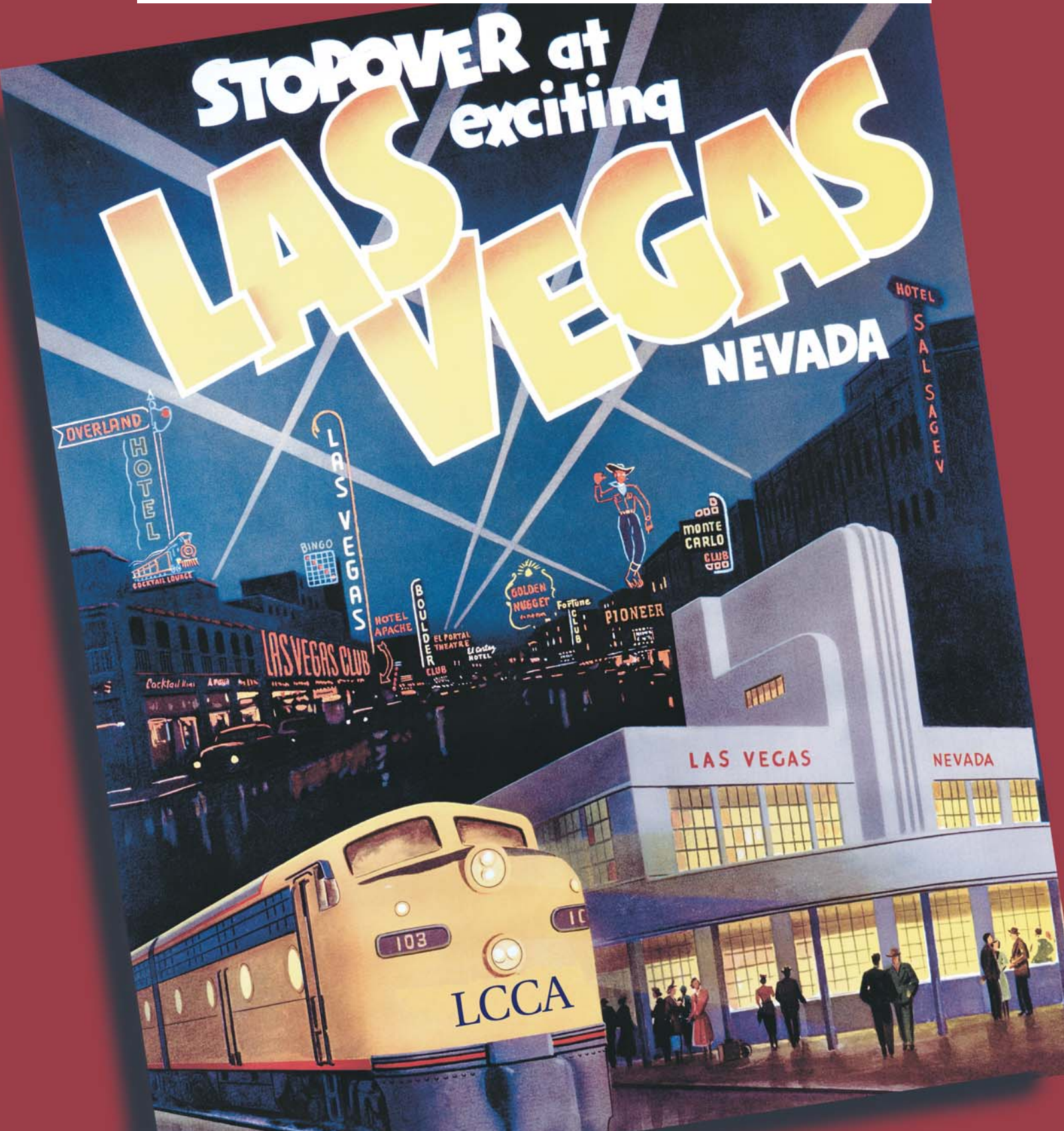


Volume 32, No. 6 June, 2003

# The *Lion Roars*



PUBLISHED BY THE LIONEL® COLLECTORS CLUB OF AMERICA IN FEBRUARY, APRIL, JUNE, OCTOBER, DECEMBER





# The Preferred Coin of Las Vegas Is the Cargo of the LCCA 2003 Convention Car



Photographs by Mike Dupstaff

**LCCA 33rd Annual Convention  
July 22, 2003  
Las Vegas, Nevada**

The "favorite color" of Las Vegas has to be silver, with U.S. silver dollars its favorite coin. The LCCA 2003 Convention car reflects this theme in a special Lionel Mint Car with silver bullion ingots safely locked inside.

If you collect mint cars, this one is a worthy addition to your display shelf. If you're an operator with a consist of mint cars already on your layout, you'll want to couple-up to this version. The presence of the car on your layout could be a great conversation starter about your western adventure!

The metallic plating of the ingots is bright silver and highly reflective against the maroon color of the car body, and its distinctive gold-color roof contains a "toy bank coin slot."



Carrying the UP logo, this car suggests that its cargo is the result of your winning the jackpot. Another hint of the coin theme is its gold-painted, die-cast, fully-sprung trucks. The car will be specially produced for LCCA by Lionel and is packed in a window-front, Lionel classic orange-and-blue box.

The Convention data is discretely printed in gold-color ink on the car ends, and an additional marking is imprinted on the underside of its frame.

Purchasers of this car will receive another bonus: **FREE** shipping and handling within the continental US. So the price of the car is the full price. Limit per member: two cars. The deadline for receipt of orders is June 30, 2003.

**NOTE: Limit of two cars per member. Orders must be received on or before 6-30-2003.  
Cars will be shipped to members after the Convention.**

## ORDER FORM — MAY BE PHOTOCOPIED

Member name: \_\_\_\_\_ LCCA #: \_\_\_\_\_  
 Charter Member  Regular Member  Family Member

Quantity	Amount
<input type="checkbox"/> 1 car	\$59.95
<input type="checkbox"/> 2 cars	\$119.90

Additional S&H for foreign delivery:  
 If Canada, add'l \$5.50 per car \_\_\_\_\_  
 If Alaska or Hawaii, add'l \$7 per car \_\_\_\_\_  
 If other foreign country, add'l \$9 per car \_\_\_\_\_  
 Total: \$ \_\_\_\_\_

For credit card purchase by MASTERCARD, VISA, or DISCOVER, please fill-in the lines below. Items will be sent to you by UPS. Because that company does not deliver to a P.O. box, a street address is required.

Mastercard  VISA  Discover Expires \_\_\_\_\_  
 Card No. \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Signature \_\_\_\_\_

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

**Enclose payment (in U.S. funds) for this offer only and mail to: LCCA, P.O. Box 479, LaSalle, IL 61301-0479. Make check or money order payable to: LCCA.**

Do not combine this order with LCCA dues or any other payment to the club. Do not send cash by mail.

**OFFER EXTENDED TO  
JUNE 30, 2003**

## The Lion Roars Contents

LCCA Application for Membership .....	GIFC
President's Report .....	2
The Tinplate Cannonball .....	3
A Noble Effort .....	7
Out in the Parking Lot .....	10
Luscher on the Railroad .....	11
Convention Information .....	14
The Mane Line .....	17
Lionel News and Views .....	22
LCCA Upcoming Train Meets .....	25
Whazzzup With the Website .....	30
A Lionel Puzzlement .....	32
Train Talk .....	IBC

**ON THE FRONT COVER:**  
Adapted from a 1950's  
art deco travel poster

**ON THE BACK COVER:**  
Vintage Lionel ad from 1954

### Contacting the LCCA Business Office:

Contact the Business Office thru the website at [www.lionelcollectors.org](http://www.lionelcollectors.org), at the address below or by e-mail [lcca@cpointcc.com](mailto:lcca@cpointcc.com) or by fax: 815-223-0791.

**LCCA BUSINESS OFFICE**  
P.O. Box 479  
LaSalle, IL 61301-0479

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.

Copyright © 2003 the Lionel® Collectors Club of America. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording for any purpose without the express written permission of the Lionel® Collectors Club of America.

*The Lion Roars* (USPS 0011-994) and (ISSN No. 1079-0993) is published bi-monthly by the Lionel® Collectors Club of America, 1622 Fourth St., Peru, IL 61354-3527. Subscription rate of \$15.00 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9998 and additional mailing offices. **POSTMASTER:** Send address changes to *The Lion Roars*, 1622 Fourth St. Peru, IL 61354-3527. The LCCA is an Illinois not-for-profit corporation. Lionel® is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel® copyrighted materials have been used in this publication with the permission of Lionel L.L.C. The LCCA is not affiliated with Lionel® or

## Lionel® Collectors Club of America

### Officers

John A. Fisher, *President/CEO*  
1730 James Road  
St. Paul, MN 55118  
651-454-6644  
[jftrains@aol.com](mailto:jftrains@aol.com)

Eric P. Fogg, *President Elect*  
13360 Ashleaf Drive  
Des Moines, IA 50325-8820  
515-223-7276  
[foggstation@yahoo.com](mailto:foggstation@yahoo.com)

John Ourso, *Secretary*  
2400 N. Conestoga Avenue  
Tucson, AZ 85749  
520-749-3750  
[cajun8@cox.net](mailto:cajun8@cox.net)

Richard Johnson, *Treasurer-Archivist*  
8750 E. Kemper Road  
Cincinnati, OH 45249-2506  
513-469-7774  
[rhjlaw222@aol.com](mailto:rhjlaw222@aol.com)

Albert F. Otten, *Imd. Past Pres.*  
54 Overlook Drive  
Little Rock, AR 72207-1611  
501-225-2151  
[aotten@comcast.net](mailto:aotten@comcast.net)

### Directors

William F. Button-*IT Editor*  
2410 W. Miller Circle  
Westland, MI 48186-9372  
734-722-7464  
[lccait@msn.com](mailto:lccait@msn.com)

Louis J. Caponi  
610 Andrews Road  
Springfield, PA 19064-3816  
610-543-1540  
[caponilj@aol.com](mailto:caponilj@aol.com)

Barry B. Findley  
3414 Old Cantrell Road  
Little Rock, AR 72202  
501-758-0388  
[lcca@aristotle.net](mailto:lcca@aristotle.net)

Harry H. Overtoom  
3409 Fleetwood Drive  
Lexington, KY 40502-3504  
859-268-1942  
[lovertoom@aol.com](mailto:lovertoom@aol.com)

Ed Richter  
2008 Paprika Drive  
Orlando, FL 32837  
407-851-8383  
[erichter@safes.com](mailto:erichter@safes.com)

### Editors & Appointees

William J. Schmeelk, *Editor, TLR*  
15 Birchwood Lane  
Hillsdale, NJ 07642-1303  
201-358-1955  
[bill@wellingtonent.com](mailto:bill@wellingtonent.com)

Dennis L. Clad, *Cont. Editor, TLR*  
7707 Patterson Avenue  
Richmond, VA 23229-6609  
804-288-CLAD

Susan Ellingson, *Convention Registration Chair*  
4100 Victoria Street  
Minnetonka, MN 55345-1963  
952-931-0853  
[lccasue@aol.com](mailto:lccasue@aol.com)

Craig Tribuzi, *Website Editor*  
7504 Zurich Drive  
Plano, TX 75025-3117  
972-517-2498  
[craig.diane@verizon.net](mailto:craig.diane@verizon.net)

Barry Findley  
*Constitutional Comm. Chairman*  
3414 Old Cantrell Road  
Little Rock, AR 72202  
501-664-8525  
[lcca@aristotle.net](mailto:lcca@aristotle.net)

Hulen Warren, *Librarian*  
202 Cedar Road  
Bogalusa, LA 70427-3012  
504-732-3148  
[hdmwarren@i-55.com](mailto:hdmwarren@i-55.com)

William F. Button  
*Editor, Interchange Track*  
2410 West Miller Circle  
Westland, MI 48186-9372  
734-722-7464  
[lccait@msn.com](mailto:lccait@msn.com)

Greg R. Elder  
*Editor, E-Track*  
320 Robin Court  
Newton, KS 67114  
316-283-2734  
[geldler1@cox.net](mailto:geldler1@cox.net)

### LCCA Web Site: [www.lionelcollectors.org](http://www.lionelcollectors.org) People to Contact:

*President* - Always available and as a last resort.

*President Elect* - Schedule a meet.

*Immediate Past President* - Complaint against another member.

*Secretary* - Any administrative action not handled by LCCA Business Office.

*Treasurer* - Club finances only.

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

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

Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors and Appointed Officials nor do they indicate a Club endorsement of any products mentioned.



# The President's Report

by John Fisher

RM 6541

## Thank You!

A simple statement, one we use dozens of times each day, yet it speaks volumes about one's feelings and thoughts. As I approach the end of my term as your president I'd like you to know just how much I have enjoyed and appreciated the opportunity to be a part of your LCCA leadership team. Working with an extremely talented, dedicated, and crackling bright group of directors, officers and appointed officials it has provided a full measure of satisfaction and then some. We began with the simple idea of maintaining and building the club's solid financial base while relentlessly pursuing new and innovative ways to add real value to your membership. Your feedback tells us this strategy is working.

Eric Fogg is both a valued friend and strong co-CEO. He will be an outstanding president and I urge you to continue the open communication we have enjoyed during my term. Two year terms have made it possible for your elected officials to form a strong cohesive team that gets things done. Our team is large enough to be representative while at the same time small enough to make decisions and initiate actions quickly. Our website went from design to reality in record time and came in below budget. Your enthusiastic response to our website in general and the incredibly user-friendly and intuitive *e-Track* in particular, has been very encouraging. Fully 40% of our members who will be coming to Las Vegas registered easily and quickly through [lionelcollectors.org](http://lionelcollectors.org). Our members are discovering that new and fun things are happening every month on the site—check it out today!


At our recent board meeting, your officers and directors again unanimously decided to keep our dues at their present levels (for the 13<sup>th</sup> straight year—almost unheard of!) while increasing our commitment to a fully interactive website. They also voted unanimously to reduce the publishing schedule for *The Lion Roars* from 6 to 5 by eliminating the August issue. No other major train club even publishes 5 issues. This issue has always posed special problems for our editors and authors because of our July convention and now we will be able to focus on an expanded October issue. You'll receive your next issue of *The Lion Roars* in October with full convention coverage and still more exciting announcements. The expense for the August issue has been reallocated to other benefits.

## ELECTIONS

You have now received your ballots for this year's election and I encourage you to read the resumes and vote. This is your chance to have your voice heard and, in a very real sense, determine who will lead our club for the coming term. We are

again fortunate in that each of the candidates is well qualified for the position they seek. Our efforts to seek out members with leadership skills and a volunteer commitment to service have been fruitful. Chair Bill Stitt and the nominating committee have done an outstanding job. If you would like to serve our club in an elected capacity please consider submitting your qualifications to our next nominating committee. All of us began at one point by simply raising our hand.

## MEMBERSHIP

Our membership drive is about to kick into high gear as we roll out the LCCA story in a number of new and exciting venues. Working with our friends and partners at **Lionel L.L.C.**, *Classic Toy Trains*, *O Gauge Railroading*, **TM Productions**, and a large group of toy train retailers, we have planned some exciting announcements over the coming months. This past year has seen the development of even stronger relationships with these strategic partners as we have identified new ways and opportunities to help each other. We intend to grow our membership with a strong appeal to value and measurable benefit. The LCCA message will be delivered to toy train enthusiasts through a number of new and exciting formats. Our July reintroduction of the still secret 1950's uncatalogued set is already generating a lot of buzz on the internet message boards. This set will be available to new and existing members on a very limited basis. Contributing author Dennis Clad is putting the finishing touches on a comprehensive article covering LCCA commemoratives and convention items that will be published shortly. We recognize and understand that you have many choices and ways to be involved in the magical world of toy trains. We are committed to making the LCCA choice the first one for you. As always, what do you think? 

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

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

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



# The Tinplate Cannonball

by Ken Morgan

RM 12231

## LITTLE ZIP

The Burlington Zephyr is on display at the Chicago Museum of Science and Industry. The Flying Yankee is being restored to operate on the former B&M. Do you know where the M-10000 is? Keep reading, the answer will show up later. I assure you that like the Pennsylvania Railroad S-2 turbine, more metal, and now plastic, exists in the toy versions than in the original aluminum one!

