

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 41, No. 4, April, 2012



**We've Added Convention Tour 14
aboard an AMTRAK Train**

51 Lights for Liberty



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:

- A LED is placed in every star of the U.S. flag and another LED in the eye of the eagle
- Camo décor with a military-style insignia including five branches of service
- 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
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: \$ _____

Illinois residents only: add sales tax — 7.5% 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)

Signature: _____
 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-4-12 • 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



An Amtrak Train will deliver conventioners from Newport News to Richmond, VA, on Tour 14.

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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The Lion Roars (USPS 11-994) and (ISSN No. 1079-0993) is published 5x/year in February, April, June, October and December by the Lionel Collectors Club of America, P.O. Box 529, Peru, IL 61354-0529. Subscription rate of \$15 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9801 and additional mailing offices.

POSTMASTER: Send address changes to:
LCCA *The Lion Roars*
P.O. Box 529
Peru, IL 61354-0529.

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Membership Chair – Joining LCCA and membership questions.

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Visit our website for
timely club news:

www.lionelcollectors.org

Laine's Christmas Spirit

by Laura A. Dannecker (Mother of Laine)

Our family celebrated our first Christmas in our new home this past year. It was a race to find Laine's Christmas Spirit.

We searched through boxes and totes that had been tucked away in the basement since we moved into the house during January 2011. The Lionel® Edition Polar Express has been a Christmas tradition for Laine since he was two years old. He loved hearing



the bell ring, the whistle blow, and the voice of Tom Hanks calling out, "All aboard! – This is The Polar Express!"

Junior Member Star

When we could not locate the Polar Express train in any box or tote, fear erupted in our hearts as a family. Could we have left that box behind or lost it?

Then, way back in a corner on a shelf, we shook a box and heard the bell – Santa's sleigh bell – that once again made all of us BELIEVE!

The tradition will continue, and around the tree every year Laine will hear, "All Aboard – This is The Polar Express!"

Photo provided by Karen Bowen, grandmother of Laine (Laine is four years old, Christmas 2011)



Dennis DeVito
RM 6758

Report from our President

HIGHLIGHT:

“The Convention Team has developed a second train trip on Monday, July 23. Tour 14 will be a trip from Newport News to Richmond, VA, aboard an AMTRAK train.”

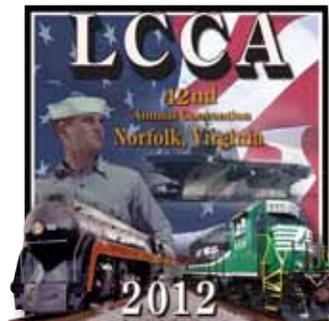
Election Season

There is a lot of activity occurring on many fronts in the LCCA, none more important than the upcoming election. If you have not already received it by mail, you soon will receive a ballot for voting for a member for the Secretary position and two members as Directors. The club is fortunate to have one of the largest current slates of candidates for election that I can recall – a total of 11 members vying for three positions! This ballot includes current members offering to serve another term, former elected and appointed officials inviting your vote, and members seeking office for the first time. A good mix! Review the statements by each candidate, make your selections, and return the ballot to the LCCA Business Office. Do not procrastinate. Make your vote count. Good luck to all the candidates!

NYC Tinplate Train Set

Purchases of the LCCA NYC “Lakeshore Limited” tinplate train set have been brisk. That may be a surprise to Modern Era collectors and operators. To date, LCCA has sold more than 50% of the initial factory order in about one month! The order deadline is coming up soon – April 30. We realize that this vintage train set may not be a priority for everyone, but those who decide to purchase it will not be disappointed. As a special

indicate a strong start. No doubt about it, this Convention will rank as one of our best Conventions ever. Maybe it’s the location, the tours, the FREE locomotive – or all of these factors. If you are able to attend, please consider doing so. There is room for you and your family, and we would love to see and meet you there.

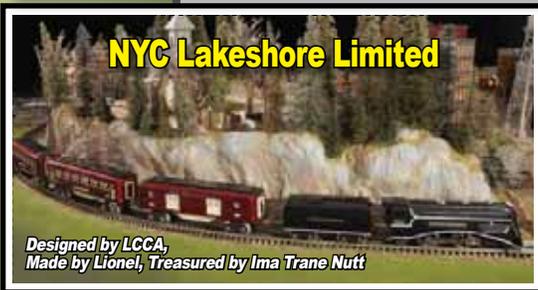


One bit of new news. Tour 1 on Monday, July 23 – the NS Executive Train excursion trip – sold out quickly since club member interest and participation exceeded the 200 seats available. LCCA gratefully acknowledges the underwriting of this trip from Norfolk Southern – a very magnanimous offer!

The Convention Team has developed a second train trip on that same day – Tour 14 will be a trip from Newport News to Richmond in Virginia aboard an AMTRAK train. This tour will also include interesting visits to venues in the Richmond area. Refer to the Convention section of this issue for details. Tickets for Tour 14 are limited – only 175 seats are available – so act quickly. If you were placed on a waiting list for Tour 1, you may request a transfer to Tour 14 at no additional cost; since the fee for both tours is the same. The timetable for both of the Monday train tours is nearly the same, so all participants will be back to the host hotel in time for the evening dinner cruise aboard the “Spirit of Norfolk” ship as Tour 2. This will be an action-packed Convention with some as-yet-unannounced surprises. Be sure to check the Convention section of the LCCA website for details.

Getting to Know You

Our Reach Out and Special Events programs have been wonderfully successful. And no wonder – our members enjoy visiting train shows and home layouts, and they like to meet new hobby-related friends. At the LCCA booth at recent WGHOT train shows, hundreds of members came forward and introduced themselves. The Special Events calendar developed by Al Kolis, Manager of SEs, is growing, and more activities are now being planned. Be on the lookout for



memento of this product, the club will produce and send all purchasers two Lionel-style personalized Billboard Inserts. Each insert will bear a unique view of this train set. The name of the purchaser will be imbedded in the photos. Is that cool, or what?

2012 Convention in Norfolk

I’m pleased to report that advance registrations for the upcoming LCCA 2012 Convention

some MAJOR activities in the next few months. Some may be in your area. If you are interested in working with AI as the host of a club-sponsored Special Event, I encourage you to contact him by e-mail or by phone.

Modules in the Making

The Lionel® Fastrack™ modular layout steering committee has been working to establish appropriate standards. As I write this article, this group believes they will make the end-of-March deadline for announcing technical standards. Thanks to all who offered suggestions and want to be involved in building modules.

Meet Mike

The new appointive position of “Business Office Liaison” was established as a convenient interface with club members, club officials, and the LCCA Business Office. Mike Battaglia (RM 19257) accepted this task and will address points to be handled. Mike will answer some of the questions now flowing into the Business Office. As part of this effort, he will update almost 500 currently undeliverable e-mail addresses now in our database. If Mike contacts you about this or other subjects related to club business, please cooperate with him so that club records can be up to date.

The Website as our News Center

The club’s website will continue to be the primary source of the most recent club news, videos, e-blasts, and timely bulletins. Because this digital forum can instantly be updated for

universal access to members and visitors, it is our fastest and most efficient mode of communicating news and information to all. Further, the website presents a number of immediate transaction options to members.

I do understand the reluctance of some members to use these Internet transactions or seek club news from the website at light speed. The club currently supports and will happily continue to support non-computer-oriented users. But to be honest, those who have access to the Web but don’t use it to connect to LCCA are in effect placing a self-imposed limitation upon the information available to them.

In closing, let me restate my personal goal to increase club membership by adding new members and actively encouraging existing members to renew their membership. I recently faced the unpleasant task of dropping almost 200 members that did not renew their club membership last quarter. I understand there are various reasons why a member may not renew; after all, life moves along and some persons move forward in different directions that may not include the train hobby we love.

We have launched a program to encourage existing members to stay active within the club and find new ways to enjoy the hobby. When your membership renewal comes due, be ready to immediately renew it for another year. We need and want you as a member!



Elections Determine Destiny

by Dennis DeVito RM 6758
LCCA President
and Jerry Calkins RM 9418
LCCA Chair, Nominating
Committee

In this national election year, we sense the importance of the process and the result for our country and its place in our lives and in the world. Some pundits are already calling it “the most important – and expensive – election of our time.”

It’s an election year for LCCA also, but our process isn’t as dramatic nor the campaigns as expensive! However, within our organization club elections are destiny determining and affect the future course of the club. We urge you to review the candidates’ statements in the election mailing and vote for the candidates you believe will steer LCCA in the right direction.

