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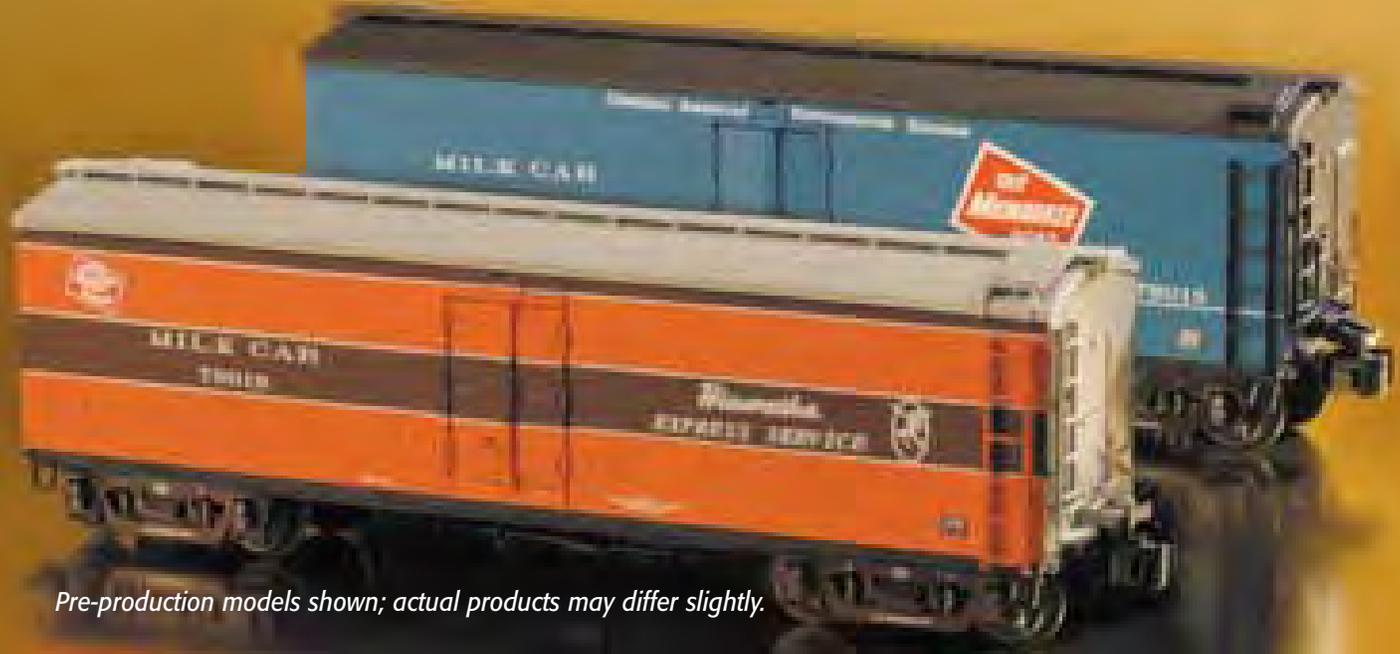
The **Lion Roars**



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How
does
Lionel's
new
Lumber
Mill
stack
up?

One Great Convention in 2004, Two Great Convention Cars.



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

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

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The blue milk reefer

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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 \$ _____

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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. Your credit card account will be billed when your order is received.

Mail to: LCCA Business Office Dep't L/2-04 P.O. Box 479 LaSalle, IL 61301-0479

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Lionel's #6-2417 Operating Lumber Mill – see Lionel News and Views on page 23

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

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- Secretary* - Any administrative action not handled by LCCA Business Office.
- Treasurer* - Club finances only.
- Librarian* - Back issues of *The Lion Roars*.
- Editor, TLR* - "Make good" copy of *The Lion Roars*.

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The President's Report

by Eric Fogg
RM 12768



Deadline! . . .

If you missed the June 1 deadline to register for what's shaping up to be one of LCCA's finest conventions, don't panic. You can still sign up (at a slightly higher fee) and there's even room on most tours. But don't wait any longer! Like the last two or three conventions, Milwaukee will be one of those they'll talk about for years to come. Don't miss it!

Convention Two-Step . . .

Once you're registered, get in contact with Bob Carter (972-424-0678 or bcdk1@comcast.net) and see if he needs any volunteer help during Convention week. It'll be a fun experience, we'll work around your schedule, and you'll be helping your Club.

VOTE! . . .

By now you should have your ballot and you need to vote. We've got a very qualified group running for office — you can't go wrong with anybody on that list. We also need your support to "streamline" the Constitution. You won't find major changes so much as fine tuning that will bring us up to date with current practices and changing times. You'll also note that the Board of Directors — the people who most work with these rules and ideas — approved the changes unanimously.

General Set . . .

Lionel always wanted to do an add-on car for their "Halloween" General Set, but just never got around to it. We're not going to wait, so watch for details on the exclusive LCCA add-on General car shortly. It will only be offered to Club members who bought the LCCA General Set originally. (Hint: Now is not the time to let your membership lapse.) No new word on the Set itself — we're still expecting an August delivery.

I Heard It Thru The Grapevine . . .

A recent caller was complaining about a situation with *The Interchange Track*. As is usually the case, it was just a misunderstanding and quickly fixed. Problem was, the caller was not an LCCA member! Seems his buddy regularly shares the *IT* with him. While that may be good news for sellers, it's not playing "according to Hoyle." Next time a friend asks for your copy of a Club pub, hand him or her a membership form instead. They'll thank you for it in the end.

Plan Ahead . . .

We have such a great line-up of conventions; you need to mark your calendar! So, write down these dates and make plans now:

St. Louis - Week of July 24, 2005

Denver - Week of July 23, 2006

Chicago - Week of July 22, 2007

E-Mail from a New Member . . .

"I also received the last two issues of *The Lion Roars*; I enjoyed the articles and I am wondering why I did not join your fine organization earlier. It all started Christmas of '95, when I purchased the Lionel Navy Train Set for my husband so that he could have a hobby; he is a little interested, but I got hooked." 



*This is one event you don't want to miss!
July 20th to 25th*

The Tinplate Cannonball

by Ken Morgan
RM 12231



Electric Matriarch: Lionel's new NYC S-1

Enough about streamliners for a while. But before moving on to something definitely not streamlined, here's today's trivia. In honor of the home road of our topic, why was one (yup, only one) New York Central Hudson streamlined in a unique style and named "Commodore Vanderbilt?" And do you know its number (hint — it's famous)?



And now on to the trains. Way back at the turn of the previous century, New York City, among other major metropolitan areas, took action to improve the quality of life near the railroads' properties. Most railroads had built stations on the outskirts of town, but the growth of many cities had resulted in these stations being well within the busy central business districts by the early 1900s. Since all railroads were using steam locomotives, both air pollution and the possibility of fires from sparks mobilized the citizenry to force changes. Specifically in the case of New York, the NYC was required to put their main line into Grand Central Terminal underground and shift from steam to electric traction. The PRR was faced with a similar requirement for their access to the proposed new Penn Station. In order to comply with this law, the NYC ordered an electric locomotive built by GE-ALCO in Schenectady, NY and installed both outside third rail and some overhead third rail - yes, I said overhead third rail, not catenary

— in the tunnels leading to Grand Central, as well as within the terminal itself.

NYC used an outside track level third rail with contact made on the bottom of the rail. This was not the case with the Long Island RR, NY City subways, and as far as I know, everyone else using third rail. Even Lionel takes its power from the top of the rail, although that's down the middle, not outside. NYC's outside third rail was used for most of the run from Grand Central Terminal north, including in the Park Avenue tunnel. At the switches in the throat of the tunnel entering GCT, and over the switches and crossovers in the terminal area itself, NYC used an overhead third rail. Outside track level third rail cannot be used through switches and crossovers. There is no way to "switch" the third rail, or to avoid electrical problems in such spots. That's why the lights flicker on Long Island Railroad trains leaving Penn Station.

Hey, even on Lionel's switches and crossovers, there are gaps. So NYC went to overhead roof mounted third rail for the switching complex in the GCT area and used their version of outside third rail where they didn't have the problem of the switches. As far as I know, both the under-running third rail and the roof mounted third rail were unique to NYC.

The S class locomotive, or, more properly, the S class motor, purchased for this electrification proved wildly successful. With only minor modifications, the S class remained in service for over three quarters of a century, although the S-1 itself went to a museum in the late 1960s. Since the introduction was in the early 1900s, just when toy train manufacturers were introducing electric locomotives into the American market, and New York was the major market, they all took note of this new motor. So much so, that if you look at the products offered by Lionel, Ives, Maerklin, Bing, and others who were in business at that time, the S class was nearly ubiquitous. It is truly the mother of all American toy



train electric locomotives. As such, it is perhaps odd that not until now has any major manufacturer chosen to model it in O scale for the high-rail modeler. But Lionel has returned to its roots with the S-1, complete with all the bells and whistles (literally) of today's high-end market.

Before I begin to look at just what Lionel's new model offers, let's review what this prototype meant to the early toy train marketplace. **Photo 1** shows the new loco with a sampling of what I would call Lionel's three stages of standard gauge: the maroon 53 is a late version of the earliest square bodied S class toy trains. The little olive green 33 is the best-seller from the later early period with a rounder contour, the Mohave (grayish brown) 402 is one of the first offerings of the classic period, and the apple green 408 is the twin-motored pinnacle of the classic period. In fact, other than two steam locos (several different numbers, but only two different locos) every standard gauge loco made by Lionel from inception in 1906



until the beginning of the standard gauge classic period in 1923 was based on the S class. There were 10 different numbers catalogued, some with variations over time, most of them 0-4-0 single motored versions, a few 0-6-0, and a few more 0-4-4-0, either single or twin motored. Even in the later classic period, three of the eight catalog numbers for electric locos were based on the S class.

Photo 2 shows a similar Lionel family tree in O gauge. That's the largest of the early locos, the 156, the smallest, the 150, plus a classic period 252. The second loco from the left is Lionel's latest. Most other manufacturers produced their own versions of the S class as well. **Photo 3** shows an Ives 3260, this particular one being a relatively late version of the cast iron motor, but it still predates anything Lionel offered in O. It is quite similar to other cast iron offerings from Ives, as well as European firms such as Maerklin and Bing. While the smaller size doesn't date back as far as standard gauge (at least on this side of the Atlantic), all but one of Lionel's initial offerings were S class electrics. Both the initial 700 series (4 catalogued numbers plus a few department store specials) and the replacement 150 series (6 catalogued numbers) were S class models. So from Lionel's introduction of O gauge in 1915 until the O gauge classic period began in 1924, the only thing Lionel made in O gauge that was not an S class was the unique, and rather fanciful, 203, the tank on tracks. I find

it interesting that these early, and certainly by today's standards relatively crude models, really capture the essence and proportions of the S class very well. This includes the small pantographs on those engines which have them. A notable exception is the 408, which, as we shall see, should have the smaller pantographs used on the similar 402.

Let's look at the new loco and see how accurately it models the prototype. NYC had three classes, the S-1, the original design, delivered in 1904, the S-2, the next 34 which were essentially the same as the S-1, delivered in 1906, and the S-3, another dozen which arrived in 1908-09. The S-1 and -2 classes were built with 2-wheel leading and trailing trucks making them 2-D-2s. These are essentially 2-4-2s, but electrics use letters instead of numbers for the powered axles, and only count them on one side: axles, not wheels. After a derailment in 1907

they were rebuilt with 4 wheel trucks. The S-3s were built with 4 wheel trucks. That's a 4-D-4, as is Lionel's new offering. The S-1 was originally numbered 6000. All of these motors went through several renumberings, with the final one resulting in the S-1 acquiring number 100, the S-2s from 101 through 134, and the S-3s 135 - 146. While the bodies were all essentially the same, the frames and end platforms on the S-3s were a bit longer.

So how does the new S class measure up? Based on my eyeballs and my O scale ruler, it comes real close. Cab width is 10 feet on the real one, 10 feet, 1-1/2 inches on the model. Roof length is 17 feet 2 inches vs 17 feet even. Height over the rails to the top of the pantograph is 15 feet 1 inch vs 15 feet 3 inches. The drivers are on 52 inch centers on both the prototype and the model. Pilot trucks are on 6 foot centers on the NYC loco, 5 feet 3 inches on the model. Length over coupler faces on the prototype S-1 and S-2 was 38 feet, 9 inches. The S-3 was 43 feet 0-1/2 inch because it had a slightly longer end



platform, and, therefore, different platform handrails. Lionel's new loco is 41 feet, 9 inches at the ends of the footboards, which is much closer to the "length over coupler faces" than would be the same measurement on the model, due to the



tinplate couplers. So it's in between the two prototype lengths, although the difference is only about 1/2 inch on the model. While the frame is a tad long, it's not long enough to be an S-3, nor does it have the S-3 handrails. So what is Lionel's model? Lionel numbered its model 100, and that would be correct with the change to the 4-D-4 configuration. Conclusion: I'd have to say that's quite close. So close that unless you're a nit-picker, you wouldn't have noticed any of these differences unless I told you.

