

Volume 37, No. 5 June, 2008

The **Lion Roars**



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



Dave's Decision: Whether to Weather

LAST CHANCE TO ORDER
Deadline Imminent



The Lionel Collectors Club of America offers these two distinctive cars of the northeast region — “Susie Q” and Ontario Northland RR — to members as the 2008 Convention car. Limit: two sets per member.

The Susquehanna car will include the classic rendering of the “Susie Q” character never before presented on a hopper car. This pair will appeal to Susie Q and Canadian model railroaders, niche collectors seeking rolling stock of northeastern regional railroads, and collectors of LCCA Convention cars.

This limited-edition production run will include these quality features:

- produced by Lionel® exclusively for LCCA
- die-cast, fully sprung trucks with rotating roller bearing caps; truck sideframes are painted to match the cars
- roof hatches actually open and close
- crisp graphics with SUSIE Q and ONR décor
- added-on (not molded-in) ladders and brake wheels
- detailed undercarriage
- discrete LCCA 2008 Convention designation on the underside.

Order Form for “Susie Q” and ONR Cars

Once submitted, LCCA will consider this a firm, non-refundable order. Deadline for ordering: June 30, 2008.
Note: UPS cannot deliver to a post office box. A street address is required.

Name: _____ LCCA No.: _____
 Address: _____
 City: _____ State: _____ Zip + 4: _____
 Phone: (____) _____ e-mail: _____

Check this box if any part of your address is new.

2008 LCCA Convention Car

- “Susie Q” & ONR PS-2 covered hoppers
- | | | |
|---|----------|------------------|
| 1 set \$129.90, 2 sets \$259.80 | \$ _____ | (S&H&I included) |
| Extended S&H&I outside cont. U.S. | \$ _____ | \$19 per set |
| Illinois residents only, apply 7% sales tax | \$ _____ | \$9.09 per set |

Total: (in U.S. funds) \$ _____

Do the Math:

- Payment Plan A:** My check for the full amount is enclosed made payable to “LCCA” with “TLR/2008CC” written on the memo line.
- Payment Plan B:** Bill my credit card for the full amount.
There will be absolutely no refunds of any payments if you subsequently decide not to complete this purchase.

No.: _____ Expiration: _____
 Disc MasterCard Visa Code: _____
The 3 digits at the signature panel on back of your card

Sig: _____
By my signature, I authorize LCCA to charge my account for the amount shown according to the terms and conditions cited herein.

This form may be photocopied. Mail it with your check enclosed to the best toy train club on the planet:
LCCA Business Office • Dept TLR/2008CC • P.O. Box 479 • LaSalle, IL 61301-0479
For additional information, visit our website: www.lionelcollectors.org

Convention Registration Form GIFC
 2008 Convention Cars IFC
 Convention Update 2
 My Weathered World of Trains 4
 A Set without a Set Box 9
 A Life With Trains 10
 The Train Room 12
 Toy Trunk Railroad 15
 2008 Convention Tours 16
 Lionel Trains in a Restored Depot 19
 LCCA Product Development Shop 20
 Trains Down Under 21
 Lionel News & Views 24
 The Tinsplate Cannonball 29
 Secretary's Report of Board Meeting 32
 A Lionel Puzzlement IBC
 2008 Convention Schedule OBC
 Convention Hotel Reservation Form GIBC

LCCA Website: www.lionelcollectors.org

Officers

Richard (Dick) H. Johnson, *President*
 8750 E. Kemper Road
 Cincinnati, OH 45249-2506
 513-469-7774
rjh-blueash@prodigy.net

Louis J. Caponi, *Immed. Past President*
 610 Andrew Road
 Springfield, PA 19064-3816
 484-431-8529
caponilj@comcast.net

Al Kolis, *President-elect*
 4315 Saint Andrews Drive
 Howell, MI 48843-7469
 810-229-2071
agkolis@comcast.net

John R. (Bob) Carter, *Secretary*
 2205 Westridge Drive
 Plano, TX 75075-8314
 972-424-0678
bcdk1@verizon.net

Dennis DeVito, *Treasurer*
 570 Brookside Avenue
 Algonquin, IL 60102-6824
 847-658-8776

Directors

Jerry Calkins
 11300 Little Ridge Court
 Cheyenne, WY 82009-8373
 307-634-7674
conjer5915@aol.com

John Ellingson
 4100 Victoria Street
 Minnetonka, MN 55345-1963
 952-933-3215
JEToys@msn.com

Eric Fogg
 13360 Ashleaf Drive
 Des Moines, IA 50325-8820
 515-223-7276
foggstation@yahoo.com

Salvatore (Sal) Gambino, Jr.
 4135 Knorr Street
 Philadelphia, PA 19135-3533
 215-708-1504
saltrains@aol.com

Johnny Ourso
 2400 N. Conestoga Avenue
 Tucson, AZ 85749
 520-749-3750
cajun8@cox.net

Appointees

Larry A. Black
IT Manager
 244 Farnbrook Circle
 Frankfort, KY 40601-8882
 502-695-4355
larry_black@email.com

Greg R. Elder
Editor, eTrack
 320 Robin Court
 Newton, KS 67114-8628
 316-283-2734
gelder1@cox.net

Susan Ellingson
Convention Registration Liaison
 4100 Victoria Street
 Minnetonka, MN 55345-1963
 952-484-8061 or 952-931-0853
lccasue@gmail.com

Barry Findley
Chair, Constitution Committee
Chair, Finance Committee
 3414 Old Cantrell Road
 Little Rock, AR 72202-1860
 501-664-8525
lcca@aristotle.net

John A. Fisher
Convention Manager
 1730 James Road
 St. Paul, MN 55118-3645
 651-454-6644
JFTrains@aol.com

Eric Fogg
Convention Manager
 13360 Ashleaf Drive
 Des Moines, IA 50325-8820
 515-223-7276
foggstation@yahoo.com

Mike H. Mottler
Editor, TLR and LCCA Website
 22 Water Oak Drive
 Conway, AR 72034-3430
 501-327-8747
mottlrm@conwaycorp.net

Craig Tribuzi
Editor, Interchange Track
 7504 Zurich Drive
 Plano, TX 75025-3117
 972-517-2498
craig.diane@verizon.net

Albert F. Otten
Chairman Emeritus

William F. Button
Editor Emeritus, Interchange Track

ON THE COVER
 Grease, grime, rust, dirt, and corrosion are as distinctive as the decor schemes of the trains on David Connolly's layout
 Photograph by David Connolly

Contacting the LCCA Business Office

Members can contact the Business Office for routine services through the club's website at www.lionelcollectors.org, by e-mail at lcca@cpointcc.com, by fax at 815-223-0791, or by mail at: LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.

Business office services are limited to providing or processing changes of address, changes of phone number, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles.

Copyright© 2008 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.

The Lion Roars (USPS 0011-994) and (ISSN No. 1079-0993) is published bimonthly except August by the Lionel Collectors Club of America, 1622 Fourth St., Peru, IL 61354-3527. Subscription rate of \$15 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.

People to Contact

- Business Office* - Their role is limited to routine services.
- Secretary* - Inquiries about membership lapses and administrative support.
- Membership Chair* - Joining LCCA and membership questions.
- Immediate Past President* - Complaint against another member.

The LCCA is not affiliated with Lionel or Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Board of Directors or the views of officers and appointed officials; nor do they indicate a club endorsement of any products mentioned.



Convention Update

by Eric Fogg RM 12768
& John Fisher RM 6541

Conventions = Fun

If LCCA is all about having fun, then nothing could be more fun than our annual Convention! During the past ten years, the club has provided attendees with fun and collectible mementoes of each Convention experience. They were often a freebie with “the price of admission” while at other times they’ve been attractively priced. To clarify this for members, we created the 10-year timespan chart shown below. It’s a work-in-progress, so if you notice something we’ve missed, let us know.

Always produced in limited quantity, these items have become very collectible. So much so that soon you’ll be able


to track them through a special section in the *Interchange Track* and online at *eTrack*. The intriguing question: What surprises can you expect in Buffalo?


















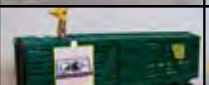




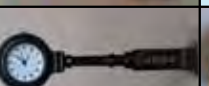





“Shuffle Off” Time

By the time you read this it’ll be close to “Shuffle Off to Buffalo” time! We have another great week – and some surprises – planned for you in beautiful western New York State. But let us be in charge of surprises. Your job is to come prepared. ***Please, don’t leave home without your passport.***

California Dreamin’

Start planning now for another great Convention in Sacramento, July 20-25, 2009. It will be the farthest west we’ve ever gone, and a lot of “Left Coast” members are looking forward to being part of an LCCA Convention right in their own backyard.

You can get more details at the annual meeting in Buffalo. A representative from Sacramento will be at the Convention on that Friday to answer your questions. 

| Year and City | Convention Car | On-Site Item | Registration Gift | Special Purchase | Banquet Gift |
|-------------------|---|--|---|---|---|
| 1998 Philadelphia |  |  | | PRR Pick-Up REA Baggage Cart | |
| 1999 Ft. Worth |  |  | |  | |
| 2000 Dearborn |  |  |  |  | |
| 2001 Lexington |  |  |  |  | |
| 2002 Pittsburgh |  |  |  |  | |
| 2003 Las Vegas |  |  |  |  | |
| 2004 Milwaukee |  |  |  |  | |
| 2005 St. Louis |  |  |  | |  |
| 2006 Denver |  |  |  |  |  |
| 2007 Chicago |  |  |  | |  |
| 2008 Buffalo |  | ? | ? | ? | ? |

KEY TO CHART

Year & City - Date and location of the LCCA Annual Convention

Convention Car - This car is designed by LCCA and produced by Lionel LLC as a commemorative of the Convention city. It is offered for sale in advance of each Convention to all members.

Convention On-site Item - An item (not always rolling stock) made in limited numbers (maximum 250) available for sale to members only at the Convention.

Registration Gift - This freebie incentive encourages members to register early for the Convention. The item (not always rolling stock) is made in limited numbers (maximum 400) and offered only to the first 400 registrants when they appear at the Convention.

Banquet Gift - A car made in extremely limited numbers (approximately 60) as a free gift to one member seated at every table at the banquet. This car can only be won by lottery; it can't be pre-bought.

Special Item(s) - Item(s) made in limited quantities and offered for separate sale in the LCCA STORE during the Convention.















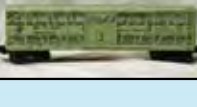
Attendance Gift - A limited-edition item gifted to Convention attendees at the site.

Sponsor - The provider of the attendance gift. This gift is presented at a Convention to promote next year's Convention.

Table Centerpieces - These hand-made thematic centerpieces are placed on each table of the Convention banquet. Produced from 2001-07, each design has highlighted the locale of the Convention. These are made in limited quantities (maximum 100) by club members Lou and Grace Buchspics based on the original concept by Joe Holbrook created for the 1988 Convention in Lexington.

Collector Series Cards - Created by Past President Bill Schmeelk as a take-off on baseball trading cards, different stacks of 12 cards of ONE toy train image were randomly given to attendees of the Get Acquainted Party at the Convention as a mixer. Members traded cards with others in order to collect all 12 different images for a full set of cards. Series 1 to 4 were distributed from 2002-05 and are very collectible.

Presidential Award Cars - Made in very limited quantities (usually 12 or less) and presented by the President to members (and sometimes to non-members) in recognition of their significant service to LCCA.

| Attendance Gift | Sponsor | Centerpieces ³ | Trading Cards | President Awards | Notes |
|---|---------------------------|---|-------------------------|--|--|
| | | | | | 3-Each base is an outline of the state |
|  | | | |  | |
| | |  | | | |
| | |  | Postwar Catalog Covers | | 1-Gift from Lionel to CSC tour registrants |
| | |  | Prewar Catalog Covers | | |
| Blue Mesh Bag | Classic Toy Trains |  | Postwar Accessories | | |
|  | Denver Marriott Tech Cntr |  | Postwar Motorized Units |  | |
|  | Crowne Plaza Hotel |  | |  | 2-Sold only on UP Steam Train |
|  | Adam's Mark Hotel |  | |  | |
| ? | | | | ? | |

Photographs provided by club members/collectors

My Weathered World of Trains



by David Connolly RM 27552

Editor's Note: David's home layout is distinctive for several reasons – its many scratch-built buildings, scenic details on the layout, realistically weathered locos and rolling stock, and the large size. It's a layout that requires a second – and even a third – look to capture all the details.

