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The Lion Roars

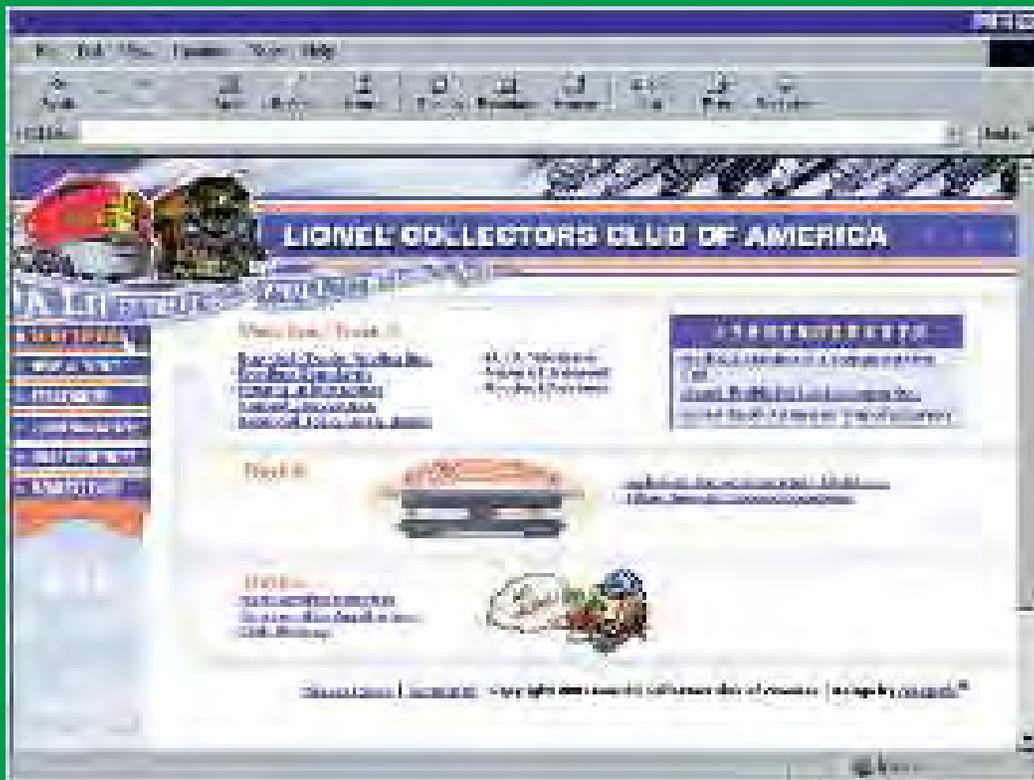


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They will take care of: applications for membership, replace membership cards, reinstatements, **change of address, phone number changes**, death notice, commemorative orders, convention registration and club mementos.

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- President* - Always available and as a last resort.
- President Elect* - Schedule a meet.
- Immediate Past President* - Complaint against another member.
- Secretary* - Any administrative action not handled by LCCA Business Office.
- 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

Lionelcollectors.org

Your website team has been very busy lately and I hope you have now requested your member's password and added this great site to your favorite places list. Now there is an easy link to **E-Track**, LCCA's online version of the best buy, sell or swap toy train marketplace available anywhere. Just as your club was the first to offer a common sense, super easy to read numerical listing, **The Interchange Track**, within manufacturer and era, we are also the first to take that hugely successful format and bring it to the web. **E-Track** offers everything our printed version offers and then some: no deadlines or publication dates—you can add/delete/or modify your listings on a 24/7 basis; new listings are coming in all the time and once your item is sold you can delete it so you will not receive additional calls. **E-Track** carries with it the full integrity and arbitration system you've grown accustomed to with LCCA and there is never a listing, final value fee or any other costs or charges. Please give this great new way to buy or sell a try and see if you don't agree! We think you'll also like our totally new, totally dynamic membership roster now available on the website. Updated every 24 hours, there is no, more current roster, available anywhere. Try out the fun new search capabilities—they are incredibly useful. Keep an eye out as well for some very special offers available *only* at your LCCA store on the site. Your feedback is what drives these improvements as we continually search for new and innovative ways to add value to your LCCA membership.

Membership Contest Update

In our last issue I said we would name our three membership contest winners in this issue. That will now occur in our next issue because we continue to receive emails and calls from members and our October issue was mailed later than originally scheduled. We want to be fair and give everyone an opportunity to have their ideas considered. That includes you and if you have a nifty idea for membership recruitment and retention please send me an email or give me a call. The best ideas for improving our club have always come from our very creative and thoughtful members and we are seeing that again. You will be seeing some very special (and rewarding) membership offers in the months to come as these ideas and suggestions become reality. What do you think?

2003 Elections

This coming year will bring another important election for your club and its leadership. The following positions will be on next years' ballot: President-elect; Treasurer; and Director (3). All of these positions are two year positions.

We are fortunate that Bill Stitt, RM 259, has again agreed to chair our nominating committee. Your board continues to strive for a balance of experience and infusion of new talent and enthusiasm. We are looking for individuals who have a genuine interest in promoting the goals and objectives of LCCA and enjoy the volunteer experience. Candidates must be at least 25 years of age, bondable by our insurance carrier, and have been a member in good standing for at least two years. If this sounds like something for you please contact Bill Stitt at 423-8894-1284 or 9727 Shadow Valley Circle, Chattanooga, TN 38421.

Las Vegas, July 22-27, 2003

The planning continues in earnest for our next annual family get together in fabulous Las Vegas. Later in this issue you will learn more about this exciting, fun-filled week. It is not too early to book your room at the Rio Suite Hotel where every room is a beautiful, fully appointed suite. This year's convention car is something to behold and is already creating a buzz. Your convention team is planning the best Get Acquainted Party ever and more great surprises following this year's success in Pittsburgh. Stay tuned.

'Tis the Season

It is just plain hard not to get nostalgic at this time of year. These incredible trains have been one of the strongest emotional cornerstones in my life and I find myself drifting back through time very easily at holiday time. Perhaps it is because so many great memories revolve around Lionel trains and my childhood. The first snowfall of the season; the dazzling Christmas lights everywhere; the anticipation of Christmas through a child's eyes; homemade holiday cookies; that first trip to downtown Saint Paul and the Golden Rule or Emporium department stores with their magical toy departments; and yes, the sights, sounds and smells of those wonderful Lionel operating displays with all their colorful new trains and accessories. Did any of you ever dream of being in the Lionel factory with a bottomless shopping cart when you were a young boy? It is surely a very different world these days and maybe that is why those memories are so appealing. I would like to extend your board's very best wishes to you and yours for a most joyous holiday season and a peaceful and healthy New Year! 

WANTED

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

Bill Schmeelk, Editor, *TLR*
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Now Whatzzup with the Website?

by Craig Tribuzi, LCCA Web Editor RM 10207

Since my last article on the website, there have been a lot of changes made, both visible and also not visible to the user. In this article I will talk about the recent, work and future changes our members can expect from the LCCA website.

NEW CAPABILITIES

When we started to password protect our **MEMBERS ONLY** section of the website, one of the common requests was to have the capability for members to pick their own password. We have contracted with our website provider to develop this capability. So, you have a choice of whether to use the password assigned by the business office, or make up one of your own. Either one will work.

If you haven't tried it yet, check out the Online Membership Roster. This **MEMBERS ONLY** capability replaces the printed version members used to receive. However, the online version offers more features to our members. You can sort the data either by area or by individual fields. Since it is updated regularly, the information does not get stale with time. Selection of the sort criteria is easy and straightforward. Consider looking at how many people are in your immediate area to host an LCCA meet or gather together your Christmas card list.

PROJECTS IN WORK

eTrack – The New Online Interchange Track - At the York board meeting, the prototype version of the online *Interchange Track* was highly praised. Larry Black and Greg Elder continue to refine and improve our online *Interchange Track*, which by the way will be titled *eTrack*. The current version is hosted on an alternate server and will soon be moved permanently to our site. A group of heavy users of the *Interchange Track* have been testing the site and providing feedback. Because of the large file sizes required to support this capability, we are moving our site to a dedicated server. For those of you that are not familiar with computer terms, the server provides the documents and media to the browsers that request them. It is the location that contains the files and software that are presented to your computer whenever you request information, such as a web page sorted by boxcar type. This also means that you will be seeing better response times in normal use since we won't be sharing the resources of a server with other web sites.

Members Only Control Button Makeover – Soon, a new layout of the selection buttons in the **MEMBERS ONLY** area will be available. It provides new grouping of member selections and easier navigation of this portion of the website. It also provides a more flexible structure to allow the addition of future capabilities

Online Convention Registration – For the 2003 convention in Las Vegas, members will have the ability to register online for the convention. In order to encourage website registration, we are providing special capabilities only available to online registration participants. These include immediate confirmation of tour packages and personal schedule printouts. Expect to see more about this new capability in future issues of the *The Lion Roars* and on the website itself.

UPCOMING FEATURES

Online Convention Car Orders – Modifications will be made to the LCCA store in the **MEMBERS ONLY** section to allow online convention car ordering. In fact, the modifications will allow us to use the same site to order any special items offered through the LCCA, such as stocking stuffers, T-shirts, etc. Speaking of the LCCA store, visit the site regularly to see what items are listed for sale.

Online Membership Renewal – Every year, you receive notice of when to renew your membership in the LCCA. The capability to handle this electronically over the website is being developed. If you have any suggestions about how this service can be structured to benefit you, please let me know.

Archives – A new feature to be added to the **MEMBERS ONLY** area is an archive area for things such as back issues of *The Lion Roars* and a historical display of our convention cars. If anyone is interested in helping with this, please let me know. I have a lot of the old issues of *The Lion Roars*, but I don't have a lot of the convention cars to take pictures for posting.

GENERAL CONSIDERATIONS

Website Statistics – One of the things that occur regularly is a review of how our website is being used. Every time somebody accesses the site, information about the access is stored. This way, we can look at how people utilize the features on the site. For example, there are over 3000 visits to the main pages of our website each month. Assuming these are people who are trying to find information about the club, we can make those pages more robust. It also indicates that the header information to our web pages has the right information since these people come to our website as the result of a web search. We track trends such as how many members access the site. This way, we know how successfully new features are being used. The statistics we collect involve the web pages themselves, not the individual users. It's something that's performed on every website you visit.

Music Anyone? — I receive a few requests to add some type of music to the website. I have resisted this feature for three main reasons:

1. The time required to download and initiate the music files tends to discourage people, especially if they are

continued on page 6

The Tinplate Cannonball

by Ken Morgan

RM 12231

Physics 101

Last time I said that I was finished with stations. But I want to touch on them one more time. This will be my last visit to stations for a while. I promise. And if I keep the promise, that would make this installment of *The Tinplate Cannonball* the equivalent of a terminal, not a station. Do you know what the difference is? The answer is coming up later.

As we looked at Lionel's stations over the past several issues, one common feature appeared across all but the cheapest stations in the middle 1930s. That was the train stop feature, which was actually first used on other accessories such as the No. 78 and 99 automatic train control signals and the No. 82 semaphore. The same mechanism was also used on several warning signals. That's a topic for a future article.

Today's technology offers many compact solid state devices for such automated switching functions, but Lionel didn't have transistors in the pre-war period. Bell labs hadn't invented them yet. Instead, they used a neat device called a thermostatic switch consisting of a bi-metallic strip surrounded by an insulator around which was wound a coil of thin nichrome wire. If you're familiar with the post-war smoke elements, you've seen the principal of the thin coil in action. It has a high resistance, and as current passes through it, it heats up. In a smoke unit, it melts the pill or boils the smoke fluid. In the stop mechanism, it heats the bi-metallic strip. Bi-metallic means, literally, two metals, and because the two metals in the strip react to heat at different rates, that is, the metals expand due the heat at different rates, the bi-metallic strip bends as it heats up. Lionel

used this principle to close a contact. That's the secret of the switch. Cold, it's open. Heated, it bends, and a contact on the end makes with a non-movable contact, closing the circuit.

Let's take a closer look. In **Figure 1** below, I have drawn only the "hot" side of the circuit. As an aside here, Lionel trains run on three rail track using AC current, which continuously reverses, unlike two rail systems which are typically DC. With DC, it's easy to identify the rails as north/south, and when polarity is reversed at the power pack, they are then south/north, and the train reverses. Lionel doesn't work that way, which makes it easier to wire Lionel track, especially if you have a reversing loop. If you do that in a two rail system, you have to insulate a gap where the track rejoins itself, or you'll have a short. What was the north rail becomes south rail in the reverse loop. Lionel doesn't have this problem as the two running rails are common, and the center rail is always opposite in polarity from the outer common rails. This makes a reverse loop easy. After all, the center rail is always the center rail, regardless of the track configuration. It also facilitates such things as non-derailing switches and the stop



station circuit in this installment of *The Tinplate Cannonball*. Since in an AC system, north/south reverse 60 times a second (that's what 60 Hertz, or cycles, means) you can't call one rail north or south.

