

Volume 36, No. 4 April, 2007

# *The* **Lion Roars**



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



We'll See Chicago from an "L" Perspective on Rails



Figures and scenic effects not included

Lionel mock-up shown with simulated chrome-like finish

## Keen Green Sheen

This dual-road, Standard-O, modern-era tank car designed by LCCA will be produced by Lionel®. The car will be made by a process that mimics the appearance of a green-tinted, chrome-like body. Ultra-high-gloss yellow paint will be the accent color. The trucks will be Lionel's new-style, roller-bearing type with rotating caps, painted silver. LCCA believes this special car will become an instant collectible because of its uniqueness and rarity.

The car will be a must-have item for collectors of tank cars, C&NW and UP cars, and owners of Lionel's new SD-70 Heritage Locomotive with both of these road names.

The tank car includes these quality features: authentic railroad logos, die-cast trucks, added-on handrails and ladders, operating couplers, and crisp graphics.

It is also the LCCA 2007 Convention Car. A discrete mark, "LCCA Annual Convention, Chicago IL, July 22-29, 2007" will be stamped on the underside of the car.

**Place your order now by mail or online prior to the 6-30-2007 deadline. Delivery is scheduled for late 2007.**

### ORDER FORM – LCCA/Lionel C&NW-UP Tank Car with Green-tinted, Chrome-like Finish

*Note: UPS will not deliver to a P.O. Box; a street address is required.*

Member Name: \_\_\_\_\_ LCCA #: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_

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

**ONE** C&NW-UP Tank Car \$ 69.95

**TWO** C&NW-UP Tank Cars \$ 139.90

**S&H plus insurance in Con't U.S.**

Members in AK, HI, & Foreign (only); add \$12 per car for extended S&H \$ \_\_\_\_\_

6.5% Sales Tax (for IL residents only); add \$4.55 per car \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

**[no charge]**

My check made payable to "LCCA" for the full amount is enclosed with "CC-2007" written on the memo line.

Bill my  credit or  debit card for the full amount.

No.: \_\_\_\_\_

Disc  MC  Visa Exp: \_\_\_\_\_

Verification Code: \_\_\_\_\_

*(The last three digits at the signature panel on the back of your card.)*

Signature: \_\_\_\_\_

*I authorize LCCA to bill my account for this purchase.*

**Mail with payment to: LCCA Business Office • Dept. CC-2007 • P.O. Box 479 • LaSalle, IL 61301-0479**  
Order form may be photocopied. For additional information, visit [www.lionelcollectors.org](http://www.lionelcollectors.org).

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**ON THE COVERS**  
 (Front) LCCA Conventioneers will board a special CTA “L” train for an on-the-rails narrated tour of the city. *Photo by CTA*  
 (Back) Scenes from “The Great Train Story” HO layout at the Chicago Museum of Science and Industry. *Photos by CMS&I*

**Contacting the LCCA Business Office**  
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 LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.  
 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, Convention registration, and orders for club collectibles.

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*The Lion Roars* (USPS 0011-994) and (ISSN No. 1079-0993) is published bimonthly except August by the Lionel Collectors Club of America, 1622 Fourth St., Peru, IL 61354-3527. Subscription rate of \$15.00 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9998 and additional mailing offices. **POSTMASTER:** Send address changes to *The Lion Roars*, 1622 Fourth St. Peru, IL 61354-3527. The LCCA is an Illinois not-for-profit corporation. Lionel is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel copyrighted materials have been used in this publication with the permission of Lionel L.L.C.

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Answers to the Lionel  
 Puzzlement in this issue:  
 1. “L”, 2. ill, 3. Leo, 4. Nile, 5. Ole,  
 6. ion, 7. oil, 8. Neil (Young) , 9. one,  
 10. lion, 11. lone, 12. Noel, 13. line,  
 14. no, 15. nil, 16. Ollie

**LCCA Website:** [www.lionelcollectors.org](http://www.lionelcollectors.org)

**People to Contact:**

- President* - Always available and as a last resort  
*Immediate Past President* - Complaint against another member  
*Secretary* - Any administrative action not handled by LCCA Business Office  
*Treasurer* - Club finances only

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



# The President's Report

by Louis J. Caponi  
RM 8735

Spring is in the air. Oh yes, the smell of flowers, the sight of green grass, the display of beautiful cherry blossoms, and the attacks of allergies! For me, it's all about the last one.

How about springing into action and registering for the best toy train Convention on the planet. You probably remember the song made famous by old blue eyes, "Chicago Is my Kind of Town," but in reality the Windy City is everyone's kind of town. Regardless of your age and no matter where you come from, the city has much to offer — history, entertainment, food, famous landmarks, and train lore. Everyone should experience Chicago at least once in their lifetime. Your Convention team has assembled a fun-filled week of tours and train-related activities that will keep you smiling.

## Back by Popular Demand

If you have previously attended one of the club's legendary Get Acquainted Parties, then you're well aware no other club does it like LCCA. This event has evolved from a picnic-like event with hot dogs, burgers, chips, and soft drinks to a full-blown meal during an evening with fun-filled activities.

This year we will bring back live entertainment with dancing and singing the oldies with Fast Eddie and the Corvettes. These guys are fantastic performers of Rock-n-Roll and Doo Wop music from the 50s, 60s, 70s, and 80s. Visit their website at [www.murraybrothersentertainment.com](http://www.murraybrothersentertainment.com) and listen to an audio preview. Better yet, come to the party! Blue suede shoes and poodle skirts welcome!

## Save Some Money

Many of our members take advantage of all the services and publications the club offers, yet others don't. I've got to tell everyone to take advantage of our *Interchange Track* publication. It is the finest buy/sell/trade publication in the entire train hobby. Your "For Sale" items are visible to more than 8,000 members. Stop paying eBay fees — listings in *IT* are free to members and your products reach knowledgeable buyers.

Our *eTrack* online publication is a digital version of *IT*. It's available to members 24/7 at the club's website:

[www.lionelcollectors.org](http://www.lionelcollectors.org). You can post pictures of your items on *eTrack* at no charge, providing you submit your ads electronically. Most months we have more listings for Lionel products than all of eBay, and your goods are exposed to people who share your hobby interest. I can tell you from experience, you can generally rest assured of honest deals between members. Give *IT* or *eTrack* a try and save money with every transaction. You won't be disappointed. Thanks to Al Otten (HM 429), this publication reliably runs through the print shop and mailing house for timely delivery to all members by First Class Mail. Should you have any questions, please contact Larry Black (RM 240) or Greg Elder (RM 24062). The *TLR* masthead on page one shows their address and phone information. They will be more than happy to assist you.

## Have You Seen our Newly Redesigned Website?

If you haven't checked it out recently, go to the club's website. It's really neat! Many thanks to Mike Mottler (RM 12394), Larry Black, and Craig Tribuzi (RM 10207). They did a tremendous amount of work to bring our website into the 21<sup>st</sup> century, and there's more to come. The website now presents a dramatic opening animation sequence and includes a new gallery of photos of layouts by members. We updated the text and photos and built-in convenient navigational features. Shortly, you will see the entire list of the club's previously released Convention cars, special products, and collectibles. In the upcoming months, we'll add an archive of about 40 recent-past issues of *TLR* magazines as \*.pdf files — a handy reference. Stay tuned, it's only going to get better.

## April 30<sup>th</sup> Deadline

The deadline for ordering the New Haven #209 passenger train is now imminent. If you haven't placed your order already, I suggest you do it now. LCCA cannot and will not extend this deadline.

## What about the B-Unit and Add-on Cars?

The advertising and order form for three additional New Haven pieces — a matching dummy Alco B unit and two additional cars (a Baggage Car and a Combine Car) — will be made available, but ONLY to those who pre-ordered the NH #209 train.

These three pieces will be produced at the same time as the train, so there will be no chance of a color mismatch. There will be little or no waiting for delivery of the add-ons because they will be shipped within two weeks of sending the initial package containing



the Alco A-A pair and four passenger cars. You will have plenty of time to place your order for these three additional items.

Thanks to O-Gauge Railroading Magazine

We want to say thanks to Ed Boyle and our friends at *OGR*. You and all other LCCA members recently received a special mailer/flyer about club products with a special bonus offer from the team at *OGR*. They do a great job providing editorial support for our club, so let's return the favor!

Murphy's Curse Is Coming to an End

The "Halloween" Cannon Car problem will soon be over. The club and Lionel are finalizing the details for providing a

replacement car to members whose car was damaged in transit. If you haven't reported any damage to your car, we now assume that your car is fine. Again, both Lionel and the club apologize for the inconvenience.

One Last Item

Lionel is getting closer to releasing their new TMCC II Legacy™ system. As this date approaches, so will the delivery date for your \$30 discount coupon promised by our friend, Lionel President and CEO, Jerry Calabrese. Be on the lookout for your coupon, and check out this new and exciting control system. 

Happy tracks!



## LCCA Board Minutes

by Bob Carter  
RM 6620

February 24, 2007

**Call to Order.** The meeting was called to order by President Caponi at 8 a.m. on Saturday, February 24, 2007, at the Marriott Springhill Suites in Rosemont, Illinois.

**Roll Call.** Secretary Carter called the roll. Officials present: President Caponi; President-elect Johnson (who had Immediate Past President Fogg's voting proxy); Treasurer DeVito; Secretary Carter; Directors Black, Calkins, Fisher, Gambino and Tribuzi. Guest: *The Lion Roars* Editor Mottler.

**Approval of Minutes of September 30, 2006, Meeting.** Director Black offered and Director Fisher seconded, a motion to approve the minutes of the Board of Directors meeting held at the Crowne Plaza Hotel Chicago O'Hare, Rosemont, Illinois, on September 30, 2006. Motion passed unanimously.

**2006 Convention Car Update.** President Caponi reported on the status of the 2006 Convention car – the UP Auxiliary Power Car – and announced that all orders were filled and all cars shipped.

**General Set Add-on Cars #2.** President Caponi reported that the Cannon cars and the Gunpowder cars were shipped, but some Cannon cars were damaged in transit. He advised that our members were told to open their boxes by the end of February, inspect the contents, and notify him for replacement if there was any damage. Members who had problems and notified President Caponi have been satisfied and are awaiting replacements.

**2007 Convention Car Update.** President Caponi passed around the prototype of the uni-body tank car offered as this year's Convention car. It will have a green-tinted, simulated chrome finish with high-gloss yellow paint and be equipped with prototypical, roller bearing trucks.

**New Haven #209 Alco Set Update.** President Caponi stated that sales of the set are brisk with a lot of orders coming from new members. Lionel® will include, at no additional cost to those ordering, TMCC™ in the engine. This *will not* be the new Legacy system, but rather the standard TMCC system.

**2007 Chicago Convention Update.** Director Fisher presented a status report about the 2007 Convention to be held at the Crowne Plaza Chicago O'Hare Hotel. Director Fisher said we have 1,500 hotel nights blocked for the Convention and already 60% have been booked. He advised that those planning to attend should make their reservations *now* to avoid disappointment. He also mentioned that because of the popularity of the tours, the club will monitor the sign-ups carefully. Initially, there will be a 60/40 allocation ratio between those signing up for tours online and those registering through the mail.

Break 9:20 a.m.

Resume 9:30 a.m.

**Future Conventions.** Director Fisher and President Caponi informed the Board that the 2008 Convention will be held in Buffalo, New York, at the Adams Mark Hotel – the largest hotel in Buffalo with lots of space for the Get Acquainted Party, club meetings, Trading Hall, and Banquet. They are also looking at future sites: the Doubletree Hotel in Sacramento, California, for the 2009 Convention and possibly returning to the Denver Tech Center Marriott Hotel for the 2010 Convention.

Reports

**Immediate Past President.** President-elect Johnson, reporting for IPP Fogg, stated that there were no unresolved member-to-member complaints.

**President-elect.** President-elect Johnson reported that the Lexington, Kentucky, train shows have been losing money because club suggestions to raise rates were not followed. Accordingly, there will no longer be a LCCA-sponsored meet at that locale unless they increase income and/or reduce expenses. The Chattanooga and Naperville meets continue to be financial and operational successes.