As promised last time, I wanted to look at the new Century Club II M-10000 compared to the 1930's 752 version. And for good measure, I'll throw in the MTH Premier M-10000. Before I get too deep into this, I want to offer a few thoughts and comments. The original 752 is often called a scale model,

sometimes even specified as a 1:45, rather than 1:48 scale model. 1:45 would be closer to what some purists claim is true O scale, based on track width. However, neither 1:45 nor 1:48 is correct for the M-10000 as modeled by Lionel's prewar 752. The real train was a bit over 204 feet in length. At 1:48,

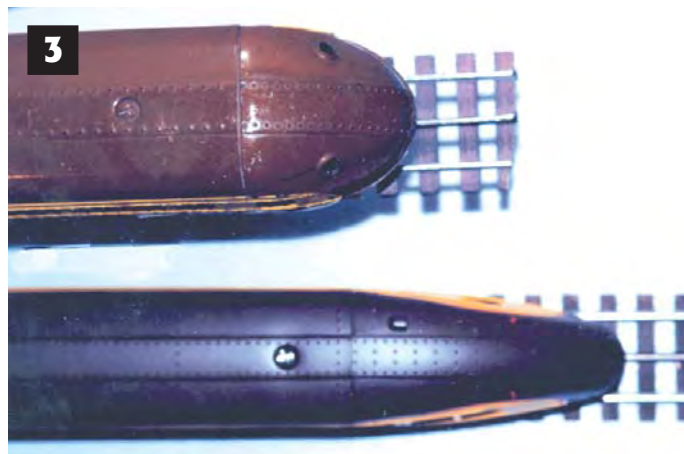
the model should be 51 inches. And at 1:45, it should be 54.4 inches. The 752 is only about 46-3/8 inches. That's 185 feet 6 inches at 1:48. So it's short of scale. But still a most impressive train set, and like I said last time, it rates very high on my list of all-time favorites.

Secondly, the literature from Lionel for the Century Club II (henceforth CCII) version clearly pictured an upgraded version of the 1934 train set. The brochure said it would include the usual CCII enhancements to the original including TMCC,

detailed interiors, gold plated trim, Odyssey System, and dual motors. A quote from the ad also says, *Length of train approx. 47 inches*. That is pretty close to 46-3/8. All of which indicated a re-run of the original tooling with better trim, plus the electronics. The pictures did show more detailed trucks, and included the red pin striping present on the real M-1000 but not on the 752. I wrote to Lionel for some clarification. They verified two motors, new trucks, the red striping, etc. I made the decision to purchase one. I did this through a friend who signed onto CCII but isn't into pre-war. But that's his problem!

When it arrived, I found that it was not what Lionel advertised. It is, in fact, a whole new design. Essentially, it is a tinplate scale model and measures 51-9/16 inches. That's 206 feet, 3 inches at 1:48. Clearly, this is a new model produced from new tooling. Overall construction though, seems to be the same as the 752. The nose, tail, and carbody bases appear to be die cast, although thinner than the 752, with shaped tinplate carbody sides and roof. That much matches the ad, and certainly maintains the tie to the original, which I like and I am sure was Lionel's intent. The original 752 is wider, to

accommodate the open frame motor. This version is closer to the M-10000's width profile.



And the tail has been totally reshaped to match the prototype more closely. Finally, it has only one motor. Hence, my view of the CCII advertising is that it was at least premature and did not reflect what was actually made. Am I disappointed? Not in the least. In fact, I am much happier with it as a near scale model than as a re-run of the original and it certainly doesn't need two motors.

One more comment on the shape of the tail. A picture of an original UP advertisement for the train appears in the book *Classic American Streamliners*, which shows what looks much

more like Lionel's prewar train than the real one. The tail is definitely Lionel's profile. So did Lionel use some earlier design work from UP for its 752? I don't suppose we'll ever know for sure, but the 752 looks like the ad, and the CCII version looks like the real train.

**Photo 1** shows the CCII M-10000 and the 752 behind it. The difference in length is clear, but you can also see the difference in bulk of the 752. The 752 is definitely wider, and a bit higher. **Photos 2 and 3** show the tail of both trains. The different profiles are obvious from both the side and the top. **Photo 4** shows the nose of each train. Again, the bulk of the 752 is obvious, but so is the fidelity to UP's design. These are



clearly both the same train. Also interesting is that while neither has enough vertical grilles, the 752 actually has more, so it is a tad closer to the prototype. And yes, that is a gold horn behind the grille of the CCII as well as a 2 chime gold horn on the roof.

### Next observation.

The 752 has a simple and obvious method of coupling up the three units. There is a button on top of each vestibule which is the part with the wheels, which goes between and supports the ends of the car bodies. You push down on the button and you can hook or unhook the catch at the bottom of a shaft inside the vestibule – neat and simple. The CCII vestibules don't have a button. I might add that it looks a lot better that way. The instruction sheet tells you to push the body into the vestibule. It also shows an arrow pointing "in", plus one pointing "down". I followed the written directions and pushed "in". This didn't work, but I finally did get it hooked up, but it was by accident.

Fast forward here. Lionel offered an additional sleeper car, available after the three-unit set was sent out. I had ordered it and when it arrived, I followed the "push in" instruction with no luck. My next step was to contact Lionel. The answer is to obey both arrows - push down on the top of the vestibule and push the car body into the vestibule. This works like a champ. It would have been nice though, if the written instructions explained that! By the way, the spring on the "down" is fairly tight. I advise pushing down while the vestibule is on the rails, not on the carpet or in your hand. That works much better with a solid base under it.

As an historical aside, the original M-10000 City of Salina, had only three cars, as did the original 752. Lionel later offered a four car 752, adding a second coach. I did a little web surfing and the answer appears to be that UP actually did, briefly add a Pullman unit to the M-10000 for the Chicago Century of Progress exhibit mid-May to mid-July, 1934, just after the completion of her cross-country tour. The Pentrex video agrees. So although it never ran in revenue service, the add-on CCII car is prototypical. Interestingly, it comes with two vestibules. If you're looking to lengthen the 752, vestibules are hard to come by. This is a different approach – a spare vestibule. Of course, if you want to use the CCII display cases, you will need it. That's because the display cases are only long enough for two units. So you would have to put two units in case one, two units in case two, and then you'd need the extra vestibule. Now, I'm not too sure anyone I know would want to display them that way, but different strokes for different folks!

CCII has also placed pads inside the car bodies to help protect the paint on the vestibules. The 752 vestibules are notorious for being far more scratched than the rest of the train. I have seen 752's both with and without pads. I'm not sure whether or not they were original in all trains, but the scratches are nearly universal. So I would advise that you be careful with your CCII even with the pads.

### Test track results.

The CCII M-10000 runs very nicely in conventional mode. As I noted, the single motor is very well able to haul the train, even with the added unit. It has a nice smoke unit, which produces enough smoke to look realistic without laying down a smoke screen in the basement and setting off smoke alarms. The distillate engine sounds very realistic to yours truly. Not that I know what a 1934 vintage Winton engine sounds like, but it resembles an old rumbling motor sound which seems appropriate.





My next move was to take it to my club, the Nassau Lionel Operating Engineers (NLOE, yep, the club with those rare Lionel limited edition LIRR cars). We have TrainMaster Command Control on the layout and that's how I tried it. The crawl speed is phenomenal and uphill and downhill, the speed didn't change - neat. Plus, it sounded even better with squealing brakes, cab chatter, and all that good stuff.

Ok, now I will have to admit I have slipped a few times in my purchasing decisions. Yep, I buy trains not made by Lionel on occasion. Like I said, I really like the M-10000. So I have the MTH Premier version, too. Let's throw that into the mix here. The MTH train is also a three car set, but in a later paint scheme. It measures 51-3/8 inches. That's 205 feet 6 inches. This gives a slight nod to MTH. There is also far more detail, due to the plastic construction. The only interior detail on the MTH is generic gray seats and floors. The CCII version has brown seats and blue floors, which is correct per the prototype. The CCII also has revenue generating passengers. Two nods to Lionel here. Window and door counts and placement is the same on both models. As far as I can tell from some mediocre photos of the original (including a relatively fruitless web search for more), both are essentially correct. The MTH one has more grill members in the front. As far as I can tell from the photos, they're off by one, but clearly much closer than

the metal Lionel nose. Also, MTH has two motors, which it doesn't need and at least to me, they represent, a drawback. The second motor is in the tail. So in addition to connecting up the vestibules you have to hook up plug in cables between each car. And there just isn't that much space to do it. I'll take the Lionel one motor approach. **Photos 5 and 6** show the nose of the CCII and MTH sets respectively. The different paint schemes and level of detail can be seen. **Photo 5** also has the clearest view of the red pinstripe which the CCII set has, but which was absent from the 752. Also, the MTH unit has a skirt in place over the truck. **Photo 7** has the MTH and CCII cabs together, and shows the MTH unit without the truck skirt. You can see that both versions have crews. **Photo 8** shows



the MTH truck detail between units without the skirt more clearly. Note that the trucks on the power car are different from those on the trailers. Both Lionel's and MTH's interpretation of the trucks, as well as the power truck being different from the trailers, is consistent with each other, and clearly based on the same prototype design.

## Sounds

I like the Lionel motor. It really has a buda-buda-buda rumble to it. The MTH is a generic diesel with too much whine for my taste. Remember that the UP didn't feel the diesel was ready for prime time, and used a distillate motor. The horn is a toss up. CCII has a multi-chime horn, while MTH has a single tone flat blat, which I suspect is closer to what the original had, although that's just a guess. The 752 came either with or without a whistle (752E without, 752W with). It's the familiar motorized high-pitched air whistle, so I'll give the



nod to both current versions, although the nostalgia value is there for the 752.

## Other Comments

Interestingly enough, even with the slight foreshortening on the 752, all three models have nearly the same count and placement of windows and doors, and they are correct per the prototype. The left and right sides of the train are different, and all three versions capture this. The one difference in windows is in the tail unit of the 752, which is one window shy on the left side, and the next to last window on the right side isn't in a door, which would be proper. Also, the last window on the right side, plus the last two on the left, should be frosted. None of the three versions do this. These windows were back where the coach buffet kitchen and service areas were. Otherwise, all three are prototypically accurate. **Photo 9** shows the tail of the MTH (in front) and CCII trains. The door just forward of the last window is correct, and it is where the 752 has only a window, without the door around it. The variation in the color schemes is also apparent. Note that the two tails have a slightly different profile, although both are obviously very different from the 752. It is difficult to pick between the two, but based on those same rather poor quality still pictures I cited before, plus the Pentrex video of the tour, I'll give the decision to MTH.

One nice feature for MTH in conventional mode is that the squealing brakes are there. Lionel's needs TMCC to activate them. I'll give another subtle point to Lionel. The actual M-

10000 was slightly wider at the bottom than at the roofline. The CCII version does have a slight spread toward the bottom. Neither the 752 nor the MTH trains do. Nice pick up by Lionel! Then one more for Mike: as noted earlier, the original train had skirts covering the wheels. MTH has them as add-ons. They do look nice, but they are delicate, so place them and remove them very carefully to avoid breaking the little fingers that hold them in position. Finally, the MTH doors open, if you're into that. Personally, I am not. Damage waiting to happen is my take on the feature.

The bottom line is that having three of these may be overkill, but just try to get one away from me. My preference is always toward the pre war and post war — it'll still be running when my heirs inherit it, plus I just like the looks and the nostalgia of the toy train. So I think the retro/scale approach taken by CCII puts it ahead of the MTH version in my opinion, but they are all definite keepers.

Unfortunately, Union Pacific did not feel the same. In 1940 they scrapped the M-10000, or as it was affectionately known to the railroaders, Little Zip.

See you next time along the rails of The Tinplate Cannonball. 🚂

*Photographs by Ken Morgan*



# Lionel's Noble Effort

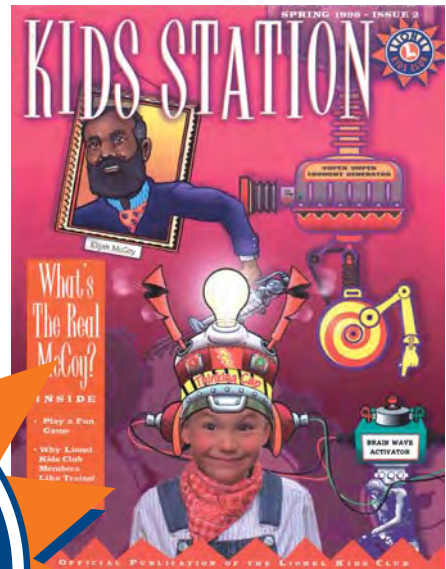
by Dennis Leon Clad  
Contributing Editor

RM 10430

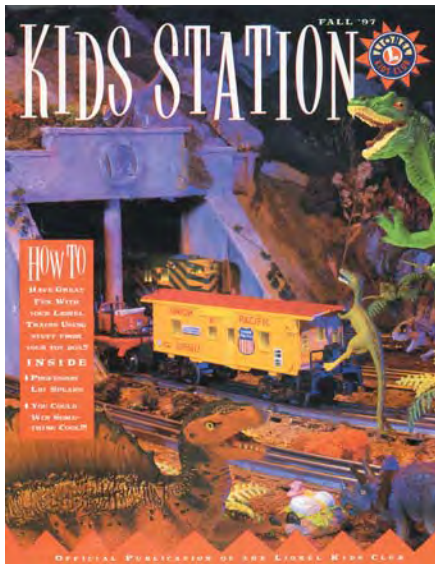
First heard the rumbling in the late 1980's that Lionel really needed to do something to get more young people interested in model railroading. At the time, I was still in my thirties and I remember thinking, "What's all the fuss about?" Now I'm in my fifties and when I look back, I can't believe how shortsighted I was. At the time and continued even today, The LCCA was the only club putting out any effort to get young folks interested in our hobby. The first way the LCCA tackled this difficult task was to make our club conventions and meets a family affair. Our club leadership has even gone the extra track mile



publication of the Kids Club would be the *Kids Station*. The boys and girls who joined the club in 1997 would receive a new



member button, a membership card and the premier issue of *Kids Station*. The first issue is dated fall 1997. The first new member button has a white background with the club's sunburst logo and carried no date.



to fascinate the younger set by introducing Lionel trains to them at children's museums and elementary schools. Lionel has been a tremendous partner to the LCCA in this honorable pursuit.

Lionel hourly employees were given a free copy of the first Kids Station to test their response. The employee copy had an All Aboard! letter inserted inside. Other than the letter, the employee copy is the same as the club members received. The spring of 1998 would bring issue 2 of *Kids Station*. The first of only three premiums offered to club members would appear in the second issue. That premium would be the 6-19967, the Kids Club Cop and Hobo Car.

In the summer of 1997, Lionel would make a solo attempt to attract the youth market with a new club just for young people. In issue #78 of Lionel's Railroader Club magazine, *The Inside Track*, on page 11 Lionel announced to Lionelville the formation of the Lionel Kids Club. The flagship

The next year's new member button featured the year 1998 with a green and red Lionel General locomotive. The official Lionel Kid also appeared on the button. Now would be good time to tell you a little about the Lionel Kid. His name is Jesse James Sacker. He is the son of Lionel employee Debi Sacker. Jesse became the Lionel Kid quite by accident. One day his Mom had to pick him up early from school. Mr. Andy Baco, one of Lionel's illustrators, saw Jesse with his Mom at Lionel and he thought Jesse would make the perfect Lionel Kid. Mr. Bako had Jesse's Mom bring him back to Lionel to be photographed. The Kids Club used Jesse's image as much as they could before he grew out of that "little Lionel boy" look.

## FIRST LIONEL KIDS CLUB CAR OFFER!



### Kids Club Animated Gondola

1998 begins our first-ever Kids Club Car offer. When this car moves, a classic chase begins. The policeman runs round and round the gondola in pursuit of the free riding hobo! In lively yellow and magenta, just for Kids Club members! Length: 10 1/4" \$33.00 plus shipping and handling, taxes where applicable. Limit of 5 cars per member, please.



