

Volume 33, No. 2 December, 2003

# The Lion Roars



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# One Great Convention in 2004, Two Great Convention Cars.

The LCCA 2004 Convention will be held at the genuine American city, Milwaukee – home to baseball, bikes, beer, and (in the summer of 2004) toy train buffs.

These two unique cars celebrate that occasion and will become a special memento of the event as well as an interesting addition to your collection and/or operating layout.

LCCA Convention cars generally commemorate a railroad in the locale of the host city, so these two cars of *The Milwaukee Road* are especially appropriate this year. The striking orange-and-brown Hiawatha express milk reefer complements the decor of that famous passenger train. The distinctive blue milk reefer suggests the Great Lakes locale of Wisconsin.

Both cars have drain valves at one end of the cars and die-cast, sprung passenger trucks – installed by design on the prototypes for smooth riding at express train speed. Accurate lettering is applied to each truck. LCCA commemorative lettering is discreetly applied.



*The Hiawatha express milk reefer*



*The blue milk reefer*

Both limited-edition cars are made and decorated by Lionel especially for LCCA members. Many members consider the opportunity to own the annual Convention cars one of the main benefits of club membership.

Limit: two blue cars and two sets of both cars per member. The cars will be shipped after the Convention with mid-November 2004 as the target date.

Don't miss this upcoming Convention in the heartland of America. But if you can't attend, owning these cars is the next-best thing to being there!

Order Form for *The Milwaukee Road* Milk Reefer Cars – This Form May Be Photocopied

Name: \_\_\_\_\_ LCCA #: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_ Zip + 4: \_\_\_\_\_

NOTE: UPS can not deliver to a Post Office Box; a street address is required.

Blue milk car @ \$59.95 each car check one  1 car  2 cars \$ \_\_\_\_\_

Set of milk cars @ \$119.90 each set check one  1 set  2 sets \$ \_\_\_\_\_

S&H, FREE in Cont. USA; all others: \$9 per car; \$16 per set \$ \_\_\_\_\_

Sales Tax (6% for Michigan residents) \$3.60 per car; \$7.20 per set \$ \_\_\_\_\_

My check is enclosed Total: \$ \_\_\_\_\_

Charge my credit card # \_\_\_\_\_

Signature: \_\_\_\_\_  Visa  MC  Disc Exp: \_\_\_\_\_

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

Mail to: LCCA Business Office Dep't L/12-03 P.O. Box 479 LaSalle, IL 61301-0479



*Pre-production models shown;  
actual products may differ slightly.*

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**ON THE FRONT COVER:**  
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They will take care of: applications for membership, replace membership cards,  
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 rative orders, convention registration and club mementos.

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*Secretary* - Any administrative action not handled by LCCA Business Office.  
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# BOO TO YOU! BOO-HOO, IF YOU MISS OUT.

The Lionel Collectors Club of America Proudly Presents the  
Lionel 1960 "Halloween" General Set.

First released by Lionel as an uncatalogued set, this unique train was made especially for the *Gifts Galore* mail order house in 1960. Now, the modern re-make of this extremely rare train set can be yours. This 2003 version is made by Lionel and re-created as an exact color match to the original train. Some mechanical and electrical improvements have been included – metal (not plastic) trucks, can motor, smoke unit, headlight, whistle, and benefits from modern technology. Transformer and track not included.

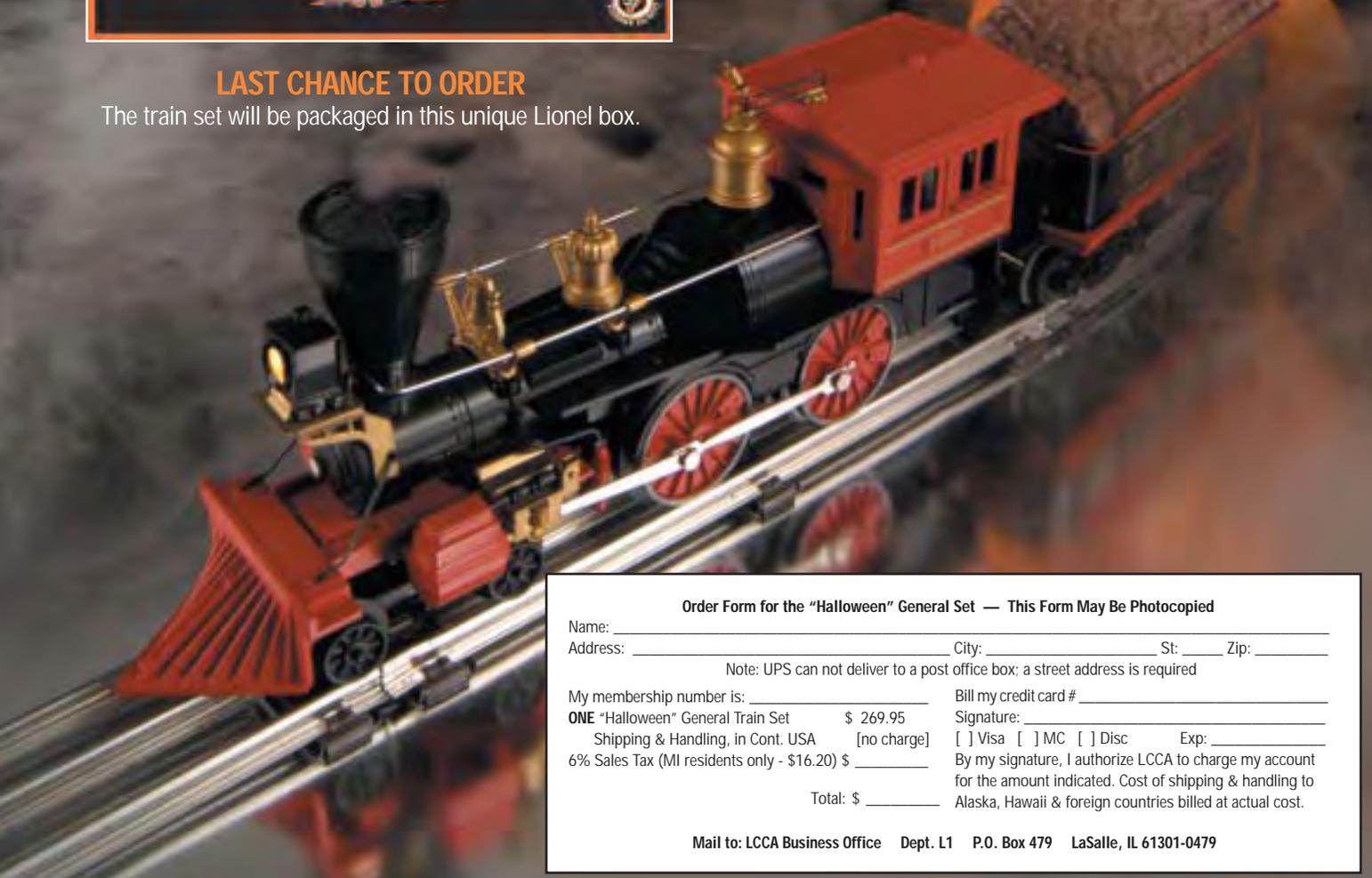
**Order deadline is December 15, 2003; delivery in 2004.**

Limited to one train set per regular LCCA member.



## LAST CHANCE TO ORDER

The train set will be packaged in this unique Lionel box.



### Order Form for the "Halloween" General Set — This Form May Be Photocopied

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Note: UPS can not deliver to a post office box; a street address is required

My membership number is: \_\_\_\_\_ Bill my credit card # \_\_\_\_\_

**ONE** "Halloween" General Train Set \$ 269.95 Signature: \_\_\_\_\_

Shipping & Handling, in Cont. USA [no charge]  Visa  MC  Disc Exp: \_\_\_\_\_

6% Sales Tax (MI residents only - \$16.20) \$ \_\_\_\_\_ By my signature, I authorize LCCA to charge my account for the amount indicated. Cost of shipping & handling to Alaska, Hawaii & foreign countries billed at actual cost.

Total: \$ \_\_\_\_\_

Mail to: LCCA Business Office Dept. L1 P.O. Box 479 LaSalle, IL 61301-0479

# The President's Report

by Eric Fogg  
RM 12768



## "Tis the Season"

If there's a highpoint in the toy train calendar, this has to be it. Make sure you take time this Holiday season to enjoy everything that's special about it. Start by giving serious thought to sharing with others. Brighten a child's life by giving them a train or maybe one of the vehicles off your layout. Toys for Tots and other charities will gladly take your donation if you don't have a child in mind. Or you could invite the neighbors (and their kids) over for an open house at your layout. It's a good way to meet the folks down the block. Almost everyone over the age of 40 has a good train story to share over a glass of eggnog.

And don't forget about the "big kids." LCCA memberships make great gifts. You might also shop our website – [www.lionelcollectors.org](http://www.lionelcollectors.org) – for some really special items. A piece of rolling stock makes a nice statement about fun, even for the non-collector. (A banker friend is getting a mint car from me – don't tell him; It's a secret.) Who knows, maybe your gift will spark a new interest and start a new hobby.

Last, but not least, don't forget that all good things begin at home. Family and trains just go together. Share your hobby with them.

Happy Holidays!

## Last Chance!

If your mailman is punctual, you should have just enough time to order your **Halloween General Set**. Even though the Club extended the deadline for the Convention Car, we were still getting calls in October from members hoping we had a few extra. (We didn't.) It turned out to be a great looking mint car and the few you can find on the secondary market are pretty pricey.

Don't miss out on the General; you'll regret it. It's a great set in a really impressive box and all at an unbelievable price. And **there's no way we can extend the deadline!** It's also the perfect "excuse" your buddy needs to join the LCCA, so remind him to hurry too.

## It Just Appeared . . .

I came back from the Las Vegas Convention all fired up about a number of things, including **eTrack**. It's LCCA's own private eBay and a lot easier to use.

So, I went out to our web site, activated some old ads I had run (I didn't even know eTrack knew about those ads!) and added some others. All totaled, it took me maybe 15 minutes.

About a week later I noticed an e-mail from an unfamiliar sender. Turns out it was a response to one of my ads. Next thing I knew, he sent me a check and I sent him a mint-in-the-box horse transport car.

It was fast, easy, and maybe the best return on your membership dollar you can name. If you haven't used eTrack, you're missing out.

## But Wait, There's More . . .

So, one night about a month later, I get a phone call from a member who wants to buy something from me. I can't figure out how he knows what I've got to sell until he reminds me about my ad. Your eTrack ads go directly into the next edition of *The Interchange Track*. Now I've sold a second car and with even less effort than the first. Trust me, this is about as good as it gets when it comes to selling trains.

You should try it.

## We're Listening . . .

Thanks to all 200+ of you who took time to fill out a **Convention Attendee Survey** in Las Vegas. They were very insightful and full of lots of good information and suggestions. The one that really made me smile was the thought that if we ever go to Vegas again, each member should be given \$300 to gamble with.

On the serious side, we did learn that we need to allow more time for tours, so you get the chance to see everything. And we also need a place – nothing fancy – where people can just sit and talk. Hey, it's the people that make this Club what it is. Expect to see these and other changes in Milwaukee next year.

## What Do You Think?

If the phone rings and it's me, don't hang up. Lately I've been phoning members at random just to talk for a few minutes. Wow, you can't believe what's on folk's mind and it's really refreshing to hear their ideas.

Don't feel like you have to wait for me. If you've got something you've been thinking about or an idea you want to share, let me or another member of the Board know. We're all ears! 

# Something Special for Christmas

by Jon F. Krause, RM 8783

You've been there before, what to get for that special person around the holidays. If you were like me, maybe something for the train layout, or a new accessory would be just fine. But when she's thinking about company coming, getting all the gifts wrapped for the kids, and last minute preparations for dinner, the best thing to do is get out of the house. But there's still a question of what to get for her.

