

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 41, No. 3, February, 2012



**Create a Lifelong
Memory aboard
this Vintage Train**

51 Lights for Liberty



Digital image provided by Lionel LLC

To celebrate our annual Convention and the locale, the club presents a unique car made by Lionel®. The 2012 Convention Car will be a Norfolk Southern boxcar with a patriotic theme and spectacular lighting effects.

The car is a PS-1 O-scale boxcar (11-1/4 inches long) that celebrates the military presence in that area. It includes these important features:

- A LED is placed in every star of the U.S. flag and another LED in the eye of the eagle
- Camo décor with a military-style insignia including five branches of service
- EOT device
- Interior box load images, opening doors
- Die-cast sprung metal trucks
- Metal operating couplers
- Hand-applied details
- Detailed metal underframe
- Estimated shipping date – late December 2012.

\$99.95 plus \$9.95 S&H
Order deadline: June 30, 2012

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: two cars per member.

DO THE MATH

___ 2012 Convention Car Car(s) @ \$99.95 each \$ _____

Subtotal: \$ _____

Illinois residents only: add sales tax — 7.5% of subtotal \$ _____

Shipping & Handling — add \$9.95 per car \$ _____

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

SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "CC12" written on the memo line.

Charge the total amount of this order to my credit card as shown below.

Estimated shipping date – late December, 2012.

Credit Card Account No.: _____ Exp.: _____ Discover MasterCard Visa Code: _____
(3 digits on back of card)

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____ City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept CC12/TLR-2-12 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.

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On the Cover



This Norfolk Southern Vintage Executive Train will carry conventioners from Norfolk to Petersburg.

Business Office

LCCA 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 at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 815-223-0791, or by mail at: P.O. Box 529, Peru, IL 61354-0529.

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People to Contact

Secretary – Inquiries about membership lapses and administrative support.

Membership Chair – Joining LCCA and membership questions.

Immediate Past President – Complaint against another member.

President – Always available and as a last resort.

Officers

Dennis DeVito, *President*
570 Brookside Avenue
Algonquin, IL 60102-6824
847-658-8776 or 574-870-0391
dennisdevito@comcast.net

Al Kolis, *Immed. Past President*
4315 Saint Andrews Drive
Howell, MI 48843-7469
248-709-4137
agkolis@comcast.net

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

Kenneth J. Kelley, *Treasurer*
10390 S. Sierrita Mtn Road,
PMB 71
Tucson, AZ 85736-1442
520-299-3243
kjkwildcat@q.com

Mark Kempfer, *Secretary*
3901 Vida Drive
Ft. Wayne, IN 46815-5767
260-485-8058
mark@kempfers.com

Directors

Roger Farkash
1300 Crampton Street
Dallas, TX 75207-5914
214-634-2965
raf@twdesign.com

Sal Gambino, Jr.
4135 Knorr Street
Philadelphia, PA 19135-2133
215-708-1504
saltrains@aol.com

Ed Richter
2008 Paprika Drive
Orlando, FL 32837-8506
407-851-8382
erichter@safes.com

Bill Schmeelk
15 Birchwood Lane
Hillsdale, NJ 07642-1303
201-497-8179
bill@wellingtonent.com

Appointees

Larry A. Black
IT and Web Manager
209 Denison Way
Frankfort, KY 40601-0003
502-695-4355
larry_black@email.com

John R. (Bob) Carter, Jr.
Co-manager, 2012 Convention
2205 Westridge Drive
Plano, TX 75075-8314
972-424-0678
bcck1@verizon.net

Dominic Caponi
Coordinator, Jr. Member Program
56 West 39th Street, Apt. 5
New York, NY 10018
484-432-8580
dominic.caponi@gmail.com

Louis J. Caponi
Manager, Product Development
Co-manager, 2012 Convention
610 Andrew Road
Springfield, PA 19064-3816
484-431-8529
caponilj@comcast.net

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

Al Kolis, *Manager, Special Events*
Membership Chair
4315 Saint Andrews Drive
Howell, MI 48843-7469
248-709-4137
agkolis@comcast.net

Editors

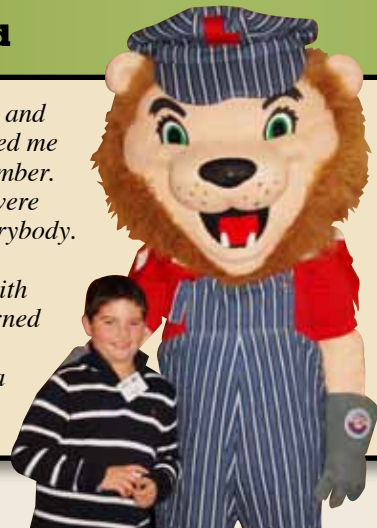
Barrie W. Braden
Editor, eTrack & Interchange Track
10607 Serenity Sound
Magnolia, TX 77354-3244
281-252-8153
bradenb@att.net

Mike H. Mottler
Editor, The Lion Roars
22 Water Oak Drive
Conway, AR 72034-3430
501-327-8747
mottlerm@conwaycorp.net

Visit our website for timely club news:
www.lionelcollectors.org

JM Member Adam and Friend

I love the LCCA and Lionel® trains. My first and only auction I went to was so fun! They called me "Little 33" because that was my auction number. We got many cool things there. The people were so nice and one man brought donuts for everybody. The first day of the auction I went with my grandpa, who shares love of Lionel trains with my Uncle Steve and me. The next day I returned with my grandpa and grandma. She tried to buy a Mickey Mouse train set while grandpa



was in the bathroom, but she lost the bid. Later she bought a few cars before my grandpa and I could stop her. I love Lionel trains so much because they are so fun and exciting to play with. My grandpa and I have ten O27 trains, one G-gauge train, and five HO trains. I hope for more. I highly recommend you get a membership in LCCA!

Adam Nash, JM 30375



Dennis DeVito
RM 6758

Report from our President

HIGHLIGHT:

“If you know a lapsed member, make sure that he/she knows the welcome mat is in place and LCCA will gladly update their membership.”

Over the past three months I have had the privilege of personally contacting and connecting with hundreds of LCCA members. Each contact was a pleasant experience which reaffirmed the value of each member to our club.

To all of you who sought me out, thanks for creating an opportunity to meet you in person. I can also report that there have been a number of members who let their membership lapse but have recently renewed. A number of these members spoke directly to me when they renewed and offered a variety of reasons why their membership had lapsed. Some merely forgot to renew, some temporarily lost interest in the hobby, and some were temporarily not in a position to renew. There was a common theme among these members – they wanted to return to the club, but some were concerned about keeping their former L C C A member number and

their membership cycle. Let me clarify. When a lapsed member renews, the LCCA will temporarily waive the reinstatement fee of \$10. At the time of renewal, the reinstated member will start a new 12-month cycle. While there will be no “catch-up,” the renewal will last for the next 12 months, and – if requested – the member will be reassigned their former number. Because special attention is required to restore lapsed members who want their former number resurrected, online renewal is not available. Renewals of lapsed members MUST be done through the Business Office by mail or via e-mail or fax.

Another point was that some lapsed members needed encouragement to renew. They seemed uncomfortable about renewing after their membership had lapsed. If you know a lapsed member, make sure that he/she knows

the welcome mat is in place and LCCA will gladly update their membership. If there is any question, suggest that a lapsed member call me.

The LCCA continues to support and welcomes communication with members by mail through USPS. Mailed-in responses are growing, and support for mail service is ongoing. But we also provide internet communications for use by members who feel comfortable using the Internet. The LCCA sends time-sensitive “e-blast” messages to members with e-mail addresses on file; however, we may receive up to 300 rejected e-mails. Please log-on to the website



Many Special Event participants of CTTG in CO are also LCCA members.

and verify that your e-mail address is correct. This is especially important to members that have not received recent e-blasts. The club incurs a cost when your e-mail address in our database is incorrect.

The club continues to support Special Events. This activity is expanding thanks to the energy and guidance of Al Kolis, Special Events Manager. Check our website for currently scheduled Special Events. All members are welcome to attend. Al is seeking new Special Events, and he would like to hear from you if you have a suggestion.

Lou Caponi continues to present new products as exclusive collectibles for club members. The current offer is shown in a two-page ad in this issue of *TLR*, a never-before-issued tinplate train set as the NYC “Lakeshore Limited.” Be sure to look at this very limited offer. If it’s right for you,



The strength of the LCCA allows the club to offer unique niche products to members as a benefit of membership.

consider acquiring it to your collection. The club will offer both commemorative and standard Lionel® products for sale on the website, another LCCA benefit. The LCCA Holiday Sale announced in the December issue of *TLR* will end soon and be replaced with weekly specials for members to view online.

I had the opportunity to observe the Jerry Calabrese five-part interview “live” as it was recorded. Rarely have I heard a CEO share such an honest and open assessment of a company, its policies, and the challenges it faces. I encourage every member to go to the “Video Gallery” of our website and listen to his insights into Lionel and the issues facing the hobby.

This issue of *TLR* introduces the LCCA 2012 Convention in Norfolk, VA, and the tours. It promises to be another great gathering. For the first time this year, LCCA will offer a FREE operating locomotive to the first 400 registered members – refer to the Convention section for details. The tours promise to be enjoyable. The Monday train ride will be a trip aboard the Norfolk Southern Vintage Executive Train. If you take the train trip,

I invite you to meet with me on Sunday evening for a Convention Welcoming Reception at the host hotel.

As introduced in the *Interchange Track*, the LCCA has launched a project to establish

standards for an O-gauge modular layout using Lionel FastTrack™. Bill Schmeelk has volunteered to lead this effort. He has already assembled a marquee group of folks on a steering committee. Contact Bill with your comments and suggestions. The LCCA and Lionel will work together to define and launch this effort. The LCCA expects to have the first eight modules in operation at Norfolk in July.

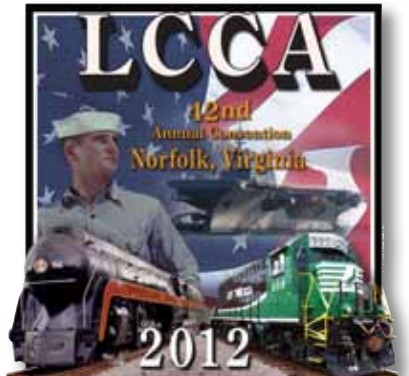
Photographs by Bill Schmeelk & Steve Fowler. Digital image provided by Lionel LLC.



Committee Chair Bill Schmeelk pretests initial concepts for the LCCA modular FasTrack layout.

President's Scoreboard

Activity	Goal by July 2012	Accomplished	Status
Special Events	2,000 members touched	425	Need add'l member participation
Number of Special Events	25	27	Plan at least two special events per month
Reinstate Lapsed Members	400	127	Need current members to assist



I hope to see you at an upcoming Special Event or at the 2012 Convention in Norfolk!



HIGHLIGHT:

“Looking to 2012, we have some very interesting products in development, including items that are beyond anything we have ever tried before.”

This is my first report as your Treasurer. I appreciate the trust placed in me by club members through election to this position. Although I have been a member of LCCA for approximately 36 years, I am finding out that there is a lot of activity in LCCA beyond the Conventions. Your officers, BOD, and appointed leaders are a hard working, cohesive group. Some members may believe, as I once did, that “the annual Conventions were the LCCA.” There is much more.

We recently received a review and summary from the nonmember, independent CPA of our 2010 financial results. The LCCA Finance Committee and the BOD have reviewed and approved this report as submitted. The Burlington Train Set and the 2010 Convention Car had not been received or shipped at the close of the year 2010, which is why they are shown on the liability side of the ledger.

In 2010 we had a very successful Convention in Denver, and revenue from sales of the UP Cylindrical Hopper Car (the 2010 Convention Car), the UP Merchandise Service On-site Car, and other promotional items placed the club in a strong financial position.

Looking to 2012, we have some very

interesting products in development, including items that are beyond anything we have ever tried before. We hope the products will be very popular and meet expectations. Sales of these items to club members help support the club, keep LCCA financially strong, and create momentum for the future.

I can report that all bills have been paid on time, and LCCA is in a strong cash position. We experienced some problems with reporting, processing renewals of members, and dealing with costs from the former Business Office in Minnesota. LCCA has successfully transferred club business activities to a different Business Office in Illinois. Thanks to the hard work of President DeVito, LCCA now has a sound working relationship with this entity.

Web users know that our website has a new look and offers greater capabilities. We are now handling more transactions online via the website, and this will improve accuracy, reporting, membership renewals, Convention registration, and product purchasing. There will be other benefits too. We will also continue to provide the best service possible for those who don't use the Internet.

I am looking forward to continuing to serve our members as Treasurer. I'll offer my help in that capacity in any way that I can.



