

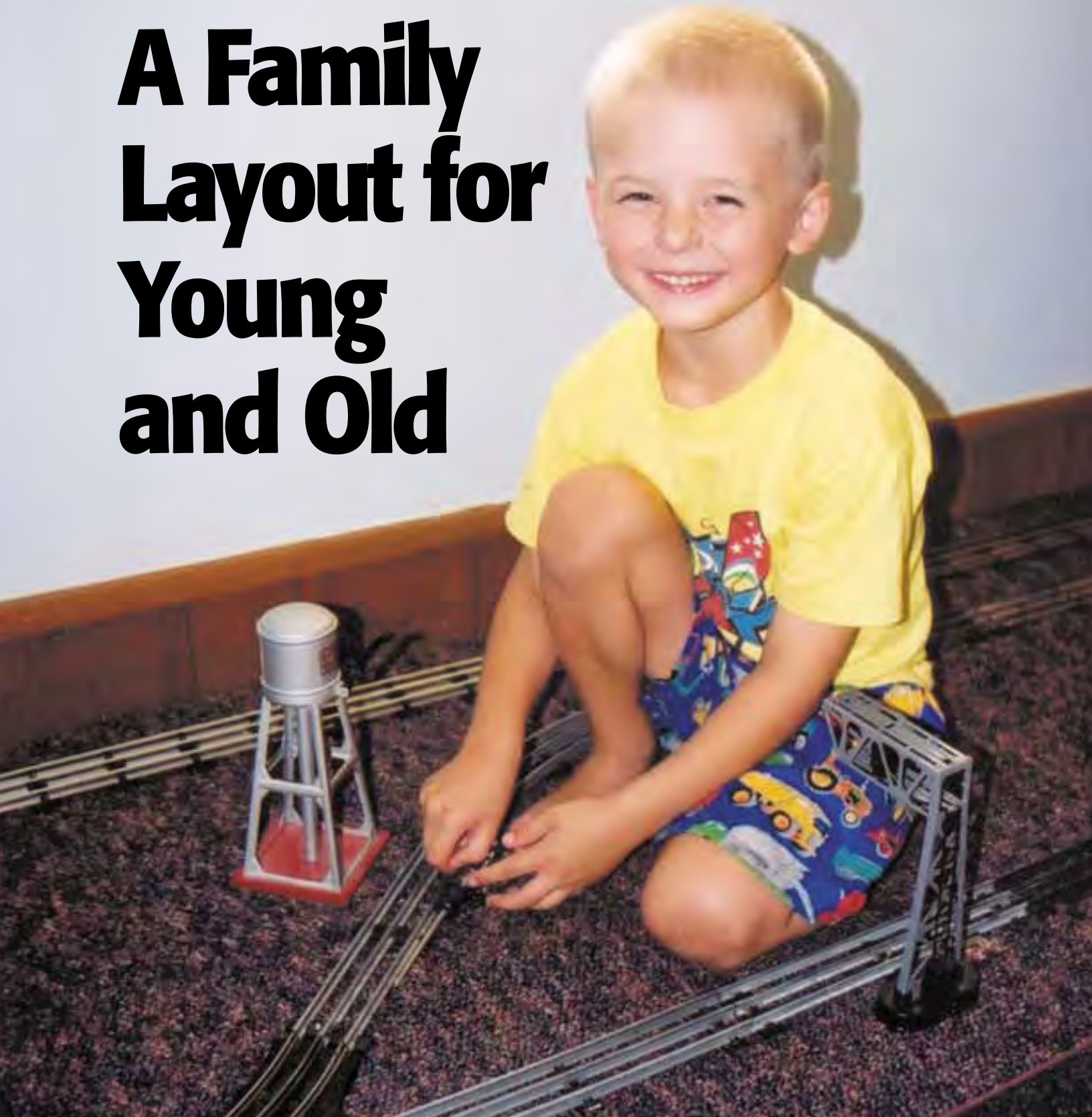
Volume 32, No. 1 August, 2002

# *The* **Lion Roars**



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

## **A Family Layout for Young and Old**



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

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*President Elect* - Schedule a meet.

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*Treasurer* - Club finances only.

*Librarian* - Back issues of *The Lion Roars*.

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

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# The President's Report

by John Fisher

RM 6541

## Election Results

The ballots have been counted and our election results have been certified by officials at Connecting Point. Congratulations and welcome to new board members Barry Findley of Little Rock, AR, Johnny Ourso of Tucson, AZ and Ed Richter of Orlando, FL. These individuals have a solid history of volunteer service to our club. We are excited about the energy, vitality and experience they bring to our board. A very special thanks to Bill Stitt and his nominating committee as well as all those candidates who sought office. Your board was especially gratified that all three constitutional amendments passed overwhelmingly. These important changes will make it possible to have a positive mix of new and experienced officers and directors on a continuing basis. Thanks to all who took the time to consider the ballot and vote this year. Your vote is important!

## Lionelcollectors.org

Our new website editor Craig Tribuzi has been busy with exciting and fun updates to our ever changing Internet "home". Working with Larry Black, Greg Elder and the team at Aristotle, Craig is bringing his considerable experience to bear on some very interesting new directions. We recognize that ever increasing numbers of our members surf the web on a daily basis and we want Lionelcollectors.org to be high on your list of "favorite places". We are currently beta testing a fully on-line and dynamic Interchange Track that will dramatically improve our members ability to buy, sell, trade or offer services on a real time basis. Our print edition will continue to be published as it is now but just imagine placing new ads anytime you want and having them appear within 24 hours. Similarly, items that are sold may be removed virtually immediately eliminating frustration for sellers and buyers alike.

LCCA was the first to offer all listings in numeric order within categories and we will shortly be rolling out the very best buy and sell site on the web. It is all about increasing the value of your LCCA membership. Thanks to all of you who accepted our June invitation to share your thoughts on membership recruitment and retention — keep 'em coming — there are some great ideas out there. It is rumored that one of the three prizes for best suggestions just might be one of this year's special onsite convention cars.

## Pittsburgh 2002 Wow!

Our 32<sup>nd</sup> Annual Convention was one for the books and if you weren't there perhaps you've now heard about the incredible Get Acquainted Party with super food; Series One of our trading cards that had members and their families making new friends all over the place; tremendous finger-snapping entertainment by the Fabulous Elmonics that had old and young alike on the dance floor; a drop dead 82 foot long fabulous operating layout thanks to the Pittsburgh Hi Railers that generated tremendous public interest; a fun filled and educational day at the renowned Carnegie Science Center; interaction all week with the Lionel team including new CEO Bill Bracy and wife Christine and retiring President Dick Maddox and his lovely wife JoAnn; and a glittering sunset dinner cruise banquet aboard the Majestic that had us traveling all three of Pittsburgh's fabled rivers. Oh yes, there were some very special cars as well. The excitement is already building for our 33<sup>rd</sup> next July 22-26 at the incredibly beautiful Rio Hotel in Las Vegas. You will hear more of that soon and for the first time it will be possible to register on line at your favorite toy train website.

## Partner and Co-CEO

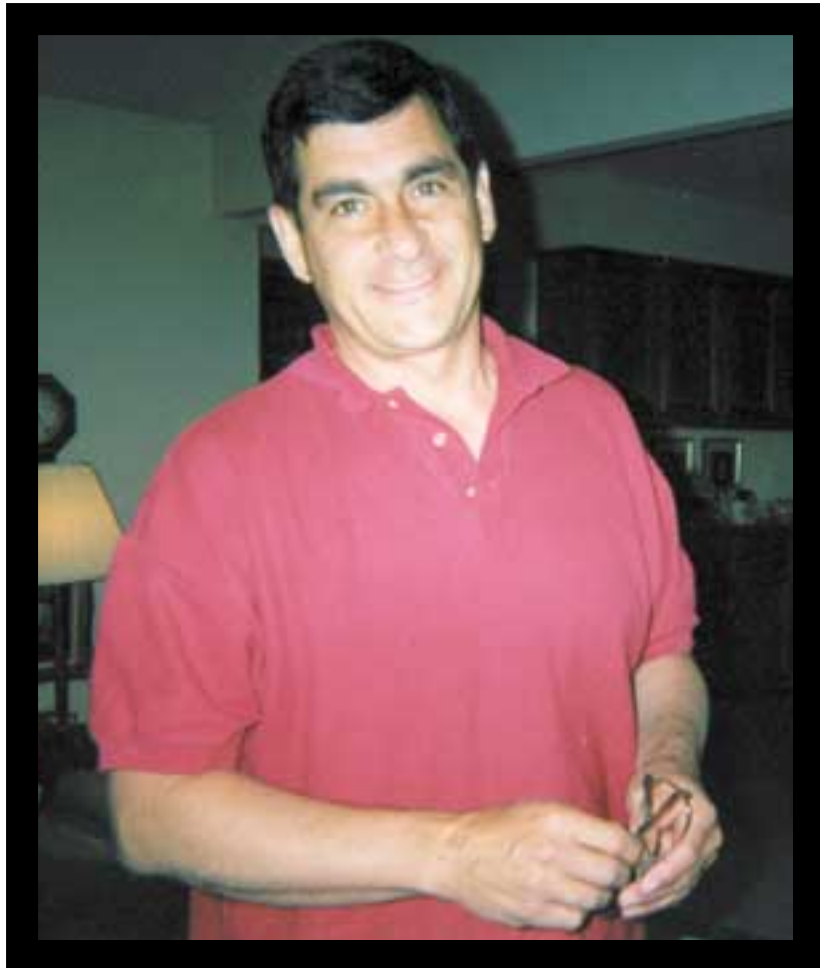
Eric Fogg — President-Elect

Eric Fogg has been and continues to be both a great partner and friend in his role as your President Elect. Here are some thoughts from our next President: Helped Wanted — No Experience Necessary. Wow, what a great Convention week we had in Pittsburgh! If you weren't there, you should have been. One of the reasons it was so successful is because we had lots of help from volunteers — members, their spouses, and even their children. That old saying about many hands making light work is really true and we saw that in Pittsburgh. Once upon a time, host committees in each city ran our Conventions. And while that system usually worked, it limited the places we could go. In the last few years, we've gone to an all-volunteer convention staff — led by your Officers, Directors, appointed officials and volunteers. Pittsburgh was a good example of how well that system can work.

Now we're looking ahead to another great Convention in Las Vegas in 2003. But we won't be able to pull that off without volunteer help. So, if you'd like to put your name on the list, we'll find an opportunity for you to spend a couple of hours sometime during that week being of help to the Club and other members. It won't be anything hard or long, but it will be important. Drop me a note, send me an e-mail or give me a call if you're interested. 🚂

# In Memoriam

## Mark H. Gordon 1947 - 2002




On Friday, August 2, 2002 the Lionel Collectors Club of America, Lionel LLC, Lionel collectors and others lost a very good friend and associate. Mark Gordon, age 55, went to be with his maker after a five-year battle with leukemia. During the last five years of his life Mark underwent bone marrow transplant with the anticipation that it would result in his complete recovery. While the transplant prolonged his life, it did not cure him of his problem, nor did it improve his quality of life.

Mark started his career with Lionel in February 1990 as Director of Marketing and later progressed to Vice President of Sales and Marketing. Prior to working for Lionel, Mark was employed in sales by Black and Decker and the Porter Cable Company.

In 1993 Mark was instrumental to the success of our annual convention. This was the first time that large scale tours

were conducted through the Lionel Plant in Michigan. Mark worked diligently with our club and the employees of Lionel. The result was one of our best attended conventions. The Lionel factory tours ran like clockwork and will be remembered fondly by all who attended. This convention set the stage for subsequent Lionel factory tours. Mark again consulted with us for the planning of our 1999 convention. His model was used again successfully.

Mark will always be remembered for his friendly and courteous disposition. He was always a friend to the Lionel collector and often went out of his way to be helpful. Mark will be missed by many in the Lionel Collectors Club of America.

In honor of Mark Gordon's memory, the Lionel Collectors Club of America has made a donation to the Hospice Organization. 

*Al Otten — Immediate Past President*



# The Tinplate Cannonball

by Ken Morgan

RM 12231

## Lionel's Stations, Third Section

This installment of The Tinplate Cannonball should wrap up my review of Lionel's pre-war stations. And as usual, I have a trivia question. On the twelve inches to the foot scale railroads, what constituted a second or third section? And how were trains marked so sections would be recognized? And for those of you who went to the Carnegie Science Center in Pittsburgh, did any of you check the railroad tie to the USS Requin? The answers will follow.

