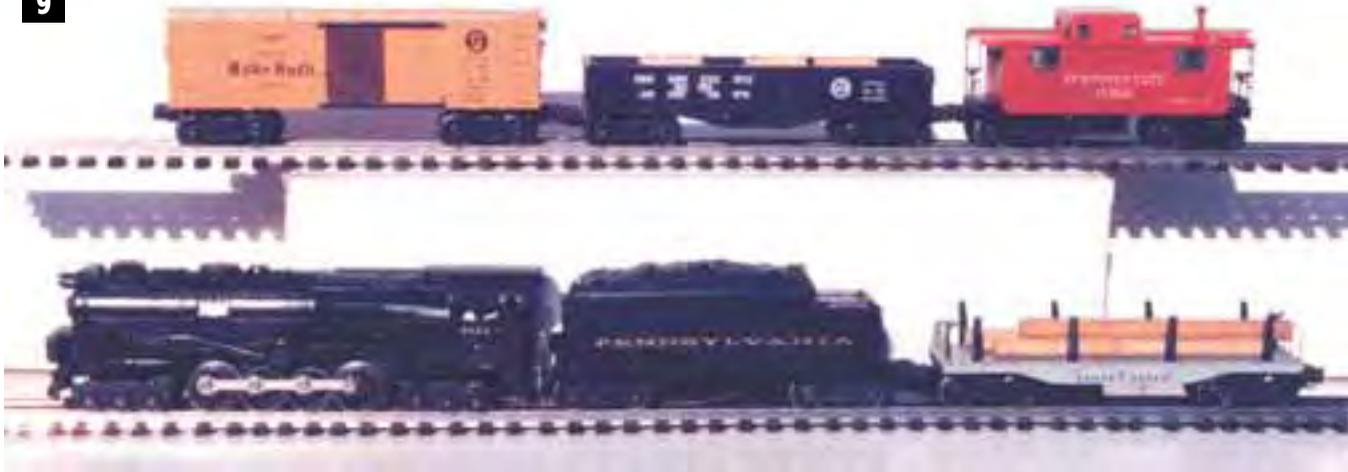
125, used boxed Z, \$150-200, miscellaneous track \$0. A lifetime of memories, good times, sharing them with my children and now a grandchild, all the friends I have made through the hobby — PRICELESS!!!

All of these cars came with electronic couplers. Most of mine are still there, but some have been replaced with magnetic versions. Lionel did the same thing, to cut costs. The cars look the same, but the numbers changed to 6000 series instead of 2000 series. It also makes for better operations. The hot shoes used to activate the uncoupling function of the electronic couplers and had a bad habit of dropping cars over Lionel switches, not to mention Curtis, Ross, etc, turnouts. Hence the policy in my club, the NLOE, is to ban them, or to require that they be de-activated.



These cars are all common and should cost anywhere from under \$10 in average condition to maybe \$50 in like new original box. There is one version of each that is pricey:

And Baby Ruth, well the official answer, per the Curtis Candy Company, is that it was named after the daughter of President Cleveland, whose name was Ruth. This, however, is likely a canard, for a number of reasons cited by the Snopes Urban Legend web site (www.snopes.com/business/names/)



babyruth.asp). The gist of the explanation there is that Curtiss renamed one of their candy bars which was not selling well just after Babe Ruth became a superstar in NY, and just before a competitor tried to market a “Babe Ruth Home Run Bar”, which name was immediately, and successfully, challenged by Curtiss, who advanced the claim that their bar was named for the late, she died in 1904, Ruth Cleveland. Good planning! And what a coincidence that the Babe was then in Yankee Stadium blossoming as the biggest name in America.

And as a bonus piece of trivia for you, in case you ever wondered why the left and right sides of the 671 are different, it’s because the left side has the reverse turbine, and the right side has the one for forward.

Happy rails to you, until we meet again!

Photographs by Ken Morgan



Returning the Pen

by **Bill Schmeelk**
RM 6643

A Few Words From the Editor

Over three years ago, I began my role as editor with some words of thanks to Mike Mottler. Now I close my term as editor and return the pen to Mike’s very capable hands. Mike is retiring and will again have time to devote to *The Lion Roars*.

I would like to thank the LCCA Officers and Board of Directors for their continuing support while I held this post. I’d also like to thank each of you who contributed an article to the magazine. Whenever I’m complimented for the magazine, I have to pass much of the credit to those who contribute articles. Without these, the magazine would never have reached the high quality it has attained. Without exception, everyone I’ve had to work with has been joy. Working with people has never been a burden — so many have been willing to help with articles, photos, and suggestions.

I’d especially like to thank those who contributed regularly with a column. There’s nothing an editor likes more than knowing he has authors he can depend on who commit to an article in every issue. Authors like Bob Carter, Dennis Clad, Ken Morgan, and Dr. Gene Russell, have each added a unique personality to our publication. I know I speak for many of our members in expressing my gratitude for their contributions and their continuing support of our club and the magazine. Gentlemen, give yourselves a pat on the back! You’ve helped more than you know.

Mike Mottler has never really been too far from the magazine. He’s contributed articles and worked consistently on our ads and convention brochure. Mike has never hesitated when asked for help. It is with a great deal of confidence that I turn the reigns over to him. I know the quality of the magazine will reach even greater heights. Although I will no longer be the magazine’s editor, I will continue my communications with members through the News and Views column. Working with Mike will be a pleasure. So, watch for a new look to the magazine as Mike begins as editor in the February issue.

Finally, I’d like to thank all of our members. Without readers and their support, we would have no magazine. Thanks again — it’s been a great ride. 

The Mane Line

by Dennis Leon Clad
RM 10430



Editor's Note: Our contributing editor Dennis Clad is a wonderfully enthusiastic Lionel collector 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 a purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

I have so much great uncatalogued Lionel to share with you in this Christmas issue. But before we get to it, there's an MPC set that I'm head over heels in love with and I'd like to tell you about it. So let's get started and take a look back at 1982.

Wait a minute, you know what, this being the holiday issue and all, and I know you're like me and love uncatalogued Lionel. So what do you say we put the 1982 must-own set on the back burner and jump right into the uncatalogued items?

LCCA Member Contributions To Lionel History

I always get excited when fellow club members have Lionel produce a limited edition collectible for their company, museum, or charitable institution. Richard Shumaker, RM 26785 of the Westinghouse Inter-Works Railway Company is offering a selection of Lionel produced rolling stock. This series of cars memorializes George Westinghouse who was responsible for several advances in railroading among other areas.

The first piece offered is a SP type red Lionel caboose, SKU #6-36518. The second piece is a tuscan two bay coal hopper, SKU # 6-16479. The final piece is a green 9700 series type single door boxcar, SKU# 6-36290. Each car features a portrait of George Westinghouse himself. The real train ran between Turtle Creek Valley and East Pittsburgh, back and forth between the Westinghouse plants.

Richard assured me that only 500 of each car were made and they are available now. Each car is sold individually. To order, contact the Westinghouse Inter-Works Railway Company at 412-829-7706 or go to their website at <http://www.georgewestinghouse.com/railroad/collect.html>



www.georgewestinghouse.com/railroad/collect.html. If these cars sell out, Richard plans to do additional pieces so let's keep our fingers crossed!

The next member-designed Lionel uncatalogued piece that I'm also excited about comes from Gary Phillips, RM#13063. Gary is the owner of two HobbyTown USA stores, one in Knoxville and one in Johnson City, Tennessee. At Gary's urging, HobbyTown USA contracted with Lionel to produce an exclusive train set - "The HobbyTown USA Flyer". Gary limited production to 500 sets and not all stores will carry the set. This set is the first of what will be a collector series.

Before we look at the first car, I want to tell you my New Year's Resolution for 2005. Starting in January, I will do my very best not to use any more baseball metaphors, or use the phrase "drop dead gorgeous". But this is still 2004 so here it comes — the boxcar in this set is a 9700-type series single door that is drop dead gorgeous! It has Old Glory to the right of the door along with the HobbyTown logo, and to the left is the company trademark with the notation below "Collector Series". I really love the patriotic feel of this car.

The second car featured is that workhorse of the three-rail track, a Lionel gondola with canisters. Talk about one spiffy gondola — this is it. In the photo, the background on the car looks gray but it is actually silver with red and blue accents. It proudly boasts the store motto, "Toys for All Ages." Even the

four canisters carry the HobbyTown name.

Get ready — here comes a major benefit of belonging to the LCCA. If you place your order at one of Gary's stores, Gary is giving LCCA members a special price on this soon-to-be-collectible set. Gary has slashed the price from \$320.00 to a shocking \$219.99 just for our members. That's \$219.99 for a set, which includes track and transformer — what a deal! After ten years, gentle reader, you know me, and I figure it never hurts to ask cause all they can say is no. So I asked Gary and he said “yes” to free shipping also for LCCA members only! If you agree with me that this is a grand slam out of the park for our members, get your credit card ready and call Gary at 865-690-1099 or fax your order to him at 865-690-1650. The sets are in stock and ready to travel to you. By the way, Gary and I are busy designing the first of two add-on cars for this set that are sure to be desirable.

A Fond Look Back At a Rare LCCA Collectable

In 1986, our 16th Annual LCCA Convention was held in one of my favorite cities — Norfolk, Virginia. That year's stocking stuffer was a die cast Virginia Chemicals B61 model Mack tank truck. This rig, decorated in black and red, was manufactured by the DeHanes Model Company in Kearsbey,



New Jersey. Very few were produced; the exact number is lost to LCCA history. For a model so small and inexpensive at the time, it has many features unique to the Art Deco B model Mack. These features include a chrome radiator shield, chrome Bulldog ornament, four marker lights on the cab, and an actual figure driving the truck. Next to the chemical tank, just behind the “Hazardous Waste” placard, is a discharge hose. Even the wheels on the rig closely resemble the actual thing.



In looking for your very own truck on the secondary market, the bulldog ornament is extremely fragile and is broken off most of the rigs I've seen for sale. There are two variations in this truck — as you can see in our photo, the most common one has a straight chrome front bumper with built-in fog lamps. The rarer version has a diamond



pattern wide step type chrome bumper.

Our club convention notation is on the side tank. The box for the truck was a plain white one with “mousepaper” padding. Accompanying the truck was a questionnaire from Dehanes asking customers among other things, what they purchased and what they would like to see produced. Expect to pay a premium of \$75 to \$100 for this made in the USA scale model.