**Secretary.** Secretary Carter reported that club membership is holding steady. The membership roster includes regular members, foreign members, honorary

members, charter members, and courtesy members.

**Treasurer.** Treasurer DeVito presented the Treasurer's report stating that all bills have been paid and the club is financially sound.

**Nominating Committee.** Committee Chair Fisher reported that the slate of proposed officials for the upcoming election are: President-elect: Al Kolis; Treasurer: Dennis DeVito; and five candidates for three Director positions: John Ellington, Eric Fogg, Dave Miller, John Ourso and John Wood. Director Black moved to accept the slate as proposed. Director Calkins seconded, and the motion passed unanimously.

**The Lion Roars.** Editor Mottler reported that due to the closure of our former printer, we now have a new printer, Arkansas Graphics, who wanted our business and offered photo-enhancing "Staccato" software. The February edition was printed within the "10 working days" timeframe, and the results were excellent. Although *we* know and say that *TLR* is the best hobby club magazine of them all, it's gratifying to hear others say so without prompting. The online hobby forums contain positive comments about LCCA – our leadership, the members, the magazine, the Convention, etc.

**LCCA Website.** Editor Mottler along with Director and IT Manager Black reported that the newly designed LCCA website is schedule to be "live" online Monday, March 5. The main page was totally re-designed and many sub-pages were enhanced. Digital versions of back issues of *TLR* could be placed at the website as \*.pdf files. Director Black moved for Mottler to proceed as described in bringing the back issues on hand into an archive. The motion was seconded by Director Fisher and passed unanimously.

Break for Lunch: 11:45 a.m.

Resumed: 1:47 p.m. with Treasurer DeVito excused for personal business.

**LCCA Website, Continued.** The board viewed a "live" demonstration of the newly redesigned website main page

with animation, new features, and easier access to sub-pages through revised navigation paths. Mottler thanked Directors Tribuzi and Black for previous development of the website as a foundation to build upon – leading to where we are now.

**Interchange Track.** Director Black stated that the number of users remains fairly constant and everything seems to be continuing smoothly. Black talked about a new inventory program, written by a member, that all members could use. Director Black is going to pursue this project with the individual to determine its value and if it could be tied into *eTrack*.

A discussion ensued about the drawbacks of having numerous links on our website, and IPP Fogg moved that we abolish links to all other sites, except to Lionel, and Director Fisher seconded. The motion passed unanimously. Therefore, consistent with this new policy, our website will not contain links to other websites other than Lionel's.

**Membership/Membership Card.** Director Tribuzi and President-elect Johnson discussed the new membership renewal form and membership card. The new form offers more eye appeal and provides members with a list of benefits and other pertinent information. They distributed samples, and the response was very positive. Tribuzi stated the Business Office reviewed and signed-off on the new design. They can now use a laser printer instead of an impact printer for the cards, which makes them faster and easier to print and more readable.

## Conclusion

The next board meeting was set for July 22, 2007, at the Crowne Plaza O'Hare Hotel, Rosemont, Illinois, at 2 p.m. in conjunction with the annual Convention.

There being no other business, Director Gambino moved to adjourn. The motion was seconded by Director Fisher. The meeting adjourned at 5:15 p.m. ~~1:15~~

Respectfully submitted,  
John R. "Bob" Carter, Secretary

## Toy Trunk Railroad

by Erik Sansom



# At Trackside

## LCCA Members in Action

Daphne, AL  
Toy Trains Go to Church  
by George Nelson RM 13073

Although aged 75, I have been reluctant to admit that I'm old enough to join the prestigious "Happy Hearts" older adults group at my church. However, when they invited me to come to their monthly meeting and bring my trains, I couldn't say no.

On that Thursday morning the group consisted of 12 ladies and one man who took these photos of the event. Our pastor and a retired pastor came by to look at the trains.

My display included a 3x4-foot loop of O27 track mounted on a sheet of ½-inch plywood painted

dark green, a 1033 Lionel® postwar transformer, CAB-1™, PowerMaster™ and Command Base™. To dress-up this "layout" a bit, I added a red and white Plasticville™ barn with white fence and horse and a small pond (cut from an earlier layout) with a fisherman sitting at a "no fishing" sign.



To illustrate the history of toy trains and explain how I got back into the hobby in 1972, I used an American Flyer® cast iron wind-up, a Marx® Commodore Vanderbilt wind-up, and a Lionel® 248 electric with two cars (all from about 1931, when I was born); a 2-4-2 #1688 torpedo locomotive and freight set (like my first train from 1939); a 2-6-2 #224 locomotive and freight set (1940); a Union Pacific #2023 yellow FA freight set; and a Santa Fe #2343 F3 (1950). To illustrate the concept of "scale" of trains, I also showed an HO set and an N-scale set for size comparison.



The Happy Hearts would not have been happy if they didn't have the opportunity to see the trains in action. I used the CAB-1 to operate a New York Central passenger set (1995 SSS) behind a postwar #2056 Hudson (1952). I also demonstrated TMCC™ in control of a Lionel Union Pacific GP-30 (2006). I know, it's supposed to operate on O31 tracks as minimum radius, but it performed fine on O27 curves.

None of the members of the group professed any special affinity for toy trains; not even the "Girl's Train" – I showed them photos of it in a catalog. However, one of the ladies has a son who works for a railroad and several others have family connections to railroading. They seemed to enjoy the presentation and the trains, and I felt well compensated for my time and effort. The catfish lunch was good, too!

*Photographs by Ben Spencer*

## Chattanooga, TN Area Train Show August 18, 2007

Host Bill Stitt (RM 259) and crew will present a LCCA-sponsored Train Show in the Chattanooga metro area on Saturday, August 18, at the Catoosa Colonnade on Old Mill Road in Ringgold, GA. Directions to the site: I-75, exit 350 (5 miles south of the Tennessee Border), west on GA highway 2, Battlefield Parkway. Go 1.6 miles to third light west of I-75, turn right on Old Mill road, and proceed to the Catoosa Colonnade.

Dealer set-up and registration: 8 to 9 a.m.; LCCA member trading: 9 a.m. to 10:30 a.m.; public and guests: 10 a.m. to 1:30 p.m. closing. Adults \$6, with their children under 18 admitted free. Co-hosts of this event are George Baltz (RM 14094) and Ron Herman (RM 1761). Advance registration is recommended, and tables will be assigned as payments are received. Table rental is \$13 each for a six-foot table, and quantity is unlimited. Send check made payable to "LCCA" with "table reservation" written on the memo line to: Bill Stitt, 9727 Shadow Valley Circle, Chattanooga, TN 37421. For more information, call: 423-894-1284 or 423-842-6094 or 423-344-5799. 🚂

# Hornby near Harvard, and Lionel too

by Lew Schneider  
RM 27548

## The Boston Train Party: Part IV

*Editor's Note: This is the fourth in a continuing series of articles about a group of train friends living in the Boston area. Lewis Schneider, D.B.A., is a retired Harvard Business School professor, an author of several scholarly books, many academic articles and papers, and a long-running series of columns published in the newsletter of the Hornby Railway Collectors Association. Hornby O-gauge trains were on display in his home and running on his layout – along with favored Lionel trains – when LCCA visited him in the summer of 2006.*



## A Hornby Primer

Meccano's Hornby® brand was as well known in Great Britain as was Lionel® in the United States in the prewar and postwar periods. It was a very large company with a broad product line including three-rail O and initially three-rail and then two-rail OO (Dublo) gauges. Meccano produced both enameled and lithographed trains and a wonderful series of lithographed stations, engine houses and the like. But unlike Lionel, they offered no O-gauge operating accessories.

The company utilized a very aggressive marketing program featuring full-color catalogs. Their product range started at the low end, like the Lionel Scout™ trains and continued to the upper end in competition with Bassett Lowke. Perhaps three quarters of their locomotive output was clockwork.

Meccano served the international as well as its domestic market with manufacturing plants in France and for a short time in the United States. It printed catalogues in several languages and produced locomotives and rolling stock lettered for French, German, South African, Argentinian, *The Lion Roars*

Danish, Swedish, Swiss, New Zealand, and several North American railway systems.

In articles published in *Classic Toy Trains* magazine and *Train Collectors Quarterly*, I described Hornby's abortive efforts to produce trains in the United States from 1927 to about 1930. The factory closed and the remaining USA inventory was distributed from Canada. Later the rolling stock, but not the locomotives, was transferred to England. As a result, the USA outline locomotives are quite rare.

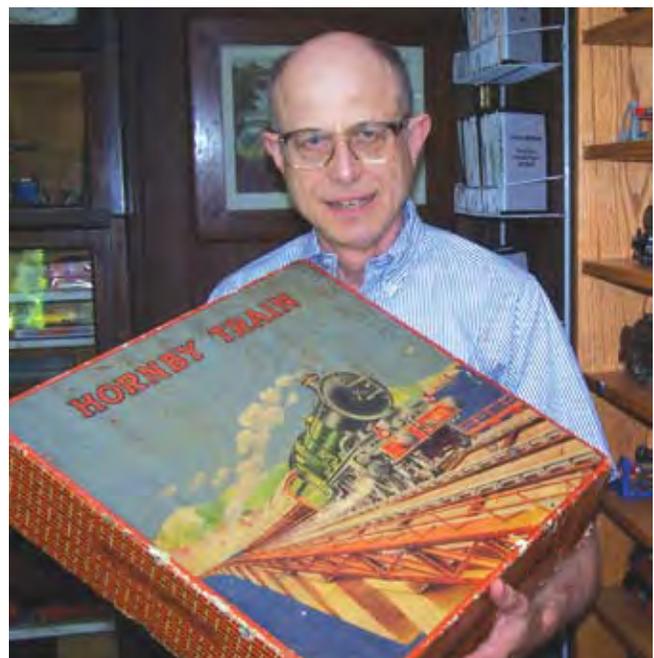
The 1930s was the strongest period for the company. After WWII, Hornby decided to downplay O-gauge trains and focus on Dublo. Postwar Hornby O-gauge trains are relatively simple clockwork-driven sets. A relatively few small 0-4-0 electric passenger and freight sets produced only for export are hard to find today. Although the Hornby name survives, it is associated with the smaller OO gauge sets which can be traced back to the company that acquired Hornby from Meccano in the 1960s.

## A Very Rare and Special Train for Canada

In 1930, Hornby tried to put an upscale train into the Canadian market. They took the popular #3 4-4-2 locomotive (which actually had more of a French outline than a British outline), painted it black, and lettered it "Canadian Pacific." It was the first Hornby steam outline locomotive to have a headlight.

They paired the locomotive with two of their standard No. 2 special coaches, painted them CPR wine red, lettered them "Canadian Pacific," and offered them to the Canadian market. We don't know how many were produced, but it was probably a very small number. As best as we can determine, there are seven of those locomotives and eight or ten CPR coaches out there around the world.

But there is only one known boxed set, and I'm lucky enough to have it. It is a standard Hornby set box, but the "Clockwork Train" label has a "Canadian Pacific Passenger Train (15 Volt Electric)" label pasted over it. My boxed Canadian Pacific train set came from the estate of a good



friend in Scotland. For a time I actually had two Canadian Pacific sets, but I sold one to another good friend in England who, in Biblical terms, “coveted it.”

### The Hornby USA Sets

There is also one known example of Hornby’s USA set boxes, but unfortunately I don’t own it. It features a picture of the Pennsylvania Railroad’s K-4 coming over the Rockville Bridge near Harrisburg. The same scene was shown on the 1925-1927 Pennsylvania Railroad wall calendars.

Inside the box the little tykes would either find a red or green 0-4-0 lithographed locomotive, yellow or green passenger cars, or a box car, tank car, and caboose. My articles emphasized that there are still a large number of USA outline passenger and freight cars in existence, but almost all were made in Great Britain in the 1930s even though some were labeled Made in USA. The USA manufactured rolling stock had unique “T” couplers.

