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The Lion Roars



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"Hell's Half Acre" with Trains Smokin'**

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Photo by Mike Dupslaff

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The Cover

The 1999 LCCA Convention Committee in Fort Worth welcomes you to “Cowtown.” It’s a train town too. The welcomers are (L to R): Douglas Harman, Murray Hill, Jr., Glenn & Karen Kroh, David Walter, Renee & Mike Walter, and Bob Black.

Contacting the LCCA Business Office:

The only way to contact the Business Office is in writing to address below. They will take care of: applications for membership, replace membership cards, reinstatements, change of address, phone number changes, death notice, commemorative orders, convention registration and club mementos.

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People To Contact:

- President* - Always available and as a last resort.
Vice President - Schedule a meet.
Immediate Past President - Complaint against another member
Secretary - Any administrative action not handled by LCCA Business Office and Certificates of Membership and Appreciation.
Treasurer - Club finances only.
Librarian - Back issues of *The Lion Roars*.

The President's Report

by Harry H. Overtoom

RM 1185

It is the early part of July as I write my last President's Report for the August issue of *The Lion Roars*. The two years of my presidency have just flown by. Everything, everyday, for the first year was new to me. In the second year of my term I became more comfortable with the operation of the Club, and now I have a firm grasp of what keeps the Club going and what path I think it should take in the future.

New President Elect Position

Early on I proposed that the Club adopt this new position to take the place of the office of Vice President. I am convinced that this logical progression will keep your Club working at a high level of efficiency. I question whether a six-year involvement is too much for someone to commit to the LCCA; that is, serving two years as President Elect, two years as President, plus two years as Immediate Past President. At some point in the future we may consider reducing this to three one-year terms.

Annual Dues

Club dues notices are sent out quarterly. So that your Club publications will come to you without interruption, send your dues in promptly. Your dues just pay for producing the monthly publications and mailing *The Lion Roars* and *Interchange Track* to you. Although our costs are increasing, we have not had an increase in dues for several years.

To sustain operation of the Club, we use other means of generating funds — such as the sale of special Convention Cars and Stocking Stuffer items. The question may be, should we consider a dues increase to keep the same quality of publications — or should we maintain the dues as-is and cut back the quality or quantity of publications? I'll be interested in your comments.

Fort Worth

Although you may receive this edition a few days before the Fort Worth LCCA Annual Convention on August 11-15th, it's not too late to attend on a walk-in basis. So come on down and have a great Texas time. Glenn and Karen Kroh, along with Co-Hosts, Mike and Rene Walter, Bill and Joselin Wuester and Murray Hill, Jr. will see that you have a great time. See you there!

Election Results

My congratulations go to the members who were elected to the positions listed below. All the candidates were well qualified and willing to serve, and it is unfortunate that anyone has to lose. If you were one of the members who did not vote, make a mental note to do so next time. This is your Club, so participate. Here is the tally of the ballots according to the LCCA Business Office, with the winners shown in **boldface** type:

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William J. Schmeelk 2019

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Director, 2 years

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Larry A. Black 995

Doug Dubay 809

John Ourso 789

Alan F. Schwartz 661

Edward J. Richter 408

Barry B. Findley 407

Alphonse A. Kolis 385

Dennis L. Clad 373

My Thanks

I want to take this opportunity to thank everyone who helped me during my two-year term as President. To list everyone's name would take more space than this page will allow. However, the officers and directors are at the top of the list. They have understood my mistakes and helped me through them. They and others have given advice and counsel which has helped immeasurably. I have learned a lot and know that knowledge will help me in future positions in your Club. It has been a privilege and pleasure to be your President for the past two years. Thanks again.

The Right Track

by Ed Richter

RM 13075

During the holidays this past year, I noticed a Lionel watch offer that ran frequently. Judging by the fact that these watches adorned the wrists of many of my fellow collectors, I considered that sales promotion quite successful.

Denny Gergel (RM 10684) was kind enough to share his watch collection with *TLR* readers. These photo below show some of the Lionel watches manufactured by the



freight car. When he opened his LCCA 1998 Convention car, its 71998 number was missing from under the Amtrak logo on the left side only as shown below. The backside of the car has both of its numbers. I checked out my car, and it has all four numbers. Bob and I are wondering if there are any more out there. Let me know.

Finally, Dennis Clad (RM 10430) called me after my April column and answered the question about the name of the kangaroo on the Lionel Leisure Logo shown here. He says it's a girl, and her name is Katie the Kangaroo. Another mystery solved. Thanks Dennis!



company. Look closely at the photograph and notice that the watches came in both men's and women's sizes. There were dress and sport types as well.

Denny also pointed out the variation on the red alarm clocks. The face of the clock on the right is marked "Quartz" and the clock on the left has the Lionel logo only.

Speaking of variations, are you a collector that seeks out rare factory errors and misprints? If so, this mystery is for you! Bob Smith (RM 11737) has an interesting



Photographs by Ed Richter

Lookin' Down the Track

by Ron Stem

RM 537

Crying, "Uncle!"

I finally have to say it ..."Uncle!"

There was a time in the not too far distant past when there was only one manufacturer of tinsplate three-rail, AC electric toy trains — Lionel. Today, there are five other major players in this marketplace: Mike's Train House (MTH), Williams Electric Trains, K-Line, Weaver, and Atlas O.

With just one manufacturer, it was easier for me to acquire items with the herald of the four roads with trackage rights on the Delaware & Lehigh RR — the Pennsy, the New York Central, Lehigh Valley, and Central RR of New Jersey. Not so anymore.

Let's take a look through the '99 catalogues, see what is offered, and make a wish list in just these four road names. In Lionel's *Preview* catalogue, there's the reissue of the 2341 CNJ FM Trainmaster with all the appropriate electronics. I wonder where they got the sounds for it for Railsounds™? There aren't any Trainmasters around anymore. Next comes the Pennsy Alco A-B-A, followed by the NYC Pacific and Hudson, followed by the Pennsy FM H12-44 diesel switcher. There's a NYC firecar and instruction car, too.

I like the Reading boxcar, so guess I have to include it, too. The NYC "four pack" is a natural. The Bethlehem ore dump car I have to include; they're still makin' steel at the plant in Bethlehem, PA in the era depicted on the D&LRR. I'd like the NYC covered hopper except for the graffiti. '98 hasn't happened yet for the D&LRR (unless you mean 1898), and graffiti wasn't around back then. There's the NYC flatcar with a 1936 Ford tow truck and the NYC starter set boxcar.

Let's move on to the *Heritage* catalogue. There is a flyer that has a Commodore Vanderbilt Hudson. In the catalogue, a NYC Mikado 2-8-2 is the first offering; followed by two more "heavyweights" for the scale Commodore Vanderbilt produced back in '97.

Now, let's get to the bottom line. There's a catalogue that I do not have for completing this four-herald roster. Based on MSRP, I would be looking at spending just a little over \$7000 — that's right, seven thousand dollars — for this equipment. Guess I'll just shoot for the reissue 2341 and let it go at that.

Should I pour salt on the wound? Okay, why not. I've come this far, haven't I? *MTH Volume I* shows a CNJ Camelback with a number that looks hauntingly familiar. Incidentally, they did not pull the Blue Comet; the G3s did. There's another NYC Hudson in the "dress" of the Empire State Express and the matching passenger consist.

This is followed by an EMD E8 A-B-A set painted and lettered for the NYC. How about a Pennsy SW-9? A Pennsy tank car and woodside caboose is a part of the near-scale line of freight cars. There's a CNJ four-car passenger set for the Camelback. Then, there it is, a Pennsy G5 4-6-0. I've got to hand it to Wolfie; he knows how to get my interest peaked! This is followed by an Alco PA A-B-A lash-up painted and lettered for the LV. It's another got-to-have train. Then there's a scale Pennsy GG-1 in brunswick green and numbered 4935 no less; followed by a Pennsy O scale test car. A scale gondola and 100-ton hopper in LV livery and a Pennsy N8 caboose follow this. A LV five-car passenger consist is next for the PAs to pull. Good thing no prices are shown in MTH catalogues. It would be nice to just settle for the G5, the LV PAs and passenger set, the LV freight cars, and the CNJ passenger car set. Whew! And there's *Volume II*? Bring it on!

In *Volume II*, first up is MTH's version of the Pennsy S2. Again, hauntingly familiar. Haven't I seen you somewhere before, Big Boy? The 2-6-0 steam locomotives follow this, but I don't think the Pennsy ever had them painted THAT green. Another NYC Hudson — ho hum. Modern power is represented by a SD45 in PRR livery. Next comes a doodlebug in PRR tuscan. The semi-scale rolling stock includes a NYC work caboose in jade green. There is also a six-car freight set; one in the CNJ Red Baron paint scheme. Sorry to say, it shouldn't go with a Camelback — different eras. There's a Pennsy ready-to-run freight set pulled by a 2-8-0 Consolidation. Nice! And we haven't even gotten to the Premier Line yet. Oh boy!

Now comes the piece de resistance — the CNJ FM Trainmaster in the traditional '56 color scheme of tangerine orange and blue. And how about this; prototype cab numbers like 2401, 2410, and 2413. Way to go, Wolfie! I'll opt for the 2413, the last one the CNJ rostered. All the numbers are there for the original '56 Lionel model with the cab numbers juxtaposed. That's all. This is a definite "must have" for the CNJ kid. I can forgive the MTH art department and catalogue printer for the 2344 depicted on page 49 of *Volume II*. If this wasn't enough, just turn the page; there's a Pennsy Baldwin Centipede

diesel. Now, it really doesn't get any better than this. Talk about motive power. Whew!

Turning to the O-scale rolling stock, there's the LV crane tender and crane car. There's a six-car, O-scale freight set; it'll go with the Pennsy Baldwin. With all that prototype horsepower, that double-A Centipede can haul a lot more than just those six cars. Moving right along, there are two add-on passenger cars of a sleeper and diner in both Pennsy and LV livery. It's a good thing that MTH doesn't print prices in the catalogue, because now I'm starting to think about one of those home equity loans. Wait a minute, how about just the CNJ FM and the two LV passenger car add-ons? That's do-able.

Williams Electric Trains offers an extremely wide selection in railroad heralds within their motive power offerings. Suffice it to say, it boils down to two: the LV F7 A-A and matching B unit and the scale Pennsy GG-1 in the five stripe tuscan version. WET offers a Pennsy FP45, a NYC RDC two car set, the 14-inch Pennsy GG-1 in a number of versions, a NYC scale Hudson, a 44-foot Pennsy boxcar, 60-foot and 72-foot "Madison" passenger cars, and 72-foot streamliners in both PRR and NYC versions. Finally, there are Baldwin Sharknose A-A units in both brunswick green and tuscan. The cost for the two items mentioned here is more palatable than any other items cited so far. They are marked for acquisition.

The K-Line folks haven't been sitting back on their laurels of late. One review of their catalogue shows they are active participants in the O-gauge marketplace. Point to those extruded aluminum NYC Empire State Express passenger cars, EMD E8A-A units, and a piece of head-end equipment. Turn to page 8 and any die-hard Pennsy fan has just gone to heaven for those 60-foot Futura inspired Spirit of St. Louis aluminum passenger cars. They are "to die for." A little further on, you'll come across EMD GP38s in LV livery. Still further on there's a Pennsy bay window caboose. I don't think they used that type of caboose, but somebody out there might correct that statement. There's a NYC version, too. They are also offering a semi-scale NYC Hudson followed by the NYC collection of eight freight cars. Turn over a page and you'll find a Pennsy gondola and a three-pack, die-cast hopper set. An O-scale Pennsy boxcar is next on the following two-page spread. K-Line definitely has some great stuff in '99. At the top of the list would be the Futura passenger cars.

Atlas O has in a very short time ramped-up to compete with the other competitors in the O-scale marketplace. Case in point, the plethora of SW8s and 9s representing

various roads. In this case a SW8 in NYC and a SW9 in both Pennsy and CNJ livery. On a more personal level, I did speak at some length with the Atlas staff at this past spring's Eastern Division gathering at York; specifically, about the non-availability of some roads. They responded that orders far exceeded production. They are considering a second production run for some of them.

I casually mentioned my particular interest in the CNJ version of the SW9. With the introduction of rolling stock, Atlas could well be a force yet to be reckoned with in the near term.

Last, but certainly not least, is Weaver. In my view, they are THE O-scale guys. First off, they offer an RS11 in either four- or six-wheel truck versions in LV, NYC, and PRR livery. What choices! If that isn't enough, there are Alco FAs and FBs in LV, NYC and PRR paint schemes. And there's more! How about GE U-25Bs painted for the Pennsy, NYC, and LV! You say you want more? Well, here they are, Alco RS-3s painted and lettered for the PRR and CNJ in both green and "Red Baron" versions, LV in both red and Cornell red, and NYC. They offer a plethora of freight rolling stock in all four roads; PRR, NYC, LV, and CNJ. Of interest is the Fleet of Modernism for the Pennsy; it's similar to K-Line's offering but in a scale 80 feet in length — 20 inches. They will be produced with an aluminum shell.

Well, there you have it. Five manufacturers offering products of four railroads. Is this pastime wonderful or what? Talk about decisions and choices! Heck, I really want it all — then the rational decision-making process rears its ugly head. I'd need a federal bailout a la Chrysler to capitalize this major purchase.

Like I said at the beginning — "UNCLE!"

One last mention — I'm sure glad I got the Weaver RS-3 in the CNJ green and LV Cornell Red when they were first offered. They look great and are fine runners. Then, there's the northeastern cabooses — custom freight rolling stock, and on, and on, and on.



Keep trackin'!

Riding High with Thomas

by Carmine E. Soldano

RM 16493

Trains at the Ceiling

After reading so many interesting articles from fellow members and after much pressure from my kids, I decided to submit this article to *The Lion Roars*. I renovated an upstairs bedroom of our four-bedroom, Cape Code-style house, and I thought the story of how I designed and built a permanent layout for Lionel large scale Thomas the Tank trains for my sons to enjoy would be of interest to others. Our story should especially appeal to those train lovers who happen to live in a small house.