Photo 4 shows the new Lionel S class motor in profile. As you can see, except for the bell and whistle, I didn't need color film, and although some of the prototype shots do show yellow handrails for at least part of the S-1's service life, Lionel's black ones are correct, too. Look closely. This is a well done model with lots of detail. From the cast-in rivets to the third rail shoes, it's all there. Check the shoes in **photo 5**. And no, I didn't count the rivets, but they do match very closely the patterns in both photographs and line elevations I checked. The same holds true for the three slightly different sizes for the radiator screens on the sides, seen in **photo 6**. We can also see in that photo the engineer (motorman) in the cab. Also note the details in the handrails and the bell, which is the front end as shown by the tiny "F" in the lower corner. Speaking about the end,



Lionel didn't skimp here, either. **Photo 7** shows the rear end of the S-1, just as richly detailed as the sides. The roof equipment is also interesting. Between the radiator pipes is a hatch cover which lifts off to provide access to the usual collection of Run/Program, Sound Volume, Odyssey On/Off, and Command/Conventional switches.

Photo 8 is a top view, showing the roof. Take my word for the switches under the hatch. Now check the pantographs which are mounted on a little platform, probably best seen in **photo 4**. There is another piece of equipment up there, too, but I don't know what it is. In some pictures of the prototype I have, the pantographs are mounted outboard (e.g. loco number 126) and on some it's inboard (e.g. loco number 144, and more to the point, number 100). Looks like Lionel nailed that one. Now let's look more closely at those little pantographs. As noted earlier, they are correct. This was a drag motor, used to haul heavyweight passenger trains out of Grand Central Terminal up to Croton in Westchester County north of New York where the NYC's steam engines, or later, diesels, would take over for the high speed runs to places north, east, and west. There was no catenary. Normal current was outside third rail. Note: three rails are prototypical for electric trains — take that, all you

HO fanatics! In the complex switching network underground approaching the terminal — there were over 120 tracks in GCT, and only 4 in the tunnel under Park Avenue — outside third rail was impractical. So NYC literally put the third rail on the roof. It was mounted on the roof of the tunnel. In order to minimize the clearance required, a rigid third rail and a small, low pantograph worked fine. Given the low speed in the area, the flexibility of the catenary used by PRR for Penn Station, with those big spidery pantographs we're so familiar with, was not necessary. So the small Lionel pantographs (look closely at the 252, 402, and the Ives 3260) are correct. The large ones on the 408 may be impressive, but they're not prototypical.

Now at the risk of delaying the membership's desire to get to the meat of this installment of The Tinplate Cannonball, I would like to go into some detail on the track complex at Grand Central Terminal. It's nothing short of amazing. And, who knows, you may be on Jeopardy someday and need to know this.

Determining the number of tracks at Grand Central Terminal proved to be quite an adventure. It turns out that the vaunted World Wide Web was unable to provide me with a conclusive answer. So I am indebted to Matt Van Hattem of Trains magazine for the following information.

As I learned when I tried to find out just how complex GCT is, there are several different ways to determine the number of tracks at Grand Central Terminal. There are tracks



with accessible platforms, tracks in the station concourse area (platform and yard), and tracks in the entire Grand Central Terminal plant, which include those of yards and ladder tracks outside the platform area, not to mention differences over time. The date as of which you take the count changes the resulting number.

On the Upper Level of Grand Central Terminal, there were originally 41 tracks that extended into the station area. They were numbered Tracks 1-42 (there never was a Track 12). The first 10 tracks were only for storage. The first public platform track therefore, is Track 11. So there were 31 accessible platform tracks on the upper level (Tracks 11-42 less the non-existent track 12). Metro-North removed two short, stub-end tracks (Tracks 22 and 31) about five years ago to add platform space and pedestrian access to the North Concourse leading to 45th Street. So right now there are 29 platform tracks, 5 of which are loops, 24 are stub-ended, plus the 10 yard tracks on the upper level. Outside the immediate platform area, there are 18 other stub-end yard tracks, plus 5 ladder tracks that funnel trains to and from the platforms. So if you add those extra yard and ladder tracks, there are 62 of the original 64 total tracks on the upper level.

On the Lower Level, there are 17 platform tracks (101-117) out of an original 26 tracks in the station area, and 57 total tracks (including other yard and storage). Metro-North has done some reconfiguration on the lower level, too. So today there are 17 platform tracks out of 24 remaining tracks in the station area. All the lower-level platform tracks are stub-end except for possibly 2 loop tracks used for yard movements. Currently, there are also roughly 11 stub-end yard tracks, and 4 ladder tracks outside the station platform area (even Trains doesn't have the precise number!). So that's about 41 of the original 57 still in service.

I don't think the BCC&PRR will try duplicating that any time soon! But it certainly serves to point out why the NYC went to the overhead third rail for ensuring electrical power continuity in the terminal complex rather than taking a chance on catenary. Not to mention the cost saving.

OK, back to the 1/48th version — how does it perform? As the author of *The Tinplate Cannonball*, I have studiously avoided buying anyone's modern command control. However, as the owner of several of the modern scions of silicon valley, and encouraged by Bill Schmeelk, our editor of *TLR*, to do a

more complete review, I succumbed to the siren call and bought a TMCC Command Set consisting of the Remote Controller and the Command Base. Hence, while not yet truly proficient in its full range of capabilities, I will address both conventional and command control.

First, a little background on the test track. This is not CTT or OGR with well-spiked roadbed and meters and drawbar pull gauges. The BCC&PRR uses O-72 curves and measures about 510 inches around. Hills are minimal: the basement floor is real close to flat, so it depends upon where the carpet overlaps and how well the concrete settled. The track is secured only by rail joiners, so it's neither dead straight nor maintained up to high-speed corridor standards. But as long as I don't step on it or kick out the power leads, it provides enough operational capabilities for me to watch my trains run. I am currently using a vintage Z transformer. I like the 25 volts available, especially since the BCC&PRR is dual gauge, O and Standard, and things like the 408E sure like the higher voltage capability when lugging a heavy consist through the basement scenery. A ZW puts out only 20 volts.

My measurements for this review are sort of rough. I made my calculations by using the distance four times around the oval on the BCC&PRR divided by time converted to scale MPH for the high speed estimate. For the low speed, I used the distance over a portion of the oval. If I waited for four full loops at the slow speed, I would have fallen asleep at the throttle. The voltage is as read off the faceplate of the Z, which I had previously found to be pretty close when I tested it and my ZWs with a meter. But then again, since this is so basic, you too can obtain the same sort results without investing in meters and gauges.

For the initial test, I tried the S class in conventional mode but with *Odyssey* on. Low speed was about 6.5 mph, high speed, roughly 95 mph. And it looked good doing it. Even without TMCC, it was clear that Lionel has enhanced conventional operations. The low speed is well below what I am accustomed to. The high end, while relatively high for an S class motor, was well below Lionel's pre- and post-war classics. No danger of this loco rolling over on the O-72 curves used on the BCC&PRR. Heck, I don't think I could roll it over on O-31. Even in conventional mode, Lionel has a feature that makes the loco try to maintain a fixed speed, which led to some things I've never seen before. One was that very low

creep. Essentially, I set it to just start moving. With other locos I would have to keep adjusting the power to get them to keep moving. That's because of the state of the BCC&PRR roadbed as described above, as well as those minor changes in elevation. That procedure was not needed with this loco. With one minor brief halt, more like a hiccup, it just kept going without my having to touch the throttle. Not totally smooth motion, but it kept going, very slowly, without my touching the throttle. Ditto at the high end. The other thing I noticed was that speed changes are not immediate, as is the case with older locos. When I changed the voltage setting, the reaction is sort of, "Oh, faster? OK, let's move it". The same was true for slowing down. It's not a long delay, just not what I was used to. How about the Bells and whistles? Yup, they're both there — and pitched nicely, I might add. Sort of a deep throated "foooomp" for the whistle, and a clear heavy bell. Neat electric traction motor sounds are also there. It kind of reminds me of the old Lexington Avenue express.

Now what does it pull? I don't care much about "this 6 pound, 4 ounce loco has a tractive effort of 2 pounds, 9 ounces" stuff because I can neither measure that nor equate it to 157 free rolling modern freight cars. Nor can I envision running a train with 157 freight cars on my club layout at the Nassau Lionel Operating Engineers — with mainlines well over 300 feet, not to mention the BCC&PRR. But I can hitch it up to 7 reasonably modern 72-foot scale heavyweight passenger cars and say it just walked right off with them. And that's plenty of train for the S class to haul out of your Grand Central Terminal. Now in case you have the older version of Madison cars, those without needle bearings and self-lubricating delrin truck sideframes, I also tried it with 7 of them. Same result. Heck, as you can see from what follows, it will pull far more than this if you have them — in fact, it did take off smoothly with all 10 of the Madison cars currently resident on the BCC&PRR. I just couldn't get a good speed reading because the old couplers and the uneven trackwork conspired to prevent complete loops. Visually however, the speed was unaffected by the extra cars. So I'll just say that it will haul anything anybody I know is likely to ask it to. The speed range was also interesting. With 7 cars of either description, the low speed end was at about 13 volts, which was a steady creep, more than the 6.4 mph I calculated for the loco alone, but real slow. Sort of like AMTRAK pulling into Chicago. At that speed, I could notice slight hesitations as it hit the bump over the carpet overlap or at the far end curve. Not a stop, but it is where a traditional loco would slow down and stall unless I wanted to constantly adjust the voltage. I usually don't — I just watch them run at speeds well beyond creep. But the S class which can creep well, just briefly slowed, then self-adjusted to maintain speed. At full throttle (25 volts) and 7 cars, the speed was essentially the same 95 mph as for the loco alone. Cutting back to 20 volts had no effect, so I tried 15 volts. Speed was now down to a very realistic 54 mph. At these speeds, the self-adjustment was almost unnoticeable. Neat. My assumption

from this is that Lionel, which recommends 18 volts for TMCC operation, has a governor which limits the voltage at the motor to about that figure, hence the same speed for 20 or 25 volts, and the drop-off when cutting to 15 volts. Notice however, that there isn't much room to adjust speed between the 15 volt road speed and the 13 volt creep.

By the way, in case you think 95 mph, or even 54, sounds fast, I dare you to calculate the speed at which you operate your traditional locos. I'll bet you find that you're well over 100 scale mph, and when you slow down to 95, you'll think that it's slow, and 54 (if you can get down to it) would look like a crawl, or in my opinion, very prototypical. The real S class was geared for 70 mph tops.

Now for TMCC. Hey, this thing really is neat! Low speed is now down to hardly moving, but like the little pink bunny, it just keeps going and going. High speed was closer to the prototype at 87 scale mph and the minor grades on the BCC&PRR don't seem to phase it at all. Speed was exceptionally smooth, without those minor hiccups experienced in conventional control. And the range is greater. I got it down to a nice smooth 14.7 mph around the BCC&PRR. Neat. Command Control also offered a much wider operating range than in conventional mode. Same whistle and bell, but now I don't need to reverse the wires from my bell controller to make both of them work. My one complaint though, is that the whistle comes pre-programmed. If you hold the button down it gives a series of toots. I like to give the old crossing long, long, short, long, but can't do it. Oh, well, no grade crossings in the Park Avenue tunnel anyway.

Bottom line - The Tinplate Cannonball is impressed with the Electric Matriarch. But I just may have to spice it up a tad with yellow handrails.

Now here's the trivia answer. Cornelius Vanderbilt was the man who built the NYC system. But before becoming involved in railroads, he began by building his fortune in steamboat lines. Hence "Commodore" from his fleet of steamboats. And since he owned the railroad, why not slap that moniker on a unique locomotive? Why only one? Tough to perform maintenance behind all that sheathing, plus NYC paid Henry Dreyfus, a well-known industrial designer, to come up with a streamlined design for their 4-6-4 Hudson locomotives. His version was more successful. Hey, why keep the in-house design after paying a high-priced out-house consultant for a new design! In fact, the number 5344 Commodore Vanderbilt was rebuilt to the Dreyfus design. If you have an early post-war 221, that's Lionel's initial attempt at it. There have been a number of them since, much closer to scale.