Happy Travels To You

While in route to our convention in Milwaukee this summer, our club mascot, Happy the Lionel Lion, took a slight detour to visit LCCA member David Sammet and his family in Evansville, Indiana. Happy was thrilled to find at home David and his wife, Nicolette along with son Christopher and daughter Miranda. The Sammets were preparing to attend the convention themselves but were excited to see Happy as well. Our mascot asked to please see the train room right away. To say that Happy was floored with the view is putting it mildly. Here are a few statistics that Happy noted as his eyes glazed over with joy at the sight of this massive 10 by 24 foot structure. The layout consists of five levels and all tracks are interconnected to form one big layout. Approximately 1200 feet of Gargraves track has been used and multiple routes exist enabling you to vary the paths of the trains. David used 76



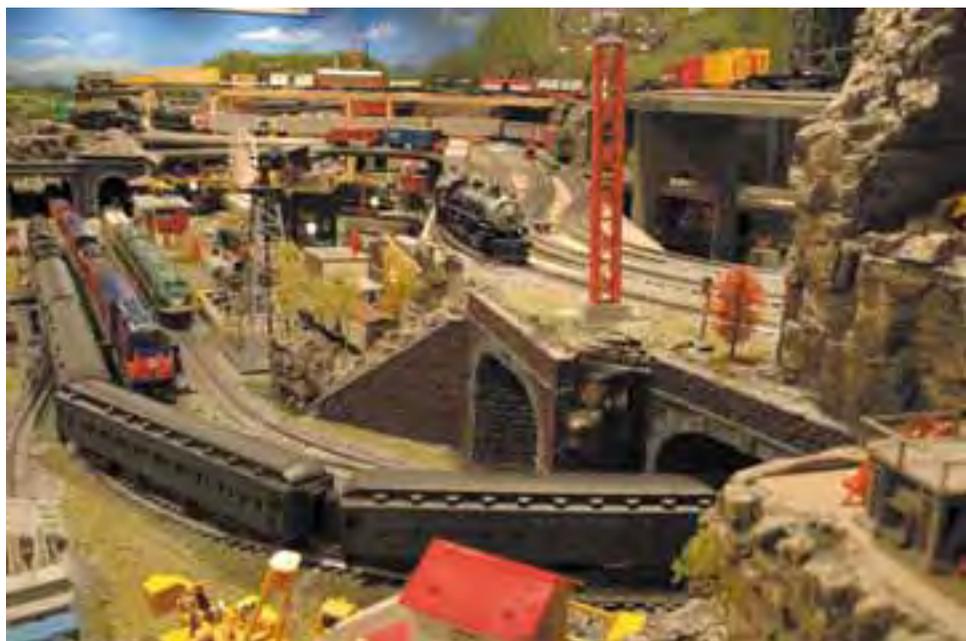
David went on as Happy noted how strong and sturdy the layout seemed to be,

“The layout has been built by using leftover wood from woodworking projects. Most of the wood is Poplar and Red Oak hardwoods. During the construction phases, carpenter’s glue was used in conjunction with an air operated brad nailer. The brad nailer allows you to nail two pieces of wood together that are as thin as 1/4 inch each without splitting. This would not be possible with a conventional hammer and nails. The layout has been built to allow an adult to walk on top a majority of the layout without the risk of collapse or damage.”

Ross custom switches, all of which are automatic. There are also about 28 uncoupling track sections. Happy was able to run ten trains simultaneously — now that’s impressive!

While Happy stood enthralled by this miniature kingdom, David went on to tell him about some of the specifics and threw in a few handy pointers as well:

“The wiring of the layout uses a distributed design by placing Command Control components such as ASC3000 Accessory controllers... and all power feeds from a centralized location. A common electrical bus system has been created to facilitate the distribution design. There is a common pair of wires for the data communications, power for the command modules and power for the accessories or switches that circle the layout. To add another command module, you simply tap into the bus for data and power. This design uses much less wiring in terms of the length of wires used. The distributed design helps reduce the complex wiring bundles that seem to occur when all wiring terminates in a central location.”





Happy was really fascinated by the 35 tunnel entrances and exits, and David explained how the family created all of the rock formations,

“We used approximately 800 pounds of Hydrocal to produce the rock formations on the layout. As a family we created an assembly line. One would mix and prepare the Hydrocal while another poured the mix into the mold. Another would shake to remove air bubbles and move to a resting area. Additionally, this step involved removing the hardened rock from molds after about 18 minutes. The final step was to clean the mold and get it ready for the next pour. Our best time ever was on a Saturday morning where we were able to pour 140 pieces of rock in about 4 hours. That amounted to about 150 lbs. of Hydrocal and the use of warm water that accelerates the hardening process. This was a very challenging effort but team work paid off.”

As Happy’s eyes wandered over the layout, he began to subconsciously count. He counted 59 accessories placed

throughout the layout with over 300 lbs. of bedrock, and 24 dwarf signals. Happy quit counting after 450 engines including motorized units and 1,550 pieces of rolling stock.

As an ongoing family project, each member performs different tasks. It has taken about five years to achieve this level of perfection. The kids still want to complete projects such as girders along the sides of the bridges and fill the current need for trees on the layout.

The layout was not modeled after any real-life scenario but was created to provide the most number of track routes with as many trains and accessories operating together as possible. Visitors to the layout can control the fun with the use of a hand-held remote. They also have the ability to interact with the layout through the use of manual switches. A nice touch is that all track switches and accessories have plastic marker boards with numbers attached that are coordinated with the manual switches. The numbers also serve to identify a specific accessory with a specific action handled by the CAB-1 remote. Any train can travel to any segment of track on the layout via the switches. Many of the accessories are part of the automated process of the layout through the use of an ARC3000 (action recorder/controller). The ARC controller steps through pre-programmed events by turning on and off specific accessories when a trigger occurs. There are eight different sets of steps involving many of the accessories and



one of these eight is triggered by a train passing an infra-red detector which signals the ARC controller to begin processing one of the cycles. These steps also have the ability to activate or de-activate track segments that allow trolleys and commuter trains to have cycling effect. Happy said it made the layout appear to have a mind of its own.

The family wants to involve the use of personal computers by utilizing a computer to store and track events that the

operator would like to take place. David is creating a computer program in Microsoft Visual Basic that has the ability to communicate with the command base of the command control system. His hope is to create an environment where the operator can create a number of small events and group them together to create endless possibilities for the layout. Events could be activating four or five accessories. David hopes to eventually have a full graphical user interface on the computer that will manage the layout operation based on minimal input from the user.

David has been collecting trains since his teenage years. Nicolette is a stay at home Mom who maintains the wants and needs list for the family hobby as well as being an assistant on the layout effort. Both of the children have used the hobby for projects in school and Scouting. Christopher, an Eagle Scout was thrilled when Lionel produced the two Boy Scout boxcars. Miranda is also active in the Girl Scouts and her prize set is the pink Girls Train.

As Happy wandered around the 20 by 30 foot train room, he couldn't help but notice the high quality cabinetry in which most of the engines and rolling stock were displayed. The Sammets themselves custom — built these display cases with full view glass doors. They made sure the cases had a white background to highlight and focus on the trains.

Both children told Happy that building the family train layout had been very educational. They learned to do electrical wiring, soldering, how to create rocks and mountains, and the creative use of many different materials. One thing Christopher really enjoyed was the electronic circuit creation concepts while Miranda took to the painting and crafting of the rock formations.

Collecting and playing with toy trains is a family activity for the Sammets. After a pizza party and a full day of playing trains, Happy said goodbye to this most interesting and talented family and headed for the LCCA Board Meeting. Alone in his private coach, Happy couldn't help but wonder to what level in the future Christopher and Miranda would take the hobby of Lionel model railroading.

Calling All Lionel Uncataloged Set Collectors

New this year, Neiman Marcus is offering their holiday Express Railroad, SKU#6-31982. This very colorful Christmas train features cars that will be unique to Neiman Marcus and it will be a real eye-opener for your collection. I'm not really into Christmas trains but I really like this one. The



price of the set is \$295.00 plus \$24.00 shipping. Call Neiman Marcus at 1-888-888-4757. I could not find out how many sets were made, but I have a feeling the numbers were low.



Hobby Lobby is offering two train sets this year. The first is 6-31984, the Midwest Set. Each car in this train is uniquely produced for Hobby Lobby. I could not get any price or ordering information, nor production numbers. I hope you have a store near you. I really like this set because it is headed up by a Chicago Northwestern diesel.



The second set is 6-31983, the Southwest Set. Again, Lionel told me that each car is unique to hobby lobby. I do wish that instead of a 4-4-2 locomotive, they had used an RS-3 like the Midwest Set but decorated in Texas and Pacific colors. As with the first set, I could get no additional information. 🚂

Happy Tracks!
Dennis Leon Clad
Dennisthemenace1@webtv.net

Dick & Linda Kughn

by Al Kolis
RM 15902



The Boy, The Man, The Couple, Part Two

It was my original intent to write one article about Dick and Linda Kughn. After several stimulating hours of conversations with Dick and Linda, I came to realize that one article would not be adequate. One could write a complete book about their lives and accomplishments and still not cover it all. In the first article we focused on Dick Kughn as an adolescent. Now, we'll give you a glimpse of his young adult life, his early career and the start of his impressive collection of automobiles and toy trains.

Dick acknowledges that he was not a great student when he attended Bay Village High school in Bay Village Ohio. Because of an eye condition called Vertical Diplopia, he was unable to read anything for more than 20 minutes at a time. He would see double, and suffer severe eye fatigue. While he was in high school he had the first in a series of operations to correct his vision.

Although, Dick did not perform exceptionally well in the classroom, his abilities became apparent after taking a battery of aptitude tests. He had scored in the 96th percentile in the engineering portion of the test, and in the 97th percentile for political science. His high school counselor noticed the discrepancy between his school performance and his aptitude and took a special interest in him. The counselor was so confident in Dick's abilities that he wrote a strong letter of recommendation to the Dean of Admissions of Ohio University. Dick was subsequently accepted to the university and studied Civil Engineering.

While Dick was still in high school, he and his buddy, Nick Grachanin built a 1923 Model T Touring automobile from scrap parts. He really enjoyed the hands on experience. Once the car was completed, he and Nick had felt a great sense of pride in their accomplishment. After high school, Dick's interest in automobiles landed him a job at Briggs Manufacturing as an inspector on the body assembly line. He excelled at reading and understanding technical drawings. The job gave Dick a serious dose of reality. Although the work was honest, it didn't provide him with a sense of accomplishment or growth. What it did do was decide for him what he did not want to do for the rest of his life.

While working at Briggs, Dick tried to enlist in the US Air Force. He wanted to go into the OCSC School. Dick's

brother Bob had served in the Air Force and was stationed in the South Pacific during WWII. Dick's eyesight however resulted in a 4F classification. Sometime later, Dick was drafted by the US Army and much to his surprise, was processed through the Army Service Center and passed. It wasn't long however before the Army recognized his eye condition and gave Dick a permanent 4F classification. It was after this that Dick was accepted to Ohio University.

After one semester, Dick had to have another eye operation. During the summer after his freshman year, he took his first job in the construction industry. He worked as a laborer for the Kuhne Simmons Construction Co. in Detroit.

Dick was not afraid of hard work. Anyone who has worked with concrete knows how physically demanding this job can be. Typically, you work long hard days, outdoors under the scorching summer sun. You have to move quickly, or the concrete will not set correctly. If you lay the concrete down wrong, you have to break it up and start all over.

He never really planned to be where he is today in the business world. He never set out to be a real estate tycoon and business entrepreneur. Today, one could say that Dick has become a classic American success story, a man who is living the American dream. But, back in 1948, this is not something Dick set out to accomplish. Early on in his career, he took the simple approach that he wanted to learn, he wanted to do a good job and be productive.

Once in the construction industry, Dick's true passion became apparent to him. He loved working outside and building things. Dick worked his way up from laborer to the carpentry crew and then to labor foreman. Once Dick's skills were recognized by his company, he got involved in material inspection and moved up quickly, right into the office on the job site. Before long, Dick was running the business office on the job site.

Two weeks prior to returning to college at Ohio University, an officer of the company approached him and asked him to manage the business office in Chicago for a large project, building a Veterans Hospital. This was a big opportunity and it presented Dick with a dilemma. Should he return to college and complete his studies, or accept this job offer? After much deliberation, and after talking with his parents, Dick decided not to return to college and to accept the job offer in Chicago. Ironically, Dick never earned a degree in civil engineering from Ohio University, but years later he was awarded an honorary degree as a Doctor of Humane Letters by the University of Detroit Mercy. With hindsight we can see that Dick made the right decision.

