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The *Lion Roars*



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2005 SAINT LOUIS



35TH ANNUAL CONVENTION

A Lost General Found

My General Was AWOL by Bill Fuller RM 1146

This is a brief tale of frustration, worry, annoyance, and — finally — deliverance! It's also a testament to the dedication of the top officer of LCCA to the club and its members.

My story began in mid-October when I noticed a few comments about damaged "Halloween" General train set boxes on a toy train on-line discussion group "Aha," I thought, "the 'Halloween' General sets are finally being shipped. Mine should be arriving soon." For about a week, I cast frequent glances toward the street and expected a brown UPS truck at my curb at any moment. Then my expectation turned to wondering, "Where can my set be?"

As more days passed into history, my wondering deepened into concern, then to anxiety. I called other nearby LCCA members for a reality check. "Yes," each replied, "I've had my set for a couple of weeks." One member wasn't very enthralled about the lightweight, can-motored locomotive and another had too many ranch chores weighing upon him; he hadn't opened his set yet. None of that affected me as much as knowing they already had their sets for several weeks, but I didn't. So I did what any frustrated 21st century model railroader would do. I fired up the e-mail.

I sent messages to the LCCA Business Office, and I received courteous replies saying that my notes had been forwarded to the shipper. Unfortunately, I never received any return contact from the shipper. Meanwhile, no brown truck had entered my driveway. By now, I was feeling just a tad stressed, so I decided to go straight to the top. My next e-mail note went to Eric Fogg, President of LCCA.

At first, he also thought the best course of action was to forward a copy of my correspondence to the shipper. Unfortunately, this had the same result as the other messages previously sent there; nothing. My follow-up messages to President Fogg noted that weeks had slipped by, and my General remained AWOL! He made an unusually generous offer to ensure that I would receive a set without further delay.

When the brown truck backed up my driveway, the driver brought a large Lionel shipping box to the door. Accepting delivery, I saw that there were two labels on the

carton, one addressed to me from Eric Fogg and another one, crossed out, addressed to President Fogg. He sent me his own unopened set. How many other train clubs, I pondered, have a CEO who is as selfless as Eric Fogg — putting another member's satisfaction ahead of his own membership privilege?

With the set in my arms and a tremendous feeling of gratitude in my heart, I felt that I should share my story with other LCCA members. I wanted everyone to know and appreciate the benefit of membership in a club whose president is willing to put another member ahead of himself so that a member would be satisfied.



Speaking of satisfaction, I must add that having purchased other modern-era General locomotives from Lionel, I anticipated the relatively light-weight, can-motored locomotive. I am happy enough with its pulling power.

The nicest surprise was the air whistle hidden inside the baggage/mail coach — it's actually louder than the motor inside the locomotive; unlike my post war-era General sets where the whirring of the AC motor competes quite successfully with the whistle shriek! Now the notes of that clear air whistle rebound from O-scale tunnel bores and cliff sides in a salute to LCCA and President Fogg!

The AWOL General Returned by Eric Fogg RM 12768

Back in December 2004, I e-mailed a note to LCCA member Bill Fuller about the "Halloween" General set he ordered through the club. I explained why it hadn't arrived yet.

Rather than make him wait any longer, I sent him my set with the thought that I would accept "his" set in exchange later. About a week later, UPS found his "lost" train set and delivered it to Bill. At that point in time, only Bill and I knew he had two of these highly prized train sets. I recently received an e-mail from him, and it shows the character of this member. He wrote, "So far as honesty goes, may I admit to you that temptation certainly raised its head. However, no amount of temptation can override basic honesty. Keeping the extra 'Halloween' General set would have amounted to stealing."

A week later I received "my" train set back from Bill by mail. Sometimes train collectors take a bad rap for being less than honest. Folks like Bill make this club great! 🚂

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ON THE FRONT COVER
 LCCA Convention goers will board an Amtrak Superliner at Kirkwood, Missouri, for a scenic trip to Jefferson City, the state's capital.
Photograph by Bill Burckhalter

Contacting the LCCA Business Office

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They will provide or process **changes of address, changes of phone number,** "make good" copies of The Lion Roars, applications for membership, replacement membership cards, reinstatements, death notices, commemorative orders, Convention registration, and club mementos.

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President Elect - Schedule a train meet
Immediate Past President - Complaint against another member
Secretary - Any administrative action not handled by LCCA Business Office
Treasurer - Club finances only

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The President's Report

by Eric Fogg RM 12768

When I think of the city of St. Louis, I think of many different things. Somehow, they all include steel wheels and rails.

When I was growing up as a boy in that city, it was the Cardinals — Stan Musial, Bob Gibson, and other famous Redbirds. They can now re-configure the alignment of the seating in the current stadium for either baseball or football events. The stands rest on wheels and move on railroad-like tracks.

My dad and I went to the seventh and deciding World Series game in 1982 when the Cards won. My son, Bryan, and I went to the fourth and deciding World Series game in 2004. Neither one of us want to talk about that one.

The St. Louis Chamber of Commerce points to the 630-foot-tall, stainless steel Gateway Arch as a modern engineering marvel. It has its own unique “train” inside the structure. It carries passengers up to the top viewing deck.

For my money, the best kept secret in town is the great museum at the base of The Arch.

I was in high school on the day The Arch was completed. They had to push apart both legs of The Arch in order to drop in its keystone. If you were “sick” that day, you had some explaining to do at the Principal’s office.

When I became a little older, I realized the Anheuser-Busch Brewery — the “mother ship” of that great dynasty — was located in St. Louis. The great old complex of red brick buildings includes stables for the equally famous Clydesdales! The company was an early pioneer in the use of refrigerator cars. They even had their own line — Manufacturers Railway.

At the University of Missouri we drank a lot of Busch beer in those blue and white cans, mostly because the price was right. But not a drop before I turned 21!

If that weren’t enough, the Busch family has a wonderful compound outside the city: Grant’s Farm. Civil War General and President Grant built and owned the place. They have almost anything you can imagine including exotic animals and a train-like tram to get around the estate.

In high school I had a delivery job that frequently took me up there. It was like driving through Disneyland! But it was difficult to get paid. The help was afraid they’d not get



Photograph courtesy of St. Louis Convention & Visitors Commission

their money back and no one in the family had “that kind of change” to pay the likes of me.

Back in the 40s, a group of railfans bought a St. Louis street car rather than see it go to scrap. Before they knew it, they had quite a few historic engines and cars — most donated by the railroads. For many years their efforts were touch-and-go until St. Louis County made the National Museum of Transportation a part of their park system.

As a kid, it was my favorite field trip location. Back then, one could climb all over the Big Boy, climb up and into the cabs, and even explore the two 1850s-era tunnels on the property. We never noticed that everything was, literally, rusting away.

The collection is cared for much better these days, and it includes a lot more — like a river tug boat and a DC3!

Done, at Last!

By now you should have received everything you ordered through the Club during calendar year 2004. We were able to offer you many good things that year — LCCA 2004 Convention cars, a water tower, the Rockwell set, the “Halloween” General train set, and its add-on car. The only downside related to providing these products to you was the shipping process, which remained beyond our control.

By Way of Further Explanation

Here’s how a Convention car finds its way to your doorstep:

- LCCA and Lionel agree on a design and sign a contract
- Lionel’s manufacturing agents in Asia produce the car
- Once completed, the product is sent to Lionel by container ship
- After arrival in the U.S., the cars must clear U.S. Customs
- Then, and only then, the cars are shipped to Lionel’s facility located outside Detroit
- Lionel notifies LCCA that they have the cars, then the cars are sent to our shipper in Michigan
- At about the same time, the LCCA Business Office sends the shipping company the names and addresses of members who ordered a car
- The shipping company matches orders to cars and sends them out via United Parcel Service
- A brown truck stops at your place and presents the package.

Two points: One, as is obvious, the club doesn’t have much control over this entire process. And two, lots of caring, professional people are involved in getting these collectibles to you. We don’t always take time to tell them thanks for doing a complex job well.

Thanks for your understanding and patience. If for some reason you haven’t received what you ordered, please contact the LCCA Business Office.

Thanks to Both

This issue marks the return of Mike Mottler to the helm of *The Lion Roars*. He retired in December after a distinguished communications career in radio, TV, and PR; most recently for the University of Arkansas for Medical Sciences in Little Rock, Arkansas.

Instead of looking for a Rock Island caboose to rehab, he volunteered to return to the Editor’s chair.

Slightly more than three years ago, a similar thing occurred. When the Club needed an Editor (it’s no easy job), Bill Schmeelk “eagerly volunteered.” Although he had his own business to run and it needed all the tender loving care he could provide, he said “Yes!”

We couldn’t maintain an outstanding magazine without either one of them as great examples of the kind of people in the LCCA! 🚂



2005 CONVENTION CARS

LCCA will present a collectible, limited-edition car in celebration of our upcoming 2005 Convention to be held in St. Louis.

As *TLR* went to press, a prototype was not available, but we will present this Convention car with its order form to all members as soon as possible.

An “on-site Convention car” will also be available. It can be purchased in person only at the St. Louis Convention site.

Kid Stuff

by Krysti Dewey

I like trains because my grandpa, Adolph Weigant (RM 18548), likes trains. My great grandfather was an electric arc welder for the Atchison, Topeka and Santa Fe



Krysti Dewey is a young and extraordinary train hobbyist.

Railroad. He worked at the Orient Shops in Wichita, Kansas, for more than 42 years, so my grandpa's favorite train is the Santa Fe. I'm Krysti Dewey, and I live in Wichita, Kansas. I am in the fifth grade at Rea Woodman Elementary School.

My favorite railroad is Chessie. Grandpa helped me start collecting trains. John Flinn (RM 9576) and Rich Thayer (RM



On board the amusement-park-size train at the Illinois Live Steamers Club, Engineer Krysti is ready to rev up and go.