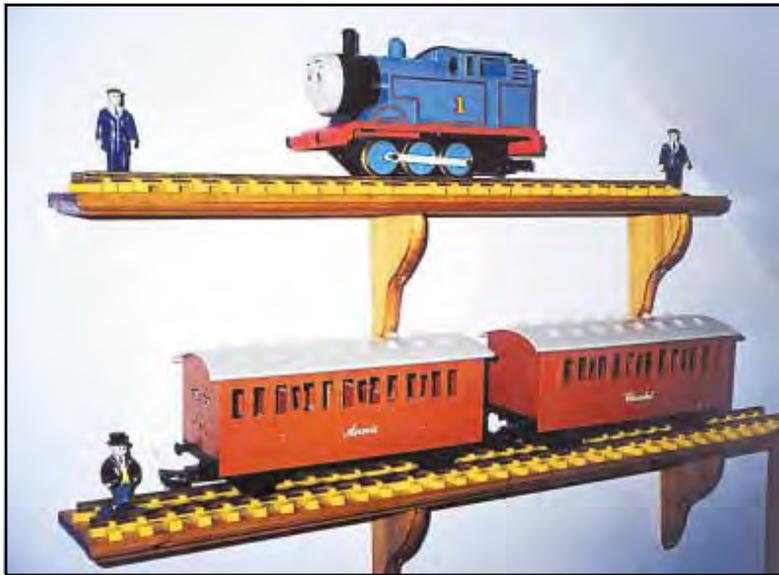
I was already planning for some renovation work (installing windows, an air conditioner, and insulation), so making a mess with a train layout was not a concern. I used 1x2-inch pine stock for track board supports. I decided from the beginning that I wanted to finish the wood in a natural color and protect it with durable varnish. I curved the ends of each support for a more professional look. I planned the placement of the supports to allow clearance for both the train and the doors and windows of the room. After positioning and leveling the supports, I screwed them into selected roof rafters. Then I carefully installed and taped sheet rock around each support.

During the sheet rock process, I routed the track wiring for the layout through the walls and to the attic. I applied power to the track at each end. I strung these wires back from each track connection to a junction box in the closet and attached them to the train transformer. An electrical box in the closet provided 120v AC power to the transformer, and this receptacle is wired to a wall switch for activation when one enters the room. I used the same procedure to provide power by a separate

transformer to illuminate the lamp posts and lights on the layout.

After the normal priming and painting was completed, I made the track boards from 1x6-inch pine stock. With a router, I added a nice edge to the side exposed to view. I drilled and countersank holes in each board for brass finishing screws as fasteners of the track board to the wall supports. Additional pine stock was used to support the layout at its four corners. I sanded, stained, and varnished each board and used steel wool between coats. The result was quite satisfying.

I fastened the track to the track boards with small screws and soldered the track power wires directly to the rails. I installed lamp posts and trees at each corner. I also refinished and illuminated old railroad lanterns and suspended them from the track boards on either side on my son's closet. Special additions include a Hot Air Balloon and Blimp from Eastwood Automobilia and a



model of Harold the Helicopter. I suspended all three items with fishing line. A Lionel wall clock complemented the theme of the room. I also installed ceiling speakers so that train music can be played from tapes or CDs.

I built some additional shelves and mounted track sections on them to support and display idle trains. I refinished an old railroad lantern and made a lamp out of it. The lantern itself is used as a night light for my sons at night, and they love it.

While I was framing and sheet-rocking, I built two recessed areas for use as additional shelves. That area was dead space anyway. These shelves display a Railroad Station collection produced by the Danbury Mint.

I hope club members who are parents of young train enthusiasts like ours will apply their creativity to utilizing limited or even hard-to-use sloped wall space to display and operate their trains. Sometimes, it's just a matter of looking up.



Nylon monofilaments hold the items hung from the ceiling.



Supports were placed to carry the trains alongside the sloped ceiling.



Alcoves in the wall, above, hold Danbury Mint pieces. The completed trackwork runs above the bed.



Nightlight, left, is made from a railroad lantern.

Photographs by Carmine Soldano



Cowtown – A City with Great Railroad Architecture

by Glenn Kroh

RM 4017

Editor's Note: There are lots of reasons to attend a LCCA convention, and this article offers yet another reason that may be of interest to some — local railroad history and station architecture. Great railway stations are the “cathedrals” of the industrial age, and two railroad buildings in Fort Worth still inspire awe. The Santa Fe depot is a candidate for restoration, and the elegant Texas and Pacific Station, although idle, is well preserved.

Train service to Fort Worth, Texas began in 1876. The first road into town was the Texas and Pacific. This event launched a period of strong economic growth for “Cowtown.” Cattle barons located their headquarters in Fort Worth, and large cattle drives escorted by cowboys with six-shooters followed a path to the new railhead.

At that time the most lively part of Fort Worth was called “Hell’s Half Acre” — an area with many saloons and bawdy houses. It was a place where a cowpoke could let off steam and get into trouble. Desperados like Butch Cassidy and The Sundance Kid were frequent visitors, and heavy drinking, deadly shootings, and rambunctious riots in bawdy houses occurred regularly.

Although local behavior patterns have improved dramatically since then and downtown entertainment venues are now much more civilized, club members attending the 1999 LCCA Annual Convention will discover that the former “Hells Half Acre” is today the site of the Fort Worth Convention Center — the locale of our meeting!

After the Texas and Pacific, other railroads entered Fort Worth, including: Fort Worth and Denver City; Southern Pacific; Santa Fe; Missouri, Kansas and Texas (the Katy); Cotton Belt; Rock Island; and Frisco.

Since 1900, two train stations dominated passenger rail service in Fort Worth — the Santa Fe depot and the Texas & Pacific Terminal. Both of these buildings are still standing and within walking distance of the LCCA Convention site — they are about three blocks from each other. The Santa Fe depot is north and the Texas & Pacific station is west of the major interlocking point where all railroads cross on their way into or out of Fort Worth. Switch Tower 55 controls all movements. It must have been an incredible place for a rail enthusiast to be in the 1940s. No less than seven railroads crossed at this point. Passenger trains included T&P’s Eagles, Santa Fe’s Chiefs, Rock Island’s Rockets, Frisco’s Texas Special, Burlington’s Denver Zephyr, and others.

The Santa Fe Depot

The Santa Fe depot is the older of the two stations, and it has served Fort Worth rail passengers continuously for 100 years. The building is shown on the Amtrak 1999 calendar. The Gulf, Colorado and Santa Fe (Santa Fe) and the Texas and New Orleans (Southern Pacific) railways funded and built this station in 1900 for \$100,000. The station was a company within itself and was called the Fort Worth Union Passenger Company. The first train rumbled into the station in 1901.

The architecture is a good example of a Beaux Art style terminal. Alternating geometric patterns of red brick and limestone give it a distinctive exterior appearance. Inside, the main waiting room is two stories high with an arched ceiling of pressed metal. The building was featured in the Tom Cruise film, “Born on the Fourth of July.” One of the more striking aspects of the depot was the stained-glass art windows on the north end of the station. They depicted the evolution of transportation from the covered wagon to the pony express to the golden age of

railroads. In 1969, the windows were removed and placed in a Fort Worth transportation museum. When a planned restoration of the depot is completed, these glorious windows will be returned and re-installed.

In 1970, the Santa Fe depot became a Texas Historic Landmark and was listed on the National Register of Historic Places. The following railroads used the station:

- Gulf, Colorado & Santa Fe (Santa Fe)
- The Missouri, Kansas, Texas Railway Co. (Katy)
- Texas & New Orleans (Southern Pacific)
- St. Louis, San Francisco, & Texas (Frisco)
- Southwestern Railway Company of Texas
(Cotton Belt)
- Chicago, Rock Island, & Gulf (Rock Island).

The reason for these odd-sounding railroad names is that Texas law required all railroads entering the state to have the words “Texas” or “Gulf” included in their name. Also, each railroad had to have at least one vice president with headquarters in the Lone Star State. Some of these were just figureheads.

In 1957, twelve trains stopped at this station every day. The Santa Fe ran the Texas Chief between Chicago and Houston, the Kansas Citian between Chicago and Dallas, the Angelo between Los Angeles and Dallas, and the Ranger between Chicago and Houston. The Rock Island ran the Twin Star Rocket between Minneapolis and Houston and the Texas Rocket between Minneapolis and Fort Worth. The Southern Pacific provided passenger service between Fort Worth, Houston, and New Orleans.



The Santa Fe Depot

The depot addressed nine tracks. Two were stub headed and catered to warehouse freight traffic. Two tracks were for short trains and mail cars. Two were for the longer passenger trains which included the Rock Island Twin Star Rocket and the Santa Fe Texas Chief. Both of these trains usually had 19 cars and four power units. Track 7 held extra baggage and express cars, Track 8 held extra coaches, and Track 9 held extra sleepers and set out sleepers. The station employed about 80 people — baggage handlers, mail handlers, ticket clerks, station masters, and others. The depot operated as the Fort Worth Union Station until 1962 when Santa Fe bought it outright. At that point, it became the Santa Fe station.

The Texas and Pacific Terminal

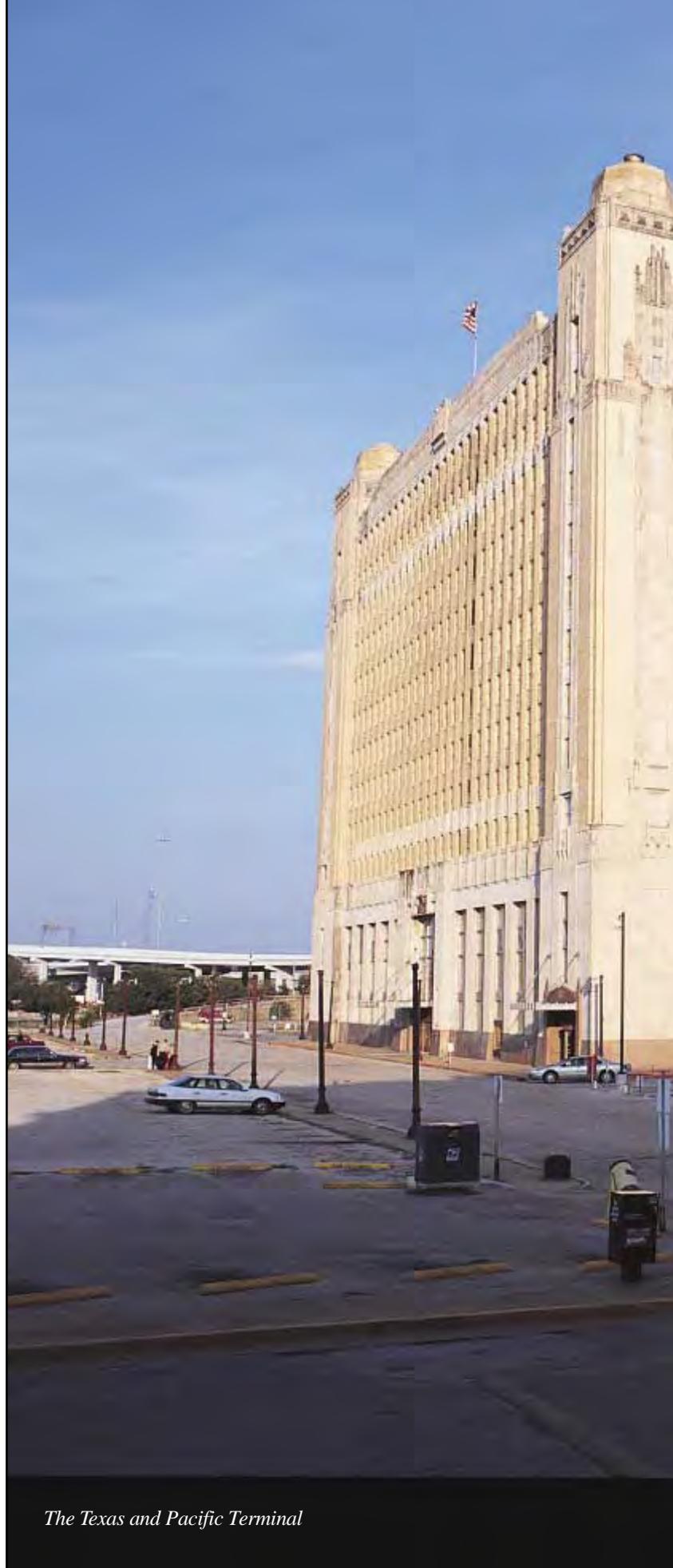
The other major passenger rail facility in Fort Worth was the Texas and Pacific (T&P) station located on the southern edge of the city's central business district. In 1929, the Texas & Pacific Railroad committed \$13 million to build a new terminal and freight warehouse. The city pledged \$3 million to the project. It was completed in 1933. When it opened, it served four railroads — Texas & Pacific, Fort Worth and Denver City, International Great Northern, and the Missouri, Kansas, Texas (Katy).

The architecture is a prime example of the Zigzag Moderne design. The building is constructed of brick trimmed with limestone, terra cotta, and marble. It is twelve stories tall. Waiting rooms, ticket offices, restrooms, restaurants, and concourse are on the first floor.

The large main waiting room measures 90 x 60 feet with a 34-foot high cast plaster ceiling finished in gold leaf, silver leaf and enamel with fluted pilasters, marble floor and wainscot. It is also enhanced by eleven frosted glass chandeliers, aluminum window frames with etched designs, and metal grilles. The room is fantastic, and it's a great place to visit if you have some extra time at the convention.

During World War II, the T&P terminal handled thousands of passengers each day. The United States Army Air Force Flying Training Command occupied floors nine through twelve, while the Army's Finance Office leased the fifth floor of the terminal. Other government offices followed after the war.

The T&P terminal operated until March 22, 1967. On that day, the last Texas Eagle came in from El Paso.



The Texas and Pacific Terminal



The Amtrak Era

Today the only inter-city rail passenger service through Fort Worth is Amtrak. They took over operations at the Santa Fe depot on May 1, 1971. Initially, two trains ran - the Texas Chief from San Antonio through Fort Worth, Oklahoma City, Kansas City, St. Louis, and to Chicago; and the Texas Eagle from San Antonio through Fort Worth, Dallas, Little Rock, Memphis, St. Louis, and to Chicago.