Until the next issue, we wish you happy collecting along the rails of The Tinplate Cannonball. 

Photographs by Ken Morgan

Extending Your Vacation

by Bob Carter
RM 6620



Part 4 -- The Colorado Railroad Museum

Twelve miles west of Denver is the city of Golden, where you'll find the home of Coors Beer and the Colorado Railroad Museum. I didn't make the Coors tour, but opted instead to see the largest railroad museum in the Rocky Mountain West. On exhibit are locomotives and cars that are examples of the thousands that once ran in Colorado and neighboring states. This static exhibit is spread out over 14 acres and a number of locomotives and cars are open for inspection and pictures.

Most of the trackage is narrow gauge, as were a lot of the lines in the Colorado Mountains from 1871 until the late 1940's. There are some tracks with three rails that handle the museum's narrow and standard gauge engines and rolling stock. A good example of this multiple gauge can be seen in **photo 1**. This is a manual powered (Armstrong) turntable, which has 4 rails to accommodate both gauges.



To do justice to this excellent collection you'll need to spend several hours. In addition to the quality museum pieces outside, there is an excellent HO layout inside and a souvenir shop with the largest selection of railroad books I've ever seen. This museum is a must see if you ever get to the Denver area, and a perfect time would be at the 2006 LCCA Convention.



As we extend our vacation, we go to the top of Pikes Peak, but here are some pictures of the items on display at this wonderful museum. In **photo 2** we see a Manitou & Pikes Peak cog engine that pushed cars of sightseers to the mountain summit. In **photo 3** we see a saddle tank loco from the Standard Oil Company. This switch engine saw service in Casper, Wyoming.



Photos 4 and 5 show two of the three "galloping geese" at the museum. All are currently undergoing some sort of rebuilding. They originally were built from used Buicks, Pierce Arrows and spare parts to haul mail, freight and passengers. They got their nickname by the motion of the cars as they ran over the uneven track and the sound of their horns, which was unlike the steam whistles of the day.

The Colorado & Southern Railway Post Office car #254 was used from 1922 to 1967 from Billings, Montana to Denver and Fort Worth, Texas. It was cars like this one that provided efficient, cheap and fast mail service on hundreds of intercity trains.



Photo 6 shows engine no. 20, a Rio Grande Southern 4-6-0 that was built in 1899 for the Florence & Cripple Creek Railroad and came to the museum in 1952. **Photo 7** shows a engine 191, a Denver Leadville & Gunnison 2-8-0 built in 1880 for the Denver South Park and Pacific and sold to a Wisconsin lumber company in 1902. In 1972 it came to the museum.



Photo 8 is a 2-8-0 built in 1890 for freight service on the Denver & Rio Grande main line between Denver, Pueblo and Salt Lake City. It is the only surviving D&RGW standard gauge locomotive.



Photo 9 is a pair of Rio Grande 1955 vintage F-9 diesel locomotives that pulled both freight and passengers over two million miles before it was retired in 1984.



Photo 10 shows a standard gauge caboose was built by Colorado & Southern in 1944 to a standard plan of 1919. It was among the last wooden cabooses built and served on freight trains from Denver south to Trinidad and north into Wyoming until retired in 1968.



Photo 11 shows a D&RGW flange plow that would be coupled to the locomotive and by the use of an air valve in the cab, the engineer could raise or lower the blades to clear snow from between the rails.



Photo 12 shows an unusual looking car. The no. 910, a Western Weighing & Inspection Bureau test weight car was based in Denver for many years. It was hauled to grain elevators, coalmines and other industries to check the accuracy of track scales used to weight loaded cars.



Photo 13 shows narrow gauge D&RGW 23-ton capacity boxcar no. 3661 and was built in 1904. It hauled every imaginable commodity for over 60 years. You can see the difference in size between this narrow gauge car and the adjacent standard gauge size boxcar.



After a long day on foot, **photo 14** shows this author is sitting in one of the speeders on display, wishing he were really cruising down the main line.

Photographs by Bob Carter

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.

One of the very few benefits of being a senior citizen is the infinite joy of suspending reality. I can trace my roots to the practice of suspending reality when I first saw Ann Margaret wearing that yellow dress in *Bye Bye Birdie*. I got more practice honing my newfound craft when I saw Ann Margaret again, in another yellow dress, doing the twist in *Viva Las Vegas*. Now, I know what you're thinking, fellow residents of Lionelville, "Dennis, what does this have to do with toy trains?"

I could continue on the present section of track, but I'll stoke the boiler flames to reach my destination — "What's your Point" Station. So pardon me while I climb to the top of

the tender's coal pile and proudly shout to all of Lionelville that my favorite roadname is.....Lionel Lines.

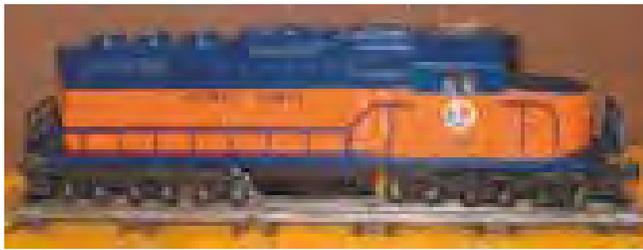
I came to this realization in a most odd way back in 1983. This was pre CTT days and it would be two more years before I would learn of the LCCA and become a proud member of her ranks. Sharon and I were on a weekend trip to Shenandoah Valley's biggest city, Roanoke, Virginia. The first stop on our itinerary for Saturday morning was Ken's Trains, an institution in the star city. The lady proprietor at Ken's greeted us with a "Hi, Sharon and Dennis" and then told me to check out the glass showcase as she had just gotten in a new Lionel diesel. I walked over to this lighted, mirrored glass display case, and instantly received a pounding in the chest and my breath was taken away when my eyes first gazed upon an SD-28 Flat Top Diesel. This orange and blue powerhouse with a pullmor motor made my heart swell with a passionate desire. It was very reminiscent of an experience I had many years ago as a young lad when Ann Margaret, in *The Pleasure Seekers*, sat up in bed wearing a red Harvard sweatshirt and fluffed her hair.

Even today, twenty one years later, I still remember how the light bounced off this freight hauling brute wearing a lovingly applied coat of Lionel corporate colors, reflected by the display case mirror and how it was deeply absorbed by my young eyes.

Today my memories of a youthful Ann Margaret still burn as brightly as they did all those years ago and while many collectors would regard other pieces in my Lionel collection to be more valuable and desirable, my love for that orange and blue Lionel Lines engine is as passionate as it was on that day so long ago at Ken's Train Shop in Roanoke, Virginia.

I'm sure that any experienced writer would tell me that it's always best to keep your editor pleased. So before Editor

Bill says, “Dennis, do you think I’m going to print this piece of sap?”, let’s pull this baby on the siding, open the boiler front, and get to the nuts and bolts of our soul-stirring train. Oh yes, we’ll also take a look at future add-on cars that would eventually form a train that just blushes with pride, “In my corporate colors, I’m the darling of the company!”



In 1983 this Lionel Lines toy was classified an SD-28 Flat Top Diesel and was assigned the number 6-8380. It received top honors from Lionel as it was pictured on the cover of the 1983 Fall Collectors Center Brochure. Lionel had decided to use their white circle “L” logo with a red and blue field behind the “L”. It appears to this collector that the choice of that Lionel trademark was in its early stage of use by Lionel MPC in 1983 and peaked during Lionel’s classy LTI era. Sadly, this Lionel banner disappeared rather suddenly at almost the beginning of the Wellspring epoch.



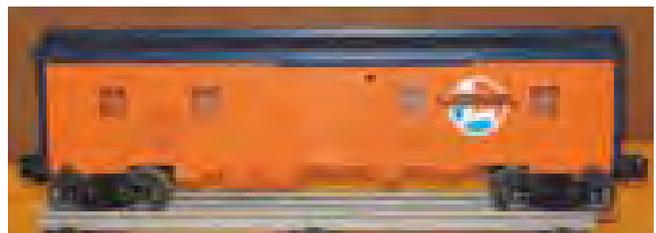
The first two add-ons for our train, 6-9849, a billboard reefer featuring “Happy”, and 6-9239, a lighted NC5 Porthole Caboose, would also be offered by Lionel in the 1983 Fall Collectors Center Brochure. Passionate enthusiast, I have a feeling that right about now you are thinking, “Dennis, are you sure that those were the first add-on cars?” Please bear with me to the end. I promise that I’ll share my thoughts on the correct add-on cars for our train.

The Lionel Highballs Into 1984 sale brochure would include two more add-ons — the 6-6214 gondola with two canisters and the 6-6313, a single dome tank car. By the way



as a side note, all of the trains offered in this particular brochure are worth all of your collecting efforts.

Our next additions would be 6-9492, the Lionel Lines boxcar in the 1986 Collectors Series Catalog, and 6-5733, the Lionel Lines bunk car. This super sharp bunk car was offered



in the 1986 Lionel stocking stuffer brochure. By this time, I was a member of the LCCA and my world of available modern Lionel was considerably broadened. I remember dealers telling me that they had to pay off the national debt just to get one car. As my Lionel luck would have it, this was also the year that I met fellow LCCA member Barry Keener, RM 12248. Thanks to Barry, I was able to get my toy at a very reasonable price, plus I got an unexpected bonus — I also made a life-long friend.

The 1987 Stocking Stuffer brochure would add to my train a massive orange and blue quadhopper. The crowning touch to 6-19303 was a surprisingly realistic coal load. By the way, the field of blue on the circle “L” logo can be found in both light blue and dark blue. The dark blue matches the other dark blue fields on the earlier cars. From what I’ve observed, the light blue field is much more common. This might be a good



time to add another observation. On some of the pieces of our train the circle “L” logo is a type of sticker. On other cars, a clear type of wet decal was applied. Then there’s a car like our next welcomed addition on which the circle “L” appears to be pad printed. On page 39 of the 1994 catalog, her majesty of



the line would become longer with the acquisition of 6-19420, the orange and blue Lionel Lines vat car.

What I consider to be the final official car to our train is the last orange and blue Lionel Lines car to proudly boast the original white circle “L” logo. Page 40 of the 1995 Lionel Catalog contains 6-16933, an orange and blue Lionel Lines flat car with autos. All of the pieces of our train that we’ve covered so far are orange and blue and carry the original circle



“L” logo on a field of blue and red. For the Lionel purist, these two requirements must be met for a car to be included on our official train. I do realize that two cars that I’ve included do not have “Lionel Lines” on them but they do meet my two requirements big time. These cars are the boxcar, 6-9492, and 6-9849, the reefer with “Happy” on it. I can’t express enough thanks to our beloved Lionel for including our club mascot in this desirable train.

Now as promised, I’ll cover the cars that many of you have added to your train and which I for years have fought the temptation to do so. The first car that many of you consider an add-on to our train is 6-5712. This orange and blue woodside



reefer appeared on the back cover of the 1982 Fall Collectors Center catalog. I rejected the expensive 5712 because it carries the rectangular Lionel Electric Trains orange, blue, and cream logo, not the white circle L on a field of red and blue.



My next rejection came in 1990 with 6-18323, the Lionel Lines piggyback. An even bigger question than why I’m troubling Editor Bill to print the photo of this blue and gray car with the correct circle L logo is “Why did I buy it myself?”



The year 2000 would bring two more rejected candidates that were denied the privilege of serving on my train. The first is 6-26722, an orange with a hint of blue log dump car. If the lettering had been in blue instead of cream and the logs were blue, I might have added this toy even though it does not carry the correct original L trademark. The second piece of rolling



stock I said “no” to would be 6-19999, the Visitor Center quadhopper with coal load. Sorry, but it carries the wrong circle L logo and my train would be out of balance with a second quadhopper with coal load.

The last car I’ve had to say “no way” to is in the 2003 Lionel catalog and that is the Lionel Lines 6-26139 horse car in orange and blue with the “Since 1900” circle logo in place



of the original circle L logo. The Lionel Lines lettering is in cream. I did buy this car but not to include in my special train. My sole reason was to let roam free on my “would-impress-no-one” basement layout the four quality made toy horses that were included with my car.

