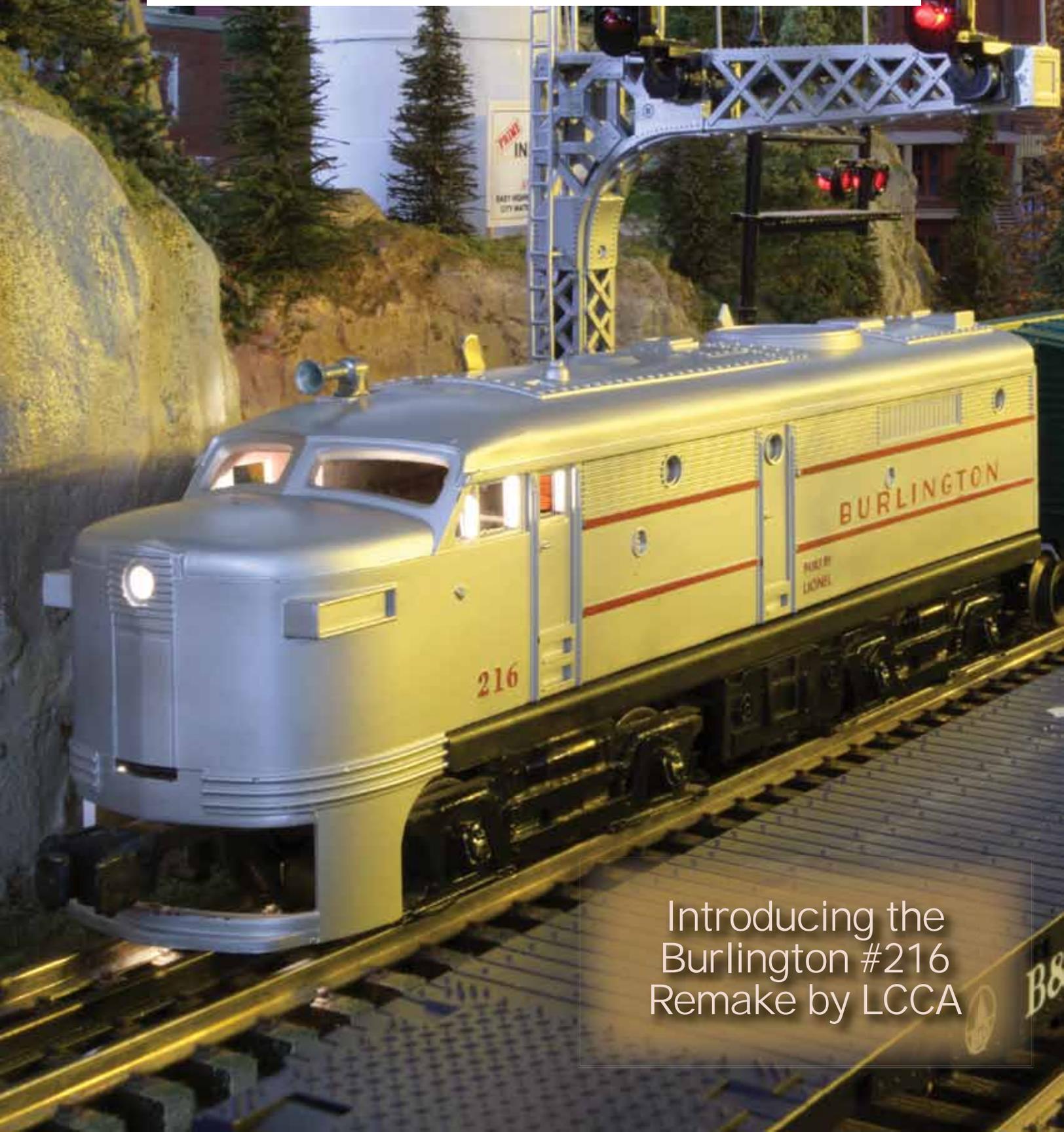


Volume 38, No. 5 June, 2009

The *Lion Roars*



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



Introducing the
Burlington #216
Remake by LCCA

B8

Great Gold Gift



This Convention Registration Gift Is as Good as Gold!

This John Marshall Company Sacramento Mining Exchange Car will be presented as a FREEBIE to the first 400 registrants at the 2009 LCCA Convention. It's an appropriate memento of our event and an ironic footnote to the history of the California Gold Rush in the Sacramento region.

This unique car was designed by LCCA in the historic freight colors of the Santa Fe with its multi-color "crucifix" emblem applied. It was produced by Lionel® according to our specs. This Mint Car celebrates the discovery of gold flakes in the stream bed at a saw mill under construction on the South Fork of the American River by James Marshall in January, 1848. His finding opened the way for the influx of "the 49ers." This car shows piles of simulated gold nuggets inside, which explains why California adopted the nickname, the Golden State.



Marshall's saw mill project was abandoned as available workers left the job site to seek their fortunes along the path of the Mother Lode. Not a miner, Marshall did not profit from his discovery. He left the area and pursued other interests. His role in the Gold Rush Story is presented at the Marshall Gold Discovery State Historic Park.

It's not too late to register for the 2009 Convention in Sacramento.

LCCA believes this car will become a prized collectible for Convention-goers and collectors of Mint Cars. Also, this car has been designed to match a planned future LCCA release. To receive this FREE Registration Gift, you must be among the first 400 registrants for the Convention and claim it in person only at the LCCA Registration Desk in the Radisson Sacramento Hotel.

**To register for the Convention, use the Registration Form in this issue of *The Lion Roars*.
Or register online at: www.lionelcollectors.org.**

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ON THE COVER

No longer waiting on a siding for a signal to proceed, the Burlington #216 train set is now ready for departure. Designed by LCCA and produced by Lionel exclusively for club members, this remake of a 1958 rare Lionel train set is described in detail on pages 4 and 5, and the order form for purchasing it is presented on page 6 and 7.

Contacting the LCCA Business Office

Members can contact the Business Office for routine services through the club’s website at www.lionelcollectors.org, by e-mail at lcca@cpointcc.com, by fax at 815-223-0791, or by mail at: LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.

Business office services are limited to providing or processing changes of address, changes of phone number, “make good” copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles.

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People to Contact

- Business Office* - Their role is limited to routine services.
- Secretary* - Inquiries about membership lapses and administrative support.
- Membership Chair* - Joining LCCA and membership questions.
- Immediate Past President* - Complaint against another member.
- President* - Always available and as a last resort.

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 Richard H. Johnson
RM 7103

As I write my final President's report on May 4, it is hard for me to believe that in less than three months my term as President will have ended. It seems like it was just yesterday that I took over from Lou Caponi in Chicago.

A Very Good Two Years

The Constitution was updated to reflect the way the club currently operates and to make the club more responsive to its membership. A Junior Membership category was created which, in less than a year and with virtually no promotion, has resulted in 53 young LCCA members as of April 30, 2009. A membership survey was taken which provided the Board with invaluable member input on a wide variety of club matters, and, as a result, a number of member suggestions already have been implemented. Our relationship with Lionel, LLC has been strengthened by our partnering on a number of projects. And finally, the club is in the strongest financial position it has seen in its 39 years of existence.

All of this success is because the club's elected and appointed officials work together as a team. A chain is only as strong as its weakest link, and that is why we have worked so hard to ensure that there are no weak links in the LCCA chain. Our club magazine and website have won numerous awards. Our product offerings are eagerly awaited. Our Conventions have become the model for all train clubs. It doesn't get any better, and I'm proud to say that I have had the opportunity to serve as your President for the past two years.

Two New Products

In this issue you will see two unique club-sponsored products. The first is the long-awaited Burlington #216 Train Set. It is being offered two ways: as a four-unit Basic Set; or as an eight-unit Extended Set comprised of the Basic Set plus four "add-on" pieces. The Extended Set will not be offered in a subsequent, separate offering. This is to ensure that there will be a 100% color match between the four Basic Set pieces and the four "add-on" pieces of the Extended Set.

To encourage members to purchase all eight pieces, we are offering special pricing for the Extended Set. If you were thrilled with the New Haven #209 offering, you'll be doubly thrilled with this new Burlington offering. Note that the prices aren't that much higher than when the New Haven set was announced nearly

three years ago, and also note that the prices include shipping and full insurance. We have been able to give our members these fantastic prices despite substantial increases in the costs of raw product, manufacturing, and shipping.

The other unique product you'll be seeing is the 2009 Registration Gift that will be presented to the first 400 registrants who attend the Convention in Sacramento. In the past, we have always kept this item a closely guarded secret until Convention registrants arrived and signed in. This item is so stunning and unique that we just couldn't contain our excitement. Refer to the IFC of this issue of *TLR* for a complete description.

Bold and Cold and Closed

I hope you ordered our 2009 BNSF Ice Cold Express reefer because the order deadline was May 31.

Registration Still Open

If you haven't already done so, be sure to register for and attend our 2009 Convention in Sacramento this July. It will be one of our best.

Coming Soon - Legacy Structures

Also, be on the lookout later this year for the first release in our Legacy series of four buildings for your layout. The prototypes were on display at York this past April resulting in a

number of new memberships. The fun and excitement of being an LCCA member just continues to get better and better. If you agree, convince a friend to become a member and share this excitement.

To those of you who haven't read Jerry Calabrese's April 28 letter about the Vision Line Direct Rebate Program posted on Lionel's website, let me summarize it briefly here. Because the "rebate system" originally announced was viewed as cumbersome by customers and dealers, Lionel® has agreed to reduce the prices of the initial four engines by the amount of the originally announced rebate. This means that instead of having to request the rebate from Lionel, customers will pay \$100 less for each of the two diesel engines and \$200 less for each of the two steam engines. Thanks, Jerry!

In closing, I'd like to thank all of the LCCA "membership team" for making my Presidency so easy and enjoyable. This includes all of our Convention volunteers, our editors, our managers, our committee chairs and members, and your elected officers and directors. It also includes the spouses, significant others, and immediate family members of these individuals who support them in their endeavors and, therefore, support the club as well. Please give President-elect Al Kolis this same enthusiasm as he assumes the presidency of the best toy train club on the planet. See you in Sacramento! 

*The club is
in the strongest
financial
position it
has seen in
its 39 years of
existence.*

Sacramento Is just around the Corner

by Eric Fogg RM 12768
and John Fisher RM 6541

If you've been debating about the 39th Annual LCCA Convention, there's still time for you and your family to join us. Some thoughts to help you decide ...

- Affordable Rates – you won't find a better deal for a resort hotel than the club's \$109 rate
- Bring the Whole Family – new this year, you can bring immediate family members and include them all under your registration
- Great Activities – spend an afternoon in San Francisco; tour the famous Napa Valley by train; experience the great California Railroad Museum after hours – the list goes on and on
- Lovely Gifts – when you register at the Convention you'll receive some great *free* gifts!
- The Best Time on the Planet – you won't find more fun or a better group of people anywhere in this solar system.

You don't want to miss this special week! Go out to the club's website – www.lionelcollectors.org – and register today!

Don't Miss the Bus

Flying into Sacramento? We've arranged a special discount (\$2 off one way; \$4 off round trip) for club members *only* aboard the Super Shuttle to the Radisson. Start by making your reservation at www.supershuttle.com or

call 1-800-258-3826. Be sure to use the special LCCA code – AUDDF – when making your reservation. At Terminal A you can find Super Shuttle in the baggage claim area. If you arrive at Terminal B, look for the Super Shuttle booth outside between B1 and B2.

Big Brown on Board

Once again, you can plan on United Parcel Service to be in the hotel on Saturday and again on Sunday morning for our exclusive use. They'll ship your latest find or great bargains back home so you don't have to hassle with it. Don't underestimate the convenience of this handy service. The LCCA Store will be loaded with merchandise and the Silent Auction promises to have some highly desirable items. Then there's the Registration Gift Car, the table favors, and the raffle. Well, you get the idea.

"Mint" Like You've Never Seen Before

Speaking of special Convention items, our friend, Lou Caponi, has outdone himself again this year with the Registration Gift Car. Done in impressive Santa Fe freight colors and loaded with "gold nuggets from Sutter's Mill," this one-of-a-kind car is FREE to the first 400 Convention-goers who claim it in person at the host hotel.

The summer never seems long enough. Come Labor Day you'll have a list of things you wanted to do, but just never got around to. You'll regret it if you let the LCCA Convention be on that list. See you in Sacramento! 

Photograph by Mike H. Mottler



LCCA Product Development Shop

by Lou Caponi
RM 8735

Now Arriving on Track 1! Burlington #216

I have received a boxcar load of e-mails about the Burlington #216 set. As I've said in past articles in *TLR*, LCCA would announce this set only after EVERY DETAIL and all the PRICES were locked in by contract. I'm proud to announce that we recently reached an agreement with Lionel® for production of a modern remake of a rare train outfit from 1958 plus four new add-on items to accompany it.

The original Alco set (Postwar Lionel Set number 1600) was originally produced in 1958 – 51 years ago. It was a great-looking set, and it is extremely difficult to find today, especially one with an undamaged locomotive and a decent silver finish. The Diesel Express Set was one of the few mixed-consist trains ever produced by Lionel. It was a great addition to any collection then, and it has maintained its appeal among niche collectors today. More information about this toy train can be found in *Greenberg's Guide to Lionel Trains, Volume 3: Sets* – written by LCCA member and *TLR* author Paul V. Ambrose.

The Consist of the Train Set

The **Basic Set** includes all four items derived from the original Lionel product. The engine and passenger cars are silver with red lettering:

- An Alco powered A unit numbered “216 Burlington”
- A green REA reefer numbered REX 6572
- A Lionel Lines “Clifton” vista dome car numbered 2432
- A Lionel Lines “Mooseheart” observation car numbered 2436.

In addition to the **Basic Set**, LCCA offers a distinctive **Extended Set** for a more impressive consist. The four add-on items of the **Extended Set** are NEW and NEVER MADE BEFORE and make an eight piece outfit with:

- A matching dummy Alco A unit
- A green “Merchandise Dispatch” reefer numbered 6580 with Western Pacific road name
- A matching Lionel Lines baggage car numbered 2439 with Western Pacific red feather logo and slogans
- A matching Lionel Lines “Alfredo” diner numbered 2447.

Features of the Powered and Dummy Alco A Units

The locomotives in this new train set will include these features:

- New and improved Magnetraction™ in the powered A unit which will increase its pulling power
- New weighted chassis for the powered A unit which will further increase pulling power
- New metal support behind the front pilot of both Alco A units
- Headlights in both of the Alco A units
- Horn and bell sound but no diesel sound. The sound quality of the diesel effects was unacceptable given the difference in price.

Note: This set does not include a transformer or track.

The Basic Set – four Items like the original



The Extended Set – the Basic Set plus these four additional new items



Conventional or Command Control

Once again, our friends at Lionel included their TMCC™ technology in this train at no extra cost. Thanks, “Big L!” I know many of you said “no thanks” to TMCC in order to keep the price down, but this free offer made the decision a no-brainer. By the way, TMCC beat Conventional in our preference survey by 205 votes. That is a significant number when you consider the limited production run of this train set. My feeling is, “If it’s free, it’s for me!”

Features of the Rolling Stock

The passenger, baggage, and reefer cars will include:

- Die-cast metal trucks on all cars; the reefers will have die-cast, passenger-car-style trucks – same as the postwar original set
- Passenger car trucks will have a dull black finish (not shiny black)
- Passenger car trucks and the two reefers will have fast-angle, metal wheels
- New open window vestibule side doors; same as the original postwar passenger cars with silhouettes
- Same beautiful metallic silver finish on the engines and passenger cars as was applied to the passenger cars in the New Haven #209 train set
- Postwar style packaging for both sets including the set boxes.