It’s encouraging that a number of qualified members have presented themselves as candidates for your consideration. Some candidates offer previous experience, and that experience can be helpful. Some candidates are new. Their presence on the ballot could freshen the “blood supply” to the organization and be an indication of a felt need for new ideas and programs for evaluation by the LCCA Board of Directors.

Thanks in advance for your thoughtful consideration of the candidates. To those who may believe, “It doesn’t make any difference who gets elected,” we remind you that existing LCCA programs have evolved and new programs have emerged in recent years because of leadership initiatives begun through the election process.

President’s Scoreboard

Activity	Goal by July 2012	Accomplished	Status
Special Events	2,000 members touched	674	Need add’l member participation
Number of Special Events	25	34	Plan at least two special events per month
Reinstate Lapsed Members	400	149	Need current members to assist



Lou Caponi
HM 8735

Product Development Shop

HIGHLIGHT:

“At the Saturday night Convention Banquet, a lucky person at each table will win a valuable collectible – an item from a very limited production run of only 100 units made by Lionel exclusively for our Convention.”



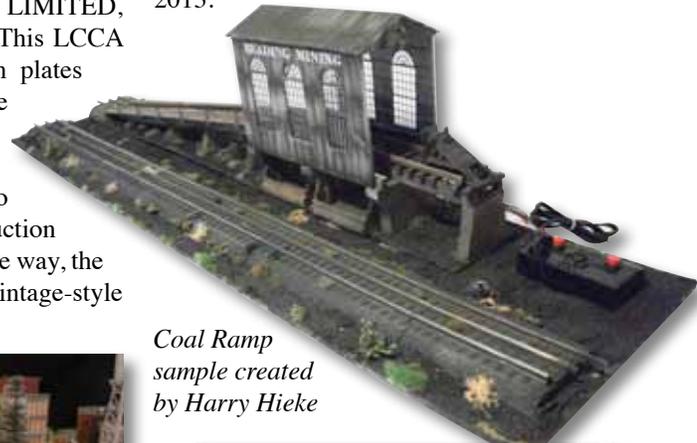
It seems Old Man Winter treated most of us very well this year. Here in the northeast it was great not to shovel snow for a change. It did get a little chilly here and there, which gave me extra time to work in my train room. I have a lot to talk about and some exciting new pictures to share.

Flashback to the Tinplate Tradition

This is the first time in the club’s 42-year history that we have offered a tinplate-era train set. Although extremely LIMITED, this set has been well received. This LCCA train set will bear identification plates for the Lionel® Corporation. The locomotive and cars will be stamped LIONEL and there will be no other references to the leased name. Even the instruction sheet and boxes are unique. By the way, the individual set items will have vintage-style packaging.

Reading Mines Coal Ramp and Hopper

This LCCA Coal Ramp may be deceiving by the photograph. It’s only 3-1/4 inches wide. The extra base and track is for safe transporting. It comes with a Reading Blue Anthracite operating hopper by Lionel. The ramp includes a third rail along its entire length, whereas the coal ramp of the postwar era had no third rail. It includes a great sound system too! This item is expected in early 2013.



Coal Ramp sample created by Harry Hieke



Reading Mines Coal Train

This relatively inexpensive set designed by LCCA and manufactured by Lionel will contain a detailed Vulcan switcher, one operating hopper, and a non-operating hopper with coal load and ETD blinking light. All will bear the Reading Mining Company paint scheme. Delivery is expected in early 2013.



“Why no electronics?” you may ask. Which one to use – the Lionel or the MTH® technology? After speaking with several members, the many outvoted the few and said, “Do the traditional version.” So LCCA decided to offer the traditional version but included the great build-a-loco motor inside.

This set is exceptionally beautiful with new 2012 Cadillac Fire Mist metallic colors, and it runs great! At the upcoming York train show, we’ll display an operating model of this set on our new LCCA mini-layout designed and built by Roger Farkash of TW Design® in Dallas, TX. If you’re at this York event, stop by aisle KK at the corner booth and take a peek. As this article went to press, members had already purchased more than 50% of the production run. The order deadline is April 30, with no extension of that deadline. Delivery is expected later this year on or about September 1.



Texas Special Series

NW2 Cow & Calf

This pair is exciting! They have a tremendous amount of detail similar to more expensive versions. The Texas Special colors are outstanding, and the new front-wheel drive flywheel motor can pull down a house!

We will announce the release of this switcher pair at the LCCA 2012 Convention to be held in Norfolk, VA, in July. LCCA will order 500 units with a provision to manufacture up to 500 more if advance sales warrant it. With about 8,000 LCCA members this stunning pair will not be available in the marketplace for long.

Bay Window Caboose



This companion piece for the NW2 pair will be available soon. It will have a flashing red ETD device mounted under the end of the roof top.

Flat Car with Copter

Keep your eyes peeled for this new 50-foot scale flat car with a scale metal, super-detailed Katy police helicopter on board.

Later, I'll announce more items in this Texas Special series. Members that purchased the LCCA 2011 Convention Car, a Texas Special Milk Reefer, already own a car "waiting on a siding" for this train!



Two for One

The Covered Bridge and Swamp created by Harry Hieke (RM 29804) is a unique venture for LCCA as an operating accessory. The bridge has a dramatic billboard with H.J. Heinz markings. The Bridge can be removed from the



Swamp and used separately as a railroad covered bridge along with a Lionel trestle set. Its coloring is so unique it looks like real wood!

If you wish, the Swamp can be used separately from the Bridge and placed

anywhere on your layout. This accessory has environmental sounds! You'll hear the sound of water, gators sliding into the swamp, owls, frogs, and crickets. Get this – the Swamp

will produce a mist over the water. It hugs the water; it's not merely smoke blowing into the air. This accessory is state of the art. No one has been able to duplicate some of these features. It will be offered to LCCA members in late 2013.

Fourth Decade Locomotive - A 60-ton Switcher

Many members have asked LCCA to bring back this offer from our first 30 years. It's your club, and I'm here to see that members remain happy.

The pre-production model in primer shown here is a highly modified Lionel 44-ton diesel switcher developed by Harry with scale detail parts and a new flywheel drive motor. This engine will be painted in Union Pacific décor with special markings, including the UP modern/fuel Think Green slogan.



It will also be marked as a "Remote Control" locomotive similar to the unmanned, radio-controlled locomotives used in Cheyenne, WY; which means this locomotive will not have an engineer figure inside the cab.



LCCA will also offer a matching UP Extended Vision Caboose without a smoke unit – a step taken to control its cost.

Recently, the Union Pacific steam crew lost two wonderful people. The first was Reed Jackson, a conductor. His name will appear on this UP caboose in honor of his years of dedicated service. The UP 60-ton locomotive will be marked for Lyn Nystrom, an engineer for the steam crew. Both Reed and Lyn were on duty aboard UP excursion runs at some past LCCA Conventions, and this tribute from LCCA is our way to honor these two late great UP steam crew members.

Three-piece Operating Billboard Set

Be on the lookout for an upcoming three-piece of specially lit billboards by LCCA. One is for used cars, another for boat sales, and the last one is now in development. They are inexpensive but very cool! All are equipped with LED lights. The expected delivery date is late 2012 or early 2013.

Nuclear Power Plant and Optional Cooling Tower

Hang on to the grab irons for this one! In a small space of just 15x24 inches Harry and I have designed one of the hottest accessories you have ever seen. A pre-production sample of this operating accessory is now posted as a video (without sound) on YOU TUBE at: www.youtube.com/watch?v=hEpeB2IRrLU.

It's based on an admittedly whimsical nuclear power plant at "Twenty Three Mile Island" – a site name derived

from the Lionel address in Michigan. That's a hobby insider's play on words, get it?

This one-of-a-kind accessory has a complete sound system, revolving emergency evacuation lights, alarms, lights, vapor-emitting cooling tower with fan, and a railroad siding to the plant. Rail access to the plant will create a realistic use for your Radioactive Waste Cars, Plutonium Cars, Uranium Car, and other nuclear energy products.

IRS Building under Destruction

Recently in LIONELVILLE there was a tragic fire! The good news is nobody was injured but the building and its contents sustained significant damage. Oh, that poor IRS! One can imagine that the government would demolish the dangerous remains but they raise taxes AGAIN!

A pre-production sample of this operating accessory is now posted as a video (without sound) on YOU TUBE at: www.youtube.com/watch?v=EMxym1RuWpI&noredirect=1.



Honestly, this will be a hot item! LCCA has taken the Lionel Crane and Steam Shovel kits from their flat cars and made them operational. The boom of the Crane swings and the wrecking ball hits the building. Then the Steam Shovel starts digging. Crews cut through the wrecked I-beams with torches, and dynamiters are on the scene. This building is equipped with intriguing sound effects.