If I’ve learned one thing in life, it’s that even the mighty oak bends. While knowing that I still will not grant any of the above mentioned rejects the privilege of serving in my original 1983 orange and blue Lionel Lines Freight Train, I thought it would be interesting to talk to Lionel’s product manager, Todd Wagner, RM 10645 about my rejected add-on cars. Todd told me that the original circle L logo was replaced by the “Since 1900” circle L logo for no other reason than it is the trademark that Lionel is currently using. Todd also told me that while he was doing research in the company archives, he discovered that Lionel had planned to issue an orange and blue Lionel Lines ore car in 1988. The last thing Todd shared with me is that another orange and blue toy is planned for 2005. That’s great news! This Lionel purist is keeping the faith that future add-ons will carry the white circle L logo on a field of red and blue and that the cream lettering is dropped in favor of dark blue or black.

Calling All Uncataloged Collectors

I would have really liked to tell you that I have two different Whirlpool tank cars to tell you about. But while the Whirlpool brain trust did commission Lionel to create two cars as add-ons for their two uncatalogued employee sets, I must report to you that except for the SKU numbers and built



dates, the cars are identical. With all of the enthusiasm, knowledge, and creative talent possessed by Lionel’s two young product managers, I can’t help but wonder why Whirlpool didn’t take full

advantage of this bounty. I hate sounding like a sour old curmudgeon so let’s take a quick look at the Whirlpool single

dome tank car. The 6-26135 was built by Lionel in 2001 and the 6-26141 was built in 2002. As you can see from the photographs, except for SKU and date, the cars look the same. I’m thrilled that Whirlpool did this very appropriate tank car as it was a very much needed boost for the set. I’m also extremely happy that it was not done as a Standard “O”. But for this collector, a perfect second add-on car would have been a Whirlpool vat car. The Lionelville rumor mill says that a run of 500 was made for each tank car and my collector instincts would agree. Since I own the first Whirlpool set, I liked the idea of adding 6-26135 to my train. If I had owned the second set, then I would have chosen 6-26141. I have no good reason other than that is just how my mind works. One thing surprises me though. As a born again hard Lionel uncatalogued collector, I have absolutely no desire to have both cars in my collection.

Lionel Licensee Alert

Schylling Toys of Rowley, Mass. has produced a very attractive Lionel pocket watch featuring our club mascot Happy, the Lionel Lion. Happy’s watch comes in a sharp looking storage tin. I like how Schylling carried the theme of Happy all the way with Happy on the colorful tin container. Then they wrapped the tin in a protective plastic wrap. This company’s style is great — they didn’t fumble the ball once. This watch will make a nice conversation piece when displayed in your train room. The cost is \$19.99.



A Lionel wooden whistle with Happy featured on it is also available — no price was given to me but I doubt it would be over \$5.00. Both are very welcome additions to my collection of pieces with Happy on them. With mementos featuring our club mascot and Lionel spokeslion attracting new collectors every day, get yours now by calling 1-800-767-8697. I’ve got my fingers crossed that someone



will make a limited edition, high quality bank or cookie jar of Happy. Hey, I can dream, can’t I?

Happy Travels to You

Guess what, gang? Happy, our club mascot and Lionel spokeslion, has continued his cross-country tour, visiting LCCA families. After Happy’s visit to the Rankin family, chronicled in the last issue, I’ve been anxiously sitting on track pins, waiting for his call and wondering where in this great country he would turn up next.

This time, Happy paid a visit to the Robert Ver Hoef family of Leland, Iowa. His visit could not have been better planned. Bob's son, Gregg, had just returned from duty in Operation Iraqi Freedom. This is a lucky country indeed when it can be in mourning over the end of "Friends" on TV and still have great young men and women to defend it. Happy also met daughter, Sue, and granddaughter, Alyssa, a real sweetheart. Bob sent along some photos of Happy's visit. The first photo you'll see is the home that Bob built just for his postwar Lionel collection. This sturdy construction is twenty eight feet by sixty-six feet. Inside the building are all the trains.



Here's a photo of Happy with Bob, RM 20588 and son Gregg and another of Happy and the two girls. Bob's layout is sixteen feet by twenty feet and can easily run seven trains at once, all on separate loops; wow, what pure Lionel bliss! All of the accessories are displayed and operating. Bob's collection has over 300 catalogued and uncatalogued sets. As you can see in the photos, all the walls are covered with trains. Bob made the shelves out of one half-inch thick MDF boards. He then cut two grooves in each board so that the trucks would fit precisely into the grooves. Now, that's what I call perfection. In addition to a large O gauge layout there's something Happy hasn't seen in a long time — an operating Lionel HO gauge layout.



Bob knows the importance of sharing our wonderful hobby with others, especially children. So one Sunday each month the collection is open to the public, free of charge. Other days and hours can be arranged by appointment. Bob told me that he has the best time when the young people visit his Lionel haven. Seeing kids receive their first Lionel train experience lets him re-live the feelings he had back in 1961 when he got his first toy train on that cold Christmas morning so many years ago.



Stop the Presses Editor Bill !!

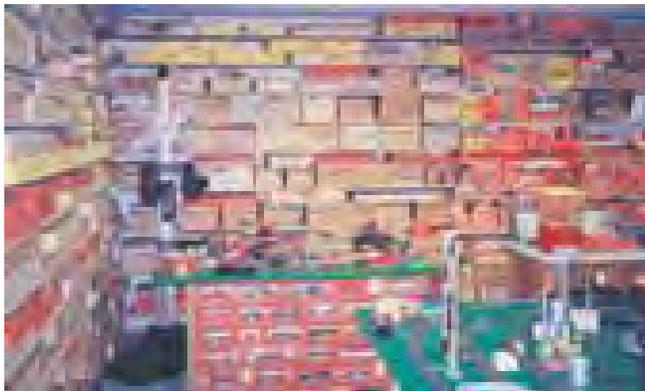
Just hours before we go to press Lionel received this year's J C Penney set and collector engine prototypes from their engineering department. We are extremely fortunate that Lionel's salesman extraordinaire J. Don

I did learn some wonderful news — Gregg will be stationed at Fort Sill, Oklahoma. I hope all of our readers will join me in a prayer for this young man and all others of our LCCA family who are bravely serving our country, and for the children everywhere during this difficult period.

Happy decided to spend the night with Bob's Lionel collection. Look carefully at the last photo and you'll see Happy resting comfortably, just before Bob put the lights out.

Happy asked me to pass on to our members that he's back on board his train and heading out to visit another LCCA member. So, if any of you hear a tiny knock at the bottom of the door, it might be Happy paying a visit to see your collection or layout. Fellow members, if you are the next lucky member to get a surprise visit, please call me at 804-288-2523 and tell me all about it. I'm sure the rest of our LCCA family will enjoy meeting you and seeing your collection.





Reece and product manager Eric Shreffler were kind enough to give us a sneak peek at this year's J C Penney offering. This news puts LCCA members track miles ahead of the rest of Lionelville. In addition to the photos, at this time I can share with our readers that only 800 ATSF GP-38 engines will be created. The same number of Pennsylvania Flyer sets featuring this year's 2004 J C Penney's car will also be offered. The engine will feature RailSounds and dual motors. The standout car in the set is the Grand Opening Searchlight car. This car is a home run in any ball park. As usual both Lionel items will be featured in the J C Penney Christmas Catalog, due out the end of this

summer. I'll have more details and my comments in the next addition of The Mane Line.

The Mail Train is in

We get calls and letters here at the Mane Line Station. The stationmaster always enjoys hearing from residents of Lionelville. He promises to answer all letters and return calls in a timely manner. We've heard from members looking for boxes to store their treasured Lionel pieces. With the growing popularity of collecting rolling stock from both catalogued and uncatalogued sets, boxes are very much in need. Also, many visitors to Lionel's Visitor Center who have bought unboxed rolling stock are also in need. Lately, I've found myself in the same quandary as I desperately need boxes to store my J C Penney cars like the airplane and the piggyback from last year's Christmas set. This time I think I'll put my best foot forward and begin my search for replacement boxes



right here in our vast LCCA family. Now you know me, and like I've said so many times before, what I know about postwar wouldn't fill a thimble. A thought came to me, from where I don't know — postwar fans had to have run into this obstacle years ago. So I called John Lalima, RM 13498, owner of East Coast Train Parts in Englishtown, New Jersey. I told John who I was and my reason for calling. As my LCCA luck would have it, John knew me from the magazine. He then told me that finding good boxes is a problem for Lionel collectors.



Continued on page 28

Two Active Railroad Clubs

A Sneak Preview of a LCCA

by Mike H. Mottler

RM 12394

LCCA members attending the 2004 Convention in Milwaukee will see the largest joint-venture, interactive O-gauge modular layout in the history of our club. Two turbo-charged train clubs with national reputations — the Lionel Railroad Club of Milwaukee (LRCM) and the Chicagoland Lionel Railroad Club (CLRC) — will present this attraction. Fair warning: bring your camera and/or camcorder — you won't see anything like this again in your lifetime, or least for quite a while!

The large, 32-unit modular layout by CLRC will be a gotta-see attraction; not only for the “Gee Whiziness” of it, but also for the spirit of club members in action. They help newbies to the hobby, share techno information with inquirers who are seasoned veterans, and encourage fascination with



The upper level of the MLRC layout is about 10 feet above the floor. It's a showcase for Standard Gauge trains on two tracks, yet also contains three O-gauge tracks.

trains in kids. The LRCM will show their club display and provide trains for the layout; you get one guess as to the road name they'll favor.

A Pioneering Club in a Toy Train City

Coincidentally, these two train clubs claim a common founder — Jerry Brettschneider, an LCCA member. The LRCM was founded in 1947 by Jerry and five of his neighborhood friends during a huge snow storm that shut-down the city for a couple of days. What started as a way to pass the time during the snow days became a hobby adventure that has earned regional and national recognition. As the club in Milwaukee grew, it also outgrew the basement of Jerry's parents' home. The club established its first formal HQ in 1975, and in 1984 the club moved to larger quarters. In March

2002, the LRCM purchased its current space in Parkland Plaza Industrial Condo at New Berlin, WI.

At this point in time, the 175 club members plan to fill their 40x80-foot clubhouse area with several layouts. LRCM President, Mike Hilbert, described their three-stage plan as



These terraced levels for O-gauge trains create dramatic curves for scale-length cars in a long consist. Imagine a scale-sized Hiawatha steam loco on point with a full set of passenger cars in tow rounding this curve with its whistle sounding.

“First, a dog bone layout and two mini-layouts for kids to enjoy and operate. Stage two, now well underway, is a multi-gauge layout with Standard Gauge and O-gauge tracks.” Its dominant feature is a 14-foot-long, computer-designed and accurately scaled Hellgate Bridge.

Dominant is an understatement; **breathhtaking** is more apt. Fabricated, weight-tested, painted, and installed by club members, the bridge rests on two piers and is structurally sound. It traverses the room from side wall to side wall at about 10 feet above the floor. It supports one track for Standard Gauge and two lines for O-gauge trains. “Stage three will be an island layout with transitions to three levels and will include more than 20 main lines,” Mike said. The club also maintains a 12x32-foot modular layout and two smaller layouts for community programs.

Fortunately for the train hobby, Jerry didn't stop club-making at Milwaukee. “While in the Army Reserve full-time, I had several assignments in cities around the country. I was away from my family, and I invested time in starting train clubs in St. Louis, San Francisco, Chicago, and Kenosha,” he said modestly yet proudly. These club programs are based on family programs — sponsoring a summer picnic and a holiday party, building a club layout to promote the hobby, and

Jobs, One Great Attraction

A Convention Special Feature



The massive, walk-under Hellgate Bridge accurately follows the dimensions of the famous prototype. A "real" bridge, it supports its own weight on the hefty piers at each portal and holds the weight of trains crossing the span.

enjoying toy trains. In the role of Engineer Jerry, he has for years presented hobby-related programs for kids. At the Train and Hobby Store once a month, he reads *Thomas the Tank Engine* stories, shows train-related videos, and explains how to run the trains.

City of the Big Shoulders – and Toy Trains

LCCA member and President of CLRC, Herbert W. Koch (pronounced "coach"), is also a dedicated ambassador for the hobby. "It's about having fun, presenting the hobby to kids, and promoting the train hobby to everyone who shows an interest," Herb says. In real life, he is the Quality Manager at Harris Steel in Cicero (IL), a processor of cold rolled steel, both coated and uncoated.

As the leader of a volunteer organization, he sees his role as "directing the effort and enjoying the results. Volunteers are a special breed. One contributes because one wants to, and communication helps every member understand the activity. With understanding comes willingness to participate and eagerness to grow the club."

The CLRC members I have met are very participatory and love to be included in an active program of work. In my view, many are hobby-choholics and are rightly proud of their involvement in the toy train activities sponsored by their club.

Like many of us in LCCA, Herb has a home layout — 14x22 feet — and it's currently being rebuilt. The design shows five loops on two levels with a classification yard and other sidings and spurs. He plans to run five trains and to accommodate more than 200 cars.