We Attended to the Details

The items in the Extended Set will have newly-assigned car numbers except for the dummy Alco A, which will retain the #216 number but be addressed with a new Lionel SKU part number. By the way, all the passenger cars in both the Basic Set and the Extended Set will retain their postwar

numbers but will be addressed with new SKU part numbers since these cars will have new modifications.

Let’s Make a Deal

This distinctive train will appeal to collectors/operators who once owned the original set during boyhood but let it go to toy train heaven. Those with an affinity for the CB&Q will probably consider this train a “must-have,” and many collectors of LCCA-sponsored products will want to make room on a display shelf for this train. Part remake, part new – it’s totally cool.

Club members may order the train set(s) with PLAN A and pay the total in full now. President Dick Johnson and President-elect Al Kolis have created PLAN B, an easy, two-step payment plan for credit card purchasers. A non-refundable down payment of \$125 per set is required when placing your order for either the Basic Set or the Extended Set. The remaining balance will automatically be charged to your credit card when the items are shipped to you. The four add-on items in the Extended Set **cannot** be ordered as a separate sale item, so members who want the complete package must purchase both sets up front.

A Deal Sweetener

In addition, Lionel will provide a \$50 rebate coupon to members who purchase the Burlington #216 Extended Set AND thereafter purchase Lionel product(s) totaling \$500 or more on a single invoice from any Lionel Value-added Dealer. When the Burlington #216 Extended Set orders are paid in full, LCCA will mail the \$50 rebate coupon to each buyer. To receive the \$50 rebate check from “Big L,” just send the coupon and the dealer’s invoice to Lionel. This fabulous Lionel offer is valid for one year after delivery of Burlington #216 Extended Set(s) to owners.

Is this the best toy train club on the planet, or what! 🚂

Photographs provided by Lionel, LLC



Introducing the
Burlington #216 Remake

All Mixed Up



*Note: Flat cars not included.
Train layout provided by
Arkansas Traveler Hobby
Shop in Bald Knob, AR.*

A terrific train at twilight. See the article in this issue of [TLR](#) for a description of this LCCA train set. The Basic Set is shown above.

This new train set remake is the result of creative efforts by LCCA and Lionel, LLC. It builds upon the success of the previous LCCA offer of the New Haven #209 Alco-led passenger set.

Club members can now own the next-best thing to having the original 1958 Lionel® Diesel Set #1600, one of the few mixed-consist trains made by the company. A vintage Burlington #216 train in a condition worthy of collector interest is nearly impossible to find today.

The Burlington #216 can be purchased as a Basic Set of four items for \$469.95 or an Extended Set comprised of the Basic Set plus four add-on items for \$699.90.

The Burlington #216 **Basic Set** includes a powered Alco A unit with Lionel's *Magnetraction* and *TMCC* built in, a REA reefer, the "Clifton" vista dome car, and the "Mooseheart" observation car.

The Burlington #216 **Extended Set** includes the four Basic Set pieces plus four distinctive, never-before-produced items: a matching dummy Alco A, the Western Pacific "Merchandise Express" reefer, the baggage car, and the "Alfredo" diner.

LCCA considers this combined passenger AND freight train set a "mixed blessing" with both types of rolling stock!

Note: The four add-on items in the Extended Set cannot be purchased on their own as a separate item, and they will not be offered separately at a later date.

Order Form for the Burlington #216 Train Set — May be Photocopied

ONCE SUBMITTED, LCCA WILL CONSIDER THIS IS A FIRM, NON-CANCELABLE ORDER.

LIMIT: TWO TRAIN SETS PER MEMBER.

Name: _____ LCCA #: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

*NOTE: UPS cannot deliver to a post office box; a street address is required.
The product will be shipped with insurance at full value. A person must be available to sign for it upon delivery.*

PURCHASE METHOD

Payment Plan A (Payment in Full Now)

*My check or money order for the total amount of my order is enclosed and made payable to "LCCA".
Or, charge the total amount of my order to my credit card.*

Payment Plan B (Available to Credit Card Users Only)

Charge my credit card \$125 now as a non-refundable deposit for each Basic Set and/or Extended Set I have ordered, and then charge the balance of my order to my credit card when my order is ready to be shipped. I understand and agree that deposits will not be refunded if I fail to complete payment for this order.

My Credit Card Account No.: _____ Exp. _____

Discover MasterCard Visa Code: _____ (The three digits on the back of your card)

Signature: _____

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

Note: S&H&I is included for addresses in the Continental U.S. Additional S&H&I will be added to orders sent to AK, HI, and Foreign. Also, Illinois sales tax will be added to orders sent to Illinois residents.

DO THE MATH

If selecting Plan A, pay the total amount now:

	Plan A	Plan B
<input type="checkbox"/> One Basic Set at \$469.95	\$ _____	
<input type="checkbox"/> Two Basic Sets at \$939.90	\$ _____	
<input type="checkbox"/> One Extended Set at \$699.90 <i>(includes 1 Basic Set + the 4 add-ons)</i>	\$ _____	
<input type="checkbox"/> Two Extended Sets at \$1,399.80 <i>(includes 2 Basic Sets + the add-ons)</i>	\$ _____	

If selecting Plan B, pay just the credit card deposit(s) now:

\$125 for each Basic and Extended Set ordered
(balance to be paid when shipped) \$ _____

Additional S&H&I to AK, HI, and Foreign.

Add \$25 for each Basic Set and \$45 for each Extended Set \$ _____ \$ _____

Minnesota Sales Tax of 7.25% for MN residents only.

Add \$34.07 for each Basic Set & \$50.74 for each Extended Set \$ _____ \$ _____

Order Total, by Payment Plan A or B: \$ _____ \$ _____

Mail with payment to: LCCA Business Office Dep't. B216 P.O. Box 479 LaSalle, IL 61301-0479
Make checks payable to "LCCA" with "B216" written on the memo line.

To order online: www.lionelcollectors.org – go to "MEMBERS ONLY" and open "LCCA Store".

Trains Are Number One

by Louis E. Schriver IV RM 28422
and Louis "Louie" A. Schriver V
as Told to Mike H. Mottler RM 12394



Editor's Note: When the gene that encodes for "toy train affinity" is replicated along generational lines, it's a triumph for biology and also for intergenerational sociology. The Schriver and Imiolo families are classic examples. Great Grandpa Marshall, Grandpa Schriver, Grandpa Imiolo, dad (Louis E. Schriver IV), and his young son (Louis "Louie" Schriver V) all revel in the fun. For clarity throughout this article, Louis is the dad, and Louie is his son.

Louis E. Schriver IV got into trains when he was about five years old – quite typical for his generation. His maternal grandfather, Grandpa Eddy Marshall, had trains. "Grandpa Marshall, with us in spirit now, enjoyed watching his young grandson Louie run his postwar Santa Fe," Louis said. "He purchased a Lionel® Santa Fe #2343 at the local hardware store during a time when one could pay \$7.50 a month for it. My mom and my aunt were into trains also," he said. Every year he would get a train. Years later (1982) when Louis went away to college, he put the trains away. At that time, he didn't know if he'd ever bring them out of storage again.

Fast Forward to a Family

Within a year after Louis' son, Louie, was born, the infant showed a proclivity for toy trains. What no one knew

was that little Louie's grandpa on his mom's side, Grandpa Imiolo, had a train he kept from his childhood. Louis' family would visit him often. Louie quickly and easily recalled those days. "Actually, as my mama told it, I was at my grandpa's house and he said, 'Next time you come over to my house I'm going to bring out my trains.' I would say, 'Gandpa's tains, gandpa's tains, gandpa's tains!'"

Grandpa retrieved a box with a 60-year-old Marx® train set and set it up in a circle for young Louie. That's where the train-struck youngster initially learned to love toy trains. Louie recalled, "I watched it run around the track and admired it. He once had other trains too – wind-up trains. But they broke down and were discarded years ago."

A Doorway Opened

One of Louis' clients told him he had a train set for sale. "Louie was then about one year old. It was an O27 Thomas the Tank train. Louie liked it because he watched the Thomas videos and the Thomas series on TV." The price was right, so Louis picked up the Thomas set, put it around an early Christmas tree during Louie's first year, and ran it. Even though Louie couldn't talk yet, he learned how to operate the transformer and watched the train go around. He ran it continually.

It didn't take long before Louie was asking for a larger layout. At the next Christmas, Louis picked up another train for him – a Union Pacific starter set. "We quickly realized we needed to get more tracks, so I bought more track. As hobbyists know, the momentum – once engaged – is unstoppable."

Then one day Louie saw some pictures in a scrapbook of a train layout that Louis had as a boy in his parent's house, probably in 1977 or '78. It took up most of the front room of the house. Louie asked, "Whose is this?" Then he recognized me in the pictures and asked, "You had these trains?" He learned the names of the trains shown in the picture and kept asking, "Can you please bring one out?"

Louis would pull an old train out of storage one at a time every now and then. When Louie accomplished something special, dad would bring out a train, put it on the main line, and get it running again. There are some trains in storage that Louie hasn't seen yet, and he's always asking to see more trains.

What's Past is Present

Louis described the rediscovery of his boyhood trains through his son's curiosity as "dragging him back into trains. Now we're into the hobby as a full court press; rather, a full room press. A room in the house is now filled with 17 tracks of trains."

Louie updated the family links to trains with a recent story. "A couple of weeks ago my grandma told me she found daddy's missing train, the Quaker State Limited. The box was never opened, and the train wasn't ever run. She found it after about 30 years. I wanted to see it, and when I saw it I asked dad to please get it out so I could run it. But he said, 'No, but if we find another one in good condition that's been opened, we could run it.'"

According to Louis, the family probably had somewhere between 50 and 70 engines, including about 25 to 30 complete train sets. Some were from the collection of Louis' grandfather; however, most of them were Louis' own boy-



The Cab Forward locomotive is a behemoth on the rails and also an armload for Louie.

hood trains. "I've never actually counted them all. Just when I think that I have them all listed, I realize that there's more stored someplace that I forgot about."

An Adventure of Discovery

Although Louie has seen a lot of his dad's trains, there are plenty of trains yet to uncover. Louie is now building his own collection.

So is his younger brother Luke, who is two years younger. Luke has several trains also, but doesn't have the train passion of Louie. Luke's passion is cars. He likes the alien trains, and he is adding cars to his Area 51 train set.

For Christmas this past year – actually for the past couple of years – Luke wanted a Union Pacific steamer. Finally, this past Christmas he got a Union Pacific

Berkshire and made a Union Pacific train out of it. He wanted a Big Boy, but Santa must have forgotten. Maybe he didn't get the message. However, he has the Harry Potter train set.

Louie has allocated the 17 train tracks in the train room for the family – one line for his mom (Debbie), one line for dad (Louis), and the other 15 lines for him and his brother Luke – eight for one and seven for the other.

Operating Sessions

Dad and his two sons each have a TMCC™ controller, and they can control the TMCC-equipped trains on certain lines. When all three engineers are running trains at the same time, they can take over each other's trains; which is a lot of fun, needless to say. Louie has some trains equipped with DCS™ control, and he can run it at the same time as TMCC.

Louis explained, "Louie likes to have me bring some spare engines just in case we throw off a traction tire or have a problem with a train. He'll say, 'Dad, put on the U36B Union Pacific as a spare.' That's one of the methods he uses to get at my train set."

Louie still has the first train bought for him, and he likes both steam and diesel trains. As for operating accessories, he has only a log dump car. "My dad has the operating

accessories,” he explained. “When we run all the big steam engines, we make so much smoke in the room that we need four exhaust fans to get all the smoke out of there. We have visitors from time to time, and my mom says there’s a new kid in the neighborhood who likes trains and also *Star Wars* toys.”

Making Music about Trains

Louie, now eight, is a young musician and also a composer. He plays piano and drums. His dad, Louis, is the drummer in The Ramblin’ Lou Family Band. His mom, a graduate of the Eastman School of Music, is a music teacher.

Louie was seven years old when he composed and first performed the following song.

A young musician in a musical family, Louie has shared his song on the LCCA website.



Trains Are Number One!

*Too many kids are playing video games.
Not enough are playing with trains.
I'm gonna make a difference by showing them the fun!
I'm gonna show them trains are number ONE!*

*The whistle is loud and cheerful.
The bell makes a dingling sound.
The crew says, "Are we clear?"
As the trains go round and round.*

*Too many kids are playing video games.
Not enough are playing with trains.
I'm gonna make a difference by showing them the fun!
I'm gonna show them trains are number ONE!*

Copyright by Louis E. Schriver IV, used with permission.

His family has an affinity for music, and there’s always been music in the household. Louis commented, “I don’t know if he had much choice but to take piano lessons. Some days he likes them, some days he doesn’t. But he likes drum lessons, and we always had a drum set in the house where both the boys hop onto the drum set every now and then.”

Because Louis is a part of a family-owned country music format radio station, Louie had many chances to go to country music shows. The station has been in the family for 39 years. Needless to say, country music literature includes a lot of train songs, and Louie knows many of them. His grandpa performs “Wabash Cannonball,” and Louie has an amazing ability to mimic train whistle sounds.

The Layout

The rug layout on the floor of the train room was supposed to be a temporary arrangement and was intended to be up for only a year. However, this particular layout could be up for five years or more. Louis has some 4x8-foot platforms already made up, and Louis and Louie have discussed how to work them into the layout and build mountains in one of the corners of the room. There are 17 lines now, but they would like to create mountains and add some more lines. They are also thinking of upward expansion; i.e., utilizing vertical wall space for a second tier or multiple tiers.

When Louis first installed the tracks of the layout, he asked the boys if they wanted a lot of switches for routing trains or wanted to maximize the amount of trains on the tracks. Right away they both said, “Maximize the amount of trains.” That’s why there are 17 loops of trains running continuously on a 12’2” by 19’4” foot area. It’s basically a continuous running train yard, and Louie rightly claimed, “We beat Daddy’s record of the amount of trains he had.”



The train room is filled with 17 tracks as a large “rug layout.” When Louie and his younger brother Luke opted for a layout that maximized the number of trains, Dad created a series of concentric loops.



The control center includes lots of transformers as power sources for all the trains.

The transformer array for the layout includes a mix of three Lionel CW-80s and two Z-1000 units to accommodate the DCS-equipped trains. Louie’s modern ZW and Louis’ five postwar ZWs provide the big power. TMCC is available on some lines for TMCC-equipped trains. Louie knows how to use many of the functions of that system. “I use the last two digits of the cab numbers as the TMCC ID number for each train,” he explained.

Dad is amazed by the depth of his older son’s interest in trains. “I’ve never seen the passion about trains in any youngster like I’ve seen in him. I don’t see him wavering at all from the trains; he thinks about them night and day. He’s playing a computer game called “Railroad Tycoon.” He will sit for hours building track between Wilmington and Washington and Baltimore. He also likes using “Model Train Town.”

When Louis watches Louie run the trains, it takes dad back to a point in time when he was doing the exact same thing. “I never realized 30 years ago that someday my son would do the same thing with trains.”

One of Louis’ vintage trains is the Spirit of ’76 Set. “When it first came out it was difficult to get all 13 cars for it. I searched and searched. In those days, I mowed lawns all summer and saved every dollar. I saved birthday money,



Louie and Luke show a GG1. Their smiles affirm the title of this article, "Trains are number one!"

and at Christmas, I went to the train store and bought items with my train fund."

Louie is now following that pattern. He started a train fund when he was three years old, and he has saved birthday, holiday, and special occasion cash gifts. He puts the money into his train fund. His younger brother Luke also keeps a savings fund, but he doesn't spend much money on trains. Luke will loan money to Louie when he sometimes goes over budget for trains. Given that behavior, Luke may

be developing the prerequisite skills to become a bank loan officer someday!