### My Life as a Hornby Collector

I began collecting Hornby trains almost on a whim. I bought one coach around 1980 at a train show even though I didn’t own a locomotive for it. I did some business traveling to England in the 1980s, and at that time the pound was weak and the dollar was strong. It was a good time to purchase British trains and I began to build a modest collection.





In the 1980s and 1990s I acquired a fair amount of Hornby in the United States following my motto “in the land of the blind, the one eyed man is king.”

Today, eBay has changed the picture. I now have easy access to a worldwide market and as a result have made purchases I could never have found in the old days. But, there is more competition for rare pieces.

In contrast to Lionel’s promoting its Lionel Lines, Hornby lettered its domestic locomotives and rolling stock for Great Britain’s railways. As a result there are many variations of locomotives and cars for collectors to seek.

I soon learned to distinguish between the very common 0-4-0 tank and tender locomotives, the #3 4-4-2s and the top of the line #2 Special 4-4-0s. My collection includes examples of each of the 4-4-0s in LNER, LMS, SR, and GWR liveries.

One of my favorites is the Princess Elizabeth, Hornby’s equivalent of the Lionel 700E. It was Hornby’s only six-

coupled locomotive in contrast to the tens of thousands of Lionel 224s, 225s, 226s, and Hudsons. The Princess Elizabeth was produced only during the late 1930s and came in a beautiful wooden presentation cast. Mine was originally owned by the late Adolph Arnold. Some LCCA members probably remember him as one of the leading train collectors.

One advantage to collecting international trains is the opportunity to make friends all over the world. I’m sure happy that the internet came along to help just as I retired.

### Lionel and Beyond

Once upon a time I was strictly a Lionel collector. Although I’ve built up the large Hornby collection, I still have a fondness for Lionel.

I don’t know how many members of the LCCA in their 70s (like me) still have their first train. I do; it’s a 224E set with the 2224W tender, gondola, tank car, and caboose. Only the caboose had to be replaced over the years. Everything else is truly original. Too bad my father didn’t pay an extra

\$5 to \$10 back in 1939 – but that’s another story.

I like the art deco streamliners of the 1930s and not surprisingly own the Lionel Union Pacific M10000 – brilliantly restored by Bob Furtado. I know that purists will go wild, but when they see how Bob baked on the beautiful enamel paint finish they may change their minds. My art deco fleet also includes an un-restored Lionel City of Denver, the uncommon American



Flyer® double-ended Comet, the Flyer Baby Hiawatha, the LTI® Hiawatha, and the MTH® “talking” Zephyr.

Another Lionel favorite is an original, three-car Madison set in superb condition complete with the original FAO Schwarz boxes. Sorry, no Hudson to pull them.

The pride of my Lionel collection isn't a train – it's their #455 Toy Stove, which I acquired at a Bed and Breakfast in Maine. When I came down for breakfast, I walked into the antique shop of the facility and – lo and behold – there it was. I bought it and lugged it back home. We've heard collectors say, “That item ‘spoke to me’ at a flea market or garage sale or train show.” Next thing you know, it comes home with you.

More recently I've been purchasing the beautiful scale brass locomotives produced in the early 1990s. Surprisingly their prices have plummeted, but I'm more than happy to take advantage of the situation. My fleet now includes Right of Way's C&O 2-6-6-2, their B&O 2-6-6-2 and 2-8-8-0, and Weaver's PRR M-1 and K-4.

I'm also a trolley fan having worked at the Seashore Trolley Museum in the early 1950s and published a book on the problems of managing and marketing urban mass transportation. Not surprisingly, I've accumulated a fleet of “talking” MTH PCCs representing Chicago, St. Louis, Cincinnati, Pittsburgh, San Francisco, Pacific Electric, Baltimore, and Washington D. C.

If all of the above weren't enough I went through an aggressive railroad and trolley book collecting phase during the 1960s through the 1990s. Anyone out there looking for a favorite book? The time to downsize is fast approaching.

### My O-gauge Layout

Although our house is relatively large, it doesn't have one really large room where I might locate my library, office,



and toy train layouts (O and OO). I can only look with envy when I read about collector/operators with 20x40-foot, multi-level layouts.

My first layout was simplicity itself – an O72 loop with a couple of straight tracks on the outside and an O31 loop with some sidings in the middle. I sat in the middle and got dizzy watching the trains circling me.

My good friend, Marty Fitzhenry, offered to help completely rethink the rules for my second layout. In return for his help, I had to adopt his philosophy on quality – go for the best and no fiddling around with anything but the best. I agreed. Marty also recited the tubular track blood oath to me, and I pledged to abide by it. Marty constructed a girder-style platform – solid and level with a footprint of 5x10 feet. O54 track fit perfectly. I could reach all sections of the layout from the perimeter. Unfortunately the O72 loop had to go and with it the possibility of running the M10000 and large true-to-scale locomotives. But you can't have everything.



British operators love double-track mainlines with crossovers, and I wanted a crossover in the track plan. Marty stepped in and said, "There's only one way to go – get O96 diameter Ross Custom Switches®. That's easier said than done because in order to marry Lionel tubular track to Ross track, one must build-up a base so that the rail heights will match. Marty built and installed the base, and it was superb. The inner loop, the crossover, and the outer loop are possible because of Ross O42/O54 switches, curve on curve. That enabled a passing track off the inner loop and a Ross wye switch routed steam trains or trolley cars into the big Hornby engine house. It also makes a very good trolley barn.

The layout now transcends the boundaries of the train room with tunnels that add another 11 inches to the platform. That came about only because I installed a new but smaller furnace in the adjacent room and freed up some space for trains. One tunnel portal – modeled by my good friend Richard Fleischer – is a replica of the Hoosac Tunnel, and the other portal is a replica of the entry to the Cascade Tunnel. I like to say I have the longest model railroad tunnel in the world. The trains enter in Massachusetts and come out in the Cascade Mountains in the far west! The tunnel not only adds depth, it adds mystery.

My five-year-old grandson Samuel's goal in life is to be an engineer on the Acela. Both of his grandfathers live within ten minutes from his house, and we take him to see trains all the time. At age two he was running my trains, and by age three he could identify many railroads by their color schemes and list the Acela stops from Boston to Washington D. C. Clearly, I needed to acquire some Amtrak trains for his sake. I chose Williams Amfleet cars because I liked their aluminum construction and 15-inch length. An Atlas AEM-7 provides power.

Samuel's two-year-old brother Aaron is determined to keep up. He now operates the MTH 4000 under my watchful eye and likes the Santa Fe – along with Amtrak. 

To see more photos of Lew's collection on the web, go to: [lewrail.home.comcast.net/](http://lewrail.home.comcast.net/). If you have problems accessing this website, contact Lew at: [lewrail@comcast.net](mailto:lewrail@comcast.net).

Photographs by Mike Mottler

## Lew on Trains, Train Clubs, Train Guys, and the Future

*The individual toy train collector goes through a series of phases. Between 30 and 55 (time for early retirement) he's an aggressive hunter. But as time goes by, several things happen. First – the collection seems to take up all the available space. Second, the collector has tended to acquire much if not all of what he originally set out to collect. He still "fills in the gaps" and may sometimes (like me) branch out into new areas, but a lot of the initial stimulus is gone.*

*We all know that the dynamic growth in the number of train collectors witnessed during the last two decades of the 20th century is gone. Membership in the largest national toy train club peaked in 2000 and has slipped downward since then.*

*I'm not optimistic about the "dark side" of gentrification; i.e., will the hobby carry on after our passing? I think that the hobby has about 20 good years left, then there will be significant declines in the populations of the train clubs; perhaps some mergers and consolidations. Toy train collecting will not completely disappear, but it will take on a much different form than now.*

*On the other hand, during the next 20 years we will see an unprecedented amount of inventory coming onto the market through auctions, estate sales, eBay sales, and the like. The collections of perhaps 10,000 to 15,000 hobbyists are not trivial, and that may stimulate a group of collector speculators to come into the market. Whether it will be large group or not remains to be seen.*

*Ironically, with the innovations in technology and the ability to import high quality toy trains at a very reasonable cost, we are perhaps in one of the most favorable toy train collecting environments that ever existed. Yet, as more and more of the traditional train collectors mature and retire, the question arises – how can we put excitement and fun back into the hobby?*

*One obvious answer for "toy train seniors" might be to network with people who enjoy collecting toy trains, remember good things from the past, bring their grandchildren to see the trains, and establish a community of common interest for those in their age group. The hobby membership is gentrifying, and the things that were important 10 or 15 years ago are radically changing.*

*This poses a challenge to the toy train collecting associations. I've been struck by the fact that, depending upon what part of the country you're in and what organization you're in, there's a wide spectrum of behavior. At one extreme is what you might call the isolationist mode with persons collecting on their own. Their homes are their castles, and very few people visit them.*

*At the other extreme are those who reach out to the toy train community and work very hard to promote sociability. Marty Fitzhenry is a wonderful example of this group. Whenever a train association has a convention anywhere near Boston, you can be sure that Marty will open up his house to visitors and provide first-class refreshments to boot. Indeed, his spectacular layout is always open to those who enjoy toy trains.*

*Perhaps we can learn something from England, where sociability takes higher priority. They have monthly train meets which don't focus on selling trains at all. There may be a few sales tables, but most of the evening is devoted to showing trains, talking about collecting, eating and drinking, and having a good time.*

*Let's hope that the toy train collecting associations rise to the challenge and put community and socializing right up there with buying and selling toy trains. The internet as a facilitating mechanism can be invaluable. Wouldn't it be wonderful to have a real-time display of toy train collections and layouts available to visit online or to schedule lunches and dinners for toy train aficionados?*

*And who knows, perhaps there will be toy train retirement communities complete with large club layouts that bring older and younger generations together and stimulate a new wave of toy train collecting.*

# Toy Trains in the Park

## The SD3R Club Layout, Part III

as told to Mike Mottler  
RM 12394

*Editor's Note: Many LCCA members operate home layouts. For those who outgrow the bounds of their house for their layout, there's another option – join a train club with a large layout and also run your trains at the clubhouse or museum. That's what happened to a group of hobbyists in southern California, including these two LCCA members who enjoyed doing hands-on creative work with scenery and electricity at the San Diego Three Railers layout in the Toy Train Museum at Balboa Park in San Diego, California.*

### Keep on Playing by Rand Washburn RM 5888

I was a member of another club in San Diego, California – the All Gauge Toy Train Association – a group that builds and operates modular train layouts in area shopping centers. On one of those outings, while I was involved in setting up the modules a woman looked at me with a very stern look on her face and said, “When are you going to grow up?” I turned to her and I said, “I hope never.” A train layout is not far in the mindscape from mythical Neverland, and there is a bit of Peter Pan in many boys and in men who haven't lost touch with their inner child. While some people may frown upon that and dismiss adults who still play with toy trains, I think we all have a desire and a need to play.

### An Opportunity to Work and Play

When I learned in 2001 that the San Diego Three Railers (SD3R) was expanding and preparing to construct a layout from scratch, I decided that I wanted to be part of it. At that time, club committees were already involved in planning the new layout, and I came on board when actual construction began. I met people who possessed great talents. It was a

time of great possibilities for a great project – hard work, good times, and fun.

When I joined the group, I told then-president Gary Hickok, “Use me for whatever you need at the moment.” I also knew Bob Cain, an amazing modeler. I wanted to learn more about scenery and scenery construction, and Bob taught me the basics: how to use Hydrocal™, rock molds, and various paints. It was an internship of sorts, and Bob was a great mentor. He assigned areas to me, started me off, and gradually stepped back. Bob later became involved in a naval museum project, so I worked increasingly on my own.

### The Background to the Backdrop

The backdrop depicts primarily the Rocky Mountains and the Southern Wasatch Range. The scenery is primarily a mountainous vision with a lot of green trees in forests that blend into and become part of the wallpaper background. We hired professional wallpaper installers to apply the wallpaper panels without repeating a scene. The refinery zone has an appropriate refinery backdrop, but the rest of the panels are mountain scenes. They did the job in one morning. Had we tried to do it ourselves, we could have created a mess.