Watch for an upcoming announcement about LCCA's new top-of-the-line, state-of-the-art, limited-edition, action accessories.

NYC Pacemaker Burning Boxcar

Sorry folks, but I don't have an image of this car at this time. Harry and I are working to get a sample boxcar completed. It is guaranteed to knock your socks off! Stay tuned for more information.



Nuclear Power Plant and IRS Building samples created by Harry Hieke

Operating Produce Warehouse

An image of this planned item isn't available yet, but I can tell you this. Operating conveyors will unload boxed and crated produce arriving by a tractor-trailer from the farms for re-loading into a reefer of your choice for trans-shipment to the city. This accessory will also have a distinctive sound system.

Convention Goodies

The LCCA 2012 Convention registration continues to climb upward. Members who plan to attend will discover some neat commemoratives.

No other club has offered a FREE Vulcan diesel switcher as a Convention gift to the first 400 to register, spend at least three nights at the host hotel, and pick it up in person. This is certainly a great-looking switcher, and "the price is right!"

There will also be a Norfolk Southern RR Police car – a Chevy Tahoe. This item will be the last vehicle in our diecast series of RR Police Cars. The décor of this Tahoe will match the Norfolk Southern #999 locomotive.



At the Saturday night Convention Banquet, a lucky person at each table will win a valuable collectible – an item from a very limited production run of only 100 units made by Lionel exclusively for our Convention.

Every banquet guest will receive a different gift from the stack of orange and blue boxes on every table. Also, the on-site LCCA Store will be loaded with below factory cost deals!

In addition, LCCA will offer a specially colored Norfolk and Western On-site Boxcar.

will receive a different gift from the stack of orange and blue boxes on every table. Also, the on-site LCCA Store will be loaded with below factory cost deals!

Digital imagery of NYC Tinplate Train Set by Mark Mathews.

Digital imagery of Lionel products provided by Lionel LLC.

Digital image of RR Police Car provided by Diecast Direct Inc.

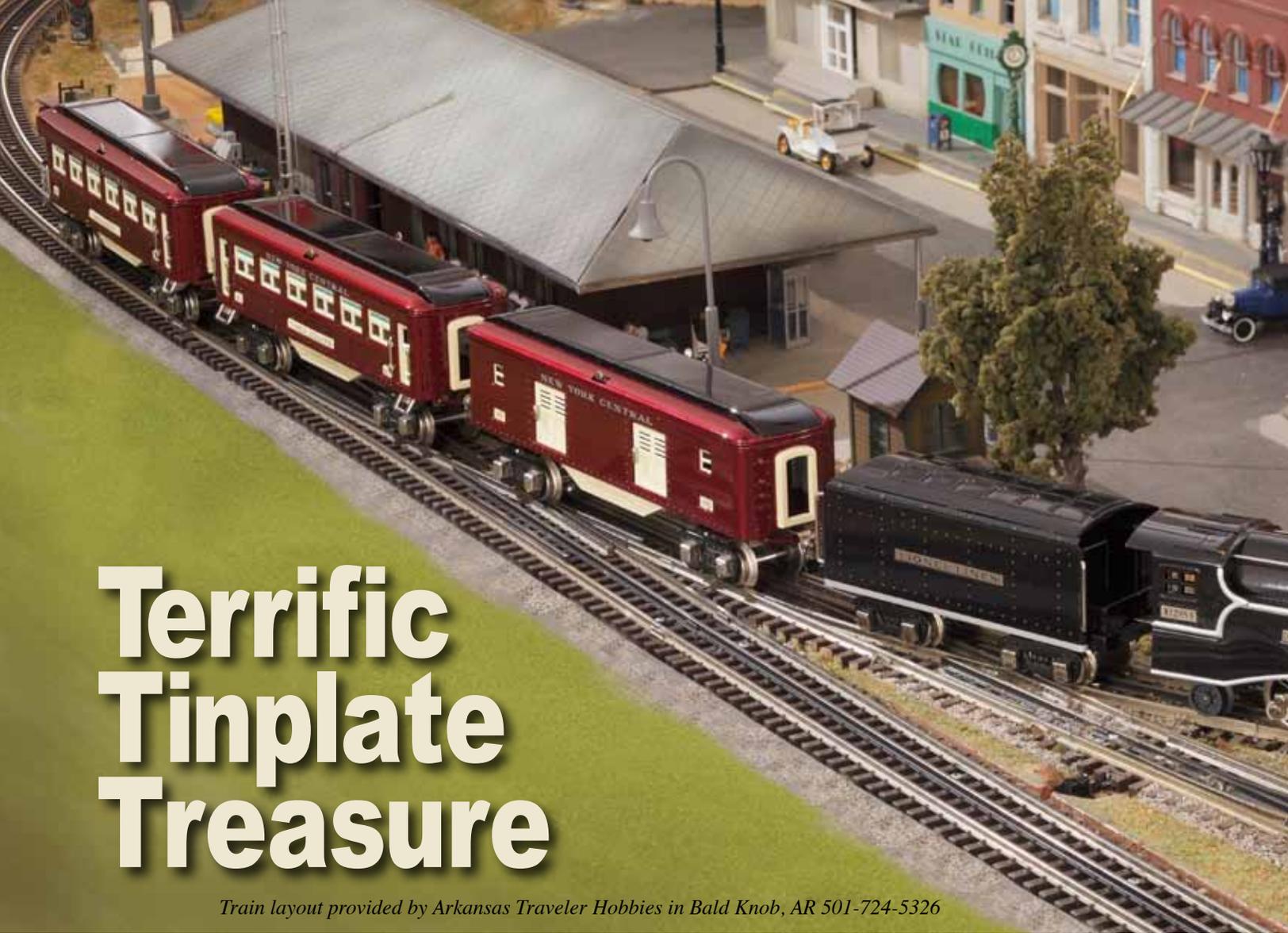
Images of operating accessory samples provided by Harry Hieke.



Toy Trunk Railroad

by Erik Sansom





Terrific Tinplate Treasure

Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR 501-724-5326

This NYC “Lakeshore Limited” Tinplate train set is a first-of-its-kind offer from the Lionel Collector’s Club of America. Because we’re a club attuned to collectors with diverse interests – including niche collectors with an affinity for tinplate trains – we can offer a limited-edition, modern version of a vintage-era Lionel® train set to them. The LCCA has decided to place an initial order with the factory for 250 train sets. To avoid disappointment to club members, LCCA has

pre-arranged an option to adjust the production run up to a maximum of 500 units. Train sets will be produced according to the number of orders received by the deadline. Limit: one train set per member. The line-up shown above includes the Commodore Vanderbilt



locomotive, tender, baggage car, coach, and observation car. An optional matching add-on coach – “Madison Avenue” – is shown below.





The Features of this Train Set Include:

- All-metal bodies on locomotive, tender, and cars
- Locomotive is built to prewar specs with light and whistle, but not equipped with any special control system
- “Build a Loco” classic-era AC motor installed in the locomotive with an e-unit
- Metal wheels, axles, and gears on the locomotive; all cars have metal axles and wheels
- Lighted locomotive and passenger cars
- New York City landmark names on the cars
- Nickel trim, polished journal boxes
- Prewar original style couplers
- Die-cast air whistle mechanism in tender with circuit board control – no slow-down when activated
- Baked enamel finish with state-of-the-art, never-done-before paint décor
- Fire Mist Black metallic paint on loco and tender with silver gray striping
- Fire Mist Ruby metallic paint with Fire Mist Black roof centers, cream trim, and silver lettering
- Distinctive packaging
- All pieces are marked with LIONEL/LCCA identification plates
- Low production run will likely create high collector demand
- Can be run on any type of O-gauge three-rail track
- This train set does not include track or power pack.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

<input type="checkbox"/> NYC “Lakeshore Limited” Tinplate Train Set (Limit: 1)	\$ 649.95
<input type="checkbox"/> Optional Add-on Car: “Madison Avenue” Coach (Limit: 1)	108.00
<i>Note: When ordered along with the Train Set, no add'l S&H&I charge for this car</i>	
Subtotal:	\$ _____
<input type="checkbox"/> Illinois residents only: add sales tax — 7.5% of subtotal	\$ _____
<input type="checkbox"/> Shipping, Handling, & Insurance for the train set	25.00
Total (in U.S. funds):	\$ _____

TWO PAYMENT OPTIONS

- Payment in full with order by CREDIT CARD, MONEY ORDER, or CHECK.
- Two-payment plan applies to the Train Set and the “Madison Avenue” Coach when purchased simultaneously using a CREDIT CARD (only) with \$350 due with the order. The remaining balance will be billed to the same credit card account just prior to the shipping date.

Estimated shipping date – September 1, 2012.