Louie likes all trains, but he favors the Union Pacific. When asked, "What do you want to be when you grow up?" Louie will tell you that he wants to be a Union Pacific engineer. UP, keep an eye out for this youngster! 🚂

Photographs provided by Louie E. Schriver IV

Toy Trunk Railroad

by Erik Sansom



The Middle Division of the Pennsy

by Neal A. Schorr RM 3431
As Told to Mike H. Mottler RM 12394

“It surrounds you”

One of the challenges of installing a train layout with an around-the-walls plan is where to put the duck-under or a lift-up section. As hobbyists grow older and their knees and spines become less flexible, an around-the-wall design often becomes more and more difficult to “manage.”

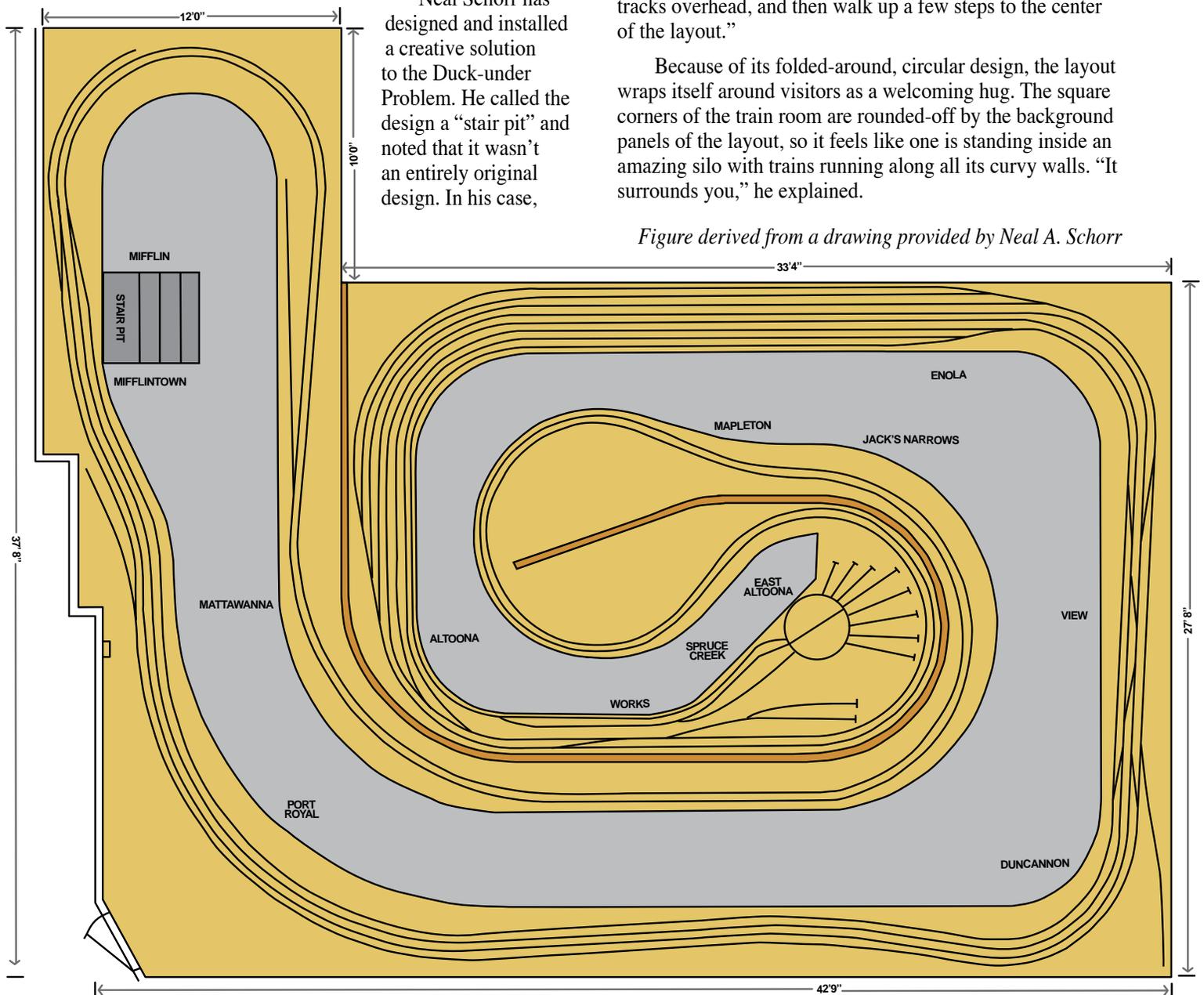
Neal Schorr has designed and installed a creative solution to the Duck-under Problem. He called the design a “stair pit” and noted that it wasn’t an entirely original design. In his case,

local geography enabled a clever idea. He built the family home during the 1996-97 timeframe on a lot situated on a wooded Pennsylvania hillside. The

house plan included the train room within it, and the stair pit was an element in the construction. “Basically, you walk down 32 inches to the walkout basement lower level of the house, walk about five linear feet forward with the layout tracks overhead, and then walk up a few steps to the center of the layout.”

Because of its folded-around, circular design, the layout wraps itself around visitors as a welcoming hug. The square corners of the train room are rounded-off by the background panels of the layout, so it feels like one is standing inside an amazing silo with trains running along all its curvy walls. “It surrounds you,” he explained.

Figure derived from a drawing provided by Neal A. Schorr



O to HO and Back

Neal was in three-rail railroading for a long time, and he preferred the look of more realistic O-scale trains instead of toy-like O27 trains. Then he switched to HO and developed two HO layouts, but the evolving realism of O-scale trains pulled him back into the larger scale.

His former three-rail layout was based on the South Pennsylvania Railroad, which was a railroad the company started but never completed. Ultimately the roadbed was “recycled” into the Pennsylvania Turnpike back in the 1930s.

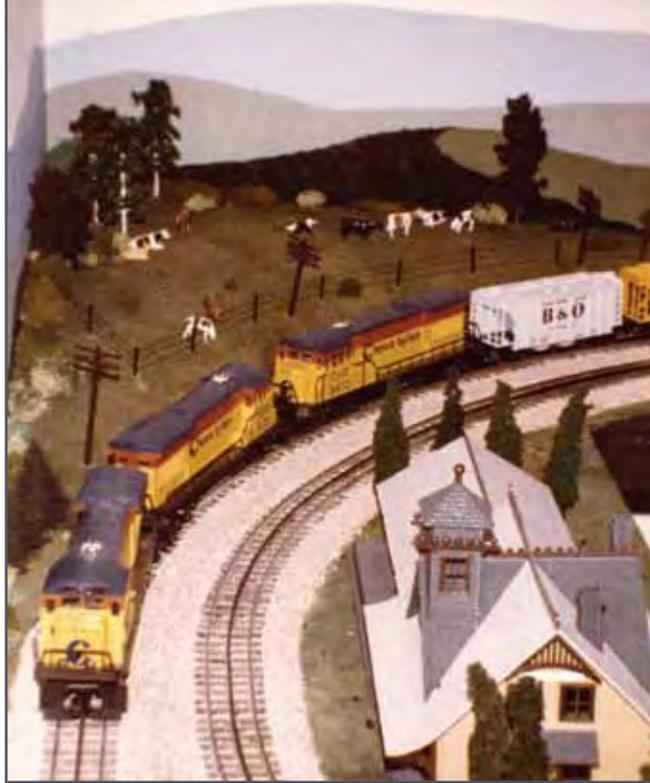
In 1983, Neal built a prototype-related layout based on the South Pennsylvania Railroad. He applied lessons learned from that layout to his current O-gauge layout although it is a totally new and different design.

Now a 35-year veteran in the hobby, Neal is a self-taught student of layout design. When I visited his home layout as a prelude to this article, it seemed that he had earned a “Ph.D.” in TLD – Train Layout Design. It was obvious to him that the most efficient way to utilize the available space inside a train room was to use a shelf-type layout where the aisles perform double duty. The tracks were installed on both sides of the aisles.

Born and Raised in “Penn’s Woods”

Born in Pittsburgh, Pennsylvania, Neal has lived his whole life in the state, so his affinity for the Pennsylvania Railroad is understandable and natural. Actually, his interest emerged from exploratory trips around the central Pennsylvania area – the rail line was already Conrail by then – but it sparked his interest in the Pennsylvania Railroad.

He recalled a Lionel® Pennsylvania passenger set with little 12-inch cars released in 1974, and he also had The Milwaukee Road set released in 1973. He remembered looking at that Pennsylvania set and wondering, “Who would buy that ugly thing? It was rather drab with maroon cars and a little bit of gold accents on it, but not much.”



Neal’s 1983 O-gauge layout was a harbinger of things to come 25 years later.

As the years passed, he gained an appreciation for the Pennsylvania Railroad as a great railroad. Colorful décor – like the paint schemes of The Milwaukee Road and the Chessie – isn’t everything.

Neal definitely likes second generation diesels; anything from a GP 30 through an SD 40-2. He wanted to accommodate anything of that era in the layout. However, as one moves from east to west along the railroad, one sees the transition from the steam era into the diesel era. His layout models the Middle Division of the PRR from just west of Harrisburg into Altoona. By modeling different eras on the layout, he can appropriately operate trains that correspond to each of

the eras represented. The famed GG1 is not a feature of his layout because the Middle Division was not electrified. He owns some GG1s, but they are essentially for display.

The Middle Division was actually the original section of the Pennsylvania Railroad chartered by the Pennsylvania legislature in the 1840s. The total concept was to connect Pittsburgh with Philadelphia, and the first section built was the zone between Harrisburg and Altoona. “I choose that area for my layout for two reasons. The primary reason was that I liked the scenery; it’s beautiful out there with broad





farm valleys and mountains. The second reason was that it's almost a water level route; the grades are almost nonexistent. I didn't want to have grades on the layout because I like to let the trains run without having to adjust the voltage for up and down grade changes. My layout was designed before the advent of cruise control."

The March of Technology

For the most part, Neal runs Lionel, Atlas O®, and Weaver® engines equipped with TMCC. For train control of non-TMCC equipped engines, he uses Lionel's TPC 400

units, so he can run conventional engines and MTH® products equipped with DCS.

Neal considers himself a scale model railroader using three-rail equipment. Instead of trying to have ten circuits or ten loops of track, his empire is one giant loop. He runs it like a real railroad with one train following another, so it's a good application for the command control system. He installed a signal system that works just like the prototype. He walks through the layout and tags along with a train under his control using a CAB-1. He watches the signals like

an engineer, and they tell him whether or not he can go full speed ahead, reduce speed, or stop.

He's not into labor-intensive switching maneuvers. His interest is in open running, and he follows the course of a train around the layout like a railfan on a chase. He also likes to pull up a stool and watch the trains roll. "I know scale-oriented guys who claim one gets bored if you don't operate. Unless you have



massive industrial areas, after a while you are just doing the same switching moves over and over and over – maybe with a different car. Like anything else, it gets repetitive.”

Neal has purchased many dummy units, and he splices them into consists with TMCC-equipped motive power; particularly his Atlas O trains. For example, he has three Atlas O Pennsy GP 35s – two powered units and a dummy – and he added a MTH Pennsy dummy GP 30 to the line-up.

Kids at Play

Neal’s son is almost ten years old, and he loves the trains. Steven goes to monthly train meetings, and he attends national train conventions. “He is eager to go to York. He is very skilled at operations, and he’s doing lots of track ballasting work on the railroad. He paints the rails, and he’s very good at those jobs.” Neal’s almost six-year-old daughter Caroline has a more casual interest. She likes to come down and run a train, but gets bored after a while.

“When I first met Kimberly – now my wife – on our first

date about 12 years ago, I asked her what she liked to do for fun. She didn’t want to tell me, but I pressed for an answer. She said, ‘I am into miniatures, but you won’t know what that is.’”

Neal said, “I know exactly what that is; dollhouse modeling. Then I told her I was a model railroader, and that dollhouse modeling is basically the female hobby version of the male-oriented hobby of model trains. She knew what ground foam was; she knew what weathering was. She shopped at the same hobby stores that I did. Greenberg’s Train Shows formerly sold dollhouse stuff, and she would go there often. We were probably at some shows together but didn’t know it at that time.”

A Social Hobby

Most of Neal’s social network is comprised of train friends in the National Model Railroad Association (NMRA) as well as LCCA. He has attended the train meets at York for 31 years. After he completed quite a bit of scenery for the layout, he invited people to drop by on a more frequent basis. “I don’t have regularly scheduled sessions though.”

A physician, Neal has been in practice for 23 years, and for at least 20 years he has placed a train calendar in every exam room for convenience in scheduling follow-up visits. He has photographs of his train layout on the walls, and there are train pictures in almost every room. His patients are well aware of his hobby interest. “I’ve made friends with a number of patients,” he said.

Deep Roots in the Hobby

His father gave Neal a train set in 1960 when he was four years old. “Lionel trains were pretty dead then, so I got out of the hobby. When I was about 17 years old, I became aware that Lionel was making trains as MPC Trains in the 1970s. The first thing I bought was a Santa Fe GP 20 set, and that’s what got me going. I went to Greenberg Train Shows and looked at HO stuff, which was more true to scale. And then around 1985, I converted to HO.”

Neal kept collecting three-rail items and kept toying with the idea of leaving HO and going back to the three-rail trains with realistic proportions. At that time, he discovered the rail-history-based, three-rail layout by Herb Lindsay in South Carolina. He contacted Herb and asked to see what he was doing with three-rail trains. Neal drove to South Carolina, and the adventure



convinced him that he could build a credible model railroad using three-rail, true-to-scale trains. With perfect timing – it was at the time when he was designing a home – the house and train room and layout merged in his mind as a do-able project.

Set in Stone

Neal has created two marvelous stone arch railroad bridges, and a third bridge is under construction. They are finely crafted scale models; not reduced in size or truncated. According to Neal, “If you want model Pennsy, you’ve got to have stone arch bridges because that’s what they built – not wooden trestles or steel truss bridges. I built what they built. In fact, I went into the field and photographed and measured them to assure accuracy.” The bridges are a jaw-dropping, attention-getting feature of his layout, yet they fit right into the landscape and do not “shout” their presence.

Buildings and Structures

He’s not a pack-em-all-in, accessory overload kind of guy. “They look like toys, and my goal is to make my layout look realistic. So I don’t make places for them.”

It comes as no surprise that Neal would opt for realistic buildings instead of toy-like items fresh out of a box. He prefers craftsman kits by BTS and American Model Builders. Inasmuch as most urban buildings do not face the railroad, Neal has placed these structures along the right of way with the back side of warehouses and seedy hotels toward the tracks. The scenes are deliberately cruddy (his adjective) with trash lying around because that’s what a real railroad looks like. He avoids rows of cute little buildings with flashing neon signs, little flower vendor carts on sidewalks, or a circus rolling through town.

Neal painted the backdrops for his Middle Division layout. It is the result of earlier efforts with prior layouts and also a by-product of an investment in art books and an art class. He estimates the backdrop has probably added two to two-and-a-half years to the timeframe of his home layout project. “The backdrop creates instant scenery, and it adds depth and forced perspective. Instead of having two feet or 30 inches of a shelf layout, in effect I have miles of scenery. It’s very relaxing and pleasurable. However, it requires discipline and forward planning. I realized that I couldn’t paint with an arm outstretched 30 inches for long, so I painted the backdrop before I put up the shelf for the layout.



It’s difficult to keep focused on backdrop painting for a year or two before you start putting in bench work, but I believe my years of medical school and residency training taught me important lessons about delayed gratification.”

Although Neal is a physician, he admits that he is also somewhat of a frustrated civil engineer. That is part of his creative side. The aesthetic aspect of layout making is a great relief and stress reducer for him. He spends as much free time as he can with the layout. “Thank goodness my son is interested in it too. If he wasn’t, I don’t think I would get as much done. Steven wants to go down there and work on it. So it’s a way to spend time with my kids. It’s definitely a release from work, and I truly enjoy it.”