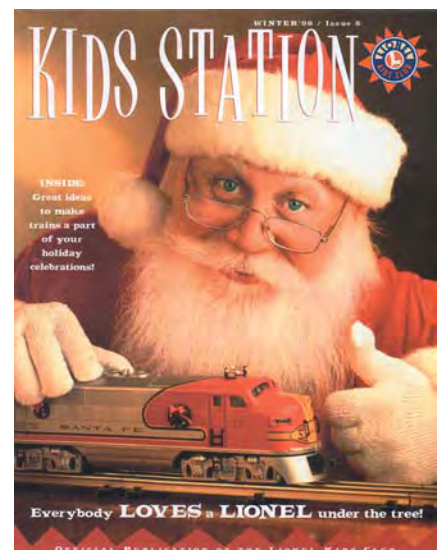
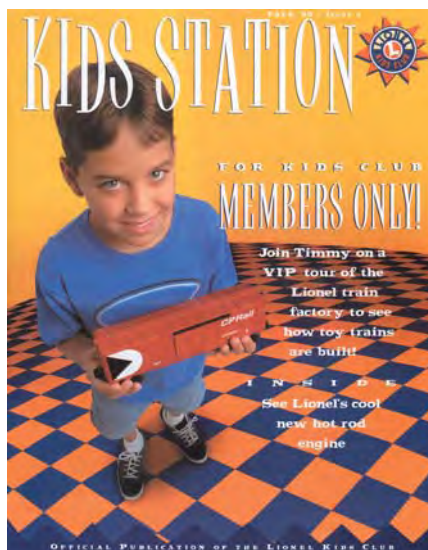


The summer of 1998 would bring issue 3 of Kids Station to members' homes. On the back cover, members could buy their second Kids Club premium — the Kids Club T-shirt. The white T-shirt had the Kids Club sunburst logo on the front. Two more issues, the fall and winter editions of Kids Station were published in 1998.

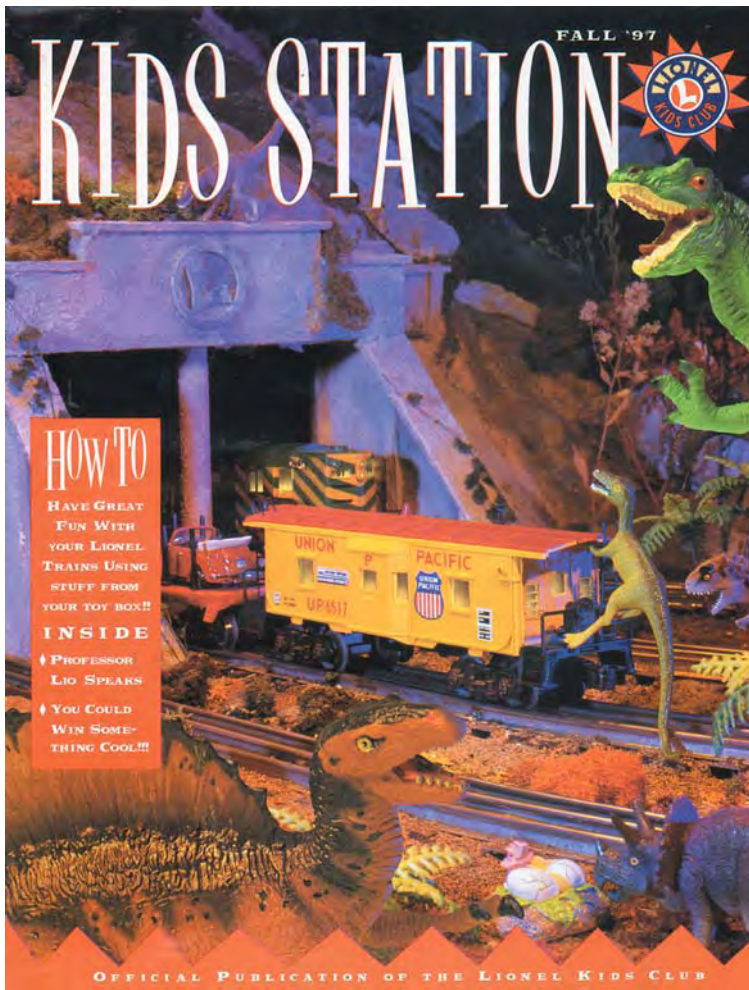
Issue 6 was mailed to members in the spring of 1999. This issue was significant for two reasons. First, Lionel made the decision to close the club and this would be the last issue. Second, members were given the chance to buy the third and

last Kids Club premium. This was the 6-19773 Kids Club Barrel Ramp car.

Why did Lionel close the Kids Club? I asked the former head and Kids Station editor, Mrs. Brenda Schlutow. She reported that Lionel knew at the time that there were about 8000 kids in the Lionel Railroader Club, the LRRC, which Lionel wanted to target. Lionel figured that these were kids and parents in the hobby and had experience with Lionel trains. The company was willing to have these kids and their folks move from the LRRC to the Kids Club. As long as the family







loved Lionel trains, the company didn't care which club they were a member of. Lionel would introduce the Kids Club in the LRRC publication, and set a goal and a time frame which they hoped to use as a future gauge. Lionel also placed Kids Club applications in sets to target first time Lionel families. At first the response was quite good, but by the end of 1998, Lionel felt unsure about the Kids Club. All this time, the LRRC continued to grow with kids. Due to the high cost of publishing the Kids Station, Lionel decided they could not support the Kids Club at the price they wanted to offer to the kids. Lionel also felt that children and their folks connected more to the LRRC than to the Kids Club.

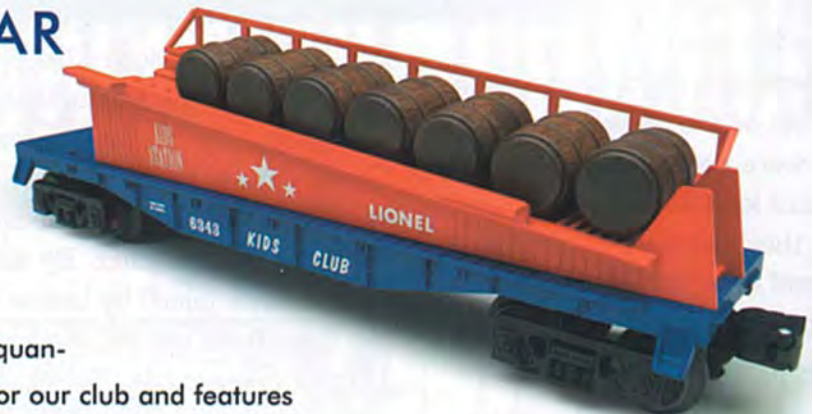
For these reasons, Lionel decided to focus on the LRRC. Lionel's new strategy was simple – don't separate the kids from mom and dad – bring the family together in the LRRC. I personally feel that Lionel could not have tried harder to get young people interested in model railroading. Everything from the magazine to the club offerings was of the highest quality. The quality of each Kids Club item, when combined with the low production numbers, make them great collectables. The best place to begin your search for Lionel's Kids Club memorabilia is with a want ad the LCCA's *Interchange Track*. It's the wise collector indeed who begins his search now for all of the Lionel Kids Club collectables. 🚂

Happy Tracks!

## KID'S STATION BARREL RAMP CAR

**1999 brings you the final**

Kids Club exclusive, a barrel ramp car. This unique car can serve multiple purposes on your Lionel layout, transporting barrels of whatever your imagination wants! Offered in limited quantities, this special car is decorated just for our club and features die-cast 9950 trucks, die-cast magnetic couplers, plastic molded body and brake wheel, and comes complete with wooden barrels. We think, no, we know, you'll love showing off this car to all your friends. After all, it's just for our special Lionel Kids. Have fun! The order deadline is April 30, 1999. Limited quantities. Mail or fax your order to (810) 949-3340. Your order will be shipped by the end of August 1999.





# Out in the Parking Lot

by Eric Fogg

RM 12768

Awhile back, I wrote an article about my ongoing interest in automobile vanity license plates (*A funny thing happened on the way to the car*, August, 2002.) Knowing that many toy train fans also have a love of cars, I asked members to send in

photos of their vanity plates. Here's what the mailman brought, along with comments from some of the members.



Russ MacNair, RM #10258



Norman Allen, CM #56



Bruce Cox, RM #1523



Leland Berry, RM #9473



William Brooks, RM #4385

Norman hales from across the border in Canada and identified the famous fishing schooner “Bluenose” in the middle of his plate. It’s also on the Canadian dime.

Mr. Cox had this plate for eight years when he lived in Nevada, then he moved to Arizona and got a new plate.

Leland has been “an avid Lionel collector for 35” and owns a hobby store in Hilebran, NC. This plate is on his ’95 Chevy Astro van.

Billy has it “bad,” with vanity plates on two cars – his Buick and his Oldsmobile!

Gene, who has a sizeable Lionel collection, plus a Garden railroad “among the trees” on the Olympic peninsula, reports he has three cars and two vanity plates - one on his pickup and the other on his red convertible. “I do get stopped in the grocery store parking lot by fellows who used to have trains and



Eugene Tenny, RM #13652



Justin Douglass, Jr., RM



Michael Karas, RM #19988



Eugene Burke, RM #13902



Frank Najbart, RM #241, is also a fan of vanity plates. Although he didn't have a train-related one to share, he did come up with what he terms is “the best vanity plate I have ever seen, even if it does not relate to trains.”

“A few years ago,” Frank said, “I pulled up behind a Camero and noticed its plate... N – ROLL. Only when he went to pass did the plate make sense. “I noticed the graphics on the side of the car,” he added, “and it was an IROC Camero.” IROC N-ROLL! 🚗

ask me if I collect them,” Gene said. “Neither plate has brought me any great treasures nor finds of old trains,” he added, “but I do enjoy talking with folks who ask me about them.”

In Louisiana, Justin reports, they call them “prestige license plates.”

Mike lives outside of New York City and uses his Windstar minivan to transport trains to and from shows. He says his license plate “speaks for itself.”

Eugene says he’s had this plate and the custom-made frame for a number of years.

Dan Pfeffer, RM #20210

Forget about a car or two, Dan’s got an *entire* web site of train-related vanity plates. Check it out at [www.ToyTrains.info/licenseplates.asp](http://www.ToyTrains.info/licenseplates.asp).

Thanks to all the members who took the time to share their license plates. Whether it’s a van or a sports car, truck or a sedan, please remember to buckle up and drive safely, especially going to and from those train meets!

Photographs by Eric Fogg



# If Luscher Were Let Loose on the Railroad

## Humor by Mike H. Mottler RM 12394

A standardized psychological test developed years ago by Dr. Max Luscher offers some insights — or at least some interesting party chatter — about the impact of preferred colors on our personalities. Basically, his test asks for your favorite colors, compares your choices to a table of responses, and then analyzes your personality accordingly.

Behavioral scientists know the body has quantifiable physiological responses to color — for example, red is “exciting” because it causes blood pressure, respiration, and heart rate to increase. Madison Avenue often exploits red and other mood-altering colors in product packaging and magazine advertisements. Corporate identity schemers often use a rousing red on cigarette packs (Marlboro), fast food restaurants (McDonalds) and on ultra-cool convertibles (Chrysler Sebring).

I believe it works. At a tumultuous time in my life — when going through a divorce — I recall that my favorite color then was gold, an indicator of optimism according to Luscher. Meanwhile, my soon-to-be-ex-wife chose black, which Luscher considers the color of death. Was I hoping for better times ahead? Was she overeager to bury a decade-long marriage? Hmmm...maybe one can push this color analysis thing too far!

What if we applied the Luscher Color Test to favorite railroads according to their preferred colors in the diesel era? Let’s consider the color scheme of a railroad an extension of its corporate persona through graphic design. Perhaps some of the railroads cited here are displayed in your O-gauge collection, running on your home layout, or burbling along your club’s modular pike.

## Union Pacific

Lots of yellow signifies the “Golden State” and a compatible sunny disposition — appropriate to a railroad facing the challenging task of going over and through the mountains of

California. Its red trim may be a subtle yet grim reminder of blood and death from many blasting accidents during its construction.



## New York Central

The “lightning stripe” design is not far removed from conservative pin-stripe business suits — the uniform of Wall Street denizens and the favorite garb of tycoons. This may reveal the

“Captains of Industry” mindset of this eastern rail giant. As for the “lightning zag” motif, the railroad with a fleet of Hudsons could rightly boast of lightning fast speed with large diameter driving wheels rolling on steel rails.



## AT&SF

Colors borrowed from the SW desert landscape and the “warbonnet” Indian motif suggest an aggressive, wild west attitude; necessary among its founders and builders for conquering the

landscape and building a railroad across rough terrain. Yet this railroad also embraced the ethos of Native Americans — particularly the tribes that considered themselves “caretakers of the earth” like the Hopi. Indians maintained an appreciation for the rugged and majestic beauty of the western landscape



and rightly identified sacred places that inspire us today in the form of National Parks and Wilderness Areas. The practice is not far removed in spirit from the AT&SF surveyors that optimized scenic vistas along the route and “framed” the wild wonder of the region in curved window panels of its fleet of silvery vista dome cars – the color of the preferred precious metal of the southwest.

## Pennsylvania

Always wrapped in dark colors – brunswick green, plain black, dark tuscan – the somber paint schemes of this railroad may point to the source of its livelihood, the treasure gathered from the coal veins of underground Appalachia. The meaning of the word Pennsylvania is “Penn’s Woods,” and that also suggests a dark tableau. If the dark colors derive from the dank mines, then the gold stripes of the paint trim may suggest the gold-like reflections of miners’ helmet-mounted oil lamps on the walls of always-wet mine shafts.



## Rock Island

This mid-western granger couldn’t make up its mind about paint schemes, and it dabbled in many according to its mood and balance sheets. The repeated pattern of “boom and bust” of the CRI&P is documented by its bumpy business cycles. It began a “boom era” with a splash by presenting a fancy paint job on its motive power – like the dramatic “full Rocket” paint job on its first streamliner, a TA diesel made by GM EMD in 1937-38. Adorned in bright red, elegant maroon, and silver with black and white accents, this early diesel loco was a snazzy showstopper then. To me – a RI fan – it still is. Decades later, when the RI entered a phase of decline, its aged EMD E and F units seemed tank-dipped in sober maroon paint with artless white block lettering applied.



Later still, in the early 1960s, a new, bold blue-and-white ROCK “Hex-R” paint scheme showed an expected wave of optimism and hope for renewal. But within a decade “The Route of the Rockets” faced bankruptcy again and final collapse.

## Amtrak

Red, white, and blue are our national colors; thus especially appropriate for a government-subsidized railroad. It also indicates what can happen when a railroad, which is supposed to be run like a business, becomes dependent on our



political system for support and oversight. Wrapped in the flag, Amtrak runs trains to nowhere because, according to cynical Beltway politicians, the route goes through an influential Congressman’s home district. Ironically, France — whose flag is also composed of red, white, and blue — makes its newest train, the sleek Acela.

## Southern Pacific

In the steam era, its brilliantly colored Daylight locomotive and matching passenger cars showed a preference for the palette of the California coast. This paint



scheme celebrated the playful spirit of sun worshippers on the beach. The railroad wisely applied this same color combination to its diesel passenger fleet. With 20/20 hindsight, a sociologically sophisticated cultural aesthete would say that the colors became a visual prediction of the bright sound of the Beach Boys -- fun, fun, fun in the sun. Perhaps the designers took inspiration from the jazzy colors of the skimpy bikinis of California girls reveling at the Santa Cruz beach: red, orange, and white. Regardless of the true source, party on!






## Burlington Northern

“Big Green” suggests the canopy of the great forests and the logging industry that harvests the great trees as fast as replacement seedlings can re-cover the barren landscape; hopefully in time for the next March of the Chain Saws 30 years hence. The plains of the upper Midwest – where the color of leafy corn and soybean plants is a near-perfect match to this corporate color – are “Home on the Range” to this venerable line. The pumpkin paint scheme of the now-merged BN and SF would probably prompt Dr. Luscher to wonder, “What were they thinking?”