After the wallpaper was applied, we started track work; preparing the roadbed and laying the track in place. We tested the track for clearances on curves and tunnel portals, and then started on the scenery. The layout has very large curves, which is great for running big locomotives, such as the UP Big Boy, but we had to keep its mammoth size in mind while placing trackside scenery. An articulated Big Boy can rip out a lot of trees because of its “overhang” from the roadbed.

We were careful to avoid setting open buckets of paint on the floor, and we were very careful to cover the lower level of track while working on the upper level. We wanted to create a masterpiece, not a master mess.

### The Feel of Plaster, the Smell of Paint

When Gary saw that I hadn't destroyed the layout, he gave me more latitude to work with scenery. I met club member Brenda Bailey, the designer of the layout. She was



also into scenery construction. She would install wood forms, spread wire mesh over them as the foundation for hills and mountains, spread Plaster of Paris™ over it, and turn it over to me for finishing. I applied wet stucco patch compound and configured the shape, painted the landscape, and spread ground cover. We were a team. She would often go to hobby conventions and direct me toward an area needing attention. She would sometimes describe how she envisioned the scene, and at other times she would say, “Do it while I’m gone.”

### Think Ahead with Imagineering

In this learning environment, my scenicking skills developed and matured. A hillside filled with conifers and bright Aspen trees emerged from a dream. I realized that my work couldn’t be done in isolation; it must be coordinated with operational realities in mind. I wanted to give as much variety to the scenery as I could without creating problems for the operators. For example, if there’s a derailment, someone needs to get at that area without a clump of scenery in the way. I installed scenery mainly on the hills and in the area between the upper and lower levels.

### The Upside of Accidents

Using wet stucco patch as the base of hills and mountains allowed me to do much of the “sculpting” freehand. I learned that it has a different consistency depending on how much moisture is in the stucco patch compound. A fresh bucket of stucco patch tends to have all its water at the bottom, so I would stir it up with a huge paint stirrer and redistribute the moisture throughout the product. One would get a different result by opening a fresh bucket and taking the stucco patch right off the top without mixing the bottom moisture into the stucco patch. I discovered this by accident.

I was doing an area at the back of the layout as simulated granite walls between the lower and the upper levels. I knew that operators would be working in this area the next day, so I used the stucco patch compound from the top of the bucket with the thought that it would dry overnight if not as wet. When Brenda came in the next day and looked at it she asked, “How did you get it to crack

vertically?” I explained that it was an accident. The process of fast drying caused vertical cracks, and it looked like a rock wall with cracks from the natural action of geological processes.

I’m often asked, “How did you get this effect?” and “How did you achieve that?” I learned it from Bob Cain, Brenda, and many others. I also gathered information from reading, from looking at other layouts, and discovering new processes – sometimes by serendipitous accidents.

Although the high technology in today’s trains is an attention getter, underneath the technology is the human element of this hobby. Soon after I joined SD3R, the club sponsored a big social event as a tree-making party on a Saturday. Bob Cain had a way of making trees; others had different approaches for creating different kinds of trees. Everyone came to the tree-making party – moms, dads and their kids – and we produced hundreds of trees that day; some were really neat. We stored them in boxes and put them aside so they wouldn’t be broken. When we started with the scenery, we had many, many trees on hand. We also obtained commercially made trees from a local hobby shop.

### Tricks of the Trade

We brought in building kits by various manufacturers and experts Bob and Brenda showed us how to remove the sheen from these buildings for a more realistic look. They demonstrated how to apply mortar into the joints of brick buildings. These Saturday morning work parties often extended into the early afternoon. We’d have a work party two or three evenings a week; it was lots of work but lots of fun. President Gary kept projects on track and kept everyone motivated. The tendency is to get tired and set work aside until “later.”

Club members realize they’ll never have a layout like this in their home or garage, and that’s why they gladly invest so much time and energy into it. There’s an awareness that we are creating a legacy, and members want to make it perfect for the public. We are located in a public building, and the Toy Train Museum is a tourist destination. Visitors come here from all over the country, and I have met people



from Germany, Australia, and Russia. Train hobbyists visit the museum, and they seek out our layout within it.

We have quite a few LCCA members, some members from other national train clubs, as well as those who have never been involved in model railroading before. There are novices and those with an entire lifetime of model railroading experience. It's an interesting mix.

### Chasing Electrons To and Fro by Roger LaFrance RM 17136

I have collected Lionel trains for quite a while. When I relocated to San Diego, I discovered that there are no basements and the houses are a lot smaller. I didn't really have space for a big layout. That was the main reason for my joining the SD3R; I could take my trains to the layout and run them in a fabulous environment.

#### In the Right Place at the Right Time

When I joined the club in 2000, they had a three-track modular layout in the Toy Train Museum. Although I intended to take my trains down there and run them, at the time I was very involved in several projects at work. In 2002, I went to the museum and discovered a major change was already in progress. Then-president Gary Hickok sent notes for help with building a new layout, including the task of soldering feeder wires to the tracks. We didn't trust the rail joiners between track sections to carry electrical current reliably, so we soldered feeder wires to each piece of track for a good connection to the electrical power bus installed below the platform.

I went to the museum with my old soldering iron in hand. I didn't realize until after I started the work that I would be the guy who would solder about 90% of the track. I'm an electrical engineer by training, so they called on me for anything electrical. I was assigned the task of wiring all of the accessories: house lighting, crossing gates, street lights, and other items.

The four main lines are powered by one terminal at four MTH® Z4000™ transformers. The other terminals are kept free of any electrical loads. We installed a toggle switch so

that we can also select track power from two Lionel 180-watt "bricks" wired in parallel for 360 watts of power at 18 volts. We installed both Lionel's TMCC™ and MTH's DCS™ control systems.

Many older members were comfortable with conventional-style operation with Lionel transformers. Initially, many members ran their trains conventionally. Over time, more and more people opted to use TMCC with a CAB-1™, and several members now run trains via DCS.

I spent a lot of time underneath the layout wiring things up. When I joined the club, I thought: "I can learn a lot about wiring from these guys," but it turned out differently. Someone would place a block signal on the layout with the expectation that all I had to do was drill a hole, put wires through it, and screw it into place – a job done in seconds. Actually, that's when the hard part began. I connected it to an appropriate circuit for the relay, created an insulated rail, attached wires to the track, and so on.

We can run two trains on each of the four loops because the tracks have such long runs. The operators have to be sure the faster train doesn't rear-end the slower train ahead, so they keep a watchful eye on the action and an agile finger on the buttons of the CAB-1. A group of guys can operate eight trains simultaneously. The switches can be activated by TMCC too, so concentration is required to avoid collisions. We occasionally have a train crash, but the cause is usually human error, not the technology.

#### Kudos from Visitors

We often hear visitors say, "This is the best layout in the museum." I believe that's because we designed it for visual impact, sound, and motion. The other train layouts in the museum – especially the HO and N layouts – are meticulously crafted as models of actual places in California. They run their trains at scale speeds, so a HO train running at a scale speed of 40 mph seems slow. Kids are quickly bored with that. When they come into the Train Gallery, they hear bells ringing, whistles blowing, locomotives chugging and belching smoke, and accessories going. I hear them say, "Wow! This is great! This is the place to be!"



## Designed for Easy Operation

We placed the control switches for operating accessories inside the layout. When people come into the room, we'll operate an accessory when they approach it.

The two outside rails of Atlas O track are electrically independent, and the designer specified the center rail for power, one of the side rails for ground, and the other side rail left floating. To control operation or a trackside signal, we cut a gap in the floating rail with a Dremel™ tool and create an insulated control rail. I would go underneath the platform and hook up all the dangling wires from the rail to the device. This method works fine, and the TMCC signal still works as it should.

As a general rule, the club doesn't own any trains. However, we have purchased Williams® locomotives – simple, reliable units. We use these “club engines” for track cleaning. When volunteer operators arrive in the morning, they place them on the main lines with a track cleaning car in tow and clean the track. If we get in a bind because somebody's train doesn't work, we can always use those locos as “pinch hitters.” The club also owns a camera-equipped RDC Budd car – the Choo Choo Cam™. It's always a crowd pleaser. I can see visitors watching the TV monitor and looking around for the location of the camera. Eventually they find it. They are usually amazed at how small the camera is. Many people are looking for a digital camcorder mounted on a car, but the TV camera is a small black dot sticking out of a front-facing window of one of the cars. The camera operates with track power. When the



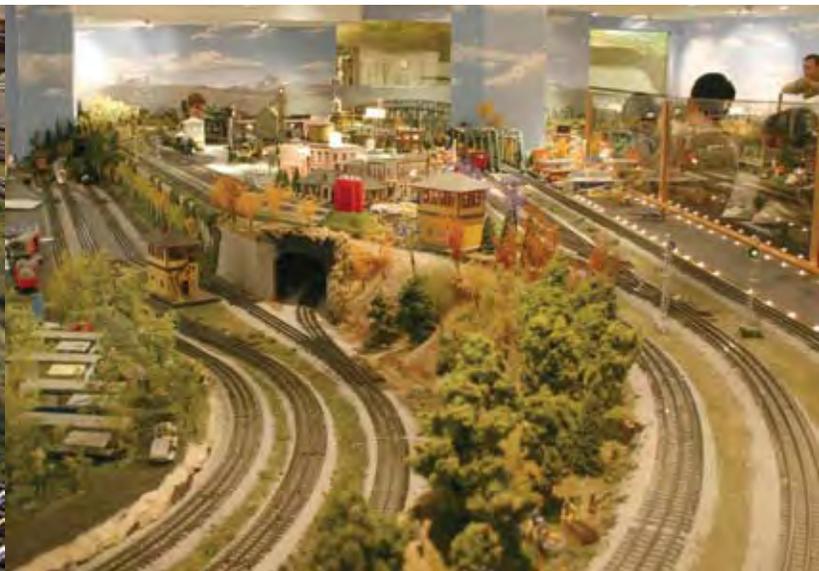
TV picture starts cutting out, we know it's time to clean the wheels of this car.

The club members are volunteer operators, and we prepare a schedule to cover the open hours of the museum. On weekdays, the operators are mainly retirees. On weekends, working guys have an opportunity to operate the layout.

## A Growing Club

The club is growing, and I think that is primarily because of the layout. It's impressive, and visitors tell us, “I want to sign up.” We welcome them as members and as operators. When parents or grandparents visit the museum with youngsters, the kids may like the trains although the adults may not be very enthusiastic about it. Several members joined the club specifically to take their son or grandson to the museum and run trains with them. Others bring the kids, but remain in the background. Everyone gets what they need from the experience, and that's how it should be. ~~XXXX~~

*Photographs by Mike Hays*



# My First Train

by Rock Self  
RM 24431

When I attended the LCCA 2006 Convention in Denver last summer, I was thrilled when President Caponi unveiled the prototype model of the New Haven #209 passenger train (#1608W) from 1958. That was my very first train set.

It was Christmas 1960, and I was just over three years old. I don't have many memories of that early time of my life, so I don't recall whether this set was ever set up as an operating layout. **Photo 1** may have been the only time it was set up for operation. I remember this set being in my



closet along with other toys, but I didn't play with it much. I wish I knew where the boxes went. I vaguely remember trying to roll the engine along the floor like a toy truck, but the pickup rollers snagged in the carpet, so I chose other toys that would roll a little easier.

As shown in **photo 2**, there were additional pieces of track beyond what was originally packed with the set. I asked my folks if they remembered anything about the set, and my father recalled that he purchased it at a store



in the then-new Utica Square Shopping Complex in Tulsa, Oklahoma, where we lived at that time. He couldn't recall the name of the store, but he remembered that the set was a

store display. He told the store clerk what he wanted, and the clerk boxed it up for him. That could explain the extra track sections.

