

MADE IN AMERICA

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 41, No. 2, December, 2011

STANDARD OF THE WORLD



Angela Cecilia Lerman

Lights and Action



Digital image provided by Lionel LLC

To celebrate our annual Convention and the locale, the club presents a unique car made by Lionel®. The 2012 Convention Car will be a Norfolk Southern boxcar with a patriotic theme and spectacular lighting effects.

The car is a PS-1 O-scale boxcar (11-1/4 inches long) that celebrates the military presence in that area. It includes these important features:

- LEDs placed in stars of the U.S. flag and eye of eagle
- Camo décor with military-style insignia

- EOT device
- Interior box load images, opening doors
- Die-cast sprung metal trucks
- Metal operating couplers
- Hand-applied details
- Detailed metal underframe
- Estimated shipping date – late December 2012.

\$99.95 plus \$9.95 S&H. Limit: two cars
Order deadline: June 30, 2012

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: two cars per member.

DO THE MATH

___ 2012 Convention Car Car(s) @ \$99.95 each \$ _____
 Subtotal (in U.S. funds): \$ _____
 Illinois residents: add sales tax — 7% of subtotal \$ _____
 Shipping & Handling — add \$9.95 per car \$ _____
 Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "CC12" written on the memo line.
 Charge the total amount of this order to my credit card as shown below.

Estimated shipping date – late December, 2012.

Credit Card Account No.: _____ Exp.: _____ Discover MasterCard Visa Code: _____
(3 digits on back of card)

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____ City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept CC12/TLR-12-11 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.



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On the Cover



"The Train Lady" artist (and LCCA member) Angela Trotta Thomas provided "Standard Gauge" artwork for this issue of *TLR*.

Business Office

LCCA 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 at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 815-223-0791, or by mail at: P.O. Box 529, Peru, IL 61354-0529.

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www.lionelcollectors.org



Jerry Dangelo
CM 67

A Lost Early Artifact

Sometime in early 1975, I received a call from the late Chuck Seddon who was the LCCA President at that time, and I was a BOD member then. Chuck wanted me to meet him at a law firm in downtown Rockford to "get the ball rolling" and incorporate the LCCA as a not-for-profit organization. The paperwork was officially filed on January 7, 1977. The October 1977 issue of *TLR* contained the Minutes of the BOD meeting held July 23, 1977.

The Minutes stated that "agent" Chuck Seddon presented to LCCA Secretary Larry Black the certificate from the State of Illinois where the club was incorporated. As I recall, it was a beautiful document in its frame.

Now the fun begins. No one that I have asked over the years seems to know its location today. Through this article, I hope we can locate it and then place it in our club archive. Please drop me a line if you have some knowledge of its whereabouts. I will keep you posted.



Dennis DeVito
RM 6758

Report from our President

HIGHLIGHT:

“Success to me would be to create a club environment so positive and rewarding that no member would want to let their membership lapse.”

Recently Phyllis and I had the pleasure of attending a lunch event with four of our life-long friends from high school days (a very long time ago). Suddenly, one of our friends (not a LCCA member) asked, “As President of the LCCA, what do you expect to accomplish?” followed almost immediately by, “Are you enjoying the responsibilities of President?” Wow! Those two bold questions required honest and thoughtful answers.

Fortunately for the conversation, I had already been thinking of those points and the subject had come up at the recent meeting in Norfolk, VA, of the LCCA Board of Directors. My immediate response was, “Success to me would be to create a club environment so positive and rewarding that no member would want to let their membership lapse.” Having a few days to reflect on this answer, I would not change it. The answer to the second question was just as immediate. In spite of (or maybe because of) the significant work load, a feeling of accomplishment from recent successful completion of projects, and establishing standards for many ideas now in the pipeline, the first five months of my term have been gratifying and personally satisfying.

But what does “creating a positive and rewarding club environment” mean? The LCCA is a collection of individual members, each with their own concepts of what they want the club to be for them. Some are content to maintain a passive role, enjoy the magazines and our website, and stay informed about the club, the hobby, and Lionel®. Many members take a proactive role and enthusiastically look forward to attending the LCCA annual Convention. Most take a more moderate role and provide articles for the magazines and website, offer volunteer work for various projects and tasks, and take advantage of various club product offerings.

Recently, resurgence in Special Events has brought a club presence to hundreds of members in local communities. Whatever the participation level, the club has a lot to offer to every member. The challenge is to maintain current exceptionally high standards, offer interesting activities, create publications members have come to expect, and

stretch the boundaries of the club through the website and by other means.

My personal goal is to have a full 98% of members renew their memberships each period. I have conceded that 2% of the membership may be unable to renew, but I will not accept a higher member lapse rate.

Let me summarize the work already completed and some initiatives now under way to enhance membership in the LCCA. The *Interchange Track* has been expanded to include more editorial content with the same number of member listings. The *IT* will soon have a full-color cover and an additional four pages. While there will be no penalty for those who continue to use the mail/phone and the services of the *eTrack* Editor to post listings at *eTrack* and/or *IT*, those who use the Internet to post their items are allowed to post more entries.

The club will expand its Special Events program, including more local train shows available to local members. The website will be further expanded to allow for weekly poll questions, member surveys, hobby news, and more interactivity. The Junior Member program will be strengthened and enhanced to increase the number of JMs. This will be especially true when the LCCA offers train sets and JM membership combo purchases at The World’s Greatest Hobby on Tour shows in early 2012.

The club has reviewed its Business Office arrangements in an effort to improve accuracy, member communications, and response time. We have just completed a website enhancement to accept credit cards in real time for membership renewals with a real time confirmation of expenses – a substantial improvement over the prior method of handling credit cards. For those members who shop online at the LCCA Store or register for the Convention, credit card processing will remain manual for a time, but we will automate these activities also.

There are plans for other items which will be announced when ready to implement. One I can share now is that your annual membership renewal card mailed during 2012 will have a few surprises included with it. The LCCA will continue to

offer an annual Convention Car in addition to periodic club-designed products, including an upcoming unique operating accessory. In this issue you will find an extensive club offer of quality LCCA-sponsored and Lionel-produced items on sale at considerable savings.

Jerry Calkins will start accepting nominations for LCCA offices in February – consider running for a LCCA office.

President’s Scoreboard

Activity	Goal by July 2012	Accomplished	Status
Special Events	2000 members touched	192	Need add’l member participation
Number of Special Events	25	21	Plan at least two special events per month
Reinstate Lapsed Members	400	94	Need current members to assist



Lou Caponi
HM 8735

LCCA Product Development Shop

HIGHLIGHT:

“Watch for pre-production photographs of several new items in upcoming issues of *The Lion Roars*.”

Ho, ho, ho and Merry Christmas! Santa will be visiting soon. Many club members may have their Christmas layouts up and running already. If you don't, stop procrastinating and get a move on!

Here are three topics for your attention:

1. The LCCA “Texas Special” Milk Reefer is scheduled for delivery during the last week of December.
2. The 150th Anniversary “General” two-locomotive set based on The Great Locomotive Chase of April 1862 during the Civil War is already sold out. I will create a waiting list for club members that missed out. Send me your request for placement on that list. If there are cancellations of orders, I'll send trains to the names on that list in chronological order of requests received. Fair warning: because of the historic uniqueness and quality of this train set, I don't expect many cancellations.
3. Deadline for the Norfolk Southern 2012 Convention Car is June 30, 2012, with expected delivery in late December 2012.

A Special Sale



Check out the sale page on page 22 in this issue of *The Lion Roars* and consider being Santa's helper for train-loving youngsters in your immediate or extended family or for yourself! There is something for that very special train person, in fact, something for everyone. Prices on certain items are as low as \$5.

A Significant First for LCCA

LCCA is now developing its first-ever operating accessory – a Union Railroad Coal Ramp with an operating hopper. This true-to-scale masterpiece was designed by club member Harry Hieke, an award-winning model maker. It will be produced by Lionel® and offered in 2012.

Items in the Pipeline

Here's a sneak peek at LCCA-sponsored projects now in development.

- A Vulcan diesel switcher with two shorty CSX hoppers with loads and an ETD, intended for use with the coal ramp (due in 2012).
- NYC Pacemaker burning boxcar with smoke and flames (due in 2012).
- #622 “Texas Special” diesel switcher as a cow and calf matched pair. These will be fully detailed with scale parts (due in 2012).
- Operating lighted billboards (due in 2012).
- A 60-ton Union Pacific diesel switcher. This highly detailed piece will be offered as a Decade Locomotive (due in 2013).
- An Operating Nuclear Power Plant with cooling tower and sound system designed by Harry Hieke (due in 2013).
- A four-story building under construction with welders and heavy construction equipment included (due in 2013).
- An Operating Produce Warehouse designed by Harry Hieke (due in late 2013 or early 2014).
- A highly modified, large Lionel Covered Bridge designed by Harry Hieke. It spans a swamp below and emits a realistic mist. May possibly contain train sounds (due in late 2013 or early 2014).

The target dates could change because of manufacturing variables, vendor supply chains, and unforeseeable schedule changes. Words to the wise ... start saving up for these items, especially since I've given you the inside scoop.

A Tinplate Train Set

LCCA will offer its first Lionel Corporation tinplate O-gauge train set. Yep, that's right folks, and it will be a humdinger! This set will consist of the #265E Commodore Vanderbilt locomotive with a #265W whistling tender. It will be made in the original traditional fashion.

The cars will be #600-series style passenger cars that were available with the original O-gauge Blue Comet set – a baggage car, coach, and observation car. An additional matching coach will be available for separate sale.

The set will also have original Lionel-style boxes. There will be no track or power pack. All the items will bear Lionel Corporation markings, including the boxes. There will be no markings showing “Produced by MTH under a licensing agreement with Lionel LLC.”

Watch for pre-production photographs of several new items in upcoming issues of *The Lion Roars*.

Well folks, save your Christmas gift money and earmark it for these forthcoming LCCA-sponsored products. Merry Christmas!



Al Kollis
HM 15902

Special Events are

HIGHLIGHT:

“I invite members to participate in these events and bring their family and friends so they can join the club and experience the fun and excitement of being a member of the best toy train club on the planet.”

The recently established LCCA Special Events program is a part of a plan by President Dennis DeVito and the LCCA Board of Directors to reach out and touch our members this year. These programs are progressing quite well, and we are achieving the desired results. We have scheduled several successful events during the past two months, and we are planning several more in cities all around the country.

Members in the Greater Chicago Metropolitan Area had an opportunity to enjoy two recent LCCA-sponsored Special Events. Members met with fellow members and President DeVito during a September 17 event hosted by Judy and Allen Schrader held in Huntley, IL. Everyone had a great time experiencing the toy trains of the Kishwaukee Valley & Eakin Creek Model Railroad Club in Huntley and visiting real trains at the nearby Illinois Railroad Museum.

On September 24, members enjoyed a special run of the North Central O Gaugers (NCOG) Model Railroad Club layout at the Ela Township Public Library in Lake Zurich, IL.

Out east, members got together for dinner and refreshments in York, PA, on October 12 during the weekend of the train show in that town.

A First Class Event with CM #1

Members gathered at the home of LCCA Charter Member #1, Jim Gates, in Perry, IA, on October 16.

country, including a member from Florida, to be able to participate in this “homecoming.” LCCA extends a huge “Thank You!” to Jim and Josephine Gates for their hospitality.



They invited us into their home to see his massive Lionel® operating layout and collection. Jim also has a great collection of LCCA memorabilia on display in his train room from the early years of our club. Jim and 83 other Charter Members started the LCCA back in 1970. If you ever have the time and are in Perry, IA, area, call Jim and make arrangements to meet him and view his impressive train layout. I am certain he would love to hear from fellow LCCA members.

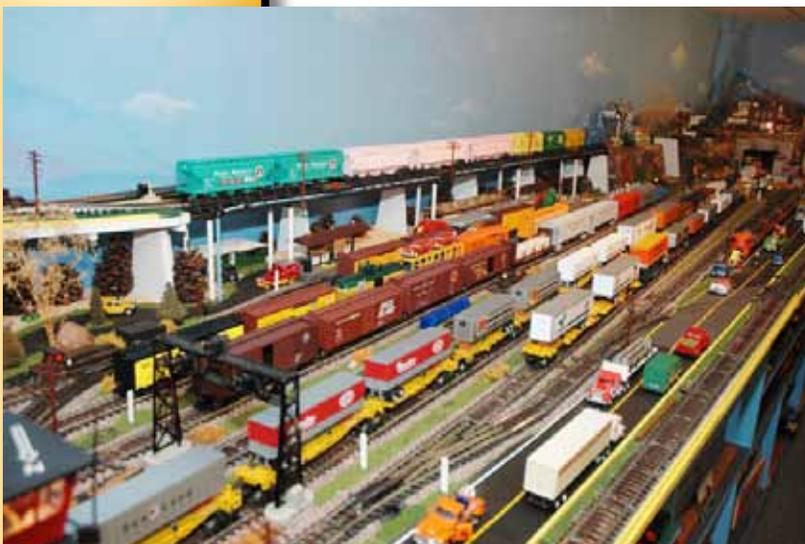
A Mile-High Event

On November 5th, members had a great time with “An Evening of Fun with Toy Trains” in Westminster, CO, an event co-sponsored by the Colorado Toy Train Group (CTTG) and LCCA. Members of all ages had fun meeting Lenny the Lion, watching Lionel trains run on the 40-foot-long modular layout, and talking with Lionel’s Service Center Manager Mike Reagan. LCCA Director (and magician) Bill Schmeelk entertained the crowd with his dazzling and entertaining magic show. A sincere thanks to the CTTG group, especially Steve Fowler and David Gahagen, for helping us promote the magic of Lionel trains and raising the awareness of our hobby in the Denver area.

Holiday Fun with Trains

In the next issue of *TLR*, look for a recap of the Special Events held during the holiday season, including:

- Train Show and Swap Meet held at the NJ Hi-Railers Club in Paterson, NJ, on December 3 and 4
- December 11, 6:30 – 9 p.m. McSpecial LCCA Charity Event for the benefit of the Ronald McDonald House of Dallas, at the Trains at NorthPark Mall.