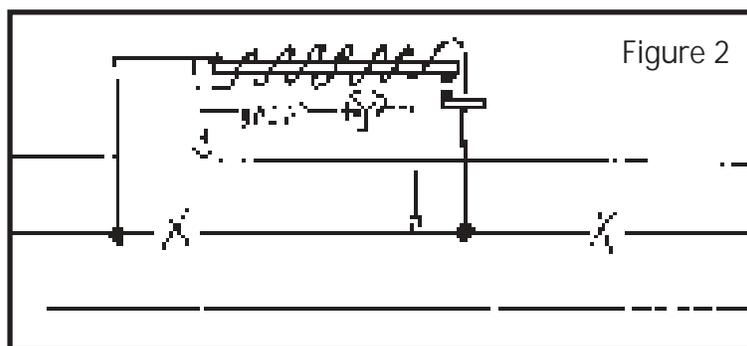
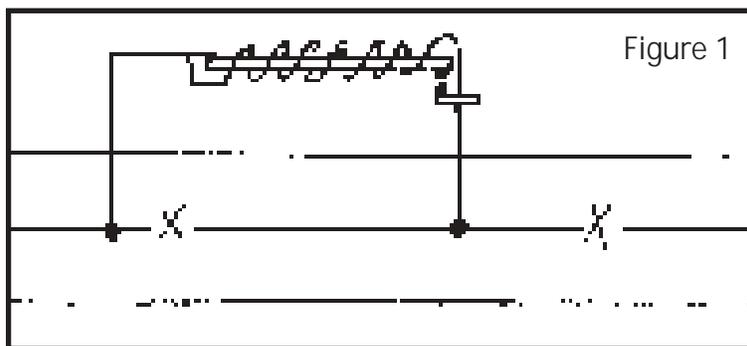
By convention, the center rail is called the "hot" rail, and if you're careful with your layout wiring, it is connected to the "A" or "B" terminal on most transformers, while the outer rails are referred to as "common", and are connected to the "U" terminal. By the

way, on transformers like the ZW, which has multiple "U" terminals, they really are common — if you look inside, they are all connected to each other — hence the term "common". This becomes important when you wire accessories, etc. If you don't keep the wiring properly separated and pay attention to which is which, you could end up as I once did. I had the tracks wired as above, next to a station wired properly. Everything worked fine, except that I put a knife switch in

line with one of the leads to the standard gauge loop I was running. I did this because the old pendulum E units need a real jolt to throw properly, and the type Z transformer I used has no reverse button. And no matter how fast my wrist is, turning the dial to 0 then back to 20 volts did not operate at blinding electronic speed. So I installed the knife switch. It worked like a champ, until one day I opened the switch and the train didn't stop. Now clearly, this shouldn't happen. There was a $\frac{1}{8}$ inch gap in the wire connecting the transformer to the tracks. It took a while, but I finally figured it out. The station had shifted on the carpet and the base of the station was making contact with the ties on the tracks. I had put the knife switch in the common feed, not the hot side. So there were no gremlins in the basement, but it taught me to be more careful about my wiring.

Back to **Figure 1**. Starting from the left, there is a hot lead connected to the center rail of the tracks. That rail is insulated from the center rail in front of the station. How long this section is depends upon the trains you're running. If the engine stops dead in its tracks (pun only semi-intended) when the current is interrupted, you don't need too many insulated sections of track. If it coasts, as some of the new equipment with flywheels, as well as much of the prewar equipment without MagneTraction do, you'll need more length to the insulated section. But it will look far more realistic as it coasts to a stop with the passengers still standing instead of being knocked off their feet by the sudden stop with MagneTraction.

Now follow that hot lead up and to the right. It's going to two places. First, to the thin wire wrapped around the thicker section, second, to the thick section itself. The thick section is the bi-metallic strip. If you look at the end to the right, it has an open contact above another thick strip which is connected to the center, or hot, rail in the insulated section. Meanwhile, the thin wire coiling around the bi-metallic strip, it doesn't touch it: there is an insulator between them. As you can see, this wire actually connects the center rail on the left to the

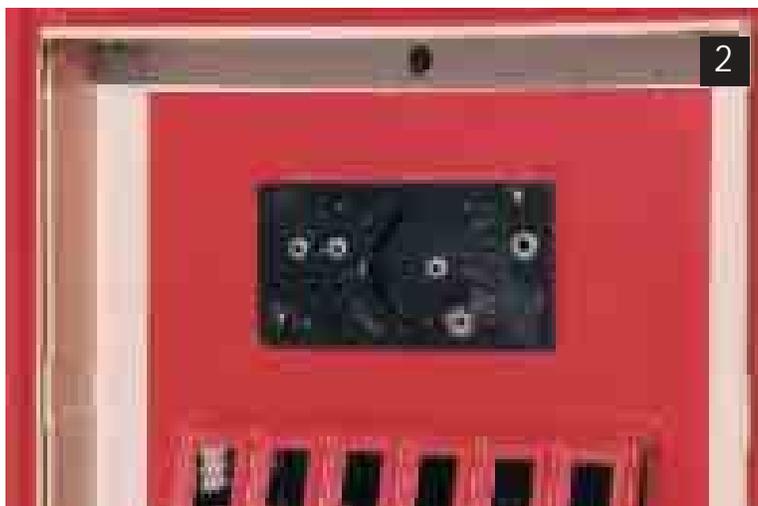


the loco wheels, motor, and the pick-up, back through the nichrome wire, to the hot section the loco just left. This causes the nichrome wire to heat up, which, in turn, heats the bi-metallic strip. Since the two metals in the strip expand differently when heated, it bends, and closes the contact on the top right in the sketch. This closes the circuit to the tracks via the bi-metallic strip, which has far less resistance than the nichrome wire, so the loco starts up and pulls out of the station. Once the loco is gone, the circuit through the nichrome wire is opened, and it cools off, cooling the bi-metallic strip, opening the contact, and setting up everything for the next station stop sequence.

Let's look at the photos. **Photo 1** shows the 127 and 137 stations. The difference is the extra stuff hiding the lamp in the 137 on the bottom. That's the controller for the thermostatic

insulated center rail. Until a loco enters the insulated section however, no current flows, because there is nothing to draw current.

Now go to **Figure 2**. When a loco enters this section, current does flow, but the resistance of the nichrome wire is too high to allow enough current to pass to operate a loco motor. So what happens when a loco enters the insulated section is that it stops: there isn't enough current to keep it going. But there is a circuit completed from the common rails through





switch. **Photo 2** shows the controller on the 115 station. It's a little tough to see, but there is a little lever sticking up through the middle of a curved opening right in the center of the controller. Just under the top left end of the slot, it says SLOW; right below the middle, where the lever is, it says FAST; and at the top right end of the slot, it says CONT for continuous. Now look at **photo 3**. That's the underside of the controller for the 137. You can see the open slot and the bottom of the lever at the left end. You can also see the bi-metallic strip wound with the nichrome wire and at the top, the open contacts. This is in the SLOW position: the contacts are as far apart as they can get. Moving the contact to the middle, FAST, position, moves them closer, so that less time is needed to heat the strip enough to close the contacts. Hence, SLOW means slower to operate, and a longer station stop. If the lever is moved all the way to the CONT position, the bi-metallic strip is not pushed away from the contact at all, so it's contact is always made, and the train runs express, and bypasses the station.

If you're wondering about the three binding posts in **photo 1**, the rear most one is the lead to the hot rail, on the left in **Figures 1 and 2**. It also provides current for the lamp. The center post is common, and the one closest to the front is the lead to the hot rail in the insulated section, which is the lead coming off the bottom contact on the right of both figures.

This brings up another quick thought on wiring. Just as the common lead should go to the outer rails, it must go to the proper terminal on Lionel accessories. The common terminal is uninsulated and is electrically the same as the metal base. So if you wired the tracks correctly, and the accessory in reverse, then the shifted station problem I described earlier would be a short, not merely a mystery of how the train kept going.

As far as operating trains with the stop station, you will need to shut off E units, because they will sequence when the train stops, and when the circuit through the bimetallic strip is made, the loco will be in neutral. Of course, the prewar hand reverse locos are just made for this feature. Maybe simpler is better sometimes. I haven't tried this with the latest electronic technology. Since there is a trickle current to the loco via the nichrome wire, it may hold the loco in forward, but I would recommend locking it into forward just in case. But it will work with any vintage equipment.

Finally, I assure you the switch in my 137 is still working some 65 years or so after it was made, and as you can see in **photo 3** it's also pretty grungy. I'm not sure that today's mini-electronic circuits will work this well 65 years from now. Especially if they look like this! So it may be crude by today's standards, and it sure doesn't have all the bells and whistles, not to mention other features of today's circuit boards, but like that pink bunny, it keeps going and going and going!

And now your terminal answer. A station can be anywhere along the train's route, but a station at the end of the line is the terminal. So at least for now, this is The Tinplate Cannonball's terminal installment on stations.

See you next time in *The Lion Roars*. 

Photographs by Ken Morgan

continued from page 3

downloading over a 56K (or slower) modem. Music files are large and cumbersome for the payback they provide.

2. If someone is viewing our website at work, it provides an indicator to those around that the Internet is being used for something other than work related use.

3. I haven't been able to find a music file that adequately represents the LCCA.

If there's some music that people feel could satisfy this role, let me know and I will consider adding it to the **MEMBERS ONLY** area if it doesn't violate the first two items above.

2002 Convention – As I find time, I will continue to add scenes from our Pittsburgh Convention to these pages. Visit this portion of the site regularly to see if your picture gets added.

That's it for now. As you can see, we continue to expand the website in an effort to provide more value to our members. Right now, the concentration is mainly on adding items to the **MEMBERS ONLY** area so our members can receive a special benefit from being a member of the organization. If you can think of something that you would like to have added or that allows you to better use the website, please don't hesitate to let me know. 

It's The Car With a Future

by R. E. Lee Hamilton

RM 10990

Lionel's postwar No. 3509, No. 3510 and No. 3519 Operating Satellite Launching Cars all utilized a life-like copy of an actual Earth orbiting satellite type launched into space during the early Space Race period. Many different types of satellites were utilized by the United States between the late 1950s through the early 1960s to collect data on different aspects of space and Earth environment. Three of the first U.S. satellite programs developed in the early days of space exploration were known as the Explorer series, the Pioneer series and the Discoverer series of Earth orbiting satellites. All three satellite programs utilized many different configurations of satellite design based on their respective package of experiments and intended flight orbital path.

The Explorer series of satellites were designed to conduct a wide variety of scientific investigations in near Earth space. The first U.S. successfully launched Earth operational satellite, Explorer I, was placed in orbit aboard the Juno I on January 31, 1958 (see Why "U S NAVY" in the Volume 32, No. 1 August, 2002 issue of The Lion Roars). The initial cylindrical satellite design used on Explorer I through Explorer 5, all aboard the Army Ballistic Missile Agency (ABMA) Juno I carrier rockets, was of a fourth stage payload containing a two compartment cylinder with a rocket motor and flight unique instrument package.

The first attempted Explorer 6 satellite using an ABMA Juno 2 carrier rocket failed seconds after liftoff and was destroyed. The second attempted Explorer 6 satellite was successfully launched on August 7, 1959 aboard a Thor-Able 3 carrier rocket. The body of this spin stabilized large and heavy satellite measured 26 inches in diameter and each of the solar paddles extended an additional 3 feet. The satellite weighed 142 pounds and was of a spheroid design with multi flat surfaces and four extendable "paddle" solar cell panels used to recharge power storage batteries while in orbit. The satellite outer body skin was painted in an alternating black and white pattern to control heat absorption and reflection in order to control temperature of the internal scientific instruments. During the Explorer 6 satellite placement into orbit, only three of the paddle solar cell panels fully extended. This resulted in a lower than expected satellite power supply but still allowed for the satellite to function, although at a less than desirable performance level. This successful placement of Explorer 6 in orbit was regarded as a major achievement in the newly attempted exploration of



This is an actual Explorer satellite shown here with its solar panels folded.

space. Fifteen experiments were placed aboard the satellite that greatly helped to understand the upper reaches of near Earth space. The experiments included devices to measure the Earth's radiation belts; a TV optical transmitter to relay Earth cloud cover patterns; four solar cell paddle panels, each containing 2,000 cells, used to collect solar light to charge the satellite batteries; a micrometeor detecting device; magnetometers to measure the magnetic field of the Earth; and devices used to continue data collection of space radio wave transmission. Ultimately, the power hungry satellite became unable to successfully transmit data back to Earth due to the non-deployment of the fourth solar paddle panel and last contact was made on October 6, 1959. Many more Explorer satellites of various designs were launched aboard a variety of carrier rockets throughout the sixties and early seventies until the final Explorer was launched on December 5, 1975 completing the Explorer series of satellites.

