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# *The* **Lion Roars**



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

# COMING ATTRACTIIONS



In the June 2005 issue of *TLR*

In Part II of the "I Have a Dream – about Toy Trains" series, Keith Beyer will describe making and installing bench work in his train room.



Alphonse Kolis will present an essay about his dad – and the family train layout that touched the lives of the next generation – as a Father's Day tribute.



A sneak preview of one of the impressive layout tours to be featured at the upcoming LCCA 2005 Convention – the St. Louis Lionel Railroad Club.



The portable modular layout of the Chicago Lionel Railroad Club – one of the largest of its kind in the nation – will be a "star" of the Convention.

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**ON THE FRONT COVER**

This toy train layout is a great locale for intergenerational fun for this grandpa and grandson.

*Photograph by Mike Mottler*

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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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# The President's Report

by Eric Fogg RM 12768

There's so much to see and do in St. Louis sometimes I think maybe we should have made the Convention two weeks long. But if there is one special thing to see, it just might be St. Louis Union Station (Tours 8 & 11).

Jane and I have traveled through Union Station a number of times, coming and going during the early AMTRAK years on trips long and short. I rode the last train out of the station on Halloween, 1978.

In the early 1980s I had a job that took me past there about every two weeks. So I watched this 100+ year old building go from derelict status to the largest adaptive reuse project in the U.S. I also managed to take a number of unauthorized tours during that time and even wrangled an invitation to the luncheon marking the start of the renovation.

Once the largest station in the U.S., it's still a fabulous building. If you visit, go to the Grand Hall and be sure to see the mosaic above the drinking fountain, the great stained glass windows, and, most importantly, the whispering arch. Union Station will always be a special part of St. Louis for me. If you get to visit, it probably will be for you too.

## Vote

There may never have been a stronger ballot in club history, so watch your mail and respond as soon as you get it. There's not a name on there that you couldn't trust to lead this club! Now we need to hear from all of you, the members.

## Convention Car

We're moving a little slower this year on getting word to you about what the Convention Car will be and how to order yours. But there's no need to worry. Once we have things finalized with Lionel, we'll get information to you in plenty of time for you to place your order.

## The World's Greatest Hobby

You may have heard or read about The World's Greatest Hobby, which was begun by toy train manufacturers and publications. Among other things, they're behind the "Take a Train to Work" project. This year, for the first time ever, they organized a traveling toy train trade show, aimed at getting children interested in the hobby. And boy, did they succeed! Crowds in St. Louis numbered in excess of 20,000 (not counting kids). The Club had a booth at both the St. Louis and Denver shows in an effort to call attention to our 2005 and 2006 conventions. John Fisher and I

talked to hundreds of people, passed out membership forms, and signed up 30 new members on the spot. Thanks to all club members who stopped by to say "Hello!" It's always fun to meet our members, especially on the road.

## The Mane Line

It's mail a president never likes to get. Late in February Dennis Leon Clad, Club secretary and long-time columnist for *The Lion Roars*, submitted his resignation. His wife, Sharon, has been in poor health and she needed his help full time. We'll miss Dennis, but know he made the right decision, without question. Get well soon, Sharon. You're both in our thoughts.

## Bill Button

Hopefully by the time you read this, our friend and long-time *Interchange Track* Editor, Bill Button, will be on the mend. He underwent surgery in mid-March and was expecting a six week recovery period. There may not be a person who knows more about toy trains — Lionel and others — than Bill. Drop him a get well card; he'd love to hear from members. And don't worry about the *Interchange Track*. We've taken steps to keep things going strong until Bill's back at the throttle.

## Doug DuBay

Long-time hobby shop owner, train collector, and former LCCA board member, Doug DuBay, passed away on March 22 after a long battle with cancer. Although he did a great deal to introduce the hobby to many people, Doug, along with his wife, Vi, are probably best remembered for the 1995 LCCA Convention they staged, on very short notice, in Des Moines. That Convention — just like Doug — was one to remember. 🚂

*Photograph by Eric Fogg*



*LCCA Immediate Past President John Fisher (RM 6541) prepares a tabletop exhibit for the benefit of the oncoming rush of visitors to the "World's Greatest Hobby" show in Denver.*

# My "Lionel" Harley

by James Butler  
RM 23245

## Starting with a Starter Set

My introduction to Lionel trains came the traditional way — as a Christmas gift presented to me in the early 1960s by my dad. He purchased starter sets and assorted freight cars for my two brothers and me. The big engine was a 2018 steam locomotive, and I remember how heavy it felt in my hands. That steamer always ran strong and pulled our heaviest freight cars, including a 3672 operating Bosco car. I have most of those trains today, and they still run great.

I started collecting Lionel trains when I was a teenager in high school. In the 1970s, I attended train meets held in the Boy's Club building in Garfield, New Jersey. At those shows, I saw the toy trains and exciting operating accessories I recalled from my memories of Lionel catalogs of the early 1960s. I was hooked for life!

The wonderful people I met at these shows solidified my interest in trains. I will always remember and appreciate the kindness of an elderly gentleman to me, a young boy eager to listen, learn, and admire the trains placed on his tables for show, swap, or sale. Few train shows are like that these days.

I have lived in northern New Jersey for most of my life. My train collection is focused on a "hometown" road name, the NYC. My dad told me stories about the big Hudson engines steaming past on the nearby tracks. To no one's surprise, steam locomotives are a big part of my collection.

## Where the Rubber Meets the Road

My other personal passion in life is riding motorcycles. My first bike was a 1971 Honda CT70, and I've been riding in the wind stream ever since. The bike

shown in the accompanying photo is a 1996 Harley Heritage Softail Classic. If the colors look familiar to you, they should! I decided to join my two hobby interests through the custom paint job on this motorcycle. I sent a Lionel train box to Lori Eby of Eby Customs in Monroe, Michigan, and asked her to match and apply Lionel's corporate colors to the bike in a traditional Harley two-tone paint job. When she said, "Yes," I sent her the fenders and tank from my bike for painting.

The result was better than I hoped for! The level of detail is fabulous, and the unique color combination makes a stunning statement. When I attend motorcycle rallies or shows, people always ask about the year of the bike is because the colors are not familiar to them. When I mention Lionel trains, their response is, "Oh yeah, I remember those orange and blue and cream boxes!"

We recently moved to our current house in River Vale, and I haven't had the time to start building a train room yet. In our previous house I created a basement train room with an elevated track, a double mainline with over 120 feet of track, and graceful 072 curves. One track was wired for traditional operation; the other one was TMCC equipped. The track tunneled through the laundry room and returned to the train room behind the bar. Trains passed in two directions. Entering and exiting the tunnels produced a great visual effect. Our nine-year-old son, Jimmy, enjoys running trains along a train shelf near the ceiling of his bedroom. Our daughter Kara, now four, has a Girl's Train set — it matches her pink bedroom. I'll soon build a train shelf for her. 🚂



*James, his wife Beth, and their kids Jimmy and Kara, surrounded the "Lionel" Harley with Lionel boxes. His son holds a favorite locomotive, Lionel's SD-40, "Desert Victory."*

# I Have a Dream — about Toy Trains

by Keith Beyer  
RM 24986

## Building a Postwar Layout from Start to (Almost) Finish — Part I

### Two New Beginnings

Last spring, when it looked like I would be accepting a new job and relocating to another city, my wife, Anne, and I were excited about the new career opportunity. We also looked forward to moving from a large metropolitan area (Milwaukee, 1.7 million) to a smaller city (La Crosse, WI, 51,000). We both grew up in rural areas near smaller cities, and we dreamed of having a home in the country someday. However, I definitely was not looking forward to moving my postwar collection of Lionel trains from our home in Milwaukee to a house in La Crosse.

### My MPC-based History with Lionel

My small train collection started when I was a teenager. I did not grow up with postwar trains as many in the hobby did; rather, I grew up in the MPC era. I remember the Christmas when my brother, Mike, and I received a train set as a present from our parents. It wasn't what you're probably thinking — it was an HO set! With excitement, we eagerly opened the box, set-up everything (including the telephone poles), put the engine and cars on the track, and connected the power pack. Mike turned on the power and ... nothing happened! No movement whatsoever. Needless to say, we were both disappointed.

My parents returned that set the next day and came back home from the store with a Lionel train set: a Santa Fe Alco diesel locomotive with a Wheaties box car, Penn Central log dump car, Republic Steel gondola, light blue Great Northern hopper, and a SP-type Santa Fe caboose. We connected the 027 track as a figure eight, and the train ran perfectly from the first twist of the throttle.

We had hours of fun with that set, and — just like many of you — we staged train crashes into Lincoln Log houses built over the track. Several years and two engines later, we retired the MPC trains to a storage box.

### Let's Make a Deal

At age 12 I received my first postwar train. My Uncle Don was home for Christmas that year from distant California. He had no children of his own. Since he was my

godfather, I felt as though I was his surrogate son. He had stored a number of toys from his childhood in the attic of my grandparents' house. During that Christmas gathering he told me I could have all those toys for a price — the loose change in my pocket. I happily handed over 37 cents, not knowing what I had bought for that sum! That treasure trove of toys included a Mechanic's Garage Set, an Erector Set, and a 1954 Lackawanna freight set still in its set box with the original boxes for all the components. The train had weathered well in the attic.



*A good set of useful tools is essential. I realized that a craftsman is no better than his tools. Use proper safety and appropriate work attire while "working on the railroad."*

From that initial spark of interest, I started collecting postwar trains. I met a gentleman in town who repaired Lionel trains, and he had a substantial postwar collection. I began buying single items from him as money would allow. I also learned the fundamentals of layout design with that first set. My father built an eight by twelve foot platform for the train in our basement. I laid a double loop of track, installed a few switches, and placed some Lego buildings on the layout.

As a boy, I didn't know much about toy trains, but I made progress the old-fashioned way — by trial by error. I wanted to make the track look realistic. Dad brought home a bucket of sand, and I put it under the track to make a roadbed. In short order, I had sand in the switches and on the wheels and gears of the locomotives. Not a pretty sight. When I saw the result of my well-intended but

misguided approach to landscaping, I removed the sand and made a mental note — don't do that again!

Many years later, I bought a house in Milwaukee. Within months of moving in, I began construction of a train layout. It took me several years to build it to a final configuration, but I enjoyed every hour developing it.

### Seeking a Train-friendly House

But that was then, and this is now. Although I was not looking forward to tearing down the layout, packing up the trains, and moving it to La Crosse, I was excited about the new possibilities ahead — starting in a new position and building a layout in our new home.

We agreed on one criterion as we looked for our new house in La Crosse — no compromising on a sufficient-size train room. We ruled out several houses because there was no room for the trains. Fortunately, we had several good options, and we purchased a home with an unfinished room in the basement — a great place for the trains. We didn't have to sacrifice a bedroom or a family room for the layout and collection.

## The Second Beginning

Anne and I took careful measurements of the basement room during our second inspection visit to the house that would become our home — ample at 17 by 26 feet. From the moment our offer was accepted, I began planning a new train layout. Previously, I designed or redesigned layouts with pencil and paper; drawing conceptually rather than accurately to scale. As I developed general ideas and design concepts on paper, I laid track in place to see if it would work. But I was not able to do that now; we weren't living in the house yet, I had no bench work on which to try out ideas, and first I needed to determine what size and kind of bench work to build.

I had four key points in mind. First, I wanted the trains to fill the entire room, not just one portion of it. I wanted this to be a Lionel Train Room, not just a part of a multi-purpose space as in our Milwaukee home.

