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The *Lion Roars*



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LCCA CONVENTION 2004

Milwaukee, Wisconsin



Re-capture Memories of a Rockwell Christmas

Probably best known for his illustrations published on the covers of *The Saturday Evening Post*, artist Norman Rockwell interpreted and presented pictures of the growing-up of America during a time when many of today's LCCA members were kids. This set will bring back boyhood memories of running toy trains in the 1940s, 50s, and 60s. Then as now, the holidays are "toy train season," so this four-car matched set is an ideal 2004 Stocking Stuffer.

LCCA has secured special pricing of the Lionel® Norman Rockwell® Christmas Train consist of three decorated reefers and a wood-sided caboose. Each car displays a Norman Rockwell Christmas painting rendered by a special four-color printing process to ensure crystal-clear images and brilliant colors.

The reefers have the features expected by club members: die-cast metal sprung trucks, operating couplers, painted bodies and metal brake wheels. The wood-sided caboose has die-cast metal trucks, operating couplers at each end, metal brake wheels, marker lights,

lighted interior, and an *operating smoke unit*. This set will be shipped in a four-car container. The special LCCA price for this set is less than the cost of a smoking caboose from a Lionel catalog! Don't miss out on this great value — a benefit of club membership.

This set is a great gift idea for grandfathers to present to their grandsons who "inherited" an affinity for toy trains. They will treasure this four-car set as a "blast from the past" when Grandpa was a kid.

Limit: two sets per member. This set is available now and ready to ship. Order now for assurance of delivery before Christmas.

S&H in continental USA included.

Order Form for The Rockwell Christmas Train — This Form May Be Photocopied

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

Name: _____
 LCCA Member No. _____ Date of Birth _____ Phone (____) _____
 Address: _____ City: _____ St: _____ Zip: _____
 E-mail: _____

[] ONE set at \$69.95 \$ _____ [] My check to LCCA for the full amount is enclosed
 [] TWO sets at \$139.90 \$ _____ [] Bill my credit card # _____
 Shipping & Handling, in Cont. USA [no charge] [] Visa [] MC [] Disc Exp: _____
 S&H to AK, HI & foreign billed at cost \$ _____ Signature: _____
 [] 6% Sales Tax (MI residents), \$4.20 each set \$ _____ By my signature, I authorize LCCA to charge my account
 Total: \$ _____ for the amount indicated.

Mail with payment to: LCCA Business Office • Dep't SS -2004 • P.O. Box 479 • LaSalle, IL 61301-0479
 Order online at: www.lionelcollectors.org Go to MEMBERS ONLY, open "LCCA Store"



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ON THE FRONT COVER
Highlights from this year's great
Convention in Milwaukee.
Details begin on page 12.

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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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The President's Report

by Eric Fogg
RM 12768

I was born and raised in St. Louis. So were both of my children, Bryan and Karen. It was a great place to grow up, with a little something for everyone. A big city and a small town all rolled into one. Jane and I lived there for 15 years after I got out of the Army. My sister Sally and her husband, Mike, still live there, as do a number of great friends and most importantly, both of my parents, John and Agnes. When I was home this summer all the talk was about the 2005 Convention. The family plans to attend (they're all club members) and even offered to volunteer. They're excited! St. Louis is a wonderful city and you're going to get to see as many of her great places as we can possibly arrange. But don't take our word for it. Make plans now to join my family and me in St. Louis!



Award-Winning...

To help get the word out on the "Halloween" General Set, Mike Mottler (left) and Lou Caponi (right) created the "Boo To You!" ad. The one with the giant pumpkin on the tracks, it worked very well to help sell sets. A few months ago we submitted that ad, one of 3,742 other entries, to the prestigious Communicator Awards national competition. In August we were notified that we had won an Award of Distinction (second only to an Award of Excellence) in two different categories.

The jade glass trophies were presented to the guys at the Convention banquet in Milwaukee. Congratulations, Lou and Mike — you make the LCCA look so good!

Shipping Updates... Halloween General Sets

Hopefully by the time you read this you'll have your very own LCCA reproduction Halloween General set up and running on your layout. As we went to press we were expecting October 1 delivery of this special one-of-a-kind set in its never-been-done-before black box.

Halloween General Set Add-On Car

The handsome Sheriff and Outlaw car is one of a kind — the add-on car Lionel never made. Because we knew how many we needed, we ordered and expect an early December delivery.

Convention Cars

Already in the works, we hope to have those beautiful orange and blue cars to you sometime in November.

Stocking Stuffer...

Thanks to our friends at Lionel, this year's offering is a bargain and it's already been produced. We have a limited number of Norman Rockwell Christmas Sets — three specially decorated cars and a matching smoking caboose — for sale through the web site [and the ad included in this addition of TLR](#) at \$69.95! And shipping in the continental US is free.

2004 Convention...

This issue is chock full of photos and stories about the great week we spent in Milwaukee. A BIG thank you to everyone who helped make it a success, especially John Fisher and his tireless convention crew! If you missed it, you missed a wonderful time.

This Couple from California...

Their first convention was last year in Las Vegas; it was close to home. They had such a good time they came to Milwaukee. They came early, had some free time, and ended up volunteering. By the end of the week they were veterans and had been a great help. They went home with big smiles on their faces. Any bets about if we'll see them in St. Louis?

What People Said About the Convention...

We passed out surveys at the beginning of the week and got almost 100 back. People said some good and helpful things. They also shared their feelings:

"I always enjoy the LCCA Convention; the people always make the Convention - Thank you!"

"This is my first convention...you run a wonderful convention."

"Great friends make great parties."

"This was our first convention and it was truly a delightful experience."

"To us, value is not as important as the warm welcome and friendly people." 🚂

Convention Collector Cards Series No. 3

Men of Tomorrow
ch
Lionel Club
20th Anniversary
COLLECTOR CARDS

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Catalog illustrations courtesy of Kalmbach Publishing Co.

Here's a strictly limited opportunity for you to obtain a set of the popular LCCA Convention Collector Cards, Series 3. This all-new collector series was distributed during our Get Acquainted Party in Milwaukee and was an immediate hit. This third series celebrates Lionel's postwar accessories with artwork from pages of their catalogs from that period. Turn all the cards over and assemble them to form a print of one of Lionel's vintage posters.

A very limited number of sets are available on a first-come, first-served basis. The cards will not be reprinted, so this may be your only purchase opportunity.

Limit: one set per member. To order, send a #10 self-addressed stamped envelope with 60¢ postage affixed and your check or money order for \$10 to:

LCCA Collector Cards
c/o Harry Overtoom
3409 Fleetwood Drive
Lexington, KY 40502-3504

Your envelope will be returned with a set of 12 cards enclosed. Letters arriving after all cards have been sold will be returned with your check or money order.

Don't put this off — these will go quickly.

The Tinplate Cannonball

by Ken Morgan
RM 12231



A Little Tale of Two Little Trains

After the somewhat lengthy Tinplate Cannonball last issue, I find myself at a bit of a loss for words this time. So this will be a bit shorter.

Here's today's trivia question. Why is New York's Penn Station a station and New York's Grand Central a terminal?

On to the trains. I'll call this one a little tale of two little trains. The story is a little about the trains and a little about the philosophy of collecting. **Photo 1** shows two very similar sets. Both are composed of a basic 248 electric and two passenger cars, a 629 coach and a 630 observation. Both sets are in common colors. Both look fairly nice and affordably collectable. Both have the same listed collector value. Let's look a bit more closely and see exactly what both sets don't have in common and why they are really different.

The red set is exactly that: I bought it as a set. The orange set is an amalgamation of parts from different sources over the years. The two orange cars came from the Model Railroad Equipment Corporation on 45th St in New York. This was purchased long enough ago that Carmen (Ma) Webster still owned the store. This Mecca of model railroading has long since changed hands and name. Perhaps not quite as well known as Madison Hardware in Lionel collector circles, the MREC is still numbered among the important pioneers in the field. It issued annual catalogs and was one of the very few hobby shops run by a woman in those pre-women's lib days.

Their offerings were more scale oriented, but there was a fairly good used equipment department, and that's where I got these two cars and an accompanying 252 loco. The loco had been repainted, although not labeled as such — remember this was long ago. I later learned that the loco, which matched the cars for color, was actually repainted the wrong shade of orange, but more on that some other time. Also, one car roof was green, but it certainly made for a nice inexpensive colorful set. The set ran well and it kept me happy for many years. At a local meet, I found an orange roof to replace the green one.

The red set came from The Loose Caboose, a rather unique little shop in Bogota, New Jersey. It's a boxed set, with the set box and an individual box for each of the two cars. The box



for the loco however, is missing. I'm not a box collector, but I appreciate having them as long as I don't pay extra for them. This set too, was purchased long ago and the price was nice for just the trains. The boxes were a bonus.

The orange 248 came many years later. It was one of those end of a meet purchases. I hadn't found much of interest, and this was a poor repaint, done in an ugly, and incorrect, yellow, but the price was right and it ran. So it moved to my workbench and my never-ending project roster. Unlike many other residents on that list, this one actually got finished. I stripped it, repainted it in the proper orange color, and replaced some incidental trim parts. Now, it too makes for an attractive little set with the matching cars.

Let's take a closer look at the two locos. **Photos 2 and 3** show them both in profile. The 248 was the bottom of the line in O gauge from 1927 through 1932. It never came with a reverse unit, so one headlight was enough. Actually, given the



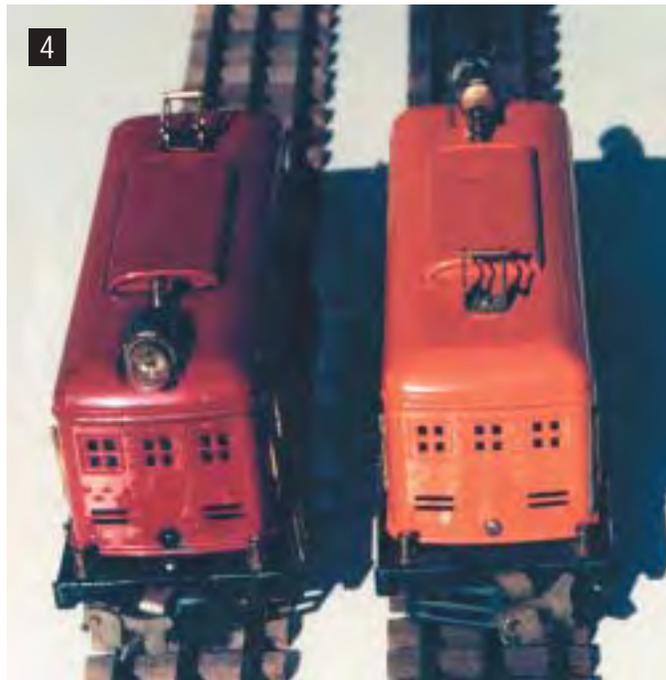
operational issues inherent in trying to run a train with latch couplers in reverse, the absence of a reverse unit isn't much of a handicap! What is there on the loco? Well, there's lots of brass and nickel trim, and bright colors. The loco fits right in with Lionel's classic period marketing strategy. One thing in particular I liked about the orange 248. Most of Lionel's contemporary locos had enameled number plates with rubber-stamped numbers. That's what the red one has. But the orange one has a brass insert, chemically blackened, with the 248 and LIONEL showing through in bare brass. The vents are also part of this brass plate. All this makes for a nice variation in trim and it looks even better now that I have removed the yellow paint which had been slopped all over it!