## Florida East Coast

Henry Flagler, a partner in business with John D. Rockefeller, visited Jacksonville, Florida, at the turn of the 20<sup>th</sup> century and developed a vision of progressive development of Florida as the Kingdom of the Sun – from St. Augustine to Key West. This pioneering railroad selected red trimmed with yellow-gold as the paint scheme for its diesel fleet. The colors of royalty seem well suited to the fulfillment of his grand dream. Or maybe he foresaw the splendor of the court of a soon coming

Royal Heir to the Florida throne – King Mickey, who would rule from a Magic Kingdom the rail-based empire Flagler built through bug-infested miasmal swamps. Long live the King! Death to the mosquitoes!

Well, you get the drift of how to apply Dr. Luscher’s color test to our favorite hobby. What’s your color analysis of New Haven, Great Northern, Texas and Pacific, Southern, Denver & Rio Grande Western, or Soo? Especially the Soo! While applying lots of white paint on a sure-to-be-grimy-soon, hard-working Soo diesel loco, perhaps the Paint Shop Foreman wondered, “What are they smoking at the main office?” 



# New Area Code? New Zip Code? Do We Have Your Email Address?

You can do this online at [www.lionelcollectors.org](http://www.lionelcollectors.org)  
click on members only and enter your changes.  
If not internet connected send updated info by fax  
or by a post card to:

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



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



LCCA members are preparing for the “Westward Ho!” trek to one of America’s premiere entertainment cities, meeting destinations, and tourist attractions.

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

You and your family will enjoy professionally conducted tours in the area, a train excursion, the Get Acquainted Party

with Series 2 Collector Cards, a collectible LCCA On-site Convention Car, a memorable banquet, and more. The first 400 Convention registrants will receive a special registration gift.

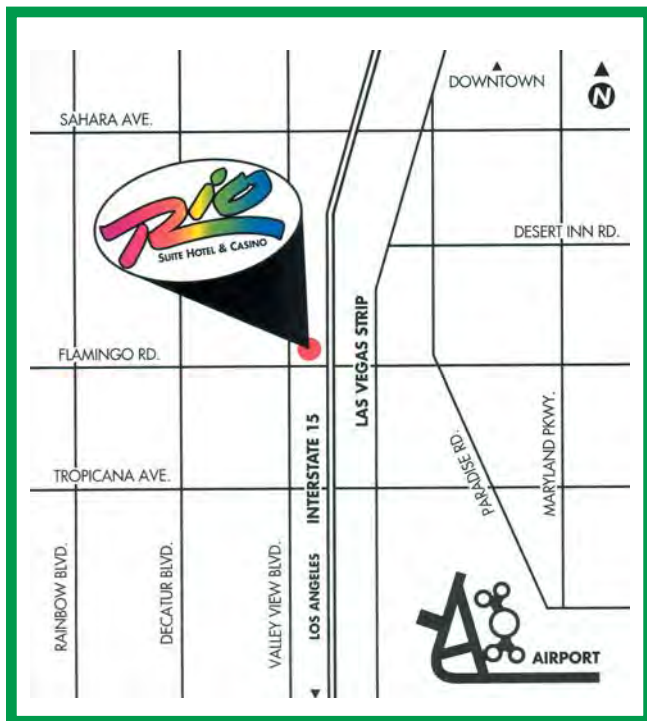
Mark your calendar for July 22-27, 2003, for the best club convention in the West — or anywhere else! Early birds may make room reservations now at 1-888-684-3746; be sure to ask for the “LCCA CONVENTION SPECIAL RATE.” Call now because we expect the host hotel to fill up quickly. Convention registration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

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



# Las Vegas Is a lot Closer than You Think

## MAP FROM LAS VEGAS AIRPORT



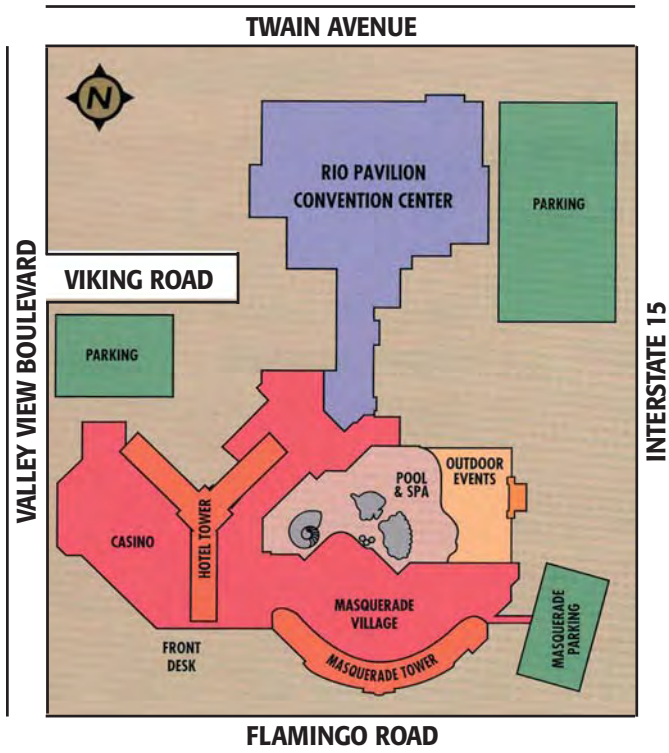
More than 800 daily flights service McCarran International Airport, which is one mile from the Las Vegas Strip. A taxi ride to a Strip hotel from the airport costs about \$10; airport shuttle fares are about \$5.

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

### Typical air travel times to Las Vegas:

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

## RIO PAVILION CONVENTION CENTER AND ENTERTAINMENT COMPLEX



### Major Headliners Appearing at Las Vegas:

Celene Dion	Siegfried and Roy
Penn & Teller	Danny Gans
Blue Man Group	Cirque du Soleil





Form may be photocopied

**PLEASE NOTE**

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

ORGANIZATION: LCCAFUNCTION: 2003 Convention DATES July 22 to 27, 2003ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2003

Please reserve accommodations for:

*Please print or type*NAME \_\_\_\_\_ COMPANY LCCA PRICE \$109

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

SHARING ROOM WITH \_\_\_\_\_ NO. OF PERSONS \_\_\_\_\_

SIGNATURE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

MONTH	DAY	ARRIVAL TIME	DEPARTURE DATE

ARRIVAL DATE

DEPARTURE DATE

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

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

CREDIT CARD # \_\_\_\_\_  AMEX  DINER'S CLUB  VISA  MASTERCARD  DISCOVER

EXP. DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-888-684-3746 FOR RESERVATIONS.**PLEASE RESERVE \_\_\_\_\_ NO. OF:  SINGLE  DOUBLE CLUB RATE: \$109 FOR SINGLE OR DOUBLE. SMOKING ROOM  NON-SMOKING ROOM

PLUS APPLICABLE TAXES.

LIMIT 4 PERSONS PER ROOM, RATES ARE SUBJECT TO CURRENT TAXES. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS. ADULTS 18 OR OLDER, \$30 PER PERSON.

Fill out all necessary information and mail or fax directly to:**RIO ALL-SUITE HOTEL & CASINO**

**Attn: Reservations Department, 3700 West Flamingo, Las Vegas, Nevada 89103**  
**Phone: 888-684-3746 Fax: 702-777-7611 www.playrio.com**



# 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.*

The published works on toy trains by author Jim Bunte are as legendary as the man himself. Over the years, I've collected Bunte-isms which I treasure and use very sparingly. So, if you will kindly permit, I would like to use one while giving you my thoughts about Lionel mint cars. "Call me a heretic, I don't care" but I'm not fond of mint cars. Oh sure, they're a quality built toy and yes, they're whimsical. Please note I don't use the adjective "cute." I reserve "cute" for teenage girls in bib overalls. But for some unknown reason, mint cars are not represented in my collection. Little did I know my feelings about mint cars would change in a most unexpected way. But that's exactly what happened when LCCA director Louis Caponi placed the prototype of our 2003 convention car in my hands. This was a mint car full of color and excitement — just like the city it represents, Las Vegas.

The first thing I noticed about our 2003 car is that it lovingly received a luxurious bath of Lionel maroon paint. It's the rich Lionel maroon that gives our cars its sensual and seductive look. To highlight the car's soothing maroon paint scheme, the side trucks along with the car's roof received a lavish coat of metallic gold paint. Our mint car also received two clever touches that simply floored me. The first is the name of the car's leasing agent — the Lady Luck Coin

Manufacturing Company. The second touch that had me saying "Wow!" was the outline of the state of Nevada in copper along with the state's nickname spelled out with silver letters. To include the Union Pacific herald on our car was a touch of genius, making the 6-52299 LCCA mint car a must have for three collector groups. No matter how your luck runs in Las Vegas, you've hit the jackpot with ownership of our 2003 convention car.

## A Sneak Peak at the J.C. Penney's 2003 Christmas Catalog

Again this holiday season, J.C. Penney will offer the Lionel Pennsylvania Flyer set with a very special J.C. Penney car. For 2003, that special car is a piggyback with two vans on a Lionel flat. This special car will be decorated in J.C. Penney's colors. It's the lucky collector indeed, who can boast ownership of all the J.C. Penney pieces. As in the past, this set is complete and ready to run. Heading up the set is that little engine with a big heart, a die cast 4-4-2. Only 1000 sets will carry the sku number 6-31948.

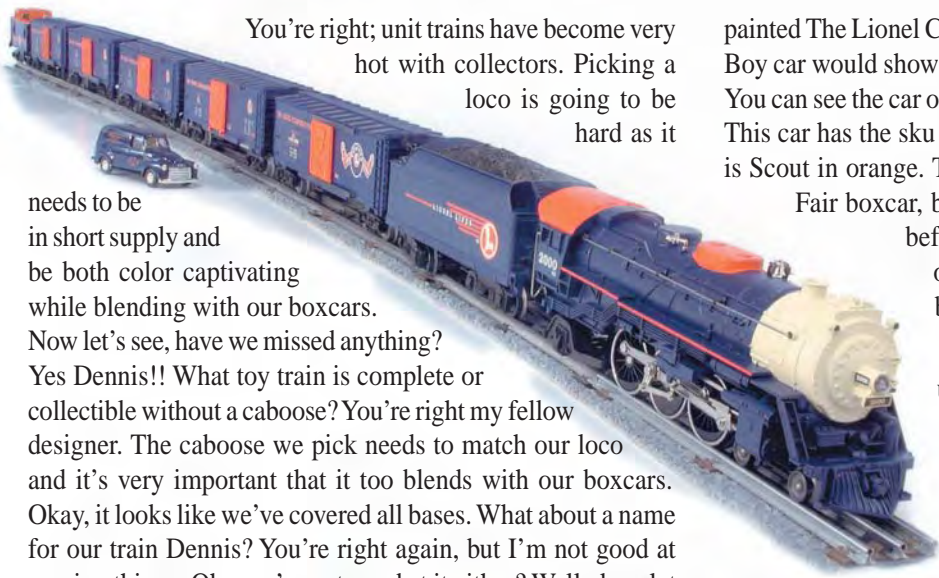
Sadly, I was unable to get an image of our next J.C. Penney offering from Lionel. This year's collector engine is a Baltimore & Ohio 2-8-4 Berkshire. The colors of this loco will be royal blue, gray, gold and red. With these colors this Berk has to be drop dead gorgeous. Both the loco and the tender are die cast. The engine comes equipped with RailSounds, CrewTalk, brake squeal, whistle and bell. In other words, this bad boy is loaded with all of Lionel's top of the line appointments. A display case with name plate is also included. Only 800 B & O locos will carry the sku number 6-28633.

## Calling All Wannabe Lionel Train Designers

I'll bet you're like me and have dreamed of designing your very own Lionel train. Wouldn't it be super if our creation would become an instant hit with Lionel collectors? So, what do you say, let's put our heads together and design our own Lionel Train. Come on, it will be fun.

First we need to pick the type of rolling stock that will make up the body of our train. Since boxcars are highly prized by collectors, what do you think about a unit train of boxcars?





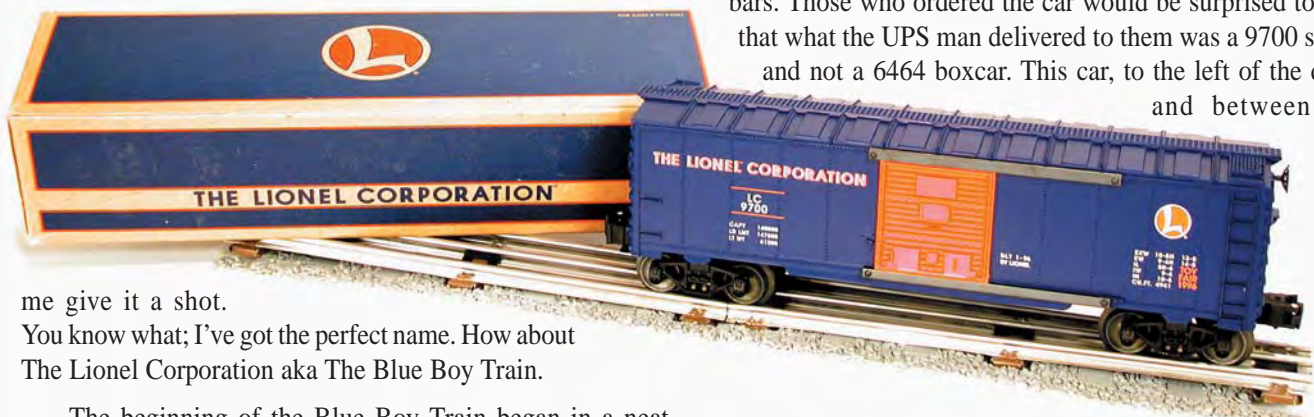
You're right; unit trains have become very hot with collectors. Picking a loco is going to be hard as it

needs to be in short supply and be both color captivating while blending with our boxcars. Now let's see, have we missed anything?

Yes Dennis!! What toy train is complete or collectible without a caboose? You're right my fellow designer. The caboose we pick needs to match our loco and it's very important that it too blends with our boxcars. Okay, it looks like we've covered all bases. What about a name for our train Dennis? You're right again, but I'm not good at naming things. Oh, you're not good at it either? Well okay, let

me give it a shot. You know what; I've got the perfect name. How about The Lionel Corporation aka The Blue Boy Train. painted The Lionel Corporation. To my surprise, a second Blue Boy car would show up as part of the 6-11910 1996 Scout set. You can see the car on pages two and three of the 1996 catalog. This car has the sku number 6-16269. to the right of the door is Scout in orange. To the left of the door, like out 1996 Toy Fair boxcar, between the orange bars is LC 9700. Oh, before I forget, the Scout car has a built date of 8-96 while the Toy Fair Blue Boy has a built date of 1-96.

A third Blue Boy boxcar would turn up in a totally unexpected place. The spring issue of Lionel's The Inside Track issue no. 73 on page eleven would be an offer for 6-29200, a Lionel Railroader Club Blue Boy. The ad showed club members that this Blue Boy would be numbered 6464-96 to the left of the door between the orange bars. Those who ordered the car would be surprised to find that what the UPS man delivered to them was a 9700 series and not a 6464 boxcar. This car, to the left of the door, and between the



me give it a shot. You know what; I've got the perfect name. How about The Lionel Corporation aka The Blue Boy Train.

The beginning of the Blue Boy Train began in a neat unexpected way. Would you believe your train began with the 6-19947, 1996 Toy Fair boxcar? When I acquired my 1996 Toy Fair boxcar I quickly added it to my roster of Toy Fair cars. Feeling very proud, I stepped back to take a look at my Toy Fair train when it hit me. Which of these don't belong — which is not like the others? Lionel Toy Fair cars have been for the most part, a novelty car with just the right touch of whimsy. This Blue Boy Toy Fair Car shouted, "I mean business!" Sadly, I removed the 1996 car from its cousins and packed him away with little hope of ever using my car in any train. What made me feel even worse was that this car came in my favorite colors Lionel Corporation orange and blue. A close look at the car and you can see to the right of the door, in orange, the words, Toy Fair 1996. To the left of the door is



orange bars, would be lettered in white paint — LC 9700. To the right of the door in orange is LRRC with 1996 below that. The LRRC Blue Boy carried a built date of 4-97.