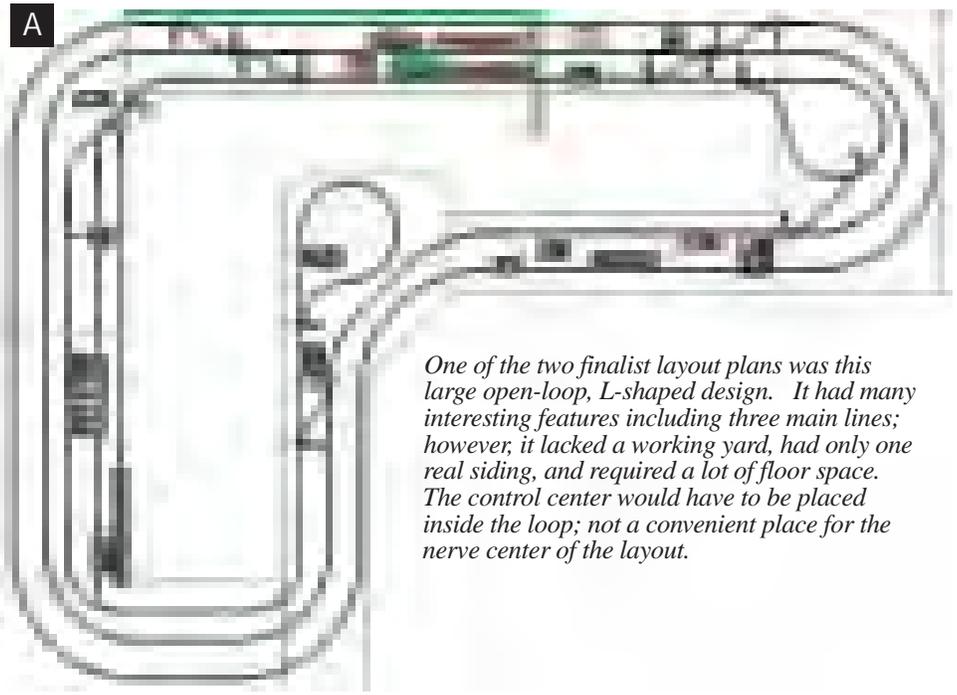
Second, I wanted shelf space on the walls for displaying trains. It's almost as much fun for me to look at trains as it is to run them!

Third, the layout had to support multi-train operations: two trains would be the minimum, three trains would be better, and four trains — if I could achieve it — would be great!

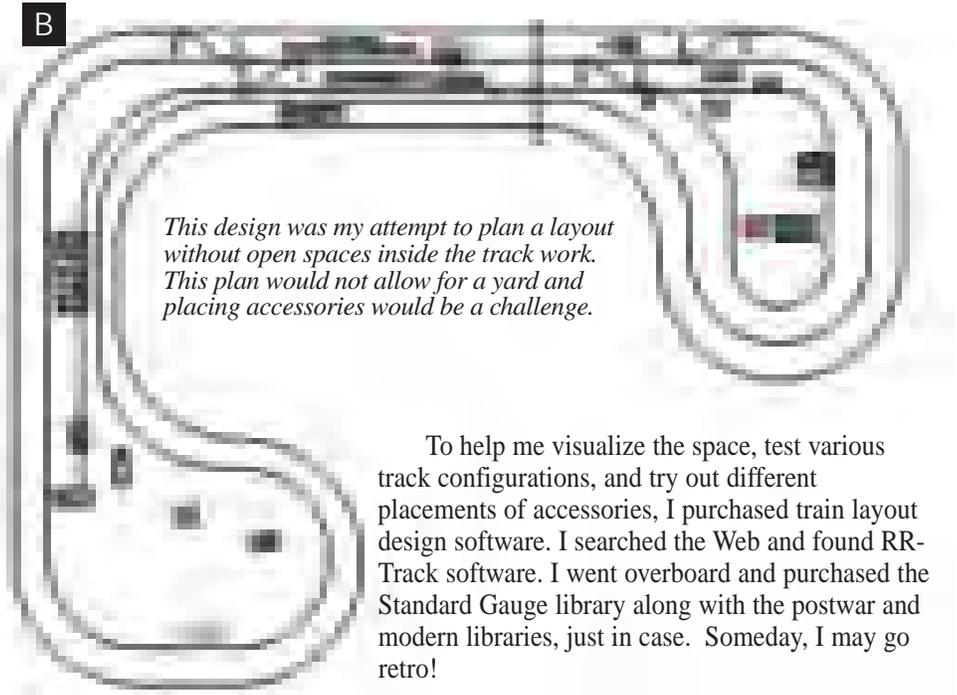
Finally, the overriding issue was the look and feel of the layout. I wanted it to be a postwar layout, not hi-rail, not model railroader, not bare-bones. It had to have lots of action, good track design with the semblance of a working railroad, and lots of playability. I wanted operating accessories all over the layout yet accessible to me and children. I didn't want realistic trees, molded rock formations, ground-foam grass, people figures, etc.

### Simplify, Simplify

In my former layout and in this one, my mode of operation was: keep it simple! My inventory included Lionel tubular track, postwar operating accessories (or modern reproductions), a few modern-era Lionel buildings, and some ceramic buildings bought at Ace Hardware during after-Christmas sales.



*One of the two finalist layout plans was this large open-loop, L-shaped design. It had many interesting features including three main lines; however, it lacked a working yard, had only one real siding, and required a lot of floor space. The control center would have to be placed inside the loop; not a convenient place for the nerve center of the layout.*



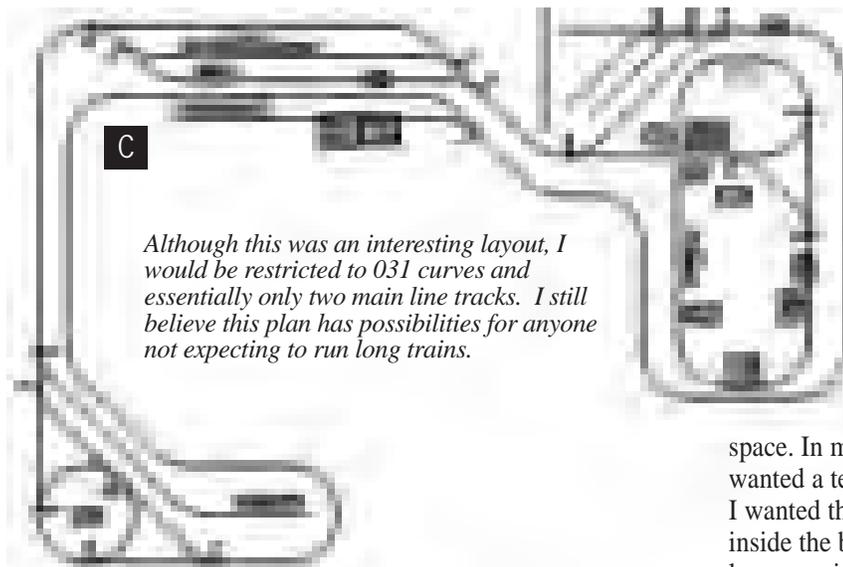
*This design was my attempt to plan a layout without open spaces inside the track work. This plan would not allow for a yard and placing accessories would be a challenge.*

To help me visualize the space, test various track configurations, and try out different placements of accessories, I purchased train layout design software. I searched the Web and found RR-Track software. I went overboard and purchased the Standard Gauge library along with the postwar and modern libraries, just in case. Someday, I may go retro!

Before we moved into our house, I spent several weeks toying with layout designs on screen. Anne told everyone that I was spending hours at home “drawing five different layouts.” In truth, I had more than that on the drawing board! I had never designed a layout with software before, so I had fun with this new tool — even though some of the virtual layouts were totally unrealistic. A few months and many trips to the train room later, I had designed about 10 different track plans and several bench work options.

### Narrowing the Options

After preparing these multiple designs, I began narrowing the options. My first question was, “Do I want a single level or a two-level layout?” My previous layout was a single-level platform, but I considered building a two-level layout at our new location. Two levels would require more



*Although this was an interesting layout, I would be restricted to O31 curves and essentially only two main line tracks. I still believe this plan has possibilities for anyone not expecting to run long trains.*

- **Plan B** had a large outer oval, two loops, and a double-reversing loop in the shape of an “L” that fit inside the oval. This design had walking space inside the oval and a control center placed outside the oval.

- **Plan C** was my attempt to avoid cutting holes in the wall for trains to pass through.

- **Plan D** was my final design choice.

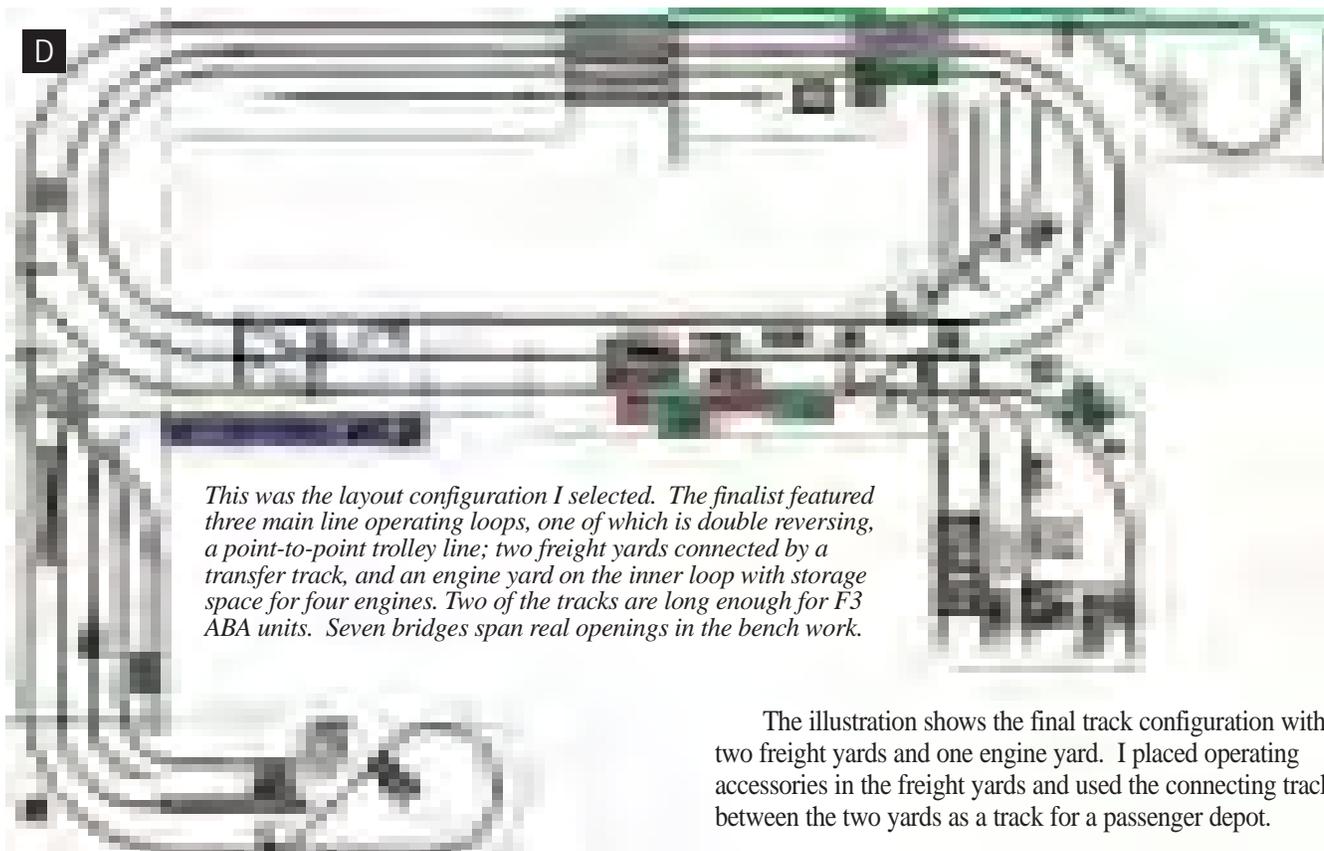
## Mind Games – the Inner Debate

The **Plan A** layout occupied a lot of floor space. In my mind, this was a disadvantage because I also wanted a test and train repair table separate from the layout. I wanted the trains readily accessible without having to be inside the bench work; however, I really liked the idea of long-running tracks that were not mere ovals. I’ve found ovals can be boring unless there is carefully planned action along the track. I gave this design concept a lot of thought then concluded the floor space issue was a problem that couldn’t be overcome given the limitations of my room. Another issue with the big “L” loop was the fact that the controls for switches, accessories, and transformers had to be located inside the loop, and that would require an opening-bridge section in the bench work and the track. Entering the middle of the loop to operate the trains seemed awkward; not only for me but also for visitors.