Both locos are in very nice shape. The orange one has been totally repainted. The red one is excellent, or very very good if you are a nitpicker. What doesn't show in these pictures are the wheels, which on both locos are rather the worse for wear, age and metal disease. The nickel cladding is as usual, in excellent shape. But the cast flanges range from nearly perfect to well chewed up. This hasn't bothered me to the extent that I am willing to replace them. Since I am an operator at least as much as I am a collector, if it caused operational problems, I would replace them with repros. For what it's worth, most of my standard gauge locos came with replacement wheels. Metal disease seems to affect standard gauge even more than O, but the problem may also be that the larger radius of the standard gauge wheels is more likely to cause both visual and operational problems.

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Photo 4 shows the ends of the locos, one from the front and one from the rear. They are really the same all around. The differences are that one end has a cast headlight and the other does not. The pantograph and whistle could be on either end, but good prototypical operating principles dictate that the whistle be on the front end and the pantograph on the rear.

Now, why are these two similar sets truly different? Well, the one loco is repainted and it is labeled as such, which is good ethics for all of us in the hobby. Notice in **photo 5**, where I placed the sticker. It's unobtrusive, but easily found. This is an older version of the sticker. The newer one lets you designate whether the restoration is due to paint, parts, or both. Either way, it makes the point.



What about the value? Book value for repainted pieces, in my opinion, does not reflect the work involved in properly repainting an old train. Guides usually have good and restored for roughly the same price. And if you start with good, you don't recover the cost of the effort, let alone the paint, parts, etc. If you start with a fair or poor rated piece, you are likely to be doing so much metal work that you're still behind the proverbial eight ball when you finish. So on those occasions that I have purchased restored trains, I take that into account, and I am willing to

pay more than the book value. On the other hand, I refuse to pay a premium for a train repainted in rare color variations, as some dealers seem to want. Once it has been repainted, it's repainted. The premium is for the original rare color. Heck, you could paint something pink with purple polka dots and it would be beyond rare. It would be (mercifully) unique — but I certainly wouldn't pay a premium for it! One more thought on the subject. For a common piece like the 248, the cost of restoration probably isn't worth the increase in value if you plan to resell it. There are too many of them in decent condition out there. If you have the time and I did for this one, and want a nice looking representative piece, go ahead. Restore it and label it with pride.

So now, what are these sets worth? Greenberg lists both locos for \$160 excellent, \$80 restored. The cars are \$35 each



excellent. So the orange set has a book of about \$150, the red set about \$230. Now throw in the boxes, and you can add 25% or more to that. Other guides have slightly different numbers, but that gives you the ballpark. These are low-end sets. The differences become much greater for the more expensive stuff. So suit yourself. Do you want a representative original example in lesser condition, or a prettier example that has been restored?

Perhaps you might want it to run, while at the same time noting that whether or not it runs makes no difference to the collector's value. That is, none of the lists of parameters affecting condition include whether or not it runs. And since the ability to run doesn't affect condition with regard to collectability, how might that affect your decision on condition or restoration? I personally shy away from anything I don't think I can get running. For things around my Christmas tree for example or the village shows that my club, the NLOE sets up a couple of times each year for the local community at their fairs, cosmetic appearance means a lot. Repaints are great for that. So as I said, it's up to you, but I think there is a place for all.

So much for philosophy — let's get back to the 248. The first 248 was catalogued in 1927, but might date from 1926. It was dark green, just like the majority of the 150 series that was phasing out. Later it came in red, orange, olive green and terra cotta, with a few variations in trim. The terra cotta and olive ones carry a color premium. The rest are in the same price range. As far as a prototype for the 248 is concerned, it is usually said to be based on either a New York Central or New Haven box cab. These however are big motors. Personally, they remind me of Pennsylvania Rail Road's tiny B motors, also called rats. They were small single truck (6 wheels) switchers used in electrified yards such as Sunnyside in Queens, NY that served New York City's Penn Station. **Photo 6**, is a pair of Third Rail B motors.

This brings up the answer to today's trivia question. Penn Station is a station because the trains can run through. Granted, at the time it was built, most didn't, but you could go through from Philadelphia to Boston via PRR and NH. In fact, that's

how AMTRAK uses it today. But for the Long Island RR and NJ Transit, it's a terminal. Grand Central is only a terminal. It's the end of the line. There are no through trains and there never were. In fact, if a train ever tried to go south through the terminal, I'm sure the insurance adjusters responding to the claims from the motorists on Park Ave South would have some truly interesting reactions!

Finally, the 629/630 cars came in colors to match the most common versions of the 248. The olive green and terra cotta versions are the same, but are numbered 529/530 and have no celluloid mottling in the windows. They are all listed by Greenberg for the same price. There is an eight-wheeled red variation of the 629/630 and it's about double the price.

Here's an update on unique third rails from last issue. Member Jim Boylan called from the Philadelphia suburbs to say that there were a few other examples of under-running third rail. Detroit station and tunnel had them, which is not surprising since they were NYC operations. He also noted the Philadelphia Market St station on 30th Street. I assume this would be for the subway portion of the commuter run there, although as a PRR operation, I was surprised to hear that they used under-running third rail. The LIRR was operated by PRR, and it has the more common version. Finally, Jim added that NY Penn station has roof mounted contacts, but I can vouch for the fact that this is wire, not a third rail. This would not be as deep a catenary as out in the open, but would definitely be classified as a catenary, and yes, mounted on the roof. I can see it every day as I commute to Gotham. So add that to your railroad trivia files. Until next time, our best wishes for happy collecting along the rails of The Tinplate Cannonball. 

Photographs by Ken Morgan



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.

Let's begin this tenth year of the Mane Line with a look at a haunting and short-lived series of cars and accessories that Lionel began in 1998 and ended just three years ago — you're sure to be spooked! I don't remember where I read it exactly but I stumbled across an interesting fact. I was shocked to find out that Halloween is now the sixth biggest holiday in our good old USA. Americans are expected to spend 3.12 billion dollars for Halloween. Growing up in Mount Solon, a small hamlet nestled in the Blue Ridge Mountains, I don't recall celebrating Halloween at North River School or at home, for that matter. If I were to saddle up old Popeye or Redfeather and visit a nearby farm, it would not be for candy.

Lionel product managers have a keen sense of the changing American scene so maybe they, with their insight, realized that a series dedicated to Halloween would be a hit.

The series began with very little fanfare on page 24 of the 1998 Lionel Classic catalog. No. 6-29231 is a 9700 series boxcar that was engineered to be an



animated action car. This toy, in classic Halloween colors, features a ghoulish pumpkin head that bobs up and down. By now, many of you know my style and know that whimsical cars have a real attraction for me. When I placed my order at Barry's Train Shop for my first Halloween novelty car, I had little idea that this would be the beginning of a series.

The Lionel Classic Trains, Vol 2, 1999 catalog on pages 20 & 21 would feature no. 6-16794, the Wicked Witch Halloween bobbing head 9700 series animated boxcar. In bold Halloween colors, across the top of both pages, Lionel showed their excitement for this new

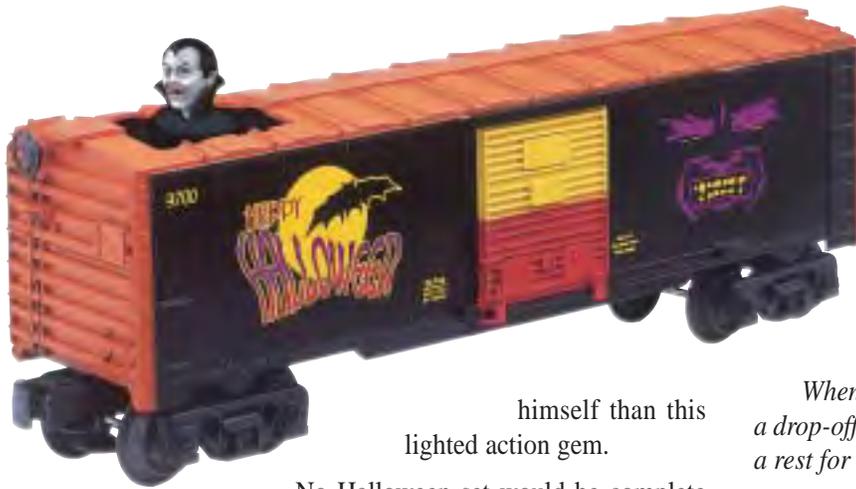


series with the statement, Wow — fantastic dreams come true! Lit Jack O'Lantern she's alive classic Lionel animation.

Now, I really was excited as my Halloween train was growing and my hopes were high for the series to continue. I was not disappointed. On page 56 of the Lionel Classic Trains, Vol 1, 2000, under the heading Celebrate with us — special



cars, special times, I would find no. 6-26719, the bobbing ghost 9700 series animated boxcar. Finally, my train was coming alive and I anxiously awaited Vol 1 Lionel Classic Trains for 2001. There on page 80, imagine my joy when under the title of Ghouls and Jewels I would find not one, but two additions for this haunting train. The first would be no. 6-26746, the Vampire bobbing head 9700 series animated boxcar. Talk about one scary vampire — this car will send a chill down your spine even more than Germany's silent classic movie, Nosferatu. The second car would be no. 6-26747, the Halloween Bats aquarium car. I can't think of a better touch for our train that would scare the pants off Vincent Price



himself than this lighted action gem.

No Halloween set would be complete without its own haunted house. I did not have to wait long before my postman placed in my hands a priority mail envelope from Barry's Train Shop. In it I would find Lionel Classic Trains, Vol 2 for 2001. A shock from Dr. Frankenstein's electrodes couldn't lift my excitement level higher than no. 6-14072, the Lionel Haunted House did when I spied it on page 44 of my soon to be worn out shiny new catalog. Talk about a Lionel accessory that delivers all the treats with no tricks — this house would feature scary sounds and a ghost that pops out of the roof. Every haunted house needs a witch and Lionel didn't disappoint us as a wicked witch flies above this scare palace.

Sadly, Lionel hasn't produced a single Halloween toy in three years. Like a silver bullet to a werewolf, no new additions to a series would kill off collector interest in a whimsical train. For some reason, this isn't the case for Lionel's Halloween train. This desirable train is more popular today with collectors than when the pieces were first issued.



The last two cars produced along with the haunted house seem to be the hardest pieces to find. After three years, do I still hold out hope that Lionel will offer more Halloween pieces or end the series with a diesel engine and matching caboose? You bet I do — hey, it could happen!

I thought it would be fun to place a call to Lionel's Product Manager and my former Lionel Ambassador Boss, Eric Shreffler, with a few questions about the Halloween series, and, who knows, we could get some really neat behind the scenes happenings at Lionel.

I asked Eric what prompted the start of the series and it was just as I suspected.

Halloween has become such a huge spending holiday in the USA. People are increasingly spending their time and money outfitting their houses in Halloween related products, much as they do for Christmas. While Christmas and Lionel

go hand-in-hand, that wasn't necessarily the case for Halloween. I think we ended up with a core group of people who liked the Halloween products, but not to the level our Christmas cars sell. In hindsight, we didn't do a great job of merchandising the cars as a series, in large part because we weren't sure if it could sustain a series.

Then I asked Eric why they ended the series when they did.

When we ended the cars, we just felt there was enough of a drop-off in sales that it was time to give the Halloween stuff a rest for a while.

When I asked about the possibility of Lionel bringing the series back to life, he responded:

The category is still talked about at product line planning meetings, so I won't rule out a return to some small number of Halloween items, and I would suspect a nice locomotive and caboose would be a part of any re-introduction as a nice bridge between the past and future products.