After accepting the job in Chicago however, Dick soon decided that this job was not his cup of tea, and he moved back to Detroit to work as a general superintendent for a masonry contractor. Next, Dick moved back to the Cleveland area and worked as a cost production engineer for the R.S.

Urspring Co. His skills at reading blue prints and managing material costs and time studies became apparent. One day, the owner asked him to do a “take off” for a job. He was given the assignment to review plans, and just take off the masonry requirements. He was not supposed to assign cost, but just provide the quantities of each material from the blueprint. Dick took the prints home over the weekend, and provided the owner with a very accurate report. The owner recognized his skill at estimating and instantly brought him into the office to do estimating work. He moved up from being an assistant estimator to full time estimator.

A skilled estimator is a valuable asset to a construction firm. Overestimates cost you jobs and underestimates get you jobs but lose money. A skilled estimator who can accurately perform his task is essential to success in the construction industry. These skills would years later prove handy when Dick made a bid to purchase Madison Hardware from Lou Shur and Carl Shaw, but I’m getting ahead of myself.

Eventually Dick’s skills were recognized throughout the commercial construction business. His boss in Detroit asked him to leave Cleveland and take total responsibility for managing and re-staffing the estimating operation of the Maurice Stranberg Co, a general contracting company in Detroit. At that point in his life, Dick really knew what he wanted to do. His interests lie in the general construction, engineering and development business. He had worked his way up the ladder and was managing numerous projects.

In 1955, Dick met a gentleman by the name of Al Taubman. Al was a man of similar thoughts and goals. After three lunch meetings, Dick decided to join The Taubman Co. as its estimator. The Taubman Company had a small team of eight people that included two laborers, a carpenter foreman, a field engineer, an accountant, a janitor, Al Taubman and Dick.

At the time Dick joined the Taubman group, they were working on small medical clinics and other small commercial projects, as well as mid-size shopping centers and other developments.

An important acquaintance of Al Taubman was a gentleman by the name of Max Fisher. Max asked him if they would be interested in developing a program to remodel existing gas stations and expand their delivery operation by building new gas stations throughout Michigan. Max owned Aurora Gasoline Refinery Company and Speedway Gas station and he wanted to expand. At that time Aurora Gasoline Co. merged with Marathon Oil Company. They eventually remodeled and built approximately 350 gas stations in just three years. During this time period they also built bowling alleys and other types of buildings in the metro Detroit area.

Dick considers Max Fisher to be a mentor and role model to both he and Al. Max was a genuine guy who had a solid interest in working with them. Max Fisher is considered to be an icon in the City of Detroit. He was well respected as an

advisor in the major corporate business sector and was not only influential in the local development, but also at the state and national levels. He was the financial mind that worked behind the scenes to assist in the development of the metropolitan Detroit area in the 1950’s.

The Taubman Company began building modern shopping malls. In the 1960’s they built their first open mall. The company’s first enclosed mall was the Southland Mall in Hayward, California. In Ann Arbor Michigan, they built an open mall called Arbor Land and many other projects too numerous to list. You can safely say that the Taubman Co. contributed significantly to changing the way people shopped in America. In the early years of their mall development the company grew from being a general contractor to that of a development company which expanded into to a vertical company. They became involved with new land acquisition and development, municipal negotiations, retail design development, leasing, marketing and retail merchandising. They developed several shopping malls around the country.

Dick and Al were a great team. Although their skills overlapped, they both had their own areas of expertise and their skills certainly complemented each other. Dick eventually became a partner in the firm, and President and Chief Operating officer of the company.

Dick’s career with the Taubman Company provided him with great financial success. Dick was not afraid of hard work. He thoroughly enjoyed his work and felt a strong sense of accomplishment. Dick does not define success in terms of money. His philosophy is that money is not something to be revered; it should be used as a tool to build a quality product and make this world a better place to live in.

Dick doesn’t think he earned his success by the school of trial and error. His approach was more a matter of trial and keep trying. Error was not an option. Thanks to the hard work ethic his parents instilled in him he developed a can-do attitude to opportunities that were presented to him. Dick admits he is still learning new things everyday.

Shortly before Dick retired from the Taubman Co, as Vice Chairman in 1983, he started to become seriously involved in the civic community. He was appointed to Detroit’s Board of Police Commissioners and eventually became Chairman. His civic board memberships are too numerous to list, but they included, Chairman to the Greater Detroit Chamber of Commerce, Henry Ford Museum and Greenfield Village (Vice Chairman), Detroit Symphony Orchestra, Chairman Emeritus of AAA Auto Club Group and the University Cultural Center Association. In 1987, The Detroit News named him the “Michiganian of the Year.” Former Governor of Michigan James Blanchard appointed him Ambassador of Michigan Tourism. Dick and Linda we named Artrains’s 1998 Michigan Art Patrons of the year.

Through all of their civic involvements, and awards they have received, Dick and Linda have applied their philosophy to their daily lives. They indeed have been very effective in making this world a better place.

Dick's success with The Taubman Co. provided him with the means to acquire his great collections of automobiles, automotive art and memorabilia, toy trains, and antique toys. Dick started his serious collecting of cars in 1955 when he bought a Model A. He then just continued to buy cars. He became a member of various car and toy train collecting clubs. Once he was known as a serious collector, people came to him. Friends of friends would approach him about certain pieces, and before he knew it, he had acquired about 7 or 8 cars. He was just having fun. At first, he would store his cars in his garage, and then he extended out to his neighbors' and friends' garages. Finally, one day his neighbors asked him to get his cars out of their garages. Dick then decided that he needed to buy a place to store his "stuff".

In 1974, he started to look for a more permanent location to store his vast and growing car and train collections. He bought a building that housed three businesses at a site on the northwest side of Detroit. At first, it was intended to be used strictly as a warehouse. Within the first two weeks of occupying these buildings, a severe rainstorm struck the area and caused extensive flooding and water damage to the insides of the buildings. Dick started to renovate and re-store the interior and built a recreation room away from home.

A few years later, he acquired the two remaining buildings on the same site. One was a bowling alley/bar and the other a car dealership. Dick then cut openings in the cinder block walls between the buildings and created Carail. Hopefully, as LCCA members, you were able to visit Carail during the 1993 and 2000 annual conventions. As you can see from these photos, it truly was a remarkable place with an outstanding collection of automobiles, toy trains, toys, pedal cars, train memorabilia and original art.

Dick thinks a true collector must have a sense of good times past or illicit some sweet memory in order to collect a certain piece. There is no other good reason to collect. Sometimes it is the thrill of the hunt, and the thrill of getting a good deal. Without these emotions, it is merely an investment or hoarding. Dick's own personal collection of trains is not a business; it is his hobby, as are the rest of his collections.



Just a few of the Many prewar (top) and postwar (bottom) trains as they were presented at Richard Kughn's Carail Museum.

Once it was reported that Dick purchased a standard gage Blue Comet set at a LCCA meet in Louisville, Kentucky. A local TV station was there covering the event. After they had heard that a man had purchased the set at a certain price they conducted an interview with Dick. The TV interview basically said that some people would consider it absolutely crazy to purchase a toy train at that price, and asked Dick what would you say about that. After a momentary pause, Dick replied, "You are absolutely correct! I still think I am crazy. When you become a collector, you become crazy about toy trains."

It was reported by one of his business partners, "If dollars were what really counted to Dick, he would buy McDonald's franchises." He has reached a point in his life where he's allowed himself to let his emotions partially govern a portion of his decision-making. He does things sometimes not for love of money, but because they feel good in his gut. In fact, Dick's accountants advised him not to purchase Lionel. He went against their advice and purchased it anyway. That part of the story will be told in a subsequent article.



An extensive collection of Department 56™ buildings in a winter scene of the O-gauge layout at Carail.



This double-track high trestle was a dramatic corner scene of the O-gauge section at Carail.

In the mid 70's and early 80's Dick expanded his toy train collections exponentially. He was going to train club events and automotive auctions all of the time. He purchased a vast array of Lionel products, layouts, American Flyer, Boucher and Ives trains. His friends would tease him after he bought more train stuff. "Why don't you just buy Lionel so you could have it all?" It had become a joke for a while. But in 1985, it turned out not to be a joke.

Dick's success allowed him numerous business and civic opportunities. In 1978, he met Gordon Buehrig, the designer for the Auburn, Cord and Duesenberg automobiles. Dick was at Gordon's house for dinner and Gordon showed him his latest automobile design. Dick reviewed some of Gordon's new designs, and he set out to produce a car named the Buehrig. After building a total of three prototype vehicles in 1979, 80 and 81, Dick decided to abandon the project. The cost of the continuing liability insurance to produce and market this vehicle on a limited production basis was prohibitive. Dick donated the 1979 Buehrig prototype to the Auburn, Cord and Duesenberg Museum in Auburn IN. The other two models were in storage and on display at Carail.

In 1979 Dick rescued one of the last remaining grand historic homes of Detroit. He purchased the mansion of a 19th century lumber baron, David Whitney Jr. The mansion featured rooms finished and decorated with unique and dramatic woods and carvings. Dick originally used the mansion for his office, but later fully restored it and it is now one of the most successful and premier dining establishments in the area. One of the tours in the 2000 LCCA/ Lots Dearborn convention was a lunch at *The Whitney*. It truly was an enjoyable event for all of those who attended.

In the early 1980's, Dick invested in a completely new business venture. In this venture, several of his cars were used in the making of a docudrama, "Assignment Berlin" which was being filmed in Detroit. Several scenes of the movie took place at The Whitney. A few years later, Dick and two of his associates formed their own film company, Longbow Productions. This company produced a series of successful made-for-TV movies, and a major motion picture, *A League of Their Own* produced by Penny Marshall starring Tom Hanks, Gena Davis, Madonna and Rosie O'Donnell. The next time you watch this film, take a close look at the background scenes. If you watch closely, you can see an advertisement for Lionel Trains in the baseball stadium.

To me, it is quite interesting how Dick's life seems to come full circle. All of the skills that he acquired as a child growing up in Ohio helped him become a successful businessman in the construction and development business. Then with his acquired wealth, he was able to re-live and possibly complete his childhood dreams again as an adult. He loved toy push cars as a child. He would later collect and build real automobiles. He used to love to watch Tom Mix movies at the movie theater. He worked as an usher at the Beech Cliff Theater. Then as an adult he owned and operated a film production company. Dick found his first train set in a trash can. Years later he would amass an unbelievable collection of trains, and then he would buy, own and operate the company that produced these great trains. He performed magic tricks in front of young moviegoers and then he re-created the Magic of Lionel trains.

Dick has that rare ability to be childlike without being childish. Dick is passionate about what he does, and it is obvious he enjoys what he does every single day of his life. Indeed, Dick and Linda Kughn are a success. They definitely have made this world a better place because of what they have done, and what they will continue to do.

There is still much more to the story and in the next article, we will focus on Dick and Linda's years while at the helm of Lionel Trains, Inc. 🚂

Carail photographs by Bob Carter

A Christmas Story

by Mike H. Mottler RM 12394
Lionel Trains Made Magical Childhood Memories

Ted Hughes, the older brother of Frank Hughes, recalls receiving a train set in 1938 when he was a toddler — a Lionel Lines 2-6-2 torpedo-type steam locomotive and tender with a #1679 Baby Ruth boxcar, a #1680 Shell orange tank car, and a #1682 Lionel Lines red caboose. Although that prewar original set was inadvertently lost years later, today he has the next-best thing; but more about the reappearance of that train set later in this story.