**Plan D** provided access to the inside of the oval, and it included all the train and track controls outside the loop; plus train storage and display shelves.

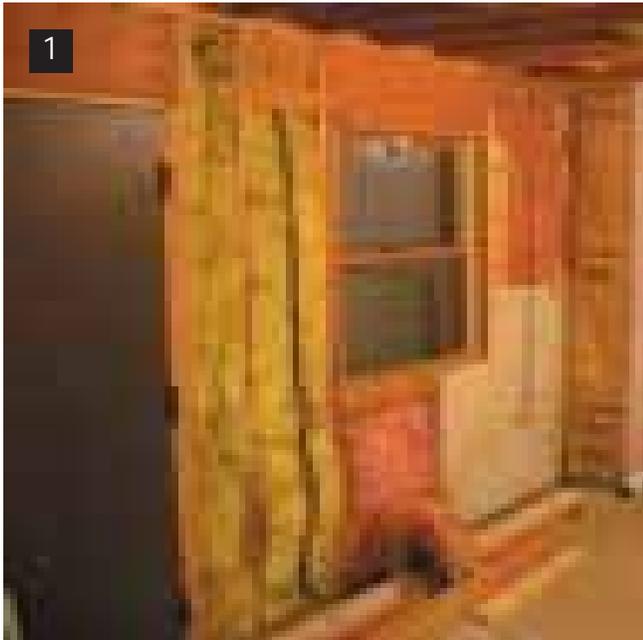
bench work and would involve landscaping techniques that I had not tried before and didn’t have much interest in. A single-level layout could contain an action-packed layout and could be built in a reasonable period of time. At this point in time, we had been in our house a month or so, and I was eager to get the trains out of their boxes and onto the tracks! By deciding to build a single level layout, I eliminated about half of the layouts I had designed, then reviewed the remaining options.

- **Plan A** had two large loops in an “L” pattern with one loop inside the other, with walking space and a control center located inside the loops.



*This was the layout configuration I selected. The finalist featured three main line operating loops, one of which is double reversing, a point-to-point trolley line; two freight yards connected by a transfer track, and an engine yard on the inner loop with storage space for four engines. Two of the tracks are long enough for F3 ABA units. Seven bridges span real openings in the bench work.*

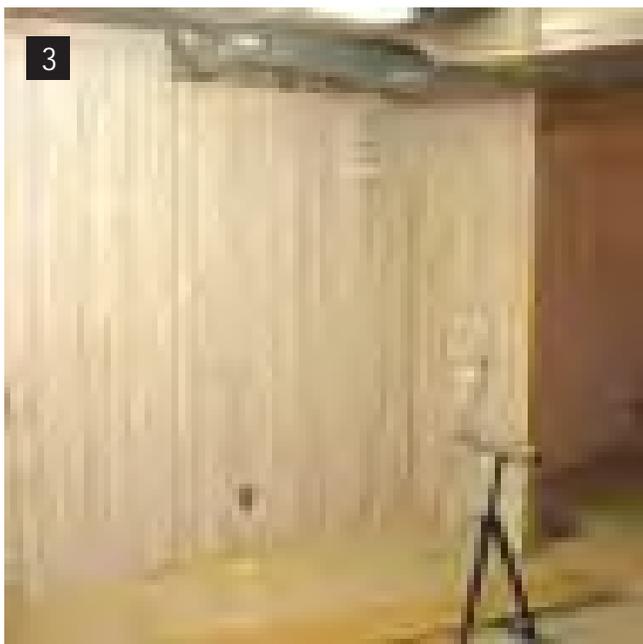
The illustration shows the final track configuration with two freight yards and one engine yard. I placed operating accessories in the freight yards and used the connecting track between the two yards as a track for a passenger depot.



*This “before” picture shows the open stud walls and insulation laid in place. Admittedly, a train room isn’t very impressive when the process starts, but as the planner I can imagine the result.*

*In the photo at right you can see that the wall-finishing task is well underway with some paneling installed. I would rather have removed the stud wall, but since it was a load-bearing wall I decided to leave it in place!*

*The photo below shows a stepped-down portion of the ceiling to cover heat pipes, water lines, and electrical wires. This messed up the lighting installation, but I didn’t have an affordable option.*



## Gentlemen, Start your Power Saws!

With planning completed, finishing the basement room became my first order of business. Two walls of the room were made of cement block and two were merely open studs. The ceiling was open, but the “sky” included a few large fluorescent lights in the middle and two heating vents. The floor was plain poured concrete. The task seemed enormous, and I considered building the layout in an already finished room instead of launching a large remodeling project before construction could begin on the layout itself. However, this was the largest room in the house, and I didn’t have another available space where the planned layout would fit!

**Pictures 1 through 3** show my progress in remodeling the room. First, I studded out the cement block walls, put in electrical boxes, pulled wire, and installed insulation. Then came the question: “Drywall or something else?” I have installed drywall before, so I knew how labor intensive it was and the skill required for a good finish. Those skills weren’t high on my talent list. “No sense in putting a lot of



time and effort into building highly finished walls that would be covered by trains on shelves,” I reasoned. Besides, the lower half of the walls would be covered by the layout itself on three of the walls. I selected light-tone paneling and track-type shelving. I positioned the support rails for the mounting brackets over the seams of the paneling at a wall stud for full support.

The work went very fast, and I finished the walls in a couple of weekends. I chose the easiest option for the ceiling — a suspended grid with laid-in acoustic tile panels. Once I got the hang of it, that work went fast also. After about a month of week-end work, I had finished the train room.

In Part II of this series, I’ll describe building and installing the layout platforms and move forward to laying and wiring track. 🚂

*Photographs by Keith Beyer*

# A Treasured Tree

by Daryl Dennis  
RM 7665

## A Tribute to Mother's Day

I've read many articles written by train collectors and operators concerning their favorite aspects of the train hobby. I seem to be different from most of them. My interest is focused on special train-related memories, not so much on "the stuff" in a collection.



*L to R: Joy and Daryl Dennis, standing; his mother, seated.*

improvements where invented; not to say that any of them are inappropriate.

When I was growing up, I didn't put my trains in storage in the attic (our home didn't have an attic). I didn't put them away when I began to play in sports; not even when I chased girls. In fact, my girlfriend (and later, wife) bought train cars for me as birthday and Christmas presents. Thankfully, she still does. I finished five train layouts. I'm now working on number six, which brings me to the point of this story.

My father passed away in 2002. My mother is not able to live independently, so she spends three months at a time with each of her four children. When she lived and spent time in rotation with my family, we always looked for fun things to do with her: baseball games, great-grandchildren's birthday parties, car rides, making and munching popcorn while watching vintage episodes of

I love the noise made by Lionel trains running on the track attached directly to plywood sheets and the clickity-clack sound of wheels rolling over rail joints. These are acoustic memories from my boyhood, and they are as vivid to me today as when I first played with toy trains years ago — long before modern

"Little House on the Prairie," and visiting at the kitchen table.

One day while just she and I were at home, I brought the materials to the kitchen table so that the two of us could make 1:48 scale trees for my new layout. We had a great



time sharing together and making something I would use. She told everyone she helped her son make trees. What she was actually doing was adding foliage to them. When we finished, she gathered up the different

colors that had fallen into a neat pile and commented on how pretty she thought they would be on a tree. Of course, we made one more. That tree is now a unique prize on my layout; something no one else has — a tree made by mom. At that time she was ninety-eight years old. Mom is gone now, but I still have that treasured piece. It's more than a tree to me; it's a special memento and a memory.

It is never too late to share your hobby, and there are many ways to do it. Next time you're looking for something to do with a family member, think of what you can create together as a treasure of your own. 🚂

*Photographs provided by Daryl Dennis*



# Every Train Has a Story

by Richard A. Sliwka  
RM 8795

While at a major train meet, my wife, Carol Ann, and I noticed a dealer who offered a Lionel #1467W train set for sale. When we looked closely, we noticed the 2032 Erie AA Alco diesel on point. The set had all the individual boxes with it, including the set box. The price was reasonable, so we purchased it.

Because we are curious about the human story attached to every train, Carol Ann asked the seller about the history of this set. He said someone recently brought the set into his east coast hobby store, and he bought it for resale. The seller didn't have any other information.

The grandfather probably owned a number of trains. We based this on the excellent condition of the set; indicating that the owner operated it carefully and maintained it well. The other items in the set box included a green 6462 gondola and an empty box for the 356 Operating Freight Station baggage carts. The box also contained track clips.

The dealer had another set, a 1949 671 steamer with green plastic passenger cars, from the same person to the same grandson. The fact that it was given to a grandson could indicate that the man's son had no interest in toy trains, so the train was presented to a boy in the next generation in the family.

We also had the feeling this set was presented with a sense of pride — perhaps a senior citizen's treasured possession passed along within the family. From the condition of the set, we surmised that the grandson only occasionally played with his train set during the 13 years he owned it.



As we carried the set back to our car, we noticed the faint writing on the set box: "To my grandson Paul, 12/29/75." The words were hand-written in a manner that suggested an older person was the signatory, with PAUL written in large block letters and rendered by a shaky hand.

Although the set box had dried-out, every individual box was in excellent condition, so we were happy to have it. Yet we had a sense of sadness that "grandson Paul" apparently did not keep the train in the family, and we speculated as to why.

All we knew about this set was that it was produced in 1952 or 1953, given by a grandfather to his grandson in 1975, and later sold to a hobby store in 1989. We surmised that the grandfather had purchased the set in the early 1950s as an adult for his own use or for his children under close supervision.

I suppose there are many reasons why families decide to sell their toy trains and break the chain of family ownership. To us, none of those reasons would have been happy occasions. Perhaps that grandfather would be disappointed if he could foresee the future destiny of his trains — disposed of for cash, not kept and treasured.