I wanted to know what their inspiration was for the series.

As far as inspiration goes, in looking at the cars, you can tell that we really focused on classic Halloween themes.

I then told Eric that the haunted house accessory was a super addition to the series and I felt that this was what gave the series the most collector appeal, and he commented,

The Haunted House had to have multiple actions, sounds, and crazy lights just like you would expect if you went to one yourself. It had to look run-down and scary.

I told Eric that the Bat Aquarium car seemed





to be the most in collector demand, followed by the Vampire boxcar. I also said that the Bat Aquarium car was just the right touch to bring a lighted and spooky feeling to the train.

As for the Aquarium car, that was one of my ideas and boy, did I take a lot of ribbing for that one! Why do you have bats flying around in the water? That type of stuff. I just thought we could do a real nice graphical job of creating a scary, haunted looking scene with the movement of bats flying through the sky. I probably would have been better off not calling it an aquarium car to avoid the confusion. At any rate, it's kind of neat to hear that the car is somewhat in demand now. I guess it was ahead of its time.

A special thanks to Eric for taking the time to answer my questions — it's really great to have someone at Lionel who can add such interesting bits of information about our favorite toy trains.

Happy Birthday to a True Lionel Collectible!

This month marks the tenth birthday of the TrainMaster Lionel tractor-trailer. This special rig was a surprise gift to dealers when they received it along with a packet of information a decade ago. This highway hauler has a white tractor with no markings and a white trailer. The trailer features on its sides "TrainMaster" in big red letters and below that,



"Put the Control in Your Hands".

This highly collectible rig arrived at the dealer wrapped in bubblewrap and placed inside a brown Lionel mailer about the size used for ore car shipments.

Three very important pieces of Lionel paper accompanied our desirable highway hauler. The first is a letter dated Sept. 26, 1994 from LTI President Nicholas J. DeGrazia. For the Lionel collector, this letter had two important pieces of

information. The first item of collector importance was notification that the lucky dealer could bring his prized Lionel souvenir to the Lionel Trains booth #1001 at the RCHTA show in the windy city on Thursday, Oct 13 or to the Lionel Trains tent at the York, Pa meet on Friday, Oct 14. Mr. Richard P. Kughn, owner of Lionel Trains, and Neil Young, President of LionTech, would be available on those dates to demonstrate

TrainMaster and both would also be happy to autograph the tractor-trailer as a memento.

The letter also told dealers about a special promotion that would only be available to participating authorized Value Added Dealers. Any dealer who installed a TrainMaster power control system on their store layout would receive three copies of a limited edition print titled Controlling the Magic. At the time, the original painting hung in the lobby of Lionel Train headquarters. Each print would be pencil signed by the artist, Angela Thomas, rock legend Neil Young, and Mr. Richard



Kughn. A miniature color flyer of the painting was also enclosed with the letter.

Also in the letter was a TrainMaster in-store promotion redemption form for the dealer to send to Lionel along with a photograph of the installed TrainMaster system. Today, this signed print is a highly desirable piece of Lionel dealer memorabilia that is worth all of your collecting efforts. I personally feel that this is Ms. Thomas's best work, and it is the only one of her pieces I own. Today, my signed print is professionally framed and hanging in one of my train rooms. These three pieces of dealer paper will add greater value to your TrainMaster rig, making it more collectible in the future than the two signatures.

From the Back Burner

For a long time now, I've been meaning to tell you about three add-on cars that were produced by Lionel for the Do It Best Hardware Chain. But, for some reason, it was always pushed to the back burner. The first two are O gauge tank cars and are extremely attractive; they are a must-own even if you don't have the set. The first is no. 6-26145, the Do It Best Quality Paints tank car, built in 2002 by Lionel. The color and graphics on this car are outstanding.

The second car is also a tank car, no. 6-26146, again built in 2002. This car is for their line of Valspar Paints. The graphics and color on this car make it a must-have. Sadly, I was not able to get the production numbers on these but even two years later; they are readily available at reasonable prices. So this leads me to believe that the numbers were high. Even with that in mind, I would not part with my two tank cars.

The third car produced for the Do It Best set is a standard "O" flat car carrying four hardware loads. Why Do It Best decided to add a standard "O" to a set headed up by a 4-4-2 locomotive, I have no idea. Talk about a case of the tail wagging the dog! Even though it is an attractive car, I've not added this car to my collection and am in no hurry to do so.



Lionel Licensee Alert

Ready Made Toys of Bloomsbury, NJ, has done three really great Lionel orange and blue pieces. If you're like me and love everything Lionel orange and blue, these vehicles are for you! The first is RMT-L-0105 Lionel diecast pickup

truck set. One truck is a 1955 Chevy and the second is a 1997 Ford. The set sells for 19.95. The second offering is RMT-L-0205, Lionel diecast car carrier with four

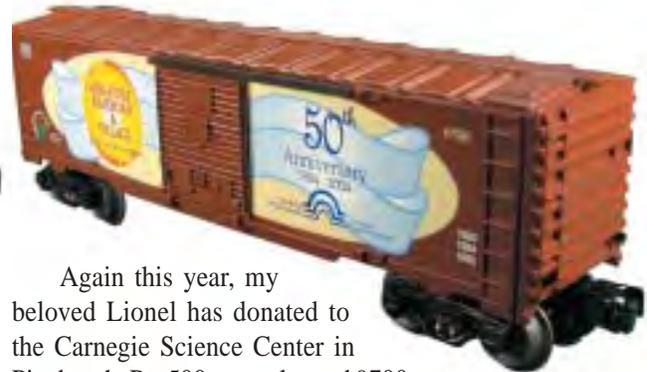


Corvettes and the price is 39.95. I feel that pickup trucks are getting to be a little overdone in Lionelville but the auto carrier with the Corvettes is a welcome breath of fresh air. You can order online at



www.readymadetoys.com or call toll free at 1-800-477-6994. I look forward to more imaginary toys bearing the Lionel name from Ready Made Toys.

The Toy Train Company with a Heart of Gold



Again this year, my beloved Lionel has donated to the Carnegie Science Center in Pittsburgh, Pa. 500 uncatalogued 9700 series boxcars. The funds generated from the sale of these cars benefit the museum's Miniature Railroad and Village. Each car celebrates the 50th Anniversary since the Miniature Railroad and Village was first displayed at the Buhl Planetarium of Popular Science. The car shows the Buhl logo in the design. The first year, the exhibit was open from Dec. 1 to Dec 31 and had a whopping attendance of 23,000 people. The official sponsor that year was Lionel.

It was the beginning of a historic and lengthy relationship between the museum layout and Lionel. To order one of these special SKU no. 6-52362 boxcars, call the XPLOR Store Gift Shop at the Carnegie Science Center. The phone number is 1-412-237-3418. The price is 49.95 plus shipping and handling. In my opinion \$49.95 for a truly limited edition Lionel uncatalogued boxcar is a bargain. If you're a beginning collector and worry about not finding earlier cars, don't let that stop you as all of the cars in the series stand on their own and this one is no exception.



Corgi Product Review

Lucky for us Lionel fans, Corgi has added another vehicle to their Lionelville series. To tell you the truth, this Mac rig flatbed lettered for the New York Central Railroad is drop-dead gorgeous. Everything that makes a Lionel toy collectible was put into this piece — quality, attention to detail, uniqueness, striking box, limited production, and good value for your money spent. This truck is loaded with so much beautiful detail that I couldn't begin to list it all. Even if you haven't collected any of the other pieces in the Lionelville series; consider SKU no. us50708, the MAC LJ flatbed with track bed load and lettered for the NYC RR. When you open the rig's protective home, prepare to have your breath taken away.

The place I always begin my search for licensed Lionel Corgi is Diecast Direct — you can contact them on line at www.diecastdirect.com or call toll free at 1-800-718-1866.

Observations of our Family Reunion in Milwaukee

The best part of this convention for me was the chance to meet old LCCA friends and to make and recruit new ones for this fine organization.



The trading floor was booming at the convention. I never saw so much quality MPC and Fundimensions product, that good old "made in Michigan" Lionel at such good prices. Not only were there quality trains but many eager buyers. Before you think of investing so much time and expense selling your trains at that big PA train meet, why not next year choose instead our convention in St. Louis. Why be a small fish in a

big sea of train sellers when, at our convention, you can be a big fish?

Our President Elect, Lou Caponi, dug deep into the LCCA archives and resurrected some quality Lionel collectibles for the LCCA sales table, at great prices too. Even I found a couple of Lionel LCCA delectables to add to my collection.

The food at this convention was outstanding and plentiful. Our get-acquainted party with our LCCA trading cards was not to be missed. A big LCCA pat on the back to Editor Bill for the great job he did on this year's trading cards. If you get a chance to add them to your collection, don't miss the opportunity.



This year's special gift for the savvy 400 who registered early was a beautiful Lionel Lion Water Tower in orange and blue. Not only did this water tower feature our club mascot, Happy the Lionel Lion but it also boasted a metal plaque with our striking Milwaukee convention logo. The tower and this plaque are genuine Lionel decorated pieces. I would not be surprised to see

this tower triple in value. I can't help but wonder what savvy 400 gift our club fathers will offer for the St. Louis convention. I get a lot of requests for SKU numbers so here's the number for the water tower — 19-2004EB.

Continued on page 31



Where Were You When The Lights Went Out?

By Bob Carter

Oh my, what a time we had at this year's convention in Milwaukee. It had a little bit of everything and will be remembered by everyone who attended. Not only did the weather cooperate, can you believe 72 degrees in July, but also the events were as perfect as the weather. The special gift for the first 400 registrants was a wonderful Lionel #193 Water Tower with a special plaque noting LCCA's convention in Milwaukee. This is how it started, and it only got better.

We began on Tuesday with an Amtrak ride to Chicago aboard our two chartered coaches. And what impressed all of us, right from the

start, was the train left on time and arrived on time. When was the last time you can remember your train trip being on time? After we arrived in the "Windy City" we walked about a block and a half to the Sears Tower for some stunning views of the



city. Unlike the song "On a clear day, you can see forever", the distant viewing was hampered a bit by the haze; but the near sights, 5 to 15 miles, were fantastic. After the Sears Tower we went to Chicago's famous Museum of Science and Industry. To train fans, we were able to see and even get on the Burlington Zephyr, plus view one humongous HO scale layout that represented train travel from Chicago to Seattle.

While at the museum we were to be treated, by the museum's food service, to a "gourmet" box lunch. Unfortunately the order had gotten lost, but the tour company and our club's past president John Fisher, stepped in and the food court director said we could have anything we wanted. John, the eater that he is asked, "Anything, does that also include desert." The director replied, "No, desert was not on the original order." John looked him in the eye and said, "I don't believe I heard you." There must be something about



being starred at by a hungry, 6 foot 4 inch animal, because he said, "Yes, anything. And, that includes desert." Thanks John, you truly made lemonade when handed a bunch of lemons.