Members attending this event had an opportunity to meet Jim, his wife Josephine, and his entire family. A LCCA Train Show and Swap Meet was held at the Community Center across the street from his home. Members came from all over the

- December 17 “Holiday Train Open House” in Leland, IA, hosted by member Robert Ver Hoef
- LCCA Day on December 17 at the “All Aboard! Lionels at Laman” event held at Laman Library in North Little Rock, AR.

New Events in the New Year

We are planning several new Special Events after the holiday season in early 2012, including participation in the World’s Greatest Hobby on Tour shows. See the attached calendar.

On January 29, 2012, we will return to northern California for the Golden Gate Lionel Railroad Club (GGLRRC) and LCCA Train Show and Sale at the Napredak Hall in San Jose, CA. Members of both clubs and the general public are invited to attend this family-oriented event. Come and enjoy the 17x34-foot modular layout featuring three loops of O-scale trains. There will be approximately 100 tables of trains and train-related items for sale by vendors plus hourly raffle prizes. Spread the word and bring your friends. If they are not members, encourage them to join the club.

On April 12, 2012, the LCCA will celebrate the 150th anniversary of the Great Locomotive Chase at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. We are planning to present a LCCA limited-edition “General” locomotive pair to the museum during their celebration ceremony, which is scheduled on the very day – plus 150 years – of the famous Civil War raid. Stay tuned for additional information.

LCCA Wants To Visit your Town

Please contact me by e-mail at agkolis@comcast.net to discuss your idea for a future LCCA Special Event in your neighborhood. We welcome your involvement and support! We want to create new, exciting, fun-filled, and family-oriented events for our members. I am excited about our success and I look forward to working with members in selected cities around the country. We want to continue our efforts to promote and foster an interest in Lionel trains and have fun while doing it.

I invite members to participate in these events and bring their family and friends so they can join the club and experience the fun and excitement of being a member of the best toy train club on the planet. For additional and updated information about all of our upcoming LCCA Special Events, visit our website at www.lionelcollectors.org and then select the Special Events page.

*Photographs by Ed Richter
and Robert Ver Hoef*

Calendar of Upcoming Special Events In 2011

December 11

Ronald McDonald House of Dallas, at Trains at NorthPark Mall, Dallas, TX

December 17

All Aboard! Lionels at Laman” event at Laman Library in North Little Rock, AR

December 17

“Holiday Train Open House” and collection of Robert Ver Hoef in Leland, IA

In 2012

January 7/8

WGHOT Indianapolis, IN (LCCA will have its booth next to Lionel)

January 14/15

WGHOT Chicago, IL (LCCA will have its booth next to Lionel)

January 29

Golden Gate Lionel Railroader Club/LCCA Train Show in San Jose, CA

February 4/5

WGHOT Salt Lake City, UT (LCCA will have its booth next to Lionel)

February 25/26

WGHOT Portland, OR (LCCA will have its booth next to Lionel)

March 10/11

WGHOT Cincinnati, OH (LCCA will have its booth next to Lionel)

April 12

Great Locomotive Chase event in Kennesaw, GA (150th anniversary of the chase)

July 23/28

42nd Annual LCCA Convention, Norfolk, VA

July 28

LCCA Train Show, Norfolk, VA



HIGHLIGHT:

“The night before LCCA Convention buses were due to arrive, the electricity on the whole layout failed. The problem was traced to a remote fault and was repaired shortly before the guests arrived. Whew!”



*17 Christmases
with the Madingers*

Toyland at the Madinger home is a truly magical destination at Christmastime. The holiday season in this large room filled with trains, dollhouses, and old toys is enhanced by a tree decorated with Lionel® train ornaments

welcomed their guests for punch, cookies, and an afternoon of fun.

Family photos taken over the years provide a history of Chuck’s layouts and how they’ve grown, from the ever-popular “circle under the



by Hallmark®, houses, and churches as well as small porcelain dolls. Sharing this outstanding layout and their love of trains with family, neighbors, and friends has become a decades-long Madinger tradition. Grandchildren Alex and Maura, now grown, fondly remember inviting their classmates many years ago to “Papa’s Christmas Open House” where the Magic and Make Believe Railroad of that era



tree” to the 5x10-foot board on the pool table to the family room floor layout of trains chased by “Tootsie,” their always inquisitive Border Collie. Moving to a home with an extra garage provided Chuck the opportunity to expand his layout horizon and provided the space to pursue his dream of sharing his trains.

Alex, then eight, and Maura, three, helped in

- Our Family Tradition



their own way by painting the paper mache scenery and testing the operating accessories. Maura's favorite was the American Flyer® Barrel Loader. Alex suggested the seasonal theme that has been utilized in Chuck's current version of the layout. Of course, only Oma and Papa could climb on the boards to paint streets and greenery.

stopped at the stations. Oma wisely waited until departure time to distribute wooden whistles to all the young guests.

This was followed by a visit from Chuck's local train club whose members were offered sugar cookie engines and chocolate cabooses and, in 2005, by busloads of LCCA Convention-goers

trains of interest to visitors of all ages, including the popular Lionel Polar Express and a special prewar electric set from 1930 consisting of a #251 Engine, two #710 Pullman cars, and a #712 Observation car.

Before moving to our new home in 2007 and installing an expanded layout, we introduced one-



Once this layout was "finished" (are they ever really finished?), Chuck's first guests were the boys in Alex's Cub Scout pack who were studying transportation. Their dads tagged along and shared their toy train memories.

Inspired by this positive reception, Oma and Papa extended their invitations to what would become the annual "Christmas Open House." Filled with punch and cookies, children accompanied by parents and, in many cases, grandparents, watched in awe as the trains circled the track, sounded greetings at railroad crossings, and magically

who arrived to the soundtrack of the "Polar Express." This event required the help of fellow engineers who could answer questions while cameras clicked away. Guests played the "Train Game," a scavenger-hunt-style questionnaire designed to test their observation skills.

When interested customers of Madinger Wines couldn't come by the house, Chuck set up a layout at his office, and once again Alex and Maura, now growing taller, came by to help. Although this layout was much smaller (it was the same 5x10-foot board from the pool table), it featured

year-old granddaughter Grace to the trains. Maura kindly relinquished the old family high chair to her, and this seat is now reserved for the youngest guests.

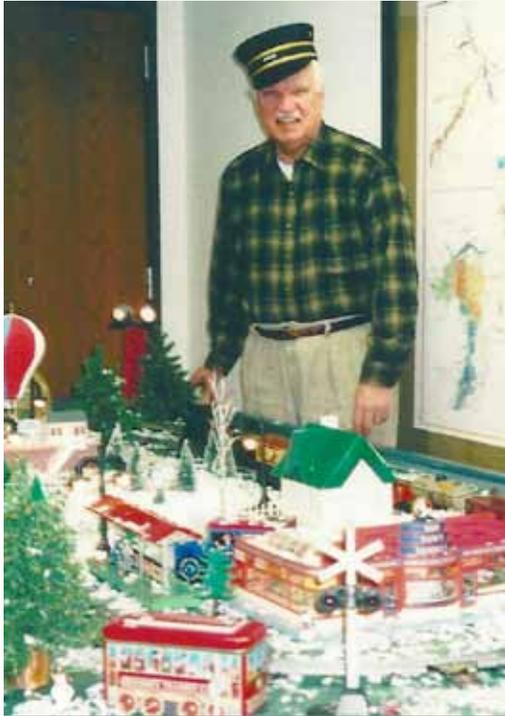
The 2011 Open House

Three years under construction, Chuck's newest layout has welcomed another area train club, successful bidders at several fund raisers, and the grandchildren of his new neighbors.

We are now preparing "Toyland" for the 2011 holiday season, and two trains are already running on the winter season rails around the North Pole and its village of vintage Schoenhut homes. A prewar Polar Express train with custom-painted #607 and #608 passenger cars follows a Lionel #259 locomotive and a long Christmas train led by a Southern #18018 with a #19438 gondola filled with gifts. Santa and his reindeer, a Candy Cane Log Car, #36767 Radar Tracking car, #26061 Tree Transport Gondola, #16470 Naughty and Nice Ore Cars, a #26149 Egg Nog Tanker, #16480 Snow Transport Hopper, and a #26527 Work Caboose with more gifts will also be in service.

Meanwhile, in the summertime area at the fairgrounds, the circus will be underway. It will be highlighted by an elevated #18716 "General" train transporting passengers, a Ferris wheel,





balloon ascension, and the big top. In the autumn area of the layout in the suburbs, the #773 Lionel Hudson with its consist of Rail Chief passenger cars will accept passengers at the station, while in the city a #267W Flying Yankee set will unload passengers. On the Standard gauge layout, a prewar electric passenger set #348E will circle around the #124 Lionel City Station and daughter Casey's dollhouse.

By opening the doors of "Toyland" during the holidays and throughout the year, Chuck has

fulfilled his dream of sharing his trains and rekindling happy childhood memories of layouts past in the minds of his guests. In doing this, we have also brought hours of enjoyment to children of all ages.

Memories and Malfunctions

"Ohs" and "ahs" fill the room when the overhead lights are extinguished and the layout is dramatically lit only by streetlights, passing rail cars, and homes.

The real estate listing agent asked Chuck to take down his previous layout because prospective buyers were distracted from considering a real estate deal. They went home for their children and returned with them to see the trains. Two weeks, 225 cartons, and a U-Haul truck filled with benchwork later, the layout was on its way to temporary storage until its new home in Toyland was ready.

A train racing down the trestle toward town suddenly derailed and crashed into the Plasticville hospital, the only building not glued together. At the time the train room was filled with the happy sounds of children enjoying "Papa's Christmas Open House." Silence ensued.

The first purchase for the new Toyland layout was a wonderful castle kit complete with turrets and drawbridge, perfect for placement at the North Pole. Unfortunately the instructions were in Russian and offered several options for placement, which were not apparent when only using the pictures as directions.

The night before LCCA Convention buses were due to arrive, the electricity on the whole layout failed. The problem was traced to a remote fault and was repaired shortly before the guests arrived. Whew!

Why do cars always uncouple on the most remote part of the layout? Or under the tunnel? Why do engines refuse to come out of the roundhouse? Life and train layouts are full of unanswerable questions.





Jim Gates
HC 1

One of My Many Lucky Days

HIGHLIGHT:

“This year in about June, I placed an ad in a farm paper saying that I would buy Lionel, Flyer, and Marx toy trains.”

Way back in the summer of 1954 I packed all my Lionel® trains away and entered the Navy in November of that year. The trains remained stashed away for 11 years until I built my layout in Des Moines, IA, in 1965. During the four years I was in the Navy, my mother moved. During that relocation a box of my trains was stolen, as was a life-sized doll that belonged to my sister.

Neither my mom nor my sister ever mentioned any of this to me while I was in the Navy. I'm quite sure they never realized that one of my train boxes was missing, since my trains were kept in a closet then.

On July 1, 1959, (another one of my lucky days), I married my Josephine. A few weeks or months went by, and one day I asked her if she would like to see my Lionel trains. She said OK, and I asked her to sit down. After I showed her several boxes of trains, I realized one box was missing. I called my mother to see if she had any of my trains, but she said, “No, you have all the trains.”

I was devastated. Inside the box that was stolen was a new #2023, a #736, a fire truck with a long extension ladder, a red rubber car that only came in an Auburn Farm Set, a cement truck, and an iron dog (heavy). To this day, I have never seen any of the stolen items.

A year passed, and I replaced the #2023 but not the #736. I bought a #726 later on. Fifty-two years later, I had all but forgotten about my #736. This year in about June, I placed an ad in a farm paper saying that I would buy Lionel, Flyer®, and Marx® toy trains. I didn't receive any responses for about a month. Then a farmer called me and said he had an old Lionel train for sale. I didn't get too excited because folks always seem to say they have an old

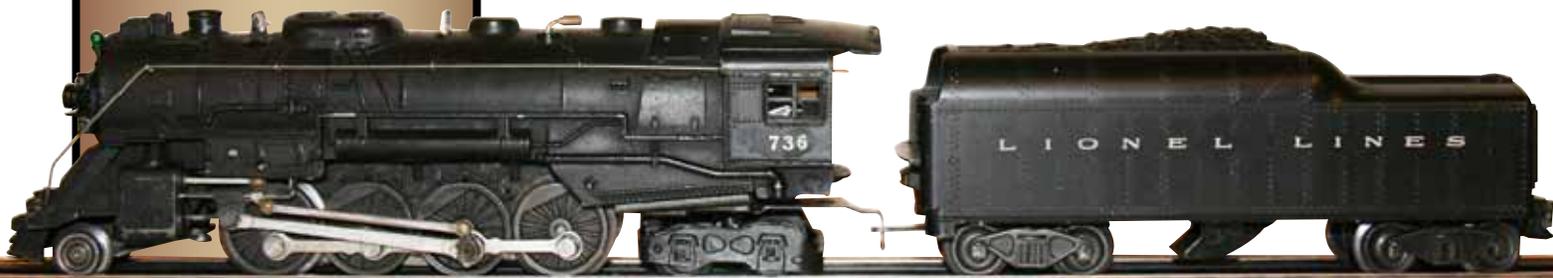
train when it's usually only a few years old. I asked the farmer if he could give me the engine number. I told him it should be located under the window of the steam engine. He went to look for it, and finally came back on the phone and said, “736.” I just about passed out. I was dumbfounded and speechless – those who know me realize that's hard to believe! I really had forgotten about my stolen #736.

With the help of my best friend, Bill Cooper, I made arrangements to get the #736. I did not know at the time that the farmer also had the original set box and all the boxes for the #2213WS set. This set is shown in the 1953 Lionel Catalog. The farmer also had a ZW, catalog, smoke pills, three accessories, switches, track, and more.

I've been collecting since 1952, and I have discovered some great finds through the years, such as the #2338 Milwaukee with the orange stripe through the cab (\$25) and the #2348 M&St.L (\$25). I found both of these within a month of each other in the late 1970s, but when I think of all the years of my collecting, I feel that getting back a #736 rates as one of my greatest days of collecting Lionel trains. Number one with me though, will always be meeting all of you LCCA members.