THE DETAILS: Deadline for orders: April 30, 2012, or sold-out date – whichever comes first. Deposits are non-refundable and non-transferable because the trains sets will be made to order after the initial payments have been received. All sales final. Cancellations will not be accepted. Members who fail to complete a two-payment order will forfeit their initial payment, and the train set will be offered to a club member on a waiting list.

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

Signature: _____
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.

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Al Kolis
HM 15902

Special Events Are

HIGHLIGHT:

“If we have not been to your area and you are interested in hosting a LCCA SE, please contact me to discuss your ideas.”

Time flies when you are having fun! The LCCA has hosted or co-hosted several full-of-fun Special Events at cities all around the country.

I’ve had the honor and privilege of meeting countless LCCA members at various LCCA Special Events in many cities – from Paterson, NJ, all the way across the country to Denver, CO, San Jose, CA, and Portland, OR. I sincerely believe the members of the LCCA are the best people ever. Our members make the LCCA the best toy train club on the planet!

Because of the advance deadlines for club publications and the timing and number of LCCA Special Events, the editors of *The Lion Roars* and the *Interchange Track* publications must scramble to keep pace with SE activities. Visit the SE section of the LCCA website and “bookmark” it in your computer for the most up-to-date information about upcoming SEs.

On the Road Again

We had another successful season with the World’s Greatest Hobby Show On Tour (WGHOT). An LCCA team staffed the club’s display booth alongside Lionel’s operating layout and large display at the WGHOT shows held in Indianapolis, IN, Chicago, IL, Salt Lake City, UT, Portland, OR, and Cincinnati, OH.

A new addition to our display booth this year is a 13-square-foot operating layout designed and built by TW Design® of Dallas, TX, the company that created Lionel’s “Gee Whiz!” mega-layout. The small LCCA portable layout featured two loops of Lionel tubular O27 and O31 track. It demonstrated what can be done within a limited footprint. You do not have to have a large space to have an O-gauge layout. Visitors of all ages loved to watch LCCA limited-edition products running on this unique layout. LCCA’s Dinosaur Transport Car created for our JMs was a big hit with the youngsters.

The WGHOT shows are very well attended. More than 100,000 visitors participate each year. The shows offer a great opportunity for the LCCA to introduce the magic of Lionel® trains to a new generation of kids who have an interest in trains and re-introduce the trains to “older kids” who enjoyed Lionel trains when they were youngsters during an era when an electric train was the toy of choice.

“Thank you!” to all the families and members who stopped by and visited our booth. On behalf of the club, I offer a huge “Welcome!” to all new members who joined LCCA during these shows. We welcome your participation and feedback. The more you put into this club, the more you’ll receive. We invite your stories, photos, and videos for possible publication in *TLR*, the *IT*, or for display on our website and Facebook account.



Something Special

Headed West

In January, the LCCA co-hosted a train show and swap meet with the Golden Gate Lionel Railroad Club in San Jose, CA. We offered a big “Thanks!” to LCCA members John Rinaldi and Mike Desing and the entire GGLRC for presenting this fun, family-oriented event. It was great to see members and guests enjoying the 17x34-foot operating modular layout. The table filled with operating accessories was a big hit with kids – of all ages.



While there, I had an opportunity to see John Rinaldi’s home layout that is currently under construction. John’s layout is at the rough-benchwork stage of construction. Most of us realize that our layouts may never be complete, but I encourage everyone to keep busy in the train room or area. Don’t stop working. Work on it every day, and it will be completed before you know it. There is a great sense of pride, accomplishment, and satisfaction in stepping back for a moment, looking at the work in progress, and appreciating an emerging creation. Most of us do not have museum quality layouts; the project is a personal expression of what is important to us. There is no such thing as a “wrong layout.” As Nike® says, “Just Do It!”

If you are in the process of building a layout or have completed your project, please submit photos and videos of your layout under construction. I am certain other members will appreciate your sharing that experience. Offer your story to *TLR* Editor Mike Mottler at mottlerm@conwaycorp.net.

Following the WGHOT Trail

We are making a special effort to reach out to train enthusiasts who live in the West and encouraging them to join the club and

participate in LCCA Special Events. We had a great 2009 Convention in Sacramento, CA, and we want to continue to build upon our presence there. This is a part of President DeVito’s and the LCCA Board of Directors’ plan to reach out and touch 2,000 members this year.

In February, the LCCA was part of the World’s Greatest Hobby On Tour train show in Portland, OR. The club’s display was located adjacent to Lionel’s large operating layout and product display.

LCCA members Joe Carlson and his son Joshua stopped by our display and lent a helping hand. Joshua was involved in a very serious car accident years ago and is permanently injured. Lionel trains have played a vital role in his recovery. Joshua loves Lionel trains, and to him the train experience is “therapeutic” as well as fun. Thank you, Joe and Joshua, for helping LCCA introduce the magic of Lionel trains to thousands of people who visited our display.



We were pleasantly surprised when LCCA Charter Member #10 Jim Chellis stopped by to visit with us in Portland.

Chellis, along with club founder Jim Gates of Perry, IA, and 82 other charter members,



started this great organization back in 1970. Thank you guys for your continued support and participation!

One of the fringe benefits of participating in the WGHOT shows is meeting fellow LCCA members. LCCA member David Dansky (RM 889) of Ridgefield, WA, graciously invited people to his home after the WGHOT train show in Portland.

He showed us his phenomenal train layout and collection of toys and trains. I have never seen a better, more extensive array of Lionel trains and toys. David is a consummate operator and collector. He runs everything, including his rare 2-7/8-inch gauge Lionel #100 B&O electric locomotive train from the early 1900s. Thank you, David for your generosity and hospitality. We hope to share more information about David’s massive collection and impressive layout in an article in a future issue of *TLR*.

Recap of Recent SEs

Club members in the Denver, CO, area enjoyed an exciting toy train auction event on March 10-11. Thanks to LCCA members Steve Fowler, David Gahagen, Jim Cathcart, and the entire CTTG group for co-hosting this event. Members living in Colorado and the surrounding states had an opportunity to get together and acquire some new trains at bargain prices. They do know how to have fun with toy trains in Denver! Another co-sponsored auction event in this series is coming up in late April. Refer to the sidebar by Steve Fowler (RM 26496).



On that same weekend in March, LCCA was present at the WGHOT train show in Cincinnati, OH, and Lenny the Lion was a special guest at the LCCA booth. Like all the kids gathered around the mini-layout at the LCCA booth, he thoroughly enjoyed the trains and shared the fun.

On Sunday, March 18, the LCCA set up a display table and participated in the Open Train Swap in Crown Point, IN. Members who stopped by received a new LCCA Special Event souvenir pin and a sheet of uncut LCCA billboard inserts. It was our way of showing appreciation to members who participated in a LCCA Special Event.

LCCA members had a great time at the North Central O-gauge Model Railroad Club's Circus Train show in Mundelein, IL, on March 24-25. This free event featured O-gauge and other circus-related train layouts at the Fremont Public Library. A big "Thank You" goes to Vern Lappe and the entire North Central O-gauge Railroad Club for hosting this event.

A significant Special Event on April 12 in Kennesaw, GA, at the Southern Museum of Civil War History celebrated the 150th anniversary of the Great Locomotive Chase. The LCCA was present at the museum for the historic event and offered a commemorative LCCA limited-edition, two-locomotive pair of "General" steam locomotives. Photos and reportage will follow in future issues of club publications.

A Meal and More

On Wednesday, April 18, at 6:30 p.m., LCCA members attending the Spring Train Show at York, PA, will gather at Smokey Bones Restaurant for a Dutch treat dinner and/or drinks. The restaurant is located at 1301 Kenneth Road (off Route 30 and Loukes Road in York). Socialize with fellow LCCAers and enjoy great BBQ! Phone: 717-846-3760.

Auction in Colorado

At the upcoming April 28-29 toy train auction to be held in Westminster at the Ranch Country Club in the Denver, CO, area, bidders will see an incredible array of Standard and O-gauge trains and accessories.

This will be another in a series of co-sponsored events sited at that location. An auction list and a registration form are posted on the LCCA website in the Special Events section. Here is an advance report of that activity.

LCCA/CTTG Train Auction

by Steve Fowler RM 26496

There will be 700+ lots of toy trains from American Flyer®, Ives®, Lionel®, and MTH® in this auction. Bidders will find 19 electric engines, eight steam engines, 40+ passenger cars, and 75+ freight cars in Standard Gauge. In O gauge, bidders will find nine postwar diesel engines, 35 prewar and postwar steam engines, 15 MPC and modern diesel and steam engines.