OK, now on to the last of the six families of stations. Since we have looked at all the big ones, we're left with the smallest and least expensive version for last. Even so, this is the largest family of all those we've discussed, with 8 possible members. You'll see what I mean by *possible* later. This group is the little lithographed 1012 family. When I started this series, I didn't have any of the siblings represented on the BCC&PL, but one of the advantages of LCCA membership is the regular arrival of that list of temptation known as the *Interchange Track*. Sure enough, what did I find a couple of issues back but a 48W in excellent

fine. Thankfully there was no problem with the impellor, which is fortunate, since the whistle unit in this station is also low end, and is riveted together, making access to the impellor a major job. Note that while the artwork in the lithography looks rather impressive, Cook's man would have to duck to get through the door.

As an aside here, I am renaming my personal railroad. Since I have seen another journal with an author who refers to his empire by a similar name, I will re-incorporate as the BCC&PRR. That's the Basement Carpet Central & Pacific



Railroad. There's nothing like delusions of grandeur in titles, especially the subtle inclusion of the final three letters, formerly known as *The Standard Railroad of the World*.

To return to the business at hand, let's get on with the description of these stations. My sources are not consistent in the dates given for the various members of the family, and I am unable to reconcile these discrepancies. However, they agree on the first: the 1012. Speaking of which, another benefit of the LCCA is the annual convention. If you missed the one in Pittsburgh, you missed a great party, the afore-mentioned submarine and the neat Lionel Submarine car received as a gift — My congratulations to the committee. My only complaint is that as usual, I exceeded my budget at the swap meet. It did however, produce a reasonably priced 1012 to enhance this review. And there it is in **photo 2**.

As far as I can see, the lithography is essentially the same on both stations, other than slight fading, and minimal displacement of the décor, due perhaps to the manner in which the bends were done to produce the rectangular building. The front and back are nearly the same, but not quite. There is a very slight difference in the foliage, and if you look closely at the first two photos, you can see it. For example, look at the bush at the left hand corner. Turn either station around, and you'll find the twin. But both stations have the same foliage in the same pattern. Similarly the foliage representation left to right on the ends is very subtly different and the 48W says "Lionel", while the



condition, even if perhaps the whistle impellor was in need of repair. Well, it's now here on the BCC&PL. You can see it in **photo 1**, along with my omnipresent Cook's Man. This specimen was truly excellent, and the whistle, with a routine overhaul and cleaning works



1012 is marked "Station". **Photo 3** shows the side of the 48W with the "Lionel" name. Go back to **photo 2** for the 1012, which will also show the minor differences in the foliage at the other end. This is just an end-to-end difference; the two stations are exactly the same if you discount the fading. The roofs have the same tile pattern, although obviously differ as to color. The base colors also vary, red on the 48W, terra cotta on the 1012. I have seen other colors on the base, gray for example comes to mind. And the ends also differ because the cutouts needed for the internal equipment differs. All in all, the two stations feature the same litho, with variations in the roof and base colors. This makes sense for bottom of the line accessories.

Now let's look at the guts of these two stations, which is where they really show the changes. The 48W is shown in **photo 4**. That's a basic riveted whistle unit, the same as used in numerous tenders during the post war period. Current is supplied from



the transformer via the usual two screw posts shown on the left in the photo. Activation is accomplished by depressing the lever sticking out on the right. The lever occupies a cutout at the bottom of the sidewall, just below the window box with greenery under the window. Works like a charm. One of the nice things here is that the roof just slides or snaps off, and two screws in the bottom hold the whistle, so it's easy to get at to replace brushes, lubricate it, etc. Just hope that the impellor is in good shape!

**Photo 5** shows the guts of the 1012. That is a very basic "transformer". Power in is via the cord on the left. Power out is picked up from the two insulated binding posts. Note that they must be insulated for it to work. The arm sticking out the side, visible in both **photos 2 and 5**, is the means of varying the current. It simply moves a contact sliding across the face of the coil inside. Hence the



designation of *transformer with rheostat* used in the table below — A real basic and simple transformer. I did plug the unit in and measure the current. Readings were from 0 to 12 volts, varying as the lever slid out. Obviously not much power there, but this wasn't designed for the high-end sets! Let me offer another word of advice here. The cord and plug on this station appear to be original, and in very good condition. I would still, however, be hesitant to use it in service. The old cords are subject to breakdown over time, and I would be very especially cautious in using them. This is beside the fact that there are many far better and more capable transformers available. But if you want to operate prototypically with an old transformer, have it checked out carefully by somebody who knows what he's doing. And I would strongly suggest you replace the cord and plug.



## On to the Other Members of the Family.

I have come up with a total of 8 of them, looking at the TCA's book, and various Greenberg and T&M sources. They don't fully agree, but here is the list:

### A Few More Comments on these Stations.

There is little information on them in the catalogs I have. Except for the 48W, they are often buried in small sets, rather than listed separately. Prices, where available, were low. The 1560 was 35 or 40 cents, depending upon the year. The 48W, with the whistle, started at \$3.00 in 1937, went to \$3.50 in 1941, then \$3.95 in 1942. The only price I found for the 1017 sold separately was \$1.75. That is described in the 1933 catalog as a combination of rheostat and transformer. The 1936 catalog has what appears to be a 1017 type of station pictured in set 1066E. This is a scenicked layout with several accessories and a 1700E streamliner. Note that this is after any of the written sources list it. It is also described as a rheostat and transformer, and is clearly depicted on the layout, although it is not identified by number. This transformer is rated as 25 watts.

My little 1012 has no identification on it. I identified it as a 1012 because it clearly has no momentary on/off contactor. It does say Station, rather than Lionel, or Ives or Winner or Lionel Junior, so it could just as well be a 1017. The 48W is clearly labeled Lionel, both on the ends and underneath where it is rubber stamped in black with a box outline including the number, instructions on connecting it to a transformer, and the usual, Made in USA info. My conclusion is that the 1012 and 1017 are the same thing, but sold with different sets under different names (Ives, Winner, or Lionel Junior), and that the 1027 and 1028 are the same, with the addition of the momentary contact for activating E-units. The 1107, listed only in the Greenberg book, seems to be another 1012/1017, or perhaps a miss-listing. Lionel used the number 1107 in 1936/37 for the Donald Duck clockwork handcar.


Current prices depend on condition, but range from around \$25 to about \$60 to \$70 for any of them, except the 1560, which should be a few dollars less. The bottom line is, these are relatively inexpensive pieces to acquire. They may however be a bit difficult to specifically identify as opposed to the large stations, which are very easily distinguished, but more difficult to pay for!

Number	Features	Dates	Comments
48W	Whistle	1937-42	
1012	Transformer with rheostat	1930-32	Dates vary by source
1012K	1012 without transformer	1932-33	TCA only
1017	Transformer with rheostat	1931, 33	Lionel-Ives ('31), then Winner Lines ('33)
1027	As 1017, but with spring loaded on/off contactor	1934	Lionel Junior
1028	As 1027	1935	Lionel Junior; TCA only
1107	Transformer	1933	Greenberg only
1560	Station only	1933-37	For clockwork sets

Now for the trivia: a second or third (or even more) section was a following train operating as an addition to a specific scheduled train to carry more passengers or freight. It usually followed about

10-15 minutes behind, but carried the same schedule precedence as the original train. For example, the NYC's 20th Century Limited often required extra sections due to a heavy travel load, especially during the holidays. Since this was New York Central's premier train, all sections took precedence over any other trains on the road. This was designated as a section by the use of green flags or lights on all preceding sections. Green flags mean that there is a section following on the same schedule. White flags, by the way, designate an extra, non-scheduled, train, as in not on the timetable. So if you have white or green flags for your pre war loco, that's what they mean. If you have the maroon ones, they're decoration!

As for the submarine at the Carnegie Science Center in Pittsburgh, if you walked through the engine rooms, those were Fairbanks Morse opposed piston diesels. Yup, the sub is a cousin of the Trainmaster.

And, no, before anyone asks, my Carnegie Science Center Requin Submarine car is most definitely NOT for sale! 

*Photographs by Ken Morgan*

**There's a LCCA membership form located on the inside back page of the ghost cover.**

**Help support your club and pass it on to a fellow Lionel collector.**

**You'll make a friend for life.**



# The Mane Line

by Dennis Leon Clad

RM 10430

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



*LCCA members Maj. Bolton (left) and Sgt. Caraway, both serving in Operation Enduring Freedom, can have any magazine they want sent from home, but these brave soldiers only want The Lion Roars!*

Before I begin this edition of *The Mane Line* please permit me this opportunity to wish LCCA members Major Joseph Bolton and Sergeant Howard Caraway of the U.S. Army, both serving in Operation Enduring Freedom, a safe return home

to their loved ones and to our LCCA family! Thank you, gentlemen, for a job well done! I know that the favorite area of Lionel collecting for both Joseph and Howard is genuine uncataloged Lionel so lets get started with some really great must own Lionel!

## Calling all Collectors of JC Penney Lionel!

I'll never forget the day back in 1980 when I opened my first JC Penney Christmas catalog and saw Lionel's Silver Shadow. I knew in an instant that this breathtaking steam locomotive would have to be mine. What I didn't know at the time was that this Lionel charmer would be just the start of what would become a series of high-end Lionel collector pieces. For the entire twenty-two year life of the series I've looked with all the excitement of a 1950s kid to the arrival each year of my JC Penney Christmas catalog. For 2002 JC Penney will offer the Lionel collector an out of this world electric commuter car and an 027 Pennsylvania Flyer set with an exclusive JC Penney car. Never being one who likes to save the best for last, let's begin our look at 6-18352; a breathtaking electric commuter car dressed up in those oh so beautiful Southern Pacific colors. Now, if I can keep from drooling long enough, I'll tell you all about the features of this proud to own collector piece. To begin with, a quality engine like this begs for and deserves its own display case. As our Lionel luck would have it, this Lionel keepsake comes with a plexiglass and wood display case. Topping off the case and adding that touch of class to this handsome Lionel model is a nameplate. Our commuter car has two can motors providing eight wheel drive. This electric car is equipped with Lionel Train Master Command Control and has diecast trucks and ElectroCouplers that are fastened to a stamped metal frame and underframe. The car's pantograph operates and this Southern Pacific electric also features directional lighting. It will be the rare collector indeed who can boast ownership of the Southern Pacific

commuter car, as only eight hundred will be made. So don't wait too long after you get your hands on the 2002 Penney's Christmas catalog to place your order!





Again this holiday season, the folks at JC Penney will be offering Lionel operators a very special 027 gauge ready to run train set. This set numbered 6-31935 is headed up by that mighty mite of the three-rail track, a Lionel die-cast 4-4-2. Our powerful locomotive comes equipped with steam whistle sound, puffing smoke and an operating headlight.

Heads up for Lionel boxcar collectors, here's another must own 9700 series freight protector. Proudly sporting the highly desirable PRR banner, the set's only boxcar will command a premium if you wish to add it to your Lionel roster. This year's very special car that is only available in the JC Penney Pennsylvania Flyer Set is a US Army flatcar carrying a die-cast US Army helicopter. The folks at Lionel told me that for patriotic reasons they substituted this depressed center flat car decorated for the US Army for a freight car decorated for JC Penney. I have a feeling this move might hurt sales of the 2002

Christmas set as the cars decorated for JC Penney in past sets have become hot Lionel collectibles and for that reason have a huge following. The last car in our train made exclusively for JC Penney is a SP type red caboose. All cars will come equipped with magnetic couplers and of course metal wheels and axles. As with all complete and ready to run Lionel sets, track and transformer are included. Only one thousand sets will be made for JC Penney and Lionel collectors.