Kids, Families and Trains

The CLRC sponsors many train events for the public. Saturday afternoon, May 1, was a set-up day for an event, and Herb invited me to see the layout in action when in place and operating. Several club members installed approximately one-third of the layout modular sections in the City Council chamber of Homewood (IL) Village Hall. The room couldn't hold another module, although many more were available in the club transport trailer parked outside. The room contained a square-shaped configuration, and an inside-the-square yard area for stored locomotives and rolling stock as "relievers" to the runners on the three main lines.



Many LCCA Convention-goers will envy the scope of the CLRC modular layout with three mainlines and large-radius curves of tubular track at every corner: 120, 096, and 072. Club member William Schrodter controls the trains through Lionel's TMCC system.



The Lionel CC-equipped Culvert Unloader and Loader combo fascinates kids who visit the layout. On May 1, club members pre-tested the pair in preparation for the next-day Train Open House at the Homewood Village Hall in the Council Chamber.

The CLRC modular layout includes large, kid-friendly activation buttons around its perimeter that invite children to push-n-see what happens at a Lionel Crossing Gate, Oil Drum Loader, Diesel Fuel Depot, or Barrel Loader. The members designed the layout with kids in mind; there are two sets of legs for the modules: short (24 inches) for a kids-eye view and long (42 inches) for older kids and adults. Three additional modules are currently under construction.

As *TLR* went to press, the CLRC had more than 500 members nationwide, 200 of them in the Windy City area, and a super-active core of nearly 40 folks. Its modular layout was built collectively by club members who continually add to and enhance it. All the modules — 32 of them at this point in time — can be transported to train shows and special events in a well-cushioned, covered club trailer. The layout can be unpacked, set-up, leveled, tested, and operated in about three hours.

Both clubs collaborate with Lionel Trains to produce limited-edition cars customized to the clubs' designs. Not surprisingly, the LRCM cars are of The Milwaukee Road and the CLRC cars are of railroads active in the Chicago area. The CLRC Time Zone Series of box cars includes a blue figure inside; the members have nick-named him Uncle Herb.

Touching Lives, One Child at a Time

Robert Ciolino, a mortgage banker in real life when he is not serving as Treasurer of CLRC, described his enjoyment

of show-n-tell with wide-eyed kids who visit the layout. “One boy seemed very interested, but was a bit shy of coming forward to the operating platform and running a train himself. I invited him to step up for a better look, and he did — although his mother seemed a bit anxious about it. Later, I found out why. He didn’t say anything, but I could sense his interest. I showed him the TMCC Cab-1 and demonstrated the whistle and bell buttons and the speed control knob. He looked to his Mom for permission, then tried it again and again. His Mom suggested, ‘Give the other kids an opportunity,’ but he wanted more time with the train. At that particular time there weren’t any other kids in queue, so I offered a few more laps around the layout with the smoke unit full on. It was a special moment for him and for me too. Afterward, his Mom confided to me that her son rarely spoke and is often wary of new experiences. She thanked me for ‘opening a door’ for him. My hope is that the train experience will be a long-lasting memory for that youngster.”



The flashy American Freedom Train set glides by as John Flinn and Dan Olech adjust the fork lift of Lionel’s Oil Drum Loader to avoid unwanted barrel-drops.

Jerry, Mike, Herb, Bob and club members perform the “Honorary Uncle” job to youngsters just as well as the archetype of this role model in my generation, Captain Kangaroo. I believe the Captain, Mr. Greenjeans, Bunny Rabbit, and Moose would be especially proud of their “work” with kids and trains. 🚂

Visit their Web sites: LMRC at www.powerweb.net/train and CLRC at: www.clrcrtrains.com

*Photographs by Mike Mottler and LRCM.
With special thanks to CLRC*

Rev 'Em Up for Racing on Rails

Toy Train Drag Racing in Chicagoland Style

by **Herbert W. Koch**

RM 22758

The two engines are ready, lined up, and ready to blast off the starting line. "Which one is faster?" the crowd wonders. And then — they're off! With drive wheels spinning and fans cheering for their favorite, the two racers leap toward the finish line. Running neck and neck, only one can be a winner.

Hot rodders in the NHRA aren't the only drag racers, nor the enthusiastic (albeit illegal) street racers. The Chicagoland Lionel Railroad Club has adapted quarter-mile speed duels to the toy train hobby on a 1:48 scale, drag strip track with three-rail locomotives as the contestants.

To celebrate the club's tenth anniversary this year, the CLRC wanted to do something extra. At the LCCA 2004 Convention in Milwaukee, the club will set up and operate its unique O-gauge drag strip layout for fun and friendly competition in single elimination racing.

We started toy train drag racing in the late 1990s and never looked back. Club members tinkered with their locomotives to improve acceleration and gain advantage. One member rewound the rotor with a different gauge wire and tuned it to run best at 18 volts. The voltage is applied to the tracks from a Lionel PowerHouse unit. The race starts with the throw of a single switch, so the human factor is not a variable in this kind of racing — it's all about the locomotives and the engineering within each unit: traction, RPMs, drive wheel diameter, and such. Trained judges call out the victor at the finish line, and their call is final. In event of a tie, a replay may be part of the fun.

The champion locomotive within the CLRC is an electric box cab with some "souped-up" electrical modifications. There are no rules about specs, so racers can tweak their locomotives for maximum speed.

The club will award trophies to the owners of the fastest locomotives in the Steam Division and the Diesel Division. We hope that many LCCA members will bring their fastest engines (or even buy one at the Trading Hall) for this competition and will cheer for the NYC Hudsons, C&NW heavy Pacifics, CRI&P Mountains, Milwaukee Road Hiawathas, and other entrants. The locomotives can run solo — no tender or cars need be attached.

A challenge race has already been announced. A team of four racers/writers from *The Lion Roars* magazine will put an engine on the track against one sponsored by the racers/writers from *Classic Toy Trains* magazine. Other challenges may emerge from local clubs, members forming a team from their home town or home state, or kids at or visitors to the Convention.

Looking back at the 10-year history of CLRC, we realize that much of it was shared with the LCCA. Our club's modular layout was featured at LCCA Conventions at the Twin Cities, MN; Grand Rapids, MI; Dearborn, MI; Louisville, KY; and now at Milwaukee, WI. We enjoyed sharing our layout with everyone that was able to attend those Conventions. We intend to continue to participate with all of you at future LCCA Conventions. Fellow railroaders — start your engines! 🚂

Herbert W. Koch is President of the Chicagoland Lionel Railroad Club and an active member of LCCA.



A Convention With Good Fun, Friends, and Food

Enjoy Three Full-day Tour Adventures

Tour 1: Amtrak Trip to Chicago, Sears Skydeck, and Museum of Science and Industry Tuesday, July 20 – 7:15 a.m. - 7 p.m.

Climb aboard the reserved for LCCA Speedliner cars of the Amtrak Hiawatha in Milwaukee and enjoy the ride and scenery enroute to historic Union Station in downtown Chicago. Along the way, we'll see picturesque portraits of the Wisconsin and Illinois countryside from our coach seats. Upon arrival, we'll travel to the Sears Tower for a breathtaking view of the city from the Skydeck on its 103rd floor.



Coming down from the clouds by high-speed elevators, we'll board a private luxury motorcoach at the curb and drive to the renowned Chicago Museum of Science and Industry. We'll visit The Great Train Story, the museum's new and larger Model Train Exhibit with HO trains. This cross-country layout begins in downtown Chicago with elevated trains running in the canyons between the skyscrapers, including the Sears Tower (built near to scale). Passenger and freight trains cross the prairies and the Rocky Mountains and end their journey in Seattle. Look for the model of the Space Needle Restaurant, the Microsoft HQ building, and an animated lumber crew. If you remember the former layout at this museum, you'll want to see this one!



We'll also tour the recently restored, full consist of the Burlington Pioneer Zephyr. Voiced mannequins, seated as passengers on board, deliver some of the narration. The inaugural run of the Pioneer Zephyr established a record for the route, and



people in towns along the track came out to cheer the train as it passed. In some areas, the train reached 90+ mph. Not too shabby for the late 1930s!

Whether your passion is archeology, anatomy, or toys old and new, there's something for everyone at this Chicago landmark. While at the museum we will enjoy a gourmet boxed lunch in an area reserved just for LCCA visitors. This promises to be a memorable, fun-filled educational day with a great beginning; ending with a 90-minute Amtrak ride along Chicago's famed North Shore.

Tour includes Amtrak fare, all transportation, lunch and admissions.
Cost: \$119

Tour 2: Two Great Private Layout Tours, plus Kalmbach Publishing – Home of Classic Toy Trains Wednesday, July 21 – 8 a.m. - 2 p.m.

Tour 3: Three More Home Tours, with two layouts by CH execs Wednesday, July 21 – 5 - 9:45 p.m.

Tour 4: National RR Museum at Green Bay Thursday, July 22 – 9 a.m. - 5 p.m.

We'll leave Milwaukee for Green Bay aboard a luxury motorcoach for a day-long visit to this railroad museum. Hop on the vintage passenger train and take a tour of the museum grounds dedicated to the history of railroading. Over 75



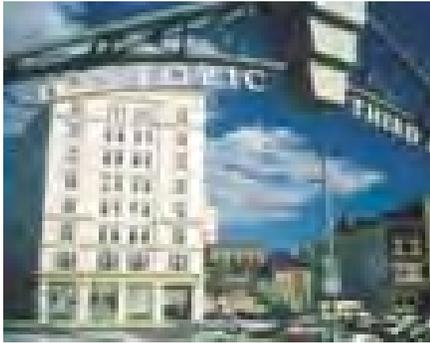
railroad cars and locomotives — including the UP "Big Boy," the world's largest steam locomotive, and Gen. Dwight D. Eisenhower's World War II

staff train — tell the story of railroading in America. Climb the 65-foot-high observation tower for a great view of the museum and the Fox River.

Tour includes round trip transportation, lunch and admission.
Cost: \$69

Tour 5: Historic Milwaukee City Tour
Thursday, July 22 – 9 a.m. - Noon

The history of a city is richly revealed through its architecture, and this is especially the case in Milwaukee. Learn about this city's past and present aboard a motorcoach with "live" narration by a knowledgeable guide. Legacy tour highlights include: the history of Kilbourn Town, Juneautown and Walkers Point, the role of the two rivers — Milwaukee and Kinnickinnic — and the Beer Baron Mansions built by the Pabst and Schlitz families. This genuine American city tells a fascinating tale in its buildings and constructions.



Tour includes all transportation and the narration.
Cost: \$33

Tour 6: River Cruise Sight-seeing Tour
6A: Thur., July 22 – 2:45 - 5:30 p.m.
6B: Friday, July 23 – 12:15 - 3 p.m.

We'll climb aboard the *Iroquois* for a guided tour of Milwaukee from a unique perspective, the water. The boat tour will take us along the Milwaukee River from downtown Milwaukee to the harbor. Along the way, you'll hear stories of the early days of Milwaukee when residents were heavily dependent upon the river for existence. The boat sails out of the harbor and onto Lake Michigan for a unique view of the Milwaukee skyline.



Tour includes round trip transportation and admissions.
Cost: \$36

Tour 7: Boerner Botanical Gardens
Friday, July 23 – 8 - 11:30 a.m.

We'll wander through Boerner Botanical Gardens and enjoy the vivid colors and rich perfumes of many different flowers and plants. Internationally known as a horticultural showplace, the Boerner Botanical Gardens is both an



educational and leisure center for gardeners and plant lovers. Housed within the 1,000 acre Whitnall Park Arboretum, the garden features landscaped collections of perennials, herbs and annuals; a Rock Garden, the largest ornamental Crab Apple Tree collection in the nation; and over 500 varieties of roses.

Tour includes round trip transportation and admission. Lunch is on your own.
Cost: \$37

Tour 8: Miller Park Tour
Friday, July 23 9:45 a.m. - 1:30 p.m.

We'll see the brand new Miller Park, home of the Milwaukee Brewers and host of the 2002 All-Star Game. Miller Park opened in April 2001. It has a seating capacity of 43,000, a retractable roof, and a playing field of natural grass. After our tour, we'll experience a Milwaukee tradition, a tailgate barbecue



party in the parking lot of the stadium. Head to the grill for ball park favorites with all the trimmings.

Tour includes round-trip transportation, tailgate party lunch, and admission.
Cost: \$55

Tour 9: Outlet Mall Shopping Spree at Kenosha and Gurnee Mills
Saturday, July 24 – 9 a.m. - 5 p.m.