LIONEL COLLECTORS CLUB OF AMERICA - LCCA

Statement of Assets, Liabilities and Membership Equity

Modified Cash Basis

Year Ending December 31, 2010

ASSETS

Current Assets	\$	287,031
Investments		364,286
Inventory at Cost		552,887
TOTAL CURRENT ASSETS		<u>1,204,204</u>
Equipment Net of Depreciation		6,988
Convention and Advances		15,199
TOTAL ASSETS	\$	<u><u>1,226,391</u></u>

CURRENT LIABILITIES

Sales Tax Payable		(215)
Convention Car Deposits		111,227
Burlington Set Deposits		372,339
TOTAL CURRENT LIABILITIES		<u>483,351</u>
TOTAL UNRESTRICTED MEMBERSHIP EQUITY		<u>743,040</u>

TOTAL LIABILITIES AND UNRESTRICTED MEMBERSHIP EQUITY \$ 1,226,391

Statement of Unrestricted Revenues, Expenses

and Changes in Membership Equity

Modified Cash Basis

Year Ending December 31, 2010

UNRESTRICTED REVENUE

Car Sales	\$	453,813
Dues		237,585
Convention		339,301
Interest and Dividends		3,966
Initiation Fees		3,540
Other		610
TOTAL UNRESTRICTED REVENUE	\$	<u><u>1,038,815</u></u>

EXPENSES

Program Services:		
Car Sales	\$	249,399
The Lion Roars		89,255
Interchange Track		91,308
Convention Expenses		292,922
Website		55,758

Services:		
Professional Fees		15,008
Business Office Expense		126,365
Officers and Board of Directors Expenses		62,460
Committee Expenses		12,421
Insurance		3,826
Depreciation		1,422
Bank and Credit Card Charges		24,048
Membership Drive Expense		16,780
Membership Expense		16,184
Miscellaneous Expense		801
Printing		4,541
TOTAL EXPENSES	\$	<u>1,062,498</u>

INCREASE IN UNRESTRICTED MEMBERSHIP EQUITY BEFORE FEDERAL INCOME TAX \$ (23,683)

Federal Income Tax 1,000

CHANGE IN UNRESTRICTED MEMBERSHIP EQUITY \$ (24,683)

UNRESTRICTED MEMBERSHIP EQUITY, BEGINNING OF YEAR 767,723

UNRESTRICTED MEMBERSHIP EQUITY, END OF YEAR \$ 743,040



Lou Caponi
HM 8735

Product Development Shop

HIGHLIGHT:

“Our Support the Troops 2012 Convention Car with the eagle logo now includes a tribute to the U.S. Coast Guard.”

LCCA announces its first-ever new product line. Delivery is scheduled for 2012, 2013, and early 2014. There’s a lot to talk about. I will provide you with general information on these emerging releases and keep you informed of prices, delivery dates, and details as they become available. Check our website for the latest updates on a weekly basis. Here’s a list of exciting new Lionel-branded products being produced exclusively for LCCA members. Pre-production photos are presented for items 1 through 5. As photos become available for the products listed as 6 through 10, I’ll show them here.

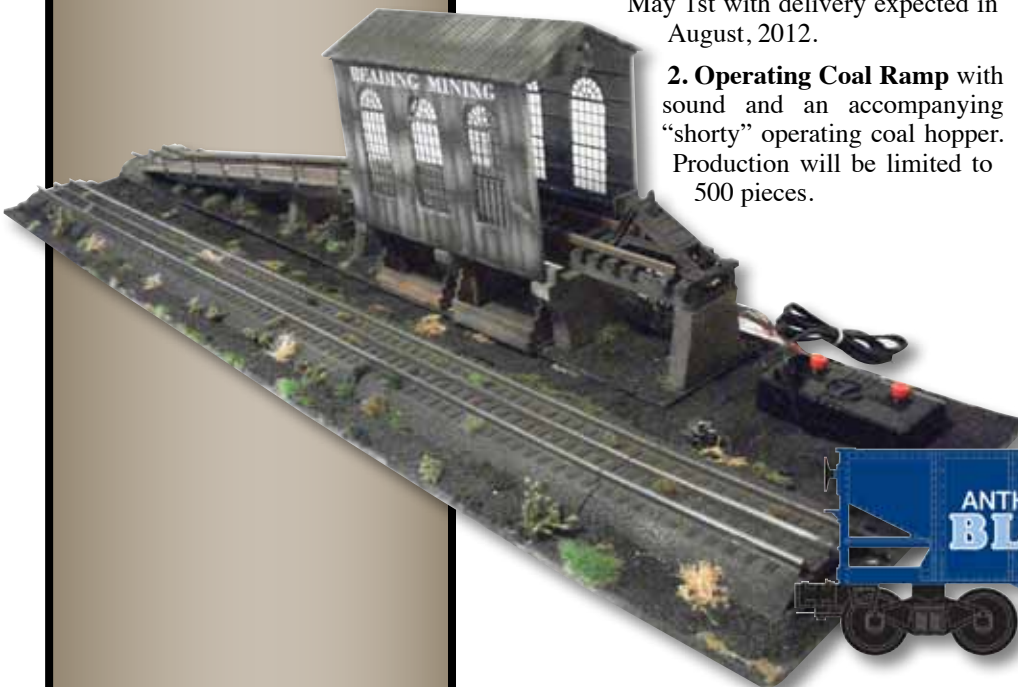


1. The NYC Lakeshore Limited tinplate O-gauge set, without track or power pack.



Production of the set will be limited with a minimum run of only 250 sets but not to exceed 500 sets. This train set will bear Lionel markings! A two-page ad for this niche collectible is included in this issue of *TLR*. LCCA will accept orders now through May 1st with delivery expected in August, 2012.

2. Operating Coal Ramp with sound and an accompanying “shorty” operating coal hopper. Production will be limited to 500 pieces.



3. Covered Railroad Bridge with swamp scene with sound and operating swamp mist. This is actually two accessories in one, and they can be placed on a layout together or separately. Production will be limited to 500 units.

4. Reading Mining Company Vulcan diesel switcher with accompanying “shorty” coal hoppers: an operating hopper and a non-operating hopper with an ETD. Production will be limited to 500 units.





5. NW2 Diesel Switcher with new flywheel drive, smoke, sound, and brass details. There is nothing like this on the market today. It will have GEEP die-cast trucks since the original truck tooling was lost. Production run will be 995 pieces.

6. Twenty-three Mile Island Operating Nuclear Plant with cooling tower, sound, steam, and lights. Production will be limited to 500 units.

7. IRS building under destruction, with sound and heavy equipment placed on a construction site base. Production will be limited to 500 pieces.

8. Burning NYC Pacemaker Boxcar with smoke, flames, fireman, and a Water Car. Production will be limited to 650 pieces.

9. Three lighted billboard set as a three-pack. These will be very unique! Production run will be 995 pieces.

10. Operating Produce Warehouse. Production will be limited to 500 pieces.

Order Early to Avoid Disappointment

Be on the lookout for these and other upcoming offers in ads in LCCA publications. Place your order early to assure delivery. LCCA will accept orders for designated products with an upfront deposit paid by a credit card (only). The balance due will be charged to the same card shortly before delivery.

Preview of Convention Items

Would you like a surprise? Members who attend the upcoming LCCA 2012 Convention as one of the first 400 to register will receive an Early Registration Gift of a Norfolk Southern Vulcan diesel locomotive – FREE. That’s right – free of charge!



LCCA thanks our friends at Lionel for their eagerness to work with us and help make this offer possible.

To receive this free gift, members must be among the first 400 registrants for the Convention, be registered at the host hotel for a minimum of three nights, and pick up the gift in person.

What other goodies will be available at the Convention? We’ll have a dynamite N&W On-site Boxcar with silver and blue lettering. Only 300 of this Convention commemorative will be produced. We’ll also offer a die-cast Chevy Tahoe in Norfolk Southern Railroad Police décor with the “Keeping It Green” paint scheme. Only 500 of these vehicles will be produced. These two Convention commemoratives will be shown in the next issue of *TLR*.

Our “Support the Troops” 2012 Convention Car with the eagle logo now includes a tribute to the U.S. Coast Guard. We recently realized that we had inadvertently omitted mention of the USCG. The ad for this car in this issue of *TLR* includes the USCG notation.

Decade Loco Reinstated



If the previous items were not enough to attract attention, I have another surprise! I have received several requests to bring back the Decade Locomotives. We heard you loud and clear. So bring it back we did.

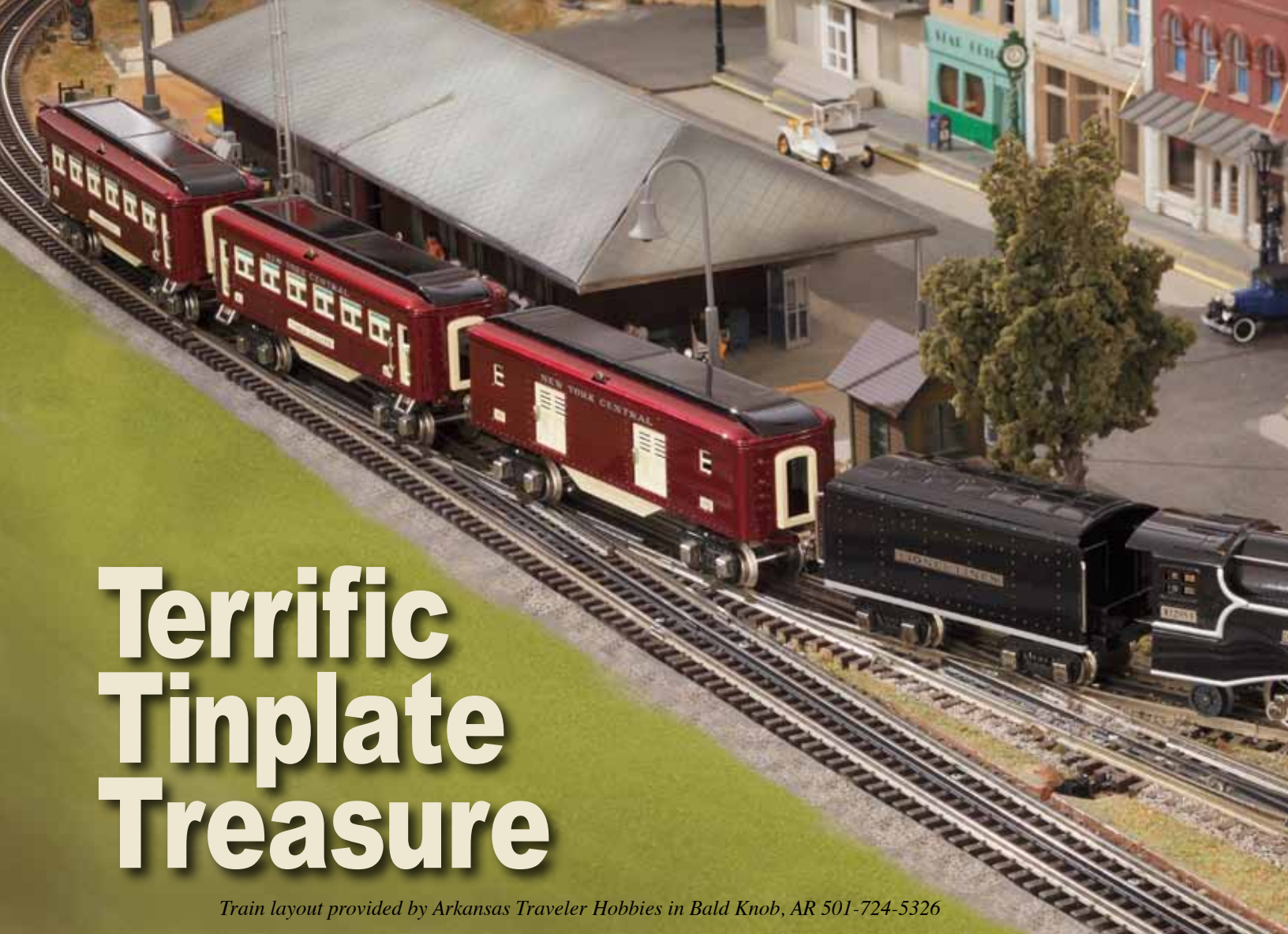
This pre-production mock-up view is a sneak preview. The actual loco will have the UP “Flag” decor and flywheel drive. The all-new locomotive is a super-detailed, 60-ton diesel switcher. It started out as a basic postwar 44-ton locomotive, but it has been highly modified with lots of added details. Watch for this locomotive in late 2013.

2011 Convention Car

The eagerly anticipated LCCA 2011 Convention Car was shipped in mid-January 2012 to members that ordered it. However, about 90 members opted for the two-part payment option and paid the first installment (of two) with a check – not a credit card.

The second payment is now due and must be received before these remaining cars can be shipped. Send your second payment to the LCCA Business Office along with a check made payable to “LCCA” with “2nd payment, 2011 Conv’tn Car” written on the memo line. Fair warning: cars not fully paid for by March 31 will be re-routed to those on a waiting list, and the first payment will be forfeited.

Digital images provided by Lionel LLC



Terrific Tinplate Treasure

Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR 501-724-5326

This NYC “Lakeshore Limited” Tinplate train set is a first-of-its-kind offer from the Lionel Collector’s Club of America. Because we’re a club attuned to collectors with diverse interests – including niche collectors with an affinity for tinplate trains – we can offer a limited-edition, modern remake of a vintage train set to them. The LCCA has decided to place an initial order with the factory for 250 train sets. To avoid disappointment to club members, LCCA has

pre-arranged an option to adjust the production run up to a maximum of 500 units. Train sets will be produced according to the number of orders received by the deadline. Limit: one train set per member. The line-up

shown above includes the Commodore Vanderbilt locomotive, tender, baggage car, coach, and observation car. An optional matching add-on coach – “Madison Avenue” – is shown below.





The features of this train set include:

- All-metal bodies on locomotive, tender, and cars
- Locomotive is built to prewar specs with light and whistle, but not equipped with any special control system
- “Build a Loco” classic-era AC motor installed in the locomotive with an e-unit
- Metal wheels, axles, and gears on the locomotive; all cars have metal axles and wheels
- Lighted locomotive and passenger cars
- New York City landmark names on the cars
- Brass or nickel trim, polished journal boxes
- Prewar original style couplers
- Die-cast air whistle mechanism in tender with circuit board control – no slow-down when activated
- Baked enamel finish with state-of-the-art, never-done-before paint décor
- Fire Mist Black metallic paint on loco and tender with silver gray striping
- Fire Mist Ruby metallic paint with Fire Mist Black roof centers, cream trim, and silver lettering
- Distinctive packaging
- All pieces are marked with LIONEL/LCCA identification plates
- Low production run will likely create high collector demand
- Can be run on any type of O-gauge three-rail track
- This train set does not include track or power pack.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: One set per member.