Around 1977, the Chief was axed. Twenty years later Amtrak tried to drop the Eagle. At the prompting of U.S. Senator Hutchinson (TX), the state of Texas stepped in and gave Amtrak a five million dollar loan to offset operating costs of the Eagle. This also provided time to devise a long-term solution.

Now the Texas Eagle runs at full capacity and makes a profit due in no small part to the revenue from the high-speed express freight cars it hauls behind the passenger consist. Amtrak recently added a daily train that runs between Fort Worth and Oklahoma City. It has been wildly successful and carries about 2,000 passengers each week. There is now talk of extending the route to Chicago along the old Texas Chief route through Kansas City. What goes around, comes around!

Unfortunately, the days of the flashy PAs, F3s, E6s, and E8s are gone forever. However, you can drift along memory lane while attending the 1999 LCCA Annual Convention. Just walk three blocks over to the 100-year-old Santa Fe depot on Jones Street at about 3:30 p.m. You'll see that big-time rail passenger service lives on.

Photos by MS

At Trackside

by Mike Smith

RM 21988

Second Year Success

The LCCA meet held in June at Clinton, Tennessee was a big success for the second year in a row. This year's meet grew from 18 tables in 1998 to 70 tables and the numbers of members and guests increased significantly from 70 to 150, respectively.

The work of a group of dedicated volunteers helped make the event a success; including Ken and Cindy Gawne at the registration desk. Pat Glass, wife of Co-host Joe Glass (RM 24204), assisted Host Gary Lape (RM 17436) with table setup and registration activities.



Organizers expanded the original one-day event in 1998 to two days. Trading was very active throughout the meet.



LCCA President Harry Overtoom (at right) was present and actively participated with a setup of tables. Harry interacts with meet Host, Gary Lape.



Photographs by Co-host Mike Smith



Co-hosts Mike Smith and Joe Glass constructed and operated a three-track layout that delighted everyone.

A Layout in Arizona

by John Ford

RM 20710

A Photo Essay

Since *TLR* published photos of my Christmas layout in the December 1996 issue, there have been some changes at the Ford family railroad way out west.



A view of the residential area with an amusement park.

Back then, my home layout occupied our dining and living rooms. When my children moved out of the house and left empty rooms behind, I began work on a new permanent layout. In the past two years, my collection has grown quite rapidly from four engines to 20 with accompanying additional rolling stock.

The new layout is 10x16 feet with a 4x6-foot extension on one end. The layout is split into two parts; one-half is an industrial area and the other half is the residential and country area. The extension is the Christmas village area. A Lionel trolley takes passengers



The industrial area puts many Lionel accessories to work. Note the Coca-Cola bottling plant and Coke semi truck.

from the Christmas village to the mountain ski area, and another trolley transports passengers to and from the amusement park. The amusement park is located in the center of the residential-country area, and it includes an



Behind the race car company is the Indy-style race track. In this night scene, the track is lit by Lionel floodlights — a clever adaptation of this lighting accessory.

electric merry-go-round, boat rides, airplane rides, and swings. An N gauge railroad encircles the park itself.

The industrial area houses a Lionel coal loader, sawmill, lumber loader, fueling station, oil well, fire station, motor car racing business, a Coca Cola factory, an airport, and other businesses. In the center of the business area is the main attraction — a race car track



Lionel #1818 cruises through the business section; perhaps trying to deliver a load of Mopar engines or high performance parts to the nearby race car company.

complete with Indy race cars based on the 1996 Indy 500. The Goodyear blimp hovers above the track; just like on race day. The business area is complete with landscaping, and scenic work on the other two areas is moving toward completion.

The Christmas village contains a Main Street park with an ice rink where skaters waltz on blades along the frozen pond. Landscaping here is still under construction, but trains run around it and connect it to the main layout's two passenger stations. The layout continues to grow. Is any layout really ever "finished?"

Photographs by John Ford

A Train Quiz

by William W. Masuck

RM 14768

As a high school math and physics teacher, I occasionally give matching quizzes. This train-related quiz incorporates some of Lionel's concepts and a few additional train thoughts. In my Physics class, I have demonstrated several of the Laws of Physics using trains, like:

momentum — moving car impacting with a stationary car

trajectory — helicopter released as a train is moving

bridge strength and design

acceleration around a curve.

Match the items in column A with the most appropriate response from column B. Only zero may be used more than once. There are some non-applicable listings. Answers are provided on page 36.

Column A

- ___ Joshua Cowen's middle name
- ___ UP's number at Promontory Point, 1869
- ___ Developed first electric train
- ___ Lionel's major electric engine, 1923-27
- ___ Girl's Train pastel engine
- ___ Inner diameter for O27 circle
- ___ Length of O27 straight track
- ___ Length of O straight track
- ___ Height of O27 track
- ___ Height of O track
- ___ Circumference of O27 circle
- ___ Outer diameter of O gauge circle
- ___ Brooklyn Dodger catcher & Lionel collector
- ___ New York Yankee & Lionel collector
- ___ Bought Lionel in 1995
- ___ Bought by Lionel in 1928
- ___ Pacific Fruit Express
- ___ Magnetized wheels and axles
- ___ Largest toy company in the world in 1955
- ___ Purchased Lionel in 1969
- ___ Location of Lionel Corporation in 1948
- ___ First Lionel Large Scale set
- ___ GP
- ___ CP engine at Promontory Point, 1869
- ___ Lionel 1940 bridge that opened and closed by remote control
- ___ Price of Lionel 408E in 1927
- ___ 4060 divided by 1/2

- 0. Not Given
- 1. Roy Campanella
- 2. Lionel
- 3. Gomer Pyle
- 4. 119
- 5. Bascule
- 6. 8-3/4 inches
- 7. Joe DiMaggio
- 8. 31 inches
- 9. Wellspring
- 10. Ives
- 11. 11/16 inch
- 12. Davenport
- 13. \$4.40
- 14. Magnetraction
- 15. General Mills
- 16. 15 East 26th Street
New York 10, NY
- 17. 81000 Gold Rush Special
- 18. General Purpose
- 19. 402
- 20. About 24-1/2 inches
- 21. 2037
- 22. 2030
- 23. Kellogs
- 24. 27 inches
- 25. Hasbro
- 26. Saturn
- 27. Lionel Corporation
- 28. 3/4 inch
- 29. 9/16 inch
- 30. About 85 inches
- 31. PFE Reefer
- 32. 10 inches
- 33. Babe Ruth
- 34. About 100 inches
- 35. \$49.98

The Tinplate Cannonball

by Ken Morgan

RM 12231

I am remiss in that I don't regularly solicit input from the membership on topics of interest. Consider this an attempt to redress that shortcoming. If you want me to try to cover something, or have a question on prewar trains, let me know either by e-mail via the Editor, or send "snail mail" to me: 717 Foch Boulevard, Williston Park, NY 11596-1011.

Quick question for today: what is a Lionel 156 when it doesn't move? Just like the Readers Digest contests, keep reading to find the answer.

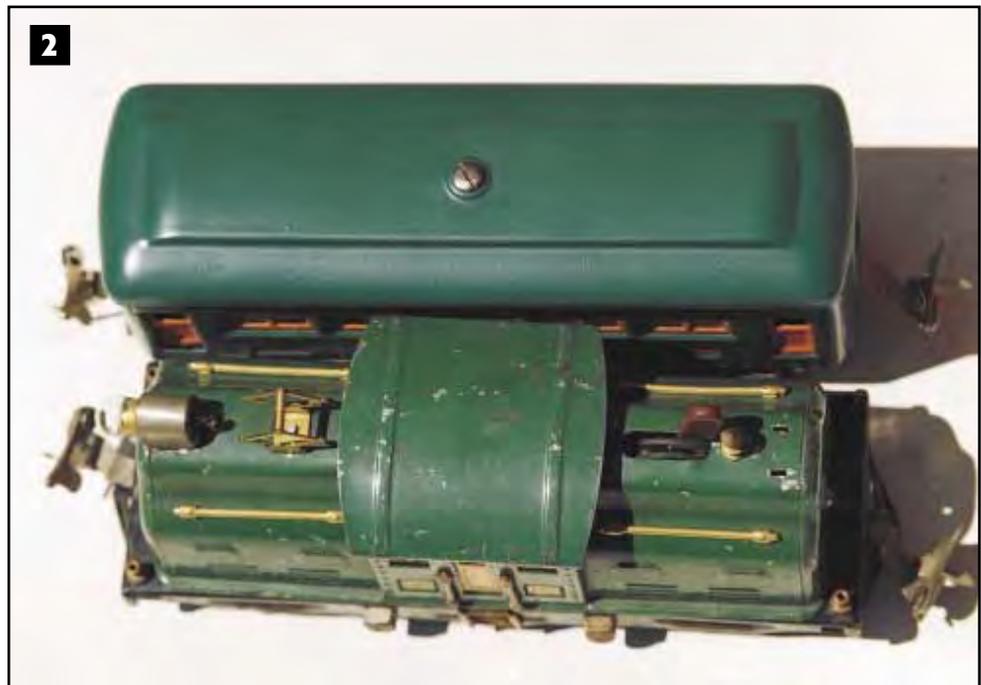
Based on a large portion of the mail I have received (1 letter out of 2 recently), paint is a hot topic. Hey, 50% keeps most politicians happy! A reader asked about matching paint for the 150 series locos. Let me paraphrase my reply, plus add some additional comments, as they might be of interest to some of you.

I agree that Charlie Wood's dark green is a little too light. I haven't found anything that exactly matches the dark green of the early equipment, although Train Enamel comes close. Of course, the slightly lighter shade of green is arguably due to the absence of 75 years worth of grime! See **photo 1**, which has an original 602 roof contrasted to a repainted 607 roof.

Part of the problem is that the folks who are producing the paint are trying to match an impression of what the

original looked like. Refer to the TCA color chart in their book on prewar Lionel, and you probably won't see much that matches an actual existing piece of Lionel stock.

Whenever we restore something, we are trying to match colors on equipment that has been around for many years — perhaps over three-fourths of a century for the



150s. Some colors age differently than others. Peacock fades drastically. Take a look at **photo 2**, which has a restored 607 and an original 252 loco. Note that the restoration comes much closer to the color in the TCA chip chart than does the original. But most of what I have

in original peacock is closer to the 252, although there is considerable variation. Yellow is also a notorious color for fading. And I have seen ivory, which I thought was light mojave, until I found out the item in question never came in that color, which is when I figured out it was really dirty ivory!

The second problem is that Lionel was not consistent. They bought paint. And they bought it from different manufacturers and in different batches over the years. So it can vary from year to year or batch to batch. All of this makes it impossible to get an exact match, because there is no single correct color to which to match the paint.

In fact, in replying to the letter I received, I looked at my 150s and my passenger equipment, most of which is dark green. I'll guarantee you there are several slightly different shades of green, as well as different degrees of luster. One loco is essentially flat, and all the rest show varying amounts of gloss. The passenger cars show similar variation, including the relative gloss.

Another point about the various colors offered to the collector market: know how the provider expects the paint to be applied. I like the finish an airbrush gives, but Train Enamel paint is not formulated for application with a hobby airbrush. The manufacturer has carefully formulated it to be "self-leveling," meaning that if it is brushed on with a quality brush, it will flatten out and not leave noticeable brush strokes. If you try to airbrush with a hobby compressor and brush, it will not spray properly; the pigment is too thick. It's not an issue of thinning it; trust me. I tried, and when it didn't work, I called to find out why. It can be air brushed, if you use a commercial auto paint type of rig, which operates at a much higher pressure than the hobby brush. Most of us probably don't have that equipment in the workshop. Hence, I now tend to order the spray cans unless I'm just doing a touch-up, in which case the self-leveling does result in a far better appearance than anything else I've seen; although it is not, to my eye, perfect.

There are options. I have a serious collector friend who doesn't like any of the available collector colors, yet does superb restorations. He has paint custom blended to his specifications. This gets pricey! If you are doing a partial restoration, you might want to try this so that the color matches the rest of the piece, but for most prewar rolling stock, I would think the value wouldn't support the expense. If you're totally repainting a piece, bring it to an auto paint supplier and/or a plastic model supplier, preferably one dealing in military models, cars, and trains to get the greatest variety of colors. Check the color against

chip charts IN DAYLIGHT if possible, then buy a couple of colors, which most closely match, both lighter and darker — like photographers bracket exposures. I'd stick to gloss or semi-gloss enamel or lacquer. Flat will not look right. Neither will some of the latest thin coat paints. Paint swatches on a clean piece of tinplate (also available from the model shop on the same display as the brass shapes). Prime it first, as you would the loco. See what is closest, and go ahead. You can try the same test swatch procedure, adding black to a lighter green, for instance, but you will have to keep trying for a match. You have to look at it dry and in daylight. It sounds like a lot of trouble. The question is how precise you want to be, remembering that there is no one Lionel Dark Green, as noted above; plus you have the effects of fading, dirt, age, etc.

Bottom line, I come as close as I can, but I am not a fanatic because, as I said, there is no definitive Lionel color! Partial restorations are, therefore, the hardest — or trying to match part of a set. I think that for the rest of the stuff, any two collectors may disagree. Like I said, I could match one of my 150 series locos exactly, then put it up against another loco which it would not match. My advice is — come as close as you can, perhaps trying the paint matching ideas above. I have, and I've been reasonably satisfied. But don't get hung up on a "mission impossible!"

And as far as the available restoration colors are concerned, remember that they match at least one person's opinion of what the color should be. So they have already cast a vote! Next, you might want to look at those two photos again and see just how close and how far off some specifically mixed collector paints can be and think of what you are trying to duplicate. In the case of the colors that fade, new original may be far from the color with which we are familiar. And finally, my standard caveat: on anything you restore, make sure it is clearly identified as a restored item. I recommend this even if you are planning to keep it. Someday, either you or your heirs may need to sell it, and we all need to be fair to each other in the collector market.

And the answer to the trivia question for today is: a station platform, one example of a rare, but sometimes done, if only to confuse us collectors, reassignment of a catalog number by Lionel.

My thanks to Richard Nadel; whose question inspired this column. 'Til next time, keep those tinplate treasures rolling!