The Pioneer series of satellites were originally designed to explore near Moon space and collect data about the lunar surface. Pioneer satellites would later explore the Sun, Venus, Jupiter and Saturn. The first Pioneer satellite launch attempt was on August 17, 1958 aboard a Thor-Able I carrier rocket which resulted in a 1st stage malfunction. All continuing Pioneer satellite launches would progress with varying



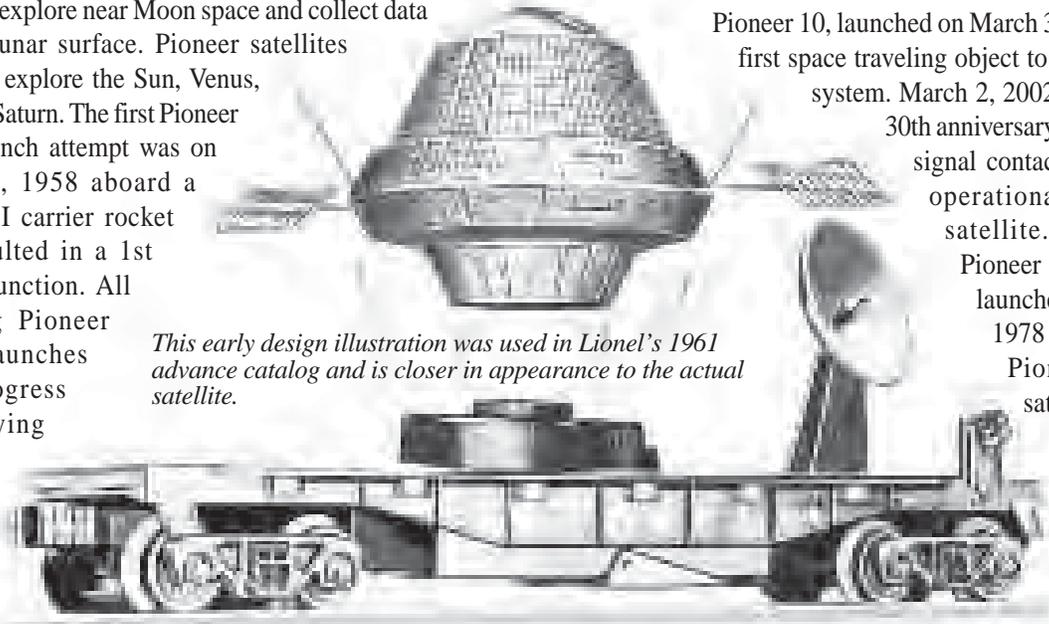
Lionel's 1961 advance catalog features Lionel's new president General John B. Medaris.

degrees of failure and success, which resulted in a significant amount of information regarding near Earth, Solar and Lunar space. The first Pioneer satellite to successfully reach escape velocity, succeed in it's planned lunar exploration and proceed to a successful orbit around the Sun was Pioneer 4 which was launched on March 3, 1959 aboard a Juno 2 carrier rocket.

The Pioneer 5 satellite, launched on March 11, 1960 aboard a Thor-Able 4 carrier rocket, was very similar to the Explorer 6 satellite in also being of a spheroid, multi flat surface design with four extendable paddle solar cell panels. The satellite was placed in a heliocentric orbit and carried experiments designed to measure the Sun's

and near Earth space radiation. The Pioneer 5 satellite outer body was also painted with an alternating black and white pattern in order to control temperature of the satellite's internal instrumented payload. Onboard was a micrometeor detecting device, a magnetometer to measure magnetic fields in space and various other pieces of equipment to measure and transmit data about space environmental conditions.

Pioneer 10, launched on March 3, 1972, was the first space traveling object to leave our solar system. March 2, 2002 celebrated the 30th anniversary in maintaining signal contact with the still operational Pioneer 10 satellite. The final Pioneer 13 satellite was launched on August 8, 1978 completing the Pioneer series of satellites.



This early design illustration was used in Lionel's 1961 advance catalog and is closer in appearance to the actual satellite.

The Discoverer series of Earth orbiting satellites were originally publicly described to investigate the communication needs and environmental conditions of placing an astronaut in space. Even though several cylindrical body with conical top designed Discoverers contained scientific payloads, almost all would be used for highly classified missions. The true intentions of the cover named Discoverer satellite program was to initially provide reconnaissance photo coverage of the Soviet Union. After photoreconnaissance was completed, reentry capsules containing the surveillance film would be ejected from the satellite to return via parachute and be recovered by specially equipped aircraft. Both the Central Intelligence

Agency and the U.S. Air Force managed this spy satellite program, secretly known as *C o r o n a*. Discoverer I was launched on February 28, 1959 aboard a *T h o r - A g e n a* carrier rocket but did not carry photo surveillance equipment. Discoverer 14 was launched on August 18, 1960 and successfully delivered its

photo recon equipped payload to orbit which resulted in the first U.S. satellite to safely return satellite imaged Soviet reconnaissance film back to Earth. The final Discoverer 38 was launched on February 27, 1962 completing the Discoverer series of satellites. The *Corona* worldwide photographic reconnaissance satellite program would continue under a veil of secrecy till the final launch on May 25, 1972. The program utilized different satellite configurations but mainly consisted of single or multiple cameras with parachute recovered capsules containing the film canisters. Knowledge of the highly classified *Corona* photographic satellite reconnaissance program would not become public until 1995 when the *Corona* program became declassified. However, detailed satellite design information would still remain closely guarded.

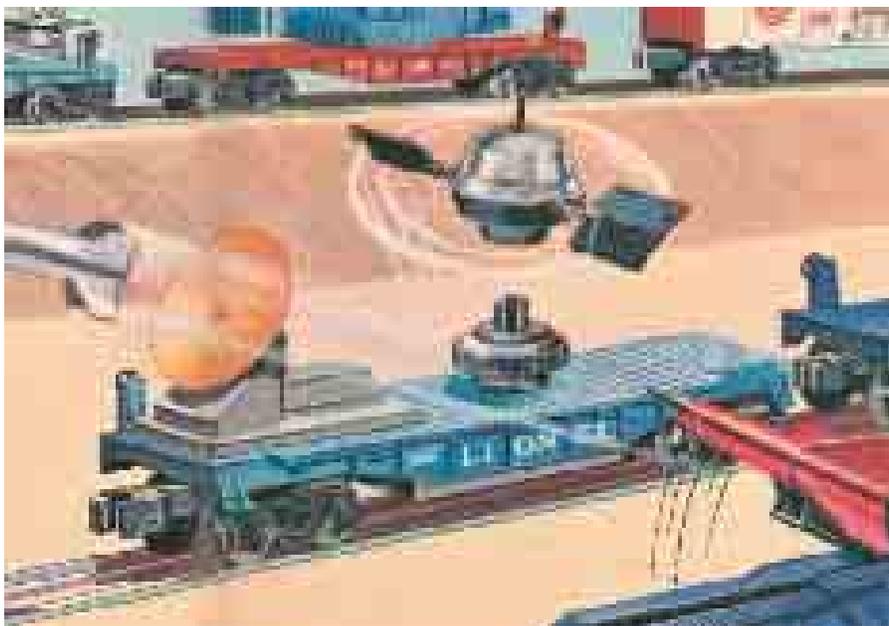
As seen in the 1961 advance Lionel catalog, Lionel would welcome and announce to their dealer network that one of America's true pioneering space heroes, retired General John B. Medaris, was joining Lionel as company President. Lionel was obviously proud of the achievement of bringing General

Medaris to the company helm as his color portrait graced the 1961 advance catalog cover. The inside pages of the advance catalog boldly declared Lionel's intention of delving into production and distribution of a new line of science sets with the recent acquisition of the Porter Chemical Co.:

“CLEARED FOR IMMEDIATE RELEASE . . . Under the leadership of General John B. Medaris, top missile commander who directed America's breakthrough into space, the Lionel Corporation has boldly expanded operations into the field of science. Top priority — and top secrecy — were assigned to the development of a new and dramatically different line of science sets . . .”

Surely it was no coincidence that Lionel would introduce the new *S a t e l l i t e Launching Car* with General Medaris coming aboard as he played a significant role in assuring delivery of the first U.S. satellite to space aboard the *Juno I* launch vehicle. The ability of the United States to continue rocketing satellites into space would be

assured through continued use of Medaris' ABMA *Jupiter C/ Juno I & Juno 2* carrier rockets. Taking a look at the line drawing of the satellite being carried upon the Lionel No. 3519 flatcar on page 43 of the 1961 advance catalog, it is clear from the start that great detail was planned for the operating Lionel satellite load. Not only were the spheroid flat surfaces well defined, but also the solar paddle panels with their respective individual solar cells, multi-antenna extensions protruding from the main central satellite body and also reflective and non-reflective surfaces about the central equatorial diameter. General Medaris most likely facilitated this detailed depiction of the planned operational flying toy satellite with his contacts at the ABMA. A crude mockup sketch of the satellite-tracking dish was also visually rendered on the flatcar. What would ultimately be produced and transported on the operating *Satellite Launching Cars* was a modified miniature version of an operational Earth orbiting *Explorer/Pioneer* type satellite. The little Lionel engineers must have been delighted to be in command of their own launchings of “orbiting” satellites in a spiral path within the confines of their homes while the real



This first illustration of the satellite car in the 1961 consumer catalog shows an early prototype design.

counterpart was thousands of miles above the Earth's surface — "Remember Boy . . . you're the Boss of the greatest action cars ever created . . . when you own LIONEL trains!"

The 1961 No. 3519 Lionel newly introduced separate sale Automatic Satellite Launching Car was depicted on page 51 of the 1961 regular issue Lionel catalog with the lower page 50 description:

"New! No. 3519 Operating Satellite Launching Car — By a remote control operation, satellite is orbited in a spiral path into space. Its descent back to earth is slow and graceful. It's the car with a future."

The No. 3519 Satellite Launching Car would also be included in set No. 1647 "O27" 5-Car Freedom Fighter Missile Launcher Outfit . . . \$49.95, O27 set No. 1810 The "Space Age" Gift Pack . . . \$35.00 and set No. 2572 Super "O" 5-Car "Space Age Diesel Freighter . . . \$59.95. In set No. 1810 and No. 2572, the No. 3519 Satellite Launching Car was depicted in the catalog as a red color flat car but was colored green when released. The red color satellite-launching car would show up the next year in 1962 as the No. 3510 red flatcar version. Interestingly during 1961, Lionel also introduced a second unique number manually operated satellite launching car, the No. 3509, which was included only in the low end set No. 1643 "O27" 4-Car Sky Scout Diesel Freight . . . \$29.95. This time the satellite was depicted in the catalog on a blue flatcar but the car was the usual green when released. Both the green colored No. 3519 and No. 3509 Lionel cars launched sprung wound, aerodynamically designed, flying toy satellites that ingeniously utilized 2 of the 4 extended solar paddle panel design features of actual Explorer and Pioneer series space orbiting satellites to allow the miniature version to take flight. Also along for the ride on the satellite launching flatcars to increase play value was a gray plastic satellite-tracking unit with manually positioned yellow microwave dish.

In 1962, Lionel would introduce a third satellite launching car, No. 3510, but only in the 62 advance catalog as inclusion to set No. 11011 . . . The Constellation. As stated on page 2 of

the advance catalog, along with its equally economical partner set No. 11001 . . . The Trailblazer,

". . . These "O27" outfits will not appear in the 1962 consumer catalog. For complete pricing and delivery information, contact your wholesaler or Lionel representative."

This advance catalog set No. 11011 exclusive red color No. 3510 satellite launching car would not be issued as a separate sale car or as inclusion in any other sets. The No. 3509 was again issued in 1962 as inclusion in set No. 11252 "O27" 7-unit Texas Special Diesel Freight . . . \$39.95. In 62, the No. 3519 Operating Satellite Launching Car would also be issued in set No. 13018 Super "O" 6-Unit Starfire Diesel Freight . . . \$49.95. Although the satellite was visually shown on a blue flatcar it was again colored green when issued. The car was also offered on the correctly colored green flatcar as a separate sale piece of rolling stock.

The No. 3519 Operating Satellite Launching Car would

continue to be offered as a separate sale item in the regular issue catalog during 1963 and till the end of Lionel's space themed railroad car production in 1964. Sadly, however, like all the other Lionel "Space-Age" action cars, the time had now come to an end for "The car with a future".

Editor's Note:

Thanks R. Lee — I must say that I was surprised to find that Lionel's satellite was

based on an actual prototype. The satellite car was also offered as part of the Lionel's No. 1087 Midnight Express set in their 1970 catalog. The satellite car was offered as the Penn Central Communications Satellite Car in Penn Central Green. This was the first catalog under General Mills ownership of Lionel's tooling. Although shown as part of a set in this first catalog and not for separate sale, General Mills never produced the car. The Satellite Launching Car was the best of Lionel's flying cars. Since the satellite was symmetrical while spinning, unlike the helicopter, its flying properties were greatly enhanced. Hopefully, Lionel will prove that this truly is the car with a future, by including it as part of their Postwar Celebration Series. 🚂



This illustration, also from the 1961 consumer catalog, actually resembles the car Lionel put into production.