DO THE MATH

<input type="checkbox"/> NYC “Lakeshore Limited” Tinplate Train Set (Limit: 1)	\$ 649.95
<input type="checkbox"/> Optional Add-on Car: “Madison Avenue” Coach (Limit: 1)	108.00
<i>Note: When ordered along with the Train Set, no add'l S&H&I charge for this car</i>	
Subtotal:	\$ _____
<input type="checkbox"/> Illinois residents only: add sales tax — 7.5% of subtotal	\$ _____
<input type="checkbox"/> Shipping, Handling, & Insurance for the train set	25.00
Total (in U.S. funds):	\$ _____

TWO PAYMENT OPTIONS

- Payment in full with order by CREDIT CARD, MONEY ORDER, or CHECK.
- Two-payment plan applies to the Train Set and the “Madison Avenue” Coach when purchased simultaneously using a CREDIT CARD (only) with \$350 due with the order. The remaining balance will be billed to the same credit card account just prior to the shipping date.

Estimated shipping date – August 1, 2012.

THE DETAILS: Deadline for orders: April 30, 2012, or sold-out date – whichever comes first. Deposits are non-refundable and non-transferable because the trains sets will be made to order after the initial payments have been received. All sales final. Cancellations will not be accepted. Members who fail to complete a two-payment order will forfeit their initial payment, and the train set will be offered to a club member on a waiting list.

Credit Card Account No.: _____ Exp.: _____ Discover MasterCard Visa Code: _____
(3 digits on back of card)

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____ City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____ Check this box if any part of your address is new.

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept NYC-LL/TLR-2-12 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to “LCCA Store.” To submit an order by fax: 815-223-0791.





Al Kollis
HM 15902

HIGHLIGHT:

“It is my privilege to meet so many wonderful LCCA members during these events. It is the great people that make the LCCA the best toy train club on the planet!”

We started the New Year with several LCCA Special Events. President DeVito’s goal is to reach out and touch 2,000 members this year, and we are progressing quite well. We have received overwhelming positive feedback and support for this initiative at several locations around the country.

An Evening of Fun with Toy Trains

by Steve Fowler RM 26496
and Jerry Calkins RM 9418

The LCCA returned to Colorado’s Front Range for a second encore appearance in 2011. Together with the Colorado Toy Train Group, LLC (CTTG), the two groups co-sponsored An Evening of Fun with Toy Trains on November 5th in the north Denver suburb of Westminster, CO.

Working with the SLXCK RR module and Estes Park Model Railroad Club folks, the evening’s social hour began with these two layouts in full operation, simultaneously with a Chinese Raffle.

A special treat during the social time was the exclusive opportunity to interact with Mike Reagan, Lionel’s Service Center Manager. Mike began the social time with an impromptu demonstration of Lionel’s newest Legacy capabilities. Attendees also had the opportunity to purchase a unique Colorado and Southern boxcar, made exclusively for the event.

Sixty-five adults and eight children attended An Evening of Fun with Toy Trains. The highlight of the banquet was a magic show presented by Bill Schmeelk (HM 6643), a LCCA director. Bill presented a delightful program of legerdemain and slapstick humor lasting 30 minutes. The glow on the children’s faces as they sat on the floor near Bill’s stage was priceless!

Lionel lent its support to the event also. Its iconic, larger-than-life-mascot, Lenny the Lion, prowled The Ranch’s layout-filled rooms from 9 a.m. to 6 p.m.

LCCA hosted a membership desk throughout the day, and recruited four new members. LCCA and CTTG are co-sponsoring three toy train auctions in 2012: March 10th and 11th, April 28th and 29th, and August 25th and 26th.

Christmas & Trains in NJ

LCCA started the recent 2011 holiday season with a two-day Open House and Train Show LCCA Special Event at the NJ Hi-Railers clubhouse in Paterson, NJ. Members had an opportunity to experience their massive, impressive 165-foot-long train layout.



Lionel licensed artist and LCCA member Angela Trotta Thomas was there and demonstrated her new Lionel train art. A timely appearance by Santa Claus was the highlight of this event. The NJ Hi-Railers and LCCA members sure know how to have fun!

A McSpecial Event

We held a LCCA-sponsored charity special event to benefit the Ronald McDonald House in Dallas, TX, on December 11. Director Roger Farkash of TW Design made arrangements for a private party for our members at the NorthPark Mall train display.



Club members and their families had an opportunity to get a behind-the-scenes look at this extraordinary train layout and talk with the members of the TW Design team who designed and built it.

LCCA members were seen having fun “planking” in front of this layout. Go to our Facebook account at www.facebook.com/LionelCollectorsClubofAmerica and view more members planking and “owling” with their Lionel trains.

Something Special

A Cowboy Tip of the Hat

by Roger Farkash RM 27269

Texans like to do things big. When it comes to train layouts, our prevailing practice is no exception. After this year's LCCA successful Convention in Dallas, TX, the Special Events Committee made an extra effort to say, "Thanks y'all!" to our many Texas members for their support of the club at the convention. We decided to sponsor a behind-the-scenes look at the Ronald McDonald House of Dallas / Trains at the NorthPark Center holiday train display. Proceeds from the evening's event – admission, door prizes, and a raffle containing great Lionel and LCCA commemorative products – were donated to RMHD. This program provides temporary housing for families visiting young patients in nearby hospitals.

LCCA members and their guests not only enjoyed the trains but also met the designers and builders of the layout – the team from T W Design® and its TrainWorx Division. During a private showing, they learned how the system operated with CW-80 transformers combined with timer and relay modules. The system controlled trains running on nearly 2,000 feet of track on 22 loops as well as dozens of animations through a presentation of a mini-journey across the country.



LCCA Immediate Past President and current Manager of Special Events Al Kolis described the fabulous train layout at NorthPark Mall in Dallas, TX, for a LCCA Web News report. Videographer/editor Jim Carter will prepare the piece for presentation on the LCCA website.

A Lionel Christmas in Iowa

Member Bob Ver Hoef and Pam Richardson hosted a holiday season LCCA Special Event on Saturday, December 17th, in Leland, IA. Members from Iowa, Minnesota, Illinois, and Wisconsin attended this informal train open house event.

A Little Snow, Lots of Fun

by Robert Ver Hoef RM 20588

and Pam Richardson RM 29244

Although we received a light dusting of snow the night before, the LCCA Special Event and Christmas Open House in Leland, IA, started with clear skies and a high temperature of 38 degrees on Saturday, December 17th.

We opened the doors 10 a.m., and the incoming crowd of visitors immediately noticed the scent of hot apple cider and the aroma of hot coffee in the air. Christmas cookies were ready for sampling. Kids, adults, grandparents, and grandkids became a part of a great day with Lionel® trains. The street was lined with cars and the building was full.

A full crew was on hand for this event with club member Craig Thorson selling the raffle tickets and keeping track of the LCCA members who signed up for a special members-only prize. Door prizes were distributed every half hour until all the prizes were gone. Member Pam Richardson was always busy providing coffee and cider and handing out candy canes to all the kids.

The highlight of the show was the kids. How wide those little eyes can get! With the coffee, cider, and cookies about gone by four o'clock, the visitors were ready for a break.



When LCCA founder Jim Gates came in with a friend, the place lit up like a Christmas tree because all were glad to see him. It was an honor to have Charter Member #1 present for this festive day.

We drew the main prize for the LCCA members, and Lyn Bartles, from Maple Grove, MN, won it – a die-cast UP RR Police Car commemorative. The raffle prize was won by John Buren from Britt, IA, also a LCCA member.

LCCA Day at Laman Library

We also sponsored a LCCA Special Event as “LCCA Day” on the same date during an event entitled “All Aboard! Lionels at Laman” held during the December 15-31 timeframe at Laman Library in North Little Rock, AR. President Dennis DeVito represented the LCCA at this event in the heartland.

All Aboard! Lionels at Laman

by Craig Gerard RM 15198

When the LCCA President visits Arkansas, it’s a Special Event in itself. Saturday, December 17, 2011, was designated “LCCA Day” in the state, and club President Dennis DeVito (RM 6758) was on hand for this LCCA Special Event in the heartland. The day was a part of the “All Aboard! Lionels at Laman” operating layout and exhibit held in the spacious Exhibit Hall of Laman Library in North Little Rock, AR. This third annual holiday celebration with trains drew quite a crowd. The final tally of visitors for this 16-day event was 5,448, a significant increase from the 3,522 guests that attended last year’s showing.

More than 20 volunteer hobbyists – most of them not (yet) LCCA members – accepted three-hour work shifts as operating engineers. All earned a Lionel logo T-shirt from LCCA in recognition of their participation in three shifts during the event.

Preparations for this day in mid-December began months ago as a crew of LCCA members in central AR – Mike Mottler (RM 12394), Craig Gerard (RM 15198), Robert Lewis (RM 27374), and local hobbyists Bill Smith and J.R. Willey – gathered in Robert’s garage/shop to design and build a 50 percent bigger layout than last year.

Club members Craig, Robert, and Jim Wakefield (RM 11459) greeted President DeVito at the library. Mike could not attend because of a recent death in his family, but Dennis understood that “Mike’s fingerprints were all over the layout.” Dennis met and “talked trains” with 305 visitors that day. All enjoyed the 14x24-foot train layout with its six interconnected modules and a 14-foot-long elevated bridge.

Laman Library provided three display cases for train exhibits by LCCA members. Another display case presented trains from the collection of the late Bill Albright (DM 24506) who was an active participant in previous showings at the library. Bill was an ambassador for the hobby to children in Arkansas elementary schools, and he often provided transportation-related field trips for school children at his impressive home layout. He was ably assisted in those outreach efforts by his grandson, Clayton Holderfield, who is the first JM member enrolled in the club.



The downtown section of the layout included one of three main lines and a trolley line, plus action accessories.

We Started 2012 with a Bang!

In early January, President Dennis DeVito and volunteers Larry Black and Mike Battaglia staffed the LCCA booth at the World's Greatest Hobby on Tour (WGHOT) train show in Indianapolis, IN, and Chicago, IL. We were there alongside the Lionel booth. We shared the magic of Lionel trains and introduced visitors to the benefits of being a member of our club. The Lionel display booth and train layout, designed and built by TW Design of Dallas, TX, was a major attraction of these shows. It attracted thousands of people all day long. Young and old visitors alike stopped by to enjoy the sights and sounds of an operating Lionel train layout.

We ended the month of January with a very successful LCCA Special Event and Train Show in San Jose, CA. LCCA Member John Rinaldi was responsible for creating the connection with the Golden Gate Lionel Railroad Club group and making this great event possible. Attendees enjoyed the 17x34-foot train layout with three loops of O-scale trains. We made a concerted effort to re-introduce LCCA to current and former members living in the northern California area. We held our successful 39th annual Convention in July 2009 in Sacramento, CA, and we want to maintain our presence and continue to support members in that area. We are actively seeking members who are interested in hosting LCCA Special Events in that area in the future.

Previews of Coming Attractions

We will be at the Southern Museum of Civil War History in Kennesaw, GA, on April 12th to celebrate the 150th anniversary of the Great Locomotive Chase. LCCA will donate a limited edition 150th anniversary, two-locomotive pair of "General" steam locomotives to the museum as a part of their festivities. Refer to our website www.lionelcollectors.org for additional information.

We are now planning a "Dutch treat" informal dinner meeting at a public restaurant in York, PA, in April. All LCCA members, their families, and friends will be welcome.

New Members Welcome

Many new members joined the club during previous LCCA Special Events. This is your club! The more you get involved in it, the more satisfaction you will receive from belonging. All articles published in our club publications and on the website are authored

Calendar of Upcoming Special Events in 2012

February 25/26

WGHOT Portland, OR (LCCA will have its booth next to Lionel)

March 10/11

WGHOT Cincinnati, OH (LCCA will have its booth next to Lionel)

March 10/11

Toy train auction co-sponsored by LCCA and CTTG, Westminster, CO

April 12

Great Locomotive Chase event in Kennesaw, GA (150th anniversary of the chase)

April 28/29

Toy train auction co-sponsored by LCCA and CTTG, Westminster, CO

July 23-28

42nd Annual LCCA Convention, Norfolk, VA

July 28

LCCA Train Show, Norfolk, VA



by fellow members. I encourage you to share your train stories with fellow members by submitting an article to *TLR* Editor Mike Mottler by e-mail at mottlerm@gmail.com.

We are actively seeking members willing to host LCCA special events in selected cities around the country. I recommend that you contact LCCA members such as Bob Ver Hoef, John Rinaldi, Roger Farkash, or CM#1 Jim Gates to learn more from them about their experience in hosting a LCCA Special Event. Members interested in hosting a future LCCA Special Event may contact me by e-mail at agkolis@comcast.net.

We intend to continue our efforts to promote and foster an interest in Lionel trains and

have fun while doing it. For additional and current information regarding upcoming LCCA Special Events, visit our website and then select the Special Events page at the crossing signal icon.

I am very excited and grateful for being a member of our LCCA Special Events team. It is my privilege to meet so many wonderful LCCA members during these events. It is the great people that make the LCCA the best toy train club on the planet!