Photographs by Ken Morgan

The Mane Line

by Dennis Leon Clad

RM 10430

Lionel collectors are a lucky group indeed with all the wonderful areas of collecting afforded them by the quality leader in toy trains, Lionel. If asked to pick my favorite Lionel interest, I would be hard-pressed to do so; but near the top of my list of Lionel items to collect would be complete promotional, ready-to-run sets.

honor both companies. The only way to do that would be to climb higher than previous designers up the steep grade of locomotive superiority and simultaneously to provide an interesting consist of cars with built-in collectibility. This special freight train is sure to attract two die-hard collector groups.

Let's begin our look at this beautiful set with its powerhouse of a locomotive. Painted in Southern Railway colors with a die-cast metal tender, this Pacific-type steamer will be a must-have for all Southern Railway



With quality Lionel components like a die-cast locomotive and tender, 18-wheel die-cast flat car with a limited edition load, and top-of-the-line wood-sided caboose, this Lionel Case Cutlery Express set will be a leader.

For me, the really fun part of writing this column for our great magazine has been the privilege of meeting LCCA members that I would not have met otherwise. One of the brethren I've had the good fortune to meet is Bill Roberson (RM 8215). As Lionel luck would have it, Bill is a longtime member of the W.R. Case & Sons Cutlery dealer family. He is also the designer of the Lionel Case Cutlery Express for 1999.

If you asked any collector of Lionel promotional sets for their favorite, I'll bet — more often than not — they'll answer, "The 6-11819 Georgia Power set", and with good cause, too. This set held the number one

position for three years because it included a high-end engine and a quality consist of colorful cars. These are the same reasons it has now lost its coveted top spot to the Case Express. When Bill and representatives of Case traveled to Lionel headquarters, they had just one objective in mind — to build a quality train set that would

collectors. This Case locomotive is so beautifully decorated that it begs for a display case placed at an honored place in your train room. The first car in the set will be a 16-wheel die-cast flat car carrying a Case Hobo Knife with its never-before-made redbone handle. This knife alone would be a must-have for Case Cutlery



Ms. Sarah Hayden and John Sullivan (both of W.R. Case & Sons Cutlery) show that planning a top quality toy train can be fun.

collectors. The flat car will also carry the Southern road name. The Case Hobo Knife was made famous by those brave souls who rode the rails during the Great Depression looking for a better life. This new redbone hobo will be all surgical stainless steel with no brass.

The final car in the Case Express set will be a top-of-the-line Standard O wood-sided caboose. It will carry both the Case name and logo in addition to the Southern Railway moniker. Of course, no ready-to-run set would be complete without track and transformer and our wonderful Lionel Case Express set is no exception. The set box label artwork is a real attention grabber. The Lionel art department did



When coupled with its three-car add-on set available in the year 2000, the Lionel Case Cutlery Express set will become the complete ready-to-run promotional set to beat.

their usual outstanding job. Only 1000 serially numbered Case Express Train sets will be made, and each one will contain a certificate of authenticity.

A three-car add-on set will be available next year, and they will have a matching serial number. Be sure your Case Cutlery dealer will be able to give you the corresponding numbers to your original set. As I write this, the add-on cars will be: a terrific 9700 series boxcar, a single-dome tank car carrying imaginary knife honing oil, and a gondola carrying another collectible for the Case folks (a mini folding, single blade hunter knife with a redbone handle). Both the gondola and the tank car will proudly carry the Double X logo. The old Case logo, "Tested XX" will decorate the sides of the gondola as will "1889," the date Case was founded. Case knives with the Double X brand told its owner that the knife blade had been heat-treated twice. This logo will appear on the ends of the tank car. As with the Case Express set, only 1000 add-on sets will be made.

Any way you slice it, the Lionel Case Cutlery Express set is a cut above the rest. To further show their commitment to this quality set, the W.R. Case folks have produced 1000 engineer hats with a special Case Hobo logo designed by Bill. When you place your order for this blue ribbon set, one of these unique hats will be sent

to you along with confirmation of the order. The artwork for the Case Express certificate of authenticity was not available to photograph for this edition of "The Mane Line." What I do know is that the certificate will be of high quality parchment and will show the train set on it.

I have suggested that, in addition to the train and Case logo, our beloved Lionel Lion be displayed on each document. If you, too, want to own the sharpest, complete ready-to-run promotional set to date, call 1-800-523-6350 for a Case dealer near you. Or you can order directly



This Case railroad hat will serve as a confirmation of an order and tell all that you're a lucky owner of a Lionel Case Express train set.



from Bill's Hardware Store at 1-800-754-2411.

If you place your order with Bill, he will give a discount to LCCA members along with free shipping and insurance. This special deal is only available from Bill and only good from dealer's available stock. In addition to saving some big Lion bucks, Bill will give each LCCA member a super gift with their train set. With permission and artwork on loan from both Lionel and Case, Bill will custom-make 100 blue and orange railroad bandanas. I suggested that the King of toy train mascots, the Lionel Lion, be given a prominent position on the bandana.

Collector Alert

The father of modern era Lionel, Mr. Richard Kughn, was recently featured in *The Northern Light, A Window for Freemasonry* magazine, Vol. 29, No. 4. In addition to a great cover photo of the gentleman himself, the magazine contains a nice article on Mr. Kughn with more photos. I've arranged with the magazine's Editor, Mr. Curtis, for LCCA members to buy a souvenir copy for only \$2 with free shipping. Ask for Vol. 29, No. 4 and send your check to:

The Northern Light
P.O. Box 519
Lexington, MA 02420.



This is the first showing of the custom-painted on-site 1999 LCCA Convention car — a Lionel Standard O boxcar.

Here's a last-minute motivator for taking the opportunity to attend this year's LCCA Convention deep in the heart of Texas. Club Secretary, Lou Caponi, has prepared another custom-painted Lionel Convention car for the Fort Worth shindig. It will be available only to



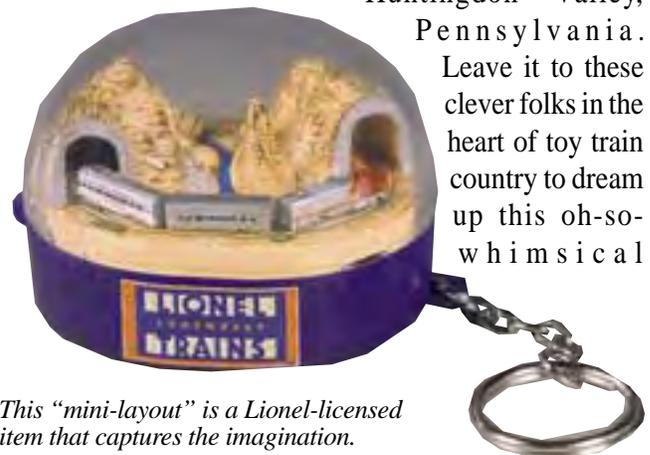
One needn't be a fan of the Santa Fe to appreciate the beauty of this freight car.

attendees at the site. The 1998 custom-painted on-site Convention Car now commands \$250 as a limited collector's item! Saddle up, move 'em out, and head to Cowtown — you won't be disappointed with this car.

TLR Editor, Mike Mottler, asked for a Santa Fe theme for this issue — in honor of the Convention host city served by that railroad and others. So as not to disappoint the Superintendent of the Scribes, let me tell you about a very special Santa Fe car that every fan of this railroad will want. It is a 6464-type Lionel boxcar numbered 12950. Decorated by the artists at New England Car Shops, only 50 of these gorgeous boxcars were created. Don't look for any repaints here as each of these cars was made entirely of 100% virgin Lionel bodies and components. Each car has all of the 6464 features: die-cast sprung metal trucks, metal door guides, metal frame, metal brake wheel, and full rivet detail. In less than an hour, Lionel boxcar #12950 sold out at the October 1998 York, Pennsylvania train event. A want ad in the *Interchange Track* is the best — perhaps the only — place to start your search.

Lionel Licensee Alert

Would you like to have a Santa Fe layout with train for under \$5? Well, now you can, thanks to Basic Fun of Huntingdon Valley, Pennsylvania.



This "mini-layout" is a Lionel-licensed item that captures the imagination.

Leave it to these clever folks in the heart of toy train country to dream up this oh-so-whimsical

layout key ring. Inside the dome-covered 2-1/2 x 2 inch key ring is a southwestern landscape and a Warbonnet F3 pulling a passenger consist. Pull the chain, then slide its switch (no batteries needed), and watch with delight as your train runs around this tiny wonderland. For variation collectors, this great toy comes on either a 5-1/2 x 7 inch blister card #591-0 or with a hangtag #590-0. The artwork on the blister card is a standout. Check with the following national retailers: Books A Million; Bed, Bath, and Beyond; and Learning Express.

Fellow LCCA member Alan Evans (RM 24901) of Airan Enterprises, a new member of the Lionel licensee family, is doing a series of metal trading cards titled "American Legend." Each one of these handsome cards will come with a plastic case and stand. Only twelve card designs will be offered each year. Collectors will have a choice of either gold or silver cards. Tell Al that



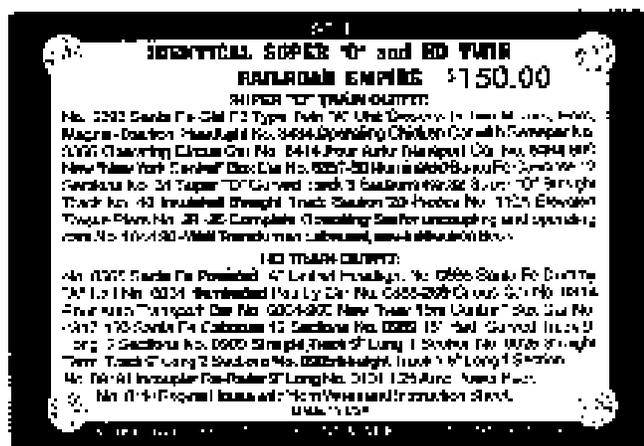
This Lionel-licensed Santa Fe F3 nightlight from the Enesco Corporation (#538698) is rendered in earthenware. It could light the way down the hallway to the train room for late night running.

you're an LCCA member, and you'll get the discounted price of only \$5 per gold card and \$4.75 per silver card. With your order of all twelve cards, Alan will provide free shipping. These cards will make great layout billboards, or — when placed next to your matching displayed train — will supply visitors to your train room with quality

information. You can phone or fax your order to Al at 661-944-0022.

The Enesco Corp. is doing a nice series of Santa Fe decorative items including a bank, music box, and my favorite, a really swell night light. Call 1-800-4ENESCO for your nearest Enesco dealer.

As promised in the June issue of *TLR*, here's a comparison photo of both the 1998 and 1999 Lionel Taylor Made Tractor Trailers. Walter Matuch of Taylor Made Trucks has approval from Lionel for a new rig that hopefully will be available for Christmas.



These metal cards are made in America and are reasonably priced to LCCA members. The complete series contains 12 gold or silver cards per year.



This close-up of the 1998 and 1999 Lionel rigs shows the difference between the two — just the dates on the license plates and the trailer door stamps.



A 1999 Lionel Legendary Trains truck by Taylor Made rests in its dust-free display case. The modest extra cost for the case is worth it.



Still undecided about the LRRC Gold Level membership? Look at the goodies inside the 1999 kit — boxcar, ID card, button, lapel pin, and booklet.



The 1950s toy-type carrying case for the Gold Level LRRC kit shows that Lionel had quality and class on their mind.



The LRRC button and lapel pin — up close and personal.

At the risk of my sounding like a broken record, I hope you've taken advantage of the Gold Level membership in the Lionel Railroader Club. The 1999 Gold Level kit is a collector's dream come true. This LRRC item will probably triple in value over the years. So don't miss out on the fun of membership in the company's club. Call Ms. Brenda Schlutow at 1-810-949-4100, ext. 1413.

Happy Tracks!

Author's Notes: A special pat on the back to these LCCA brothers: Barry L. Keener (RM 728) for alerting me to the magazine article on Mr. Kughn. Teddy Brahm (RM 1063) for the photo and info on the ATSF #12950 boxcar. Lou Caponi (RM 8735) for the photos of the 1999 LCCA on-site Convention car and, finally, Gordon Wong (RM 24301) for his photos of the Gold Level Kit and the 1998 on-site LCCA Convention car.

Call for Articles and Photos

If you have news to share or a story to tell — write it up. *TLR* authors receive a memento of their published work in this magazine — a ballpoint pen with *The Lion Roars* logo typeface inscribed on it.

As a “thank you” from LCCA, authors and photographers also receive by first class mail an advance copy of the magazine containing their work.

New authors are welcome on the *TLR* Editorial Team. Submit computer-generated or typewritten text to the Editor at his address on the masthead on page one, or by e-mail. Good quality color photos as 4x6 inch prints or 35mm slides are preferred for illustrating the article; most automatic 35mm cameras will do a good job. Photos will be returned after publication. Digital imagery is generally not acceptable.

Authors who are also Lionel Ambassadors receive credit for their work published in *The Lion Roars*.

Mike Mottler, RM 12394
 Editor, *The Lion Roars*
mottlerm@conwaycorp.net

Lionel News and Views

by Bill Schmeelk

RM 6643

First Things First

First, I'd like to offer my thanks for the special article commemorating my 100th consecutive "Lionel News and Views" article. I've always enjoyed writing this column and appreciated the feedback and kind remarks from readers. My special thanks to Dennis L. Clad for writing the article and to those who added their comments. I would also like to thank you for your votes in the recent LCCA election. I take that very seriously and hope that you will feel free to call if I can be of assistance. That said, it's on to article 101!

Culvert Loader Comments

In the last article, we had a pretty thorough discussion covering Lionel's new Culvert Loader. One thing I didn't comment on is the difference between the regular version and the Command controlled version. The version I photographed was the standard version. The Command control version has an additional circuit board in it that allows you to control it with the CAB-1 remote control. Member Richard Vose (RM 2418) filled in some of the operating differences. Richard has operated both versions and reports that they do operate differently. With the standard version, the crane pauses at each end of its stroke before changing direction. On the Command version, there is no pause as the crane changes its direction. This means that the culvert unloading operation with 7 culverts occurs in less time with the Command version.