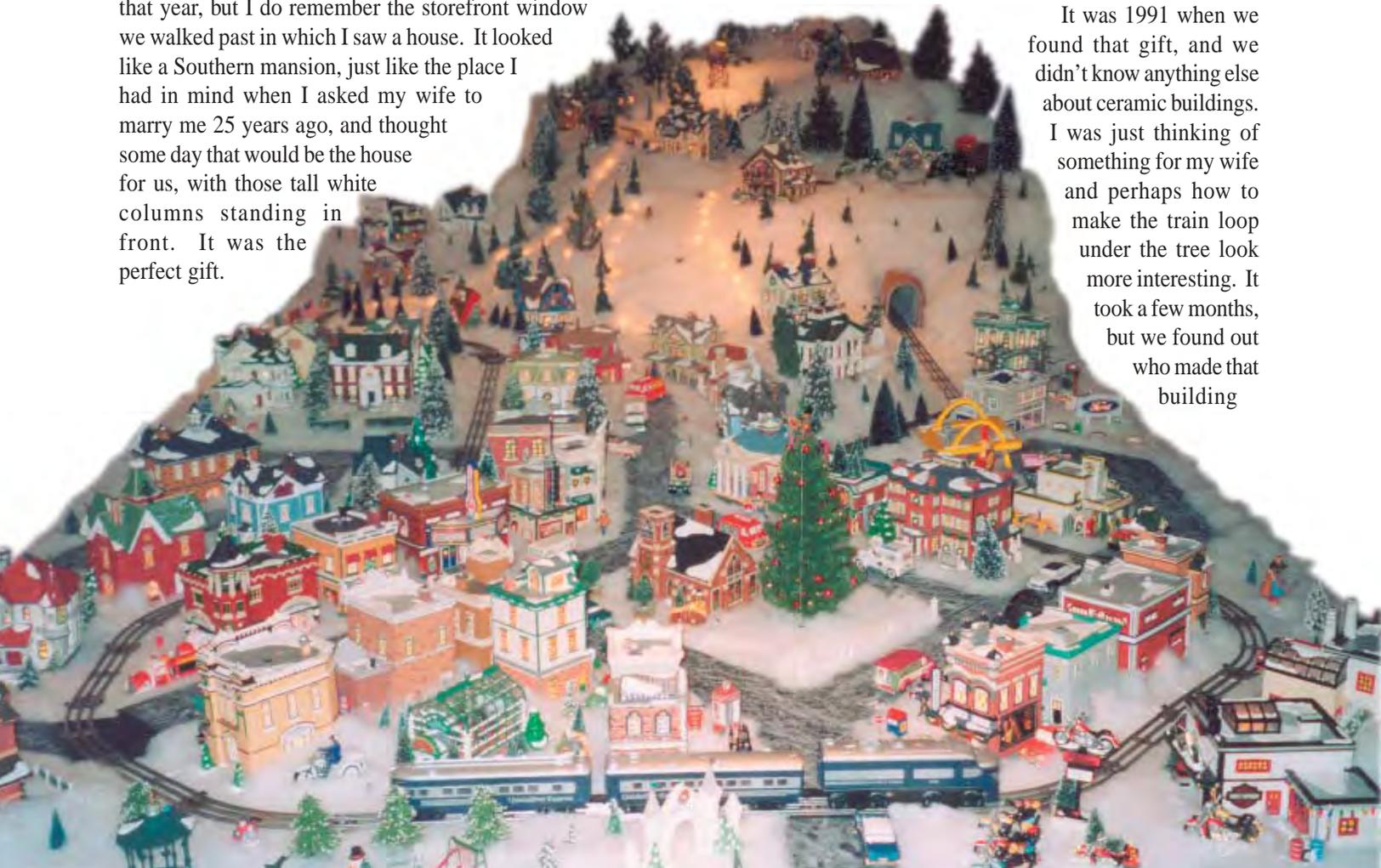
So off to the mall with my daughter and up and down the aisles looking for something that was just right. And to tell the truth, I don't remember everything I got for her that year, but I do remember the storefront window we walked past in which I saw a house. It looked like a Southern mansion, just like the place I had in mind when I asked my wife to marry me 25 years ago, and thought some day that would be the house for us, with those tall white columns standing in front. It was the perfect gift.

For several years, as our children were growing up, there was a loop of track under the Christmas tree. It wasn't very elaborate, but the tin buildings we had been using were pre-war Lionel, from my father's Christmas tree loop. They were



okay but we needed a change, and that new house would look real nice under the tree

It was 1991 when we found that gift, and we didn't know anything else about ceramic buildings. I was just thinking of something for my wife and perhaps how to make the train loop under the tree look more interesting. It took a few months, but we found out who made that building





and then, as the years went by, purchased a few more. Eventually we ran out of room on the 4 foot by 4 foot piece of white painted plywood under the tree. Fortunately we have a house with a large open area in the basement.

I do have to confess, however, that while I enjoy running trains, my wife and youngest son have the gift of making a display something worth looking at. I'm okay with wiring and table construction, but not with putting a good scene together.

Now moving ahead to the fall of 2002, it was time to start thinking about how the village should look. After consultation with the chief artist, our son, we settled on a table area of about 8 feet by 22 feet. After locating the five tables and filling the gaps with the unused ping-pong table tops and some extra plywood sheets, we had a base to start from.

This is where I have trouble, but not my son. He said, "We're going to have the downtown area here, the houses in this area, and the mountain back up here." That made sense to me, and the result is the layout you see in the photos.

To give you an idea, the village consists of about sixty buildings from the Snow Village Collection of Department 56, two loops of Lionel 027 track powered by a Lionel KW transformer, forty vehicles from Department 56, one hundred miniature people scaled to match the buildings, and over five hundred trees from any place my wife can find them on sale. The track rests on a white covering made to look like a blanket of snow. The engines and cars are selected from a modest Lionel collection that we thought would fit for the scenery on the layout.

We still look for buildings occasionally and try to find houses that have unique architectural characteristics, like the bungalows that remind me of the houses my grandfather built as a carpenter and house builder. Each of the buildings reminds us of events or activities from past years. Examples include the library, where my wife worked for many years, and the train shop, which we often visit on our trips to LCCA conventions around the country. New vehicles continue to be purchased and it adds a measure of character to the various scenes. In addition, consideration has to be given to the amount of space required and the 80 hours or more that it takes to unpack and complete the unique display each year.

From what started out as a loop of track with tin buildings under the tree has grown to our annual village display. For our grandchildren, it means buildings to touch and cars to move around, all the while enjoying the interesting scenes and the moving train. From a search for something special for Christmas to a new family tradition, we look forward to the holidays and sharing our village layout with family and friends. 🚂

*Photographs by Jon Krause*

# The Tinplate Cannonball

by Ken Morgan  
RM 12231



## More Early Streamliners

Time to move on to more of those prewar articulated streamliners. But first, why is the name Budd important to this installment of The Tinplate cannonball? Second, why did Budd choose “Zephyr”, the gentle west wind, as the name of the train famous for hitting speeds of 100 mph plus? I’m not sure who the PR agent was, but it proved to be a memorable name for a train, chosen both by the CB&Q for their lightweight competitor to UP’s M-10000, and by Chicago-based American Flyer for their entry into the streamlined field. This is why Lionel, with the bulk of their sales based in the northeast, chose the name Flying Yankee for their version of the same train. Red Sox fans notwithstanding, the Flying Yankee was B&M’s (Boston & Maine, a NYC subsidiary) choice for their new lightweight streamliner.

Unlike the 752, which has several heavy cast pieces including the nose, tail, and base of each unit, the Flying Yankee is all sheet metal except for the top of the power car at the front end. The cast piece is just that area above the windows and handrails in the gunmetal nose in **photo 2**. If you look closely at the photo, you can see the line between the upper cast section and the lower sheet metal section. The photo also shows how the vestibule supports the rear of the power car. The story of the yellow unit on top comes later in this installment.

There are two variations of each of two different 616 power cars catalogued, plus two generally recognized uncatalogued versions. The common version has a gunmetal nose and comes as either 616E or 616W. The difference between the two is that the W version came with a high pitched whistle. This is the set in **photo 1**. Note that the observation tail is painted to match the nose. This is the only well-documented version with a tail painted to match the nose. The other catalogued version, again both E and W, has a black top to the front end of the power car with chrome below. Only the cast piece is black, not the sheet metal below. The first uncatalogued version is similar to this but has a red top in place of the black and painted cars rather than plated cars. There is also a black top version of this set. Again, only the cast piece is painted the contrasting color in these two sets. Like many uncatalogued sets, they were actually a bit cheaper

1



And now for another question — Lionel’s colors are right on for the M-10000, but why a gunmetal nose and tail on the Flying Yankee? Here is one place where AF actually out-did Lionel. Their version was all “stainless steel”, or more accurately, aluminum.

Let’s look a bit more closely at Lionel’s version. Unlike its big brother, the O-72 M-10000, and AF’s O gauge Zephyr, both of which debuted in 1934 along with the prototypes, the O gauge 616 hit the tinplate rails in 1935. The set consisted of a 616 power car with two 617 coaches and a 618 observation car. Like the 752, these four units were truly articulated by the use of vestibules with wheels between the units. Only the front of the power car and the tail of the observation car had their own trucks, and in either case, the opposite end needed the vestibule to support both it and the connecting coach. See **photo 1** for a look at the 616 set and how the vestibules make it truly articulated.

as originally offered; they had only 3 units (just one coach). I have also seen references to a possible uncatalogued 4 unit set which is the same as the gunmetal version except that instead of gunmetal, the power car and obs tail are dark olive green. If this set does exist, it is the exception to my earlier comment on painted tails. Date unknown. All others except the gunmetal one date from 1935, with the uncatalogued sets also available in 1936. The gunmetal version ran from 1936-41. Guess which one won’t hit the wallet as hard!

There are several variations in the construction of the cars. They are all sheet metal, and the coaches usually have only one door on each side, although some variants have two. The catalogued sets are chrome plated while the uncatalogued sets are painted aluminum like the 752 variant. The catalogued versions have fluted sides; the uncatalogued ones have either fluted or smooth sides. Consensus of my sources indicates that cars with double doors came only with some of the uncatalogued 616 sets. These are the ones with the smooth

sides. Knowing Lionel however, I wouldn't bet on there being no exceptions to this! The black catalogued set has chromed skirts on the vestibules. The gunmetal sets have variations with gunmetal, chrome, or black skirts. The uncatalogued ones have either black skirts or have them painted to match the paint on the car bodies. It's real easy to mix and match, so if you're buying one, make sure they all match! Vestibules are generally harder to find than extra coaches. So, if you're in a mood to lengthen your train and you answer an ad for a coach, make sure it includes a vestibule.

As I noted in the previous articles on the 752, Lionel was in the business



of making money, so after tooling up for a reasonably accurate representation of the Flying Yankee, they turned fanciful. Again, just like the M-10000 cars, they added a closed front end, a coupler, and a truck to a coach, and put a steam engine up front for power. The result, which debuted in 1935, was the 265E black Commodore Vanderbilt loco with a 619 chrome modified coach and 618 obs with chromed vestibule skirts. These were short, sweet, and a figment of the fertile imagination of the Lionel marketing department. The same could be said for the two "Blue Streaks". The catalogued version ran from 1936-38 and had a blue 265E with a 619 modified coach, a 617, and a 618. The cars had blue tops and bellies matching the loco, with a wide white stripe through the window area. Vestibules were blue with black skirts. The uncatalogued one was sort of a combination job. The loco was a black 265E and the cars were the same as the Blue Streak except that they were all blue; no white stripe. It dates to around

1937. Also listed in one source is a 1936 vintage set with either a 264E or 265E in black with chromed 619/617/618, the latter with a gunmetal tail. All of these sets are more difficult to acquire than the basic 616. It is both harder to find the train and harder to find the money!

In 1936 Lionel introduced another O gauge articulated set, the 636W UP City of Denver. It is a four unit set with a 636W power car, two 637 coaches, and a 638 obs. The revenue producing rolling stock is the same as the fluted Flying Yankee cars. The power unit however, is an entirely new item. See **photo 3**. Compare it to **photo 1** and you can see that everything except the power cars is the same. Ignore the fact that I have the doors at the front of the 617s and the rear of the 637s. Unlike many Lionel products, they are not mirror images from left to right. The doors are directly opposite one another, so they can be either in the front or the rear of each coach. This train happens to be another personal favorite, with sort of a

cockpit sitting up on top for the engineer and fireman. If you thought the GM Train of Tomorrow was a unique design in the attempt to resurrect passenger service in the postwar era, then you didn't look at UP in the middle to late 1930's. This neat looking piece is a reasonably good model of UP's M-10005 loco named City of Denver, right down to the portholes, although it's one porthole short in the middle group of four. Nope, Buick was not the first to use them. Of course, the real loco was not articulated. But Lionel had all these neat coaches all tooled up and ready to go — and it sure makes for a neat train set. Look at **photo 2** again for the M10005 on the top. This power car is entirely die cast, so it is much heavier and has very different rolling characteristics than the Flying Yankee. It really lays into the curves and sort of rolls from side to side as it finds every place the tracks of my BCC&PRR are not exactly straight or level. This is partly a function of the weight and partly the way the motor is mounted. We'll have more on that some other day.

There are three essential versions of the 636. The set is yellow and brown like the 752, but there are two different shades of brown, one of which is darker and has a reddish tint to it. And the tops of the vestibules match the shade of brown, except that some of the darker reddish brown sets have all yellow vestibules. Which one is more desirable on the market varies with the guide consulted. For my money, the darker brown with matching vestibules is the best looking one.