Part of an Extended Family

Neal has deep roots in the LCCA. “I go back with the LCCA further than I do with any other train organization. I joined in 1977, and I have a very low number: 3431. The very first train show I attended was sponsored by the LCCA at a Holiday Inn in the North Hills area of Pittsburgh. That’s where I joined the club. My first LCCA Convention was in 1977 at Cincinnati, Ohio.”

What’s Next

Neal has two things that he wants to accomplish for the layout. “I want to do some more electronic upgrades and to install TMCC into conventionally controlled engines. The other thing I want to do is weather the trains so I can enhance the scale look of the layout. My scale-oriented friends keep prodding me, ‘You’ve got to do more weathering.’ It’s a big layout, and I consider it a 25-year project. I’ve been working on it for eleven and a half years so far. I won’t run out of things to do anytime soon.”

Photographs by Mike H. Mottler

A SET COLLECTOR'S DREAM

by Paul V. Ambrose RM 9406

Featured in this article is an amazing example of 1959 Lionel® Promotional Outfit X811NA that we believe has never before been photographed prior to this issue of *TLR*. To the best of my knowledge, it is the only complete example currently known in the hobby. Hopefully, there is another yet-to-be-discovered outfit hidden away somewhere in a forgotten corner of grandma's attic.

Background

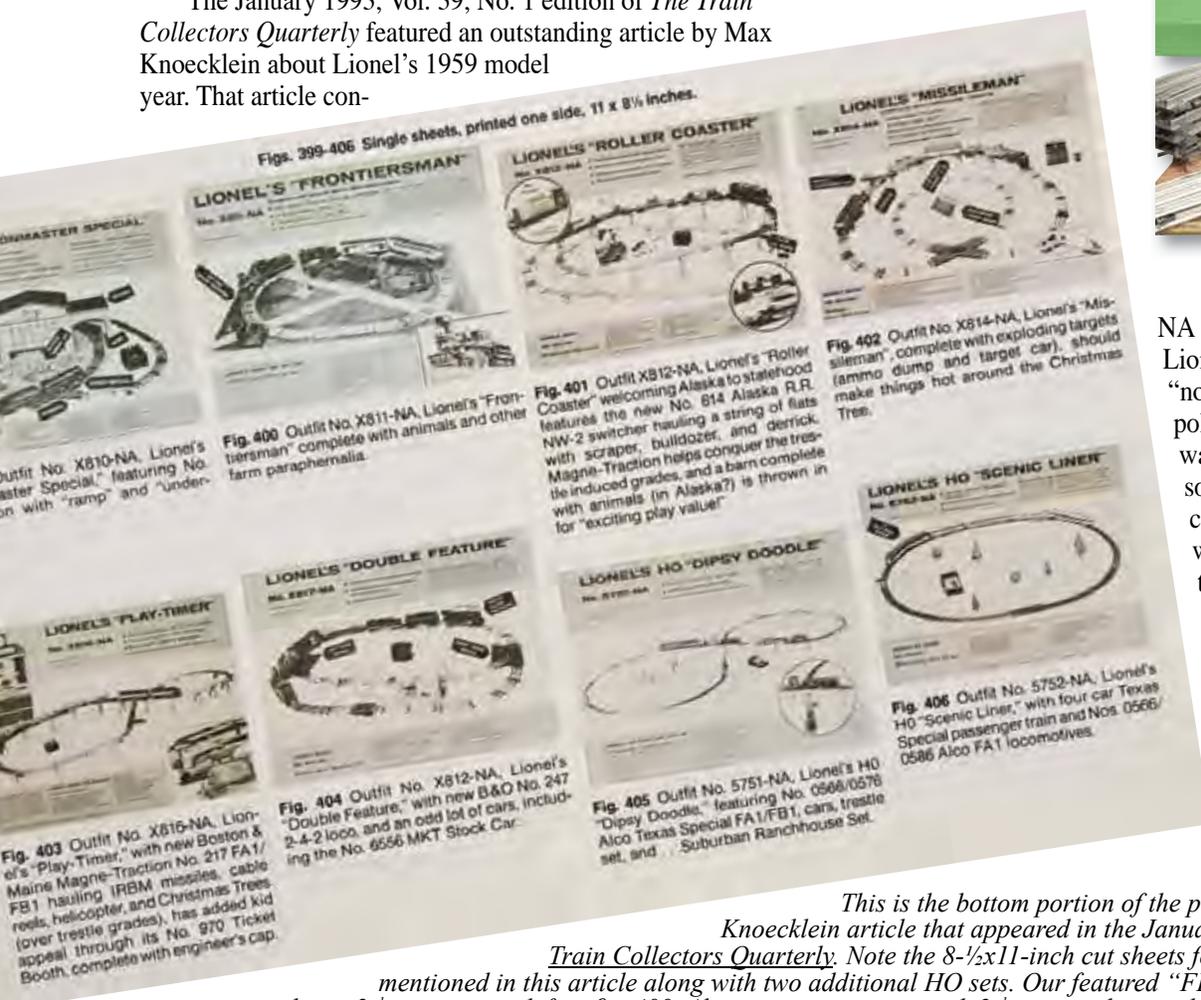
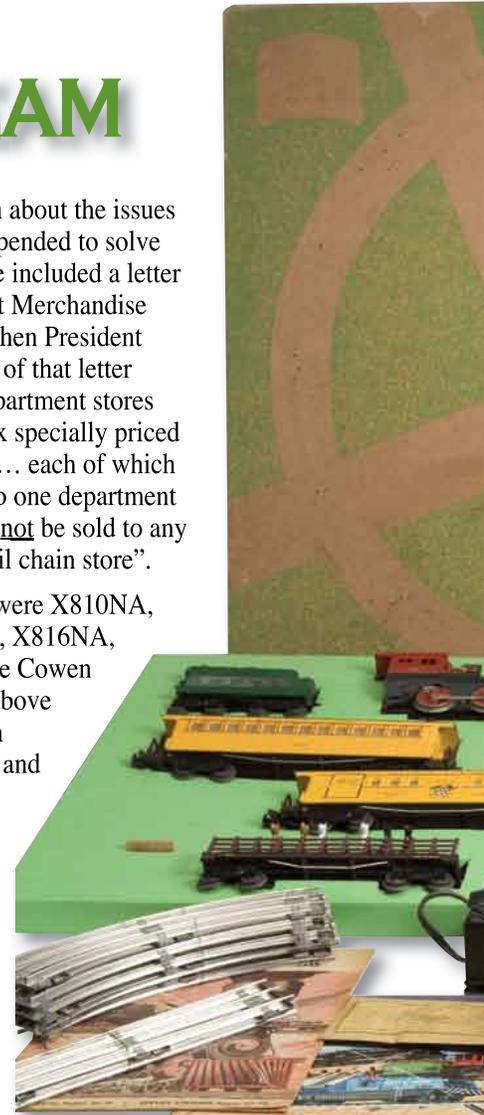
1958 was an absolutely dismal year for Lionel. Sales were down and the company incurred an operating loss of approximately a half-million dollars. To right the ship and address the needs of a rapidly changing toy market, in 1959 Lionel embarked on an ambitious program to not only retain but gain additional market share. How did they do it? First, by reducing costs; that would immediately make their product less expensive. The second part of the solution was offering to the trade exclusive or semi-exclusive promotional sets at reduced prices.

More Background

The January 1993, Vol. 39, No. 1 edition of *The Train Collectors Quarterly* featured an outstanding article by Max Knoecklein about Lionel's 1959 model year. That article con-

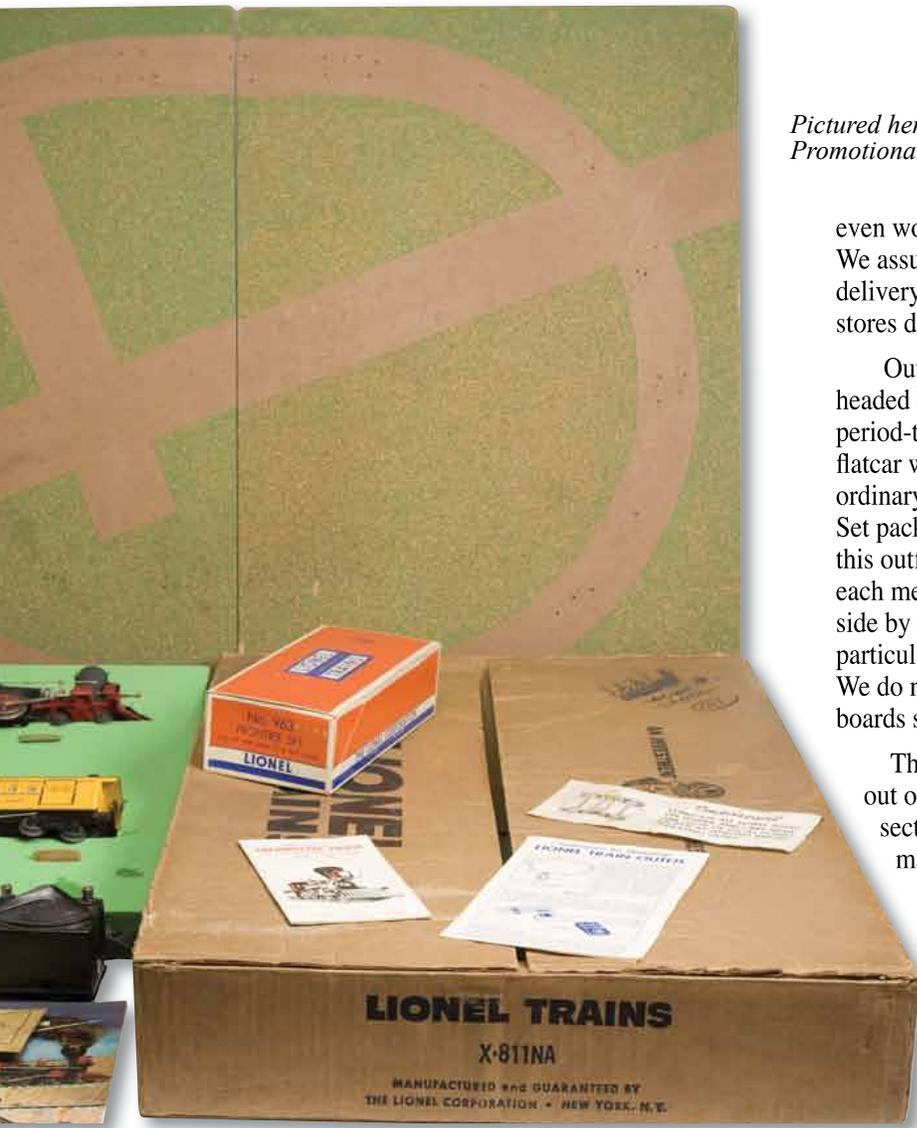
tained a wealth of information about the issues Lionel faced and the effort expended to solve them. Mr. Knoecklein's article included a letter addressed to "Toy Department Merchandise Management" and signed by then President Lawrence Cowen. Point three of that letter stated, "We are offering to department stores only a spectacular group of six specially priced promotional "O27" train sets ... each of which will be confined exclusively to one department store in a city. These sets will not be sold to any distributor or to any local retail chain store".

The six "O27" train sets were X810NA, X811NA, X812NA, X814NA, X816NA, and X817NA. Even though the Cowen letter references only the six above mentioned sets, we know with certainty that outfits X813NA and X815NA exist, and they are quite unique.



We believe that the NA suffix that is part of the Lionel outfit number meant "no advertising." A typical policy in the retail world was – and still is – to share some of the cost when certain brand names were advertised. Because these sets were already sold at a discount when purchased, we assume Lionel did not feel it was necessary to offer any advertising allowance.

This is the bottom portion of the page from the superb Max Knoecklein article that appeared in the January 1993 edition of The Train Collectors Quarterly. Note the 8-1/2x11-inch cut sheets for the O27 sets that are mentioned in this article along with two additional HO sets. Our featured "FRONTIERSMAN" set is shown 2nd position top-left in fig. 400. Also note a typo error with 2nd position bottom-left fig. 404. The caption refers to X812NA when in actuality that set is X817NA per the cut sheet.



Pictured here are the entire contents of 1959 Promotional Outfit X811NA.

even wonders how the purchaser got the set out of the store. We assume many were shipped by the retailer via their own delivery service; shipping was offered by most department stores during that bygone era.

Outfit X811NA included all new items in 1959. It was headed by the 1862 “General” engine and tender along with period-type 1865 and 1866 passenger cars, plus the 1877 flatcar with horses. The contents are nothing out of the ordinary except for the scarce 963 Plasticville™ Frontier Set packaged in a classic-style box. However, included with this outfit are two pieces of 5/8-inch grass-scaped board; each measures 20x30 inches. When these boards are placed side by side they make a wonderful 30x40-inch layout. This particular marketing concept is unique in the postwar era. We do not know of any other Lionel set that included layout boards such as these.

The contents are typical production items and nothing out of the ordinary, but feast your eyes on the two unique sections of 20x30-inch grass-scaped layout boards that make this set a true postwar rarity. 

Photographs by Paul V.Ambrose

Featured below is the oversized set box that measures approximately 20x30x6 inches along with peripheral paperwork. Large boxes such as this seldom survived to the present day. Also take note of the final selling price of \$19.99 written in grease-pen! In today's world, that is barely enough to purchase a nice 1959 Catalog.

All of the above mentioned sets are truly rare, and to own any example would be a dream come true for collectors of uncataloged sets. We can only assume all were poor sellers for – multiple reasons – selling price probably being one of them. Outfit X811NA was purportedly deeply discounted, yet it was originally marked \$49.95 still a goodly sum in 1959. It was then marked down to \$29.99 and ultimately sold for the rock-bottom price of \$19.99!

Fun on the Frontier

Outfit X811NA was titled LIONEL’S “FRONTIERSMAN”. It was promoted by means of an 8-½x11-inch cut sheet that pictured a fully-assembled set and listed all the contents. Along with most other outfits in the series, it came in a cumbersome, oversized outfit box of insufficient strength. This particular box is slightly larger than 20x30x6 inches, and it’s heavy when full of product! Size and weight are undoubtedly contributing factors as to why so few boxes from this group have survived the test of time. One



Lionel's Elusive SKU Numbers

by Johnny Ourso CM 33

Editor's Note: Those who were paying attention in school during World Literature Class will remember the chore assigned to Sisyphus; i.e., forever to push a huge boulder up a steep hill to the summit. But the stone would roll back down the hill just as he approached the top.

As a contributor to the database for the Interchange Track and eTrack, Johnny struggles to keep abreast of the eternal task of providing SKU information for Lionel Modern Era trains. He probably feels some empathy for Sisyphus.

A Call for Help to LCCA Members

Trying to keep the database of Lionel's modern-era products up to date for LCCA's *Interchange Track* is a never-ending chore. If you have ever placed an ad in *IT* online, you know that when you enter the SKU number the description of that item is automatically entered for you – most of the time.

Getting the SKU numbers for items shown in Lionel® catalogs is a fairly simple assignment, but problems emerge in getting SKUs in the following cases.