We will probably never know the actual history associated with this train set, yet we realize every train has a story attached to it. Some stories — perhaps your own — could be quite amazing. 🚂

*Illustration used by permission of Lionel LLC*

# At Trackside

LCCA Members  
in Action

Lexington Train Show Draws 1,200+

LCCAers in Blue Grass Country must be doing something right. The recent LCCA-sponsored train meet



*LtoR: Winfred Adkins chats with “train philanthropist” Dr. Gary Earl about the train set the physician donated for presentation to a child at the train show through a drawing — a regular feature of the Lexington events.*

hosted by Harry Overtoom (RM 1185) and co-hosted by Bill Crace (RM 3066), Larry Black (RM 240), and Winfrey Adkins (RM 7180) was a great success for train hobbyists and newbies to the hobby. Within the crowd were 175 LCCA members in that region or from the hinterlands. Bill Stitt (RM 259) of Chattanooga,

Tennessee — also a regular LCCA train meet host — is a regular attendee of this event.

Harry and company applied a proven formula that offers a first-chance opportunity for buying and trading to club members on Friday evening and early Saturday morning.



*John, Noah, and Marcia Boyd of Sadieville, Kentucky, attended their first-ever train show. Noah received a Lionel train set for Christmas, and the family came to shop for additions to that starter set. Noah was glued to the action of an operating 027 train layout set up by Mark Morgan. They’ll be back for more!*



*Mel Trivett and Frank Morgan discussed how to increase train speed on Frank’s 027 layout — how about banking the curves?*

The public was admitted on Saturday for train watching and buying. Newbies received a club membership application and — for as long as the supply lasted — a complimentary copy of *The Lion Roars*.

The next train show by the Lexingtonians has been scheduled for November 26, the weekend after Thanksgiving. Pumpkin pie and ice cream followed by toy trains — a fabulous combination! 🚂

*Photographs by Harry Overtoom*

*Andrew (age 2-1/2) and his mom, Robin Mason, of Paintlick, Kentucky, enjoyed Joe Holbrook’s Standard Gauge operating layout at the train meet. Andrew has a Thomas the Tank train set, and his mom confirmed the obvious, “He loves trains.” He may be thinking, “After Thomas, James the Red, and Gordon trains, I want to grow up with Standard Gauge!”*



# Toy Trains on TV

by Mike H. Mottler  
RM 12394

## Prelude

Just when I was about ready to believe that all television is negative for kids and perhaps for nearly everyone else, there comes a positive story about toy trains.

Recently I happened to be watching a local TV newscast, and there was the mind-changing proof on screen — a feature news story about Bill Albright (formerly RM 24506) and his grandson, Clayton, playing with toy trains in grandpa's large train room in his home.

Liz Massey, the channel 11 news reporter who produced this story and also the weekend News Anchor, introduced the segment from the anchor desk as one of a series of stories about people and places. To select the place, someone had previously tossed a dart at a map of the state. Wherever it landed, that locale would become the site



*Bill Albright can command up to eight trains at the control panel of the L&3TRR.*

for the next story in the series. To select a person as the subject of the news story, Liz does her homework and finds someone “interesting” in that town. Liz discovered Bill Albright and his trains through a colleague at the TV station. That TV news story triggered this article.



*Bill's grandson Clayton enjoys trains too, and grandpa's large 16x18-foot layout makes quite a playroom. Playing with trains makes every visit to grandma's and grandpa's house a special occasion.*

## The L&3T Railroad

Many train layouts are family projects, and Bill's is an example of this trend. His current 16x18-foot home layout was built two years ago as the result of active collaboration with his wife, Lois, and three daughters: Tina, Terrie, and Tammie. The daughters developed the track plan from a basic concept with some trial and error experimentation and test-fitting some pieces in place. Bill designed and built the large layout platform with two levels for two gauges: S and O.

The upper mountain level is for two-rail American Flyer trains. That portion of the layout includes fully scenicked effects, four tunnels, and elevated tracks that dramatically extend out and over the lower level.

A Plasticville town and an industrial district dominate the lower level with three-rail, Lionel and Marx trains. Two access hatches — one in town and one near the airport in the industrial district — enable access to the otherwise unreachable areas of the layout. Bill's eight-year-old grandson, Clayton, is proud to be the designated go-fer and train re-railer for grandpa.

On first seeing this dual layout, one's first impression is — it's jammed full of stuff: Plasticville structures, streets, tracks, and trains. There are a few operating accessories, but Bill's intent was to capture "the look of 1950s layouts."



*Bill's favorite train is this Northern Pacific passenger set by American Flyer. It was presented to him as a Christmas gift from his wife Lois in 1956 during the first year of their marriage. The matching A unit of this sleek Alco PA model is temporarily in the shop for repairs.*

Although it's not immediately apparent because they aren't all on display, this 72-year-old owns 72 train sets.

### A Traditional Beginning

Bill started collecting Plasticville when he was a boy and placed them with his AF trains. At Christmas, his trains were set up in a "figure eight" for holiday operations. His Plasticville collection has grown over the years, yet his

ultimate goal is to have three examples of every piece.

As an adult, Bill began collecting O-gauge, three-rail trains. His first Lionel purchase was at a yard sale. He also picked up a Marx military set in that same way; it was running on his layout.

He joined the Air Force and moved abroad on an assignment to Casablanca in Morocco. He brought his trains along and operated them during his three-year term of service there. His military service continued back in the states until retirement. The airport on the layout is a giveaway hint to his former career. He also served as a teacher. Now retired, he is occasionally called as a substitute teacher.

In 1976 — our bicentennial year — he purchased Lionel's "Spirit of '76" set with 13 box cars representing the original 13 colonies. That prized set is still fully operational and runs on a metal mesh roadway supported by brackets



mounted near the ceiling of the train room.

## Remembering the Golden Age

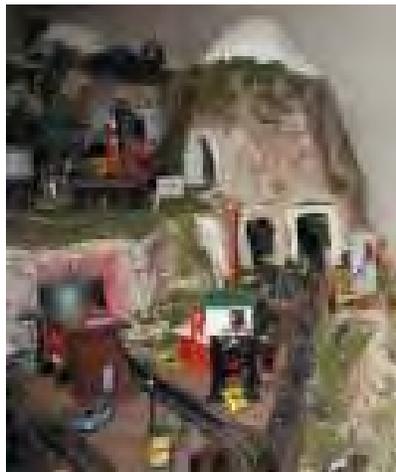
The hallmarks of the 1950s era are clear on the lower level: a plywood base painted tan with gray streets, predominately tubular track, and a modest amount of

scenery. “I like to see the trains run,” he explained as a Lionel Commodore Vanderbilt steam freight set lumbered along the perimeter loop of this level on Gargraves track. Its glorious Railsounds™ effects filled the room. Meanwhile, a very 1950s Marx military set zipped around a separate oval route placed in the interior area, and a Chessie freight set negotiated the main line and the built-in reverse loops as its diesel horn honked nasally. The interior tracks and switches on this level were 027 track; necessary for tight curves. For that same reason, Bill also favors 027-size rolling stock.

The control panel for the layout includes a visual schematic of the track plan with switch controls and block activation controls placed in the route diagram. The panel was built and wired by Duane Toki, a friend and electrical wizard. Power is supplied by two prewar Lionel “Z” 250-watt transformers with 20 volts available at each of the four knobs for control of up to eight trains. A MTH Z-4000 transformer adds yet more heft to the power grid.



*Left: The airport on the layout is a link to Bill’s military career in the U.S. Air Force. Right: The Mountain Division of the layout includes two bores through the mountain and two dead-end shafts for parking trains out of sight.*



The upper mountain level is a mining district and significantly scenicked with Plaster of Paris applied over wire screen supported by a wooden framework; then artfully sculpted, painted, and sprinkled with ground foam. The four topside tunnels serve two purposes: two are through routes and the other two are parking

places for trains at rest. The elevated tracks are mounted on high supports and routed across bridges. This circuit includes several switches; these can be pulse-quickeners due to latent anxiety about a derailed train taking a plunge to the base below. Because of the solid construction of the supports for these high-level tracks, Bill remains confident while running his favorite vintage American Flyer train at speed along this “nose bleed” division: a sleek Alco PA diesel Northern Pacific passenger set with four cars. On another elevated route, he operates a steamer with several freight cars in tow.

The train room walls are decorated with AF and Lionel trains displayed on Rail-Rax™ along with train-related framed artwork and tin litho signs. One display case features all the Matchbox™ cars of the 50 states, plus some add-on bonus cars. He bought them one at a time at various stores, but found and purchased the last remaining car — Wyoming — through e-Bay.





*Bill and Clayton spend lots of quality time in the train room with two-rail American Flyer trains and three-rail trains by Lionel, Marx, and others.*

*Clayton's prized possession is this New Haven electric, which is one of several train gifts from grandpa Bill.*

## The Next Generation

Bill's grandson, six-year-old Clayton Holderfield, is a train kid with high hopes of building a layout at his house — with grandpa's help, of course. Clayton already owns three train sets, including a New Haven electric locomotive and a set of "state quarters" cars by K-Line. His boxed trains are eager to run on a layout that now exists only inside his head — albeit vividly.

Clayton's classmates at school — and kids at other schools — have visited the L&3T Railroad for educational field trips. The children watch an Operation Lifesaver video then enjoy the trains in action in the train room.

Clayton summed up the situation, "If grandpa keeps collecting train stuff, he'll need more space; maybe move that wall." Bill nodded as if to acknowledge, "16x18-feet will do — for now." 🚂

*Photographs by Mike Mottler*



# Top Ten Reasons To Attend the LCCA Convention

by Greg R. Elder RM 24062

Our annual Convention is coming up in St. Louis this July, and I know it will another fantastic event. I have been to a few LCCA Conventions, and they are one of the great adventures — and bargains — offered by our club. There are many freebies at the Convention, so I suggest that you enjoy them all. Here's my Top Ten List.

## Number 10

Register early and you'll receive a free train car or train-related item. At last year's Convention in Milwaukee, the Early Registration Gift was a Lionel Water Tower with a blinking light on top. The item was worth more than the registration fee, so this is a no-brainer. Everyone should take advantage of this offer. This year, you must be present at the Convention to receive the gift.

## Number 9

Sign up for the banquet. In addition to the wonderful meal and entertainment, you'll receive a free table prize — it'll be something for your layout.

## Number 8

Sign up for the Get Acquainted Party and exchange trading cards with other club members. This relatively new activity is a crowd pleaser, and the unique cards are becoming collectibles. You'll receive an envelope with trading cards to swap with other members when you enter the room.

## Number 7

Enter the toy train drag race. This year, the event will be presented during the Get Acquainted Party. Participants will burn steel, not rubber! Winners will take home trophies. Gentlemen, start your locomotives!

## Number 6

Attend the LCCA Business Meeting and the Lionel seminar. There's no admission fee, and you'll meet the leaders of our club and rub elbows with Lionel's top brass.

## Number 5

Cruise the Trading Hall early. This is a great opportunity to find one of the cars you have been seeking for your collection. Members enter the hall free.

## Number 4

Swim in the hotel pool. Every Convention I have attended has been at a hotel that offers this free amenity to registered guests. Kids love it, and grown-ups love to watch — the kids!

## Number 3

Greet members and meet new friends that share your passion for toy trains. This is one of the most satisfying freebies I have experienced as a Convention attendee. You will meet hobbyists that have similar interests, and they'll share their train wit and wisdom with you.

## Number 2

Bring your camera or camcorder and capture images of the event. The impressive Chicagoland Lionel Railroad Club modular operating layout will be up and running during the Convention. A live-steam locomotive will be operating outside the hotel with rides for kids — and anyone who can squeeze into the seats. No admission charge for these, either.