As a boy during WWII, Ted had a now-famous Lionel paper train. It was produced at that time because the company could not make die-cast toy trains; the war effort required allocating all metals for military use. “It was one of the sorriest things. I couldn’t put it together; nobody could. It didn’t fit and wouldn’t stand up. Mine didn’t survive.”

In 1947, Ted used money earned from his paper route to buy his brother Frank, then two years old, an O27 Marx freight set for \$25. That postwar set was lost when their parents relocated from Benton, LA, to Houghton, LA, in 1970.

And So Did Real Trains

Both brothers treasure childhood experiences with real passenger trains. Those decades-ago memories seem to be indelibly imprinted within because they remember them as if they happened yesterday. Ted explained, “The Cotton Belt tracks ran through our hometown of Benton, Louisiana — 15 miles north of Shreveport. In 1948, I rode the Panama Limited, an Illinois Central train, from New Orleans to Chicago. My grandmother, my sister, and I took that train from Jackson, Mississippi, to Chicago and back to Jackson; with a separate



Ted and Frank Hughes (L and R) pose at Ted’s layout with an F3 ABA set in IC livery near by — for a special reason. The wall shelf display of trains shows Ted’s wide-ranging interest in the train hobby.

local train trip back to Shreveport. I was about 12 years old then, and to me it was the most beautiful train in the world. From that day on, I fell in love with streamlined trains.”

As an eight-year-old, Frank enjoyed a family trip by train to California. He vividly recalls that wonderful passenger train with sleeper cars, small private roomettes, and especially the dining car where the staff treated passengers like royalty.

Toy Trains at Christmas

The life-long interest in electric trains of the Hughes brothers began in a way familiar to many of us, at Christmas time; but with an interesting twist. Their father (the brothers still affectionately call him Papa and their mother, Mama), worked as a full-time high school teacher during the academic year for 30 years. During week-ends,

holidays, and summers he worked on the Illinois Central Railroad in a career that extended from 1944 to 1969. Papa started out as a fireman shoveling coal into the fiery boilers of IC steam locomotives. There was no job for firemen to perform when diesels entered the rosters of the IC and other American railroads. Because of union contracts and binding labor rules of the time, the company couldn’t fire them. So the IC management retrained the firemen as engineers. Papa worked for the “Mainline of Mid-America” for 25 years and then retired.

The gift of an electric train set for Christmas in 1949 wasn’t presented by Papa, a “real” train operator, because he had no interest in model trains for his sons. However, Mama presented a train set to Ted in collaboration with her cousin, Clyde Foster, in Chicago. Clyde bought the train set at a discount, and Mama reimbursed him for the cost. Ted received



Ted's repurchased Lionel train set of 1938 — still running after all these years.

an O-gauge passenger set with a #726 Berkshire steam engine and a #2426W whistle tender on point, plus three Madison-type passenger cars: #2625 Irvington, #2627 Madison, and #2628 Manhattan. "I think the original price for that set was \$75 and \$25 for the ZW transformer," Ted recalled, "but cousin Clyde was able to get it all for \$65."

At subsequent Christmases, Ted received more trains through cousin Clyde: a Southern Pacific boxcar, Pennsylvania boxcar, DL&W gray searchlight work caboose, Lionel Lines white automatic milk car, and other pieces. He also received two pairs of switches and extra track. Both brothers considered the 1949 train set as the beginning of their shared fascination with toy trains.

Frank embellished on the family's celebration of the Christmas season. "It was about trees and trains. We'd always go with Papa to the woods, select and cut our own tree, bring it home, and set it up. We ran the train around the base of the tree and extended the track under the huge grand piano in our living room. We'd run the trains through the month of December, and after January 1st we would take the tree down and stash the trains away until the next December."

But Eventually, Boys Grow Up

Because of the difference in their ages — Frank was in third grade when Ted graduated from high school — playing together with trains during their boyhood years was limited to the Christmas seasons. However, a time would come when they both could enjoy trains at any time; not just temporarily on the floor around the tree during the season, but on a permanent train layout year-round.

As wonderful as a mythical Neverland may be, most boys can't live there for very long. There comes a time when many boys feel it's childish to continue to play with electric trains. Although most abandon their childhood toys for teen-age pursuits, some will — years later — find their way back as adults to the source of their boyhood delight.

The "Second Coming" of the Train Hobby to Ted

When Mama and Papa moved from the family's hometown of Benton to Haughton, Louisiana, in 1970, Ted's 1938 train set was lost. However, Frank carried the 1949 train set with him as he moved from place to place during the developing years of his career as a physician.



The link from their father to the ICRR is represented in the train collections of both brothers today. Ted and Frank own Lionel's classy Illinois Central "City of New Orleans" passenger set, Lionel IC switch engines, IC boxcars, and other cars of this railroad.



Ted's 1949 Lionel passenger train set rolls across the busy crossing at the center of the layout.



Besides IC, Ted has a place for Cotton Belt trains — the line that ran through their boyhood hometown of Benton, Louisiana. Although there isn't a personal or family connection to AT&SF, both brothers are fond of its legendary warbonnet décor.

In 1974, Ted — now a dentist, married, and with a family — built a new family home in Nacogdoches, Texas. The following year, Frank gave the 1949 train set back to his brother, and Ted began collecting trains as an adult. The new house contained space in the attic, so Ted had flooring installed and created a train room.

Ted ran the 1949 train set and began to acquire more postwar trains at Bobbye Hall's train shop in Dallas, Texas. "I acquired some Lionel trains during the MPC era, and my collection had grown from there." Also in the mid-1970s, Ted met a train shop owner who had three train sets on inventory just like Ted's original 1938 toy train. Ted bought all three and proved the maxim, "What goes around, comes around."

The train layout in Ted's house in Nacogdoches occupied in a 15x17-foot attic room with slanting ceilings. The large table was in the middle of the room, and when he worked on the far side of it, he would bump his head on the slanted ceiling. Ted built an around-the-room platform instead. The result was a layout running around the room with a center island containing a roundhouse, turntable, and staging tracks. With two elevated tracks, he could run two trains on the upper level and four trains on the lower level. There were two long sidings per track, so he could park a complete train on each siding, and he also had five other ready-to-run trains on the four main line lower tracks. Cousin Clyde made a bridge for him with four tracks so it could be raised when entering the room. A removable bridge for the top level allowed access to the train room at that level.

Meanwhile, Frank Was on a Parallel Track

When a young man, Frank went to medical school in New Orleans, completed a pediatrics residency in Galveston, Texas, and then served two years at the USPHS Hospital in Norfolk, Virginia. While there, he met a woman who was willing to sell the collection of Lionel trains of her late husband. Frank described it as "like finding a gold mine. It was my first real connection to Lionel trains as an adult. I called Ted and told him about it. We bought the collection and divided the trains between us." Frank recalled that the widow felt pleased that he wanted

to have and take care of them. To this day he believes that's why she gave him a bargain price. "That transaction wasn't about money — it was about the spirit of the hobby," he said.

As if running on a parallel track, Frank found a toy store in Virginia and bought a switch engine and a Southern AA diesel with matching passenger cars during a pre-Christmas sale. He already had the ZW transformer from the "gold mine collection," and he began collecting trains in earnest through train shows, catalogs, and purchases from individuals.



This overview of Frank's attic layout shows a well-packed area with two levels of trains.

An All-too-familiar Problem — Finding Space

Frank didn't have a house with adequate space for an operating train layout until 1990. In that year he purchased a family home with a large attic suitable for a 20x10-foot train table. For seven years, the trains had room to roll.



These are Frank's four favorite diesels — all have striking décor schemes.



A KCS passenger train passes above Main Street on elevated track. Snow-frosted trees and the ceramic Lionel Train Store building are Department 56 products.

When he and his wife, Mary, moved to their present home — which also had a huge attic — he enclosed two-thirds of that space and installed an L-shaped layout with 17x17-foot sides. The main line has an outer loop and separate mini-layouts inside the loop. There are lots of switches for different routes and reverse loops for changing the direction of the trains. One train runs above the others on elevated trestles.

“I don’t consider my layout finished; it probably won’t ever be completely finished,” Frank said. “My current problem is I’ve run out of room. I’ll have to start relocating track into different patterns. What I do, Ted does it too, is to rotate the trains on the layout for variety. I can run five different trains with two Lionel ZWs and a Z-4000.”

Layout Number Two for Ted

The second adult-era layout at Ted’s present house rests on a 10x16-foot main table. The outer main line is a giant loop around the whole table with no switches at all. A second section has several

switches and three sidings. A third section has several long side tracks and reversing loops. A fourth area has a Snow Village scene from a collection by his wife, Martha. Ted still runs his 1949 Berkshire passenger set, and he maintains a small oval track for operating the 1938 train set.

Ted approached this layout project by visualizing how much space he had to work with and installing as much track as he could get into the space. Although the third section of the layout has reversing loops, he now runs long trains and can’t use that feature; there isn’t enough length in the loop to permit reversing. The available solutions: run shorter trains or find a larger house. Ted has installed several fun-to-operate accessories — a barrel loader, an operating water tower, the ubiquitous operating milk car, coal dump car, and log dump car.

Sharing Memories and Making New Ones

Ted and Frank get together often to talk about trains, run their trains, attend train shows, and visit a hobby shop owned by Llewellyn Cook in Shreveport, Louisiana. Frank helped Ted plan his layout and lay the track. Ted helped Frank with his layout and performed some modifications.

Ted has 13 grandchildren that collectively span more than two decades. His oldest granddaughter will be 25 in March and the youngest granddaughter, Ashlyn Overby, will be three in March. Grandpa Ted noted, “Ashlyn loves trains. The rest of the grandkids like to see them run around the track a couple of times, and then they’re off doing something else.”



The Texas Special leaves the mountain tunnel and enters the Main Street district. In no other place but on a train layout can the natural order of geography be so willingly and wonderfully suspended; at least temporarily.



F19) The brothers often remind each other, “You cannot have too many Lionel trains” and “There’s no such thing as a ‘too big’ train room.”

Frank’s only son, Broox, hasn’t shown an interest in trains, so apparently the “train gene” is recessive, not dominant. Frank says, “Ted and I realize that we grew up in a different era with different toy preferences. When my son came along, Matchbox cars, slot car racers, and computer games were in vogue. Those children didn’t know about toy trains, so they don’t have much interest in them.”

But that may be changing. When the Hughes brothers attend train shows in the Dallas and Fort Worth area, they have noticed lots of parents attending with their children. Frank said, “I think it’s wonderful that parents show an interest in electric trains and encourage it in their children.” Ted added, “The kids seem to be very interested in the trains, and that makes me feel good about the future of the hobby.”

Ted has lived long enough to observe the changes to the original Lionel Corporation, worry about the MPC period, and monitor the trend toward true-to-scale model trains during the modern era. “I was afraid that would be the end of it, back in the 1970s,” he said. “I didn’t want the trains to die. My love is for the products made in the 50s — they will live forever.”

Frank appreciates the sound of The Oldies; not just the music, but also the trains. He prefers the roaring growl of the old F3s versus the new digitized sounds heard from today’s very prototypical train models. “I love the air whistle tenders of the classic era steam locomotives.”