26727) at the Chicagoland Lionel Railroad Club (CLRC) give me lots of help. They buy Chessie cars for me sometimes. Grandpa bought me a Chessie steam engine at the LCCA Convention in Dearborn. I received two Chessie cars for Christmas last year, one from mom and John Flinn and one from grandpa. This makes a total of fourteen cars in my collection. I have lots of other Chessie memorabilia.



Krysti turned the raffle ticket cylinder at a Chicagoland Lionel Railroad Club annual picnic.

I like to help Uncle Herb (Herb Koch, RM 22758) with the raffle at the picnic. I turn the cage and draw out the winning tickets.



Burn steel, not rubber — Krysti is a seasoned toy train drag racer on the CLRC race track.



Train drag racer Krysti won the victor's trophy for the CLRC diesel class competition.

The club has a drag race track for steam engines and diesel engines. I won the diesel race in 2003. Another highlight of the picnic is lots of good food and a piñata in the shape of a train and filled with candy. I always have a wonderful time and plan to go to the picnic again this year.

I also like to help John Flinn and Rich Thayer set up the CLRC modular train layout. They let me crawl under the tables sometimes to help hook up wires. At the 2004 LCCA Convention at Milwaukee, I helped other kids run trains using the Lionel remote control. I took my own Chessie train and ran it on the CLRC modular layout set up there. I also helped with the function and operation of the accessories on that layout too. The club lets children run their own trains on their modular layout, which is a good idea.



Her family — plus John Flinn — attended the LCCA 2001 Convention at Lexington, Kentucky. L to R, standing: Grandma Joan Wiegant, Kathy Wiegant (Mom), and John Flinn. L to R seated: brother Jason, Grandpa Adolph Wiegant, and Krysti.

My first LCCA Convention was in 1995 at Des Moines, Iowa. I've been to every LCCA Convention but one since then. My favorite parts of the Conventions are the Get Acquainted Party, the Banquet, and running my train on the Chicagoland Lionel Railroad Club modular layout. I liked the LCCA Kids Banquet that I went to one year, but they don't have them anymore. I like the mini-trips they plan for



Krysti and train buddy Rick Thayer, a LCCA and a CLRC member, enjoyed the banquet during the LCCA 2004 Convention in Milwaukee.

us. I am excited about going to the 2005 LCCA Convention in St. Louis, Missouri.



Krysti visited the huge UP Big Boy on display at the National Railroad Museum in Green Bay, Wisconsin; one of the tour venues of the LCCA 2004 Convention.

At home in Kansas, I run my train on my grandpa's layout at his house. Sometimes I run my train for Tyler, one of my cousins. Grandpa's small layout is in his basement. The stairway to the basement has forty-five train signs. His track is Gargraves, with lots of switches and sidings. He has fourteen grandchildren and eight great grandchildren that love to watch trains. He runs his trains with the Lionel remote. He has a real train bell that we ring. At Christmas time he runs a special Christmas train underneath the Christmas tree. Grandpa belongs to five train clubs: which are Chicagoland, LCCA, LRRC, WTTC, and SK3R. Sometimes I go with grandpa to run trains on WTTC's club layout. Grandpa has several engines: Santa Fe, Rio Grande, Burlington, Northern Pacific, and Lionel Lines.

The LCCA, CLRC, John Flinn, Rich Thayer, and my grandpa help me stay interested in trains. John has engines of several railroads: Chicago & Northwestern, Southern Pacific, and Soo Line.

I am around several different types of engines, but I like Chessie the best. Of course, my mom (Kathy Weigant, RM 20024) is willing to take me to all these events. I especially like showing other kids how to run trains and operate the accessories. 🚂

Editor's Note: Krysti Dewey will be 11 years old in February 2005. She's an active train hobbyist involved in many train-related experiences with her family and friends. To my knowledge, she's the youngest correspondent whose work has been published in The Lion Roars, and one of a very few female contributing writers to the magazine. Thanks, Krysti — and happy birthday!

Photographs courtesy of John Flinn

Calling LCCA Kids!

Share your train hobby experiences, layout-building adventures, and family stories in *TLR* as a "Kid Stuff" article.

At Trackside

LCCA Members in Action

Happy 10th anniversary to Len Hopkins (RM 16998) and participating LCCA members in Naperville, Illinois. This active group of train hobbyists and professional grade Santa Helpers have presented their annual train show in early December at this northwest Chicago suburb since 1994.

The 2004 LCCA-sponsored event had 80 tables full of trains for sale. A large crowd – including 98 club members – attended this best-in-the-Midwest show. The Big Guy in the Red Suit was a special guest, and he gave every child who attended free 2004 Lionel and MTH mini catalogs. The portable layout of the Midwest Hi-Railers was a major hit of the show.



Santa and his helpers presented more than 200 Lionel and MTH train catalogs.



LCCA President Eric Fogg attended the show and presented grand prize train sets to the winners. The Holmberg family has attended this show for the past five years, so their persistence and loyalty paid off!



The Martin family of Naperville received the other grand prize – a Lionel Pennsylvania Flyer train set.

Photographs courtesy of Len Hopkins



Event director Len Hopkins congratulates Jerry, the youngster who won an ultra-cool door prize – a train ride for him and his family on the BN Polar Express out of Naperville station the day after the train show.



The energetic crew of the 10th anniversary show (L to R): Chuck Prock, co-host Len Hopkins, Paul Flood, Zig Zemba, Lou Rosetti, and co-host Larry Brongel. This dedicated group of volunteers has been involved in every one the train shows.



A great opportunity – so many trains. A great challenge – to stretch one's credit card limit.



Trains, kids, parents, smiles. It doesn't get any better than this!

Waiting on the Right Train Décor

Mike Mottler RM 12394
& Jeff Sohn

Practical Tips for Impatient Train Hobbyists

Mea Culpa

I know. The Chief Justice of the High Court of Prevailing Opinion for the train hobby would never accept the two key points of my defense for my actions described below: “The end justifies the means” and “I can’t wait.”

My Favorite Fallen Flag

Like many others in the train hobby, I have focused my O-gauge collection on a certain railroad — the one that served my hometown when I was a kid growing up in Peoria, Illinois, in the 1940s and 50s: the CRI&P — Chicago, Rock Island, and Pacific. The RI’s Peoria Rocket transported me from home to a boarding school in a west-of-Chicago suburb and back again for vacation breaks and holidays. From that railroad exposure as a boy, Rock Island imagery was imprinted in my DNA.



“Fueling” a Lionel E6A unit with liquid smoke fluid. This recent addition to the collection of RI-only models was my first TMCC-equipped unit.

About 35 years later as an adult, I began collecting and operating O-gauge trains of this Midwestern fallen flag. In 1989, I set an ambitious goal of collecting O-gauge RI train products made during every era by every manufacturer. Fifteen years later, I’m nearing the end of the endeavor. My collection now includes prewar RI models by Ives, Marx, and Westbrook; postwar models by Athern, Lionel, Marx, Unique Art, Quality Craft, AMT, KMT, and Kusan; and modern era trains by Lionel, “new” Marx, Weaver, Williams, Red Caboose, MTH, and Atlas O.

Right Train, Wrong Railroad

When Lionel produced an attractive model of the “Baby Trainmaster” — the Fairbanks-Morse H-16-44 — in NYC, UP, and Milwaukee Road paint schemes, I hoped they would soon offer this model in Rock Island livery. From my research, I discovered that the RI owned two of these locomotives and listed them on the roster as H-15-44 units with road numbers #400 and #401.

The initial version of this locomotive had virtually the same body shell as the H-16-44, but had less horsepower under the hood: 1,500 versus 1,600, which was reflected in the 15 and 16 numbers in the model designations.

I Couldn’t Wait

Patience is not one of my stellar virtues. Contrary to the Gospel according to Saint Joshua — the Patron Saint of Model Train Manufacturing — and to other train-related evangelists advocating purity in purchasing, I considered buying a new Lionel FM H-16-44, stripping it, and re-painting it as Rock Island FM H-15-44 diesel locomotive #400. My well-meaning train hobby friends warned not to do it and advised:

- “Kiss the value of that locomotive goodbye. You might be the only one who likes or wants it, and you’ll destroy what might otherwise become a valuable collectible if left untouched.”
- “You’ll be throwing away a factory-perfect paint job for a custom paint job that may — or may not — be as well done.”
- “After you’ve spent a bundle creating your dream locomotive, Lionel or some other company might make a RI version. Then your custom-painted loco would be an expensive oddity. Of course, you’d buy the factory product too, so the misadventure would be doubly expensive.”

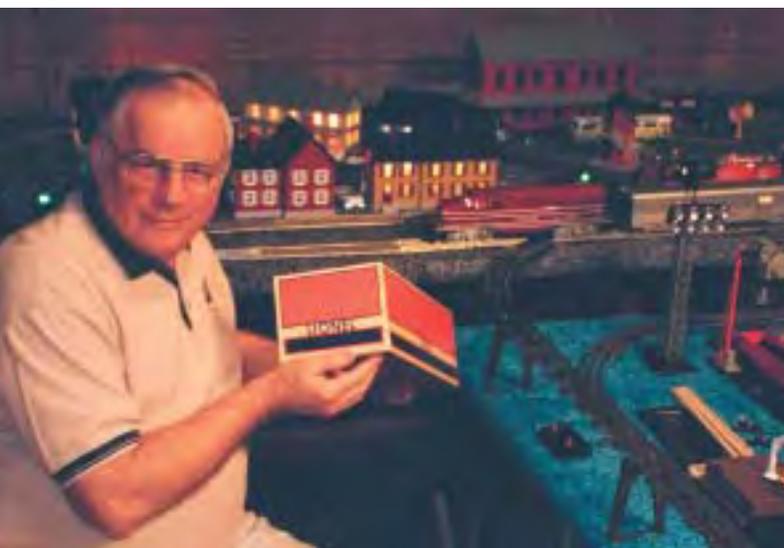
Taking the Plunge

Taking Nike’s advice (“Just Do It”) and ignoring counsel from others, I searched and found a custom painter with experience in re-painting O-gauge trains — Jeff’s Custom Painted Trains in St. Louis — through his two-line



Louis A. Marre’s book, Rock Island Diesel Locomotives, 1930-1980, showed three different décor schemes for this locomotive. I considered this as proof of the point that RI’s initial eye-catching paint schemes applied to their diesel fleet were often ruined by subsequent repainting cheaper-to-apply designs.

classified ad in *Classic Toy Trains* magazine. I surfed via *Google* to his Web site and looked at outstanding photos of his work. After an exchange of e-mails and a phone call to Jeff, the deal was done.