And the NUMBER ONE freebie at the LCCA Convention:

You may get your picture on the cover of *The Lion Roars!*

See you in St. Louie!



# LCCA 2005

## The Tour Schedule

*Note: The entire program of activities of the Convention was presented in the February, 2005 issue of TLR. For your convenience, the LCCA Convention Registration Form and the Marriott Hotel Reservation Form are re-published on the inside front and inside back "ghost covers" of this issue. Here's a recap of the Convention tours and the schedule.*

Courtesy of City of Kirkwood



### Amtrak Scenic Adventure

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

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, and motorcoach transportation from Convention hotel to Kirkwood train station and from Jefferson City back to the Convention hotel.

### Model Trains and a Treat

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

First motorcoach

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

Second motorcoach

COST: \$29 per person includes a donation to Big Bend Model Railroad Club, medium-size "Concrete" at Ted Drewe's, and roundtrip motorcoach transportation.

Courtesy of BBMRC, Paul Metzler



**WF&P Steam Railway and Layout Tour**  
Tour 4: Wednesday, July 27 - 9:30 a.m. to 3:30 p.m.

COST: \$59 per person includes a boxed lunch, a ride on this 12-inch-gauge steam train, and a layout tour.

### Riverboat Dinner Cruise

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

COST:  
\$72 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.

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



# CONVENTION



**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.

COST: \$54 per person, including entrance fee to the museum, a pre-selected lunch, and roundtrip motorcoach 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.

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

**St. Louis MetroLink Light Rail**  
Tour 9: Thursday, July 28 - 9 a.m. to Noon  
Tour 12: Friday, July 29 - 9:00 a.m. to Noon

COST: \$30 per person includes tour guide, motorcoach transportation from hotel to "Brain System" of MetroLink and to the first stop, and an all-day pass on MetroLink.  
NOTE: Lunch on your own.



*Courtesy of Metro & Lee Harris, photographer*



*Courtesy of Anheuser-Busch*

**Grant's Farm and a Treat**  
Tour 13: Friday, July 29 - 9 a.m. to 1 p.m.

COST: \$28 per person includes narration by a tour guide, admission to Grant's Farm, a medium-sized Ted Drewe's frozen dessert, and roundtrip motorcoach transportation.



# 2005 Convention Summary

Monday, July 25	Time
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

## While You're in the St. Louis Neighborhood

If you have the time and a simultaneous attack of Wanderlust Fever while you're planning to attend the LCCA 2005 Convention, seek out other train-related sites in mid-America. Most have helpful web sites for virtual exploration up front. In the spirit of Lewis and Clark, establish your own Corps of Discovery with trains as the object.

### IOWA

The RailsWest Museum in Council Bluffs is housed in a restored Rock Island depot. Although the rolling stock and locomotives on display at the museum grounds will capture attention at first glance of this site, most train operators will probably be drawn inside the building to watch the HO operating layout in action. The layout was designed and built by the Greater Omaha Society of Model Engineers (GOSME).

The layout is a work in progress, and GOSME members are now finishing the details on the main part that is open for public viewing. The focus of the layout is the Rock Island Railroad during its last years of existence; including the interchange with the various roads that operated in the Omaha/Council Bluffs area: Chicago Burlington & Quincy, Chicago Great Western, Chicago

Northwestern, Chicago Rock Island & Pacific, Illinois Central, Milwaukee Road, Missouri Pacific, Union Pacific, and Wabash.

This layout was featured on the cover and in a six-page article in the November 2003 issue of *Model Railroading*, a national railroad hobby magazine. The layout features up-to-date command and control technology (DCC) as well as conventional DC operation. For more information, call 712-323-5182.



### ILLINOIS

The Monticello Railway Museum is a well-run and well-maintained tourist railroad operated by a well-organized group of volunteers. Train rides are offered on weekends and holidays from May through October.

The organization began in 1966 and offered the first train ride in 1972. Trains operate on both former Illinois Terminal and Illinois Central trackage. At the museum site, round trips depart from an Illinois Central depot, built in 1919 at Deland. In downtown Monticello, round trips depart from the 1899 Wabash depot. The diesel locomotive on the weekend trains may be Wabash F-7 #1189 built in 1953, former Long Island Railroad Alco RS-3 #301 built in 1955, Milwaukee Road NW-2 #1649 built in 1947, or Canadian National FPA-4 #6789.



Camp Creek Yard is an operational railroad yard open to the public for viewing additional railroad equipment stored outside. Shop buildings used to restore and maintain our equipment may also be toured with permission from a museum volunteer.

For more information, call the Monticello Railway Museum at 800-952-3396 or check out their impressive web site at: [www.monticello.net](http://www.monticello.net)

## ARKANSAS

It's well worth going out of your way to hop aboard the Arkansas Missouri Railroad based in Springdale in the NW quadrant of this state. The AMRR runs clean machines; the locomotives seem freshly washed and waxed for operations!

The AMRR offers a trip that will delight any railfan with high trestles more than 100 feet above the valley floor, a spectacular view of the Boston Mountains in the Ozark

range, and a quarter-mile-long tunnel. The passenger cars evoke the Golden Age of travel in beautifully restored turn-of-the-century passenger cars with elegant inlaid mahogany interiors. Each excursion train is staffed to provide nostalgia for the beginning and seasoned rail traveler alike. The AMRR is also a "real" freight-hauling railroad in business to serve commercial customers as well as awe-struck passengers.

The Springdale to Van Buren to Springdale round-trip excursion is the premiere ride. It includes about a three-hour stay in the historic town of Van Buren. The main street of downtown looks like a western movie set — for which it has often been used. This rail excursion is rich in history and concessions are available on board. For more information, call 800-687-8600 or visit their A+ web site at: [www.arkansasmissourirr.com](http://www.arkansasmissourirr.com). 

*Photographs courtesy of the Attractions*



## Vote Online for Candidates in the LCCA Election

For the first time in our history, members will have a new option for casting their ballots in the upcoming 2005 LCCA elections.

As always, a paper ballot will be sent by mail in early June to every member. The new alternative ballot will also be available; the capability to vote through the LCCA Website in the Members Only area of the site.

An electronic version of the ballot will be available at the site, and members will be able to make selections and complete their ballot on-line. This method of voting is immediate and convenient

# Hands across the Water

by Mike H. Mottler  
RM 12394

## LCCA meets LCC-UK via Internet

The Internet is a great introducer – of people to people, products, organizations, affinity sites, and even the government. I followed a tip from Lou Caponi (RM 8735) and entered LIONEL COLLECTORS CLUB in *Google* and noticed one of the “hits” led to the Lionel Collectors Club, UK.



I followed the digital trail to their web site, found an e-mail address, and made a contact to a Brit who is just as involved with Lionel toy trains over there as are “train nuts” in the USA. The LCC-UK has a magazine, *Shortline*, and Editor Chris Pratt responded to my inquiry with a \*.pdf file containing the recent March 2005 issue. Chris confirmed the club has about 80 members – one of whom is an American: Dave Collura of Tracy, California.

*Shortline* contained news and info contributed by club members, some buy-sell-trade offers, layout photos, and upcoming train-related activities. Several articles caught my attention:

1) The dark side of E-Bay – a cautionary tale on the theme of “buyer beware.”

2) I learned about an inherent limitation of Lionel’s TMCC technology. The European standard for

AC electrical service is 50 Hertz (cycles per second); which is different from the U.S. standard, 60 Hertz. That difference makes all the difference, and our Brit buddies can’t use TMCC as reliably as we can. Conventional operation is not as adversely affected; which is a reminder that American technology, although ubiquitous, isn’t universal. This train-related systems mismatch is yet another example of international incompatibility. We’ve seen this movie before: in television broadcasting systems NTSC (USA) and PAL (Europe and elsewhere); the past techno war between VHS and Beta; the ongoing preference for left-hand (USA) versus right-hand (Britain) drive for automobiles; and the near-eternal math mess created by English versus Metric system standards of weight and volume and measure.

3) I enjoyed the profiles of members’ collections – an engaging way to “show and tell” one’s collection with other hobbyists. One author, Tony Hill, offered an introduction to the description of his layout with, “It must be a good 20 years ago that I promised Geoff I would write a Collection Profile for *Shortline* ... better late than never!”

4) Prices of items for sale or swap were cited in British pounds. I wondered, “Is a Lionel prewar 763E semi-scale Hudson from 1938 with a Vandy tender a good buy at £500? How about a Lionel City of Portland set in silver for £325?”

Although this Midwesterner hasn’t traveled across “the pond” to meet and greet the members of the Lionel Collectors Club UK, that group of train fans seems to be on the right track!

The LCC-UK web site URL is:  
[www.fastnet.co.uk/lionelclubuk/](http://www.fastnet.co.uk/lionelclubuk/) 

*Photograph provided by LCC-UK*



*LCC-UK sponsors train shows in Ilkley.*

# Lionel News & Views

by Bill Schmeelk  
RM 6643

This year there were rumors that it might be the last year for Toy Fair in New York. I usually attend on the last day as the crowds are gone and salesmen are not as rushed. I finally heard from an exhibitor that had just attended a meeting at which it was announced that Toy Fair would remain in New York for 2006, but after that a change is

## Toy Fair 2005

February means Toy Fair and this year the event was again held in New York at both the Toy Center on 23<sup>rd</sup> Street and at the Javits Convention Center. We've commented in previous years about the changes in Toy Fair. For me, much of the excitement is gone. Lionel publishes its catalog well in advance, so there is no long list of surprises as far as what's being offered. Toy Fair was once an event that drew retailers from across the country to see what was new for the coming year. Most of the big deals in the toy business, such as those with Wal-Mart, Kmart, and Toys R Us have been made well in advance of Toy Fair.



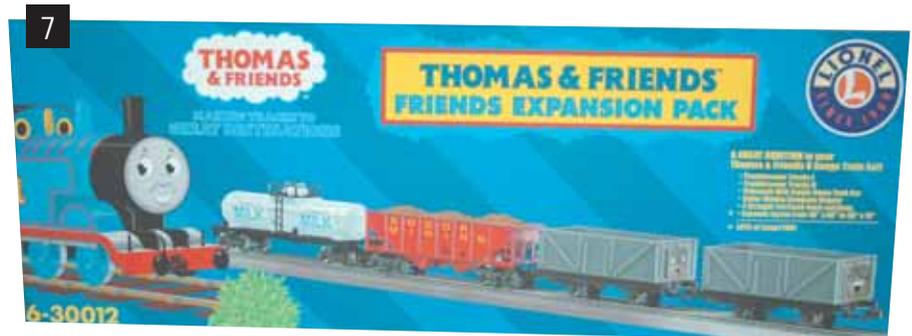
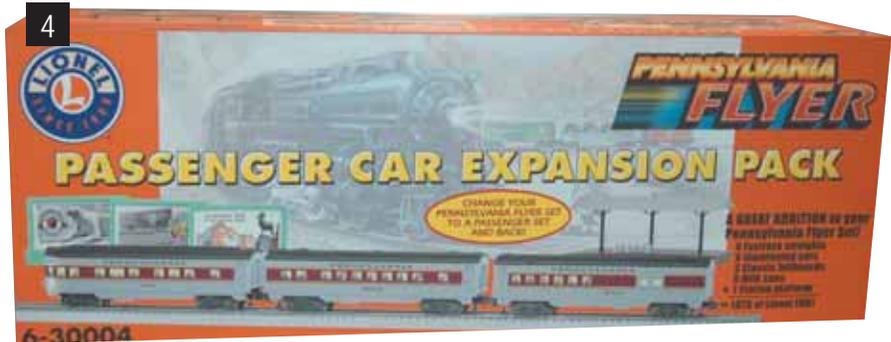
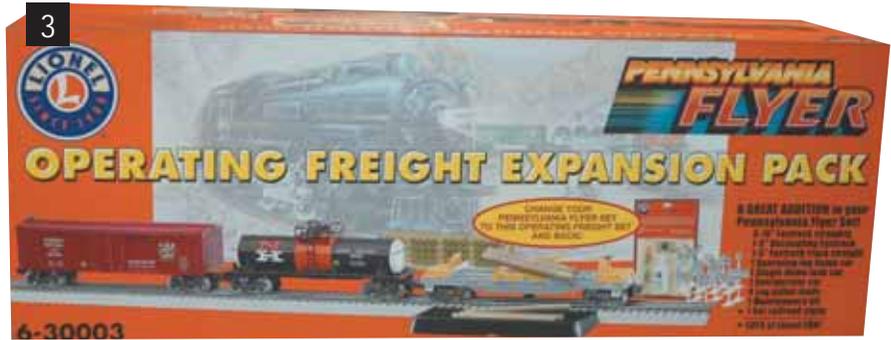
likely. The Toy Center on 23<sup>rd</sup> Street has been sold and we understand that current tenants have been given six months to vacate. New York is no longer the toy capital.