The Mane Line

by Dennis Leon Clad

RM 10430

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

My job as stationmaster at the Mane Line is to keep collectors informed on all the uncataloged specialty cars and sets that Lionel produces. Try as I might, I sometimes get derailed and a car or set is routed around station *Mane Line* and goes down the track without my knowledge. Thanks to specialty car collector Stuart Rankin, RM 12982, I'm able to share with you a truly rare 9700 series boxcar from Lionel's classy LTI era.

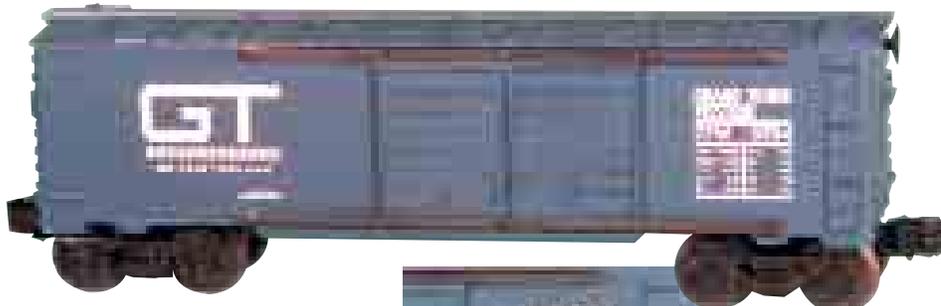


Clear the Tracks Ahead for a Special Offer from Lionel

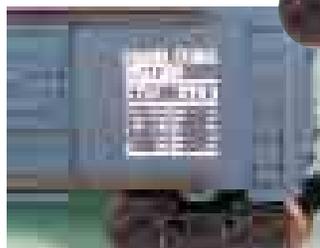
If you're like me and would love getting something free from Lionel, well then, the *Spirit of America Super Value Program* is for us. Here's the scoop. Simply by one item on the list qualifying Lionel toys from your Lionel Authorized Value added Dealer and the 6-19696 U.S. Savings Bond car is yours. This offer is going out to members of both company clubs, the Railroader Club and the Century II club. The U.S. Savings Bond car is a sight to behold and will stand out in any train. Best of all is that it's free from Lionel.

Calling All Lionel Limited Car Collectors

Wow, what exciting news! The folks at Pioneer Seed Company, a division of Dupont, have issued their first add-on car for the highly sought after 6-21974 Pioneer Freight set. All it takes is just one look at the Pioneer Seed standard 'O'



With a backhoe's bucket full of research at both Lionel and Kughn Enterprises, here's what I was able to learn about the Grand Trunk Railroad Board of Directors 6-9764 double door boxcar. In 1990, Mr. Kughn had his Lionel Company make approximately seventy Grand Trunk boxcars.





flat car with two pedal cars plus seed sacks to see that a lot of thought and imagination went into this whimsical joy. Only one thousand 6-17572 of these cars were made. Sadly, two hundred set owners will not be able to claim title to this must own flat car because fewer cars were made than sets as well as the fact that it's one smart looking Lionel toy. I can easily see this car reaching a collectors' high of \$350.00. Now that the Pioneer Seed Company is owned by Dupont, I would not be surprised to see the value of our flat car climb even higher, thanks in part to the demand from Dupont employees. The Pioneer Seed flat will be a hard act to follow, but I think the creative genius at Pioneer Seed who gave us this very unique uncataloged Lionel car is up to the task.

Lionel Licensee Alert

I've made a lot of mistakes in our hobby, one of which was selling any of my made in the U.S.A. Lionel. Can you

believe I even sold a few of my SD-40s? To quote Mr. F3, Steve Witherspoon, RM 25808, "Dennis, what were you thinking?" One mistake I did avoid making was not collecting the series of Lionel Trucks produced by Taylor Made Trucks. If you want high quality and collector value for your Lionel dollars, look no further than number seven in

the series, a flatbed tractor-trailer carrying a non-powered diesel engine. Just one look at this breathtaking rig and you can see this toy is loaded with 1950's hid play value. The rig comes in Lionel's oh so beautiful corporate orange and blue. Lionel's historic New York City address is painted on the cab doors and the toolbox mounted under the trailer has a ZW transformer and Lionel hook-up wire painted on its door. Each of the rigs four mud flaps has the Lionel circle "L" logo in three colors. Special Lionel tags on both the tractor and trailer give our rig that finished look. Like its older brothers, this rig has operating lights and sounds. When you get your truck, be sure to check out the battery cover for your unique serial number. Imbedded in the trailer are three powered O27 track rails. When the truck lights are switch on, our diesel engine also lights up. Is that cool or what?



Here's a little history about the engine. The tooling was manufactured by Kusan in the 1950s. Thanks to Taylor Made Trucks, the dies for the engine have been retooled. They ensured that even the smallest detail was not overlooked and includes metal handrails, body end drop steps, chains, cab windows, headlights and number boards. The special diesel also has operating knuckle couplers and new modern electronics. Both the rig and its non-powered engine load are packaged in a Lionel style orange and blue box. Lionel's licensing requirements demanded that the diesel engine be truck mounted and non-powered. Now for the best part — The rig and engine can be yours for \$49.95 plus \$7.95 shipping and handling. The item number is TMT – 18416/LT-702 and you can order direct by calling 1-800-685-0333.

The CTT Memorabilia Express is Boarding

If you're like me and collect CTT memorabilia, I don't need to tell you that the value of our CTT souvenirs has gone sky high and the list of new collectors to this part of the hobby just keeps getting longer. The newest CTT souvenir is the 15th Anniversary 1954 Chevy Panel truck. This 1/43 scale heartbreaker is Lionel layout friendly and comes with mirrors and opening rear cargo doors. Only 300 of these die-cast trucks were made. To get one of your very own, call the Inkwell at 1-800-946-5935. The price for this truly limited CTT toy is \$11.95 plus \$3.00 shipping. Like all the rest of the toys and memorabilia that make up our CTT collections, I look for this special truck to sell out quickly. So act fast before the train leaves the station without you.

Another Bloomie Departs the New York City Store

For 2002, the downtown New York City department store, Bloomingdales, will offer Lionel collectors a very special train

set. As in past years, the 6-31951 Bloomingdales Pennsylvania Flyer set is only available at the New York City store. You might recognize that name as one of the sets in Lionel's latest catalog. You might think that this set is the same as Pennsylvania Flyer set in the catalog, but the Bloomies set has some very important differences. Heading up the set is that mighty mite of the three-rail track, a Lionel die-cast 4-4-2 steam locomotive with smoke, light, and air whistle. The real treat for collectors are the two special 9700 series boxcars. One freight mover proudly sports the Bloomingdale name and is decorated with a number of railroad heralds. The second freight protector is named Bloomies Boxcar Bear and has two Teddy bears painted on the cars side to the left of the door. A Pennsylvania SP type caboose trails the two boxcars. A call to the store yielded no additional information on the set such as the number of sets made or whether LCCA members could buy a set over the phone.

Attention All Collectors of Lionel Uncataloged Promotional Sets!

I'm happy to report to longtime promotional set collectors that this special part of our hobby is fast becoming a hot area of collecting. One reason for the increased interest is the new collectors joining our ranks. Judging from all the calls and letters I receive each week, Made in the U.S.A. post 1970 Lionel and uncataloged China Lionel is what new Lionel collectors desire. Now for some great news — Be sure to check your local grocery store for the Kraft/Nabisco 2002 Holiday Promotion. The companies known for their wholesome food products have teamed up with Lionel and the result is 6-31950, a Kraft Holiday Union Pacific Freight set. Utilizing the cataloged 6-31924 Union Pacific set, Lionel replaced the tuscan UP Boxcar with the smartly designed Kraft Holiday





Wishes 9700 series boxcar. Painted white, the special boxcar has the Kraft Holiday Wishes logo to the left of the door. To the door's right are four products whose trademarks are known throughout Lionelville. The great tasting foods that proudly adorn our collectable car are Jell-O, Post, Maxwell House, and Oscar Mayer. Talk about a car that has Lionel collectors drooling!

The remainder of the cars and the RS-3 that heads up the set are the same as the 2002 cataloged 6-31924 Union Pacific Freight set. Kraft commissioned Lionel to create 6,250 sets. I have also been told that four add-on cars are in the works. Considering all that great tasting and good for you foods that Kraft and Nabisco make, teamed up with Lionel's design department, I eagerly look forward to some really imaginative cars. If you will permit me — I would welcome in my collection tank cars, each decorated for Kraft bottled salad dressings. How about a plug door reefer for each of the cheeses Kraft makes? I could go on, but I'll head to the roundhouse, lower my boiler pressure and wait to see what the talented design team at Lionel dreams up.

A Collector's View from the Caboose

The years of attending train meets and finding tables full of high quality post 1970 made in the U.S.A. Lionel trains is

coming to an end. I've come to this conclusion from all the reports I've received from LCCA members who attend their local train meets and from my own observations while attending train meets last spring and fall. Lionel F3s and SD-40s that are new, in clean boxes from both the MPC and LTI eras are getting very hard to find. The same can be said for those wonderful collector sets from the same eras. When it comes to uncataloged China Lionel, many of you have reported difficulty in obtaining for your collection, sets like the Farm All and uncataloged rolling stock such as our beloved LCCA convention cars.

There's never been a better time to collect Toy Fair cars. Prices are at an all time low. I think this condition will last only a short time. So don't procrastinate and find yourself stranded at station, "I Should Have."

In Closing

I would like to wish each of you and your families a wonderful Christmas and a great New Year! Please keep our brave service personnel and our law enforcement officers and fireman in your thoughts and prayers the holiday season. 🚂

Happy Tracks!
Dennis Leon Clad

There's a LCCA membership form located on the inside front 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.



ANNUAL LCCA CONVENTION

**Great Friends, Wonderful Attractions,
Fine Food, Shiny Trains.
It Doesn't Get Any Better Than This!**

LCCA members are preparing for the westward trek to one of America's premiere entertainment cities, meeting destinations, and tourist attractions. Nevada is "silver country," and the memories of the Comstock Mine are evident in the flow and flash of silver dollars – the favored coin of the area.

The club's convention hotel will be the Rio All-Suite Hotel and Casino. Contrary to some edgy TV images about this fabled city, "The Strip" in Las Vegas is now more like a family-fun circus with free outdoor attractions like "The Volcano Eruption," evening fireworks, and great casino-based extravaganzas like "The White Tigers with Seigfreid and Roy," and on-stage musicals starring popular singers and hit makers.

You and your family will enjoy professionally conducted tours in the area, the Get Acquainted Party with Series 2 Collector Cards, a collectible LCCA On-site Convention Car, a memorable banquet, and more.

Mark your calendar for July 22-27, 2003, for the best club convention in the West – or anywhere else! Early birds may make room reservations now at 1-888-684-3746; be sure to ask for the "LCCA CONVENTION SPECIAL RATE." Call now because we expect the host hotel to fill up quickly. Convention registration and tour reservation forms for the LCCA 2003 Annual Convention will be presented in the February, 2003, issue of *The Lion Roars*.

There's a Lot More to Las Vegas than ... Well, You know

The Host Hotel for LCCA Is The



It's a facility with 2,548 suites. A standard suite is 640 square feet, which translates to a room 32 x 20 feet; more than enough space for a great train layout!

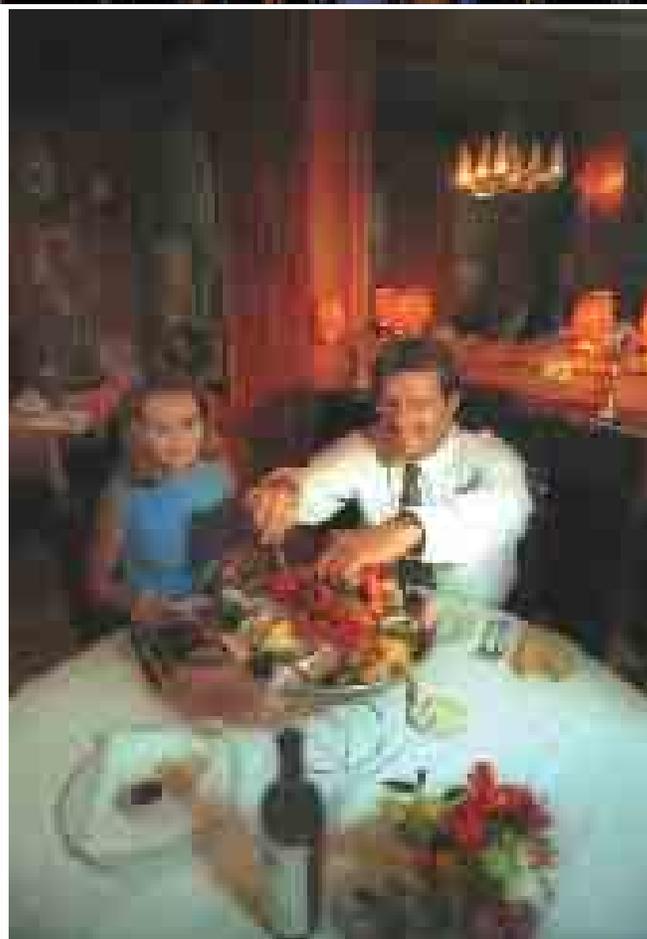
The Rio includes a state-of-the-art Conference Center, a portion of which will be better known to LCCAers as "the trading hall."