### **Attention All Collectors of Lionel Uncataloged Promotional Sets!**

If you like Lionel trains in your collection that few collectors can boast ownership of, the 6-21795 The Farmall Freight set is the train for you! Heading up this very scarce train is that warhorse of the three-rail track, a Lionel 4-4-2. This 6-28607 die-cast steam locomotive is highly decorated with the McCormick Farmall and International Harvester





logos, making this steamer a very attractive piece of machine tooled art. The date 1954 under the cab window of the steamer and also found throughout the set, marks the year that the Torque Amplifier made its debut on the Farmall Super M tractor. Included in this very special train is a drop-dead gorgeous 9700 series boxcar. Painted in the very seductive colors of red and black our little charmer proudly carries the Super M-TA Torque Amplifier trademark to the left of the car's door and the McCormick Farmall name and International Harvester emblem to the door's right. Fellow boxcar collectors look for 6-36232 Farmall boxcar to reach a collector high of at least \$150.00. The Torque Amplifier was a Farmall feature that allowed the farmer to power shift his tractor and give the tractor's rear wheels more torque. Thanks to this planetary gearing system the tractor would double its gears from five to ten. This shift on the go device would greatly increase the tractor's pulling power and was an aid to the farmer in many ways. My personal favorite of all the cars in this limited set would have to be the 6-26008 Farmall flat car carrying three Farmall Super M tractors. Farmall introduced the Super M tractor in 1952 and production continued through 1954. The Farmall Company supplied Lionel with the toy tractors used on this car.

No real Lionel train is complete without a caboose and our Farmall set has a caboose that will bring tears to the eyes of all Lionel caboose collectors. Like its boxcar cousin, the 6-26557 Farmall caboose is painted red with a black trim, making it one very handsome Lionel toy. *Letter Series Tractors* is

painted on the side of this smart caboose. Starting in 1939 Farmall tractors came in models A, B, H and M. In 1948 the C model tractor was introduced and production of Letter Series Tractors ended in 1954 with Farmall's Super Series of tractors. These tractors were the Super A, Super C, Super H and the Super M. Also considered a Letter Series Tractor was the Farmall Cub tractor that was introduced in 1947. Below the Letter Series Tractors lettering, is the International Harvester banner and the McCormick Farmall name. Lionel created only five hundred Farmall Freight sets for the Case Farmall Corporation. Because of the very low production number I would look for the Farmall Freight set to rank in collectability just below the legendary made in the USA Keebler Elfin Express and the Kal Kan promotional sets.

### **Lionel Licensee Alert!**

I am so happy to report to you that The Corgi Company, the same folks who brought us the Lionel City series of 1:43 and 1:50 scale vehicles, is introducing five more must own Lionel collectibles. I think the timing could not be better for Corgi and Lionel to team up again. The original toys in the series are almost impossible to find in new original box condition. It's the lucky collector indeed who can boast ownership of all the original Corgi Lionel City toys!

A welcome addition to my Lioneville is C50505, the Lioneville Seagrave Fire Engine. This 1/50<sup>th</sup> scale Corgi model is just packed with high quality appointments such as water hoses, ladders, spot lights and diamond patterns on the fire engine's running boards. Now that's what I call attention to







detail. The C52906 is a nicely decorated Lion Oil Company, Diamond T tractor pulling a six chamber semi tanker. The tractor has west coast mirrors and duel air horns. Under the Lion Oil logo on the cab doors is painted the name of everyone's favorite hometown, Lionelville. The crowning touch on this 1/50<sup>th</sup> scale rig is Old Glory painted on the rear of the tanker.

My favorite of this new series of Lionel Corgi models has to be the C52311 Lionelville Construction Company rig. With its art deco styling the most beautiful of all conventional tractors has to be the Mack B-61 model. Realism abounds as pulling a low boy trailer is a drop dead gorgeous B-61 model

single axle tractor that is outfitted with extended mirrors, chrome air cleaner, exhaust, duel air horns and that distinctive to Mack B-61s, a chrome radiator shield. Riding on the lowboy trailer is a construction shovel making this a very handsome 1/50<sup>th</sup> scale Lionel model.

With all the Christmas sets and rolling stock that Lionel has made over the past few years, what has been missing and is really needed on a layout with a Christmas theme is the C74503 Lionelville flatbed truck with trees. What I like most about our tree delivery truck is that it's painted in Christmas colors red and green making it one sharp model truck. The Pine Peak Tree Farm is ready to deliver to your very own



Lionelville so be sure to order at least one for your layout and one to display with your other Lionel Corgi models. Some of these wonderfully crafted models have yet to be manufactured so forget about hunting that big west coast auction site to find your new Lionel Corgi pieces and take the chance of missing out. The best place I've



found to order and preorder your Lionel Corgi toys is with Diecast Direct. The catalog numbers of the Lionel Corgi models were not available to me so for ease of ordering I used Diecast Direct's catalog numbers. So call Diecast Direct at 1-800-718-1866 or better yet visit their web site at [www.diecastdirect.com](http://www.diecastdirect.com). If you're a senior citizen like me and find yourself stumbling around most web sites, well, you're in for a treat with Diecast Direct's site. I found it very easy to use or what I like to call senior citizen friendly. If you do go to the web site, be sure to click on to *sales and close outs* for some really great prices on toys for your layout. The very

best thing about shopping with the folks at Diecast Direct is that you're dealing with long time members of our LCCA family.

### And in Closing . . .

This issue is special for me as it marks seven years that I have written for this really great magazine and the wonderful organization that is LCCA. Without the support of so many LCCA members, I would have never reached this anniversary year. Thank you for your years of encouragement and support.

Happy Tracks! 



*Authors note: A very special thank you to Farmall Tractor historian and restoration expert Mr. Jeff Grodey of Charlottesville, Indiana for his invaluable information about Farmall.*



# Why “US NAVY”?

by **R. E. Lee Hamilton**

**RM 10990**

Why Lionel’s Postwar No. 6175 Flatcar with Rocket and No. 175 Rocket Launcher’s rockets are both heat stamped with “U S NAVY” can be traced back to the father of modern rocketry in the United States, Dr. Robert Hutchings Goddard. Following Dr. Goddard’s historical first successful launch of a liquid-fueled rocket on March 16, 1926 at Auburn, Massachusetts, Colonel Charles Lindbergh helped Goddard

Due to the desire of the U.S. Navy in developing long-range ship-to-ship and ship-to-land communication, the Naval Research Laboratory (NRL) during 1946 conducted research on the Earth’s ionosphere (ranging from 30-to-250 miles above the surface of the Earth) using instrumentation aboard WWII captured German V-2 rockets to study how the ionosphere affected radio communication. Because of a limited supply of war captured V-2 rockets, the NRL proceeded to develop two



acquire funding to continue development of his rocket designs. In 1930 Goddard relocated to Roswell, New Mexico (less than 200 miles from the present-day site of U.S. Naval Ordnance Missile Test Facility, White Sands Proving Ground, New Mexico) where he set-up shop to continue research and development of his liquid propelled rockets until 1941. World War II found Goddard working for the U.S. Navy at Annapolis, Maryland helping to develop rocket assisted take-off technology for aircraft. Dr. Goddard died in 1945 but helped significantly to further the advance of rocket propulsion technology in the United States.

sounding rocket programs between 1947 and 1955 to continue analysis of the upper reaches of the atmosphere and conduct various research projects on the effects of the sun. These programs, namely the Viking and the Aerobee, helped the NRL to refine rocket propulsion, develop guidance systems and increase payload delivery capability of the newly developed scientific and military research rocket systems. Both programs continued to serve in a multitude of capacities in the early years of rocket science as the workhorse for scientific data collection preceding a desire to travel to space headed up by Project Vanguard.



During 1955, President Eisenhower declared that the United States would deliver the first operational Earth satellite into orbit during the International Geophysical Year (IGY), which was from July 1, 1957 to December 31, 1958. The National Science Foundation, along with the United States Committee for IGY was to head up the project with assistance from the Department of Defense (DOD). The DOD solicited all three branches of service on what systems would be, or were, capable of reaching the goal of delivering an unmanned satellite into orbit around Earth during the IGY. The Army, Air Force and Navy all submitted proposals to deliver a satellite to orbit. However, due to the maturity of the NRL scientific rocket program, the Navy's proposed Project Vanguard was selected to head up the task.

The Navy's Project Vanguard rocket was a three-stage design. The first stage was essentially an improved version of the Viking. The second stage was of Aerobee design evolution. The third stage, also of NRL program history, was to be spin-stabilized in order to deliver the 3.25 pound, 6.4 inch diameter aluminum Earth tracking satellite into final orbit. The Navy Project Officers realized that everything had to go extremely well in order to successfully deliver the satellite into Earth orbit during the IGY. During a 1956-1957 short test program validating the capability of the Viking/Vanguard first stage rocket motor, the Russians successfully launched Sputnik I on October 4, 1957 followed by Sputnik II on November 3, 1957. This immediately accelerated the Vanguard program schedule, which was to consist of eleven satellite launch vehicles with hopes that one would be successful. Using the Vanguard rocket, the first U.S. attempt to launch an Earth orbiting satellite from Cape Canaveral, Florida on December 6, 1957 failed seconds after liftoff.

Ironically enough, due to successive additional Project Vanguard failures, the door was opened for the Army three-stage Jupiter C (short for Jupiter Composite Re-entry Test Vehicle), which was nearly identical to a joint Army/Navy rocket outlined for Project Orbiter rejected earlier in 1955 by the DOD in favor of using the NRL Project Vanguard. The Jupiter Intermediate Range Ballistic Missile (IRBM) development program, which was adapted from a Redstone Medium Range Ballistic Missile (MRBM), utilized the Jupiter C test vehicle. The Jupiter C Project, managed by the Army Ballistic Missile Agency (ABMA) under the command of Major General John B. Medaris (future President of Lionel in 1960!), proceeded to ready systems in support of a future attempted satellite launch utilizing a four-stage Army Jupiter C. It was suggested to General Medaris to rename the four-stage Jupiter C satellite delivery rocket to "Juno" (Wife & sister to Jupiter in Roman mythology). On January 31, 1958 Juno I successfully launched the first U.S. satellite "Explorer I" into Earth orbit

Ultimately, three Vanguard program launches successfully delivered U.S. satellites to Earth orbit while 8 of the 11 attempts failed. Vanguard-1 launched the second U.S. satellite successfully placed in orbit on March 17, 1958 by delivering

its 3.25-pound satellite to orbit. Vanguard-2 launched on February 17, 1959 followed by Vanguard-3 launched on September 18, 1959 both delivered their respective instrumented satellites to Earth orbit.

It must have been more than coincidental that Lionel introduced both their No. 6175 "Rocket Car" (later to be catalogued as the "Flatcar with Rocket" during 1959-1961) and the No. 175 "Rocket Launcher" accessory in 1958 (catalogued through 1960) with President Eisenhower's declaration that the United States would deliver the first operational Earth satellite into orbit during the 1957-1958 celebrated IGY. On the cover of the 1958 regular issue Lionel catalog is an artists' depiction of a life-like satellite-launching rocket, not unlike the Vanguard design, poised on the production-like No. 175 launcher. On the rear cover of the 1958 catalog is the same rocket carried on the No. 6175 flatcar. What better rocket system to model the new Lionel items marketed in 1958 to capitalize on the Space craze sweeping the country after than the United States' premier rocket propulsion system — the U. S. Navy's Vanguard? Turning to page 2 of the 1958 Lionel catalog reveals an illustration more accurately depicting the production model of the newly introduced No. 175 Launcher with a red and white, multi-piece "U S NAVY" marked rocket. The catalog description states: "NEW! No. 175 Rocket Launcher — A Lionel first! Pretend you're at an actual earth satellite launching. ...." Also worthy of note is the description of the No. 6175 Rocket Car, which reads: "NEW! No. 6175 Rocket Car — Carries a model of an ICBM. ..." However, the same red and white "U S NAVY" heat stamped rocket is used on the flatcar — clearly the Lionel catalog writers were not prepared to make the distinction between the differences of rockets used for Earth satellite launchings and ICBMs! On page 24 the catalog again depicts the No. 175 Rocket Launcher with the description "NEW! No. 175 Rocket Launcher — Duplicates rocket launching by remote control. ..." and on page 25 the No. 6175 Rocket Car with the description: "NEW! No. 6175 Rocket Car — Carries an amazingly realistic model of the ICBM. ...."