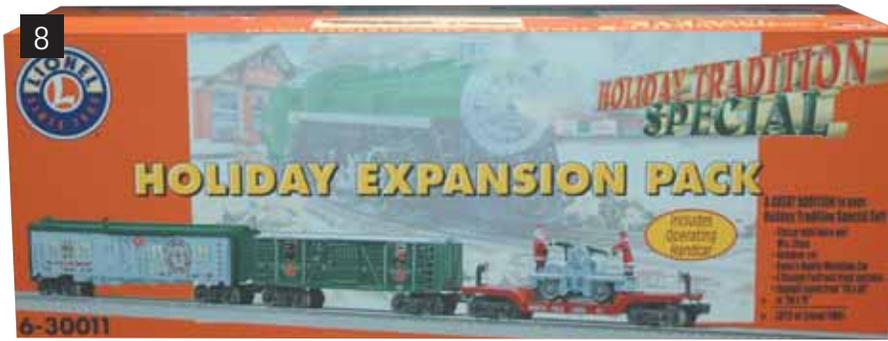
My first stop at Toy Fair was, of course, Lionel. The company has occupied the same prime location in the hall for the last several years. See **photo 1**. Lionel's latest catalog, shown as **photo 2**, had been out for several weeks before Toy Fair. The most popular concept among dealers seems to be Lionel's creative marketing idea of offering expansion packs for four of their ready-to-run sets. Each of these packs offers additional cars, track and accessories at a price that is significantly lower than the individual cost of the items included.

**Photos 3 to 6** show the packaging of the two freight and two passenger expansion packs that will be available. In addition to providing great value for the consumer, they also provide a convenient one-item sale for dealers to meet a multitude of their customer's needs. These packs also provide a great way for customers to add a freight or passenger consist to an existing set. Each of the freight packs includes three cars, one of which is an operating car. Along with four sections of track, you also receive the uncoupling track to operate the car, 14 railroad signs, lubrication and maintenance kit and more — truly one-stop shopping.

The passenger packs include a combine, coach and observation passenger cars, a station platform, six milk cans, track, and a set of three billboards. Incidentally, the cars in these packs are individually boxed.

There is also an expansion pack for the Thomas the Tank Engine set, see **photo 7**. The pack with the greatest value, seen in **photo 8**, is the one for the Holiday Traditional Special set. This set includes a depressed center flat car which carries a motorized hand car. The \$99.99 retail price for each of the expansion packs saves you from 36 to over 45 percent. That's like buying the items at wholesale prices. This is such a smart idea that we're sure you'll see other





manufacturers following Lionel's lead. Now that this idea is in the catalog, it's hard not to ask why nobody thought of it before. Of course, that's the first indication of a good idea.

Another popular item returning in new road names is Lionel's Dockside Switcher. This was a hit last year and this year will be available in New York Central, **photo 9**, Bethlehem Steel and a red version for the North Pole Central. In addition to being a well detailed diecast steam

loco, these have the added advantage of a low price. They list for \$104.99. In his catalog opening letter, Lionel president Jerry Calabrese promises more items in this price range.

As you probably know, Lionel's Polar Express set was a big hit and two more passenger cars will be available for the set. The set will again be offered and is expected to be ready for shipment soon. The movie will receive more hype this year when the DVD is issued. Though not from a reliable source, I have heard that the DVD is expected to be released in November.

Although Lionel's Toy Fair display doesn't concentrate on the collector items, they did display the new cab forward locomotive, **photo 10**. Thanks to the folks at Lionel for the courtesy shown us at Toy Fair.

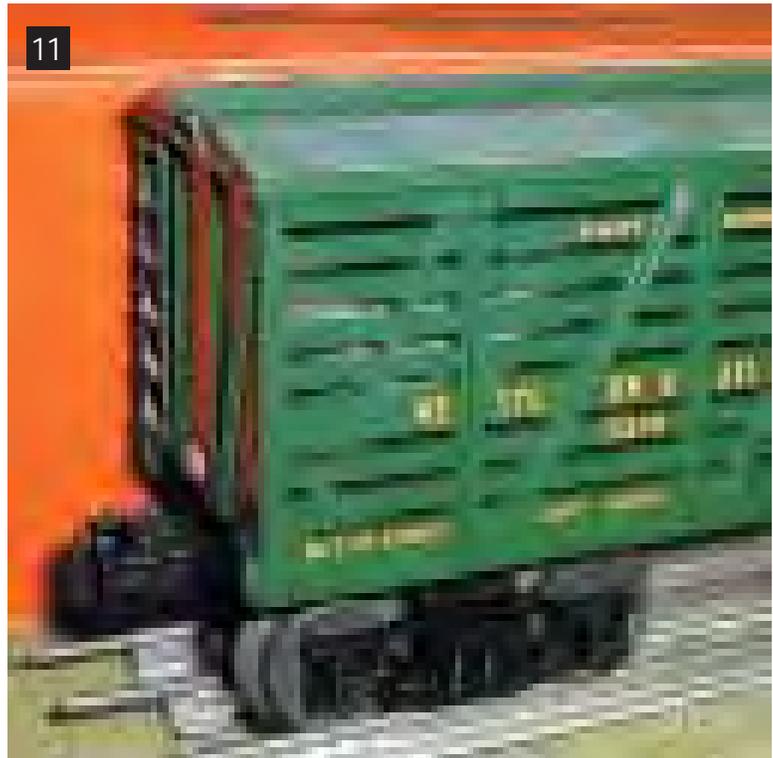


## I Stand Corrected

In the last issue, in our discussion of the various Sheriff and Outlaw cars, I pointed out that the postwar version came with the plastic Timken trucks and that the LCCA version was the first to be supplied with the more appropriate arch bar trucks. Member Rick Berg (RM 22259), sent me a photo of his postwar car. Sure enough it did have the plastic arch bar trucks. See **photo 11**. The car that Rick photographed came with a box and was probably a separate sale item. As Rick pointed out in his e-mail, all of the sets containing the car did not have individual car boxes. So, we can't say that LCCA was the first to have arch bar trucks on the Sheriff and Outlaw car, but we CAN say that the LCCA version was the first with die cast arch bar trucks. Thanks Rick for keeping us on the straight and narrow. 

*Members may contact Bill Schmeelk at:  
201-497-8179  
bill@wellingtonent.com*

*Photographs by Bill Schmeelk*



# Train Meet Saturday, July 2

Ramblin' through Georgia? Check out this LCCA-sponsored Train Meet on Saturday, July 2 at The Catoosa Colonnade Old Mill Road in Ringgold, Georgia

**Off I-75 at Exit 350 (five miles south of the Tennessee state line, west on Georgia H'way 2 (Battlefield Parkway), after 1.6 miles, turn right on Old Mill Road to the Catoosa Colonnade.**

Setup and Registration: 8 to 9 a.m.

Trading for LCCA members only:

9 to 10:30 a.m.

Open to the Public:

10:30 a.m. to 1:30 p.m.

**LCCA members and their families admitted free as a benefit of club membership. Adult guests, \$6 – Children under 18 accompanied by an adult – FREE**

Host – Bill Stitt

9717 Shadow Valley Circle

Chattanooga, TN 37421

Call: 615-894-1284

Reserve tables through Bill at \$12 each

Co-Hosts – George and Ron Herman

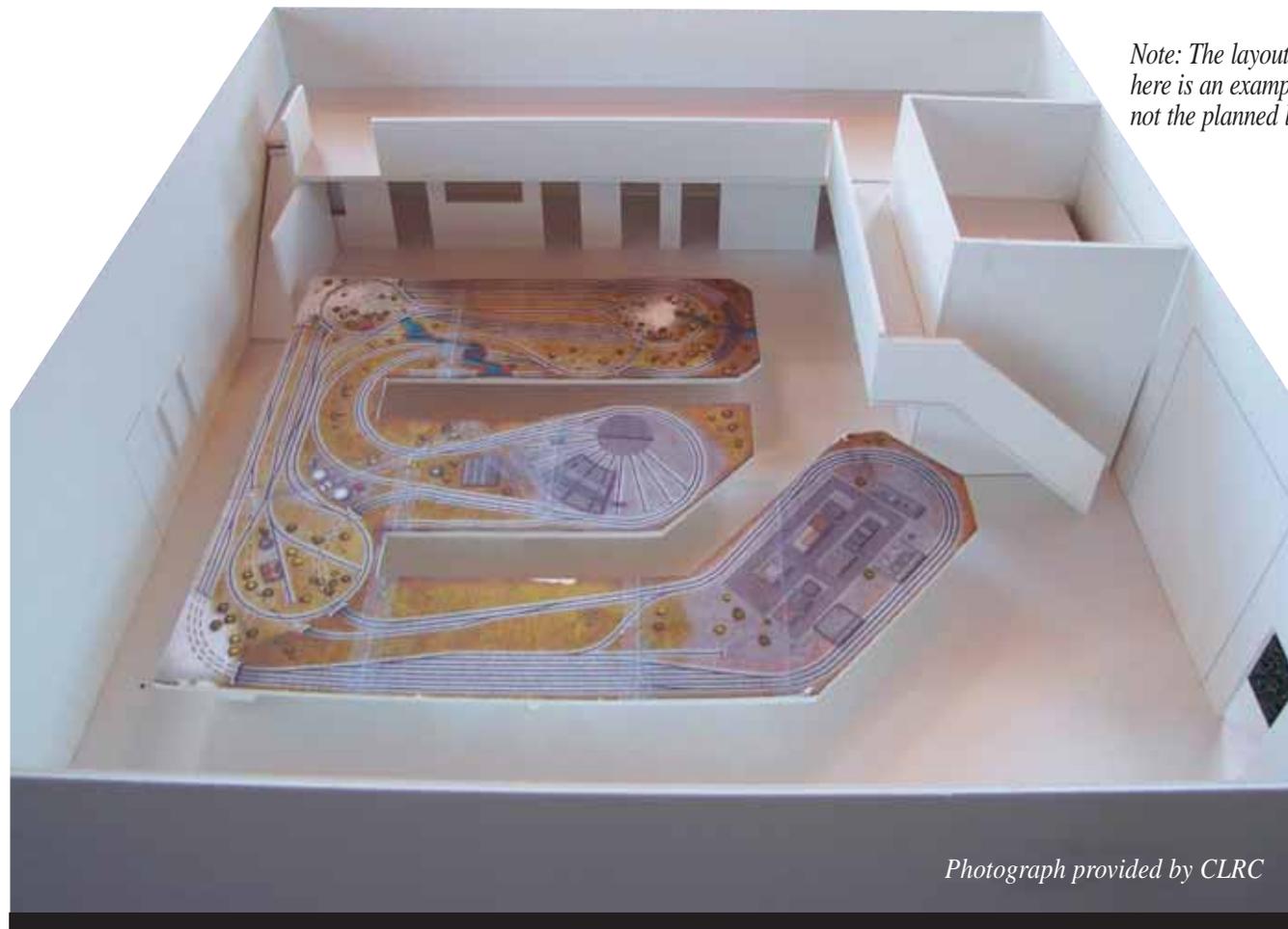
# Sneak Preview

by Herb Koch  
RM 22758

Many of the members of the Chicagoland Lionel Railroad Club (CLRC) are also members of LCCA. As active participants in LCCA Conventions, members have operated our

LARGE portable modular layout for conventioners and the public. CLRCers look forward to setting up and sharing this layout – one of the largest layouts of its kind in the country – at the LCCA Convention coming up in late July at St. Louis.