Photographs provided by Bob Carter, Robert Ver Hoef, Dennis DeVito, Steve Fowler, and Pat Snyder



Alan Arnold

RM 7214

Build Up Not Out, Part 3

Editor's Note: Alan chose to create an urban high-rise type of train layout in large part because his academic training was in architecture. After looking at layouts with mountains, valleys, and small towns with a rural or western theme, he decided to substitute tall, pretty structures for the mountains and place the buildings on a train layout with an urban setting.

I grew up in the Chicago metropolplex with a lot of factories and industries, and I remember the Chicago skyline and northwest Indiana steel mills and refineries. Like many others who base their train layout on hometown scenes or childhood memories, I applied images of my growing-up years to my train layout.

As of this writing, the layout is three years in the making. It began as an empty room filled with boxes stacked to the ceiling, and I'm now at the point of being very close to starting the detailing process; i.e., the "home stretch."

Finishing Touches

The track is pretty much in place and the major high-rise buildings are in position. The detail work will include weathering and detailing structures – adding some age to them for realism. This needs to be a part of the scenes, but it wasn't done earlier because I first wanted to place the major elements in position the way I wanted them. All of the track will be painted to simulate rust and weathering. I'll add roofing granules as track ballast; selecting appropriate colors mixed together for use on the main lines.

All the Atlas O® switches are hand-thrown; none are operated electrically. I planned the layout and the position of the switches so that the spring-loaded Atlas O switches will allow a train through the switch without a derailment. If I decide to go from one main line to another, then I have to throw a switch manually. Every switch is within arm's reach. I kept all the switch motors just in case I ever choose to electrify any of them.

Up and Running

I enjoy putting trains together as well as running them. I use both the MTH® DCS™ and the Lionel® TMCC™ control systems. My operating philosophy is to walk along with the trains on the layout, and I like to take command of the trains with a walk-around, hand-held throttle.

At this point in time there are three mainlines. Each main line is capable of handling 100 or more cars per train. I can route a train through all of the mainlines. It takes approximately 20 minutes for it to travel all the way around at a scale 20 miles per hour.

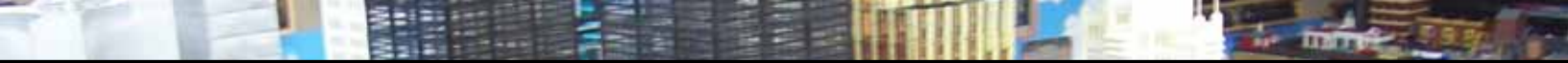
I recently completed an elevated line in the city. It is capable of handling three subway trains. With the DCS system, I can program the train to stop at certain stations. All three trains are programmed to enter a passing siding which includes a station stop. When one "EL" train stops, another "EL" train pulls out ahead of it leaving the station stop. That "EL" train joins another one already on the main portion of the route. When it comes around, it takes the place of the one parked at the passing siding creating a continuous cycle. Works like a charm!

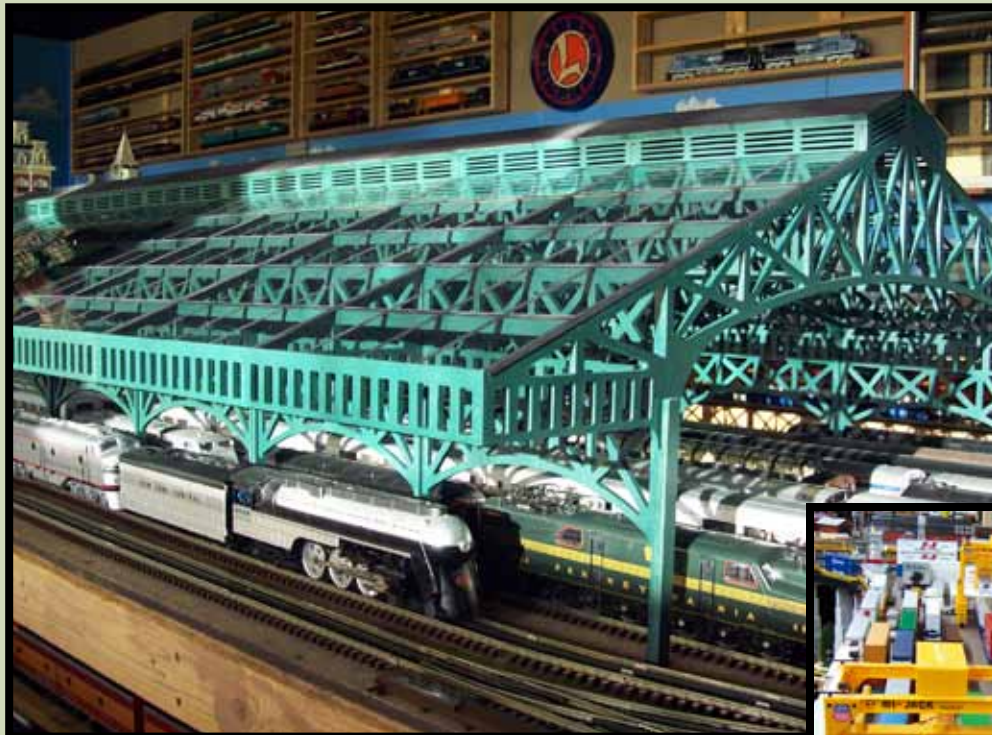
The suburban area is located on a bluff overlooking the city. It's a small town served by a passenger train in commuter service to the city. Currently, I'm running a Lionel MP 54 with an overhead trolley line. Later, I'll install a full cantenary system.

My favorite trains are the passenger trains, and that's part of the reason why I installed a large city depot with a massive train shed adjacent to it. The growth of cities was related to the emergence and dominance of the railroads during an earlier time. Prior to the automobile, a national highway system, and the airline system of today, passenger trains were the long distance travel option.

I designed the layout with real-world aspects of railroading in mind. There should be a purpose for the railroad with departure sites as well as destinations for both passengers and freight. The railroads enabled movement, and – to borrow a phrase from Aristotle – they once were the "Prime Movers" of







an earlier era. In some industries, they still are. Since big cities were often the departure and the destination of freight traffic by rail, the urban scene was really where it was at. You might say it was the final destination of everybody's efforts to get products and people where they needed to be.

Action with Accessories

I own every Lionel operating accessory ever made. On a previous layout featured in *The Lion Roars* during the mid-1990s, almost all of them were in place and functioning at that time: the Culvert Loader and Unloader pair, the Coal Loader, the Sawmill, the American Flyer® Sawmill, the American Flyer Coal Loader, the Barrel Loader, the MTH Clam Shell Coal Loader, and others.

On this layout, I have arranged and surrounded them with scenic effects so that they create a zone of industry that makes a very nice model of commerce in action.

Command and Control

I have installed both DCS and TMCC systems, and they work fine together. The Lionel system is very simple to connect together – just hook up one wire. It's a great system. Some have talked about problems with signal loss inside tunnels; however, I have areas where trains travel as far as 20+ feet into tunnels and hidden areas and have not had one problem with signal loss.

DCS uses a different approach that requires a more complicated wiring system. I did not use their oft-recommended “star”

pattern for wiring the layout. I studied the star pattern concept – which is to distribute track power from a relatively centralized point so that the feeder wires to the track are all about the same length. That approach was nearly impossible with my track plan.

I came up with something that works equally well. It allowed me to achieve signal strength readings of TEN almost everywhere on the layout. Many operators install a terminal strip as a centralized track power bus, with feeder wires emanating from it to the tracks. I looked at that and thought, “You know what? I'll install one huge barrier strip of #10-gauge stranded house wire all the

way around the entire layout underneath the platform.” I installed four-foot-long #14 feeder wires from that power bus to the track at designated locations. Every one of the feeder wires was exactly four feet long, even if the distance from the power bus to the track was just one inch. That may seem like wasting a lot of feeder wire, but it maintained the fundamental principle of equal-length feeder wires. The wires are soldered in place on the bottom of the Atlas O track clips. I drilled holes through the platform and provided a feeder connection to every other section of track. In effect, every section of track has a feeder wire running to it. When I turned the layout on, it worked perfectly the first time.



New Construction

I'm very close to the end of the building process for large skyscraper-type structures at the urban core of the layout. There's not much more room to add many more. There are now about 300 structures on the layout. They're built from a variety of different materials. Since the last article in this series, I've completed an entire intermodal facility with a yard and about 200 containers with two Lionel MI-Jacks.

I also completed a diesel locomotive servicing facility. I tied five Lionel Transfer Table units together and recessed them so



systems, and they work fine together.”

that they are level with the surrounding area of the layout. These are a part of the diesel servicing facility. I noted that each Transfer Table must be be absolutely level with no “crowning” or warping in their sheet metal base. They work and look great!

Last month, I reworked the north end of the layout and expanded the steam locomotive servicing facility. A six-stall Atlas O roundhouse and 34-inch turntable by Millhouse® takes up a lot of real estate, and includes coaling towers, sanding facility, a car shop as well as wash racks and storage tracks.

Recently, I finished the refinery district. It occupies a corner of the layout and is nine feet across and about three feet wide. For the most part it's all hand built but includes several MTH and Lionel accessories. The refinery has two sidings for tank cars simulating loading of petroleum products.

Inspiration Follows from Perspiration

I hope that by reading the text and viewing the photographs of this layout, others will be inspired to work on a different kind of modeling than what is seen traditionally. Urban railroaders should affirm their right to claim the air space above their layouts. Think vertically!



Photographs by Alan Arnold

Contact Alan Arnold by e-mail at:
tlcmymthhome@suddenlink.net

42ND ANNUAL LCCA CONVENTION



Bob Carter
RM 6620

Make Your Plans Now for Norfolk

If you have a camera and want to take some memorable shots, then be sure to attend the 42nd annual LCCA convention in Norfolk, July 22-28, 2012. The Marriott Waterside Hotel is offering rooms at the unheard of rate of \$115/night for singles through quad occupancy. Take advantage of this rate and make your reservations early.

Norfolk in July will be picturesque, and the tours will be visually spectacular. I, for one, am looking forward to the Norfolk Southern train ride on Monday the 23rd aboard NS vintage livery. Then what better way to top off the day than to walk aboard the Spirit of Norfolk for a harbor dinner cruise and see the world's largest naval installation at water side? If that's not enough, re-learn the history and color of colonial Williamsburg, Jamestown, and Yorktown. I wish I had this opportunity about 60 years earlier when I was reading about it in school. Enjoy the elegant plantations, aquarium, Army Transportation Museum, Military Aviation Museum, and ice cream in a fresh waffle cone from its inventor, Mr. Doumar.

If you are still asking yourself, "Should I attend this year?" Then let me whet your appetite. Our established practice is to give a FREE gift to the first 400 Convention registrants. It's often a Lionel car. This year, the Early Registration Gift will be a Lionel NS Vulcan Diesel Switcher in black décor. The LCCA is the first train club to present an operating locomotive to registrants!

To be eligible to receive this great Early Registration Gift, club members must be within the group of the first 400 registrants to the Convention, pick up the gift in person, and stay at the host hotel for a minimum of three nights. Members that reside in Norfolk or its contiguous suburbs may be exempted from the three-nights hotel requirement.

The on-site LCCA Store will be a favorite hang-out in the host hotel for club members seeking great deals and shopping for the Convention commemoratives. Store hours will be:

Sunday	9 - 11 p.m.	Thursday	3 - 5 p.m.
Monday	Closed	Friday	9 a.m. - 2 p.m.
Tuesday	4 - 6 p.m.	Saturday	9 a.m. - 3 p.m.
Wednesday	7 - 11 p.m.		

Refer to the LCCA website for updates to Convention activities.

Model Railroading Workshops

A highlight of the Dallas Convention in 2011 was the informative workshops. This year we are planning eight workshops – four on Wednesday evening (two at 7–8 p.m. and two at 8–9 p.m.) and four on Saturday morning (two at 9–10 a.m. and two at 10–11 a.m.). All workshops will be FREE to registered LCCA conventioners. To suggest a topic of interest or to present a workshop, contact the Convention Co-Managers: Bob Carter or Lou Caponi.

Boy Scout Railroading Merit Badge Seminar

We will offer the Boy Scout Railroading Merit Badge Seminar on Saturday from 8 a.m. to 2 p.m. at no charge.

JM Activities

Movie & Popcorn Night in the host hotel on Wednesday evening, 8 to 9:30.



LCCA 2012 Convention Tours

The Hampton Roads Experience

MONDAY, JULY 23

TOUR 1: Norfolk Southern Train Excursion

8 a.m. – 3 p.m.

Package Price: \$125 per person



Norfolk Southern Corporation, headquartered in Norfolk, is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 20,000 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products. Join other LCCA conventioners for a five-hour excursion featuring a Norfolk Southern Vintage Executive Train on a round trip from Norfolk to Petersburg. On the way to the depot, we will pass the Norfolk Southern coal loading facilities at Lambert's Point Docks, the largest in the world. A box lunch will be provided during your ride.

The package price includes a five-hour NS Vintage Executive Train Excursion, motorcoach transportation to/from the train, tour guide, and box lunch. The train has a limited number of cars, so onboard seating is limited. If you are interested in this tour, LCCA suggests that you register early!
NOTE: For safety, travelers are required to wear closed-toe shoes.

TOUR 2: Evening Spirit of Norfolk Dinner Cruise

**7 – 10 p.m. Boarding begins
at 6:30 p.m.**

**www.spiritofnorfolk.com/Norfolk/dinner
Package Price: \$109 per person**



Walk across the street from the Norfolk Waterside Marriott and board the magnificent Spirit of Norfolk cruise ship for a private charter exclusively for the members of LCCA. Feast on a sumptuous buffet and enjoy the informative narration as you cruise through the Hampton Roads Harbor. Enjoy lively entertainment following dinner. The ship has two climate-controlled lower decks and an open-air upper deck. For anyone requiring assistance, a shuttle bus is available.

