

The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

Bimonthly February, April, June, August, October, December

The Man. The Legend. The Box Car.

At the LCCA Annual Convention in Minneapolis, the club honored the lifework of Lenny Dean and presented a specially commissioned art portrait by Angela Trotta Thomas to him.

Now, there's another tribute.



Lionel® Collectors Club of America

1999 CONVENTION CAR ORDER FORM

For our 29th Annual Convention in Ft. Worth, Texas, the LCCA Convention Car is a Lionel® Standard O single door box car with die-cast trucks. This unique car has the prototypical brownish tuscan of the Fort Worth & Denver Railroad (FW&D). It will have a special number assigned by Lionel. The slogan is different on each side, and the Club's notation will be discretely placed on the car.



PRICE IS \$54.95 EACH (plus \$5.00 S&H per order) WITH A LIMIT OF TWO CARS PER MEMBER.

THE ORDER DEADLINE FOR THIS CAR IS EXTENDED TO MAY 15,1999.

	<u>LCCA NO.</u>	<u>MEMBER NAME</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>AMOUNT</u>
CHARTER	_____	_____	_____	\$54.95/EACH	_____
REGULAR	_____	_____	_____	\$54.95/EACH	_____
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DO NOT combine this with dues or any other payment to the club.
You must issue a payment in the correct amount for this offer only.

Enclose check or money order (no cash please) payable to "LCCA" in
U.S. funds for the total amount due. Or use a credit card (below).

SHIPPING & HANDLING _____

Michigan Residents add
6% Sales Tax (\$3.30 per Car) _____

TOTAL ENCLOSED _____

**NOTE: ALL 1999 CONVENTION CARS WILL BE DIRECTLY SHIPPED TO YOU.
LIKE LAST YEAR, CARS WILL NOT BE DELIVERED AT THE CONVENTION.
YOU MUST PROVIDE A STREET ADDRESS FOR UPS DELIVERY.**

ALL CARS WILL BE SHIPPED IN JULY ABOUT TWO WEEKS BEFORE THE CONVENTION.

Date _____ Street Address (for UPS Delivery) _____ City _____ State _____ Zip Code _____

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below and sign this form. Your bill will reflect a charge from the LCCA.

CARD TYPE _____ CARD # _____ + EXP. DATE _____

SIGNATURE _____

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

MAIL YOUR ORDER TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301-0479

This form may be photocopied

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Officers

- Harry H. Overtom, *President*
 3409 Fleetwood Drive
 Lexington, KY 40502-3504
 (606) 268-1942
- Donald M. Carlson, *Vice President*
 14743 Ronnie Lane
 Livonia, MI 48154-5160
 (734) 462-4265
- Louis J. Caponi, *Secretary*
 610 Andrews Road
 Springfield, PA 19064-3816
 (610) 543-1540
- Alan Schwartz, *Asst. Secretary*
 144 Palermo Street
 Central Islip, NY 11722
 (516) 581-7110
- Eric P. Fogg, *Treasurer*
 13360 Ashleaf Drive
 Des Moines, IA 50325-8820
 (515) 223-1024
- Albert F. Otten, *Imd. Past Pres.*
 54 Overlook Drive
 Little Rock, AR 72207-1611
 (501) 225-2151

Directors

- William F. Button
 2410 West Miller Circle
 Westland, MI 48186-9372
 (313) 722-7464
- Dienzel C. Dennis
 1425 Ruthbern Road
 Daytona Beach, FL 32114-5904
 (904) 258-8574
- John A. Fisher
 also, *Convention Comm. C'man*
 1730 James Road
 St. Paul, MN 55118
 (612) 454-6644
- William J. Schmeelk
 15 Birchwood Lane
 Hillsdale, NJ 07642-1303
 (201) 358-1955
- Charles P. Seddon
 also, *Club Registered Agent*
 1150 Old River Road Ct.
 Rockford, IL 61103-1112
 (815) 654-1705

Editors & Appointees

- Mike Mottler, *Editor, The Lion Roars*
 22 Water Oak Drive
 Conway, AR 72032-3430
 (501) 327-8747
- John Coniglio, *Assoc. Editor, The Lion Roars*
 1929 Rock Bluff Road
 Hixson, TN 37343
 (423) 843-2360
- William F. Button, *Editor, Interchange Track*
 2410 West Miller Circle
 Westland, MI 48186-9372
 (313) 467-8559
- Susan Ellingson, *Editor, Roster*
 4100 Victoria Street
 Minnetonka, MN 55345-1963
 (612) 933-3215
- Hulen Warren, *Librarian*
 335 Pine Street
 Many, LA 71449-2827
 (318) 256-5112
- Barry Findley
Constitution Committee Chairman
 3414 Old Cantrell Road
 Little Rock, AR 72202
 (501) 664-8525

People To Contact:

- President* - Always available and as a last resort.
Vice President - Schedule a meet.
Immediate Past President - Complaint against another member.
Secretary - Any administrative action not handled by LCCA Business Office and Certificates of Membership and Appreciation.
Treasurer - Club finances only.
Librarian - Back issues of *The Lion Roars*.

LCCA Annual Convention

August 10 - 15 • Ft. Worth Texas
Dr. Glenn Kroh, Host
2618 Cockrell Avenue
Ft. Worth, Texas 76109 • (817) 926-6757

THE COVER: Lenny Dean is the namesake of the very limited Lionel LCCA "Lenny the Lion" box car. See back panel to order one.

Contacting the LCCA Business Office:

The **only** way to contact the Business Office is in writing to address **below**. 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.

LCCA BUSINESS OFFICE
PO Box 479
LaSalle, IL 61301-0479

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The President's Report

by Harry H. Overtoom

RM 1185

Forth Worth Convention

If you haven't sent in your registration for the LCCA Annual Convention in Fort Worth, do so right now. The tours are filling up, and I don't want you to be left out. This is a convention you will not want to miss. Downtown Fort Worth is like most small to medium size cities back in the 1930s and 40s - block after block of stores, streets bustling with people, and things going on all the time. You can walk from the Convention hotel to the center of the city in three blocks without being concerned about looking over your shoulder. In fact, after our February Board Meeting in the Convention host city, several of us did just that. I saw a policeman on a mountain bike chase down a car, catch it in less than a block and give the driver a ticket. In the old days, I suppose they used horses. But my point is, Fort Worth is a unique city and you will come away with visions of western hospitality long after the convention is over. Don't miss Fort Worth!

LCCA Roster

I have received a few calls about the postponement in publishing the *Roster*. Your board decided not to publish a Roster in 1998, and that decision saved your Club about \$50,000.

A new *Roster* will be published in the July-August time frame of this year. We have explored many different ways of printing the upcoming version. We have decided to reduce the cost of the paper while keeping the outside cover the same.

Please check the address label on this publication and make sure it's up to date. If your phone number

has changed, especially the area code, then write a card or note to the LCCA Business Office and correct our records. The current *Roster* editor is Susan Ellingston who lives in Minnetonka, Minnesota, but do not contact her for address and phone changes. Instead, write to the LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479. Do it now!

The Lion Roars Covers

The previous two editions of the magazine demonstrated different methods for protecting the magazine's outside cover. The December issue — which presented Angela Trotta Thomas' (RM 13961) wonderful Christmas painting in a wraparound format — was mailed in a polybag "envelope." We will continue to do special editions in this manner.

The February edition had a black & white cover over the real full-color cover — a night scene of the

Tarantula RR steam engine at Stockyard Station in Fort Worth. This "ghost cover" is a cost-effective way to protect *The Lion Roars* during mail transit to you. I left my faux cover on the magazine, but Mike Mottler, *TLR* Editor, intends it to be discarded according to customary practice. My *TLR* arrived in good condition. How about yours? But be advised, no issues will be replaced if only the false cover is damaged.

LCCA Membership and Convention Badges

I have had several requests for information concerning ordering Membership and Convention badges. These orange plastic bars bear the name of the convention site. They are for those members who were in attendance at the convention. Yes, we still have them available. Please refer to your 1996-97 *Roster*, page 10, and write to the LCCA Business Office with your request.

"If you haven't sent in your registration for the LCCA Annual Convention in Fort Worth, do so right now... Fort Worth is a unique city and you will come away with visions of western hospitality long after the convention is over. Don't miss Fort Worth!"

Lookin' Down the Track

by Ron Stem

RM 537

Time. Do you ever stop to think about it much? Do you really? Well, ponder this. The prewar era spanned 41 years — 42 if you count the inaugural year, 1900. The postwar era was only 25 years: 1945 to 1969. The so-called modern era — the General Mills, MPC/Fundimensions, Dick Kughn, and now Lionel, LLC period — has now passed 30 years!

In the grand scheme of things, the passing of time makes me feel just a little ancient despite the fact that I left this pastime for only seven years (1963-1970). I actually date my return to trains to '72, when I acquired my first Lionel pieces of postwar equipment. So that's 28 years of the modern era. Where am I goin' with all this, you might ask? Well, I'm glad you did.

Here's a good project for one of those retired "bean counters" out there in the club. Count the number of items offered in each of these three periods, the catalogue pages, the locomotives, the accessories, and compare the differences. I believe all would be astounded at the figures.

I contend that in the past 30 years, despite the changes in senior leadership and ownership of Lionel, we have experienced the proliferation of products the likes of which would amaze even Josh Cowen. I would like to believe — and I think I'm right on here — that the

entrance of competition within the O gauge, three-rail, AC marketplace has generated an incentive for Lionel to continually make quantum leaps forward in both product development and technology. The two obvious shining examples are the Trainmaster™ system and the Odyssey™ motor. The Lionel legacy looks over Gary Moreau's shoulder each and every day and reminds him that the company should constantly maintain its pre-eminent position within this market niche.

However, with this drive to maintain their dominance in the marketplace, Lionel should not become complacent. There is a tendency for organizations, as well as we humans, to acquire this mindset when sittin' at the top of the heap.

I encourage club members to write Lionel a letter with encouragement and suggestions. From our ideas and comments come new products. They cannot rely on their in-house talent alone for new product development. Look at the products being offered this product year. I would say not only have they noticed the competition, they are answering the challenge. Moreover, Lionel puts its own stamp on a product, and this gives it a special aura and makes it uniquely Lionel.

Have you taken the time to assess this time continuum that we now refer to as the modern era? If you have, you can't help but notice — it's gettin' better every day.

Keep trackin'!

Author's Note: I hear tell that our beloved President originally hails from Palmer Township, Pennsylvania. A little bird with the initials J.E. told me. Can you figure out who that could be, Harry?



Many LCCA members are also members of the Lionel Rail Road Club; perhaps for the benefit of receiving all Lionel catalogues by mail. Those who upgrade to the new "Gold Level" will receive this attractive box car.

Bookin' Down the Track

by Ron Stem

RM 537

A Book Review – Realistic Track Plans for O Gauge Trains

by Martin J. McGuirk
Kalmbach Publishing, Inc., 1999
Waukesha, WI

I remember the Kalmbach ad for this book from one of last fall's CTT issues. Its title immediately grabbed me. I checked for it on the racks of the train shops in the Tampa/St. Pete area over the winter, but I kept getting a "not yet" reply. The build-up in expectation for this book was becoming intense, and I had to have it. Perhaps it was the tantalizing O72 sections with an O72 turnout on the cover that did it.

In this reviewer's opinion, something new in the area of three-rail track planning is long overdue. Well, the wait was worth it. Go out and get a copy of this book. If you happen to be in the planning stage of your dream pike, it's worth each and every cent.

First, there is the balance. Marty McGuirk blends just enough description of each of the 16 pikes presented along with some photos of the prototype and a colorized track schematic for added impact. The accessories are clearly marked. There is a listing of the required track components and equipment rosters from the various manufacturers — including Lionel back to the postwar period.

I must mention something that may not be apparent to the purchaser of this volume. McGuirk has made the attempt to bring tubular O track to a more operational concept. I don't know whether he did this consciously or not, but he did it magnificently. There is not too much use of O31 geometry, except for turnouts. I dare say there is not too much O42 curvature either. He does use O54 and O72 geometry quite extensively and this optimizes the operational possibilities.

His writing style is very readable, and he clearly points out the main concept in deciding whether or not to choose a particular pike as a jumping off point for your own layout plans. He gives the reader a little history, describes the main operational point(s), and explains how best to fit this into your own existing train world. He also presents the humor in our pastime of three-rail railroading. His use of the language is active, and one can tell he served in the military.

He spends a brief moment to introduce each topic. He provides the novice with some operational theory on track planning and how to use a CAD program to create a track plan.

I can't find one single thing about McGuirk's book to complain about. It's that good. Yeah, one thing. It's too short. Hey, Marty - when is Volume II coming out?

Upcoming LCCA Train Meets

June 5 & 6, 1999

Clinton, Tennessee, at Tennessee National Guard Armory

Co-hosts are Gary Lape 423-457-8387 and Mike Smith 423-483-9608. Registration and setup 8-10 AM on Saturday, June 5th, with LCCA trading 10-11 AM that same day. Guest trading 11 AM-3 PM on both Saturday, June 5th and Sunday the 6th. Tables are \$8 each. LCCA members and family admitted free. Guests \$3 each and \$5 for family admission. The Armory is located at 185 Yarnell Industrial Parkway

July 3, 1999

Chattanooga, Tennessee, at East Ridge Retirement Centre

Bill Stitt 423-894-1284 is hosting this event with Co-hosts George Baltz 423-842-6094 and Ron Herman 423-344-5799. Tables \$10. LCCA members and family admitted free. Guests \$5, with family \$7. Registration and setup 9-10 AM. LCCA trading 10-11 AM. Guest trading 11 AM to 2 PM. The Retirement Centre (formerly The Days Inn) is at 1400 N. Mack Smith Road off I-75 Exit 1. Phone number is 423-899-6370.

Other meets coming up — look for details in future Club publications:

August 7, 1999

Avondale Estates, Georgia (Atlanta area)

October 30, 1999

Greenville, North Carolina

**Wanted: Train Meet Hosts
Contact Don Carlson, Vice President,
LCCA
734-462-4265**

The Adventures of Rail Road Mike

by Mario Evangelista

RM 19687

The Field Trip

Mike wanted to be last on the bus so he could sit up front and watch the road from the driver's point of view. Arthur sat beside him and Charley was across the aisle. Rita and Sally sat in the back with Charlie's mother and a few other girls. Their conversation centered on the artistic aspects of the hobby. Charley sat behind the bus driver and bombarded him with questions about everything from "When will we get there?" to "How much fuel will the tank hold?" As the last passenger boarded the bus, the driver closed the door, then turned to Mike's father and asked in a begging tone — followed by a quick glance toward Charley — for help in "quieting them down." Mike's dad smiled then blew into a wooden railroad whistle.

"Listen up every one! We've been waiting for this trip for a long time, and it will be at least three hours before we get to the museum. So let's keep it down to a quiet roar." Charley looked up from his questioning with a confused glance then immediately asked the driver, "Has this bus ever been hit by a train?"

"And no talking to the bus driver," continued Mike's dad as he gently guided Charley to a seat behind his. "Thank you," said the driver with a smile that showed relief as well as appreciation. The driver shifted the bus into gear, and they were on their way. A new member of the club named Tommy jumped into the seat vacated by Charley. Tommy leaned forward and asked the driver if he ever took a turn on two wheels.

Mike's dad looked at Arthur, rolled up his eyes, and began a movement toward Tommy. But he sat down when the driver pulled the privacy curtain and turned up his radio.

It was a long ride with only one rest stop along the way. Everyone was happy to get off the bus at the arrival point. The two fathers lined up the kids and did a head count. "Yep, twenty-five; they're all here," said Arthur's dad. Mike's father handed each child a railroad hat with a sticker on the brim bearing the kid's name. He presented the expected — yet more-or-less ignored — brief pep talk about how to behave as representatives of RRACK, the Rail Road of America Club for Kids. When the last hat was distributed, Arthur's dad said to the other two adults in the group that the trip was not half as bad as he thought. "Yeh," replied Mike's father, "like watering the garden."

"You two Field Marshals need to get the troops inside soon," quipped Charlie's mother. The fathers both looked at her with blank faces and tried to see the point. She gestured to the line of swaying heads as the kids all shifted their bodies from one leg to another. "Get them to the rest

rooms before they start watering more than the flowers," she explained with a laugh.

Their facial expression changed from annoyance to terror as they urged the kids to hurry up, stay in line, and don't go to the drinking fountain. Charlie's mother walked over to the ticket window, presented their advance reservations to the lady, and told the doorman to direct the kids to the rest rooms.