With nearly 80 stores under its roof, you'll find shops brimming with bargains you won't find anywhere else. Prime Outlets Kenosha features such stores as Westpoint Stevens, Eddie Bauer, Pfaltzgraff, Oneida, Casio, Lenox, Koret, Golf Shack, Carter's Children's Wear, and many more.



From there we'll head just a bit south of the Wisconsin border to the Gurnee Mills Outlet Mall in Gurnee, Illinois. Here you can find bargains at stores such as Off Saks Fifth Avenue, Gap Outlet, Liz Claibourne, Movado Company Store, Nautica, Polo Jeans, and 170 other great stores.

Tour includes round trip transportation. Lunch is on your own in the mall.
Cost: \$26

2004 Convention Summary

Monday, July 19

	Time
Registration Desk Open	Noon - 7 p.m.
Board of Directors Meeting	2 - 9 p.m.

Tuesday, July 20

Registration Desk Open	6 a.m. - 6 p.m.
Tour #1, Amtrak to Chicago	7:15 a.m. - 7 p.m.

Wednesday, July 21

Registration Desk Open	7 a.m. - 6 p.m.
Tour #2, Layouts Tour and Visit to Kalmbach Publishing	8 a.m. - 2 p.m.
Tour #3, Layout Tours	5 - 9:45 p.m.

Thursday, July 22

Registration Desk Open	7 a.m. - 5 p.m.
Tour #4, National RR Museum	9 a.m. - 5 p.m.
Tour #5, Historic Milwaukee	9 a.m. - Noon
Tour #6A, <i>Iroquois</i> River Cruise	2:45 - 5:30 p.m.
Get Acquainted Party at Sheraton Four Points (SFP)	6 - 9:30 p.m.

Friday, July 23

Registration Desk Open	7 a.m. - 6 p.m.
Trading Hall, set-up only	7 a.m. - 5:30 p.m.
Tour #7, Boerner Gardens	8 - 11:30 a.m.
Tour #8, Miller Park	9:45 a.m. - 1:30 p.m.
Tour #6B, <i>Iroquois</i> River Cruise	12:15 - 3 p.m.
LCCA Web Seminar (SFP)	2 - 3 p.m.
LCCA Business Meeting (SFP)	3 - 4 p.m.
Lionel Seminar (SFP)	4 - ??? p.m.
Trading Hall open, for Convention registrants only	6 - 9 p.m.

Saturday, July 24

Registration Desk Open	7 a.m. - Noon
Trading Hall open, for LCCA members and public	9 a.m. - 5 p.m.
Tour #9, Shopping Spree	9 a.m. - 5 p.m.
Toy Train Drag Races	Noon
LCCA Reception (SFP)	6 - 7 p.m.
LCCA Banquet (SFP)	7 - 10:30 p.m.
Convention Ends	after the Banquet

Sunday, July 25

Trading Hall take-down for exhibitors only	9 a.m. - Noon
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Who May Attend A LCCA Convention

1. Regular members, their spouses or significant others, and their unmarried children under 18 years of age.
2. Guests, other than those specifically invited by the President/CEO, are not permitted; this includes extended family members and children or dependents over the age of 18 years.
3. Registered Convention attendees who have table(s) in the trading hall may secure up to two helper badges at \$10 each. The helper badges will admit the wearers to the Trading Hall during set-up, trading, and move-out times. Helpers will, at all times, be the responsibility of the registered member and will not be able to attend other convention functions, tours, or events.
4. Any questions regarding attendance eligibility should be directed to the registration chairperson.

Special Note

Like last year, the first 400 member registrants will receive a valuable gift when they arrive at the official LCCA registration area at the Sheraton. If you thought the gifts in Pittsburgh and Las Vegas were great (and they certainly were), just wait 'til you see what is waiting for you in Milwaukee. Yes, it is Lionel. Your early registration helps your Convention team.

**Safe Travel Home!
See you in St. Louis in July, 2005**

Lionel News & Views

by Bill Schmeelk
RM 6643



An Extreme Makeover for a Postwar Classic

This time we're going to take a look at one of Lionel's most creative accessories. Since my profession deals with magic and illusion, I've always felt that adding the illusion aspect to an accessory increases its appeal to those watching your layout. Lionel's No. 464 Operating Lumber Mill is a great example. Proving my point is the fact that starting with its initial introduction in 1956, it has appeared in the Lionel Line no less than five times. For those who enjoyed animated accessories, 1956 was great year. In that year, Lionel introduced three new operating accessories. The No. 465 Sound Dispatch Station allowed Lionel engineers to announce their trains and broadcast orders over a loudspeaker. The other two new accessories were the No. 342 Culvert Loader and the No. 464 Operating Lumber Mill.

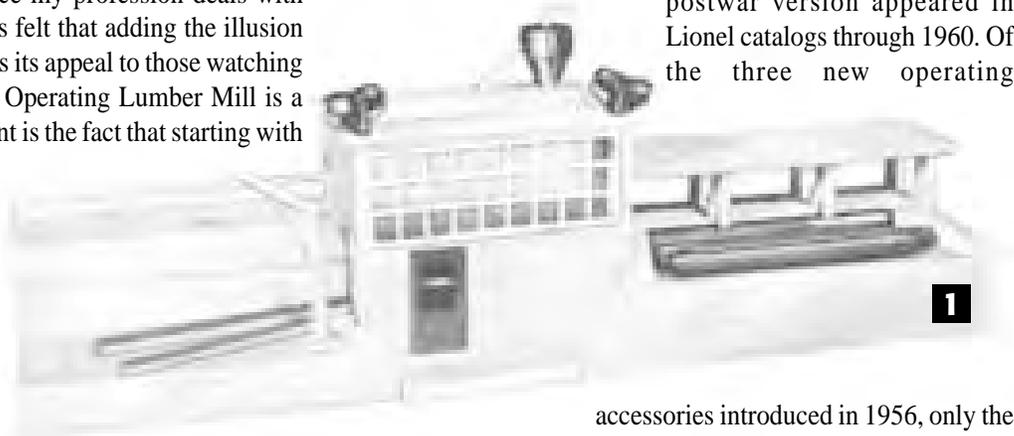
Both of these featured a new type of motor for Lionel. These two accessories were the first to feature Lionel's cost saving vibrator motor. Although Lionel had used vibrators to operate several accessories, such as the No. 362 Barrel Loader introduced in 1952 and the No. 3656 Operating Cattle Car introduced in 1949, the two 1956 accessories were different. They were the first to use the vibrating action to rotate a pulley — thus providing rotary motion. This clever technology eliminated the need for Lionel to manufacture the much more expensive universal motor with its field and armature such as those used in previous accessories such as the No. 364 Conveyor Type Lumber Loader, the No. 164 Electric Log Loader and the No. 497 Coaling Station.

Lionel's attempt at cutting costs is apparent when you look at the progression of Lionel accessories. As an example, look at the No. 164 Electric Log Loader. Although introduced in 1940 for a price of \$8.50, by 1948, the price was \$21.50 — a tidy sum for a toy in 1948. The No. 164 was eventually replaced with the No. 364 Conveyor Type Operating Lumber Loader. Both performed similar operations, but in 1950 its price was only \$12.50 — a full \$9.00 less than the 164. The 164 was dropped after 1948, while the lower priced 364 continued through 1957. After the introduction of the vibrator

motor in 1956, only one new postwar accessory used a universal motor, the 350 Transfer Table.

The 1956 version of the Lumber Mill even endured some cost cutting measures before it went into production. Notice in **Photo 1**, an illustration from Lionel's 1956 advance catalog. The two floodlights atop the roof were eliminated before production began.

Lionel's Operating Sawmill was a popular accessory. I remember as a kid thinking the "secret" door in the back to retrieve the logs was especially neat. Throughout its production over the years, there have been some minor changes, but until the latest version, it is basically the same as it was in 1956. The postwar version appeared in Lionel catalogs through 1960. Of the three new operating



accessories introduced in 1956, only the Lumber Mill made it to the 1960 catalog.

Twenty years later it returned under the Fundimensions banner as the 6-2301. The new version had some improvements in appearance. Although similar in colors to the postwar version, the platform and the siding on the building now sported wood graining, instead of the smooth finish of the original. The packaging now required that the dust collector and the crane be placed in position by the purchaser. The 6-2301 remained in the line through the 1984 Collector Series catalog.

The third version of the Operating Lumber Mill was introduced in 1995 and while operation hadn't changed, the mill now sported new colors. The platforms were brown, the building tan, and the roof black. Internally, it remained quite the same with the addition of a loop of 16 mm film under the conveyor, also 16 mm film, probably to reduce friction. One interesting difference was that much more assembly was required. All pieces of plastic of different colors were not glued in place as were the previous versions. You even had to assemble the door on the front of the building. The roof top dust collector was in four pieces. Supplying all the parts loose, didn't save packaging size, but rather labor on the assembly line. Prices were now listed in the catalog and the price was \$124.95. In other printed material in 1996, the price was listed as \$129.95

A very thorough examination of these first three Lumber Mills appeared in my column in the October 1995 issue of *The Lion Roars*, therefore I won't duplicate that material here. In a nutshell, the first three versions of the Lumber Mill were

essentially similar. Except for some small details, the operating mechanism remained unchanged.

The next version was introduced in 1999 as the 6-32989. Reference was also made to the original postwar number 464 and it again retained the original mechanism, but added a flashing strobe to each side of the building. Lionel's initial design was finally achieved, although modernized with strobes rather than floodlights. In the 1999 Volume II catalog in which this was introduced, the ad listed one of the features as "Six wooden logs and boards." All previous versions were supplied with five logs and five boards. I'll explain the significance later.

When the 6-32989 was listed in the Lionel's 2000 Volume I catalog, it was referred to as the 464-R. The "R" usually means revised. This time the ad stated that it was supplied with five logs and boards. Prices were listed in the catalog and the price was now only \$99.95.

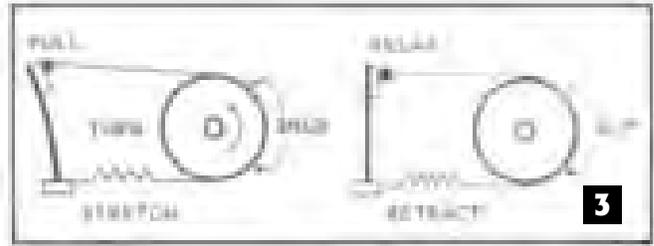
That brings us to the fifth and latest version. Here we see some very significant changes. Lionel introduced the 6-24147 in its 2003 Volume I catalog. The price is back up to \$129.95, but Lionel's engineers have added some new features. The mill was shown with a white building, black roof and gray platforms. No. 6-24147 also appeared in the 2003 Volume II catalog and the 2004 Volume I catalog, but with the colors you see on the cover of this magazine. The illustration in the 2003 Volume I may have been preproduction. With this latest offering, the Mill is furnished fully assembled, much as it was in the postwar period. This latest version features two significant improvements over the classic versions.

The Vibrator Motor

Photo 2 shows the vibrator motor that was developed by Lionel and introduced in 1956. This motor provided some significant cost saving as compared to the universal type. No



bearings were needed and there was only one winding. **Photo 3** provides an explanation of exactly how it worked.



The thread was wrapped one and a half times around the pulley. One end was connected to a small extension spring and the other to the top plate. When power was applied to the coil, located less than an eighth inch from the plate, its electromagnetic properties attracted the plate which then pulled on the thread as it moved towards the energized coil. This causes the pulley to rotate a fraction of a turn. Since AC, alternating current is used; the current reverses 60 times a second. As the magnetic field relaxes, the plate springs away from the coil and slackens the thread. That slack is taken up by the small coil spring. Because the coil spring is relatively weak, the thread slips around the pulley without turning it. Next the entire process repeats — 60 times a second. Lionel called this a "snub-and-release action." In their service manual it states, "Tuning these motors is not a set procedure as their individual characteristics tend to vary." A variable voltage source is best to get optimum performance from these motors.

One undesirable characteristic of this type of vibrator is that it is relatively noisy. The coil produces a steady buzz. Lionel used this to their advantage when advertising the Lumber Mill. The 1956 catalog description stated that, "... you hear a real life buzzing sound just like a saw mill in operation." As I've stated in other reviews, Lionel never explained why their other accessories like the Newsstand and the Dispatching Board among others, also had this real life saw mill sound.

Lionel introduced the vibrator motor in 1956 and introduced the last product to use it, the 3435 Aquarium Car, in 1959. In all, the motor was used in nine products. Here's a pop quiz — Can you name all of the products that used the snub-and-release vibrator motor? The answer appears on page 27.