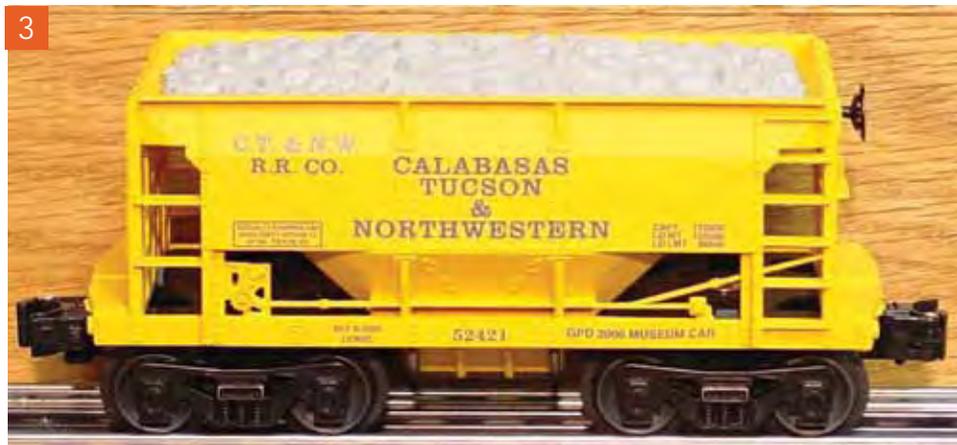
1. Items are a part of a cataloged set. We know the set SKU number, but not the individual SKUs for the engine and the cars within the set.
2. Uncataloged sets. We need the set SKU and the individual SKUs for the engine and the cars.
3. Items that come in 2, 3, 4, 5, or 6 packs. We need the SKU number of the individual items in those packs.
4. Uncataloged items, such as LCCA products and those of other train clubs; especially items in the SKU number range of 52000 to 52999.

Here are some examples of how to find the SKU numbers for items you may have in your collection:

- On the end flap of the box for each item is a number such as: 6-52406 as shown in **photo 1**.



- Refer to the side of the item itself; the SKU number is sometimes imprinted in a small area like 36544 as shown in **photo 2**.



- Some items use a large number on the side of the item such as 52421 as shown in **photo 3**.

A locomotive included in a set is usually the most difficult item for which to find the SKU number.

Note: LCCA doesn't include the "6-" prefix of Lionel numbers in IT and eTrack.

LCCA seeks SKU numbers for these sets and packs:

11988 New York City Firecar "18444" & Instruction Car "19853" Set
11993 Dodge Motorsport Set
11996 Amtrak Cascades Set
21231 Ringling Bros Streamliner 4-Pack
21234 Ringling Bros Streamliner 2-Pack
21332 Milwaukee Road Hopper Die-cast 3-pack
21337 Reading Hopper Die-cast 2-bay 2-pack
21342 NP Aluminum Hopper 2-bay 2 pack
21884 Pennsylvania (Power & Light) Hopper 2-pack
22104 Pennsylvania Freight Car 3-pack
22113 NYC Empire State Express 15-inch Aluminum 2-pack
22131 New Haven Streamliner 3-pack.
22141 Lackawanna 15-inch Interurban, Pwr'd & Dummy w/Fx Sound
22287 Chicago North Shore & Milwaukee 15-inch Interurban 2-pack (p&d)
22289 Ringling Bros 18-inch Aluminum Passenger Car 2-pack
22334 Ford Die-cast Plymouth Switcher & Six Ore Cars
25503 Santa Fe 4-pack Heavyweight
25504 Santa Fe 2-pack Heavyweight
25506 Southern Pacific 4-pack Heavyweight
25507 Southern Pacific 2-pack Heavyweight
25512 MKT Texas Special 2-pack Aluminum 21-inch
25515 Milwaukee Road 4-pack Heavyweight
25516 Milwaukee Road 2-pack Heavyweight
25518 Pennsylvania 4-pack Heavyweight
25519 Pennsylvania 2-pack Heavyweight
25521 B&O 4-pack Heavyweight
25522 B&O 2-pack Heavyweight
25559 Phantom IV Passenger Cars 4-pack
27029 Atchison, Topeka & Santa Fe 2-bay Hopper 3-pack
27031 Mopac Offset Hopper 3-pack
27032 New York Central Offset Hopper 3-pack
27177 Union Starch Cylindrical Hopper 3-pack
27186 Pennsylvania Cylindrical Hopper 3-pack
27188 KCS 3-bay ACF Aluminum Hopper 3-pack
27189 BNSF 3-bay ACF Aluminum Hopper 3-pack
27190 Chicago & North Western PS-2 CD 3-pack)
27372 Pacific Fruit Express Steel-Sided Reefer 3-pack
27373 Milwaukee Road Mechanical Reefer 3-pack
27586 Cass Scenic RR 3-pack (set of 3)
30002 Neil Young's Greendale Train Set
30005 Disney Limited Edition Railway Passenger Set
30029 Amtrak Passenger Set
30032 Wisconsin Central Freight Exp set, Menards
30035 Sodor Freight Expansion Pack
30064 Pennsylvania Speeder Set
30065 Friend of Charleston Set
30072 Wisconsin Central Passenger Set

List continued on next page

As a LCCA member, you can help keep the Modern Era Lionel database for the *Interchange Track* and *eTrack* as current as possible. Included with this article is a list of sets and 2, 3, 4, 5, 6 packs for which we are seeking individual SKU numbers.

Anyone who has any of the following sets and/or packs may e-mail (or USPS mail) the individual item SKU numbers to me for inclusion in the data base. Photos of items and box end flap photos showing the SKU number and item description would be gratefully accepted.

Please send e-mails to:
cajunjohnny2400@cox.net

The mailing address is:
Johnny Ourso
2400 N. Conestoga Ave
Tucson, AZ 85749.

“Thanks” in advance for any info you can provide about any of these sets you might have in your collection. If you are a club member and also the owner of a train store, you may be able to get these numbers from items in stock. 

Photographs by Johnny Ourso

List, continued

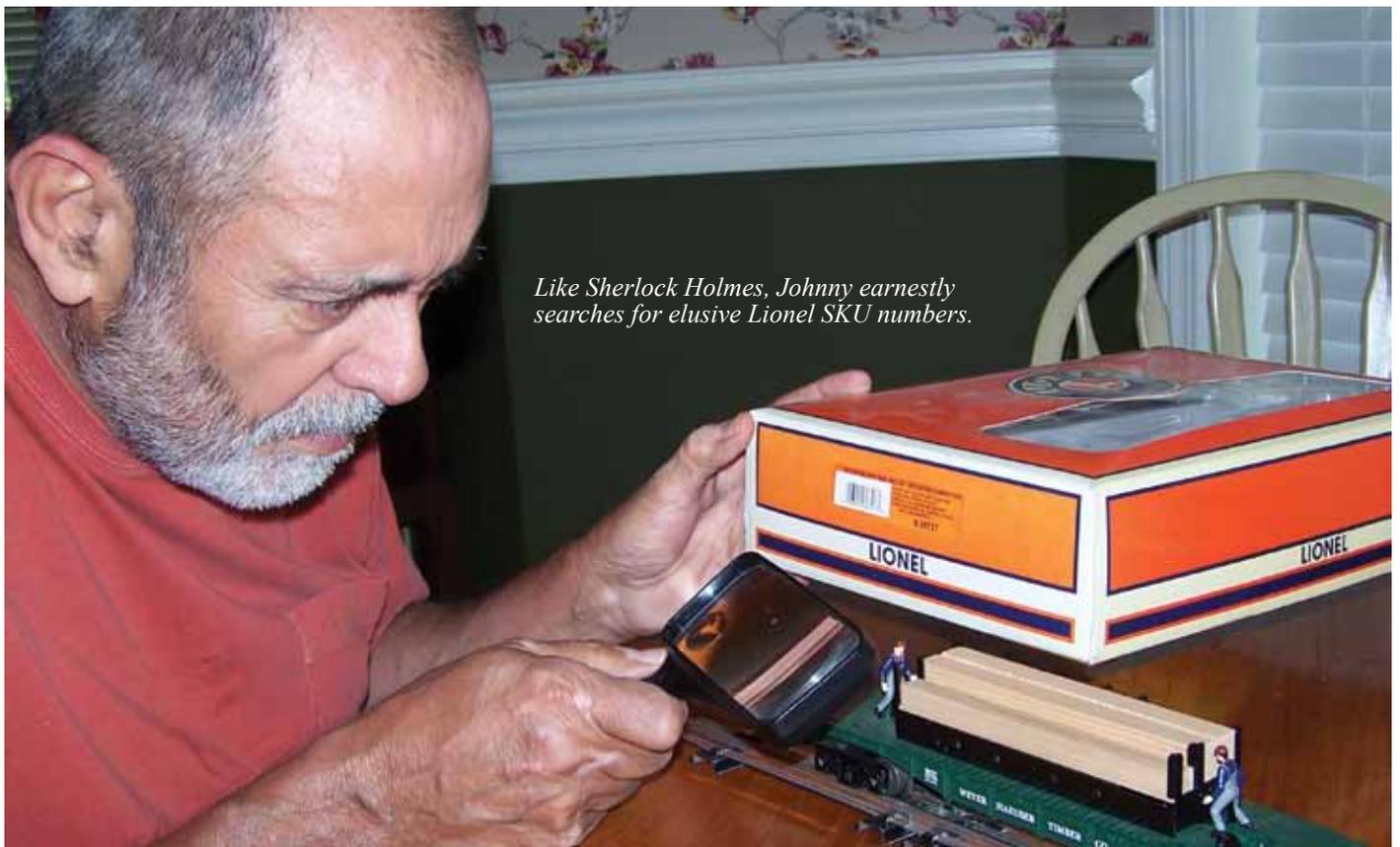
30076	Mickey's Holiday Express Set
30077	Pennsylvania Flyer, Marriott
30081	UP Merger Train Set
30084	Shakespeare Express "Kinlet Hall" Passenger Set
30085	MTA Metro North 25th Anniversary M-7 Set
30088	John Bull Passenger Set
30094	Chicago and Northwestern Set
30097	Dr. Pepper Train Set
30098	Schweppes Train Set
30099	University of Michigan Train Set
30100	Caterpillar Train Set Norscot "55452"
30105	Ohio State Set
30106	Great Western Set, Toys R Us
31569	Western & Atlantic Passenger Car 2-pack
31734	Chessie Steam Special
31737	Napa Valley Wine Train
31751	MTA R-27 4-car Subway Set
31755	MKT (Texas Special) Diesel E7 A, Powered
31757	#2289WS Berkshire Freight Set
31758	#2270W Jersey Central Passenger Set
31765	#11268 Chesapeake & Ohio Diesel Freight Set
31767	Bethlehem Steel Rolling Stock Set
31768	Baltimore & Ohio Rolling Stock Set
31771	Prewar Flying Yankee Passenger Set
31772	Conrail Lionmaster Diesel Freight Set
31773	Norfolk Southern Dash 9 Tank Train Set
31775	#1562 Burlington GP-7 Passenger Set
31776	#2219W FM Thunderbird Freight Set
31777	#2124W Lionel GG-1 Passenger Set
31778	#1484WS 4-6-4 Passenger Set
31929	New York Central Flyer
35124	Alton Limited Madison 4-pack
35133	MTA North M-7 Commuter Car 2-pack
35413	Lionel Lines Add-On Passenger Cars 2-pack
35415	Union Pacific 18-inch Aluminum Passenger 4-pack
35423	Union Pacific 18-inch Aluminum 2-pack
MENARDS	Northwestern Freight Train
MENARDS	Wisconsin Central Passenger Set
7-11027	Lionel Lines Super Set Steam
7-11028	Lionel Lines Super Set Diesel
7-11087	Pennsylvania 50th Anniversary Set, Target
LE 1000	Walt Disney Limited Set
55452	Norscot Models Caterpillar Freight Set
?????	New Jersey Transit 614 Steam Train Set "Train Station"

LCCA also needs descriptions for the following SKU numbers:

52094	52377
52479	52095
52398	52486
52156	52424
52487	52247
52435	52488
52252	52436
52494	52268
52446	52496
52294	52450
52498	52308
52451	52499
52316	52454
52500	52317
52461	52501
52318	52462
52502	52319
52463	52503
52354	52470
52355	52472
52356	52478
	52504 to 52600

LCCA seeks locomotive SKUs from these sets:

30016	New York Central Flyer Set
30018	Pennsylvania Flyer Set
30020	North Pole Central Christmas Set
30027	Neiman Marcus Holiday Express
30028	True Value Train Set
30030	Illinois Central Freight
30031	Land's End Flyer Set
30033	Pepsi-Cola Diesel Freight Set
30034	Great Western Train Set with Lincoln Logs
30045	Alaska Steam Work Train Set
30047	Northwest Special Freight w/Trainsounds
30053	Hammacher Schlemmer Lionel Lines Special Set
30054	Walter E. Disney Mickey Train Set
30055	Honda Flyer
30059	Wisconsin Central Highball Freight Set
30061	UPS Centennial Steam Set
30063	Land's End "It's A Wonderful Life"
30066	Chesapeake & Ohio Empire Builder Set, Box #1
30068	North Pole Central Christmas Train Set
30070	Lionel Lines Classic Freight Set
30071	Menards C&NW Steam Freight
30083	Napa Auto Parts Limited Edition Set
30087	Area 51 Set
31988	Hobbytown USA Train Set



Lionel News & Views

by Bill Schmeelk
RM 6643



LikeMinder Publishing has been developing toy train inventory software since 1989 and has just released TrainMinder™, a new software program for managing your train collection. Billed by the company as “The world’s best collection management software,” we thought we’d give it a look. I initially looked at it as an inventory program, but actually it’s much more than that.

The program has been designed to meet a wide variety of needs and feed back more information than previous inventory software programs. The program allows you to take advantage of several unique features, but you can easily use just the ones that meet your own needs.

Options Galore

The first thing you do, of course, is enter the items in

your collection into the program. When the program opens, you’re given six options. The first is *Add to Holdings*. What’s nice about this program is that it already has a large database of Lionel® items covering years from 1900 to 2008. So if you know the item number you simply type that in and any matches in the database will show up. You click on the one you have and the screen allows you to enter a variety of information about the item. You can then simply select the condition from the drop down list and click save. The item has been added to your inventory. This makes entering a large collection very fast and efficient. You can also elect to add more information such as roadname, box condition, variations, where you purchased it, what you paid, its location within your collection, the date, and more. You can also add notes, photos, and maintenance information. A *Speed Inventory* option allows even quicker entry. You always have the option to add additional information at any time.

Photo 1 is a screen shot taken just after clicking on the *Add to Holdings* button and then typing 6464. By moving the mouse down the list, each photo is enlarged, making for a quick identification. The photos are not included in the basic package, but are available as an optional three-disk set of photographed images which have been licensed from Stout Auctions. Adding this option gives you over 13,000 photos. Not every item in the database has a corresponding photo, but 13,000 are quite a few. You can easily add your own photos, even multiple views to any entry.

Catalog No.	Images	Catalog No.	Description	Good	Excellent	New
4-275		6464-275	State of Maine Boxcar, 55, 57-59	45	85	N/A
4-300				48	80	N/A
4-325				55	125	N/A
4-350				60	125	N/A
4-375				40	75	N/A
4-400		6464-400	B&O Time-saver Boxcar, 56-57, 69	210	680	N/A
4-425				850	2,250	N/A
4-450				50	135	N/A
4-475				280	560	N/A
4-500				145	265	N/A
4-510				38	95	N/A
4-515				55	100	N/A
4-525				800	1,550	N/A
4-550				70	120	N/A
4-700						
4-725						
4-825						
4-900						
4-1845						
4						
4-095						
4-100						
4-125						
4-150						
4-225						
4-275						
4-500						
4-555						
4-1895						
4-1970						

Entering information is only the beginning. What makes this program unique is what it does with your information. Included in the database are the values for each item. The program looks at the condition you entered and determines the value of each item and your entire collection. These values are determined through the LikeMinder Price Guides and are dynamically updated by ads, auctions, surveys, and direct collector participation. The PriceMinder module of the program automatically updates your collection using the latest market prices.