An Accommodation to Reality

I started out buying and making Glor-Craft® building kits and learned by direct experience the techniques of scratch-building structures for a train layout. I discovered that I couldn't afford to become a train collector. It seemed that everything I liked was expensive. About 14 years ago, I decided to build a layout and invest my time, effort, and dollars into creating a highly detailed environment for a limited number of trains. Most of my ideas came from *Model Railroader* magazine; I just applied them to a three-rail empire.

The Lion Roars



I enjoyed incorporating real-life aspects into my basement layout. The gas station is Sparky's Truck Stop, named for a truck mechanic I work with. In recognition of a friend that comes by and builds cabinets and storage stuff for me, I installed Nick's Cabinet Shop. Another friend owns a market that sells steaks and special cuts of meat, and his business was the

inspiration for the Boston Beef building. I made an Indian™ motorcycle dealership and created its sign based on an image in a magazine about Indian Motorcycles. Nowadays, one would probably make the sign with a computer. The train station is a limited-production kit, so there's very little scratch building in that structure. It was laser cut and easy to assemble.

June, 2008



Scenes that Tell a Story

I like to capture moments in time in areas of the layout. For example, there's a roofing job in progress with guys on the roof pulling up tarpaper. The local Grill includes stools and a potbelly stove inside. I positioned it close to the edge of the layout so that if you peer in you can see the details. At the train station, a departing soldier kisses his girlfriend goodbye before hopping aboard a troop train, circa 1944. I enjoy doing stuff that someone will notice and appreciate even if the "Ah-hah!" comes after the second or third glance.

Layout Geography as Destiny

Someone asked me on a web forum, "When did you start building your Boston and Albany layout?" I really didn't start with that in mind. The terrain I built for the layout looked New England-

Kits and Kit-bashing

I have several Berkshire Valley® kits – Twin Whistle, Hank's Country Store, and others. Basically, I assembled those kits as-is and then added details to them; the guy on the truck, a dog, an ax left in the tree stump. My wife provided the seesaw and the bicycles. Those finishing touches added dimension to the layout.

Crow River™ is a company in this area that offers a line of buildings cast in resin. The brick and stone detailing is outstanding, and it feels like I'm working with a real structure.

The REA building is scratch built. I bought a passenger station kit, but I didn't like it after I took it out of the box. So I used all the wood and parts to build a narrow building that seemed appropriate as a REA facility. The shingles were cut from manila envelopes. A visitor asked, "How'd you get the shingles to lift like that?" I explained, "The glue didn't hold – it just happened."

ish, but there was nothing available then for B&A. When K-Line introduced the Berkshire in B&A, I bought one and liked it; then bought a second one. Later, I custom-painted a couple engines – a Lionel® 0-8-0 and a MTH® "Hudson"



– into Boston & Albany. In just a year, I had a fleet of B&A steamers.

My motive power basically reflects the steam-to-diesel transition era. I favor steam power, but I have an Alco DL-109s also. That company introduced the prototype in 1941, and it was in service during WW II. I have some other diesels tucked away.

All about Weathering

I had a MTH New York Central “Hudson” that dated back to 1996, and I decided to make it into a Boston and Albany. I didn’t strip off the paint; I used Scotchbrite™ to scrub off all the markings, repainted it engine black to cover everything, and applied dry transfer lettering from



Clover House®. I even built a sand box out of styrene; B&A was famous for their square sand boxes. Although rather ugly, that’s what they all had. So I glued the sand box onto the top of the loco. From a distance, it doesn’t look too bad. Then I tried weathering it. After all, that engine wasn’t worth a lot, and I had already repainted it. If it looked bad, I could repaint it again. It came out a little overdone, but it looked pretty good.

When I shopped for an airbrush, I was taken back by the price – \$120 – and I kept putting it off because I never seemed to have \$120 to spend. The Snap-on® tool guy always had one on the truck, and during one visit I asked, “Do you still have that airbrush?” I researched the product and learned from others that a single-action type is easier to

learn how to use. He didn’t have that one, but he had a double-action model. It was a few dollars more, but because he would accept a time-pay deal, I bought it.

While painting the first engine, I discovered that this tool is very forgiving. It puts out faint amounts of paint. Most of my weathering is done with earth colors, and it takes several passes to achieve the effect. One can still read the lettering on a boxcar. I’m not that skilled with it yet, but it doesn’t let you make a mistake. I stop when I feel it’s “just right.” In highlighting

steam engines, if I get carried away with applying too much rust color, I put the grimy black color back on the gun and tone it down. However, those with a collector mindset probably shouldn’t try it.

Pushing the Envelope

After weathering my inexpensive engines, I started doing boxcars. By the time I started weathering my more expensive engines, I felt comfortable with the tools and confident in my ability.

I learned a trick of the trade about painting the drive wheels of locomotives. On the first ones, I took quite a bit of the engine apart and painted parts individually. I usually kept the body shell off, painted a portion of the wheels, and then turned the flywheel to rotate the wheels. Later, I invested in



mud splattering. On the tops, I add a light dusting of grimy black to show the roof seams and spray a little bit of earth on the sides. I vary the boxcars so that some look a little better than others; not all are “run down.”

I remove the trucks from the cars and use a styrene paint mask

a roller base and a wooden food turntable for my workbench. I mounted a piece of Lionel track to it and set the rollers on it. I run the engine in place and paint the rods and the wheels while it's in motion, then turn it and do the other side.

When I photographed the layout and posted pictures on web forums, I noticed that the weathered engines really popped out of the picture; the painting brings out the detail, even the rivets. I was surprised by seeing things I didn't even realize were there. To me, a non-weathered engine doesn't jump out to you; it's in the scene but not as noticeable because you can't see the details on it.

Techniques for Weathering

I use Poly-S Paints® because they are acrylic and work well for me; I feel comfortable spraying them indoors. I wear a mask while painting at the workbench, but I don't have a spray booth. After all, I'm not applying a huge volume of paint. I stick with three colors for weathering locomotives: grimy black, earth, and D&RGW brown to simulate rust. I refer to books with color pictures as a guide for weathering, although top-of-the-line passenger locos were washed a lot more ...except for the DL-109 diesels. They were always filthy looking perhaps because the DL-109s ran in freight service at night and were fueled up and run in passenger service during the day. They were used around the clock because the railroad was short of motor power and those engines were the newest power they had on the roster.

All of my boxcars and reefers are wood-sided. I will weather them in different ways. I lay them on their side and use 20 parts Poly-S thinner to one part grimy black. What I'm looking for is enough definition to see the separate slats of wood on the car. On an outside-braced car, the paint will settle along the braces. I usually paint the underside to show



between the frame and the wheel so that I can paint the side frames and everything else without blasting paint all over the wheels. I paint the couplers while they are on the frame. I install Kadee® couplers on every car and apply a mist of grimy black to them with a rust accent to take away the shine.

At this point in time, I've weathered only one passenger car – an RPO – but it isn't heavily weathered. Based on my research, “hidden cars” weren't washed as often because paying customers weren't going into them. The passenger cars will be lightly done – the trucks, undersides, steps, and stair treads.

Weaver has offered factory-applied weathering for a few dollars more. Maybe hobbyists are seeing the beauty of weathering.

Trains of the New Haven

The other models on the layout are lettered for the New Haven – a Weaver® I-5 passenger Hudson, a Lionel “Mountain,” a MTH 0-8-0 switcher, and one diesel – a MTH DL-109 A-A pair. B&A and NH are the only two roads on the layout. It is difficult to customize those locos because

most of their steamers have an arched cab window; everything is unique. I'm looking for a "Mikado," and the one I like most has a switch attendee. I'd like to get two locos – a "Mikado" and a switcher – and combine them into what I want, but I'd have lots of "leftover" pieces.

I've considered having operating sessions here, but there's only so much room for staging. The more stuff you have on the layout, the harder it is to run trains according to a pre-planned schedule. The layout can become cluttered, and it's too hard to make movements.

Adding more Details

I bought Scenic Express® plants – they look like little weeds – to add to the layout, and I want to include more



trees; perhaps as a logging activity with a crew chopping down trees in an area. I'm thinking of a junkyard or salvage yard with piles of tires, junk, and abandoned furniture. For the little gas station scene, I bought racks of tires to display.

I recently purchased some interior items for a couple of buildings near the edge of the layout. I want to light them up and install interior details that can be seen by visitors. I have nearly 15 Artista® new figures that will be placed on the layout soon.

About Automobiles

Some of my 1:48 scale autos on the layout transcend my 1944 time frame. After all, there are only so many vehicles of that era available. I don't want to overdo it with convertibles since this is New England, not Florida. I placed the "out-of-era" cars away from the trains to disguise this time warp.

I recently ordered some true-to-era automobiles and trucks and I'll sprinkle them around the area. I'll remove the 1950s-era cars and replace them with cars from the 1930s and 40s. I'm interested in utilitarian cars, not sexy, splashy 1957 Oldsmobile convertibles. I just ordered a Massachusetts State Police car.

The Missing Season


The layout started with a summer setting. I used poly-fiber to make the trees and most of them were green. When I started making my own trees from weeds and stuff, I went for an autumn look. Most of the trees are yellow and red and orange; very colorful. The layout doesn't have a winter scene. I'm not the Grinch that stole Christmas; I just like the more colorful seasons of the year.

Family Involvement

Early on, my daughter helped mix the plaster and sprinkle ground foam around the layout. She learned how to run the trains and entertained the kid next door at the layout in the basement. We enjoyed watching them. Now she's in college, and when she brings home a friend that's the first place they go – to see the trains.

My wife is a "people-person" and is interested in building up the population of the layout. She finds figures for placement in the right places – people for the passenger cars, a guy at a pay phone, a guy in the outhouse with the door open, that sort of thing. I don't know how many hobos and drunks are on the layout. I probably have every hobo figure ever made.

What to Add Next

There is additional square footage in the basement for growing the layout, but it's pretty much done. The only thing I would do is build another staging area. I already have a turntable, but it's located in a horrible spot. If I could have a turntable out in the open with a roundhouse, I would like that; but I don't have the real estate. 

Photographs by Mike H. Mottler & David Connolly

June, 2008

A Set without a Set Box

by Paul V. Ambrose RM 8795

To a novice collector or even to the untrained eye of an experienced collector this grouping of Lionel® postwar trains with commonplace, regular production items would hardly raise an eyebrow. A purchaser would likely be returned enough change from a \$100 bill to treat his wife to a respectable dinner if he were to buy the engine, tender, and all the rolling stock!

However, to a promotional set collector these items with their unique individually numbered boxes are “the stuff that Lionel dreams are made of.” At this time, we are aware of only one complete “set” and another near-complete example that have survived to the present day with the corrugated, Lionel-issued, shipping-grade boxes.

John W. Schmid of Project Roar Publishing® and author of the outstanding *Authoritative Guide to Lionel's Promotional Outfits 1960-1969* has freely shared information about these items from his private collection of Lionel production records.

The items pictured below are a complete 1961 “set” without a set box. Mr. Schmid advised that original Lionel documents state that 500 units of each individual item were boxed accordingly. His records are unimpeachable, but unfortunately, they do not list the customer.



Featured above is an assortment of common, typical production Lionel items from 1961 shown with some exceptionally rare corrugated boxes. We believe this is the first time that pictures of these boxes have appeared in print. Notice the 1060LT-50 master carton that even most advanced collectors were not aware existed. Also pay particular attention to the individual corrugated shipping boxes that are identified with a -600 suffix; they are confirmed by Lionel documentation.

This “set” was purchased with all items as shown and was possibly a salesman’s sample or a complete grouping sent by Lionel to the customer for reference.



Packing of the 1060 Scout-type engine with the accompanied 1050T slope-back tender was also unique to this “set.” The engine came with its own properly numbered “NO. 1060” corrugated box that was placed inside the 1060LT-50 master carton. However, the tender was unboxed; it was wrapped in what Lionel called “bogus” paper and placed alongside the engine for shipping. An individual 1060 engine box occasionally surfaces in the marketplace. We at AmbroseBauer Trains auctioned an example several years ago as a rare box but without knowing the true background of the item.

Currently, we can only speculate how this “set” was marketed. We assume it was purchased one-item-at-a-time by the end-user and was routinely shipped to that recipient through the U.S. Postal Service. The other example of this “set” (not shown) has an address label and cancelled postage with different 1961 shipping dates on each item!

Again, we sensibly assume that the 1060LT-50 master carton with component boxed engine and unboxed tender was shipped first (Schmid’s records confirm that the 1050T tender was unboxed), followed by the rolling stock and eight pieces of O27-gauge curved track.

Many questions remain to be answered about this Lionel mystery. First and foremost, who was the Lionel customer? How were the items purchased by the end-user? Were they purchased with legal tender (money), or with some type of trading stamps, box tops, or coupons? Another possibility – could they have been mailed free of charge to employees of a particular company as some type of bonus? We just don’t know.