Another difference between the two is the operation of the sensors. On the standard one, if a car is not breaking the beam, the crane will not operate. With the Command version, you can still operate the crane with the CAB-1 whether or not a car is present. The sensors do operate the lights on both versions. Richard also noticed that if the track were centered between the two sensors, larger locomotives would fit through. As it is now however, one cannot center the track, since it lies in a channel in the metal base.

Some might ask, why not operate the standard version with the SC-1? The answer is that the SC-1 will not handle the amperage draw of the Culvert Loader. However, the SC-1 has now been replaced with the SC-2. This latest version allows the operation of AC accessories up to a load of 15 amps. That's more than enough power for any of Lionel's accessories. The new SC-2 can power any

combination of six switches or accessories — or up to twelve accessories. The SC-2 retails for \$79.95 and is probably available for less. With the new SC-2, I can see no reason to purchase the Command version of the Culvert Loader or Unloader. One SC-2 can handle both the loader and the unloader with room to spare. Thanks to Richard for his help on the Command version.

Lionel's New Catalog

Lionel Classic Trains Volume 2 1999 catalog was delivered from the printers to Lionel on July 2. This catalog marks several new directions for Lionel. First is the fact that Lionel did not keep secret the contents of the catalog until it was issued. Press releases to dealers and to other train magazines preceded the release of the catalog by more than a month. Lionel authorized dealers were advised in a letter from Lionel dated June 3, 1999. Frankly, I was surprised to see these announcements in another magazine, as I had heard nothing before seeing them. I've taken steps to correct that for the future. This new policy will shorten the time between product decision and product announcement.

Another big change is the result of Lionel abandoning the "McDonalds" mode of advertising where you never mention your competitor. Lionel isn't making this a gradual change but has suddenly become more aggressive in dealing with its competitors. This comes as a welcome change to many who have felt that Lionel should directly address ads that make unfair comparisons. MTH has certainly not hesitated to use tactics like those used by Joshua Lionel Cowen in the prewar days. In those old catalogs from the 1920s, Lionel would compare its top-of-the-line cars with Ives' least expensive ones. Ives, of course, was never mentioned by name.

Lionel was specifically mentioned by competitors in current ad campaigns and now in Lionel's newest catalog, three of their competitors are mentioned by name. Page one of the new catalog makes some very direct comparisons and points out (of course) the superiority of the Lionel product and processes. The closing phrase on page one is, "We're Lionel! The Rest Just Want to Be." This is a 180-degree turn for Lionel in dealing with its competitors.

There's no doubt that competition in the O-gauge market has greatly benefited the consumer. We've seen some big strides in quality and technology. One of Lionel's comparisons in particular really hits home with me. The catalog text says, "Compare the innovation. We don't just copy what others are doing . . ." MTH for example has certainly put out some good products, but I lose some respect for that company when I see them

exactly copy another product right down to the catalog number. To me, that's sort of admitting you can't come up with anything better. So you just take someone else's idea.

The inside cover of the catalog features a letter from president Gary Moreau. He acknowledges that the future of Lionel lies with its customers and Lionel's commitment to giving customers the things they ask for. The letter also states that Lionel is growing and that they are focusing their efforts and investments on improving their processes and controls. The result is stated as "more authentic and reliable product at prices you can afford."

Lionel also announced to dealers that they now have a new manufacturing partner in Korea. The first products from this new partner will be the "Baby" Hudson and "Baby" Pacific. Since the catalog will have been out for a while by the time you receive this, I won't go through it all but will list some of the items of special interest.

First is Lionel's largest die-cast loco ever and its first articulated. The Allegheny 2-6-6-6 weighs in at 17-1/2 pounds and is 32 inches long. This loco requires 054 or greater radius track and will be available in two road names: Chesapeake & Ohio, and Virginian. Of course it sports all the latest features including RailSounds 4.0 which has new features including RPM control and chuff control. This loco is powered by a high torque Pittman motor with all twelve drive wheels powered. Lionel has advised its dealers that these will be produced in limited quantities on allocation.

Also produced in limited quantities will be Lionel's last locomotives of the century. These will have all the latest features and be unique in other ways. One is called the Platinum Ghost and will be a Lionel Lines F3 produced with a clear shell and platinum plated chassis, pilots and truck sides. This loco will be Command upgradeable. To go with it is a set of three Madison cars also done in clear polycarbonate. On these, the vestibules, trucksides and the observation car platform will be plated with platinum. Incidentally, platinum will continue to shine without any special maintenance. The material polycarbonate is a more expensive plastic that is especially tough and break resistant. The names on the cars will represent cities where a member of current Lionel leadership lives. These will be New York, Redwood City, and Chesterfield. Dealers were also informed that due to the constraints in the plating process, this item would be produced in limited quantities and allocated.

The second F3 set will be painted in blue, orange and gray with a design from a Lionel enthusiast from

Australia. This set is more full-featured than the Platinum Ghost and is Command equipped with full RailSounds and also features Electrocouplers at the nose. A set of matching aluminum cars will also be made featuring three full view vista domes and the new Solarium observation car. This set will be limited to 1000 pieces and each one will include a serially numbered certificate of authenticity.

A new diesel coming out will be the RS-11. This geep-sized loco is near scale and features considerable detail and many die-cast parts. The trucks, fuel tank and pilot are all die-cast. These diesels also feature a fan driven smoke unit, traction tires, and metal ladders. The detail on these is quite a bit more than we've seen on geeps in the past. The RS-11 is powered with two vertical can motors equipped with flywheels. Here again, Lionel is offering this new loco in two road names: New York Central, and Delaware & Hudson. Each will be available in a traditional Command upgradeable version with SignalSounds for \$249.95 or in a Command ready version with RailSounds for an extra \$100. That's a very reasonable price.

Lionel is bringing back the Shay in a new Command version with RailSounds duplicating an actual Shay locomotive. This will be an actual digital recording of a real Shay locomotive — a point that Lionel feels helps make its RailSounds the best sound system in the business. A Log Car 3-Pack will also be available to go with the Shay. These Standard O flatcars with stakes have real wooden logs held in place with two metal tie-down chains.

Another item that dealers and collectors have been asking for is a reasonably priced O-gauge train set. The answer to that is the New York Central Freight Set. This set features a die-cast Hudson loco and die-cast tender. The loco comes with SignalSounds and is upgradeable to Command and RailSounds. The loco includes a directional back-up light on the tender, firebox glow and headlight. Sorry, no smoke. The set comes with three freight cars and a caboose, all in the New York Central road name and with die-cast trucks. The cars are a single dome tank car, a Pacemaker boxcar, a flatcar with Pacemaker trailer, and a bay window caboose. Also included in the set is a new 80-watt transformer that looks like a mini ZW and enough O-gauge track to make an extended oval (8 straight sections). The price for this set is \$399.95.

Also in O-gauge sets is a new Thomas the Tank Engine set. The set includes two passenger cars, a flatcar with helicopter, track, power pack and a playboard. Also in the Thomas line is a separate sale Percy engine in O-gauge and the Troublesome Trucks.

Lionel is offering lots of special Christmas cars in Large Scale, O gauge, and S gauge. The O-gauge cars include an animated gondola with an elf chasing Rudolf around crates of toys. There's also a new musical reefer that plays "Frosty the Snowman." Also for Christmas is a new Holiday Trolley set which includes track, transformer and two bumpers. If you're really into the Christmas thing, there's even a new Operating Icing Station. On this latest version, Santa stands on the platform and pushes blocks of ice into a special Snowman Loading Ice Car available for separate sale.

A new series of boxcars is available — the 6565 series. These are similar to the 6464 type car but now have a die-cast chassis replacing the stamped metal frame. These new cars retail for \$59.95 each. Another new series that looks promising to me is the Archive series; it features cars which represent unique prototypes from the Lionel archives that never made it to production. These are being sold in a three-pack. The first set includes an interesting New York Central car in a mustard yellow color along with a bright blue Great Northern boxcar and a Seaboard boxcar in a medium brown. These are all 6464 cars and feature the metal door guides, die-cast trucks, metal break wheel and stamped metal frame.

Another entry in the Postwar Celebration Series is the 3362 Operating Helium Tank Unloading car. This car was originally produced in 1961 is seen now available for the first time with die-cast trucks. The car is decorated just like the original.

As we had hoped, a new Culvert Gondola is being offered in the NYC roadname, but this time in green. The next Madison car in the Legends of Lionel series features not a person, but a group name: Liontech.

The Route 66 series of highway accessories continues with two new diners. First is the UFO Cafe, featuring a flying saucer look with special lighting that includes a dual-speed, circular sequential lighting effect. This is made from both stamped metal and die-cast parts. If UFOs aren't your thing, then how about the Hidenburger Cafe. This also features lighting and an operating propeller on the blimp. Describing these without a photo would be futile. Two additional flat cars in the Route 66 series feature Edsel station wagons with wooden trim and what I believe is a Willys woody.

In the accessory department, the Sawmill returns with new action activated strobes above the entrance and exit of the conveyor. This remains the only accessory that still uses Lionel's Vibrotor motor from the 50s. This is the only accessory where the noise produced by the motor is an asset. The Oil Derrick is also returning and now

features a die-cast generator. The 192 Railroad Control Tower returns with an improved mechanism that is operated with a can motor instead of a vibrating motor. I'd like to see Lionel include this item in the Postwar Celebration Series in its original two-tone green colors. I'm sure it would sell well and the originals in good condition are quite scarce.

Finally in the accessory department is a new WLLC Radio Station. This stamped metal radio tower sits atop a molded building and has a fully functioning AM-FM radio in it. A strobe light operates at the top of the tower.

The new ZW with two 190-watt, 10-1/2 amp PowerHouses appears in this new catalog. We'll be reviewing the new ZW as soon as it becomes available.

Other Lionel News

The tooling on the F3s is continually improving. Last year, Lionel brought back the nose vents, now the Texas Special, due out in August, will have the raised ribs along the sides removed. These ribs were added at some point to make it easier to apply certain deco schemes. A great deal of time was also spent in developing a custom red paint. Apparently deep reds can be a problem with today's modern water-soluble paints.

The new Commodore Vanderbilt in black will have several improvements. The quality of the die-casting has been improved by modifying the tool to allow more even material flow. The new Commodore will have three coats of paint providing an exceptional look and finish. New on the Commodore will be Lionel's exclusive infrared wireless tether. Lionel reports that dozens of engineering and process changes were made providing greater smoke output, smoother operation and more pulling power. According to Lionel, this is the best Hudson they've ever produced.

Lionel will again offer a CAB-1 and Command Base set at a promotional \$99.95, making it truly a best value for the money. New features are in the works for Lionel's TrainMaster Command Control system. These include the development of a system called SignalMaster™ that will automatically control trains in response to individual signal settings. Lionel has done a great job staying at the top with its TrainMaster system. There are more special features in the works — more on that as details become available. Lionel is not resting on its laurels, but continues to increase the functionality of the TMCC system.

Lionel's New Website

If you're connected to the Internet, be sure to check out Lionel's newly revamped website at <www.lionel.com>. This newly designed website came online about June 1, 1999. As websites go, this one is

pretty slick and includes some interesting graphics. It opens with a version of Lionel's PowerStation transformer. You set it to the department you want to go to and click. The site is framed with a railroad scene including the Hellgate Bridge and a train that whizzes by every so often. The scene even changes to a nighttime version depending on when you visit. Lionel has set up a store on this site, allowing you to purchase directly from Lionel. There are even some special collector items available only from this online store. When I checked it before writing this column, there was a special boxcar and gondola commemorating the opening of Lionel's online store. These special cars sell for \$49.95 each.

Another department is the Central Station, where among other things you can get a 3-D look at some of the items in the Lionel Archives. When I looked there was a chrome Norfolk and Western J. This was apparently contemplated in the early 80s for a planned series of "showcase" locomotives. Due to the high cost, only the prototype was made. The view of the archive items can be zoomed in and rotated allowing you to see all sides and up close. These items are not for sale, but are interesting to look at.

There's even a Lionel closeout section where you can purchase some items at significantly less than their catalog retail prices. These are discontinued items, but all were well priced.

Lionel has promised to continue to feature different items at the site, to keep you coming back to it. Today all major companies maintain a website. Even in my own business, I have found it advantageous to have a presence on the web. Lionel is hoping to find customers who aren't walking into retail stores of Lionel dealers. Once at the site, you can also easily locate your nearest Lionel Dealer. At the site you can browse through the catalog and even hear samples of RailSounds. This will include pre-production samples of sounds that will be included with new upcoming products. One of the RailSounds samples is the sound for the upcoming Texas Special F3. It sounded great. Lionel sure does get the sounds right.

That's It For Now

If you have a question or comment or anything that might be of interest to the club just call me. I'll put any questions out to the membership and print the response in the following issue. So let's hear from you, even if it's just a suggestion for a topic of discussion. Letters are also welcome, of course. If you send a letter, please be sure to include your name and address so that we may get back to you with any questions or follow up.

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

Upcoming LCCA Events

August 7, 1999, First Baptist Recreation Center Avondale Estates, Georgia (Atlanta area)

Weyman Barber (770) 493-0037 and Ken Switay are Co-Hosts. Tables are \$6 each. Contact Ken Switay at (770) 860-1148 for table reservations. Guests admission \$3 with youths 12 years and under free with an adult, and for a family it's \$5. LCCA Members and their family are free. Registration and setup is at 8 a.m., LCCA trading 9 to 10 a.m. This meet is open to guests 10 a.m. to 1 p.m. The Recreation Center is located at 47 Covington Road, west of I-285.

August 11-15, 1999, 29th Annual Convention Fort Worth, Texas

The time for this year's family-fun-filled LCCA Convention deep in the heart of Texas is here. Host Dr. Glenn Kroh (817) 926-6757 and his committee have put together another great event with super attractions for everyone to enjoy. Complete information was included the Convention Supplement of the February and June 1999 issues of *The Lion Roars*.

November 6, 1999, Peace Presbyterian Church Winterville, North Carolina (Greenville area)

Jesse Moye (919) 752-7965 is your Host for this Meet. Registration and setup 7:30 to 9 a.m. LCCA trading 9 to 10 a.m. Guest trading 10 a.m. to 1 p.m. Tables are \$10 each. LCCA Members and family admitted free. Guests \$2 each with children under the age of 15 at \$1. The Peace Presbyterian Church is located at the corner of Highway 11 and Firetower Road.