Our Windy-City-based club has recently acquired a building as a new home for a new permanent layout. The scale model of the building shown below is what we have in mind; which is, in a word, awesome! In a future issue of *The Lion Roars*, we'll offer a show-n-tell presentation about "Workin' on the Railroad." 🚂

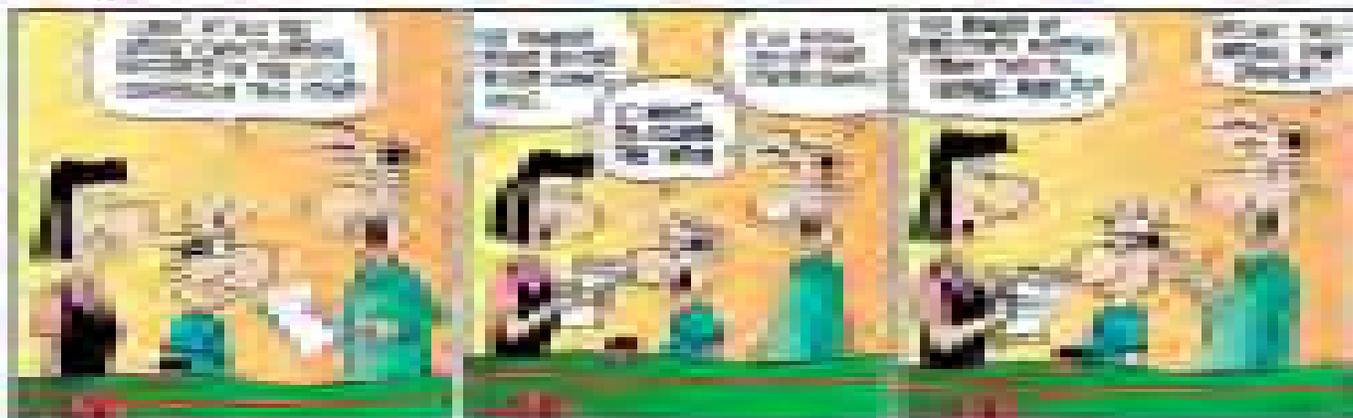


*Note: The layout shown here is an example only; not the planned layout.*

*Photograph provided by CLRC*

## Toy Trunk Railroad

by Erik Sansom



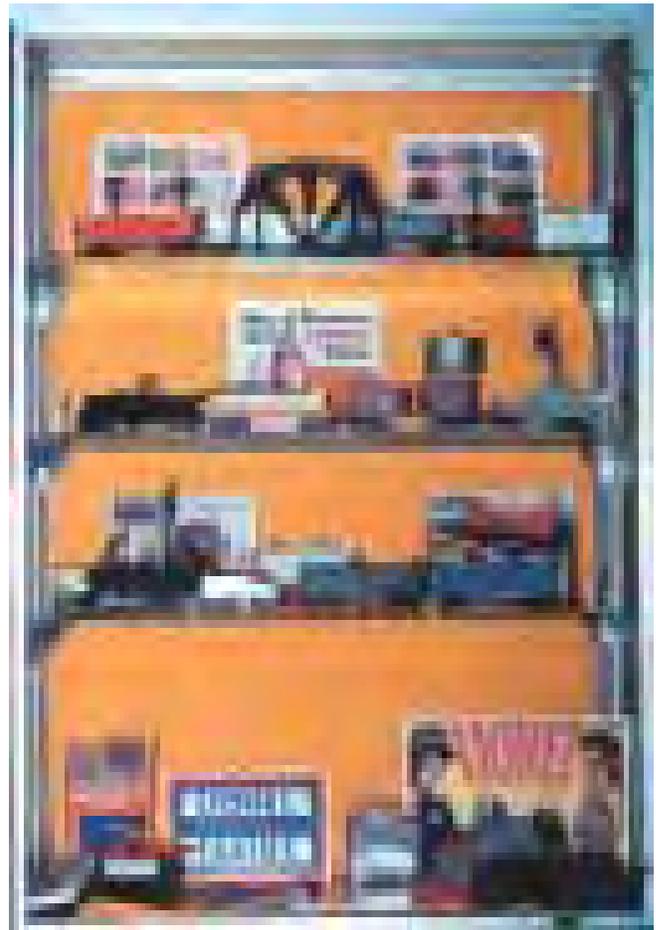
## California Dreamin'

This Lionel display was presented for patrons and visitors coming to the Orland, California, Free Library by Gene H. Russell (RM 24608). Located at the front entrance, the showcase was a “must see” item for all who entered during the time span of December 24, 2004, through January 28, 2005.

Gene reported that the librarians noticed a higher than average number of nose and finger prints on the glass of the showcase; a useful although unscientific measure of appreciation for the contents. The hinged glass was removed for taking this glare-free photo.

One librarian grew up in a home with a model train and enjoyed watching boys point to the items on display and making distinctive “Woooooo woooooeeeee!” sounds. Uncut LCCA collector cards — mementos of LCCA Conventions — are shown on the top shelf. 🚂

*Photograph by Gene H. Russell*



## Calling on Parents of Toy Train-loving Kids

Supporting what many believe is a trend in the making – growing interest in the toy train hobby among kids of this generation – the club seeks stories about kids in families

for publication in this magazine. The popularity of “Thomas the Tank Engine” TV series and the success of “The Polar Express” movie contribute to this trend.



*Krysti Dewey, 11, is a skilled toy train operator and active hobbyist. She shared her story in the January 2005 issue of TLR.*



*Clayton Holderfield, 6, is train-savvy operator and helper to his his grandpa on a large home layout.*

Encourage your train-loving child to tell his/her story about their involvement with “the World’s Greatest Hobby” through their family with the club. For more information, contact:

Mike H. Mottler • Editor, *The Lion Roars* • 501-327-8747 • mottlerm@conwaycorp.net

# The Tinplate Cannonball

by Ken Morgan  
RM 12231

## Living Large in Lionelville®

Between stashing away the Christmas village described in the last installment of “The Tinplate Cannonball” and looking through the most recent Lionel catalog, I was inspired to review Lionel’s expansion from railroads to real estate.

But before I get into that, here’s a trivia question, prompted by a reference to the General made by immediate past Editor Bill Schmeelk. Most of us know that the General was involved in *The Great Locomotive Chase*. Since it was a chase, who, or what, chased it? Extra credit — who starred in the movie and what’s he been doing lately?

## Lionel’s Real Estate Developments

Lionel’s current venture into Lionelville isn’t its first foray into either the name or the housing market. But it is their most extensive one in quite some time. I certainly hope it will be more successful than their most recent attempt which was described in the February 2005 issue of *Classic Toy Trains* magazine — a late 50s and early 60s run of Plasticville structures packed in Lionel orange and blue boxes. We all know that the 60s time period was not the peak of Lionel’s success. However, there is an earlier precedent for both the name “Lionelville” and Lionel’s venture in the housing market during a more successful era of the company.

If you’re a faithful reader of “The Tinplate Cannonball,” you know that the name “Lionelville” dates back to at least 1925 with the release of the number 125 Lionelville Station. The houses in this mythical town predated that structure; it follows that there had to be residents of Lionelville to justify placing a station there!

Lionel has for decades offered a catalog full of add-on items to enhance the play value of their trains. Joshua Cowan understood that watching a train go around in circles could hold a child’s attention for only so long. More trains, switches, and layout accessories ensured repeat business from returning customers and increased sales volume. This included a long list of scenic enhancements for Lionel layouts: three sizes of houses for the residents of prewar Lionelville. Catalogued from 1923 to 1932, these structures and their up-scaled progeny continued until the wartime end of the Lionel catalogs in 1942. **Photo 1** shows them all: 184 bungalow, 191 villa, 189 villa, and another 184. The TCA book lists sizes for each, but they are base footprints. The measurements that follow are the size of the buildings themselves, excluding entry porticos.

The smallest residence was the 184 or 185 bungalow. The difference was that the 185 was not illuminated. Along with the unlit stations, this structure was soon dropped; it disappeared from the catalog after 1924. The bungalows are 3-1/2 x 2-1/4 inches. There are two true variations of the bungalow: lithographed or enameled. If you want to nit-pick, there are two variations of the lithographed version — red roof and green roof — plus some minor differences in the lithography over the years. The enameled version came in many colors. Since roofs are easily swapped, don’t be fooled into buying an alleged “rare” variation. As far as I know, if the main roof and the small roof over the front portico don’t match, it’s highly likely that someone swapped the roof. In all cases I have seen, the sides are lighter colors with darker roofs, and I don’t know of any source that lists all possible colors. That includes the different colors used on the base. Apparently Lionel used whatever paint colors were available at the time. I doubt anyone could justifiably claim to have all the possible color variations and porches on the left sides, see photo 3.

There are also some which have the chimney on the right (viewed looking toward the front of the building) instead of the common left-side placement. Note that this is easily accomplished by turning the roof around, so that is not truly a variation. It puts the chimney at the front instead of the back. The chimney located in the rear and on the left, behind the dormer, should be where it belongs. I have never seen a bungalow without a dormer or with the dormer and the chimney on opposite sides of the roof.





Actually, the bungalows make me think that Lionel was ahead of the real estate market. These structures remind me of America's original suburb, Levittown, NY, built just after WWII. All the houses were identical, except for the color. They were a basic design, compact, built on a concrete slab, and they had lights — like 184 Bungalows!

memory, I recall reading somewhere that the fanciest of these structures, the 191, was based on the home of one of Lionel's managers. I don't know if this is accurate, but when I commuted along I-78 to a job in NJ, I did see some houses with roofs which were dead ringers for the dormered 191. That was in the vicinity of Hillside, so it's not a stretch to believe there may be a connection.



**Photo 2** shows four 184s with both roof colors on the lithographed version and two different enameled bungalows. Check the chimneys. The lithographed bungalow with the chimney on the right is a reversed roof and not a true version.

Back in the roaring twenties, one could buy Lionel bungalows individually or in a box of five as catalog number 186 (or 187 for the two years the non-illuminated version was catalogued). This would create an instant subdivision.