Santa Knows

Some near-same-aged brothers may be overly possessive and competitive about the trains in the house — and perhaps about other things in life — with challenges to each other like, “Mine is bigger, better, faster than yours!” The Hughes brothers share a different — and better — life story of cooperation, collaboration, and communication about trains at Christmas and throughout their lives. Surely Santa remembers them still — with placement high up on his list of good children, even though they are now grown-ups. 🚂

Photographs by Frank Hughes

Lionel News & Views

by Bill Schmeelk
RM 6643

A Talk With Lionel

For Lionel fans there's been much concern about Lionel's recent legal situation concerning the lawsuit and the resulting judgment against Lionel of over 40 million dollars. On November 15, 2004, Lionel filed for protection under the provisions of Chapter 11 bankruptcy. The word bankruptcy immediately brings to mind images of the end of Lionel or a takeover of the company. This however is certainly not the case and those more familiar with bankruptcy laws will understand exactly what chapter 11 bankruptcy is. Lionel issued a couple reassuring press releases, but its most effective tool was a live online chat conducted by Lionel's new CEO, Jerry Calabrese on November 18. The chat lasted over two hours and during that time Jerry gave some straight answers to the many questions posed by Lionel enthusiasts. A transcription of the entire chat is available on Lionel's website — www.lionel.com. We present here, some of the best of that chat, arranged by category, with some additional comments by Jerry.

What does the chapter 11 filing mean to customers of Lionel Trains?

Chapter 11 is a type of bankruptcy specifically designed to protect companies that are viable and otherwise healthy, but have suffered an event that is likely to be corrected in time. It means that business continues on a normal basis.

When asked if it was necessary for Lionel to file Chapter 11, Jerry replied,

Sorry to say it was. When the judge entered the over forty thousand dollar judgment in October, we simply didn't have the money to post a bond in order to file the appeal. By filing chapter 11, we get the time to file our appeal and let a panel of judges review our case and hopefully reduce or reverse the judgment.

How long will this process take?

The process can take up to three or even four years, with a minimum of about two years.

Of course for Lionel fans, the big question is — How will this effect Lionel's production and its ability to produce the items promised in the catalog? Will warranty service be affected? During the chat, these questions popped up several times. To these questions Jerry replied,

Every product set to be in stores this year will be, the only exception being product that would have been delayed in the normal course — but nothing caused by the filing. We will

make everything we have planned for 2005 and beyond. Absolutely nothing will change. Nothing will change in our catalog production, size or timing. New products for 2005 and even some for 2006 have been set for some time. Many have asked about parts, service and warranties. The answer to all forms of this question is that **absolutely nothing will change.**

The court battle is the only reason for filing chapter 11. We are having a good year, shipping most of our product on time and selling more product than in the past few years. The real tragedy is that we have to be distracted to deal with this case at a time when we're building some momentum. Having said that, we can and will do both. Aside from the lawsuit, we are clearly the biggest player in our business, shipping more product than all other companies combined. The recent AOL boards listed threads that showed: Lionel 2,659, MTH 426, K-Line 41. Those numbers speak for themselves. I am here to make a good company a great company — count on it. Our year is better than last year, a statement I defy any other maker to make. Our new product has been received with critical praise and our shipping record this year is the best in recent years.

Questions were asked concerning the manner in which Lionel's lawyers handled the case. Will the same firm be handling the appeal? Does Lionel have sufficient capital to go through a lengthy appeals process? To these questions Jerry replied,

There is more than enough credit for doing a bad job to go around. Lionel did a bad job too, a bad job of making our case clear and simple. MTH did a great job of reducing some very complicated issues to sound bites, which were very effective with a jury made up of people who knew nothing of model trains or our hobby.

One of the benefits of chapter 11 is that we are legally entitled to refinance our company the same way you might refinance your house to meet an extraordinary event in your personal life. With new funds, we will have more money to not only pursue our legal effort, but to create new products and marketing initiatives.

There is no plan to sell the company. The owners and I have dug in for the long haul. The case will now go to an appellate court where truly sophisticated judges, not jurors, will closely examine the real facts of the case. I expect us to win in that impartial, unemotional environment. I honestly believe we got a bad deal, partly because of our own uninspired defense. I promise you that my commitment to getting it fixed is absolute, as is that of our new legal team. Our new legal team is very good and is headed by a famous jurist who knows how to use the appeals system as well as MTH used the civil jury system and we are confident of our chances.

I would like to say something though. The court battle is only one half of the equation that will govern the destiny of Lionel and our hobby. The other half is the battle that will take place in the market and in the hearts and minds of fans and buyers. On that front, we have not even begun to fight and no other company; including MTH can challenge us there. Seriously, I have no animus towards MTH. As long as Mike can force the issue between him and Lionel into a courtroom,

instead of the marketplace and the court of public opinion, he has a chance. The day we bring this contest into the forum of sales and brand power, I cannot believe that Lionel can do anything but prevail.

Is there a chance that the case will be settled out of court? What happens if the appeal is lost? Would MTH then take ownership of Lionel?

As far as a settlement goes, anything is possible, but as a guy who just came to the company and the hobby, I sense a lot of anger and animus on both sides. I personally have none and actually respect Mike Wolf as a smart guy who has played his hand beautifully. If we are unsuccessful in the appeal, Lionel will still have resources to continue as it always has. I won't kid you. It would be tough, but even the loss in an appeal wouldn't result in a takeover by MTH or any other train company.

Will the cost of this legal process be reflected in the price of Lionel products or services?

Absolutely not! Even if we wanted to, we live in a market driven business and part of the market is about price. If anything, I think you will see us making real efforts to reward loyal buyers by making it more possible to buy our products.

What is Lionel doing to protect itself from those copying their innovative products? Will there be further legal action?

Much of what Lionel is doing is like locking the door after the horse has run away. We all know that tech innovation originated with Lionel and that some of this has been shared or misappropriated by many companies. In the future, we will aggressively protect and defend our tech assets to the full extent of the law. Our new technology will be sweeping and comprehensive and while we can't correct the past, we can certainly protect our future.

Quite a number of questions came up concerning the new Polar Express set. Some are still waiting for their sets.

The Polar Express set is a runaway hit and we have made more sets than we originally decided to make. Having said that, all of the sets have been shipped from China and the last ones will leave our shop by mid December to stores.

Did Lionel misjudge the response for this set?

No, but having said that, licensed products require a judgment when you decide to make a specific number of sets. If you make a lot and the film bombs, we have too many and they appear on eBay for half price. When the movie is a hit, we sell out and they sell for twice the price on eBay. It's a bit of damned if you do and damned if you don't. Prudent management tells you that you would rather sell out than have a closeout. Some dealers have all the sets they ordered, some are still waiting for them. It depends on how many they ordered and when they placed their orders. In any case, all ordered sets will be in stores this year.

Will there be another run of the Polar Express set?

You bet! That's what you do with a hit. We're proud of the PE set and happy to have had a chance to do it. We will also be making add-on products for the set. Our goal is to make that kind of set at prices that more people can afford.

One of the comments in your online chat concerned ownership of the company. I was surprised that Wellspring was not among the owners. Can you clarify just who owns the company and what role Wellspring plays?

Lionel is owned by the estate of Martin Davis, Neil Young, and Dick Kughn. Wellspring simply manages the investment for the Davis estate.

Tell us something about your career prior to becoming involved with Lionel.

I started in the magazine business and became a publisher at the company that produces Playboy. Eventually I owned a small group of special interest magazines, which included GAMES Magazine among others. After that, I went on to run Marvel Comics and later started a sports and entertainment marketing agency whose clients included NASCAR, NBC, LPGA, and others.

How did you come to Lionel and what do you feel you have to offer?

While I'm not a train guy, I do fully appreciate the power of this kind of hobby. Throughout my career, I've witnessed the intensity of comics, NASCAR, and boxing fans and I see the same kind of passion in train collectors. Even more than an appreciation of the hobby, I understand how it works and how Lionel can use its leadership position not only to improve our company but the hobby as a whole.

Do you see any similarities between a company like Marvel Comics and Lionel?

These two companies are actually extremely similar. Both depend on a core of well-informed, highly passionate consumers. Even more striking, the dynamics of the distribution channels are identical. Each business focuses on a group of independent hobby stores where fans go to congregate and learn about new products from storeowners who are themselves enthusiasts. At latest count we estimate that there are about 1600 hobby shops that sell trains in this country and about 3500 shops that sell comics. Another similarity is that each of these outlets sells far more product than mass-market outlets that may carry the same product.

What are your highest priorities for Lionel?

Continued technical development

Continued commitment to producing superior product

An initiative to make more product that is affordable to more people

Develop more collector base markets to help expand the entire hobby

Thanks to Jerry Calabrese for his answers to our questions. Having spoken to Jerry and seeing him answer questions, I

must say that his straightforwardness in answering questions is encouraging and I hope through these efforts that Lionel fans can be confident that although their favorite train company is going through a difficult time, we can expect to see a stronger Lionel emerging. I'm thrilled that Lionel is taking a strong stand on continuing to develop and improve the TrainMaster technology. I'm sure I speak for many of our members in wishing Jerry and Lionel the very best and a bright future for Lionel.

A New Christmas Classic is Born

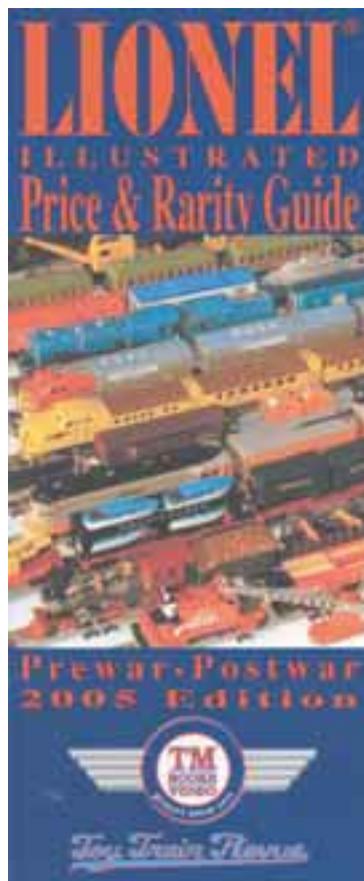
I went out this weekend to see the new Polar Express movie. I wasn't sure what to expect. Some critics had been kind of harsh, but one critic I usually agree with, Roger Ebert was very enthusiastic and the film received "two enthusiastic thumbs up" on the popular Ebert and Roeper TV show. I saw the film at an IMAX theater in 3D. After leaving the theater, I knew that this would be an annual classic and couldn't understand how anyone with any Christmas spirit wouldn't enjoy it. Tom Hanks does in this movie what Frank Morgan did for *The Wizard of Oz* — that is he plays five different roles. The movie is actually animation, but a new type called "performance capture." The actors are filmed playing out the roles and this is then used as the basis for the animation. As a result body movement is quite realistic and facial expressions carry real emotion. The book by Chris Van Allsburg came out in 1965 and has ever since been a Christmas classic. The story revolves around a boy who is beginning to have doubts about Santa Clause and is picked up on Christmas Eve night by a Train that pulls up in front of his house. An impressive 2-8-4 Berkshire pulls the train. The train scenes in this movie are breathtaking and this train does things you'll never see a real loco do. One of the grades it takes was listed at 159 degrees. And you thought Lionel trestles were steep! The scenery is fantastic and the close-ups of the loco are great. What I think is really excellent is that this film will appeal to kids who today don't know what a lump of coal is, never mind a steam locomotive. They'll sure know what it is after seeing this movie. I was hoping to see trains at Santa's workshop and finally at the end of the movie, there's a train, on three rail Lionel track pushing through the empty present boxes around the tree. This is a great film for Lionel to be connected with. The film presents a grand spirit of Christmas and good morals for kids to emulate. Many story elements had to be added to the story in the book, which is a five-minute read. I found those elements entertaining and true to the spirit of the book. The trials and tribulations that the train goes through on its way to the North Pole are nothing short of a roller coaster ride. I suggest you see this movie in the IMAX 3D version — It really is a fun and emotional ride. As I write this, a news item states that *The Polar Express* has now broken the record for the highest grossing IMAX film. I'm going to see it again with some friends during the Christmas week. In the words of Roger Ebert "...the best 3-D viewing experience I've ever had. If there's a choice, try the IMAX. Or go twice. This is a movie that doesn't wear out.