Little did Lionel or the rest of the country realize at the time that the U. S. Navy Project Vanguard, truly foremost in a long line of attempts for the United States to reach Earth orbit, would be plagued with technical problems inherent to development of newly designed rocket propulsion systems. I'm sure that more than one little Lionel engineer during 1958 synchronized his launch of the Lionel railroad delivered No. 6175 U. S. Navy miniature Vanguard rocket from his No. 175 launcher to that of the full-scale counterpart scheduled for launch at the Atlantic Missile Range in Cape Canaveral, Florida — only for the Lionel Engineer and the Project Vanguard Engineer both to be disappointed in their launched rockets being unable to reach Earth orbit!

The cover of the 1959 Lionel regular issue catalog depicts the No. 175 production-like Rocket Launcher with a "stylized" red and white rocket with "U S NAVY" markings. On page



14, three No. 175 launchers are depicted all with red and white “U S NAVY” marked rockets. The lower page description for the No. 175 reads: “No. 175 Rocket Launcher — Duplicates earth satellite launching! ...” Page 37 of the 1959 catalog shows the No. 175 launcher and the No. 6175 Rocket Car both with the red and white “U S NAVY” marked rockets. The descriptions read: “No. 175 Rocket Launcher — Duplicates an actual rocket launching. ...” This time the No. 6175 description spells out the ICBM acronym: “No. 6175 Flat Car with Rocket — Model of Intercontinental Ballistic Missile. ...”

Depictions of the No. 175 launcher and No. 6175 flat with rocket were to grace the front or rear covers of the Lionel catalog no more. In the 1960 regular issue Lionel catalog, you had to turn to page 7, which depicts the No. 175 Launcher relegated to a small, insignificant background scenery depiction. This time however, the red and white rocket is rendered without the “U S NAVY” markings. The description of the No. 175 launcher on page 6 now reads: “No. 175 Rocket Launcher — As timely as tomorrow! ...” — with no further mention of launching Earth’s satellites! On pages 20 and 21 of the 1960 catalog, the No. 175 and No. 6175 are depicted using the red and white rocket with “U S NAVY” markings. The descriptions read: “No. 6175 Flat Car with Rocket — The rocket on this flat car can be used with the No. 175 Rocket Launcher. ...” and “No. 175 Rocket Launcher — Crane lifts rocket from flat car. ...” Clearly, both the No. 175 and No. 6175 were fast losing their appeal, possibly due to dwindling sales as America lost sight of advances in space and became obsessed with the IRBM and ICBM threat.

The 1961 regular issue Lionel catalog declares the death knell for the Lionel “U S NAVY” rocket. With the absence of the No. 175 Rocket Launcher completely from the catalog, you had to go all the way back to page 25 to find the sole mention of the No. 6175 Flat Car with Rocket as it is not even offered for separate sell any longer but only listed as inclusion to the low end set No. 1643: “O27 4-Car “Sky Scout” Diesel Freight . . . \$29.95” The No. 6175 Flat Car with Rocket is not even mentioned in the set description of highlighted features of the set, but is included as second billing to the No. 230 C&O Alco Diesel; No. 3509 NEW Satellite Launching Car; No. 6050 NEW Savings Bank Boxcar; and the No. 6058 matching C&O yellow Caboose.

What a sad footnote to the promising future, only 3 years earlier during 1958, that the No. 175 Rocket Launcher and No. 6175 Rocket Car suggested: To help young Lionel engineers of today be the Rocketeers of tomorrow! However, with dusk settling in on Lionel land’s satellite launching program using the Project Vanguard-like “U S NAVY” rocket, there would be new hope on the horizon for a continuation of space exploration using the Lionel railroad delivered, yet to be announced, manned rocket program in 1962 with the No. 6413 New! Mercury Project, Cape Canaveral Mercury Capsule carrying car; No. 6463 New! Rocket Fuel tank car; No. 3413 New! Mercury Capsule launching car; and the No. 6512 New! Cherry Picker car. The introduction of these cars in 1962 would assure a continuation of Lionel’s efforts to develop electric train related products “As timely as tomorrow!” 🚂

# "I Love America"

## B O X C A R S E R I E S

by **Dennis DeVito**

**LCCA 6758**

Sometimes in the world of Lionel even the most mundane and common items are or become quite extraordinary. Such is the case with the Lionel State "I Love" Box Car Series, called by Lionel the "I Love America" cars. Here are some facts about those cars:

1. First introduced in 1984, this set of cars has been offered for sale over the longest period of time — (either continuously or with marketing induced delays) of any series except perhaps for the Christmas cars.
2. It is already the set with the most cars, 34 cars for 33 states issued or announced through 2002.
3. To date, all cars are similar, single door boxcars, although they represent the manufacturing progression of all Lionel products, including various truck offerings from 1984 to present.
4. Lionel has resisted the temptation to include an "I Love America" car in a set and has properly made each an item for separate sale.
5. All cars appear to have adequate production quantities to avoid an artificial *premium* car that can only be obtained at a cost well above initial retail.
6. All cars are readily available at reasonable prices — although the early ones are getting more difficult to find.
7. It will become the most expensive series offered by Lionel with an expected retail of over \$2,000 if current trends continue. Of the 34 cars offered to date, total retail price is over \$1,300.

Through the latest Lionel 2002 Volume 2 Catalog, 34 cars have been issued or announced. They are all single door 10-inch boxcars. The car that started it all, the uncataloged No. 9475 *I Love NY* Car was issued following a real prototype of the D&H. It's interesting to note that Lionel reissued a revised *I Love NY* car in 1999, this time clearly making it follow the motif of the other cars in the series. The train collecting

historians will debate and eventually decide if both of these New York cars or if only one will be considered part of this set. While Lionel clearly indicates in their literature there are two NY cars, purists may object. The next car, issued in 1986, the *I Love Michigan* car is not believed to be prototypical. A strong argument can be made that the Michigan State car is the first of the I LOVE state sets and that the second NY car No.19949, issued in 1999 represents New York.

A few words about the Michigan Car. Bill Schmeelk in his News and Views column of the day, suggested that the Michigan car was selected in 1986 as a celebration of the return to Michigan from Mexico. He politely indicated that an *I Love Michigan* car was more tasteful than a *Glad we're back from Mexico* car. Perhaps the entire series was inspired by this move from Mexico. As a Michigan resident, I have wondered who selected a purple roof for a car celebrating a state known for University of Michigan's *Go Blue*. Perhaps it was to avoid antagonizing the good folks at Michigan State, the Spartans — with their green.

For anyone interested in collecting this set, a few issues remain –

1. Will the set be continued until each of the 50 states has a car?
2. Will future cars be boxcars and of a similar size? This is especially important when building a display rack. Perhaps this will be the first Lionel set offered and completed with sufficient quantity of separate sales of matching cars.
3. Will there be motive power and/or a caboose offered? Maybe Washington DC, Puerto Rico or other US possessions? Or even accessories to match, i.e. track bumpers or station platforms.
4. At what rate will future cars be issued? Early years offered one car per year. Recent years have 4 cars being released each year. Perhaps the good folks at Lionel realized a 50-year set run would last longer than quite a few collectors and as a result accelerated issuing cars. After all, the set is



already 18 years in the making and even at 4 cars per year, will last 4 more years. This would equal the entire time elapsed during the post war period of 1946-1968.

5. Why do the Lionel catalogs reference the incorrect sequence of cars issued versus their release date. There are 4 occurrences where the incorrect number of cars had been indicated released. Was this due to changes in production runs or just sloppy proof reading? See the chart for examples.
6. Was the long, successful run of the Lionel states series an inspiration for the US mint to finalize its decision to run state quarters?

Here are some statistics on the set. If you have a comment or question or which to offer a correction, please contact me directly at 616-428-2636 or at omerion@parrett.net. 🚂

Notes:

1. Where not shown in catalog, Manufacturer's Suggested Retail Price (MSRP) was estimated as shown.
2. There were two New York Cars, the first was uncataloged (See Article) — The second car issued in 1999.
3. A special variant was produced with the same number, a Grand Trunk Western version for the Artrain — This Artrain version is quite rare.
4. The issue sequence indicated in the catalogs was not the way the cars were issued and most probably reflect marketing differences between catalog date and production date.
5. Current Pricing referenced from 2002 Greenberg Guide, Kalmbach Publishing Compant.
6. Issue Sequence from verbage in Catalog. An (not listed) NL is posted where the sequence number is not shown.

Catalog Number	State	Footnote	Year Released	Mint Current Price	MSRP
9475	New York	2	1984	38	32.95 (est)
9486	Michigan	3	1986	30	32.95 (est)
19901	Virginia		1987	38	32.95 (est)
19905	California		1988	22	32.95 (est)
19906	Pennsylvania		1989	22	32.95 (est)
19909	New Jersey	4	1990	24	32.95 (est)
19912	Ohio	4	1991	23	32.95 (est)
19915	Texas		1992	22	32.95 (est)
19919	Minnesota		1993	30	32.95 (est)
19926	Nevada		1994	24	32.95 (est)
19933	Illinois		1995	24	32.95
19941	Colorado	4	1995	24	32.95 (est)
19942	Florida		1996	24	32.95 (est)
19943	Arizona	4	1996	24	34.95
19949	New York #2	2	1997	31	44.95
19950	Montana		1997	24	44.95
19951	Massachusetts		1998	29	44.95
19952	Indiana		1998	30	44.95
19968	Maine		1999	50	44.95
19969	Vermont		1999	50	44.95
19970	New Hampshire		1999	40	44.95
19971	Rhode Island		1999	40	44.95
19985	Georgia		1999	45	44.95
19986	North Carolina		1999	45	44.95
19987	South Carolina		1999	45	44.95
19988	Tennessee		1999	45	44.95
29900	Wisconsin		2001	45	44.95
29901	Kentucky		2001	45	44.95
29902	Iowa		2001	45	44.95
29903	Missouri		2001	45	44.95
29906	Connecticut		2002	45	44.95
29907	West Virginia		2002	45	44.95
29908	Delaware		2002	45	44.95
29909	Maryland		2002	45	44.95
				\$1,203.00	\$1,362.30

<b>Issue Sequence</b>	<b>Coupler Type</b>	<b>Color</b>	<b>Catalog Appearances</b>	<b>Notation on Car</b>
1	Sprung	Blue White	Uncataloged	I Love NY
2		Purple White	1986 Collector Series	Yes Michigan
NL		Yellow Blue	1987	Virginia is for Lovers
NL		Blue Gold	1988	The Golden State
5 in book		Tuscan	Toy Fair 1989	You've got a Friend in Pennsylvania
5 in book		Green Gold	Book 2 1990	Liberty and Prosperity
6 in book		White Red	Book 2 1991	With God all Things are Possible
8 in book		Green Blue	Book 2 1992	Friendship
9 in book		Yellow Brown	Book 1 1993; and Book 2 1993	Land of 10,000 lakes
10 in book		Brown Silver	Spring 1994; and 1994	Silver State
11 in book		Yellow Cream	1994 Stocking Stuffer; and 1995 Spring Release	Land of Lincoln
11 in book		White Blue	1995 Stocking Stuffer; and 1996 Spring Release	Centennial State
13 in book		White Green	1995 Stocking Stuffer; and 1996 Spring Release	Sunshine State
13 in book		White Yellow	1996	Grand Canyon State
16 in book	Die Cast	White Gray	1997 Classic — NYC Cover	I Love NY
15 in book	Die Cast	Blue Red	1997 Classic — SF Cover	Peregrine Falcon
NL	Die Cast	Gray Pink	1998 Classic	Railroad Logos
NL	Die Cast	Black White	Volume 2 1998	Indy Race Car
NL	Die Cast	Blue Purple	Volume 1 1999	Capture of the Margaretta
NL	Die Cast	Green Black	Volume 1 1999	Ethan Allen Green Mountain Boys
NL	Die Cast	White Blue	Volume 1 1999	Live Free or Die
NL	Die Cast	Gold Brown	Volume 1 1999	Home of the Devine
NL	Die Cast	Green Red	Volume 3 1999	Georgia
NL	Die Cast	Cream Blue	Volume 1 1999	Andrew Jackson
NL	Die Cast	Blue Blue	Volume 3 1999	First in Flight
NL	Die Cast	White Red	Volume 3 1999	Home of Country Music
NL	Sprung	Red White	Volume 1 2001	I Love Cheese
NL	Sprung	Blue White	Volume 1 2001	Run for the Roses
NL	Sprung	Black White	Volume 1 2001	????
NL	Sprung	White Blue	Volume 1 2001	Gateway to the West
NL	Sprung	Cream Gray	Volume 1 2002	I Love Connecticut
NL	Sprung	White Blue	Volume 1 2002	Wild Wonderful West Virginia
NL	Sprung	Cream Green	Volume 1 2002	Liberty and Prosperity The First State
NL	Sprung	Cream Red	Volume 1 2002	Chesapeake Bay Blue Crab Transport

# Lionel News & Views

by Bill Schmeelk

RM 6643

## The Missile Launcher Set returns!

The cover of the Lionel's 1959 catalog featured three locomotives. One, the 736 Berkshire, had served Lionel well since 1950 and as the 726 since 1946. The other two locomotives were brand new. These two locos represented opposite ends of the timeline. One was the General, modeled after a Civil war wood burning loco and the other was the No. 44 Army Mobile Missile Launcher. The No. 44 was not modeled after any prototype that the Army had, but rather was designed as something you might see in the future. As best as I can tell, looking through the postwar catalogs, these two locomotives were the last new locos that postwar Lionel would bring to production. Yes there were some variations on the cheap steam locomotives, but the General and the No. 44 Missile Launcher were the last that required completely new tooling to be designed and built.