Then there is the caveat emptor version of this set. That's Latin for buyer beware or, if you buy this one, better get a pedigree and a money-back guarantee with the set. It's a three-unit (also possibly a two unit version, only power and obs) City of Denver in dark green and Stephen Girard green. Stephen Girard green is a medium to light green, beginning to shade toward a pastel green. Where the catalogued 636 is yellow, this one is Stephen Girard green and that includes the vestibule tops. The dark green replaces the brown on top and bottom. The comment in the latest Greenberg guide is, *Many*

*repaints on the market... Several of our editors report that they have never seen a green set in excellent condition.* I think I remember seeing a very clean one at York a while back and since the repro committee there has very strict rules about restorations, I assume it was for real. But the price tag was such that it would never show up on the BCC&PRR. In the garage as family transportation, maybe yes. But in the basement, no way! Maybe there's a lesson here for the time traveler of the future; go back and buy the cheap uncatalogued sets and then wait for them to mature!

And where are the prototypes now, should you care to take a look-see? In 1934, the Zephyr caught the public's eye, as did the M-10000, while the Flying Yankee was solely a northeast denizen. But if we hang on long enough, the Flying Yankee is being restored to perhaps run again in New England while the Zephyr is sort of permanently retired in place at Chicago's Museum of Science and Industry. As noted before, the M-10000 was a contribution to a pre-war aluminum scrap metal drive. The M-10005 loco was scrapped in 1953.

And what of Mr. Budd, or should I say Messrs. Budd? Ralph Budd, president of the Chicago, Burlington & Quincy (generally known as CB&Q, or simply Burlington), and Edward Budd (no relation), an auto body manufacturer from Philadelphia, joined forces to reinvent the image of American railroads. Ralph Budd sought improvements in speed, efficiency, and appearance; Edward Budd brought this vision to life with his innovative use of stainless steel which revolutionized the passenger car. With the help of Charles Kettering of General Motors who was experimenting to perfect the diesel motor, they brought the Zephyr to life.

Next issue, I'll look a little more closely at some of the parts in these units. I think you'll find the vestibules and motors interesting. I know I do! 🚂

See you next time on rails of The Tinplate Cannonball.

*Photographs by Ken Morgan*

# WANTED

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

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

# New Lionel Collectable – Glassware

by Harry Overtoom RM 1185

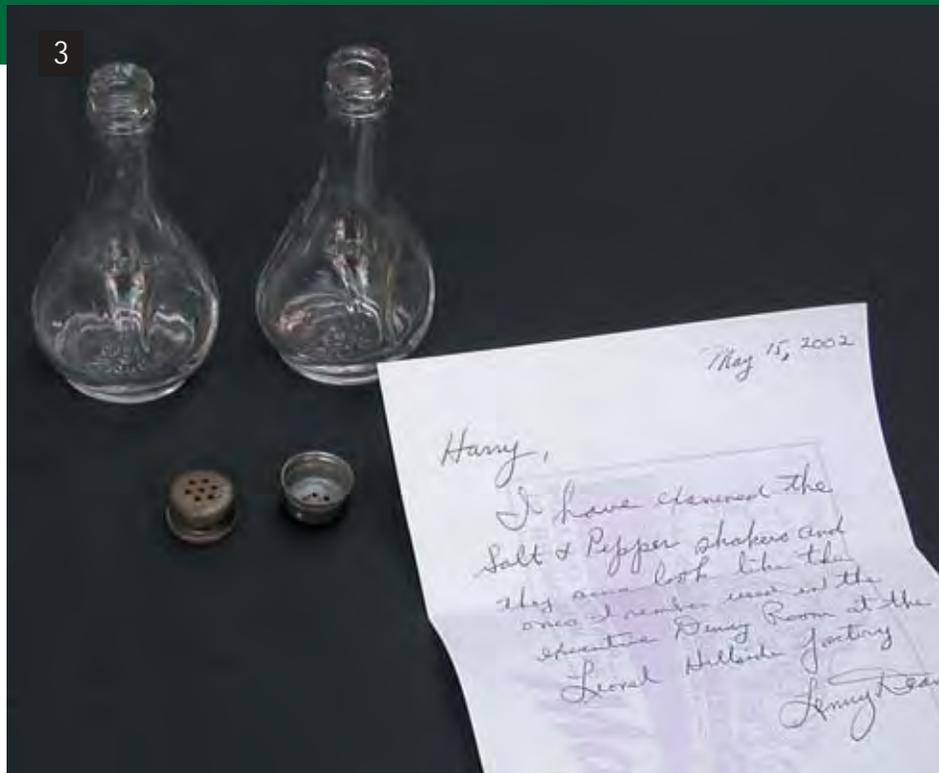
I am constantly amazed at what new Lionel collectables show up every few years. In early 2002, a good friend, Dan Miller, RM 10846, of Dan Miller Auctions called and said he had obtained a pair of Lionel glass tableware items. Was I interested? They looked like a pair of cruets or salt and pepper shakers, **photo 1**. They appeared to be salt and pepper shakers as they each had seven holes in the top. They had Lionel embossed on the sides and on the bottoms were embossed

Lionel 3\*4 O.P.I. 6 GHI.

The two were identical except the second one had a 4 instead of a 6. **See photo 2**. Perhaps this number was a mold number. My impression was they looked like something that might have come from the table of a dining room associated with Lionel. The only person I could think of who could tell me about them was long time Lionel employee, Lenny Dean, RM 8104. Lou Caponi,



R M 8735, of Loco Louie Trains, put me in touch with Lenny. Lenny's reply came in the form of a note to me, indicating the glassware looked like the salt and pepper shakers used in the executive dining room at the Hillside, New Jersey plant. **See Photo 3**. I also showed the salt and pepper shakers to Buzz Ray, RM 14962, at a LCCA Chattanooga meet. To my surprise Buzz showed me a pair of cruets he had obtained. I assumed they were cruets because there were no holes in the caps and the shape of the bottles was different. At this time I have both the salt and pepper



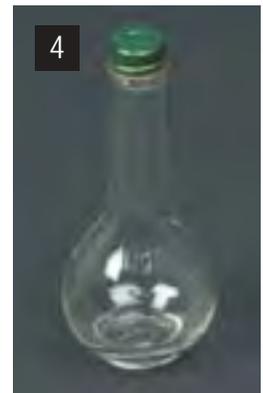
shakers, seen in **photo 1** and the cruets, shown in **photos 4 and 5**. The Cruets have Lionel on their sides and the following on their bottoms.

LIONEL O.P.I. CHI.

I now have these sets. I know of two more pair of cruets. Are there more? How many executive tables did Lionel have? Do you have anything like this? Could I get a picture of yours?

This also leads to the question; Did Lionel have marked silverware and plates.

If you have any answers to who is O.P.I? CHI.? Manufacturer? Please write me with your thoughts, ideas and pictures or call me at 859-619-7730. This is my cell phone so I can be reached most anywhere. As I find out more I will keep you informed. 🚂



Photographs by Harry Overtoom

# 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.*

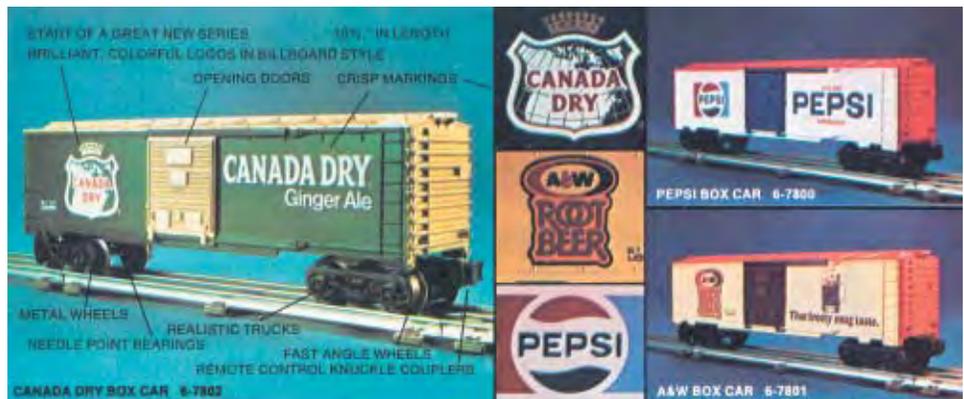
As LeeLou, the Fifth Element, would say, a "big badaboom" has hit the Confederate capital. Four days ago, Hurricane Isabel cannonballed smack dab into the middle of Richmond, Virginia. As I begin this installment of *The Mane Line*, Sharon and I are in our 96<sup>th</sup> hour without electricity or water.

The food in my \$399.00 Frigidaire spoiled in the first twelve hours. I guess the blame for buying the cheapest model refrigerator has to be laid at my door. As I recall at the time, I had a chance to buy a very rare 6464 boxcar so a refrigerator was not high on my priority list.

The only thing that could be saved from the freezer was two loaves of wheat bread. Our bread plus eight cans of tuna and two big jars of peanuts are our only sustenance. Dinner tonight will be served on SpongeBob Squarepants (yes, I'm a fan) paper plates. Our beverage of choice is water taken from the hot water heater and served in champagne glasses. I've always believed the right stemware makes all the difference. The upside of this disaster is the fact that Sharon has become a diehard urban survivalist and has vowed, in Scarlett O'Hara fashion, that she and I will never go hungry again.

If I were to pick one Lionel series that's a true survivor, it would have to be the original six cars in Lionel's classic Soda Pop Road boxcar series. In the 1977 Lionel catalog, on the top of page 23, this new and exciting series of Lionel rolling stock would be introduced with these words, "Here is the start of a great new series featuring some of the biggest names in Soda Pop! These crisp markings and colorful logos done in billboard style make a perfect add-on to the Coke Set collection."

Only three cars would be showcased in the 1977 catalog. Those cars are 6-7800 Pepsi, 6-7801 A&W, and 6-7802 Canada Dry. What I think is odd is that the Canada Dry and not the Pepsi boxcar would be prominently featured with a large close-



up photo on the catalog page. Given the fact that Lionel would go on to create a Pepsi 9800 series plugdoor reefer, I find it strange that the Pepsi boxcar would take a backseat to the Canada Dry boxcar in the series debut.

The last three cars in the series would be offered in the middle of page 17 in Lionel's 1978 catalog. Those boxcars are 6-7809 Vernors, 6-7810 Crush, and the last car in this eye-popping series is 6-7811 Dr. Pepper. The sales for the first cars must have been slow as the final three boxcars in the series were given very little fanfare in the 1978 catalog. Although Lionel would issue two more soda pop cars, the 9831 Pepsi cola reefer in 1982 and 6-9107 the Dr. Pepper vat car in 1986, neither is considered part of the soda Pop road series. The quality of decoration of the six soda pop boxcars is Lionel's best. Like all of the advertising billboard reefers and



hoppers, the Soda Pop road boxcars will thrill and excite civilians who visit your Lionel Pike more than any 6464 could.

### Hip Hip Hooray!

The Mane Line would like to congratulate LCCA member Mike Braga (RM 10593) who just celebrated a real milestone in Lionel history – his thirtieth anniversary at Lionel. From receiving department supervisor to director of consumer services, Mike has worn many hats during his thirty years at Lionel. If you're like me and love MPC, we have Mike to thank because he was a master planner responsible for planning and scheduling the MPC line consisting of over 300 SKUs. Today, as Director of Consumer Services, Mike is responsible for Lionel's entire service organization including the Customer Care Center (yes, on that rare occasion that you have a problem with Lionel, it's Mike we have to thank for the satisfying conclusion), the network of over 400 service Centers, the Lionel Century Club, direct mail Call Center, Customer Product Repair, and Lionel Club and Specialty Cars. I didn't know that Mike worked with our club for so many of our great LCCA cars. It was Mike who played a big part in bringing our beloved Lionel back from Mexico. Mike is a wealth of information on Lionel's

post 1970 era. If anyone wants to publish the definitive book on Lionel's modern era, I can't think of a man more qualified than Mike to write it.