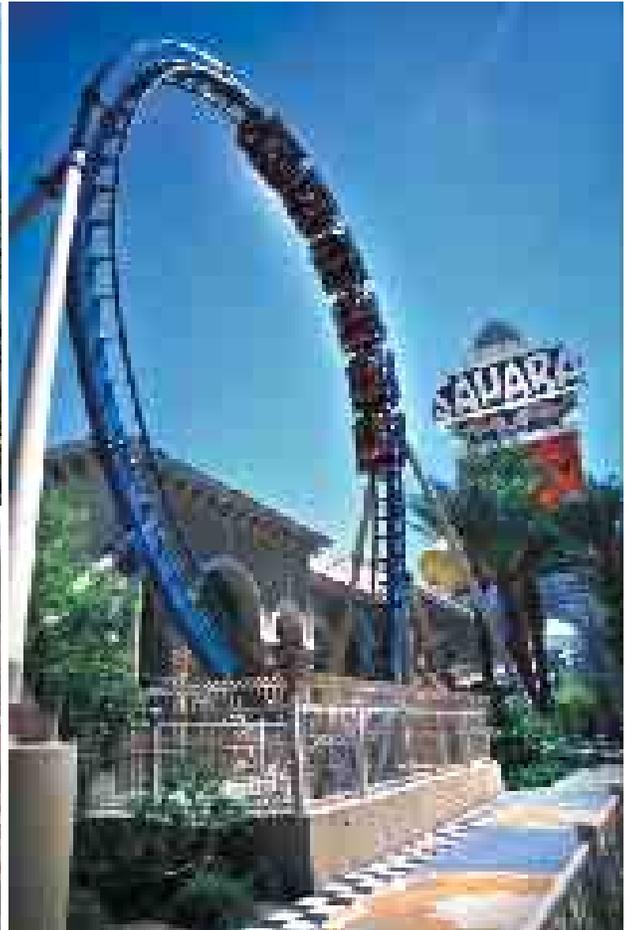


The Rio hotel contains 15 restaurants; each one operated under the direction of a Master Chef. The result is extraordinary cuisine presented with panache, style, and attentive service.

The Rio is the stage for Penn & Teller and other top production shows like “Masquerade Show in the Sky” with a Mardi Gras theme.



Enjoy these Attractions



while in Las Vegas



The Las Vegas Guide announced its 2002 Visitor's Choice Awards earlier this year based on ballots submitted by readers. Here are the favorites:

Favorite Attraction	Fountain Show at Bellagio
Favorite Museum	Liberace Museum
Favorite Headliner	Wayne Newton at the Stardust
Favorite Top Production Show	"O" at the Bellagio
Favorite Magician	Lance Burton at the Monte Carlo
Favorite Hotel Pool	Mandalay Bay.

Other significant attractions on and off "The Strip" include:

Beginning in March, 2003	Singer Celine Dion at Caesar's Palace Coliseum
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Five Star Restaurants

Picasso at Bellagio

Renoir at the Mirage

Four Star Restaurants Courses

Too many to list here!

Golf
Two courses designed by Jack
Nicklaus:

SouthShore Golf Clug

Reflection Bay Golf Club

Cruise Ship

Velocity, a 57-foot high-speed catamaran, takes visitors on a six-hour cruise of the Lake Mead National Recreation Area with views of canyon walls and wildlife.

TV Up Close and Personal

CBS Television City opened last year at the MGM Grand's Studio Walk. Audiences can view shows in production from both CBS and its other networks – MTV, VH1, Nickelodeon, UPN, Showtime, TNN and CMT. Audiences can offer their opinions on the programming, and they can participate in focus groups. The center features a promotional display with 46 TV screens and a retail shop.

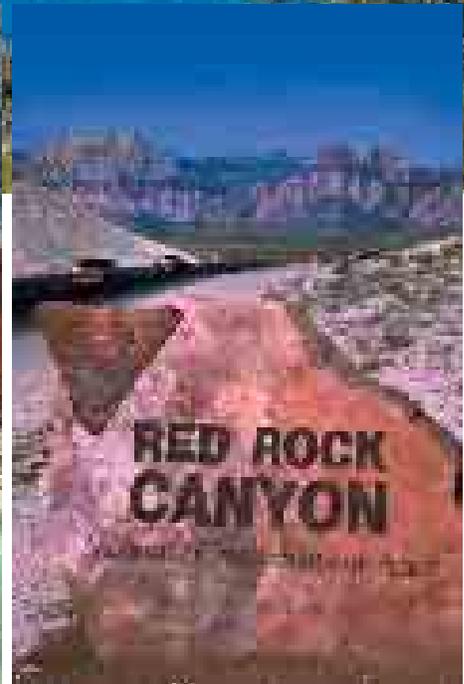
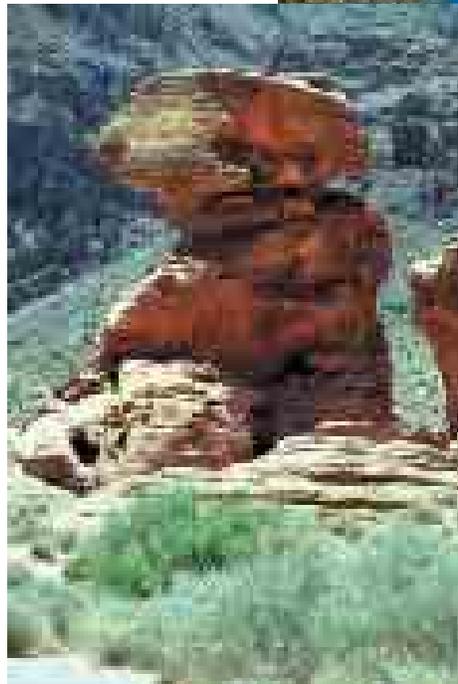
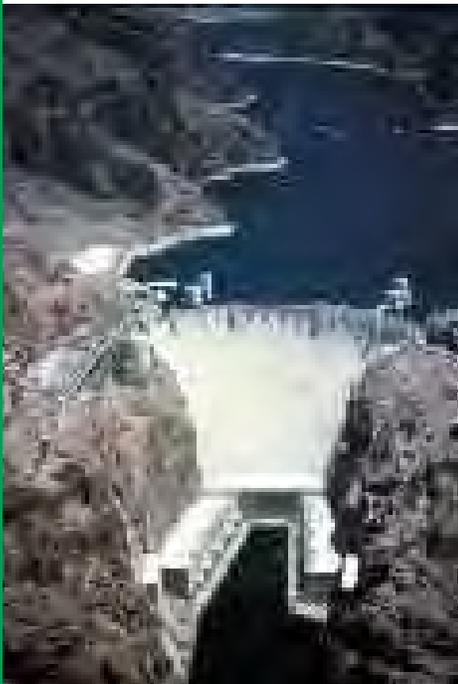
Staying on after the LCCA Convention for an Extended Vacation?

Check out these regional family attractions:

Red Rock Canyon	20 miles
Hoover Dam and Lake Mead	20 miles
Death Valley National Park	day trip
Zion National Park	day trip
Grand Canyon National Park	150 miles.

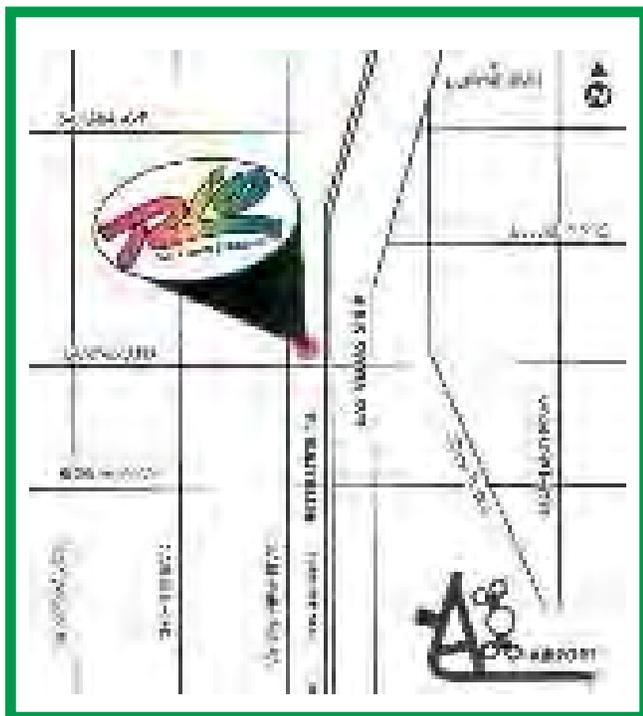
Family Attractions off “The Strip” include:

- Helicopter tour to Hoover Dam and Lake Mead
- A roller coast tour of Las Vegas
- Chinatown, with more than 30 Asian restaurants and shops
- Mountain biking, hiking and rock climbing
- Sunday Morning Gospel Brunch at The House of Blues
- Practically every great chef in the country has at least one outpost in Las Vegas.
- Art Galleries at Bellagio, the Venetian, and Wynn Collection of Fine Art.
- Shopping is much more than simply purchasing an item. It's an experience. Between purchases, shoppers can take a virtual reality trip on the “Race for Atlantis, an IMAX 3-D simulator ride. The ongoing show in Aladdin’s Desert Passage includes a contortionist and a family of acrobats. Another themed mall is the Grand Canal Shoppes at the Venetian – with cobblestone walkways, a reproduction of St. Mark’s Square, and gondolas plying the canal waters. Who would want to go back to Wal-Mart after this shopping spree?



Getting to Las Vegas Is a lot Easier than Going to Crawford, Texas

MAP FROM LAS VEGAS AIRPORT



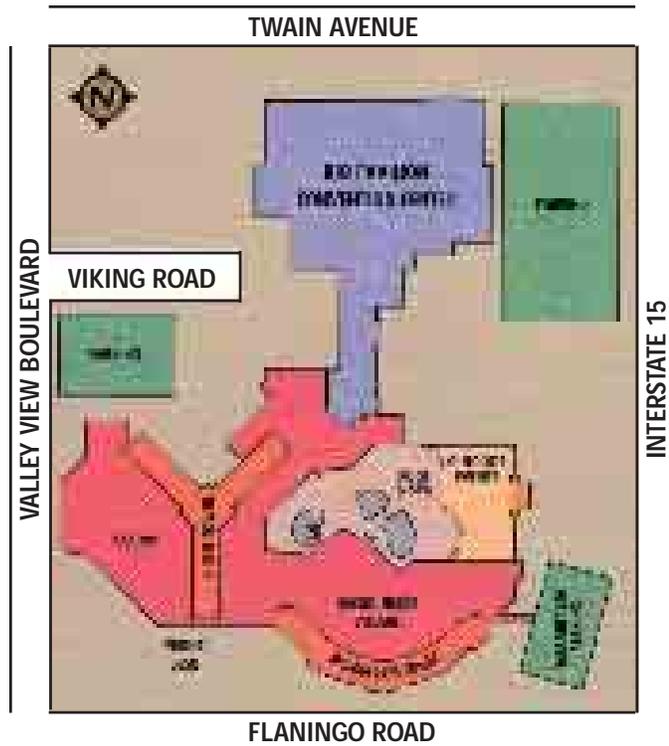
More than 800 daily flights service McCarran International Airport, which is one mile from the Las Vegas Strip. A taxi ride to a Strip hotel from the airport costs about \$10; airport shuttle fares are about \$5.

There are more than 1,100 taxis serving the greater Las Vegas area. A mile-long monorail (a side attraction for rail fans) connects Paris/Bally's with the MGM Grand for convenient, non-stop, free trips between the hotels. There are also trams, people movers, and pedestrian bridges for safe navigation of the busy Strip.

Typical air travel times to Las Vegas are:

Atlanta	4 hours
New York	5 hours
Chicago	3.5 hours
Dallas	2.5 hours
Washington, DC	5 hours
Seattle	2.25 hours
San Francisco	1.25 hours
Los Angeles	1 hour.

RIO PAVILION CONVENTION CENTER AND ENTERTAINMENT COMPLEX



Major Headliners Appearing Recently at Las Vegas:

Second City Comedy Troup	Siegfried and Roy
Legends in Concert	Lord of the Dance
Blue Man Group	Cirque du Soleil





Form may be photocopied

PLEASE NOTE
 RESERVE ROOM(S) WITH A CREDIT CARD.
 CONTACT RIO ALL-SUITE HOTEL & CASINO
 BY PHONE, FAX, OR MAIL.
 DO NOT SEND CURRENCY.