Wide Gauge collectors will find many American Flyer Wide Gauge trains, like 4000 black, 4000 green, and 4019 maroon locomotives; 4000 series freight cars; Pocahontas three-car passenger set; 2043 semaphore; and 1200 series passenger cars.



Lionel Standard Gauge: 384e and 385e steam engines; multiple 8e electric engines, 500 and 800 series freight cars; multiple 219 cranes; 35 300 and 400 series passenger cars; and accessories like 61 lamp posts, a 94 tower with OB, 92 floodlight, 103/104 bridges and approaches, 115 station, 129 terrace, and 280 and 300 bridges.

Rounding out the Standard gauge selections are multiple T-Repro items, such as: 129 Terrace, 166 Station, 435 Power Station, 438 Signal Tower, and 444 Roundhouse sections. Additionally, early MTH-Lionel engines include: 400E grey locomotive; 9e, 381e, and 408e electric locomotives; and the Presidential locomotive and passenger car set.

O-gauge train collectors will find: AF 429 switcher and freight cars; Ives 3243R green locomotive; postwar 2600 series Madison cars, with and without silhouettes, 2023 Alcos, 259 steam engine, and ZW transformers.

Multiple lots of Plasticville, Lionel catalogs, and paper, including Modelmaker™ magazines will round out this two-day auction.

For details, contact Steve Fowler at 719-487-8489, or by email: sdfandslf@msn.com.

Bluegrass Bash

On May 19, LCCA will sponsor a Special Event in Versailles, KY, hosted by LCCA member Winfrey Adkins and other local LCCA members. For additional information regarding this event and to make a reservation, visit our website, contact Winfrey Adkins directly at, or call him at 859-509-6635. The entry fee for this event will be \$20 if paid in advance using the registration form posted at the website, or pay \$25 at the door.

Springtime in Kentucky

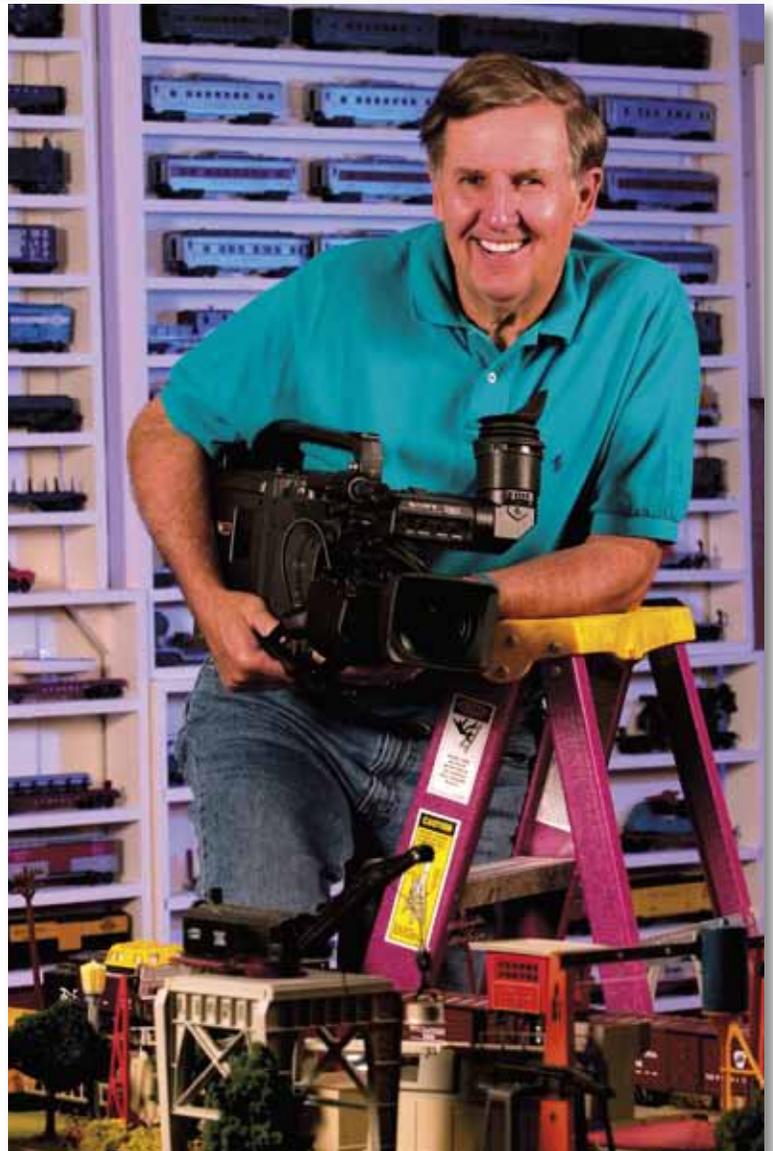
by Winfrey Adkins RM 7180

Enjoy a visit to Nostalgia Station Toy and Train Museum, the basement postwar Lionel layout, plus a G-gauge outdoor garden railroad by Billy Wilson (RM 6906), and a trip through the beautiful Bluegrass aboard the Bluegrass Scenic Railroad.

Your day will begin with a tour of Nostalgia Station. You'll see a lifelong collection belonging to Wanda and Winfrey Adkins featuring such rare and unusual items as the #203 1917 Lionel Armored Car, a 1956 operating Lionel dealer display layout, plus a full-size replica of a 1926 Lionel dealer display layout, a 1936 Lionel Airport, lots of prewar and postwar Lionel items, a Marx® Bunny Express train, a 1930s Marx Army train, along with Lionel, American Flyer, and Ives wind-up, O gauge and Standard Gauge trains.

Billy Wilson along with friend Mike Stevens have devoted about 30 years to the development and construction of a spectacular Lionel postwar collection and layout in the basement of his home. This display features hand-painted murals for backdrops throughout the area along with many of Lionel's operating accessories, locomotives, and rolling stock. Comic characters along with superheroes can be found among the "people" on the layout, along with dozens of scale "muscle cars" on the roadways.

To enhance your day of train-related events, we have chartered a first class passenger coach at The Bluegrass Scenic Railroad and Museum (BGRM). Our charter will leave the BGRM's passenger station and railroad museum at 2 p.m. sharp and will last about an hour. The GP-7 powered train, consisting of passenger equipment from the 1920s, 1930s and the 1950s, follows a line constructed in 1889 by the Louisville Southern, a predecessor of the modern Norfolk Southern. The ten-mile rail journey will pass through beautiful Kentucky cattle meadows, agriculture-oriented landscapes, and thoroughbred horse farms on the way to the cliffs on the Kentucky River. Upon your return, you can visit the collection of railroadians and memorabilia in the museum.