### No Christmas Is Complete Without A Lionel Around the Tree!

This holiday Season Lionel has joined with the Mervyn's Department store chain to bring all still young at heart a great



**LIONEL L.L.C.**  
THIRTY-THREE HILL ROAD, CHESTERVILLE, MA 01033

#### A LIONEL & MERVYN'S HOLIDAY SEASON PROMOTIONAL FACT SHEET

- On September**
  - Our lucky guess promotion will begin in earnest, limited edition Lionel/Mervyn's sets etc.
- Television Advertising**
  - 30 spots featuring a Lionel train set
  - 1<sup>st</sup> and 2<sup>nd</sup> weeks in December
- In-Store**
  - In-store graphics containing all sales messages, wrap-ups, signs and graphics.
  - In-store demonstrations to promote both organizations.
- Print**
  - Los Angeles Herald-Examiner
  - National magazine advertisements
  - National circulation
  - Gift wrap or Customer Service department
- Credit**
  - Promotional gift card to be distributed as a thank-you the day after Thanksgiving (300,000 per store)
- Media Shows (7 Shows total)**
  - Lighted Lionel train set trainings
  - A mystery "Free Trainset" contest will transport guests to meet from the parking lot and store entrance. The winners will be awarded with holiday set and will receive the Lionel logo.
  - A Lionel train display will be on display and running periodically.
- Community Relations**
  - The Mervyn's Class-A Train will travel from city to city giving our train to children to build. During these stops, children will also be given Lionel train books by Kenner & Sullivan.
- Online**
  - Holiday creative using Lionel art will be incorporated throughout the website.
  - The gift card will be available online.
- Gift with Purchase**
  - A Lionel model train set will be given as a "Gift with Purchase" for sales over \$50 within a designated week.





promotion. For the Lionel collector, the best part of the marriage of these two family-oriented companies is the 6-31965 Limited Edition Lionel and Mervyn's "O" Gauge train set. Each Mervyn's store will receive one train set for the contest. Lionel has told me that additional train sets will not be offered for sale. Please read the press release sent to me from Lionel to learn more about this wonderful holiday promotion.

### Buy A Lionel Train and Fund a Worthy Cause

I received a call from Dr. Joe Ditrolio (RM #26165) with very exciting news. Dr. Joe told me that the add-on car to the very popular Rapid Surgical Response Train Set is now available to set owners. The SKU number for the car is 6-26080. The add-on car is a red depressed flat car with a yellow operating handcar. The two characters working the handcar are Setonius, the NJ Medical School mascot, and his Student Serpent. Cost for this super car is just \$75.00 plus shipping.

Lionel made only 487 cars. To my complete shock, Dr. Joe told me that a few of the original train sets were still available at the cost of \$275.00. To order these super Lionel pieces, call the Medical School at 1-800-477-7040 or 973-972-6864 inside New Jersey. All profits from the add-on car and train set go to the medical school scholarship fund. Dr. Joe reminded me that LCCA members could get a tax deduction for a portion of their purchase when they buy the train and add-on car. Wow! You get two highly collectible Lionel pieces plus a tax break – is this a great country or what?!

### Attention Fellow Boxcar Fans!

If you're like me and simply go nuts over a sharp looking and truly limited Lionel boxcar, have I got news for you. Our beloved Lionel Trains has again this year created a small production run of just 500 boxcars numbered 6-52332 for the Miniature Railroad and Village at the Carnegie Science Center in Pittsburgh, Pa. This year's car is drop dead gorgeous and can be yours for only \$49.95 plus tax and shipping. Just call the XPOR Gift Shop at the museum at 1-412-237-3418. All proceeds from this Lionel donated car benefit the Miniature Railroad and Village. Trust me on this one – in the collecting world, \$49.95 for a Lionel limited run boxcar is a bargain. At the time of this writing, the museum gift shop also had a handful of 6-52227, the 2002 Lionel boxcar, left. Deals like this don't come around often. Order one now so you won't be stranded at station, "I Should Have".

### Mother Nature Reeks Havoc on the B&O Railroad Museum

Those of you who are real railroad fans already know about the roof of the B&O Museum collapsing under the weight of the snow on February 17, 2003. If you would like to





support the restoration of the B&O Railroad Museum, here's a neat way to do it. Again, Lionel has come to the rescue with a donation of 500 boxcars to the museum for a fundraiser. The price for one 6-52330 B&O boxcar is \$250.00 with \$175.00 of that amount tax deductible. The car features the B&O Railroad museum logo and is numbered 021703, the date the roof caved in on the roundhouse. Also included is an attractive folder containing a numbered certificate of authenticity and a compelling aerial photograph of the tragic Roundhouse roof collapse. Work on the museum has been progressing and one thing they discovered was that more work than initially anticipated will be needed. If you would like to support this project and get a swell Lionel car, call the museum at 1-410-752-2490 or go online at [www.borail.org](http://www.borail.org).

## In Closing

Well, Mane Line readers, I had better wrap up this edition as darkness is rapidly approaching. At this moment, my unwanted visitor is pouring through my windows and down the walls. Soon it will spread across the floor, then up my feet and legs. In no time, I will be encased in a shroud of pitch black, turning my happy home into a tomb. Hey, wait a minute, this is the Mane Line and we don't end on a downbeat. The Virginia State Fair opens this week and the racing pigs are back this year. Mmmm, fair food, corn dogs and funnel cake. I don't mind telling you, I can live on fair food year round. I remember my first Virginia Fair forty years ago. One of the tent shows was Cindy Amber and Her Cherry Blossom Review. But's that's a story for another time . . . Merry Christmas and Happy New Year! 🚂

Dennis Leon Clad

*Photos courtesy of Editor Bill, and Lionel*

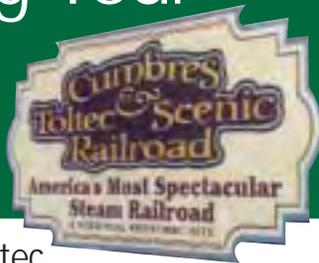
There's a LCCA membership form located on the inside front page of the ghost cover.

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

You'll make a friend for life.

# Extending Your Vacation

by Bob Carter  
RM 6620



## The Cumbres & Toltec Scenic Railroad

This year we continue the series of articles, begun last year, on extending your vacation and begin with the Cumbres & Toltec Scenic Railroad. When we were making plans in January to attend this year's convention, I noticed the abundance of real tourist railroads between Dallas and Las Vegas. Since we were driving, I thought what a wonderful side trip to include a little train travel. I pulled out my trusty Kalmbach *Tourist Trains 2003* book and began to plan. After looking through the book we settled on The Cumbres & Toltec Scenic Railroad. It was listed as *the finest remaining example of the original Denver & Rio Grande narrow gauge railroad* and was built in the 1880's



If that description was all you had to go on, it may be enough to interest you to take that side trip to Chama, NM, or to Antonito, CO, and ride that has become my all time favorite tourist railroad. We left from Antonito, which is the eastern terminus of the C&TS and has an elevation of 7,888 ft., As the train slowly pulled away from the depot, the black coal smoke



billowed up toward the mid morning sky. You can see wide vistas of mountain peaks and those are just a preview of what's to come. The opportunity to photograph all the scenery from the open gondola car is another goodie this railroad offers the fan. As we head up to Cumbres Pass, the K-36 will burn about two to three tons of coal. There is also a rumor that the burning of coal may be short lived. With the fire dangers in both states, there is talk of changing over to fuel oil. With oil there are no cinders and the money spent on fire suppression service, which



includes speeders following the train in case of fire, could be put to better use. I guess time will tell. If you want to smell coal smoke and have cinders in your hair, you might want to make plans to enjoy this ride as soon as you can.

The vegetation in Antonito is of the semiarid west. A lot of brush and native grasses grow with very little water. As we climb you can see the sagebrush become more abundant. We will also cross the Colorado, New Mexico border eleven times on our 64-mile trip to Chama. As we travel at 12 to 22 mph,



the docents tell us to keep an eye out for deer, antelope, and gophers, which we all saw. We didn't see the jackrabbits, coyote or mountain lion that also purvey the area.

We entered Rock Tunnel at an elevation of 9,631 feet and the track is about 600 ft above the streambed. This tunnel is 366 ft long and was blasted out of solid rock. Due to the extreme hardness of these rocks, the tunnel is not lined. Just as we exited the tunnel we saw the Garfield Monument and

the Toltec Gorge. The monument was erected in honor of President James Garfield who was assassinated in 1881. About three miles farther we came to Osier, CO the midway point of our trip and our lunch stop.

As we leave Osier we begin our climb to the highest point on our line, the 10,015 ft Cumbres Pass. Just past the summit is a hump in the track and that's where the 4% grade starts. Since we are heading westbound, this indicates it's all downhill from here to Chama. On the Chama to Antonito, or eastbound run, the number of coaches is limited because of the steep grade the engine must pull. After filling the engine tender with water and checking the brakes, we're on our



way. We cross the Lobato trestle, enter "The Narrows" and about three miles later, pull into Chama, NM, elevation 7,683 ft. During the trip from Antonito to Chama, the engine used about 5 to 6 tons of coal, and the fireman was shoveling about 5 shovel fulls every minute.

What this railroad also has to offer a rail fan is the ability to fully, and I mean fully, enjoy a living and working steam railroad museum. The C&TS is jointly owned by the states of Colorado and New Mexico but operated by a non-profit group from *The Friends of the Cumbres & Toltec*. This collaboration allows anyone interested, the opportunity to walk the yards, take pictures, climb into engines, get close and personal with a working steam powered snow blower, and with a docent, tour the shop area.

Some of the more interesting items available to see and touch are the coal tipple, built in 1924 and still operable on special occasions, and perhaps the only operable double spout water tank left in the states, built in 1897. A real thrill was watching a couple of hostlers empty the ash pan on the K-36 into the ash pit. And yes, those coals were HOT, even as I stood 15 feet away taking pictures.

Another highlight was what they called the ring of fire. No, this was not a Johnny Cash song, but was a shop team effort of putting a steel tire onto a locomotive drive wheel. As No. 484 was being readied for service, all eight drive wheels on the Mikado had to be re-tired. Since this happens only about once every 10 years, I felt very lucky to be there as they heated the tire to 345 degrees, which expanded it and then sledge hammered it onto the wheel. This makes replacing a traction tire on a Lionel loco look like a piece of cake.

You are also right there as the steamers are filled with sand, water and coal. The sand house still operates, but even drying the sand doesn't work. As it moves from the dryer to the sand pipe, the compressed air causes it to get damp and it packs when it's in the sand dome. They use the manual method of pouring 50 lb. bags of sand into the dome. This time it took seven bags to fill the dome.

This customer friendly railroad utilizes their docents not only as sources of information but also as ambassadors of good will. Two of them, especially Bob Brendle, an architect from Dallas, and Tom Farmer, a radiologist from Rome, GA, were enthusiastic and excited, and their enthusiasm was apparent as they answered questions during the trip from Antonito to Chama and then on the shop tour. These two good friends, who are also Friends of the C&TS, come to Chama one week in the summer to be docents. If this is something you think you'd like to do, check out the Friends of the Cumbres & Toltec at [www.cumbrestoltec.org](http://www.cumbrestoltec.org) for information on how you can help. Also, if you're ever in the North Central part of New Mexico or South Central Colorado, be sure to check this line out. I know you'll like it. Oh by the way, if you need a place to stay, look into the Parlor Car Bed & Breakfast in Chama. It's right across the street from the coal tipple and the sound of a steam whistle is a perfect way to wake up in the morning, accompanied of course by the smells of a freshly made breakfast. 🚂

*Photographs by Bob Carter*

# LCCA's 2004 Convention a

Milwaukee Is the "Number One Toy Train City in the Nation"



The Four Points Sheraton at the Airport is the host hotel for the Convention. You'll meet old friends and greet new ones in its gracious lobby. As home base for the Convention, this facility includes meeting rooms

for club-sponsored seminars, a spacious trading hall, and a grand banquet room. Club members receive a special rate at this first class hotel. You can make a reservation now at 1-800-558-3862; be sure to mention LCCA.



Thanks to the hospitality of train hobbyists in the Milwaukee area, we'll visit several great home layouts. These photos show one of the layouts on the Tour Schedule; it is considered one of the finest of its kind in the heartland of America. Layout tour hosts will share their experience in planning, designing, building, and operating their layout. The layout owners admit that their layouts "aren't done yet" — an

explanation that probably every train hobbyist can understand and endorse.



We'll board the *Iroquois* riverboat for a water-borne tour of the city along the Milwaukee River. The Captain will steer us to the terminus of the river at the harbor on Lake Michigan.



Guides will greet and usher us aboard luxurious motorcoaches and provide a narrated tour of the city. In air conditioned comfort, we'll see many attractions of the area.



The third ward of the city is a showcase of the architecture of middle America. These buildings may look vaguely familiar; they seem to be the prototype structures of model kits on your layout.



This futuristic building may look like a launching pad for large aerodynamic gliders, but it's actually the Milwaukee Art Museum. This exciting facility will be one our tours. The collection is focused on the work of the modern era artists.



Miller Park is the home of the Milwaukee Brewers baseball team and one of America's newest retro ball parks. The facility has a dramatically styled retractable roof that allows the team to "Play ball!" without regard for the weather. Fans enjoy the amenities of this park and its classic ambiance. We'll tour the park and visit the souvenir shop.