After their immediate needs were met, the children lined up at the rear of the museum lobby where a tour guide described the basic operation of a steam engine. The adults and kids alike were captivated by a lighted wall display showing the internal workings of a "General" locomotive. She explained that the water in the boiler was heated by the fuel (either wood or coal, or in later engines, fuel oil) and how the heat was used to make the machine work. The display actually showed the fire passing through the heat exchanger tubes that ran from the rear of the firebox through the water in the boiler to the exhaust stack up front. It also showed how the super-heated water was changed to steam in the steam dome and was directed to the steam chest. The tremendous energy stroked the pistons back and forth and created the motion that turned the driver wheels and changed the world.

Arthur was busy impressing Mike's cousin Lauren with his vast knowledge of how this engine worked in comparison to modern diesels when the tour guide told the group to go through the double doors to the main exhibit hall. As they passed through the doors the group went down a hallway with pictures of important railroad events and equipment on the walls. But the kids trotted right past them to the entrance of the main hall where they came upon a mock-up of a typical Pennsylvania Railroad station from the steam era.

There they saw a short film on the history of the museum and its train display with models that ran on real steam. After a half-hour, the guide told them that they could come back to this area later and visit the second level with its operating HO layout. But for now, they must continue with the tour. When the group left the simulated station, they could see the locomotives and rolling stock on display tracks in the large two-story exhibit hall. Some of the rare trains in the museum could otherwise be seen only in a history book.

The first stop was a GP9 with its service panels open. The guide explained how the diesel prime mover drove the onboard electric generators that provided electrical power to the axial-mounted motors. In a brief question and answer period, the children learned about the maintenance advantages of diesel power over steam. Then they climbed a series of wooden staircases that provided safe access to the control cab of a GG1, a railroad executive private car, a caboose, and the cab of a K4 steam engine — where they could handle some of its controls with a flurry of "WOW,

look at this!” and “Let me try!” as the kids scurried around the cab and coal tender of that grand old lady. From the side, the engine looked like a loving grandmother patiently tolerating a holiday assault by her worshiping posterity.

At this point, the tour turned to chaos.

Lauren wanted to see the inside of the firebox and Arthur was able to pry the heavy door open. He was explaining to her that if the water level in the boiler above fell below this sheet it would buckle and cause the engine to explode. Arthur was inside the firebox and Lauren had her head in the door trying to adjust her eyes to the dim light when she noticed something truly frightening. About four feet from her face in a dark corner, a pair of fiery eyes stared back at her with evil intent. Arthur’s dissertation was interrupted by a bone-chilling scream that echoed through the chamber, raced up the heat exchanger tubes, and spewed out the smoke stack. It sounded like the old steam whistle had suddenly come to life. Arthur fell back against the brick wall holding his ears when he felt the presence of a hairy creature digging its claws into his legs. Then a second blast of that whistle echoed through the museum.

Lauren flew down the wooden steps and ran through the large doors that led to the yard outside. She turned to see a gray thing jump down the steps as the kids ran in every direction. It ran toward the door where she stood, and with another scream Lauren turned and made a hasty retreat out into the train yard as fast as her little legs could carry her.

With his head sticking out of the engineers’ window, Mike was trying to find out what had happened. He heard Arthur from behind. “What was that?,” Arthur asked as he climbed out of the boiler through the little fire door. Mike turned and started to laugh as he told Arthur how their screams got every one “nuts.”

“Not funny,” scolded a red-faced Arthur. “There was something big and hairy on my leg” he explained. Mike gave him a poke in the tummy and Arthur started to laugh.

“Where’s Lauren?” he asked.

“I don’t know,” replied Mike, “she shot down the steps like lightning.”

At that time the boys heard their fathers calling from the platform below.

The adults got the kids lined up so the security chief, Dennis Keperling, could explain to everyone that the animal was probably just a raccoon. They like to hide in the equipment and must periodically be relocated to the surrounding fields.

“Excuse me officer,” interrupted Charlie’s mother, “but we have a little girl missing.”

He asked for the girl’s description, and through a process of elimination of possible scenarios he made a safe guess that she was out in the main yard. “Don’t worry,” he assured the three adults, “kids always turn up after hearing their names over the loudspeakers. The chief called in on his radio and a few moments later they heard an

announcement — a little girl by the name of Lauren is separated from her party, and if found please direct her to the nearest museum worker.

Arthur overheard the adults’ conversation and went to his friend Mike who thought it was their duty to help locate Lauren. He got Charley and Tommy to join in this endeavor. “Where was the last place you saw her?,” asked Mike.

“I didn’t see anything,” replied Arthur. “I had my ears covered and eyes shut when she ran off.”

“The last I saw her she ran down the steps towards the yard door,” offered Charley.

“Then that’s where we have to look,” concluded Mike.

“Yeh, but how do we get out there without your parents seeing us?” Tommy asked anxiously.

“It would be really cool to climb down into the turntable pit,” he added.

He stopped talking when he realized how he sounded and tried to correct himself. “I mean, to find Lauren. Not because it’s one of the few large tables left!” His voice accented the last part of the sentence.

The other three boys intently stared at Tommy and made him feel a little uncomfortable for his selfish disregard for Lauren’s safety. “Oh, OK. You guys aren’t into turntables,” Tommy sighed with a crooked smile and a slight tilt of his head.

After a brief moment Arthur asked, “What else do they have out there?”

“What about my cousin Lauren?,” demanded Mike.

“Don’t have a wacky fit,” laughed Charley, “there’s always time for a little sightseeing.”

Suddenly Tommy whispered, “Look. There’s no one by the door,” and he pointed to the exit that led to the train yard. “Let’s go,” he coaxed. The boys followed and made their way behind an E7 diesel that stood next to the garage door. When they reached their objective the boys peeked around the rear of the E7 and saw the group approaching a real “General” engine. Charlie’s mother was walking with chief Keperling towards the train station.

“It’s now or never,” Tommy whispered as he bolted through the door. Like three little lemmings, our heroes followed in blind obedience, oblivious to the many potential dangers that await the uneducated yet reckless in even a static train yard such as this.

They reached the yard unseen, and the four boys stood for a moment and allowed their eyes to adjust from the soft shadows of the main hall to the contrast of the afternoon sun.

“I think the table is over there,” said Mike as he tried to coordinate the yard with the map he picked up at the front desk.

“Let’s go around the back way,” said Tommy. He pointed to a volunteer standing by one of the cabooses and speaking to the visitors. “They will probably call the security guards if they see us.”

“Gee I don’t know,” protested Arthur. “I hate to have

my father come and get me out of jail,” he continued in a worried voice.

“Pluck, Pluck, Pluck — Chicken,” teased Tommy. “Come on, they’re not going to put us in jail for having a little fun!”

Mike didn’t want to be called a chicken by anybody, yet at this point he was not even sure that he liked Tommy. But peer pressure being what it is, he followed and the others followed Mike.

The group found their way to the turntable without being detected and marveled at the massive size of it. They walked around the perimeter and then climbed under the safety chain and walked the one hundred-foot length of the solid steel table.

Tommy climbed down into the pit and called the rest of the boys the infamous chicken thing for not doing the same. Mike tried to tell them not to, but Tommy turned it into a matter of pride by saying that the name “Railroad Mike” was a lie. A real railroad man is not afraid of anything in a train yard.

Mike’s jaw tightened as he followed Tommy into the pit. “OK, big deal. I’m here,” snapped Mike. “Can we go now? I’m getting hungry.”

“Race you out,” hollered Tommy as he ran to the turntable drive motors as his way up.

Mike chose his exit route quickly and ran to the center of the bridge. With one leap he grabbed the bottom of the handrail post next to the gantry wire tower. Chinning himself up, he was over the rail and racing toward the far end. Taking the ties two at a time, he came to its end just as a surprised Tommy popped his head up out of the pit. Mike smiled and asked, “So what took you so long?”

“Come on you two. Stop goofing around,” said Charlie.

“Yeh, it’s lunch time already,” complained Arthur.

Suddenly, a rough male voice startled them from behind. “Hey, you kids get out of there. Don’t you have the sense you were born with?”

He was a big man and obviously in charge, so they did what mischievous boys always do at a time like this. They turned tail and ran.

They ran around a GG1 with a paint job that was not quite as new as what her sister sported inside the exhibit hall. But, it had one thing that was very different from the other — rivets all over her shell.

Mike looked back and the man was nowhere around, so he thought it was safe to take some pictures. “Come on, the watchmen is going to catch us,” Tommy warned.

“Hey! This is Old Rivets,” exclaimed Arthur. “Number 4800, the first GG1 ever built and the only one to have rivets. Raymond Loewy did away with them when he restyled the fleet for the Pennsylvania Railroad.”

Tommy looked at Arthur with a questioning stare and asked in a skeptical voice, “How do you know that?”

Mike and Charlie started to laugh and told Tommy that some things don’t get questioned. “Believe us,” they said at the same time, “he knows!”

Mike looked at the Lionel watch his uncle Nick gave him and said, “It’s almost two o’clock. Let’s go eat lunch.”

The boys walked around “Old Rivets” touching her as they traversed her seventy-nine foot length as if to say good-bye. When they reached her front they noticed something about fifty yards in front of them that caused all four to stop dead in their tracks. Sitting on a siding and in bad need of a paint job was the biggest engine they had ever seen.

“What is that?” Charley asked in astonishment.

“That is a M1a Mountain,” said Arthur with authority.

“Oh yeh, you know everything,” sneered Tommy.

Mike rolled his eyes as Charley said with a snicker, “Some people just don’t get it.”

“Actually, it’s an M1b with a coast to coast tender,” continued Arthur as the group walked towards the sleeping behemoth. When they approached the engine they stopped at the seventy-two inch drivers and looked up at the steam dome fifteen feet above them. For the first time they understood the term “Mighty Steam.”

They walked around her taking in the dimensions slowly. It was almost as if they came upon a dead brontosaurus as a relic of a by-gone epoch.

Mike paced off her length and came up with a number — 105 feet. Arthur looked at him smiled and gave him the correct number: a hundred eight feet and five inches.

“390,00 lbs. of total weight, carried 31 tons of coal with a 22,000 gallon water capacity,” continued Arthur.

“I sure would like to see the inside of the cab,” Charley thought out loud.

“Well, lets go,” said Tommy.

“We’ll get in trouble,” warned Arthur.

“You guys are such babies,” teased Tommy.

“I’m going up there, and I don’t care who comes,” he said as he stooped under the Please Keep Off sign hanging from a chain across the access ladder to the cab.

“Do you think it’s safe?,” asked Charley.

Tommy stopped in a squatting position as he passed under the sign and yelled, “If it’s safe enough for the crew, it’s safe enough for us.” When he stood up, he hit his head on the bottom edge of the sign. “Ouch,” he said, rubbing his illegal bump.

Mike laughed, but he should have taken this as an omen. There was very little survival instinct shown on this trip. Tommy glared back at Mike, went up the ladder, and pushed back the floor hatch. When he got inside he looked around and then walked over to the window. Tommy sat with his railroad hat turned backwards, smiled, and said, “I’m the real railroad man!”

On hearing this, Mike shot up the ladder and started to pull on the controls, with the other two following sheepishly behind. Arthur walked around and compared everything

to the K4 in the main hall. He was amazed at how much bigger everything was. He walked over to the coal tender door and asked Charley to help him. Each grabbed a handle and pulled the two doors outwards. The old rusted hinges groaned in protest and the noise caused Mike and Tommy to turn around. Before them opened a cavernous coal bin.

After a few moments they all ran at the same time trying to get as far up the slop sheet as possible and then sliding back down. A contest ensued and the laughter echoing off of the metal walls adding to their excitement.

As the other boys continued to play on the slop sheet, Tommy crawled down and around to the rear of the tender so that he could climb up to the doghouse. When he got on top he walked to the edge that looked down into the coal pocket. "I'm king of the engine!" he announced with outstretched arms.

Suddenly Tommy dropped to his belly. Looking over the side, he told his companions to keep quiet. From his vantage he was able to see the group coming their way. The fathers were out in front and they did not look happy.

"Oh no, I knew we should have gone back inside for lunch" moaned Mike.

"Mike and Arthur, get down here now!" called out the two fathers.

Tommy whispered, "Don't answer. They won't come up here to look for us."

The three boys stuck their heads out the cab window and saw that whole group was there. Lauren was standing with Charlie's mother.

"You guys are so stupid," came a taunt from Tommy who was still hiding on top of the tender.

"You stay and hide! I'm not going to lie to my dad," Mike snapped back. He looked down at his father and saw no understanding in his eyes. The three boys searched for something to say, but it was Mike who spoke first. "Well, you found Lauren. We were looking all over for her," he said in an overstated voice.

"Yeh, we where worried sick about her," Arthur foolishly added.

"Oh God, what Nimrods" thought Tommy. He saw a hatch that was left open. It went down into the water tank. Tommy peered in over the side and saw a ladder. This is a great place to hide, he thought, so he climbed down the ladder and closed the hatch behind him.

Outside, the kids were laughing at the lame excuses our adventurers offered, but the parents didn't find it at all amusing. "Get down here and get down here now," demanded Charlie's mother.

Tommy climbed a little further down the ladder when he saw something to make his heart stop. Deep in the tank, a group of fiery eyes stared right at him, and Tommy heard growls emerging from the darkness. Panicked, he slipped and fell and let out a scream as he helplessly drifted back into the dark abyss of the innards of the huge coal tender.

He came to a sudden stop and something caught him by the bottom of his coat. Tommy screamed again thinking that the growling creature was about to have him for lunch.

When the boys got down from the tender they all turned at the terrible sound of Tommy's voice within the tender.

Charlie's mother asked, "Where's Tommy?," and they heard his second scream.

The museum archivist, Kurt Bell, found Lauren wandering around the back yard, and he was also the man who chased the boys from the turntable. He recognized their "RRACK" hats and went to get their parents. Kurt stepped forward to the side of the tender and listened. He could hear Tommy's muffled cries, "Help! Help! The monster's got me!"

Kurt turned to the chief who was walking up to investigate the commotion and said, "Dennis, there's a boy stuck inside the tender and it sounds like something has got hold of him."

"Give me strength," mumbled the chief as he climbed the ladder to the top of the tender. He opened the hatch, directed his flashlight inside, and saw Tommy hanging on to an injection valve. Chief Keperling went down the ladder, made sure Tommy was OK, and grabbed him by his coat collar and lifted him to safety like a puppy. Standing on top of the tender with Tommy by his side the chief called down, "Kurt, there's a family of raccoons in there, but I got the biggest one!" Even the RRACK chaperones joined in the laughter.

EPILOGUE

It was a long trip home for our four friends. Mike's and Arthur's dads said there would be special punishment for them but they wouldn't know what it is until they get up tomorrow. To make things worse, the fathers said very little to them; this heightened their anticipation of doom.

Charlie's mother was a little more direct. She told him not to expect to go any place but school and church for the next two weeks and to be prepared to suffer!

As for Tommy, the chaperones thought his self-inflicted near-tragedy was adequate reason to bring this issue to the attention of his parents.

The adventure was over. As the boys gazed out of the bus window into the night, they wondered how long it would be until their parents and Chief Keperling would allow them to return to the Railroad Museum of Pennsylvania.

For more information about this place of historic train treasures, call 717-687-8628 or write:

Railroad Museum of Pennsylvania
P.O. Box 125
Strasburg, PA 17519

An LCCA Photo Album



Photo by Larry Black

Larry Black (RM 240) from the Blue Grass state traveled far north of the Mason-Dixon line and visited a Lionel dealer in Anchorage - at Charlie's Alaska Trains. Custom-painted trains with Alaska RR livery are a specialty of the house, but Lionel's Alaska RR train set is also for sale inside.



Photo by Don Carlson

LCCA Vice President Don Carlson (at left) and Bill Button, Director, presented the Club's tabletop display at a recent Great American Train Show (GATS). During the show, they recruited eight new members to the Club and handed out over 125 membership applications. Help your club grow by recruiting a friend or relative so they can also enjoy the benefits of belonging to the LCCA.