There must have been an outcry from LRRC members as the club would issue another Blue Boy, making 6-19953 the fourth Blue Boy boxcar. This second LRRC Blue Boy was offered on page 13 of issue no. 77, the spring 1997 issue of *The Inside Track*. This fourth Blue Boy would have to the right of the door in orange, LRRC 1997. To the left of the door, between the orange bars, is LC 6464-97. The car's built date is 10-97.

The fifth Blue Boy can be found on page 28 in the 2000 Volume 2 Lionel catalog. The Centennial Blue Boy sku number is 6-29298. To the left of the door, between the orange bars is LC 6464-2000. To the right of the door is a special 100 years



birthday logo. The car's built date is 2000. All of the Lionel Corporation Blues are a must own for at least two collector groups. My collector instincts tell me that the two pieces of this train that will be the hardest for you to acquire are the

cataloged caboose and steam loco. The Blue Boy 4-6-2 Pacific engine was offered in the 1999 Volume 2 on page 8. The Command version has a sku number of 6-28026 while the traditional control loco has a sku number of 6-28020. This Lionel Lines loco painted in a corporate orange, blue, and cream is one of the most beautiful steamers Lionel has ever made. Besides pulling the Blue Boy cars, this super looking engine would be a fine match for all your Lionel Lines freight cars.

A less desirable but still viable alternative to the Blue Boy Pacific Steam Loco is the Lionel Lines 44 Tonner. This was pictured above the Pacific loco in the 1999 Volume 2 Lionel Classics catalog. The Lionel Lines 44 Tonner sku number is 6-28801.

Let's end our Blue Boy Train with an equally hard to find caboose. The perfect caboose for the Blue Boy train is 6-26530, lettered for the Lionel Lines. Our caboose was cataloged in the 1999 catalog Volume 2 on page 31.

You know what; it was fun designing an original Lionel train with you. I really think we have a home run high in the bleachers hit with the Blue Boy train. I know you'll be a proud papa when the Blue Boy train graces your very own Lionel pike.

## Lionel Licensee Alert

Urgent notice! A rumor has been crisscrossing Lionelville that the Lionel rigs produced by the Taylor Made Truck Company have reached the end of the highway. I received a notice from Taylor Made Trucks that they will be closing their doors and not accepting any more orders after June 20, 2003. This wonderful Lionel series consists of seven cataloged trucks and one uncataloged test rig. At this time, the uncataloged Sears market test rig will be the hardest for you to acquire. Because the quality of these tractor trailers is of the highest, I would not be surprised to see the value of all eight rigs really climb and become out of reach for both Lionel and toy truck collectors. It's the wise collector indeed who has at least one of the Lionel tractor trailers by Taylor Made Trucks. This is one collector who's sad to see this series end.

A really hard to find Lionel licensed item is the Lionel bed linens and window drapes put out by the Cannon company. The license between Cannon and Lionel has long expired.







Even if you never intend to use Lionel trains, you should put all your efforts into acquiring for your collection these high quality pieces. My collector instincts tell me that this series was not well received by civilians and that very little was produced by Cannon. Even if you can only find one or two pieces of the ensemble, you would be wise to pack them away as their collector value is sure to rise.

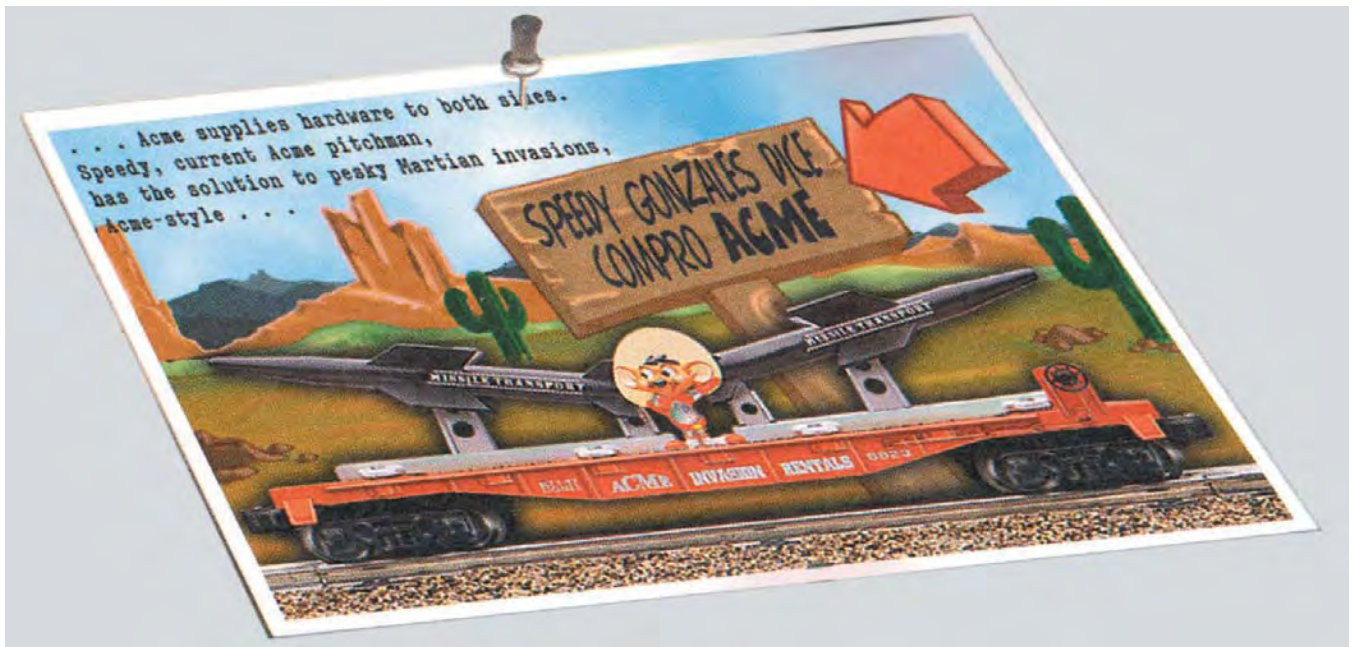
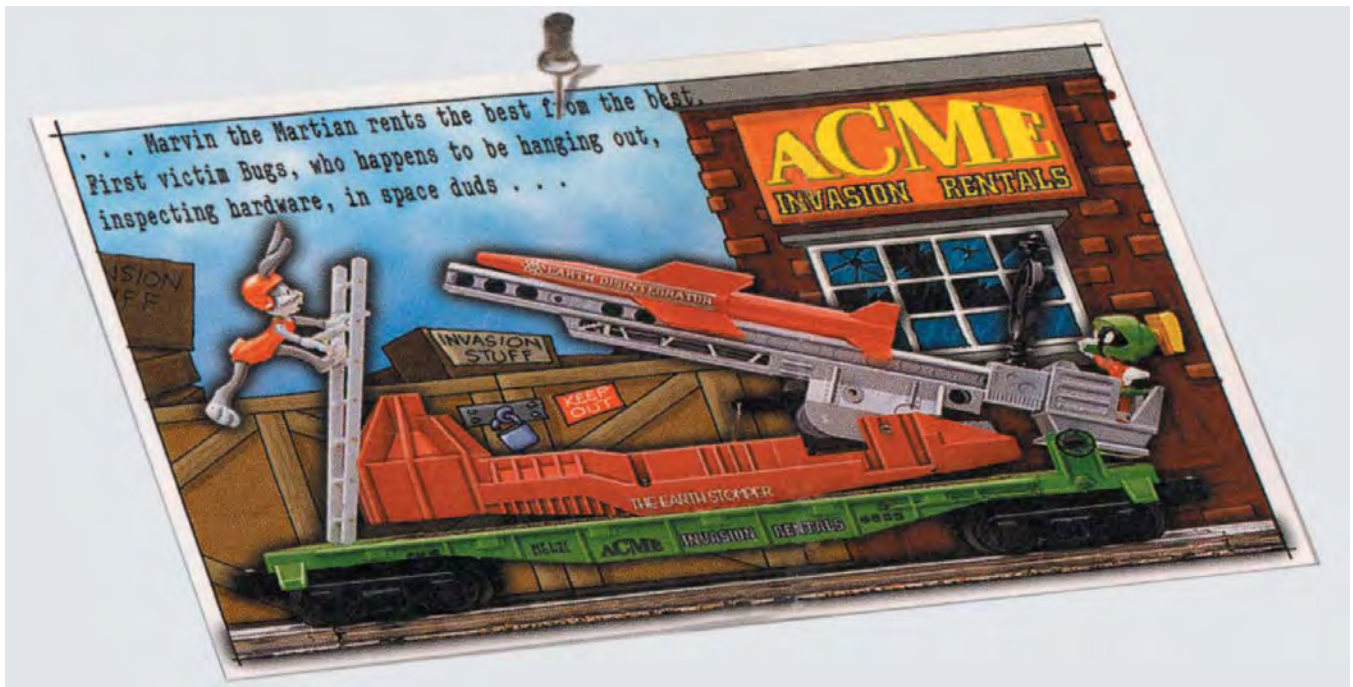
## Who Would Have Thought? Or Dennis You Must Be Kidding!

Marvin Acme, founder of the Acme Company, was a creative genius and visionary. Acme products have been made famous by toon stars like Wile E. Coyote, known for his internal fortitude. Even a brainy and super cool customer like Bugs Bunny has counted on Acme products to help him exit a sticky situation. It would not be until after his untimely death that the world would learn that Marvin Acme was also a true prophet. Back in 1997, while going through old Acme blueprints, the engineering department at Lionel would discover Marvin Acme's drawings for a series of five railroad cars that toon stars could use to someday defend planet earth from attack by extra-terrestrials. Lionel would faithfully produce all five cars from Marvin Acme's blueprints.

The Looney Tunes Invasion Rental Series started with two cars that Lionel offered on page 19 in the Lionel 1997 Classic catalog Vol. 1. The two cars are the 6-16755 Daffy Duck Balloon car and the 6-16754 Porky Pig Instant Martian car. The 1997 Classic catalog Vol. 2 would feature the last three cars







on pages 12 and 13. Those cars are the 6-16274 Marvin the Martian and Daffy Duck boxcar, a 6-16752 Marvin the Martian Missile Launching Flatcar, and the 6-16980 Speedy Gonzales Missile Flatcar. On page 13 of the catalog Lionel said, "To Be Continued." But sadly, it never was.

Each of the five cars in the series came in a very special Looney Tunes box with the Warner Brothers logo featuring Bugs Bunny. All five cars in this delightful and heart lifting series are drying up and becoming hard to find. I really believe that this series is representative of Lionel's most imaginative work. The quality of all five cars is Lionel's highest. When civilians visit your layout, the invasion Rental series will generate more joy and excitement in them than any other 6464 boxcar can. The toon stars represented in the series capture

the hearts of new youngsters every day, thereby guaranteeing these cars future collectibility. The Invasion Rental series that Lionel created for the Acme Company in every way lives up to the Acme Company motto, *If it's Acme, it's a Gasser!*

## In Closing

I would like to thank LCCA brother Ben S. Stefanski II, RM 12820 for the loan of his Big Blue Train. A big LCCA thank you goes to Mr. Dan Pieniak of Cleveland, Ohio for photographing Ben's Lionel Blue Boy train. 🚂

Happy Tracks!

*Editor's Note: Our humble apologies to Dr. Ron Adleman, whose name we misspelled two ways in the last issue. Thanks Doc for the fine photography.*

# Lionel News & Views

by Bill Schmeelk

RM 6643

## More on Track

After our discussion last issue on Lionel's track through ages, I received a letter from the club's founder Jim Gates, CM 1. Jim uses Lionel's Super O track and felt that perhaps I left some doubt about the track when I mentioned that some users complained about grooved rollers caused by the thin center rail. Jim wants to set the record straight about that problem and I'll let him explain it in his words.

*I started collecting 50 years ago, in 1953 and in the following years I heard all kinds of stories about Super O and other products that Lionel made. The most blatant, outrageous and bald faced lie that I have ever heard is the Super O grooves track rollers!*

*I started using Super O as soon as it came out in 1957. I am an operator and although I run my engines a lot, I have never had a grooved roller. I challenge anyone to find a grooved roller on any engine in my collection!*

*Now let's get to the real truth. Grooved rollers are caused because many collectors are too lazy or never think to clean their track. Dirty track causes rollers to throw sparks and the rollers get hot, and this becomes a contributing factor in the grooving process. If you've collected as long as I have you have probably seen rollers that were grooved by O or O27 gauge track. In spite of this you don't often hear that other track can cause grooving.*

*You can rest assured that if you keep your track clean, the rollers also stay clean and you will never have to worry about grooved rollers, regardless of which track you use. I think Super O is great and I personally love it and would never give it up.*

Thanks Jim. I am aware that Super O has many supporters. I always enjoy seeing a layout that uses it and I have fond memories of Jim's layout when I visited it years ago. For me it brings back the memories of my childhood and those late fifties catalogs. Other operators have confirmed what you say about clean track. Perhaps the greatest testament to Lionel's engineering of Super O track, is that Lionel's new FasTrack uses the same snap system to join its track. Atlas O has also borrowed from Super O with its remote control track section and the control rails which can be attached to any regular section of straight track. These were all features that Super O pioneered 46 years ago.

## Lionel on the Move

If you've passed by Lionel's headquarters in Chesterfield, Michigan you might think that Lionel is up for sale. Al Kolis, #12697 took these shots of the two buildings that Lionel currently occupies. Of course it's not Lionel that's up for sale; it's merely the buildings they occupy. Currently, Lionel's operations are split between the two buildings. **Photo 1** shows the headquarters building which also houses the Visitors Center and **Photo 2** shows the factory building which is home for the service department and inventory. Although less than half a



mile apart, the powers that be at Lionel feel that it would be more efficient to have the entire operation under one roof. Lionel plans to stay in the area, but has no new address to report at this time.

## The Last Hurrah for Madison Hardware

For many of us, the name Madison Hardware brings many memories to mind. I remember well visiting the store in New York and making purchases of mint postwar Lionel items. In 1989 of course, Richard Kughn, RM 5586, purchased Madison Hardware and moved it all, lock stock and barrel to Detroit. For two of our annual conventions, a visit to Madison Hardware was a highlight and a sight not easily forgotten. Well now, the end has really come for Madison Hardware. Richard Kughn has decided to sell it all at auction. RM Auctions will be handling the sales. The auction will be held in two parts. The first part will be held on August 8, 9, and 10 of this year in conjunction with RM's Woodward Dream Cruise collector car auction. The second part will be held in November of this year on the 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup> in conjunction with RM's Michigan International Collector Car auction.

RM promises over 1700 lots will be available. The list of these lots is expected to be available by July 8, 2003. The



admission price to the auction is \$15.00 per person and is good for all three days. There will be a 15% buyer's commission added to the final bid of each lot purchased. A special Madison Hardware Collection catalog will be produced in full color and can be ordered at the company's website, [www.rmauctions.com](http://www.rmauctions.com). The cost for the catalog is \$35.00 and includes shipping.

## More Unique Information

Last year we reviewed Robert Hannon's unique reference manual on Lionel's postwar motors. I received more calls about that than any one item I've ever written about. Well, Robert has just published the *J.L. Cowen's Postwar Lionel Trains O-Gauge Reference Manual II*. The first volume dealt with motors from steamers, diesels and electrics. This second volume deals with motorized units, rolling stock and accessories. As in the first volume, the author provides information that is simply not available anywhere else. For motor repair, these volumes provide critical information that the author, through his own research has provided. Robert has disassembled every one of these motors to determine such things as the number of turns in each coil and armature, the resistance of the coil, the wire size, and number of layers among other details. Each individual motor is shown with photographs which have been dimensioned for reference. Both armature and field are detailed for each motor. This second volume also contains details on solenoids and vibrator motors used in accessories including remote control switches in all of Lionel's postwar track sizes.