New operating cars offered that year included the No. 3540 Radar Scanning Scope Car, the No. 3434 Chicken Sweep Car, the No. 3435 Aquarium Car, the No. 3512 Fireman and Ladder Car, the No. 6650 IRBM Missile Launching Car and the No. 3419 Helicopter Car. This was the year that also saw the introduction of another rocket firing device, the No. 470 IRBM Missile Launching Platform, just re-released this year. And of course with all these missiles being fired, you had to have something to shoot at. The new No. 6470 Exploding Target Car and the No. 943 Exploding Ammo Dump were introduced in 1959 to fit the bill.

Look through the 1959 catalog and you'll see many new items. Some were simply new loads on flatcars and others completely new designs. Judging by the 1959 catalog and the number of new items, you certainly got the impression that Lionel's sales were zooming into the stratosphere. Of course we later found out that sales were languishing in a sea of red ink. Lionel was trying everything to keep up with the times. Although their efforts were fruitless at the time, many of the items produced in this period are highly valued by collectors today.

In its first appearance, the No. 44 Mobile Missile Launcher was included as part of Lionel's Missile Launcher Outfit No. 2527 that included four cars. Also listed for separate sale, this new loco had an astonishing low price of \$17.95. Although inexpensive, the set was not an 027 set, but rather a Super O set. In fact at \$39.95 it was the lowest priced set featuring Super O track. The year before, in 1958, the lowest priced Super O set was \$49.95. Clearly, the trend was for Lionel to get the prices of their sets lower. This practice was of course

seen throughout Lionel's line starting in the late '50's and continuing through 1969 when finally the rights to manufacture Lionel trains were sold to General Mills. It seems that the times when parents would pay upwards of \$100.00 to start their children with a set of trains was fading if not gone entirely.

An uncataloged set was also offered in 1959 through Sears. According to *Greenberg's Guide to Lionel Trains, Volume IV, Uncataloged Sets*, this was also a Super O set and had four cars and also included the No. 175 Rocket Launcher. Quite a set – I don't know at what price this set was offered.

In 1960 the No. 44 was offered again, but this time the price was increased to \$19.95. Was this because it could not be produced profitably for \$17.95? Was it because it sold extremely well? On those questions we can only venture a guess. Lionel also introduced a second version in 1960, the No. 45 Marine Corps Missile Launcher. The production version of the No. 45 was identical to the No. 44 except for the paint job. The No. 45 was painted in olive drab and said U.S. Marines instead of U.S. Army. The No. 45 was also priced at \$19.95. Also introduced this year was the No. 6544 Missile Firing Car that used the same four rocket launcher used on the No. 44 and 45.

In 1960, Outfit No. 2527 returned, and although the loco had increased in price, the set remained at \$39.95. The No. 45 was offered in a Land, Sea and Air gift pack with no track, transformer, or individual boxes. The set included four cars in unique olive drab colors. These included the No. 3429 Helicopter car which featured a very rare helicopter labeled for USMC rather than the usual Navy. The other cars were the 3820 Submarine car, the No. 6640 U.S.M.C. Missile Launching car, and the No. 6824 U.S.M.C. Medical car. These all featured olive drab cars and parts. That gift pack sold for \$35.00. Considering that the loco was almost \$20.00 of that, the cars were about \$3.75 each. Today of course the box the set came in is worth many times the original price of the set. This would be an easy set for Lionel to bring back. All of the components have been made in other colors. Incidentally, the Submarine in the above set was still labeled U.S. Navy, only the flatcar carrying it was labeled U.S.M.C.

In 1961, both the No. 44 and 45 were available for separate sale. The No. 45 also headed an 027 set, No. 1647 called the Freedom Fighter Missile Launcher Outfit. This set featured five cars, including the 3665 Minuteman Missile launching Car, the 3519 Satellite Launching Car, the 6830 Submarine Car, the 6448 Exploding Target Range Car, and the 6814 First Aid Car. The price was \$49.95 and also included 027 track and a 60 watt transformer. This is another set worthy of Lionel's consideration in the Postwar Celebration Series. Making further use of the No. 44's four rocket launcher, the No. 448 Missile Firing Range Set was introduced.

In 1962, the No. 45 was again offered in a set without track or transformer and packaged in a single box with a handle.





This was the Enforcer Gift Pack. The set included five cars, the 3413 Mercury Capsule Launching Car, the No. 3619 Reconnaissance Copter Car, the No. 3470 Ariel Target Launching Car, the No. 3470 Turbo Missile Firing Car, and the 6017 Caboose. The set was priced at \$39.95. Another set worth considering for re-issue. The No. 44 was also available for separate sale. This was the last year for the Mobile Missile Launcher. The 448 Missile firing Range Set continued through the 1963 catalog and the No. 6544 Missile Firing Car was last offered in the 1964 catalog. Most likely, these were remaining inventory.

Lionel has now re-issued the original set featuring the No. 44, without of course, the transformer and the Super O track. **Photo 1** shows the original postwar unit and **Photo 2** shows the Lionel's re-introduction of the No. 44. The two sides of this loco are quite different and **photos 3 and 4** show the original and the new version respectively from the opposite side. Let's take a closer look at some of the differences.



**Photos 5 and 6** show the top of the locos. Notice in **Photo 6** that the E unit lever and the slot to accommodate it have been removed from the new version. You might also notice the difference in the red "firing lamp." The original used a red painted 2 pin miniature bulb and the instructions warned you that trying to unscrew it would result in breakage. To change the bulb, the cab had to be removed. On the new version the



bulb is clear and a red plastic dome covers it. The bulb can be replaced by simply prying up the red dome and pulling the small two wire bulb out. The dome must be replaced by matching the tabs on the dome with the openings on the cab.

The control panel at which the small operator works uses the same clear plastic screen as was also used on the Radar car. In the catalog illustration on page 36 of the 1959 catalog, a clear shell covers the opening on top of and behind this



operator. The advance catalog illustrations also clearly show this, but it was never part of the production models. In the 1960 catalog illustrations on pages 17 and 40, the No. 45 is shown with this clear plastic cover that was never produced. The larger illustration on page 20 does not have this cover.

**Photo 7** shows the two from the front. The original is on the left. Although Lionel's postwar catalog illustrations always pictured the loco with black and white warning stripes on its bumpers, neither the postwar nor the new version have these.

It would have been a real coup for Lionel to have added this detail. I hope that they will consider it on a future release – perhaps on the No. 45? Among the improvements that Lionel did make are the headlights. The postwar catalog showed the loco with headlights, but never with the beam coming from them. In production, the headlights were molded into the cab and never painted to appear lit. The new version however includes super white LED's which complete this detail.

**Photos 8 and 9** show the underside of the locos. The original in **Photo 8** shows that a single non-operating die-cast coupler was located at the rear. The early catalog



descriptions stated that the engine had an operating coupler – it did not and later descriptions simply said coupler. Not only doesn't it operate, but it also has no centering springs on it, making it very impractical for coupling operations on a layout. Thankfully, the new version has corrected these shortfalls. The new version is equipped with Command Control and features an operating coil coupler. The coupler is also self centering. This coupler can only be opened using the CAB-1 controller. If you are running it in conventional mode, you must depend on the coupler of the car coupled to it.

Notice in **Photo 8**, the small hole cut into the gray piece between the trucks. According to Joe Algozzini in his very informative book, *Lionel's Postwar Space & Military Trains*, published by Kalmbach, this hole was cut into the early production models of this loco. He also explains that the plastic cover on the motor truck did not have the oil hole or the word oil on later production models. The instructions, which indicate lubrication, do not refer to this hole. I believe that other locos with this hole had problems dripping oil or grease onto the track when the engine warmed up.

Another significant improvement is the motor truck. The original is made from stamped aluminum and is silver. It can clearly be seen in **Photos 1 and 3**. Compare this with the new version in **Photos 2 and 4**. The new truck is stamped from steel and is black for a better appearance. The original truck featured MagnaTraction on one axle. On the new version both axles of the power truck are equipped with MagnaTraction.

This truck also has a third roller pick-up which was not on the original.

## So Let's Look Inside

On both versions, the removal of one screw at the rear end of the loco allows the cab to be removed. The original cab slipped off easily. The new cab is attached with wires and cannot be moved far from the chassis. Certainly those who have to service these engines would prefer that the cab could be removed. This could be done with a small plug or metal fingers which make contact when the cab is in place. Having the cab attached to the chassis by wires is frustrating. As soon as I removed the cab on the new version, I noticed that one of the wires leading to the headlights was not connected and had come loose. **Photos 10 and 11** show the chassis of both models. In addition to two wires leading to the headlights there is also



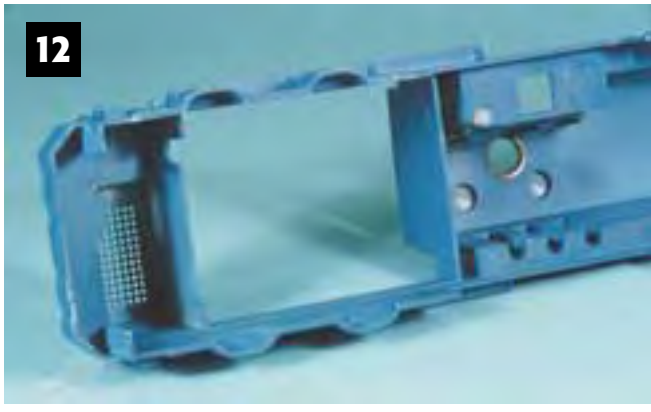
an antenna wire connected to the some steel plates on the top of the cab.

As you can see, the E-unit of the original has been replaced by some circuit boards. Because the new version offers Command Control and allows the firing of the missiles with the CAB-1, there is substantially more wire inside. There are a number of wires inside tubing which lead to the firing mechanism. Since the original did not have this, room had to be made in the cab to accommodate this cable on the new version. **Photo 12** is an interior shot of the original cab. Compare this with **Photo 13** of the new cab. At the bottom of the photo you can see that some of the plastic had to be cut away in two places to make room for the cable.

**Photo 14** shows an interior view of the front end of the new cab. Here you can see the headlight wires and the antenna needed for Command Control. You can also see that one wire is no longer attached to the small circuit board. Re-soldering this wire will have to be done very carefully as the board is small and it would be easy to bridge two connections.

**Photo 15** shows the firing mechanism which is very similar on both models. The new version uses black steel for the chassis, while the original is a lighter gray in color. The





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solenoid pulls and rotates a plastic rod which has a tab located under each rocket's release mechanism. These tabs are each in a different position so that as the rod is turned a quarter

turn, one of the rockets will fire. Each pull of the solenoid turns the rod 90 degrees, firing one rocket each time. The new version was much easier to operate. The rod on the original was more difficult to turn, perhaps due to its age.



16

The original version came with a long envelope shown in **Photo 16** filled with everything you needed to operate the loco by "remote control." It is unusual that Lionel would supply the OTC connector along with the Super O parts to add the control rail. You would expect that the instructions would merely state that the remote control track was needed. Perhaps this was because most of these engines were sold as part of a set. Lionel also included a small tube of grease and another of oil. The original came with six rockets, two more than you needed. The new version came with four.