Lionel's Polar Express Train set is already commanding higher prices. I did not order one, but having seen the movie,

I think it is a train that would enhance any layout — especially one that will be viewed by kids. So — I'm ordering one. Lionel will continue to make this set and new additions are promised in the future. If you didn't order one and need it by Christmas, you'll probably have to pay a premium for it. Having this movie shown every Christmas can only help train sales. Congratulations Lionel — You really hit the bull's-eye with this one!

New From TM Books and Video

Just out is TM's new 2005 edition of its *Lionel Illustrated Price & Rarity Guide*. This new edition covers both pre and postwar through 1969. The listings are conveniently arranged

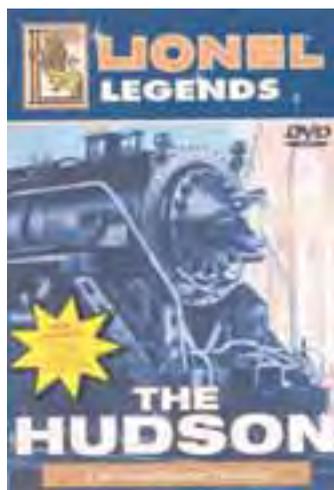


by category, putting all similar items together. The categories have been thoughtfully prepared and make it easier to find an item for which you don't know the catalog number. A handy numerical index makes it easy to find an item you know by number. There's even a category on postwar boxes. That's right — empty boxes in good condition have a market value. Some boxes have an amazing value. Can you guess the price of the most valuable box? One of the highest was the set box for the 2555W Super "O" and HO Twin Railroad Empire. That set came out in 1960 with a catalog price of \$150.00. The guide puts a value of \$1200.00 on the box alone. This section also lists items that had no original box. That can be handy information and I

know of nowhere else you can so easily find this information. This pocket style guide also includes a 32-page color section with lots of photos. As in previous editions, the TM guide lists current values and often a trend arrow indicating a trend upward or downward in value. Also listed for each item is a rarity value from one to five.

The guide also contains another installment of Toy Train Review. There are several articles including one on creating Lionel HO accessories. Another is Lou Palumbo's *Views from the Underground*. Lionel's HO production is also included in this guide. There's also a handy black and white photo of each of the postwar catalogs. Also included is a section on Bachmann's Plasticville that appeared in Lionel's postwar catalogs. Although manufactured by Bachmann, these came in unique Lionel boxes. After looking at the section on empty boxes you'll certainly realize the difference a box can make. The guide has 216 pages, measures 4-3/8 x 10-1/2 inches and retails for \$19.95.

A new DVD from TM is Lionel Legends — The Hudson. This DVD contains programs from two previously released VHS tapes and some additional updated footage. I am very happy to see the *Making the Lionel Scale Hudson* on DVD.



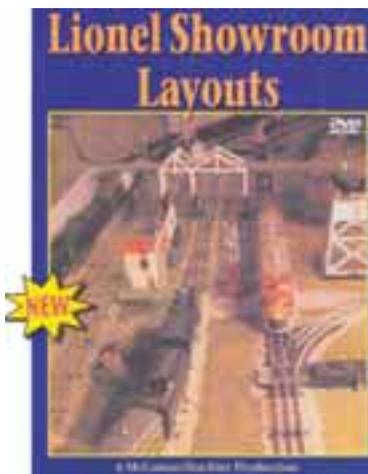
This video offers some terrific shots of the Lionel factory and the process they went through to produce the scale 700E Hudson in 1990. Lionel's production of the scale Hudson used up to date manufacturing methods and these are all documented in this video. You'll see everything from the blueprints and computer plans, to Richard Kughn signing the approval for production, to the finished models leaving the

production line under their own power. Unless you plan a visit to China, factory tours are now impossible. These shots of the Michigan plant in full swing provide a detailed view of how Lionel trains were manufactured in the USA.

The second part of the DVD is a series that documents Lionel's Hudsons, starting with their first scale Hudson in 1937. This DVD version has been updated to include six more Hudsons up through 2005. Throughout both parts of the video, you'll see interviews with many of those involved with the design, production, and administration — right up to Richard Kughn. The DVD also includes a series of vintage ads for the Hudson. I'm glad to see these two videos on DVD because this media makes it so easy to view the sections you want to see. The price for the DVD is actually less than the two VHS videos were when they were introduced and then there's the additional updated video as well.

Another DVD that piqued my interest is

Lionel Showroom Layouts Part 1 and 2. Both parts are on one DVD and here we see a history of Lionel through their showroom layouts. This DVD includes views of a modern reconstruction of Lionel's infamous 1949 showroom layout. Part 2 of the DVD is the making of the new Lionel Showroom layout. Included on the DVD is a fourteen-minute bonus

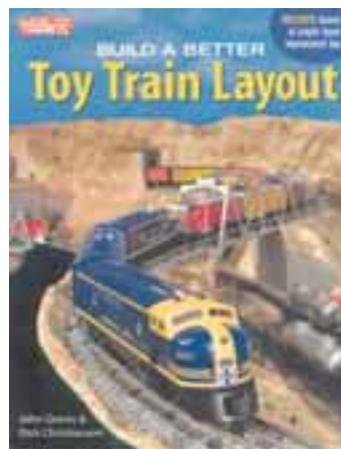


section that includes 16mm footage of the original 1949 layout from *Iron Ponies* and *Railroad Story*. Also in this bonus section is footage from a reproduction of Lionel's 1938 T-Rail layout by Paul Fisher of Cleveland, Ohio. Also, from *The Wonderful World of Trains* are some shots of the 1957 Super O layout. That's the one I saw when I visited Lionel as a 10 year old. I wish I had brought my

cameral with me that day. The DVD also includes updated footage taken over the years since 1992 when Lionel's current showroom layout was originally shot by TM. Each of the DVD's is on sale for \$19.95 and along with the postwar guide can be purchased by calling 800-892-2822 or online at www.tmbooks-video.com.

New From Kalmbach

You may remember in the last issue we featured several layout shots from Dick Christianson's home layout. Dick built that layout with the help of friend and colleague John Grams. Over a period of ten years, the two worked together almost



every Tuesday night to complete it. Both Dick and John have been involved with toy trains as both a hobby and a business. *Build a Better Toy Train Layout* is a new book written by the team to put down in writing many of the tips and techniques they developed in their experiences. The book uses many color photos of Dick's basement layout showing many of its clever and creative aspects. This is

not a book of layout designs, but rather a book with helpful information that will improve any layout. Each chapter presents you with a series of questions. Your answers to these questions will direct you with confidence on your own layout. The book is designed to do just what its title states, help you build a better layout. The ten chapters cover everything from planning the layout to operation. Because there is no one perfect choice for all layouts, the book doesn't tell you which type of benchwork to use, or which type of track is best. The available options are discussed and several directions are presented along with the information you'll need to decide which best fits the needs for your dream layout. If you've already built your layout you'll find lots of interesting tips and suggestions to improve it. This is a book to consult as you design your layout. You'll have to make many decisions as your layout develops and this book helps you make informed ones. An informed decision is one you won't have to change halfway through construction. The 80 page book is a 8 1/2 x 11, sells for \$18.95, is loaded with color photos and illustrations and is available at your local train shop or direct from Kalmbach at (800) 533-6644 or online at www.kalmbachbooks.com.

A New and Different Guide

A surprise at a recent train show was the *Standard Catalog of Lionel Trains 1945-1969* by David Doyle. This mammoth 400 page 8 1/2 x 11 inch book is printed on glossy paper and is loaded with over 1100 color and some black and white photos and illustrations. In addition to values for Very Good, Excellent, and Like New conditions, the guide also features rarity ratings. The most impressive feature of this volume are the many color photos and reproduction of catalog pages. This

Continued on page 31

Stony Creek & Western Railroad

An Interview with Gene H. Russell, Ed. D.

“Doc” Russell, RM 24608, is the Chief Engineer and Operator (CEO) of the Stony Creek & Western Railroad at his Orland California home in the heart of the Sacramento Valley. We caught up with the *TLR* puzzlemeister in between creating a Road Name Just-Across and composing clues for a Lionel Mind Tickler.

The Lion Roars: What was your introduction to Lionel trains?

Gene H. Russell: As the youngest of three sons, the Lionel train that arrived at our home in the late 1940s was intended for older siblings. We had a full basement but the Russell Brothers Railroad was always a carpet runner in the upstairs bedroom.

TLR: Whatever became of the Russell Brothers Railroad?

GHR: The RBRR went into receivership around 1960 when I started college. The Lionel and Plasticville items were boxed up and placed in the attic off of the upstairs bedroom at the family home. Here they would remain for almost four decades. My son and daughter were taken up to see the Lionel heirlooms on occasions when we were visiting at Grandma and Grandpa’s at Thanksgiving or Christmas time.

TLR: When was the Stony Creek & Western started?

GHR: In the fall of 1998, a teaching colleague introduced me to the LCCA and this rekindled my interest in my boyhood Lionel and Plasticville treasures. Retrieved from the attic, the boxes were dusted off and brought to my home on the other side of town. Determined to build the boyhood layout I never had, I considered several possibilities before settling on the SC&WRR road name in 1999. As a local historian, the road name had to be accurate and appropriate and this name is both.

TLR: Tell me about Stony Creek.

GHR: Stony Creek is the most curious and prominent geographic feature in the Orland area. It begins in the meadows near West and East Snow Mountains at the 6,360’ elevation in

the Coast Range. As the various streams come together in the foothills, Stony Creek flows north for 16 miles before arriving on the valley floor. Stony Creek is one of the few streams in California to flow in a northerly direction, and is unique in that it also is a tributary to a river flowing in the opposite direction, the Sacramento, heading southward.

There are four dams on Stony Creek and the Orland Project (started in 1908) was the first federally funded irrigation project undertaken and completed on the Pacific Coast.

TLR: How did you arrive at a folding layout?

GHR: After determining that the SC&WRR would be a 1950s carpet layout, I next looked for the “perfect” location but couldn’t find one in our horizontally challenged home. The indoor firewood storage area was finally selected as the best option for the layout and the Postwar Lionel collection. A local cabinetmaker changed the two sliding doors to a single hinged piece that returns to the vertical position when the train session is over. It is on the heavy side but is sturdy and has worked out well. A narrow bench helps support the layout when in the horizontal position. The layout is 86” in width and 59” in depth. The hinged control board measures 36” x 10.”

TLR: Did you operate any trains before the carpet was in place?



Former sliding doors that were hinged to fold out horizontally for the SC&WRR layout.



Ron Biggerstaff attaching the carpet. Note the narrow “bench” to help support the layout when in the horizontal position.

GHR: Yes, there was time to run trains and try various track layout plans while waiting for the installation of the



The invocation taking place at the 1999 groundbreaking ceremony in front of the Lionelville passenger station.

carpet. The carpet dealer was able to find “scrap” pieces of the low nap carpet that I had selected and donated them to the SC&WRR.