Share the Information – or Not

The LikeMinder feature is one that you can decide to participate in. This program shares the prices you pay for specific items with others who also opt to share the information. This allows collectors to tell each other what market prices are, regardless of whether the item was purchased at a train meet, a garage sale, or eBay. This sharing is anonymous and only the item number, condition, price paid, date, and type of place purchased is shared. This option can also be turned off if you prefer not to share.

The program allows you to output the data in many ways and includes 18 templates which you can also customize to fit your specific needs. You can also design your own and the ViewMinder module will lead you through the process.

You can filter your collection by many different criteria. For example you could search your collection by a specific roadname, manufacturer, description, or many other criteria to generate a specific list.

TrainMinder allows you to enter items into a shopping list that you might bring to a train meet. The list will also show you what others are paying for those items. You can also generate a “for sale” list. An address book feature allows you to keep track of both your customers and vendors. All of the modules included with TrainMinder work together seamlessly.

To get the most out of the program you will need an Internet connection. Update disks will not be part of this program. All updates are received online. In fact, the best

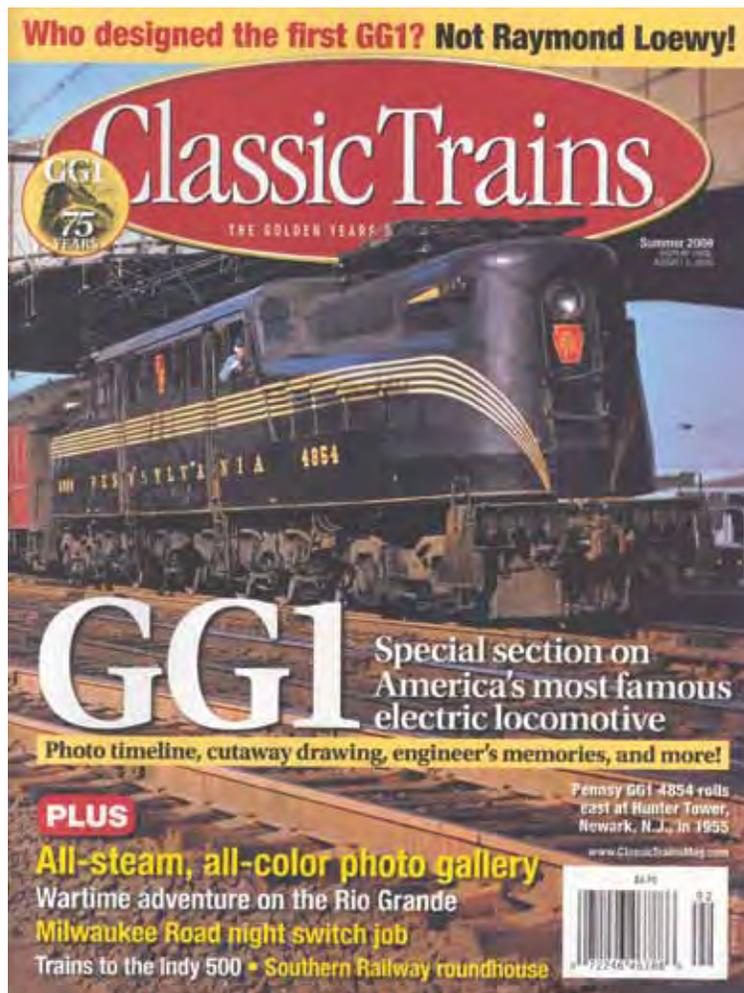
and least expensive way to purchase the program is to purchase it online and download it. The program will also allow you to import data from other programs directly into TrainMinder, so it seems to offer all you could want and allows your information to be easily accessed and updated. The cost is \$39.95 for the program which includes the Lionel database. An American Flyer® database is also available and others are expected to follow. The image files supplied on three CDs cost an additional \$24.95, but in my opinion these greatly enhance the product. You can see more screen images, a detailed list of features, and place your order at www.trainminder.com.

GG1 Celebrates its 75th Anniversary

For fans of real railroads, Kalmbach offers a magazine titled *Classic Trains*. This magazine is devoted to the golden years of railroading. A recent issue featuring a photo of UP's Big Boy sparked my interest – enough so that I decided to subscribe. The first issue I received featured the GG1 on the cover. This is the 75th anniversary for the Pennsylvania Railroad's famous GG1, and the issue contained several articles about it. For many Lionel fans, the GG1 has long been a favorite, and this issue has 32 pages of interesting articles about it.

Of particular interest was a detailed story on the development of the unique GG1 design. The cover byline asks, “Who designed the first GG1? Not Raymond Loewy!” Although Raymond Loewy has always received credit for the design, another designer is actually responsible for most of the work. Raymond Loewy

is responsible for the familiar five stripe design painted on the loco, but another designer, famous for his work at the time but less flamboyant than Raymond Loewy, deserves the credit for the unique design of the loco body. The article details the work that led up to the final design and includes photos of plaster models made of different variants that were considered. The articles include many photos of GG1s both in their glory days and in later years. Fans of Lionel's GG1 might find this summer issue of *Classic Trains* particularly



interesting. Subscribers have access to even more features online including a layered graphic of the interior of the GG1 and a video of the real thing in action. The video includes scenes of the Congressional Limited – another favorite of Lionel fans. For more information, check out the magazine’s website at www.trains.com and click on *Classic Trains*.

Command Control – Updated

Six years ago, Kalmbach published a book titled “Command Control for Toy Trains” by Neil Besougloff. Since that time Command Control has grown in features as the technology continues to develop. Just released is a second edition that has been revised by Carl Swanson to bring the book up to date. If you’re considering adding command control to your layout, this book provides a basic tutorial of Lionel’s TrainMaster Command Control (TMCC)[™], Lionel’s Legacy[™] system, and MTH’s Digital Command System (DCS)[™].

The book is divided into three sections. The first is an introduction and begins with a brief history of command control and continues with the basics of each system. This section closes with a chapter to help you decide which system would be the best for your needs. Although I had a problem with some of the criteria listed, I agree with one of the main points of consideration. If you plan to run primarily Lionel command equipped locos, the Lionel system is best for you. If you are running primarily MTH equipment, then you should wire your layout for DCS and use that system. If you are going to run both types and wish to operate both in command mode, you will have to buy components of both systems and use the special wiring considerations of the DCS system.

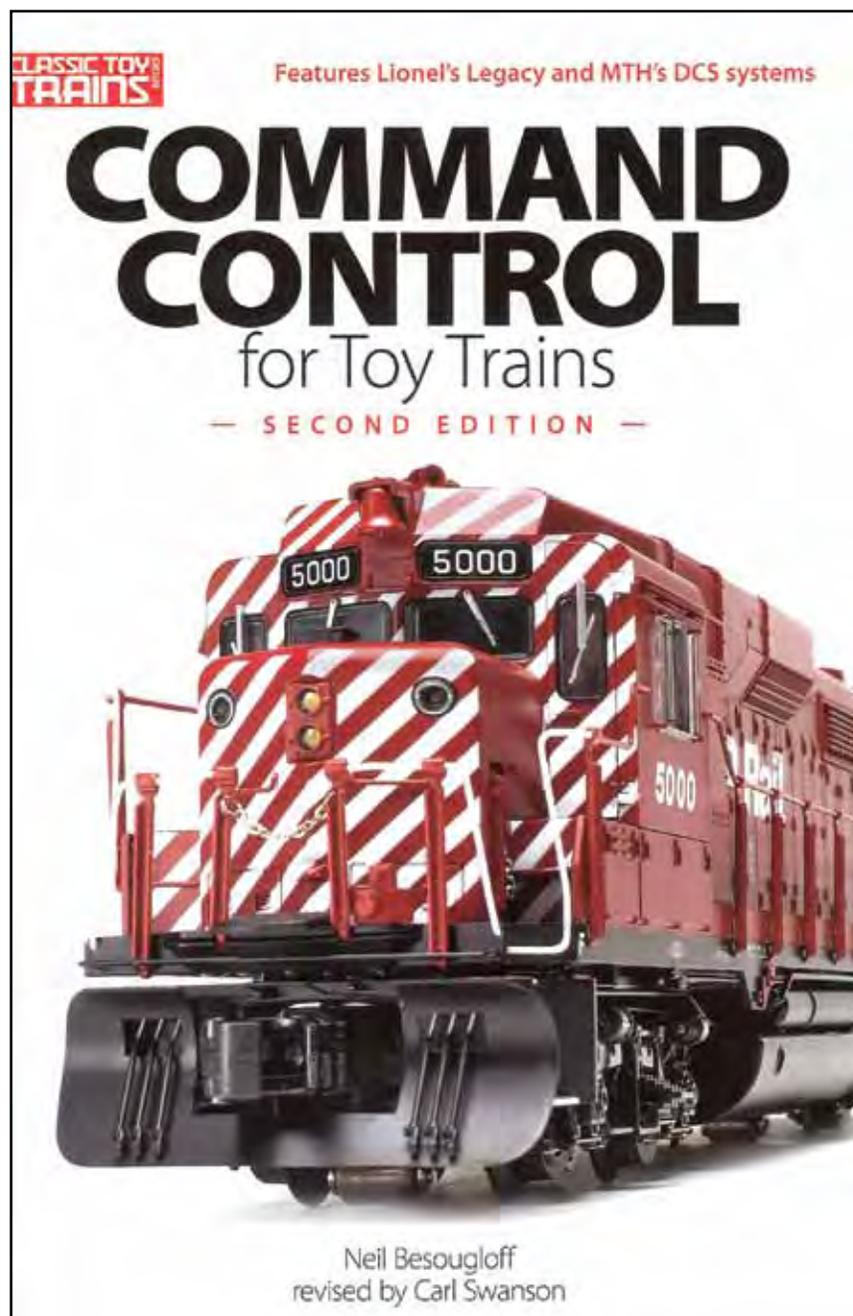
The balance of the book is divided into two sections – one for TMCC and Legacy, and the other for DCS. I am personally more familiar with Lionel’s system than I am with DCS. I found both sections informative and learned something about each system. However, my familiarity with TMCC brought to my attention a couple of omissions in the book. A photo on page 32 shows how to hook up a Legacy base using a terminal strip but fails to point out that two of the terminals must be electrically tied together to work as pictured.

An information box on page 41 deals with TMCC reprogramming codes, but omits two important steps necessary to use the codes given. The complete set of ten steps can be found on the Lionel website. This link will take you directly to it – www.lionel.com/ForTheHobbyist/GeneralTipsAndFAQs/InstructionRestoreTMCCfunctions.pdf.

I found the book to be informative, and it would certainly provide a good general background on the operation of command control. If you haven’t made the jump yet, this book contains information that will help you make the decision. The book is soft-bound and measures 5 ½ x 8 ½ inches, has 104 pages and sells for \$17.95. The book is available at your local hobby store or directly from Kalmbach at www.CTTBooks.com or by calling 1-800-533-5544.

Lionel Nation 3

This third video in TM’s “Lionel Nation” series begins with a look at Steve Garofalo’s Super O layout. I still have very fond memories of Lionel’s Super O showroom layout and enjoyed watching the brief scenes of the layout that begin this segment. I was about 10 years



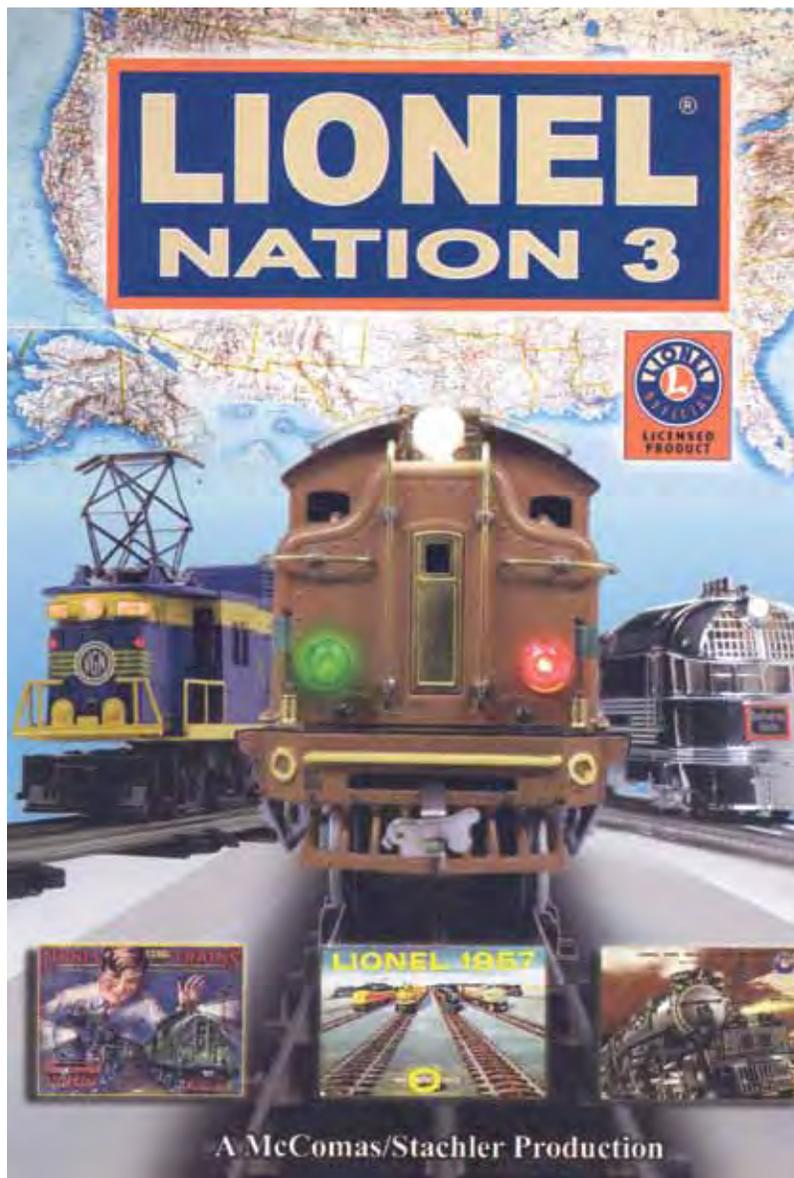
old when my dad took me into Manhattan to see the Lionel showroom. It made a lasting impression. While I would not call Steve's layout a reproduction of Lionel's showroom layout, it was very definitely inspired by it. The layout even includes the control tower from which the trains are operated.

A visit to Fritz Van Tagen's layout will please those who admire Lionel's pre-war T rail track. This solid steel rail track was assembled with small fishplates and bolted together. Fritz has assembled a large layout using this track and doesn't hesitate to run the trains Lionel designed to run on this track. We also get a look at Fritz's very large collection of Lionel trains from all eras. Fritz has worked as a photographer, and he photographed all the trains for Lionel's catalogs from 1986 to 1993.

The video also includes a section on the Burlington Northern Zephyr, both the prototype and Lionel's latest model. As in "Lionel Nation 2", the postwar models of the latest trains chosen by Lionel for the Conventional Classic series are shown in operation.

Perhaps the most interesting section for me was the visit with Roger Farkash at TW Design, the company that has built many display layouts for Lionel. In the April 2009 issue of *The Lion Roars*, Editor Mike Mottler interviewed Roger, and the article featured several photos of the work of his team.

The video allows us to see the large 20x60-foot-long layout that Roger designed and built for Lionel. Keep in mind that this is more than double the size of Lionel's famous postwar showroom layouts, which maxed out at 16x32 feet. Roger set up the layout in his shop just for this video and you get to see the layout in full operation. Roger has a talent for capturing the Lionel train atmosphere we all remember from our childhood. Throughout the video Roger describes some of the custom work he has done.



Roger's work also appears in the latest Lionel catalog. Roger's company is making the limited edition Grand Central Station, which Lionel has informed us, has already sold out.