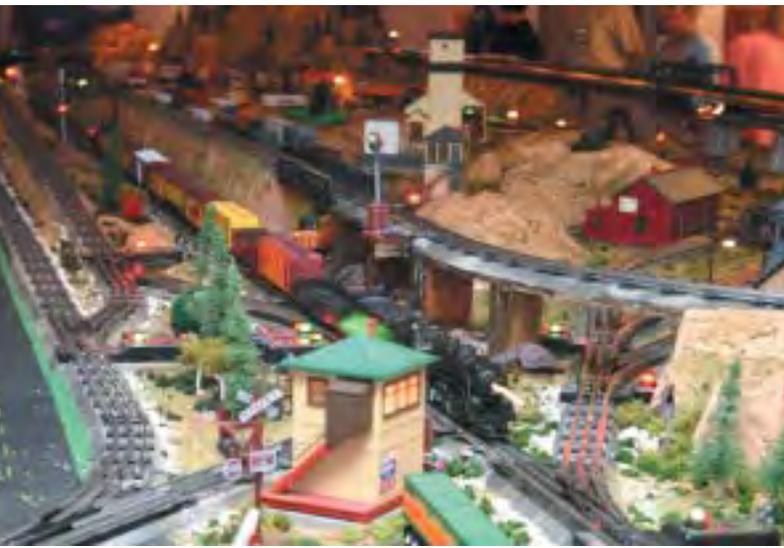
Wednesday provided the most popular tour day of the week. Unfortunately, only 150 conventioners were able to go on this tour because we viewed home layouts and the space was limited. In the morning we enjoyed viewing the outstanding layouts of John and Dave Watson and magician David Seebach. Both layouts were inspiring to see. Although the Kalmbach Publishing tour was originally limited to only 150, they graciously added additional tours so that all those attending the convention could sign up for the tour. Kalmbach Publishing is of course the home of *Classic Toy Trains*. In their headquarters we saw layouts from "N" to Lionel "O" gauge. Several Kalmbach employees served as tour guides, allowing us to tour the facility in small groups. We saw how the photos are taken for their covers and articles. It's absolutely amazing how the world of computers and digital photography have added to the quality we see in magazines. We also saw



their testing facilities where new engines are put through their paces.

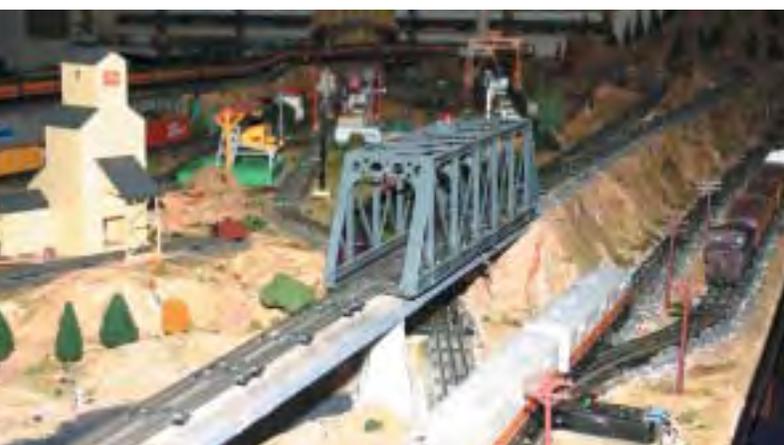
Wednesday evening afforded us the rare pleasure of seeing the home layouts of three guys who get to play with and write about toy trains for *Classic Toy Trains* magazine. Neil Besougloff, Dick Christianson and Kent Johnson opened their homes and layouts, as we continued to ogle, talk and take pictures. They all did a superb job of making us feel at home,





as if we had known all these folks for years. Thanks guys, it was a real treat! I think by the accompanying photos, you can see the level of detail or the stage of construction on these outstanding layouts.

Thursday began with a two-hour bus ride to Green Bay and to the National Railroad Museum. This is the only location where you can see and have your picture taken with a Big Boy, the Aero Train and a British train, The Dwight Eisenhower. This is an exceptional museum, with items on display both inside and out. Our tour also included a train ride around the grounds and a look at hobo life. Lunch was a “hobo lunch”, which was a sandwich, apple, chips and a cookie wrapped in a bandana. Very Clever!





Also on Thursday, for those not going to Green Bay, were two sightseeing tours. One was the Greater Milwaukee City tour where the history of Milwaukee could be seen in its architecture. The tour included highlights and the history of Kilbourn Town, Juneautown and Walkers Point. We were also able to see the mansions built by the beer barons from the Pabst and Schlitz families. The other Thursday tour was aboard the riverboat, Iroquois. The boat tour provided a unique perspective of the city from the Milwaukee River. The view of the Milwaukee skyline from Lake Michigan was spectacular.

When we all got back to the hotel after our tours, it was time for the Get Acquainted Party and get acquainted we did. Thanks to the “magical” mind of Bill Schmeelk, we had set #3 of the LCCA Collector Cards to trade and try to acquire. Each of the twelve cards depicted some of Lionel’s famous accessories. Once again, it was really a sight watching the

Johnny Ourso and Bob Carter, were introduced. Also shown was the first production model of the LCCA exclusive Lionel Halloween General set with the add-on car, an operating lawman and bandit car in the orange and black color scheme of the set. This car has been offered only to those who have ordered the General Set; delivery is expected before Christmas. The meeting was well attended and included a spirited Q&A. LCCA member Jesse Everett expressed his thanks to Eric, John, Louie and all who helped in putting on an excellent convention. John was so appreciative of Jesse’s comments, he gave him a prepaid registration to next years convention. Way to go Jesse! Way to go John!

Lionel’s President Bill Bracy headed their seminar session as they showed some of their new items, emphasizing the level of detail on the cars and engines. They did have the new operating swing bridge working and it is pretty cool, if you

have the real estate needed for its action. Bill answered the questions thrown at him and even continued into the Lionel display room where he was cordial and spent as much time as needed to answer any question asked of him. Thanks Bill for your time and for the support of Lionel to our club.



almost geriatric set acting like young kids. Oh, wait a minute, we all ARE little kids with it comes to trains, aren’t we? The food was, in a word, outstanding. We had a taste of Italy, with pasta and pizza bites plus a taste of Wisconsin with assorted cheeses, beer battered brats, pork loin and Buffalo wings. An especially nice touch was the champagne fountain, which was provided by the hotel at no charge to the club. We must have really been thirsty after touring all day. I understand we went through over 100 bottles of champagne. Needless to say the GAP was a tremendous success.

The LCCA business meeting was held Friday afternoon and the newly elected secretary, Dennis Clad, and directors,





Friday night the trading hall was opened to convention registrants from 6:00 - 9:00 PM. Angela Trotta Thomas and Lenny Dean were there to unveil her new portrait celebrating Lenny Dean's 60th anniversary with Lionel. For more on this portrait check out the LCCA website in the Members Only section at the LCCA Store. The sellers were there and the buyers were there and action was busy all over the hall...until 8:25. The lights flickered a couple of times, went out and stayed out. The hall was evacuated under emergency lighting with no incidents, but with lots of remarks about whether or not the hotel had paid their electrical bill. The power returned two hours later, but it was certainly THE topic on Saturday.

Saturday morning the trading room was opened to members and the public with over 200 tables of train related stuff available for sale. Deals were struck, money changed hands and there were a lot of happy folks on both sides of the table. While all this was going on, there were trains running



on the huge ChicagoLand modular layout, where you could smell the smoke and hear the whistles before you even get close to their door. Here is where the LCCA recruitment booth



was located, capably manned by an enthusiastic Dennis Clad. In addition to their outstanding modular layout, the gang from ChicagoLand brought along their dual line drag strip. In this competition, speed was all that mattered. The lighter, faster engines fared the best here. Mike Mottler headed the LCCA team with team members Al Kolis and Bill Schmeelk. With a Lionel Dockside switcher, specially prepared by Al Otten, they challenged *Classic Toy Train* to a match. Neil Besougloff headed the *CTT* team. Alas, even with a generous three-foot advantage given to the LCCA team, the *CTT* team, more experienced in these duals, was victorious. Whether you were competing, catching the engines as they left the track, or just watching, the smiles of enjoyment were on everyone's faces. It was a real HOOT!

Saturday night was the culmination of the week and a magical night it was. There were over 40 items in the silent auction with a beautiful Angela Trotta Thomas portrait of Lenny Dean, as if he were on the cover of *LIFE Magazine*, being THE big item, bringing in \$1000. Thanks Angela. There is no way for the club to fully express our appreciation for your generosity. Following a delicious meal, we all settled back



for the evening's entertainment, magic by Master Magician David Seebach. Yes, the same David Seebach whose home we went to earlier in the week. Only this time, he was controlling us, not the trains. His finale, Houdini's famous Metamorphosis illusion, left the crowd agape and with a thunderous applause.

The table gifts were distributed to everyone at the table, the 145 raffle winners claimed their prizes and goodbyes were said. The phrase we heard the most as we all left the banquet was "See you next year in St. Louis", and that was because this truly was an excellent convention. President Fogg and his team of officers, directors and volunteers are to be congratulated for all their efforts. After a superb week of tours, food, fun and trains, the learning curve is set for one whale of a convention next year. So, with apologies to the song, "Meet me in St. Louie, in 2005!" ~~XXXX~~





Photographs by Ed Richter and Bob Carter

Every Town Has One. Does Yours?

From a distance, the first town landmark to come into view is often the community water tower with the town's name emblazoned on it; and perhaps a local identification like, "Home of the Cougars." The local water tower is an American icon and sometimes a "canvas" for graffiti, perhaps applied by rowdies at the local high school.

Water towers like this one are also used as the water source for a local factory, brewery, or municipal fire hydrant supply. Install this LCCA water tower on your layout and enhance the look of your own O-gauge-size town.

This realistic accessory is made by Lionel® and features the Lionel lion — our club mascot — on the storage tank. An identifying plate, made by Lionel especially for LCCA, is supplied for placement on the tower at the second lattice below the tank.

The LCCA water tower is metal-and-plastic construction, so it is especially appropriate for the tinsplate and modern eras.

The red lamp at the top of the tank blinks. This accessory is available now and ready to ship. Take advantage of this benefit of club membership and order it now for placement on your layout.

Orders will be accepted and filled on a first-come, first served basis. If your order arrives after the stock is depleted, your payment will be returned to you promptly.

Shipping and handling in continental USA is included.



Order Form for the LCCA Water Tower — This Form May Be Photocopied

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

Name: _____
 LCCA Member No. _____ Date of Birth _____ Phone (____) _____
 Address: _____ City: _____ St: _____ Zip: _____
 E-mail: _____

<input type="checkbox"/> Here's my order for _____ LCCA Water Tower(s) at \$49.95 each	\$ _____	<input type="checkbox"/> My check to LCCA for the full amount is enclosed
Shipping & Handling, in Cont. USA [no charge]		<input type="checkbox"/> Bill my credit card # _____
S&H to AK, HI & foreign will be billed at cost	\$ _____	<input type="checkbox"/> Visa <input type="checkbox"/> MC <input type="checkbox"/> Disc Exp: _____
<input type="checkbox"/> 6% Sales Tax (MI residents), \$3.00 each	\$ _____	Signature: _____
Total: \$ _____		By my signature, I authorize LCCA to charge my account for the amount indicated.

Mail with payment to: LCCA Business Office • Dep't WT-2004 • P.O. Box 479 • LaSalle, IL 61301-0479
 Order online at: www.lionelcollectors.org Go to MEMBERS ONLY, open "LCCA Store"

Note: building and accessories not included

Lionel News & Views

by Bill Schmeelk
RM 6643

Lionel's New Animated Caboose

A very enjoyable event at our recent convention was a talk and slide presentation by *Classic Toy Train's* senior editor, Roger Carp. His presentation dealt with product similarities and differences between American Flyer® and Lionel®. He quizzed the audience as to which company came out with a particular accessory or piece of rolling stock first. The answers were often not obvious. Lionel was first with some, and Flyer with others. Some styles of rolling stock were made by one company and not the other. Flyer's Action Caboose was one of those. The presentation was both educational and entertaining. I hope we see more of this type of event at our conventions. A special thanks to Roger and *CTT* for sponsoring the event.