When the Lionel box containing the NYC version of the FM H-16-44 “Baby Trainmaster” arrived at Mottler Station, I transhipped it to Jeff in St. Louis. Thus began the process familiar to fathers-to-be pacing the floor of waiting rooms at maternity wards while waiting for delivery.

Step-by-Step Commentary by Jeff

When Mike’s Lionel model arrived, I disassembled it piece by piece – handrails, window glass, headlights and tail lights – all the way down to the plastic shell. Then I removed décor paint lines by wet sanding the shell carefully. My goal was to remove all the paint lines but avoid removing a door hinge or handle. I don’t use chemicals for paint stripping because they’re not as effective. Wet sandpaper does not leave scratches.

I let it dry completely and applied a flat coat of light gray primer for a uniform underlay. For the curved décor lines, I made a template of the curvature on a piece of paper and used it as a guide to trace the lines directly onto the model with a fine-point mechanical pencil. Then I cut pieces of masking tape to fit that shape.

For this black and red Rock Island décor scheme, I sprayed the red first because it is the lighter color. I used Santa Fe Red, which is identical in shade to Rock Island Red. With the red area taped off, I applied a light coat of red paint, let it dry for a while; then applied another coat to seal any air holes and fill body shell details. I let it dry for a few days. My test of “completely dry” is — if I can still smell paint or fumes, it’s not dry enough.

Then I taped the body shell to define the area to be painted black. The secret to success is applying the perfect masking tape — a brand that seals tightly for a clean paint line yet is not so strong as to pull everything off with it when removed. I use 3M Stationery Masking Tape which is strong but made for easy removal; and it has a very straight edge. It’s available at art supply stores; probably not at home improvement stores.

I applied the black paint, starting on the sides and working my way around, hand-holding the body shell from the underside with plastic gloves on. The paint must be carefully applied with the air brush held at a 90-degree angle to the surface; otherwise the paint will run. I painted the top and the bottom, and then sprayed the sides again. I didn’t wait for the paint to completely dry between coats; I let it dry for five or ten minutes and then sprayed another light coat – the key word is light. I adjusted my air brush for a very light paint spray. I prefer lacquer-based paint thinned with lacquer thinner for use on plastic models; specifically, Floquil and Scalecoat Two.

After the black paint coat was completely dry, I applied the white stripes. This particular RI décor scheme had a lot of stripes, and that feature tends to create problems with getting stripes to lay straight. I use Microscale Solutions. They make two different kinds; one for before you put colors on and one for after. I cut the stripes from the base sheet, soaked them in water, and placed them on the model; starting at one end and holding it down while pulling the backing paper from underneath it. I laid it down with a dull Exacto knife — a non-elegant but effective tool — and maneuvered the stripe into position. I placed the Rock Island white lettering and numbers in position, and brushed-on Microsolv over them to take out any air bubbles and make the decals conform to the body. It literally melts the decal right into the paint. I blotted away excess solution with a paper towel.

A couple of days later, I applied clear coat to the entire body shell. It hides the decals somewhat and gives the body a very nice uniform sheen. As a general rule, I paint steam freight locomotives with a dull coat, but not completely flat. For passenger locomotives, I generally use a satin-gloss coat, but some customers request a high-gloss finish.

When it was dry, I put the model back together. I painted the handrails white using a very small brush. The white safety stripes were cut from sticky-back paper. Finally, I put the windshields in, number boards on, and other small detail parts back in place. I let it cure for about a week or ten days.



One of the special challenges of this particular model was getting the Rock Island road name in the correct type font (Zephyr) and in the right color: solid white.

Although an ALPS computer printer will print white ink on clear decal paper, the ink is generally not opaque enough; the white looks transparent and the color underneath it shows through.

Mike found a print shop that could print solid white ink on a clear thin plastic sheet, and I asked them to print the text, ROCK ISLAND, on a sheet of decal film. At first, the guy at the shop wasn't sure he could do it. I sent him a sheet of decal film and a laser printout of the text in black ink. He did a great job of printing the text at the exact size with opaque white ink. It was a small-run custom printing job, but his charge was only \$55 for several pages of the two printed words.

The Rock Island repainted their two FM H-15-44s in at least three different paint schemes during their life spans. This Lionel model now bears the paint job initially applied at the factory by Fairbanks-Morse for delivery, which was the paint scheme Mike wanted.

Session for a "Builder's Photo"

A great locomotive model deserves an equally great locale for the equivalent of a builder's photo of its prototype. I found one in downtown Little Rock, Arkansas — the large custom-built, O-gauge layout housed within the Arkansas Museum of Discovery.



Arkansas Museum of Discovery

Like many such projects in public institutions, the track plan for this train layout is rather simple. One could visualize it as a home layout if your home just happens to have 900 square feet of otherwise vacant space available for a train room.

Five model trains ran simultaneously in a 1:48-scale miniature version of the state of Arkansas on a highly kinetic display. Trains run through Ozark mountain passes, across a gorge, over the Arkansas River, through Little Rock, and to the Delta. This compressed yet realistic journey across the state is also viewable on a television monitor through the *Choo Choo Cam*, a small digital camera mounted on the front of one of the trains. Live video from this train is shown on a video monitor in the nearby Stella B. Smith Discovery Court, so visitors can be "inside" the model landscape.



The Rural Division of the AMoFD layout

At the time of this photo project, the train layout was located in the atrium of the museum for display to all visitors. It depicted the landscape, transportation infrastructure, public buildings, key industries, and agriculture of Arkansas. The model structure of Union Pacific's massive Jenks Locomotive Repair Shop in North Little Rock is a jaw-dropper. Public and industrial structures on the layout include Entergy's Nuclear One Power Plant, the state capitol building, and the facade of UAMS Medical Center, where I have worked for 15 years. The layout was designed by Craig Christianson of Arkansas Traveler Hobbies in Pine Bluff and built by him and the professional staff at the museum.



The Ozark Division of the AMoFD layout



The “Baby Trainmaster” in RI décor pulls a passenger consist across a bridge on the 900-square-foot layout at the Arkansas Museum of Discovery.

I asked the PR Director of the Arkansas Museum of Discovery, Barbara Wagner, for access to their large layout and hoped for a sympathetic hearing. She said “Yes” and offered access to the museum after hours for a photo session with my H-15-44. A photographer friend and workplace colleague, Michael Morris, accepted this photo assignment with the customary pre-condition, “You get to help haul the photo equipment.”



The transformed Lionel NYC H-16-44, now a Rock Island H-15-44, became a Christmas present from Santa to me. Was it worth it? Of course. I now own a locomotive in the décor of my favorite fallen flag from a very limited production run – total of one.



The H-15-44 model became a Christmas present from Santa. Son-in-law Brad Cole co-admires the locomotive with the family’s “RI train nut.”

Encouraged by the success of this one-of-a-kind train project, I’m now considering another repainting venture. Lionel has produced a model of GM’s FT diesel; albeit in the “wrong décor” for me. I’m monitoring the availability of this locomotive, and I’m letting Jeff know there may be sequel coming soon. 🚂

Photographs by Mike and Carol Mottler, Michael Morris, and Arkansas Museum of Discovery

The Mane Line

by Dennis Leon Clad
RM 10430

Funny Loco May Be a Keeper

If you're one of the lucky owners of this year's JC Penney collector engine #6-28848, a Santa Fe GP-38 with display case, I don't need to tell you that your engine may look a little bit odd.

The front steps are missing from this attractive, nicely decorated loco. The reason for this is, unlike past GP-38s, this special edition is equipped with RailSounds™. Because of this added feature, this diesel could not be fitted — and can't be retrofitted — with front steps. The decision to ignore this potential problem, I was told, was made by the now-defunct marketing department at Lionel. As this column goes to press, the sale price of the engine at the JC Penney web site is \$149. Go to www.jcpenney.com and select "Toy Sale." Lionel also told me that this price is below Penney's cost.

When you combine this attractive sale price with a handsome GP-38 design and SF decor, a case, and rarity (only 800 were made), this could be a future Lionel collectible. Lionel sales representative, J. Don Reece (RM 25056) offered this information: no other GP-38s will be equipped with RailSounds. Consider all these points carefully before you decide to return your locomotive to JC Penney.



Calling All Uncataloged Lionel Fans

I believe you'll feel the same way I do about a fun Lionel Mint Car; that is, if you are lucky enough to get your hands on #6-19649, the Scrooge McDuck Mint Car. Right off, you'll notice the attractive box. Positioned in the lower right hand corner are four favorite Disney® characters — Mickey, Minnie, Donald, and Pluto — all dressed in winter garb. The car includes the fully feathered money man, Scrooge McDuck, in full color on each window with many dollar signs displayed around him. This car is lettered as "Scrooge McDuck Treasury Transport," and it rides on die-cast sprung trucks. Bob Ryder, VP of Sales at Lionel, told



me that this car was accidentally left out of the 2004 catalog. Lionel decided to produce only 1,500 of this Mint Car and to spread them across their nationwide dealer network. Because this Disney toy is of interest to two collector groups, Disney collectors and Mint Car collectors, you may need lots of Lionel luck as you search for one.



Another uncatalogued item worthy of your attention is the 2004 Ace Hardware Set, #6-31981. You might recognize this set as the former catalogued Glacier Set. The standout car in the grouping is unique to this set — the trailer on flat car (TOFC) — an Ace Hardware trailer riding on a Great Northern flatcar. IMHO, this TOFC is worth an extra collecting effort.