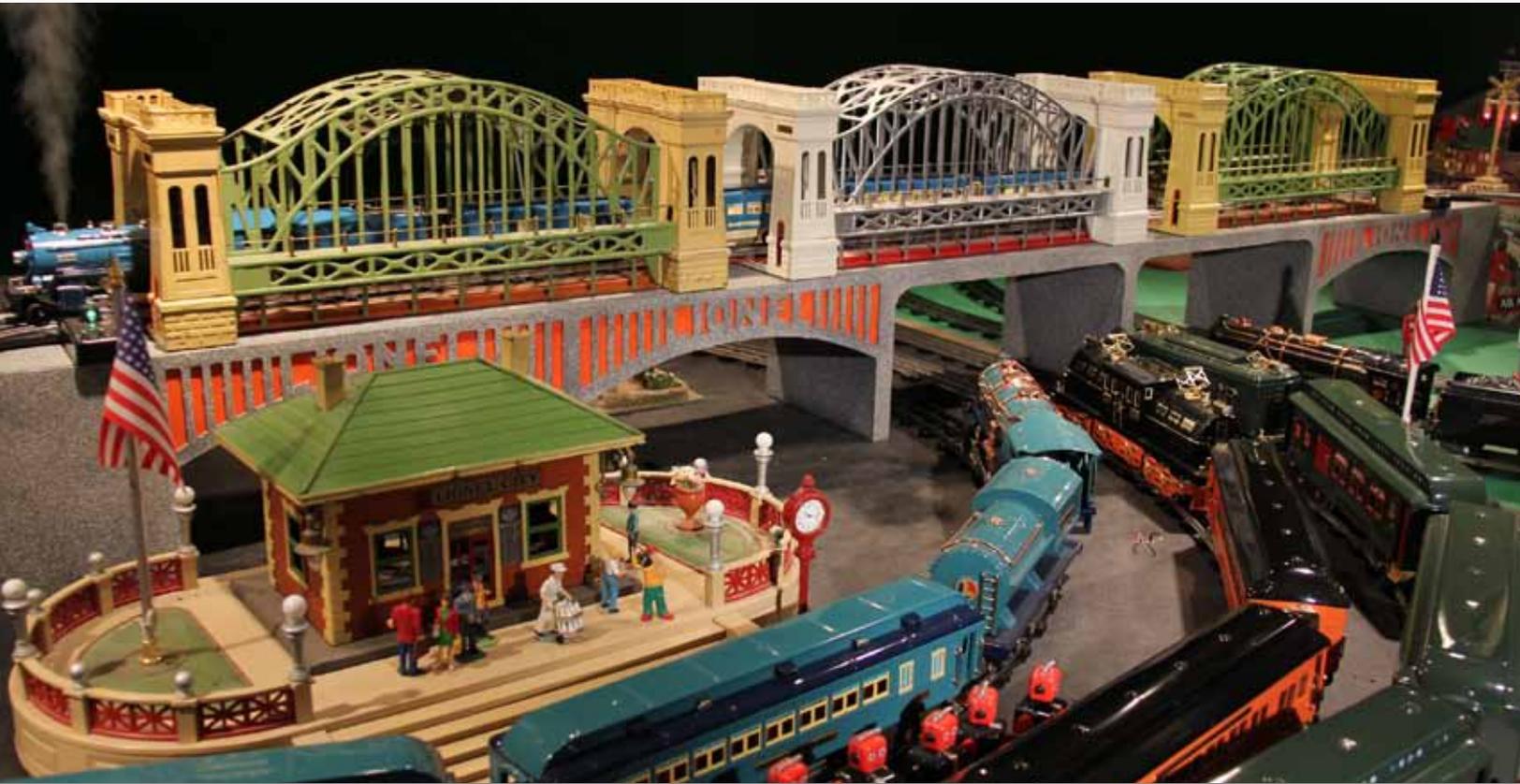


Photograph by Michael Childress

Lights, Camera, Action

We are planning a family and Junior Member Special Event at the TM Books & Video® site in New Buffalo, MI, on June 9. Members and their families will get a behind-the-scenes look at the operation and discover how they make their fun and exciting toy train videos.

Meet and talk with Tom and Charyl McComas and learn all about their toy train and video experiences. Tom has a million great stories to tell. You may even have an opportunity to meet young Jeffery McComas who was featured in some of their early videos. He is now all grown up. Members will also be able to tour the nearby Hesston Steam Museum at a reduced rate. Transportation between venues will be on your own. Bring the kids and spend the entire day having fun. Mike Reagan, Lionel Customer Service Center Manager, will also be there to make presentations. Stay tuned to our website for updated information.



This spectacular Standard gauge layout is one of seven in operation at the TM Books & Video facility. See it and the other six layouts in action at the LCCA Special Event in New Buffalo, MI

Photograph by Michael Childress

SE within the LCCA Convention

During the last full week of July, we will have the granddaddy Special Event of the year, our 42nd annual Convention in Norfolk, VA. Come and spend the entire week at the Marriott Waterside Hotel having fun with fellow LCCA members, their families, and friends.

Special Events will be held throughout the week, and several are planned for our JMs. Angela Trotta Thomas will host another "Learn To Draw a Lionel Train" art class. We will offer helpful (and free) hobby informational seminars in the evenings for our members. Spend time with the Lionel team and learn more about their upcoming product announcements. Bring a friend and have some fun!

Walking the Walk

As you can tell, the LCCA Special Events program is progressing quite well. Members from all over the country are getting together and sharing "train talk." We are hosting family-oriented, train-related events in cities in all regions of our beautiful country. The LCCA is walking the walk and not just talking the talk about the hobby we love. We are committed to promoting interest in Lionel trains and having fun while doing it.

I invite your ideas for a co-sponsored Special Event in collaboration with your local club or through your personal initiative. We are actively seeking members to host new Special Events. If we have not been to your area and you are interested in hosting a LCCA SE, please contact me to discuss your ideas.

*Contact Al Kolis by e-mail:
agkolis@comcast.net*

LCCA Special Events

April 28-29

Toy train auction co-sponsored by LCCA and CTTG, Westminster, CO

May 19

"Springtime in Kentucky," Winfrey Adkins as host, Versailles, KY

June 9

Open House at T&M Books & Video, New Buffalo, MI

July 22-28

LCCA Convention, Norfolk, VA

July 28

LCCA Train Show, Norfolk, VA

August 25-26

Toy train auction co-sponsored by LCCA and CTTG, Westminster, CO

October 6

Open House & Train Swap Meet, Jim & Josephine Gates as hosts, Perry, IA

Like a Founder's Day for "Alumni"

On October 6, the LCCA will be back in Perry, IA, and will celebrate the legacy of our club with LCCA's founder, CM 1 Jim Gates. Jim and his wife Josephine will hold an Open House at their home and a Train Show and Swap Meet at the community center across the street.

Come to Iowa and see Jim's impressive Lionel layout in his basement. Meet Jim and other Charter Members and learn more about the origin of our great club. The accompanying sidebar article is an advance report by Jim.



CM 1 Jim Gates demonstrates his basement home layout to visitors. Jim is wearing a baseball cap and holding the CAB-1 unit to control the trains.

Go to York in April, then to Perry in October

by Jim Gates CM 1

Most hobbyists know all about York, PA, as "Mecca" for toy train collectors and operators. Of course, that twice-a-year event is worth visiting, but there are other sites of interest. Here's an alternative for the autumn!

Our advice – go to Pennsylvania in April and visit us in Iowa on October 6. Josephine and I will be your hosts at our home at 1721 Bateman Street in Perry. Signs posted along highway 141 will direct you to our house. We'll see to it that you get plenty of FREE train-related advice, FREE Lionel-oriented propaganda, FREE coffee or pop or tea or water, plus a really good time.

We will also have a meal (across the street at the Community Center) with pork, chicken, and hamburgers with all the trimmings for a reasonable fee. We'll publish the cost of the meal later on. So we'll know how many to plan for, RSVP to me at 515-210-5718 or Al Kolis at 248-709-4137 in advance of October 6. After the midday meal, we'll open the buy-and-sell Train Show at 1 o'clock at the meal site.

There are many things to see within easy driving distance from Perry, IA: the Bob Feller Museum (515-996-2806), Boone & Scenic Valley Railroad (1-800-626-0319), Kate Shelley Memorial Park and Rail Museum, and the Iowa Gold Star Military Museum at Camp Dodge (515-252-4531). All these places are within 30 miles of Perry.

The little town of Perry (8,000) has a surprisingly nice museum, hotel, and community center. The center is right across the street from our home. There is also a nice antique store in downtown Perry with some railroad items (not mine). The Forest Park Museum is FREE. That phone number is 515-465-3577.

Of course, there are other sites to visit in nearby Des Moines. Several LCCA members would be glad to have you visit their collections, and we can provide route information to their locations.

As for accommodations, you may call the boutique Hotel Pattee at 515-465-3511 or the local Super 8 Motel at 515-465-5653. Southwest Airlines will begin service to Des Moines on September 30. Good timing!

Now that we're older, we know that this will be our last invitation to club members for a home visit. So "C'mon down!" Enjoy the trains and see some of Iowa too.

Photo from The Perry Chief reprinted with permission

Triple Play



This set of three buildings was made to order for LCCA by Lionel® and named for the mythical town of LEGACY. The items are in stock, so there's no waiting for delivery. All are ready to install on your layout. Lionel has ordered several sets for installation on their company layouts, and we take that as a compliment! They love them, and so will you!

Grow your train collection with unique items that are affordable, distinctive, and fun! Populate the Amtrak® Passenger Shelter with commuters in waiting,

place railroad workers around the Switch Tower, and add figures in the vicinity of the Crossing Shanty to create realistic scenes that tell a story. It's all in the details!

These utilitarian structures are easy to wire-up, and they light-up with a soft glow. This set of three buildings is the first of a series of planned future structures for the town of LEGACY. Let the town grow as your layout grows, especially if you are building a layout in collaboration with the Junior Member in your family.

SET OF THREE LEGACY BUILDINGS — LIMIT: FOUR SETS PER MEMBER

Once submitted, LCCA will consider this is a firm order and not refundable.

Name: _____ LCCA Member No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (____) _____ e-mail: _____

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

PURCHASE METHOD

- My check is enclosed, made payable to "LCCA" with "LBS" on the memo line.
- Bill this purchase to my credit card account.
- No.: _____ Expiration: _____
- Discover MasterCard Visa Code: _____
(Three digits on your card)

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

DO THE MATH

- ___ set(s) of three Legacy buildings @ \$99.95/set each \$ _____
- Subtotal (in U.S. funds): \$ _____
- Illinois residents only:** add sales tax —7.5% of sub-total \$ _____
- S&H to AK, HI, & Canada, add \$5/set \$ _____
- S&H to other locations, add \$10/set \$ _____
- Total (in U.S. funds): \$ _____

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Jerry Dangelo
CM 67

LCCA's First Convention Car - or Is It?