This will be a great way to unwind from the excitement of the day. The package price includes a three-hour casual evening cruise of the Hampton Roads Harbor viewing many sites from the water side, dinner, entertainment, shuttle bus, and informative cruise narration.

TUESDAY, JULY 24

TOUR 3: Hampton Roads Peninsula

9 a.m. – 4 p.m.

Package Price: \$109 per person



The Mariner's Museum in Newport News, VA, is one of the largest and most comprehensive maritime history museums in the world and

houses a treasure trove of more than 35,000 items inspired by human experiences with the sea. The museum's collection of models is truly extraordinary. A recent addition to the museum is the USS Monitor Exhibit, a \$30 million exhibit with artifacts, history, and accounts of the career of the iron-clad USS Monitor. The Museum exhibits are world class. Later, we'll visit Fort Eustis, home of the U.S. Army Transportation Corps. Your tour guide will lead you through the museum with mighty steam locomotives of days past to the world's only captive "flying saucer." Lunch at the historic Boxwood Inn is included.

What a great way to visit the Hampton Roads Peninsula. The package price includes a full day [six hours] visiting the Hampton Roads Peninsula including The Mariner's Museum and the U.S. Army Transportation Museum at Fort Eustis. Also includes lunch at the historic Boxwood Inn, motorcoach transportation, tour guide narration, admission fees, plus gratuity for lunch.

TOUR 4: Virginia Beach from the Air to the Sea

8:30 a.m. – 4:30 p.m.

Package Price: \$99 per person



The Military Aviation Museum located at the Virginia Beach Airport is home to one of the largest and most extensive private collections of World War II and Korean War era fighters, bombers, trainers, and seaplanes. The aircraft have been meticulously restored to their original condition and are frequently used for flight demonstrations, static display and movie production.

Next, tour the Oceana Naval Air Station, the East Coast's only Master Jet Base, and the home station for the Navy's fighter/attack squadron – the screaming F-14 Tomcats and the F/A-18 Hornets.

Enjoy beautiful views of the Atlantic Ocean and the Chesapeake Bay as you ride through Virginia Beach. See the historic lighthouses and the First Landing Cross at Cape Henry where the English colonists first came ashore in 1607.

Visit the old Cape Henry Lighthouse, silently guarding the entry way into the Chesapeake Bay since 1792. The lighthouse stands near the spot where in 1607 Captain Christopher Newport raised a cross to offer thanks for the safe crossing of the Atlantic by the first settlers.

The recently renovated Virginia Beach boardwalk is consistently voted one of the most beautiful Boardwalks in the country. Enjoy a stroll along the beautiful wide sandy beach or shopping in some of the shops along the oceanfront.

The package price includes a full day [seven hours] visiting Virginia Beach including The Military Aviation Museum, Naval Air Station Oceana, Virginia Beach Riding Tour, Old Cape Henry Lighthouse, and strolling the Virginia Beach Boardwalk. Also includes lunch on the base and gratuity, motorcoach transportation, tour guide narration, and admission fees.

TOUR 5: Trains and Tapas at the Children's Museum

6:30 – 9:30 p.m. [Board buses at 6 p.m.] – Evening

www.childrensmuseumva.com

Package Price: \$99/adult; \$59/child [3-11]; NC for children under 3

Spend the evening at a special private LCCA visit to the newly renovated and expanded Children's Museum of Virginia. Enjoy the many attractions that are designed for kids of all ages especially one of the largest and most expansive model train collections in the country – the Lancaster Antique Train Collection. It is comprised of more than 10,000 trains. Many are rare and not normally displayed for the



public. Portions of this collection are showcased in a gallery designed to look like a train depot platform, and railroad tracks are incorporated into the floor treatment. Trains travel on a layout through a three-dimensional landscape which represents the main lines that historically linked the Hampton Roads area of Virginia to the coal mining regions of western Virginia. A behind-the-scenes tour will be available to see unique pieces of the Lancaster Collection not normally on display as well as gallery talks by the curator. Guests will enjoy a southern BBQ while browsing the collection and the many additional interactive museum exhibits.

After spending an exciting day at the Hampton Roads Peninsula or the Virginia Beach area, relax at a special private LCCA evening at the Children's Museum. Enjoy the many attractions including a special program featuring unique pieces from the fabulous Lancaster Antique Train Collection and layout. The package price includes a southern-style BBQ dinner, motorcoach transportation, museum staff presentations, interactive museum displays, and the admission fee. Fair warning: space at this museum is limited, so register early.

WEDNESDAY, JULY 25

Tour 6: Colonial Williamsburg and Williamsburg Winery

8:30 a.m. – 4:30 p.m.

Package Price: \$125 per person

At the town of Colonial Williamsburg (approximately a one-hour drive), you will step back into the 18th century and stroll through its streets. Your historical interpreter will guide you through the past and the events that helped shape America's

history. Colonial Williamsburg is the restored capital of the British Colony of Virginia, and the largest "living museum" in the United States.



After lunch at the historic Colonial Tavern, enjoy a tour of the Williamsburg Winery, an 18th-century-styled winery surrounded by over 50 acres of vineyards. Your guided tour will feature Old World barrel cellars and modern winemaking equipment. Following the tour, enjoy a tasting of available wines.

What more could you ask for than spending a day (seven hours) at historic Colonial Williamsburg and the Williamsburg Winery. The package price includes lunch and gratuity at the historic Colonial Tavern, motorcoach transportation, tour guide narration, and admission fees to the walking tour and winery. Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 7: A Taste of Norfolk

9:30 a.m. – 4 p.m.

Package Price: \$125 per person



Learn about Norfolk's colorful 325-year history as you ride through the lovely historic district and restored areas. View the stately homes along The Hague, old St. Paul's Church, the Moses Myers House, MacArthur Memorial, the historic Freemason District, Nauticus: The National Maritime Center, the Battleship Wisconsin, the restored waterfront

area, the Chrysler Museum of Art, and the Norfolk Botanical Garden.

No visit to Norfolk would be complete without a stop at Doumar's, home of the world's first ice cream cone machine. Abe Doumar created the first ice cream cone at the World's Fair of 1904 in St. Louis. Today, the family business still bakes cones on the original cone machine. Following an introduction by Mr. Doumar, great nephew of Abe Doumar, all passengers will be treated to an ice cream cone before boarding the bus and returning to the hotel.

Take advantage of visiting the intriguing facilities offered for this tour. The package price includes lunch at the Norfolk Yacht and Country Club and dessert at Doumar's Ice Cream with gratuities, motorcoach transportation, tour guide narration, and admission fees.

SPECIAL EVENT TOUR 13A

Evening Visit to the Paul Sharp Collection

Wednesday, 6:30 – 9:30 p.m.
www.trainweb.org/acsg then go to Tidewater, Division, Member's Layouts, Paul Sharp
Price: \$23 per person



Paul Sharp has invited us to visit his private facility which houses extensive collections of autos, toys, games, neon signs, AC Gilbert American Flyer/Modern S Gauge trains, and two operating layouts. Local transportation to/from the site will be provided. Three one-hour tour times will be available beginning at 6:30, 7:30, and 8:30. Because of space limitations, LCCA will select and assign your tour at the Convention. Limit: one tour visit.

Note: Another visit to Paul's facility will be offered on Saturday morning from 9 a.m. to noon as Tour 13B.

THURSDAY, JULY 26

TOUR 8: Virginia's Historic Triangle

8:00a.m. – 5:30 p.m.
Package Price: \$129 per person



At the charming town of Williamsburg (approximately a one-hour drive), your guide will provide interesting and informative narration during your ride about the historic Virginia Peninsula and the Hampton Roads area. Upon arrival, you will step back into the 18th century while strolling through the streets of Colonial Williamsburg.

Tour Jamestown Settlement established in 1607 as the first permanent settlement in the New World. Guests will enjoy a guided tour of the re-created village of Jamestown which chronicles the nation's 17th century beginnings in Virginia in the context of its Powhatan Indian, English, and western central African cultures. Outside, history comes alive in re-creations of a Powhatan Indian village, a colonial fort, and the three ships – Susan Constant, Godspeed, and Discovery – that transported English colonists to Virginia in 1607. Lunch will be provided at Jamestown.

Visit Yorktown Victory Center and see exhibits relating to the Battle of Yorktown, the last major decisive battle of the American Revolution. Visit a recreated 18th century farm site and the Continental Army Encampment. Drive through the quaint village of Yorktown and past the Revolutionary War Battlefields where General Cornwallis surrendered to General George Washington thus ending the War for Independence from Great Britain.

Visit three of our nation's most historic colonial sites: Williamsburg,

Jamestown, and Yorktown during this tour. Package price includes motorcoach transportation to the three sites, lunch at Jamestown Settlement, tour guide narration, and admissions to the facilities. Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 9: James River Plantations

8 a.m. – 4:30p.m.
Package Price: \$125 per person



Visit Charles City County (approximately a 1.5 hour drive) which is strategically located between the James and Chickahominy Rivers and close to the colonial capitals of Jamestown and Williamsburg. Visits to the Berkeley and Shirley Plantations and lunch at the historic Charles City Tavern during your trip are included.

Berkeley Plantation is considered Virginia's most historic plantation, and is also known for its significance as the site of the first official Thanksgiving in 1619. See the birthplace of Benjamin Harrison, signer of the Declaration of Independence, and President William Henry Harrison. Costumed guides will host your tour of this lovely property.

Shirley Plantation is Virginia's oldest plantation founded in 1613. The Carter family's 10th and 11th generations welcome you to visit their home, America's oldest family-owned business. Explore seven original outbuildings including the unique Queen Anne Forecourt and shop in the beautiful gift shop on premises for unusual gifts and accessories.

Spend a full day [nine hours] visiting colonial plantation estates and one

of the most historic scenic areas in this part of the country while taking steps back into early American history. The package price includes motorcoach transportation, lunch at the historic Charles City Tavern with gratuity, admission fees, and tour guide narration.

FRIDAY, JULY 27

TOUR 10: Norfolk's Military Heritage

8 a.m. – 1 p.m.

Package Price: \$95 per person



Tour the Norfolk Naval Base which is a part of Naval Station Norfolk, the largest naval installation in the world. Home port to 78 ships ranging in size from aircraft carriers to submarines, 26 aircraft squadrons comprised of 133 aircraft, and headquarters of the Atlantic Fleet, this naval complex occupies over 8,000 acres of land and is home to more than 100,000 military personnel. LCCA has requested a visit to an active duty ship, pending availability and approval; however, no guarantee can be made.

Next, visit our country's newest National Park, Fort Monroe and the Casemate Museum, home of the Army's Coast Artillery collection and the focal point of historic Fort Monroe, which was built in 1819. The fort, occupying 63 acres, was first established in 1607 by English Settlers, and has been used as a strategic site because of its vantage point on the Chesapeake Bay during all major wars. The Casemate Museum is housed within the thick walls of America's largest stone fort and completely surrounded by a moat. Exhibits include the prison cell of Confederate President Jefferson Davis, Civil War artifacts and displays relating to the Battle of the Monitor and Merrimac.

Take this opportunity to visit one of today's most active Naval Bases and historic Fort Monroe. LCCA has requested a visit to an active duty ship, but no guarantee can be made. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes lunch and gratuity on base, motorcoach transportation, tour guide narration, and admission fees.

TOUR 11: Virginia Aquarium and Marine Science Museum

9 a.m. – 1:30 p.m.

Package Price: \$115 per person



Visit the Virginia Aquarium and Marine Science Museum in Virginia Beach which contains 800,000 gallons of aquariums and more than 300 hands-on exhibits. Experience Conservation Quest with a behind-the-scenes look at Animal Adventures where guests will meet some of the Aquarium's Animal Ambassadors to discover how we can all make a difference in conserving wildlife and the habitats in which they live.

Here's a unique opportunity to spend the morning experiencing the famous Conservation Quest Behind the Scenes Program. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes a box lunch at the museum, motorcoach transportation, tour guide narration, and admission fees.

SATURDAY, JULY 28

TOUR 12: Spouse's Day Out

9:30 a.m. – 2 p.m.

Package Price: \$69 per person

Visit the Hermitage Foundation Museum nestled on 12 beautifully



landscaped acres alongside the picturesque Lafayette River. This Tudor-style mansion was built in 1908 and features an outstanding collection of Eastern and Western art. The museum's collections are displayed in a unique home-like setting and represent the arts of America, England, France, Italy, Persia, Russia, Spain and the Far East. This will be followed with lunch at the Freemason Abbey Restaurant. Next, enjoy browsing and shopping in the many unique specialty stores located in the Norfolk's Ghent neighborhood before returning to the hotel.

For those who want to do something special yet different, this Saturday morning tour combines some unique opportunities. The package price includes motorcoach transportation to the Hermitage Foundation Museum and Historic Ghent, lunch and gratuity at the Freemason Abbey Restaurant, tour guide narration, and admission fees. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events.

SPECIAL EVENT TOUR 13B

Morning Visit to the Paul Sharp Collection

Saturday, 9 a.m – Noon

Price: \$23 per person

A reprise of Tour #13A. Refer to the description on the Wednesday page. Three one-hour tours will be available this morning beginning at 9, 10, and 11 o'clock. Because of space limitations, LCCA will select and assign your tour at the Convention. Limit: one tour visit.