Editor's postscript: Jim recently hosted a LCCA-sponsored Special Event at his home in Perry, IA. The local newspaper covered this event and reported, “Gates' personal interest in collecting trains began at a young age; his father worked as a conductor on the railroad and he has fond memories of a local hobby store owner. He used the money he made from his first job in high school – on the railroad – to buy a Lionel train.”

Photograph by Ken Morgan





Jim Hughes
RM 30326

Sharing Trains

HIGHLIGHT:

“The first time we set up a train layout for the public was in 1954. We provided a train display for a Scout-A-Rama event for Boy Scouts.”

It All Started in 1941

I had just turned three years old, and my mother asked me what I wanted for Christmas. I had seen an advertisement in the *Saturday Evening Post*, and I said, “I want a Lionel® electric train.” But she said, “Oh no, Santa can’t do that. You’ll need to pick something else.” I told her I didn’t want anything else. That conversation went on for about three weeks, and right before Christmas mother told my dad, “This kid is not going to settle for anything but an electric train.”

On Christmas Eve, my dad went to a department store in downtown Dallas during a blinding snowstorm and found one train set left on a shelf. The box contained a circle of track, and the Lionel train set had an engine, a boxcar, an oil tank car, and a caboose. That purchase started it.

When Christmas of 1941 ended, we boxed it up and put it in the attic. I didn’t get to play with it all year long. Next Christmas, we brought it from the attic and set it up under the tree. At subsequent Christmases, we added something to it.

The attack at Pearl Harbor was right before Christmas that year, and thereafter metal materials were reserved for the war effort. But after the war, Lionel started producing trains again. My boyhood interest grew slowly at first, and it wasn’t until I was a teenager that I really got interested in trains. I still have my first train on my layout.

Seeing the USA

When my granddad retired, he took me along on train trips. We covered 40 of the 48 states over the next four years. So I saw a lot of the country and also learned a lot about trains. We rode aboard the Super Chief, the Broadway Limited, and many other classic trains of that era. It was like a lesson in geography and history, but more fun than book learning! Our travels reinforced my interest in trains.

Our First Train Display

My younger brother had the same interest in trains. He’s eight years younger, but his interest never wavered. The first time we set up a train layout for the public was in 1954. We provided a train display for a Scout-A-Rama event for Boy Scouts. Unfortunately, that event was held inside an old 4-H Club barn with a dirt floor. Livestock were in there prior to our use of the building, and the aroma was still present. People walked through the barn and stirred up dust. The track got messy, and the wheels on the train were gummed up. We were constantly cleaning the track, about every hour.

A Traveling Layout

After I returned from military service in the mid-1960s, my brother Don had graduated from college and was living in Arlington, TX. We boxed up the trains in a trailer and hauled them to his place. We set up a layout for Christmas – one year in Arlington and the next year at my house in the Wichita Falls area. We went back and forth



The layout under construction

at Christmas

on that schedule for several years, but by 1978 the layout was too big and too bulky for that. So we split the collection and each took half. It was easy to do. We both have our half, and we still exhibit them. Don now has a permanent layout based on a National Parks theme installed inside a metal building on his property. My layout is stored during the year and then installed as a seasonal Christmas display. Afterwards, I take it down and store it until the next showing at Christmas. Since 1991, that holiday layout has been set up for the public at a museum, so it has a 20-year history as a train layout attraction. We did it every other year for a while, but now we're doing it every third Christmas. It takes me that long to recuperate from the experience!

Planning the Work

I start about a year in advance and draw layout plans on a drafting table. I do everything to scale and create a track plan. I never do the layout the same way twice; it's always a new show, and we start from scratch every time. We vary the track plan and the location of buildings for the sake of variety. I usually start about June 1 and begin by cleaning, lubricating, and oiling the trains. This year, we moved the trains into the museum on August 4, and we opened the operating display on November 4. We'll be open through January 15, 2012. It will take about six weeks to take everything down. The trains will be packed in their original boxes and placed in storage.

This year's layout is U-shaped. The long section is 48x12 feet, and one leg of the "U" is 30 feet wide



Jim working on the zoo fence

Looking toward Rainbow Mountain



and the other leg is 23 feet wide. There are three levels. The second level goes all the way across the back and wraps about eight feet around each end. The third level is about 8x8 feet on each corner at the back. The layout can accommodate 20 trains running simultaneously. We use command control for about half of the trains and use conventional control for the others.

A Place for Everything

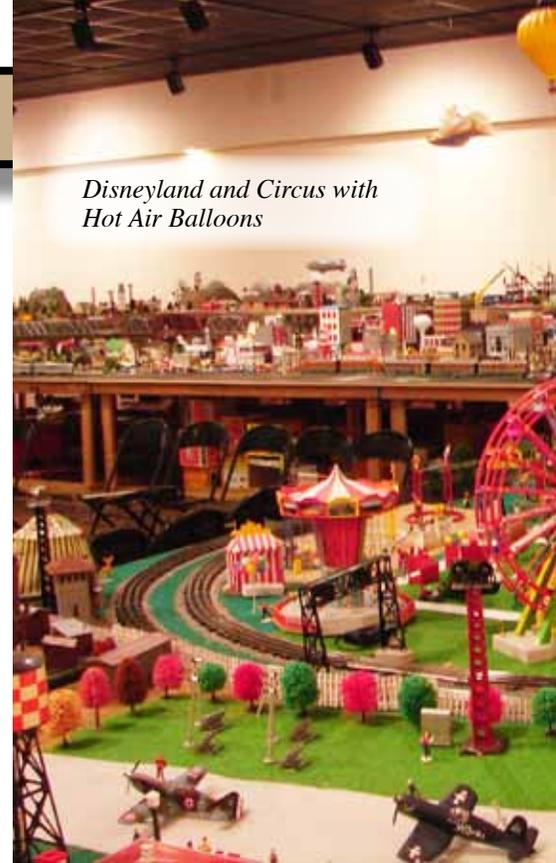
The scenic attractions placed on level one of the layout now include:

- Airport
- A hobo village with two campfires
- The circus
- The Walt Disney castle
- Operating Ferris Wheel
- Big Swing Ride
- The Hammer
- Balancing Man
- A three-ring circus with animals

- The Mickey Mouse train with all the box cars
- A circus train
- A zoo with animals and a zoo train
- A frontier Indian village with a fort
- The "General" Frontier train
- A train yard
- A trolley running from one end to the town
- A city about ten square blocks in size
- A McDonalds and a Dairy Queen
- A school with a tug-of-war game in progress
- Greyhound bus station
- A farm and a farm train with action cars on it
- A town with a town train
- Operating water tower
- Ice boxcar
- Chicken car
- Log car with lumberjacks
- The sawmill.

The trains are operated with 11 Lionel ZW transformers. The operating accessories are wired

Disneyland and Circus with Hot Air Balloons



Santa Fe F3 on the mainline





to our control panel on toggle switches, and the operator runs those things. We present a 50-minute narrated show with audience participation. We explain the layout and each train individually, and then we run all of trains at one time. At the end of the show, the “big finish” is a light show.

On the second level we have installed an oil field, a Texaco™ refinery and a missile base where we actually fire the satellite car and a missile. We have an Army base and a Boy Scout camp.

On the other end of the U-shape, we have the Harry Potter layout with the Hogwarts Express train and all of the things that go with the Harry Potter books.

On the third level we have a handcar that we interchange with the Santa and Mrs. Claus handcar. On the other end of this layout section is the little K-Line speeder that just goes in a circle. After running every train, we tell the audience, “We’re going to turn out all the lights and bring

the streetlights up from dim to full brightness.” All of the traffic lights in the town are on one circuit, and we turn them on. At the very end we turn on all the building lights, and every structure on the layout is lighted. It’s just beautiful. We run the passenger trains because they have lights. The sound track concludes with Lee Greenwood singing “God Bless the USA.”

Our previous showing in 2008 set an attendance record – about 6,000 visitors. The train layout is a fundraiser, and we raised about \$12,000 for the museum. This toy-train-related experience benefits a worthy local institution, and it’s a great attention-getter for the hobby.

Family Involvement

Through the years, we have researched public layouts in hobby magazines, and our accumulated experience gives us fresh ideas about themes and scenic touches. We like to invest in items that operate because the kids enjoy the action.



Jim's original 1941 train

My family of helpers includes not only my brother, but also my wife, three sons who, by the way, are Eagle scouts, and three grandsons and two granddaughters. At one time or another, they've all helped make this idea a reality. I'm hoping that one of my sons will take over and ramrod this in the future. I'm almost at a point where I'm physically unable to do a lot of the tasks, so somebody's going to have to be the Conductor. We kept a log of our volunteer time from the day we move into the museum building. In 2008, we invested about 2,400 work hours, so it's a big project!

Audience Reactions

Most visitors to the layout haven't seen anything like this before, so many are speechless at the sight of it. The layout is "fully dressed" with complete scenery, water, and mountains. There are many details – 120 buildings, 290 vehicles, 1,540 hand-painted people, and 280 trees.

Public admission is \$4, and children five and under are admitted free. We limit ticket sales to about 75 per show, which is a manageable number. On Thursdays and Fridays we present a show at 6 and a show at 7 p.m. On Saturdays, we present shows at 2, 3, 6, and 7 p.m. At other times, people can book private showings and corporations can arrange a showing. We sent publicity info to school districts within a 60-mile radius. At this point in time, we already have seven school districts signed up. They'll bus kids in during the school day.

Keeping it Together

We use five-inch "C" clamps to tie the 30 tables of the layout together. The clamps also serve as leveling devices. We put down heavy brown Kraft® paper over the entire surface area and put the track on it. The paper serves as a base for the scenery. When the event is over, we pick up the track, roll up the paper, and toss it in the dumpster. We'll start all over from scratch next time.

Pass it Along

Inevitably, it seems, every time we set up visitors will come up and say, "I still have my electric train in my attic, but I haven't looked at it for 25 years." We'll say, "Bring it down here, and we'll put it on the track and run it for you."

Sometimes, a visitor will offer us their vintage train. We accept it with a pledge to clean it and put it in good operation condition. We'll give it to a family at Christmastime as a gift from Santa.

This project has been a blessing for my family and me. The joy we get out of it is seeing the delight in children and the wonderment on their faces.

Photographs provided by Jim Hughes

Part of the city area



Sometimes a visitor will say, "I still have my electric train in my attic, but I haven't looked at it for 25 years."

A panoramic view of the layout



Toy Trunk Railroad

by Erik Sansom





HIGHLIGHT:

“Why not power your R/C setup from the track instead of using onboard batteries?”

A recent newspaper article predicted that in the future people would use their Smartphone™ to control all sorts of devices in their home. I'm not quite ready to use my Smartphone to control my trains, but wireless remote control is definitely on my agenda.

As I was running my remote-controlled Lionel Cherry Picker Car through its paces at a local train shop, one of the customers made an interesting suggestion. I described the battery operated, R/C Cherry Picker in the February 2011 *TLR*. The customer's comment was, “Why not power your R/C setup from the track instead of using onboard batteries?” I considered this and thought it was a good idea. Rather than redo the Cherry Picker Car, I elected to build a new R/C setup using the Lionel® #2460 Crane Car.

The first step was to mechanize the manually operated car by installing two Tamiya #70103 gearboxes to operate the boom and the hook. **Photo 1** has the housing cover removed and shows the two gearboxes nestled on the crane car platform. The gearbox to the right operates the boom and the one to the left operates the hook. A four-wire cable delivers power to both gearbox motors.

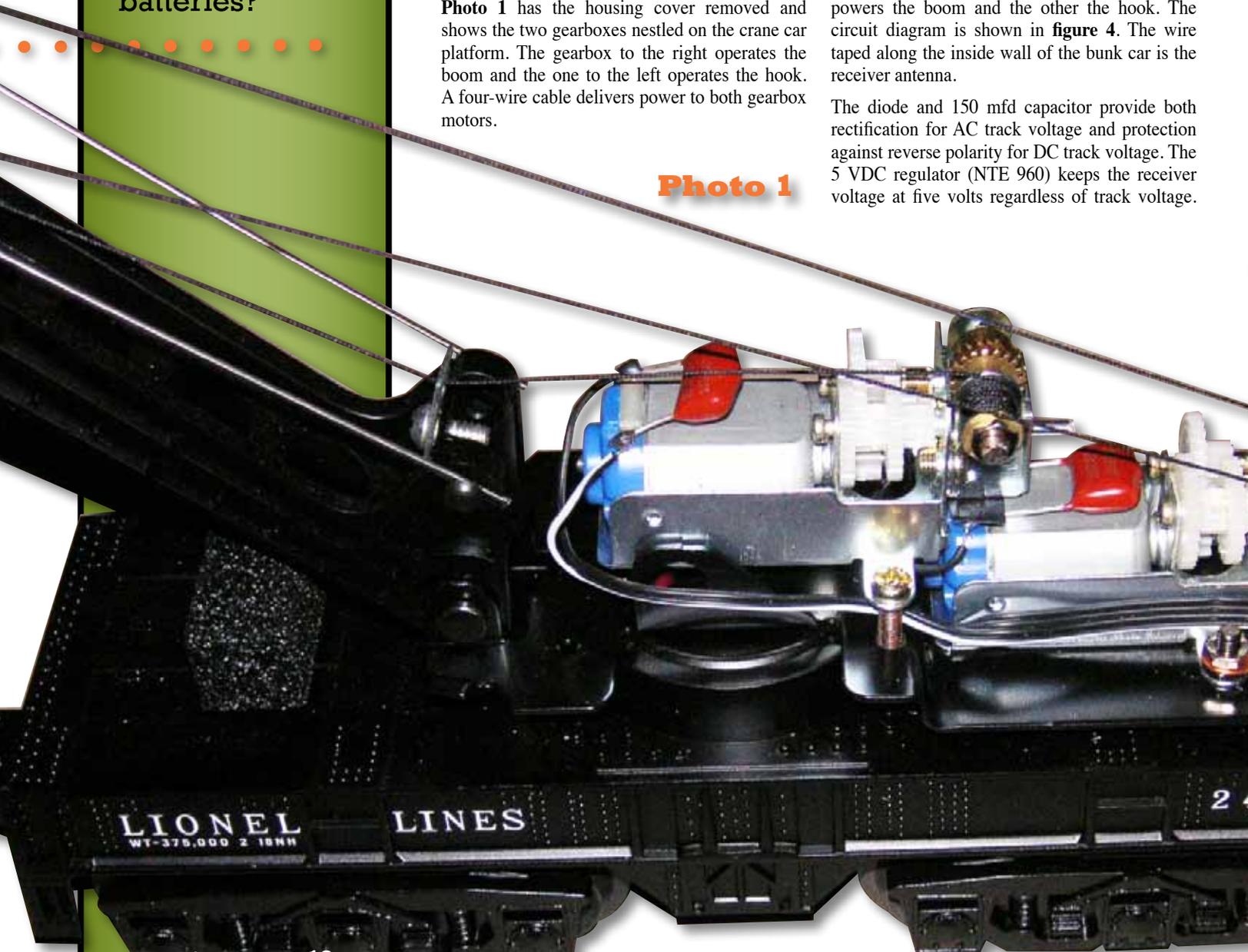
As you can see, there is no room left over for any additional components, so the remote control circuit had to be placed somewhere else. I chose to place the control module in a Lionel #6-5717 Bunk Car, which has not only a center rail pickup roller but also has a removable roof that exposes the interior of the car.