The new No. 44 is Command equipped and allows you to fire the missiles at any point on your layout. The little man on the loco now has more work to do. On the new version he also is the switch you use to lock-out the reverse unit and also the program-run switch in Command operation. There is also another switch on the rear truck which must be set for either Command or conventional operation. There is no label on this switch. I would suggest that Lionel use a red dot on one side of the slide switch, so that an operator can be sure whether or not he is in Command control operation.



17

Part of the original set was the No. 943 Exploding Ammo Dump. This is also included in Lionel's new set. **Photo 17** shows both the postwar box and the new one. If you ever want to present someone with a difficult puzzle, give them the Ammo Dump out of the postwar box and challenge them to get all the parts into it. The metal plate on the bottom is shown in **Photo 18**. Unlike the original, the new one is painted; perhaps powder coated, and has the Postwar Celebration logo on it. **Photo 19** shows the two versions assembled and ready for destruction





18



19

by an incoming missile. The two are almost identical. The new one was obviously made from the original molds.

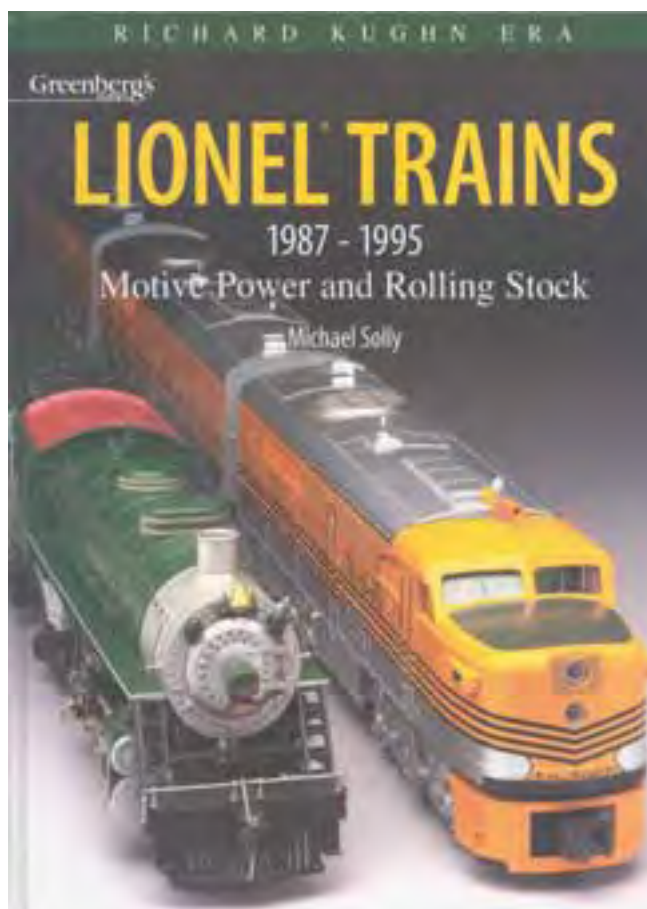
An error was made in the new instructions for assembling the ammo dump. The bottom plate is lettered A and B to match the two roof sections. As stated in the original instructions, the B section should be placed in position first, followed by the A section. Why postwar Lionel lettered them in that order I have no idea. The new instruction sheet however tells you to put the A section on first. Since the B section should go under the A section, it should be placed in position first.

This is a loco that brings back fond memories of my childhood romance with Lionel trains. Operationally, the new version is superior to the original. I'm pleased that Lionel has decided to produce it and hope they will also produce the No. 45. There are three sets in which it was used and any of them would be desirable, although having a set with the U.S.M.C. helicopter car would be very desirable. How about also replacing the words U. S. Navy on the submarine with U.S.M.C.? And finally how about painting those black and white stripes on the next version?

## New From Kalmbach

New from Kalmbach is the latest treatise on Lionel trains. *Greenberg's Lionel Trains 1987 - 1995 Motive Power and Rolling Stock* by Michael Solly is the latest addition to the Greenberg family of Lionel guides. With this book, another era in Lionel Train production is defined - The Richard Kughn era. Previous Greenberg guides had taken us through the Fundimensions era, which began with the General Mills acquisition of rights to produce Lionel Trains. In 1986, General Mills divested itself of its toy and train divisions. For a very brief time, Lionel became part of the Kenner-Parker Group. Very shortly after hearing that news, we heard that a private

collector had purchased the company. That private collector, Richard P. Kughn, soon became well known to the Lionel collector community as the man who saved Lionel. Now, for the first time since Joshua L. Cowen, ownership of the company was in the hands of a true Lionel fan, operator and collector. This period immediately followed Lionel's misguided move to Mexico. One of Richard Kughn's demands when he bought the company was that it be moved back to Michigan. The Richard Kughn years are quite unique in Lionel's history and I believe it is quite appropriate that these years are defined as an era in Lionel history. Highlights of the Kughn era include the return of the 700e scale Hudson, RailScope, and the development and introduction of a digital electronic control system for true remote control train operation with the TrainMaster Command Control products.



Mike Solly also points out that it was at this time that Lionel introduced a new five digit numbering system. This helps immediately identify products which were introduced after the Fundimensions era. Mike fully explains this new system and a page is devoted to a table that illustrates how certain divisions of products are classified within the numbering system.

By now, most Lionel collectors know what to expect from a Greenberg guide and this latest addition to the series is no

disappointment. The book is divided into twenty chapters each beginning with an overview of the products discussed. There's much to be learned in the introductions to these sections and this is always the first thing I read in a new Greenberg guide. Each section discusses changes and variations made in tooling. The locomotive sections include a thorough discussion of exactly how production evolved over the years. These descriptions are often accompanied with drawings making it an easy matter to identify these variations. The truck and motor styles are fully explained. These introductions provide a very informative reference when trying to identify the exact year that a particular item was made. Where else for example can you see in one location an illustration of each of the tender designs of the era?

In addition to Lionel's regular production, the book includes variations and factory errors. Also included in this volume are all of Lionel's special production pieces such as club cars and department store specials.

We noted an important change in the way this guide is laid out. As you would expect there are many color photographs illustrating Lionel product, in fact there are very few pages in this book that do not include a photo, illustration or table. This time however, each is an individual photo, and is placed on the same page as the text describing it, making the photos easy to refer to.

Of course the book lists current values for all the products, but even after these become outdated, the information in this book will remain of value to the collector. This book presents information that is simply not available anywhere else. Clearly no one person would know all this information and author Mike Solly acknowledges a long list of those who helped him compile the wealth of detailed information. Among those, he has graciously acknowledged is our News and Views column in *The Lion Roars*. We thank him for this and acknowledge the huge task he has completed in authoring this very scholarly volume. For anyone who wishes to learn the many details of the products they collect, this guide provides an excellent source.

The book is printed on 248 8-1/2 x 11 inch glossy pages and includes a numerical index allowing you to easily look up any specific item of the era. The book is softbound and sells


for \$44.95. A hardback edition is also available for \$54.95. The book can be purchased at your local train shop or directly through Kalmbach Publishing at 1-800-558-1544, extension 818 or online at their website, [www.kalmbach.com](http://www.kalmbach.com).

## If Anything Can Go Wrong . . .

A new video entitled, *Oh No!* from TM Books and Videos highlights the manner in which Murphy's too familiar law, if anything can go wrong it will, is followed in the making of train videos. Perhaps it could be subtitled, A bad day on the layout. Clearly we're not happy when operating our layout and we experience a crash or serious derailment. Watching it on someone else's layout however can be lots of fun. Some of these scenes bring back memories of my youthful days of

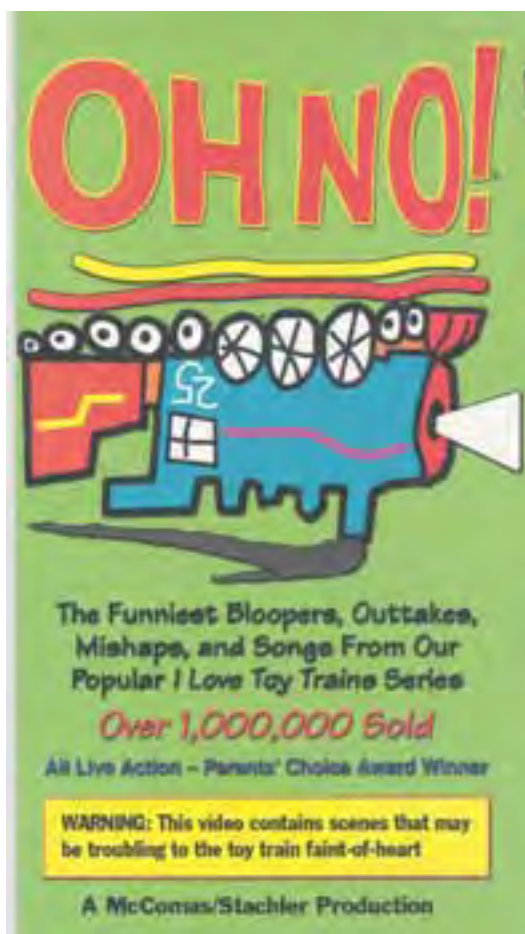
operating a layout and stacking all the empty boxes on the track for the train to plow through. Let's face it – wrecks can be fun. This video features a variety of mishaps on the layout including such things as collisions, derailments, and accessories that don't always operate as they used to in the old TV commercials. While some of these are accidents, others are staged, but just as much fun. Special sound effects add to the humor. One of the staged dramas involves an engineer named Buster who has a hard time entering the train house and coupling up with cars, because he hasn't learned to operate his loco at less than 100 miles an hour. He makes five attempts throughout the video, but never learns. The results of his attempts are always a humorous wreck of some kind.

These bloopers have been culled from the I Love Toy Trains Series, which is currently up to 11 volumes. In addition to the bloopers there are songs by Jim Coffee and

some layout scenes in which all goes well. This video is aimed at youngsters and whether they're into trains or not, they'll enjoy this video. Some of us older kids also enjoy watching things go wrong on someone else's layout. The video runs 40 minutes and sells for \$12.95 plus shipping. Purchase it at your local train shop or direct from TM Books and Videos at 1-800-892-2822. 

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

*Photographs by Bill Schmeelk*



# A Family Layout for Young and Old

by Ed Vieth

RM 7967

*Editor's Note: Ed has just completed a layout building project. Ed's layout was built with kids in mind and is not a sceneded layout, but one that allowed him and his family to get the trains on the move. We thought you'd enjoy reading about the planning of the project. Ed answers many of the questions we might all confront when deciding to build our dream layout. If you're building a layout — why not pass onto our members some of what you learn through the experience. I'll always remember the words of announcer in the Lionel commercials of the 1950's — **Remember boy . . . you're the boss when you own Lionel trains!***

When purchasing a new home three years ago a suitable space for a train layout was a must. Our son Charles was born one week after we moved into our house. That and other



priorities meant that I was not able to immediately build a layout. I did build a Christmas tree layout the first year, allowing me to run trains on a limited basis, but I still wanted a full time layout. So this is the story of how my layout developed.

I started with the layout planning. First I defined the rules for the layout. You could call them goals or guidelines. This allowed me to define what was really important to me so that the final layout would be what I wanted. Don't take my rules; make your own because you probably want something different. It's important here to be honest with yourself on what you want.

## Ed's rules for this train layout:

1. This layout is for running trains and having fun by and for children aged one, three and thirty four.
2. I want to be able to change the direction of any train without a back up move. Reversing loops in both directions are a must for me.
3. Lionel 0-31 track will be used.
4. The table width will be three feet. The basement is a shared space with the wife and children. Inspiration for the 36" wide layout came from a story in Classics Toy Trains.
5. The trains operated on the layout will be Lionel, post-war to present.
6. The layout will be designed with Lionel's Command control in mind. The ability to improve & upgrade in the future is essential.
7. The layout will include lots of action cars and accessories.
8. Clean up and improve the basement.

Once you have your own list of rules, start dreaming and planning your layout. I found lots of inspiration for my layout from the following sources:

- Other layouts published in *The Lion Roars*, CTT, etc.
- Lionel catalog artwork and track planning books
- Layouts I had visited
- Real train locations





want to build your layout and then decide to redecorate the room. My basement needed some new carpet and organizing. **Photo 1** shows the basement before the layout was started

For my layout I used very conventional tabletop construction. There are excellent books on layout construction. Consult any of these references for plans and ideas.