Hopefully this article will stir interest among collectors to possibly bring forth some much-needed information about this rare Lionel “set.”

*Photographs by Marc Soracco Photography
www.soraccophoto.com*

A Life with Trains

An Interview as told to
Mike H. Mottler
RM 12394

Editor's Note: Paul V. Ambrose is an internationally known Lionel train collector, train hobby author, expert on Lionel postwar trains, and now a partner in a train auction company – AmbroseBauer Trains. With this issue of TLR, Paul begins a series of articles about rare Lionel train collectibles.

Back to the '50s

I received my first Lionel® train set as a Christmas gift. It was ready for me to run around the tree early Christmas morning 1950; dad surely worked overtime the night before. I assume this set was purchased on-sale shortly after the previous Christmas. My father was a coal miner, and by coal mining standards, my sister and I grew up quite comfortably in small-town western Pennsylvania. Dad was also a judicious shopper; he stretched the family dollar as best he could. Back in the 1950s all toy trains were reduced to half-price in major department stores the day after Christmas. It was not until adulthood that I realized how expensive Lionel trains actually were at the time, and that most of the trains my father purchased during my childhood were usually bought at half-price.

Throughout the '50s, family gifts to me for Christmas, Birthday, Confirmation, First Communion, school honor roll, and any other special events were always Lionel trains; they were the love of my childhood. Also, my father was totally involved in the hobby; it was something we always did together – father and son bonding. We had a yearly on-the-floor layout that went up the day after Thanksgiving and stayed up until the week after Epiphany; I had five to six weeks of ultimate Yuletide fun. We planned something slightly different each year; it was truly a labor of love. The memories of the many hours we invested are with me to this very day.



Paul V. Ambrose

Trains were the one passion that has stuck with me through my entire life – except for the timeframe of about 16 to 25 years old. Every guy knows what happens during that period when trains often become secondary to girls, the car keys, college, career, and then marriage and children.

A Resurrection of Interest

Though dormant for awhile, my interest for trains never waned. I would purchase an item now-and-then, but the collector bug bit me hard in my late 20s when I had a real job and some decent earnings. Even though I received Lionel trains every Christmas, there was always something that I “really” wanted but didn’t get. As with many baby-boomers, my initial focus was to acquire the trains I didn’t have as a boy.

So it was in the late 1970s and early '80s when I started re-collecting. Quality trains were still readily available in the marketplace. Fortunately for me, I lived and worked in the metropolitan New York City area and had access to several large dealers and hobby stores, including the noted Madison Hardware. Collecting seems to have a built-in Steam Roller Effect, so I spent much of my discretionary earnings on Lionel trains.

Buy the Best

I followed this premise: BUY TOP QUALITY TRAINS WITH ORIGINAL BOXES. Looking back, I realize that was one of the soundest decisions I’ve ever made. Trains in like new or better condition will always command a premium, and trains in pristine boxes will command an even higher premium. Most of those purchases have appreciated far more than other real estate, financial, or stock market investments.

While attending train meets, I often bought boxes without the item. To many sellers, the boxes were simply excess baggage. Some sellers thought I was out-of-my-mind for buying a box and often saying, “You can keep the train.” The only time I bought something in questionable condition was if I considered it to be exceptionally rare; even an item with issues has value because of rarity. I always knew I would be able to recoup most of the purchase price on the marginal item if and when I found a better example.

Time for a Change

For years, I worked in the apparel manufacturing business. It was a lucrative career, but it required 12- to 14-hour days, six days a week and more Sundays than I care to remember. As I began to approach age 50, I decided it was time for a career change. A lifelong friend, who had also recently retired from the apparel industry, began a small real estate development company in Boston. When the opportunity presented itself, I became involved with that venture for about 10 years as a second career.

What ultimately drove me into a toy train-related business was my decision to return to my roots. After a class reunion, I rekindled a relationship with a high

school sweetheart (we eventually married) and decided to relocate to a suburb of Pittsburgh, PA. Being that I was too young and energetic to totally retire and had a life-long love of trains, my hobby interest emerged as a possible business venture.

For 20-plus years, I had known Drew Bauer from the train-collecting community.

He is also from the Pittsburgh area. Every dealing that I ever had with him had been favorable, and I respected his work ethic and knowledge of toy trains. One day I called Drew and said, "I'm coming back to Pittsburgh" and "let's get involved in a toy train business." At that stage of my life, there was no business that I could or would want to undertake on my own. The rest is recent history.

The Auction Business

Drew was amenable to the idea, and about five years ago we established AmbroseBauer Trains. Drew is extremely knowledgeable, more so than me, in other areas of train collecting, including Standard gauge, American Flyer, HO, Modern Era, and paper; he also developed our website. My forte is Lionel Postwar trains; that's what I know best because that's what I collected. We went into business knowing there would be routine grief and aggravation as in every venture, but I truly enjoyed the commodity – toy trains.

There are three or four other companies operating in this auction field. We were last aboard and thus forced to carve our own special niche, and I believe we have. We operate the best website in the hobby; it offers more than any of our competitors.

We have the option to show 48-plus pictures of an item if needed, and all pictures can be enlarged to full screen. Visitors to our site www.ambrosebauer.com can print a Picture Catalog and even check the history of past auctions; we provide an archive that shows actual realized prices. Furthermore, we assign a consignor code so customers can look at the history of items sold on their behalf, what they sold for, and what we're still holding. We make bidding convenient and simple. Once registered with us, bidders can place absentee or snipe bids anytime once an auction is posted on our site – even while the auction is in progress. They have the ability to bid "live" at the moment.

No Faux

We stand solidly behind the authenticity of what we auction. No one will ever buy a fake from us, or unknowingly take a "hit" on something that was repainted or rife with reproduction parts. All buyers and consignors have the combined knowledge of Drew and Paul at their disposal;

no others in the business can offer that degree of expertise. Consignors also have a comfort level knowing that we will properly identify their trains and that nothing will be sold for "short money" due to lack of product knowledge.

Expectations and Reality

Many collections that are offered to us for auction have some high-priced items with problems. Consignors are often shocked when told that their previously purchased top-of-the-line train, such as a 2358 Great Northern EP-5 or a 2360 five-stripe GG-1, was repainted, redecaled, and/or restriped. They often tell us, "But I bought it 20 years ago." My answer, "Yes, but it was redone 20 years ago." There are probably more fake 2341 Jersey Central FMs floating around in the market than there are real ones. Another issue – many long-time collectors still believe all F3s are valued equally, and their old trains, regardless of condition, are "priceless." They are understandably disappointed to discover that most are typically commonplace, and sometimes worse.

On a positive note, most hobbyists also have an item or two in their collection they under appreciate and/or greatly undervalue, and it's a pleasant surprise to them when they learn a seemingly non-noteworthy piece actually has significant value. A detail as inconsequential as a row of rivets, rubber-stamping versus heat-stamping, or a different number can elevate what appears to be a \$50 item to \$1,500 or more.

A detail as inconsequential as a row of rivets, rubber-stamping versus heat-stamping, or a different number can elevate what appears to be a \$50 item to \$1,500 or more.

Baby Boomers and Auctions

Some Baby Boomers opt to handle the disposal of trains personally because they know what they own, and don't want to task the family with liquidating a train collection after passing. A typical overture is "I want to turn this stuff into cash because my children have no interest." The other side of that coin is when the collector says, "I'm holding on as long as possible.

My wife and kids will take care of matters when the time comes." We also hear the cash-crunch scenario, such as, "I'm staring at college tuition bills."

More trains are coming into the market today than in years past. Looking short term, the pendulum is not moving upward, but eventually it will. At best, we are in a status quo market. However, if a collector has merchandise in top condition with comparable boxes, it will bring an absolute premium. Quality sells best. Always has, always will. 🚂

*Photographs by Marc Soracco Photography
www.soraccophoto.com*

The Train Room

by Tim Robinson
RM 10414



Dad Started It

My fascination with trains started when I was about six years old. My dad set up a Lionel® train layout in our den, and I remember watching it fly around the track. My most vivid memory was when he failed to navigate a curve and sent his favorite engine crashing to the floor. Eventually, he added on a garage to our home and constructed a large layout. He encouraged all of us to run the trains. Our favorite game was to take a battery operated Marx® engine and place it at the head of our Lionel train. The Marx engine was set in motion. Whoever could catch the Marx engine in the fewest laps was the winner. The trains were eventually packed away at my dad's house, but I never lost my love for them.

I started to buy a set here and a car there with the intent of building my own layout someday. It is amazing how long



waiting on someday can be. I joined the LCCA in 1986 at the Norfolk Convention. There I purchased the Pennsylvania #6200 set. I continued to collect trains, and my wife always bought the LCCA Convention Car as my Valentine's present. Is there any better way to show love?

Our 1050-square-foot home did not afford me a space to build a layout, so I placed my trains around the Christmas tree. In 2002, we finally were able to build our new dream home. It had a train room in the plans, and my wife agreed it would be **my** room. But she has managed to sneak in some curtains made out of grey pinstripe and trimmed with red bandana material.

New Layout

Shortly after moving in, I started building my layout. By now, my older son Timothy had moved away and was living in New York. My middle son, Scott, helped carry the plywood up stairs before heading off to college. My youngest son, Matthew, and I worked on the project together. I didn't go into the project with a well-developed plan; I acted more like a kid in a candy store. Grace, my wife, would say more like a bull in a china shop.

Who needs a master plan? What is the fun in that? To me, following a master plan would have been more like work than fun. I would place the track, try it out and then pull it up and start all over again. In a couple instances, I tore down the entire frame and started over. There were several different versions until I settled on this layout. I finally decided I wanted more than a layout filled with many trains and a few supporting pieces, I wanted to build a community that was served by the trains.



The layout is made of 3/4-inch plywood, so it will support my full weight of 250 lbs. I constructed the mountains using chicken wire covered with burlap cloth then coated the burlap with white glue to harden it. Finally, I used wall mud (spackle) to sculpt them.

A Gift of a Village

My dad decided he would donate some of his trains to the cause. He also gave me the houses that he and my mom had painted for their Christmas village. They were made from crushed oyster shells. Some of my favorite memories were when they were working on their town and deciding what to do with it. They scraped and cleaned the mold joints and hand painted each piece. The village had been boxed up for years since mom had passed, and there were several unfinished pieces.

Matthew and I finished painting the buildings and started laying out a winter scene with the village. My wife and I scoured several fabric stores before finding the perfect snowlike covering to place the houses upon. These houses were lit by a string of Christmas tree lights. We then began working on the city.

The buildings are a combination of K-Line Main Line®, Lemax® and Dept 56®. The city roadway is made from anti-skid tape, and I used crayons to make the street markings. Located within the city limits are the Operating Toy Store, Carousel, and Playground as well as the traditional Lionel Newsstand, Train Station, and Operating Switch Tower. In the autumn tinged farm area, I have the Lionel Ice Station, Cattle Loader, Horse Loader and a Milk Platform. Across the double bridge I started the industrial area. Matthew and I hot glued several hundred pebbles to make the stone retaining




wall that separates the upper and lower levels. The industrial site has a Lionel Coal Unloading Ramp and Loader, Saw Mill, and Gantry Crane.

Let the Trains Run

The layout consists of five loops. The first loop goes through the winter village on the top level. The second loop runs the train from the station on the middle level to the first level station. The third loop runs around the freight yard and engine house. The fourth is a dogbone that connects the middle city with the industrial area, and the final loop is a

mainline that loops around the perimeter of the lower level. I have a short shunt line that runs the coal train from inside the mountain to the Coal Loader Ramp. I found running the trains on loops as if on autopilot gives me time to visit with friends while the trains are running.

Grace and I hope to make it to future LCCA Conventions. She says they look like fun, and she would love to take some of the tours. But I still have one more son to send to college, so I figure four more years of "someday" before I get there.