I was first introduced to Lionel Trains during the late 1950's. I had two other friends on the block that had gotten American Flyer sets and of course we often argued the merits of our chosen brand. Although I spent a good deal of time studying the Lionel catalog, I also perused the American Flyer catalogs. Even then my interest in operating cars and accessories was strong. Although I was sure that my folks had chosen the right brand, I was often intrigued by some of the American Flyer accessories. Although as a kid I always felt that Flyer was copying Lionel, they did produce several operating cars and accessories which had no Lionel counterpart.

As a result, I have always been pleased when modern era Lionel has reissued American Flyer accessories. The first of these was Flyer's Oil Drum Loader, which Lionel first reintroduced in 1983. Although initially designed for S gauge, many of Flyer's accessories work quite well with Lionel's O trains. Since 1983, Lionel has introduced several of Flyer's operating accessories such as the Operating Sawmill, the Seaboard Coal Loader, and Gabe the Lamplighter, among others. The latest catalog includes four pages of Flyer accessories including the Log Loader, the Electro-Magnetic Crane, and the more modern Coal Loader.

Lionel continues to add to the list of Flyer accessories offered. More recently we've also seen some of the Flyer operating cars offered for those operating Lionel trains. Among these cars have been the Moe and Joe lumber unloading car and the walking brakeman car. Most recently, Lionel has brought back the American Flyer Action Caboose.



1

American Flyer's No. 977 was first introduced in 1955 and lasted through 1957. Flyer's 1955 catalog first featured the car as part of its Pacemaker Express set. The new caboose was also offered for separate sale. **Photo 1** shows the car as it was shown in the set and **Photo 2** shows the separate sale ad.



2

No. 977 ACTION CABOOSE \$5.50

There's never been a car like it before in model railroading history — and it provides freight trains that have it with twice the realism. Each time train stops, trainman on rear platform leans out to check cars ahead. When train resumes run, he returns to his post. Lots of fun — and it's all automatic! 6" long. Illuminated.

Both are from Flyer's 1955 consumer catalog. This new caboose was unique and Lionel had nothing like it. The car had a brakeman on the rear platform, and each time the train stopped, he would lean out with his lantern looking down the side of the train. Once the train started up again, he would quickly return to his position on the platform. My guess is that while the car was on powered track, you also heard a buzz produced by the coil, similar to the old mechanical e units.

While I don't own an original version of the Flyer car, I have looked at the American Flyer service manual. Although Flyer's manual was not as informative about its products as Lionel's was, it did include a parts diagram. From that diagram it can be seen that the movement of the man on the rear platform was accomplished through the use of a solenoid. The plunger of the solenoid was attached to an arm assembly. The man was mounted to this arm assembly. While the magnetic coil of the solenoid was electrified, the man was held in position on the platform. When power to the train was cut, the solenoid was de-energized and a spring pushed the arm assembly and the man so that he was now at the edge of the platform looking

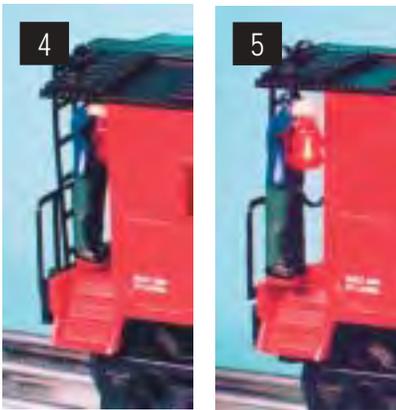
down the side of the train. So, essentially, the car's solenoid was energized whenever there was power to the tracks.

The idea of the car is a clever one and obviously Lionel agreed. The original car would be quite impractical for modern layouts if the TrainMaster Command Control system is used. This is due to the fact that in command control, there is always power to the track. Lionel apparently felt the idea for the car was worthwhile and completely re-engineered the mechanism.



Lionel's version is made for its O gauge line and the result is the no. 6-36729 Lionel Lines Animated Caboose, shown in **photo 3**.

Lionel's version operates quite differently than the original Flyer version. The brakeman still stands on the rear platform, but now he is holding a lantern which lights as he moves to edge of the platform.



The movement of the original version was quick and snappy as one would expect with a solenoid. On Lionel's new version, the man moves slowly back and forth. His movements are continuous as long as there is power to the track on which

the car is riding. **Photo 4** shows the brakeman at his innermost position and **Photo 5** shows the brakeman in his extended position.

The caboose is furnished with an extra light bulb which the instructions tell you should be installed if the caboose is to be used on a Command Control layout. The reason for this of course is that in a Command Control layout, the track voltage remains at a constant 18 volts. A section of the instruction manual explains that to change the bulb, you should first operate the car, allowing the figure to move, and remove the car from the track when the figure is at its furthest extended position off the platform. If you have a traditionally powered

section of track, I'd recommend you do this there, rather than at the 18 volts of a Command Control layout. Next you carefully pull the figure off the arm on which it is mounted. Then you put the car back on the track and allow it to operate until the arm moves back to its position on the platform. You now remove one screw from each end of the car. Next, the instructions say to lift the body off the frame. This is no easy task, due to the brake wheels riveted on the inside of each end of the metal frame. I found that I had to carefully bend one side of the frame to get enough clearance to be able to lift off the body. The metal ladders incidentally, which extend into the roof, remain with the body as it is pulled off. It took time and patience to remove the body.



Photo 6 shows the body with the ladders after having been removed from the frame. An interior clear shell is also shown. This piece is easily removed from the body after it is off the frame. **Photo 7** is a close-up of the figure. You can see the two small pins onto which it mounts at the rear of the



caboose. These pins carry current to the lantern held by the figure. The lantern is illuminated with a grain of wheat lamp. These last indefinitely and will most likely never need replacement. The lamp and its connections are molded within the figure. Should the lamp ever need replacement, the entire figure must be replaced.

Photo 8 shows the interior of the car. For this photo I have placed the figure back onto its base. I made no attempt to disassemble the unit any further. I feared winding up with a pile of gears that I might not be able to reassemble. There is



really no need to ever get in there. The large housing holds a small DC can motor and gear box assembly. The motor turns at high speed and the gears slow down its output and increase its power. The motor causes the arm on which the figure is mounted to move back and forth, slowly. There is no snap to the movement, but rather a more realistic continuous smooth back and forth motion.

Look carefully at **Photo 8** and you will also notice a micro switch on the floor of the car just above the black toolbox between the trucks. This small switch opens and closes the electrical circuit to the lantern that the figure is holding. Look again at the photo and you will notice a red protrusion to the right of the switch. As the figure moves back and forth, so does this red lug. As the figure moves towards his extended position the red lug moves closer to this switch and eventually closes the switch, causing the lantern to light. As the figure moves back, so does the lug, allowing the switch to open and the light in the lantern is turned off. The action is continuous. One word of caution — since this is a geared movement, you should not attempt to manually move the figure back and forth.

You'll also notice in **photo 8a** a small circuit board. This no doubt converts the AC voltage to DC for the small can motor.

Suggestions for Improvement

Although removing and replacing the body of the car is somewhat difficult, the car's operation worked smoothly and without trouble. I do however have some suggestions to improve the car. While the car is on track, the mechanism is running and there is a constant sound of the motor and gear drive. It isn't especially loud, but it can certainly be heard. A conveniently located on-off switch would be a nice addition.

Eliminating at least one of the brake wheels might make removal of the cab somewhat easier. I can't help thinking that some purchasers of the car would have a difficult time replacing the bulb. Both removal and replacement of the body were not easily accomplished.

Finally, a comment that might apply to many of Lionel's offerings. I'd like to see Lionel use constant voltage circuitry so that operation on either conventional or Command

Control layouts would not require changing the bulbs. This goes for any car, loco, or accessory that operates with track current. I know a couple operators who use TrainMaster Command Control, but also have a conventional loop on their layouts. The use of constant voltage circuitry would mean that it would not be necessary to switch bulbs when switching operating modes. Perhaps one small circuit board could be designed that would work in most all Lionel lighted cars, locos and accessories. This would be a vast improvement and would simplify operation and instruction manuals. It would also eliminate the need to supply and stock two different bulbs.

Visiting Layouts

One of the very enjoyable tours at our annual convention in Milwaukee this year was visiting three layouts in the homes of Kalmbach employees. Yes, these folks not only work at trains, they play with them at home. It was interesting that the largest layout at the Kalmbach offices was HO gauge, but each employee's layout that we visited was 3-rail O gauge.

One of the things that I most enjoy when visiting a home layout, is how the layout is adapted to the available space. The best situation is that of David Seebach, but few of us have the

luxury of building the basement to fit a large layout. Most have to design the layout within the constraints of an existing basement. This is the first bit of creativity that goes into the layout design.

Neil Besougloff is the editor of *Classic Toy Trains* and his layout features pre-war trains. **Photo 9**





10



11



12

shows an interesting movie theater on his layout. I think it's great to have a way not only to personalize your layout for visitors, but also to add some entertainment value. Dick Christianson, the founding editor of *Classic Toy Trains*, who now serves as an editorial advisor for *CTT* and as editor for *Model Railroader*, added some additional entertainment to his Lionel layout. Before arriving, we were given a list of details to look for on the layout.

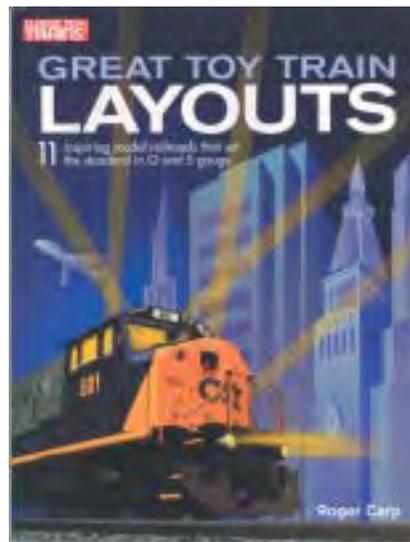
Dick has added many little comedic details that were fun to search out or stumble across as you watch the trains. A few of the ones I particularly enjoyed are shown in **photos 10, 11 and 12**. This kind of creativity adds so much to the entertainment value of a layout. You're not simply watching the trains go around, but also looking at all the details. FUN!!! — Isn't that the whole idea? We also visited Kent Johnson's layout — a work in progress. Each of these Kalmbach employees took a completely different approach to their layouts and each came up with equally great results. On behalf of the club I'd like express my thanks and appreciation to all those who opened up their houses to bus loads of our members traipsing through their homes.

Two New Ones from Kalmbach

Speaking of layouts, a new book by Roger Carp, *Great Toy Train Layouts*, features "eleven inspiring model railroads that set the standard in O and S gauge." Two of the layouts featured here are in print for the first time. Each of the eleven features a plan view showing the entire layout design. The 96 page 8 -1/4 by 10-3/4 inch book is loaded with color photos and is accompanied by an introduction to the owners and the story behind their layouts.