In addition to designing layouts for Lionel, Roger has built custom layouts to meet the specific needs of his clients. I am particularly fascinated with Roger's mountain work. Roger has employed some clever techniques to his layout designs. I think we could all learn something from Roger, and I would certainly enjoy seeing a video of TW Design layout construction tips. For me scenery is the scariest part of building a layout. I think many would enjoy watching Roger create one of his mountain scenes. Well, we can always hope.

The video is available at your local train store or direct through TM Books and Videos

and sells for \$19.95. You can contact TM directly on their website, www.tmbv.com or by calling 1-800-892-2822. 🚂

In the previous issue of TLR, we discussed Lionel's FasTrack switches and mentioned that each switch is supplied with six number inserts for the controller. On the inside back of the ghost cover of this issue, you'll find a series of numbers that can be used to make additional inserts for layouts containing more than six switches.

Using a copy machine loaded with a sheet of transparency film instead of paper, make a copy of the ghost outside back cover. Transparency film designed for copy machines is available at most office supply stores, such as Staples. Cut out the numbers you need for your controller(s). Use frosted tape on the underside of the film to give the insert a look similar to the number inserts supplied by Lionel. Now you can number many more controllers for that large layout you're planning.

*Photographs by Bill Schmeelk
e-mail Bill at: bill@wellingtonent.com*

The Lionel Magazi

A Review of a Digital Resource
by Glenn Patsch RM 10730

Lionel published 37 issues of *The Lionel Magazine* from 1930 to 1936. They continued with *The Model Engineer* magazine for one issue and then *Model Builder* magazine from 1937 to 1949.

John Holtmann of Hybrid Systems Ltd., Inc. and Bill Schmeelk (of *TLR* fame) have put all 37 issues of *The Lionel Magazine* on a computer CD for \$50 plus \$5 shipping. The CD is compatible with both Windows PCs and Apple's MAC. You can order The Lionel Magazine Archive at the website: www.hsline.com or by calling 1-800-779-2802.

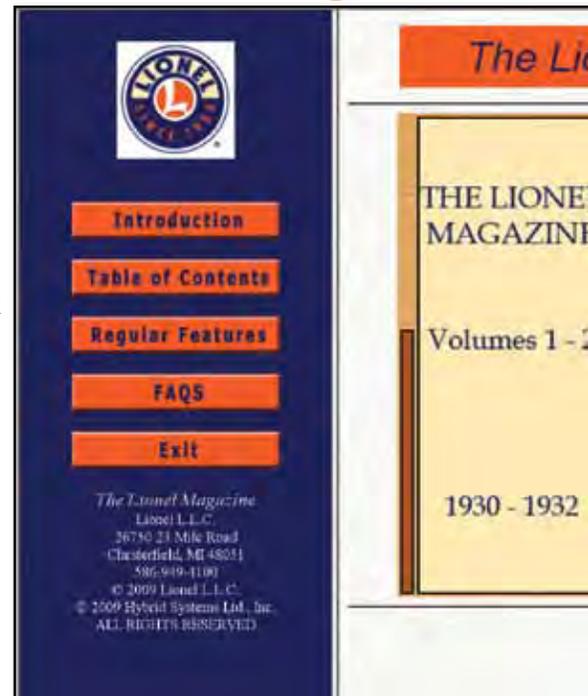


I tried out The Lionel Magazine Archive on a computer with Windows XP. Insert the CD in the drive, and with the autoplay capability turned on you'll see an initial Digital Archive License Agreement screen asking you to agree to the terms by selecting "Yes" or "No." Then you'll need to click on "Proceed to the Lionel Magazine Digital

Archive." At this point you'll see what looks like a set of books on a shelf.

You can select: Introduction, Table of Contents, Regular Features, FAQs (Frequently Asked Questions), Exit, one of the Volumes or the Bonus Section. When you select one of the volumes, the covers for each issue are displayed on the screen. Click on a cover to view the contents of each issue. Within an issue you can move to the next page, a previous page, or jump to a specific page.

When I viewed the pages in the archive I was immediately struck by how nice and clean all the pages were. John and Bill must have a very good collection of *The Lionel Magazine* to work from. In fact, John Holtmann says: "The Lionel Magazine Digital Archive was created not a day too soon! Although quality copies of each issue were procured for this project, the magazines were literally coming apart at the seams during the development process. Pages were very brittle and some issues were substantially yellowed from the ravages of time. Every single page was manually scanned multiple times in an effort to capture the best possible scanned image."



ne Digital Archive

Lionel Magazine, 1930 - 1936			
THE LIONEL MAGAZINE	THE LIONEL MAGAZINE		Bonus Section
Volumes 3 - 4	Volumes 5 - 6		
1933 - 1934	1935 - 1936		



The introduction by Bill Schmeelk takes you through each year of *The Lionel Magazine* and points out interesting facts. A bonus section includes pictures of:

- 1929 Lionel Engineer's Club brochure
- Mailing envelope for the magazine
- Binder to store the magazines
- Bronze Lionel Engineer's Club pin
- Forms to sign up other club members
- List of articles printed in *The Handbook for Model Railroad Engineers*
- 1931 to 1935 Lionel Catalogs advertisements
- Lionel Instruction Sheet advertisements
- Variations
- Lionel's 1933 showroom layout diagram.

I used the archive with both Internet Explorer 7 and Firefox 3 browsers. Both worked well. Both support zooming in or out on the page using the "CTRL" and "+" keys to zoom in and the "CTRL" and "-" keys to zoom out.

One annoyance is that each time you use the archive you have to click on the Yes/No choice and then the "Proceed to

the Archive." Once you are on the screen with the books on a shelf you can set a bookmark in the browser and then all you need to do is insert the disk and click on the bookmark and you are at the main screen.

Inside the magazine you will find articles about toy train layouts, real trains, Lionel advertisements and letters from the readers. This is a wonderful collection of a difficult-to-find vintage hobby magazine. I enjoyed looking through the issues of *The Lionel Magazine* in the archive. 

*Magazine digital images provided by HSL, Inc.
Screen capture by Glenn Patsch*

Answers to A Lionel Puzzlement

Top to bottom: Stock, Tank, Cattle, Crane, Hopper, Gondola, Caboose, Baggage, Pullman, Flatcar, Floodlight, Merchandise, Observation, Refrigerator.

The Tinplate Cannonball

by Ken Morgan
RM 12231

This time I really am finished with Standard gauge, at least for now. On to something new – paper. We are all familiar with the current Lionel® catalogs. They are now highly detailed publications with many pages full of high quality pictures and descriptions about upcoming products. The catalog copywriter often extols the virtues of Lionel’s products compared to other (unnamed) train hobby products just as the “others” do in their wish books.

cash, checking accounts, and/or credit cards. In the postwar period, the target audience for catalogs was the children or grandchildren of the actual buyers.

The prewar catalogs were like the postwar ones, but their claims were a bit more extravagant. Let’s take a look at some of them to see what I mean. But first, the trivia question. I grew up listening to my father’s big band music. One of his favorites was Guy Lombardo. Do you know who was the lead male vocalist for that band, and why I particularly liked him?

Truth in Advertising

Now on to the ephemera. Lionel’s catalogs were and still are obviously designed to generate sales. But the approach has changed over the years. Personally, I find the prewar catalogs fascinating although many of the marketing tactics would probably not be permitted today. Some of the sales language may seem a bit over the top to today’s readers. But it must have worked well then. Lionel dominated the market.

Lionel’s earliest catalogs were nothing like the glossy packages we are accustomed to today. Small and simple, they touted the qualities of what were really novelties at that time – electric trains. The method for operating toy trains of that era would appall today’s parents, OSHA, and UL Labs! By the middle to late teen years of the 20th century, the market had become more competitive, and Lionel took pains to indicate why the wise consumer should purchase Lionel trains and not other brands.

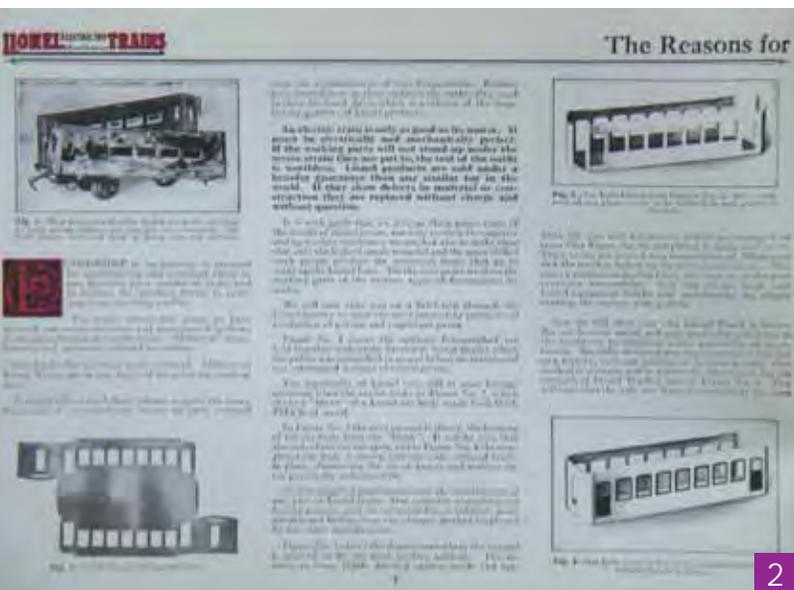
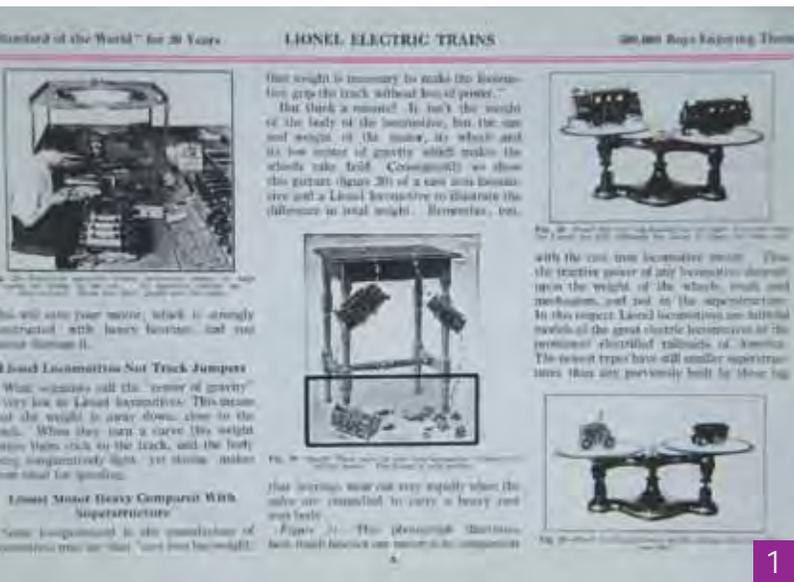
Iron versus Steel

Photo 1 shows a page from the 1920 catalog. It describes how a cast iron train by another manufacturer could result in a disaster if dropped. Lionel engines of that time were made from sheet steel and would only dent or chip if dropped. That major (unidentified) competitor was Ives®, a company that made cast iron locos for many years as did many other toy companies.

Lionel was correct in claiming in their text that their locos had a lower center of gravity and so were not as likely to roll over on curves. Cast iron outweighs sheet steel plate, and as result there is more weight higher up when compared to a Lionel loco. But as we all know, train derailments due to speeding around tight curves happen easily with any of the prewar locos, whether sheet steel or cast iron.

Metal Mania

The particular cut in **photo 1** dates back at least 1917 (and **photo 2**), also although this specific description of car bodies is from the 1923 catalog. Some of these textual contrasts ran for years. I am not sure at whom Lionel aimed this one, but I don’t think any competitor would be pleased with the picture allegedly showing their product on the upper left! The story is about rolling stock construction, and how Lionel’s use of inserts (a method they patented) was superior to their competitors. I don’t have as much Ives or American Flyer® equipment as I do Lionel, but in general I will state that Lionel used heavier gauge metal and their car bodies are more rigid. This is also true in contrast to other lesser

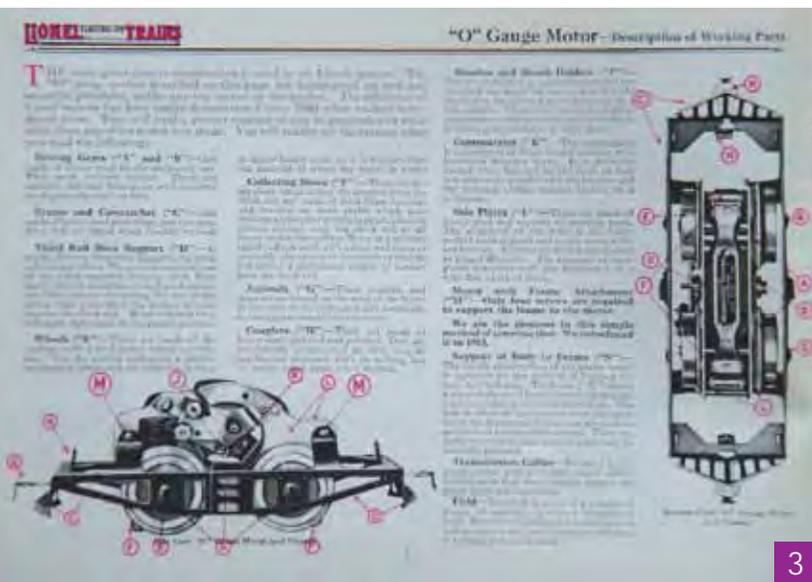


I grew up with the catalogs of the postwar era. They were aimed at me and my contemporaries – boys of the 1940s and ‘50s. The current catalogs may appeal to some boys of today’s generation, but Lionel and other train makers seem to be targeting the real buyers – adults with

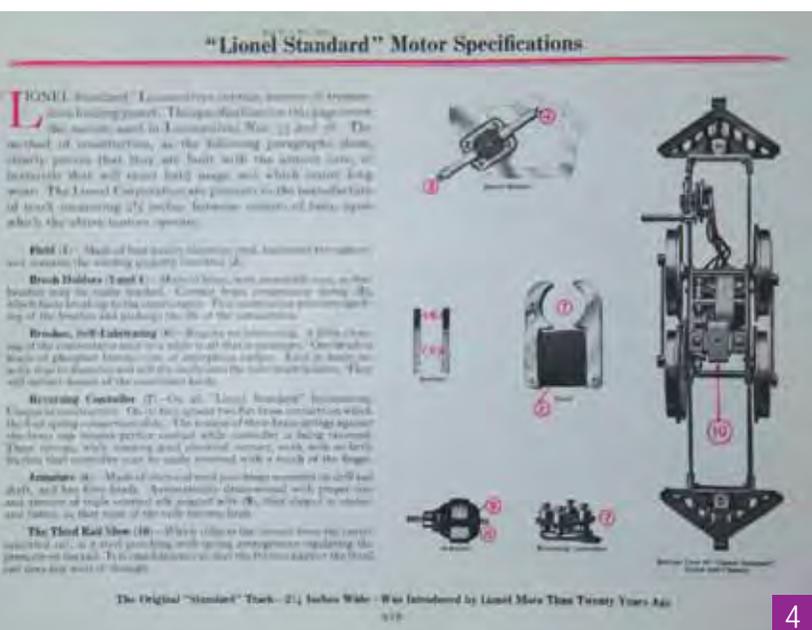
known brands such as Hafner®. Some manufacturers, such as Dorfan®, used very heavy gauge steel and were highly competitive with Lionel. Dorfan's rolling stock in particular is very solid. So some competitors might find it difficult to counter Lionel's claim, but others certainly could.