LCCA Treasures from the Past

The 1998 LCCA Convention yielded many highly desirable club souvenirs, but today let's focus on two. The first is a red F100 Ford pickup truck. This stylish rig has the classic lines of the 1950s and is lettered for the Pennsylvania Railroad. Our club notation is stamped on the undercarriage. The number produced is lost to LCCA history. If you are fortunate enough to find one of these, expect to pay \$50 to \$75 for this layout-friendly pick'em up.



The second gem from that Convention hosted by LCCA's current President-elect, Louis Caponi, is a Pennsylvania Railroad dry goods van. Only 800 of these rigs were produced for the LCCA, and each van came in its own box.



Our Convention in 1999 provided another great rig — the REA Delivery Van. Our club notation is on the rear doors. Sad to say, the number produced has been forgotten. Expect to pay \$50 to \$75 for this van.



A Tale of Two Lionel Train Shops

The year was 1998 and I could not have been more excited. I just received notice from Allied Trains in Los Angeles, California, that they were offering a Dept 56 Lionel Train Shop building. The building was lighted and looked super in the photo. Then my eyes caught the best part — the notice said it was a limited edition. My check was in the mail to Allied that afternoon. The hours seemed to stretch into months as I waited with baited breath for the arrival of a UPS truck in my driveway. You know the feeling, I'm sure.

The big day arrived and my limited edition Dept 56 shop was home. I opened the shipper and pulled out a Lionel-style orange, cream, and blue box. Then a shock wave hit me. The box was imprinted, **Limited Edition of 5,000**. I remember thinking that I didn't recall that number in the ad!

Then I thought that this was probably the first of a terrific new series of Lionel Dept 56 buildings. The sky turned blue again with not a cloud to be seen. So my one of 5,000 remained unopened and stored away while I waited for my train shop to climb in value and for the next building to be offered. Weeks after I received my Lionel shop, a rumor that Allied Trains had sold out of the buildings crisscrossed Lionelville at warp speed. As the rumor spread, the aftermarket asking price for this building went through the roof. Thinking that this was the first of a series, I was in a state of Lionel collector jubilation.

My bliss was short-lived. Dept 56 announced that they were adding a Lionel Electric Train Shop to their regular

catalog. This couldn't be the second Lionel Dept 56 building that I actually waited for, but, sadly, it was. Not only was this the second Lionel Dept 56 building; it would be the last.

The prices for my first building dropped as fast as my dream of a layout village made up of different Lionel Dept 56 buildings. The key word here is different. Let's take a look at the differences between them.

Consider the Differences

The Allied Trains version came with Lionel-style packaging. The regular production model by Dept 56 came in a plain white Dept 56 box. So I give the Allied building major points for its packaging with Lionel corporate colors. But for the Allied model, it's all downhill from there.

Look at the front of both buildings in **photo 1**. The Allied product has their street address of 4411 on the front of the awning whereas the Dept 56 regular production model has "Jim's Train Center, 15 East." Both shops have the year 1946 on the crown of the building. The front window displays in each building are different. I give bonus points to the Dept 56 production model because its window displays are more interesting. Also there's a sign with Happy inviting you to drop in for a free Lionel catalog. The windows in the Allied shop are plain by comparison.

The front of the Dept 56 production shop is decked out for Christmas with a holiday wreath above the door and two potted Christmas trees. The Christmas touches plus Happy in the window make this model the clear winner of another round.





Allied



Dept 56



Dept 56

Appreciate the Details

The sides of each building shown in **photos 2 through 4** have framed, unlighted postwar catalog covers as billboards. The Allied version has the 1952 cover on its right side and the 1950 cover on its left. The Dept 56 production Christmas version has the 1953 cover on its right side and the 1954 cover on its left. Each catalog cover is nicely applied to the building but my vote goes to the Dept 56 regular production shop.

The “15 East” address on the Christmas shop is the address for Lionel’s corporate headquarters, 15 East 26th Street in New York City. The front window frames for each building are plastic inserts that have been glued in place. Reports of the glue drying (and the whole window dropping out) are true.



The Christmas Lionel Train Shop has brown, dark gray, and white specks sprinkled on the rooftop shown in **photo 5**. The Allied building, in keeping with its tradition of being the Miss Hathaway at the Ellie May Clampett look-alike contest, has a plain gray roof. Both train shops are in the Snow Village series.

My feelings for the Allied Trains Lionel Electric Train Shop made by Dept 56 are best expressed through words of a song by Earth, Wind, and Fire — “After the Love Has Gone.” 🚂 Happy Tracks!

Members may contact Dennis Leon Clad at:
804-288-2523
dennisthemenace1@webtv.net

Photographs by William Ponseti

An Intergenerational Magic Moment

by Richard A. Sliwka
RM 8795

Lionel's No. 1503WS four-car freight set is headed by a No. 2055 steamer. This factual and happy story is about this train.

My wife and I operate our annual public toy train holiday display. One day, a senior citizen in his seventies and his son in his fifties stopped by to look at the trains. They seemed to be enjoying themselves — watching the six toy trains zipping around the tracks and pushing the various operating accessory buttons. It was not a busy day, so I struck-up a conversation with the two visitors.

“The older gentleman’s wife thanked me for running their train. She said it brought back wonderful memories of past Christmas holidays”

The older gentleman indicated he had purchased a Lionel set for his son in the early 50s. He couldn't remember the exact year, but he remembered it was very expensive for a Missouri farm family. The train was setup during the Christmas season for a number of years. When I asked what happened to the set, the older gentleman said it was still stored in his home. His son volunteered that he had recently tried to run the train but it wouldn't operate. He asked what could be the problem. I told him to bring the locomotive and transformer to the display at some point during the next month, and I would attempt to advise him how to repair it.

The very next day both gentlemen and their wives arrived with a large cardboard box with a complete No. 1503WS set inside. I looked at the 1033 transformer and noticed that the cord was frayed. I told them to see an electrician to replace the cord. Taking the 2055 locomotive, I moved the wheels, applied a little oil and grease, and placed it on the tracks. It ran very well. The only problem was a burned-out headlight which I replaced.

As I started to take the locomotive off the track, the older gentleman asked if I could run it on one of the loops. I said no problem. I lubricated the 2046W tender and attached four MPC Chessie passenger cars already on the tracks; and, off it went. After a few revolutions, it even started to generate smoke from the old “smoke pill” residue still left in the stack. Then the son asked if I would attach the other cars. So after lubricating the gondola, tank car, hopper, and caboose trucks, I attached them behind the passenger cars. For the next hour or so, the four visitors watched and talked about their little train. I would occasionally check to see if the motor was heating — it wasn't.

As I removed the set off the track, the younger man indicated he was planning to set up the train around the Christmas tree for his grandson to enjoy.

As the family was leaving, the older gentleman's wife thanked me for running their train. She said it brought back wonderful memories of past Christmas holidays. In addition, she said while watching the toy train she relived real train trips to Chicago, Los Angeles, and other places in years gone by.

My only thought as they left was that this simple toy train had a happy personality generated by the enjoyment it brought and would continue to bring to generations over a period of some forty-five years. This train definitely “looked happy” as it performed for its owners. 🚂

Illustration used by permission of Lionel LLC



Following in Fabulous Footsteps

2005 SAINT LOUIS



35TH ANNUAL CONVENTION

Led by explorers Meriwether Lewis and William Clark in 1804, the Corps of Discovery expedition embarked on a journey to “go where no one has gone before” — into the vast American west. That hardy and resourceful group of adventurers left St. Louis and entered an uncharted region to explore the largest real estate deal in the history of our nation, the Louisiana Purchase.

LCCA members will retrace their footsteps, re-visit the area of one of the greatest World’s Fair sites of all time, and enjoy train-related activities during the LCCA 2005 Convention in St. Louis — America’s gateway city to the west. Mark your calendar now for July 25-30 and make your own discoveries!

2005 Convention Summary

	Time
Monday, July 25	
Registration Desk open	Noon - 7 p.m.
Board of Directors Meeting	2 - 9 p.m.
Tuesday, July 26	
Registration Desk open	6 a.m. - 6 p.m.
Tour #1: Amtrak Scenic Adventure, with lunch	7 a.m. - 5 p.m.
Tour #2: Model Trains and a Treat	6:30 - 9:30 p.m.
Tour #3: Model Trains and a Treat	7:30 - 10:30 p.m.
Wednesday, July 27	
Registration Desk open	8 a.m. - 6 p.m.
Tour #4: WF&P Steam Railway & Layouts, with lunch	9:30 a.m. - 3:30 p.m.
Tour #5: Riverboat Dinner Cruise	6:30 - 10:30 p.m.
Thursday, July 28	
Registration Desk open	8 a.m. - 5 p.m.
Tour #6: Beer, Beauty, and the Beasts, with lunch	9 a.m. - 4 p.m.
Tour #7: National Museum of Transportation, with lunch	9 a.m. - 1 p.m.
Tour #8: Historic St. Louis, The Arch, and Union Station; with lunch	9 a.m. - 2 p.m.
Tour #9: St. Louis Metro, lunch on your own	9 a.m. - Noon
Get Acquainted Party at the Marriott, with "Drag Racing" on CLRC track	6 - 9:30 p.m.
Friday, July 29	
Registration Desk open	6 a.m. - 6 p.m.
Trading Hall set-up for exhibitors only	7 a.m. - 5:30 p.m.
Tour #10: National Museum of Transportation, with lunch	9 a.m. - 1 p.m.
Tour #11: Historic St. Louis, The Arch, and Union Station; with lunch	9 a.m. - 2 p.m.
Tour #12: St. Louis Metro, lunch on your own	9 a.m. - Noon
Tour #13: Grant's Farm and a Treat, lunch on your own	9 a.m. - 1 p.m.
LCCA Web Seminar at Marriott	2 - 3 p.m.
LCCA Business Meeting at Marriott	3 - 4 p.m.
Lionel Seminar at Marriott	4 - 5:30 p.m.
Trading Hall open for Convention Registrants only	6 - 9 p.m.
Saturday, July 30	
Registration Desk open	8 a.m. - Noon
Trading Hall open for LCCA members and public	9 a.m. - 4 p.m.
LCCA Reception at Renaissance Hotel via motorcoach	6 - 7 p.m.
LCCA Banquet at Renaissance Hotel via motorcoach	7 - 10:30 p.m.
Convention ends	after the Banquet
Sunday, July 31	
Trading Hall take-down for exhibitors only	9 a.m. - Noon

Safe Travel Home! See you in Denver in July, 2006



The St. Louis Airport Marriott will be the host hotel for the LCCA 2005 Convention. Located at I-70 at Lambert International Airport, the facility is conveniently located for access to area attractions, well equipped for conventions, and is accessible to persons with handicaps. The hotel includes indoor and outdoor swimming pools, a Health Club, sauna and whirlpool, and a nearby golf and jogging trail.