TLR: What’s the story of your track plan?

GHR: I had purchased several books showing dozens of layout plans for Lionel trains. After assembling one of these track designs, I was dissatisfied with the operation of the train over the various switches and promptly decided to minimize the number of switches on the SC&WRR. One early design actually had ten switches on the proposed layout. Then I was pleasantly surprised to find a classic 4’ x 8’ 0-27 plan with no switches featured in the March 2000 issue of *Classic Toy Trains*. In addition to the simple plan, I liked the fact that the layout had a “double track” section where a train traveled in one direction on one track and then traveled in the opposite direction on the other track when it returned. Later I did add one manual switch to create a short siding.

By the time I had finalized the track plan, the carpet had been in place for several months and Stony Creek was “flowing” through the layout. The plan



New hires lined up to receive uniforms at the Lionelville freight station.

had to be tweaked to make sure all the bridges in the layout were actually over blue carpet.

TLR: What was your “philosophy” on wiring the layout?



Gandy dancers working on the SC&WRR main line.



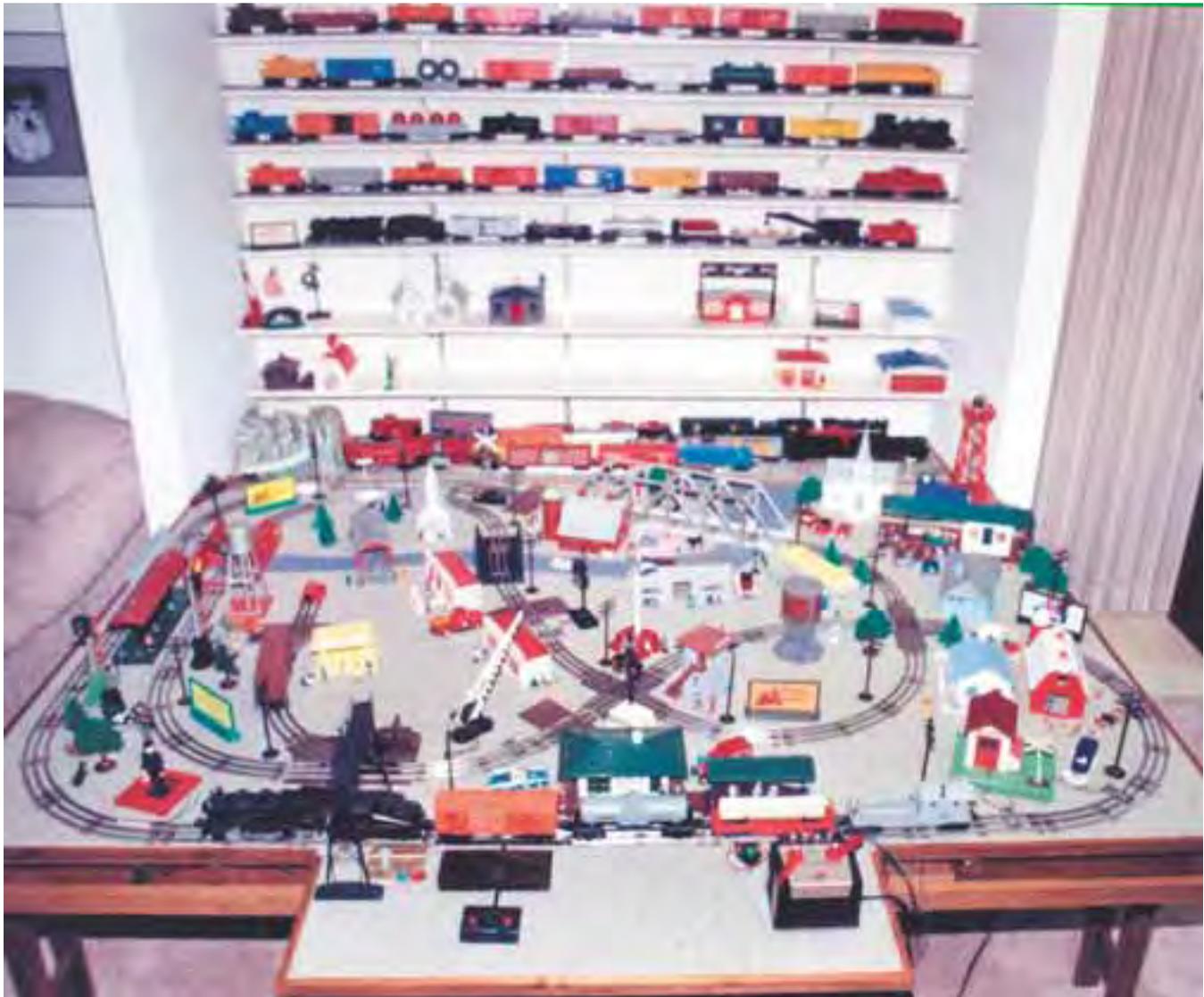
Insulated track section being prepared by SC&WRR employees.

GHR: In keeping with the 1950s theme, my main resource for wiring was a 64-page Lionel Corporation booklet titled *How to Operate Lionel Trains and Accessories*. This 1955 publication gave the necessary information about accessory wiring and voltage requirements, how to set up insulated track sections, and included recommendations on which transformer binding posts to use to get the required voltage for operating accessories and trains. This booklet also included lots of drawings that this visual learner found very helpful. A favorite service manual was also consulted as a cross reference to verify information.

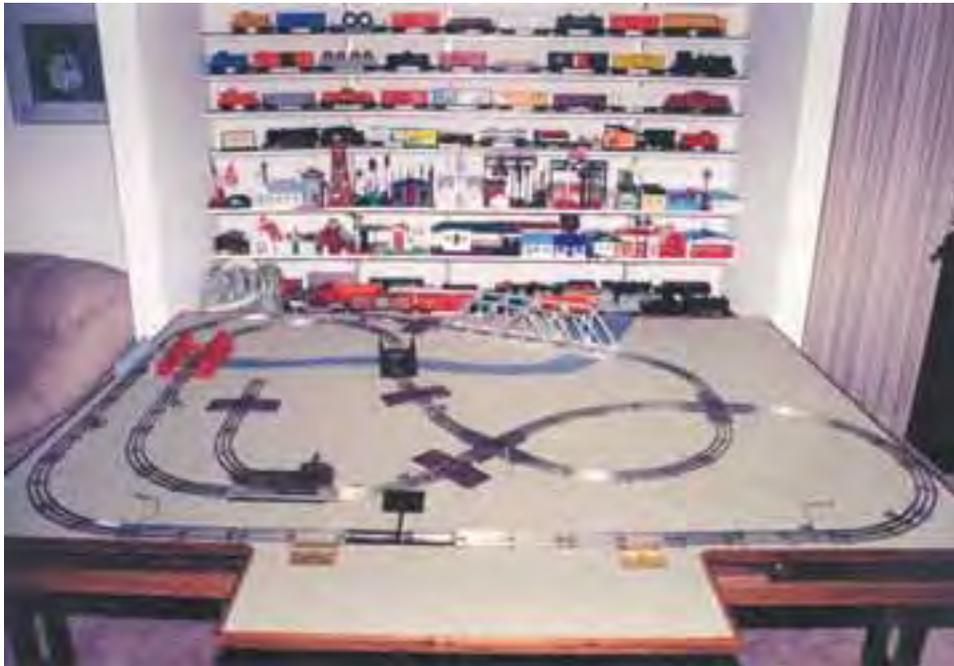
You will notice that there are very few wires showing for a carpet layout. Except for the



SC&WRR layout showing the electrical wiring “crawl space” in the foreground.



“Aerial view” of the SC&WRR layout.



Layout showing the items that are permanently mounted with the accessories, signals, structures, vehicles, and figures removed.

ends, all wiring is inside the 1 1/2" crawl space under the layout. Solderless lugs were applied to the ends of wires for quick attachment and release.

TLR: Is there anything special about your Lionel Postwar collection?

GHR: Basically, no. I never had much spending money during the 1950s so the postwar era collection now reflects the common 0-27 rolling stock available through the LCCA Interchange Track, eTrack and e-Bay auctions. Since there is a limited amount of space on the eight 4" and two 8" shelves

for the Lionel and Plasticville items, the collecting terminated when the last track space was claimed by a #6352 Pacific Fruit Express reefer.

TLR: What happens when it is time to fold up the layout?

GHR: Obviously, all loose non-operating accessories, structures, vehicles, figures, trees, telephone poles, animals, etc., have to be removed and stored on the 8" shelves. None of the Plasticville buildings are glued so care must be taken in handling these items. All wires to the #1044 transformer, lockons, and operating accessories are easily disconnected from either clips or binding posts. The disassembly



Billboard thanking parents in front of the boyhood Lionel #1666 engine.

process is about half the time required for setting up the full layout.

TLR: I see you have pictures of your SC&WRR workers?

GHR: Yes, and they have been a hard working and supportive crew. Most of them live in the Twin Cities—Lionelville and Plasticville. We all meet at "Mom's Diner" on Friday evenings for meat loaf, scallop potatoes, and huckleberry pie alamode. You can be assured we all like 1950s home cooking!

TLR: Do you have any last thoughts?

GHR: I thank Mom and Dad for not cleaning out the attic and holding a yard sale years ago when I was attending graduate school or living in another part of California. Lionel trains and the LCCA have given me a great deal of pleasure during the last few years and I intend to keep it that way! 🚂

Photographs by Gene H. Russell



Returning the SC&WRR layout to the vertical position.

A Word About Photos

by Bill Schmeelk – RM 6643

One of the things that contribute greatly to the quality of our magazine is that fact that we print in color. I can remember when the photos I took for my article had to be done in black and white. When we eventually added color, it was limited to only a certain number of pages each issue. The editor had to carefully plan the



layout so that the color photos appeared on certain pages.

That restriction has been lifted and for the last several years, we've printed color on every page of the magazine. Color photos of course add greatly to any article and certainly make them more informative. As your editor, one of my jobs is to maintain a certain level of quality in the articles and photos. I often receive photos that are submitted for publication that simply don't measure up to our quality standards. Today with digital cameras it seems an easy task to take a good photo. That task is not as easy as it might seem and I thought I would take this opportunity to offer some advice to those who might want to submit a photo for publication.

The most common problem occurs with digital photos. To be printed in the magazine, a digital photo must have a resolution of at least 300 dpi. Dpi stands for dots per inch. Not only must your camera have at least 4 mega pixels, you must set your camera to take a higher resolution photo. I can't count the number of photos we have been unable to use because the resolution is too low. Just because a photo looks good on your computer screen, doesn't mean it will look good in print. Your computer screen uses a resolution of only 72 dpi. Generally, a photo of high enough resolution will be over 1 megabyte in size. So if your photo size is 85k for example, it is definitely not of high enough resolution. Digital photos which are of sufficient resolution should be submitted on CD and not sent via email. Several photos of the proper resolution can result in a file size of several megabytes and this can clog up an email server and take an inordinately long time to download.

One of the most common problems with poor photos is the lighting. When I photograph trains and accessories I always use a tripod and no flash. I prefer this, as there are no surprise hotspots from the flash. You can see exactly how the light is reflecting. A solid light background is also helpful. What we don't want is a car sitting on

someone's living room sofa.