November 26 & 27, 1999, Continental Inn Lexington, Kentucky

Harry Overtoom (606) 268-1942 is hosting this two-day event that is also open to guests. Co-hosts are Winfrey Adkins (606) 873-3714, Larry Black (502) 695-4355 and Bill Crace (606) 299-2423. Tables are \$15 for LCCA members and \$22 for non-members. Contact Bill Crace for table reservations. Adult guests are \$3.50. Children under 12 free with parents. Setup and "early bird" trading for LCCA Members only is 6 to 9 p.m. on Friday, November 26th and 8 to 10 a.m. on Saturday, the 27th. Meet is open to guests from 10 AM to 3 PM on November 27th. There will be several operating layouts, vendors and 200 trading tables available. The Continental Inn is at US 60 and New Circle Road.

December 4, 1999, Naperville Central H. S. Naperville, Illinois

Len Hopkins (630) 420-9066 and Larry Brongel (708) 784-1894 are co-hosting the 1999 Christmas Train Meet. Tables are \$10 each. LCCA Members and family are free. Adult guests are \$5, with children under 10 free with an adult. Registration and setup 7:30 to 9 a.m. LCCA trading 9 to 10 a.m. Guest trading from 10 a.m. to 1 p.m. There will be an operating layout and refreshments available. The High School is at 440 W. Aurora Ave. Early table reservations strongly suggested.

July 24-30, 2000, 30th Annual Convention Dearborn, Michigan

Mark your calendar now for this date in the year 2000 for the joint LCCA-LOTS Convention. Look for additional details in future Club publications.

Train Meet Hosts Wanted!
Contact Don Carlson at: (734) 462-4265

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

Early Lionel and Ives Freights

It bothers an old timer like me when young collectors use the brand name Lionel as a synonym for O-gauge trains; especially if they limit it to postwar plastic rolling stock. Other companies made O-gauge trains, and before World War II the cars as well as the track were truly “tinplate.” In fact, Lionel made trains in half-dozen gauges. Its 2-7/8 inch gauge of 1901-06 was unique, and its 3/4-inch OO gauge of 1937-40 was unusual — as British double O runs on 5/8-inch HO (half-O) track.

Lionel was the leader in 2-1/8 inch three-rail track until 1942. J. Lionel Cowen exaggerated when he called this track “2-1/4 inch standard gauge” and promoted his trains as “The Standard of the World.” That claim echoed the Pennsylvania Railroad slogan, and both companies simply ignored their rivals in Europe. In the world of real trains, standard gauge is 4 feet, 8-1/2 inches. If Lionel standard gauge was supposed to be 1:24 scale (or 1/2 inch to the foot), both the track and trains were a little undersized.

In the 1920s, American Flyer, Boucher (boo-shay), Dorfan, and Ives made similar track and trains. Aware that Lionel might sue them for using the same trade name, most of the others called their product “wide gauge.” Boucher mimicked Lionel, saying its trains were 2-1/4 inch gauge, three rail system, “which is standard for all tracks and switches.” Boucher never made O gauge, and their wide gauge trains were mostly former Voltamp Gauge II items.

Early Lionel Freights, 1906-26

Each generation of Lionel freight trains came in two sizes, like their later O and O27 trains. Those are the same 1-1/4 inch gauge, but not the same scales. In this article, Early Lionel standard gauge freight cars before

1928 will be compared to Ives wide gauge. A later article will compare the Classic Lionel freights after 1926 to those made by American Flyer.

The Early Lionel long gondolas, cattle cars, box cars, and cabooses in the 10 and 100 series have the same style bodies, except that the 10s are larger. The 17 caboose is so tall that its cupola will not go under the portals of the later Hell Gate Bridge. The frames of the 10 series cars are 11-1/4 x 3-1/4 inches; the 100 series frames measure 9-1/2 x 3 inches.

Several of the Early Lionel cars are not found in both sizes, and some do not ride on these frames. The large 15 tank car and 16 dump car sit on I-beams instead. The small 116 gravel car was Lionel’s first hopper and its doors open under it. There were no 111 flat cars or 115 tankers. The big trucks and wheels of the 10s made it impractical to hook them in a train with the smaller 100s. When Lionel started to make O-gauge trains in 1915, its 800 series freight cars were simply smaller versions of the 10 and 100 series. They were

usually painted the same colors — gray or maroon gondolas, green cattle cars, orange boxcars, and brown cabooses with black roofs. The final two digits in car numbers are the same, regardless of size, and some of the same colors were carried forward by the Classic Era freights until 1942.

Ives Toys Made Happy Boys

Before World War I, Ives was the biggest American producer of O-gauge track and trains. The Ives Works had been making toy trains for generations. My great-grandfather gave my father an Ives floor train about 1905. Ives also made trains in European Gauge 1 (one); its first 70 series freight cars were imports of Marklin designs. This track is usually called G gauge in the United States and was dubbed “large scale” by Lionel Trains, Inc. during 1981-89. Their big plastic cars were closer to 1:24 scale than standard gauge tinplate was, but the 1-3/4 inch track would be narrow gauge (a meter, not unusual in Europe).



Lionel 100 series, with small 33 locomotive.



Lionel 10 series, with larger 38 locomotive.

In 1921, Ives started to sell “wide gauge” trains in direct competition with Lionel’s standard gauge. The freight car bodies were the same as the second series of Gauge I freights Ives introduced in 1915, but the trucks and track were 2-1/8 inches wide. A hopper replaced the earlier gondola; both were called “gravel cars.” Ives also added an open-sided “coke car,” like those made by Marklin, which is a very rare item today. The boxcar was rubber stamped as a “Ventilated Refrigerator” car but had neither plug doors nor ice hatches.

By dumb luck, I have examples that portray how Ives wide gauge freight cars evolved. A collector of European trains sold me a Marklin Gauge 1 hopper that was in the earliest Ives wide gauge set. Then a Connecticut Yankee sold me an Ives Gauge 1 hopper. Vernon Langdon traded me an Ives wide gauge hopper plus a flat car for it. When Don Stroehlen restored them for me, he noticed that this flat car was not in his Ives books. I finally figured out that it was one of about 200 special cars Ives made for the Harmony Creamery of Pittsburgh, 1921-22. Although mine had been repainted with the wrong color and lettering, I replaced the original load with two milk cans from the grocery store. Milk cans were inside the first Harmony Creamery car in 1920, which was a Lionel 14 boxcar.

The Ives wide gauge freight car frames were 11-1/4 x 3 inches, almost the same as the Lionel 10 series. They seemed longer because the Ives bodies were only as tall as Lionel OOs. With the names and heralds of the Santa Fe and Pennsylvania railroads on them, the Ives cars looked more like models of real railroad cars than did the Lionel “toys.” Such a comparison may have prompted Lionel to completely redesign its rolling stock in 1926.

Ives’ greatest advantage was its heavy, cast metal locomotives — both steam and electric types. Charley Hurt told me that the early Ives motors tended to overheat and stop after running 15 minutes or so, because the gear ratio was too high. When this fault was corrected, they had little trouble pulling a string of the light freight cars. Ives held a patent on its R-unit, the best remote control

mechanism to stop and reverse the engines. Ives also offered an “automatic coupler” before Lionel perfected the latch coupler to replace the hooks used on its Early cars.

However, Ives had several disadvantages compared to Lionel in the manufacturing of its trains. Too much hand labor was required to solder the little pieces of metal together, especially in the coke and livestock cars. Ives did not prime the metal before painting, so the paint often flaked off. The Ives cars seemed small and flimsy compared to the heavier metal and basic simplicity of the Lionels; especially those mass-produced after 1926.

Lionel took advantage of this in its aggressive marketing strategy. J. Lionel Cowen compared the cheapest Ives O-gauge track and trains against his best standard gauge products in competitive advertising. He used exclusive contracts and the “fair trade laws” to discipline dealers and to avoid price wars. Protective tariffs kept European imports out. And when Lionel produced bigger and better trains, he drove Ives into bankruptcy by 1928.

Lionel and American Flyer made a deal to buy the Ives trademark, patents, and assets. This enabled them to build heavy steam locomotives with the Ives R-units, renamed E-units by Lionel. For several years, they sold “transition” trains with the Ives name on cars that were made up of Ives, Lionel, and/or American Flyer parts. The last “Ives wide gauge set” was the 1764 electric motor with 1766-67-68 passenger cars, built in 1932. As the date indicates, it was a Lionel from start to finish.

This brief history may be pure nostalgia. Ives was an old-fashioned, family owned business that failed to keep pace with the modern production and marketing techniques of an industrial age. Its response to the challenge of J. Lionel Cowen was too little and too late. Ives trains made happy boys for several generations, but no boys run them on layouts today. Except for reproductions of the Ives circus train and a few passenger sets, they have become genuine antiques. In the classic phrase, *sic transit gloria mundi*.



Three odd Ives freight cars in Grandpa Nelson’s collection — an Ives Gauge 1 hopper (left), a Marklin Gauge 1 hopper sold by Ives before 1920, and my Ives Harmony Creamery car, all on wide gauge trucks. Don Stroehlen restored the Ives cars.



A full string of Ives wide gauge freight cars behind a 3235 locomotive.

Great Train-related Vacations

by James Herron

RM 24025

A Visit to Steamtown USA

Lionel has always tried to replicate the real thing through its scale models of trains and accessories. They give us the chance to see, touch and run equipment that

nearly half a century since the era of steam railroading ended. While our toy trains give us the joy of reliving that time, there is a place where the real thing is still alive — Steamtown USA.

Steamtown National Historic Site was established in October 1986 to promote further understanding of and appreciation for the role that steam railroading played in transforming our nation during the late nineteenth and early twentieth centuries. At Steamtown, one sees and hears the story of expanding horizons, burgeoning technology, and utilizing vast resources; and one learns about the people, the machines, and the places that made much of what we now call American History possible.

Steamtown, formally opened to the public in 1995, occupies about 40 acres of the old Scranton, Pennsylvania, Lackawanna railroad yard. It includes a museum, a roundhouse, a huge 90-foot diameter turntable from 1902, a station, a technology museum, and a vast array of locomotives and cars on display. There are passenger excursions around the complex three times a day featuring an old black 2-8-4 Canadian National steam engine

pulling Lackawanna passenger cars from the early 1920s. It's about a one-hour ride. It is worth the time just to hear the steam whistle, bells, and chugging of the engine and to see the smoke bellow from its tall stack.

To me the best part of Steamtown is walking around the yard and museum and admiring the collection of locomotives they have accumulated so far. The prize is



The Union Pacific "Big Boy" on display at Steamtown USA is one of the largest and heaviest steam locomotives ever built.



O-gauge models of the "Big Boy," like the MTH product, are fascinating to watch in action as the side rods flash and artificial smoke belches into the train room.

Photo by Mike Dupstaff

has disappeared from the railroading scene and to imagine how things used to be. Steam power is but one example.

Many train hobbyists hold onto the romantic image that steam railroading evokes. The intrepid engineers who ran the big, beautiful engines; the strong, fearless firemen who kept the boilers stoked; the clickety-clack rhythm from churning wheels meeting the tracks. It has been

Courtesy of Arkansas Traveller Hobby Shop

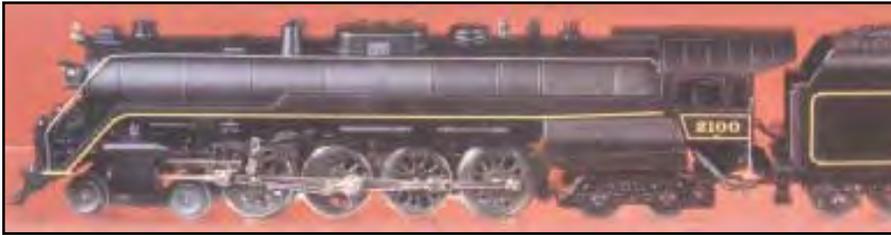


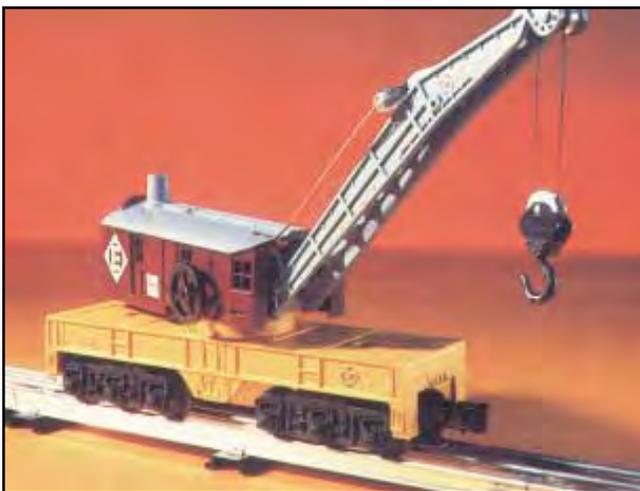
Photo by B. Schwab used by permission, courtesy of Greenberg Books



The Reading T-1 Class 4-8-4 steamer, famous for the Reading Rail Rambles of the 1960s, was a prototype for an early 1980s Lionel model, above, numbered 2100. T-1s 2101 and 2102 pulled most of the Rambles, and 2101 served as American Freedom Train No. 1 in 1976.

the ALCO Union Pacific 4012, the “Big Boy,” the largest locomotive ever built. It still runs occasionally! There are Reading and Nickel Plate locomotives, switches, a yard switcher, and C.P., Jersey Central, and Lackawanna steam engines spread out in the bays of the roundhouse. Part of the roundhouse is devoted to repairs, rebuilding, and daily maintenance.

A visit to the technology section of the roundhouse is another highlight of the site. Videos and graphic drawings detail the systems and operation of a steam locomotive. There is a real locomotive cut-away next to the exhibit. There are also videos on maintenance, stations, laying and ballasting track, as well as



The always-popular Lionel crane car (left) was derived from a prototype like the one at Steamtown (right) and manufactured in many roadnames including an LCCA six-wheel-truck version in the IC roadname.



explanations of signals, whistles and bells. Kids can spend hours trying all the bell and whistle quizzes, exploring a real caboose, or watching steam engines pull in and out of the roundhouse. At one time, this building had 48 operating stalls for locomotives with an approach to all via the turntable.