Directions to the Airport Marriott

- From I-70 westbound, take exit 236 and at the bottom of the exit ramp turn left onto Airport Road. Turn right onto Peartree Lane.
- From I-70 eastbound, take exit 236. The hotel is straight ahead.

Convention Forms

The hotel reservation form and the Convention registration form are printed on the inside front and inside back pages of the “ghost cover” of this issue of *TLR*.

Select the Marriott and Save

LCCA members who reserve accommodations at the Airport Marriott will receive many extraordinary benefits. To registered hotel guests, Marriott offers:

- A LCCA Convention rate of \$99 per night; great compared to similar hotels in the metro area
- Parking in the St. Louis Airport Marriott lot will be free for LCCA members/Conventioners who are:
 - Registered guests at the hotel
 - Residents in the St. Louis area; show your Convention badge
 - Invited guests of the Convention
 - Train Dealers and sellers involved with the Trading Hall; show your LCCA EXHIBITOR Convention badge
 - Registered guests at nearby hotels/motels, on a space-available basis. Overflow parking will be available at other nearby lots for the prevailing local rate — approx. \$7/day.
- A \$2-off deal for Marriott’s breakfast buffet
- A 20% discount at Marriott’s mini-breakfast kiosk
- Two complimentary bottles of water placed in your room each evening
- The Airport Marriott is close to entertainment centers, riverboats, sporting events, and recreational sites. The hotel is just 20 minutes by car from downtown. A Metro station at the airport allows local getting around.

Staying in St. Louis before or afterwards

Some LCCA members plan to arrive early and/or stay afterwards for more vacation days in the vicinity. Marriott will extend the special Convention rate to LCCA registered guests for three additional days immediately before and after the Convention.

Who May Attend a LCCA Convention

1. Regular members, their spouses or significant others, and their minor children under 18 years of age.
2. Guests, other than those specifically invited by the President/CEO, are not permitted; this includes extended family members and children or dependents over the age of 18 years.
3. Registered convention attendees who have table(s) in the trading hall may secure two helper badges at the registration area for a \$10 fee. This helper badge will admit the wearer to the trading hall during setup, trading, and move-out times. Helpers will, at all times, be the responsibility of the registered member and will not be able to attend other convention functions, tours, or events.
4. Any questions regarding attendance eligibility should be directed to the registration chair, Sue Ellingson.

Enjoy a Convention of Discovery in Mid-America

There's more to St. Louis than The Arch



Amtrak Scenic Adventure Tour 1: Tuesday, July 26 - 7 a.m. to 5 p.m.



Courtesy of City of Kirkwood

Lewis & Clark went west by boat, but we'll travel in that direction by rail. Our all-day adventure will begin aboard an Amtrak train at the Kirkwood Train Station when the Conductor shouts "All Aboooooard!" We'll journey westward to Jefferson City, Missouri, the state's capitol.

Railfans will treasure the memory of this one way, two-hour journey that meanders through Missouri's most scenic region. During the trip, the tour guide will interpret important sites along the Missouri River and offer tips of what to look for in Jefferson City.



Courtesy of Jefferson Cith C of C and Full Spectrum

Upon arrival in the capitol city, we'll travel by motorcoach to the impressive state capitol building and view the famous murals painted by American artist Thomas Hart Benton. After the tour, we'll enjoy lunch at one of Jefferson City's popular restaurants.

Then, we'll travel by motorcoach to Westminster College in Fulton, Missouri. Our brief tour of the campus will culminate with a visit to the College Chapel. Here Winston Churchill gave his famous "Iron Curtain" speech in 1946 and coined this phrase that lived on through history. We'll board the buses at 3 o'clock for a leisurely trip back to the Convention hotel.

COST: \$99 per person includes one-way Amtrak transportation from St. Louis to Jefferson City, narration by a tour guide, a pre-selected lunch, Westminster Campus Museum admission, motorcoach transportation from Convention hotel to Kirkwood train station and from Jefferson City back to the Convention hotel.

Model Train Layout and a Treat

Tour 2: Tuesday, July 26 - 6:30 p.m. to 9:30 p.m.
Limit: 48 persons

Tour 3: Tuesday, July 26 - 7:30 p.m. to 10:30 p.m.
Limit: 48 persons

This evening we'll experience an impressive model railroad and enjoy a traditional treat of America's Gateway City.

The first of four mini-coaches will leave the Convention hotel beginning at 6:30 p.m. for a trip south to Webster Groves, the locale of the **Big Bend Model Railroad Club**. Founded in 1938, BBMRC has continually operated its O-scale layout since then. This active club includes some members who are second generation model railroaders.



Courtesy of BBMRC, Paul Metzler



The BBMRC group enjoys both their hobby and their building, which was formerly the St. Louis — San Francisco Railroad Station in Webster Groves. In early summer of 2005, this club will also host the O-scale Model Railroaders Convention.

From Webster Groves, we'll travel to a unique place where many St. Louisians have found delicious relief on warm summer nights — **Ted Drewe's Frozen Custard**.

This local tradition began during World War II when the cream for making ice cream was scarce. Ted had an idea; make frozen custard instead. This icy treat has been a summertime staple ever since. Order a "Concrete" in your favorite flavor, and they'll hand it to you up-side down — it's that thick!



COST: \$32 per person includes a donation to Big Bend Model Railroad Club, medium-size "Concrete," and roundtrip motorcoach transportation.

WF&P Steam Railway and Layout Tours

Tour 4: Wednesday, July 27 9:30 a.m. to 3:30 p.m.



We'll enjoy a beautiful ride along the Merrimac River in Glencoe, Missouri, via steam train. Volunteers of the Wabash Frisco and Pacific Association run 12-inch gauge, small scale steam trains along a two-mile round trip lasting approximately 30 minutes. This train happens to be the only scheduled steam passenger train in Missouri. After the ride, we'll relax at a pavilion on the grounds and enjoy a tasty boxed lunch.



After lunch, we'll divide into two groups and each will visit a Lionel-based operating home layout. Afterwards, the groups will re-combine and visit the **St. Louis Lionel Railroad Club** layout now under construction.

COST: \$59 per person includes a donation to the WF&P Steam Railway and to the St. Louis Lionel Railroad Club, a boxed lunch, and transportation.

Riverboat Dinner Cruise

Tour 5: Wednesday, July 27 6:30 to 10:30 p.m.



Experience America's great heartland River, the Mighty Mississippi up-close yet afloat during a Gateway Riverboat dinner cruise. We'll depart the

Convention hotel via motorcoach and arrive at the riverfront to board authentic paddle wheelers. During our cruise, we'll see the dramatic St. Louis skyline at night, have a delicious prime rib dinner, and enjoy live music by one of St. Louis' best Dixieland bands.

COST: \$74 per person includes a cruise ticket, sit-down dinner, and luxury motorcoach transportation from the Convention hotel to the riverfront and return. A cash bar will be available on board.

Beer, Beauty, and the Beasts

Tour 6: Anheuser-Busch Brewery, Forest Park, the St. Louis Zoo

Thursday, July 28 - 9 a.m. to 4 p.m.



Our tour guide will narrate the rich history of the colorful Busch family en route to the home of the King of Beers, the Anheuser-Busch Brewery. This brewery complex contains more than 70 red brick structures on 100 acres. The brewery buildings are known for their unique architecture and several are designated National Historic Landmarks.

During this tour, we'll visit the world-famous Clydesdales, the Fermentation Building, the Packaging and Bottling Plant, the Brew House, and view an interesting film about the brewing process. Our visit wouldn't be complete without stopping in the Hospitality Room to sample the Busch products.

The tune, "Meet Me in St. Louis, Louie," may seem to linger in the air at the newly renovated Forest Park in St. Louis! 100 years after this nationally famous park served as the site of the 1904 World's Fair, it is still going strong with renovated roads, bike paths, eateries, lakes, and golf courses.



St. Louis Art Museum

The park is the home of the renowned Saint Louis Zoo, the Saint Louis Art Museum, the MissouriHistory Museum, the Science Center, and the Muny Opera in the largest outdoor theater in the country. You'll soon realize that these grounds are more than just the third-largest city park in the nation. It's a park that still serves the world!



Science Center

We'll do lunch at Meriwether's Restaurant located within the Missouri History Museum. It overlooks the newly renovated golf course in the park. After lunch, we'll travel back in time and explore the history of St. Louis from 1764 to the present in this museum, including the Lewis & Clark Expedition and the early days of aviation with Charles Lindbergh's historic solo transatlantic flight in The Spirit of St. Louis.

COST: \$65 per person includes pre-selected lunch, narration by tour guide, and roundtrip motorcoach transportation.

National Museum of Transportation

Tour 7: Thursday, July 28 - 9 a.m. to 1 p.m.

Tour 10: Friday, July 29 - 9 a.m. to 1 p.m.



We'll visit one of the country's largest transportation museums. With more than 300 pieces on display, this museum includes one of only eight of the surviving Union Pacific Big Boys, and one of only two surviving examples of GM's very-mid-50s styled Train of Tomorrow. Throughout the 70-acre museum, you can trace the last 150 years of transport and view one of the largest railroad collections in the United States.