ORGANIZATION: LCCA

FUNCTION: 2003 Convention DATES July 22 to 27, 2003

Please reserve accommodations for: *Please print or type*

NAME _____ COMPANY LCCA PRICE \$109

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH DAY
ARRIVAL DATE		DEPARTURE DATE	

CHECK IN TIME: AFTER 3 P.M.
 CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 1-888-684-3746.

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

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-888-684-3746 FOR RESERVATIONS.

PLEASE RESERVE ____ NO. OF: SINGLE TRIPLE LOCAL RATES ARE: \$109 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
 SMOKING ROOM DOUBLE QUAD PLUS APPLICABLE TAXES.
 NON-SMOKING ROOM

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Fill out all necessary information and mail or fax directly to:
RIO ALL-SUITE HOTEL & CASINO
 Attn: Reservations Department, 3700 West Flamingo, Las Vegas, Nevada 89103
 Phone: 1-888-684-3746 Fax: 1-702-777-7611 www.playrio.com

Lionel News & Views

by Bill Schmeelk

RM 6643

Angela Trotta Thomas Paintings – only 46 cents each!

We're all familiar with the beautiful paintings done by Angela Trotta Thomas. Her paintings of nostalgic scenes have been popular with Lionel collectors for many years and for several years they have graced the cover of our December issues of *The Lion Roars*. Just look at the cover of this issue to see one of her latest masterpieces. Her paintings capture memorable moments from our childhood we can all relate to. She has successfully captured the magic of Lionel trains that fascinate us so much. As you probably know, prints of these paintings are available from Angela. Now you can have 32 of them for only \$15.00.



How is this possible? Angela's new computer screensaver features scenes from 32 of her paintings. This screensaver has been designed for Windows computers. So, you can set your computer to show any of these scenes, or to randomly cycle through all of them. You can even set it up to show only your favorites. You change the set-up through the Windows control panel. The installation and set up is really quite simple. Within 1 minute after inserting the disk into your computer, you'll be viewing these scenes. They look great on the screen and what better way to let every one at work know about the joys of Lionel trains. On Angela's website, this sells for \$24.95, but the price to LCCA members if ordered on line is only \$15.00 postpaid. You can reach Angela's website through the Links of Interest section on the LCCA website — www.Lionelcollectors.org.

Kittworks Layout Systems

John Kitterman has come up with a unique system that makes layout building and changing easy and efficient. You have probably seen some of John's work. He has deigned and built Lionel's Toy Fair display which Lionel

has also used at large train meets. John's Kittworks system is an engineered system of pre-assembled track and roadbed configurations which can be combined to create a wide variety of temporary or permanent layouts. The best part is that this modular approach to layout building is easy to set up and easy to change — Certainly easier than laying individual track sections. The system can be used for a simple oval, or expanded to any degree of complexity. The system was also designed to allow the young model railroader to successfully assemble the layout. In fact, assembling a layout with Kittworks is easier on your hands. One of the features that I find so attractive with this system is that changing a layout can be done very quickly. I remember well when I was a kid, it never took too long before I was board with my layout and wanted to change it. With the Kittworks system, changing is a snap. Instead of disassembling all of the track sections, you merely change the larger components. Most of the track sections do not have to come apart.

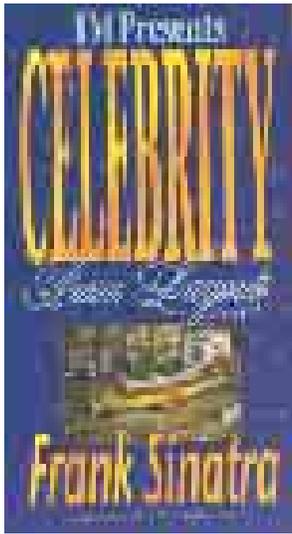


Photo 1 shows some of basic components of the system. Each section consists of the track and the roadbed, which is made from half-inch ApplePly. For those not in the know, ApplePly is the brand name of one of the finest types of plywood available. ApplePly is made up with layers of Alder wood and the outer faces are of maple. ApplyPly is without voids, offers consistent thickness, durability and structural integrity. When you purchase these sections, they already have the O gauge track installed on them. Most have several sections on them. The roadbed is offered in both a gray simulated ballast finish, and a natural maple finish. Many of the components are fitted with a cam-lock system which joins the components together. **Photo 2** shows some basic layouts assembled with Kittworks. For more information on John Kitterman's Kittworks system, check out his website at www.kittworks.com or call at 1-888-431-KITT.



Train Layouts of the Stars

From TM Books and Video comes a new series devoted to train layouts owned and operated by celebrities. The first video in this series shows the layout of Frank Sinatra. This



layout was sold in 1995, along with the rest of the Sinatra Rancho Mirage, California compound, to Canadian businessman Jim Pattison. He has preserved the layout well and granted Tom McComas exclusive rights to film the layout in July of 2002. You'll see not only the layout, but some of the collection which adorns the walls as well. The layout was designed to be reminiscent of Lionel's 1949 showroom layout. Now, on this video you can see the layout in action. All three Lionel eras are represented. The building that houses the layout is also quite unique, having been modeled after a train station. You'll see it all on this video.



Part 2 of the series is a video featuring the layout that John Kitterman built for Tom Snyder. Although John built the layout, his task included implementing Tom's idea of the perfect layout. This is a unique layout in that it is a scale detailed, multi-level Standard gauge layout. The layout even includes two loops of Lionel's prewar racecars. John's work is superb and he seems to have given Tom Snyder exactly what he wanted. His appreciation of John's work was obvious. The

tape includes interviews with both John and Tom.

Part 3 of the series is the layout of Mandy Patinkin, who you might remember from the recent TV series, *Chicago Hope*. It was during that season that his interest in Lionel trains became apparent. The trains made an appearance in several episodes. I have not viewed this tape, but it promises to be an interesting one and will be available by the time you read this. Mandy's layout is a large, scale-detailed layout featuring a freight yard, two mountains, an exquisite animated carnival, operating ski lift, scale structures, and parallel mainlines with sweeping curves. Mandy operates a mix of the best Postwar and Modern Era Lionel trains, all controlled electronically. Each of these videos is available for \$14.95 plus shipping and

handling. They are also available on DVD for \$19.95 plus s&h.

If you haven't made your way to DVD, you're in for a delight when you do. DVD's allow instant access to different parts of the video, without rewinding or fast forwarding and

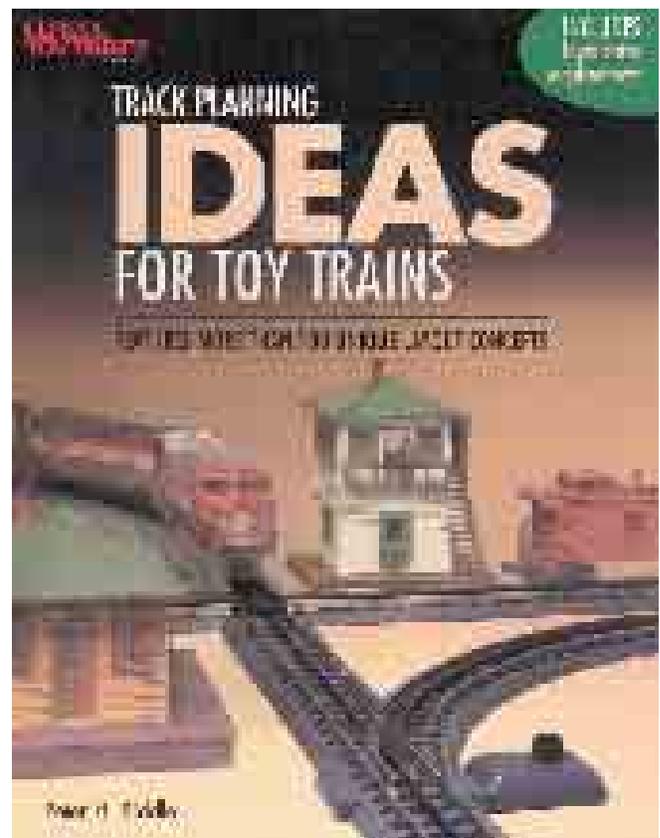


the picture quality is quite superior to VHS video tape. I'm glad to see that TM is offering videos in this new format. TM's I Love Toy Trains series is also available on DVD. Each DVD includes three editions and is currently on sale for \$19.95 each. The entire 12 video set of I Love Toy Trains is available on 4 DVDs. I viewed parts 4, 5, and 6 which are on one DVD.

The picture quality is great and this particular DVD in addition to all the toy trains features footage of two of my favorite real locos - the Norfolk and Western 611 and the Southern Pacific Daylight steam loco. I hope that TM will be putting more of the classics on DVD. The TM videos can be purchased online at www.tmbooks-video.com or call at 1-800-892-2822.

New from Kalmbach

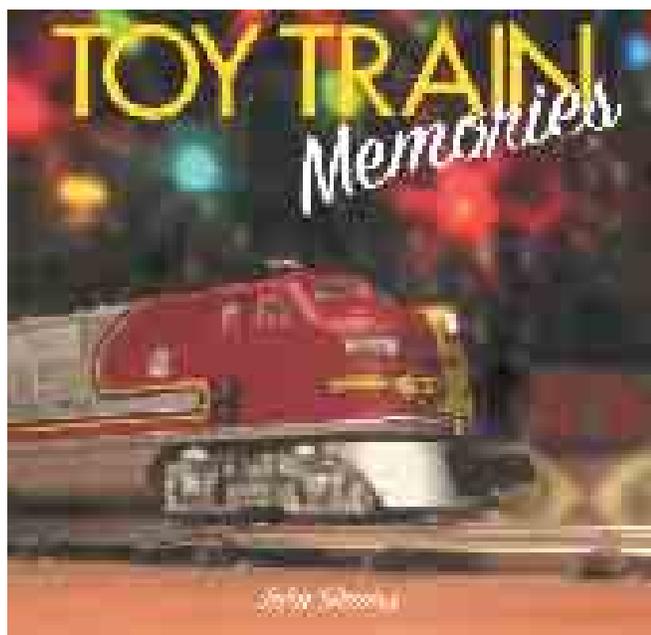
A new book by Peter H. Riddle is, *Track Planning Ideas for Toy Trains*. Here's a thorough discussion of topics and info on what you need to know as you design your dream layout. I have long been a fan of Peter Riddle's writing style. His



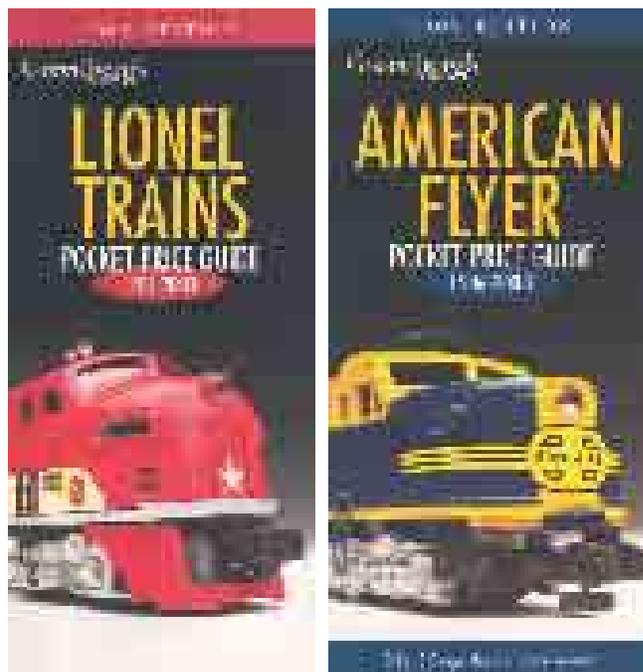
previous three-volume series, *Wiring your Lionel Layout*, still available from Kalmbach, was loaded with good information, presented in an easy to understand, friendly style. This latest book did not disappoint. Peter discusses many of the options open to you as you plan your layout. The book deals specifically with the track work and not the scenery. The first chapter discusses O gauge track – not just Lionel’s but ten other choices as well. A handy chart lists the availability of different track sections for each brand of track. You can easily choose the features you want and then see which brands offer what you need.

Subsequent chapters deal with different design functions. Chapter headings include passing sidings, reverse loops, narrow angle crossings, subways, multi-train layouts and more. The author doesn’t recommend one particular type of track or layout. Rather, he presents many options and explains how each can be used. You’re presented with all the information you need to make a sound choice that will fit your particular layout dreams. The concepts are all well documented and the book includes over 100 unique layout concepts. The approximate size of each layout is also given. The book is large format on coated stock, has 88 pages, and sells for \$16.95.

Toy Train Memories is the perfect title of a new book by John Grams. The book features over a hundred full color photos of trains, mostly in homes. Christmas was the time when most of us received our first train set, and many of these memories are Christmas layouts. These are not photos that we’ve seen time and time again, but photos that truly bring back the fond memories of the joy that trains brought to us as kids. In addition to the color photos, there are dozens of black and white photos of kids at Christmas playing with their new trains. Many of the photos are not recently taken, but rather it is quite evident that they are from times gone by. Perhaps that is why they evoke such nostalgia as you flip through the book. Frankly, I



wish I had more photos of my own youth when I beamed with joy over my new trains. This is a book you’d probably classify as a coffee table book. Perhaps a family book might be a better description as it certainly shows the family having fun with trains. Several celebrities are shown in the photos, Spike Jones, Desi Arnaz, young Ron Howard, Janet Leigh, Jane Withers and President Eisenhower among them. The book is a delight to look at and each page makes you more anxious to view the next. The book measures 10 _ x 10 _ inches, is hardbound, has 159 pages on coated paper, and sells for \$29.95.