The former oil storage shed is now a bookstore and the original barrels and racks are still attached to the ceilings. There is also a movie theater located in another part of the roundhouse, and a history museum highlights the people and the history of steam railroading in the U.S.

Down the block from the roundhouse is the original Lackawanna railroad station. It has been wonderfully restored and adapted for use as a Ramada Inn. Just looking around the old converted station, now the hotel lobby, will make visitors feel they have stepped back in time to the turn of the century.

All of the buildings at the site were idle for more than 25 years until a local group organized and decided to showcase this important part of American history. With financial help from the government, they established Steamtown in 1986. It took nine years to restore it. Based on visitor attendance figures, it has been a huge success. It is open to the public year round, except on holidays. The National Park Service is still acquiring more equipment and they intend to keep on growing. It should be called the Smithsonian of Steam Trains! Allow a full day to see everything this wonderful heritage park has to offer.

All photos of Steamtown by James Herron

Lionel imagery courtesy of Lionel LLC

Connections

by George Nelson

RM 13073

Browsing the Internet

Once again I'm indebted to those of you who contacted me at <ggn.djn@juno.com> in response to my column in the April 1999 issue. The first message came on May 4 from Mike Tripp (RM 639) of Fort Worth, Texas. Mike says his web site <www.toytrainstexas.com> is "awfully lonely." It's a good site with trains for sale as well as showing off his monthly newsletter with "how to" tips, etc. Many of us will be in Fort Worth this August, and Mike plans to be there with things to sell and to show.

I also heard from one of our newer members, Frank Samaritano (RM 24617) about some of his experiences with and feelings about the e-Bay auction site, <www.ebay.com>.

When Frank discovered e-Bay, his first reaction was like that of a kid in a candy store. The Lionel auction site listed item after item in every category one can imagine. But then he learned there were some tricks of the trade with this kind of buying. It wasn't as easy as it looked. Frank says he's had positive experiences overall. He concludes that we can't afford to ignore the Internet.

In "The President's Report," *The Lion Roars*, June 1999, LCCA president Harry Overtoom made related comments under the heading, "Trains Online via e-Bay." He expressed interest in hearing from any of you who may have had a bad (or good) experience in dealing with online trading. I, too, would like to hear from you and will share any comments with President Overtoom. I will report back to the membership in a future "Connections" column.

The Internet and *The Lion Roars*

Are you aware that the Internet is used in production of *The Lion Roars*? Just prior to going to press with each issue, Editor Mike Mottler notifies all of the Internet-connected writers and officers (24 of us for the June issue) and invites us to log-on to the printer's web site for an

advance look at the magazine. We can review the entire magazine in color on screen, including photos, and offer corrections if necessary. No, we can't make actual changes online, but we can e-mail corrections directly to the Editor. This process helps ensure that you receive a first-class magazine. According to Mike, *TLR* is the only train club magazine applying "Acrobat" software for this editorial purpose.

Connecting with the Next Generation

Now for a change in direction — but still on the subject of connecting. Fred Dole, writing in the April 1999

issue of *O Gauge Railroading*, said the "love of trains is a genetically inherited trait and it is a genetic trait THAT MUST BE AWAKENED." He poses a thesis that this can be done by exposing children to trains and continually repeating the exposure to be sure the gene does not go dormant again!

LCCA conventions are definitely family friendly! I'm writing this before our 1999 convention in Fort Worth, and we intend to take our 12-year old grandson with us. He's into Star Wars, computer games, etc., but so far not much interest in trains. Should we be doing more to connect with this generation of youngsters to make sure there are train lovers



He might be thinking, "I want to run my own trains someday."



George Nelson's Lionel SP GP-20 heads a train of Standard O freight cars on one of the four corner modules.



The show was open for two days and was covered by a local TV station.

to follow us? Here, in the form of a photo essay, is what one local train club is doing in the Mobile, Alabama, area to connect with the public, especially kids.

Several LCCA members also belong to SWARM (South West Alabama Railroad Modelers); see “Connections,” *The Lion Roars*, April 1999 for our web site information, or point your web browser to <<http://community.al.com/cc/swarm>>. For the past seven years SWARM has sponsored a train show in Fairhope, just across the bay from Mobile, during Fairhope’s Annual Arts & Crafts Festival that draws over 100,000 visitors to the city the third weekend of March each year.

For the past three years, the Azalea City Model Railroad Club (an HO club) — see <<http://community.al.com/cc/acmr>> — has co-sponsored the show with SWARM. Other local clubs set up and operate their modular layouts in HO and G scales, craftsmen present displays of model building techniques, and dealers offer trains for sale.

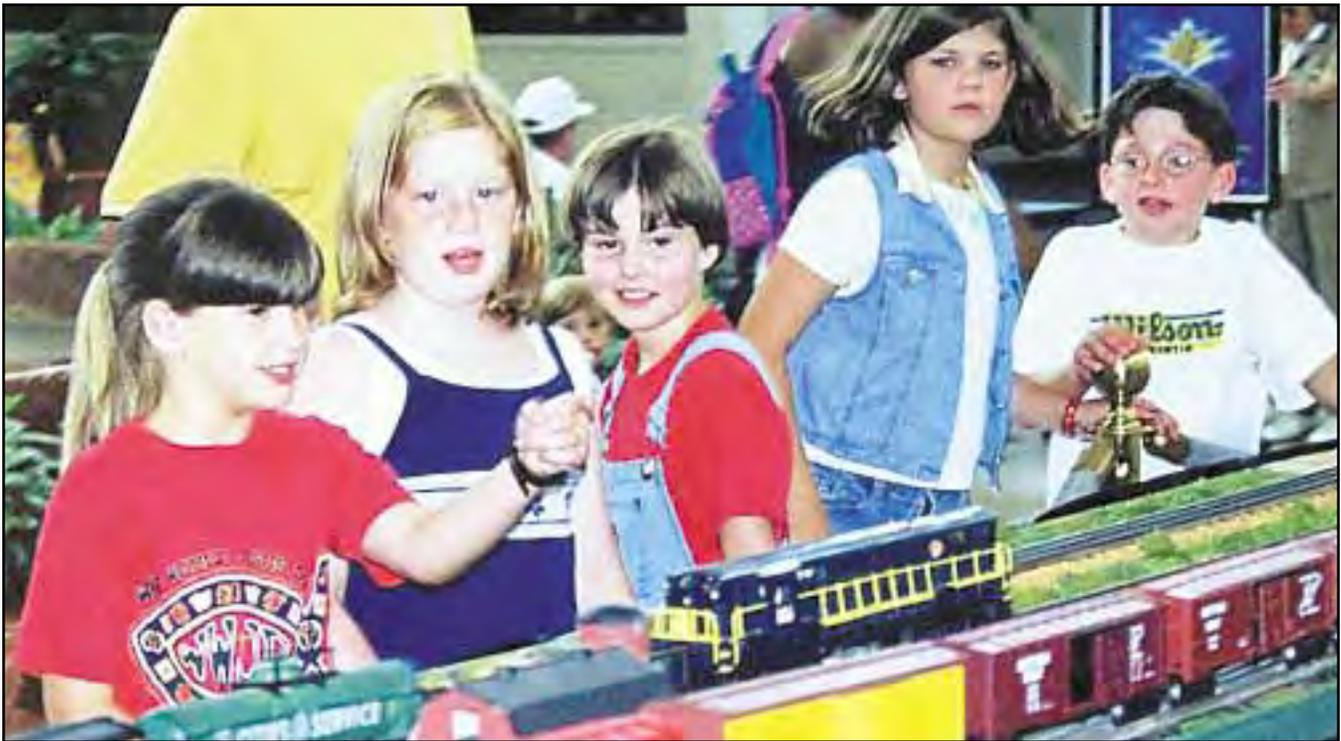


Youngsters enjoy the hands-on experience of operating a Lionel train. They are using the directional button, turnout controllers and uncoupler. The transformer and throttle are safely hidden away.

The show is held downtown in Fairhope’s kindergarten–first grade center. Although we don’t start setting up until school is out on Friday afternoon, our presence at the school gives us a connection to the teachers and students. We advertise in the media, place feature articles on model trains in the local newspapers, distribute flyers around town, and place directional signs in the area on the days of the show. Children are admitted free with adults who pay a modest \$1 admission fee. The goal is to “awaken the gene,” as Fred would say.



This overall photo shows a children’s layout built by George Nelson. The base is a standard interior door (see TLR, February 1997, p. 10). The plexiglass fence and directional control button were added after a prized 1666 crashed to the floor in response to an over-enthusiastic youngster who ran the train too fast during the 1998 show. In the background is a corner of SWARM’s modular layout and some of the wall decorations made by the students.



Visitors to BelAir Mall, in Mobile, Alabama, watch the trains run on SWARM's modular layout. The mall show ran the entire weekend of June 19-20 and provided opportunities to connect the trains with children of all ages in the community.



(Left): SWARM members Howard Hickey, Jim Wagner and Herman Ozga work on the club's modular layout. The layout features a double-tracked main line with wide radius curves, two passing sidings and a makeup yard. With some recently completed yard modules, the layout is now about 14x36 feet, but this can be changed by omitting modules to fit the available space.

(Below): Members of the Dogwood Trail Maids, public relations ambassadors for the Eastern Shore (of Mobile Bay) Chamber of Commerce, welcome visitors to the mall show. The show was the first exposure to the toy train hobby for many area citizens.

(Below): O-scale Dogwood Trail Maids stand near a sign pointing to the train show at the depot. While Fairhope does not have a depot, nor even a railroad, it is a nice touch to name the depot on the modular layout for the area where the layout is being displayed.



Photographs by George Nelson

The Great Train Attack of the Felines

Author's Note: It has come to my attention that this and other publications of the toy train hobby look at the activity in a biased way; that is, exclusively from a human point of view. Editors have completely ignored the way animals perceive this pastime.

In spite of being the finest publication in this field, even *The Lion Roars* is guilty of espousing an attitude of speciocentrism based upon human chauvinism!

To redress this editorial slight to our furry friends, I submitted this manuscript to promote inter-species understanding and to describe the hobby from a feline point of view. I also included photographs of Lacey, a non-primate, showing her active enjoyment of the hobby as only a cat can. However, at this stage of my non-human investigation about affinity for trains in other species, I have no data to support the notion that the hobby is “for the birds.”

It is perhaps not widely known that the association of cats and trains goes back to antiquity. For instance, the ancient Egyptians granted god-like status to cats and tried to preserve them for eternity, not unlike what we would do today with a 700E. Of course, in ancient Egypt, they didn't have real trains, and maybe that's why their civilization eventually fizzled and went belly-up. Incidentally, so did the original Lionel Corporation. Maybe there's a lesson in that. Maybe cats alone, and trains alone, just don't cut it.

By personal preference, I am a “dog person.” Nevertheless, I ended up with some felines in my life. The reasons for this are manifold and convoluted, like anything pertaining to cats, and need not be discussed at length here. Suffice it to say that I did not have time for a dog. Although kittens tend to be cute and irresistible at first, experience teaches us that eventually they grow into

cats. By that time, it's usually too late. The damage is done, and the bonding has occurred. That was how cats initially infiltrated my house.

Later, I remarried. My wife came with two cats of her own in tow and they were part of the deal. So now I also have two cats-in-law. Just like my wife, they are very nice, polite, and completely disinterested in trains. And just like my wife, they occasionally give me this pitying look that seems to say, “Poor dear, we know you can't help it. Although you're a pretty nice guy, you have a couple of screws loose.”

My own cats, just like my son, show a keen interest in trains but not always to my liking. For one thing, they seem convinced that my layout was built just for them. They simply love it, and they are on it all the time. Cats don't like to get yelled at, so they quickly learned a few



essential rules of the road. With only a very occasional exception, the cats leave the trains on the layout alone. They also don't mess with the scenery much anymore, even though the buildings are easy to topple and the trees easy to uproot. OK, so every once in a great while, a tree comes down or a car gets tossed over the edge. But that isn't the big problem. Nor is it the glued-down kitty litter

used as track ballast, in spite of many dire predictions from train friends that I would find unusual “rock formations” next to the tracks. Cats apparently have no use for litter they can't move around.

However, they love the little traffic and RR yard signs. Lionel must have used a particularly tasty type of plastic for them. The signs are constantly nibbled and pulled up. I have not yet found a way to permanently fasten them down. Similarly, my K-Line fencing is especially vulnerable to cat attacks. I might as well not fence anything in. The moment I put it back up, it induces an ever-stronger feline resolve to take it back down at the very first chance.

When I first finished the layout, I laboriously strung nylon “telephone wires” between the telephone poles. This was not an easy job, and it required a lot of

time. But it looked really good. It did not last one full day. I heard this awful commotion from the basement, and when I went to check it out I found the poles and “wires” gone from the layout. A panic-stricken cat draped in nylon filament was dragging dozens of poles across the room and frantically trying to disentangle herself from the mess. That was the end of the “phone wire” phase of my layout-building development.

Most animals are smart enough to learn from bad experiences; even people can sometimes be that way. Not cats. One area where they never seem to learn their lesson is train tunnels. Cats love tunnels, and that is understandable. At first glance (of a cat), a tunnel seems to be a great hiding or snoozing place. However, after a few smacks on the butt from a moving four-pound locomotive, one would think an animal would get the message. But noooo — not cats; they just don’t seem to get it. Almost every time I power up and send a train into a tunnel, a cat comes flying out the other portal at the last possible moment. Why doesn’t it dawn on them that when the layout lights come on, it’s a signal to vacate the territory? Perhaps they crawl into the tunnel each time with the fervent hope that, this time, it’ll be different. This time they will outwit those pesky metal critters with a headlight up front.

Another universal concept that seems especially difficult for cats to grasp is gravity. In this world, when one moves something close to a table edge and gives it one final shove, it falls down. Every time. Cats have a problem understanding this. They continually test the idea time and again to determine if the Law of Gravity still applies to certain objects, usually the pricey ones. It is amazing to what lengths they will go to toss down a new acquisition after first duly inspecting, sniffing, and pawing it.