Motor Mania

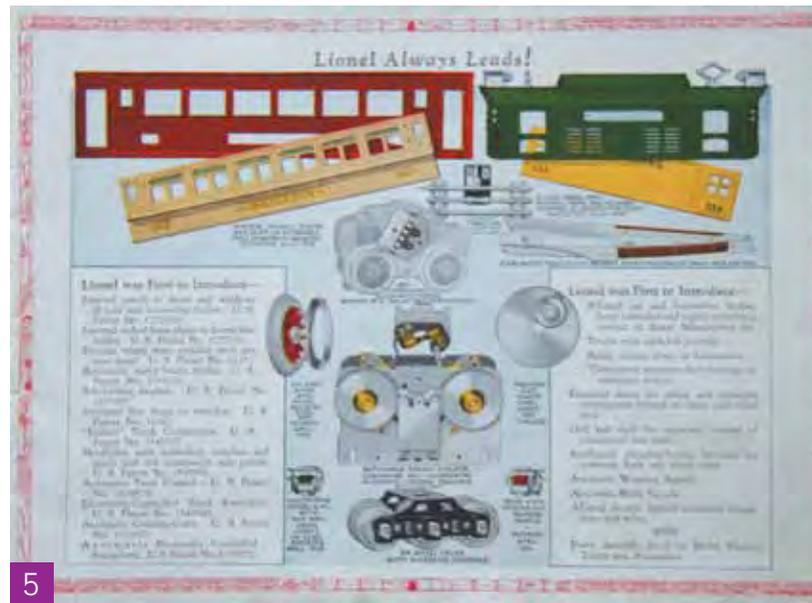
Now turn to **photos 3 and 4** which show the construction of Lionel's O and Standard gauge motors. The claims of superior quality are accurate except perhaps for Dorfan which introduced ball bearings. Nothing in my collection has a motor which compares to a Lionel motor at this point in time. Dorfan had other issues, particularly metal fatigue in their castings, but their ball bearing motors were pretty good if the bodies haven't expanded due to that problem. But these Lionel catalog diagrams extolling the quality of their motors are special. They are very accurate and detailed and explain how the motors work and why they (correctly) make a claim for their competitive quality. They also served as great troubleshooting guides long before the concept of Service Station manuals arose. They are from the 1924 catalog,



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4



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but like the former shots they ran for years. They are also interesting in that they sort of presuppose that owners would be interested enough to get inside the loco, something which seems far less likely today. Brushes and manual reverse units are much easier to troubleshoot than circuit boards with mini electronic components!

Patents as Selling Points

For more enlightening information, as well as more corporate bragging, look at **photo 5**. It's from 1927. In case the eyestrain is too great, the left side lists 12 patents granted to Lionel for such things as the aforementioned inserts, self-feeding brushes, automatic crossing gates, and the ubiquitous lockon. The right side lists numerous Lionel "Firsts" such as all-steel, hand enameled car bodies (as opposed to "flimsy lithographed tin"), drill rod shafts for armatures, and reinforced phosphor-bronze bearings for armature shafts and (loco) wheel axles. Those items explain in large part why Lionel's motors were of such high quality. Overall, in my opinion, Lionel was justifiably proud of their motors and rolling stock construction, but probably could not get away with such general and unsubstantiated claims today.

Eye Candy

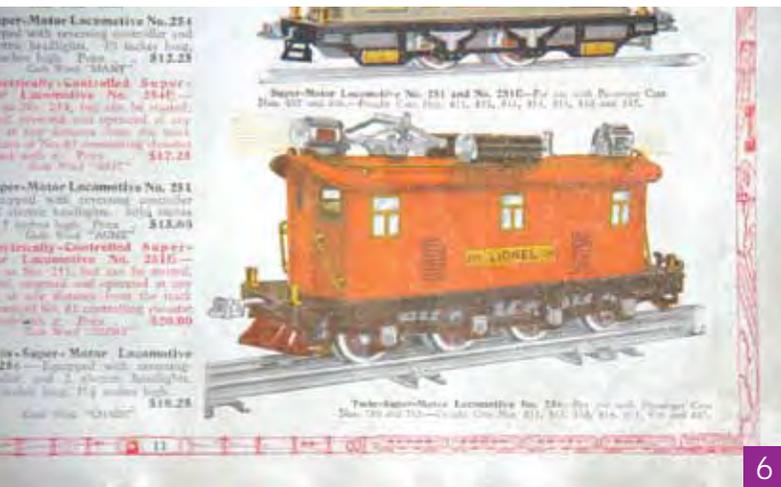
Now let's turn to how Lionel presented its products. There are certainly times in the current competitive market when the catalogs of more than one manufacturer overhang the market a little by displaying either an artist's conception of an upcoming product or actually uses some other product as a stand-in (for example, another manufacturer's similar HO loco in a modified shot to show what is in the pipeline for delivery as an O-gauge item). We all know about Lionel's use of artist's conceptions to promote new products in the postwar era. Think of the infamous red and black Santa Fe F3s in 1948.

A Not Quite Right Image

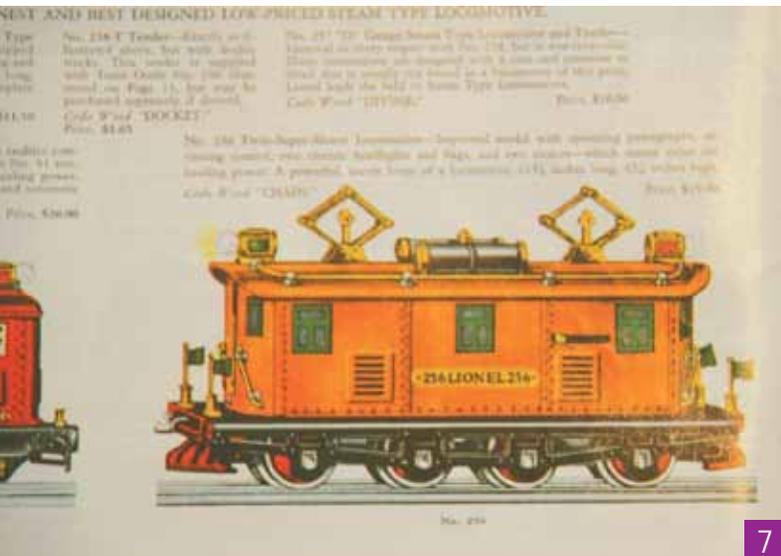
For some reason, Lionel's prewar catalogs sometimes never corrected some of the errors. A great example is the 256 loco. Take a look at **photo 6** from the 1927 catalog. That is the top-of-the-line loco in O gauge, Lionel's first and only (until the F3) O-gauge loco with two motors. While there are some minor variations for the 256, there are two major ones. And this picture fits neither of them. In fact, the loco never looked like this. This same picture ran in 1924 when the loco was introduced.

Now look at **photo 7** from the 1930 catalog. Note the differences in the headlights and the pantographs. The headlights changed from stamped steel (with on/off switches) to the usual O-gauge cast headlights, and a second pantograph was added. These were also new operating pantographs. Not electrically operational, but they could be raised and lowered. The changes are correct, although they probably occurred by 1927.

Photo 8, also from 1927, has a different picture of the 256 in the shot with its only cataloged set. In 1924, the loco in the set photo is the same as the one in **photo 6**, which is reasonable. The 1928 catalog shows essentially the same loco as the one in **photo 7** in its depiction of the set, so it got the change in headlights and pantographs, but missed something the 1927 picture of the set changed.



6



7



8

Here's what it missed. In all my catalog pictures of the 256 except the set shot in **photo 8**, the number plate is brass and is lettered as "256 LIONEL 256" on one centrally located plate. Lionel never made it that way. See **photo 9**. That's my early 256. Note that it is rubber stamped "256" at both ends of the loco, and "LIONEL" in the middle. About the same time the headlights and pantographs changed, the 256 did get a brass plate. But it had "Lionel Lines" sharing one big "L" with "ionel" over "ines" on the left, and "No 256" in big letters (as tall as the two-story Lionel Lines) on the right. No numbers at the ends. So where did the set shot change in 1927 come from? Unlike all the others, it is correctly (although probably out of date) rubber stamped "Lionel" in the middle. But it has brass number plates at the ends. And they never existed on either version of the 256. While I don't have copies of all the catalogs, I do have enough to cover the entire period the 256 was catalogued. Based on my review of them, it appears to me that Lionel never accurately represented the 256 loco in their catalogs despite several revisions to the depiction. So the worst case of slippage in "truth in advertising" was Lionel's failure to show its own top-of-the-line loco!



9

Trivia answer: Guy Lombardo's lead singer, whenever Guy's brother Carmen wasn't singing, was Kenny Gardner. Besides singing such classics as "I'm My Own Grandpa," "Frankie and Johnnie," and "My Grandfather's Clock," he collected and operated Lionel trains. Can't beat that!

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

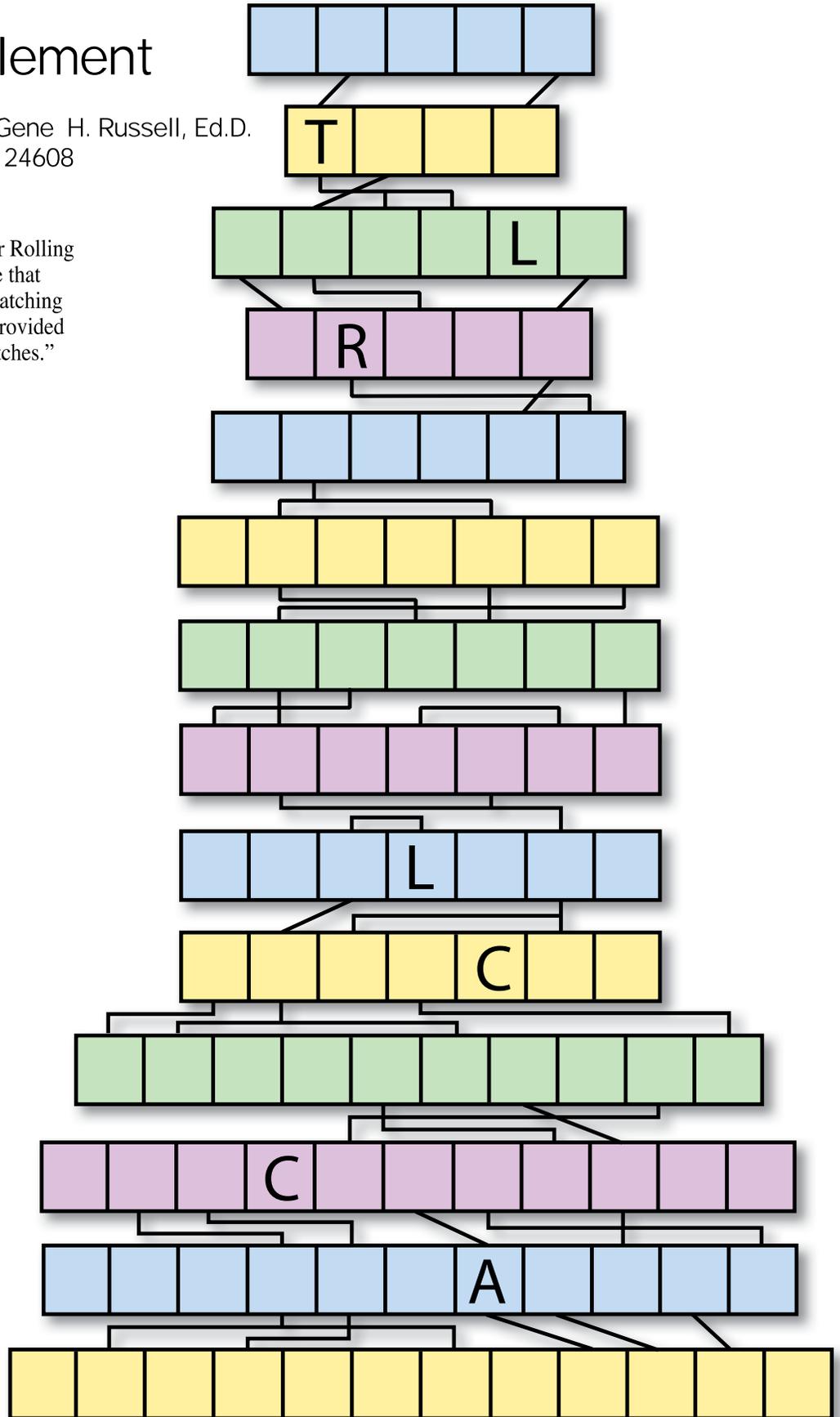
Photographs by Ken Morgan

A Lionel Puzzlement

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

Match Boxes

Enter words relating to "Prewar Rolling Stock" with one letter per box. Note that boxes with connecting lines have matching letters. Several familiar letters are provided to get you started "playing with matches." Enjoy! 🚂



Answers are published in TLR... somewhere.

LCCA 2009 Convention Schedule

Sacramento, CA July 19-25, 2009

Event	Time	Notes
Sunday, July 19		
Registration Desk open	Noon – 7 p.m.	
Board of Directors Meeting	9 a.m. – 3 p.m.	Radisson Sacramento Hotel
Monday, July 20		
Registration Desk open	7 a.m. – 5 p.m.	
Tour #1: Napa Valley Wine Train	9 a.m. – 4 p.m.	Three-course Meal on the Train
Tuesday, July 21		
Registration Desk open	7 a.m. – 5 p.m.	
Tour #2: BART and Streetcars	8 a.m. – 4 p.m.	Lunch in San Francisco
Tour #3: Sacramento Treasures #1	9 a.m. – 2 p.m.	Lunch at Casa Gardens
Tour #4: Sacramento Treasures #2	9:45 a.m. – 2:45 p.m.	Lunch aboard Delta King
Tour #5: California RR Museum Reception	6 – 9 p.m.	Heavy Hors d'oeuvres
Wednesday, July 22		
Registration Desk open	7 a.m. – 5 p.m.	
Tour #7: Sierra Railroad	9:15 a.m. – 5:15 p.m.	Lunch aboard Train
First-time Attendees Reception	6 – 7:30 p.m.	Radisson Sacramento Hotel, Basil's Den
<i>eTrack</i> and Website Forum	7:30 – 9 p.m.	Radisson Sacramento Hotel, Basil's Den
Thursday, July 23		
Registration Desk open	8 a.m. – 5 p.m.	
Tour #8: "Leave Your Heart in San Francisco"	8 a.m. – 6 p.m.	Empress of China Restaurant
Get Acquainted Party	6 – 10 p.m.	Radisson Sacramento Hotel
Friday, July 24		
Registration Desk open	8 a.m. – 5 p.m.	
Trading Hall Set Up	7 a.m. – 5:30 p.m.	For Exhibitors Only
Tour #9: Western Railway Museum & Train	7:30 a.m. – 1:30 p.m.	Box lunch on Motor Coach
Tour #10: Historic Folsom via Light Rail	8:30 a.m. – 1:30 p.m.	Lunch at Hacienda Del Rio Restaurant
LCCA Business Meeting	2 – 3 p.m.	Radisson Sacramento Hotel, Ballrooms A-B
Lionel Seminar	3 – 5 p.m.	Radisson Sacramento Hotel, Ballrooms A-B
Trading Hall open	6 – 9 p.m.	For Members Registered at Host Hotel
Saturday, July 25		
Registration Desk open	8 a.m. – Noon	
Trading Hall open	8 – 9 a.m.	For Members Only
Trading Hall open	9 a.m. – 3 p.m.	For Members and the Public
LCCA Reception	6 – 7 p.m.	Radisson Sacramento Hotel
LCCA Banquet	7 – 10:30 p.m.	Radisson Sacramento Hotel
Convention Ends		After the Banquet
Sunday, July 26		
Trading Hall Take-down	9 a.m. – Noon	For Exhibitors Only

Safe Travel Home! See you in Denver – July 2010