As a child, I didn't care much for the passenger cars that came with this set. I was very particular about what I liked and disliked, and I imitated what I saw in real railroads. When growing up in Oklahoma, I never saw passenger trains; only freight trains. So I wanted boxcars, tank cars, and hoppers; not passenger cars. In 1966-67, I received my second train – a freight set – and I had a layout for it. By that time, the NH #209 set was somewhat battered and corroded; it wouldn't run very well.

If I had been old enough to know how to take good care of the NH #209 passenger set (as I did with my second train set), the New Haven train would be worth much more than the freight set. Back then, it was a toy to be played with without regard to future value.



All that remains of my NH #209 set is the powered A unit (**photo 3**). I sent it to my uncle in Pennsylvania for repairs, and he found someone who got it running again. The front apron is broken off, yet the loco is in "fair" shape; but at least I still have it. During the last eight years I have



collected the individual pieces and re-created another #1608W set during numerous trips to the York train meets in Pennsylvania as shown in **photo 4**. However, it's not the same as having the original set that I received for Christmas so many years ago.

Since LCCA is reproducing this special train, I wanted to share my story with you. Oh yeah, for those who may be wondering, I have ordered the LCCA set! 🚂

*Photographs provided by Rock Self*

# 2007 LCCA CONVENTION TOUR HIGHLIGHTS

Tour 1: Illinois Railway Museum  
Monday, July 23, 1:30 - 9:30 p.m.  
\$100 per person



*Photograph provided by Illinois Railway Museum*

Take a step back in time for a full day of discovery at the Illinois Railway Museum on this first-class tour prepared exclusively for the LCCA. This facility is a museum in motion — watch as the little red streetcar clangs across Depot Street on the car line, a thundering steam train whistles past on the mainline, or the gleaming streamliner whispers by.

You can count on an afternoon and after-hours evening for exploration of the grounds. The area is filled with trolleys in action and trains under cover. The museum will be closed to the public at 4 p.m., but LCCAers will stay on for a BBQ meal at the site, enjoy in-depth tours presented by the museum staff, and participate in twilight runs aboard both electric and diesel special equipment. This extended train experience will be a memorable event for club members and be remembered as the highlight of Convention week.

We'll learn about the role railroads played in the growth of Chicago, Carl Sandburg's favorite city and "Player with Railroads and Freight Handler for the Nation." You'll see all the quality items on display, including one of only two CB&Q streamliners built as a two-train set: the "Gods" and "Goddesses" trains with art deco interior designs.

Some items may look familiar because museum equipment has starred in a supporting actor role in such major movies as "A League of Their Own" and "The Babe" and "Flags of Our Fathers;" and in many TV commercials.

Tour 2: Fox River Trolley Museum & Ride  
Tuesday, July 24, 9 a.m. - 2 p.m.  
\$80 per person

The electric trolley car was a vital part of daily life in many American cities and towns. This site resonates with the sights and sounds from a long-past era of rail transportation in America. For many club members, this adventure will awaken memories of the interurban lines in your hometown



*Photograph provided by Fox River Trolley Museum*

during the 1920s to 1940s — hearing the clanging bell, manually changing the direction of the power pole at the end of the line, and receiving a punched ticket. We'll board a restored interurban car and enjoy a four-mile round trip on rails along the banks of the scenic Fox River. Bring your camera or camcorder along to capture images you'll treasure for a lifetime.

The Fox River Trolley Museum also presents an environmental awareness experience for visitors. We'll encounter a prairie restoration area and interesting historic preservation projects while traveling through the Jon J. Duerr Forest Reserve.

A trolley ride may be a new experience for many young riders, but the Fox River Line itself is more than a century old; it dates back to 1896. At the turn of the century, this interurban line was part of the Elgin, Aurora, and Southern Traction Company with about 40 miles of track along the Fox River. The museum operates a variety of antique units from lines long vanished over trackage that once connected Carpenterville, Elgin, Aurora, and Yorkville.

Tour 3: Chicago Architectural Cruise  
& the Gold Coast  
Tuesday, July 24, 11:30 a.m. - 4:30 p.m.  
\$85 per person



*Photograph provided by City of Chicago*

Discover the beauty and rich architectural heritage of world-famous buildings from a unique perspective — cruising along the Chicago River! We'll see the white marble gothic greatness of the Tribune Tower and the black monolithic Sears Tower.

At the outset of our journey, an expert tour guide will highlight the attractions and shops in Chicago's fabulous Gold Coast neighborhood and escort us to a thrilling lunch at Dick's Last Resort. The popular appeal of DLR arises from its wacky, tacky decor, the sometimes sassy service, and the bountiful buckets of classic American favorites. There's fun for all and it's all in fun for those who dare to enter. The food is hot, the beer is cold, and the music is loud. This "resort" is always jumpin'!

A spirit of fun permeates this "resort," and in that same spirit we could spread the rumor that the proprietor is a distant relative of LCCA President-elect Dick Johnson!

Afterwards, our narrator will explain the fascinating development of Chicago's magnificent skyline on a water-borne 90-minute cruise. Members with an interest in heritage tourism and architecture (as well as trains) will love this tour. Admire the innovative IBM building, which is the last major Chicago design by the great architect Mies van der Rohe. Gaze at Marina City, a five-building complex that includes two 60-story cylindrical apartment towers, offices, restaurants, garages, hotels, and a marina. The sleek vertical lines of the NBC Tower will draw all eyes upward. This tour will present a total of 40 breathtaking buildings and celebrate the legacy of world-class architects from the classic to the modern era.

**Tour 4: Museum of Science and Industry  
& Hyde Park Neighborhood**  
Wednesday, July 25, 9 a.m. - 3 p.m.  
\$75 per person



*Photograph provided by  
Chicago Museum of Science and Industry*

We'll satisfy our curiosity, discover fascinating history, and delve into transportation technology at the renowned Museum of Science and Industry. This impressive facility is a magnet for tourists and visitors from the region as a destination site.

Our trip to this museum will also include a visit to the recently re-opened U-505 submarine; the only German

*The Lion Roars*

"U-boat" captured by the U.S. Navy during World War II. The sub is a designated National Historic Landmark. The submarine recently "resurfaced" and fulfills its role as the star of the show at a new 35,000 square feet exhibit.

Our tour escort will lead us to the indoor exhibit of the actual Pioneer Zephyr train. For years this train was parked outside the museum, but the museum renovated the parking garage, moved the train to an indoor location, and created brief recorded narratives presented by posed manikins throughout the train — a clever way to tell the story of this famous train.

We'll also view the museum's most impressive exhibit, "The Great Train Story," a 3,500-square-foot HO layout depicting the winding rail journey from Chicago to Seattle with replicas of the cityscapes including the Sears Tower and the Space Needle Restaurant. The recent re-design and construction of the layout involved 40 team members. This exhibit includes 1,485 miniature people.

**Tour 5: Chicago Loop "L" Train Ride**  
Wednesday, July 25, 10 a.m. - 3 p.m.  
\$70 per person



*Photograph provided by CTA*

With thanks to the Chicago Transit Authority, we'll ride in a private train and sample the strength, vitality, and beauty of this great heartland city. This guided 45-minute train ride around the "loop" area aboard one of Chicago's elevated trains — the "L" in local parlance — will reveal the city up close and from a new perspective. The raised trackway will offer a unique vantage point for admiring the internationally acclaimed architecture in Chicago's bustling business district. We'll learn the history of the 170-year-old downtown area and the elevated train system.

We know that O27 curves are tight on a train layout, and the curves of the "L" seem just as tight. The wheels howl with audio harmonics as cars round a bend with the steel wheels "singing" on steel rails.

We'll stop for lunch at Maggiano's Restaurant. Festive red-checked tablecloths set the tone of this charming Italian eatery. Often said to be reminiscent of pre-WWII Italy, Maggiano's presents good food and good times. We'll enjoy large portions of wonderful family recipes.

Tour 6: Crossroads of America  
 Thursday, July 26, 1 - 5 p.m.  
 \$50 per person



*Photograph provided by Chicago History Museum*

Formerly known as the Chicago Historical Society, the Chicago History Museum celebrated its 150th anniversary with a face-lift in the fall of 2006. Devoted to collecting, interpreting, and presenting the rich multicultural history of Chicago, guests will find a new look and new exhibits in the museum's five themed galleries.

One of those new exhibits is entitled "Chicago: Crossroads of America." Visitors entering the museum are greeted by "L" car No. 1, the city's first elevated train car. Best known for transporting visitors to and from the 1893 World's Columbian Exposition, this car took passengers from the Loop to Hyde Park station for a nickel! Now known as CTA 1, the car was cosmetically restored to its 1893 appearance for its debut in the museum. To place the car inside the building, crews used a crane to insert it through an opening in the exterior wall at the second floor level.

Guests will also have access to the other exhibits and will gain an understanding of and appreciation for Chicago's storied history. With over 22 million artifacts and documents to draw from, visitors can learn about almost everything from the Great Fire of 1871 to Riverview Park to the renowned rivalry of the Cubs vs. Sox.

Tour 7: Chicago Architectural Cruise  
 & the Gold Coast  
 Thursday, July 26, 11:30 a.m. - 4:30 p.m.  
 \$85 per person

This is an encore opportunity to take this tour on an alternative day and time. Refer to Tour #3 for details.

Tour 8: City of the Big Shoulders  
 Friday, July 27, 9 a.m. - 1:30 p.m.  
 \$55 per person

From its glimmering lakefront to its "outdoor museum" of impressive architecture, Chicago is a "toddlin' town." We'll sample the strength and beauty of this great Midwestern city during this panoramic tour. We'll pause for a photo session at the museum complex, which is home to the Shedd Aquarium, Adler Planetarium, and Field Museum of Natural History — one of the most beautiful spots along the lakefront.

*The Lion Roars*

Train folks would not consider the day complete without a stop at Chicago's Union Station and the Ogilvie Transportation Center. Built when Chicago reigned as the undisputed rail center of the country, Union Station once handled as many as 300 trains and 100,000 passengers per day. Upon its completion, the station was hailed as an outstanding achievement in railroad facility planning, and it remains one of the most historically significant passenger railroad stations in the nation.

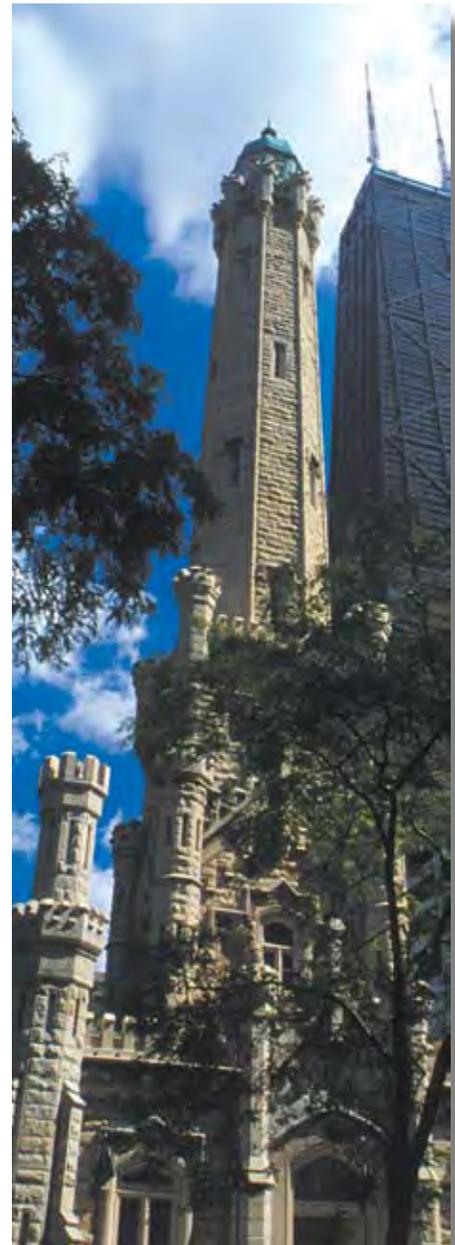
The station's ornate Beaux-Arts main waiting room (the "Great Hall") is one of the nation's great interior public spaces with a vaulted skylight above and connecting lobbies, staircases, and balconies within.