Photo 2 shows a top view of the bunk car with the control module installed and a top view of the crane car with the gearboxes installed. Just below is the four-function wireless transmitter. Also note the four-conductor cable that runs from the control module over the couplers to the crane car to deliver power to the gearbox motors. The cable is a Miniaturics #50-004-01 Micro Mini Connector.

Key to the control module is the 27 MHz receiver, which measures about two by two inches. The receiver delivers two 4.5 VDC outputs depending on which transmitter key is pressed. One output powers the boom and the other the hook. The circuit diagram is shown in **figure 4**. The wire taped along the inside wall of the bunk car is the receiver antenna.

The diode and 150 mfd capacitor provide both rectification for AC track voltage and protection against reverse polarity for DC track voltage. The 5 VDC regulator (NTE 960) keeps the receiver voltage at five volts regardless of track voltage.

Photo 1



LIONEL LINES
WT-375,000 2 18NH

Crane Car

The lamp is included with the bunk car and was left in place.

Finally, **photo 3** shows the crane and bunk car on the track with the boom and hook raised and lowered by remote control.

The control module is universal and could be used to power almost anything that has two DC motors, such as a Gantry Crane, which will probably be my next project.

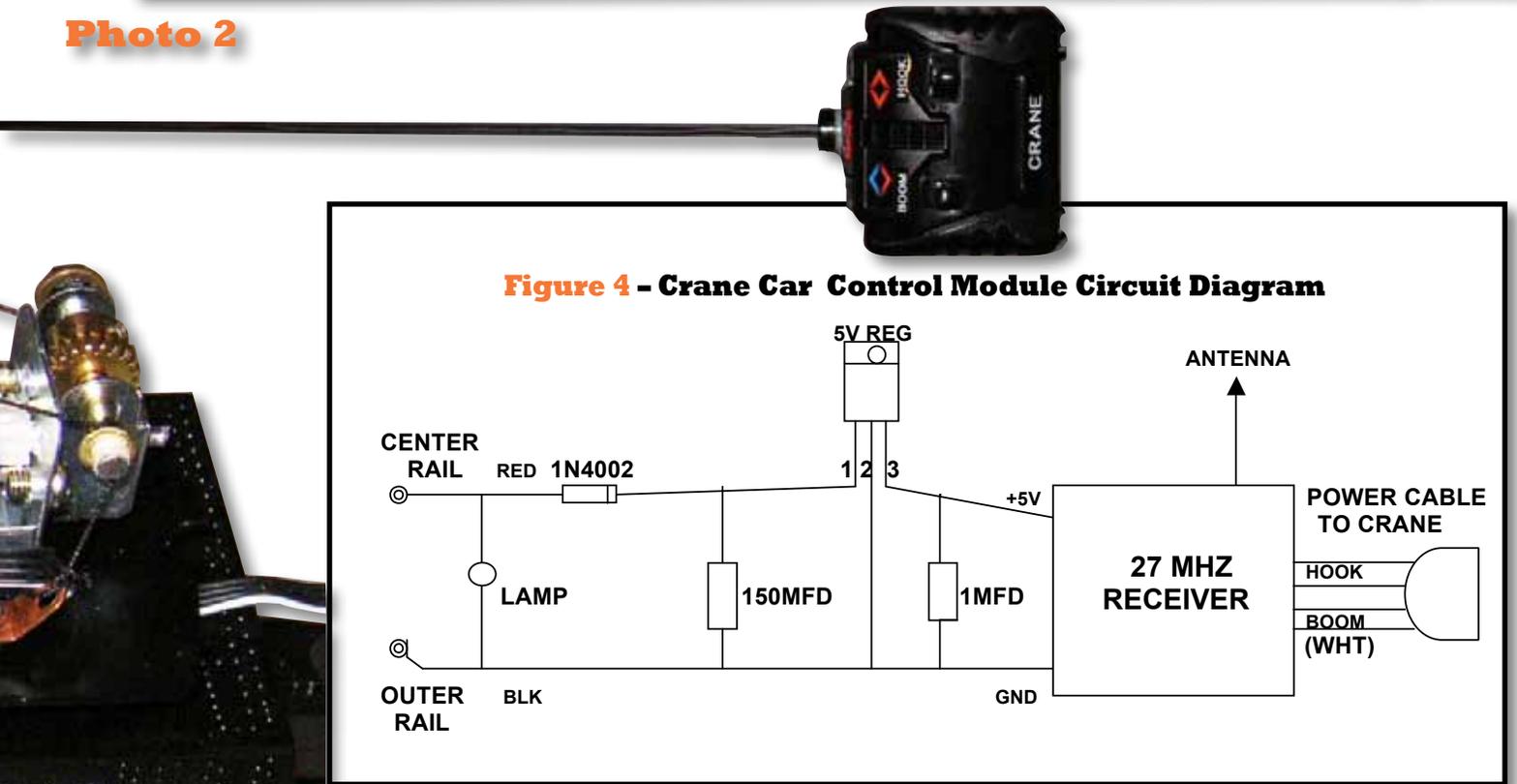
Photographs by Robert H. Walker



Photo 3



Photo 2



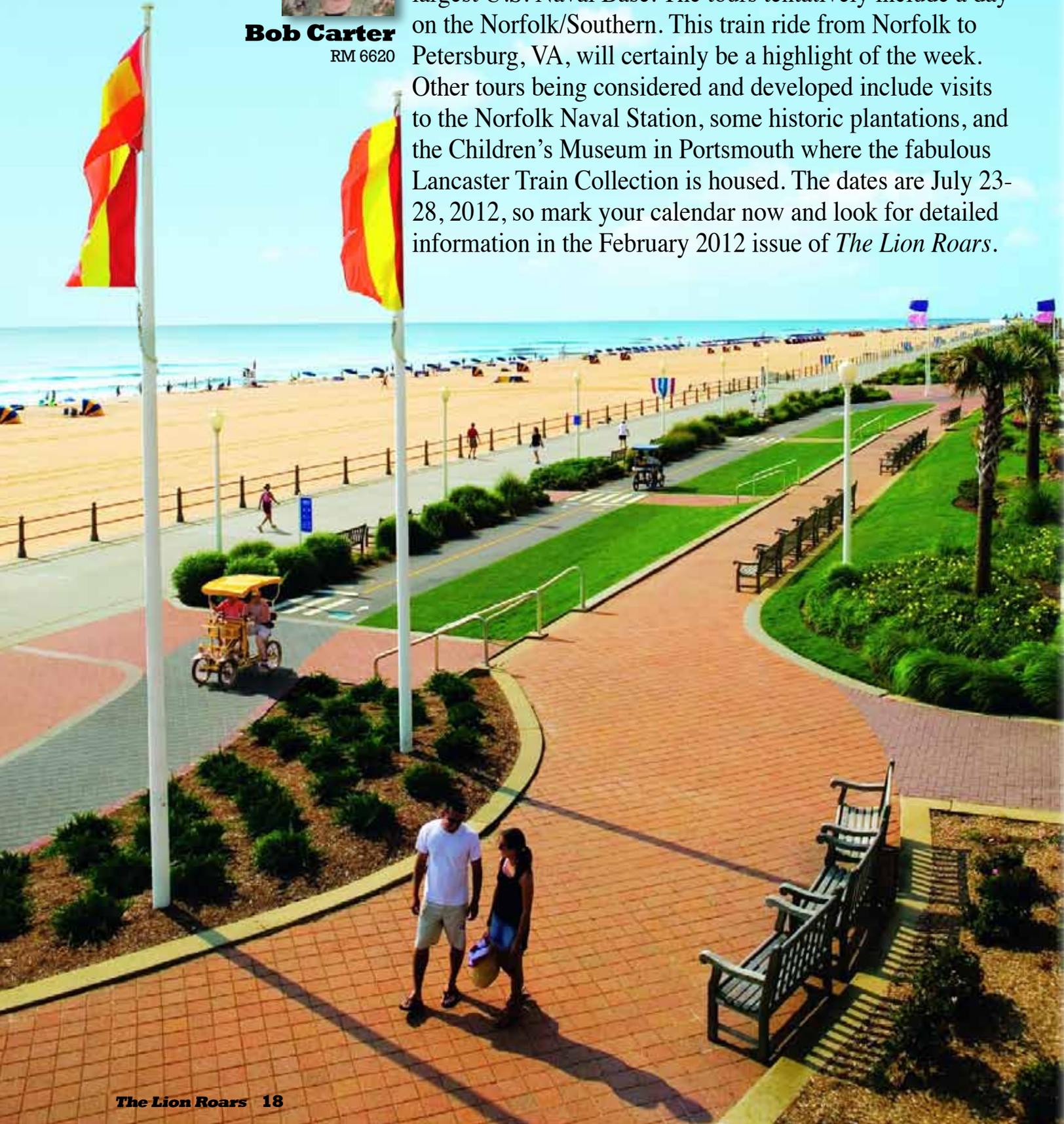
Answers to A Lionel Puzzlement
 1. Brand, 2. Hobby, 3. Sustain, 4. McCoy, 5. Mint,
 6. Quote, 7. Plane, 8. Clock, 9. Reversed, 10. Afternoon.

42ND ANNUAL LCCA CONVENTION



Bob Carter
RM 6620

The 42nd annual LCCA Convention to be held in Norfolk, VA, is shaping up to be an exciting, fun-filled, and informative week in the historic seaside city of the world's largest U.S. Naval Base. The tours tentatively include a day on the Norfolk/Southern. This train ride from Norfolk to Petersburg, VA, will certainly be a highlight of the week. Other tours being considered and developed include visits to the Norfolk Naval Station, some historic plantations, and the Children's Museum in Portsmouth where the fabulous Lancaster Train Collection is housed. The dates are July 23-28, 2012, so mark your calendar now and look for detailed information in the February 2012 issue of *The Lion Roars*.



**LCCA 2012
CONVENTION TOURS
NORFOLK, VA**

A full description and a schedule of all tours (with prices) will be presented in the February 2012 issue of TLR

Monday, July 23

Tour 1: Norfolk Southern Day



Join your fellow LCCA members for a rail excursion trip featuring some of Norfolk Southern's vintage railroad cars on a trip from Norfolk to Petersburg.

Tour 2: Spirit of Norfolk Dinner Cruise



Walk across the street from the Norfolk Waterside Marriott and board the magnificent Spirit of Norfolk for a private full ship charter just for the members of LCCA. Feast on a sumptuous buffet and enjoy the informative narration as you cruise through the Hampton Roads Harbor. Enjoy lively entertainment following dinner. The ship has two climate-controlled lower decks and an open-air upper deck.

Tuesday, July 24

Tour 3: The Mariner's Museum and Fort Eustis Transportation Museum



Visit the Mariner's Museum in Newport News, VA. It's one of the largest and most comprehensive maritime history museums in the world and houses a treasure trove of more than 35,000 items inspired by human experiences with the sea. The museum's collection of models is truly extraordinary. A recent addition to the museum is the USS Monitor Exhibit, a \$30 million exhibit with artifacts, history, and accounts of the career of the iron-clad USS Monitor.

Later, visit Fort Eustis, home of the U.S. Army Transportation Corps. Your tour guide will lead you through the museum with mighty steam locomotives of days past to the world's only captive "flying saucer."

Tour 4: Virginia Beach, Military Aviation Museum, Naval Air Station Oceana, Riding Virginia Tour, Old Cape Henry Lighthouse, Virginia Boardwalk



The Military Aviation Museum located at the Virginia Beach Airport is home to one of the largest and most extensive private collections of World War II and Korean War era fighters, bombers, trainers, and

seaplanes. The aircraft have been meticulously restored to their original condition and are frequently used for flight demonstrations, static display and movie production.

Next, tour the Oceana Naval Air Station, the East Coast's only Master Jet Base, and the home station for the Navy's fighter/attack squadron – the screaming F-14 Tomcats and the F/A-18 Hornets.

Enjoy beautiful views of the Atlantic Ocean and the Chesapeake Bay as you ride through Virginia Beach. See the historic lighthouses and the First Landing Cross at Cape Henry where the English colonists first came ashore in 1607.

Visit the Old Cape Henry Lighthouse, silently guarding the entry way into the Chesapeake Bay since 1792. The lighthouse stands near the spot where in 1607 Captain Christopher Newport raised a cross to offer thanks for the safe crossing of the Atlantic by the first settlers.

The recently renovated Virginia Beach boardwalk is consistently voted one of the most beautiful Boardwalks in the country. Enjoy a stroll along the beautiful wide sandy beach or shopping in some of the shops along the oceanfront.