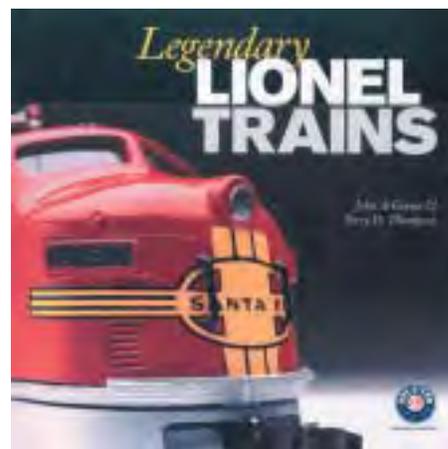
Among the eleven layouts, my personal favorite is one entitled, Lionel's Lost Masterpiece. This layout, dubbed the Panorama layout, is one that little was known about. After

years of research, Roger is able to shed some light on this little known Lionel showroom layout. This layout came after the famous T rail layout, which opened in 1938 and before the well known O gauge "Dog bone" layout which opened in 1949. The construction of the Panorama layout was part of Lionel's remodeling of their New York showroom just after the war. The layout was completed a week before Thanksgiving in 1945.

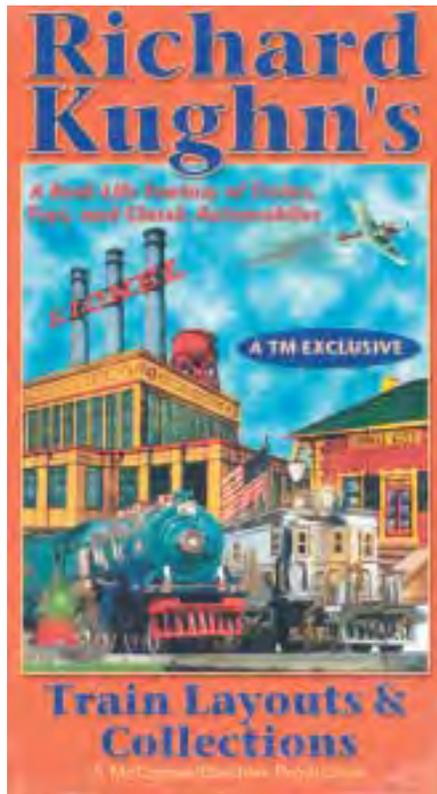


The overall theme of the layout was a tour of the United States and featured modeled scenes of Niagara Falls and the Grand Canyon. Roger enlightens us with many details of its design and also the design of the new showroom. The trackage on the layout was T rail and perhaps this is one of the reasons that the layout survived for such a short time. Less than four years after it opened, a new showroom layout was being designed and was unveiled in 1949. Many of the photos shown in the book are from sources we might not otherwise have seen. Photos from industrial magazines such as *Bakelite Review*, *Architectural Forum*, and *Modern Plastics*, though all in black and white, were interesting and informative. I found myself wishing that I could go back in time for a 3-D peek. If you need any inspiration to start your layout, or a desire a look back at Lionel's glory days — check out this book. The book sells for \$19.95.

Another new book from Kalmbach is *Legendary Lionel Trains*, by John A grams and Terry D. Thompson. This 128 page large format, 10-1/2 by 10-1/2 inch hard bound book celebrates a wide range of Lionel trains and accessories from 1900 to the present. The authors share the story of Lionel Trains and their memories and



observations through many color photographs. The book is divided into three sections, Early, Golden Era, and Contemporary. Each section is then divided by categories. Here in one book is a presentation of Lionel's entire history of train production. The photos are the stars of this book and I'm pleased to report that they are colorful, clear and sharp. None of the artsy fuzzy stuff here. The trains are presented with class and dignity. This is the book I would show someone if they said, "You collect toy trains?" This is certainly not a thorough detailed history of the company, but rather an insightful commentary. The commentary is thoughtful and written in a manner that allows you to pick up the book and open it to any page and begin reading. Just the type of book that might inspire someone with a fading memory of his youthful days. The book sells for \$29.95.



These books are available at your local train shop or directly from Kalmbach at <http://kalmbach.com> or by calling 1-800-533-6644.

Richard Kughn's Layout Lives On

One of the layouts featured in the Roger Carp's book is Richard Kughn's grand Standard gauge layout. This layout had been displayed at Carail. Since those photos were taken the layout has been sold and no longer resides at Carail. Before the layout was dismantled and moved, *TM Books and Videos* documented it with lots of video footage. Thanks to their efforts, you can still see this large 39 foot by 36 foot Standard gauge layout in all its grandeur in full operation. On the layout is every Lionel Standard gauge accessory and most of their legendary trains. Dick Kughn is interviewed and explains the

history and development of the layout.

The video moves on to other layouts at Carail including the Lionel Magic Mountain layout, the Winter Wonderland layout and several of Lionel's display layouts. The huge 1600 square foot O gauge layout, even larger than the Standard gauge one is also shown in operation. This layout has thirteen O gauge loops on six levels and two S gauge loops at the highest levels. This layout was never quite completed and was sold at auction along with the Standard gauge layout in the fall of 2003, but you'll see it here in operation.

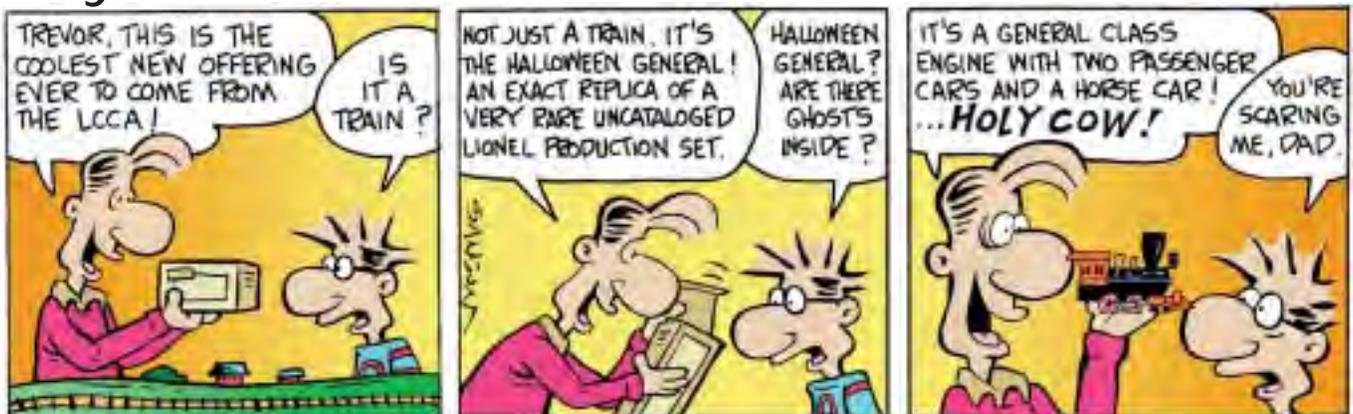
Finally, we take a trip to see Dick Kughn's home layout. This one has nine loops on six levels. There's even Standard gauge and G gauge trackage suspended from the ceiling, operating around the room. Throughout the tape we hear not only from Dick Kughn, but also from the builders of the layouts.

Dick had a heavy hand in the design of the layouts, but had layout builders execute the design. In addition to the layouts, Dick discusses his purchase of Madison Hardware and Lionel's decision to move its manufacturing overseas. If you missed seeing Carail, this is now the only way to see it. Much of the collection and the layouts have been auctioned. This video serves as a great way to preserve the memory and is available in both VHS and DVD from your local train shop or directly from TM Books and Videos — www.tmbooks-video.com. I viewed the VHS tape for this review. The DVD has an additional 20 minutes of material. The VHS is on sale for \$14.95 and the DVD for \$19.95. 

Photographs by Bill Schmeelk

Toy Trunk Railroad

by Erik Sansom



Upcoming Train Meets



Lexington, Kentucky
Friday & Saturday,
November 26 & 27, 2004

The perfect Thanksgiving weekend activity! Join co-hosts Harry Overtoom, Larry Black, Bill Crace and Winfrey Adkins at the Continental Inn in Lexington. The Inn is located at US 60 and New Circle Road, 1.8 miles west of I-75 exit 110 on US 60.

Set-up and Early Bird Trading starts on Friday, 6 pm to 9 pm and is open to LCCA members only. Saturday members-only trading runs from 8 am to 10 am, with public trading from 10 am to 3 am.

LCCA members and family are free; Guests are \$4.00, with children under 12 free with an adult. Tables for members only are \$15.00 each.

For more information, contact co-hosts Harry Overtoom (859) 268-1942; Larry Black (502) 695-4355; Bill Crace (859) 299-2423; or Winfrey Adkins (859) 873-3714.

Naperville, Illinois
Saturday, December 4, 2004

Welcome to our 10th Anniversary train meet. Join Paul Flood, Zigmund Zemba, Chuck Prock, Craig Chidester, Lou Rosetti and co-hosts Len Hopkins, (630) 420-9096, and Larry Brongel, (708) 784-1894, for the Christmas Train Meet in Naperville, IL.

Tables for members only are \$15.00 each. LCCA members and family are free. Adult guest admission and general public are \$5.00, with children under 10 free with an adult. Registration and set-up 7-8:30 am. LCCA trading 9-10 am. Public trading from 10 am to 2:30 pm.

There will be an operating layout for the kids as well as Santa Claus giving away Lionel catalogs from 11 am to 12 noon. Refreshments will also be available.

Naperville Central High School is located at 440 W. Aurora Ave. in Naperville, Illinois. Early table reservations strongly suggested.

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

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

You'll make a friend for life.

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

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

Whatzzzup with the Website?

by Craig Tribuzi
LCCA Web Editor
RM 10207

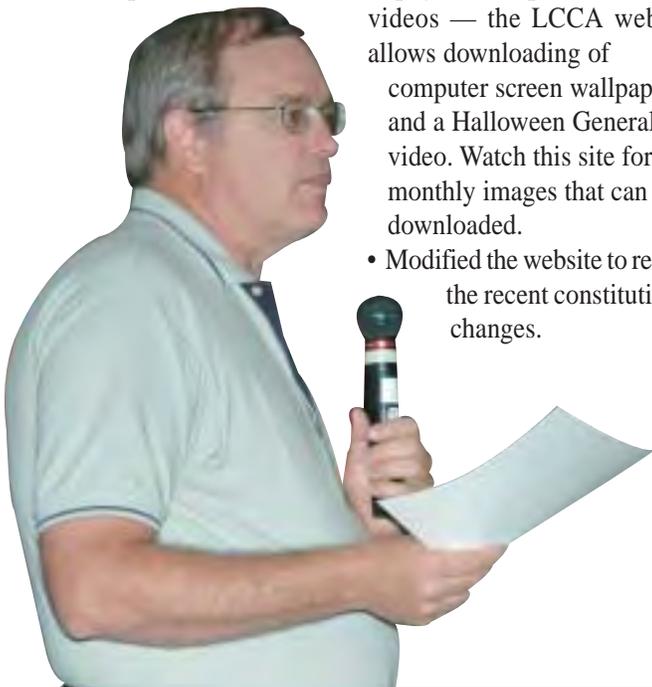


Editor's Note: At the LCCA annual convention in Milwaukee, the two web coordinators, Craig Tribuzi (general website editor) and Greg Elder (eTrack editor) hosted a web seminar prior to the annual Business Meeting. The meeting was both a review of the progress on the website and plans for the future. The large turnout for the meeting confirms the interest of our members. Here are some of the highlights.

What's New

The primary focus for last year was to improve and increase the member services on the LCCA website. To this end, the following general website changes were made:

- Online Membership renewal — members have the ability to renew their membership directly to the Business Office. As part of this service, members who have an email address on record, will receive notifications whenever they haven't renewed.
- A Calendar of Events has been added on the Membership Login page — this calendar lists any upcoming deadlines and events.
- Online gift memberships — the website allows a member to give an LCCA membership.
- Completed LCCA Downloads pages and experimented with videos — the LCCA website allows downloading of computer screen wallpapers and a Halloween General video. Watch this site for monthly images that can be downloaded.



