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there were only twenty of us and we could meet in that garage. But then, all of a sudden, these guys were worried about the local guys in the club - "Well if we get too big, where are we going to go?". It was negative talk all the time and I knew it paid to organize because you had John L. Lewis, the union leaders and stuff around at those times and when you organize, you get powerful, and when you get powerful, you can do anything. And that was always in the back of my mind. All we had to do was organize and charge a small amount of dues which would pay for our propaganda and we were down at \$10.00 per year dues, what I think it started out as, and we kept that for many, many years. With a lot of people helping me, I didn't do it all by myself. There were a lot of people who really did a lot of work besides just me. There were never any real problems. About the only things that you could call problems were the negativism and getting pride in the Lionel name. Let me say one other thing, these local guys had such a negative attitude that I withdrew from the club I'd founded. I was mad at them, I resigned as President, when they changed the name to the Toy Train Collectors Club. That meet happened to be at J. B. Snyder's house. I told them what I thought of them, I told them I couldn't believe that Lionel collectors did not have enough pride in their own name and like I say, I went home and sulked. Stared at the wall and then that's when I finally decided to go to *Model Railroader* magazine even though they had treated us badly over the years, by not printing any articles, but at least both of them, *Railroad Model Craftsman* and *Model Railroader* would let me advertise free in that I was trying to start a club and then I slightly changed the name. That's basically how I turned defeat into victory.

DD: *Again, how many members were there in that first club?*

JG: Well when we first started, I would guess there were twenty to twenty-five or so at that time.

DD: *And, how many of those guys you originally started with joined the second club?*

JG: They joined one at a time. It took them a few years, but gradually I noticed there's one local guy joining back up and

then another and finally all the guys who were against me finally came to the LCCA. You know I don't hold any hard feelings against them, only wish I'd have been more prepared when they changed the name.

DD: *Let me ask about the LCCA. You mention you started this Club to be with other people, but at the time there were other clubs. The TCA was around—*

JG: Yeah, I became a TCA member in 1970, which was about the time I was starting this Club. But I wasn't happy with them because they cover all gauges. I felt we needed to establish pride in the Lionel name. That's what was in my head. Come to think of it, I don't remember the exact date that I advertised in the *Model Railroader* for the Lionel Collectors Club of America. Then I just kind of had to guess when I started the second time so I put down the date of August 1st as the anniversary date. To be perfectly honest with you, I don't know whether that's the accurate anniversary date or not, but that was the date I said so that's the date we've always used.

DD: *You are really saying the reason you started the Club was to get just the group of guys who cared about Lionel together.*

JG: Yeah, I just felt that I didn't want to hear people knocking Lionel like some guys did. And I didn't like *Model Railroader* and *Railroad Model Craftsman* not putting anything in about Lionel so when I put out my first propaganda, I told them that we want to get strong enough to have our own *Interchange Track* and our own magazine. And we did, we had it right away. We had an *Interchange Track* within two or three months after I got going. It was pretty small, but we had one.

DD: *You were the Editor?*

JG: Oh no, no, no, no! I appointed guys right off the bat. Even though we didn't have Officers, I appointed guys right away. I never tried to be a glory hound. In fact, I appointed a guy I didn't even know, Len Chenkowski who was the second guy to ever join the Club, actually the first guy. I gave myself the first number which I probably shouldn't have done, but anyway, I did. But Len, who I never met at the time, lived in Pennsylvania. I think I appointed him as the first *Interchange Track* Editor. He was going to college and did it for a short time

and then he wrote me and said he was so busy that maybe I could get somebody else. And then I appointed Jim Hunt, who had come to the first Convention. By the way, he stood up there and gave me a little bit of gruff, but I appreciated it. I always admired Jim for that. He stood up there and I don't remember what he said anymore, but all the other guys were mad at him for giving me some grief on something. But what he asked me, I answered him and he was satisfied. Anyway, I admire Jim Hunt even though he gave me heck about something and today I don't even remember what it was. I appointed him the second *Interchange Track* Editor. The magazine's first Editor was Warren Betts. The guys who ran the first magazines and the first *Interchange Track* only ran it for a short time and then for some reason or another, they didn't want to do it any longer or something and eventually when they finally started to get Officers, they appointed the other people to run these different things.

DD: *When were the first officers elected?*

JG: They were elected during the first Annual Convention.

DD: *So for that first year or so, the Club was a rather loose knit group?*

JG: Right, we didn't have Officers until the first Annual Convention. And then after I welcomed them and thanked them for coming and everything and we went on our tours, I told them I would not run for office. I know they were all thinking I was going to keep on doing this. But I surprised them and told them I'm not running for office and I didn't start the Club to be a hero. So, before the Convention was over they elected Van Stockdale as President, John Vodopich as Vice-President, Jim Brady as Secretary, Don Foote as Assistant Secretary and Larry Keller as Treasurer. Those five guys were the first elected leaders of the LCCA and just like the 52 members who were there in Des Moines in 1971, the first Officers came from all over the country.

DD: *How did you get the idea for the Constitution and Bylaws.*

JG: Here's how I formed the first Constitution. I was a member of the TCA at that time and I took the TCA Constitution and I started studying it. I also went to the library and I checked out a book on Robert's