We'll enjoy lunch at one of St. Louis favorite eateries, Super Smokers BBQ. In the barbecue universe, this restaurant is known for lean and meaty smoked ribs, incomparable barbecue beef brisket, and world-famous pulled pork.

COST: \$56 per person, including entrance fee to the museum, pre-selected lunch, and roundtrip transportation.

Historic St. Louis, The Arch, and Union Station

Tour 8: Thursday, July 28 - 9 a.m. to 2 p.m.

Tour 11: Friday, July 29 - 9 a.m. to 2 p.m.

We'll trace the history of St. Louis beginning with the city's original settlement, Laclede's Landing. It is now a nine-block historic district.

Our first stop will be the famous Gateway Arch, the nation's tallest monument. You may take a tram ride to the top of this 630-foot-high, stainless steel architectural wonder. Those not wanting to ride the tram will enjoy "Monument to the Dream," a documentary film about the construction of The Arch. Also visit the Museum of Westward Expansion located beneath The Arch.



We'll pass the Old Cathedral, the oldest church west of the Mississippi. Across the street is the Old Courthouse

that was the setting of significant legal cases involving slavery, the fur trade, and equal rights. Judges presented The Dred Scott Decision in this courtroom.



Continuing west on Market Street, we'll pass several of St. Louis' civic buildings, plazas, and a museum en route to historic Union Station, once the busiest rail terminal in the world. Its magnificently renovated Grand Hall and Train Shed now house specialty stores, festive markets, and a Hyatt hotel. We'll enjoy lunch at the Hard Rock Café — known not only for its good food and exceptional service, but for its display of rock and roll memorabilia.

COST: \$62 per person, including lunch, admissions to the Gateway Arch (tram or movie), and roundtrip motorcoach transportation.

St. Louis Metro

Tour 9: Thursday, July 28 - 9 a.m. to Noon

Tour 12: Friday, July 29 - 9 a.m. to Noon

We'll board a luxury motorcoach at the Convention hotel and travel to the St. Louis Metro facility. A guided, behind-the-scenes tour will include an overview of the entire system and views of the dispatching and

alignment systems, train repair shop, and control center.

En route to the nearby Metro station, our tour guide will describe popular local attractions, tasty restaurants, and unique shops that you could visit during your day on the light rail system. As the motorcoach returns to the Convention hotel at noon, our tour guide



will give you an all-day pass to the system and a *Metro Visitor's Guide* — use it as a handy planner for fun and adventure via light rail at your own pace.

COST: \$27 per person includes tour guide, motorcoach transportation from hotel to the Metro facility and to the first stop, and an all-day pass on the Metro. NOTE: lunch on your own.



Courtesy of Anheuser-Busch

Grant's Farm and a Treat

Tour 13: Friday, July 29 - 9 a.m. to 1 p.m.

This farm is named for U.S. Grant, the 18th President of the United States, who lived on and worked this land in the 1850s. We'll pass Grant's Cabin, the log home built by Grant for himself and his St. Louis bride 12 years before his election as President.

Our tour guide will describe the rich history of Grant's Farm and the Busch family en route to the 281-acre estate of the late August A. Busch, Jr., which is now owned and operated by Anheuser-Busch Companies.

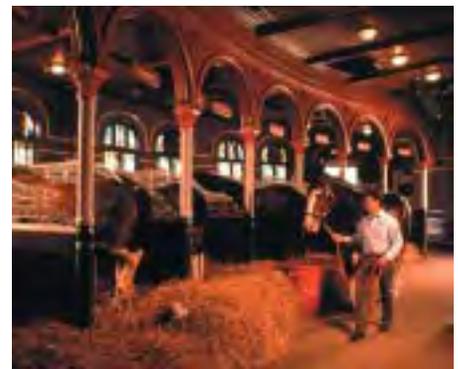
The tram will also stop at the Tier Garten where you may see either the elephant show or the show featuring birds of prey. In the historic Bauernhof, built just after the turn of the century, we'll see elegant stables and the Busch's antique carriage collection, one of the largest in the world.

A visit to the famous Clydesdale stallion barn will complete our visit. Lunch is available in the courtyard — on your own.

Our final stop will be for a cool treat at Ted Drewe's Frozen Custard, a St. Louis tradition since 1929. Known for specialty "Concrete" shakes so thick you can turn them upside down, you'll remember this tasty treat for years to come.

COST: \$32 per person includes narration by a tour guide, admission to Grant's Farm, a medium-sized "Concrete," and roundtrip transportation.

NOTE: lunch on your own.



Courtesy of Anheuser-Busch

Photographs courtesy of St. Louis Convention and Visitors Commission, except as noted

Courtesy of Metro & Lee Harris, photographer

“Meet Me in St. Louis, Louie”

Courtesy of the City of St. Louis

The phrase, “Meet me in St. Louis, Louie” is more than just a line from a Judy Garland tune. Now 101 years after the famous 1904 World’s Fair held at Forest Park in St. Louis, the locale of that famous fair remains a memorable attraction. LCCA Convention-goers will visit this historic park as one of the Convention tour venues during the event coming up in late July, 2005.

The World’s Fair of 1904

The event’s formal name was the Louisiana Purchase Exposition. It was held in St. Louis to celebrate the centennial of President Thomas Jefferson’s purchase of the Louisiana Territory and his vision of a continental United States. The celebration also honored explorers Lewis and Clark and their epic journey with the Corps of Discovery into the unknown American west in 1804. The adventure began and ended in St. Louis. This greatest of all turn-of-the-century fairs brought together people from dozens of nations who re-created their arts and culture, entertained the crowds, and sold their wares to fairgoers from around the world.

Nineteen and a half million people attended the Fair in Forest Park from April through November 1904. One writer at the time said that for the seven months of the Fair, St. Louis was “the most cosmopolitan city on earth.” Many items today considered all-American icons debuted at the Fair including Buster Brown Shoes, ice cream cones, iced tea, and hot dogs served in a bun. The soft drink Dr Pepper also got its start at the Fair, and Borax Bill drove his 20 Mule Team through a section of the fairgrounds advertising his cleaning product.

The electric Intramural Railroad had 17 stops throughout the Fair where visitors saw demonstrations of new inventions such as the heavier-than-air flying

machine, coin changers, electric clocks, and automatic telephone answering machines. One exhibit that drew a lot of attention was the baby incubator, a new device that dramatically increased the chances of survival for premature infants.

One of the performers at the Fair was 24-year-old cowboy-storyteller Will Rogers. Scott Joplin, a St. Louis resident known as the King of Ragtime, played at the Fair, and an exotic entertainer, Little Egypt, lured fairgoers to The Pike, the Fair’s amusement area, with her hootchie kootchie dances. The phrase, “coming down the Pike,”



still used today, referred to all the wonders of the world a visitor could see displayed on the fairgrounds.

Forty years later, in 1944, the Fair would be further immortalized in the Judy Garland musical, “Meet Me in St. Louis.” It was based on a novel of the same name by Sally Benson, a St. Louis resident.

America’s relationship with food changed forever during the summer of 1904. One version of the ice cream cone was developed at the World’s Fair when Ernest

Hamwi, who served Persian waffles called zalabia at the Fair, filled his waffles with ice cream. He later founded Missouri Cone Company which became the country’s largest producer of ice cream cones. Iced tea also was developed at the Fair when the British area failed at selling



hot tea and put ice into the brew. Hot dogs served on a bun and hamburgers, although not invented at the Fair, were popularized during the event. Visitors from all across the country tried the delicacies and took the idea back to their own hometowns.

The Louisiana Purchase Exposition Company constructed 75 miles of roads and walks and 15 miles of railroad for the World's Fair. More than 1,000 buildings occupied the fairgrounds in Forest Park.

Forest Park, a 1,370-acre area, recently received a massive \$90 million restoration makeover. The park's roads and lakes have been restored, and new landscaping can be found throughout this massive urban oasis just six miles from the Gateway Arch.



Visitors can walk in the footsteps of 1904 fairgoers through the St. Louis Art Museum, the only one of eight World's Fair "palaces" designed to be permanent. Other buildings were built of staff, a material similar to plaster.

As it did in 1904, the art museum houses masterpieces and ancient artifacts reflecting thousands of years of human culture from around the world. The statue of Saint Louis, King of France, is located outside the museum's main entrance. The statue originally was located at the head of the Plaza during the Fair and was the first large piece of statuary to greet those passing through the main entrance gates.

Another spectacular structure remaining from the 1904 Fair is found at the St. Louis Zoo just east of the Art Museum in Forest Park. The massive walk-through Flight Cage was the Smithsonian Institution's exhibit at the Fair. At 228 feet long, 84 feet wide and 50 feet high, it was the largest aviary ever built and today it remains one of the largest free-flight cages in the world. The landmark structure, which served as the impetus for the development of the zoo in 1913, underwent a multi-million

dollar restoration in 2004 that brings visitors closer to the birds in a lushly landscaped exhibit called "Cypress Swamp."

Within the park, directly across from the Flight Cage, sits the World's Fair Pavilion. Built on the site of the Fair's original Missouri Building (which was lost to a massive fire in 1904) the Pavilion was designed to be a lasting memorial to the Fair. The renovated pavilion now hosts groups for picnics and special events. Individual visitors can enjoy some of the best views of the park and a cascading waterfall from the Pavilion.

In 1904, a popular mode of transportation through the fairgrounds was a boat ride through the miles of canals that wound through Forest Park. Today's visitors can relive the romance of the Fair on a paddleboat ride from the newly renovated Forest Park Boathouse. Boaters can paddle to a picnic island in the lake, cruise around a wildlife island and enjoy eight new fountains that now dot the waterway.

The magnitude and pageantry of the Fair sometimes overshadowed the event it was staged to commemorate – the centennial of the signing of the Louisiana Purchase and the consequent exploration of the new territory by Meriwether Lewis and William Clark. At the Missouri History Museum located within Forest Park, visitors can see the original Louisiana



Purchase Transfer Document that formalized the transfer of the Upper Louisiana Territory from Spain to France to the United States on March 9 and 10, 1804, in St. Louis. A map of the Louisiana Purchase territory that traces Lewis & Clark's Corps of Discovery route is etched in the stone walkway at the museum's north entry. Galleries within the museum also include artifacts from the Lewis & Clark journey and the rest of Clark's life in St. Louis. A special exhibit, "The 1904 World's Fair: Looking Back at Looking Forward," embodies the sights, sounds and splendor of the fair while revealing the human stories of the fair's creators, participants and attendees.