# at the Genuine American City



Other tour adventures – including an Amtrak train excursion – will be announced in the February 2004 issue of *The Lion Roars* and at the LCCA Web site.

# Marital Bliss 101

## PART I: TRAIN GUYS AND THE WOMEN WHO LOVE THEM ANYWAY

by Mike and Carol Mottler, RM 12394

Carol and I once thought that our experience of living with trains in the house was unique to the Mottler household. We believed that no one else in the LCCA extended family had conducted – in the name of family tranquility and fairness by the square foot – negotiations about train space as earnest and complex as ours.

We're sure you can image a train-space-related scenario like this hypothetical, yet true-to-life, saga. Mr. Needz Alotta Moorespace begins a friendly discussion at home during a TV commercial break with Mrs. Moorespace about his reasonable, modest-in-scale idea for additional train layout space in the house (or garage, attic, or basement). Mentally well prepared for this inevitable annual conversation, Mrs. M. offers a well-thought-through counter-proposal. "Yes dear, you can convert the den into a train room. But first, please build a west wing



*Grandpa Mike gets train repair "help" from two-year-olds Stephanie (L) and Chelsea (R) on the Rock Island dockside locomotive while setting up a "plain vanilla" rug layout on the garage floor for Christmas 1991.*

on the house for my sewing materials, craft stuff, fitness gym, sauna, quilting loom, and antique doll collection. While you're at it, I need more closet space."

The nearby home improvement store in Suburbanitopia welcomed the opportunity to do the math for Mr. M. In less than an hour, their remodeling guy presented a computer-generated estimate of project costs in the range of (ka-CHING!) a deluxe new SUV with the handy heliocraft option. Sitting down in the store's remodeling department, Mr. M. perused the result:

Mrs. M's remodeling project: \$34,383.57

Mr. M's train room: \$343.83.

Does this bit of fiction sound familiar? If so, train empire builders and friends, read on.

Here are some lessons for readers of the male gender about the art of space acquisition from Mike's vantage point:

- 1) Don't give up after the first round.
- 2) Offer an alternative with a slightly better (yet not too much better) outcome; for you.
- 3) When that fails, bring train-loving grandchildren into the discussion on your side.
- 4) Point out that trains are a less harmful addiction than drinking and womanizing.
- 5) Accept reasonable compromises; like, one 4x6-foot sewing room for her and a 16x22-foot train room for you.
- 6) Never offer empty (and later, regrettable) promises like, "I'll trade in the Z4 BMW for a used Oldsmobile sedan and put the money saved toward your remodeling project."
- 7) Given success, pay appropriate tribute – perhaps a gift certificate redeemable at Victoria's Secret or a bejeweled bauble. Cruise tickets are highly effective; especially if you happen to have more to atone for than excess enthusiasm for trains.

The Moorespace saga offers lessons for "train widows" too; so here's Carol's perspective:

- 1) Don't give up after the first round.
- 2) Hold out for a better alternative – a lot better alternative; for you.
- 3) Invite the grandchildren over on a Saturday afternoon a cookie-baking party; they'll quickly learn this is much more fun than playing with trains running in circles – which, after all, are not edible and don't smell good.
- 4) Remind him that his example "addictions" happen to be grounds for divorce; in which case half of everything in the household (including the train collection) is legally yours.
- 5) Accept reasonable compromises; like down-scaling the remodeling bid to about \$20,000 while reducing the size of the train layout to a manageable size – to 4x8 feet. If



*Engineer granddaughter Chelsea Cole (4) sounded an air whistle and commanded trains on a three-level layout installed in the bay window area of the living room of Mottler Station at Christmas time, 1993.*

built with three stacked levels of this size, the layout would be the equivalent of an 12x24-foot layout; bigger than his original idea. Let him build upwards; not outwards.

- 6) Never resort to the *go sleep in the doghouse* option, but it might be subliminally effective for him to notice you repainted the doggie domicile and installed an air mattress in it.
- 7) Celebrate your success and graciously accept kiss-and-make-up, guilt-assuaging gifts. The more difficult he makes the process, the higher should be your expectation of a concluding present – a leased Lexus, perhaps; or a Neiman-Marcus platinum card.

If domestic tranquility can be achieved at Mottler Station – despite occasional (i.e., annual) discussion and debate about the train-space issue – it can accomplished anywhere. By sharing our bargaining methods and time-tested tactics, our hope is that LCCA households can:

- Avoid drawing a line in the sand – or a chalk line across the den floor

- Escape counterproductive stress from presenting false dilemmas; like, “Love me or the trains, choose one”
- Refrain from playing trump cards; like, complaining to your spouse’s parents.
- Spare the neighbors from involvement in awkward whisperings across the boundary fences about your domestic disagreements; worse yet, gossip about your whimpering and her sobs.

Tempered by 12 years of gentle wrangling and deal-making, we produced and perfected the Holiday Train Open House concept. The essence of our carefully crafted solution is inherent in the words.

- 1) Holiday**— The time span for set-up of the trains at Mottler Station would be limited to about 30 days of the year; a time period long enough for Mike to enjoy, yet short enough for Carol to endure.
- 2) Train**— The layout would be modular, storable, quickly set up and taken down for storage until the next December. Mike agreed to build it to those specs, and Carol agreed to live with the temporary inconvenience of parking her Buick Century on the driveway for the duration instead of inside the garage “where it belongs.”



*The pretzel-like track work of the three-level layout built-in to the bay window at Christmas time 1993 squeezed three routes for three trains in an area smaller than a 4x8-foot sheet of plywood.*

- 3) Open House**— During several weeks of preparation for a one-weekend saga during the holiday season, the garage would become a “Train Room” for a 16x20-foot multi-level, six-module layout.



*At Christmas 1996, Granddaughter Stephanie Dickenson (6) received her first train set, an HO version of Grandpa Mike's O-gauge Rock Island "General" passenger set by Lionel.*

The garage at Mottler Station is paneled, carpeted, and heated (even AC-ed in summer) because the previous owner of the house remodeled it for use as a family indoor recreation room.

Mikes gets to be the Chief Conductor, "train teacher" to visiting kids (of all ages), and Head Raconteur with visiting "train nuts" during the Open House. Carol gets to be the Station Agent and play the roles of charming hostess, five-star cookie/snack maker, and empathic counselor to other "train widows." In a 48-hour Holiday Train Open House weekend, it's all over – until next year.

## We Built It, and They Came

**1991**— Our first Open House showed a simple layout – several loops of track placed on the carpeted floor of the living room with our Christmas tree placed at the center. Passers-by saw the tree through the large bay window of the living room. Invited guests saw and enjoyed the trains running around the base. It was moderately impressive at night with the room lights off and tree and train lights on.

**1992** — Mike added a plywood platform base and a second level of track mounted atop Lionel elevated trestles. He extended the tracks under the box-like base of the built-in window seat of the living room bay window, and it looked like a built-in, huge tunnel. In the darkened room, the tree, the freight set with a searchlight car, and the passenger set with lighted cars created a wonderful holiday glow.

**1993** — Mike added a third level – a "high line" with tracks laid in a pretzel-like configuration across the top of the window seat. It projected into the room on 21-inch-high trestle supports. It was a precarious route, but perfectly suited to a loco with Magnetraction – like the un-cataloged Lionel #8563, an Alco diesel in red and yellow Rock Island decor.

**1994** — He added a new dimension – horizontal expansion onto the living room floor with a mainline track running near the desk and a two-cushion sofa. Mike set up two O-gauge trains (Rock Island, of course) and two identical-model RI trains in HO scale for our granddaughter Stephanie; then 6. She enjoyed the holiday train time with Grandpa's trains and considered her trains "Just my size!" Stephie's enthusiasm calmed Grandma Carol's anxiety about "train creep" for another year.

**1995** — The layout was a carbon copy of the previous year but with a new steam loco to run – Lionel's 4-8-4 "Mountain" steamer in the Rock Island nameplate. With smoke and sound, it was the star of that holiday season.



*Installed on the carpeted floor of the garage (aka, the train room), the Holiday Open House layout of Christmas 1996 showed dramatic "train creep" with seven trains running on four levels.*

**1996**— Mike added a 45-degree crossing and a long siding to "park and rest" locomotives while other motive power addressed the mainline. This was his first year for "block wiring," a leap forward in technology for him but a yawner for Carol and for visitors with more toy train electrical experience than Mike. For the first time, Mike also installed two large rounded-off rectangles of track on the carpeted floor of the garage; an extra train site. Carol didn't recognize it at the time, but it was the beginning of a change in venue from the house to the garage.

**1997**— We remodeled the central part of the house that year, so the availability of more space invited a more ambitious Christmas display. We added two additional Christmas trees for display in the super-large area that formerly comprised the Dining Room, Living Room, and TV Room – our eight-foot artificial tree, Mike's train tree with RR-related ornaments, and Stephie's tree with pink lights and ornaments and two loops of HO scale Rock Island trains at its base.. Mike's trains ran room to room on a carpet-based layout that encircled two of the three trees, followed the paths of a double main line, and sounded their horns at a lighted MTH depot, a Christmas present from his younger daughter, Marcie.



*In 1997, two O-gauge trains of Grandpa Mike and two “matching” HO trains of Stephanie (8) circled the base of the Christmas tree. Holiday Open House guests saw this rug layout first, then walked to an even bigger train layout in the garage — the focal point of the annual event at Mottler Station.*

**1998** — Mike added reversing loops at both ends of the around-the-trees carpet layout, but discovered (with 20/20 hindsight) that it was more trouble than it was worth. Fed by relatively low voltage track power, the built-in anti-derail feature of the O27 switches often didn’t “snap” fast enough to activate the swivel rail and close the reversing loop just in time for the train to cross. Granddaughter Stephenie gained lots of valuable experience that year in re-railing cars after too many derailments at the switches.

**1999** — With no more room in the house for expansion, we decided (by our increasingly complicated method) to move



*A regular visitor to the Holiday Train Open House at Mottler Station, our neighbor Chris Eldridge and his grandson enjoyed the trains circling three Christmas trees in our newly remodeled Great Room in December, 1998.*

the entire train layout to the two-stall garage. This

year, the layout was a “crucifix” plan built on four plywood platforms placed in the center of the garage with lots of walk-around space at the perimeter. Mike covered two 4x8-foot platforms and two 4x6-foot platforms with patio carpeting, supported them with sawhorses cut to two different heights, installed the tracks, and ran four RI trains. He also set two loops of track on the carpeted floor and held those rights of way in place with Lionel track clips and carefully placed roadbed anchors made of duct tape.

**2000** — Taking the next step forward, this season Mike optimized the garage space by creating one more level and adding storage sidings. As an alternative to constantly adjusting sidings. As an alternative to constantly adjusting transformer voltages for the six-foot-long uphill and downhill runs from level A to level B, he installed a black box voltage adjuster custom-made by Frank Douglas, an area toy train buff and electronics wizard. The gadget adjusted the voltage



*The Rocky Mountain Rocket approaches the Linex oil field on the Christmas layout of December 2000. In the upper background, higher levels of the layout contain freight lines on separate modular platforms.*



*In the industrial district at the opposite side of the Holiday layout, Stephenie (11) watches The Blue Guy load ice blocks into a waiting reefer.*



*Twin MTH bridges spanned the gap between 4x6-foot and 4x8-foot modules of the Christmas 2001 layout. A Rock Island BL2 slithers through Upper Suburbia, and the downtown district is in the background.*

applied to the isolated sections of track at the uphill and downhill grades of the main center platforms. Mike explained it to Carol as an alternative to Lionel's much-more-elegant Odyssey System. About half the layout was O-gauge tubular track, for the scale-size trains; the other half was O27 tubular track for the toy-like trains – like his Lionel RI Rail Blazer set. A collection of MTH structures – Christmas and birthday gifts from his sister, Lorna Sue and other family members – had grown into a west-end suburb of multi-colored Farm Houses, Country Houses, and Row Houses. With the overhead garage light turned off, the layout seemed to glow in the dark with lighted structures, passenger cars, and trackside and operating accessories.

**2001** — Using an assortment of eight bridges (four matched pairs made by Lionel, Marx, and MTH), Mike linked five platforms together and created three different levels. The three KWs ran four

trains on the platforms and two trains on tracks along the carpeted floor. With six trains running – plus a back-and-forth DC-powered trolley line atop the 19-foot-long built-in cabinet along the east wall – our Holiday Train Open House guests enjoyed a multi-sensory experience! The snack table set by Carol was a great success. By now, regular visitors to our annual event had learned, “Come hungry!” Kids who mastered the skill of blowing the whistles/horns on all the diesels and steamers earned an Honorary Whistle Blowers certificate signed by Chief Conductor Mike and Station Agent Carol.