Helpful hints to make construction easier and faster:

1. If you do not use the full 4 x 8 sheet of plywood, have it cut for you at the lumberyard or home store. I had all my plywood cut at the store for 50 cents. To do this you need to know what you want,

so this is where all that planning saves time.

2. Use screws to build the table. Screws are cheap, can be installed with a cordless screwdriver and can be taken out and be redone if something is not right.
3. Take time to get the tables level.

My table construction took 1 day, and required no special tools: hand saw, screwdrivers, square, level, cordless drill, drill bits, and counter sink. I built three separate tables and moved them into place in the basement. Once they were level and the same height I match drilled holes to hold the tables together and bolted them together. I also drilled the access holes for the wires at this time. With the tables in place the next step was to add the track and temporarily hook up the layout and run the trains. **Photos 2, 3 and 4** show the layout at this stage. My boys wanted to run trains once the board was in place, so papa had to keep moving on this project. You may find problems with the layout at this time. Do you have clearance with the walls? Is there room for trains on other tracks?

Once I was happy with the track arrangement, I added a siding during the test run. I also attached the track and accessories. I tried something new for me on this layout. I used carpet between the tracks and plywood. I have read about other people using this method. In the past I was concerned

Steal ideas from the best and let your imagination run wild. Your layout is something that you can control and design. Limit yourself to your rules and if the rules don't make sense break them and see where you end up. I used spare time during the day to sketch out layout designs and concepts. For me this process lasted almost two years, but the time was well spent. Keep working until you have a dream layout.

Now for the reality check — dream layout vs. the real world. This is the place where more layouts die and just remain dreams. Does your layout meet the rules you have set? If not, do you really want to change the layout or the rule? I had to abandon one of my long time train layout rules for this layout. You can not run two trains on 0-31 track on a three feet wide layout! I could add a track for a gang car or trolley, but I don't care for those items. So I am down to one train for now. As I expand the Command Control capabilities of the layout and equipment however, I should be able to run two trains on this layout. The rest of the real world comes in at this point. Do I have the time, do I have the money, and do I really like the concept I have? If the dream does not fit with reality then you need to keep working on the dream. Be flexible and keep working at it. A train layout is fun to build and operate so don't stop here, keep going. Let the fun that lies ahead drive you. The last part of the dream vs. reality check concerns whether or not the concept really fits in the layout space. Today we have computer assisted design (CAD) programs and templates to help us with this, but for me the best way to do this is to get the track out and build the layout on the floor. This is the fastest way to find out that your dream layout will not fit in your space. But once you are on the floor with piles of track around you, you usually find a way to make something work. And once you do that you have your layout and can start to build.

Before starting to build the layout you need to make sure that the room is ready for it. You don't



that the carpet would not look good, or realistic. This layout was for fun and running trains, my rules did not include making a prototypically scaled miniature. So I tried the carpet, and I like the results. The carpet was inexpensive; forty-one dollars for more than enough for my layout, and as a result of using it, the trains run quietly. The carpet was also easy to install and is sandwiched between the plywood and the track. Only the screws holding the track in place hold the carpet. Yes it

does look different, it is a little too dark and uniform but overall it works.

**Photo 5** shows a mountain tunnel built with Styrofoam. The



4

Styrofoam is simply cut to shape and stacked up. This was very quick and easy to do. In less than an hour, the



5



6

kids had the tunnel for their layout. Eventually, I plan to finish the tunnel and make look more realistic.

**Photo 6** shows the layout with an added skirt around the

table. The skirting put the finishing touch on the table and colorfully hid the storage area for the trains under the table.

## Wiring

I took several shortcuts to get the trains running.

1. I used Lionel lock-ons in place of soldering the leads to the rails.
2. The layout is divided into blocks so I used Atlas selector switches. This allowed me to wire up both outside handles on my ZW transformer. One side is connected directly to the track and the other side runs with the command base. This way I can run the trains from the transformer or from my CAB-1 remote.
3. Color-coded wiring. Green is power to the switches. Black is track power. Red is power to accessories.
4. For ease of connection, we used Sta-Con type crimp connectors and splices.

## Letting my children help.

Up to now I had to do all the work. But once the track was in place and everything was running I could let the children help. Charles picked the locations for the operating accessories. Locations were chosen for the milk car platform and the ice station. There is lots of room to add more accessories in the future.

After two months of work on my layout, I have an operating layout that the children and I like. We can run trains when we want and I can leave them up with little fear that they will be all over the house when I return home. My oldest son can load and unload the milk car and ice cars. The baby can load logs into the dump cars so everyone gets to have fun. And that's the point, building a layout and running trains is fun. 🚂

*Editors Note: Ed, the cover photo seems to indicate that you achieved the results you were looking for. Thanks for sharing your project with us.*

*Photographs by Ed Vieth*



# At Trackside

LCCA Members in Action

by Bill Stitt

RM 259

## LCCA Train Meet – Chattanooga, Tennessee – July 6, 2002

On Saturday, July 6, 2002, the annual LCCA Train Show in Chattanooga, Tennessee was held at the OLPH Church Parish Life Center. A total of 76 members and their families attended with 44 paying guests and their spouses and children attending. The trading was brisk early in the meet and upon arrival of the public guests at 11 AM, the hall was crowded and many purchases were made. Door prizes were given to

members each hour. The weather was hot and sunny, the temperature reached 99 degrees getting quite warm inside the hall with people coming and going.




**Photo 1** shows Ron Miskell, #4896, looking for a good deal during the early trading pit action. **Photo 2** shows Lewis Collier, #11944, as he chats with some happy customers.



**Photo 3** shows Herman Pierson, #4893, and his wife Carolyn. They displayed Herman's American Flyer C&NW Freight Set from 1935; his Union

Pacific City of Denver Set from 1937; and his Lionel Pennsylvania Railroad Commuter Set made up from original Madison Passenger Cars by Madison Hardware in the early 1960's.

George Baltz, #14094, our Meet Co-Host, visits with Harry Overtoom, #1185, early in the meet in **Photo 4.** 



# Upcoming LCCA Train Meets

## Wheeling, West Virginia September 14, 2002

Start your fall off right with a great train show in Wheeling!

Plan now to join host Allan Miller on Saturday, September 14<sup>th</sup>, at the Kruger Street Toy & Train Museum, 144 Kruger Street, Wheeling, WV. To reach the museum take I-70 to Exit 5 at Elm Grove/Triadelphia, left at the exit and left again at the traffic light onto Kruger Street.


Registration and setup from 8:00 to 9:00 a.m. with LCCA members-only trading from 9:00 to 10:00 a.m. Public trading runs from 10:00 a.m. to 2:00 p.m.

LCCA members and families are admitted free. Guests are \$4, with children under 12 admitted free. Tables are \$10 each, with a limit of five per member. There's lots of free parking, handicapped accessible, and concessions onsite.

For additional information, contact Allan at (304) 242-8133 or toll free at 1-877-242-8133; or e-mail: [Allan@ToyAndTrain.com](mailto:Allan@ToyAndTrain.com).

## East Haven, Connecticut Sat. & Sun., Nov. 30 thru Dec. 22 10:30 a.m. to 4:30 p.m.

Jim Boylan will be presenting the 0-72 and 0 gauge operating Lionel train layout in a 103 year old real operating trolley car at the Shore line Trolley Museum, 17 River St., near the Green, East Haven, Conn. While regular museum admission will be charged, the experience includes heated trolley car rides, hot chocolate, cookies, and a visit with Santa, who will have a gift for each child. A limited number of passes are available by advance arrangement, for members who would like to bring trains to run on the unusual layout, or help run Jim's trains. Public transportation is near-by.

Call Jim Boylan (122 Monroe Ave.; Penndel, PA 19047-4058) at (215) SKyline 7-7444 for more information and directions. I will call you back if you leave your number on my answering machine. The museum phone is (203) 467-6927, but they won't be able to answer questions about passes. 



# Internet Know-how

by Craig Tribuzi, Web Editor

RM 10207

## WHATZZZUP with the Website?

Based upon feedback from the previous article and people at the convention who stopped by our demonstration area, there appears to be high interest in how our membership can best use Internet. Therefore, I will attempt to provide timely articles that address the desired information. Like most of the contributors to *The Lion Roars*, I want to thank those who take the time to let us know your opinions on the information we put together. Two informational articles that I have in mind for the immediate future are search engines and Instant Message. This article is intended to describe a couple of the new features recently incorporated into the website and describe some of the future capabilities.

### Home Page Changes

Since the convention was held in Pittsburgh, a couple of items on the home page have changed. First, a link has been added to the 2002 Lionel Classic Trains Volume 2 Catalog. The convention link has been updated to reflect the convention information for next year's convention in Las Vegas.

Another new link has been added which contains information about the Pittsburgh convention. As time permits, I will be updating this page with pictures and information about the activities at the convention. Watch this page on a regular basis.

### Password Protection

By now, those who have logged onto the LCCA website have noticed that the login screen for the Member's Area has changed. The registered members are now required to use a password along with their membership ID to gain access to this area. This has been incorporated to protect the current and planned special privileges afforded to the membership so that the general public cannot use them inadvertently.

So, a little explanation for the password-hampered user is needed. There is an assumption that most users of the Internet have had to use passwords. The way this login site works is no different than other sites. You type in your user number (note: don't include your membership identification such as CM, RM, FM, etc.) and password. Once they've been verified, you will be allowed access.

The next question is how a member finds out their password. The easiest way is to use the next area on the login screen and submit a request to have the password e-mailed to your designated e-mail address. Once you input your Member ID and click on the Send Password radio button, it takes a couple of minutes to have your password show up in your mail server's Inbox.

If you don't have an e-mail account on record with the club, then there is a form provided to allow the member the capability to submit a change of address that includes the e-mail address. Once you input your information and send it to the Business Office, it takes up to two business days to get the database updated so you can have your password e-mailed. If all else fails (or you don't have an e-mail account), you can have the Business Office use snail mail and send a copy of the password to your home.

The plan is to have the Business Office update the passwords on a quarterly basis. At the current time, the password is a combination of characters and numbers that are placed together in a random order to prevent "guessing". One drawback is that the member does not have the capability to change the password to one that is user friendly. We are in the process of working on the capability for letting members create their own passwords for the site allowing an alternative to the one assigned by the Business Office.

### Members Only Updates

Information has been added to the Members Only area about the election results. In addition, updates to the Constitution and the By-Laws have been posted. The LCCA Store has been updated for the items sold at the convention and new items have been added.

### On-Line Interchange Track

During the convention, Larry Black and I allowed members to use a prototype version of the on-line *Interchange Track* that has been in development. We demonstrated the capability using information from the July issue. Many of the comments we received during this time are being implemented. It is anticipated that the on-line *Interchange Track* will be deployed on our site by the end of the third quarter of this year. Look for more information about this capability, as the deployment time gets closer.

### On-Line Membership Roster

A new capability will soon be added to the Members Only area to allow the membership access to the LCCA roster. Much like the directory that used to be published, this roster capability will have the membership information arranged in a user specified manner. The member will be able to search the database on the general fields such as member number, name, address, city, state, etc. or within a radius of a city or zip code. There will also be filtering elements allowed on the data.

To ensure that the digitized version of the database is not easily obtained for personal purposes other than intended by the LCCA, the inquiry session will limit the number of detailed screens of information on a daily basis.

A member has the capability to specify whether or not information will be available to the roster inquiry. The first restriction is whether or not inquiries to the database will allow a member's e-mail to be displayed. The second restriction is

whether or not address and telephone information will be displayed.

## Future Business Office Transactions

At this time, specifications are being developed to cover a series of transactions that members will be able to perform involving the Business Office. Currently, the only transaction on the website that is Business Office oriented is the Change of Address form. Additional functionality to be added will include Membership Renewal, Convention Registration, Convention Car Ordering, and Election Balloting. For the near term, we will be concentrating on implementing the Convention Registration and Membership Renewal. The goal

is to implement as much of the work of the LCCA through the website such that members can reduce or eliminate as many of the mailing transactions that are required.