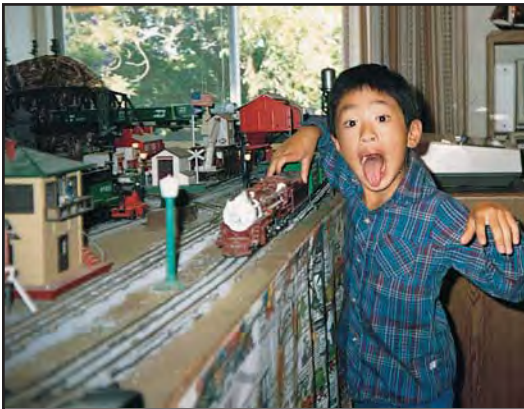


Photo by William Newton

"Wow!" seems to be the expression on young David Newton, the adopted son from Korea of William Newton (RM 10290) in Missouri. The Chicago and Alton "Hudson" by Lionel is a locomotive to be wow-ed about. According to dad, David likes to run the trains fast. Boys will be boys, especially when at the controls as engineer.



Photo by Joe Holbrook

Mark Trivette, son of Mel (RM 6656) runs the trains on Joe Holbrook's (RM 9556) standard gauge layout at the train show in Lexington.

The host of the LCCA-sanctioned train meet in Lexington, Kentucky on March 6th were (left to right in front row): Betty Morgan and A.K. Crace; (left to right in back row): Larry Black, Harry Overtom, Winfrey Adkins, and Bill Crace. Not shown but in the trading hall: Wanda Adkins and Libby Overtom.



Photo by Joe Holbrook

Off the Track

by Ed Richter

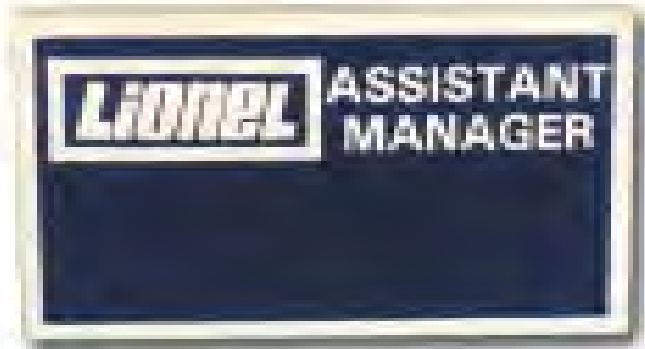
RM 13075

One of the more popular catch phrases one hears around the water cooler these days is “thinking outside the box.” This means not taking a standard approach to thinking and looking instead for non-conventional ideas and solutions.



A train collector can also do this by “collecting outside the box,” and I don’t mean a train box. Looking for a different theme or related subject can lead to a sub-collection that will complement your trains. Denny Gergel (RM 10684) is one such collector. Whenever I go to one of our local meets, I make a beeline straight to his table to see what off-the-wall item he has! He always has some unusual piece of Lionel production or history to look at. Denny was nice enough to share some goodies with me for use in this column.

The original Lionel Corporation had a subsidiary



known as Lionel Leisure which operated retail toy stores. According to their 1992 annual report, the company had “71 toy supermarkets in 10 states under the names Lionel Kiddie City, Lionel Playworld, and Lionel Toy Warehouse.” Here in the Orlando area we had two Lionel Playworld stores up until the early 1990s — about the time Lionel Leisure stopped doing business.

Denny has some unique items from the Lionel Playworld stores formerly in our locale. A washroom sign outlined how employees or associates were to dress. The staff and assistant manager’s badges had a place for the employees’ names. He also has some of the pads and tags used by the company. I have photographed some of the items in their original packing.

The round badge was part of a promotion in 1983. If you are interested in a train that depicts this part of Lionel, check out the 6-9034 Lionel Leisure Hopper.



So, there you have it, Denny has put together an “outside the box” type collection, and it highlights an interesting part of the Lionel story.

Here is a brainteaser. Notice the kangaroo on the badges and other items. Did he or she have a name, and if so, what was it? Send your response to me at erichter@magicnet.net and I’ll reveal the answer next time.

The Mane Line

by Dennis Leon Clad

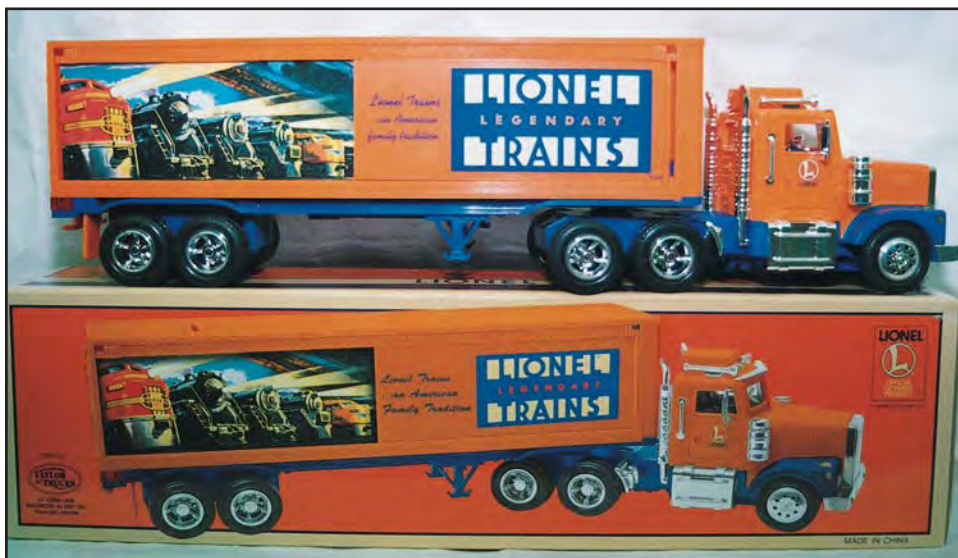
RM 10430

Regardless of the threat of the Y2K millennium bug reverse-throttling Lionelville and the rest of the good old USA back to the middle of the 20th century (could we be so lucky?), let's get started with this edition. I must tell you about an exciting, got-to-have, official Lionel-licensed product literally before time runs out. Also, I'll try to clear up a mystery or two that could save LCCA members needless expense.

Sears and Roebuck, that American institution where most of us Boomers got our first Lionel, is doing a test program through their mail order house. The toy is an 18-wheel tractor-trailer made by the leader in high quality, plastic toy trucks, the Taylor Made Trucks Co. of Englewood, New Jersey. My love for toy trucks is second only to toy trains, and I've had a crush on Taylor Made from the moment I first held one of their trucks in my hands. In fact, I was so smitten by Taylor Made that I almost broke my sacred "Lionel-only" rule. With a short wait, my patience was

rewarded with TMT-18011, the first Lionel-licensed Taylor Made tractor-trailer. This wonderful 1/32 scale toy with real sounds and lights is available to Sears credit card holders at 1-800-366-3125. Ask for item 13045VGS. Only 1008 trucks were made for this test program, and they all carry 1998 Lionel tags and trailer markings. With two collector groups eyeing this must-own Lionel toy, I'm sure the rig will sell out. More trucks will follow, I hope.

What do you get when you combine the leading company in trading cards with the writing talent of Jim Bunte? You get Lionel's Greatest Trains Edition II Trading Cards, that's what. While some companies might



Combine the world's leader in quality toy trains with the bellwether maker of collectible toy trucks and this is the result.

The 1998 Lionel license plate and limited edition trailer rear door stamp is your assurance that this Lionel souvenir is one of only 1008 units in the Sears test program.

Above is a sealed dealer display box of Lionel Greatest Trains trading cards. On the right is the deluxe set album for the cards.

try to copy their first success, the Duo Card folks, like their ad says, chose to build on theirs. Edition II of Lionel's Greatest Trains really proves it. If you thought (as I did) that their first album couldn't be topped, just wait until an Edition II album is safely in your hands. When they called this a deluxe album, Duo Cards wasn't kidding. Their first

album sold out even before its card set, so you might want an extra one or two of these. The three-ring beauty would be a wonderful binder for your TLR magazines. How Duo Cards can sell Edition II with an album for only \$27.95 plus shipping I'll never know. Here's the best part of the deal. LCCA members can buy the six chase cards for Edition II for only \$35.00 plus shipping. This saves almost \$265 with zero duplication worries and



Here's what an album looks like when filled with all 72 cards. These beautiful card sets can only go up in value over time.



Take advantage of the special deal on these six "chase" cards for LCCA members.



The #6-29229 Vapor Records uncatalogued box car is on the left and the catalogued #6-26208 is on the right. A close look will reveal that the only difference between them is the built date information. The "Blt 98" on #6-26208 is not consistent with the other green stamping on the car.

The box for the uncatalogued #6-29229 is shown on the left. There's no SKU number on it. On the right is Lionel's catalogued #6-26208.



needless running store to store, hoping that the next dealer box has our card. They don't call them "chase" cards without reason. So call Duo Cards at 201-794-9877.

Now, let's "Holmes" the Vapor Records car enigma and, hopefully, save club members a trainload full of Lion bucks. The difference between #6-29229, the second **not-for-public release** Vapor Records box car and #6-26208, the second **publicly released** Vapor Records box car shown in Lionel's Classic Vol. II 1998 catalog is the #6-29229 has "Built by Lionel" text but **no**

date. The catalogued #6-26208 has "Built 98 by Lionel" text. The SKU number for #6-29229 appears only on its brown mailer and not on the car's orange box.

The latest scuttlebutt has the limited-run #6-29229 selling as high as \$1000 to LCCA members. Please think and shop around before you spend anywhere near that for a #6-29229. Specialty car collector Gordon Wong (RM 24301) has found this toy for sale for under \$100 at the train shop of Charles Ro (RM 462). Also, Lionel dealer Barry Keener (RM 728) told me that #6-29229

was part of a dealer year-end package deal. So it would seem that more than the 200 #6-29229 Vapor Records box cars ordered by Vapor Records were made.

Just when you thought this perplexing riddle was solved, the third Vapor Records **not-for-public release** car, #6-26228, has arrived in Lionelville. One hundred cars were ordered by Vapor Records, but two hundred #6-26228 boxcars found their way to the company's HQ in Santa Monica, California. Vapor Records returned one hundred of these cars to Lionel, and they were sold via Lionel's website for under \$50 each. Gordon Wong told me that these sold out rather quickly, but can also be found at Charlie Ro's establishment for under \$100. Please don't let a Vapor Records box car mesmerize you to paying a premium price. Your Lion dollars can be better spent elsewhere in Lionelville.



This is the prototype of the third box car in Knoebels' souvenir train. LCCA members can order the unique toy for their collection.

One of those places is the series of souvenir box cars from Knoebels Amusement Park. The third car in the series is now available for \$69.95 plus shipping to LCCA members who cannot visit the park in person. Just call 717-672-9555.

Finally, if you are not a member of the company's Lionel Railroader Club (LRR) or haven't upgraded to the new Gold Level, I recommend that you join or upgrade now. Ms. Brenda Schlutow, Lionel's Marketing Club Coordinator, shared some information with this long-time member, and the benefits of your Gold membership will far outweigh the modest dues. Want a highly collectable box car? It's shown on page 3 of this edition. Okay, so I said it. There are more good reasons to join the Lionel Railroader Club. Just call 810-949-4100.



The third Vapor Records box car, #6-26228, is the most attractive of all the Vapor toys. It can be found at a reasonable price if you shop around.

Happy tracks!

Author's Note:

A big LCCA pat on the back to three brethren. First, to Barry L. Keener for his dealer perspective. Second, to Ron Adleman (RM 15840) for the color photo of yours truly. Thanks, Doc! And finally, to Gordon Wong for his work behind the camera and for sharing his specialty car collection with us.

Reporters may have a nose for news, but Dennis has an instinct for a rare and unusual Lionel trains and train-related products. When not active on his farm in rural Virginia, he's seeking collectible items on behalf of LCCA members.

Correction:

In the February edition, *TLR* incorrectly identified a Lionel employee in a photo caption. The person was Mike Braga, Director of Consumer Services not Bob Ryder, VP of Sales.



Kozmo, the Knoebels' Park mascot, seems to be quite content and proud of the series of souvenir box cars.

Lionel News and Views

by Bill Schmeelk

RM 6643

Quality Issues at Lionel

I certainly don't like reporting about problems because I'd rather celebrate new Lionel products that capture the imagination and work as advertised right out of the box. Lionel customers are accustomed to top-of-the-line quality, so it is frustrating when something goes awry and erodes confidence.

I've received reports from several members who've had problems with Lionel's new Locomotive Back Shop accessory. Because of the number of complaints, there was reason to believe this was not a random problem that can occur in any production run. Lionel's President, Gary Moreau, candidly and promptly addressed complaints about the Locomotive Back Shop, the new Culvert Loader, and the new Mohawk locomotive.

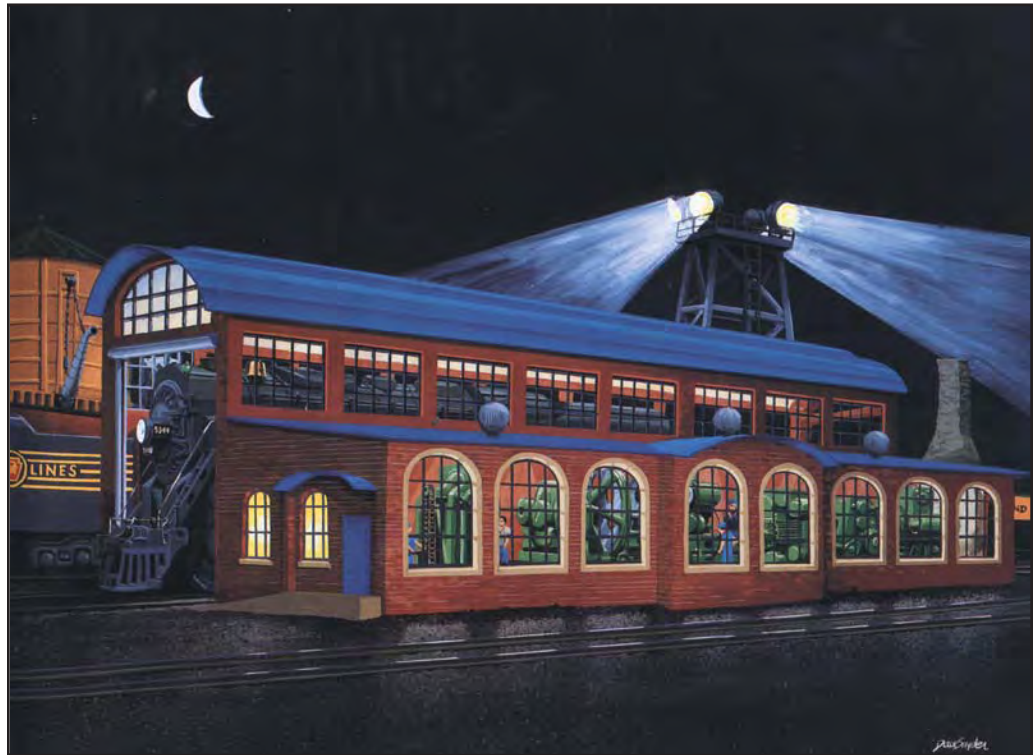
To its credit, Lionel acknowledged the problems and President Moreau has committed himself to taking "extraordinary steps to insure that these problems do not occur again." Along with a sincere apology to customers, he has promised to "do everything we can to regain your confidence." Lionel's customers want the company to innovate new technology, maintain their position as the number one manufacturer of O gauge trains, and pursue success. Although I am saddened by these reports, I sincerely hope that Lionel will turn it around and re-inspire our reverence for their products.

Locomotive Back Shop

First, there were complaints about delays in shipping it out. Then, there were complaints about the product itself - operational difficulties and "too-thin" metal stock. Lionel has acknowledged that the metal, although

specified for production at .014 inches, was actually .010 inches thick. That means the metal is about 30 percent thinner than was specified. Although the Back Shop still looks great, its thinner skin is more likely to be damaged in shipment. Also, some of the edges are sharp. One customer complained that the styrofoam packaging made unpacking and repackaging difficult.

Unrelated to the Back Shop but related to "metal work," I have had my hands on the production prototype for Lionel's new Hellgate Bridge. Lionel has reported that the metal used on this is the same thickness as the original bridge. The model I looked at was quite substantial and should please those who want to add this



item to their layout. I've also been informed that the Lionel factory, due out later this year, will have the thicker metal stock.

Another common complaint about the Back Shop was that the locomotive entry overhead doors — which open and close to allow a locomotive in or out of the model building — were too sensitive and would at times start to close then abruptly reverse direction and open again. The intention was to equip these doors with a reversing feature for safety; so if the door came down and hit a parked locomotive that was protruding from the building, the door would reverse direction and avoid jamming and possibly overheating the door-activating motor. This is similar to the operation of an automatic garage door opener. The problem with door operation is, the drag

from the overhead door is often enough to cause the door inadvertently to reverse its direction. The tolerance range is simply too close. To correct this problem, Lionel has advised dealers that one of the circuit boards should be replaced with a new, redesigned one.