Note: A previous visit of three one-hour tours to Paul's facility was offered on Wednesday evening from 6:30 to 9:30 p.m. as Special Event Tour 13A.

LCCA 2012 CONVENTION SCHEDULE
Norfolk, VA July 22 – 28, 2012

Day/Description	Time	Notes
Sunday, July 22		
Registration Desk open	Noon – 7 p.m.	Marriott Waterside Hotel (MWH)
Welcome Reception	7:30 – 9 p.m.	MWH, Room TBA
LCCA Store open for Reception-goers	9 – 11 p.m.	MWH, On-site LCCA Store
Monday, July 23		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #1: NS Vintage Train Excursion	8 a.m. – 3 p.m.	Box lunch on board
Tour #2: Spirit of Norfolk Dinner Cruise	7 p.m. – 10 p.m.	Boarding at 6:30 p.m.
Tuesday, July 24		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #3: Hampton Roads Peninsula	9 a.m. – 4 p.m.	Lunch at Boxwood Inn
Tour #4: Virginia Beach, Air to Sea	8:30 a.m. – 4:30 p.m.	Lunch on Base
Tour #5: Trains & Tapas at CM of VA	6:30 p.m. – 9:30 p.m.	Southern BBQ, Board Bus at 6 p.m.
Wednesday, July 25		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #6: Colonial Williamsburg & Winery	8:30 a.m. – 4:30 p.m.	Lunch at a Colonial Tavern
Tour #7: A Taste of Norfolk	9:30 a.m. – 4 p.m.	Lunch at Norfolk Yacht & Country Club
Reception for Conv'tn First-timers (only)	5:30 – 6:30 p.m.	MWH, Room TBA
Special Event Tour #13A	6:30 – 9:30 p.m.	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Two Workshops, Topics TBA	7 – 8 p.m.	MWH, Rooms TBA
Two Workshops, Topics TBA	8 – 9 p.m.	MWH, Rooms TBA
Movie and Popcorn Night for JMs	8 – 9:30 p.m.	MWH, Room TBA
Thursday, July 26		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #8: Virginia's Historic Triangle	8:30 a.m. – 5:30 p.m.	Lunch at Jamestown Settlement
Tour #9: James River Historic Plantations	8 a.m. – 4:30 p.m.	Lunch at Charles City Tavern
Get Acquainted Party	6 – 10 p.m.	MWH Ballroom
Friday, July 27		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #10: Norfolk's Military Heritage	8 a.m. – 1 p.m.	Lunch on Base
Tour #11: VA Aquarium & Marine Science	9 a.m. – 1:30 p.m.	Lunch at the Museum
LCCA Annual Business Meeting	2 – 3 p.m.	MWH, Room TBA
Junior Members Fun Time	2 – 4 p.m.	MWH, Room TBA
Lionel Seminar	3 – 5 p.m.	MWH, Room TBA
Trading Hall open	6 – 9 p.m.	For Members Registered at MWH
Saturday, July 28		
Two Workshops, Topics TBA	9 – 10 a.m.	MWH, Rooms TBA
Two Workshops, Topics TBA	10 – 11 a.m.	MWH, Rooms TBA
Registration Desk open	8 – Noon	MWH
BSA Railroading Merit Badge Seminar	8 a.m. – 2 p.m.	MWH, Rooms TBA
Tour #12: Spouse's Day Out!	9:30 am – 2 p.m.	Lunch at Freemason Abbey
Special Event Tour #13B	9 a.m. – noon	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Trading Hall open	8 – 9 a.m.	For Members Only
Trading Hall open	9 a.m. – 3 p.m.	For Members and the Public
Trading Hall take down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	MWH Ballroom
LCCA Banquet	7 – 10:30 p.m.	MWH Ballroom
Convention Ends	After the Banquet	



HIGHLIGHT:

“First off, let me warn you that this was not an easy item to disassemble, and I don’t recommend you try to do it. Frankly, other than to satisfy curiosity, there is no reason to do so.”

Lionel’s New Freight Loader

When my interest in Lionel® trains was first rekindled back in 1973, I began by purchasing the Lionel postwar accessories that I marveled at in the catalogs but was not lucky enough to obtain during my childhood. Lionel’s

in fact secured to it. Their return trip to the terminal is well hidden by the clever design of the conveyor mechanism. This illusion has a distinct advantage in that unlike most loading accessories, no reset is necessary.

The building is illuminated. A roof hatch panel can be lifted off as shown in **photo**

Photo 1

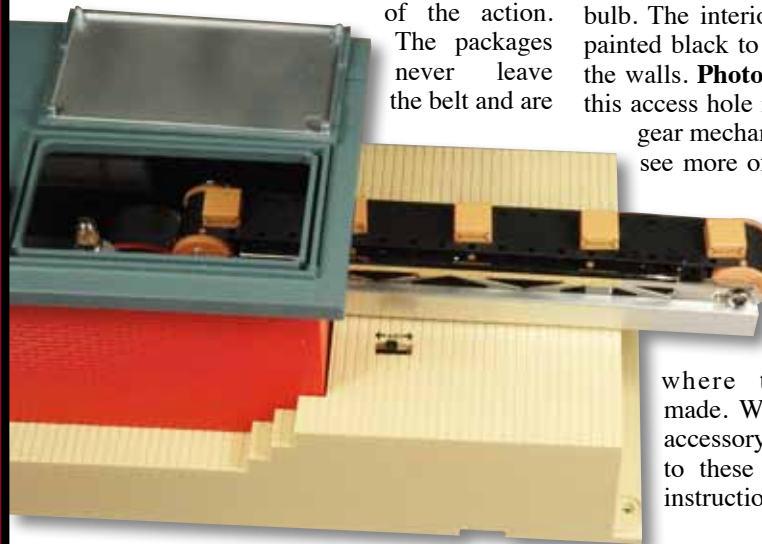


action accessories remain my favorites, and I’m always pleased to see new additions to Lionel’s roster. Lionel’s latest is the Archive Operating Freight Terminal. I was pleased to add this new accessory to my collection when Santa left one under the Christmas tree.

Photo 1 shows the first edition of this new accessory, the Archive Freight Terminal (6-37964). It loads packages from the terminal into a waiting boxcar. Actually, nothing is delivered to the boxcar although it appears that way. The accessory operates in a visually convincing yet “deceptive” manner. Although you see a line of packages traveling along the conveyor belt, none are deposited into the boxcar. They travel out of sight back into the

2 for access to the light bulb. The inside of this panel is painted silver to help reflect the light, and there is a small piece of aluminum tape on the inside wall of the building nearest the **Photo 3**

Photo 2



freight terminal for continual replay of the action. The packages never leave the belt and are



bulb. The interior of the building has been painted black to prevent light leaks through the walls. **Photo 3** shows a closer look into this access hole in the roof. You can see the gear mechanism. Of course, I wanted to see more of the mechanism, so I went into my usual disassembly mode.

Before we take it apart, let’s go over the hook-up of the accessory. **Photo**

4 shows a bottom view where the connections to power are made. Wires from your transformer accessory terminals are connected to these two Fahnstock clips. The instructions suggest a setting of 12 to

and Views

18 volts AC. I used an old 1033 transformer and found that 16 volts was just about right. I always prefer operating an accessory with a light bulb at less than the maximum voltage suggested. This results in longer bulb life and cooler operation.

One fault I find with this accessory is that its activation switch is located on the platform, rather than at a separate controller that could be placed more conveniently near your transformer or at the perimeter of a layout where spectators could operate it. I believe that's a first for a Lionel accessory

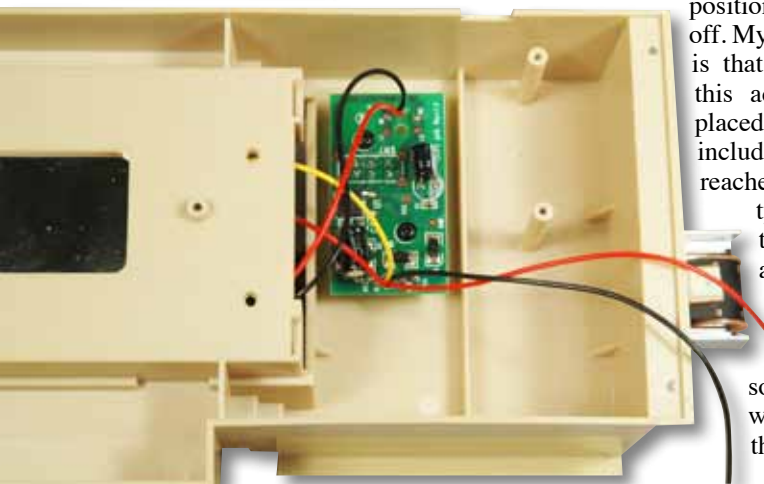


Photo 4

and hopefully a last. Looking back at **photo 2** you can see the small slide switch on the platform.



This switch is a double pole double throw center off switch. Moving this switch in one direction causes the belt to run towards the boxcar as if loading it with packages. Moving

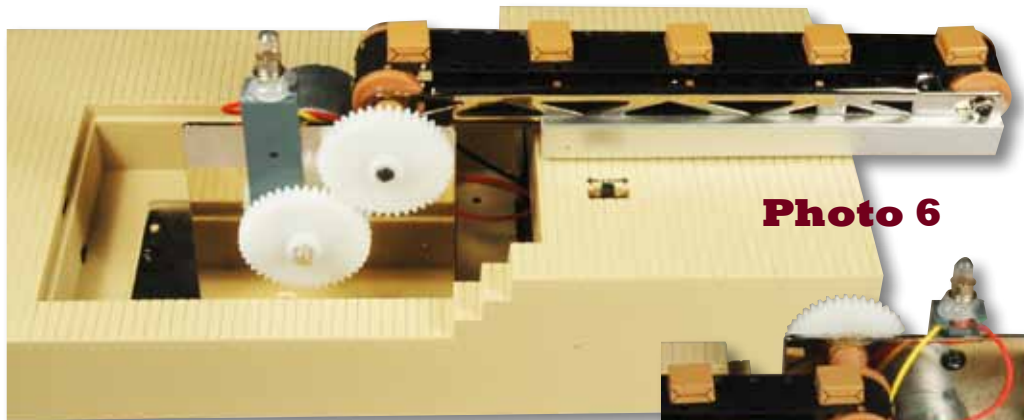


Photo 6

the switch in the opposite direction reverses the belt, giving the appearance of unloading the boxcar. With the switch in its center position, power to the accessory is off. My problem with this solution is that the illusory nature of this accessory allows it to be placed anywhere on a layout – including areas that are not easily reached. Most other loading types of accessories require them to be within reach to allow resetting logs or coal etc. “Remote Control” was a feature of Lionel trains since prewar days, so it seems odd that Lionel would make an accessory that requires you to move a switch located on the accessory. We’ll discuss a simple solution later in this article.

Photo 5

Let's Have a Look Inside

First off, let me warn you that this was not an easy item to disassemble, and I don't recommend you try to do it. Frankly, other than to satisfy curiosity, there is no reason to do so. Figuring out just how to disassemble it took some time.

Hopefully, my endeavor and the accompanying photographs will satisfy your curiosity and save you from the trouble.

First, I removed the two screws securing the Fahnstock clips in place. This allowed the removal

of the black plastic cover and exposed a small circuit board seen in **photo 5**. This also exposed the tabs which held one end of the red building to the platform. The circuit

board serves several functions which include rectifying the AC input to DC current, supplying power to the light, and providing the reversing on-off switch.

The three poles which support the roof are glued to the roof but screwed to the base. I removed the three screws securing the poles to the base, but there was more holding the red building in place. I couldn't find other screws, but from the bottom I noticed a small tab on the side of the building opposite the conveyor. That tab secured it to the platform. Using a small flat-blade screwdriver, I carefully pushed it in and lifted that portion of the building just enough to release the tab. The opposite end was still secured and I found that I had to raise the building and roof assembly on an angle, being sure that the poles were lifted out of their holes. Then I could carefully slide the building assembly away from the conveyor end, free the plastic clips on the opposite side of the building from the platform, and lift the entire building and roof assembly from the platform. Let me repeat, this was not easy and reassembling it was even more difficult. Since there is really no reason to do this, I don't recommend you try.

Photo 6 shows the business end of the platform once the building is removed. **Photo 7** is a shot from the opposite side. The conveyor is powered by a DC motor

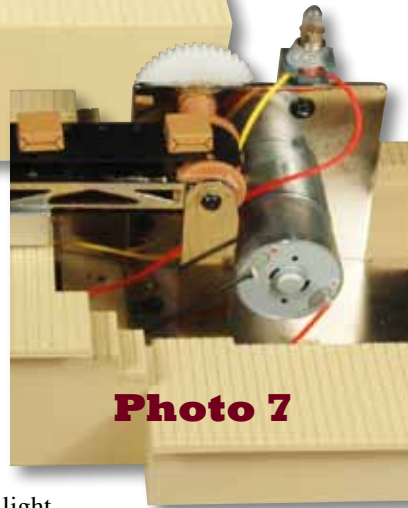


Photo 7



Photo 8

which has its own gear head connected to it. This can best be seen in **photo 7**. The motor is about $\frac{3}{4}$ -inch long, and the speed-reducing gear head is about another inch long. Reducing the motor speed in this way results in rather quiet operation – much better than when a motor operates a plastic gearbox and certainly better than a vibrator motor. The two gears seen in **photo 6** do not change the speed of the motor. They merely transmit the power to the rear conveyor pulley.