## Your Help is Needed

As you can see, no moss is growing under this website. To keep the website as up to date as possible, members are asked to help out. Let me know what capability is needed, what doesn't work, or how to improve what is there. The site is there to serve our members and only through your information will this be possible. 🚂

Craig Tribuzi – email: craig.diane@verizon.net

# Vanity Plates

by Eric Fogg

RM 12768

## A funny thing happened on the way to the car

I've always found vanity license plates interesting. You could think of them as small, *rolling puzzles*, that when deciphered, tell you something about their owners. And I've often thought there should be an Internet site somewhere that would provide details as to the background and meaning of each particular sequence of letters and/or numbers.



Since its publication in the August 2000 issue, I've received a slow, but steady steam of "sightings" from members, who either own interesting train plates or know of someone who does. Could this be a bigger trend than I thought?

With encouragement from Editor Bill, we'd like to take this opportunity to *officially* broaden the search. If you own a



railroad-related vanity license plate or know of a good one, please share the particulars with us — state, owner, automobile (if noteworthy), and if it isn't obvious, the plate's meaning. If the plate has been responsible for a good story or two — like recruiting a new member or helping you find that rare 1666 — share that

with us too. A photo of the license plate would be great, but not mandatory.

Once we've collected everyone's input, we'll publish the results in a future issue of *The Lion Roars*, so, as they say, "Watch this space." In the meantime, send your license plate finds to:

Eric Fogg  
13360 Ashleaf Drive  
Des Moines, Iowa 50325  
e-mail: FoggStation@yahoo.com

And don't forget to Buckle Up and Drive Safe! 🚂

# Board Meeting Minutes

by Dienzel Dennis

RM 6713

President John Fisher officially called the meeting to order at 8:09 a.m.

Dienzel Dennis, secretary, called the roll with the following in attendance: John Fisher, President; Eric Fogg, President Elect; Dienzel Dennis, Secretary; Richard Johnson, Treasurer; Albert Otten, Immediate Past President and Directors, Larry Black, Bill Button, Lou Caponi, Harry Overtoom, and Bill Schmeelk. Also in attendance were Barry Findley, Johnny Ourso, Ed Richter, and Al Kolis.

The minutes of our last meeting were approved as printed in *The Lion Roars*. Immediate Past President Otten reported that he had no official complaints on file at this time. His report was accepted.

President Elect Fogg distributed copies of our local meet report. We have had 5 this year with 3 more on schedule. The overall number of meets and their attendance continues to be impacted by a number of factors including the economy and internet auction sites. This trend has also been noted in the large public shows such as GATS and Greenberg. A long discussion followed concerning the future of local meets by the LCCA.

Richard Johnson, our treasurer, reported next. All bills are paid to date and the club is in excellent financial position. He distributed a hard copy of the financial report to each officer and director. A discussion followed, after which the report was accepted.

Dienzel Dennis, secretary, reported next on the club's membership status. As of July 16, we have 25 charter members, 9 courtesy members, 1 honorary charter member, 1 honorary member, 59 foreign members, 356 family members, and 8,881 regular members for a total membership of 9,332. The last membership number assigned by our business office was #25,845. The secretary's report was approved as presented.

Mr. Caponi next reported on the status of the convention in progress in Pittsburgh. Everything is going smoothly. The Amtrak excursion to Horseshoe Curve yesterday went very well and we had many positive remarks about the tour. Registration is strong and table sales are above projections. He reported that organization and volunteers are the keys to this success. Report accepted.

At 8:59, our new web site director, Craig Tribuzi of Plano, Texas, joined us. We will hear from him later in the meeting.

Mr. Otten reported that the Pittsburgh Convention car is finished and ready for shipping. We sold approximately 2500

and they will be shipped sometimes before October. We next discussed our stocking stuffer program concerning the items, price range, and number that should be produced.

Larry Black and Craig Tribuzi gave a report on the development of our web site. Everyone seemed pleased with the progress made and the excitement that this program holds for the future of our club. We plan to have our "Roster on Line" soon. Membership changes can be updated daily and access to the membership only section can be gained by a password issued to that member from the business office through the member's email. At this time, Secretary Dennis reported that there were still a number of outdated rosters in storage and he was directed to destroy these. By having the roster on line, we will save the club more than \$50,000.

We are also currently working on having *The Interchange Track* on line so it can be updated daily. An item can be removed as soon as it is sold and members will not continually receive phone calls for an item that they no longer have for sale. A sample of this program was available for the board to check out at this time. This new program could possibly be up and running within two months. As a club, we are striving to generate more and more club activities on the web site. Craig will be on the trading floor at the Club Table to demonstrate to club members how the program is run. Everyone will be encouraged to stop by, visit with him, and offer their input.

Eric Fogg gave instructions on how the radios are to be used during the convention.

Dienzel Dennis suggested that the Officers and Directors Confidential Phone List be included in the officers only section of the web site so it could be updated as needed by each officer. Therefore, hard copies would no longer need to be distributed by the secretary every time someone has a change. The officers, directors and appointed officials were requested to sign up for the Saturday night banquet seating and spread around so that all would be seated with members they had not yet met. There will be no head table. Plans for next year's Convention in Las Vegas were discussed next. The Rio will be the headquarters hotel and everything is shaping up nicely. Plans are also confirmed for 2004 in Milwaukee, Wisconsin. We are currently checking out properties in St. Louis and the Denver area for 2005 and 2006.

Larry Black asked about the possibility of layout tours for our future conventions. It was agreed that this would be explored. There is a good possibility of two outside desert garden layout tours in Las Vegas.

Bill Button next reported that *The Interchange Track* is running smoothly. It is a growing task since Lionel is putting out 2000 new items each year (plus items put out by all of the other manufacturers). That is a lot of numbers to be added to the *Interchange Track* program.



Bill Schmeelk reported on *The Lion Roars*. It costs around \$22,800 per issue to produce and we are continually reviewing all costs incident to that publication. Bill also reminded the board that he was now beginning the final year for his role as editor and there was discussion on candidate interest.

Break for lunch from 11:49 a.m. to 1:03 p.m.

Eric Fogg distributed a list of possible tours for Las Vegas. These were for our information only and will be discussed in detail at a later meeting.

Harry Overtoom distributed a list of our Club Inventory. This list is to be changed and upgraded every couple of weeks.

Larry Black led a discussion on the selling of these items on the web site. We are going to reduce our archives down to the number recently passed in the new bylaws. We discussed the archives at length. We also discussed the sales of items at this convention. It was decided that shirts with pockets and colors other than white would be made for future sales.

Meeting adjourned at 1:55 p. m. 🚗

Respectfully submitted,  
Dienzel Dennis, Secretary

## Minutes of 2002-2003 Board of Directors Meeting Wednesday July 24, 2002

President Fisher called the meeting to order at 1:55pm.

John Ourso, secretary, called the roll with the following in attendance: John Fisher, President; Eric Fogg, President Elect; John Ourso, Secretary; Richard Johnson, Treasurer; Al Otten, Immediate Past President; Directors Bill Button, Lou Caponi, Barry Findley and Harry Overtoom. Also present was Website Editor Tribuzi.

President Fisher thanked the outgoing Officers and Directors noting that Larry Black, Denziel Dennis, and Bill Schmeelk all agreed not to seek re-election so that new members might be elected. Their long service to LCCA was acknowledged by all present.

President Fisher then announced the certified election results as received from Connecting Point:

Constitutional Change #1	Yes	2563	No	145
Constitutional Change #2	Yes	2306	No	401
Constitutional Change #3	Yes	2202	No	499

### Director One Year

Louis J. Caponi	2099
Charles H. Sahm Jr.	750

### Director Two Year

Barry B. Findley	1573
Edward J. Richter	1480
Alphonse A. Kolis	1322
Jules T. Loventhal	732

### Secretary

Johnny Ourso	1684
Dennis L. Clad	1162

President Fisher then acknowledged Bill Stitt for his efforts as election chairman. President Fisher was called from the room and President Elect Fogg took over the meeting.

President Elect Fogg then handed out a description of the duties and responsibilities of the Board of Directors. A discussion of the duties then followed. President Elect Fogg then introduced Win Becker, LCCA's trading hall captain. President Elect Fogg presented the 2002/2003 LCCA budget and this was followed by discussion from all present.

Director Overtoom initiated a discussion on membership recruitment and retention. Several options were discussed and it was noted by President Elect Fogg that a very exciting initiative would be finalized and announced by year end which holds exciting potential for significant membership increases. All agreed with President Fisher's stated objective to continually find ways to increase the value of an LCCA membership.

Director Findley motioned to adapt the 2002 LCCA proposed budget, seconded by IPP Otten. Motion passed all present voted yes.

Break at 3:00pm

Reconvene at 3:07pm

IPP Otten motioned to retain Michael Scheurich as Attorney and Agent of record, second by Director Findley. Motion Passed.

IPP Otten motioned to retain Len Racine as CPA, seconded by Director Findley. Motion Passed.

Director Overtoom motioned to adjourn the meeting, seconded by Director Findley. 🚗


Meeting adjourned at 3:30pm.

Respectfully submitted,  
John Ourso, Secretary Elect

# A Lionel Puzzlement

by Gene H. Russell, Ed.D.

RM 24608

To solve this puzzle, enter the answer to each clue one letter per square beginning in the appropriately numbered space and proceed clockwise around the letter "L." Note that the last letter of each answer is the first letter of the next answer. Good luck. 

1				2				
10								
				3				
9								
				4				5
8						7		6

## Answers to last month's puzzle

- A. 2
- B. 8
- C. 4
- D. 7
- E. 1
- G. 6
- H. 5
- I. 3
- J. 10
- K. 9

## Clues

1. Insulated track \_\_\_\_\_ pins.
2. Pacific Fruit Express \_\_\_\_\_.
3. Rotating \_\_\_\_\_ antenna.
4. USMC \_\_\_\_\_ launcher.
5. Heliport control \_\_\_\_\_.
6. Bucyrus Erie \_\_\_\_\_ cab crane.
7. Sound \_\_\_\_\_-ing station.
8. \_\_\_\_\_ crossing gate.
9. Navy \_\_\_\_\_ switcher.
10. \_\_\_\_\_ trackside signal.

Answers will be published in the August issue

# Train Talk

by **Bill Bracy**

**CEO, Lionel LLC**



*Bill Bracy*

What a great convention! Our congratulations go to John and Jan Fisher, Eric and Jane Fogg, Lou and Rose Caponi and all the rest of the LCCA team. As I said at the banquet on Saturday evening, I clearly and intentionally include spouses, since

we recognize their key participation and support in all aspects of this wonderful family-oriented activity. The Pittsburgh Area Hi-Railers assembled and staffed an impressive eighty-foot long layout that captured everyone's attention and admiration. When my wife, Christine, and I walked into the room, she looked at it and said to me: "Oh, Oh, there goes the rest of the basement." Many young people, and those of us who are young-at-heart, had their imaginations fired with visions of what they might someday achieve themselves. The Hi-Railers provided a fantastic working reality to complement our display of new product offerings from Lionel.

Eight of us from Lionel had the opportunity for a few days to interact with numerous LCCA members in seminars

and informal chats. Whether several hundred at a time in meeting rooms at the Sheraton hotel or in amphitheatres at the Carnegie Science Museum, or in the one-to-one chats after discussions or all-day long at the Lionel display, it was an extraordinary opportunity for us to get information directly from you – the Lionel customer. Thank you again for your hospitality.

As we announced at the convention and elsewhere, we are very pleased that Dick Maddox continues to be involved with us after his tenure as President, which formally ended July 31<sup>st</sup>. We were comfortable to have him continue to use the title, but he was not. So officially he is now "Assistant to the CEO." We look forward to his ongoing contributions and

are happy to signal our commitment to both the progressive and steady course he has directed for the past three years.

Reaction to our new catalog has been very exciting for us.

Many of you

have volunteered that there is something for everyone here. You get it! We recognize that Lionel represents many things – all of the different categories and ways that people can collect, operate, and yes, even play with trains. While we can't do everything for everyone all at the same time, we delight in offering a broad selection to our many, many customers and fans. We thank you for making us a part of your lives. 🚂



## WANTED

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

**Bill Schmeelk, Editor, TLR**  
**[bill@wellingtonent.com](mailto:bill@wellingtonent.com)**



**The Official  
LCCA Website  
is getting bigger and  
better everyday.**



**Check it out at...  
[www.lionelcollectors.org](http://www.lionelcollectors.org)**