Finally from Kalmbach are the latest editions of the Greenberg Pocket Price Guides for Lionel and American Flyer. The edition is listed as the 2003 edition because it does include items which have been announced in 2002 but will not be released until 2003. Each guide is a numerical listing all eras of the company. The Lionel guide begins with item 001 – an OO gauge steam locomotive. The production years are shown along with a one line description along with its value. The Lionel guide is divided into eras. At the rear of the guide, a section includes uncataloged club cars and special production. This section lists cars by the group that offered them. There is for example a section on LCCA. The cars listed in this section are also listed in the numerical section by their numbers. The Lionel guide is 320 pages and sells for \$14.95. The American Flyer guide is 96 pages, includes Lionel’s Flyer production and sells for \$12.95. These, along with all of the Kalmbach books discussed here can be purchased at your local train store or direct through Kalmbach Publishing at 1-800-533-6644 or online at www.kalmbachbooks.com . 🚂

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EXTENDING YOUR CONVENTION VACATION

PART TWO

by Bob Carter
RM 6620

Editor's note: Bob Carter's vacation began by attending our annual convention in Pittsburgh, but it didn't end there. Bob found a way to continue his enjoyment of train related activities and has written a three-part article detailing them. A special thanks to Bob for sharing with our members some of the interesting, train related activities that extended his vacation. I'm sure many of our members will find it interesting and perhaps will plan a trip to some of the interesting places Bob and his wife visited on their way home from Pittsburgh.

In part one, we traveled from Pittsburgh, PA, to Cass, West Virginia to see and ride the Cass Scenic Railroad. When we left Cass, our next stop was Roanoke, Virginia, to see the Virginia Transportation Museum. Roanoke's historic freight station has been remodeled and is now the home to the famous N&W, 4-8-4, #611. This magnificent engine was fully restored to operational power and is now on display in the museum's railyard. Being able to climb up and see where the



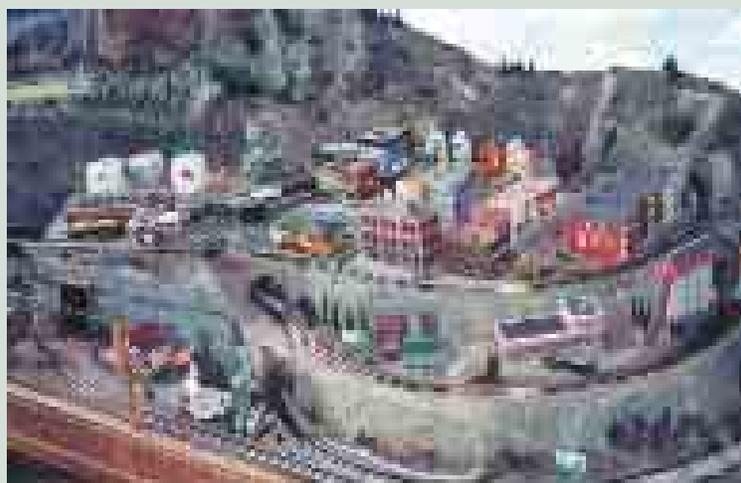
engineer and fireman worked this giant, provided me with an overall awe of what it took to make these monsters operate. Again, this is a “hands on” outdoor exhibit, which by the time you read this will have all the prime pieces of equipment under cover.

In addition to the 611, there are over 50 pieces of rolling stock on display. There are steam, electric and diesel locos, with several open to the public. One of the cars open for viewing is an old Norfolk and Western RPO car. The docent, a retired N&W engineer, described how the workers, carrying pistols, picked up, sorted and dispatched the mail while traveling 60 miles per hour. There is even a well car with a load and a Pennsy GG1 No. 4919, a couple of items that didn't usually show up on the rails down here in Texas.

OK, but what does this have to do with model trains, or Lionel specifically? Inside the building is a four-tier layout running Lionel trains. One tier is “kid friendly”, being eye level to the 3-7 year olds. The rest of the tiers are right up there for us older kids to look at and enjoy. It is fully

sceniced with about 600 feet of track and trains running everywhere. The layout was constructed and is maintained by the Roanoke Valley O-Gauge Club. For a complete story on this fabulous layout check out Run #158, the April 1998 issue of O-Gauge Railroading. Jim Molinary and Fred Dole did a masterful job in telling and showing this 25' by 21' layout.

If circuses are your thing, then be sure to see the model circus exhibit. George I. Neal built this exquisite model over a 15-year period. And just think, railroads and circuses seem to go together. Why, if it were not for the railroads and the special railcars designed to handle the circus loads, where would Barnum and Bailey be today? After all it was the railroads that enabled the circus to play those one-night stands and move from city to city over night. When you look at the craftsmanship involved and gaze at the



large tent housing the exhibit, know that the tent is hand sewn. Now, that's a hobby!

As you walk through the museum, you'll travel back in time to those days that we all seem to think were better. They certainly were slower, though not safer, because also on display is a traveling exhibit depicting the "Splendor on the Titanic". This collection of costumes and exact replicas from the 1997 movie will be featured until June 1, 2003.

In the 1850's the railroad came to the little hamlet of Big Lick, and Roanoke was born. What they call the Main Gallery depicts this rich history and how the railroad industry impacted the region.

There are other exhibits that make your time here well spent. Some of them include the African American Heritage on the N&W, Coal and America's Industrialization and the display of Conestoga's, carriages and automobiles.

All in all, this was a visit that I thought well worth the trip. If you are ever in Roanoke, or are passing close by, you might want to consider this piece of Americana. Now, it's on to see Thomas and to ride the Great Smokey Mountain RR. 🚂

*Photographs by
Bob Carter*

Double Heading

Gary L. Lape Sr.

RM 7436

During the past two or three years, I have read articles in *The Lion Roars* about how to double head Lionel Steam Engines, The method that comes to mind is to attach a bracket to the axle of the pilot truck. It's a very good idea and works fine, but lacks realism.

Before I go any further with my design suggestion, let me offer a little background about myself. I've been a tool and die maker for the past 40 some years, a Lionel trains admirer since Hector was a pup as the saying goes, and a volunteer conductor at a railroad museum in southeast Tennessee. So I've had an up close look at the coupler on the front of a steam locomotive.

For my first try, I purchased a pair of engines, No. 1130 & No. 2034. This way, if it did not work out I wouldn't be out too much. My No. 1130 has a plastic shell with the cow catcher broken off. This would make it simple to do the work, but my boss suggested that I make a cow catcher and put it on. That's exactly what I did.

For my second try, I used one of the 2026's that I had acquired. That is the one shown in the photographs. This was easier to work on since the steam chest can be removed from the boiler shell. I milled out a hole at the proper height so that a coupler in that space would match the height of the tender coupler.

It was necessary to make two special knuckle couplers — one for the front of the loco and one for the rear of the tender to which the special loco would be coupled. I used a pair of wire wound couplers that I had taken off another car. First I removed the wire and left spring and plunger housing intact. I then drilled and tapped for a 4-40 screw, Then I located the center of the steam chest and drilled a hole to a size a little



larger than the screw that was put in the coupler allowing it to move freely. **(photo 1)**

One major problem with putting a coupler up close is that you create a short turning radius. To solve this problem and increase the radius the loco could make using its front



coupler, I fashioned a special knuckle coupler shown in **photo 2**. The idea was to make an extended coupler. First, I made a piece of aluminum that I squared up and drilled a hole into one end, just large enough for a tight press fit over the spring and plunger housing of the coupler. Next, I drilled and tapped for a 4-40 screw in the opposite end.

Now I made a special plate to allow the coupler to be fastened to a Lionel truck. To make this, I removed the rear tender truck and took the coupler off the tender axles. I then took a piece of metal and cut it to a circular shape, leaving enough at one side to allow a tab to be folded at ninety degrees. A hole was drilled into the circular part that would fit over the stud on the Lionel truck. The tab was made to fit the square end of the aluminum coupler extension. This tab was drilled with a clearance hole for a 4-40 screw. A screw was then used to fasten the circle to the coupler. The finished extended coupler is shown in **photo 3**.





Photo 4 shows the tender truck after the coupler has been removed. Notice also in the photo that one of the tabs on the top plate has been cut off. This is necessary to allow for clearance for the extended coupler. **Photo 5** shows the truck



with the extended coupler is place. Of course the C clip would be put on after the truck stud was placed through the tender chassis.

I reassembled them back together (**photos 6, &7**), set them in directional sync, put in smoke fluid and around the layout they went puffing smoke almost like the real ones, as if they working hard against a load (16 cars), what a wonderful sight to see.

This double heading can be done by anyone with a little talent, small tools and a lot of time. 🚂

Photographs by Gary L. Lape Sr.



Internet Know-how

by Craig Tribuzi, LCCA Web Editor RM 10207

Avoiding the Spread of Viruses

One of the secrets to avoiding those pesky, annoying and sometime lethal viruses that you hopefully have just read about and not actually suffered from is to purchase a Mac. No, Macs are not necessarily immune from viruses, but very few of the viruses out there have any affect at all on machines running the Mac operating system. This may be due to the fact that people who create viruses tend to go for the dramatic and there are a lot fewer Mac users than Windows user.

Debunking Virus Hoaxes

I recognize that this is not an answer that too many PC users will take to heart. I also recognize that simply pointing out Apple's relative immunity just might prompt some low-life virus creator to unleash some new strain targeted specifically for Macs.

The fact is, if you surf the Internet on a regular basis, you really have to be wary of viruses. But when I say "wary", I don't mean "paranoid". In fact many times, people's paranoia does more to clog up the Internet than the actual viruses.

For example, you have probably received, and may have fallen for elaborate and scary-sounding schemes that play on people's paranoia by sending out false virus alerts. In fact, the vast majority of virus alerts are false. The damage here is the avalanche of bandwidth-clogging e-mails that these false alarms can generate. The more authentic they sound, the more likely innocent paranoids are to respond by sending these alerts to their entire e-mail list.

Recently, the infamous "Sulfnbk.exe" virus hoax resulted in thousand, perhaps millions, of people removing a completely harmless standard part of Microsoft's system code from their machines. The person I received this hoax from had gotten word from his system Information Technology (IT) guru that this was a legitimate warning. The IT guru had urged all the system's clients to pass this along. Since the IT guru in question was an employee of the state of Maryland, you can imagine how many people took his word as gospel.

It is reasonably safe to assume that any virus notice you get might possibly be a fake. But what about those that appear like they might be legitimate? It can take less than 30 seconds to track down the truth about the "Sulfnbk.exe" virus hoax. When in doubt, go directly to the McAfee web site (<http://vil.mcafee.com/newVirus.asp>), Symantec's site (www.symantec.com/avcenter/index.html), the AFU Urban Legends Archive (www.urbanlegends.com) or the F-Secure Hoax Warnings page (<http://www.f-secure.com/>). All of these

sites take pride in giving out up-to-date information about virus hoaxes.

Just remember, by far, the majority of e-mail about viruses are hoaxes. In fact, if it says that you can be infected simply by reading an e-mail, chances are slim that there is any legitimacy to anything in that e-mail. If you pass on any virus notices without checking them out, shame on you. You have become part of the problem.

Chain E-Mail

You are also part of the problem if you send bulk forwards of any type to your entire e-mail list. Do you know how many millions of copies of certain really un-funny jokes are in circulation on the Internet at any given moment in time? It is surely a number that would boggle the mind, and remember I'm just talking about the really bad jokes.

The cute jokes, the prayers, and the little animation links may seem innocuous and quite tempting. It's so easy to hit the Forward button! But please, don't do it. These messages simply clog the Internet with annoying bits of data that will just serve to work against your intended purpose of brightening up someone's day. How bright will it make your day to have to throw out a half-dozen copies of some schmaltzy little bit of poetry?

Some Internet Service Providers (ISP) have specifically made it a policy not to allow bulk forwarding of chain letters. You know, the one's where the fifth-graders in Washington are doing a history project, or someone is in need of a kidney, or is 7 years old and dying of cancer. They don't want you to send money or anything. They just want you to pass the word, so it must be true. Right? . . . Wrong!

Actually the answer is almost never! What prompts people to initiate these ridiculous letters, which serve no purpose other than to insult the people who are taken in by these schemes, is beyond me. They are profoundly hurtful to our sense of caring because once we have received enough of these and found that they are all scams, our trust drops another notch below its already low level.