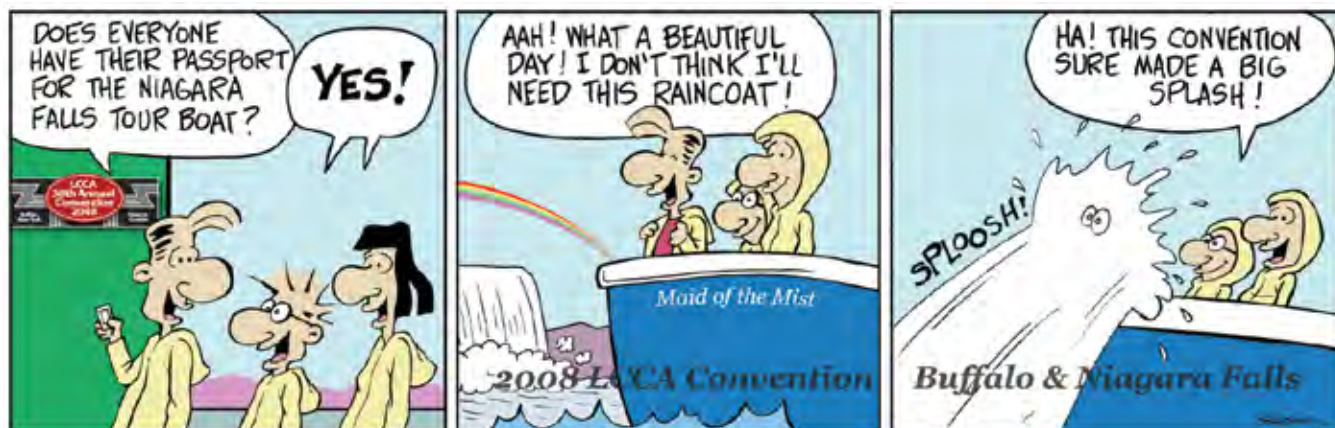
Until then, I plan on completing the layout and seeing the enjoyment on the friends who stop by and watch the trains chug through the towns. 

*Photographs by
Tim Robinson*



Toy Trunk Railroad

by Erik Sansom



**LCCA
38th Annual
Convention
2008**

Buffalo,
New York

Niagara,
Canada

Tour #1 - Niagara History "On the Rails"

Monday, July 21 9 a.m. – 5 p.m.
\$82 per person



Experience the unique and exciting "living history" of Niagara County on the Medina Railroad Museum Train Ride. With historic NYC E units in "lightning stripe" livery on point and stainless steel Budd cars in tow, you'll enjoy the scenic and historic ride from Medina to Lockport (and return) while interacting with costumed characters from Niagara's history. Encounter fugitive slaves and conductors of the famed Underground Railroad and observe ruthless bounty hunters board the train to find them. Learn about Niagara's industrialists and entrepreneurs, Erie Canal workers, farmers, and Civil War heroes – all through interaction and fun during your rail experience. These interactions enable you to learn more about the impact of rail on Niagara County!

Your trip includes ample time at the Medina Railroad Museum with its huge memorabilia and toy train collection, fire-fighting collection, and 204-foot-long operating train layout. Also enjoy a delicious barbecue luncheon provided by Keith's Famous Barbecue with all the fixin's.

Tour #2 - Trains in Erie, PA

Tuesday, July 22 8 a.m. – 5 p.m.
\$76 per person

In the 1980s, a group of GE retirees and members of the General Electric Elfun Society initiated a project to accumulate and validate material of historic interest and to interview persons of responsibility and knowledge in the Erie plant operation. The preservation of this history of the GE Erie operation became the Museum of Erie GE History.

Next, it's off to the MARX® Toy Museum featuring wonderful Marx Toys such the famous big wheel, large running train displays, tin toys, and Erie's Famous Mouse House, a 16-room cardboard box mansion built as if mice had gathered things from "downstairs."

The history of trains then continues with lunch at the Concourse of Union Station – a 1927 restored train station.

Also visit the Erie Brewing Company and learn how beer is made; of course, there are samples of Erie's finest! Travel time is approximately 1 hour, 45 minutes.



Tour #3 - "... on the Erie Canal"

Tuesday, July 22 9 a.m. – 6 p.m.
\$77 per person

SOLD OUT

Tour #4 - Casino Night

Tuesday, July 22 1 – 9 p.m.
\$32 per person

NOTE: This tour is for ADULTS ONLY; must be at least 19 years old. Proper proof of citizenship required when traveling into Canada.

Start by experiencing the Fallsview Casino Resort, an opulent and spacious gaming floor with over 3,000 slot machines and 150 table games. Your dinner buffet at the Casino is included. Visit the Galleria Shops, with a variety of retail boutiques and restaurants located right in the Fallsview.

Right outside the Casino you'll experience the power of the Niagara with an evening self-guided tour of Niagara Falls. The adjacent streets are filled with museums, souvenir shops, gaming arcades, restaurants, clubs, and tourist attractions of all kinds.

Tour package includes: luxury motorcoach transportation, five-hour visit to the Fallsview Casino Resort, full dinner buffet, and \$10 casino coin voucher per person!



Tour #5 - The Niagara Falls Experience: USA & Canada

Wednesday, July 23 9 a.m. – 5 p.m.

\$85 per person

NOTE: Proper proof of citizenship required when traveling into Canada.



The wonders of the world come alive on this fabulous tour featuring both the U.S. and Canadian sides of The Falls. Travel to the U.S. side of the Falls to visit Goat Island and Terrapin Point for a view from the brink of the Upper Niagara River Rapids and American Falls.

Next you're off to the Niagara Reservation State Park and Prospect Point Observation where you will descend in the Niagara Gorge aboard the historic Maid of the Mist for an unforgettable cruise to the base of the Horseshoe Falls. A delightful full luncheon overlooking the Falls with a spectacular view is planned.



Following lunch, we'll enter Canada to visit Table Rock, the floral clock at the Niagara Park, and the Whirlpools.

Tour package includes: luxury motorcoach transportation, first-class step-on-guided tour of Niagara Falls USA and Canada featuring all highlights, Maid of the Mist Boat Tour, full luncheon overlooking the Falls, applicable taxes and meal gratuities.

Tour #6 - The Finger Lakes Scenic Railway Experience

Wednesday, July 23 7:30 a.m. – 6 p.m.

\$85 per person

Discover central New York and the history of the railroad there with this full-day excursion that takes you on the Finger Lakes Scenic Railway from Geneva to Canandaigua

– with a lunch layover in Shortsville! Ride in vintage NYC gray smooth-side passenger cars pulled by “lightning stripe” engines.



Your guides will share the Erie Canal Heritage Corridor with you on the two-hour ride to your boarding Station in Geneva. Interpreters will share more about the history and developments of the railroad in this region.

Featured on this tour is the story – told by costumed historic presenters – of the baseball league that became a regional fixture featuring teams from every rail yard in Central New York! Great rails, great history, and great fun as you enjoy central New York's Finger Lakes region.

Tour #7 - Niagara Falls Supernatural Wonders

Thursday, July 24 9 a.m. – 5 p.m.

\$75 per person

A tour of Niagara Falls like no other – experience the raging rapids at Three Sisters Islands, part of Goat Island State Park, which also features Terrapin Point, Luna Island

and all of the favored vantage points to view and experience the Falls. Tour includes admission to Cave of the Winds – a walkway at the base of the American Falls – and the world-famous Maid of the Mist Boat Ride with admission to the Observation Tower.

Enjoy a delicious picnic lunch at Whirlpool State Park, along with the opportunity to view the Whirlpool. Your tour also includes the New York State Power Authority's Power Vista – a complete hands-on experience for the whole family.

A special addition for the LCCA is a presentation on the Great Gorge Railroad, which ran from the late 1800s to 1935 by New York Parks interpretive staff, complete with visuals.



Tour #8 - Buffalo Harbor Cruise

Thursday, July 24 9:30 a.m. – 3 p.m.

\$85 per person

Tour #9 - Buffalo's Best

Friday, July 25 8 a.m. – 1:30 p.m.

\$80 per person



The Buffalo and Erie County Naval and Military Park is a one-of-a-kind attraction in the nation. All branches of the Armed forces are represented in the exhibits. A visit to Buffalo isn't complete without a lunch stop at the Anchor Bar – home of the original chicken wing – for a “taste” of Buffalo's best.

Our step-on guide will escort your group to internationally acclaimed art and architecture and through Buffalo's Central Terminal, Forest Lawn Cemetery, and Millionaires Row – a living museum of Gilded Age grandeur featuring homes of astonishing size and splendor.

Visit the Buffalo Transportation Pierce-Arrow Museum featuring automobiles made in western New York including Pierce-Arrow and Thomas Flyer.

Tour #10 - Buffalo's Religious Architecture

Friday, July 25 8 a.m. – 1:30 p.m.

\$48 per person

Visit Our Lady of Victory Basilica, First Presbyterian Church, Temple Beth Zion, and Trinity Episcopal Churches. This journey to Buffalo's houses of worship will show the magnificence of Buffalo's religious architecture at these fabulous sites.

Following your tour, lunch will be at The Pearl Street Grill which is quickly becoming “downtown's most fun and exciting restaurant.”



Tour #11 - Ladies Day Out at Galleria Mall Shopping & Lunch


Saturday, July 26 9:30 a.m. – 2 p.m.

\$30 per person



The Walden Galleria Mall, the area's largest enclosed shopping mall, is located in the Buffalo suburb of Cheektowaga. Walden Galleria comprises 1,600,000 square feet of retail space, with more than 150 stores on two levels.

After a day of shopping, relax and enjoy a unique lunch experience at the Melting Pot Restaurant, where fondue truly becomes a memorable four-course dining experience. Patrons can dip into something different – and discover all the ingredients for a unique dining experience.

Transportation for Saturday's shopping is via White School Bus, an air-conditioned bus with cushioned seats. No lavatory. 

Tour photographs provided by Buffalo Niagara CVB (Chuck LaChiusa & Mark Parsons) and tour sites.

Answers to Lionel Puzzlement

1. Texas & Pacific
2. Boston & Maine
3. Boston & Albany
4. Peoria & Eastern
5. Denver & Rio Grande
6. Norfolk & Western
7. Chicago & North Western
8. Delaware & Hudson
9. Baltimore & Ohio
10. Gulf Mobile & Ohio
11. Pittsburgh & Lake Erie
12. Louisville & Nashville
13. Minneapolis & St. Louis

Lionel Trains in a Restored Depot

by John R. Iacovino
RM 6891

I donated my permanent operating model train layout to the local Save the Depot Foundation for display and operation at this restored structure. This restoration project now enhances the ambiance of this rehab adventure in Wallace, North Carolina.



The layout measures 12x8 feet and features primarily Lionel O and O27 engines, cars, and operating accessories. Wall shelves hold and display a large selection of engines and rolling stock from the golden age of the company. There is also a HO layout in the building.

The restoration was part of the Wallace Downtown Revitalization Project. The depot now houses the Chamber




of Commerce, the Long Leaf Art and Crafts Guild showroom, and a Farmer's Market which is open on Saturdays. Honoring its railroad heritage, the depot also houses a transportation museum with artifacts of railroading including items originally associated with the depot and from its employees.



Built in 1914 by the Atlantic Coast Line Railroad, the Wallace depot was restored to its original grandeur and opened to the public on November 11, 2007 – Veterans Day – in memory of the men and women who passed through it while in service to their country.

Wallace was originally named Duplin Roads but was renamed in the 1880s to honor Stephen Decatur Wallace, an official of the Atlantic Coast Line. The line was originally built in the 1830s as part of the Wilmington and Weldon Railroad. Eventually it became part of the Atlantic Coast Line system.

The depot was last used about 1960. Over the years it fell into severe disrepair. In 2002, Save the Depot Foundation was established and spearheaded by LCCA member Thomas Edgerton (RM 19387). The foundation obtained funding for the restoration project through federal, state, and local sources. Rehabilitation and construction began in the fall of 2006. The restoration project was guided by the original construction plans.

The depot and museum are open Monday through Friday from 9 to 5. The train room is open to the public on Friday afternoons from 3 to 5 o'clock. Wallace is located off Interstate 40, 85 miles south of Raleigh and 40 north of Wilmington, North Carolina. For more information, call the Wallace Chamber of Commerce at 910-285-4044. 

*Photographs by
John R. Iacovino*

LCCA Product Development Shop

by Lou Caponi
RM 8735

Last Chance

If you haven't ordered your 2008 Convention Car pair, get a move on! These two PS-2 covered hopper cars are dynamite looking, and Lionel has added all their latest detailing with new style pad printing and matching painted roller-bearing trucks.



Time is running out; the deadline for ordering is June 30th, so don't get left out. Two-thirds of the production run is already spoken for. In the words of Larry the Cable Guy, "Git 'er done!"

The Price Is Right

In recent years, most LCCA Convention Cars sold for \$69.95 each with S&H included. If you haven't done the math or noticed, this year's two-car set is \$59.95 per car – a saving of \$10 each. Capture the bucks and also support your club with this purchase offer.

End of the Line

The 2008 Convention Car pair will be the last two-car offering by LCCA. Although previous two-car offers were quite successful, we are forced to discontinue this practice because of rising raw material costs. The previous two-fers were of Conventions in Lancaster, PA; Dearborn, MI (LCCA & LOTS cars); Pittsburgh, PA; and Milwaukee, WI.