This new circuit board will also correct another problem. The building's smoke unit provides smoke for the chimney, but it works in Command mode only. The replacement circuit board will enable operation as intended in either conventional or Command mode.

The printed instruction sheet reversed the diagram showing where to place the smoke fluid. The fluid should be applied at the other hole; NOT the one pointed to in the instructions. On another point, the instructions are correct but the imprinted markings for the wire connections on the bottom of the Back Shop are wrong. Follow the diagram in the instruction sheet.

There's another problem. It's the connector on the end of the wire harness. On some of these, the wire inside the connector was not stripped back far enough. Although Lionel suggests that just moving the wire may solve the problem, they will supply a new harness with the replacement circuit board.

Lionel has advised all its dealers that the redesign and production of the new circuit board will take some time, but they expect to be able to deliver them in May. Dealers will receive instructions on how to make the change in their store, but dealers will also have the option of returning the entire unit to Lionel for replacement at the factory.

Culvert Loader

Although Lionel has apologized for these errors, accepted full responsibility, and presented a plan for fixing them, unfortunately, the Back Shop isn't the only problem piece. Now comes the new Culvert Loader, and it has two basic problems.

The Culvert Loader was based on but completely re-engineered from the original version. Gone are the vibrator motor and the drive system of the original action

accessory. The main problem seems to be sporadic and is caused by a tolerance set too wide in the placement of the microswitch that stops the traveling arm holding the metal culvert pieces. On some units, this causes the culvert piece to drop off before it should, missing placement in the gondola car. Lionel suggests that you make sure the towers holding the overhead rail are straight. Secondly, the metal tab on the piece that attaches



Photo Courtesy of Classic Toy Trains

to the motor and triggers the microswitch can be bent slightly. Depending just how far off your alignment is, that may solve the problem. If not, the microswitch can be moved into proper alignment. Before any adjustments are made, be sure to check the track alignment — it can also be adjusted.

I have also heard reports of another problem with this accessory not mentioned in Lionel's letter to its dealers. The Culvert Loader includes a new sensor that detects the presence of a train; it also prevents the unit from operating if a train is not present. When a train pulls up to this accessory, the sensor also turns on the lights of the loader. Some have pointed out that the location of this sensor lens is too close to the track, thus some steam locomotives cannot clear it. I will check this out in more detail in a full report on the Culvert Loader in the next edition.

Although there are some problems with some of the new Culvert Loaders, I have also received reports from some members who are quite pleased with the good operation of this favorite accessory from the postwar era.

The Mohawk

Finally, Lionel reported a problem with their new Mohawk locomotive. Some have reported that this loco runs too slowly and has poor pulling power. Lionel



acknowledged this and in late January announced a general recall of this product. There was a problem with the electronic board, and the company is making a new replacement board for it. Lionel has advised its dealers that with the new circuit board installed, this locomotive becomes a powerful engine. A retro-fixed Mohawk is now running on the Lionel Visitor Center layout, and it pulls dozens of cars without effort. Lionel also advises that when you run this loco in Command mode, you must have 16-18 volts of continuous output for peak performance.

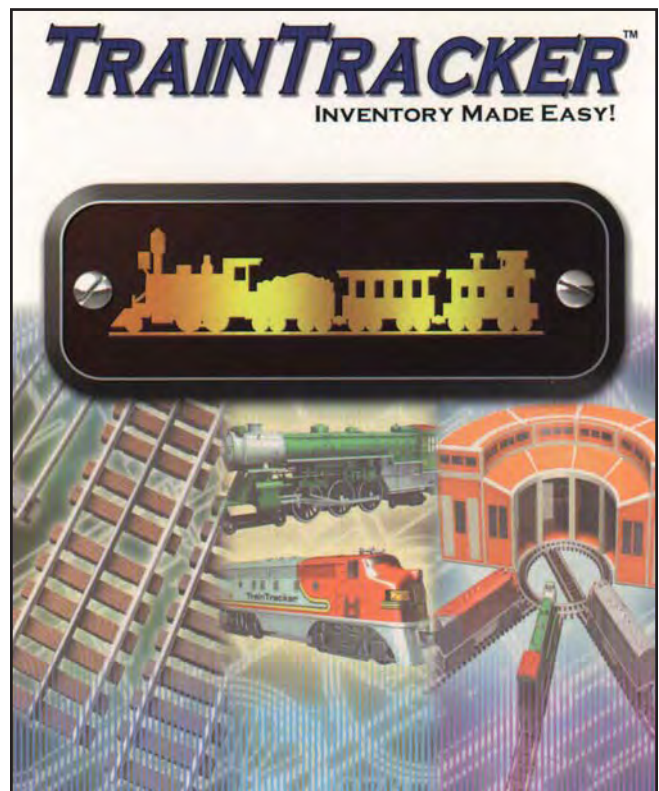
Inventory Management

Managing our growing train collections is a task we all threaten to do —someday. I looked at the new version of *TrainTracker* software to see how easily one could accomplish this worthy goal. The box proclaims, “Inventory made easy!” Sounds like just what I need. This latest version is available on CD-ROM, and this makes loading the program a pleasure. With the purchase of the program, you’ll also receive one data disk of your choice. The disks contain current pricing information derived from Greenberg’s Price Guide.

Inventory management is made easy because you don’t have to enter all the information about the item at the PC keyboard. The listing has all the information already. Just enter the Lionel number of the item you

want to add to your train inventory list and the information comes up on screen. You can enter additional information; such as the price you paid for it and your storage location. In addition to having the value of your collection readily at hand, you can also have an index to the location of every item. Sometimes you may want to add other information such as a unique variation. But most of the time, you’ll probably enter the number and — Bingo! — you’ll be all set up.

I retrieved one of my train boxes and started entering numbers. When you start-up the program, you’ll hear some train sound effects as the main menu appears on screen. The program is very flexible. It allows you to store lots of information, but doesn’t require you to enter information you don’t wish to keep. For example, when you add a new item to your holdings, just enter its catalog number — the information about it comes up. Next, click on the “Add to Holdings” button, and a second window will open. This window displays 18 fields of information from road name, color, club affiliation, dates, etc. Those that apply are automatically filled in for you.



Imagery by TrainTracker

You can then enter the date and purchase price if you like. There's also a field for you to describe any special variation that might apply.

Clicking on the "Other Info" tab at the top also allows you to enter information such as the location of storage (basement) and your own storage box number (like 99/4, the fourth box of train stuff bought in 1999). You can even schedule routine maintenance on the item. Although it's possible to input a large amount of information, you are not required to do so. If you want to get your inventory job done quickly, just enter the catalog number and the condition of the item; then add it to your holdings. Once you select its condition from the list, a value for the item will be filled in automatically. You don't have to write it out, this task will be done based on the Greenberg value. You could later go back and add any additional information you feel is important. You can also specify a quantity if you have more than one of the same item. You can even choose from 11 different sound effects that play when you start the program.

If you don't enter additional information for each piece, the job is fast and easy. In addition to entering the items already in your collection, you can also enter items to a Wish List — which is the exciting part of collecting! You can print out this list and bring it along with you to the next train meet as a shopping list. You'll be so organized you might intimidate a seller to give you a better price since it'll look like you know what you're doing. Well, one can live in hope!

Once the program was loaded, I went right to it. Although you are supplied with a comprehensive 3/4-inch thick manual, you won't have any trouble starting. The programmers seem to have thought of everything. If there is something you want to add, the program allows you to do it. For example, you can choose between 54 different manufacturers when you enter an item. But if you have something made by a company not on the list, you can easily add it to the list. Once you do, that name is added to your options list.

The company also offers a CD-ROM that includes information from all eras of Lionel. It sells alone for \$39.95, but if you purchase it with the *TrainTracker* software, the company will make you a special combo price deal of \$88.90. The *TrainTracker* toll-free number for ordering is: 1-800-589-7333.

Toy Train Accessories: The Video

A new video series from TM Books and Videos

features the accessories that add extra action to our layouts. Joshua Lionel Cowen is quoted as having said, "Children want to participate." I looked at Part One of this series featuring over 20 of Lionel's operating accessories and several stationary bridges. The eras range from prewar right up to present day. The latest accessory shown is the new Bascule Bridge, so it's quite up to date. As each accessory is shown in action on a working layout, its variations and operating properties are discussed. For many items, you also see the original box for the accessory.

The highlights include seeing the prototype of Lionel's 213 Lift Bridge in operation. The prototype shown is from the collection of Al Cox in Washington. The prototype seems to work well, but as the video explains, it was fraught with problems. Although the bridge was

prominently displayed in the 1950 Lionel catalogue, no production models were ever made.

The video covers the many coal and lumber accessories, bridges, and cranes. Occasionally, the author offers tips for optimum performance of accessories. Did you know it's very important to level-up your No. 364 Lumber Loader?

A Part Two video is being planned, so more Lionel accessories will be presented. I'd also like to see a video showing American Flyer accessories in action. Many of them are also useable on a Lionel layout. The tape runs about 55 minutes and costs \$19.95 plus \$3.95 for S&H. You can order it direct from TM Books and Videos by calling 1-800-892-2822.



Imagery by TM Books & Videos

A Caboose Con

by **Bob Garlitzke**

RM 2293

Over the years many a fine Santa Fe engine glided over three-rail track with a string of freight cars. As a train passed, the last image remembered was the last car. Lionel and other manufacturers offered a wide assortment of Santa Fe rolling stock, including cabooses, but with larger, Standard O freight cars, the bay window and N5C cabooses looked too small. Extended vision cabooses seemed more appropriate in size, but just didn't fill the image I sought.

The New York Central 17606 square window smoking caboose with its flashing strobe light was what I wanted. But Lionel didn't make a Santa Fe version of it with a black roof and large yellow Santa Fe heralds on its red sides. This red with black roof caboose would look great behind a Santa Fe engine in freight livery or the red and silver warbonnet paint scheme. Sorry, New York Central fans, but I converted a NYC caboose to Santa Fe.

My choice of the NYC caboose was based on price and not having to repaint the black roof. Not owning an airbrush, I depended on off-the-shelf spray paints. I

wanted to create the look of a freshly painted caboose just out of the paint shop.

After I carefully removed the caboose body shell from the frame, the next step was removing the small strobe light. I attempted to remove the light by gently pulling on its wires and pushing on the bulb with a small rod (backside of a drill bit). I wasn't successful on removing the bulb intact, but I found out that replacement bulbs were readily available. Using a flat-blade screwdriver, I successfully removed all the handrails from the body—undamaged. I left the handrails on the cupola roof and masked over them and the cupola roof. The cupola was removed from the caboose shell to simplify the masking of the roof area.

After disassembly, the body shell's black roof was masked before applying paint remover. I masked the cupola opening both inside and outside to prevent paint overspray getting under the masking tape from the backside.

Just before applying the paint remover, a series of doubts entered my mind: "There goes the resale value," followed in quick succession by "It's just a toy," and then by "Yes, this is what I really want to do." With that final thought, I applied the paint remover.

All the paint and lettering on the sides of the caboose must be removed or else a very noticeable ridgeline will show through the new coats of paint. I write from experience about ridgelines! I invested extra care while applying the paint remover to prevent it from affecting the roof paint.

Painting was quite straightforward, and I was pleasantly surprised with the results. I applied Crystal-cote to increase the shine. I also spayed the decals with Crystal-cote and allowed them to dry overnight to increase their tear resistance.

Bill of Materials:

<u>Qty</u>	<u>Part Number</u>	<u>Manufacturer</u>	<u>Description</u>
1	17606	Lionel	NYC smoking caboose
1	48-230	Microscale	Decal, Santa Fe Cabooses
1		Microscale	Micro Set
1		Microscale	Micro Sol
1	5421	Polly S	Paint and Decal Remover
1	130004	FloQuil	Crystal-cote
1	130011	FloQuil	Reefer White, can spray paint
1	130020	FloQuil	Caboose Red, can spray paint
1	110011	FloQuil	Reefer White, bottle paint

If painting roof or roof touch up is required:

1	130010	FloQuil	Engine Black, can spray paint
1	410446	FloQuil	Monon Black, bottle paint

Conversion Project

Later, I dipped the decals in water and floated them into place using Micro Sol. My biggest challenge was getting the yellow horizontal stripe straight. The rivet pattern on the side of the shell became a helpful guide. I used Micro Set to set the decal in place. The strip is continuous from front to back.

The next step was to apply the yellow Santa Fe herald. I used the big herald that came in the decal set. I placed the herald between the back window and the grab rail below the roofline. I aligned the bottom of the horizontal crossbar inside the herald with the bottom of the full body length yellow strip. That was a challenge! Locations of the rest of the decals were determined from caboose pictures I had on hand.

Now I was really getting into detailing this caboose. I applied small white decal strips to the edges of the steps

as safety strips. I painted the outer handrails on the end platforms white along with all the handrails previously removed from the body shell. After one more light spray coat of Crystal-cote, I reassembled the caboose. Hmm, looks like I have enough paint left over to do another conversion.

I'm now working on two improvements for this caboose. First, placing the last three digits of the car numbers on the front and rear sides of the cupola between the windows; the decals provided in the set were too wide. Second, replacing the handrails with a thinner diameter white material that can be shaped to match the current handrails.

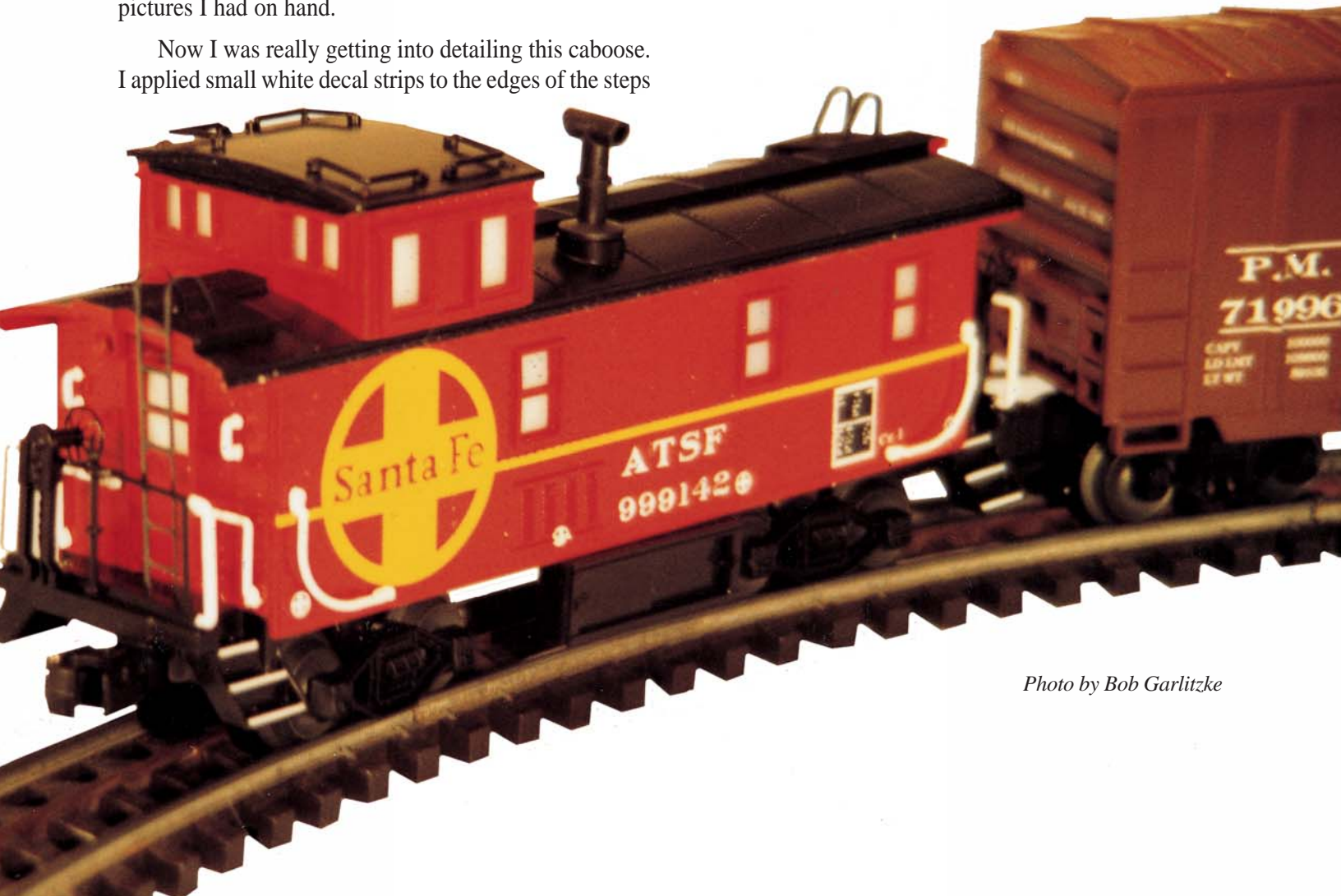


Photo by Bob Garlitzke

The Tinplate Cannonball

by Ken Morgan

RM 12231

Now that we're all somewhat versed in the early locomotives by Lionel in O gauge, it's time to look at something for them to haul around that oval of track. Yup, an oval. That's what Lionel sold with them — a simple

a Pullman, the top class of the railroad. After all, the original versions on the prototype were called "Pullman Palace Cars." Nothing but the best was good enough for the imagined riders of Lionel trains! These cars had only four wheels, which were not prototypical, but this configuration made it easy to set them on the tracks of a layout. They are the only four-wheeled cars in this early series. They were offered at various times in dark green, brown, and maroon. In either the green or maroon versions, you could get a matching loco. They were lettered "New York Central Lines" and fit very nicely



Photo 1

Photo by Ken Morgan

oval of track. I'm talking closer to the prosaic little motorized gondola to attract attention to your shop's window than I am to a scratch-built car in Model Builder magazine, both in terms of time and layout skills!