In Operation

The footprint of this accessory is 15-5/8 inches long and must be mounted perpendicular to the track. There are two scenarios to consider when setting up this accessory. Both of them rely on placing the accessory next to a track section that would have at least 15-5/8 inches clear. Had the rear portion of platform been mounted 90 degrees to the building instead of straight back, this accessory would be

actually dispense water provides interesting action on a layout. This scenario requires at least 16-5/8 inches of space from the track.

Another option to consider would be to have an uncoupling section mounted next to the conveyor and then use a Lionel operating boxcar so that after the train pulls up, you can have the boxcar door open to receive the packages. You could opt to remove the rubber figure or leave it in place.



Photo 9

The conveyor belt is black and appears to be like 16mm film stock. Each of the plastic packages is secured to the belt with a small Phillips head screw from underneath. There are a total of ten packages on the belt. If you look carefully at **photos 6 and 7**, you may be able to see the decoration on the side of the packages.

The entire conveyor assembly is held by its rear pulley and can be raised and lowered, pivoting from that point. The instruction manual states, “The conveyor belt is manually adjustable, allowing you to raise the conveyor to achieve your desired effect.” Yes, the conveyor can be lifted, but if you wish to do this, there is no way to secure it in a raised position other than to place something on the platform for it to rest upon.

easier to locate on a layout. One way to set this up would be to have a boxcar on a siding with the platform mounted right up against the FasTrack™ as seen in **photo 8**. This allows for the best illusion, since the end of the conveyor would extend into the boxcar.

However, if you wish to use this accessory on a mainline where trains pass, you would have to mount it about one inch from the edge of the FasTrack as shown in **photo 9**. This would allow trains to pass without hitting the end of the conveyor, but it would also counteract the illusion. Visitors would easily see that the packages never leave the conveyor and fall into the boxcar. Of course, this may be perfectly fine on a train layout – just as a water tower that operates but doesn't

One thing for sure, whichever scenario you use, you would not want to have to use the switch on the accessory to start the action. My suggestion would be to decide whether you wanted it to load or unload and then set the switch to that position and wire a pushbutton switch, like Lionel's No. 90 switch, to one of the lines from the transformer. This would allow you to operate the accessory from your control panel by “remote control.”

This new accessory is available in three different designs. The version photographed here is the archive model, based on an idea Lionel considered in the early '80s. There's also a Christmas- theme version which delivers holiday wrapped packages and a Southern Pacific model for those who prefer more prototypical markings.

A Future Project

After playing around with this accessory, I developed a third scenario for a project I may include in a future article. First, I'd like to remove five of the ten packages so that the conveyor can appear to complete the loading process and have an empty belt. In that way, as a train pulled up to the terminal the belt would be empty. Then the boxcar door would open, and the conveyor would begin to move. Five packages are delivered, leaving an empty conveyor, and then the train would move on.

A bigger challenge, but entirely possible, would be to mount the conveyor on a slide inside the building and use another motor to move it in and out. This would allow a train to pull up, the boxcar door would open, and the conveyor would move forward so that its front end would enter the boxcar, and the action would begin. Once the packages were loaded, the conveyor would pull back and the train would proceed. This would make the illusion perfect and allow use on a mainline. As I think about this, there is room in the underside of the platform section that extends beyond the building and I believe such a mechanism could be accomplished. I'm going to play with that and hopefully report back in this column after a successful completion of the project.

Scenery on a Layout

For me, the scariest part of building a large layout is completing the scenery. I'm perfectly content machining something to precision tolerances in my workshop, but scenery just isn't built that way – it's more of an artistic endeavor. I've been told more than once, "It's just not that difficult, and you should just dive in and do it."

Part of what makes it seem difficult to me is that much of the scenery doesn't look right until it's completed. I'm just embarking (finally) on building a permanent layout and will have to face that situation. My own preference for my layout is to build a toy train layout. I want to create what I remember as a kid looking through Lionel catalogs. That



includes a man as tall as a locomotive emerging from a shack with a lantern as the train passes, cars carrying atomic waste containers through a town, cars transporting fish in large aquariums, and of course some space-age cars capable of launching missiles, helicopters, and satellites. The layout would also include lots of operating accessories.

Kalmbach has published a new book that seems to be the perfect guide to help me with scenery. Peter Riddle, in his new book, *Scenery Techniques for Toy Trains*, shares techniques he's learned the hard way after having built two dozen layouts in four different scales. Certainly these techniques are not limited to my vision of a layout. The book includes step-by-step techniques for sidewalks, ponds, houses, roads, and much more. Two chapters are devoted to the use of foam for tabletops and scenery. A chapter on animation offers some clever techniques

for mounting Lionel's animation pieces and hiding their bases. Peter takes you step by step through the process of creating an amusement area using Lionel animations. The results are impressive.

What I like about the book is that it does not assume you've had any experience, and I certainly have not. As much as I fear scenery, I would be comfortable using these techniques. A chapter on sidewalks, houses, and hatches illustrates how to make a town scene and discusses the need and techniques for including hatches in your layout for access to hard-to-reach areas. I found the techniques in the book to be useful and "therapeutic" – it helps take the fear out of scenery. Whether you've delved into scenery or have a fear of it like me, I think you'll find many useful techniques in this book. The 80-page book is 8-1/4 x 10-1/4 inches, loaded with color photos, and sells for \$17.95 plus S&H. The book is available from your local hobby shop or direct from Kalmbach at 1-800-533-6644.

Members can reach Bill by e-mail at: bill@wellingtonent.com

Photographs by Bill Schmeelk

Answers to A Lionel Puzzlement

1. Trolley, Billboard; 2. Shredded, Goddard; 3. Caboose, Scrooge; 4. Burro, Barrel; 5. Bobbing, Rubber; 6. Tunnel, Penn; 7. Accessories, LCCA; 8. Hopper, Shipping; 9. Piggyback, Eggs; 10. Green, Street; 11. Cartle, Trotta; 12. Sheriff, Wafler; 13. Buzz, Puzzlement; 14. Missile, Accessories; 15. Dummy, Commodore.



HIGHLIGHT:

“Always use the correct tool. You may have to spend a bit more on tools, but you’ll save yourself a lot of grief, and, if you’re like me, some muttered nasty words, when you damage old original parts.”

TRIVIA: QUESTION

Who was Bucky Beaver?
Why did I ask?

Die Cast Details III

Happy New Year! And may your year be filled with health, happiness, and trains. Okay, maybe that last one is redundant!

The last two issues of The Tinsplate Cannonball looked at the first consumer market detailed steam engines produced by Lionel® and promised more to come. This is chapter three. Heck, if Lionel can milk the casting for as long as they did, the least I can do is pay homage by doing likewise!

Before I begin with the main topic, I have an update on last issue. The motor pictured on my #1664 is, I believe, a universal motor. That is, it can be found on both O and O-27 locos, hence the lack of lettering identifying it as either. If you have the December, 2011 issue of CTT, check out Peter Riddle’s excellent article on servicing postwar steamers. He showed a #229 with the same motor, but not the same wheels, as my #1664. His loco has the same drive wheels as my #229. They are Boxpok drivers – far more detailed than the simpler generic casting on my loco. Hence, I’ll stand by my identification of it as a #1664, with the comment on the motor corrected. By the way, while I agree with Mr. Riddle’s article, I would strongly recommend that you use a nut driver rather than needle nosed pliers to remove and re-install the hex head bolts on the running gear. It’s too easy to damage the corners on those bolts if you use pliers. Always use the correct tool. You may have to spend a bit more on tools, but you’ll save yourself a lot of grief, and, if you’re like me, some muttered nasty words, when you damage old original parts. I’d also recommend delaying stacking the spacers, etc, until you’re ready to place the screw which will secure them, but that’s a quibble. It may, however, save you from crawling around the floor looking for them if you

jiggle the loco between steps. If you ever run into me, ask me how I know this.

So much for my lessons learned for me and you. On to the trivia question. Who was Bucky Beaver? Why did I ask?

Now back to the trains. Production of toy trains was rudely interrupted by World War II. I would note that this was probably low on the scale of Important Things about that time, but Lionel had just introduced those really nice looking locomotives based on die castings which I assume represented a significant investment. While Lionel did get into war production – more on that some other time – they also looked forward to the day when production of toy trains would resume, and clearly the die cast steamers would play a major role in that. Product development was limited during the war, although there was some. The new knuckle couplers and white puffing smoke were both developed during the war and appeared in the 1946 catalog, the first printed since 1942. There were also two new die cast locos, the #221 NYC streamlined sort of Hudson (2-6-4) and the very successful, for Lionel if not PRR, #2020 and #671 turbine, depending upon whether it was sold as O-27 or O gauge. Other steamers, and there were no diesels or GG-1s yet, so they were all steamers, were hold over castings from before the war. Notably, the #1666 and #224 were back, both with the #2466 tender. They both dropped out of the catalog next year, although the #224 was offered for sale. They looked essentially like the pre-war versions, with a few minor modifications, most obviously the cab floor was changed to a rounded one, extending out toward the tender in all but the earliest (actually late 1945) #224s. Further development, however, was underway.

Photo 1



Cannonball

In 1947, there was a new loco, the #2025 aka #675 "Pacific" although short a set of wheels, since it was a 2-6-2. Both ran through 1949, and came back in 1952, although as 2-6-4s, when the use of Magntraction™ was curtailed by the Korean War. The #675 also got a new tender at that time, the #2046. As was the postwar standard for many engines, the loco was sold as both O and O-27 sharing a common casting but numbered in the 20XX series for O-27 and 6XX series for O gauge. In case you're wondering, 7XX was O gauge only (for example, the #726/736 Berkshire and the #746 N&W J had no O-27 counterparts). But I digress. The #2025 also appeared as the #2035 in 1950-51 when Magntraction was added. This version also changed the trailing truck from the nicely detailed Delta truck of the previous version to a four-wheel sheet metal truck, thus becoming what I call a "Cificap", or backwards Pacific. Lionel didn't make a true O-gauge Pacific (4-6-2) until many years later. The real railroads never made a Cificap. The engine is clearly based on the pre-war #225 casting, but with the significant addition of a Belpaire fire box. This was standard on PRR's Pacifics and had a greater surface area at the top, which improved steam generation. It's clearly visible in the boxy area just forward of the cab. PRR used it extensively. Few other North American railroads did, so it's a pretty good indication of the heritage of this loco. In case you missed that, the keystone cast into the front of the firebox was also a pretty good tipoff. Remember that it is relatively

easy to add to a cast model: that requires you to delete metal from the mold, so the bigger firebox was a relatively simple change. There were two other major changes to the casting which also indicate that Lionel was looking at the PRR prototype: the feedwater heater was removed, which required filling in the old mold, and the headlight moved to the top of the boiler face. See **photos 1 and 2** for a good look at these changes plus a few other minor ones in the castings turning the #225 into the #2035.

All three of these engines originally came with the #2466 or #6466 medium sized NYC style tender. Nothing like having a PRR loco with the arch rival's tender! As noted above, the late #675 changed that. The #2046 is sort of a hybrid based on PRR practice.

The first was the #2026 with #2466 tender issued in 1948-49 as a 2-6-2. The tender was renumbered #6466 as part of a general renumbering across the line to reflect modification to the way the couplers were mounted when they changed from coil to magnetic releases. The loco was reissued in 1951-53 as a Cificap. Consequently, there are two versions of this loco's casting. What I believe to be the early one is the 2-6-2 without the air pumps, but with the eccentric rods. This is the only version of the casting of which I am aware that comes this way. When it reappeared in 1951, it was as a 2-6-4 without the eccentrics and with air pumps, and either the #6066 or #6466 tender. The tenders are all basically the same short NYC style. **Photo 3** shows the #224 and the first



Photo 3



As an aside here, this is, in my experience, one of the more intricate locos to work on. Other than the small switchers, it crams more stuff into less space than most of its contemporaries.

#2026 casting. In addition to the box on the pilot and the new sand dome, you can also see the change to the rear of the cab floor. **Photo 4** gives a better look at that box.

In 1948, another family of locomotives was introduced, based on the #224/1666 casting. Like the Cificaps, the casting was modified by adding details, notably the box on the pilot, the bigger sand dome atop the boiler, and the air pumps on the left side below the sand dome. I believe the box and the sand dome came first, and the air pumps came as a slightly later modification to the casting. In any case, all this led to a host of subsequent locomotives. Most were 2-6-4s, but one was a 2-6-2 Prairie, like the pre-war ancestors. All but one were O-27. Most had only the main and side rods. And a few had Magntraction, with one oddball trying a traction tire. Some smoked, and some were politically correct before their time, eschewing smoke.

Photo 4



Photo 2



Photo 5



Next up was the #2036, really the Magnetraction version of the previous #2026. 1950 only, #6466 tender.

The #2037 followed in 1953 through 1955, and reappeared from 1957-63. This did have Magnetraction. Over the years it came with various tenders, including #6026, #233 and #234, basically the same and modeled after the Santa Fe tenders developed for the #685/2055 small Hudsons in 1953. It also came with the #1130, the short semi-streamlined PRR type of tender, and possibly the #6066. I guess it was whichever one was available. It was also a 2-6-4, and spawned one of the collector classics of the period, the pink #2037-500 Lady Lionel loco in 1957-58. Poor taste, great investment for the few who bought it. It also appeared as the sole O, or rather Super O, version of this casting, the #637. It was accompanied by the #2046 or #736 larger semi-streamlined tender, sort of overkill for the small steamer, but so was the Super O listing!