Here are some basic guidelines when photographing:

- Choose a suitable background. A solid color background is best. A shag carpet or multicolored upholstery on the living room sofa does not make for good photos. A white sheet is also not a good choice.
- Be sure there is enough light. If you can, use a tripod rather than a flash. If using lighting, keep the item being photographed close to (several inches) the background or backdrop.
- If using a 35mm Single Lens reflex camera, use a large depth of field so that the entire item is in focus. The larger the depth of field, the longer the exposure will have to be. Here too, a tripod helps.
- If photographing a train car for example, do not lay it on its side. Stand the car on its wheels.
- If you have a tripod, use a low speed film, i.e. 100 ASA or 200 ASA. This results in a finer grained picture.
- Shoot the item at a slight angle. Be on the watch for reflected light or glare.

If you are planning to submit photos for publication, don't hesitate to call if you have any questions — we'd be glad to help you. 🚂

Photograph by Bill Schmeelk

LCCA Board Meeting Minutes

by Dennis Leon Clad – Secretary

President Fogg called the Fall LCCA Board Meeting to order on Friday, October 1 at 6:00 a.m. at the St. Louis Airport Marriott.

Those present included: President Fogg, President-Elect Caponi, Past President Fisher, Treasurer Johnson, Secretary Clad and Directors Carter, Kolis, Ourso, Overtoom, and Schmeelk.

President Fogg led a discussion on the Milwaukee convention, including a review of the attendee survey results and a preliminary financial report. Frequently mentioned on a positive note were the Banquet entertainment and dinner, the trading card program, and the value-for-dollar-spent at the Get Acquainted Party. Suggestions for improvements included music and/or dancing at the Banquet, increasing the number of layout tours, more operating layouts at the convention hotel, and more general seating for “after hours” socializing.

A brainstorming session brought out additional suggestions such as:

- More entertainment for both the Get Acquainted Party and Banquet
- Limiting the number of on-site cars produced to increase future value
- More promotion of the convention hotel site
- More tours of local train layouts
- Possible “drag races” at the Get Acquainted Party
- A push to recruit more volunteer help.

Motion to adjourn meeting and seconded at 11:00 p.m. with plans to reconvene at 8:00 a.m. on Saturday.

The October LCCA Board Meeting was reconvened at 8:03 a.m. on Saturday, October 2 by President Fogg. Secretary Clad called the roll and in attendance were the same officers and directors who had attended the previous night’s meeting.

The July Board Meeting minutes were approved. It was agreed that after the initial submission by the Secretary to the President, any additions or corrections by Board members need to be also sent to the President before going to the printer as part of The Lion Roars.

The Board reviewed cost controls and expense management suggestions made by a subcommittee composed

of Treasurer Johnson and Director Overtoom. It was proposed that the Treasurer keep a running average of the Club’s cash reserve and develop a formula to adjust expenditures if our reserves drop below certain mutually-agreed levels. Treasurer Johnson will track cash reserves over the next few months to arrive at a baseline figure and a more definite formula.

Director Overtoom shared information from Larry Black, the Club’s Electronic Information Manager, on both E-Track and the Interchange Track. Usage figures indicate a large percentage of sales items are reported via E-Track with less going to The Interchange Track. Director Overtoom then moved that, effective immediately, payment for ad input services be based on the percentage of work done, plus 10% and that payment status be reviewed at Board meetings at least three times per year. Director Schmeelk seconded and motion carried.

Treasurer Johnson also presented the Treasurer’s report, based on figures through August 2004. In his opinion, the Club remains in excellent “financial health” thanks, in part, to responsible fiscal management practices and great member-support of projects like the General Set and Convention Cars. The report was accepted as presented.

President- Elect Caponi presented his findings in talking with a select group of vendors interested in working with us. A motion was made by Director Overtoom, seconded by Director Ourso, that Caponi work with Larry Black to move forward with this project in an effort to provide, yet again, more value to Club membership. The motion passed.

Past President Fisher gave a brief update on the 2005 St Louis Convention. Possible excursions could include an Amtrak trip to the state capital, a Mississippi River dinner cruise, visits to the St. Louis Zoo, Gateway Arch, Union Station, and the Anheuser-Busch brewery. In an effort to increase public attendance, the motion was made, seconded and passed that the trading floor be open to all manufacturers.

**Check the LCCA website at:
www.lionelcollectors.org
for great new sale items
being posted monthly.**

The 2006 Convention in Denver is still a work-in-progress. One item under discussion is a possible trip to Cheyenne, Wyoming to tour the Union Pacific shops.

Secretary Clad gave the updated statistics on membership, noting the current total of 8,609 members. The group discussed methods to get new members and retain current ones. It was agreed that any methods used for recruiting need to have measurable results for dollars spent.

Due to the popularity of the LCCA trading cards, Secretary Clad was charged with following up on an LCCA binder and special plastic holders for these highly collectible pieces.

Looking ahead to the 2005 Convention, the Board agreed to focus on two main ideas – increased volunteerism and greater public attendance. Director Carter proposed a plan to block out times for each activity and to assign volunteers to cover just those times. He feels more members will volunteer if they know what they will be doing and for how long.

Better coordination of in-hotel train layout set-up should help increase media coverage and, hopefully, attract more members of the public. Newspaper and radio advertising may also be used. Director Kolis will work with Mike Mottler, Advertising Manager, to develop a media “wish list.”

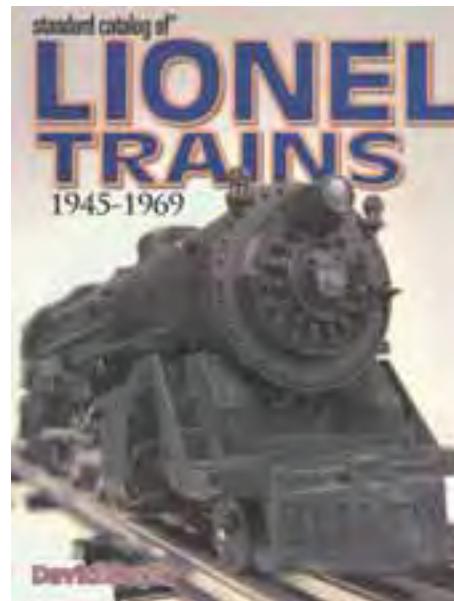
President Fogg announced beginning with the February 2005 issue, Mike Mottler would, once again, take over as editor of *The Lion Roars*. He thanked Director Schmeelk for a job very well done and offered whatever Board help needed during the transition.

It was agreed the Spring Board Meeting would be held on Thursday, April 28 at 7:00 a.m. at the York, Pa. Holiday Inn.

A motion to adjourn was made by Director Overtom and seconded by Director Ourso. The meeting was adjourned at 4:15 p.m. 🚂

Continued from page 24

is more than a price guide; it makes a handy one-volume reference for the postwar period. The book is divided by category and includes chapters and full color illustrations of Lionel's catalogs. Another chapter is devoted to cataloged sets and even includes color photos of the set boxes. In the Accessory chapter, many of the accessories are photographed with the boxes they came in. There are even a couple chapters on operating your trains and awakening sleepy toys. Photos and illustrations include some of Lionel's display layouts and other illustrations from the advance catalogs. The book



concludes with a glossary and a numerical index. Lionel's postwar HO is not included. One of the most amazing features of this tome is the price—\$29.95. I really didn't need another price guide, but this book is so much more. I found it well worth the price. The book is published by Krause

Publications and is available at your local train store or direct from Krause by calling 800-258-0929 or at their website www.krause.com. 🚂

Photographs by Bill Schmeelk

Toy Truck Railroad

by Erik Sansom



A Lionel Puzzlement

by Gene H. Russell, Ed. D.
RM 24608



In this Lionel based puzzle, you are to use all 26 letters of the alphabet to complete eight words. Each letter is to be used only once and only one letter is used per dash. Enjoy. 

Answers to October's puzzle

Down

1. Rope
2. Mail
3. Stop
4. Shed
5. Snow
6. Erie
7. ACME
8. Age

Across

9. Airport
10. Hell
11. Span
12. Diner
13. Hardw
14. Eagle

ABCDEFGHIJKLMNOPQRSTUVWXYZ

1. ___ H O ___ E L

2. ___ ___ A D ___ O ___ P E R

3. ___ I E - ___ E ___ T O R

4. ___ R O ___ ___ ___ O ___

5. S A ___ ___ I ___ L

6. ___ E R R ___ C ___

7. R E ___ ___ E ___

8. ___ ___ N T R ___

Answers will be published in the next issue.

At Trackside

LCCA Members in Action



Lexington Train Show Attracts 1200+ Train Hobbyists and Fans

The Lexington Toy Train Meet held on Saturday, November 27, attracted more than 1,200 train enthusiasts, including 190 club members, to an event sponsored by LCCA. This train show had the largest turnout in recent years, thanks to the efforts of active local club members led by host Harry Overtoom (RM 1185) and organized by co-hosts Bill Crace (RM 3066), Larry Black (RM 240) and Winfrey Adkins (RM 7180). The presenters offered special thanks to Joe Holbrook (RM 9552) and Frank Morgan (RM 3709) for bringing their portable layouts to the show.

These members in the Blue Grass State have developed a pattern for success that has been widely adopted: early bird trading on Friday evening from 6 to 9 p.m. and on Saturday morning from 8 to 10 a.m. for LCCA members only; followed by open admission to the general public from 10 a.m. to 2 p.m. As always, club members are admitted free. All children under 12 are admitted free when accompanied by their

parents; a feature that pro-actively presents the train hobby to the next generation. LCCA membership applications are available at the door for newbies who want to join the club.

This group will present another train show on March 5, 2005; TLR will present information about that and other upcoming train shows as information becomes available. 🚂



Larry Black (RM 240) held grandson, Carson — son of Kevin (RM 2201) and Holly Black — in the Trading Hall. The “train gene” was manifest in all three generations of this train-loving family!



Kids (of all ages) enjoyed the Lionel Standard Gauge trains running on the portable layout of Joe Holbrook (RM 9556). These trains were the toy of choice in the prewar era — when the grandfathers of these youngsters were boys.

Photographs by Harry Overtoom



Young Shane Dotson (7) won a Lionel “New York Central Flyer” train set at the show — quite a Christmas present! Member Gary Earl, M.D., (RM 25429) (center) began and has continued the tradition of contributing a train set to the Lexington Train Show as a door prize. Winfrey Adkins (RM 7180) (right) announced the winner.

WANTED

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

Mike Mottler, Editor, TLR
mottlerm@conwaycorp.net

One of the Best Ways Men get to know Each Other



How well do you know your boy?
Does he really know you? He's growing fast.
Is he growing away from you? Shed those years,
drop that dignity, forget those problems.
Come down out of the clouds and get
down on the floor with your boy and Lionel Trains
this Christmas. It will make him happier and
you a lot younger. Lionel Trains bring a man
and boy closer than anything in the world.
See your dealer for the 1950 catalog or
send coupon for special offer.

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with **LIONEL TRAINS**



Now with **MAGNE-TRACTION!**
Lionel's track-gripping triumph
that makes trains take amazing grades
and curves. *Plus* realistic built-in whistle,
smoke, remote-control couplers.
And priced lower than
in many years past.



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LIONEL TRAINS, Post Office Box 392
Madison Square Station, New York 10, N. Y.
I enclose 25c. Please send me special Lionel Train Catalog offer postage
prepaid.

1. The Big New Lionel 44-page full-color catalog
2. The "Magic of Magne-Traction Book" with new track layouts,
scenic effects, landstaping, etc.
3. The Lionel "Portfolio of 19th Century Locomotive Art Prints"—in
color—suitable for framing.

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