**2002** — The rollout of last year's Open House is still fresh in memory. Portions of that layout were permanent because two trolley lines and four 4x6-foot platforms were mounted to the north and south garage walls on a shelf supported by steel brackets. Fold-up hinges – like Navy aircraft on desk when not in use – made it possible to store the layout in place with an upward push. Three more platforms at two different levels filled the center aisle of the room. The new features of this layout included:



*My daughter, Michelle – an accomplished carpenter – helped design and build the four 4x6-foot fold-up layout platforms for the Christmas, 2002 layout; the most ambitious version to date. Ninety-six square feet of the layout can be easily folded away for storage against the walls in minutes. Two additional 4x8-foot platforms, a 2x19-foot countertop (the downtown district with a trolley line), and two very large loops of track on the carpeted floor of the garage completed the all-Rock-Island empire.*



*Christmas, trains, and marital bliss are not mutually exclusive. Chief Engineer Mike and Station Agent Carol intend to keep on celebrating the Holiday Train Open House at Mottler Station.*

- Lionel's TMCC system. Kids and guests had a chance to test drive the system
- a Yellow Submarine with the Beatles aboard cruised the lake; which was a half-circle mirror placed on the upper level
- the decentralized control system eliminated the need for a Master Control panel; there wasn't any room for it anyway
- new operating accessories and structures were placed everywhere. The then-new Lionel Nuclear Reactor was a big hit.

### It's All about People Having Fun

The ever-evolving train layouts at Mottler Station have created involvement of family, friends, and visitors with the train hobby and have helped recruit the next generation of train hobby wannabees.

In the Next Edition:  
Marital Bliss 102

Part II: Building the 2002 and 2003 Layouts 

*Photographs by Mike Mottler*

## New Area Code? New Zip Code? New Email Address?

You can do this online at  
[www.lionelcollectors.org](http://www.lionelcollectors.org)  
click on members only and  
enter your changes.

If not internet connected send updated  
info by fax or by a post card to:

LCCA BUSINESS OFFICE  
P.O. Box 479, LaSalle, IL 61301-0479  
FAX: 815-223-0791

# WANTED

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

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

# Lionel News & Views

by Bill Schmeelk  
RM 6643

## Still More on Track

Last issue you may remember we mentioned that member Robert Tremble confirmed the existence of Lionel T-Rail track that was joined with rail clips, much like those used on HO, rather than the fishplates used in the years after Lionel's initial introduction of the track. Member Andy Kotsatos, RM #XXXX, wrote to further confirm that Lionel did indeed manufacture the track as first shown in its 1935 catalog. He has some of those original sections and they are indeed Lionel track. They are identical to the track which later used the fishplates, except that they do not have the holes needed for the fishplate screws. Andy confirms that the ties are cast from the same molds, and on the under side they say: LIONEL PAT. Thanks go to Robert and Andy for the information allowing us to be accurate in our reporting.

## Lionel's Unique Diesel Fueling Station

Lionel first introduced the No. 415 Diesel Fueling Station in its 1955 catalog. It was shown as one of *Five Brand New in 1955 Exclusive Lionel Accessories*. Of those five accessories only three were electrically operated. In addition to the fueling station were the No. 352 Ice Depot and the No. 155 Blinking Light Signal with Bell. The Ice Depot has been reissued several times and with today's electronic improvements, it's unlikely that the No. 155 light signal will ever be reissued in its post war style.

The two other new accessories for 1955 were the No. 460 Piggyback Transportation Set and the No. 110 Trestle Set.

When the Diesel Fueling Station was introduced its price was not shown in the catalog. The fueling station was shown again in the 1956 catalog, but only at the end of the catalog and not at all in the section where trains were shown. Most other accessories were used in the artwork accompanying the set descriptions, but not the poor Diesel Fueling Station. Again in 1956 the price was not listed. Lionel was trying to fight the trend toward large discount stores and decided it could best help its many smaller dealers, by not specifying a price and allowing dealers to put together unique sets and offer special pricing. In this way a consumer couldn't easily compare apples



to apples when comparing these sets with those sold by the large department stores. This plan ultimately failed to achieve its goal. The department store was here to stay and would continue to make it difficult for small stores to compete.

In 1956 and 57 Lionel published an Outfit Component and suggested retail price list for dealers to use. There may also have been one from 1955, but I have never seen it. The list for 1956 suggests a retail price of \$8.95 for the Diesel Fueling Station. 1957 was the last year for the postwar Diesel Fueling station. Again it was only shown with a small illustration at the rear of the catalog. The price in Lionel's component list was now \$9.95.

Although shown for three years, I would agree with the conclusion reached by Alan Stewart in his excellent resource book, *Greenberg's Guide to Lionel Trains 1945 – 1969 Volume VI Accessories*. Alan points out that there are no significant variations in this accessory and concludes that although

a considerable investment in new tooling to produce. The mechanism in it is unique and the accessory performs a unique function. What is it that the Lionelville employee supplied with the fueling station does that is so unique? We'll tell you later.

**Photo 1** shows the original postwar Diesel Fueling Station. Modern era Lionel certainly feels differently about this accessory than did postwar Lionel. The first reissue of this accessory came in 1987. Since then, the accessory has been produced three more times, each time in a different color scheme. **Photo 2** shows the fourth and latest version to be produced in the modern era. I'm not sure why it took me so long to acquire this new version. I do not have any of the three earlier reissues, but will compare this latest version to the original. This latest version is cataloged as no. 6-14156. Previous versions were released as 6-12701 in 1987, 6-12835 in 1993 and 6-12877 in 1995.

If you've been a reader of this column for a while, you know that I am intrigued with the mechanics of Lionel's operating accessories, especially the postwar versions with their lack of modern technology. The Diesel Fueling Station is no different and indeed this accessory uses a clever combination of techniques to accomplish its task.

In both versions, a little assembly work is required. First, the sand tower is pressed into holes in the stamped sheet metal base. **Photo 3** shows the base of the two sand towers. The yellow one is the postwar version and includes a metal flange over the plastic stud on the bottom. This was eliminated on the new version. For the postwar version, that ends the assembly. On the new version, you also place the windows in the openings of the building and you put the man in place. Nothing that's difficult.



cataloged for three years, this was probably only to allow dealers to sell off their inventory.

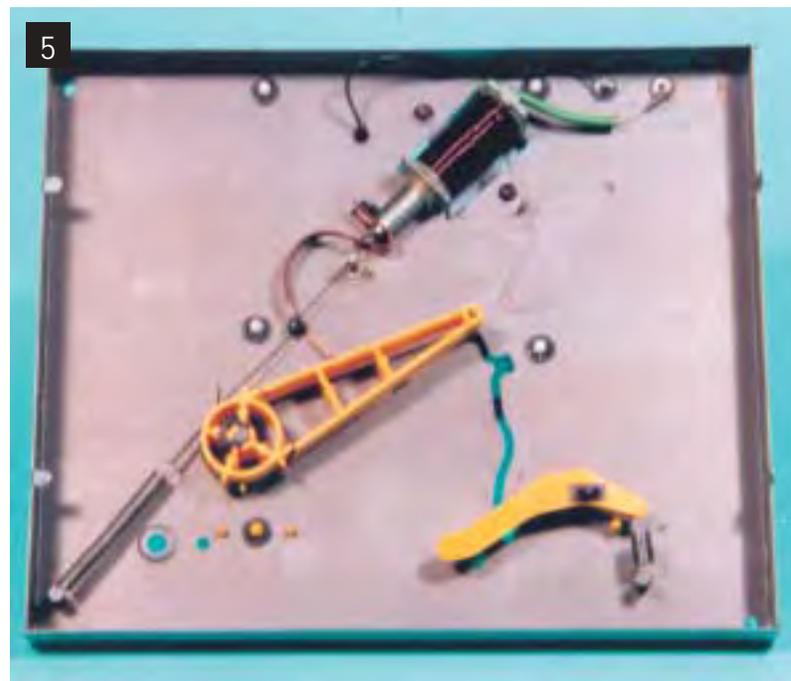
Why was this accessory not given more of a chance? It seems when you look at its catalog treatment that Lionel gave up on it after the first year. This is an accessory which required

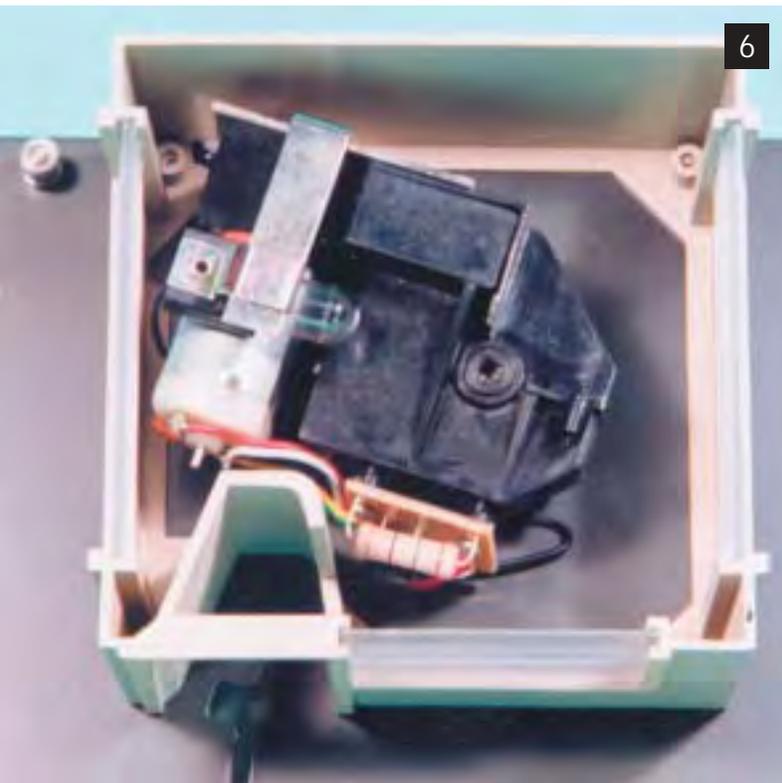


To get a view into the base, it is necessary to remove the metal bottom panel. The bottom panel is held in place with bent metal tabs on the upper portion of the base. In designing anything mechanical like this, I would always prefer that you get at the mechanics without having to bend metal. Obviously if you bend these tabs back and forth three or four

times, they will break off. I'd prefer the use of machine screws to secure this bottom panel. Of course the original design was for a toy that was made to sell at a reasonable price. **Photo 5** shows a view of the base with the bottom panel removed. Here we can see how the man moved out of the station. When the button was pressed, the solenoid was energized and pulled a string. This string had quite a path. First, it was wrapped around the center shaft of the flywheel. This shaft extended into the base. From there the string pulls against a phosphor bronze spring. From there it is wrapped around the large yellow lever. The man is attached to a carefully bent bar which pivots in a hole at the narrow end of this lever. Finally, the string is attached to a coil spring.

The roof on both units is a separate piece that simply lies in place. Now for some real differences, let's look inside the shed. **Photo 4** shows a view inside the shed of the postwar model, with the roof removed. Here you can see there is a light bulb to illuminate the shed. Also visible is a solenoid which is actually mounted below the shed and contained in the metal base. Lastly, you see a solid metal flywheel. This is a unique principal for Lionel to use to achieve more realistic movement on the part of the Lionelville employee who mans the station.

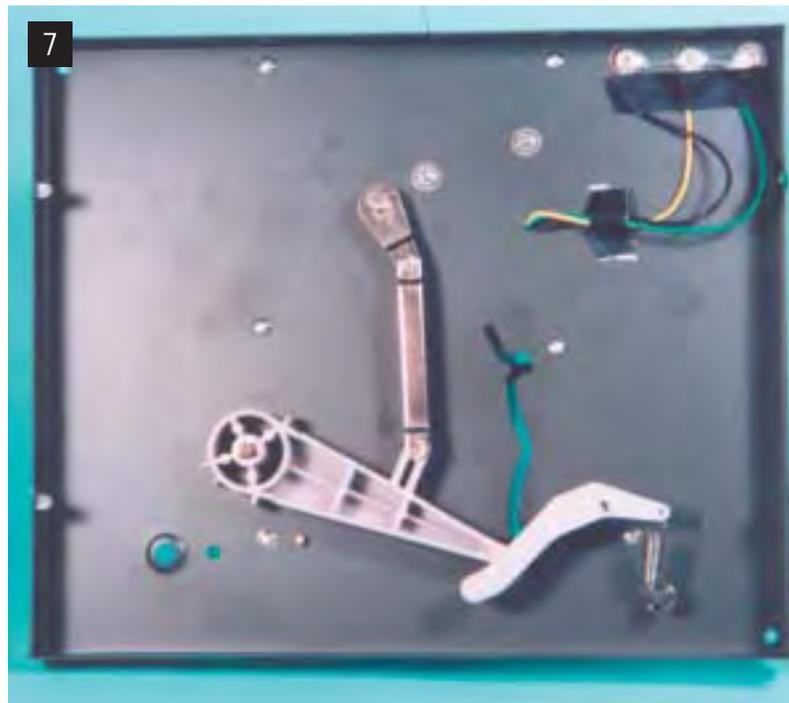




So, here's what happens when you push the button to activate the accessory. The solenoid energizes, pulling on the string. The flywheel and the springs offer some resistance and prevent the man from zooming out too fast. As the large lever is pulled, the man begins to leave the station. Now here's something very clever. Notice the stamped out path that the man follows. It is not smooth and straight. Due to the bends in the bar that supports the man, the small bump in this path, causes the man to turn 180 degrees just before coming out of the station. There is a similar bump in the path at the opposite end. In the photo you can't see it because it is covered by the smaller yellow lever. As the man reaches the end of travel from the station, the smaller lever is hit and causes the filling hose to pivot as if the man is moving it towards the locomotive.