Don't be a participant in these appeals. They are virtually all dishonest, if not mean-spirited. ISPs are absolutely correct to ban these letters. If you are found to be a sender, no matter how innocent your intent, you will probably be warned the first time, and then run the risk of losing your Internet service. If that sounds hard-hearted, it is not. These letters are designed to do nothing but disrupt Internet traffic. They are every bit as malicious as intentional viruses, and they do far more real damage than actual viruses.

Forewarned is Forearmed

Having said all that, it is important not to forget that there are real viruses out there, and if you run a PC and surf the Net frequently, there is a good chance that you will one day be

continued on inside back cover

LCCA Board Meeting Minutes

by John Ourso

RM 00000

Saturday, October 19, 2002
Holiday Holidome Hotel, York, PA.

The Board Meeting was officially called to order by President John Fisher. John Ourso, secretary, called the roll with the following in attendance: John Fisher, President; Eric Fogg, President Elect; John Ourso, Secretary; Richard Johnson, Treasurer and Directors Bill Button, Louis Caponi, Barry Findley, Harry Overtoom and Ed Richter. Also attending was Craig Tribuzi, Website Editor. Absent: Immediate Past President Al Otten. Guests in attendance: Dennis Leon & Sharon Clad; Bill Schmeelk, Editor *The Lion Roars*; Craig Tribuzi, Website Editor; Larry Black, former President/Director; Al Kolis, Convention team member and former BOD Candidate.

President Fisher requested a motion to approve the minutes of the July 2002 board meeting.

Director Button noted that the amount of items produced by Lionel each year, that was reported in the outgoing Board meeting in July was incorrect. The amount of items produced should read 300 not 2000. This correction was noted.

Motion to approve the July 2002 Minutes:

Motion by Director Findley

2nd by Director Button

Motion Carried

President Fisher and President Elect Fogg then presented a very special and scarce 2002 Convention Submarine Car to Dennis Leon Clad for his seven years of outstanding articles in *The Lion Roars*. The entire board joined in a hearty round of applause and thanked both Dennis and his wife Sharon. It was noted that many of our members eagerly anticipate each new installment of *The Mane Line*.

President Fisher in his President's Report commented on the outstanding Pittsburgh Annual Convention. He thanked Director Caponi and the entire board Convention Team for all their hard work to make this Convention one of the top 3 LCCA Conventions of all time. LCCA signed up 40 new members at the Convention.

Motion to accept the Presidents report:

Motion by Director Findley

2nd by Director Button

Motion Carried.

Future convention site report was given by Director Overtoom. Several exciting and qualified sites were presented to the board including St. Louis, MO and Denver, CO. Director

Overtoom noted that our past successful convention history is now very helpful in discussing possible future sites. Several major hotels have indicated a strong desire to negotiate future dates on terms very favorable to LCCA and their members.

Director Caponi presented his report on product development. This year's convention car was a huge success and we are on track with our goal of continuing to develop and offer our membership attractive values in special club sponsored pieces. Special items relating to our next annual discussion were discussed and Director Caponi was authorized to proceed.

Website Editor Craig Tribuzi gave his report on the LCCA Website (Lionelcollectors.org) and links. It was noted that the Interchange Track is now online in the beta phase and will soon be rolled out as E-Track, the best buy/sell/swap program for train enthusiasts anywhere on the web. The membership directory is also online and is a fully dynamic, continually current roster of LCCA members with special search features. President Fisher acknowledged the solid work done in this area under the leadership of Craig and former president/director Larry Black. Both Craig and Larry commented on the dramatic increases in visits to our website and they attributed this to the continuing fun developments along with new features. The board reaffirmed its earlier decision to continue to dedicate the resources necessary to make this the most visited, useful, entertaining and informative website anywhere dedicated to the enjoyment of collecting and operating toy trains.

Larry Black presented his comprehensive report on Membership Retention & Recruitment. President Elect Fogg will chair two committees that will now review this material and develop near, intermediate and longer term initiatives with the express focus on how to best retain and recruit new members.

Director Caponi then reported on the exciting LCCA Point of Sale Membership Program. After presentation to the Board the following motion was made:

Point of Sale Program be authorized using qualified dealers with funding up to \$6000 as outlined by Director Caponi, reporting to the new Marketing Committee chaired by President Elect Fogg.

Motion by Director Findley

2nd by Director Button

Motion Carried

President Fisher then noted that the next Board of Directors meeting would be held March 14-16, 2003 at the Rio Suites Hotel and Casino in Las Vegas, NV, the site of our next annual convention 2003.

Director Findley motioned that the meeting be adjourned, 2nd by Secretary Ourso. Meeting concluded at 6:30pm.

A Lionel Puzzlement

by Gene H. Russell, Ed.D.

RM 24608

The clues for this “Escher style” crossword puzzle are from the 1948 booklet-Instruction for Assembly and Operating Lionel Trains. Each answer is a four-letter word with first and last letters being common for certain answers. To complete correctly, place the answer to each clue one letter per box starting at the numbered box and keeping each answer on the same face of the four cubes. Good luck. 

Across Clues

1. Keep...top surface of contactor clean and _____ of grease.
2. Illuminated accessories such as _____posts...may be connected directly to a Lockon attached to the track.
3. Simply attach one _____ from one of the transformer terminals to one of the Lockon clips.
4. Connect the accessory, such as the crossing _____, to the contactor.
5. Artificial coal can be unloaded from _____ cars into the automatic tilting scoop of the elevator.
6. As a general _____ the life of the lamp will be greatly extended if they are operated a little below their rated voltage.

Down Clues

1. Raises a warning _____ as the train goes by a crossing.
2. To pick up a _____ merely lower the magnet into a pile of iron or steel, then energize the magnet.
3. Lubricate to decrease friction and diminish _____.

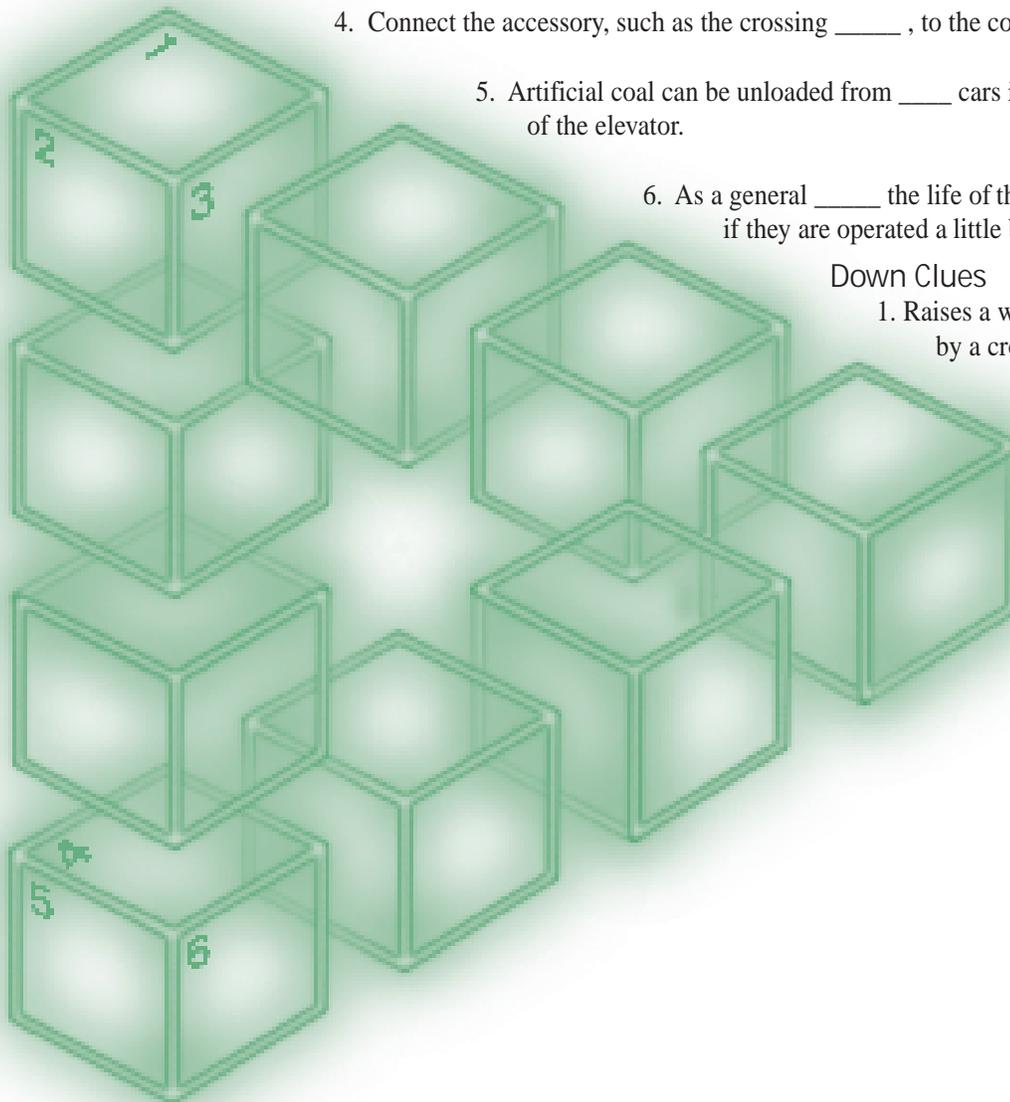
Answers to last month's puzzle

Clockwise Answers

1. Boy; 2. Top; 3. Jet; 4. Red; 5. Sis; 6. Hen;
7. Leo; 8. Toy; 9. Saw; 10. Ban; 11. Log;
12. San.

Counterclockwise Answers

1. Bag; 2. Ton; 3. Joy; 4. Rep; 5. Set; 6. Hid;
7. Les; 8. Ten; 9. Soo; 10. Bay; 11. Law;
12. Son.



Answers will be published in the next issue

Train Talk

by Bill Bracy

CEO, Lionel LLC



Bill Bracy

As we enter the festive holiday season and bring 2002 to a close, all of us at Lionel would like to thank all of you at LCCA for a terrific year. We appreciate all the opportunities we had to meet with you, gather your advice and critiques, and strengthen our mutual commitments to make the future even better.

We've had some great planning discussions with your Board of Directors to bring even more excitement and enjoyment to all of you in 2003 and beyond.

We're finishing 2002 on a high point with the introduction of the Norfolk and Western Y6b 2-8-8-2 – the latest in the Joshua Lionel Cowen series. Our announcement flyer is going out almost concurrently with your December issue of *The Lion Roars*. In 1952, locomotive #2200 rolled out of the N&W Roanoke Shops – the last mainline steam locomotive built in America. We're celebrating its Golden Anniversary. Detailing and performance features are too numerous to include an exhaustive list here. I really enjoy the valves, gauges and planking on the interior of the cab, the opening cab roof hatches, the working lubricator linkage on the running gear, and the



synchronized smoke, sound, and motion as the chuffing shifts from simple to compound as the speed increases.

Many of you have expressed interest in our efforts to reach new customers and start them on the path towards becoming enthusiasts and collectors. Sales of train sets will be up some 40% this year, priced between our entry level Union Pacific Freight Express at \$140 up to our Pennsylvania K4 Freight at \$650. Families are returning to favorite memories of their youth and their children into electric trains as an activity that bridges the generations and promotes family interaction. Our Dealers are excited about increased track sales along with all the accompanying accessories — evidence that more first time layouts are under construction across America.

Consumers are pleased to find retailers who wouldn't normally be a site for train sets including them among their offerings. From the National Geographic Magazine catalog to select locations of Home Depot, from L.L. Bean to Bloomingdales, families are taking Lionel home for the holidays.

I recently spoke with one of our dealers in the West who said the Wendy's promotion we did from mid-October to mid-November was bringing "tons" of new customers into his store, buying sets and redeeming coupons for free O-27 track.

In mid-November the host of a syndicated Saturday "all-male" talk show invited me to be a guest. Along with Todd Wagner, one of our product managers and an "unofficial historian" of Lionel, we discussed the past, present, and future of Lionel trains. Based on the overwhelming response to that show, we were invited to join him each year, making a Lionel show an annual event in 100 markets across the country. Clearly there is a broad and growing interest out there for Lionel.

Again, we thank you for your support and wish you and your families a very happy and successful 2003. 🚂

continued from page 30

infected. By far, the majority of viruses are benign. They don't do much more than make you feel stupid and violated when you find out that you have one. They almost always take the form of a downloaded executable program, often as an e-mail attachment, but not from the e-mail itself.

To avoid these, it's very important to continually update your virus software. The viruses that cause the most potential damage are not the new ones your software has already been programmed to detect, but rather newly created strands. Many virus-protection programs are set to check automatically for the most recent updates, but make sure that you have yours

configured properly to do this.

Remember, If it sounds like a scam, it probably is. If you get a virus alert, it is probably a fake. If you get a chain letter, it is probably a scam, and may be banned by your ISP. Forwarding it might jeopardize your Internet service. Don't get me wrong. I think trust is a beautiful thing, and something to be cultivated. Just don't even think about trusting anything you read in an e-mail.

Be sure to copy this article and e-mail it to everyone on your list. 🚂