The Sky Is Falling – or Not

The truth about the current economic times is that the sky is NOT falling, but many believe it's so. By hearing the same information over and over about the down economy, soon you may believe you're living in the Depression of 1929. The media thrive on bad news and sensationalism; it's all about selling newspapers and capturing TV rating points. Certainly oil, gas, and food prices are on the rise. The housing and automobile markets are in the toilet, but we all know this is not the first downturn, and it won't be the last.

During my 28 years in the model trains business, I weather the storms of several recessions. You may not believe this, but some of my best years were during so-called "bad economic times." Sure, people made some adjustments to their lifestyles. Maybe they didn't go out for dinner as often, but they still dined out. Instead of driving to Florida beaches, they went to the Jersey Shore. Most people don't deprive themselves of enjoyment, and you shouldn't either.

My point is, don't stop enjoying your hobby. You may need to adjust your spending pattern to fit the times, and that's sensible. During recession years, I adjusted my inventory to match the situation. You may postpone buying a \$1,200 locomotive, but when the train bug bites, you'll need to scratch.

The LCCA recognizes the tenor of these times, and the club will address the issue. We have decided to postpone some of the more expensive releases in favor of low-to-moderate priced items. Watch for information in *TLR* and at the website about new, affordable offers.

I Can't Believe It's Finally Here

Thanks for your great feedback on the New Haven #209 train. The matching add-on cars are shown below. The complete passenger train looks great. Your patience paid off. Your continued support of club-sponsored products enables your club to remain the best toy train club on the planet.

Lou is a Past President and the current Manager of LCCA Product Development



Trains Down Under

by Graham & Helen Wood RM 28404

A Barn Full of Trains

Our train layout is in a 60x25-foot farmer's barn in the back yard of our home. We live on a two-acre block of land, so we have plenty of "elbow room" for trains.

The layout platform rests upon school cupboards removed from biology classrooms. The tops of the

cabinets are 1½-inch Maranti wood, so it's a sturdy base for train operations. These cabinets wrap around the perimeter of the shed, and some are placed in the middle. The rest of the bench work is made of timber and particleboard. It's strong enough to walk on as I make repairs.

There are two main lines of Gargraves® tinplate three-rail track and Ross points (called switches or turnouts in America) around the edges of the barn and a loop from one end halfway down. See the track plan in **Fig. 1**. Engine sheds, a roundhouse and turntable, sidings, and the start of a current project – making passenger platforms for the Adelaide Railway Station – are in the middle of the layout. I placed another route 500 mm above the main track platform around the perimeter of the shed. It is reserved for HO trains.

Trains at Four

I received my first train when I was four years old. I pulled up some of my Nana's flowers, laid them out on a concrete path, and told her I would take her for a ride in one of my trains. That hasn't happened; neither did she ever see how the train hobby has grown in my lifetime.

I started collecting model trains when I was about 10 years old. I received a Triang™ Victorian Railways Train Set as a Christmas present from my parents. I added to my collection over the next 10 years and bought trains with pocket



money and earnings from mowing lawns at a Salvation Army Old Men's Home where my Dad worked. I saved money for several months to buy one engine.

Dad occasionally helped with the work on the 10x4-foot layout, but I did most of it on my own. I built it inside a

sleep out which was connected to a backyard shed. I ran the Triang trains on that layout with no scenery, but my young imagination filled in the environment.

Boys Grow Up

When I started full-time work, I put the trains on hold for a while. My interest shifted to old cars, and I was also heavily involved with the Salvation Army – playing in the band, singing in the songsters, and teaching Sunday School.

I met Helen and we were married in 1971 with car collecting still going on. At one time I had 16 Chrysler Royals (similar to a 1956 Plymouth) in the back yard. Our home in Balaklava in South Australia was on a half-acre block of land. I built a 60x25-foot shed in the back yard to house the cars and protect them from the weather.

As I got older it was harder to get car parts, so I sold quite a few of the cars and reinvested the money into trains.

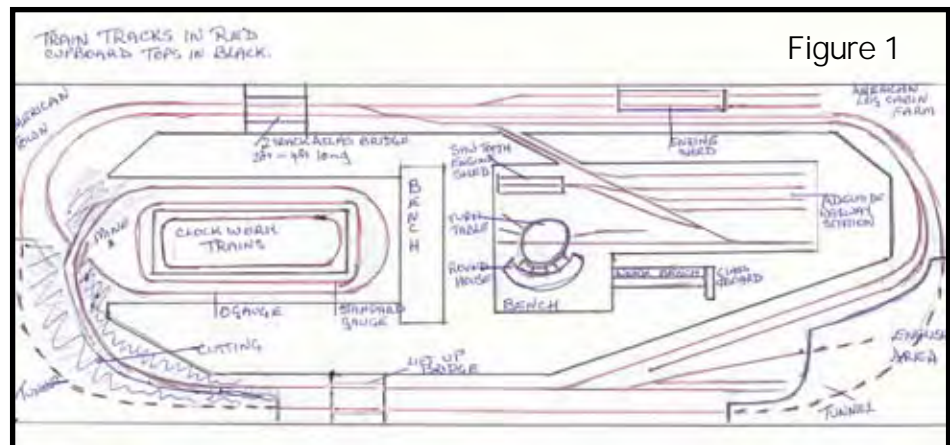


Figure 1

I set an HO layout in a 20x30-foot section of the shed where insulation lined the roof and walls of the entire room and the concrete floor was a firm base. This layout was based on the design of Broken Hill and the surrounding areas. To some, it may seem a huge layout, but I had trouble fitting in everything that was shown on the map I obtained from the museum in Broken Hill.

A Relocation Challenge

We shifted to another home – our current residence – approximately 10 years ago and moved into an old farmhouse eight kilometers outside Balaklava in the state of South Australia. We gave considerable thought to how to move the layout because we didn't want to leave anything behind. We carefully packed the trains, model cars, and some layout scenes for relocation. With a shovel in hand, I dismantled the plaster mountains and tunnels from the tops of the cabinets.

We used a 20-foot-long, tray-top truck to shift the cupboards and layout materials. That required three trips followed by another four trips with a Chrysler Royal station wagon to haul the trains, track, and buildings. How I would hate to move again now!

Necessity as Opportunity

The HO layout needed Australian models. Inasmuch as none were available at the time, I decided to make my own.



I purchased an American-made Athearn® F45 diesel engine and cut off the cabin. I glued on an F7 cabin from another engine, scraped off the old moldings, and reapplied new ones made from styrene moldings and glue. After approximately 100 hours of puttying, sanding, molding changes, and painting, I had the engine I wanted. I also made an NSU from plans and photos and a Dodge Inspection Car from a very small photo. These were made from polystyrene sheeting with a Ferris chassis and drive mechanism for the NSU and a spud bogie drive unit from a railcar for the Inspection Car.



The O-gauge layout superseded the HO one, and it includes a collection of Lionel®, Hornby®, American Flyer®, Marx®, various other makes, and some scratch-built trains. Australian-made trains are hard to find, so I made my own: a GM



Fageol Rail Car, (O scale and HO), and an 830, all produced the same way as the HO trains. I also repainted a Chicago & Northwestern Dash 8 into a Hammersley Iron Ore (BHP) engine. I am using a Babbitt Railway Company chassis to make a South Australian steam engine.

On Making Scenery

The layout consists of English, American, and Australian scenes, plus some imaginary locales. There are tunnels, cuttings, crossings, a roundhouse, a saw-tooth shed, and even a mine. Some buildings are from kits, and I made others using balsa wood, western red cedar, and the seals from coffee tins.

I made the scenery with casting plaster, water, and aluminum foil for the rock facings. After scribing several coffee seals using a biro and ruler, I had the “corrugated iron” sheets I needed to make some sheds, the roundhouse, and a sawtooth carriage shed/workshop. I spent hours at the kitchen table making the corrugated iron that I needed, and I need to make more. It's surprising where the seals come from and who will pass them on to you. Helen has a few people at work that give them to her. I have spent hours cutting up matches to make a long picket fence in HO scale.

Cardboard, newspaper, casting plaster, paper towels, and

brown paper form most of the shape of the tunnels. I used sand from Roxby Downs on the layout, and I'll use more of it for finishing the mine area. Helen has donated some items from her craft/sewing cupboard to help with the scenery, e.g., curtain material, old stockings, cotton reels, and buttons.



The Trains Are the Stars of the Show

The layout is not completely to scale as it is meant to run toy trains, not fine-scale models. Some of the engines that run on the track are:

- “O” and O27 traditional trains
- Lionel Union Pacific Big Boy
- Union Pacific M10000 Rail Car Set
- Union Pacific Veranda Turbine
- MTH tinplate trains of various grades
- Hornby live steam locomotive
- Bowman - several clockwork trains.

I no longer work full-time, and I find playing with trains a full-time hobby. It gives me something to do whilst Helen is at work. I get a lot of pleasure from building the models, watching them run, and researching and creating the scenery.

For Visitors and Family

Several people have come to see the layout and are surprised by what they can see; then I tell them that there are nearly as many trains stored in cupboards and drawers. Some of the good trains are on display, but the most expensive ones are packed away in a locked cupboard. I stash the engines that must be worked on for a later time when the weather is too hot or cold to do anything in the barn. The roof of the barn is not insulated, and some of the sides aren't insulated either; after all, it's just a barn, not a living space. Local temps climb to 45 or 50 degrees C; that's 115-120 on the Fahrenheit scale. In cold weather, we'll see frost on the ground, but not much snow.



There are many expensive trains in the barn, and our eight grandchildren are allowed to “look but not touch.” The train layout in the car shed is for them to use when they come to visit and want to play with trains.

Training is done here nearly every day! 🚂

Photographs by Graham & Helen Wood

Lionel News & Views

by Bill Schmeelk
RM 6643

Got Milk?

Lionel® was just beginning its postwar rise when in 1947 it introduced the 3462 Operating Milk Car. The idea for this car didn't come from Lionel, but rather from independent inventor Richard G. Smith who over the years sold several accessory ideas to both Lionel and American Flyer. This one probably made Smith the most money. According to Ron Hollander's informative book, *All Aboard*, Lionel sold over 180,000 of these cars in 1952 alone. The original version of this now-famous car appeared in every catalog from 1947 to 1955. In 1955, the car was completely redesigned to feature truer-to-scale dimensions and smoother operation. Lionel continues to offer this car in its current catalog. I can't help wondering how many people today would know what a milk can is.

Mr. Smith's Toy

Richard Smith filed for a U.S. patent on his operating milk can railroad car on September 21, 1944. A patent was issued in 1948 – well after his agreement with Lionel. Although the idea did not emanate from within Lionel, company engineers completely redesigned Smith's mechanism for production. In Smith's original design, the cans remained upright and were loaded into a small door on the same side of the car as the unloading door. Before loading the cans, a spring-loaded plunger had to be cocked. After the milk cans were loaded, this plunger was released and applied pressure on the row of upright cans. A solenoid provided the means of pushing the cans out of the car. One of the unique features of Smith's design was that the carrier which delivered the can was made to look like an attendant. For years, Lionel cataloged a Merchandise Car which ejected packages from a box car, but no visible human was involved. This was Lionel's first operating car to feature a person doing the unloading.

After making a deal with Smith, Lionel's engineers created a more workable and reliable mechanism. A patent for the new design was applied for on July 7, 1948. The car first appeared in the 1947 catalog. Lionel often filed for patents just short of one year after introduction of the product. This allowed the patent to reflect the design of the production model and achieve the longest time span for patent protection to remain in effect. A patent must be applied for before the item has been in

public use for one year. Once approved, a patent at that time would have a term of seventeen years from the date when the patent was issued. After expiration, a U.S. patent cannot be renewed, and the invention becomes public domain. It took the patent office over five years to grant the patent for the Operating Milk Car. It was issued on January 5, 1954. In fact, that patent included both the original 1947 version and the later 1948 version which had significant design changes.

A Stream of Continual Improvements

The inventors listed on the patent were Joseph L. Bonanno, Lionel's chief engineer, and Abram D. Gash, Jr. The patent was assigned to The Lionel Corporation. The new design used gravity instead of a spring plunger to load the cans, but also required the cans to be turned to an upright position before delivery out of the car.