When the button is released, the solenoid releases its hold and the springs pull the man back into his shed, but not before he turns around to face the station he is returning to. The filling hose also returns to its former position. So, with one pull and release of the solenoid, Lionel engineered three distinct movements – the man walking forward, the filling hose movement, and turning of the man before he returns. Brilliant!

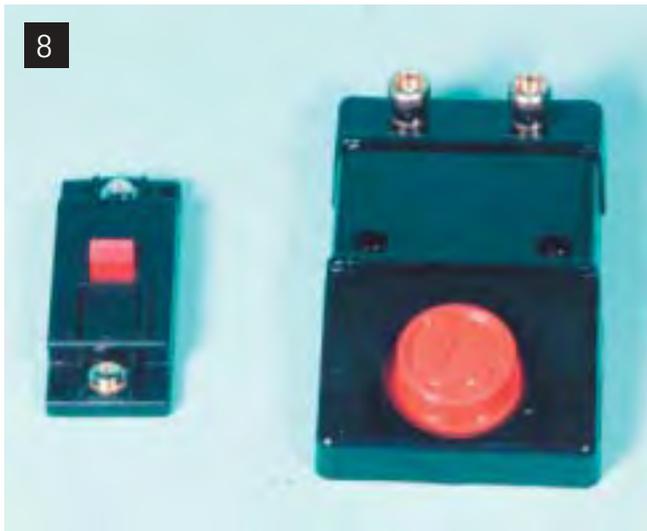
This is the answer to the question posed earlier. What is so unique about this Lionelville employee is that he always walks forward – he never walks backward. When this fellow returns to the station, he turns around and walks normally. Other Lionelville employees such as the watchman and the man who delivers milk cans, all walk backwards to return. And that's one of the reasons I am so fond of this accessory and have great respect for the engineers that devised it.



Now let's see how this was improved by Lionel's modern era engineers. The changes are quite significant. **Photo 6** shows the station of the new version. As you can see the drive mechanism has been completely reengineered. This new version operates with a DC can motor and gear box. It still contains a lamp to illuminate the station and it also contains some electronics which converts AC to DC. I am not sure whether this mechanism is the same as was used on the three previous models offered in the Modern era. I would especially like to hear from a member who has the first Modern version, no. 12701, produced in 1987. Roland E. LaVoie in his book, *Greenberg's Guide to Lionel Trains 1970 – 1997 Volume III Accessories*, states that, *it has a large flywheel inside the house for smoother operation*. I would tend to doubt that, but would like to confirm it. So if you have this 1987 model, please give me a call. We'll report back next issue.

**Photo 7** shows the base and here again we see substantial changes. Just as in the postwar version, this version required that metal tabs be straightened to remove the base. Replacing the string there is now a metal crank arm connected to the drive system. The turning of the man and the movement of the filling hose are essentially the same as the postwar version. To accommodate this new drive system, an additional lug was added to the large gray lever. The motor provides the smooth operation and very effectively replaces the flywheel, spring and thread arrangement of the postwar version.

One more item - **photo 8** shows the button switches provided with the postwar and the modern version. I'm sure you'll have no trouble determining which is which. I keep hoping that someday Lionel will return to the postwar No. 90 button switch. They are many times better than the small cheap switch that Lionel has been supplying for years. The No. 90 is



also a much better switch to have around a layout for viewers to use in operating the accessories – especially children. I know I’ve mentioned this with almost every accessory I talk about. I keep hoping someone will take notice and make the change. Hope springs eternal!

So how did these two compare in operation? I wired up the postwar version first. It worked fine. It’s neat to watch the man do his turns as he changes directions. Next I wired up the new version. This operates a little differently. With the postwar version you pressed the button and held it down. The man came out and stayed out for as long as you held the button down. Releasing the button causes the man to return to the station. With the new version, the man begins to walk out as you hold the button. You then release the button and he will stop wherever he is. If you continue to hold the button, the man will continue to go back and forth. My first reaction to the new model was surprise at how quietly it operated. The operation was extremely smooth. The motor drive was flawless and clearly the operation of the new version was superior to the original. I’d give this a perfect rating if only they’d replace the button switch.

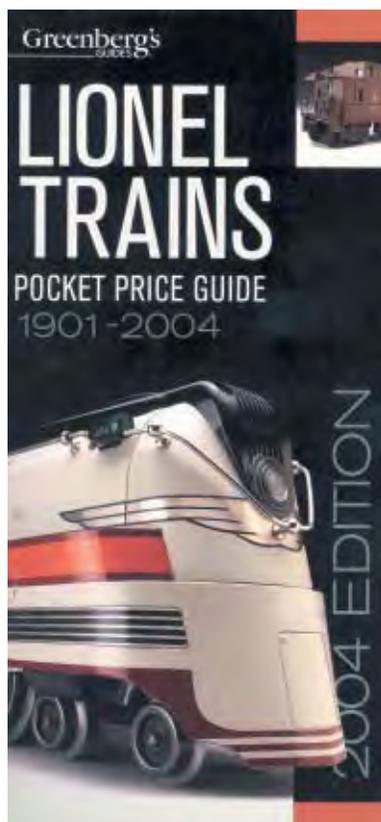
Why was this accessory such a poor seller in the postwar period? I think there are several reasons. First, the postwar version can be temperamental and probably required a bit of tweaking on the assembly line for perfect operation. Secondly, although Lionel usually had success with accessories that featured a moving person, this man was quite small. He’s less than half the height of the watchman and actually much closer to scale. Thirdly, if you use this to apparently refuel a diesel, the engine pulls up to the station and blocks your view of the action. All of that said, I think this is a very desirable

accessory. I would operate it by bringing the man out of his station just before the train arrived and then returning him after the train passes. The new version makes this very easy to do, and you won’t be overheating a solenoid. There’s no doubt in my mind that those viewing your layout would enjoy watching this accessory operate. The new version is so smooth and trouble free in operation. Will Lionel put out a fifth version? I wouldn’t wait to see. This one’s available now!

### New From Kalmbach

Kalmbach has just published the latest and most up to date edition of its popular pocket price guide for Lionel Trains. This new edition covers Lionel’s production from 1901 to present including 2-1/8” gauge, Standard gauge, O Gauge and Large Scale. In addition to the latest prices, the book includes an introduction, an annual market report and a section with photos showing products of distinction. The last chapter of the book is a special section that includes uncataloged club cars and special production listed by club. The book is has 320 pages and sells for \$14.95. A separate guide for 2004 has also been released for American Flyer.

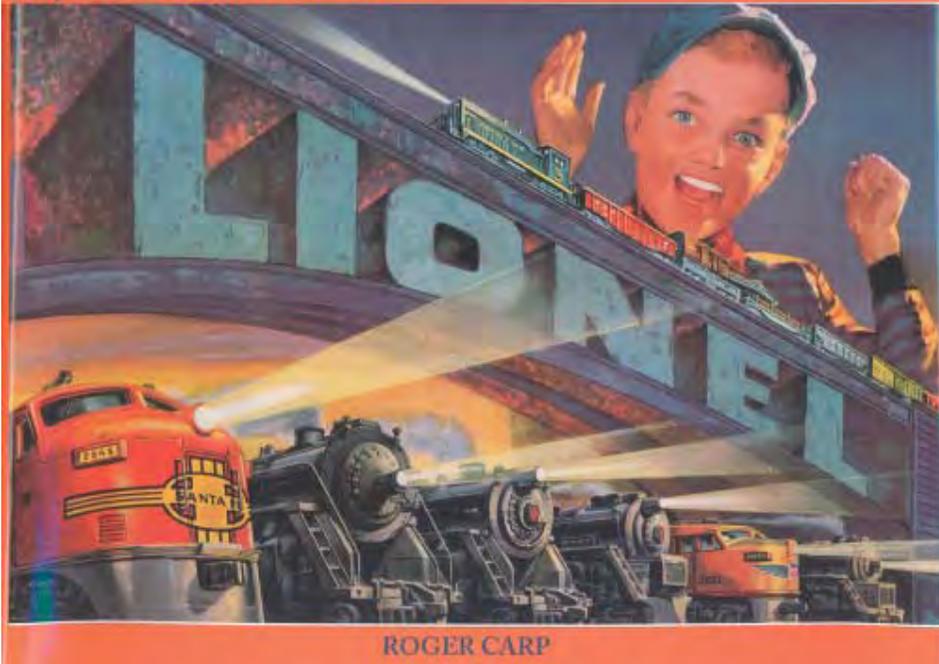
Roger Carp has written a new book entitled, *The Art of Lionel Trains*. Who of you that enjoyed Lionel Trains as a kid can forget how Lionel’s advertising art spurred our



imagination. It wasn’t sugar plums dancing in our dreams, it was Lionel trains. In addition to making a good product, Lionel also knew how to make it appeal to customers in their

# The Art of Lionel Trains

Toy Trains and American Dreams



advertising. It was hard to look at the ads and not imagine the possibilities of a model railroad empire and the joy of operating it.

In this latest book, Roger Carp takes us through a history of Lionel's advertising art. Although the cover of the book features the artwork used on the cover of the 1952 consumer catalog, the examples in the book are not limited to catalog art. The examples also include artwork used in advertising, packaging, displays and more. Open the book to any page and you'll have to turn to see another. This artwork really captures that feeling of hope that we had in our youth that a Lionel train would soon be under our control at home.

Although every page in the book features color, and there's an abundance of pictures to look at, this is more than just a picture book. The book is divided into six chapters and discusses the dreams inspired by the artwork, how the artwork changed over the years, and the names of many of those responsible for drawing it. The text brings to our attention many more facts than we saw in the artwork. As Roger points out, it wasn't just the kids who had the dreams. One of the illustrations in the book is the image on the back of the 1917 catalog of the Lionel factory. The caption states, *The view of an enormous brick and glass structure in grassy fields . . . represents Cowen's dream more than it did the reality of the Lionel factory.* The artwork was not about reality, rather it

was selling a dream we all hoped to have come to life.

Roger has captured the fond memories of an era from 1900 to the present, all under one cover and it is a joy to sit back, read the text and savor the photos – in short to relive the dream. The large format book, 10-1/2" by 10-5/8", is printed on glossy stock and bound between hard covers. The price is \$29.95 and it is available from your local train shop or directly from Kalmbach Books at 1-800-533-6644 or online at [www.cttbooks.com](http://www.cttbooks.com).

## Don't Miss Your Last Chance!

By now you've probably seen the ads for the reproduction of the Lionel's 1960 General set. The colors used for the passenger car, the horse car and the locomotive were a radical departure from anything previously offered by postwar Lionel. For many years, this unique set was thought to

have been a Sears set. Although Sears offered a similar set, it was offered in the common colors. Subsequent research indicates that the set with the blue passenger car, yellow horse car fences and the unique Halloween engine colors, was not produced for Sears. We spoke with Mike Brown, RM 1757, who is quite knowledgeable on Lionel product and informed us that the set was made for general distribution. The unique box style had been used in at least two other sets offered by Gifts Galore. Mike remembered the set also being offered as a give away promotion at Rexall Drug stores. The original set is one of the most difficult postwar sets to obtain and especially in good condition in its original box. Mike has described the original as a \$1500.00 set in \$3500.00 box. The original box did not have a cover, only a cardboard sleeve. The unique box being made for the LCCA set will include individual boxes for each of the set components and a specially designed outer box – truly a one of kind. Your last chance to purchase this reproduction, produced exclusively for LCCA by Lionel is fast approaching. The December 15 deadline is one that cannot be extended. A word to the wise is sufficient.