Before I get started, anybody know who Leonard Slye was? The answer later on.

Unlike the 12-inches-to-the-foot railroads, Lionel has always seemed to make lots of money on passenger service relative to freight - at least if you look at the ratio of freight to passenger equipment in the catalogs. So I'll start with the passenger equipment, the "varnish," if you prefer.

Old Mr. Cowen knew his marketing; he offered customized choices. Just like with the locos, passenger rolling stock came in different sizes and colors. With one exception, these cars weren't produced with bright colors, but at least there was some variety. In many cases, the cars bore prototypical railroad names.

Starting at the small end, the basic passenger car was the number 600 Pullman. Not just a coach, mind you —

behind a 150. These cars were offered from 1915 to 1925 and are 5-1/2 inches long.

The next size of passenger cars were the 601 and 602 Pullman and Baggage, respectively. These cars were very common and were produced in dark green with a reddish-brown wood-grained trim piece inserted for both windows and doors. This type of construction was to become Lionel's standard for most O and Standard Gauge passenger cars. It is a single shaped piece and is fit in over tabs bent inward from the car body. It has a longitudinal "bench" which seemed designed more to improve rigidity than to simulate seating for passengers. In these early cars, it merely projects into the car and ends. In the later cars, which I'll cover in a future article, it is bent back upon itself and down, and provides some color contrast and the area where numbers and lettering were printed. On these early passenger cars, all printing is on the basic car body, not on this inserted piece of trim. Like the Pullman insert, the doors in the baggage cars are formed from a single piece of metal, so they slide open and closed together. Between the doors was

stamped: “United States/Mail Railway/Post Office” in gold, on three lines with the top line arched. Both cars are also lettered “New York Central Lines.” These cars have simple black stamped metal four-wheel trucks and came in sets with the medium-sized locos such as the 152 and 154. The 602 was also produced briefly in orange with the same inserts and had a matching 603 Pullman. They are now more difficult to find. A very rare 702 — the 602 overpainted in gray — was offered with the 203 armored loco. The 601-602 was produced from 1915-23. The orange ones date from about 1922. They are seven inches long.

The next cars in this series were offered from 1920 to 1925. Numbered 603 and 604, they were Pullmans, but now with an observation car as the second car in the set. They were 6-1/2 inches long and came in orange with either maroon or the wood-trimmed inserts. They were cataloged with the 150 loco. The TCA book also lists a dark green set with a notation that it was “unique.” I interpret this to mean, “be extremely careful if this is offered to you for sale.” Construction was the same as the 601-602, but the windows were different. The earlier cars had single vertical windows; these were paired, with an upper rounded section per pair and with colored celluloid in the upper section. The TCA says it is white. I have one with white and one with mottled blue-green that looks original, but reproduction trim is available.

Notice the overlap of numbers here. In 1922, there were two orange 603 Pullmans, although the 7-inch one was not cataloged. Lionel did not often repeat catalog numbers, unlike American Flyer that seemed to do it regularly; much to the dismay of later collectors! This number combination reappears in later passenger cars, and it gives rise to an interesting bit of trivia about the 603. I know of no other case where Lionel used the same number for three different pieces of equipment — all of which were representations of the same original (Pullmans). These cars are not lettered NYC.

The final pieces in the early series, and varnish they were — the top of the line — were the 610 and 612 Pullman and observation cars. Note that these numbers were also repeated. These cars were 8-1/2 inches long, had the paired windows, and bore the “New York Central Lines” letterboard. They were most common in the same dark green with either wood-grained or maroon trim as the 601 and 602, but they were also available in maroon with dark green trim, and mojave with either version of the earlier inserts. These cars were cataloged with the top of the line 156/156X locos — which explains the dark

green and maroon versions, but not the mojave! They were available from 1915 through 1925. The TCA lists a matching 611 mail car, but I have not seen it listed in other sources, nor have I seen one for real. Nor would I take a chance on buying one!

I don’t happen to have any of the large cars, so **Photo 1** shows only the small- and medium-sized ones. That’s a 602 and two 601s (as they were usually cataloged with a 154; the second 601 was omitted from sets with the smaller 152) on the top shelf, with a 604-603 set and a pair of 600s on the bottom. This is the way they were typically cataloged.

All these cars have drop hook couplers, simple L-shaped hooks with “ears” on the bottom which fit into slots. They couple together easily and usually stay coupled; except that for some reason, the loco couplers don’t stay coupled as well. This is because the loco couplers are unsupported; that is, they hang down. The rolling stock couplers fit through a slot in the car body end, so are held up and parallel to the tracks. I find that putting the car’s coupler hook through the loco couplers slot usually works better, but I’m not issuing any guarantee! Later cars may have combination couplers, and the latch-type couplers had a slot for the hook.

Earliest production cars may be rubber stamped “The Lionel Manufacturing Company” on the bottom. As noted in my earlier articles on locos, this changed in 1918 when Lionel was incorporated. The stamping also changed to “The Lionel Corporation,” plus the usual “Made in U.S.A.” and “New York, NY.” I would expect to pay more for a “Manufacturing” stamp. Also, as far as I can tell, not all cars were stamped. I have some without the stamping, and there is no sign that it was either worn off or removed. So my presumption is that it was never applied.

Next time - the freight equipment.

Until then, as Leonard Slye used to say every Saturday on TV, “Happy Rails to you!” After all, why do you think it was the “Double R Bar” Ranch? What else could RR stand for, if not Rail Road? Surely not Roy Rogers, just because the King of the Cowboys and Dale Evans, the Queen of the West, were standing under that sign as they sang their good-bye through the tube to us at home.

Standard Gauge

by Grandpa Nelson G. Williams

RM 14062

Lionel's 1929 Coal Train

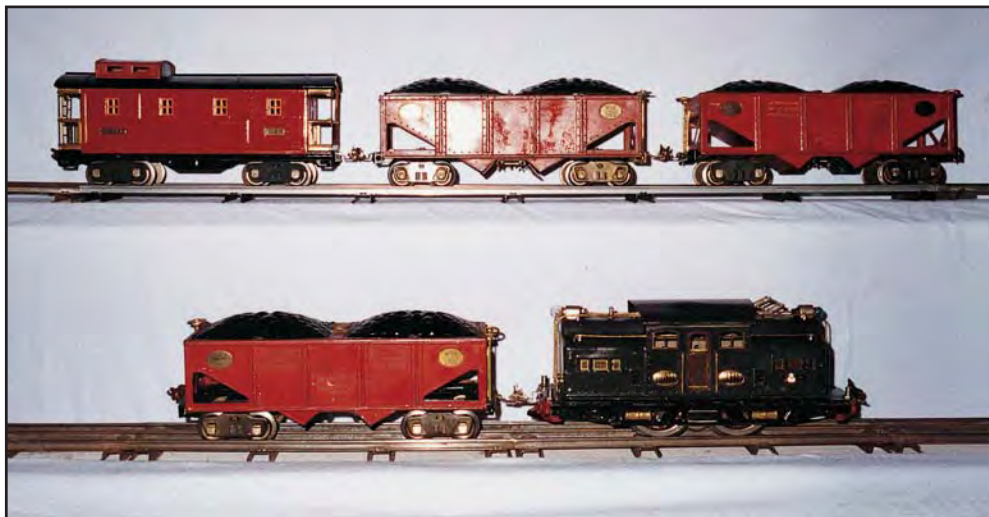
Although the 1929 Lionel coal train is justly famous, some collectors have misled others about it. This may be deliberate, like repainting a locomotive or a caboose to produce a fake coal train. In other cases, an excess of enthusiasm may have promoted a version of the coal train that never was sold by Lionel. Mea culpa. I myself gave some misleading information in previous articles on this subject, and thank those readers who corrected me.

Strictly speaking, the authentic Lionel coal train was the one shown in the 1929 catalog. The original list price of only \$38.75 is incredible and included 16 sections of track and a rheostat. The consist was a black 318E electric outline locomotive, three dark red 516 hoppers with capacity data stamped on their sides, and a matching dark red 517 caboose with a black roof and orange window inserts. I first saw a set at the TCA National Convention in Anaheim twenty years ago.

My personal coal train differs because (1) my dark gray 318 engine is an earlier version, with a manual reverse instead of an E unit, and (2) my 516 hoppers are

miscellaneous cars with the capacity data mostly worn off. Lionel 516 hoppers came with or without the stamped capacity data, and with or without the metal coal load covers. We kids often lost those. Replacement covers have been offered in metal and in plastic for the 516 hoppers, and even for the larger green 216s — which had none originally.

By luck, I do have an original 517 coal train caboose. I must confess that my first one was a fake, which I made



My 1929 Lionel coal train with the older 318 engine on the point, three 518 hoppers, and the authentic red and black 517 caboose.

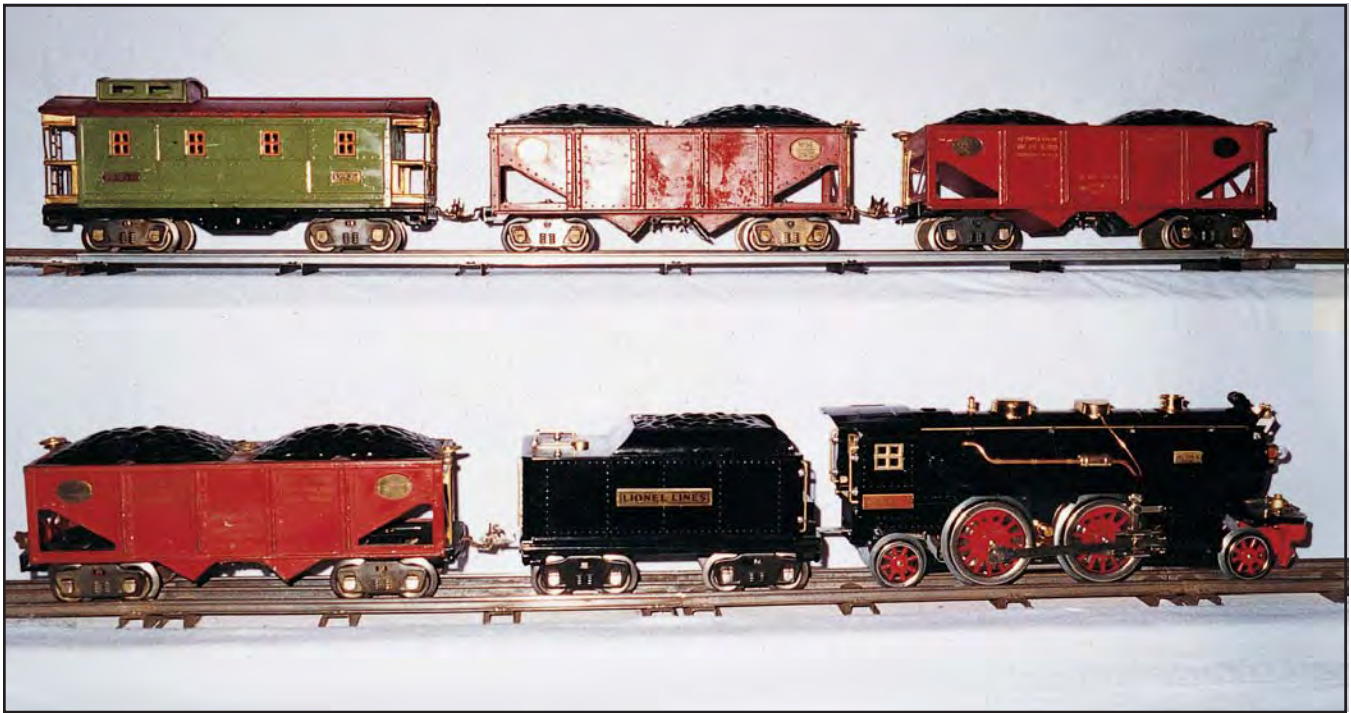
by spray painting the roof black on a red 517 myself. My second one was “restored” by Otto Gall, who sold it to me for \$65 since we doubted that it was the genuine article. Several years later, Otto had another one for sale. It sat on his table at a TCA meet two days. Just before he packed it to take back home, he asked me to give him \$65 for this one too. I sure did, because it is NOT a repaint, but one of the original 511 coal train cabooses (it’s worth about \$500 now).



Can you tell which is the authentic Lionel 517 coal caboose? It's on the right.

There is more to the true story of the Lionel coal train. There was a different consist in 1930 and later.

The engine was a 2-4-2 steam locomotive, the 390E and its tender, with three 516 hoppers and a 517 caboose. BOTH the engine and caboose were green, like those my friend John Vassal has in its original set box. This green caboose with a



My 1930s Lionel coal train with a black 390E Lionel Classics locomotive, three 516 hoppers, and the correct green 511 caboose with a red roof and orange window inserts.

red roof and orange window inserts is a fairly common variation of the 511.

The most famous example of the 1930s coal train is that of the late Frank Petruzzo, as seen in “Great Toy Train Layouts of America, Part VI” (TM Books and Video). Frank used two 390Es on the point, pulling a string of twenty-seven 516 hoppers and three 511 cabooses. His rolling stock was said to be 100% authentic,

So is my own 390E, a postwar Lionel Classics reproduction in black.

Although my two coal trains lack 100% authenticity, I enjoy showing them to visitors as I tell their story. In the 1930s, we boys liked to run our 516 hoppers up a track over an old fashioned wooden cheese box. When we opened the hopper doors, a payload of marbles or gravel fell into the box. We had to help our 1/24 wind-up tractor push a hopper up the steep grade when our 1835E locomotive was busy elsewhere on the layout. Today I have a small diesel engine built by Glenn Gerhard and Red Forney that can get a loaded hopper up an easier five percent grade to empty it into a smaller bin.



My Glenn/Forney yard goat positions a 516 hopper with its doors open to discharge a payload of gravel. Note the capacity data on its side and coal load covers in place. At least one of the covers has to be removed when filling the hopper with gravel, marbles, or coal.

although some pieces were restored with original parts. However, the black locomotives and red and black cabooses are the wrong colors.

A final note of caution to the unwary. There are probably more repainted red and black cabooses than Lionel ever sold in those colors. And there may be as many green 390E repaints as originals. When in doubt, assume what you see is a repaint and price it accordingly. Some day you may be as lucky as I was to get a genuine red and black caboose at a bargain price.