Tour 5: Trains and Tapas at the Children's Museum (Evening)



Visit the newly renovated and expanded Children's Museum of Virginia featuring one of the largest and most expansive model train collections in the

country. The Lancaster Antique Train Collection is made up of over 10,000 trains. A behind-the-scenes tour will be available to see collections not normally on display as well as gallery talks by the curator.

Wednesday, July 25

Tour 6: Colonial Williamsburg Overview Walking Tour and Colonial Williamsburg Winery



At the town of Colonial Williamsburg (approximately a one-hour drive), you will step back into the 18th century and stroll through its streets. Your historical interpreter will describe the past events that helped shape America's history. Colonial Williamsburg is the restored capital of the British Colony of Virginia, and the largest "living museum" in the United States.

Next, enjoy a tour of the



Williamsburg Winery, an 18th-century-styled winery surrounded by over 50 acres of vineyards. Your guided tour will feature Old World barrel cellars and modern winemaking equipment. Following the tour, enjoy a tasting of available wines.

Tour 7: Riding Norfolk City Tour, Chrysler Museum of Art, Norfolk Botanical Garden, Doumar's Ice Cream



Learn about Norfolk's colorful 325-year history as you ride through the lovely historic district and restored areas. View the stately homes along the Hague, old St. Paul's Church, the Moses Myers House, MacArthur Memorial, the historic Freemason District, Nauticus: The National Maritime Center, the Battleship Wisconsin, the restored waterfront area, and many other points of interest.

Visit the Chrysler Museum of Art, housed in an Italianate-style structure facing the picturesque Hague Inlet of the Elizabeth River. Hailed as one of the top 20 art museums in the country by The Wall Street Journal.

Following lunch, visit the Norfolk Botanical Garden, which dates back to 1938, and is considered a premiere example of horticultural excellence.

No visit to Norfolk would be complete without a stop at Doumar's, home of the world's first ice cream cone machine. Abe Doumar created the first ice cream cone at the World's Fair of 1904 in St. Louis. It was so successful that he designed a four-iron waffle machine that he launched during the Jamestown Exposition of 1907. Today, the family business still bakes cones on the original cone machine. Following an introduction by Mr. Doumar, great nephew of Abe Doumar, all passengers will be treated to an ice cream cone before boarding the bus and returning to the hotel.

Thursday, July 26

Tour 8: Williamsburg Overview Walking Tour, Jamestown Settlement, and Yorktown Victory Center



At the charming town of Williamsburg (approximately a one-hour drive), your guide will provide interesting and informative narration during your ride about the historic Virginia Peninsula and the Hampton Roads area. Upon arrival, you will step back into the 18th century while strolling through the streets of Colonial Williamsburg.

Tour Jamestown Settlement established in 1607 as the first permanent settlement in the New World. Guests will enjoy a guided tour of the re-created village of Jamestown which chronicles the nation's 17th century beginnings in Virginia in the context of its Powhatan Indian, English, and western central African cultures. Outside, history comes alive in re-creations of a Powhatan Indian village, a colonial fort, and the three ships – Susan Constant, Godspeed, and Discovery – that transported English colonists to Virginia in 1607.

Visit Yorktown Victory Center and see exhibits relating to the Battle of Yorktown, the last major decisive battle of the American Revolution. Visit a recreated 18th century farm site and the Continental Army Encampment. Drive through the quaint village of Yorktown and past the Revolutionary War Battlefields where General Cornwallis surrendered to General George Washington thus ending the War for Independence from Great Britain.

Tour 9: James River Historic Plantations



Visit Charles City County (approximately a 1.5 hour drive) which is strategically located between the James and Chickahominy Rivers and close to the colonial capitals of Jamestown and Williamsburg.

Berkeley Plantation is considered Virginia's most historic plantation, and is also known for its significance as the site of the first official Thanksgiving in 1619. See the birthplace of Benjamin Harrison, signer of the Declaration of Independence, and President William Henry Harrison. Costumed guides will host your tour of this lovely property.

Shirley Plantation is Virginia's oldest plantation founded in 1613. The Carter family's 10th and 11th generations welcome you to visit their home, America's oldest family-owned business. Explore seven original outbuildings including the unique Queen Anne Forecourt and shop in the beautiful gift shop on premises for unusual gifts and accessories.

Friday, July 27

Tour 10: Naval Station Norfolk, Active Duty Ship if Available, Ft. Monroe Casemate Museum



Tour the Norfolk Naval Base, which is part of Naval Station Norfolk – the largest naval installation in the world. Home port to 78 ships ranging in size from aircraft carriers to submarines, 26 aircraft squadrons comprised of 133 aircraft, and headquarters of the Atlantic Fleet, this naval complex occupies over 8,000 acres of land and is home to more than 100,000 military personnel. Visit an active duty ship, pending availability and approval.

Next, visit our country's newest National Park, Fort Monroe and the Casemate Museum, home of the Army's Coast Artillery collection and the focal point of historic Fort Monroe, which was built in 1819. The fort's original mission was to protect the entrance to the Hampton Roads Harbor by mounting an impressive complement of the most powerful artillery of the time: 32-pounder guns with a range of over one mile. The fort, occupying 63 acres, was first established in 1607 by English Settlers, and has been used as a strategic site because of its vantage point on the Chesapeake Bay during all major wars.

Tour the Casemate Museum housed within the thick walls of America's largest stone fort and completely surrounded by a moat. Exhibits include the prison cell of Confederate President Jefferson Davis, Civil War artifacts and displays relating to the Battle of the Monitor and Merrimac.

Tour 11: Virginia Aquarium and Marine Science Museum



Visit the Virginia Aquarium and Marine Science Museum in Virginia Beach which contains 800,000 gallons of aquariums and more than 300 hands-on exhibits. Experience *Conservation Quest* with a behind-the-scenes look at Animal Adventures where guests will meet some of the Aquarium's Animal Ambassadors to discover how we can all make a difference in conserving wildlife and the habitats in which they live.

Saturday, July 28

Tour 12: Spouse's Day Out – Hermitage Foundation Museum, Shopping in Historic Ghent



Visit the Hermitage Foundation Museum nestled on 12 beautifully landscaped acres alongside the picturesque Lafayette River. This Tudor-style mansion was built in 1908 and features an outstanding collection of Eastern and Western art. The museum's collections are displayed in a unique home-like setting and represent the arts of America, England, France, Italy, Persia, Russia, Spain and the Far East. Next, enjoy browsing and shopping in the many unique specialty stores located in the Norfolk's Ghent neighborhood before returning to the hotel.

A Holiday Sale of Lionel® Products from



Lionel Lines loco, 4-4-2 Steam Loco
6-38664
Sale price \$59



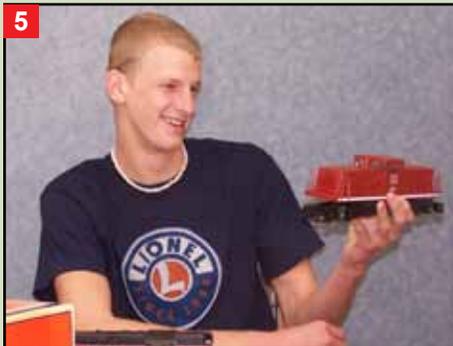
Monopoly Boxcars, 3-pak
6-29229, 6-39230, 6-39231
Sale price \$99



2010 Holiday Boxcar
6-39332
Sale price \$27



Coke Christmas Boxcar
6-39334
Sale price \$32



Lionel T-shirt, blue with logo
Sale price \$10



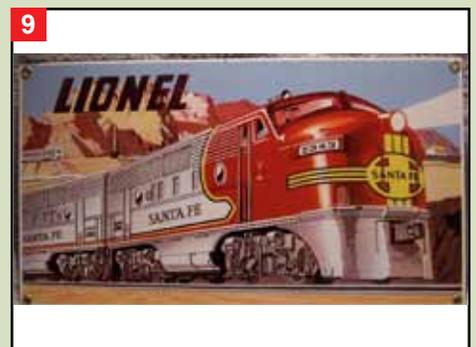
Lionel T-shirt, white with logo
Sale price \$10



Lionel Logo Coffee Mug, with "New York"
Sale price \$5



Lionel Metal Sign, "Lionel logo"
Sale price \$18



Lionel Metal Sign, "Santa Fe F3"
Sale price \$18



Lionel Metal Sign, "Vintage Lionel logo"
Sale price \$18



Polar RR Boxcar PS-1
6-27263
Sale price \$45



Polar RR 8000 Gallon Tank
6-27435
Sale price \$42

the Best Toy Train Club on the Planet



13
Polar RR Elf Handcar
6-58425
Sale price \$49



14
Central of Georgia NE-style Caboose
6-27657
Sale price \$50



15
B&O Dbl Door Sheathed Boxcar
6-27858
Sale price \$47



16
Kincadee Christmas Boxcar, sides 1 & 2 shown
6-39335
Sale price \$32



17
WP&Y Ice Breaker Hopper
6-28422
Sale price \$37



18
Holiday RR Snow Plow
6-28427
Sale price \$99



19
Lionel Engineer Hat
7-11096
Sale price \$7



20
2003 Conv'tn Mint Car Las Vegas Jackpot
6-52299
Sale price \$149



21
2004 Conv'tn Cars #1 & #2
TMR Blue 6-52344, TMR Hiawatha Orange 6-52343
Sale price \$199



22
2005 Conv'tn Car, Frisco Flat w/speeders
6-52396
Sale price \$145



23
2007 Conv'tn Car, C&NW Tank
6-52455
Sale price \$139



24
2008 Conv'tn NYC Water Tower
6-52507
Sale price \$79

Save money and extend your collection with these bargains from LCCA

25



2009 Conv'tn Mint Car (Sac Mining Exchg)
6-52514
Sale price \$299

26



2009 Conv'tn Car, Ice Cold Express
6-52543
Sale price \$175

27



2010 Conv'tn Car, D&RGW Uranium Mint Car
6-52584
Sale price \$249

28



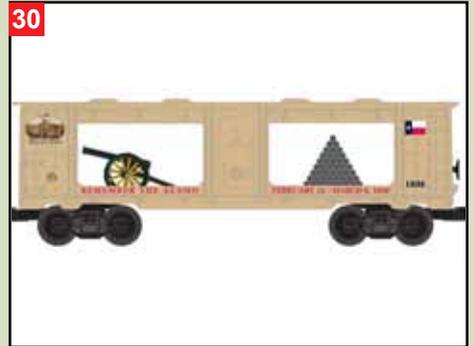
2010 Conv'tn Car, UP "Flag" Hopper
6-52599
Sale price \$149

29



2010 Conv'tn On-site Car, UP Merch
6-9159UP
Sale price \$99

30



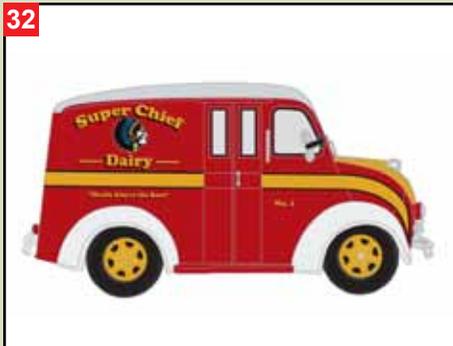
2011 Conv'tn Car, Mint Car w/cannon, "Alamo"
6-72511
Sale price \$150

31



2011 Conv'tn On-site Car, SF with BEP \$
6-72511
Sale price \$225

32



2011 Conv'tn Comm'tive, Divco Super Chief Dairy
43-017
Sale price \$39

33



2011 Conv'tn Comm'tive, TX Police Car
frpr 129
Sale price \$32

34



UP RR Police Car, Yellow Magnum
frpr 120
Sale price \$35

35



UP RR Police Car, 41 Ford
frpr 121
Sale price \$49

36



BNSF RR Police Car
Sale price \$39

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11. Polar RR Boxcar PS-1	45	_____	\$ _____
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17. WP&Y Ice Breaker Hopper	37	_____	\$ _____
18. Holiday RR Snow Plow	99	_____	\$ _____
19. Lionel Engineer Hat	7	_____	\$ _____
20. 2003 Conv'tn Mint Car Las Vegas Jackpot	149	_____	\$ _____
21. 2004 Conv'tn Cars #1 & #2	199	_____	\$ _____
22. 2005 Conv'tn Car, Frisco Flat w/speeders	145	_____	\$ _____
23. 2007 Conv'tn Car, C&NW Tank	139	_____	\$ _____
24. 2008 Conv'tn NYC logo Water Tower	79	_____	\$ _____
25. 2009 Conv'tn Mint Car (Sac Mining Exchg)	299	_____	\$ _____
26. 2009 Conv'tn Car, Ice Cold Express	175	_____	\$ _____
27. 2010 Conv'tn Car, D&RGW Uranium Mint Car	249	_____	\$ _____
28. 2010 Conv'tn Car UP "Flag" Hopper	149	_____	\$ _____
29. 2010 Conv'tn On-site Car, UP Merch	99	_____	\$ _____
30. 2011 Conv'tn Car, Mint Car w/cannon, "Alamo"	150	_____	\$ _____
31. 2011 Conv'tn On-Site Car, SF with BEP \$	225	_____	\$ _____
32. 2011 Conv'tn Comm'tive, Divco Super Chief Dairy	39	_____	\$ _____
33. 2011 Conv'tn Comm'tive, TX Police Car	32	_____	\$ _____
34. UP RR Police Car, Yellow Magnum	35	_____	\$ _____
35. UP RR Police Car, 41 Ford	49	_____	\$ _____
36. BNSF RR Police Car	39	_____	\$ _____

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Mike McLintock
RM 27393

A Delicious

HIGHLIGHT:

“An intriguing aspect of this holiday fantasy train layout placed in the Hill Country atrium of Texas Gaylord Hotel is that much of it is edible.”

A Tasty Accompaniment to the Trains

Although many train manufacturers and Dept 56® offer buildings as scenic enhancements to a train layout made of molded plastic or porcelain, laser-cut wood, cast resin, and even stained glass, those structures are no match for artfully created buildings made with gingerbread and decorating with frosting.