Thousands traveled to St. Louis by train to reach the Fair anticipating one of the most spectacular events they had



Photograph used by permission of Lionel LLC

ever imagined. The passenger trains delivered them to an equally stunning architectural gem – St. Louis Union Station. Built in 1894, Union Station was once the largest and busiest passenger rail station in the world. Today, the Station houses a festival marketplace of specialty shops, restaurants and a luxury hotel. Union Station provides self-guided exhibits, including one on the World's Fair that celebrates the history of the station. Historic memorabilia is housed in display cases located throughout the station.

Although probably not thinking of the 1904 World's Fair in St. Louis at the time, in 1980-82 Lionel produced a "General" locomotive, tender and three passenger cars that commemorated a special train prepared for visitors to the 1904 Fair. That "General" set bore the name of the Rock Island & Peoria Railroad and included a 4-4-0 steam locomotive with a distinctive chrome-plated boiler. This represented the prototype's gleaming silver-clad boiler made and hand-tooled in Germany. The wood-burning tender of this model includes a good representation of the full-color mural painted on the sides of the tender of the prototype. The three passenger cars of this set included a combo baggage/coach car and two coaches – all in the "old time" style. 

Photographs by St. Louis Visitors & Convention Commission, except as noted.

Train Meet – March 4 & 5

If You're in the Neighborhood of Lexington, Kentucky ...

Plan to attend a great LCCA-sponsored Train Meet in the mid-south at the Continental Inn, Rt. 60 and New Circle Road in Lexington.

LCCA members may set up and begin trading on Friday night, March 4, 5 p.m. to 9 p.m. and on Saturday

morning, March 5, 8 a.m. to 10 a.m. The event will be open to the public on Saturday from 10 a.m. to 3 p.m.

For more information, contact Harry Overtom at 859-268-1942
Winfrey Adkins at 859-873-3714
Larry Black at 502-695-4355.

To reserve a table(s), contact Bill Crace at 859-299-2423.

Lionel News & Views

by Bill Schmeelk
RM 6643

They Went Thataway

In the late 50s and early 60s, Lionel searched for themes to entice kids. Looking through the catalogs of those years, we see that Lionel looked ahead to the future for concepts and introduced many space-themed trains. Interestingly, at the same time they looked back in American history. The big push in both directions took off in the 1959 catalog. Quoting a phrase from that catalog: “Frontier Days to Space Age: Only Lionel offers so much brand-new excitement ... Only Lionel has so much newness with such complete authenticity ... whether it be the Old West of Yesterday or the World of Tomorrow!”

That was the year Lionel introduced its accurate model of the famous 4-4-0 Civil War woodburner, The General. The General sets were sold with a new wood-clad passenger car, a matching baggage car, and a fenced flat car with horses. Plastic truck frames introduced in 1958 were used exclusively on those products. The General cars featured a new style plastic truck known as the arch bar truck, modeled after an older-style truck more appropriate for a Civil War era train. No other cars were ever designed to use these trucks. Later in the 60s, the arch bar trucks showed up inappropriately on other modern-era cars. Lionel simply used existing inventory to complete production.

Two Versions: Super O and O27

A General set was offered in Super O and in a less expensive O27 version. For the deluxe Super O set called the Five Star General, the passenger car was equipped with a whistle. The General’s tender was simply too small to house Lionel’s DC-relay-operated whistle unit. The O27 version of the General lacked both smoke and whistle and used a two-position E-unit instead of the more desirable three-position E-unit installed in the Super O version. The sets introduced in 1959 ran unchanged in 1960. In 1960, Lionel introduced a special uncataloged General Set sold through Gifts Galore; it became known as the “Halloween” Set because of the unique orange and black colors used on



the loco in that set. That was the set that Lionel reproduced for the LCCA in 2004.

The Super O set was again offered unchanged in the 1961 catalog for \$49.95. The O27 set sold for \$10 less and came with a new car designed for the frontier period — the No. 3370 Sheriff and Outlaw Car. It replaced the Flat Car with Horses in the set. For some reason, this car came with modern Timken trucks rather than the arch bar trucks. This new car featured animated action between a sheriff and an outlaw carrying a bag presumably filled with stolen loot. They shot it out across the roof of the car as the train moved down the rails.

The body was an O27-size stock car, much like the one used for the No. 3376 Operating Giraffe Car which was introduced the year before at \$7.95. The Sheriff and Outlaw Car was also offered in another O27 set, the No. 1809 Western Gift Pack. It featured a traditional steam loco, the Operating Giraffe Car, the Sheriff and Outlaw Car, the Flat Car with Horses and a non-illuminated SP-type cabooses. The set had Timken trucks, except for the flat car which had arch bar trucks. The set retailed for \$29.95.

Adaptations: Giraffe and Bullion

In 1962 the O27 General set was referred to as a Frontier Circus Train with the Giraffe Car substituted for the Sheriff and Outlaw Car. Somehow a car labeled “Bronx Zoo” didn’t seem appropriate. The set was offered in Lionel’s Gift Pack case, and the price was \$35.

The Super O set was \$59.95. Lionel replaced the flat car with the Sheriff and Outlaw Car and the Ft. Knox Gold Bullion Car. The bullion car was shown in red but it was never produced that way until Lionel re-offered it just a few years ago. Both of these cars had modern Timken trucks. An HO version of the Sheriff and Outlaw Car, No. 0370, was introduced in 1962 and sold for the same price as the O-gauge version, \$7.95. I do not have this car, but it is shown in the catalog colored red. The year 1962 was the last year for the postwar Generals. It’s hard to believe that they were only cataloged for three years.

The 1963 Lionel catalog disappointed many fans. Only the front and back covers were printed in full color. Inside, the catalog was printed with only red and black ink and there was no new engineering by Lionel. The Generals were gone. The Sheriff and Outlaw Cars remained in both the O and the HO line. Both cars were again offered in 1964 at the

same price. In 1965, the O-gauge Sheriff and Outlaw Car was gone while the HO version went up a nickel in price to \$8. The HO version made its last appearance in the 1966 catalog.

The original No. 3370 Sheriff and Outlaw Car is shown in **photo 1**. In 2001, Lionel reintroduced the car as part of the Postwar Celebration series. See **photo 2**. In 2004, the LCCA offered a version of this car as a add-on car to the “Halloween” General set offered to club members the year before. See **photo 3**.

Differences in the Versions

All of the cars use the original mechanism designed by postwar Lionel engineers. There are, however, some significant differences in each version. First, let’s look at the trucks.

Photos 4 and 5 show the truck on the original postwar version. This was the plastic truck introduced by Lionel in 1958 or 59. The standard postwar truck was cheapened significantly and now had a plunger hanging from its plastic coupler. The truck was also riveted to the frame, making replacement

difficult. Drilling out the rivet would generate enough heat to melt the plastic and enlarge the hole in the truck, making it useless. This truck is associated with Lionel’s decline in the 60s.

Although faithful in design to the original, the Postwar Celebration Series version No. 26765 offered several improvements. The truck can be seen in **photos 6 and 7**. Thankfully, Lionel did not reproduce the plastic truck and coupler. This version was equipped with die-cast sprung trucks. The truck and coupler was made of metal and featured a metal stud hanging from the coupler. When pulled downward by the magnet at a remote control track,



the coupler opened. Another improvement was the metal components of the lifting mechanism inside the car; these were now black and less obvious through the openings of the car than the silver used in the original version. The graphics on the car were a faithful reproduction of the original, with a small PW added to distinguish it as part of the Postwar Celebration Series. The graphics were brighter and sharper than the original. Another improvement is the fact that the shell has been painted where the original is simply molded in color.

Best Version for LCCA

The latest version, No. 6-52348, is the one Lionel produced exclusively for our club. The truck is shown in **photos 8 and 9**.

This is the first time the car was produced with the correct style truck to go with a train from the era of the General. Let’s not stop there though, check out the coupler. Here you see a coupler reminiscent of the 50s. There is no unsightly metal plunger or stud hanging down from the coupler arm. This is clearly the best truck assembly of the three versions.

Magic in the Mechanism

The part of this car that I most admire is the mechanism for the action. The clever engineering of this postwar Lionel product always fascinates me. Here is yet another example of getting several different movements from one simple



motion. To illustrate this clever design, I've photographed the original postwar car. I used this car because the silver parts photograph more clearly than the ones in black. First, by removing two small screws at each end of the car, I

removed the shell. Once the shell was off, I removed the two outside pins that secure the levers. These pins are loose and without the shell in place can be easily pulled out.

Toy Trunk Railroad

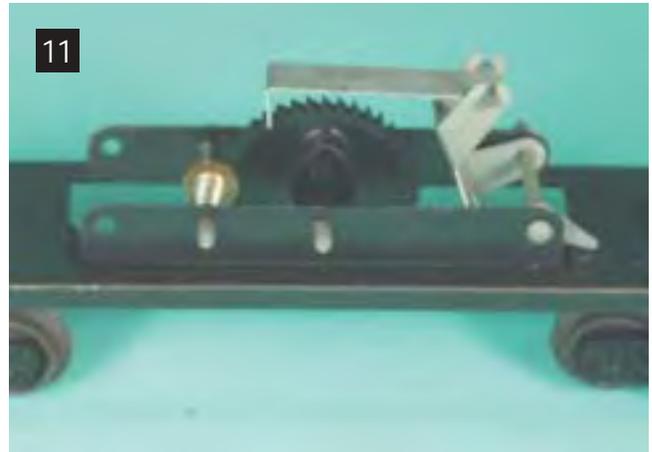
by Erik Sansom



Photo 10 shows the frame of the car with all levers removed. In the center is a plastic gear. On one side of the gear is a sort of spring-loaded clutch that puts some pressure against the gear — just enough so that the weight of the levers does not cause the gear to turn.