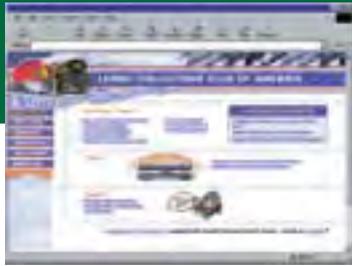
## That's It For Now

Hard to believe another year is coming to a close. My best wishes to all of our members and their families for a happy, healthy and train filled holiday season. 🚂

Photographs by Bill Schmeelk

# Whatzzzup with the Website?

by Craig Tribuzi  
LCCA Web Editor  
RM 10207



One of my highlights at this year's convention was having an opportunity to recap the work that has been performed on the club's website and the work planned for the future. For this article, I thought I would share with everyone the results that review produced.

## What's There?

The usage of the LCCA website is monitored to provide information on how it's being used. I gather data on such things as number of people who visit our site, how many times members log into the Members Only area, and how long people stay active on our site. In general, all three categories show an increase. The general use of our website has remained relatively constant at about 3000 hits per month, but we have seasonal increases around Christmas which takes it up to 6000 hits. So, this shows that people are interested in Lionel trains in general and are looking for information about them. The number of members who successfully login into our website has grown from an average of 500 in August 2002 to over 1200 in June 2003. And people are staying on the website longer. The average time people were on our site went from 3-1/2 minutes in August 2002 to over 7-1/2 minutes in June 2003. This kind of information indicates that the website is utilized and the challenge is to keep it current, making it one of the sources of information people will use regularly.

One of the primary goals for last year was to improve and increase the member's services on the website. Effectively, the website provides a way for members to transact their LCCA business without having to use another 37¢ stamp. It also provides a lot more member capabilities than were previously possible. In chronological order, here's a listing of the capabilities that were added to the website: membership login security, online membership roster, *eTrack*, online convention registration, capability to upload mail/fax-in *Interchange Track* ads into *eTrack*, LCCA merchandise ordering, and additional membership fields in the membership database.

Probably the most significant membership capability that was added to the site was *eTrack* - the online *Interchange Track*. LCCA's *eTrack* has been very well received and is recognized as the finest train related online buy/sell/trade site. Based upon the feedback we received at this year's convention, users of this system have been pleased with *eTrack*'s capabilities.

On top of the additions to the site, there is the ever-vigilant effort to keep the information current and pertinent. So, it's been a good year for the website to grow, but nobody is sitting back and relaxing.

## What's New

The following changes have recently been made to the website:

- 1. Download page** – now people can download LCCA items to their computer. Currently, there are a couple of computer wallpapers and future plans to increase the free things people can get from this site.
- 2. Online renewal** – you can now renew your LCCA membership online. Members who have an e-mail address on record will receive reminders that it's time to renew. Members can use the Membership Renewal page under the Transactions pull down menu in the Members Only area of the website.
- 3. eTrack upgrades** – based upon the feedback received during the convention, changes are being made to *eTrack* to make it more flexible and robust. In particular, the Manage Ads screen has been completely reworked.
- 4. Online Login Help Information** – We've added some pop-up windows to help people get online with the LCCA. The single biggest impediment to members getting online is having a valid e-mail address on record. So, to help you get more out of the site, it's very important that members keep their e-mail address up to date.

## What's Coming

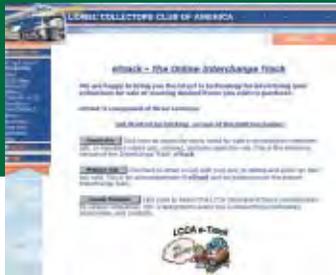
Periodic reviews and user feedback of our site are the two most important sources of information for what we are planning for future website improvements/additions. Here are a couple of things that are going to be deployed in the near future:

- 1. Calendar of Events** – a section will be added to the Members Only login page which will list chronologically any upcoming LCCA events such as train meets, order deadlines, etc.
- 2. eCommunication Tools** – These primarily consist of direct e-mail campaigns notifying people of events for those who elect this option.
- 3. Online Voting** – next year's elections will also be handled over the web. The website will feature the same information as the mailed out ballot and will also have pictures of the candidates.
- 4. LCCA infomercials** – people will be able to view online some informational video clips describing the LCCA, allowing online surfers to see what the LCCA is really about.
- 5. LCCA Screensavers** – We're developing some LCCA computer screensavers so you can have something on your own computer that depicts your favorite train-collecting club.

*continued on page 31*

# eTrack News

by Greg Elder  
eTrack Editor  
RM 24062



What - another column in *The Lion Roars*? Aren't there enough articles to cover all the club's activities?

As I read the latest issue of *TLR*, I asked myself if I could illuminate the club's progress any more than the great coverage we now enjoy. This column will cover the suggestions and ideas sent in by members regarding **eTrack**.

I am a relative newcomer to the LCCA, but I have been a Lionel collector all my life. When I joined this club, I submitted my application knowing only a small portion of what the club provides for its members.

After being involved for the last year with the **eTrack** project, I have a *huge* appreciation of what this club does and how hard it works to give its members a terrific value for their dues dollar. The leadership of our club works as hard as any board in a Fortune 500 company and they receive nothing except the reward of a job well done. They have set the bar high and it is a goal I will strive to achieve.

If you have not logged on to the newest tool offered to LCCA members, get yourself connected to the Internet and see what we are talking about. It simplifies buying and selling your toy trains and makes it a lot more fun. In the last issue of *The Interchange Track*, over 50% of the ads were submitted thru **eTrack**. The idea seems to be catching on. We are continuing to improve the sight with additional features. Any complaints or problems you might have are directed to me.

One of the complaints I received concerns the search function. In the world of computers, small details become big issues. Here are a few tips in doing searches.

1) Type the information you want to search for in the proper box. At present, if you type the item number in the *description* box, you won't find it. Instead, type the number in the *item number* box.

2) Make your search criteria as short as possible. For instance, if you are looking for Norfolk and Western, try typing in just Norfolk in the *description* box. This will bring back: Norfolk and Western, Norfolk & Western, and Norfolk Southern. If this generates too many ads to look through, narrow the search by typing in the item number in the *item number* box or by specifying MTH, Lionel, or K-line in the *Mfg and era* box.

3) And remember, if you search for Erie, you will get returns of: Erie, Erie Lackawanna, series, and batteries!

If you have other questions, comments or suggestions, e-mail me, Greg Elder, at [gelder1@cox.net](mailto:gelder1@cox.net) or you can call me at 316-283-2734. I'm here to help. 🚂

## Where's the Lion?

In addition to the web page shots, our friend and mascot, the Lionel Lion is hiding somewhere in this issue. If you can't find him, we'll give you the answer in the February issue. Happy hunting.

In the October issue the Lion was hanging out on John Fisher's tie on page 7.

*continued from page 30*

**6. eTrack Notify Me** – will allow members to be notified when future listings appear that meet your selection criteria.

**7. eTrack Wish List** – to capture items to remember and select from later

**8. eTrack Hosting** – for members ad pictures including a review picture button.

**9. eTrack member inventory** – management with integration to *eTrack*.

As a result of comments received, you will soon be seeing a new page in the Members Only area that will become the club's museum, featuring all the items the club has produced.

So, don't forget the LCCA website. It's your one-stop, online experience for LCCA related information and transactions. Visit it often and use it. Don't forget that you can use the LCCA Store to order your General set or 2004 Convention Car(s). 🚂

# A Lionel Puzzlement

by Gene H. Russell, Ed. D  
RM 24608



## "Railroad Slang"

Slang is defined as "jargon of a particular calling" that includes "fantastic, or grotesque meaning" often with "eccentric humor or fancy." Such is indeed the case within the language used by workers in the railroad industry as documented in *The Encyclopedia of Trains and Locomotives* by C.J. Riley. Your task is to place the letter on the line provided to make a match with the given railroad position. Good luck rail fans-Lionelis ferroequinologists. 

## Answers to October's puzzle

Tunnel is a mountain in miniature

Blinking Light Signal

Horse Car Corral

Manual Switch

Portal is heavy masonry with keystone at top

Lionel Lines Handcar

Diesel Fueling Station

Wooden Barrel

## Railroad Position

1. Brakeman \_\_\_\_\_
2. Car oiler \_\_\_\_\_
3. Depot restaurant waitress \_\_\_\_\_
4. Dining car chef \_\_\_\_\_
5. Engineer \_\_\_\_\_
6. Fireman \_\_\_\_\_
7. Itinerant railroad worker \_\_\_\_\_
8. Night operator \_\_\_\_\_
9. Railroad official \_\_\_\_\_
10. Railroad post office clerk \_\_\_\_\_
11. Roundhouse engine wiper \_\_\_\_\_
12. Station agent \_\_\_\_\_
13. Strikebreaker \_\_\_\_\_
14. Surveyor \_\_\_\_\_
15. Track laborer \_\_\_\_\_

## Slang

- A. Ashcat - Bakehead
- B. Ballast scorcher - Eagle eye
- C. Beanery queen
- D. Boomer
- E. Brass collars
- F. Dishwasher
- G. Gandy dancer
- H. Grease monkey
- I. Groundhog - Club winder
- J. Lizard scorcher
- K. Mud chicken
- L. Owl
- M. Scab
- N. Wise guy
- O. Uncle Sam

Answers will be published in the next issue

# Train Talk

by Bill Bracy  
CEO, Lionel LLC



*Bill Bracy*

I Looked out the window this morning and saw the backyard covered with frost. It is hard to believe that signs of winter are already upon us. We're in a twilight zone right now between the National at Vegas and the upcoming fall York meet. We look forward to greeting you at our new location in the new Orange Hall. I wish we could take credit for the hall color selection, but it's just one of those serendipitous things — a decision by the fair committee, probably oblivious to the fact that Lionel would be the main anchor in their semi-annual train meet.

We were pleased to see how effectively our new demonstration stations worked at the LCCA convention this summer. Many of you worked your way through the eight different modules and experienced for yourselves what TrainMaster Command Control brings to your enjoyment of operating Lionel trains and accessories. I had indicated in my last letter that we would have the Command Control crane car at the convention for your hands-on inspection. It is a bigger hit than even we imagined. Several fellow LCCA members mentioned their intention to buy two in order to carry out "prototypical" trackside recovery operations on derailed engines and train cars. The variety of things you can do with



the rotating cab, the boom and hooks, is only limited by the degree of creativity you bring to the layout. As you saw in our second catalog, we've added the Pennsylvania as an east-coast road name to complement the Santa Fe.

This year's Joshua Lionel Cowen Series special introduction locomotive made its debut at York. This grand XXXX steam locomotive has among other features our new RailSounds 5, which brings added sound capacity both in terms of fidelity and quantity. We'll give you a full write-up and pictures of the new Joshua Lionel Cowen locomotive in the next edition of *The Lion Roars*. In the meantime, all of us at Lionel want to be the first to extend our warmest wishes to all of you for a happy and delightful Holiday Season. 🚂

*Photographs courtesy of Lionel*



# *The Toy Store*

*A poem by Therese Conser*

He gazed into the frosted pane, his eyes at once aglow.  
Son, what is it that's made your eyes so bright, just what is it that you know?  
He felt his father's strong warm hands as he heard his own voice say:  
Dear father, just look at all the trains! Oh can we go in and play?

The kind old man looked upon his son, so eager and so very small,  
The tiny boy darted forward, barely hearing his father's call.  
Your mother has supper waiting, but we'll sneak in for just a peek.  
The child rushed through the doorway, a world of trains his wish to seek.

Flashing lights, buzzing bells and an old engine's puff of smoke,  
Twisting turns of silver track, mountains of clay with miniature folk.  
Chesapeake and Great Northerns, New York Centrals and Santa Fes,  
Tiny streetlights, sculptured bridges, plastic barns with rolling hay.

The child watched in his wonderment as the grand locomotives ran,  
Oblivious to the world outside, entranced in a village fairyland.  
The treasured toys ran circles as they held mystery all their own  
Replicas of iron horses he'd watched by the tracks near his home.

The toy store seemed transfixed, as he watched the trains go round,  
His best friend standing beside him, witnessing the magic that they'd found.  
The boy tried his best to capture all, while a small giggle came from his heart;  
As he heard an old Southern toot its horn as off in a tunnel he saw it dart.

"May I help you sir?" the clerk's low voice came from somewhere beyond his dream,  
As he looked around in his confusion, surrounded by another scene.  
A department store stood round him, his precious toy store was gone,  
As he realized it had only been a memory, buried away for so long.

His father, the precious trains, all had vanished, as he stood all by himself,  
Staring at an old cardboard box from upon the department shelf.  
He gazed once more into his hands at a dusty model train;  
But this toy had brought a treasured visit, if the memory could only have remained.