Photos provided by Grandpa Williams

Chief Dispatcher

by Bob Amling

RM 9116

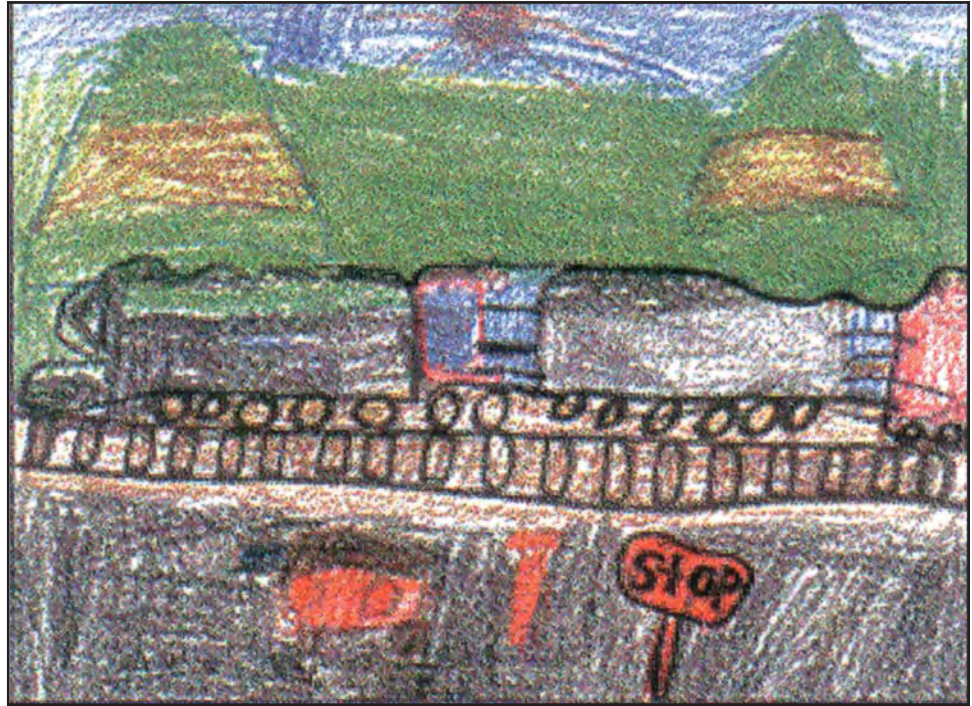
Bah, Humbug!

As I write this column approximately three weeks after Christmas, the G-scale Christmas layout is frozen to the ground. This particular operating session wasn't one of my better outings. There were several derailments and one real disaster. Having purchased the Bachmann Shay last April, I eagerly awaited the Christmas season to set-up this layout in the front yard. After a couple of days of running the LGB 2020 with seven — yes, seven — passenger coaches, I decided that it was time for a logging train. I had it all figured out, or so I thought. I would use the Lionel™ flats from my Christmas train as log cars and have a nice log load for my new Shay.

I spent an hour viewing the tape that comes with the Shay and lubricated the engine according to the instructions on it. Then it was time for the shakedown run. It ran flawlessly. In fact, it's so quiet I'm going to have to install a sound unit. Then Murphy's Law took over. At three-quarters of the way around the loop, the Shay derailed. I set it straight and started again, but a little further along it derailed again. It was then that I realized that the low-slung truck frames were snagging the track power connectors. That ended the Shay's run for this season. There was no way that I was going to take the track apart to solder the feeder wires directly to the rails. With such a short operating session, once the track is down, it's down. I will get this resolved before next Christmas!

A Young Artist in the Family

Artwork by my grandson, Matthew Amling, has been published in Lionel's Kids Club magazine. Matt drew and colored the picture shown below. Matt is patiently waiting for his father, Great Grandpa and I (Grandpa Choo-Choo) to start building the Lionel layout in their attic. When Matt isn't watching the Miami Dolphins or playing team soccer, football, basketball, and baseball,



Original artwork by Matthew Amling; courtesy of Lionel Kids Club

he enjoys watching train tapes. When we do get that layout started, I'll report our progress for the benefit of other dads and grandpas via this column.

Chief Dispatcher Derailed

It was a cold night in January. As we sipped some refreshment to warm our innards, I was at the controls of Gene Parrotta's extensive layout. Gene has an intricate switching layout; one can run four trains continuously with very little effort. But not this boy. As I have said in the past, I get bored watching trains run in circles. With all the possibilities on this layout, you can really get into it. But you have to pay attention! There is one route where a train on the inner switching loop can venture out onto the inner mainline for a short time. To make matters more complicated, I reversed the direction of the switcher. When the inner main Highball was at the far end of the

loop, I allowed the local switcher to traverse the shared trackage and then get off the main before the Highball returned. I allowed myself to be distracted, and I missed closing a switch. I suddenly had the trains on the inner main heading up the switching loop, head-on toward the switcher. We're talking postwar Lionel Hudsons and Geeps here, but fortunately disaster was averted with 98 scale feet to spare.

I talked my way out of that one and retained the throttle. But not 10 minutes later I engineered a real disaster. I allowed the switcher to creep up to the interchange while awaiting a locomotive and passenger consist on the inner main to pass, but I mistook the point of changeover in the block. Suddenly the switcher was under the control of the inner main throttle, and it careened toward an unintended meet at the switch onto the main. Well, it happened — the switcher nailed the second and third coach broadside and derailed the whole passenger train, not to mention the scissors effect on the tank cars behind the switcher. I imagined the landscape littered with dead passengers and the once-pristine environment of Lower Parrottville eternally polluted by toxic chemicals! My peers appropriately reprimanded me, and my punishment, set down by Wally Just, was to write this account. If confession is good for the soul, I should be feeling better any time now!

As I sent the final version of this text along to the *TLR* editor for publication, I learned that Gene Parrotta had passed away. The Brooklyn (NY) Tuesday Night Brotherhood of Locomotive Engineers has lost another fine member. I want to believe Gene is now operating at a Higher Level according to a Celestial Order.

Beware of Spikes

I have read a lot of chatter online about electrical spikes toasting circuit boards. I have also read the informative article in *OGR* Run 164 by Jim Barrett in the Back Shop. The way Jim explained it, dirty track or an unnoticed derailment can cause these spikes. When the engine encounters dirty track, the current soars and tries to bridge the gap. These spikes for the most part appear

to be tolerated, although Jim points out that continued operation in this manner may have an additive affect. On the other hand, derailments seem to cause a problem more quickly. Jim attributes this phenomenon to MTH Z4000s more than to Lionel ZWs.

After reading the article, I thought I understood the matter. Then I received the MTH Club Newsletter which somewhat refuted the statements pointed at the Z4000. MTH suggested that the boards vulnerable to this problem are aftermarket QSI boards; not the manufacturer's original equipment QSI boards supplied with MTH products. A counterpoint to that explanation is the fact that disaster has struck in Parrottville. Not me, I was 680 miles away! It seems there was an unnoticed derailment and the originally equipped UP Veranda suffered a fried circuit board. Please note that I have not written this to demean any manufacturer, but rather to make you aware.

There is a "fix" on the market now selling for \$80. You will need one for every separately powered loop. In my humble opinion, every manufacturer should step up and provide a "fix" that will protect their product — free or at cost. From what I have read, circuit boards can be built with the capacity to absorb these higher spikes, but current models absorb spikes of about half the "killer" voltage. On the other hand, the Z4000 could be retrofitted to trap these spikes right in the transformer, as the aftermarket device does. How about stepping up to the plate, Mike [Wolfe], and hit a homerun with a handful of electronic parts to fix the Z4000?

About Train Module Standards

Trying to set a standard for the train modules at a LCCA function is not an easy task. There are many very active area clubs that have developed their modules to a particular standard and operated them for quite some time. Many of these folks are LCCA members. Picking an arbitrary standard at this point in time would exclude many individuals and groups from participating in the LCCA/LOTS modular layout at the 2000 Joint Annual Convention.

I have contacted three groups that appear to account for the majority of the modules in widespread use. I believe that there are many more groups that are closely aligned with these groups.

There is one standard that must be followed; all modules are based on a multiple of four feet in length. Anyone wishing to participate should build a module divisible by four; e.g., two modules at six feet long equals three modules four feet long.

Too many variables will get us into trouble, such as:

- Different types of rail; tubular or other
- Distance of center rail from front edge
- Distance between center rails; 4-1/4" centers suggested
- Railhead height from floor; 40" suggested
- Type of electrical connectors (Radio Shack 4 blade equipped with #14 SJ cord suggested)
- Power lead assignment on connectors
- Number of mainlines; two or three.

We can overcome these variables in several ways:

1) If you are new to the modular railroading world and are building a module or two for the convention, build it to one of the standards listed here.

2) If you are a member of a group that has different standards than these, and the group is bringing several modules, bring two transition modules along. These could be blank modules where you would install the track at the convention, thus making adjustments for track type or position.

3) If your group's table height is not within the suggested height, you could possibly change the length of the adjustment screws/bolts in your table legs.

4) It seems that most folks use the Radio Shack 4 blade connector. Even if all did have the same connector, we still have to address the assignment of leads on the connector. If each individual or group carried one extra connector pair, they could be plugged into your first and last modules and used as pigtails.

5) I believe the most difficult variable is the number

of tracks. Many clubs started with the two-track approach, but then moved to a third main line. To address this we could group all the two-track modules together and then install a balloon track at each end of the three-track modules. Otherwise, if a two-track module could be fitted with a third track without destroying scenery, that would be a fix.

A Model for a Millennium Module

I have received specifications from Carl Person of the Delaware Valley Tinplate Trackers. Carl sent a plan of the DVTT module and a really straightforward description, so I'm going to sit back and let Carl explain it. His drawing is shown as **Figure 1**.

The drawing is for the basic straight module. Each train group has adopted their own design for the corners. Our group has the widest radius curves of all the groups. Our corners are actually composed of two modules per corner. The inside radius is 4 feet, 8-1/2 inches. The center and outside are each an additional 4-1/4 inches beyond. We also use six-foot long modules for our yard leads. If you use a six-foot module, it is necessary to supply two so the length is divisible by four.

The basic modules are a variation from the original Al Bailey "Tinplate Tracker" specifications. They have two main lines spaced 8-1/2 inches apart as measured from the center rails, and this allows use of Lionel 022 switches. We have added a third track between these (4-1/4 inches to the center rails), and this will accommodate Gargraves switches.

The drawing was made up several years ago. Since that time, we experimented with using DOW blue insulation Styrofoam board instead of plywood for the top. I have constructed two modules with it myself. Originally, one of the Independent Hi-Railers built some modules using it. They require a little extra care in handling but are much lighter to handle. Also, I believe each group (and also within each groups) the members have various methods for attaching legs. The method used by our group does not require handling tools or hardware, which in turn simplifies set-up and tear-down time.

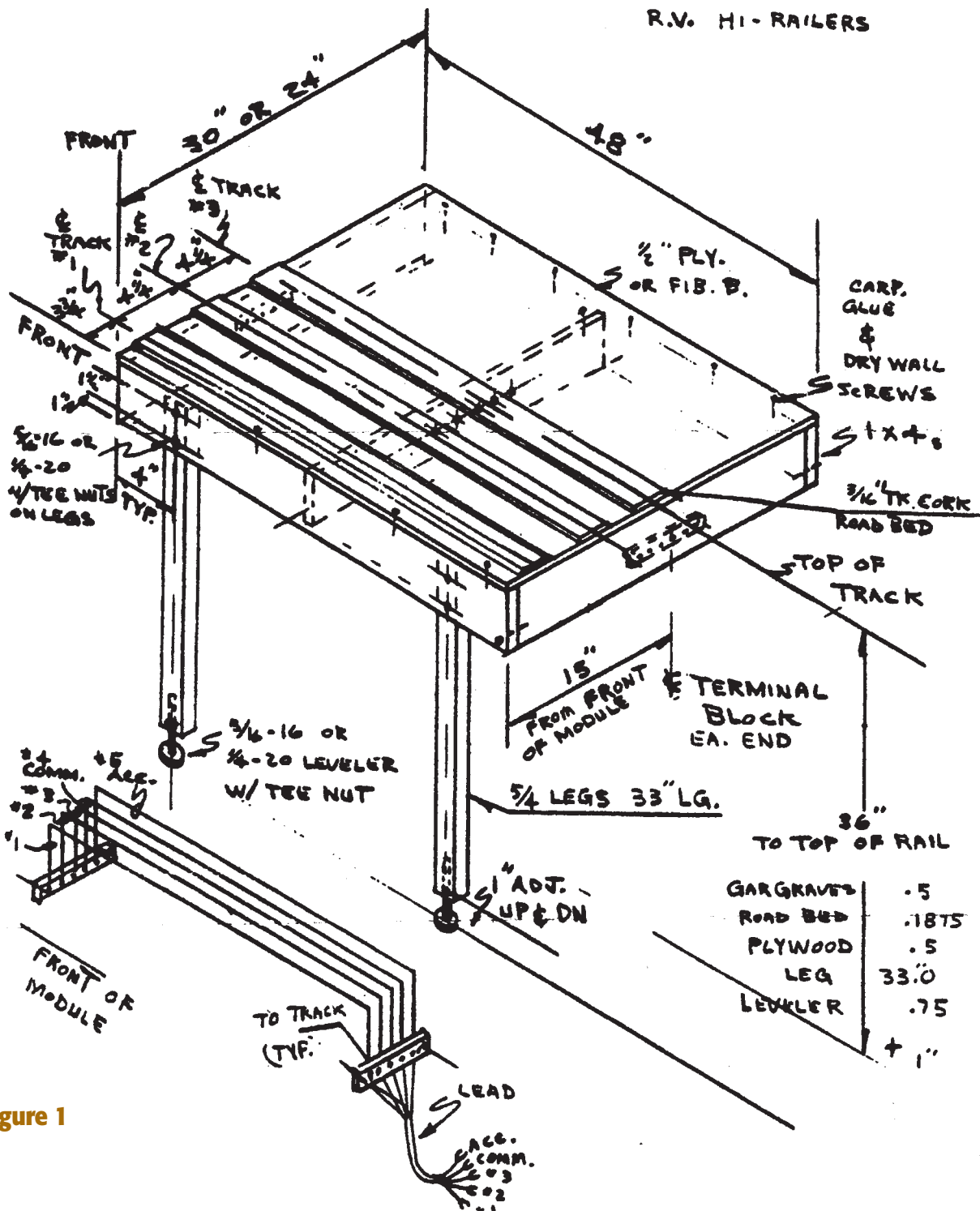


Figure 1

Thank you Carl, for that informative description. Thanks also to Tom Hancock and John Flinn for providing insights to the modular world. Gentlemen, let the hammering begin!

If anyone would like a paper copy of this straight module plan, send a LSASE and I will send it along. If you have questions or comments, e-mail me at:

hirail02@aol.com or call me at 718- 934-2548.

Be sure to take pictures and some notes while you are building your module for presentation at the LCCA/ LOTS Joint Annual Convention in 2000 at Dearborn. Send photos and narrative to me, and I'll share your experience with other LCCAers through this column.

The Good Old Days

by John L. Kirsh, Jr. RM 16518

and Look at those Good Old Prices

This newspaper ad was taken from The Philadelphia Evening Bulletin newspaper dated December 4, 1917. It was found in some of my father's old papers. He worked for the Pennsylvania RR for 42 years and retired as superintendent of telegraph & signals in the eastern region. Dad was 23 when this article was published, was just out of college, and was ready to put on an army uniform and enter WWI. I really don't have a clue as to how or why he decided to save this ad.

Snellenburgs was a large department store in Philadelphia, like Macy's or Gimbels in New York. In today's world of collectibles, you just can't throw things away without checking them for value or history.

Then as now, the ad writer tried to relate the news of the day (about WWI) to the content of the ad with the headline, "No Appeal for Government Control of the Railroads." Look at the prices published in this ad! I thought the top train was a wind-up, but it was described as a "real third rail track" in the descriptive text.

Trains by all big three at that time — Lionel, Ives, and American Flyer — were all presented in this ad. I can't figure out the item under the American Flyer miniature R.R. set; it's advertised for \$1.25. At the bottom of the train column, check out the electric arc lamp for \$1.50, and there is a special on Lionel transformers for \$3.25. Unfortunately the price of the Gilbert Erector set at the bottom of the ad has been lost. How about that Flexible Flyer for \$2.50?

I suppose we could call 1917 "the good old days," but train hobbyists of that era didn't have the good stuff we enjoy today—fidelity to scale, highly detailed locomotives, operating cars, and working accessories.

John is a 70-year-old retiree of Bell Atlantic Telephone Company with 36 years service. He and his wife live in Chester County, Pennsylvania. At present, he is building an O gauge layout in the basement and enjoying this time of their lives.

AY, DECEMBER 4, 1917.

STORE OPENS DAILY AT 8.30 A. M. CLOSSES AT 6 P. M.

TUESDAY, DECEMBER 4, 1917.