- Modified the website to reflect the recent constitutional changes.

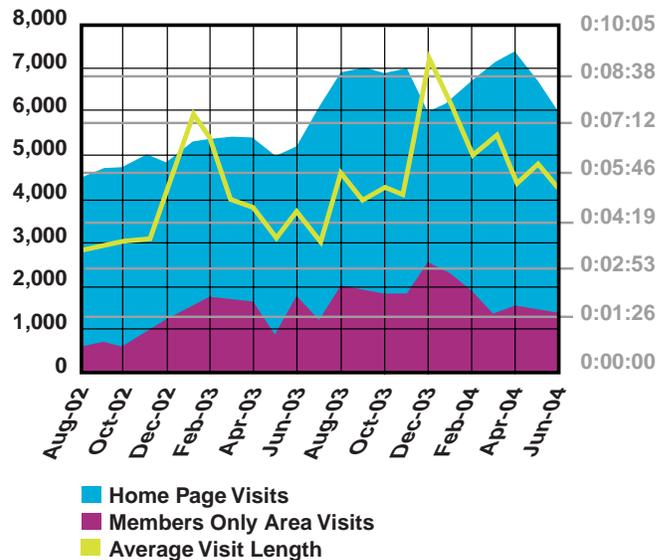
The eTrack modifications included:

- Created a Hosting function allowing members to add pictures to their ads.
- Created a Notify Me function to advise a member when future listings appear that meet selection criteria chosen by the member.
- Created a Wish List to allow a member to capture items that he wants to remember and select from later.
- Created a form and process for *Interchange Track* users to renew ads through *eTrack*.
- Refined the *eTrack* home page and corrected operational inconsistencies.

In addition, we initiated a web wide improvement program to increase our site's visibility to search engines. This way, when people search for key terms, our site is one of the choices. This improvement program was used to launch a Pay-Per-Click (PPC) campaign which resulted in at least 9 new club members.

How's the site utilized?

The usage of the LCCA website is monitored to provide information on how it's being used. Data is gathered on such things as number of people who visit our site, how many times



members log into the Members Only area, and how long people stay active on our site. In general, all three categories show an increase. The general use of our website has remained relatively constant at about 4000 hits per month, but we have seasonal increases around Christmas bringing the number considerably higher. This is reflected by the blue line in the chart below. This shows that people are interested in Lionel trains in general and are looking for information about them. The number of members who successfully login into our website has grown from an average of 500 in August 2002 to over 1200 in June 2004 (the red line). And people are staying on the website longer. The average time people were on our site went from 3-1/2 minutes in August 2002 to over 8 minutes in June 2004. This kind of information indicates that the



website is utilized. Our challenge is to keep the site current and updated so it can be one of the sources of information for people to use.

What's Coming

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

1. Online Voting — next year's elections will also be handled over the web. The website will feature the same information as the mailed out ballot and also have pictures of the candidates. The final implementation hurdle is how the Business Office will handle both the mailed in ballots and the website voting so double balloting cannot occur.
2. Temporary membership ID/password —work is underway to allow new members who register online the ability to access the website immediately after registering
3. Improve Meet Information — include maps to meets, host contacts and pictures
4. Renew the Pay-Per-Click campaign
5. Update the Annual Convention page to prepare for St. Louis
6. Add a monthly, changeable Lionel Lion image that can be downloaded to your computer

After talking with members present at the seminar, we learned of other features members would like to incorporate. In talking with those present, it is obvious that we need to

work on the login process so members have a better understanding of what to do.

So, don't forget the LCCA website. It's your one-stop, online experience for LCCA related information and transactions. Visit it often and use it. Don't forget to watch the LCCA Store for new items since we've put together a plan for posting new items throughout the year.

Editor's Note: Since Craig wrote this article the sixth item in the What's Coming section has been completed. After a year of planning and creating, the monthly LCCA Lionel Lion image is now active. Check out the addition to the home page and then go to the Downloads page to get your September wallpaper. Craig has already loaded images for October and November. Soon, the remaining images will be loaded. Each month, you can get a new image for your computer. A special thanks to Craig for all the work he puts in to making the LCCA website one for your favorites list. 🚗

Photographs by Ed Richtner

Check the LCCA website at:
www.lionelcollectors.org
 for great new sale items
 being posted monthly.

LCCA Board Meeting Minutes

Outgoing Board of Directors Meeting

Monday July 19, 2004
Sheraton Four Points Airport -
Milwaukee, Wisconsin

President Fogg called the meeting to order at 2:03pm.

Roll call by Secretary Ourso. The following officials were present: President Fogg, President Elect Caponi, Secretary Ourso, Treasurer Johnson, Immediate Past President Fisher, Directors Kolis, Schmeelk, Findley, Overtoom, Richter, Director Elect Carter, Secretary Elect Clad, Website Editor Tribuzi, and Electronic Information Manager Black.

Motion to accept the Minutes of the April Board Meeting by Director Findley and seconded by Director Schmeelk. Motion passed.

President Fogg announced the results of the 2004-2005 election: Secretary: Dennis Leon Clad 1317, Ed Richter 503. Directors: Johnny Ourso 1083, Bob Carter 631, Dr Billy Forbess 552, Charles H Sahm Jr. 459, Don R. McCormick 430, John E. Ellingson 324.

Constitution Changes: For 1631, Against 160.

He went on to thank all those who had run and were willing to serve, noting it was a well-qualified field and indicates the strength of the Club.

President Fogg also announced the 2004-2005 appointments and the 2005 LCCA Convention Organization.

Officers Reports

Immediate Past President Fisher reported that there had been no member-to-member complaints filed, noting that there had been very few this entire year and credited that trend to better communications available to members.

Treasurer Johnson reported the Club remains in strong financial condition. He anticipated positive budget contributions to come from both the Halloween General set sales and the Milwaukee Convention.

Secretary Ourso stated that letters were sent out to members that had not renewed their membership in the last 3 months. He noted that we continue to get good results from this mailing, as many members seem to only need to be reminded to renew their dues.

Director and Lion Roars Editor Schmeelk reported that there were 32 contributors to *The Lion Roars* in the last year.

These members will be recognized at the Membership Meeting later in the week.

Break at 3:10pm

Return from Break at 3:25pm

Electronic Info Manager Black reported on the continued success of *eTrack*, with photos as the latest addition to available services. He also noted that 64% of *The Interchange Track* ad's are entered online.

Motion by Director Overtoom seconded by Director Schmeelk that the President be instructed to engage in discussions with *The Interchange Track* Editor on cost reduction potential for *The Interchange Track*. Motion passed unanimously.

Website Editor Tribuzi presented an update, noting the continued interest from both members and non-members in our web site. He anticipates more activity in the sale items offered by the Club and is working on the possibility of electronic voting.

IPP Fisher presented a 2004 Convention update. He feels this may be a record-breaking convention in a number of key areas.

Motion by Director Findley, second by Director Schmeelk, to revise the bylaws to reflect the constitutional changes voted on and passed earlier this spring. Motion passed.

Motion to adjourn was made by Director Overtoom, seconded by Director Findley. Motion passed. 🚗

LCCA Board Meeting Minutes

Incoming Board of Directors Meeting

Monday July 19, 2004
Sheraton Four Points Airport -
Milwaukee, Wisconsin

The 2004-2005 Board Meeting was called to order by President Fogg at approximately 5:10.

Roll was called by Secretary Clad. The following officials were present: President Fogg, President-Elect Caponi, Immediate Past President Fisher, Treasurer Johnson, Secretary Clad, Directors Carter, Kolis, Ourso, Overtoom, Schmeelk. Business Office Liaison Black, Constitution Committee Chairman, Findley, Advertising Manager Mottler, and Club Photographer Richter.

President Fogg extended a welcome to all and congratulated the winners of the most recent election. He remarked that the newcomers would be involved with all areas of management when it came to the Club.

IPP Fisher and President Fogg provided a report on the current status of the 2005 Convention to be held in St. Louis July 25-30, 2005. The convention host hotel will be the Airport Marriott. President Fogg also noted that we have tentatively scheduled some great tours.

President Fogg then asked for a motion to go into executive session. Motion by Director Ourso, seconded by Director Schmeelk to enter into executive session at 5:24. Motion passed. Executive session ended at 5:40 with a motion by IPP Fisher, seconded by Director Schmeelk. Motion passed.

A discussion on club finances was begun by Treasurer Johnson. President Fogg requested that the matter be deferred until the next board meeting to allow for the completion of more financial data and sufficient time to discuss the matter more fully.

Motion was made by Director Overtoom, seconded by Director Schmeelk to reappoint our Registered Agent and Club Counsel, Mike Scheurich, and our CPA, Leonard Racine. Motion passed.

The next board meeting will be held at the Airport Marriott in St. Louis on the weekend of October 1-3, 2004.

President Fogg extended his thanks to all for a very productive meeting.

Motion to adjourn was made by Director Ourso, seconded by Director Schmeelk. Meeting was adjourned at 6:05.

Our continued goal has been “added value” for your membership and purchasing dollars, and I’m convinced that we are meeting and exceeding this goal each year.

As with prior years, our 2003 financial records were reviewed by a paid, non-member CPA to ensure that we remain fiscally responsible and legally compliant. Again, we have passed with flying colors as shown by the synopsis of the 2003 Annual Review which appears below. The club’s accomplishments would not have been possible without the untiring efforts of your elected and appointed officials and the devoted efforts of all of the member and non-member (i.e. spouses, significant others, children, etc.) volunteers who help us throughout the year. Please take a moment to thank those people you know who have served in one of these capacities. They work tirelessly for you so that you can be proud to say you are a member of LCCA..

As I write this report, the 2004 convention in Milwaukee is over, but still fresh in my mind. What great memories and what a great time! St. Louis in 2005 is almost a year off, and yet it will be here before we know it. For those of you who have attended our recent conventions, I know I will be seeing you in St. Louis because you know what a great value our conventions are. For those of you who haven’t attended a LCCA convention in recent years, please do yourself, and your immediate family, a favor and make plans to attend next year’s convention in St. Louis the week of July 25-30, 2005. I guarantee that you’ll have a wonderful time when you participate in our convention activities.

I’m always available to answer questions pertaining to the office of Treasurer of LCCA, so if you want to discuss any aspect of this past year’s report, please feel free to call, email or write me. I’m here to serve you. Enjoy the coming fall months and holidays, as well as all the train related fun associated with them.

Dick Johnson, Treasurer

Treasurer's Report

by Richard H. Johnson
RM 7103

It’s hard to believe that I’ve just completed my third year as Treasurer of this wonderful organization. As of December 31, 2003, we remain a strong, vibrant hobby club with over \$542,000 of membership equity. This liquidity enables us to take advantage of unusual purchasing opportunities and gives us a decided edge in negotiating products and services for the benefit of our members. Examples of this include our Halloween General set, two great milk cars commemorating this year’s convention (which will be shipped in late November/early December), our informative publications, award- winning website, and our superb convention activities and products. With the passage of each year, it only gets better and better.