We'll also visit a celebrated Chicago eatery and landmark, the Billy Goat Tavern, for lunch with indoor and outdoor seating for a hefty meal of a double cheeseburger, potato chips, and choice of soda.

Tour 9: Gangland, Guns, & Bathtub Gin  
 Friday, July 27, 9 a.m. - 1:30 p.m.  
 \$60 per person

During the Roaring 20s, gangsters ruled Chicago. We'll travel back in time with a guide dressed in full gangster attire and learn about Chicago's underworld and its most infamous mobsters.

We'll visit the site of the St. Valentine's Day Massacre, which might be regarded as the culmination of the Chicago gang era. We'll also see the headquarters of the north side



*Photograph provided by Chicago Convention and Visitors Bureau*



*Photograph provided by Chicago History Museum*

gang leaders — right across State Street from Holy Name Cathedral — and briefly hang out at other legendary gangster havens. On this fast-paced, animated excursion, we'll discover what life in the fast (and violent) lane was like in Chicago during the 1920s and 30, when prohibition was the law yet, also an opportunity for lawlessness.

We'll enjoy lunch at one of Chicago's famous pizzerias, Giordano's. Rated "The Best Pizza in America" on NBC's "Today Show;" doing lunch at Giordano's is a must for out-of-town guests.

**Tour 10: G-Scale Trains  
with Landmarks of America**  
Friday, July 27, 9 a.m. - 2 p.m.  
\$80 per person

We'll see 15 marvelous G-scale model railroads with trains traveling coast to coast in a 7,500 square-foot exhibit.

As they chug along, the trains cross chasms on bridges, duck into tunnels, and pass miniature scenes of American



*Photograph provided by Chicago Botanical Gardens*

landmarks: Wrigley Field, Yellowstone National Park, a quaint Main Street, and many other icons. In mid-summer, the garden will be in peak display.

Our visit will begin with a 45-minute narrated tram tour around the perimeter of Chicago Botanical Gardens. The most striking aspect of this horticultural haven is the diversity of the physical layout. At the conclusion of the tour, we'll enjoy a gourmet box lunch with "accompaniment" by the spectacular flora.

**Tour 11: Shopping in Schaumburg**  
Saturday, July 28, 9 a.m. - 3 p.m.  
\$30 per person

Shopping in Chicago is legendary, and there are no better places to go than Woodfield Mall and a nearby Discount Center. You can find a store for every personality from fashionista to sports fan. 🚗

## NEWS FROM 2006 — THE BEST CONVENTION ON THE PLANET

### LCCA Convention Wins Industry Award

In February 2007, the "Pink Ladies" of The Arrangers DMC, a Denver company hired by the club to prearrange and host our convention tour activities, was named the winner in the Best Tour Program category in the 2006 ADME Achievement Awards. Their entry, entitled "Planes, TRAINS, and Automobiles," represented their creative work with LCCA.

The awards program was sponsored by the Association of Destination Management Executives, which has over 200 members in North America and Europe. More than 50 entries were submitted for consideration in seven categories.

Quoting from the press release by ADME on the award, "The award-winning tour program was nicknamed Planes, TRAINS, and Automobiles as over 1,200 train junkies, members of the Lionel Collectors Club of America, flew into Colorado and enjoyed a week of specialty tours. The program included six train-related events: four sightseeing and two private layout tours. They toured high and low,

near and far. From the Royal Gorge valley and atop the 14,000-foot Pike's Peak via the Cog Railway to the Colorado Railroad Museum and the historic Georgetown mining train, the tours were received as second to none. Twelve tours, totaling over 2,200 guests, showcased the state and made the convention so successful that — even before they left — they began planning for their return."

LCCA takes great pride in the quality of its yearly conventions. For many, it's a once-a-year time to see old friends and celebrate our shared interest in the hobby. Then there's the excitement of award-winning tours especially designed for the LCCA. And don't forget the on-site Convention car, the Lionel seminar, deals at the LCCA store, the trading hall, the banquet, and the silent auction. It's a long list of fun.

That's why we say, "If you've never attended a convention, you should go to at least one." You don't know what you're missing. But don't take our word for it. Point yourself and your family to Chicago this summer and see for yourself! 🚗

# LCCA 2007 CONVENTION SCHEDULE

Sunday, July 22	Time	Notes
Registration Desk open	Noon - 7 p.m.	
Board of Directors Meeting	2 - 9 p.m.	
Monday, July 23		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #1: Illinois Railway Museum	1:30 - 9:30 p.m.	BBQ Dinner
Tuesday, July 24		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #2: Fox River Trolley Museum	9 a.m. - 2 p.m.	Box Lunch
Tour #3: Chicago Architectural Cruise & the Gold Coast	11:30 a.m. - 4:30 p.m.	Lunch at Dick's Last Resort
Wednesday, July 25		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #4: Museum of Science and Industry & Hyde Park Neighborhood	9 a.m. - 3 p.m.	Lunch Voucher
Tour #5: Chicago Loop "L" Train Ride	10 a.m. - 3 p.m.	Lunch at Maggiano's
Thursday, July 26		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #6: Chicago History Museum	1 - 5 p.m.	
Tour #7: Chicago Architectural Cruise & the Gold Coast	11:30 a.m. - 4:30 p.m.	Lunch at Dick's Last Resort
Get Acquainted Party	6 - 9:30 p.m.	Crowne Plaza Hotel
Friday, July 27		
Registration Desk open	7 a.m. - 5 p.m.	
Trading Hall, set-up for exhibitors only	7 a.m. - 5:30 p.m.	
Tour #8: City of the Big Shoulders	9 a.m. - 1:30 p.m.	Lunch at Billy Goat
Tour #9: Gangland, Guns, & Bathtub Gin	9 a.m. - 1:30 p.m.	Lunch at Giordano's
Tour #10: G-scale Trains with Landmarks	9 a.m. - 2 p.m.	Gourmet Box Lunch
LCCA Business Meeting	2 - 3 p.m.	
Lionel Seminar	3 - 5 p.m.	
Trading Hall open, for Convention registrants only	6 - 9 p.m.	
Saturday, July 28		
Registration Desk open	7 a.m. - Noon	
Trading Hall open, for members only	8 - 9 a.m.	
Trading Hall open, for members & the public	9 a.m. - 3 p.m.	Please, don't pack-up until 3 p.m.
Tour #11: Shopping in Schaumburg	9 a.m. - 3 p.m.	Woodfield Mall
LCCA Reception	6 - 7 p.m.	
LCCA Banquet	7 - 10:30 p.m.	
Convention Ends	after the Banquet	
Sunday, July 29		
Trading Hall Take-down	9 a.m. - Noon	For Exhibitors Only

Safe Travel Home! See you in Buffalo — July 2008

The Convention Registration Form is printed on the IFGC. The host Hotel Reservation Form is printed on the IBGC.

# On the Front Line of the Toy Train Hobby

by John Fisher HM 6541  
Dick Johnson RM 7103

## The World's Greatest Hobby on Tour

In 2006, LCCA and Lionel® agreed to set up displays, as adjacent exhibitors, at all of the 2007 World's Greatest Hobby on Tour (WGHOT) shows across the United States. Since the primary goal of WGHOT is to introduce newcomers to model railroading, your club and the company felt that this joint venture was in the best interests of both organizations. A WGHOT show is very similar to a

consumer trade show which is open to the general public. Nearly all of the major train manufacturers are exhibitors including Athearn, Atlas, Bachmann, LGB, Lionel, MTH, Marklin, and Walthers. Even major model railroad publishers like Carstens, Kalmbach Publishing, OGR, and TM present their exhibits.



*Derived from Lionel catalog artwork, the dramatic LCCA backdrop draws attention to the club's tabletop display adjacent to Lionel's impressive exhibit.*

The folks behind WGHOT are savvy marketers, and they target their appeals to young families with small children. They always set up a large number of operating layouts of all gauges, including at least one ride-on train for kids at each show. The "Wow!" expression on the faces of kids is evident to all exhibitors, and that explains their loyalty to the WGHOT concept. Unlike the train shows and meets aimed at collector/operators, these shows are designed to introduce a whole new generation to the joys of model railroading; probably for the first time. To enhance the appeal, all kids accompanied by an adult are admitted free.



*The Lionel crew welcomes visitors to its display located within the World's Greatest Hobby on Tour event at Portland, Oregon.*

The first five shows of 2007 produced average attendance of more than 30,000 per show. WGHOT attracts this large number of attendees with extensive advertising (in the \$80K range) on radio, TV, and in print media. The 2007 WGHOT show schedule was: Indianapolis, Indiana - January 6-7; Pittsburgh, Pennsylvania - January 20-21; Atlanta, Georgia - February 3-4; Portland, Oregon - February 17-18; and Fort Worth, Texas - March 17-18.



*Photo by Pam Crawford*

*(L to R) Alex Winsness (age 4) and Jay Crawford (age 3-1/2) check out the LCCA train products on display at the club's exhibit at the WGHOT in Atlanta*

As of the close of the Fort Worth show, LCCA had recruited over 100 new members, and applications from new members continue to arrive daily. We are amazed at the number of show visitors who are unaware that Lionel trains are still manufactured today and that there is a fantastic, 8,000+-member-strong national train club (think LCCA) devoted to collecting and operating Lionel trains.

## The Southern Pacific Daylight #4449

While in Portland, Oregon, for that WGHOT show, we experienced a rare treat thanks to LCCA member Todd Landwehr (RM 5353). He arranged an "up close and personal" introduction to one of the most beautiful steam passenger locomotives ever created – the SP Daylight #4449.



*Passengers on excursion steam trips with the famed SP Daylight #4449 on point will treasure that experience as a great American adventure.*

Late on a rainy Saturday evening we wound our way through an industrial area of Portland toward the train. Joining us were J. Keeley, Lionel Regional Sales Manager; Tom Nuzzio, Lionel NYC; and George Watson, Lionel Layout Builder Extrodinaire. We came upon a nondescript, aging building with a small sign over the entry door that read "Brooklyn Yard." Stepping through the door we came face to face with the magnificent machine. We were in the presence of railroad history royalty.

Built in 1941 as a 4-8-4 GS-4 "Northern" type locomotive, SP #4449 is 110 feet long, 10 feet wide, and 16 feet tall. The locomotive and tender weigh 433 tons. The SP #4449 has a boiler pressure of 300 psi and eight 80-inch-diameter drivers. She can apply over 5,000 horsepower to the



*A classic locomotive of our time may be threatened in the future if this legendary train doesn't find a new home.*

rails and attain speeds in excess of 100 miles per hour. The SP #4449 is the only remaining, operational "streamlined" steam locomotive from the Art Deco era. In her day, the SP #4449 pulled Southern Pacific Daylight coaches from Los Angeles to San Francisco and then on to Portland. The distinctive Daylight theme makes this mighty locomotive instantly recognizable to railfans everywhere.

This beautiful locomotive was one of three steam locomotives donated to the City of Portland in the 1950s with a vision of creating a transportation museum. In addition, the city received the Spokane, Portland, & Seattle #700 and the Oregon Railroad & Northern #197. For nearly 25 years, these engines sat exposed to the elements and received minimal care. Beginning in 1974, all three locomotives were moved to the Brooklyn Rail Yard of the Union Pacific Railroad to be restored by volunteers in the Brooklyn Roundhouse, the last remaining railroad roundhouse in Oregon.

In the 1970s, #4449 underwent a breathtaking transformation to a totally new red, white, and blue paint scheme as America's "Freedom Train." After touring the country in this patriotic dazzling coat of paint, it returned to its familiar paint scheme: orange, red, and black. The Daylight continued to provide wildly popular rail excursions.

Unfortunately, these three locomotives, and the Brooklyn Roundhouse, are now threatened by the imminent expansion of the Union Pacific's inter-modal facilities at the Brooklyn Yard. Immediate action is necessary to find either a temporary or a permanent home for the roundhouse and the locomotives. The Oregon Rail Heritage Foundation (ORHF) hopes to be able to come to the rescue. The ORHF is a non-profit, 501c3 all-volunteer organization whose mission is to secure a permanent home for Portland's steam locomotives, preserve the Brooklyn Roundhouse, and establish a rail and industrial heritage museum.