HIGHLIGHT:

“Version C (without the club member’s LCCA number on the bottom) is bogus or certainly questionable. Be careful if considering a purchase of this version.”

Photo 1



Photo 2



Photo 3



There has been discussion, letters written, questions raised, and general confusion surrounding the #9701 Baltimore and Ohio black double door Convention Car offered at our first Convention held at Kansas City, MO, in 1972.

Behind the Scenes

Let’s begin with some background to the story about this car. The black #9701 was an uncataloged Lionel® car. The cataloged version of the #9701 car made by Lionel that year was silver with various-color doors. Word got out that Lionel had 760 of the black cars from a test run. These cars had black plastic bodies and were painted black.

The TCA Detroit-Toledo Chapter of the Great Lakes Division acquired all of these cars from Lionel. After hearing through the grapevine that LCCA was seeking a Convention Car different from the Lionel cataloged items offered in 1971-72, the TCA chapter offered 260 of these cars to the LCCA.

At that time, the LCCA had about 240 members and limited funds in the bank. An officer of the LCCA and a few of his friends obtained 260 of these cars using their own funds. They were subsequently reimbursed from the proceeds of the sale of this car, and the profit went to the LCCA. This transaction was considered justified by circumstances at that time. Thus, the 1972 Convention Car was born.

The hand-applied lettering and rubber-stamped text of this car was not done by Lionel. The night before the Convention in 1972, several members and officers met in a motel room and applied the LCCA data to these cars. Presto, chango! An instant Convention Car was born for our members.

Three Versions of this Car

Version A) Members that attended the Convention received a car with rubber stamping on the underside of frame that read, “2nd Annual L.C.C.A. Convention Kansas City, Mo.” It also included the LCCA number of the club member/recipient. That number was stamped on the indentation on the frame, which was used for an operating car of some sort. Note that periods were used in the “L.C.C.A.” lettering at that time. This car also had “LCCofA K C Mo 1972” applied in dry transfer lettering (not wet-type decals) to both sides above the Baltimore & Ohio lettering applied at the factory by Lionel. Again note how the LCCA logo was spelled.

110 of these cars were produced. See **photos 1 & 2**.

Version B) This version was made for club members that purchased the car but did not attend the Convention in person. It had only the rubber stamping on the bottom with “2nd Annual L.C.C.A. Convention Kansas City, Mo.” and the member’s club number. No lettering was applied to the sides of this car because we ran out of letters. 75 cars of this type were produced and distributed to members by mail.

Version C) This version was like Version B described above but was reported as a fake since no more cars were made by the LCCA at that time. Several of these appeared at train meets and in the aftermarket. Prior to this, the rubber stamp was reported missing. Since 185 of the 260 cars were sold through the LCCA, about 75 cars remained unsold. As a club officer in 1973, I brought to the attention of the BOD that the rubber stamp was missing. No one knew of its whereabouts, and it was never found.

In conclusion, Versions A and B are the actual “Motel Room Versions” of this car made by and for LCCA members. Version C (without the club member’s LCCA number on the bottom) is bogus or certainly questionable. Be careful if considering a purchase of this version.

About the Box

The box for this car is an ordinary Lionel production box with a sticker on one end flap that read, “B AND O 9701-B” in capital letters. The person that applied the stamping and lettering made the black pen markings. See **photo 3**.

All of the data above came from my personal records and my participation in the 1972 Convention at Kansas City. Given this background information, you can draw your own conclusion and apply your own judgment about this Convention Car as our “first.”

Because of the circumstances surrounding its development, many believe the 1973 Convention Car – the “9727 TAG Boxcar from the Huntsville, AL, event – is our first Convention Car.

Contact Jerry by e-mail at:
dangelo32@netzero.com

Photographs by Jerry Dangelo

42ND ANNUAL LCCA CONVENTION



Bob Carter
RM 6620

Three Months and Counting

It's hard to believe it has been almost a year since our 41st annual Convention in the Dallas area, and now Convention #42 is just around the bend. Many of you have already registered for the Convention and reserved accommodations at the host hotel, but here's a friendly reminder to those that may still be lingering or thinking about it ... the clock is ticking! Your Convention team has planned many excellent tours, so "SNAP TO!" You won't want to miss this event.

For the first time, LCCA will present a WELCOME RECEPTION on Sunday evening at the host hotel. Hosted by President Dennis DeVito, this event is intended primarily for club members who have tickets for Tour 1 and the newly added Tour 14. Those arriving in Norfolk on Sunday, June 22, in anticipation of boarding these two excursion trains the next morning, will be welcome. However, this event is open to all "early birds."

If you served in the military, then there's something here for all veterans. Norfolk is the home of the world's largest naval base, which is on the tour schedule and is definitely a "must see." If you were an "Air Jockey," then the Military Aviation Museum at the Virginia Beach Airport and the Oceana Naval Air Station with F-14 Tomcats and F/A-18 Hornets will be a memorable outing for you. Being a ground-pounder, I'm looking forward to seeing the Army's Transportation Museum with its steam engine and a captured "Flying Saucer" at Ft. Eustis.

If you intend to enroll in military-related Tours 3, 4, and/or 10, be aware that security regulations apply to all visitors to these and other military bases:

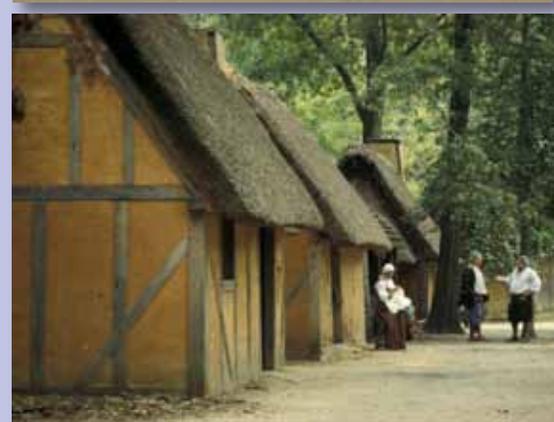
- Photo ID required (valid driver's license, military ID, passport)
- No bags other than pocketbooks or camera cases
- Do not bring knives of any size, a pocket knife, scissors, or nail files
- All persons are subject to personal search.

NOTE: Due to heightened security measures at all military installations, each participant in Tours 3, 4, and/or 10 must also provide his/her name and complete home address three weeks prior to taking these tours (only). Send that info to the LCCA Business Office by e-mail, fax, or U.S. Mail on or before July 6. After that date, registration for these military-related tours will be closed. Fair warning – there will be no late sign-ups for these tours.

Leave Something Behind

In recent years, LCCA members participated in "giving something back" to the host city of our annual Convention – an in-kind gift of service or a cash donation to a worthy institution or program. Members made uplifting visits to local children's hospitals, provided a toy train experience to young patients, presented a gift of a Lionel® train set to the hospital for use at its discretion, or presented a cash donation. Selected Make-A-Wish Foundation youngsters have received a "wish come true" of a train ride and visited the fabulous Lionel layout at our Convention sites. LCCA will continue these activities in Norfolk and explore ways to enhance our charitable efforts in the future.

If you have not yet sent your Convention registration or a host hotel reservation, do it now!



LCCA 2012 Convention Tours

The Hampton Roads Experience

MONDAY, JULY 23

TOUR 1: Norfolk Southern Train Excursion

8 a.m. – 4 p.m.

Package Price: \$125 per person

LCCA gratefully acknowledges a gift in kind from Norfolk Southern Railroad for a portion of Tour 1. NS underwriting of this excursion train trip will add value to the Convention experience for club members participating in this activity.

TOUR 14: AMTRAK Excursion to Richmond, VA

7:15 a.m. – 4 p.m.

Package Price: \$125 per person



Because the limited number of tickets for Tour 1 (the Norfolk Southern Executive Train Excursion) sold out in record time, LCCA has added another train excursion to the schedule as Tour 14 on Monday, July 23. Seating aboard the AMTRAK train for Tour 14 is limited to 175 persons, so LCCA suggests that you register now.

NOTE: Persons on the waiting list for Tour 1 may request a transfer to Tour 14 by contacting the LCCA Business Office by e-mail, fax, or U.S. Mail.

After a short drive by motorcoach to the AMTRAK terminal in Newport News, VA, we'll board the train for a 1.5 hour ride through the scenic Virginia countryside to Richmond, the state capitol. Upon arrival at

the historic Main Street Station in downtown Richmond, we'll transfer to motorcoaches and travel to local sites during the day.