SNELLENBURGS

ENTIRE BLOCK - MARKET. 11TH TO 12TH STREETS

SEE OUR OTHER AD ON PAGE 15

There's no Freight Congestion, no "Tie-up", no Appeal for Government Control of the Railroads in Toytown



They're busy all the live-long day, bustling along by clockwork or traveling over real third-rail tracks in a way that delights the hearts of all the children who come to watch them wind in and out of tunnels, cross bridges, fly past gatemen and signal towers and stations just like the real trains that everybody likes to see go by.

RAILROAD OUTFITS

Outfits are constructed so as to make it possible for a boy who has started with a modest outfit to extend his railroad. He can buy several pieces of track, a switch, additional cars and coaches, or a locomotive or a semaphore, or a bridge, station or tunnel, etc., and in this way enhance the educational value of his outfit as a whole.

Lionel Electric Train Sets, Special at \$4.50



Locomotive with electric head-light, 2 Pullman cars, 8 sections Curved track and Rheostat.

Other Lionel Sets up to \$31.50 Ives' Mechanical Trains, Special at \$1.35 set

Outfit consists of locomotive, tender, car, and eight pieces of curved track.

Ives' Electric Trains, Special at \$3.25 set

Consisting of locomotive, tender, car, 7 pieces of curved track, control switch, terminal signal and connecting wires.

"American Flyer" Miniature Railroads, \$1.25 set

Engine, tender, passenger car, and eight sections of track.

Electric Arc Lamp with one light, 3½-volt bulb, \$1.50
Electric Arc Lamp with two 3½-volt bulbs, \$2.50

Lionel Transformers, Special at \$3.25

Give a Boy a Gilbert Erector Set

and you're sure to please him.



This wonderful construction toy builds houses, aeroplanes, battleships, bridges, sky-scraper

Children's Toy Rockers



Constructed so that the kiddie cannot throw himself out or injure himself in any way. Also so that he can go in and out without the aid of grown-ups. Large and roomy.

In natural wood \$2.50
In white enamel \$2.95
Other Shooflys \$1 to \$4.50

Bloch Doll Reed Hood Pullman, Very Special at \$9.95

This coach cannot be duplicated in Philadelphia for less than \$13.50. It is woven of finest half-round reed, with reclining back and corduroy cushions. Hood lined with corduroy; rubber tire wheels; white enamel finish.



Other Doll Carriages, 35c to \$14.50

Including perambulators, go-carts and strollers in all sizes and finishes.

Cunning Little Kitties, 59c

Imported toys worth fully \$1, and great favorites with babies.



Flexible Flyer Steering Sleds, \$2.50 to \$12.75



LIONEL® COLLECTORS CLUB OF AMERICA

29th ANNUAL CONVENTION REGISTRATION FORM



Form may be
photocopied

Pre-Registration – Must be received by May 30, 1999
(Registration received after May 30th or at the door – \$54)
(No refunds after July 15, 1999)

Please Print or Type

Name: _____ LCCA#: _____

Address: _____ (First) (Middle Initial) (Last) Phone #: _____

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

Spouse's Name (if attending*): _____ (*If spouse is a Regular Member, Registration must be paid.)

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

Member's Name _____ LCCA# _____

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

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

Tables - Each with one chair _____ @ \$20 = _____

Electrical Hook-up _____ @ \$25 = _____

Get Acquainted Party _____ @ \$12 (Adult) _____ @ \$17 (Adult) _____ @ \$6 (Child) = _____

Family Banquet Make your entree choice: (RADISSON Guests) (non RADISSON Guests) includes salad, vegetable, coffee/tea/milk, dessert

Adult _____ Wood-grilled Glazed BBQ Chicken Breast

_____ Pasta Primavera Ratatouille _____ @ \$37 = _____

Children _____ A menu especially designed for younger guests _____ @ \$15 = _____

Tours Selection Enter the total cost of the tour(s) selected on page CS4 on this line: \$ _____

List the Tour #'s and seats (e.g., Tour #1, 2 seats; Tour #4, 4 seats; etc.) below:

GRAND TOTAL = \$ _____

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

Or to charge to your credit card, fill out the information below:

CREDIT CARD # _____ VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

Send this form or a photocopy with check/money order or credit card info to:
1999 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.
Use the separate form to make your reservations at the Radisson Plaza Hotel Fort Worth and mail your request directly to their address listed on the hotel reservation form.
Arrival Date: _____ Departure Date: _____

Downtown in "Cowtown"

by Douglas Harmon

A Great Train Town of the Old West

Real horses and "iron horses" gave the West its exciting history. Fort Worth, Texas, is a wonderful living example of how the industrial age of the railroad impacted the "wild and woolly" West. Anyone interested in the history of railroads will enjoy the opportunity to be in Fort Worth and learn about this history as well as the important role of railroads in the Fort Worth economy today.

The upcoming LCCA Annual Convention in "Cowtown" in August, 1999 offers a perfect opportunity to learn about a chapter in the American story of the railroad and its impact on opening up the American frontier.

The Railroad Comes to Fort Worth Just in Time

The dramatic story of the railroad coming to Fort Worth is one of the classic tales of the Old West. After the Civil War, it had become clear to all Texas businessmen that the railroad would create the new towns and cities and would establish the places where commerce would take place in this new undeveloped land. Small towns had grown up in various locations, but their futures in most cases depended upon whether the railroad would eventually reach their locations.

After the war, Fort Worth was a small, struggling county seat desperately hoping for a rail line to reach its city limit. A land grant had been given to the Texas & Pacific conditioned upon reaching Fort Worth by 1874. Fort Worth businessmen donated 320 acres of land in the south end of town (along what is now Lancaster Street and is the location of the 1930s-era T&P Station) for the rail yard once the railroad reached the city. The deadline was missed and then extended a year. In spite of this adjustment, the rail line had not reached Fort Worth. Desperate for the train to reach the

city, local citizens organized a special construction company to complete the line and volunteers began building the roadbed for the T&P to help it reach their city.

In the state legislature, there was a huge struggle to keep the legislature from adjourning and thereby sacrificing the land grant to the railroad. The supporters of Fort Worth fought hard to keep the Legislature from adjourning, in part bringing a sick (but sympathetic) member on his cot into the legislative hall each day to vote against adjournment. The effort worked. On July 19, 1876, at 11:23 a.m., the first train reached Fort Worth, so the T&P kept its land grant.



Tarantula Steam Train

Once the T&P reached Fort Worth, a long and important railroad history began for the town. Already known as "Cowtown" because of its location on the cattle trail going north to Kansas, its cattle heritage fused with the railroad and created a new future for Fort Worth.

Cattle and Trains

The thousands of longhorns roaming Texas after the Civil War saved the state from its economic despair. However, weeks of moving the cows north along the trail was a difficult and inefficient way to reach the railheads in Kansas. Even after the railroad reached Fort Worth, the problem was not completely solved. Shipping live animals in rail cars was also rather inefficient. By perfecting the refrigerated rail car at about this same time, the railroad stimulated the growth of the cattle industry because it provided the rationale for the meat packing industry in Fort Worth. After several unsuccessful efforts,

Fort Worth businessmen attracted both Swift and Armour to establish large modern meat packing plants in Fort Worth in 1902. As a result, the city soon became the third largest meat-packing center in the U.S.

Historic Fort Worth Stockyards

The Stockyards still stand today as a living monument to the success of railroads that served the needs of the livestock industry. When you visit the Historic Stockyards District, you will quickly identify the rail area between the big barns along Exchange Avenue and see the packing plants on the hill to the east. In the area now used for



parking, incoming trains brought live animals to the Stockyards and later left the area with processed meats packed in refrigerated rail cars.

Today, the Tarantula Steam Railroad comes directly in the south end of the Stockyards Station, which formerly was the old Hog and Sheep Building. The arrangement of the rails is not precisely accurate, but rail buffs will enjoy this unique historic area.

Train Robberies

The Old West provided many special challenges to modern rail technology as it moved across the plains. Roaming bands of Comanche and Apache Indians were a major problem for the crews that built the roadbeds and laid the rails. Another perplexing problem that became quite serious in Texas was the development of train robbery as a way of redistributing the wealth of the West. Fort Worth was once a significant staging area for train robbers. Sam Bass, who lived just north of Fort Worth, was one of the better known train robbers who “worked” the area. The most famous group of train robbers was Butch Cassidy and the Sundance Kid and the Wild Bunch. They were number one on the “hit list” of the Pinkerton Detectives who were desperately trying to stop the troublesome train attacks. Fort Worth named its downtown center as Sundance Square after this famous train robber. No other city in America gives such attention to this particular aspect of railroad heritage!

A Train-conscious Convention Site

Visiting Fort Worth is a great experience for anyone interested in trains. It is a taste of the Old West in a city that was made great by the railroads and which still regards railroads as extremely important. “Cowtown’s” railroad history will be a fascinating fringe benefit to those who visit the city during the 1999 LCCA Annual Convention.

The convention hotel is just a few blocks away from the former Santa Fe (now Amtrak) Depot that will soon be restored to its former glory. Also nearby is the now abandoned T&P RR headquarters building and depot — a significant example of art deco architecture. Hopefully, it can be “recycled” into a contemporary use.

Activities in Fort Worth in August

For those who decide to come early and/or stay late, there are activities above and beyond the LCCA Annual Convention that might be of interest. Here’s an abbreviated list of what’s going on in “Cowtown” in mid-August.

Legends Car Racing at Texas Motor Speedway

August 12

Stockyards Championship Rodeo

August 13, 14

American Quarter Horse Association World Championship Show

August 13, 14, 15

Ringling Brothers and Barnum & Bailey Circus and Pawnee Bill’s Wild West Show

August 14

Fort Worth Museum of Science & History

Robot Zoo exhibit

Omni Theatre

“Africa’s Elephant Kingdom”

Bass Performance Hall Concerts

Billy Bob’s Texas

Country Western music and concerts nightly

Caravan of Dreams

Jazz, Blues, and alternative music concerts

White Elephant Saloon

Country Western music

Douglas Harman is President and CEO of the Fort Worth Convention and Visitors Bureau.

Photos courtesy of FWCRVB





Form may be photocopied

PLEASE NOTE

RESERVE ROOM(S) WITH A CREDIT CARD OR MAKE CHECK/MONEY ORDER PAYABLE TO: RADISSON PLAZA HOTEL FORT WORTH. DO NOT SEND CURRENCY.

ORGANIZATION: Lionel Collectors Club of America

FUNCTION: 1999 Convention

DATES August 11, thru August 15, 1999

ALL REQUEST FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 1999

Please reserve accommodations for: Print or Type
NAME COMPANY Lionel Collectors Club of America
ADDRESS
CITY STATE ZIP CODE
SHARING ROOM WITH NO. OF PERSONS
SIGNATURE PHONE NUMBER

Table with columns for MONTH, DAY, ARRIVAL TIME, MONTH, DAY

CHECK IN TIME: AFTER 3:00 PM
CHECK OUT TIME: 12:00 NOON

ARRIVAL DATE DEPARTURE DATE

ACCOMODATIONS WILL NOT BE CONFIRMED WITHOUT A CHECK FOR THE FIRST NIGHT'S DEPOSIT OR YOUR CREDIT CARD#. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL THE TOLL-FREE WORLD-WIDE RADISSON RESERVATION NUMBER: 1-800-333-3333.

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

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-333-333 FOR RESERVATIONS
PLEASE RESERVE NO. OF: SINGLE TRIPLE LOCAL RATES ARE: \$97 FOR SINGLE, DOUBLE, TRIPLE OR QUAD, PLUS APPLICABLE TAXES.
SMOKING ROOM DOUBLE QUAD NON-SMOKING ROOM
THE SPECIAL LCCA CONVENTION RATES WILL BE HONORED BOTH 3 DAYS BEFORE AUGUST 11TH AND 3 DAYS AFTER AUGUST 15TH FOR THOSE WISHING TO COME EARLY OR STAY LATE. IF RATE OR ROOM TYPE IS NOT AVAILABLE, NEAREST AVAILABLE RATE WILL BE ASSIGNED. ROLL-A-AWAY CHARGE \$15.00. AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES OF 13%. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.

Fill out all necessary information and mail directly to:
RADISSON PLAZA HOTEL FORT WORTH
Attn: Reservations Department, 815 Main Street, Fort Worth, TX 76102
Phone: 817-870-2100 Fax: 817-335-3408

Connections

by George Nelson

RM 9116

Browsing the Internet

In the training business we frequently say, “The best way to learn anything is to teach it.” This is also true with regard to writing about any subject, and I thank those of you who took time to read my first column — and a special thanks to those who e-mailed me with suggestions and more learning.

Want your own web site? How difficult is it to set up a web site? I found an easy way to do this, so I set up a site for my local Mobile-area club. Alabama Live, www.al.com, an internet web site sponsored by several Alabama newspapers, advertised in the newspapers that they would provide free web pages for community organizations. I logged onto Alabama Live and followed simple instructions to set up our site, with a user name and password so only I can make changes. After several days for Alabama Live to check my work, the site was posted so anyone can access it. Many internet service providers such as America OnLine and software companies such as Family Tree Maker by Broderbund will also provide and help you design personal or organization web sites.

Our web site doesn't have any photos, but it's functional — and a start. I invite you to check it out at <http://community.al.com/cc/swarm>. Our home page tells about the club (South West Alabama Railroad Modelers, or SWARM), gives a contact, and lists upcoming events. A second page gives links to Trains magazine (a concession to club members who aren't into O gauge), Lionel, LCCA, LOTS and The O Gauge Toy Train Page. The third page allows anyone to send word about this site to a friend.

The O Gauge Toy Train Page

The first response to my initial column in *The Lion Roars*, February 1999, came from Jerry Baker (RM 21842). Jerry e-mailed me a “well done,” but said I had left out the net's most comprehensive resource for O Gaugers. Jerry went on to say that his web site is a labor of love, with hours and hours of work finding links and keeping them current. Also there is no advertising on the site to support Jerry's habit.

Of course, I was pleased that someone read my column — and I immediately logged onto the Internet and Jerry's web site, www.napanet.net/~jlbaker/

[index.htm](#). I agree with Jerry. This is a great site for O gaugers, or for anyone interested in trains. I recommend you check it out, including the web rings at the bottom of his home page. As mentioned earlier, when I set up the SWARM web site Jerry's was one of the five links that I chose, and Jerry has added our site to his links.

As I scrolled through the links on The O Gauge Toy Train Page, I found one that was familiar, www.merchantslanding.com, operated by Dave and Rosemary Gilbert in Baton Rouge. Rosemary is a member of LCCA (RM 10362). Many of my early train purchases were from their shop. Before I could contact Dave, I had an e-mail from him in response to the column in *TLR*. Dave says the Merchants Landing site was launched in October 1997, and it gets busier every day. He has shipped trains to Europe, the Far East and one to an outpost in the Northwest Territories.

Buying Trains on the Internet

Even though there are a lot of people selling and buying trains on the Internet, I am not one of them. Someday, but not yet. One of the e-mails I received was from Aaron Goldberg (RM 22129). Aaron wrote, I'm lucky enough to collect trains and work for a firm that is driving in the Internet space, so the combination is always of interest.” He mentioned the eBay auction site and asked if I would be writing about it. (Yes, and I'll borrow some of the information Aaron provided.)

Time Magazine, December 28, 1998 - January 4, 1999 edition, mentioned eBay in a sidebar titled, “One Stop for Auction Buffs.” They say, “Why waste time trolling all the online auction houses for a chance to acquire your next Beanie Baby, when a web site will notify you via e-mail that the next pink bear is about to go on the block?” This is a service provided by www.biddersedge.com, which covers every major auction site including eBay. The February 1999 issue of *Switcher* (LOTS) included two related columns, “ICKS-NAY The Ebay!” and “Train Buying and Selling on the Internet.” I won't delve into these articles at this time, but you might want to read them. With all the hype about eBay, I decided to take a look at their web site, www.ebay.com. I typed in and searched for Lionel and the search program found 3997 listings. You can organize the list in several ways. I looked at it in the default method, organized by time each auction would expire. The list gives an item title with a hyperlink to more information, the current bid price, the number of bids and the time the auction for that item ends. Many of the listings include photographs.

In his e-mail to me, Aaron starts his comments by saying that he has no stock or vested interest in eBay, but his experience shows train collectors are divided into two camps, one that wants to ignore this phenomenon (eBay auction site, and purchasing on the Internet in general) and one that is wholeheartedly embracing it. There is a natural fear of the web and doing business with someone that you only know by an e-mail address; however, many eBay sellers are TCA/LCCA members and proudly state this, making trading with them much more comfortable. Even if you feel okay with who is selling, there is concern about the tremendous change this represents compared to the way we have done business in the past. Bill Fuller, author of one article, says that the camaraderie and enjoyment to be found inside a neighborhood train shop can never be replaced on the Internet. Even Bill admits that he shops the web but he checks the shop first!