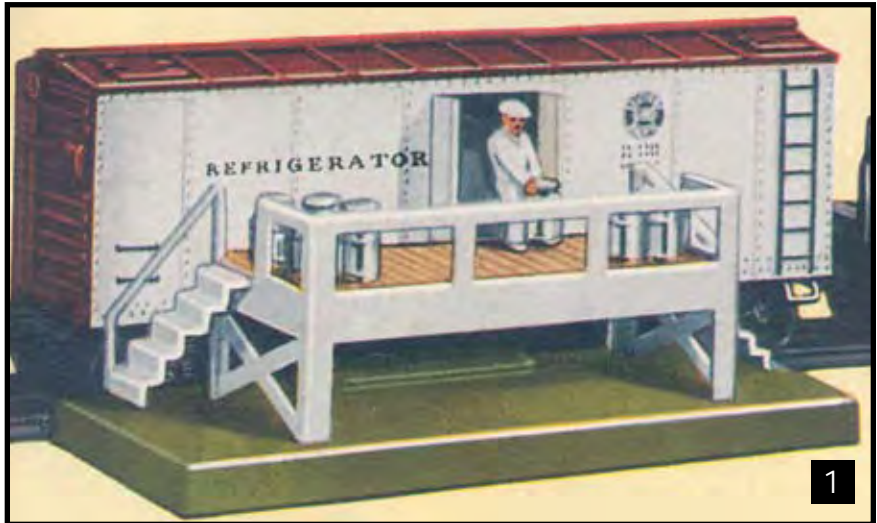


Photo 1 shows the car as it first appeared in the 1947 catalog. Had the car actually been produced as shown in the catalog, it would have been Lionel's first molded boxcar with different colors on the roof and car ends. But it was not to be. **Photo 2** shows the earliest model, the 3462, as it was produced. The use of very early trucks confirms that the car in the photo is one of the earliest versions produced. The original price for the car was \$8.95.

As shown in **photo 2**, two wire "U" clips had to be removed from the underside of the car to allow the shell to be lifted off. The car featured sprung aluminum doors on



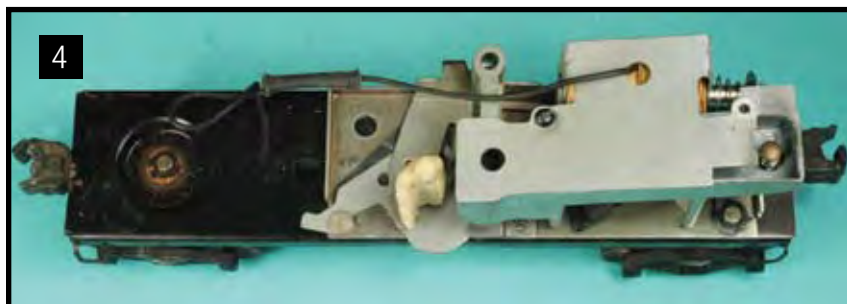


each side of the car and a small roof hatch for loading the milk cans. The cans were machined from aluminum and contained a small Alnico™ magnet. The magnet was necessary due to the abrupt action of the solenoid which moved the cans out of the car. **Photo 3** shows the mechanism of an early 3462.

After the first year, the milk car mechanism went through an extensive redesign. The earliest Lionel Service Manual sheets that I could find for the Operating Milk Car are dated August 1948. For the 1948 model, the mechanism shown in **photo 3** had been replaced and the manual warned that for the most part, the 1948 mechanism is not interchangeable with the 1947 version. Despite the redesign, the catalog number remained 3462. This redesign is shown in the patent papers filed by Lionel. The original mechanism is also illustrated in the patent as a “modified construction.” The 1948 price for the car was \$9.50 and remained at that price through 1950.

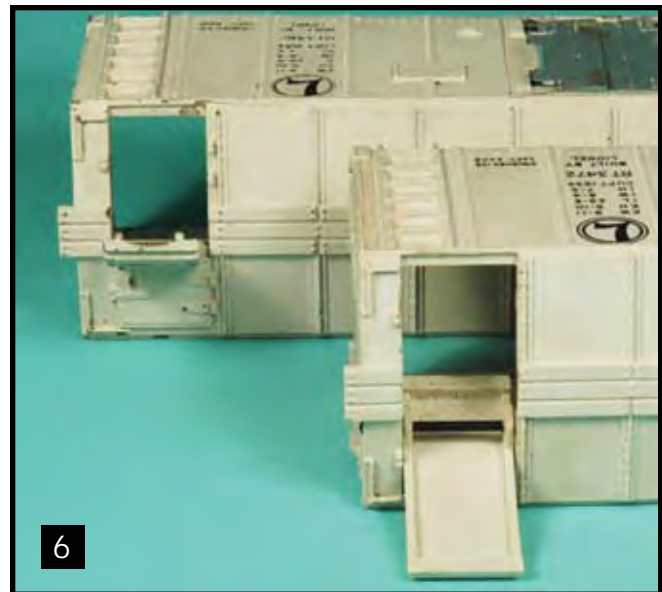
Operating Mechanism Changes

The continued popularity of the Operating Milk Car prompted further revisions of the mechanism. In 1949, the Milk Car number was changed to 3472. The catalog touted it as one of “Two Exciting New Cars!” Though it was shown in the catalog with a red Lionel “L” it is not known to have been produced that way. The main reason for the change in number was to reflect the change from electro-magnetic coil couplers to the new magnetic couplers. There were, however, changes made to the mechanism inside the car. **Photo 4** shows the 1949 mechanism. Notice that the die-cast chute for the milk cans now has an extension toward the rear side of the car. The return spring which brings the man back into the car was now located on the shaft of the solenoid plunger rather than on the sweep arm pivot. A 1949 service manual page advised that better action could be secured on earlier



versions by replacing the sweep arm spring with the new conical plunger spring and washer. The plastic shell of the 3472 continued with aluminum doors.

In 1950 the car body had several changes, but a new number was not one of them. As seen in **photo 5**, the aluminum doors were replaced with plastic doors. The new plastic doors had several advantages. In addition to reducing manufacturing costs, the new doors were easily replaced if damaged, featured more details, and improved the look of the car. The “U” shape wire clips were still used to secure the body to the car, although



it was now also necessary to remove the plastic door frame assemblies from each side of the car before the shell could be removed. Another change to the body was the roof hatch through which the cans were reloaded into the car. The new hatch door was longer and could be opened more easily by merely pushing down on the rear portion. Once opened, this new door would stay open whereas the original smaller door would close if not held open. **Photo 6** shows the two hatch styles with the newer version in front. In 1951, the price of this car jumped up \$2 to \$11.50, and the catalog specifically pointed out the sharp detail of the plastic doors. In 1952 the price was reduced to \$10.50, where it remained through 1955.



7

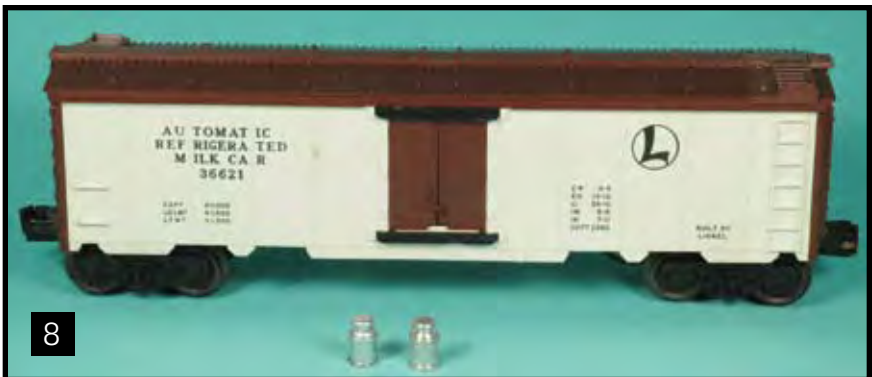
The Operating Milk Car continued to be a top seller and went through yet another major change in 1954 when it was cataloged as 3482. In this version, the two “U” clips used to mount the body to the frame were eliminated and the body was held in by two tabs on the frame which were inserted into two slots in one end of the car. The other end was secured with a single screw. This is much the same method as used on the 6464 series boxcars. Another change can be seen when removing the door frames. There is a small notch on each side of the opening into which the door frames are mounted. These allowed additional clearance for the door springs. I could not find a service manual page with illustrations of the 3482, but we can see some differences in the mechanism of a 3482 in **photo 7**. The bracket holding the solenoid coil was now in two sections, and this allowed the coil to be removed more easily. The conical return spring also has several more turns to it, giving it more strength.

The 3662 — Bigger in Size

A major change for the car occurred in 1955 with the introduction of the 3662 Operating Milk Car. The new car grew in length from the 9-1/2 inches of the previous cars to a near-scale length of 11-1/2 inches. This new version is shown in **photo 8**. A new body design molded in two pieces allowed Lionel to easily implement the two-color design originally shown in the 1947 catalog. A much improved hinging method was used for the doors and can be seen in **photo 9**. The new two-piece design allowed the roof hatch to be mounted without the use of a metal hinge pin. The new body design is quite ingenious and is yet another example of Lionel’s engineering abilities. The car shown in **photo 8** is actually a model from 1964 or later as evidenced by the plastic truck frames.

In addition to the new size, the mechanism was again redesigned and improved. The catalog ad in 1955 stated that a “New pneumatic slow-down feature gives milkman realistic movement.” The new mechanism is shown in **photo**

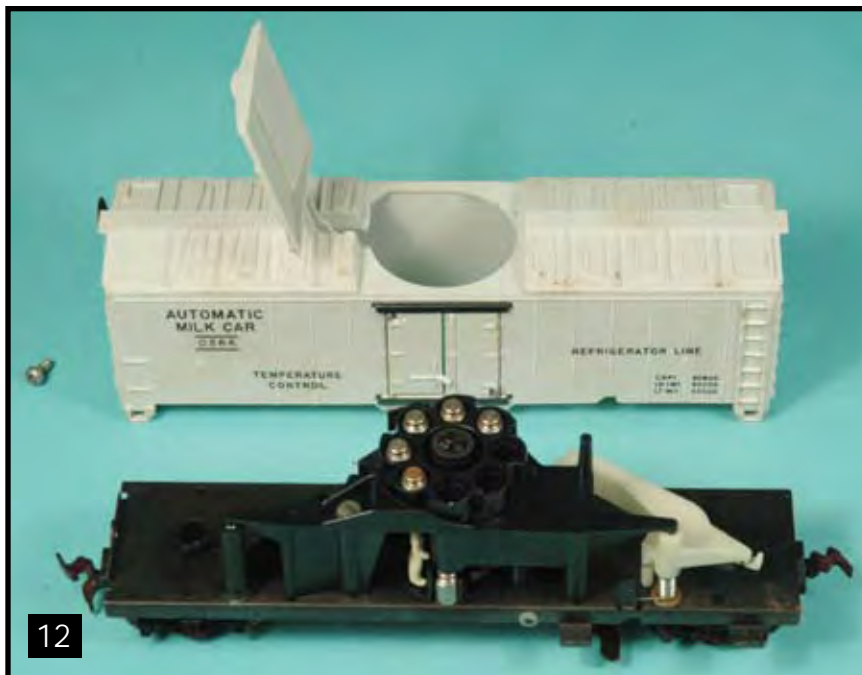
10. Though similar, the new mechanism employed a molded plastic, rather than die-cast can chute with a metal top plate. The solenoid plunger now incorporated a pneumatic piston which eased the abruptness of the plunger action and allowed a smoother motion. Because of this smoother motion, the magnet in the base of each milk can was no longer needed and the cans were redesigned. Though very similar in appearance to the



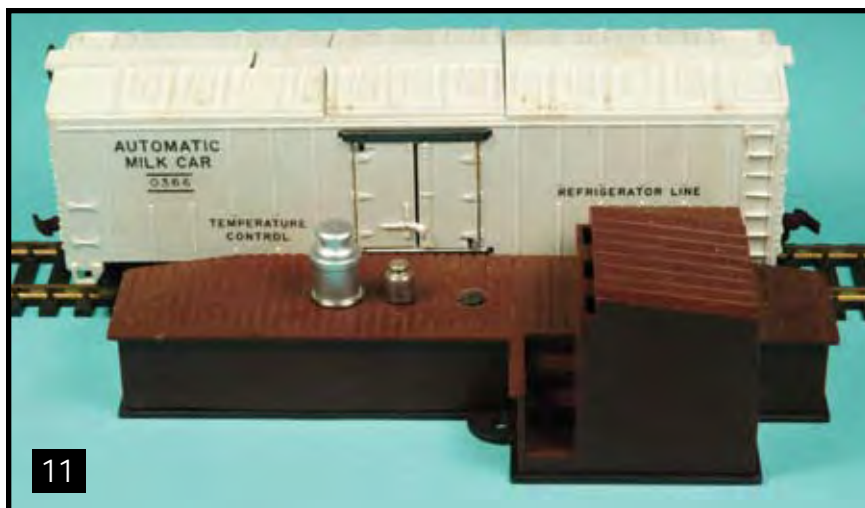
older cans, the new cans were molded in plastic and had a metal plug base. As in previous versions, seven milk cans were supplied. The envelope in which they were supplied specifically stated that these were non-magnetic milk cans for use with the 3662 car only. The design also improved the method by which the can sweep arm was moved back and forth, making operation more reliable and eliminating the occasional dry run with the man appearing without a can. The metal unloading platform remained unchanged and in fact still had the original 3462P number stamped on the bottom. The price of the new car was \$10.95.