Now we'll reassemble the mechanism a piece at a time so that you can appreciate the ingenious design. In **photo 11** two pieces have been added with one of the pins. One piece

extends through the frame of the car. **Photo 12** shows an underneath view of the truck. You can see the silver tab that is now against a cam mounted firmly to the axle. The wheels on most postwar trucks were usually free on the axle. In this case, the axle with the cam is affixed tightly to the wheels. As the wheels turn, the axle turns the cam, which pushes the silver tab down. Gravity returns it until the rotating cam again pushes it down.



15



16



Now look again at **photo 11**. With each up and down movement, the bar going across the gear pulls it a distance of one tooth. As the car continues to move the gear is slowly and continuously moved in a clockwise direction. The gear is centered in the width of the car and has a cam molded to each side. These are different shapes and in different rotational positions. One cam moves the sheriff and the other moves the outlaw.

Photo 13 shows the two levers — both are identical except for the rubber figure mounted at one end. Notice the small tab extending from the center of each lever. Each of these tabs rides on one of the cams. These tabs are formed with a rounded surface that rides against the cam. Now we'll install the sheriff lever as shown in **photo 14**. Here you can see how the tab rides on the gear cam. As the gear slowly turns, the sheriff will move up and down.

Finally, we'll install the outlaw — the guy in the black hat, of course. His installation is a bit tougher as the truck lever mounts on the same pin. **Photo 15** shows the completed assembly. The cam for the outlaw is shaped so that he drops quickly out sight as the sheriff takes aim. The sheriff moves steadily up and down. **Photo 16** shows a top view where you can see the two tabs resting on their respective cams.

All versions of this car operate well. An interesting feature of this clever mechanism is that it continues in the same sequence even if the car changes direction.

Regardless of the direction the car is traveling, the center gear always moves in the same direction. Did I mention how clever this design is?

The instructions packed with the modern version mention that you must assemble the men onto the levers, but all versions were supplied with the two figures already in place. One small change in both of the modern versions is the head of the pins used to secure the mechanism. **Photo 17** shows the silver postwar pin and the black pin used in the two modern versions. The modern pin has a shoulder which keeps the pin centered in its position so that the opposite end can never extend beyond the frame. Another small difference is the screws used to secure the shell. The postwar version used sheet metal screws, while the modern versions use machine screws.



17

As you can tell, this is a car I admire. I'm particularly pleased that the best version of it is the one offered by the LCCA. Hats off to those who had a hand in seeing that it was done just right! 🚂

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Photographs by Bill Schmeelk

The Tinplate Cannonball

by Ken Morgan
RM 12231

Christmas Trains II

Last issue I wrote about my first trains, which were a Christmas present. How many of you received your first trains for Christmas? How many of you run trains during the holidays? I believe I've proved my point. Trains and the holidays go together, and they have for a long time.

Rather than presenting a trivia question, I'm asking you to try an eyeball check. There is something wrong with one of the prewar pieces in the photos. Are your eyes (and expertise) sharp enough to find it? It can be seen in both of the photos and very clearly in one of them.

My family has had a Christmas village around the tree with at least one train set running for as long as I can remember. Since I was the first one to marry and leave home, I had to give Mom a set of trains for the village so I could reclaim my trains and start on my own village. Like Mom's, it is rather eclectic; not the current Department 56 products. It's a little of this and a little of that, with no consistent scale or apparent logic. Some of the figures and toys go back to my early childhood. Some are even older and were passed down from my grandparents. I have continued to add to them over the years. I've added so much

that the "village" now seems more like a "county" full of mostly small houses, trees, figures, cars, etc. O-gauge and N-gauge train sets run through it.

Grandpa as Train Mentor

Now that I have a grandchild, I thought it would be a good idea to temporarily retire the traditional tiny pieces and go with larger things under the tree. So I decided that the Tinplate Cannonball would hark back to a prototypical Tinplate Cannonball: standard gauge, O gauge, and prewar Lionel accessories, with some metal toys from the same period. They're easier to see, and easier to handle — in case anyone wanted to pick them up and play with them.

I gave my granddaughter Sasha a wooden Thomas the Tank Engine set for her first Christmas in 1993. Following tradition as a proper train hobbyist and grandpa should, this year I added some more pieces. Just like old man Cowan said, start with the trains going round in a circle, but add some accessories to "keep the little nippers out of trouble" and pique their interest. So there is now a switch, another loco, Bertie the Bus, and a tunnel. All train sets need a tunnel. What child doesn't enjoy watching the trains come out of the tunnel? Especially an electric train with a glowing headlight. But I digress. Back to the prewar Christmas layout.

The Christmas Layout

Photo 1 shows what I set up. Let's take a tour and see what's there. Back in the right corner is that trusty Type Z I got many years ago. And lots of black wires, which I prefer to think of as ski trails on the snow. Peeking out from behind the tree is a 120L illuminated tunnel. Its O-gauge cousin, the 119L, is also placed there.





Other illuminated accessories include the big 437 switch tower with its two-toned structure, the little 092 signal tower with the peaked green roof, and two each 189 and 191 villas on either side of the layout for artistic balance. The quick difference between a 189 and a 191 is that the 191 has the side porch. Then there are four (only three in the pictures) 184 bungalows. There are two lithographed versions and two solid-color versions. Right in front is a 125 station. There are two big lights, an orange 57 Broadway lamp post that marks the corner of Broadway and Main, and a gray 56 park lamp. Non-illuminated accessories include both a 435 and a slightly larger 436 power station. The engineering budget on the parent BCC&PRR doesn't cover the massive 840 power station. Maybe if I ask Santa next year ... I added some action and noise beyond that of the trains running. In one corner is the 83 traffic and crossing signal. Balancing it on the left is the 87 railroad crossing signal. They both blink on and off. Because of their unique appearance and the flashing lights, I have always considered them attention grabbers. Two other operating accessories are the 1045 operating watchman and — on the far left near the wall — the 77 automatic crossing gate. Finally, behind the station, is the 69 warning bell, which rings every time the General passes by. The postwar General is the exception to my desire for a totally prewar display, but when grandma says she would like to see the General, she gets to see the General.

The toys are various Tootsietoy, Manoil, Barclay, and miscellaneous cast iron pieces I have accumulated over the years, plus trees, Santas, and snowmen from my usual village. I had to include some of the traditional things! The large Santa was made from red and white Styrofoam by my grandmother. Grandpa supplied the trains, grandma the spirit of Christmas.

I hope you enjoyed this brief tour of the accessories. I named them all for the sake of members who might not be familiar with prewar pieces.

Now on to the Trains

With green and red, the customary colors of Christmas, in mind, I pulled out my set of red 337/337/338 coaches and observation car. Instead of using their matching red 8 locomotive, I decided to run a more-difficult-to-find piece — the green 390E. For those of you who may need an incentive to attend a LCCA annual Convention, I acquired this piece at the Pittsburgh Convention a few years back. Its drive wheels are original but warped due to “metal disease.” I swapped motors and used one from a more common 384. It's been a while since I worked on a Build-a-Loco motor. Boy, does that make life easy! I'll have to describe that in a future installment.

The 384 is a 2-4-0 and the 390 is a 2-4-2, so I attached the trailing truck from the 390E to the motor frame, put everything back together, and tested it at the workbench. It ran beautifully and made a colorful train upstairs under the tree as shown in **photo 2**.

Did you find the problem? I forgot to change the front truck when I used the 384 motor. That loco has O-gauge wheels on the pony truck. The 390 has full-sized, standard gauge wheels. Look at the difference between the front and rear trucks in **photo 2** and you can see it clearly. Oh well, nobody at home cared (or noticed) but me. And that was only when I returned the motors to their proper engines after the holidays. I'll chalk it up to a senior moment.

This wraps up my two-part tour of Christmas trains. See you next issue along the tracks of The Tinplate Cannonball. 🚂

Photographs by Ken Morgan

A Lionel Puzzlement

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

Some Assembly Required

Syllables, the unit of spoken language, are commonly used as helps in pronunciation and serve as guides in placing hyphens at the end of a line of copy.

In this Puz-zle-ment, however, the task is to re-assemble all of the syllables from the "Syllabox" into correct answers for the clues. The number in the parentheses indicates the number of syllables for each answer. Remember, use each syllable in the Syllabox only once and place only one letter per dash. Enjoy. 

Answers to December 2004,
ABC's puzzle:

- | | |
|-----------------|-------------|
| 1. Shovel, | 5. Sawmill, |
| 2. Quad Hopper, | 6. Derrick, |
| 3. Tie-Jector, | 7. Reefer, |
| 4. Bronx Zoo, | 8. Gantry. |

Syllabox

a	a	a	ac	alu	an	can	cat	co	con
cop	dio	do	ed	ed	er	er	frig	gen	ger
gon	he	i	il	is	la	ler	leum	li	lo
log	lu	mat	mi	mi	mo	nat	num	ob	pas
pe	ra	re	sen	ser	ter	ter	tion	tive	tive
tor	tor	tro	troll	va					

Clues

- | | |
|-----------------------------|-----------|
| 1. Wish book | (3) _____ |
| 2. Lighted caboose | (5) _____ |
| 3. Gondola load | (3) _____ |
| 4. Flatcar craft | (4) _____ |
| 5. Searchlight power source | (4) _____ |
| 6. Tanker fluid | (3) _____ |
| 7. Cop & hobo gondola | (4) _____ |
| 8. Engine | (4) _____ |
| 9. Tray on wheels | (3) _____ |
| 10. Viewing scenery car | (4) _____ |
| 11. Non-operating milk car | (5) _____ |
| 12. Changes direction | (3) _____ |
| 13. Paying traveler | (3) _____ |
| 14. Extruded _____ cars | (3) _____ |
| 15. DANGER _____ WASTE | (4) _____ |

Answers will be published in the next issue.