An intriguing aspect of this holiday fantasy train layout placed in the Hill Country atrium of Texas Gaylord Hotel is that much of it is edible. The hotel’s pastry chef, Arthur Surman IV, and I collaborated on the layout design for the trains and about the footprints of the many decorated gingerbread structures.

The Gaylord Special Events management asked me to create a new fantasy layout for the hotel; something different from the G-gauge trains run in this area in years past and the others we continue to run in the hotel’s main atrium.

The trains should be colorful, large enough to be easily seen by the public, and a good complement to gingerbread houses made in the bakery by Chef Arthur. I chose a mix of Standard and O-gauge tinplate trains because they met the criteria and were special. Most people have never seen or even heard about these early tinplate trains. The Christmas trains offered by Lionel® and MTH® were perfect for this holiday installation.

Workin’ on the Railroad

The layout design called for four independent track circuits – three loops of Standard gauge, plastic-base tinplate MTH track and one O-gauge Lionel FasTrack™ loop. The circuits are paired electronically to make one train stop automatically and start another train. The units get cool-down periods. The cycle is controlled so that train A stops and triggers train B to start and run four laps, then the cycle repeats. Train C stops and triggers train D to start and run three laps, then the cycle repeats. The YardMaster Control System™ by RR Concepts operates the stop and start cycles. Reed switches installed between the rails are triggered by magnets installed under each train.

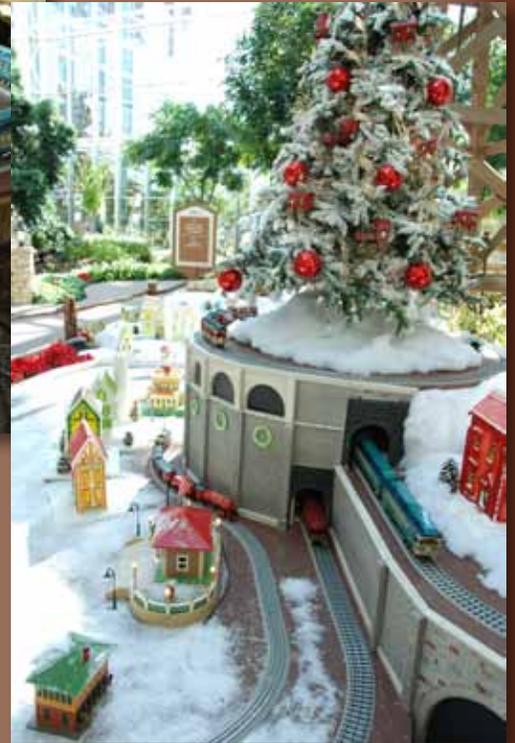
I designed and built the layout with a ¾-inch plywood deck for each of the three levels. I heat-carved, sanded, cut, and painted two-inch Styrofoam™ and made the stone walls and stone moldings. I sprinkled Woodland Scenics™ snow over white glue brushed-on along both sides of the tracks. Large rolls of cotton batting and generous amounts of plastic snow filled in the open areas of the layout. I used 1/4-inch black Foamcore™ as a filler behind large arches and hung the Chef’s custom-made gingerbread wreaths in each arch. These scenic effects evoke a holiday ambiance, and hotel guests and visitors fill in the rest with their imagination.



Photographs provided by Mike McLintock



Layout



All trains run continuously from 8:30 a.m. until 10 p.m. seven days a week from November 11th through the first week of January.





Bill Schmeelk
HM 6643

HIGHLIGHT:

“I’ll always remember the day back in 1961 when my dad took me into New York City to 15 East 26th Street, the headquarters for The Lionel

Corporation.

I was 11 years old at the time.”

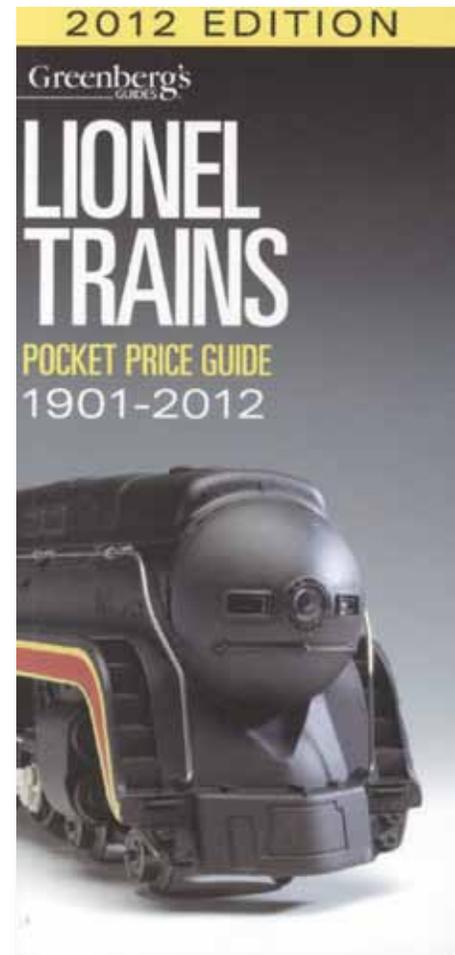
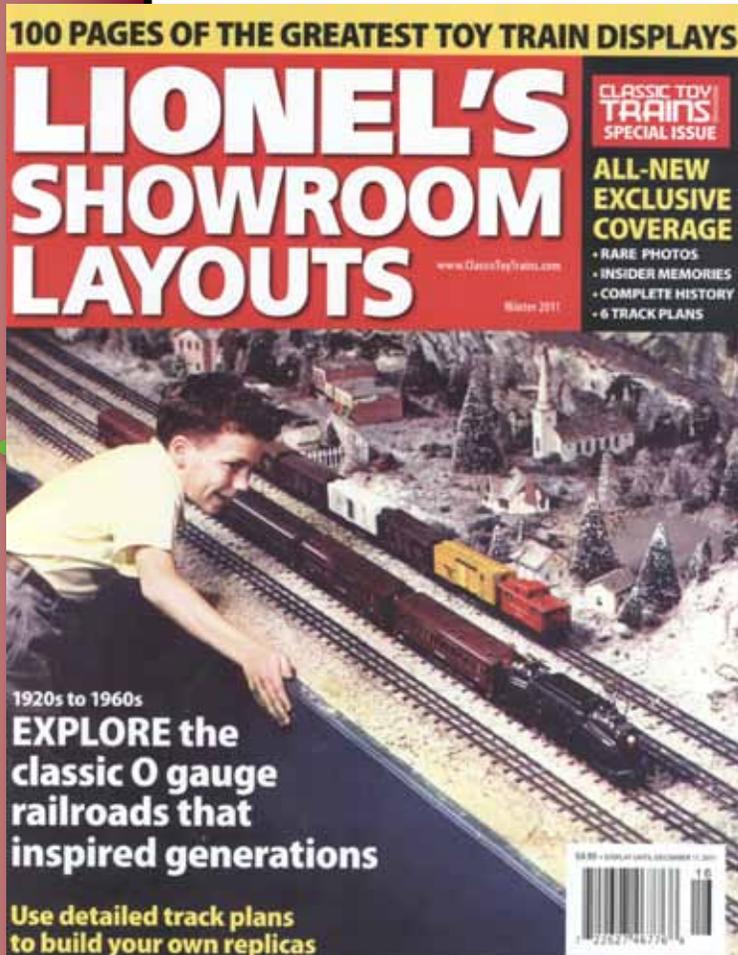
It’s that time of year for holiday gift giving. Here’s a selection of stocking stuffers for that train loving person on your list.

Lionel’s Showroom Layouts

If I had access to a time machine that would allow me to visit the past, one of the first locations on my list would be a visit to Lionel’s New York showroom. I’ll always remember the day back in 1961 when my dad took me into New York City to 15 East 26th Street, the headquarters for The Lionel Corporation. I was 11 years old at the time. Viewing the vast 16x32-foot Super O showroom layout left a lasting impression that affects me to this day. Although I feel lucky to have made that one visit to the showroom, I would have liked to have visited it at different times to see the other layouts that filled the space between the six large columns in the center of the showroom.

Unfortunately, time travel has not yet been perfected, but thanks to Roger Carp, of *Classic Toy Trains* magazine, we can look back and see many views from the past of Lionel’s magnificent showroom layouts. Roger has completed a 100-page special edition devoted entirely to the history and details of Lionel’s New York

showroom layouts. Announced earlier this year, I was extremely eager to see the result of Roger’s research. The edition is now available and I wasn’t disappointed. Roger documents many changes Lionel made to its showroom masterpieces over the years from 1926 to 1964 when Lionel vacated their offices on 26th Street. Loaded with photos from the different eras and featuring all new text, this is not a compilation of previous articles, but all new work. I read it from cover to cover and probably will do so again and again. I consider this one of the best publications for Lionel fans in years. For those who visited the showroom, it will bring back fond memories of times past. For those who weren’t lucky enough to see it in person, this publication provides the best look yet into that golden age. In addition to the photos, there are track plans of several of the layouts, including the smaller showroom layouts at the south end of the showroom. So, until time travel becomes a possibility, this is your best view of those fabulous showroom layouts. This is a must for anyone looking for Lionel® nostalgia. The price is \$9.95. Visit www.classictoytrains.com. View a five-minute video preview and place your order.



and Views

New Guides for 2012

From Kalmbach® comes the 2012 edition of the “Lionel Trains Pocket Price Guide”. The page count on this handy numerical listing of Lionel trains from 1901 to 2012 is up to 352. In addition to regular production, there are sections that include special production cars from 20 different clubs and a chapter devoted to boxes. Depending on which section you’re in, values are listed for Good, Excellent, and Mint condition. The price is \$18.95. Kalmbach has also decided to alternate annual publication of the American Flyer® guide with a guide on Marx® trains. The 80-page Marx guide is also pocket size and is divided into 14 chapters, each devoted to a particular type of product. Within each section, items are listed in numerical order. The Marx guide sells for \$12.95.

TM Books and Videos has just published a new “American Flyer Price and Rarity Guide.” The guide covers the S-gauge years from 1946 to 2011 and is divided into chapters by type of product. A convenient numerical listing of all items is also included. In addition to listing a value, there is also a rarity/desirability number from one to five given. Many listings also include a trend arrow, indicating whether the demand is up or down.

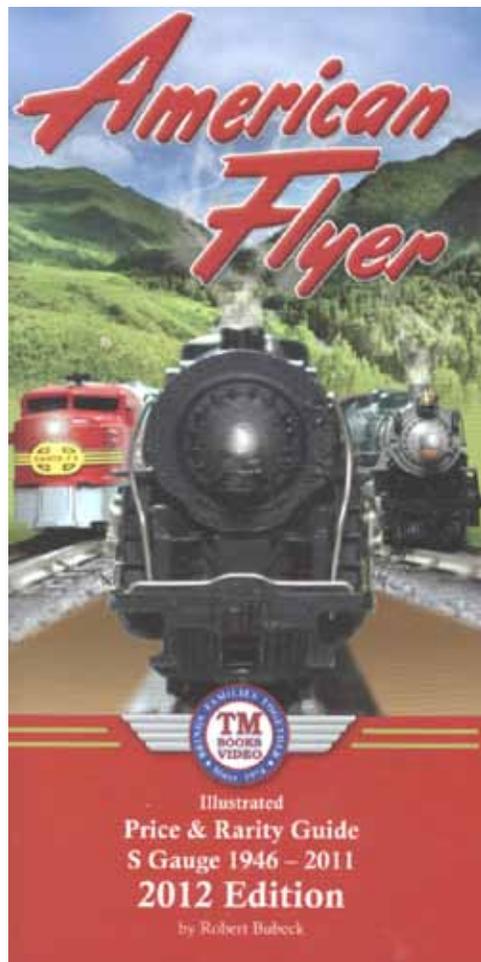
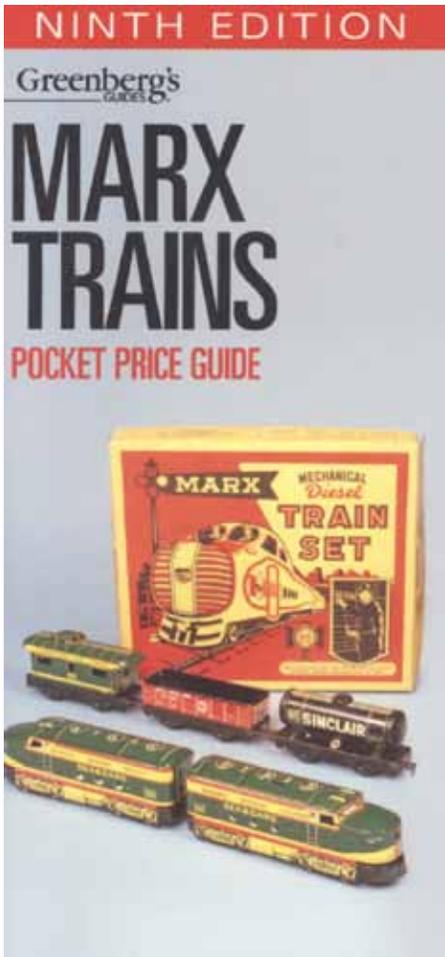
Also included are two interesting articles, one an insider’s view by Todd Wagner, who worked for Lionel as Product Manager from 2001-2004, and another by Ron Grossman. In addition to locos, rolling stock, and accessories, the book includes a 33-page chapter covering Gilbert catalogs, instructions, books, and sales literature. The guide has 172 pages and sells for \$14.99. It’s available from www.tmbv.com or by calling 800-892-2822.

From Whitefish Press comes a new book by Robert Halver, “Airex - A Complete Guide to Bache Brown & Airex/Lionel Fishing Tackle.”