The book concludes with a chapter on troubleshooting and repair. This chapter contains discussions of several topics relating to the different types of repairs. These include, lack of service, over-voltage operation, performance critical parts, the "string and spring motor," the "Vibrotor" motor, coil degradation, whistles and more. In one section titled,

Reparability Issues, the author discusses the repair of parts which were never designed by Lionel to be repaired. Rather, they were designed to be replaced. Nonetheless, the author takes you through the process of dealing with parts that have been riveted, staked and spot welded.

Finally the author provides additional support to all those who register their copies on his website, [www.trainrefs.com](http://www.trainrefs.com).

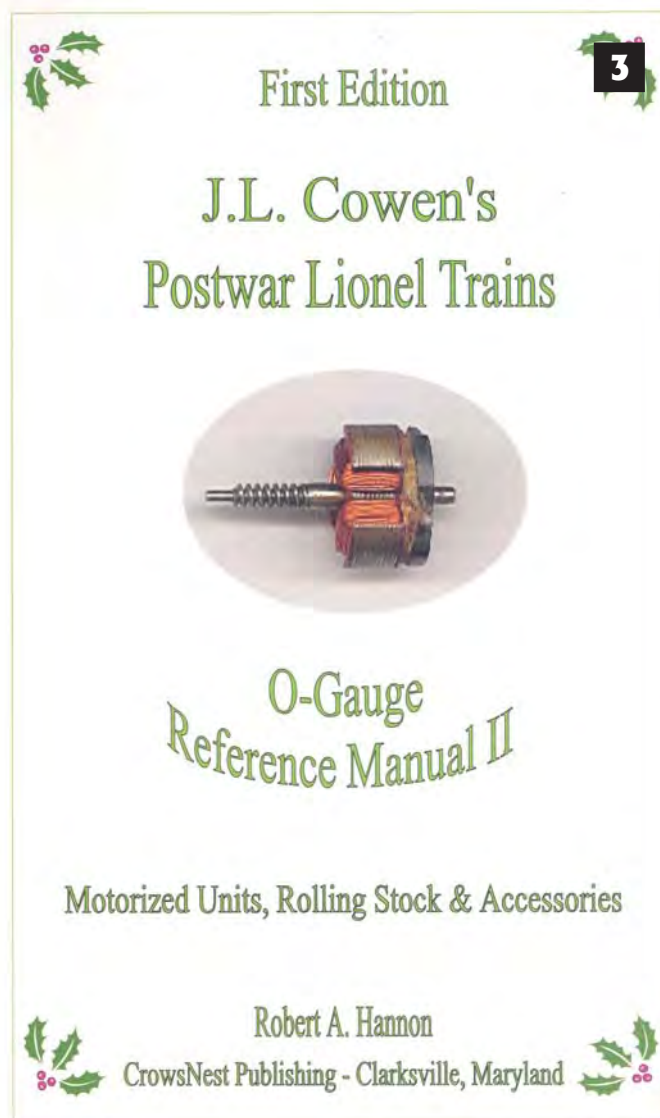
This is the third of Robert Hannon's unique series. His other books include the first volume on Lionel motors and a book dealing with American Flyer motors in the same detail. One thing for sure, is that these books will not duplicate any information you have in other books. They make an excellent companion to Lionel's Service Station manuals.

There is color on every page in this book. Even the text pages use color to highlight information. There is an extensive table of contents and an index by product number in the front of the book. This is a true reference manual and the author has designed it to make it easy to use and easy to find information about a specific topic.

We are blessed to have so many scholars in this hobby who are willing take the time to do such thorough research and to document their studies. Robert Hannon certainly belongs in that group. This latest volume has 160 coated pages, making the many

detailed photos quite clear. This second Lionel volume sells for \$29.95 as does the first volume. The American Flyer book sells for \$24.95.

I mentioned earlier that I had received many calls about this book when I reviewed the first volume in the February 2002 issue of *The Lion Roars*. This was due to the fact that many thought I was selling the book. I do not sell the book, but here's the info you'll need to purchase it. If you have internet service you can order it online at the author's website listed above. If not you can contact the author at:



11513 Crows Nest Road Clarksville, MD 21029  
Phone: (410) 531-3244 / (410) 531-3110

Robert promises a fourth volume, a repair manual for motorized units which he hopes to have out by the end of the year. We'll keep you posted.

## The Big Picture

Two of Lionel's latest licensed products include two new jigsaw puzzles put out by Hoyle Products. Seen in **photo 4**, each of these puzzles features classic postwar Lionel artwork.



They couldn't have made two better choices in their selections. Both are favorites of mine and although I'm not really a jigsaw aficionado, I had to try both of these puzzles. One puzzle features the cover of Lionel's 1952 postwar consumer catalog. The 1952 catalog cover is a favorite of many. The second puzzle features artwork from the cover of the 1953 advance catalog and has a great shot of Lionel's popular Santa Fe F-3 passenger car set. When the 1000 pieces are correctly assembled, a task that will take a little time, you have a beautiful 19-1/4 inch x 26-3/4 inch piece of artwork. I plan to get one of those kits that allow you to mount a completed jigsaw puzzle. These make great wall hangings for your train room. From my experience, I'll add that the color variations and black locomotives of the 1952 puzzle make it the more difficult of the two to assemble. Thankfully, these puzzles are designed with interlocking pieces, no two of which are alike. I also found it interesting that each of the two puzzles is cut differently. The puzzles are quite reasonably priced and I purchased mine for well under \$10.00 each. I'd like to see some other postwar catalog covers made into puzzles. My favorite candidates would be the covers from the 1957 and 1958 consumer catalogs and the 1959 advance catalog. After all, the train room does have four walls.

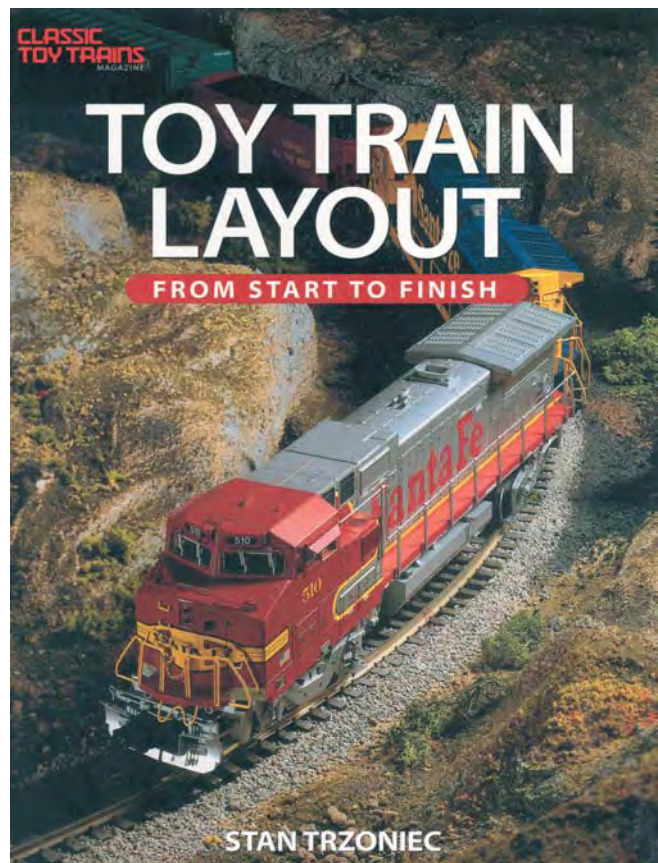
## New From Kalmbach

Are you one those collectors who still dreams of setting up an operating layout? Here's a great book to give you the required knowledge and confidence to complete the job. In

his new book, *Toy Train Layout from Start to Finish*, author Stan Trzoniec starts with unwrapping the starter set under the Christmas tree and progresses through all the steps necessary to build a beautiful operating layout complete with scenery, operating accessories, multiple switches and more. The author's goal is to take you step by step through the entire process. Chapters include topics such as working with track, handling electrical components, and bringing life to your layout with scenery, among others.

I particularly like this book because it assumes you know very little and from there takes you through the all the construction steps necessary for the completion of a very professional looking layout. The author chose a layout from an Atlas book of layouts. He calls it the Oak Ridge & Western. Today you can buy volumes on each of the chapter topics of this book. I don't think I've ever scene so complete a description of all that is necessary to produce a very professional looking layout, under one cover. In addition to the excellent descriptions, there's hardly a page in the book without color photos showing the development of the layout as it progresses. The photos are excellent in quality and are supplemented with diagrams as well. The author does an

exceptional job of instilling confidence in the reader. Although the finished layout looks professionally done, the photos and





descriptions give the reader confidence that it can all be accomplished. The book takes you through the construction of a specific layout, but the information given would be helpful for any layout. Whenever a new process is discussed, all of the materials and supplies needed are listed in a text box. The book ends with an index and a handy list of suppliers.

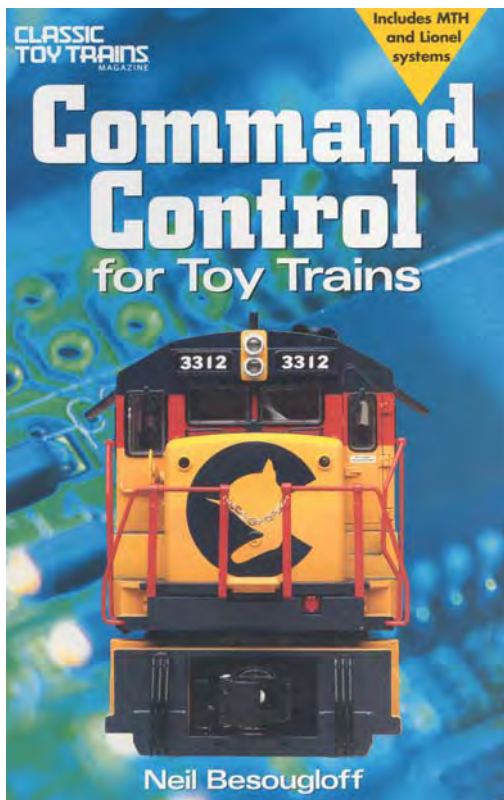
If you're one of those who has been contemplating a new layout, but the task seems overwhelming, Stan Trzoniec's new book will provide a great starting point. The soft cover book has 96 8-1/4 inch x 10-3/4 inch pages and includes 100 color photos and 50 black and white photos and sells for \$18.95.

Okay – you've completed your layout and have decided you'd like to take advantage of all the new train technology and operate your layout using Command Control. You've heard so much from those who use it about all the neat features that can only be accessed on in Command Control, but you really don't understand all that is required for you to take advantage of this 21<sup>st</sup> century technology. This lack of understanding sets up a high wall that many simply avoid it completely.

Neil Besougloff, of Classic Toy Trains, has written a book entitled, *Command Control for Toy Trains*. The book gives you a pretty good run down of Lionel's TrainMaster Command Control and the MTH DCS system. This book was of particular interest to me as I have been planning to add a TMCC section to *The Lion Roars*. I was anxious to get into this book, and along with our resident electronics expert, Glenn Patsch, #RM 10730, gave the book a thorough going over. Both of us read this book cover to cover and we both agree that this book does a more than adequate job of filling a definite need. Having gone through the book so carefully, we did however find a few errors or misstatements.

On page 20 for example, while discussing old and new transformers, the statement is made that, *The TPC 300 and TPC 400 are capable of handling 300 and 400 watts . . . but without Underwriters Laboratory approval*. The fact is that UL does not generally test low voltage items. The PowerHouses or "bricks" are the actual transformers that handle the 110 volt power and these do have UL approval.

On page 25, although the accompanying text is correct, the wiring diagram shows both wires from the ZW going to the center rail. This would of course result in a short circuit. On page 30, there is a statement saying that the new ZW, . . .



*has components that take the place of the Command Base and the PowerMaster*. Actually, it has components that replace only the PowerMaster, you still need a Command Base. Fortunately, the error of this sentence is not repeated in the diagrams and the book makes it clear for the need of the separate Command Base. In fact the new ZW and its capability is correctly stated on page 20.

In spite of the nitpicking, this book will prove a helpful resource for those who have made the decision to use Command Control on their layout. For those that have not yet made that decision, this book provides all the info you need to make the decision. The book begins with a history of command control and from there a chapter titled, *Eleven not-so-dumb questions*, provides a basic

understanding of the two systems, Lionel's TMCC and MTH's DCS. From that point on, the book is divided into two large sections, one dealing with each system. The chapters guide you from a basic set-up and move on to more advanced operations. For many, the basic level will be all they need, but for those who have larger layouts and more complex operations, the information you need is there.

When we started this review, we said that the lack of understanding keeps many from even trying TrainMaster Command Control. Even looking at a book explaining it can be daunting. My suggestion is to simply purchase the basic Command Base and Cab-1 and try it out – experiment with it. I'm convinced that most will find it worthwhile. Once you've taken the plunge and had some hands on, you'll certainly want to go further. This book will provide a good resource as you expand the capabilities of Command Control on your layout. The book closes with an appendix that includes a section addressing the question - Which system is right for you? The appendix also includes a glossary of command control terms, a list of manufacturers, websites, and a buyer's guide for each system. The book 104 page book measures 8-1/2 inches x 5-1/2 inches and sells for \$16.95

You can purchase these books at your favorite train store or direct from Kalmbach at (800) 533-6644 or on their website [www.kalmbachbooks.com](http://www.kalmbachbooks.com).

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

*Photographs by Bill Schmeelk*

# LCCA Upcoming Train Meets

## **Wheeling, West Virginia**

**September 13, 2003**

### **A Train Meet at a Train Museum – far out!**

Host Allan Miller will present an LCCA-sponsored train meet on Saturday, September 13th, at the Kruger Street Toy & Train Museum, 144 Kruger Street, Wheeling, WV. Take I-70 to Exit 5 at Elm Grove/Triadelphia, left at this exit and left again at the traffic light onto Kruger Street.

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

LCCA members and families free; Guests \$4; Children 12 and under, free. Tables are \$10 with a limit of five per member. Lots of free parking, handicapped accessible, and concessions onsite. For additional information, contact Allan at (304) 242-8133 or toll free at 1-877-242-8133; or e-mail at: Allan@ToyAndTrain.com.

## **Lexington, Kentucky**

**Friday, November 28 & Saturday, November 29, 2003**

The perfect Thanksgiving weekend activity! Join co-hosts Harry Overtoom, Larry Black, Bill Crace, and Winfred Adkins on Friday, November 28 & Saturday, November 29, 2003 at the Continental Inn in Lexington. The Inn is located at US 60 and New Circle Road (1.8 miles west on US 60 from I-75 Exit 110.)

Setup and Early Bird Trading starts on Friday, 6:00 – 9:00 p.m. and is open to LCCA

members only. Saturday members-only trading runs from 8:00 – 10:00 a.m., with public trading from 10:00 a.m. to 3:00 p.m.

LCCA members and family are free; Guests are \$4.00, with children under 12, free with an adult. Tables 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; and Winfred Adkins, 859-873-2497.