With this most recent release, Lionel has finally abandoned the 1956 vibrator motor. Today, very efficient can motors, available in a wide variety of styles and sizes are very affordable and cheaper to purchase than tooling up to produce a unique one. The motor of course is only part of the drive system. The gear box which tames the high speed of these motors is a critical part and this is where the engineering comes in. We disassembled this new mill in the same manner as the previous versions. This method is also detailed in the instruction manual.



To view the motor, we first removed the two platforms. One screw in the center of the mill holds both of them in place. The opposite ends of these platforms are slotted and fit over metal tabs on the base plate. The left platform has wires and a small circuit board for the strobes and the DC motor. **Photo 4** shows Lionel's modern replacement for the vibrator motor. This rear view shows the motor and gear box driving the conveyor with a flat rubber belt.

Photo 5 shows the front view. This new motor drive also drives another belt. This belt extends into the building where it meets another axle with a double pulley. The second pulley on this axle also has a belt on it that goes vertically towards



the top of the building where it rotates the large saw blade seen through the front window. In all previous versions, the view into the front window revealed a flat plate of aluminum.

Next we attempted to remove the center building. Removal of one screw allows the building to be lifted off. The instructions detail this as well. What the instructions fail to mention is that the building now has a new tab molded into it which secures the second pulley axle. As soon as the building is lifted, the belt on the rotating saw pulls this axle out of its

supports and the pulley axle goes flying. The first belt and pulley also are pulled out of place.

Photo 6 shows the interior of the building after it has been removed from the base. The mold for this building has been changed to add a second set of guides for a black plastic panel with the rotating saw blade mounted to it. The tension of the belt holds this panel in place and prevents it from being removed from the top of the building. Once the building has been removed from the base plate, the belt no longer holds the black panel and it can easily be slid out from the top. **Photo 7** shows this panel with its attached rotating blade.

We noticed one other alteration to the building. **Photo 8** shows the side of building nearest the



motor. For whatever reason, the opening on this side needed to be made larger. This modification on the one I had appears to have been done with a sharp knife and not well trimmed.

The real challenge came while trying to re-assemble the saw mill. Securing the building in place is no longer a simple task. In addition to securing it to the base plate, you must also get the belt which operates the saw blade on its axle, and have it all stay in place while you secure the building. Then, once the building is in place, you need to get the belt around the saw blade pulley. I found no way to accomplish all this without making a special tool. I used a piece of steel wire





about six inches long and bent a small hook at one end. You can see it in **photo 7**. A large paper clip could be used to make this tool. With this tool in hand I was then able to reassemble the mill using the following procedure.

The two axels which will be loose after removing the building are shown in **photo 9**. First you must replace the axle which is geared to the motor. The belt must of course be in position around the pulley when you do this. The double pulley axle, located at the base of the building, must be put through that belt and the second belt, and then stretched into position. The double pulley is not centered on the shaft and you must place the short end of the shaft into the small hole, leaving the longer end towards the front.

Photo 10 shows the two axels and belts properly installed at this stage. There is now tension on the pulleys, but it will stay in place if not pulled on. It is the building which will eventually hold it in place. The belt from the motor rides in the front most pulley of the double pulley

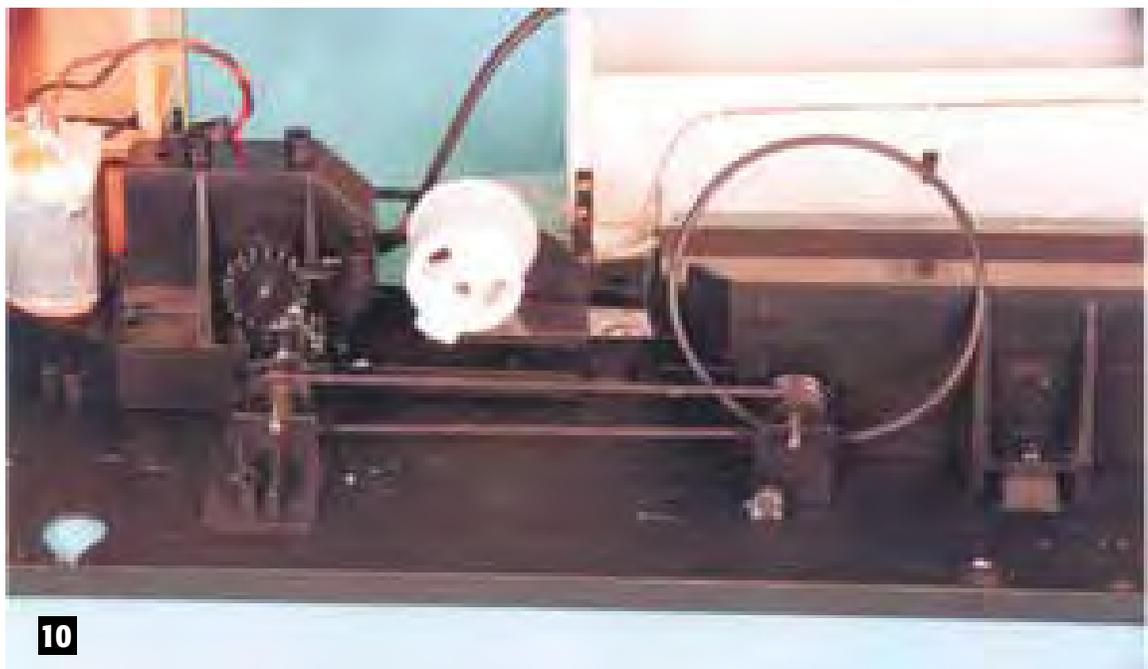


axle. The saw blade belt rides in the rear pulley. This is a delicate assembly at this point. Until the building is secured, it could easily pop out of place.

Next, I passed the wire tool with the hook end first, from the top of the building, just behind the black plate and out the bottom. Now, you must very carefully put the building in place. Use the wire to make sure that the blade belt goes into the section behind the black plate. Don't pull on the belt or you will pull the axle out of place — just use the wire to guide the belt as you lower the building into position. Once the building is in position on the base plate, hold it in position and secure it with the single screw. At this point the axle is also secured.

You can now use the wire tool to reach in and stretch the loose rubber belt and loop it around the pulley on the rear of the black panel. This is the pulley attached to the rotating saw blade. Once this is accomplished, you have successfully reassembled the most difficult part. The two side platforms easily slide into position and further secure the building. This entire procedure is quite a task — you will probably not succeed the first time you try — at least I didn't. The good news is however, there is no reason to ever remove the building.

Although Lionel did a great job with the lumber mill itself, it appears quite obvious that the instruction booklet was not written by anyone who had the product in front of him. Pages 8 and 9 should be removed from the manual. They describe the original system



and even tell you with a large illustration, how to adjust the vibrator motor. There is no vibrator motor and nothing in this new design needs adjusting. Should you ever have a jam-up of the logs, you could correct the problem by only removing the two side platforms. The trouble occurs when you remove the center building and there is absolutely no reason to do this — in spite of what the instruction booklet says.

One other small but important point. This new version is supplied with six logs and six boards. The boards are placed in a slot in the roof of the building. You can only place five boards in — the sixth board would be sticking out of the roof. This is why the accessory was usually supplied with five logs and five boards. Okay, so it's nice to have an extra — BUT — do not use six logs in the loading section. As each log enters the building, it is dropped and rolls into a section on the bottom. Opening the back door allows you to retrieve them. There is just enough room for five logs to lie along the bottom and still allow the conveyor to operate. If a sixth log is allowed in, there will be no room for it to drop and it will positively jam the conveyor. Thankfully, when this happens, the drive belts simply slip on their pulleys and no permanent damage is done. However, you will most likely need to remove the two side platforms to un-jam the sixth log. Once these are removed, you can release the jam by pressing on the idler conveyor pulley. This pulley is the one on the right as you face the mill and it has a spring to keep tension on the 16 mm film conveyor. Pressing on the pulley will slacken the conveyor and allow you to remove the jammed log from the rear.

So How Does It Operate?

Lionel's 464 Operating Lumber Mill has always been a reliable operator. This modern version is no exception. Lionel's re-engineering has only improved the performance and reliability. The spinning saw blade adds further to the illusion that you're really cutting the logs. It is positioned such that it appears as though it might really be doing the job. A nit picker might notice that the direction of the saw blade is such that if it were really cutting, those logs would be flying out the opposite end. As any woodworker who uses a table saw knows, the wood should always oppose the direction in which the blade spins. A nit picker might also notice that the emerging planks are wider than the diameter of the logs, but let's not nit pick — it's a great accessory and one that will surely get noticed by those who see it operate on your layout.

This new version no longer has the loud buzzing of the vibrator motor, but the new can motor drive does make some sound, a less annoying one, that can easily be passed off as the sound of sawing wood. The new motor and drive system is a major improvement. The two blinking red strobes also add to the overall fun of this accessory. What further improvements would I like to see? First, of course is the need to re-write the

instruction book. Regardless of how many logs are supplied, it might be prudent to place a warning in the instructions not to use more than five logs. The only other thing that I will continue to mention as I review these accessories is the suggestion that Lionel dump that dinky little switch. The postwar version came with a No. 364C, shown in **photo 11**. I know that switches like that 364 and the No. 90 momentary switch would cost more, but I think most

purchasers would see it as adding to the quality. They are also more reliable and certainly easier for small children to use on a layout. I can't imagine that a No. 90 switch wouldn't sell on its own. I'll continue to hope.

The next issue of *The Lion Roars* will be in October and I hope by then to have completed my review of the new No. 350 Transfer Table. Hope to see many of you at the LCCA convention in July. Please look me up if you're there. A special thanks to member Glenn Patsch for his help researching the catalog ads for the Lumber Mill. 

Answer to Lionel News and Views Pop Quiz.

The nine Lionel products which use the "snub-and-release" motor are:

1956

No. 342 Operating Culvert Loader

No. 464 Operating Lumber Mill

1957

No. 128 Animated Newsstand

No. 264 Operating Forklift Platform

No. 334 Operating Dispatching Board

No. 345 Culvert Unloading Station

No. 3444 Animated Gondola Car

1958

175 Rocket Launcher

3425 Operating Aquarium Car

Photographs by Bill Schmeelk

Continued from page 15

That is why his company has developed their own line of replacement boxes for Lionel engines and rolling stock. Wow, a base hit my first time at bat. He told me that he would send me out a sample. Little did I know at the time but when the samples arrived, my base hit turned into a home run. The first thing I noticed was that the boxes were a much higher quality than I had expected for the price. The next thing that surprised me was that the boxes had windows and each box is flat and extremely easy to prepare for its new occupant. John's box list is published with postwar rolling stock numbers. I found that I was in need of help due to my lack of a postwar knowledge and John was happy to assist me. I could easily navigate the postwar number system with his guidance. He told me that he would be happy to come to the rescue of my fellow modern Lionel fans.

I do hope that John will find that business will warrant modern numbers being added to his list. Now, let's get down to price. If an LCCA member orders a minimum of twelve boxes for just \$29.00, John will deduct 10% off your order. To get your LCCA discount, you must give your LCCA member number. I know I can use at least twice the minimum order myself. So get together with your friends and place a big order

of these nicely decorated, quality made boxes. Call East Coast Train Parts at 732-845-5966, Tuesday through Friday, 11 AM to 5 PM and ask for Exact Fit Reproduction Boxes. Check out their website at www.eastcoasttrainparts to view box photos.

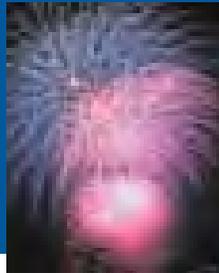
A Collector's View From the Caboose

At this time, I usually like to share with you my observations about the collectible side of our hobby. But due to space limitations for this issue, I'll save those along with some other fun things for our October chat. Please let me thank each and everyone of you for the privilege of contributing to this wonderful magazine. It's been a fun nine-year ride and you've given me more than I've given you! 

Happy Tracks!
Dennis Leon Clad
Dennisthemenace1@webtv.net

Without the assistance of so many fellow LCCA members, The Mane Line would look considerably different. A LCCA thank you to Edward Kerner, his son and charming wife, and Mike Karas for photographing their 1983 orange and blue train, Stu Rankin for his photographs of the Whirlpool tank car, and of course the great folks at Lionel for their help.