A I R E X

A Collector's Guide to Bache Brown & Airex/Lionel Fishing Tackle

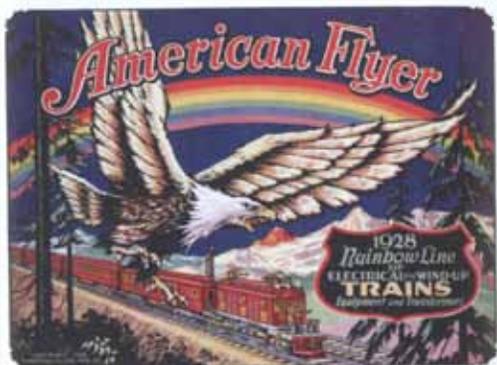
ROBERT HALVER



The 8-1/2x11-inch book of 284 pages details the history of the Airex® fishing line, before, during and after Lionel’s involvement with the company. During WWII, the company made various valves for use on fighter planes such as the Grumman F6F Hellcat. Their work on plane parts most likely influenced the choice of Airex for the name of the company. Eventually they became involved with fishing tackle and in 1947 began advertising the new improved Bache Brown spinning reel. Mr. Bache Brown was considered America’s greatest spinning fishing expert. January 1948 marked Lionel’s purchase of 66-2/3% of the outstanding Airex and Airex Manufacturing Corporation’s stock. Airex became a division of the Lionel Corporation. Although Lionel had little success with its ventures outside of toy trains, the Airex division did add to the company’s bottom line – at least for several years. In this book, Halver takes you through the company’s history and provides details of the many products in their line. While there is no discussion of trains, the book provides a comprehensive history of the Airex company and its products. Airex was an important part of Lionel’s history and this book provides a great deal of information previously unpublished. It’s available in a limited hardbound edition for \$79.95 or a soft cover edition for \$44.95 (plus S&H) from the publisher through its website www.whitefishpress.com.

More on the Digital Front

From John Holtmann comes another in his series of digitally archived catalog products. This latest archive contains catalogs of the original American Flyer company before its sale in 1937 to A. C.



American Flyer "Chicago Era" Digital Archive

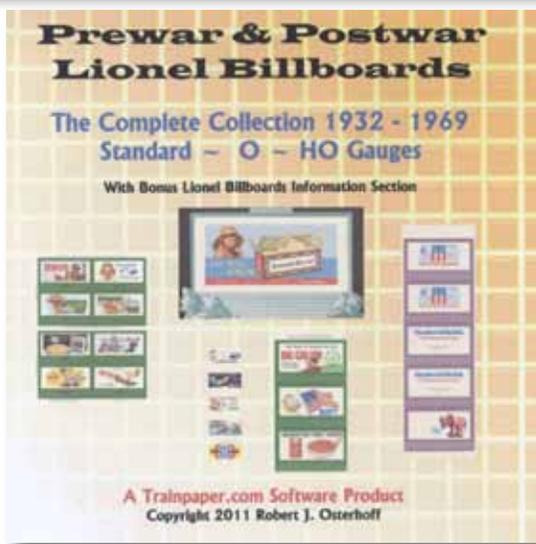
1907 - 1937



Gilbert. These were the Chicago years under the direction of W. O. Coleman. The archive includes consumer catalogs from 1907, their first year, through 1937. Several advance catalogs and price lists are also included. American Flyer became a major competitor to Lionel – the only one that continued to compete after World War II. The material for this archive was generously shared by Andrew Jugle, a well known American Flyer collector and historian. An extensive bonus section includes additional Flyer paper including invitations to Toy Fair, order forms, advertisements, articles, and more. The price is \$50 plus \$5 S&H per order. I have found John's digital archives of Lionel and now Flyer catalogs to be extremely helpful – providing a quick way to search out answers about specific products. You can check out this latest addition and previous offerings in his excellent line of digital products on his website www.hsline.com or place an order by phone at 800-779-2802.

More Lionel Paper

Bob Osterhoff continues to provide digital copies of important Lionel paper. New to his roster is "Prewar & Postwar Lionel Billboards" which includes all billboards from 1932 through 1969. The prewar billboards were designed for Standard gauge and are considerably larger than those most of us enjoyed in the postwar years. It is possible



to print these from the disk and use them on your layout. The postwar billboards are shown as they were produced on sheets. Even Lionel's HO billboards are included. A bonus section includes the chapter on billboards from Bob's paper and collectibles book with many details about the billboards including years of production and variations. Also included in the bonus section is a mailing envelope, advertising for the billboards, two special Lionel dealer display billboards, and a template to provide appropriate spacing for cutting the images for use as inserts in Lionel's billboard frames.

Another new digital offering from Bob is a collection of Lionel prewar and postwar Service Bulletins 1938-1969. This is a compilation of the Service Bulletins included on four other of



Bob's DVDs – here they're all in one place for easy reference. The advice to dealers provides an interesting insight to Lionel's marketing and repair policies.

These disks sell for \$14 each plus \$2 S&H and can be purchased through PayPal at www.trainpaper.com or by sending your order to Bob Osterhoff, 1622 Garden Valley Drive, Wildwood, MO 63038. Check out Bob's other DVD digital offerings on his website.

New Videos

There are certainly lots of stocking stuffer choices in this category. Many years ago in the early '60s, my family vacationed in Lancaster, PA. At my insistence, attracted by a brochure at one of

the motels we stayed at, we visited the Choo Choo Barn. I remember being favorably impressed by the large operating Lionel layout. The others in my family were most impressed by the animations throughout the layout. The trains weren't the only things moving on the layout, and these animated scenes garnered a great deal of attention from the spectators. Recently I spotted an ad for a DVD presented by the Choo Choo

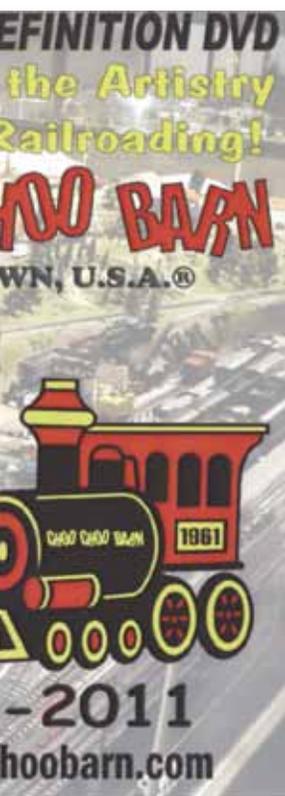
Barn and documenting their layout. I ordered it and was pleasantly surprised. Like most layouts, this one is never considered completed. The layout opened in 1961 and originally had six trains and six animations. The current layout, now celebrating its 50th anniversary, has 25 trains and 150 animated figures and vehicles. Owner Tom Groff is the host of the video. After a tour of the

layout, he explains how he keeps it looking so good, along with some how-to scenic demonstrations and a history of the layout. I



“Each of the TM videos is shot in high definition and wide screen format.”

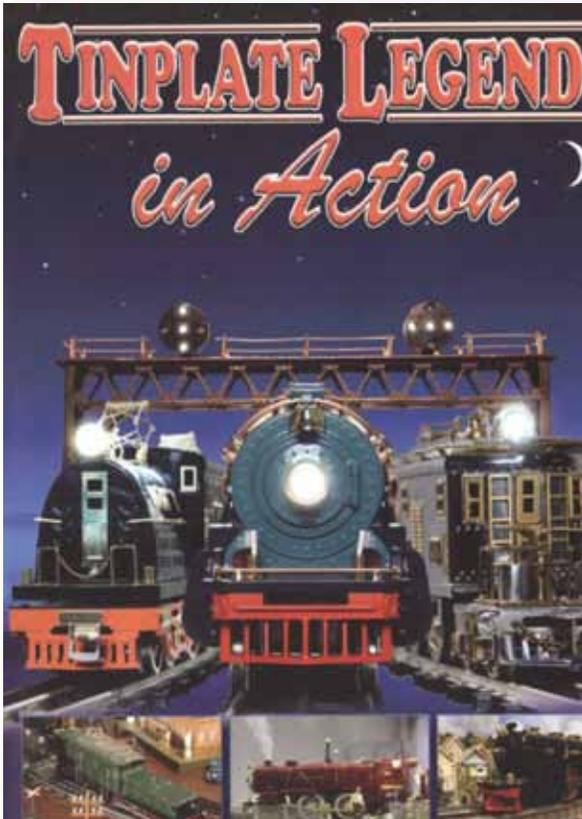
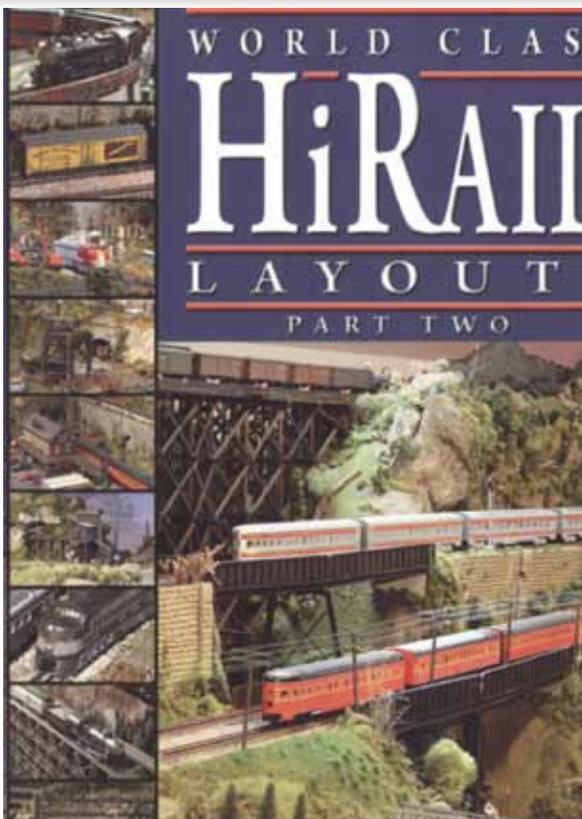
haven't been back to see the layout since the 60s, but now I look forward to visiting it again. The video was professionally produced by OGR Publishing and can be ordered online at www.etrainshop.com. The price is \$11.95 for standard DVD and \$14.95 for Blu-Ray.



From TM Books and Videos comes a wide selection of new DVDs. The latest in the “Lionel Nation” series is No. 7, and it includes a visit to the new location of what was the Lionel Visitors Center Layout. The layout has been transported for placement at the Railroad Museum in Riverhead, NY. To move the layout from its Michigan home, it had to be cut into sections and loaded onto a truck. Once it arrived in New York, a team at the museum did a splendid job of reassembling it and putting it back in tip-top shape. Also visited are the modern era layouts of Jim Suhling and Doug Spittler. This video has action shots of several new Lionel products including the new 700E Vision Hudson. Part 2 of “Lionel’s Action and Animated Cars” offers tips on improving performance of MPC locos using postwar parts. This 60-plus minute DVD sells for \$19.99.



For those who prefer prototypical operation, Part 2 in the “World Class Hi-Rail Layouts” series provides a look at four scale layouts. One of these is an S-gauge layout with two-rail track. Another features a scratch-built catenary and a subway. These layouts are very well scenicked and



display some fine buildings, bridges, mountains, and more. A bonus feature provides an update of the NJ Hi-Railers layout in Paterson, NJ. This 60-minute DVD sells for \$19.99.

For those who take pleasure in the look of prewar tinplate trains, a new video, “Tinplate Legends in Action” provides a look at a wide variety of prewar-style layouts. Everything from Standard gauge, O gauge, No. 1 gauge, to European trains. In addition to Lionel and some modern reproduction tinplate trains, you’ll find Bing, Carrette, Marklin, Plank, and more. Between each layout tour John Potter and Ron Grossman discuss different aspects of tinplate trains. The video also features the story of Tom Snyder’s Standard gauge layout and its move from California to Paterson, NJ, where it is now in operation. This 50-minute DVD sells for \$14.99.

“Christmas Train Spectacular” features five Christmas train displays. All are spectacular! No toy is more linked to Christmas than toy trains, and these layouts show to what extent some will go for a Christmas-theme layout. These layouts are not for the holidays only – they’re too big for that. One even involved expanding the house to make room for it. One of the layouts was designed and built by TW Design and includes a section themed for the Polar Express. It includes the large mountain climbed by the famed train. This 60-minute video sells for \$19.99.

Finally, “Toys of the Past” highlights the collection of Dr. William Furnish. The collection includes trains but is not limited to them. There are all kinds of mechanical toys including planes, soldiers, cars, stuffed animals, robots, and more. I often marvel and particularly enjoy the mechanical engineering that went into some of these toys before modern electronics existed. Dr. Furnish’s collection includes thousands of toys, and he’s not afraid to wind them up and show the action. He narrates the video himself, and his enthusiasm is contagious as he tells his stories about the toys. This 55-minute DVD sells for \$14.95.

Each of the TM videos is shot in high definition and wide screen format. All prices above are plus S&H. You can see video excerpts and place your order at their www.tmbv.com website.

Photographs by Bill Schmeelk



Ken Morgan
RM 12231

The Tinsplate Cannonball

HIGHLIGHT:

“As I have noted before, a great deal of Lionel’s success was their superb marketing and product positioning.”

Die Cast Details II

In the previous issue of *TLR*, The Tinsplate Cannonball looked at the first consumer market detailed steam engines produced by Lionel®. I promised more to come. Okay, here’s the second chapter.

Never being one to ignore a chance to sell more trains by hitting additional market segments, Lionel used one of the new die castings discussed in the previous issue to address the lower end of the market: O-27. The choice, I guess obviously, since it was intended for O-27, was the smallest of the three detailed castings, the one shared by the #224 and #229. Before I tell you what numbers they chose, here’s the usual trivia question. Warner Brothers produced a string of successful TV westerns in the 1950s, one of which starred John Russell as the Lawman. But he had previously starred in another genre of serial. What was it?

TRIVIA: QUESTION

Warner Brothers produced a string of successful TV westerns in the 1950s, one of which starred John Russell as the Lawman. But he had previously starred in another genre of serial. What was it?

To clearly differentiate O-27 from O gauge, Lionel used a totally different number series for the loco casting. The 2-4-2 #229 became the #1664, and the 2-6-2 #224 became the #1666. They sort of perfected this system

after the war, but that’s getting ahead of things for now. **Photo 1** shows both a #229 and a #1664 with the #2666 tender. Look closely at the #1664. It’s an interesting variation to which we shall return.