Working with the ORHF are the three separate all-volunteer organizations that maintain and operate each steam locomotive: the Friends of the SP #4449 who care for it; the Pacific Railroad Preservation Association that cares for the #700; and the Friends of the 197 who care for the OR&N#197. If LCCA members are interested in helping to preserve this wonderful rail heritage, tax-deductible donations to the ORHF would be greatly appreciated. Their website is [www.ORHF.org](http://www.ORHF.org).

*Photographs by John Fisher except as noted*



## A Bright Idea

by Garrett De Young  
RM 17682

### Animated Ski Lift

Many home layouts have sculpted mountains and tunnels and even waterfalls; perhaps with some skiers on winter slopes. I once saw an O-gauge animated ski lift in a restaurant, and it captured my imagination as an addition to my Lionel® layout at home. Although that one was too large to install at home, I found a HO animated ski lift kit by a German toy manufacturer, Titlis-Bahm, which would work within the available space and benefit from a sense of forced perspective.

The unit was about eight feet long and required tedious work to build, yet I enjoyed the challenge. The base unit rests atop a Lionel structure like a lookout tower hugging the mountainside. The lift system also includes a middle tower and a summit tower. The operating and lighted gondolas suspended from cables transport the skiers/figures up and down the slope.



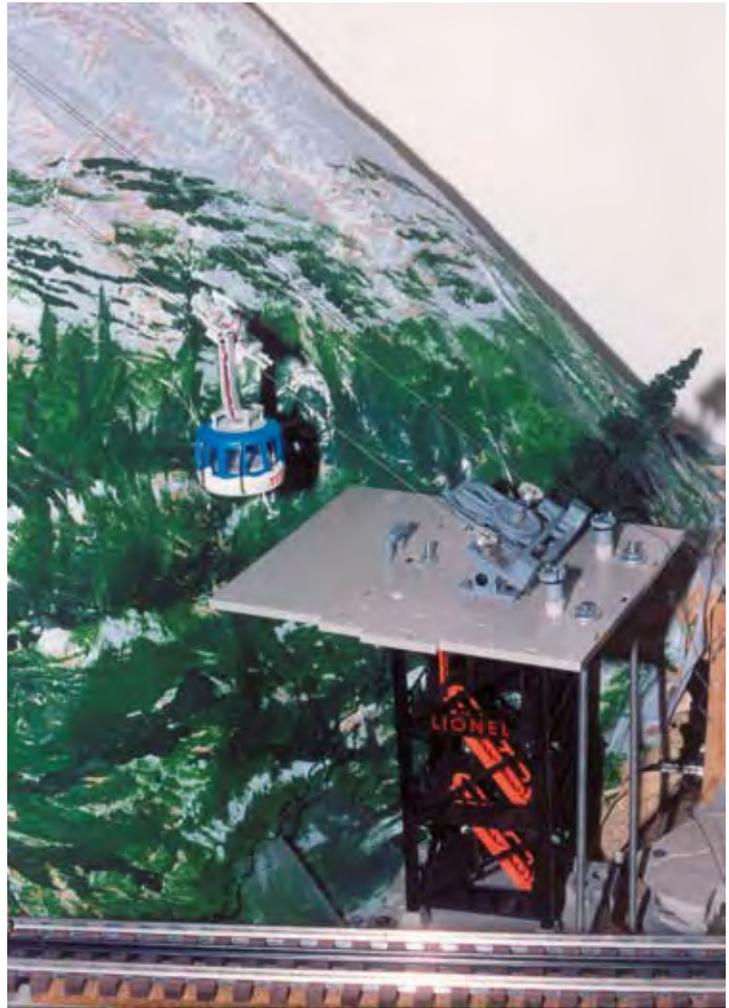
*The middle tower*



*Summit station of the ski lift*

The ski lift is a dominant feature of my 32x16 foot layout, but it's not the only eye-catcher. I scratch-built a bascule-type lift bridge and a grain elevator. I also installed a five-track yard with a ladder-style configuration. The layout has two separate main lines, and I can run up to four trains simultaneously. I favor open running for the trains along long stretches.

I'm now working on a coal mining scene with a rail spur going into the mountain for extracting and loading the coal, then transporting it by rail to an unloading facility. 



*Base station of the ski lift*

*Photographs by Garrett De Young*



*Garrett's mountain ski lift scene*

# Lionel News & Views

by Bill Schmeelk  
RM 6643

## Boyhood Dreams

I received my first Lionel® train set in 1958 when I was eight years old. I don't even remember asking for it, but a toy train was the gift many boys received at a certain age. My initial set was headed by a 665 Hudson. I remember my dad explaining that a train set was something that you didn't get all at once; rather, you added to it as time went by. I was quite happy with my 665 loco set, figure-eight layout, and ZW transformer.

As the next Christmas approached, I carefully studied the catalog. What I really wanted was a set pulled by the 746 Norfolk & Western loco. It was Lionel's premium steam loco. Unfortunately, at \$49.95, it was simply more than I could ask for. The 746 headed up a great space age set, one that I could enjoy only in my dreams. The set cost \$100 – but what a deal. It came with the 175 Rocket Launcher and some great cars. Despite the thoughts I expressed to my parents – what a good deal this train set was compared to the cost of buying everything in the set individually – I knew it was just too expensive an expectation for delivery on Christmas morning. I did receive the Rocket Launcher though, and it provided many hours of enjoyment.

## Fast Forward to 2006

Finally the set I wanted as a boy was offered by Lionel again. However, 48 years can do a lot to a \$100 price tag – this set now retails for \$1,159.99. Childhood memories burn deeply, and I wanted that set! It arrived early in 2007, and I'm pleased to add it to my collection. I still remember that 746 loco running on trestles diagonally across Lionel's 26<sup>th</sup> Street Super-O showroom layout.

Years ago, I acquired a postwar 746, and I thought I'd compare it with this latest model. **Photo 1** shows the new 746. The finish on it is superb and the non-prototypical orange and yellow stripe of the postwar version is accurately applied. This new rendition has all of the latest features



along with several visual improvements. **Photo 2** shows the cab of the original 746 on the left and the latest version on the right. Although the new one still features a Pullmor™ motor, it has been shielded with a detailed cab interior. It has a red firebox glow, and an engineer and fireman are on duty.



## Up Close Up Front

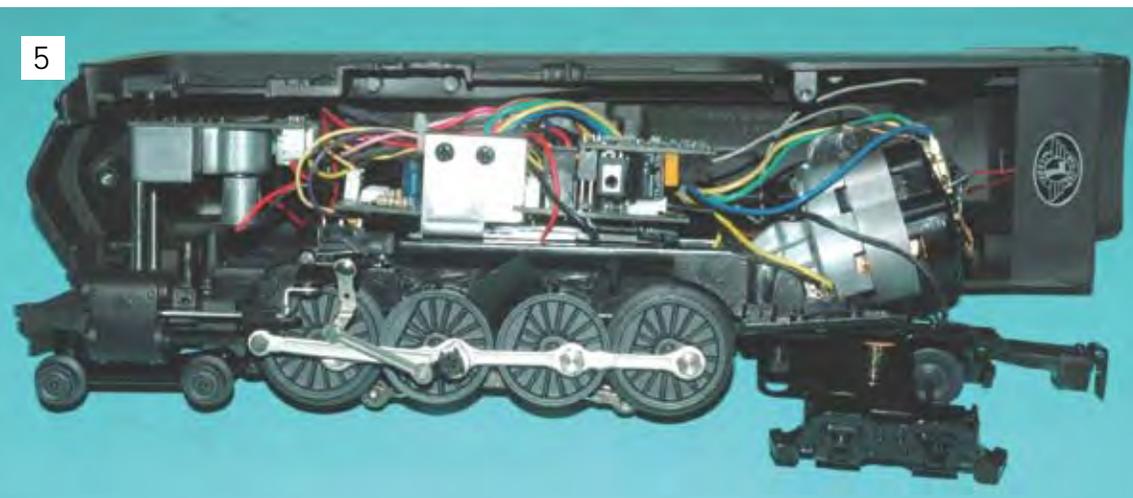
**Photo 3** compares the front end of each loco, with the original again on the left. The original had a black plastic



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boiler front, which could be removed in order to replace the headlight bulb. On my postwar model, the black paint on the boiler front is flaking off. The new loco features a die-cast boiler front which is not removable from the outside. The boiler cab must be removed to gain access to the bulb. The new boiler front also has the numeral 746 on its number boards and features a metal handrail in front, rather than the molded-in plastic handrail on the original.

**Photo 4** shows the original 746 with the boiler removed. The postwar 746 contained a couple of firsts, including a new smoke unit which used liquid smoke fluid rather than a pill. The lamp in front was the type you simply pressed into place and had no metal base. The frame and motor assembly was essentially a Berkshire chassis. The trailing truck under the boiler had plastic side frames.

### Changes and Improvements

**Photo 5** shows the latest version with the boiler shell removed – or at least lifted off as far as the wires would allow. Inside, we see all the latest technology. The loco is equipped with TMCC™ and includes a further improvement to the smoke unit. The smoke is produced by a synchronized, fan-driven, die-cast generator and includes a circuit board on top. The side frames on the trailing truck are die-cast. Under the loco are two switches. One controls the reverse

unit and the other is an on-off switch for the smoke unit. If you are not operating with smoke, Lionel recommends that you turn off the smoke unit to prevent damage.

Years after I purchased my postwar version, I discovered that the long stripe tender that accompanied it was not original. Most of the postwar production tenders had a short stripe and had the number 746 in a small oval on the

tender side. Lionel has wisely chosen to reproduce the rare long-stripe version as shown in **photo 6**. This tender features

6



a die-cast shell, back-up lights, six-wheel die-cast trucks, an electro coupler, wire handrails, a wireless tether, and RailSounds 5™ components – all features which were not on the original. Lionel has also released, for separate sale, a short-stripe tender in plastic with an air whistle.

This new engine is equipped with MagneTraction™ and the two rear drivers are equipped with traction tires. The original set included the No. 175 Rocket Launcher. This latest set offers the Rocket Launcher separately. The set includes all of the cars which were offered in the 1959 set. Most of these have been offered before. Each of them now has die-cast trucks and couplers. There is one car in this set that I've been waiting for, and that car was the only disappointment.



### On Rocketeering

The postwar 6175 Flat Car with Rocket carried the same rocket used with the No. 175 Rocket Launcher. In fact, the crane on top of the launcher was designed to pick up the rocket from the flatcar and lower it in place on the launcher. **Photo 7** shows the postwar car. This car was produced with both red and black flatcars; red was more common.

I was surprised that when Lionel reissued the 175 Rocket Launcher several years ago, that they did not offer the car. I was sure it would be coming and, in this set, the car is finally available. **Photo 8** shows the new 6175 Flat Car with Rocket. I expected that the new car would carry the same rocket that was supplied with the Rocket Launcher. **Photo 9** shows three rockets. The leftmost rocket is the



postwar version. When produced over 45 years ago, the tip had a square of foam at the top. This foam has simply deteriorated with time and it is quite rare to find a postwar rocket with the foam still in place. At what is now the tip of the rocket is a metal band, which allowed the magnet on the crane of the launcher to pick up the rocket. The base of the rocket has two small fins.

The middle rocket is the one supplied with Lionel's reissue of the Rocket Launcher several years ago. This rocket was an improvement over the postwar rocket in that it featured a formed foam tip in red, rather than the square light yellow foam tip of the postwar version. The body of the rocket was also made of a more durable material. This new rocket also had the blackened steel band at the top. The base of the rocket has three small fins.