The shorter version (3682) was also shown in the 1955 catalog with a group of cars listed as “available only on special order.” The price was still \$10.50. This was the last catalog in which the short version appeared.

The new 3662 remained in the catalog through 1959. Prices were not listed in the 1956 and 1957 catalogs but returned in 1958. The car now sold for \$12.95. Interest had apparently waned as the price in the 1959 catalog dipped to the original \$10.95. For the first time since it was introduced in 1947, the Operating Milk Car was not offered in any of the cataloged sets. In the same year, Lionel introduced the 3672 Operating Bosco Car. This was essentially the same car with a new paint scheme. The Bosco Car appeared in one set and was offered for separate sale for \$12.95. For the Bosco Car, the milk cans were molded in yellow and the word Bosco was imprinted on each can.



25, 1966. The new car sold for \$9.95 and remained in the catalog through 1966. By that time, the price was \$10. I can only guess that Lionel was simply selling existing stock for several years.



The O-gauge 3662 returned in 1964 with plastic Timken trucks and the platform no longer had any information stamped into the base. The price was \$14.95. In 1965 the price went to \$15 and the 3662 made its final appearance in the postwar period in the 1966 catalog at \$15.

Milk Cars in the Modern Era

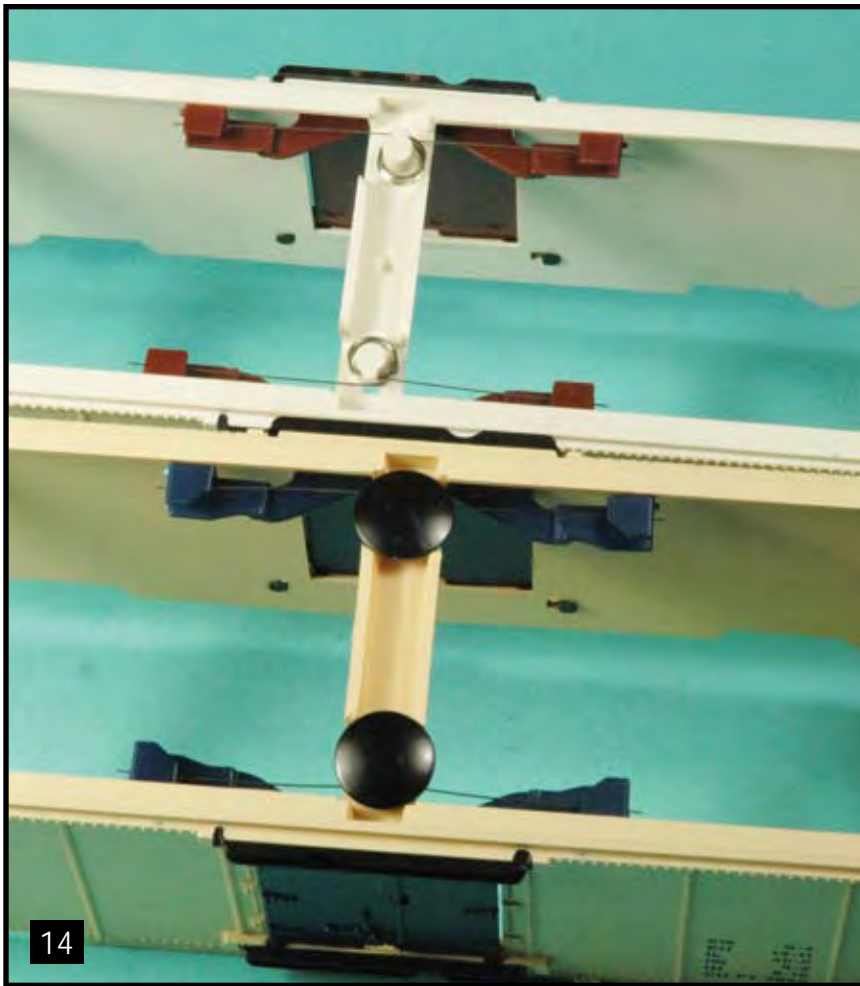
In the Modern Era, the Operating Milk Car continued as a popular item, and Lionel has offered it in several paint schemes. The latest version is shown in **photo 13**. A small change was made in

From O to HO

By 1961 there were no milk cars in the O-gauge line. In a misguided policy of introducing O-gauge cars into their HO line, the company offered a new Operating Milk Car in HO scale. **Photo 11** shows the HO version with the no. 0900 Remote Control Track Section. This section was available separately and used to operate the HO Log Dump and Coal Dump Cars. The platform had a magnet mounted under the plastic platform to keep the small steel cans upright. For comparison, **Photo 11** shows an O-gauge can next to the HO can. The 0366 was brilliantly designed. A completely new system was used. The solenoid to operate the car was located in the unloading platform and the milk cans were loaded through the top into what resembled a gun barrel. The car with its shell removed can be seen in **photo 12**. Lionel was granted a U.S. patent on this new design on January



the way the door springs were secured. **Photo 14** shows the postwar version on top. The can delivery mechanism has remained basically the same as the postwar version with one exception. For some reason, the modern cars do not have the pneumatic piston feature. Compare the latest version in **photo 15** with the postwar version in **photo 10**. Notice that the outer casing over the end of the solenoid is missing. According to Lionel’s modern service manual, this is correct.

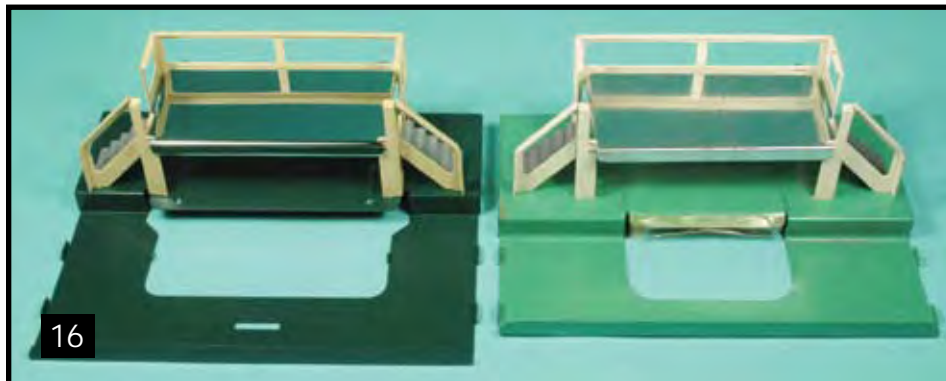


14



15

The black disk against which the spring presses is the piston which operated within the round black cylinder. Lionel's postwar service manual suggested that the effectiveness of the original dash pot depended on the air seal between the piston and the cylinder. In current models, the cylinder has been eliminated.



16

We compared the action of the modern version and the 1964 postwar version and found that the postwar version, with its pneumatic cylinder definitely worked more smoothly. In my opinion, Lionel should include the cylinder in future models because it enables a gentler operation. The milkman places the cans on the platform rather than throwing them.

Now Compatible with FasTrack

Another significant change in Lionel's latest model is that the unloading platform has been modified to allow the use of FasTrack™. **Photo 16** shows the latest version on the left. The small tabs which held the tubular track in place are also on the new version allowing it to be used with either type of track. From the original through the latest version, the platform height can be adjusted to either O or O27 track.


We look forward to seeing more of Lionel's accessories made compatible with the new track system. Although Lionel modified the unloading platform, they did not update the instruction sheet which advises FasTrack owners to use two O-gauge Transition Track pieces to transition to an O-gauge Remote Control Track. This of course is no longer necessary and the FasTrack Operating Track can be used.

Not the End

Counting Richard Smith's patented design, we've seen four completely different mechanical methods used to allow the Lionville milkman to deliver cans of milk. A fifth design, new and completely different from those preceding it, was introduced by K-Line® just before it became a part of Lionel. Next issue we'll show you how this new version operates.

While writing this article, I examined each of the models photographed. For even more information on these cars I would refer readers to two books:

Authoritative Guide to Lionel's Postwar Operating Cars by Joseph P. Algozini and Emanuel F. Piazza; for additional information on Richard G. Smith and his dealings with Lionel, check out Ron Hollander's *All Aboard*. Neither of these books will disappoint.

I hope to see you at the LCCA Convention in Buffalo. 

Photographs by Bill Schmeelk

Email Bill at:
bill@wellingtonent.com

June, 2008

The Tinplate Cannoball

by Ken Morgan
RM 12231

Budget Classic Varnish

Okay. You bit the bullet and made the decision to move into real Standard gauge – not the repro stuff. If you don't need pristine trains, the originals may even cost a tad less than the new repros if you buy what I call "budget classics."

So if you have picked a loco, what should you place behind it? You are operating, not displaying, so remember my rule: if it has wheels and a motor, it's supposed to run, not rest. Unlike real railroads, Lionel® offered far more choices of size and color in passenger cars than in freight during the Standard-gauge era. So The Tinplate Cannonball will look at passenger cars before delving into freight.

First, as usual, today's trivia: I'm sure you're all familiar with Mr. Ed, the talking horse, but who had to deal with a talking car before KITT of Knight Rider fame or today's smooth-voiced GPS computers?

OK, let's ride trains instead of cars. You have a loco. Here are your choices in the passenger car line.

Lionel offered two different sets of small passenger cars during the Classic Era. Both are the same size and they were catalogued only in sets with the #8 and #10. If you picked a #318, they were listed with the next size up in the passenger car line-up. They will cost at least twice as much as the smaller cars, so your options are: an affirmation of historical inaccuracy or an assault on your wallet. Choose one.

The first set of small cars is the #337/338 Coach (Pullman) and Observation Car respectively. They are nearly unique in the Lionel line. All the early Standard-gauge cars except the #29 Day Coach had wide single windows with a round top. All the Classic Era cars except the #337/338 had double windows. Only the #29 and the #337/338 had single slim vertical rectangular

windows. And as soon as these cars appeared in the catalogs, a #337/338 pair was catalogued with the #8. That was it; a three-unit train. If you want base price and unique windows, this is it.

The other small cars are the #339/341, also a Coach (Pullman) and Observation Car. What happened to #340? It is a very early (and now very expensive) 2-7/8 inch gauge bridge, produced way back in 1902 when Lionel track had only two rails. The #339 and #341 cars were catalogued with the #10 and were in three-car sets, utilizing the matching #332 Baggage Car. Catalogued #10s always had these cars. So if you want a longer passenger train from the Lionel catalog, this is it.

But you really have options if you stretch the catalog to go with cars offered for individual sale or department store special (DSS) consists. Pay attention to the prices because they tend to ascend the north face of Big Money Mountain quickly.

The #337 and #338 cars were catalogued in mohave, olive green (either red or maroon trim), and red. DSS were available in pea green and red. The #8 was listed in maroon (with the earlier #35/36) and then mohave, olive green and red, plus DSS in pea green and red, plus a peacock one. All of them came with #337 and #338 cars. Note how nicely the colors align except for that peacock loco. We'll get back to that one. **Photos 1 and 2** show both two- and three-car sets of the #337 and #338 cars.



The #339 and #341 were common in the catalogued colors of peacock and gray. So are #10s. They are also available in a state brown with a dark brown roof and peacock with a dark green roof, and the #10 matched both, except that the dark green was on the frame rather than the roof. Another great coincidence! #10s are also found

3



(although rarely) in red and olive green. See **Photo 3**; it shows a typical three-car set comprised of #332/339/341.

Baggage Cars #332, were available to match most of these cars, but were only catalogued with the #10/339/341 sets. Colors included mohave, olive green (red trim only), red, peacock, gray, and the DSS peacock with dark green roof and state brown. From what I have read, the red #332 came in a DSS with red #337/338 and the red #10 – not a #8. Red #8 DSS, as far as I have been able to learn, came with two #337s and a #338. Just to confuse the issue, the #8 DSS in peacock came with #332/339/341. But the pea green set was a #8/337/337/338. I believe the olive green #10 may have come in a DSS with matching #332/337/338, although I am not positive of that; my references vary. Hey, Lionel was just pushing out product! Many of the baggage cars were also offered for separate sale, as were the Coaches and Observations, so you sometimes see all sorts of combinations. So you can pick and choose almost anything here.