## **Naperville, Illinois**

**Saturday, December 6, 2003**

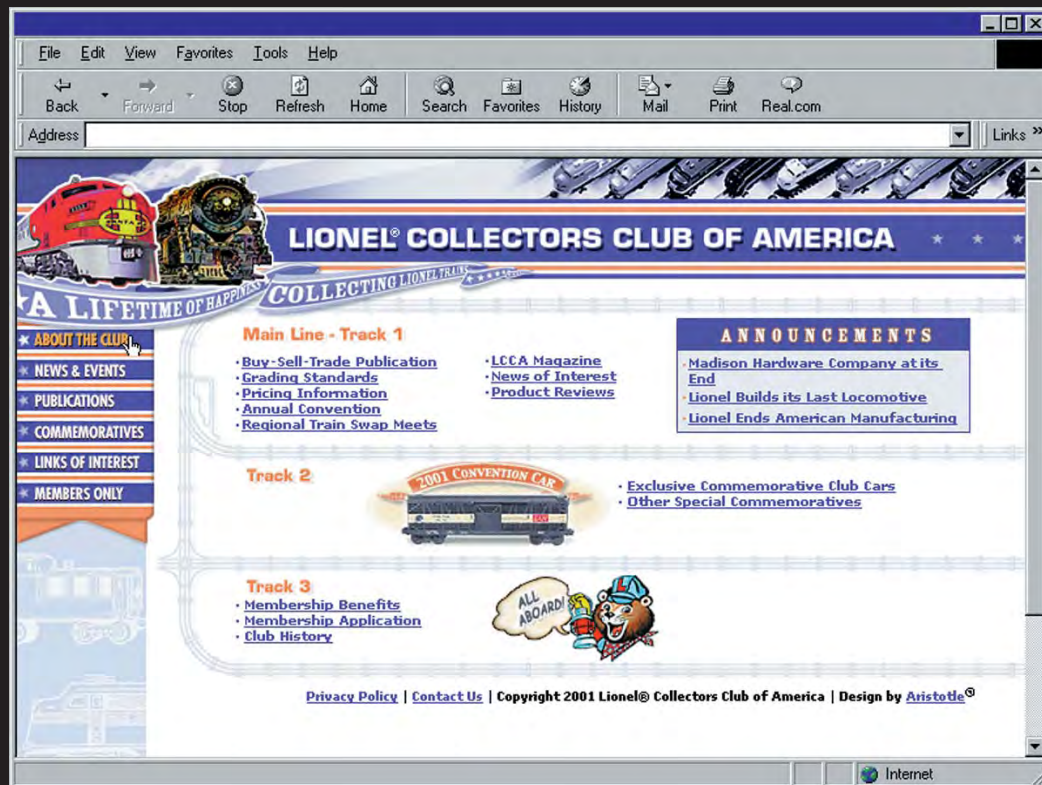
Christmas, Santa Claus, and Lionel Trains - What a wonderful combination! Plan now to be part of our 9<sup>th</sup> anniversary train meet! Join Paul Flood, Zigmund Zemba, Chuck Prock, Craig Chidester, Lou Rosetti, co-hosts Len Hopkins and Larry Brongel for the 2003 Christmas Train Meet on Saturday, December 6 at the Naperville Central High School, 440 W. Aurora Avenue. Registration and setup runs from 7:30 to 9:00 a.m.;

Members-only trading is 9:00 to 10:00 a.m., with Public trading from 10:00 a.m. to 2:30 p.m. Refreshments will be available, there will be an operating layout for the kids, and Santa will give away Lionel catalogs between 11:00 a.m. and noon. LCCA members and family are free; Guests are \$5.00, with children under 10, free with an adult. Tables are \$15.00 each and early table reservations are strongly suggested.

For more information, contact co-hosts Len Hopkins (630) 420-9066 or Larry Brongel (708) 784-1894. Happy Holidays! 



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



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

# LCCA Board Meeting Minutes

Saturday, March 14, 2003

## Rio All Suite Hotel & Casino, Las Vegas, NV

President Fisher called the meeting to order at 8:03am.

Roll call was as follows:

Present: President Fisher, President Elect Fogg, Secretary Ourso, Treasurer Johnson, Director Button, Director Caponi, Director Findley, Director Overtoom, Director Richter

Convention Registration Chair Susan Ellingson, *Lion Roars* Editor Bill Schmeelk, and Website Editor Craig Tribuzi

Absent: Immediate Past President Otten

Secretary Ourso has Immediate Past President Otten's proxy.

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

Motion by Director Overtoom

2<sup>nd</sup> by Director Findley

Motion Passed

President Fisher indicated his report would be presented later in the meeting.

Immediate Past President Otten's report was given by Secretary Ourso. There were no member complaints filed since the last board meeting.

Motion to accept IPP Otten's report.

Motion by Director Button

2<sup>nd</sup> by Director Caponi

Motion Passed

Secretary Ourso reported the membership of the LCCA is at 8896 members. He reported that a new letter is being sent to members whose membership has lapsed and we have received an excellent response to those according to President Fisher. We are continuing to emphasize member benefits and value. Several commented that our great progress with the website and now *E Track* have added significantly to our membership value.

Motion to accept The Secretary report:

Motion by Director Button

2<sup>nd</sup> by Director Findley

Motion Passed

President Fisher then gave his convention report.

Jane George and Molly Vincent of *A Vegas Expression*, our chosen destination management company, joined the meeting and gave a presentation on the tours for the Annual Convention in July. They have put together a varied and interesting array of tours from Tuesday through Saturday with something for everyone. They have also worked with members of the Garden Railway Society and two great tours have been arranged. Judging from early registrations, this year's great annual LCCA Get Together in Las Vegas will be one of our best. Jane and Molly will be on hand all during convention week to ensure that all of our professionally guided tours go smoothly.

Terri Lake, Convention Services Manager with the Rio Hotel joined the meeting at 9:45am. She gave the Officers and Directors a tour of the facilities of the Convention site and indicated where all of the events will be held. Terri is a key member of our convention team and will be on our radio network throughout the convention. The Rio has a convention center complex recognized as one of the best in Las Vegas and our registration area is the best we have ever experienced. Totally separate from the casino, the convention area affords absolutely first class space for our public display area, trading hall, and Lionel exhibits. All of this is adjacent to the ballrooms where our Banquet will be held.

Meeting reconvened at 10:50am

President Fisher then presented this year's unique convention car to the board. He noted that this mint car is truly different from all others and is stunning in its maroon and gold color scheme. The silver bullion load salutes Nevada, the Silver State and carries the Union Pacific herald. It was also noted that for the first time, and to make it even more affordable, the \$59.95 cost *includes* shipping and handling.

Website Editor Tribuzi presented his Website Update. He noted that this year's convention registration can be done online. He noted that a significant percentage of our members were now registering on line in the members section of the club's website, [www.Lionelcollectors.org](http://www.Lionelcollectors.org). President Fisher praised Mr. Tribuzi for all of his hard work with the Website. The club's commitment to making the LCCA website the best anywhere is now becoming evident as our exciting new *24/7 E Track* is generating a lot of "buzz" in the hobby.

Break for Lunch at 11:45am

Meeting reconvened at 1:10pm

President Fisher then reported for Bill Stitt, Chair of the Nominating Committee, and thanked Mr. Stitt for his efforts.

The following nominations were offered for this year's ballot:

President Elect: Lou Caponi

Treasurer: Dick Johnson

Two Year Director, three to be elected:



Director: Harry Overtoom

Director: Dennis Leon Clad

Director: Al Kolis

Director: Charles Sahn Jr.

Director: John Robert Carter

Director: Winfrey Adkins

Director: Bill Schmeelk

Motion to accept the Nominating Committee's recommendations:

Motion by Director Findley

2<sup>nd</sup> By Director Button

Motion Passed Unanimously

President Elect Fogg reported on Meets held in 2002-3, since his last report at the July Board Meeting. While few in number, the Meets held did produce a positive balance.

Future convention sites were discussed:

The 2004 Convention Site is Milwaukee, WI. Saint Louis, MO and Denver, CO are being considered for 2005 & 2006 and a decision for 2005 will be reached by this June.

The cost of our two publications was then discussed along with the financial commitment made to our website: At the present time and based on current volumes, our cost for the *Interchange Track* is \$17,200 per issue and *The Lion Roars* is running \$21,600 per issue. Lion Roars editor Schmeelk's term is due to expire in June 2003 and he indicated a willingness to continue in that role with the changes discussed being implemented. Discussion about changing the printing of *The Lion Roars* from 6 issues a year to 5 issues a year eliminating the August issue followed. A motion to publish 5 issues a year eliminating the August issue of the Lion Roars was then made:

Motion by Secretary Ourso

2<sup>nd</sup> Director Findley

Motion Passed Unanimously

The 2003 Stocking Stuffer was discussed and a motion was made to limit it to 300 pieces available for sale to members on a first come, first served basis with simultaneous announcements in our publications and on the website:

Motion by Director Findley

2<sup>nd</sup> by Treasurer Johnson

A constitution update was presented by Director Findley and it was decided that no updates were necessary at this time.

A member's informational meeting with Website Editor Tribuzi was set for Saturday July 26, 2:00 PM - 3:00 PM during the annual Convention in Las Vegas.

Membership Committees: Ideas from both committees were presented to the board by President Elect Fogg and extensive discussion followed. President Fisher reiterated his belief that a number of membership initiatives be considered to appeal to the broadest possible number of toy train enthusiasts. Former officers and directors will be invited to join in these efforts. These may include new print campaigns, special offerings available only to members, and special membership renewal incentives. Additional committee work will continue in this key area between now and our annual convention with the results reported to our new board in July.

President Fisher then asked for a motion to adjourn to meeting.

Motion by Secretary Ourso

2<sup>nd</sup> by Director Findley

Motion Passed

The meeting was adjourned at 5:03 PM. 

# WANTED

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

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

# Whazzup with the Website?

by Craig Tribuzi, LCCA Web Editor RM 10207

## GETTING ONLINE ANYWHERE

After my last article on getting online at convenient locations, I received an e-mail from Jerry Elner (RM 8208) to let me know that in addition to the list of locations I provided for public internet access, he had another one he wanted to share. I will quote what Jerry sent me: *There is another widely available way to get on line. My Senior Center, and just about all others, provides Internet access. They also have periodic instruction on using computers and the Internet. This is all free. I live in a town of 14,000 and our Senior Center has four computers available and all with Internet access. It is rare that one or more are not available.* Thanks Jerry and if anyone else has a public access point, please let me know and I can share it with everyone.

## ONLINE CONVENTION REGISTRATION

Beginning in February, a new feature was added to the Members' Only area of our website. Now, our members can register for the convention online. This feature provides members with the capability to register for the convention without even leaving the warm confines of your PC. Some time will be spent explaining how to use this new feature.

Online convention registration was designed to be easy and convenient. It's no more difficult than ordering a new Lionel set from your dealer. Plus, there are some bonus features that you don't get using the mail registration. Even if you don't use this feature to register, it will have the most up to date information about the convention and the activities available.

Getting to the site is easy once you've gotten into the **Member's Only** area of the site. Expand the **Transactions** pull-down menu and click on the **Convention Registration** hyperlink. This action will take you to the General Information screen. This screen has a general description about using this portion of the website. After this screen, there are three steps to completing convention registration: Event Selection, View Quote, and Confirmation.

**Event Selection:** This portion of the form is used to indicate the desired activities during the convention. The form is arranged just like the form included in *The Lion Roars* and has two parts. The first part of the form is the Personal Information section and is populated with information contained in the membership database. If anything needs to be updated, a link to the Change of Address page is provided. The second portion of the form is used to select the desired activities. Each of the available activities is listed and has the

following information available: an information button that provides a pop-up window with detailed information about the activity, a status indicator about available slots, and the pricing options. Review the activities and select the desired options. Once you've made your selections, click the View Quote action button to go to the next step. While there, sign up for the free website meeting at the convention. It's one of the no cost LCCA Activities listed on the website that you won't find in the regular registration form.

**View Quote:** The selections are then rolled up into a price quote to show what has been selected. On this screen, you can change your selections and get a new quote. Once you are satisfied with the selections, you can go to the next step.

**Reserve:** This portion of the form is used to provide payment information and complete the registration process.

After the payment information is entered, a confirmation screen will appear indicating that the registration process has been completed. It will list the hotel information and any special considerations. Also, the option to print out your registration information (including a weekly calendar) is provided.

Once the registration process is completed, the information is transmitted to the LCCA Business Office and downloaded into their convention database along with the mail entries. In addition, the payment information is provided to the credit card clearing house to charge your account.

If a member completes the online convention registration process, whenever they re-enter the site, the only capability available will be information printout. If changes to your convention registration are required, then these will have to be handled through the Business Office. Also, if you have registered through the mail, you can still add activities to your itinerary through the website. In this case, just zero out the registration fee and select the additional activities. The Business Office will add them to your existing registration.

The registration process is easy to use. Since the website was activated, there have been over seventy-five members who have used the site to register for the convention.

## CONVENTION CARS

How about a convention car to add to your collection of LCCA memorabilia? The LCCA Store (under the Transactions pull-down menu) has been modified to allow members to order convention cars. This year's Las Vegas mint car (along with alternate images) is available to order. Much like the convention registration, input the desired quantity (up to a maximum of two), input your payment information and submit your order. The information will be sent to the Business Office for processing and you will receive an e-mail confirmation that the order was submitted from the LCCA web site.



## WEBSITE MAP

In order to help members understand how to navigate our site, I have created a web map showing the capabilities and relationships that our site has. The map on page XX is a full sized page you can copy and keep around your computer. It shows the menu selections from the home page to take you where you want to go. It also indicates future capabilities that are in work. To use the map, start with the menu item on the left side of the page and follow the links to traverse to the page of interest. As an example, in order to register for the convention online, start at the main page, click on the Members Only link, log into the Members Only area of the site, expand the Transactions pull-down menus, and click on the Convention Registration hyperlink.

## MEMBERSHIP DATABASE CHANGES

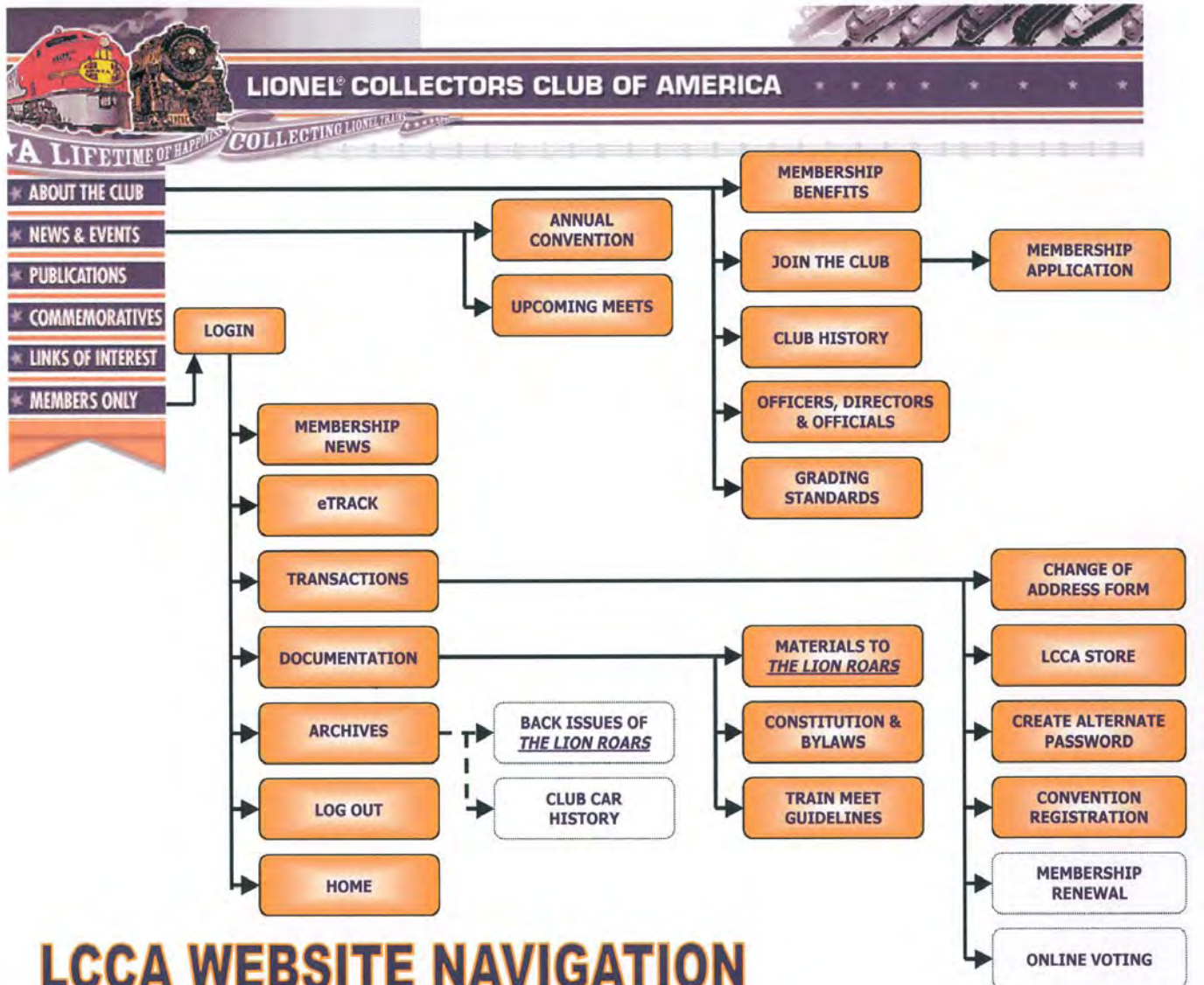
The membership database is expanding to include additional information about the members. In particular, two fields to indicate whether a member is a collector and/or an operator and another field to indicate the member's profession

are being added. These changes are being made to the Member Application and the Change of Address forms. Watch the site for a membership headline indicating that members should submit the information with a Change of Address form request. Also, on the Change of Address form, a field was added to include the member's date of birth. This was added to the Membership Application, but has not been available to members who registered prior to this addition. This information is important to learn more about the composition of our population. As with all the membership information, this data is kept confidential and not distributed.