Lionel Collectors Club of America Statement of Assets, Liabilities and Membership Equity- Modified Cash Basis Year Ended December 31, 2003

<u>ASSETS:</u>	<u>2003</u>
Current Assets:	
Cash in banks	250,211
Marketable investments	392,000
Inventory at cost	<u>126,081</u>
Total current assets	768,292
Fixed Assets:	
Equipment, net of depreciation	6,411
Other Assets:	
Convention/meet deposits	<u>13,031</u>
Total Assets	787,734

LIABILITIES & MEMBERSHIP EQUITY:

Current Liabilities:	
Accounts payable	0
General Set deposits	244,815
Michigan sales tax payable	<u>709</u>
Total current liabilities	245,524
Membership Equity:	<u>542,210</u>
Total Liabilities & Membership Equity	787,734

**Lionel Collectors Club of America
Statement of Revenue, Expenses and
Change in Membership Equity
Modified Cash Basis
Year Ended December 31, 2003**

REVENUE:	<u>2,003</u>
Car sales	131,644
Dues	257,590
Convention	103,778
Interest & dividends	4,815
Initiation & reinstatement fees	1,720
Meets	7,618
Freight income	0
Other	<u>443</u>
Total Revenue	507,608

EXPENSES:	
Car sales	76,363
Lion Roars	105,731
Interchange Track	99,678
Convention expenses	100,899
Meet expenses	6,944
Website	26,257
Professional fees	35,854
Officers & Board of Directors expenses	65,436
Committee expenses	6,236
Insurance	8,155
Depreciation	3,489
Bank & credit card charges	6,197
Membership expense	6,003
Membership drive expense	5,305
Printing	588
Election expenses	4,417
Federal income tax	1,500
Miscellaneous expenses	<u>1,372</u>
Total Expenses	560,424

REVENUE IN EXCESS OF EXPENSES	(52,816)
MEMBERSHIP EQUITY AT START OF YEAR	<u>595,026</u>
MEMBERSHIP EQUITY AT END OF YEAR	542,210



Continued from page 11

This year's onsite car was a pair of Lionel flatcars carrying construction equipment. Special on these cars, originally part of Lionel's Postwar Celebration Series, was that each piece of road equipment was custom decorated and lettered for the Milwaukee Railroad. A clever touch was that each piece depicted equipment that was produced by the now defunct Allis Chalmers, a company that was headquartered in



Milwaukee. That touch was creative genius. This limited pair of LCCA collectibles with their high quality paint schemes bear the SKU numbers 19-2004A and 19-2004B.

This year our friends at Classic Toy Trains magazine sponsored two of our convention gifts. The first was a blue train tote bag with a zippered top. One side of this blue and orange bag carries the CTT logo and the other side, an LCCA notation. This bag was a gift and part of the registration packet.

If you took the Kalmbach Publishing Company tour, you also received a CTT produced a highly collectible CTT/LCCA pin-back button. If you're like me and collect CTT magazine souvenirs, you will want this button for your collection.

I hope to see you next year at our convention in St. Louis. If you're lucky enough to attend, I can guarantee you'll spend the week with some wonderful people. 

Happy Tracks!
Dennis Leon Clad
dennisthemenace1@webtv.net



A Lionel Puzzlement



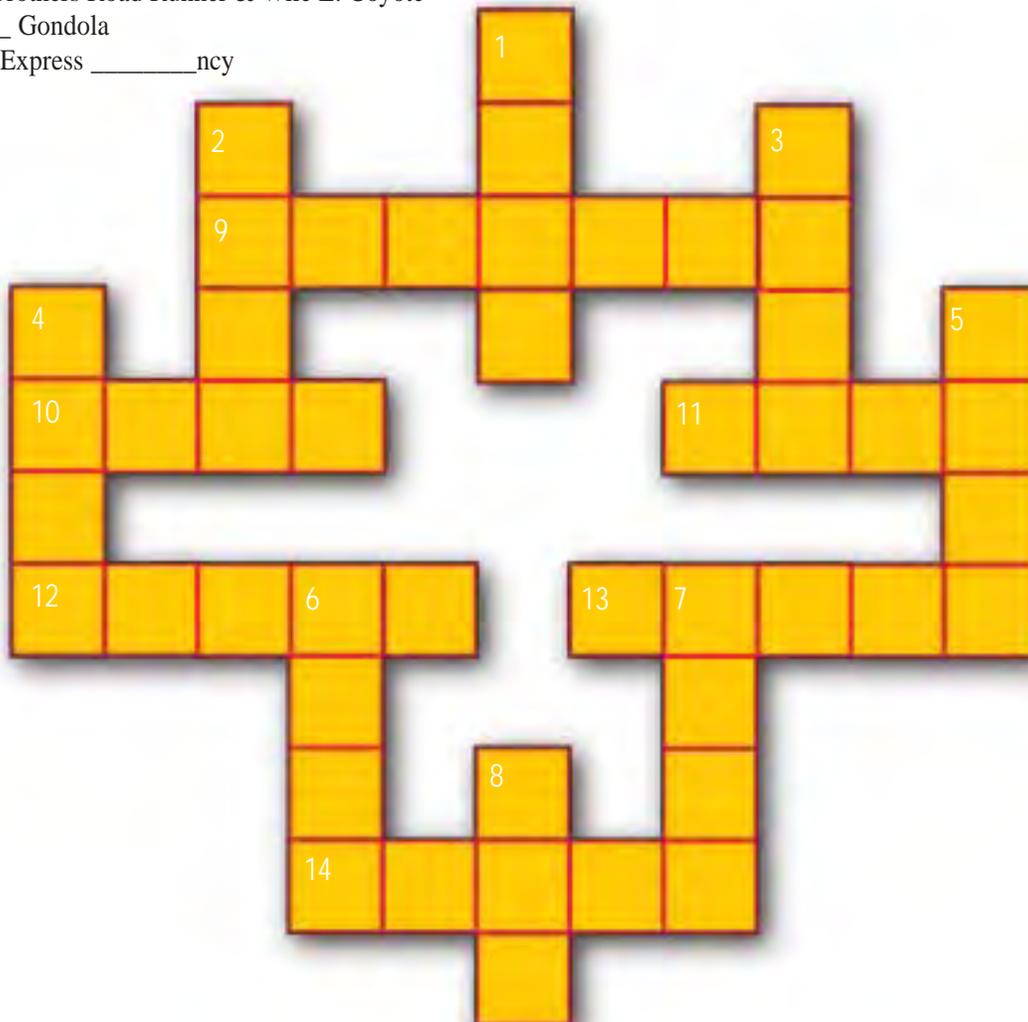
by Gene H. Russell, Ed. D.
RM 24608

Symmetrical Crossword

While most crossword puzzles exhibit symmetry, extremely few are solvable by answering clues relating to Lionel Trains. Place your answers one letter in each box. Enjoy. 

Down

1. Used to bind maiden at Lionelville Mounted Police Station
2. Picked up on the fly by an operational boxcar
3. "Red Eye" is slang for _____ signal
4. Diesel horn _____
5. Simulated on winter layouts
6. Bessemer & Lake _____
7. Warner Brothers Road Runner & Wile E. Coyote _____ Gondola
8. Railway Express _____ncy



Answers will be published in the next issue.

Answers to June's puzzle

- | Across | Down |
|---------------|--------------|
| 1. Warbonnet | 1. Whirlpool |
| 6. Ice | 2. RTE |
| 7. Car | 3. Over |
| 8. LCCA | 4. NYC |
| 9. Mint | 5. Turntable |
| 11. OTC | 10. News |
| 13. Tub | 12. Can |
| 14. Landscape | 13. TRA |

Across

9. Destination of the Beechcraft "Bonanza"
10. _____gate Bridge
11. Distance between abutments for a plate girder bridge
12. "Chat & Chew" Roadside _____
13. Madison _____are
14. Stylized "_____" printed on side of Missouri Pacific Lines Merchandise Service boxcar

Answers will be published in the next issue.

Train Talk

by Bill Schmeelk
RM 6643

This space is usually used for comments from Lionel President, Bill Bracy. Towards the end of September, we heard rumors. Here are some of the facts as we know them at this point. President Bill Bracy and Vice President of Marketing John Brady are no longer with Lionel. Along with Bracy and Brady, we understand about twenty other Lionel employees have been dismissed, left of their own accord, or laid off. Just as we go to press, Lionel has issued a press release concerning the corporate changes. Below is that press release:

Chesterfield, Michigan — October 7, 2004 — Lionel LLC, the leading marketer of model trains and accessories, today announced that Gerard Calabrese, 56, has been named chief executive officer.

“We’re happy that someone with Jerry’s talent and experience has agreed to join Lionel,” said Greg Feldman, Managing Partner, Wellspring Capital Management LLC. “Jerry is a dynamic leader with a history of innovative thinking that has helped companies develop new and exciting products and markets. We believe that his fresh perspectives and operational expertise will propel the venerable Lionel brand to new growth, ensuring that Lionel trains continue to bring happiness to hobbyists for generations to come.”

“I’m very excited about coming to Lionel at such an important time in its 100-plus year history,” said Calabrese. “Lionel is one of the world’s most respected and recognized brands and the unquestioned leader in its core business of model trains. For more than a century, Lionel has been defined by its ability to create the best and most innovative products, and it’s a tradition I’m very serious about continuing. I have the greatest respect for hobby based businesses because they depend on the trust and loyalty of the fans that support them. Anyone who knows me knows that I will take nothing more seriously than the trust our fans have invested in Lionel over the years.”

Calabrese is a widely respected marketing innovator in consumer brand development, publishing and entertainment, and sports programming, having worked closely with NASCAR in creating and selling its highly successful 50th Anniversary program, as well as establishing NASCAR’s first marketing effort directed at kids with NASCAR Racers, an animated show on Fox Kids Network.

From 1990 through 1996, Calabrese worked for Marvel Entertainment, serving as head of Marvel’s consumer products division, foreign publishing and licensing and as President of Marvel Comics Group. During his tenure at Marvel, he oversaw the exploitation of a half dozen popular network and syndicated kids television shows, including the #1 rated X-Men and Spider-Man, which became the top promotional and licensing properties of their time, solidifying Marvel’s position as one of the world’s premier kids marketing companies.

A Talk with Lionel

We had a chance to meet Lionel’s new CEO. Jerry Calabrese is from New Jersey and was hosted by The Train Station for their Columbus Day sale. The Train Station is a well stocked train store and is also a Lionel Service Station in Mountain Lakes, New Jersey. The first thing I did was introduce myself and ask him if he would consider continuing the Train Talk column here in The Lion Roars. He promised to give it some consideration. I also expressed my hope that he would allow us to interview him for a column in our December issue. He agreed.

While there I did want to dispel some of the rumors I had heard. Contrary to rumors on the Internet, Jerry is not a bankruptcy lawyer and was not brought in with the intent to take the company into bankruptcy. Jerry had been working with Lionel’s parent company, Wellspring for about a year. Jerry considers himself a crisis expert and expressed the desire to bring Lionel back to what they used to be.

Concerning the recent lawsuit, Jerry confirmed what Bill Bracy had told us at the convention. That is, that Wellspring is committed to Lionel and will take the necessary means to defend it. Interestingly, in the nearly five months since the verdict was rendered, the judge has not entered a judgment. This usually occurs shortly after the verdict. It’s hard to know what to read into that but a hearing is scheduled for October 19. An appeal of the case cannot begin until a judgment is entered. The appeal process once it starts could take years to complete. Jerry confirmed that it would not affect quality or price of Lionel product.

I was impressed with Jerry’s comments and I’m sure the interview with him will be quite interesting. He wants to take Lionel forward — to what it used to be.

I wish Jerry and Lionel the very best of success in accomplishing their goals. Thanks to Jerry for meeting with us and be sure to come back next issue for a more detailed interview. 