Cats laugh at the concept of “cat-proof places.” They will work for hours to get something down, and down they will get it. According to Kuhn’s Law, the item will always be expensive; never anything cheap. If you have cats in the train room and find train equipment on the floor, better check The Greenberg; and then your temper. According to the Law, it will, of course, be a valuable piece.

Maybe cats are not dumb; maybe they are deceptively smart. They certainly check out every new item like a discriminating collector. Maybe they innately know what an item is worth, and can extrapolate the price as if Meow Messengers bring word to them from the big cats at the

factory, like: “Lionel installed something special to justify the price; maybe an anti-gravity device.” Given the prices train stuff commands these days, I often wonder myself.

That must be it; cats are incredibly smart. How else could one explain their behavior? When putting together a layout or engaging in some delicate repair, the cat lies under the table with you for hours and patiently watches you work. The moment you must solder something in a hard-to-reach area through a contorted position, they suddenly come over and insist they **MUST** be petted right then and there. They tell you to drop everything for them.

Why does a cat previously content to warm himself by your work light and to watch you repair an engine suddenly get up and jostle you? Invariably, it happens at the “magic moment” when the drum and the fingers of an E-unit are **FINALLY** in place, or when the Scout motor seems to be coming together this time, after hours of trying. One nudge from the cat against your arm, and — the carefully aligned train parts fly all over creation! The only explanation I have for such behavior is that it constitutes a carefully thought out, precisely timed, and meticulously executed punitive maneuver designed for maximum impact at minimum effort. Cats probably regard this as fair punishment to be meted out to humans who give their attention to something technical, when the animals know it should be directed to them — the truly deserving, all-important, centers of the universe.

I tell you, there are times when I can’t wait to get a dog! Dogs never climb on a layout. They don’t hide in tunnels. They have more important things to do than chew up RR yard signs. They are content to lie under your workbench, happy to be with you, ready to cast an adoring glance at you, and delighted to flash a friendly tail wag at you. They treat you with respect and dignity. They’re great animals.

But they’re lazy. They would never work all night nor team up with a dog-buddy to figure out how to maneuver your new train acquisition off the display shelf and to the floor below in order to see if it remains subject to gravity or if it will fly. With all due respect to Man’s Best Friend, that task is a job for a cat. It’s well beyond the capacity of a dog. Case closed.

Editor’s Note: Wolfgang is the human more or less in charge of Lacey, the cat. He thanks her for patiently and willingly collaborating in the re-staging of atrocities she almost never commits.

Photographs by Wolfgang Kuhn

Chief Dispatcher

by Bob Amling

RM 9116

Planning Your Train Layout

Hello, it's good to be back. *TLR* Editor, Mike Mottler, allowed me to skip an issue, and he didn't even cut my pay! Depending on delivery service, by the time you read this the 1999 LCCA Annual Convention may be today's news — or history. If you were there, I'm sure you enjoyed it. Onward to the 2000 convention in the Holy Land (of trains)!

On Modules at the Millenium

A note of thanks to those who offered their suggestions and expertise on the 100 Module Project. We gained some valuable insights on module building that will be put to good use in the future. The project received a yellow signal from the "Dearborn Station Manager" because of limited track space at that convention site. Your Chief Dispatcher was asked to reroute this large, space-demanding project toward the 2001 convention. So don't scrap your plan to build a module; instead, use the extra time to improve and enhance it. Take some pictures and jot me a few lines about your efforts. I'll use some space here to share your work with others.

Tinplate, Hi-rail, and Scale Layouts

How would you classify your layout? What are your train hobby interests? Consider these questions before you design or build a layout. Tinplate refers to Lionel's tin-plated tubular track. I'm stretching the term "tinplate" for this discussion to include all toy-like layouts; i.e., oftentimes a flat tabletop with many operating accessories, Plasticville™-like structures, Lionel™ trestles, and minimal scenery. The trains on such a layout might include everything from 1901 to the present.

A hi-rail layout can be considered a bridge between a tinplate and scale layout. A hi-rail layout can incorporate tinplate, Gargraves™ or any of the new three-rail track systems currently offered. This type of layout is typically a hybrid mix of flat table area and grid-like bench work. The roadbed is usually scenicked with ballast and realistic grade crossings are built-in. Operating accessories are often used, but they are typically blended into the scenery; that is, a milk platform would be appropriately placed at or near a farm or dairy as in the real world. Structures might be true-to-scale handmade buildings, kits, or kitbashed Plasticville. Rather than a flat table, some topographical features might be evident — mountains,

valleys, rivers. The trains would be more realistic and probably not the prewar tinplate variety. Tinplate (rather than O-scale) couplers, trucks, and wheels would be evident.

An O-scale model railroad is built on bench work rather than a flat table. Track is oftentimes realistic two-rail, not three-rail. A rivet counting, dyed-in-the-wool O-scaler will probably tell you that track work of more than two rails indicates a "mere toy" layout. But I have seen O-scale layouts with three-rail track. One in particular uses an outside third rail, so a steam engine would have a pickup shoe sticking out to the side. To me, that rail is more noticeable than a blackened middle rail. An O-scale layout is built to exact 1:48 scale proportions. Structures will be handmade or highly detailed, to-scale kits. Wheels and couplers will be O scale and highly prototypical, although some O scalers utilize some "toy trains" (locomotives especially) that were made at or near 1:48 scale proportions.

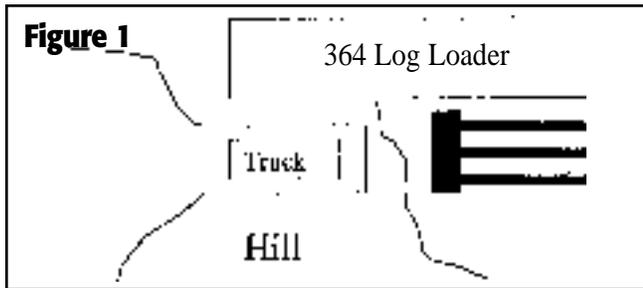
This variety in layouts makes model railroading a great hobby. A person or group can pursue his or her own particular interest, style, and era.

While I enjoy seeing the work of others on any model railroad, I am a hi-railer at heart. When I build my next layout it will utilize all my accessories but be as close to O scale as possible.

Victor Crecco (RM 8939), a fellow member of the TNBOLE (Tuesday Night Brotherhood Of Locomotive Engineers) and a good friend, is in the process of preparing his newly acquired basement for a layout. While visiting Vic a few weeks ago, I migrated with him to the basement and began discussing his collection and layout plans. Vic's layout will depict the end of the steam era. He intends to run steam, electric and early diesel locomotives. He is in the process of thinning his collection by selling off all road names that didn't exist at the end of the Steam Era.

Vic and I realized that we shared the same concerns. He wants the layout to make sense; e.g., if there is a bridge on the layout there should be a reason for it. An adjoining track should also utilize a bridge. When planning the placement of a bridge, one should consider the surrounding area with a realistic eye. Accessories need some thought as to their placement. I mentioned in a previous edition that the Lionel Culvert Loader and Unloader do not make much sense if placed close together. Vic mentioned the Lionel #364 Log Loader, an action accessory that receives logs, moves them up an inclined ramp, and dumps them back onto the train — an

“unreal” circuitous action. He saw a Log Loader placed on a stub end track. There was enough room for one log car to dump. At the other end of the loader, logs fell into a truck on a hill behind the stub end. See **Figure 1**. Now there’s a good idea!



Vic further discussed how he intends to group his accessories by industry rather than place them in a haphazard fashion. I suggested to Vic that he separate the logging accessories from the sawmill so that there is a purpose for the railroad to transport the logs around the layout from the forest to the mill.

Some other items worth mentioning; plan the length of passing sidings according to the longest anticipated train, and provide power for the siding through an interlock to the turnouts. If you don’t give some forethought to the length of a passing siding, it will forever dictate the maximum length of trains. The best example I know about for passing siding control is the NLOE (Nassau Lionel Operating Engineers) layout. On that layout both turnouts must be pointed towards the siding in order to apply power to that track.

I believe NLOE has a three-track main line, and their operating practices are realistic. At one train station, multiple platforms are served by tracks on both sides. They use the station as a staging area. One can place a train on the passing siding adjacent to track 1, call it track 1A. When a train pulls into track 1, the dispatcher sets

both switch tracks towards track 1A. This automatically stops the flow of power to track 1 and energizes track 1A. The train on track 1A departs and runs out on track 1. After travelling across the entire layout, the train returns to the station and is forced onto track 1A. If the switch were not thrown, the train on track 1 would be rear-ended. This is a well-thought-out design that inherently protects against human error.

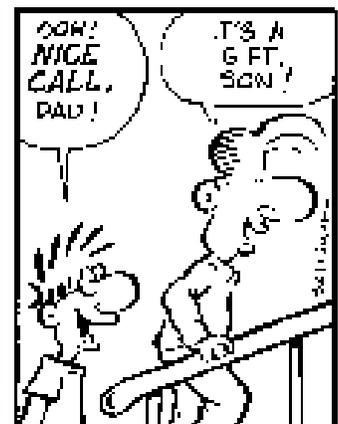
I invite you to take a picture of your well-placed accessory and send it to me at: 2023 Coyle Street, Brooklyn, NY 11229-4013 or pennsyfan@earthlink.net

Answers – A Train Quiz on page 14

Answer	Item
2 (Lionel)	Joshua Cowen’s middle name
4 (119)	UP’s number at Promontory Point, 1869
12 (Davenport)	Developed first electric train
20 (#402)	Lionel’s major electric engine, 1923-27
22 (#2037)	Girl’s Train pastel engine
21 (about 24-1/2")	Inner diameter for O27 circle
6 (8-3/4")	Length of O27 straight track
33 (10")	Length of O straight track
NG	Height of O27 track (3/8")
11 (11/16")	Height of O track
31 (about 85")	Circumference of O27 circle
8 (31")	Outer diameter of small O gauge circle
1 (Campanella)	Brooklyn Dodger & Lionel collector
7 (DiMaggio)	New York Yankee & Lionel collector
9 (Wellspring)	Bought Lionel in 1995
10 (Ives)	Bought by Lionel in 1928
32 (PFE Reefer)	Pacific Fruit Express
15 (Magnetraction)	Magnetized wheels and axles
28 (Lionel Corp.)	Largest toy company in the world in 1955
16 (General Mills)	Purchased Lionel in 1969
17 (New York City)	Locale of Lionel Corporation in 1948
18 (#81000)	First Lionel Large Scale set
19 (General Purpose)	GP
NG	CP engine at Promontory Point, 1869 (“Jupiter”)
5 (Bascule)	Lionel 1940 bridge opened & closed by remote control
NG	Price of Lionel 408E in 1927 (\$44.00)
NG	6720 divided by 1/2 (13440)

Toy Trunk Railroad

by Erik Sansom



Mainline to Chesterfield

by Gary Moreau

Sweating the Details

Our new catalog will be hitting the street about the time you read this. If you've had a chance to see it, you'll know that we've really stepped up the pace of new product introduction. But the biggest news of all may be what we're doing behind the scenes to improve our existing products and give people some pleasant surprises on the products they've already ordered. I'll share a few examples.

The original Lionel Texas Special F3 was one of the most admired and sought-after locomotives we ever built, even though it was introduced in O27 and had only one Pullmor™ motor. That's why we decided to make some changes when we introduced it as part of the Lionel Postwar Celebration Series. We wanted to make it as many think it should have been — the best Lionel has to offer. So we added a second Pullmor, made it Command™ equipped, and outfitted it with our latest RailSounds™ — complete with TowerCom™ and CrewTalk™.

But we also knew that the color was an important part of the charm of this piece. That deep, shiny red is unique and striking. But matching an old color is a bigger challenge than it sounds, particularly in this case. In the past, lead and other heavy metals were often used to attain the deep dark colors like red. Today, we use only water-soluble paints for environmental and health reasons. But pigment color is much more of an art than a science, and every type of paint shows a color in its own unique way. So our decorating engineers went back and forth to the paint supplier, mixing and re-mixing, until they achieved the perfect match of shade and gloss. It was worth the trouble. When we sent sample shells to a couple of knowledgeable collectors for their blessing, they gave us a big grin and thumbs up.

While the deco engineer sweated over pigments and gloss, the project engineer worked on the cab. We previously added back the postwar nose vents removed in modern production. That was pretty straightforward,

since adding an indentation simply requires removing or “cutting” material from the tool. Now we wanted to remove the raised ribs along the side; these were previously added to make it easier to do certain paint schemes. This was a tougher challenge. It required “welding” material to the tool and we could ruin the entire tool if it didn't go perfectly. We took the risk anyway, and it worked. The ribs are gone and the cab looks great without them.

We also made a number of less obvious changes in response to customer comments and requests. Most notably, the number boards have a black background with clear numbers. Modern Lionel changed over to the reverse of this postwar standard in order to reduce costs and improve efficiencies, but we decided to change it back anyway. We also added grab irons to the nose and coated the ladders with black oxide.

But even before you see the Texas Special in August, you'll see our greatly enhanced Commodore Vanderbilt. The quality of the die-casting was improved because we modified the tool to allow more even material flow. And instead of applying a single coat of paint as in the past, we applied three coats of paint for an exceptional look and finish. We added an infrared tether for a sharp, clean appearance and made dozens of engineering and process changes for greater smoke output, smoother operation, and more pulling power.

We also made changes in our processes as well as our products. We added new test fixtures to the production line and we tested under a broader range of operating conditions. We even built a special “sound room” in the middle of the plant to allow our engineers and operators to test both our sounds and the sound of the product in operation more thoroughly. The plant can be a fairly noisy place, and we weren't always able to catch sounds that you might be able to hear in the relative quiet of your train room.

My point is that we know customers have options in the marketplace, and they vote with their wallets. It's not enough to make a lot of products. They have to meet or exceed customer expectations. It's all about paying attention to the details — and we're doing it more than ever before.

Relive the Memories and Make New Ones in Fort Worth.

*Great Toy Trains at a Great
Convention in a Great Railroad Town*



Lionel Santa Fe F3



Lionel Alco Texas & Pacific



Santa Fe Depot



Texas & Pacific Terminal