Photo 5 shows the three basic castings used for this family. The #224 on top is the original, with both versions of the #2026 on the bottom. The one on the right, other than the number and some minor trim, looks like all the rest of them. The green one on the top is my #2037. Obviously heavily modified. I needed something to pull the much later SRR small Madison cars, and it looked better as a 2-6-2 than a 2-6-4. Note that this is an easy change, so if you want all original, count the wheels. **Photos 6 and 7** give you a better look at the difference between the trailing trucks. The two-wheeled Delta truck, with all its detail, certainly is more attractive than the four-wheel sheet metal version.

In 1955-56, the #2016, a 2-6-4 with the #6026 tender was the lower priced alternative, without Magnetraction. Note that this one is real hard to find in the catalogs, but it's there. Clearly, Lionel preferred that you buy either a #2037 or #2018, which replaced the #2037 briefly in 1956, then accompanied it through 1959. This was another Cificap and pulled the #6026 or #1130 tenders.

Finally, from 1964-69, there was the 2-6-4 #2029. This is the one with the traction tire. The tenders were the #1060, another

number for the short streamlined tender, or the #234, the Santa Fe type. North American production ended in 1979, but the #2029 was briefly produced in Japan for the last couple of years. In 1970, MPC started up and the casting went unused for the first time since 1938.

To summarize, the modified #225 casting: #2025 and #675, smoke, full running gear, no Magnetraction, 2-6-2 early, then 2-6-4 during the Korean War. #2035 same, but only 2-6-4 and Magnetraction.

Photo 6



Photo 7



Number	2-6-4	2-6-2	Eccentric	Smoke	Magntraction	Air Pumps
637	X			X	X	X
2016	X					X
2018	X			X		X
2026		X	X	X		
2026	X					X
2029	X			X		X
2036	X				X	X
2037	X			X	X	X

The Modified #224 Casting

All of these were black and all are common and easily affordable except the pink #2037. Make sure of the provenance on that one, which has been reproduced by several manufacturers and can easily be created by repainting a black one. If you attend a meet and don't see any of these in black, you had your eyes closed! Tenders are sort of mix and match at meets, but the correct assignments

as best as I can figure them out are in the text above.

Trivia answer. Bucky Beaver was the cartoon spokesmascot for Ipana toothpaste in the 1950s. He appeared in black & white on TV singing "Brusha, brusha, brusha. Here's the new Ipana with the brand new flavor. It's dandy for your teeth." My family was all here for Christmas and somehow he got into the conversation, and only I remembered

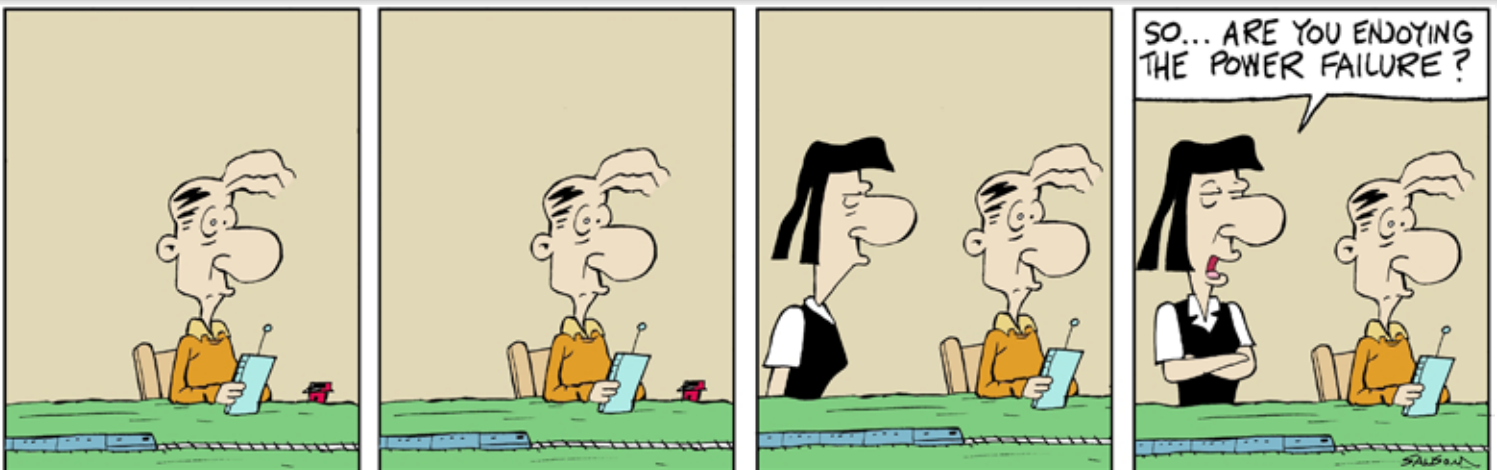
the words, so that inspired me to ask the question here. Check out this site: <http://www.youtube.com/watch?v=Jt38KUK-r4> to see him as "Bucky Beaver Engineer." Yes, on a steam engine. Which is another reason for springing it on you!

Until next time, happy training and remember to brush after every meal!

Photographs by Ken Morgan

Toy Trunk Railroad

by Erik Sansom





Bill Schmeelk
HM 6643

Lionel's Ice Cold Express

HIGHLIGHT:
“The LCCA car matches the Lionel train set and completes this train set. Since that car was available to LCCA members only, a five-car Ice Cold Express train set is unique.”

In 2009, the LCCA Convention Car was introduced as a commemorative and also as an item intended for inclusion in the line-up of a future Lionel® train set. The car was a scale 57-foot BNSF Mechanical Reefer with a pearl white paint scheme trimmed with icicles.

Lionel introduced its Ice Cold Express train set in its 2010 Signature Edition catalog. That set was recently shipped, and we had a chance to give it a close look. This top-of-the-line set has several very unique features and some Lionel firsts. The train is led by an AC6000 diesel

The set is supplied with three scale 57-foot reefers, and each car has its own unique features. One of them has a generator sound with an adjustable volume control; it cycles on and off. Another includes a visible load inside and a smoke unit that creates the illusion of cold air vapor escaping. The third one features a visible load and a removable load held in place magnetically.

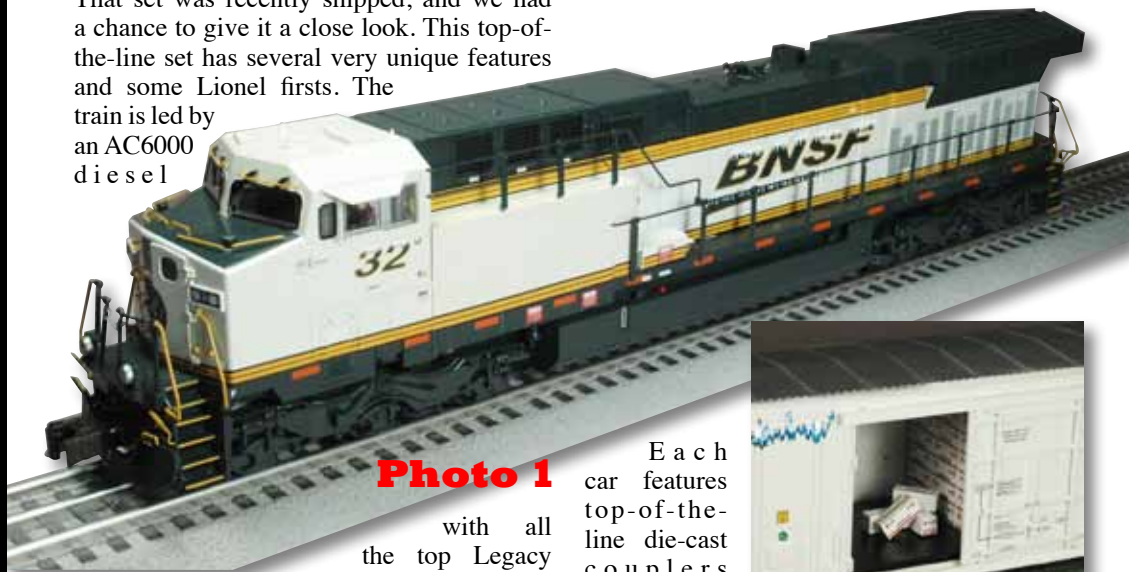


Photo 1

with all the top Legacy features. It includes an enhanced conventional mode as well. **Photo 1** shows the incredible amount of detail, much of it separately applied, on this engine. Be sure to take some care when lifting it. Avoid squeezing it in the wrong places. A variety of controls are available topside by removing the magnetically held radiator hatch.

The matching extended vision caboose shown in **photo 2** also has lots of separately applied details. When I unpacked it, I thought its metal ladder was broken, but it turned out that the over-the-roof piece was separately applied. I was able to easily put it back in position. The caboose smokes, but for those who prefer a more-to-scale smokestack, you can turn off the smoke and install the supplied scale smokestack.

Photo 2



Photo 3

Each car features top-of-the-line die-cast couplers and a green LED light in the door as shown in **photo**

3. Each car is marked for a different load: blueberries, strawberries, and lettuce. Here again, the details are numerous with many separately applied including a sliding compartment door which opens to expose the diesel engine for a refrigeration unit inside the car. The separately applied metal underframe details are substantial and impressive – sure to please those who appreciate scale details.

The LCCA Car matches the Lionel train set and completes this train set. Since that car was available to LCCA members only, a five-car Ice Cold Express train set is unique. Its presence in the consist makes this train set 92 inches long. Members may go to the club's website at the online LCCA Store to purchase this LCCA matching product. Add to these realistic details the sounds within the loco – CrewTalk, Shutdown, TowerCom, Legacy controlled sounds – and speed control, you have very impressive train set.

Photographs by Bill Schmeelk



Double Letters

The answer to each pair of clues per line is a single word; both contain the same double letter. Place your answers on the appropriate lines.

Note that one entry is used twice because it contains a pair of double letters. Bonus points if all words are spelled correctly.

Enjoy!

Clues

- | | |
|--|--|
| 1. Lionelville Rapid Transit _____ | Uncut _____ Sheet |
| 2. Nabisco _____ Wheat Boxcar | Dr. Robert _____ Reefer |
| 3. NSC _____ | _____ McDuck Mint Car |
| 4. Operating _____ Crane | AT&SF _____ Loader |
| 5. T. Rex _____ Boxcar | _____ Stamped Lettering |
| 6. _____ Portal | _____ Central Boxcar |
| 7. Stations & Signals added as Ambiance: _____ | Best toy train club on the planet: _____ |
| 8. UP Cylindrical _____ | “New with _____ Carton” |
| 9. Flatcar with _____ Trailers | Easter Gondola with _____ |
| 10. Color of Cities Service Tank Car: _____ | _____ Lamp |
| 11. Stockyard with _____ | Artist Angela _____ Thomas |
| 12. _____ and Outlaw Car | GB&W _____ Side Boxcar |
| 13. Toy Story _____ Lightyear | TLR Fun: A Lionel _____ |
| 14. _____ Firing Car | Bridges & Figures added as Ambiance: _____ |
| 15. Alco B _____ | _____ Vanderbilt |

SCORE CARD

- | | | |
|-------|----|-------|
| _____ | BB | _____ |
| _____ | CC | _____ |
| _____ | DD | _____ |
| _____ | EE | _____ |
| _____ | FF | _____ |
| _____ | GG | _____ |
| _____ | LL | _____ |
| _____ | MM | _____ |
| _____ | NN | _____ |
| _____ | OO | _____ |
| _____ | PP | _____ |
| _____ | RR | _____ |
| _____ | SS | _____ |
| _____ | TT | _____ |
| _____ | ZZ | _____ |

Answers are published in *TLR*... somewhere.

Convention Collector Cards - Series No. 5

BACK
LIONEL COLLECTORS CLUB of AMERICA
 EST 1970

2011 Annual Convention
SERIES FIVE COLLECTOR CARDS

The 5th series of LCCA Collector Cards depict items from postwar Lionel catalogs that were never produced as shown in the catalog. Each of these illustrations was used in Lionel's catalog the year that item was introduced.

Card No. 1 - The 3459 Coal Dump Car from 1946 was not produced in Silver. Production models were black.

Card No. 2 - The 3462 Operating Milk Car introduced in 1947 was never made in a two-tone color scheme. A similar two-tone scheme was used with brown doors when the car was redesigned in 1955 as the larger 3562 Operating Milk Car.

Card No. 3 - The 622 Diesel Switcher, introduced in 1949 was made with Santa Fe markings rather than the Lionel markings shown in the catalog.

Card No. 4 - The 362 Operating Barrel Loader introduced in 1952 was not made in the colorful design illustrated in the catalog - too bad.

Card No. 5 - The 445 Operating Switch Tower introduced in 1952 had only been made in the colors shown in the 1952 catalog.

Card No. 6 - The 2500 series Aluminum Passenger cars introduced in 1952 had only black silhouettes. The Vista Dome was centered on the car and had no silhouettes in its windows.

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FRONT



NOTE: This photo shows a Collector Card as an uncut sheet prior to distribution. You'll receive a set of 12 separated cards.

If you were unable to attend our recent Convention, here's an opportunity for you to obtain a set of the popular LCCA Convention Collector Cards, Series 5. This all-new collectible series was distributed during our Get Acquainted Party in Dallas and was an immediate hit. This fifth series features items from Lionel's postwar catalog, which were never produced as illustrated. Turn all the cards over and re-assemble them to form a print of one of the most famous catalog illustrations of a product that was not produced as shown and a full explanation of each of the 12 cards. A limited number of sets are available on a first-come, first-served basis. The cards will

not be reprinted, so this may be your only purchase opportunity. Limit: one set per member. To order, send a self-addressed stamped envelope with your check or money made order payable to "LCCA" for \$15, to:

LCCA Collector Cards
PO Box 315
Garnerville, NY 10923-0315

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

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