When Aaron first started trading on eBay about 20 months ago, there were only about 300 Lionel items for sale at any one time. In those early days he was able to form friendships and share information with others using the site. Now there are several hundred auctions on any one day, and it has been easy for Aaron to find special items for his collection.

He has also sold items, giving a total of more than 450 transactions, and he has only been stung once. Aaron concluded his e-mail by saying, "While there are lots of resources on the web, I believe that the largest impact is eBay as that's the site with the most items and the most action."

O-Gauge Railroading – The Magazine

In the previous column I mentioned the links on the *Classic Toy Trains* web site. Now I want to tell you about the *O-Gauge Railroading* web site, [http://](http://members.aol.com/OGaugeRwy/ogr.html)

members.aol.com/OGaugeRwy/ogr.html. Their home page has links to OGR The Magazine, Video Shop, Buildings Unlimited, Scheduled Meets, OGR The Bookshelf and OGR Links.

OGR Links is broken into two sections. OGR Advertisers and O Gauge Links. They list more than 30 advertisers (Atlas O through Y.O.R.K. Trains) and about 20 O gauge links (Artisan's Depot - Train Depot through Vintage Lionel Train Exchange). A Neil Young site was among those listed. They invite anyone who wants to list their O gauge/O scale web page to e-mail them with the address (URL) and a brief description.

More Feedback

Jim Hardman (RM 8043) referred me to a Southern Pacific modelers page at <http://espee.railfan.net/espee.html>. Robin Bryson (RM 22377) commented about several train-related web rings that I didn't mention (see www.webring.com) intermodal Modelers ring, the NYO&W Web Train ring, the New Jersey Railroad ring, the Steam Locomotives ring and the BNSF ring. I heard from several others who just wanted to say hello.

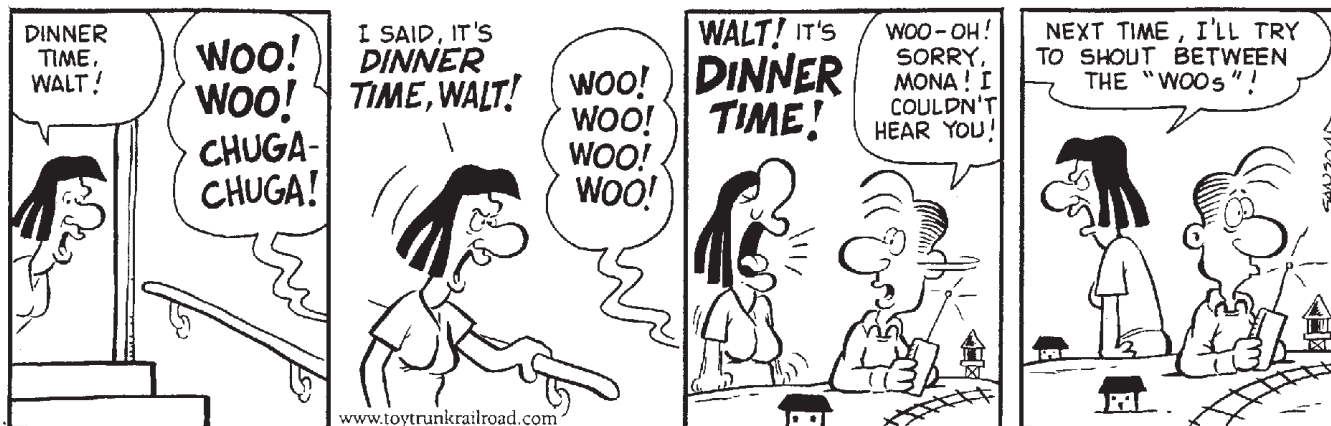
I encourage your feedback. What do you think would be of interest to others in LCCA? I would also like to hear from people who are just starting on the Internet. What can we tell you that will help in your search for trains and train-related material? You can contact me at [<ggn.djn@juno.com>](mailto:ggn.djn@juno.com).



A retired chemical engineer and trainer (Naval Reserves and International Paper), George is still involved in "training;" the paper industry, his church, LCCA, LOTS and a Mobile-area model train club.

Toy Trunk Railroad

by Eric Sansom



LCCA Board Meeting Minutes

by Lou Caponi

RM 8735

LCAA Board of Directors Meeting
February 20, 1999
Fort Worth, Texas

The Board of Directors meeting of the Lionel Collectors Club of America was called to order by President Harry Overtoom at 8:17 a.m. in the Executive Board Room at the Radisson Plaza Hotel in Fort Worth, Texas. Lou Caponi, LCCA Secretary called the roll with the following in attendance: President Harry Overtoom, Vice President Don Carlson, Secretary Lou Caponi, Assistant Secretary Alan Schwartz, Treasurer Eric Fogg, Immediate Past President Al Otten; and Directors Bill Button, Dienzel Dennis, John Fisher and Bill Schmeelk. Absent from the meeting was Director Charles Seddon. Also in attendance were members Susan Ellingson, Barry Findley, Mike Mottler and Fort Worth Convention Host Glenn Kroh.

A motion and second to dispense with the reading of the past Board meeting minutes was passed.

The Vice President's report was given by Mr. Carlson. He reported that to date in 1999 there have been four train meets — three of which will repeat later this year. Vice President Carlson went on to report that the meets finished "in the black" and thanked Director Bill Button for his hard work in establishing guidelines to help insure that meets are handled in the proper manner. Mr. Carlson also reported the possibility of a train meet in Strasburg, Pennsylvania, sometime in November or December. He went on to say that there were approximately 12 to 14 meets held in 1998. Report accepted.

The Treasurer's report was given by Mr. Fogg. He reported that all club bills to date have been paid and our organization remains financially sound. Report accepted.

Lou Caponi gave the Secretary's report. As of 1/25/99, we currently have 11,462 active members consisting of 29 Charter, 7 Courtesy, 452 Family, 2 Honorary Charter, 1 Honorary Member, 87 Foreign and 10,978 Regular. We have a total of 13,157 dropped or deceased members. The last membership number assigned was 24,619. A motion to accept the Secretary's Report was made and passed.

Assistant Secretary Schwartz reported he sent out 234 reminder letters since our last board meeting and is keeping in close contact with our business office regarding this issue. Report accepted.

Mr. Overtoom did not give an official President's Report, but stated he would report on relevant items throughout the meeting.

Director Fisher made a final report on the 1998 Club Convention in Philadelphia. Mr. Fisher went on to say the Convention was very successful for our Club. He joined with President Overtoom and thanked Convention Host Lou Caponi and his team and Susan Ellingson for a job well done. Report accepted.

Next on the agenda, Director Fisher briefed the Board on how things were progressing for the 1999 Convention in Fort Worth. He then introduced this year's Convention Host, Glenn Kroh. Mr. Kroh said that the infrastructure for the Convention is in place and everything is going smoothly.

Fisher introduced two representatives of Current Event Tour Company, the group hired to handle the tours for our 1999 Convention. They described to the Board several points of interest. They assured the Board that our members would leave Texas with fond memories.

President Overtoom presented a sample of the 1999 Convention car for the Board's approval. It was suggested that further advertising of this car stipulate that it will have die cast trucks.

Immediate Past President Otten discussed the 1999 Stocking Stuffer, a blue-and-orange-colored airport hanger that will compliment the 1997 Stocking Stuffer item: the Lionel airplanes.

Break: 9:00 - 9:15 a.m.

Vice President Carlson briefed the Board on the year 2000 Convention in Dearborn. He was very pleased with the progress that is being made and is certain this Convention will be very successful. They are planning some very exciting tours. Report accepted.

Immediate Past President Otten revisited the year 2000 LCCA locomotive issue from a previous Board meeting. The locomotive will be a Lionel SD-40 and have a special finish and graphics to match. The matter of a matching caboose for it was presented to the Board at this time, and Otten provided the Board with two different art renderings for both items for approval. The Board voted the graphic design to be adopted.

Vice President Carlson and Director Button presented a sample of the year 2000 Convention car. A lengthy discussion followed concerning certain details of this car. At that point Director Dennis made a motion to use the year 2000 Convention car with LOTS as presented by Mr. Carlson and Mr. Button and to offer a specially decorated Lionel SD-40 and matching caboose as the "decade locomotive." Included in the motion was the point that the locomotive and caboose may be sold only as a pair. Motion passed. President Overtoom then asked Director Schmeelk and *The Lion Roars* Editor Mike Mottler to construct a payment program based on installments for those members who wish to purchase the year 2000 locomotive and caboose.

The *Lion Roars* Editor Mike Mottler gave his report. He thanked Glen Kroh and Director Fisher for providing him with timely information and outstanding photos of Fort Worth and the upcoming LCCA Annual Convention activities. He thanked Dennis Clad for an outstanding job on preparing the Quaker Oats Express article, and said members are providing good text and quality photos to him for publication. Mr. Mottler briefly discussed the need to switch to another mailing house for handling *The Lion Roars* for better service. He described the methods for adding a protective mailing cover for the magazine. Report accepted.

Director Button reported on the reason why the last *Interchange Track* was so late. It was due to a power outage caused by the weather. The outage wiped out over 150 ads. Once the power was restored, he had to re-enter all the information into the computer — thus the delay. Report accepted.

Roster Editor and Registration Chairman Susan Ellingson gave her report. She is refining the program that was in place at this time last year. She also informed the Board that our computers are Y2K compliant and everything is up to date.

The issue of whether or not to publish club member's e-mail addresses in the next *Roster* was raised and it was decided further discussion regarding this issue is necessary. Chairman Ellingson is also looking into protective ways of mailing out new *Rosters*. Report accepted.

Break: 11:00 - 11:20 a.m.

Past President Otten reported there has been only one minor complaint and it has been dealt with. He also reported that we still have some automobile sets available from a previous Stocking Stuffer. Report accepted.

Assistant Secretary Schwartz reported that we still maintain an inventory of motorized units. It was suggested that after the Fort Worth Convention an updated inventory list be done. Report accepted.

Treasurer Fogg presented the Board with copies of the proposed 1999 Budget and discussed some of its details. Report accepted.

Director Schmeelk reported on the dues committee. He said we ordered 50,000 new membership cards and renewal notices. Report accepted.

Constitution Committee Chairman Barry Findley spoke briefly about the constitution changes to reflect actions of members belonging to the other train clubs.

Past President Otten discussed the year 2000 advertising campaign. The mailing brochure used in 1993-94 and in 1995 will be updated and reused. The brochure will contain the year 2000 Convention car— replacing the picture of the previous Convention car. Mr. Otten informed the Board that all the wording is in place and the mailing list is now being put together. The mailing could be ready in as soon as 30 to 60 days. Report accepted.

President Overtoom presented an autographed sample of the Lenny the Lion High Cube Box Car signed by Lenny Dean for approval by the Board. After discussion and agreement on some slight graphic modifications, the design was approved. The Board also suggested that each car be marked somewhere noting it is one of a limited edition of 468 pieces. It was further agreed the car would be sold by a lottery. The details of this lottery would be described on the advertising page for this car.

Break for lunch: 12:30 - 1:42 p.m.

NEW BUSINESS

Director Fisher stated we do not yet have a definite site for the year 2001 LCCA Annual Convention. There are a couple of possibilities at this time.

Mr. Fisher also stated the Club does not necessarily need to hold a Convention in a city where we depend on a strong corps of local volunteers. We are now able to bring in a team that is quite capable of running a smooth program practically anywhere. It was also suggested by Past President Otten that at this time we make provisions for back up registration personnel in case someone takes ill, etc. It was the Board's understanding that this issue will be addressed.

Past President Otten discussed the cost of printing and shipping the *Roster*.

Past President Otten felt it would be essential to have an informal joint meeting with the members of LOTS at York, Pennsylvania, in April. Mr. Otten said he would make arrangements and notify everyone of the date, time and place.

President Overtoom then discussed the topic of nominations and the Presidential slate specifically. It is difficult to identify candidates who are both available and qualified. He suggested that in the future we might have to loosen the qualifications to provide more Presidential candidates. This problem could be with us for several more elections.

Executive Session began at 2:45 p.m. and reconvened at 3:37 p.m.

After reconvening, a motion was made to accept the slate of officer nominations presented with Don Carlson requesting moving from President-Elect to 2-year Director.

Secretary Caponi presented samples of possible 1999 Annual Convention souvenirs. After discussion, no final decision was made.

The next meeting of the Board will be held on Thursday, August 12, 1999, in Fort Worth, Texas.

A motion to adjourn was made at 4:55 p.m. Motion passed.

Respectfully submitted,
Lou Caponi, LCCA Secretary



Mainline to Chesterfield

by Gary Moreau

On Progress and Power

To some folks, progress is two four-lettered words back to back. Sometimes I'm one of those people. I'm old enough to remember a big difference between the world today and the world of my youth. In general, I'm content with the present, but there was a certain simplicity in the past that I sometimes long for.

Every train manufacturer today talks about how much better their trains are today than they used to be. It's the old "This is not your father's Oldsmobile" concept popularized by General Motors. It's true. And, in general, that's a good thing.

As with most consumer products, consumer expectations have been raised over time. We expect more, and thanks to modern technology — we usually get it. We get more features, more realism, and more "wow;" and we get it at a better value. Whether different is better depends on whom you talk to, but there's no denying the difference.

But another old saying goes, "There's no free lunch." While technology costs typically decrease over time, electronic components can be quite expensive. With our latest technology, for example, electronics alone can increase the retail price of a locomotive by \$200 to \$300. That's just the hard cost of the components and doesn't include the money invested in engineering and development of the technology.

There's another "hidden price" that doesn't get the attention it deserves, yet it affects every manufacturer. Despite all the advances that have taken place in modern electronics, the circuits require consistent, clean power to operate properly. We expect and accept that when it comes to powering-up personal computers and stereo systems. I'd love to have a nickel for every surge protector sold per year. But we don't always have the same awareness when we talk about trains.

The O gauge world is about as harsh an environment for electronics as can be found — with shorts, spikes, surges; you name it. The level of power involved is significant. Electrical components are priced by their carrying capacity, and the relationship is geometric. Double the capacity rating of a component, and one will likely more than double the cost.

Which is why consistency of power is so important. Electronics is one of the few areas where it costs more to operate properly at wider tolerances. In most things, the

tighter the tolerance for variation, the more it will cost. Just the opposite is true in electronics, and this presents to manufacturers a real challenge of balance. We want our products to be able to operate on any layout under any conditions. But in order to achieve that, we increase the cost. At some point, it's not a wise investment — everyone pays the price for the people on the edges. The more attractive option for all is to make sure that everyone understands and accepts what a reasonable standard is.

Here's what you need to know. For proper operation of any locomotive, you have to have a consistent power level throughout your layout. Many people don't realize that the voltage level can vary dramatically at different points along the track. The amount of consistent power required is determined, to a large extent, by the product you want to operate. Locomotives vary widely.

If you're operating a small plastic diesel, for example, it may start to run at 5 or 6 volts of power in conventional mode, and it may run perfectly at 12-14 volts of continuous power in Command mode. But if you're trying to run a large die-cast steamer, those voltages aren't going to cut it. In conventional mode, you probably need 12 volts to get it moving and a full 18 volts of continuous voltage for proper Command operation.

Have you measured the voltage at 1-2 foot intervals all the way around your layout? If not, you might be surprised. Make a few wiring adjustments, and you might just find that all of your locomotives will take on new life. That would be progress by any definition.

EDITOR'S NOTE:

Authors for *The Lion Roars* are recognized for their efforts with a brief description and photo (if available) of them at the end of their article for up to three times; then the "bio blurb" is retired as having served its purpose.

Authors also receive a memento of their published work in this magazine with a LCCA embroidered patch.

As a "Thank you" from LCCA, authors receive by first class mail an extra copy of the magazine that contained their work.

New authors are welcome on the *TLR* Editorial Team. Submit text to the Editor by e-mail or by computer-generated or typewritten text sent by U.S. Mail. Good quality color photos in 4x6 inch size are preferred for illustrating the article. Photos will be returned after publication.

Authors who are also Lionel Ambassadors receive credit for their work published in *The Lion Roars*.

Mike Mottler, #12394

Editor, *The Lion Roars*

mottlerm@conwaycorp.net