Speaking of “anything goes,” I have not seen a reference to any of these cars with a combination coupler. They always seem to have latch couplers. But the earliest cars were manufactured during the transition period, so I would not rule that out. Early #8 and #10 locos are often found with combination couplers. Also, Lionel used nickel journal boxes during the earlier years of Classic Era production. Then they went to copper from roughly 1931 to 1934 and then back to nickel. Sets with mixed journal boxes may very well be legit. As I noted earlier, Lionel was in the business of moving product. In fact, in the next-larger size of passenger cars, the maroon #309 Coach with the terra cotta roof usually has nickel journals while the accompanying #312 Observation Car nearly always has copper ones.

Also look at the red #337/337/338 set in **photo 2**. It has a mixed set of journal boxes, and I would be willing to bet that was how the set was produced.

4



Finally, many of these cars came rubber stamped either The Lionel Lines or New York Central; again, sometimes in mixed sets. The gray #332/39/341 set is mixed. The baggage car is Lionel Lines, the other two are NYC. See **photos 4 and 5** for the lettering on the gray coach and baggage. This lettering doesn't seem to affect the price, although some cars have Illinois Central stamping which usually commands a premium. The bottom line – there is precedent for almost anything here. Just look around.

A brief note about parts for older trains. Most of the things you'll need are available as reproductions, but lots of parts can be found in boxes stashed under the table at train meets – especially for these low-end cars. My olive green #337 coach came missing a door and with only one truck – which was incorrect. Over the years I managed to find very inexpensive original replacements at meets. One part I have not seen under the table is the drumhead for the Observation Car railings. They are easily lost and are fragile. **Photo 6** shows all three sets. With the possible exception of the gray #341, they are repros, so don't get locked into a DSS just because it has a drumhead like the Macy's one on my red #338.

5



6




A quick point about Lionel's construction practices. The doors are separate pieces and swing loosely, so they are usually open. The other colored piece is a single insert. Much like the brass trim on the locos, the windows and the contrasting blocks below them on which the car numbers and "Pullman," "Observation," or "Railway Mail" are rubber stamped (see **photo 4**) are all one piece. Internally, it has a complex bend which Lionel refers to as a bench seat. If so, the seating is longitudinal, a la some old subway cars, not the seats you are accustomed to seeing in passenger trains. What the "seat" really does is add rigidity to the structure. Next, notice in **photo 6** that the #341 Observation Car has the contrasting color at the end of the car body. The other two do not. I do not know if this is always the case or not.

Finally, all these cars are illuminated with a single bulb. Since there are internal bulkheads in the baggage car (also maroon in my set), only the center is well lit, but the other cars are open so that while it dims, the light shows through all windows.

The years of production overlap a bit. The #337/338 were catalogued from 1925 to 1932, the #339/341 from 1925 to 1933, and the #332 from 1926 to 1933.

In any case, if you stick with these cars, you can probably get a set of original Lionel Standard gauge trains for less than a pristine repro set. Maybe won't look as clean, but they are real original prewar Lionel trains. Go for it!

Trivia answer: "My Mother, the Car" spoke to David Crabtree, played by Jerry Van Dyke; yes, Dick's brother. Ann Southern provided the voice. The car was a "Porter" touring car, actually an amalgam of parts of cars of varied make and vintage. America did not supply much of an audience; hence its rapid demise after only one season. If the series was renamed and recast as "My Father, the Train," maybe the outcome would have been different.

See you next time with more rolling stock for your Standard gauge loco to haul. 

Photographs by Ken Morgan

LCCA Board Minutes

by Bob Carter
RM 6620

March 29, 2008

This meeting, held at the Hyatt Regency, DFW Airport, was called to order at 8 a.m. by President Dick Johnson. Present, in addition to President Johnson, were Immediate Past President Caponi, President elect Kolis, Treasurer DeVito, Secretary Carter and Directors: Calkins, Ellingson, Fogg, Gambino and Ourso. Also present was Nominating Chairman and Convention Co-Manager Fisher.

Upon motion by Director Calkins, seconded by Director Gambino, the minutes of the September 29, 2007 board meeting were unanimously approved.

Director Fogg reported on our participation at the World's Greatest Hobby On Tour (WGHOT) shows, stating it has been a good experience with over 500 thousand people attending and more than 100 new members recruited over the last year. Lionel LLC® joined the WGHOT at the St. Paul show, and LCCA has partnered with Lionel ever since and developed a close relationship with the company. Our participation at these shows is a great recruiting tool. Our membership is holding steady, and we are the only national train club that is not losing members.

Convention Co-Manager Fisher reported that pre-registration for the 2008 Convention in Buffalo is ahead of 2006 and 2007. The group Radio Nation will provide the entertainment for our Get Acquainted Party on Thursday. It is a popular, high-energy musical group that promises to get our blood pumping. We will also have a reception for our first-time Convention attendees on Wednesday evening. This is a first for the club and is the result of a recommendation made at last year's LCCA business meeting. Fisher also proudly announced that we have developed a medical emergency preparedness policy for our Conventions, and he thanked Director Calkins for his medical input in getting this policy implemented.

The 2009 Convention will be in Sacramento, California, at the Radisson Hotel Sacramento, a resort property which will be completely taken over by LCCA. Fisher recommended registering early in order to get the best rooms which overlook the beautiful lake on the property. There are only 320 rooms, but we've arranged for an overflow hotel. We expect Sacramento to be one of our better-attended Conventions. Some probable tours are the Napa Valley Wine Train, the California Railroad Museum, and the Western RR Museum. This is going to be a great Convention at an unbelievable venue.

The 2010 Convention will again be held in Denver, Colorado, at the Denver Marriott Tech Center and will coincide with Cheyenne's Frontier Days. We are once again looking at a UP steam trip from Denver to Cheyenne with possible additional train trips to Winter Park aboard the Ski Train, a ride on the Leadville, Colorado & Southern, and

another trip on the Royal Gorge Railroad. All this is still under discussion, but Denver is shaping up to be another fine Convention location for us.

Kansas City, Indianapolis, and Dallas are currently being considered as future Convention locations.

Past President Caponi gave an update on our LCCA products, specifically the New Haven #209 passenger train and the matching add-on cars. The add-on cars should be in the hands of those who purchased them by the first part of May. The #209 train should follow later, with all sets being delivered on or about the end of May. Lou also announced and showed the board a new operating accessory that will be available only to LCCA members in 2008. This item will be a first for Lionel, and it will be reasonably priced for our members. Another great reason to belong to LCCA.

Nominating Committee Chairman John Fisher announced the candidates for the three director positions and the secretary position. For director, the candidates are Michael Halebian, Jr., David Miller, Ed Richter, and Bill Schmeelk; for secretary, the candidate is Jerry Calkins.

Meeting break from 9:45 to 10:05 a.m.

Treasurer DeVito gave a detailed Treasurer's report which showed that we are current on all our payments and are in an excellent financial position.


A discussion was held regarding the establishment of publishing and republishing guidelines for *The Lion Roars*. It was decided that authors must acknowledge that any material they submit to *TLR* for publication has not been submitted, and will not be submitted, to any other club or magazine for publication. Also, requests from a third party to republish a *TLR* article must be submitted to the LCCA President.

President Johnson advised the Board that a member survey containing 20 qualitative questions will be sent to all members along with the 2008 balloting materials to obtain member input regarding the program services offered by the club. Johnson hopes that a large number of members will complete the survey and therefore provide vital feedback to club officials.

Lunch break from 12:05 to 2:10 p.m.

President Johnson invited open discussion for the remainder of the Board meeting which included producing new LCCA clothing items, archiving club information, and exploring ways to make available to members and non-members photos and descriptions of all club commemoratives from prior years so people could learn what was offered and the year it was offered. It was felt this would be helpful to members who are trying to accumulate club commemoratives. Director Ourso agreed to oversee and coordinate this project.

The next board meeting will be in Buffalo, NY, on Sunday July 20, 2008.


A motion to adjourn was made by Director Fogg and seconded by Director Gambino at 4:00 p.m. The meeting was adjourned. 

Respectfully submitted,
Bob Carter, Secretary

A Lionel Puzzlement

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

The Ampersand

The conjunction “and” may be represented by the “&” sign which is known as an ampersand. This symbol has been in common English usage since the 1840s and can be seen as part of numerous road names on Lionel boxcars. Test your “Ampersand Skills” by placing road names from the Answer Pool on either side of the “&” sign. Place only one letter on each line. Enjoy! 

Road Names

| | | | |
|-----|-------|---|-------|
| 1. | _____ | & | _____ |
| 2. | _____ | & | _____ |
| 3. | _____ | & | _____ |
| 4. | _____ | & | _____ |
| 5. | _____ | & | _____ |
| 6. | _____ | & | _____ |
| 7. | _____ | & | _____ |
| 8. | _____ | & | _____ |
| 9. | _____ | & | _____ |
| 10. | _____ | & | _____ |
| 11. | _____ | & | _____ |
| 12. | _____ | & | _____ |
| 13. | _____ | & | _____ |

Answer Pool: Albany, Baltimore, Boston, Boston, Chicago, Delaware, Denver, Eastern, Gulf Mobile, Hudson, Lake Erie, Louisville, Maine, Minneapolis, Nashville, Norfolk, North Western, Ohio, Pacific, Peoria, Pittsburgh, Rio Grande, St. Louis, Texas, Western

Answers are published in TLR... somewhere.

LCCA 2008 Convention Schedule
Buffalo – Niagara, NY July 20-26, 2008

| Sunday, July 20 | Time | Notes |
|---|--------------------|---|
| Registration Desk open | Noon – 7 p.m. | |
| Board of Directors Meeting | 2 – 9 p.m. | Adam's Mark Hotel |
| Monday, July 21 | | |
| Registration Desk open | 7 a.m. – 5 p.m. | |
| Tour #1: Niagara History on the Rails | 9 a.m. – 5 p.m. | BBQ Lunch |
| Tuesday, July 22 | | |
| Registration Desk open | 7 a.m. – 5 p.m. | |
| Tour #2: Trains in Erie, PA | 8 a.m. – 5 p.m. | Lunch at Union Station |
| Tour #3: On the Erie Canal | 9 a.m. – 6 p.m. | Lunch at Lockport Locks |
| Tour #4: Casino Night | 1 – 9 p.m. | Fallsview Casino Resort, buffet dinner included |
| Wednesday, July 23 | | |
| Registration Desk open | 8 a.m. – 5 p.m. | |
| Tour #5: Niagara Falls Experience | 9 a.m. – 5 p.m. | USA & Canada, lunch |
| Tour #6: Finger Lakes Scenic Railway | 7:30 a.m. – 6 p.m. | Lunch in Shortsville |
| Thursday, July 24 | | |
| Registration Desk open | 8 a.m. – 5 p.m. | |
| Tour #7: Niagara Falls Supernatural | 9 a.m. – 5 p.m. | Picnic Lunch at Park |
| Tour #8: Buffalo Harbor Cruise | 9:30 a.m. – 3 p.m. | Lunch at Waterfront |
| Get Acquainted Party | 6 – 9:30 p.m. | Adam's Mark Hotel |
| Friday, July 25 | | |
| Registration Desk open | 8 a.m. – 5 p.m. | |
| Trading Hall | 7 a.m. – 5:30 p.m. | Set-up for Exhibitors only |
| Tour #9: Buffalo's Best | 8 a.m. – 1:30 p.m. | Lunch at Anchor Bar |
| Tour #10: Buffalo Churches Architecture | 8 a.m. – 1:30 p.m. | Lunch at Pearl Street Grill |
| LCCA Business Meeting | 2 – 3 p.m. | Adam's Mark Hotel |
| Lionel Seminar | 3 – 5 p.m. | Adam's Mark Hotel |
| Trading Hall open | 6 – 9 p.m. | For Convention Registrants |
| Saturday, July 26 | | |
| Registration Desk open | 8 a.m. – Noon | |
| Trading Hall open | 8 – 9 a.m. | For Members only |
| Trading Hall open | 9 a.m. – 3 p.m. | For Members & Public |
| Tour #11: Mall Shopping & Lunch | 9:30 a.m. – 2 p.m. | Walden Galleria Mall |
| LCCA Reception | 6 – 7 p.m. | Adam's Mark Hotel |
| LCCA Banquet | 7 – 10:30 p.m. | Adam's Mark Hotel |
| Convention Ends | after the Banquet | |
| Sunday, July 27 | | |
| Trading Hall take-down | 9 a.m. – Noon | For Exhibitors only |

Safe Travel Home! See you in Sacramento – July 2009