The larger houses, called villas by Lionel, were for the better-off residents of Lionelville. Among other things, they always came with lights. Back in the recesses of my

The 191 came in four major variations. It could be either lithographed or enameled and either version could have two dormers; one in the front and one in the back, or no dormers. The structures had steeply pitched hip roofs and porches on the left sides, see **photo 3**.

As with the bungalows, there were many color variations. The 191 villa measured 4-3/4 x 3-3/4 inches, plus the porch on the right side which was 2-1/4 inches front to back and extended 1-5/8 inches to the side.

**Photo 4** shows the lithography on a 191 and a 184 more clearly.



4



The less magnificent villa was the 189. Other than colors, and there were many, there were two variations: either with four small dormers or with no dormers on its gambrel roof. Both were enameled; I know of no source claiming lithographed 189s. Both versions are shown in **photo 5** below. The one without the dormers has been repainted, but except for the chimney, it's a very close match to the original. These villas are 4-1/2 x 3-3/8 inches. The rear of both the 191 and 189 villas is the same as the front except that there is no portico at the door. Like the bungalows, the villas also came in a boxed set, one of each, plus two 184 bungalows, under catalog number 192.

The lights in these houses are quite basic — just a bent metal bracket and the same type of socket as in contemporary rolling stock. See **photo 6**. Notice the bulb in the 184; it had a Christmas tree bulb in the socket when I bought it at a train meet. Christmas and trains are truly synonymous!

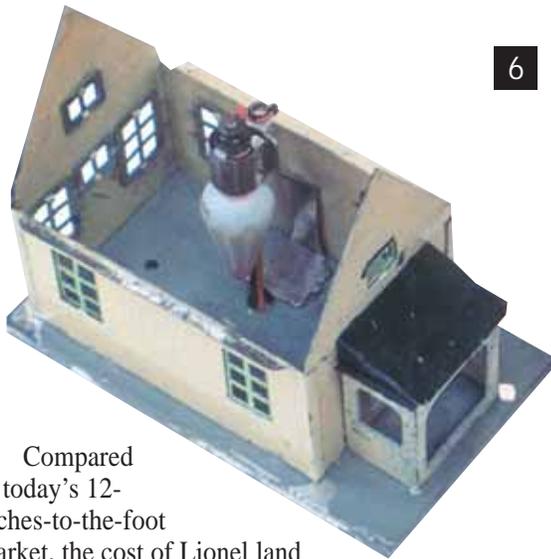
While the market for these buildings appears to have cooled down a bit in recent years, be aware that there are reproductions out there, and they don't approach the price of originals which lately seem to be going for about \$100-\$125 for bungalows and \$250-\$400 for the villas. The 186/187/192 original sets of "instant neighborhoods" in their boxes are quite expensive — as in, four figures.

After their early success in the housing market, Lionel found another way to expand their real estate business; selling land as well as structures. From 1932 to 1942, a truly well-to-do family could buy Lionel's landscaping materials on a 16x8-inch wooden plot. The 911 Illuminated Country Estate came with trees, grass, shrubbery, and a 191 villa. The 912 Illuminated Suburban Home was the same plot with a 189 villa. The 913 Illuminated Landscaped Bungalow was the same with a 184 on it. Today, they are rare and fragile — not collectibles for hobbyists working within the confines of a limited budget.



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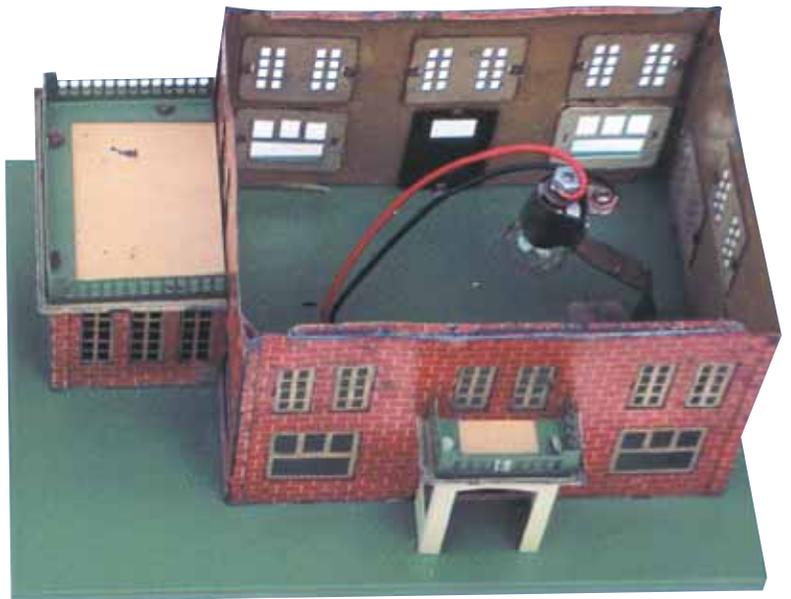
Compared to today's 12-inches-to-the-foot market, the cost of Lionel land plots is significant. Back in 1933 the plots were only \$4.00, \$3.50, and \$2.75 respectively. Not at all pricey considering that the houses alone were \$3.50, \$3.10, and \$1.60 a few years earlier.

Today these plots cost several times the price of the house alone. Plots and villas command asking prices well into four figures, and the bungalow version is getting close to that dollar zone; which explains why you only get to see the 913 in **photo 7**. The BCC&PRR, a short line with limited financial resources not to mention being based on Long Island can provide only the "Levittown version" for its CEO.

By the way, look at that bungalow. It is lithographed, but it has an enameled roof which properly matches the portico and a true right-side dormer and chimney.

Check out the landscaping on the plot. The conifers aren't too bad, but the deciduous things? Palms? Cretaceous-era Cycads? Maybe I should place one of the dinosaurs bought at the Carnegie Museum during the LCCA Convention in Pittsburgh to nibble on that pre-historic-looking flora!

Scale model railroading wasn't a major concern for Lionel back in 1932 — imagination was its primary goal. It still is. I imagine it would be very difficult for a correct-to-scale resident to walk through the front door of one of these houses, but one could crawl inside. The porticos and the front doors



scale out only to roughly four to five feet high. Comfortable living in the homes of the residents of Lionelville is an understatement because of under-sizing. As for the bungalow, I have been to Boy Scout summer camps where the tents were roomier!

The ultimate Lionel real estate development emerged during the prewar era. While the individual residential listings disappeared from the catalogues in 1933, the landscaped plots continued through the end of the prewar period. In 1932 and 1933, they were joined by the 920 Illuminated Scenic Park, which was two L-shaped plots with a 191, 189, and 184 plus plants on each one, a center 921C with the same three houses and more foliage, plus either a 910 grove of trees, a 914 park landscape, or a 922 illuminated lamp terrace.

7





Measuring 85 inches long by 31-1/2 inches wide, this real estate was a ready-made village, if you had a big enough living room, basement, attic, or a wing on the mansion. See **photo 8** The 921 is partly hidden by the big 114 station. The layout itself is 11-1/2 by 7 feet, and listed for \$135. With everything shown, today's asking price would probably be more than a Hyundai. Happy hunting!

Trivial pursuit answer: the General was commandeered by Union agents in Marietta, Georgia, on April 12, 1862. Their plan was to destroy some of the critical infrastructure of the Western & Atlantic Railroad — yup, the W&ARR as per the original 1959 General by Lionel.

James Andrews, played by Fess Parker better known for his role as Davy Crockett, led the raid. The Confederates took exception to this act, and conductor William Fuller and mechanical foreman Anthony Murphy took off after them on a handcar. Given that this wasn't the most effective method of chasing a locomotive under steam, they grabbed a small loco, the Yonah, to continue their hot pursuit. Later they changed from the Yonah to the better-known Texas, which, running in reverse, finally overran the General.

An idea — at the toy train drag race at the upcoming LCCA Convention, let's re-enact this chase with two General locomotives, both running in reverse.

About Fess Parker — he's now producing fine wines in California. You deserve even more extra credit for knowing that Walt Disney's 1956 movie about the chase wasn't the first to be based on this incident. In 1927 Buster Keaton starred in a silent movie version titled, "The General." If you ever run up against Ken Jennings on "Jeopardy," you'll know that factoid!

My thanks to Bill Schmeelk for the inspiration, not just for the trivia, but for all his efforts and help as Editor over the past few years.

I need to make a quick correction to my family history printed in the last issue — before Grandma sees it. Granddaughter Sasha arrived in 2002, not 1993. It didn't take Grandpa 11 years to add to her Thomas the Tank set!

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

*Photographs by Ken Morgan*

## Call for Ideas

Both buyers and sellers want *Interchange Track* and *e-Track* transactions to be positive experiences related to matters of grading, advertising, communication, payment, packing and shipping.

LCCA member William Tessmer, Jr. (RM 17228) invites all club members to share their ideas and tips for possible inclusion in a planned future *TLR* article

dealing with intelligent ways to insure a successful and enjoyable buying/selling and trading encounter. You may contribute your thoughts to him by e-mail at: oakdalegallery@juno.com

Or send him a note by USPS mail to:  
William Tessmer, Jr.  
P.O. Box 427  
Upton, MA 01568.

# A Lionel Puzzlement

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

Got Power? For layout performance, Lionel's ZW™ is the classic standard for layout power. But how is your word power? The fifteen words in this puzzlement were selected from a variety of model railroading sources, and each word contains three possible answers – but only one is the correct definition. Good luck, and remember: Knowledge is Power! 

Answers to February 2005,  
Some Assembly Required puzzle:

- |                |                  |
|----------------|------------------|
| 1. Catalog     | 9. Gondola       |
| 2. Illuminated | 10. Observation  |
| 3. Canister    | 11. Refrigerator |
| 4. Helicopter  | 12. Controller   |
| 5. Generator   | 13. Passenger    |
| 6. Petroleum   | 14. Aluminum     |
| 7. Animated    | 15. Radioactive  |
| 8. Locomotive  |                  |

- |               |                       |                          |                      |
|---------------|-----------------------|--------------------------|----------------------|
| 1. Accessory  | a. mechanical device  | b. accompaniment         | c. incidental        |
| 2. Bascule    | a. adjustable         | b. counterbalanced       | c. raises            |
| 3. Beacon     | a. tower              | b. visible               | c. signal            |
| 4. Bulkhead   | a. end abutment       | b. separating partition  | c. narrow wall       |
| 5. Culvert    | a. channel – gutter   | b. underground pipe      | c. water drain       |
| 6. Derrick    | a. hoisting apparatus | b. steel tower           | c. oil drilling      |
| 7. Dummy      | a. lacking knowledge  | b. unlearned             | c. silent            |
| 8. Fishplate  | a. narrow attachment  | b. butt joint            | c. connecting piece  |
| 9. Gantry     | a. overhead lights    | b. raised signals        | c. frame structure   |
| 10. Gauge     | a. to measure,        | b. a measure,            | c. measuring         |
| 11. Portal    | a. archway            | b. entrance              | c. tunnel            |
| 12. Rheostat  | a. variable voltage   | b. variable resistance   | c. variable power    |
| 13. Semaphore | a. moveable flag      | b. visible arms          | c. signal telegraph  |
| 14. Trestle   | a. braced frame       | b. bridge support        | c. raised roadbed    |
| 15. Villa     | a. landscaped homes   | b. pretentious residence | c. nice neighborhood |

Answers will be published in the next issue of *TLR*.

Reproduction of a 1948 Lionel Ad