The third rocket is the one supplied with the new car. Parts of it are similar in construction to the middle rocket. The base has three fins and the body is of the more durable plastic. The problem is that it is not suitable for use with the Rocket Launcher. There is no foam tip and the tip is black plastic, not steel. It cannot be picked up by the launcher crane. It appears as if someone who didn't know better simply copied a postwar rocket, which no longer had its foam, and couldn't figure out why the steel band was at the top. **Photo 10** is a close-up shot of the tips of the same three rockets. The black top on the third one is plastic and

has a recess in the top. Since Lionel had already tooled up for a superior rocket, the middle one, why was the rocket for this car retooled? I don't have an answer.

I have not yet seen the latest release of the Rocket Launcher. According to the Lionel website, it was shipped in December. I am curious about what rocket it will have. My hope is that the proper rocket for the launcher will be available from Lionel Service stations so that I can replace the rocket supplied with the car. Another small detail



is that the new car does not have the round elastic band that secures the rocket to its cradle. Without it, the rocket will surely fly off the car even at moderate speeds. Aside from my gripes about the rocket, I am otherwise very pleased with the set and thrilled that one

of my youthful dreams has been realized. 

Photographs by Bill Schmeelk

E-mail Bill at: [bill@wellingtonent.com](mailto:bill@wellingtonent.com)

## TLR Fishing for Frisco on eTrack

By Eric Fogg  
RM 12768

It comes with the hobby. Collector or operator, we all have a "wish list." Often it's just kept in our heads, although some of the computerized inventory software products allow you to create one on paper or paper-less, take your pick.

My list expands and contracts, but it's usually only a single page, double-sided. Admittedly, there are items on the list that may never materialize at Fogg Station, such as the Weaver® Frisco 0-6-0 switcher, the Thomas Industries® Frisco gondola, or the MTH® Frisco E-8 set. Some of my descriptions aren't complete. Maybe they don't even exist, but there's enough "evidence" for putting them on my list. They represent the ultimate and, unfortunately it seems, the unreachable.

The hunt's the fun. The internet has almost done away with the thrill of rummaging through boxes under tables at train meets. But you can use current technology to help in the search. There's always a few "Wants" mixed in with my "Haves" on LCCA's eTrack and the Interchange Track. I call it "fishing." I enjoy fish and fishing too much to ever use the term in the similar-sounding, negative Internet context of "phishing." After a certain period of time, one begins to despair of ever finding some things.



After returning from the club's great 2006 Convention in Denver, I was drifting through my accumulated e-mails. One caught my eye with the subject line, "Frisco Hopper." I had one for sale on eTrack so I was excited. This could be a sale. I plunged into the message. It was from an LCCA member, I'll call him "Ralph," and his message read: "I have the 3<sup>rd</sup> Rail Sunset Frisco hopper."

Can't be! I've been looking for that car literally for years, yet had never seen one; never even seen one offered for sale. I had listed it as one of my "Wants" on eTrack; going fishing. Ralph continued, "I don't have it for sale particularly, but I don't really need it either."

"Ralph, don't play with me," I thought. "Items on a wish list can become serious obsessions. Besides, this is probably going to cost me plenty."

"I'll sell it for what I paid for it, plus \$8 for shipping."

"Holy hopper cars, Batman, can it get any better than this? Yes!"

"It is mint in the box."

As you can imagine, that beautiful Tuscan-colored hopper, complete with authentic coal load, now has an honored place in my collection. And Ralph is right up there on my list of heroes. (Who reads the "Want" ads when they don't really have something they want to sell?) My wish list is down by one nearly impossible-to-find item. Dreams do come true. Fishing does work.

This story happened because a club member had this car, saw my ad, and decided "I don't have it for sale particularly, but I don't really need it either." Is this the greatest toy train club on the planet, or what? 

# The Tinplate Cannonball

by Ken Morgan  
RM 12231

## Mixed Freight - Part 1

Last time, I looked at passenger cars for the entry level Standard-gauge collector. Back when the #33 loco and the accompanying #35 and #36 cars were made, the railroads actually made money on passenger traffic as well as freight. Of course, there were no airlines and not much in the way of long-distance buses or good roads then. But in today's world, freight traffic earns the profit for the railroads. So this installment takes a look at how you can cost effectively provide for this line of business as we continue to investigate Standard gauge on a budget. But first, today's trivia question: who was Ward Kimball and why should you know?

When the railroads made money on passenger service, there was even more money to be made hauling freight. When I asked my father for a passenger train set, he said, "You can play with a freight train. Load it and unload it. You just watch a passenger train run around the track."

Lionel® understood this. Consequently, their low-priced, entry-level train sets were nearly always freight trains, and that's still the case today. It was certainly true for early Standard gauge. The cheapest set in the 1914 catalog – remember, this was before O gauge – was labeled "Outfit # 37" composed of a #33 electric locomotive, two #112 gondolas, and a circle of track – all for \$8; but no cabooses.

And why not? Didn't all freight trains have cabooses (caboose?) back then? Yes they did, but not in the Lionel catalog. Why not? Because in 1910 they didn't make one. While I haven't been able to get in touch with Josh Cowen to verify this, I suspect there were three more things involved because they did offer a caboose by 1914. First, the gondola was the cheapest car in the catalog, while the caboose was comparatively expensive. So that kept the price down for the entry-level set. Second, you can play with gondolas. Third, every freight train had a caboose. Can you say, "Follow-up sale opportunity?" Josh knew what he was doing. Collectors could argue forever about whether or not Lionel made the best trains as claimed in its catalogs, but Lionel is the only vintage train maker still in operation. Cowen out-marketed all his competitors. For reference, the companion entry-level passenger set was outfit #34, comprised of a #33 loco, and a #35 coach and a #36 observation car. It had an oval of track comprised of two straights and eight curved track sections packed with the freight outfit. In 1914 the cost was \$11. There were five small freight cars in the catalog; 90 cents for the gondola and \$1.20 for each of the other four cars.

Changes did come, though. By 1917, outfit #37 dropped one gondola and added a caboose, \$12 total. The passenger set, outfit #7, was \$14.50. The price of individual freight cars had gone up to \$1 and \$1.50 respectively. So the freight set went up 50 cents more than the passenger set. Wasn't that just the difference between the price of the gondola and the caboose? Toward the end of production in 1923, outfit #37 was \$18.50, #34 was \$22.25; the cars were \$1.50 and \$2.10. All these prices are for east of the Mississippi. The cost was higher out west – lucky for boys living east of that divide. At that time, most did!

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## Early Small Freight Cars

So much for background. Let's look at some of these early small freight cars. **Photo 1** shows all five of them. Two were available beginning in 1910; the other three appeared in 1912. All ran through 1926.

As usual for Lionel trains, the early production through 1916 are embossed LIONEL MFG CO on the bottom. After Lionel's incorporation in 1917, there was no identification for a year or so, then sometime in 1918 they were rubber stamped "Made in USA/The Lionel Corporation/New York" on the bottom. I've seen that in gold, white, or black, and there does not seem to be much of a pattern over time. The type of corporate identification will help date the cars, but the colors won't. See **photo 2** for typical rubber stamping.

There were three different kinds of couplers used, but they overlap; ditto for the trucks. The first couplers were straight hooks – just a right-angle bend that fit through a slot in the mated coupler. They are the earliest Standard gauge



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couplers and were available from 1906 to 1914.

Then there were crinkle hooks which ran from 1910 to 1918. Next, Lionel offered the hook with ears. They were around from 1914 to 1926.

**See photo 3** showing a pair of crinkle hooks on the left and a pair of hooks with ears on the right. The straight hooks were the same

as the eared ones but without the little "ears" sticking out on the bottom. If you operate this stuff, you will rapidly learn why the crinkle hook and the hook with ears were developed. The earliest couplers are a virtual lock to uncouple. The later ones were an improvement, but still vulnerable to unplanned dropping-off of cars around the layout. The eared ones are the best, but even they will autonomously uncouple at inopportune times. The only time they really hold well is when I am trying to get them to uncouple!

There were three basic types of trucks. The first was detailed with embossed springs and was nickel plated. It is flexible; that is, it pivots fore and aft on a rivet holding

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the side frames to the bolster. With slight variations, it was produced from 1910 to 1924. See **photo 4** of this truck but installed on a passenger car. The second is an open frame in black, with the third version being the same thing in nickel plate. Both of these were in use from 1912 to 1926, although some sources list the nickel one as only 1912-1913 – which would explain why the black version seems more common. The #112 gondola in **photo 5** has these trucks.

There are variations of the couplers, mostly in the length of the shank and in the trucks, mainly the number of embossed “rivets” and shape of the bolster. If you want the details, check Greenberg’s books.

### The Car Bodies

Now on to the rolling stock. The first one was the #112 gondola. It ran from 1910 through 1926. The earliest ones were either 6-1/2 or 7 inches long depending upon the source I referenced. Since they are not currently available in great supply, they are not numbered among the “Standard gauge on a budget” list. Nor are they resident on my BCC&PRR, so I can’t measure one to resolve the discrepancy. I lean toward seven inches based upon sources. They are dark olive green and are decorated for either Lake Shore or NYNH&H in gold rubber stamped letters.

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By 1913 they were replaced by the more wallet-friendly nine-inch version as shown in **photo 5**. These cars came in a variety of colors including red, brown, reddish-brown, gray, dark gray, maroon, and, possibly, orange. They are commonly found in Lake Shore and NYC&HRRR liveries, but were also rubber stamped for Pennsylvania and Rock Island. Stick with the first two names. The former can be found as either “LAKE SHORE” or “Lake Shore.” Most of the later rubber stamping was black — except for Rock Island, some of the late Lake Shores, and, I believe, Pennsylvania — which were gold. Any of the cars can have road number 65784 or 76399 or no number; ditto for a Lionel number. Most have none; a few late cars are rubber stamped 112 on the bottom as in **photo 2**. Most have no support for the coupler, so they droop down. Some late cars did add a metal support under the coupler shaft. The majority of the cars, especially from the corporation years, have couplers with ears and open trucks, usually in black.

The only other small freight car available in 1910 was the #116 ballast car, but I’m going to skip it and go to the #117 caboose, because every freight train had to have one.

This car had fewer variations than the gondola. It was 9-3/4-inches long. Colors ran through shades of dark red through maroon to brown and nearly anything in between, including tuscan. The roof was black. The cupola was the same color as the body with a black roof. The cupola roof may have had squared-off ends or slightly curved

ends as does the one shown in **photo 6**. The lettering was NYC&HRRR with road number 4351 in either black or gold. After the change to the Lionel Corporation, some of the cabooses had LIONEL LINES/N.Y./MADE IN USA with or without the Lionel number (117) rubber stamped in black on one end. Other details, trucks, couplers, embossed or rubber stamped Lionel identification followed the notes in the general description. None of them had brackets for the couplers, so they always drooped as clearly seen on the 117 in **photo 6**. Contrast that with the gondola couplers in **photo 5**; that car had coupler supports.

#### Trivia Answer

Ward Kimball was one of Walt Disney’s original animators, known as the Nine Old Men. Among other characters, he created Jiminy Cricket. And if you’re not sure who, or what, he is, ask your conscience; or Pinocchio’s. Ward was also an avid train collector with a world-class collection of toy trains which he enjoyed operating – even those worth many thousands of dollars. I love that! And he owned a 12-inch-to-the-foot narrow gauge 2-6-0 steamer “Emma Nevada,” number 5, which he ran on his own Grizzly Flats Railroad. The train provided the inspiration for the railroads at Disney theme parks.

See you next time with more about freight cars for Standard gauge on a budget. 

*Photographs by Ken Morgan*

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# A Lionel Puzzlement

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

## L-I-O-N-E-L

Minimalism is the technique characterized by the use of few or simple elements. In this puzzle, the answers all come from just the six letters used to spell the word LIONEL. Clue number 1 has been answered as a sample. Enjoy. 

### CLUES

1. Chicago railway        "L"
2. Not well
3. Mascot
4. African river
5. Lena and ...
6. Free electron
7. Lubricant
8. Stockholder
9. Single unit
10. Serengeti king
11. Solitary
12. Christmas carol
13. Pencil mark
14. Denial
15. Zero
16. Kukla, Fran and ...

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





Scenes from  
"The Great Train Story"  
HO Layout at CMS&I