Upcoming Train Meets



LCCA Chattanooga Area Train Show
Saturday, July 3, 2004
At the Catoosa Colonnade
Old Mill Road
Ringgold, Georgia

Take I-75, exit 350 (5 miles south of the Tennessee line), west on Georgia Highway 2, Battlefield Parkway, go 1.6 miles, right on Old Mill Road to the Catoosa Colonnade. Dealer set-up and registration: 8 a.m. to 10 a.m. with LCCA member trading from 10 a.m. to 11 a.m.. The public and guest welcome from 11 a.m. to 1:30 p.m. (show closing). Host; Bill Stitt with co-host: George Baltz and Ron Herman.

LCCA Members FREE
Adult Guest: \$6.00
Children under 18 FREE

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

You can do this online at
www.lionelcollectors.org
click on members only, log in,
click on transactions and then
on change of address.
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

At Trackside

LCCA Members
in Action



Lexington Meet – March 6, 2004

The March LCCA meet in Lexington was a great success. Over a thousand train enthusiasts attended including 170 members. A special thanks to members Frank Morgan, RM3709 and Joe Holbrook, RM 9556 for two portable layouts they provided. Joe also had his live steamer on display. All who attended had a great day. A big LCCA thanks to all involved. Watch for their next meet on November 27. The details will be posted in your LCCA publications as the date draws closer. 🚂



Joe Holbrook's live steamer on display garnered many ooh's and ahs.



Here's Joe looking over a Standard Gauge loco before running it on his portable layout.



This little engineer was overjoyed at winning a Lionel set donated by Dr. Gary Earle, RM 25429

The trains were enjoyed by all ages



Larry Black, RM 240, with lots to sell



Some of the meet team members, Back - Winfrey Adkins, Harry Overtoom, A.K and Bill Crace. Front - Brenda Drake and Jessie Gladd.

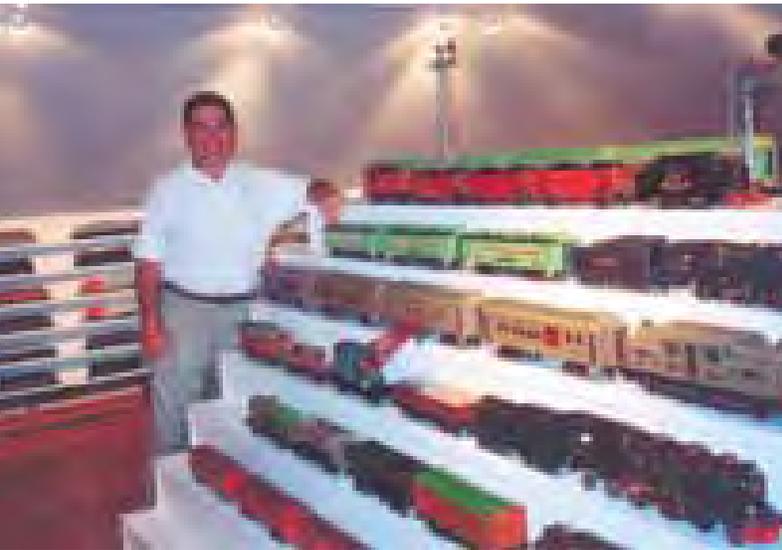
Photographs by Harry Overtoom

FROM BALLROOM TO

Billy Forbess, RM 14998, a Lexington, Kentucky dentist for over 30 years, purchased his dream house — a 1913 three story home. The third floor was originally the ballroom of the house. Billy selected this as his train room and started adding shelves for his O gauge collection. He decided he needed something different for the larger Standard gauge trains and decided upon the pyramid structure shown in the photo. His goal was to fill the pyramid with Standard gauge trains. This goal accomplished, a second pyramid is now under

construction. In addition to showing off the trains well, the pyramid also has a door in the end allowing the space inside the pyramid to be used for storage of original boxes and the like.

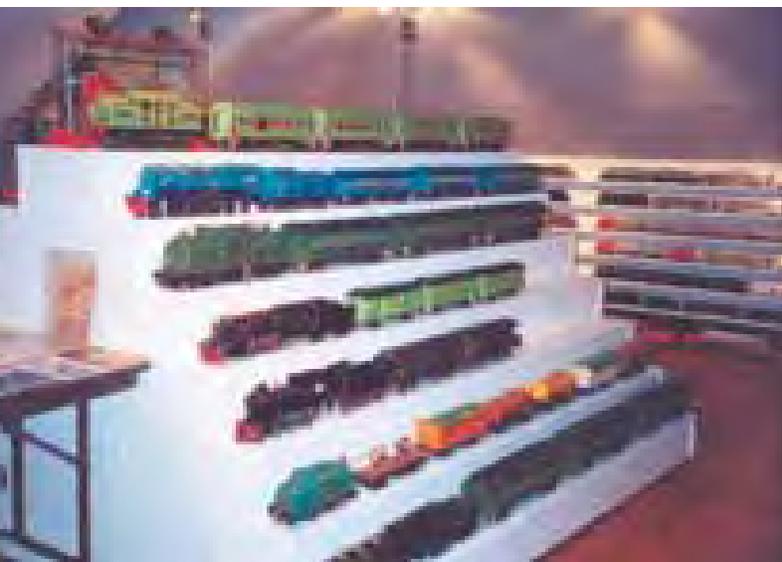
Another problem in this special train room was lighting. The slanting walls made uniform lighting challenge. Billy solved this problem through the use of low voltage track lighting mounted all around the ceiling. This allowed him to



Billy Forbess and his Standard Gauge pyramid.



A place for all those empty boxes.



Another view of the Standard Gauge collection



Prewar O gauge sets line the wall.

TRAIN ROOM

light the trains without any shadows being cast by the train enthusiasts admiring the display.

Billy's three children have been instrumental in building and maintaining the collection. Billy is also grateful to his wife for her tolerance of his eccentric hobby and his many friends in the train world who have assisted him in putting together his fine collection 🚂

Photographs by Billy Forbess.



An overall view — note the special lighting that allows all to be seen without shadows.



An original S gauge layout from Billy's youth.



Billy's youngest enjoying Lionel's postwar Ticket Office.



Daughter Hallie enjoys the collection

A Lionel Puzzlement

by Gene H. Russell, Ed. D
RM 24608



Square Deal Crossword

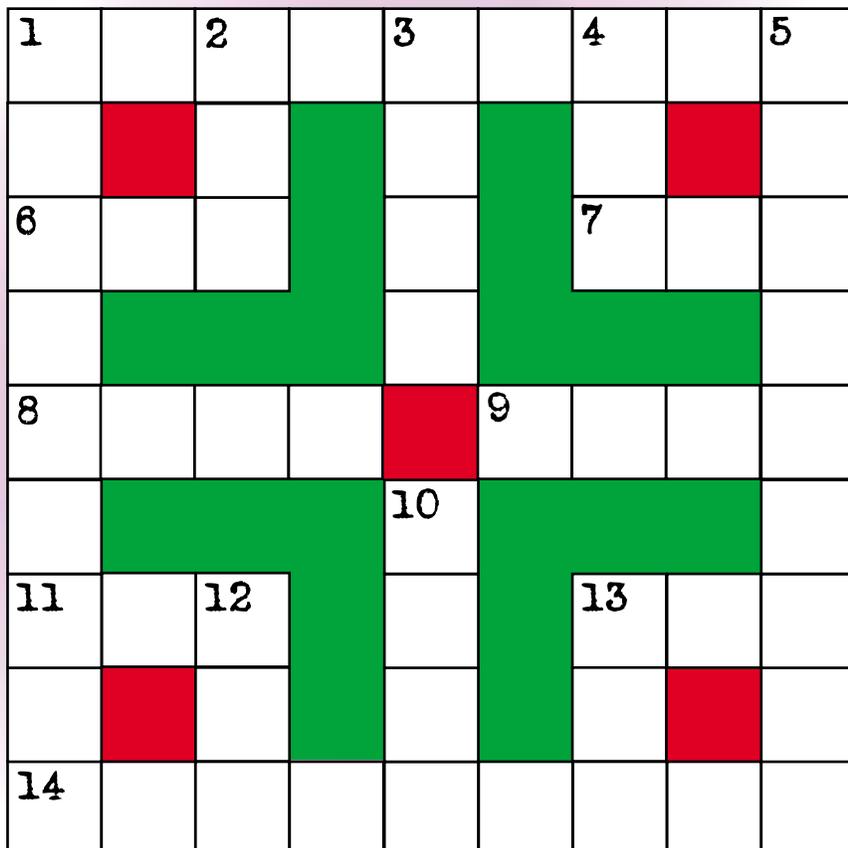
Completion of this crossword takes only solving eight horizontal and eight vertical clues. Place your answers one letter in each box. Enjoy. 

Across

1. Famous locomotive paint scheme
6. Blocks pushed into refrigerator car
7. Marine Corps "Duck" _____
8. Favorite Lionel organization
9. Fort Knox _____ car
11. Track lockon, 1955-59
13. Vat
14. Lichen and grass mats to _____ a layout

Down

1. Red PRR boxcar for carrying RCA _____ appliances
2. Rock Island slogan abbreviation
3. 45 degree cross-_____
4. Black body diesel with gray lightning-bolt paint scheme
5. Circular accessory for running engines onto sidings
10. Accessory with vendor behind a counter selling Lionel _____
12. _____-style motor
13. AM ___ ___ K Alco A



Answers to April's puzzle

Inward Clues

- 1-8 Armature
- 9-20 Baggage truck
- 21-25 Brake
- 26-40 Collector roller
- 41-52 Radar antenna
- 53-64 Ratchet wheel
- 65-74 Roundhouse
- 75-85 Searchlight
- 86-94 Turntable
- 95-100 Washer

Outward Clues

- 100-91 Helicopter
- 90-81 Water tower
- 80-68 Hobo policeman
- 67-61 Rolling
- 60-53 Platform
- 52-44 Mylar belt
- 43-36 Conveyor
- 35-27 Cable reel
- 26-22 Idler
- 21-15 Housing
- 14-9 Rotary
- 8-5 Axle
- 4-1 Gear

Answers will be published in the next issue.

Train Talk

by **J. Don Reece**
Lionel Southern
Regional Sales Manager



Editor's Note: This month's Train Talk features a guest author — J. Don Reece, who has just completed his 25th year with Lionel. The LCCA is pleased to congratulate J. Don on his many years with Lionel and to thank the friendly southerner who is always ready to listen and inform. If you've met J. Don at a train meet you know exactly what I mean. Thanks J. Don!

My friend and fellow LCCA member, Dennis Clad has asked me to share my story with you in recognition of my 25 year anniversary at Lionel.

I have been the Lionel Southern Regional Sales Manager for the past 25 years. The regional sales office and my home are located in Greensboro, North Carolina. I'm responsible for Lionel sales in twelve states and the District of Columbia from Baltimore, south to Miami, Florida and west to El Paso, Texas.

I joined Lionel on July 27, 1979. At that time, I had 15 years experience in toy and hobby sales and sales management. Having now spent 40 years in the toy hobby industry, I must say that the last 25 years have been the most gratifying. Of course, the product has added to the excitement and is the icing on the cake.

Serving my dealers and presenting product to consumers at trade shows has always been one of the most enjoyable and

rewarding responsibilities of my job. The five years I spent as a guest and Lionel sales spokesman on the QVC cable TV "Train Collectors Show" was one of the most challenging and exciting experiences of my 40-year career.

I could write a book on my experiences working at Lionel. There were so many, but this is not the time or place. However, I will try to answer a question so often asked of me. You might think it is about product or Lionel. No, it's "How in the world did you get a job at Lionel?"

As I look back, I guess God was favoring me that day in July of 1979. I was not looking to change jobs. I was very happy being a district sales manager with Wonder Rocking Horses and Gym Dandy playground equipment. Out of the blue, I received a telephone call wanting to know if I would be interested in interviewing for the vacant position of Southern Regional Sales Manager at Fundimensions, a division of General Mills (MPC, Craftmaster and Lionel).

I agreed to fly to Michigan (expenses paid of course) to interview for a job I was not even looking for. I flew home the next day as the new Southern Regional Sales Manager of Fundimensions. It's hard to believe, but that was 25 years ago. I did not realize it then, but my trip to Michigan and to Lionel was just the first of many trips I would make over the years.

In 1985 General Mills sold off their toy division and MPC, Craftmaster and Lionel each went their separate ways, with me staying at Lionel. When I was a young wholesale distributor, toy and hobby salesman, Lionel train sets was one of many lines I sold. I never dreamed that someday I would spend most of my working career with the Lionel company. What an honor and life experience it has been for me to work all these years with my Lionel associates and to represent a product and a company like Lionel.

Fate dealt me a great hand, and I know it! 🚂

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