Photo 2

The major difference between the O and O-27 locomotives, besides the numbers, is that they used different motors. While there are differences in motor construction, the easiest things to look for are the bottom of the motors and the wheels with which they are equipped. See **photo 2** for the bottom of the motors with the #1664 identified as a Lionel product per the cast plastic, probably Bakelite, base, whereas the #229 is clearly designated as O gauge on a separately applied plate, in addition to being made by Lionel. You can also see in **photo 3** that the O-gauge loco used more detailed drive wheels. The castings are more intricate, and they have steel tires (rims).

The #1666 and #224 show similar differences. **Photo 4** has the #224 with the big #2224 tender on the top, with the #1666 and the tinsplate #2689



Photo 1





Photo 3



Photo 4



Photo 5

In 1939, it was, at \$13.25 with an unidentified tender, but I would bet it was the #2689, since that's what it had in sets. That's a pretty good price differential, nearly 40-50% depending upon the number of drive wheels, for a slightly different motor, plus the critical O gauge versus O-27 distinction. As I have noted before, a

Photo 6



wheels on the #1666, look at the drivers themselves in **photo 6**. While the O-gauge wheels again have more detail, both have steel tires. The #1666 was aimed at the top of the O-27 market, not the middle, which was the target for the #1664. Most of the #1666 locos I have seen have the steel rims. I have seen it in gray without them. Based on the catalogs, a notoriously unreliable source of information, I would guess that the gray #1666 without the steel rims is the initial 1938 production. From 1939 through 1942, the #1666 in the catalogs has the rims, and the engines appear to be black.

great deal of Lionel's success was their superb marketing and product positioning.

As with the O-gauge version, the O-27 locomotives came in both gunmetal gray and

Price points are also of interest. In 1938, the #1664 was \$9. The #1666



tender on the bottom. **Photo 5** has the plates underneath the locos. Notice here that they both identify the gauge. I am not sure that the difference between the #1664 (no O-27 on the base) and the #1666 is constant, but I assume so, based on the construction of the motors. The #1666 is clearly a fancier loco. In addition to the extra set of drive

was #10.75. In both cases with whistling tenders, which, although unidentified, I believe were #1689 with the #1664 and #2689 with the #1666. Those are the tenders the locos came with in sets. The couplers aren't shown, so it is impossible to say for sure. The #224 with a #2689 whistling tender was \$15.00. The #229 wasn't listed separately.

black. Similar to their O-gauge brethren, they used a variety of tenders. Fortunately, however, not the rather lengthy and convoluted variety described last issue. I don't think I could go through that analysis again. The #1664 in both gray and black, came with the #1689 tender, with or without a whistle, hence as a #1689T or #1689W. That is the



Photo 7

rather featureless boxy tinplate tender. In black, it also came with the plastic diecast #2666, again with or without a whistle. That is the same small tender some of O-gauge locos used. The #1666, a tad fancier, came with #2689 tinplate tender, which is the same as the #1689, but with electronic couplers. Again, it was available in both gray and black and with or without a whistle. It also came in black with a #2666, as a T or W. Some sources also list the #1666 with the #1689. I’m not sure, but I wouldn’t doubt it. The catalogs do not list it this way, but they show black locos from 1939 on, with 1938 harder to pin down, but probably gray. There are too many gray locos out there for one year’s production of gray locomotives, so I wouldn’t dismiss one with the latch coupler version of the tender. In summary, the following combinations are definitely legitimate: the #1664 in either gray or black with the #1689 and in black with the #2666, and the #1666 in gray or black with the #2689 or in black with the #2666. Easy and logical, unlike their O-gauge brethren.

On the current market, these locos are generally priced a little less than the O-gauge versions, with the gray ones commanding about 25-35% more than black ones. Tenders don’t seem to affect price, and the #1666 runs about 1/3 more than the #1664. All the earlier production locos, including all the gray ones, have separately applied number plates on the cab sides, with or without an “E”, as did the O-gauge locos. The later production, in black only, has rubber stamped numbers. None of this seems to significantly affect the price. Since they start a little under \$100 for a fairly nice black #1664, none of them are budget busters.

Now let’s go back to my promise with **photo 1**. There is no number on that loco. It shows no sign of having the number painted over. Both the seller from whom I got it and I agree that it is a late #1664. It has the O-27 motor, not the O-gauge one. It has the O-27 wheels. **Photo 7** clearly

shows the blank space for the number. It also has a slightly different tender. Check **photo 8**. That’s the #2666 from this loco on the left, and the one from the #229 on the right. Look closely at the railings. They are usually bare steel and silver, as on the #229’s tender. The tender that came with the anonymous #1664 has black handrails. I have seen this described in Greenberg’s Price Guide but nowhere else. Looking at this tender, I will verify its existence. Now look at **photos 9 and 10**. That’s the cab interior from the #1666 and the #1664 respectively. Clearly the #1666 number plate is tabbed through the casting under the window. There are no slots to do so on the #1664. It’s a transitional piece, likely from 1941-42, going from number plates to a rubber stamp number, but the factory forgot to stamp it. If I had to guess, I would pick 1942 as they hurried to get products out before shutting down train production and moving into war support items. So is it a valuable rare variation? I don’t think so. Just an interesting footnote to Lionel’s production. There will be a revised look at the #1664 motor in the next issue of *TLR*.

And war production? That’s another interesting topic for the future!



Photo 8



Photo 9



Photo 10

Trivia answer. About three years before Lawman, John Russell starred as Tim Kelly in *Soldiers of Fortune*. Maybe not his most memorable role, but his partner’s name was. That would be Chick Chandler, co-starring in the role of Toubou Smith.

More on the late prewar castings next time along the rails of *The Tinplate Cannonball*.

Photographs by Ken Morgan



Mike H. Mottler
RM 12394

A Christmas Photo Tour

HIGHLIGHT:

“Some members send photos of their layout, especially a Christmas layout.”

One of the best aspects of being the Editor of *TLR* is receiving and publishing articles by members/authors who are willing – even eager – to share their train story with club members. Some members send photos of their layout, especially a Christmas layout. Unfortunately, not all photos can be published because of space limitations. However, those who provided photos of Christmas train layouts that haven't been published in *TLR* deserve their “15 minutes of fame.” Several submitted images are presented here in celebration of their creative effort through photography.



1



2



3

TLR will reward these photographers for sharing a photo in the spirit of the holiday season. They will receive a Lionel-related gift from *TLR* in recognition of their contribution. Ho ho, ho!

Photograph 1 by Darrell Lienemann
Photograph 2 by Raymond Brown
Photograph 3 by Phil Marks
Photograph 4 by Marty Fitzhenry



4

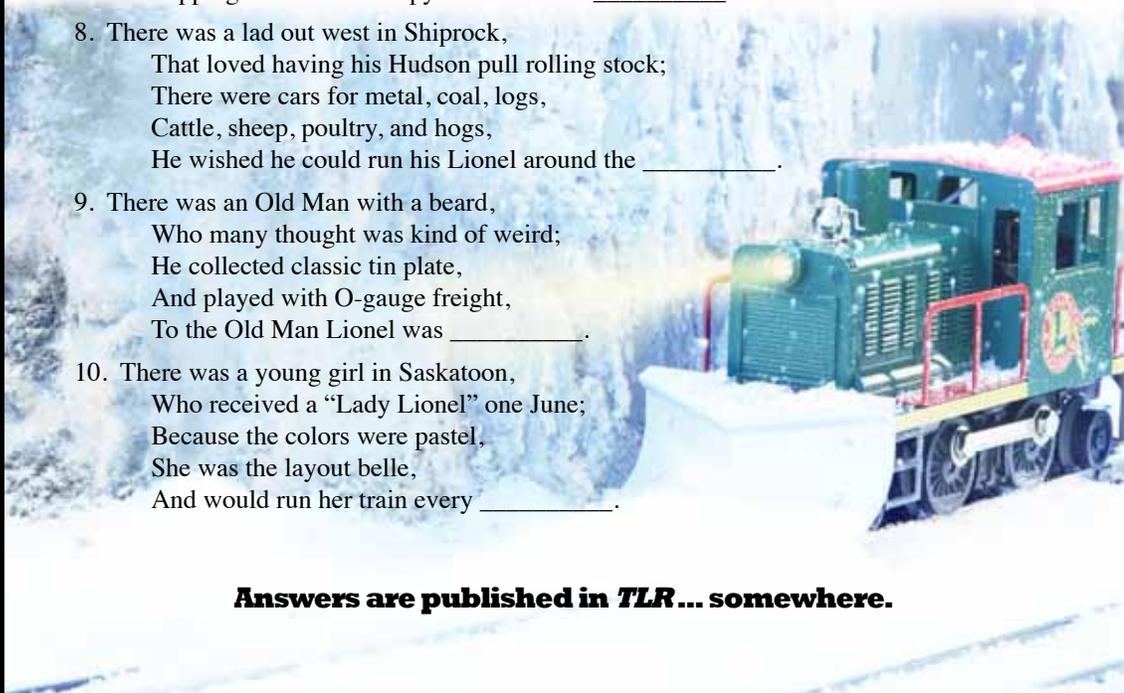


Lionel Limericks

There once was
 a Puzzlement
 so coy,
 Based on a
 wonderful
 electric toy;
 Just fill in the
 blank,
 From your Lionel
 word bank,
 To complete
 each limerick –
 Enjoy!

“Lionel
 Puzzlement”
 will present
 a Limerick
 Contest in the
 February 2012
 issue of *TLR*.
 Prizes will be
 awarded, so
 watch for
 details!

1. There once was a layout for Sally Rand,
 That was both splendid and grand;
 It had bridges Bascule and girder plate,
 And a magnificent Hellgate,
 That were all faithful to the Lionel _____.
2. There was a young lad named Bobby,
 Who admired toy trains from a store’s lobby;
 He could see an engine and an orange boxcar,
 As he gazed from his spot afar,
 Wishing he could experience first-hand the joy of the _____.
3. Wanting his kids to love their electric train,
 Dad hatched a plan to have an interest they would maintain;
 He brought home boxes orange and blue,
 And Lionel catalogs too,
 And their interest he was able to _____.
4. There was an old man of St. Croix,
 Who remembered having trains as a boy;
 Standard gauge models of steel,
 With a hefty solid feel,
 That made Lionel trains like the real _____.
5. There was a young boy of Flint,
 Who loved seeing rolling stock in print;
 Favorites in the wish book
 Were a Lionel Lines crane with hook,
 And boxcar with gold reserve from the _____.
6. There was a Lionel collector in Terre Haute,
 Who decided the LCCA he should promote;
 He turned off ESPN,
 Got out his ball point pen,
 And dashed off a *TLR* article ending with a _____.
7. There was a young man in Fort Wayne,
 Who didn’t want a layout mundane;
 So he included stations, towers, ZW transformers,
 And numerous loaders, signals, and circus performers,
 Topping it all off with a pylon-controlled _____.
8. There was a lad out west in Shiprock,
 That loved having his Hudson pull rolling stock;
 There were cars for metal, coal, logs,
 Cattle, sheep, poultry, and hogs,
 He wished he could run his Lionel around the _____.
9. There was an Old Man with a beard,
 Who many thought was kind of weird;
 He collected classic tin plate,
 And played with O-gauge freight,
 To the Old Man Lionel was _____.
10. There was a young girl in Saskatoon,
 Who received a “Lady Lionel” one June;
 Because the colors were pastel,
 She was the layout belle,
 And would run her train every _____.



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

Convention Collector Cards - Series No. 5

BACK

LIONEL COLLECTORS CLUB of AMERICA
EST 1970

2011 Annual Convention
SERIES FIVE COLLECTOR CARDS

The 5th series of LCCA Collector Cards depict items from postwar Lionel catalogs that were never produced as shown in the catalog. Each of these illustrations was used in Lionel's catalog the year that item was introduced.

Card No. 1 - The 3459 Coal Dump Car from 1946 was not produced in Silver. Production models were black.
Card No. 2 - The 3462 Operating Milk Car introduced in 1947 was never made in a two-tone color scheme. A similar two-tone 3582 Operating Milk Car. The car was redesigned in 1955 as the larger 3582 Operating Milk Car.

Card No. 3 - The 622 Diesel Switcher, introduced in 1949 was made with Santa Fe markings rather than the Lionel markings shown in the catalog.
Card No. 4 - The 362 Operating Barrel Loader introduced in 1952 was not made in the colorful design illustrated in the catalog - too bad.

Card No. 5 - The 445 Operating Switch Tower would have looked quite good if it had been made in the colors shown in the 1952 catalog.
Card No. 6 - The 2500 series Aluminum Passenger cars introduced in 1952 had only black silhouettes. The Vista Dome was centered on the car and had no silhouettes in its windows.

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FRONT



NOTE: This photo shows a Collector Card as an uncut sheet prior to distribution. You'll receive a set of 12 separated cards.

If you were unable to attend our recent Convention, here's an opportunity for you to obtain a set of the popular LCCA Convention Collector Cards, Series 5. This all-new collectible series was distributed during our Get Acquainted Party in Dallas and was an immediate hit. This fifth series features items from Lionel's postwar catalog, which were never produced as illustrated. Turn all the cards over and re-assemble them to form a print of one of the most famous catalog illustrations of a product that was not produced as shown and a full explanation of each of the 12 cards. A limited number of sets are available on a first-come, first-served basis. The cards will

not be reprinted, so this may be your only purchase opportunity. Limit: one set per member. To order, send a self addressed stamped envelope with your check or money made order payable to "LCCA" for \$15, to:

LCCA Collector Cards
PO Box 315
Garnerville, NY 10923-0315

Your envelope will be returned with a set of 12 cards enclosed. Letters arriving after all cards have been sold will be returned with your check or money order.

Don't put this off — these will go quickly!

LIONEL ELECTRIC TOY TRAINS



STANDARD OF THE WORLD



LIONEL ELECTRIC TOY TRAINS

LIONEL "MULTI" TRANSFORMER
RUN LIONEL TRAINS BE



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N°4001