## LENNY THE LION

The home page image of Lenny the Lion has changed. An animated image of Lenny has been added.

In the coming months, the capability to change his image on a monthly basis will be implemented. Lenny will be dressed or decorated to represent the theme of each month. Keep an eye out for the ever-changing Lenny. 🚂




## LCCA WEBSITE NAVIGATION

# A Lionel Puzzlement

by Gene H. Russell, Ed.D.

RM 24608

## “Wedded Words”

According to legend, the sixth month in the Gregorian calendar (June) was named for Juno, the goddess of women and marriage. Thus, June has traditionally been the favored month for weddings. In this “Wedded Words” puzzle, pair the words below to create 36 different Lionel related compound-words. Since only 56 “uncompounded” words are shown, some words will have to be used more than once. Good luck. 

## Answers to April’s puzzle

Atlantic Coast Line	Nickel Plate Road
Boston and Maine	Pennsylvania Railroad
Grand Trunk Western	Peoria and Eastern
Great Northern	Pittsburgh and Lake Erie
Gulf, Mobile, and Ohio	Rock Island
Illinois Central	Southern Pacific
Lackawanna	Union Pacific
Lionel Lines	Western Pacific

## Correct Answers to February’s puzzle

1. E	5. O	9. D	13. C
2. N	6. F	10. K	14. I
3. H	7. G	11. J	15. M
4. B	8. L	12. A	16. J

<b>Barn</b> _____	<b>Lift</b> _____	<b>Side</b> _____
<b>Bill</b> _____	<b>Light</b> _____	<b>Sign</b> _____
<b>Board</b> _____	<b>Lionel</b> _____	<b>Snow</b> _____
<b>Box</b> _____	<b>Man</b> _____	<b>Stand</b> _____
<b>Bridge</b> _____	<b>Micro</b> _____	<b>Steel</b> _____
<b>Bulk</b> _____	<b>Mill</b> _____	<b>Stock</b> _____
<b>Car</b> _____	<b>Neck</b> _____	<b>Table</b> _____
<b>Draw</b> _____	<b>News</b> _____	<b>Tower</b> _____
<b>Flag</b> _____	<b>Pike</b> _____	<b>Turn</b> _____
<b>Flat</b> _____	<b>Plastic</b> _____	<b>Ville</b> _____
<b>Flood</b> _____	<b>Plat</b> _____	<b>War</b> _____
<b>Fork</b> _____	<b>Plow</b> _____	<b>Watch</b> _____
<b>Form</b> _____	<b>Pole</b> _____	<b>Wave</b> _____
<b>Gate</b> _____	<b>Post</b> _____	<b>Way</b> _____
<b>Goose</b> _____	<b>Pull</b> _____	<b>Wind</b> _____
<b>Hand</b> _____	<b>Rail</b> _____	<b>Wood</b> _____
<b>Head</b> _____	<b>Road</b> _____	<b>Work</b> _____
<b>High</b> _____	<b>Round</b> _____	<b>Yard</b> _____
<b>House</b> _____	<b>Saw</b> _____	

Answers will be published in the next issue



# Train Talk

by Bill Bracy

CEO, Lionel LLC



Bill Bracy


It's hard to believe that we're coming up on another annual convention so quickly. Looking forward to enjoying some time together with all of you again. For those of you who dropped by our Lionel booth at York this Spring, you caught a sneak preview of how we plan to create an interactive environment at the convention. We

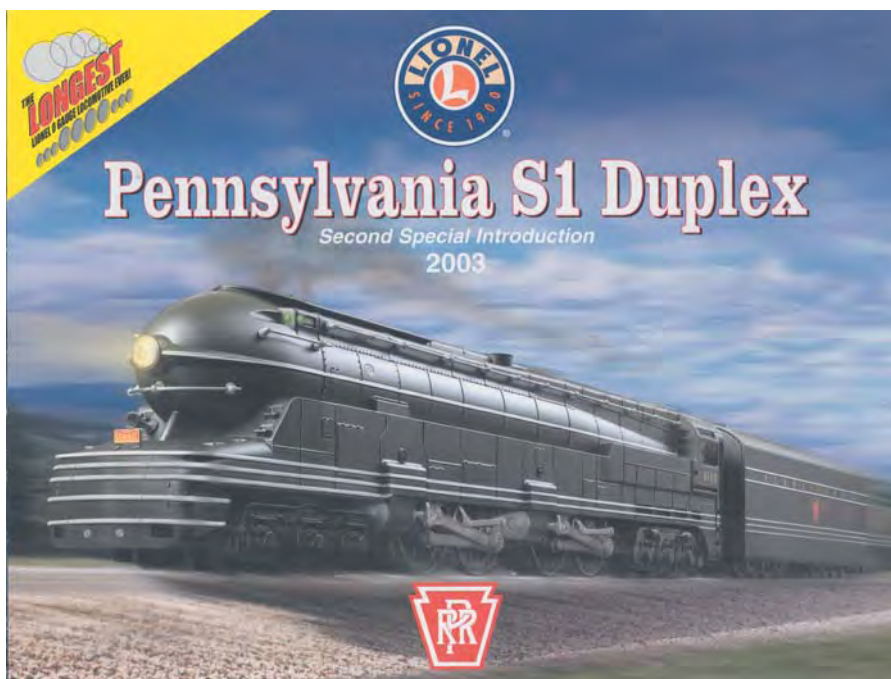
set up eight different mini-stations where an interested and inquisitive operator could try out different aspects of our TrainMaster Command Control system. At one you could use the CAB-1 remote control Unit to operate a steam engine and put it through its paces, accessing all of its command control features as it ran in place. Likewise for a diesel. Other stations enabled you to run an operating accessory, or an operating car, or track switches. We plan to have the new Command Control crane car at the LCCA convention – you can rotate the cab on its platform through endless 360 degree turns, or elevate the boom, or the two separate hooks, even deploy the outriggers. You can actually activate two of the commands

simultaneously if you wish – rotating to the left and raising the boom at the same time, for instance. The “button box” will be there in its Beta-testing mode to show you how to access many Command Control features of your locomotives in a conventional mode. Plan to come by and check it all out.

Wanted to mention that at York we also had the delightful opportunity to sing “Happy Birthday” to Lenny and Marie Dean, who celebrate their birthdays a day apart. We surprised them by bringing them into the White Hall on set-up day and got the crew to take a “cake break.” Naturally we wish them many more and hope to make the Spring York an annual birthday celebration. There's a nice article and tribute to them in the July 2003 issue of *Classic Toy Trains* – “The DEAN of LIONEL: Part 1.” The tag line at the end indicates the story continues in the September issue. Given all of the history Lenny is part of at Lionel, I expect it to be five or six episodes before it catches up to the present – and the history goes on.

As the last issue of *The Lion Roars* went to press, we were just sending out the announcement of our First Special Introduction of 2003 – The New York Central L-2a Mohawk. New York Central dubbed these 4-8-2's Mohawks instead of Mountains, since they would run on the grade-less water level route along the Mohawk River. Deliveries began in the mid-twenties and usage continued into the early fifties. We have been very pleased with the reception by the marketplace. We are now sold out at Lionel. Hope you get a chance to see-and-hear this important locomotive, available for the first time in O gauge in die-cast metal with many details separately tooled and applied.

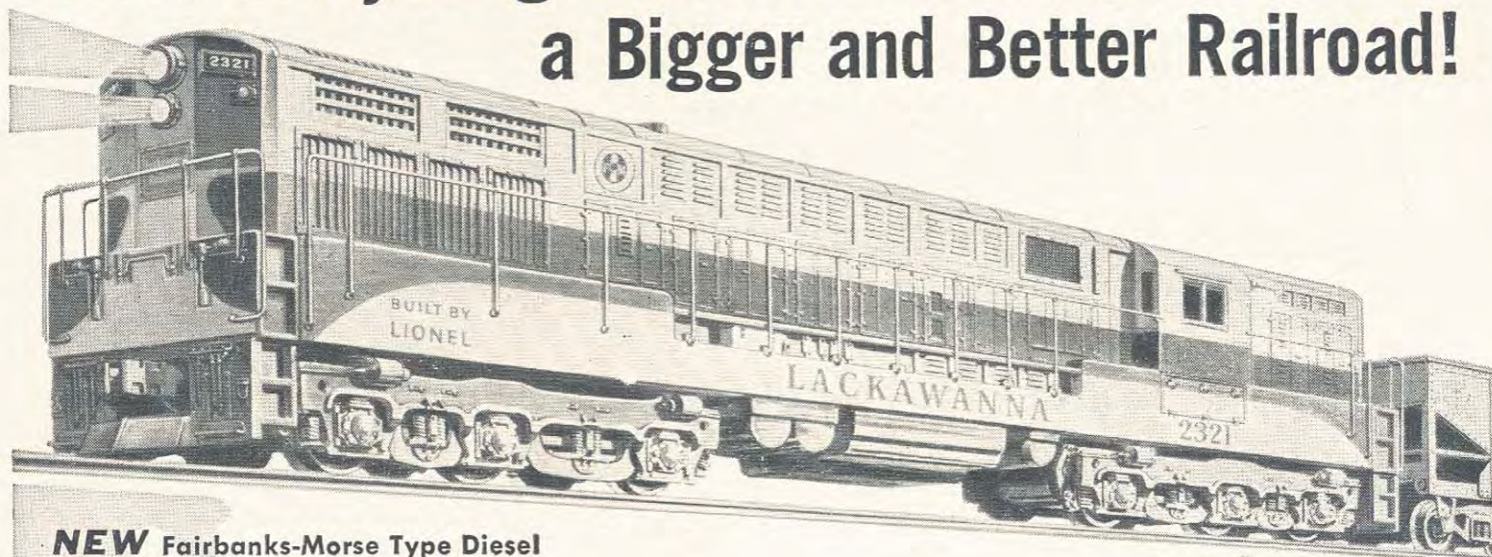
Just introduced is the Pennsylvania S1 Duplex – “the longest Lionel O gauge locomotive ever.” Even before brochures reached dealers and all of you collectors/operators, the orders began coming in. This bullet-nosed iron horse, one of the largest locomotives ever built, stood at the center of the “World of Tomorrow” exhibition at the 1939 New York World's Fair in Flushing Meadows. ALCo, Lima, and Baldwin engineers collaborated to produce a steam locomotive with performance equal to the GG1, able to pull twelve hundred tons at a hundred miles per hour. Raymond Loewy wanted lines that would look fast even when standing still. Throughout the rest of his life, he would consider the S1 his favorite project. It cost the Pennsylvania's Altoona Works \$669,780 to produce “The Big Engine.” At Lionel we spent about a third of that just on the tooling necessary to bring this project to life. Hope you enjoy it as much as we do. 





# MORE REALISM

...in Everything You Need to Build  
a Bigger and Better Railroad!

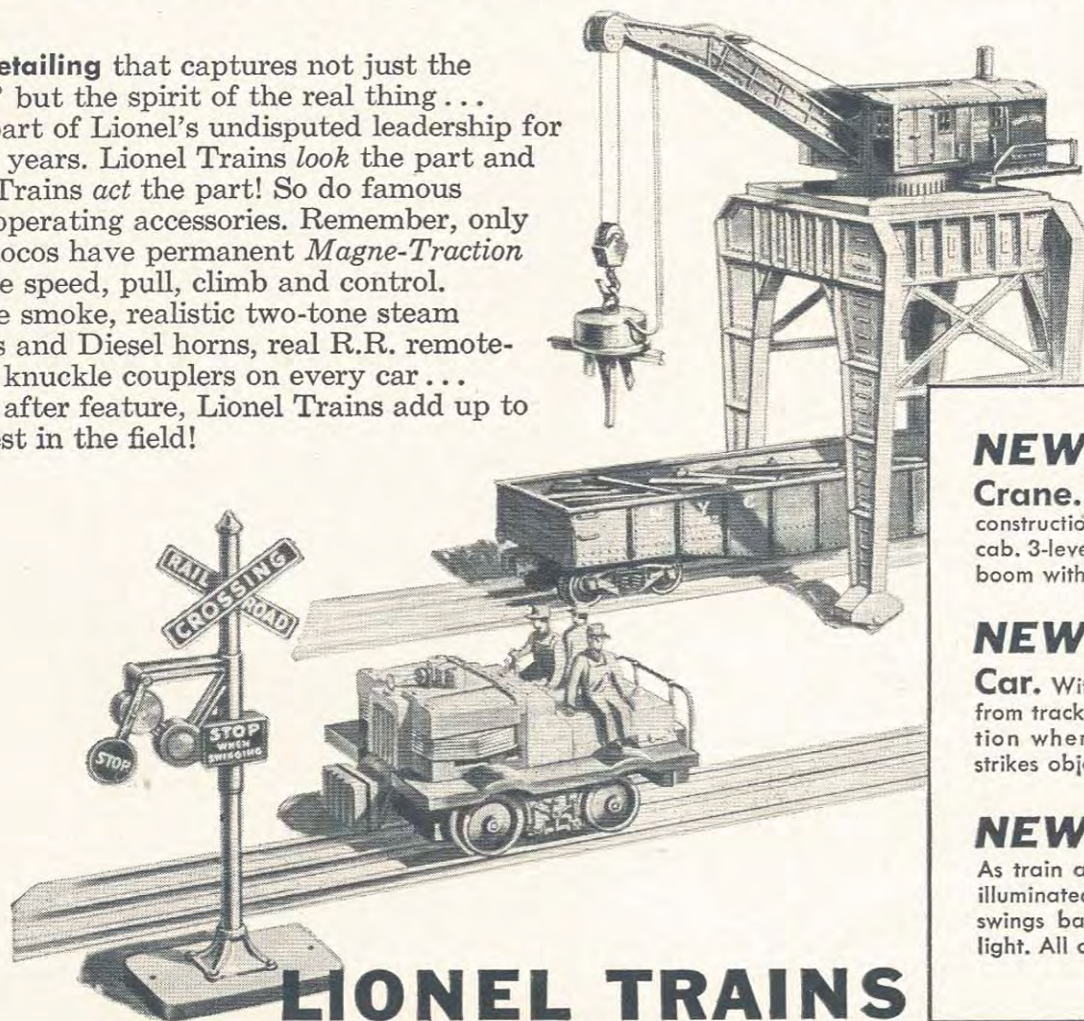


## **NEW** Fairbanks-Morse Type Diesel

A real powerhouse with two motors  
and Magne-Traction, 16½" long.

## LIONEL TRAINS WITH MAGNE-TRACTION

**Scale detailing** that captures not just the "letter" but the spirit of the real thing... that's part of Lionel's undisputed leadership for over 50 years. Lionel Trains *look* the part and Lionel Trains *act* the part! So do famous Lionel operating accessories. Remember, only Lionel locos have permanent *Magne-Traction* for more speed, pull, climb and control. Genuine smoke, realistic two-tone steam whistles and Diesel horns, real R.R. remote-control knuckle couplers on every car... feature after feature, Lionel Trains add up to the finest in the field!



## **NEW** Portal Gantry

**Crane.** Simulates heavy bridge construction with famous Bucyrus cab. 3-lever control for free-swing boom with electro-magnet.

## **NEW** Section Gang

**Car.** With own motor operating from track power. Reverses direction when either buffer plate strikes object.

## **NEW** Banjo Signal.

As train approaches, red light is illuminated and stop Banjo Sign swings back and forth over red light. All automatic!

# LIONEL TRAINS