The Triple Crossing

The Triple Crossing in Richmond is believed to be the only place in North America where three Class I railroads cross at different levels at the same spot. At ground level are the tracks of the original Richmond and York River Railroad which was extended after the Civil War to connect with the Richmond and Danville Railroad. Later, this line became a part of the Southern Railway System and is now a part of Norfolk Southern. The line runs east to West Point, VA.

The middle level was the main line of the Seaboard Air Line Railroad, now a part of CSX Transportation and known as the "S" line, just south of Main Street Station.

At the top level is a three-mile long viaduct parallel to north bank of the James River built by the Chesapeake and Ohio Railway in 1901 to link the former Richmond and Allegheny Railroad with C&O's Peninsula Subdivision to Newport News and export coal piers. The viaduct is now owned by CSX Transportation.

Science Museum of Virginia

We'll visit this museum housed within the original Broad Street Train Station. Designed by New York architect John Russell Pope and built in 1913, this museum pays allegiance to its railroad heritage with displays of renovated train cars, a railroad-themed IMAX movie, and other rail-related displays.

You will enjoy learning about the restoration of Car One, the executive coach for the RF&P Railroad, and other rail cars which will be opened especially for LCCA conventioners. During an architectural walking tour of the building, we'll learn about the choices that John Russell Pope made when designing the train station. A catered lunch will be provided at the museum.

Old Dominion Railway Museum

The recently renovated and expanded Old Dominion Railway Museum is housed in a restored

Railway Express Agency car and features artifacts from the area's railroad history. You will enjoy a behind-the-scenes look at the Maintenance and Storage Facility which houses an operating steam locomotive.

We will be transported by motorcoach back to the host hotel in Norfolk in plenty of time to prepare for the scheduled dinner cruise (Tour 2) in the evening.

TOUR 2: Evening Spirit of Norfolk Dinner Cruise

7 – 10 p.m.

Boarding begins at 6:30 p.m.

www.spiritofnorfolk.com/Norfolk/dinner

Package Price: \$109 per person



This will be a great way to unwind from the excitement of the day. The package price includes a three-hour casual evening cruise of the Hampton Roads Harbor viewing many sites from the water side, dinner, entertainment, shuttle bus, and informative cruise narration.

TUESDAY, JULY 24

TOUR 3: Hampton Roads Peninsula

9 a.m. – 4 p.m.

Package Price: \$109 per person



What a great way to visit the Hampton Roads Peninsula. The package price includes a full day [six hours] visiting the Hampton Roads Peninsula including The

Mariner's Museum and the U.S. Army Transportation Museum at Fort Eustis. Also includes lunch at the historic Boxwood Inn, motorcoach transportation, tour guide narration, admission fees, plus gratuity for lunch.

TOUR 4: Virginia Beach from the Air to the Sea

8:30 a.m. – 4:30 p.m.
Package Price: \$99 per person



The package price includes a full day [seven hours] visiting Virginia Beach including The Military Aviation Museum, Naval Air Station Oceana, Virginia Beach Riding Tour, Old Cape Henry Lighthouse, and strolling the Virginia Beach Boardwalk. Also includes lunch on the base and gratuity, motorcoach transportation, tour guide narration, and admission fees.

TOUR 5: Trains and Tapas at the Children's Museum

6:30 – 9:30 p.m.
Board buses at 6 p.m.
www.childrensmuseumva.com
Package Price: \$99/adult; \$59/child [3-11]; NC for children under 3



After spending an exciting day at the Hampton Roads Peninsula or the Virginia Beach area, relax at a special private LCCA evening at the Children's Museum. Enjoy the many attractions including a special program featuring unique pieces

from the fabulous Lancaster Antique Train Collection and layout. The package price includes a southern-style BBQ dinner, motorcoach transportation, museum staff presentations, interactive museum displays, and the admission fee. Fair warning: space at this museum is limited, so register early.

WEDNESDAY, JULY 25

Tour 6: Colonial Williamsburg and Williamsburg Winery

8:30 a.m. – 4:30 p.m.
Package Price: \$125 per person



What more could you ask for than spending a day (seven hours) at historic Colonial Williamsburg and the Williamsburg Winery. The package price includes lunch and gratuity at the historic Colonial Tavern, motorcoach transportation, tour guide narration, and admission fees to the walking tour and winery. Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 7: A Taste of Norfolk

9:30 a.m. – 4 p.m.
Package Price: \$125 per person



Take advantage of visiting the intriguing facilities offered for this tour. The package price includes lunch at the Norfolk Yacht and Country Club and dessert at Doumar's Ice Cream with gratuities, motorcoach transportation, tour guide narration, and admission fees.

TOUR 13A: Evening Visit to the Paul Sharp Collection

6:30 – 9:30 p.m.
www.trainweb.org/acsg then go to Tidewater, Division, Member's Layouts, Paul Sharp
Price: \$23 per person



Paul Sharp has invited us to visit his private facility which houses extensive collections of autos, toys, games, neon signs, AC Gilbert American Flyer/Modern S Gauge trains, and two operating layouts. Local transportation to/from the site will be provided. Three one-hour tour times will be available beginning at 6:30, 7:30, and 8:30. Because of space limitations, LCCA will select and assign your tour at the Convention. Limit: one tour visit.

Note: Another visit to Paul's facility will be offered on Saturday morning from 9 a.m. to noon as Tour 13B.

THURSDAY, JULY 26

TOUR 8: Virginia's Historic Triangle

8:00 a.m. – 5:30 p.m.
Package Price: \$129 per person



Visit three of our nation's most historic colonial sites: Williamsburg, Jamestown, and Yorktown during this tour. Package price includes motorcoach transportation to the three sites, lunch at Jamestown Settlement, tour guide narration, and admissions to the facilities.

Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 9: James River Plantations

8 a.m. – 4:30 p.m.
Package Price: \$125 per person



Spend a full day [nine hours] visiting colonial plantation estates and one of the most historic scenic areas in this part of the country while taking steps back into early American history. The package price includes motorcoach transportation, lunch at the historic Charles City Tavern with gratuity, admission fees, and tour guide narration.

FRIDAY, JULY 27

TOUR 10: Norfolk's Military Heritage

8 a.m. – 1 p.m.
Package Price: \$95 per person



Take this opportunity to visit one of today's most active Naval Bases and historic Fort Monroe. LCCA has requested a visit to an active duty ship, but no guarantee can be made. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes lunch and gratuity on base, motorcoach transportation, tour guide narration, and admission fees.

TOUR 11: Virginia Aquarium and Marine Science Museum

9 a.m. – 1:30 p.m.
Package Price: \$115 per person



Here's a unique opportunity to spend the morning experiencing the famous Conservation Quest Behind the Scenes Program. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes a box lunch at the museum, motorcoach transportation, tour guide narration, and admission fees.

SATURDAY, JULY 28

TOUR 12: Spouse's Day Out

9:30 a.m. – 2 p.m.
Package Price: \$69 per person

For those who want to do something special yet different, this Saturday



morning tour combines some unique opportunities. The package price includes motorcoach transportation to the Hermitage Foundation Museum and Historic Ghent, lunch and gratuity at the Freemason Abbey Restaurant, tour guide narration, and admission fees. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events.

TOUR 13B: Morning Visit to the Paul Sharp Collection

9 a.m. – Noon
Price: \$23 per person

Note: A previous visit of three one-hour tours to Paul's facility was offered on Wednesday evening from 6:30 to 9:30 p.m. as Special Event Tour 13A.

TOUR 14: AMTRAK Trip

Refer to page 19. Note: This tour was added as a supplemental rail fan activity because Tour 1 sold out quickly.

JM Activities during the LCCA Convention

Popcorn and movie night. Join JM Coordinator Dominic Caponi and Associate Coordinator Jenny Kraus for popcorn and a movie on Wednesday evening, July 25, at 8 p.m.



"Draw a Lionel Train" art class by "The Train Lady" artist Angela Trotta Thomas. Angela will offer a free drawing workshop on Friday afternoon at 2 o'clock for all JMs. The drawings will be posted on a "gallery wall" at the convention site.

Junior Member train raffles and giveaways will be exciting. At the Get Acquainted Party and the Banquet, JMs will have a chance to win some amazing Lionel prizes! This photo shows the recipients of prizes at the 2011 Convention in Dallas.

LCCA 2012 CONVENTION SCHEDULE

Norfolk, VA July 22 – 28, 2012

Day/Description	Time	Notes
Sunday, July 22		
Registration Desk open	Noon – 7 p.m.	Marriott Waterside Hotel (MWH)
Welcome Reception	7:30 – 9 p.m.	MWH, Room TBA
LCCA Store open for Reception-goers	9 – 11 p.m.	MWH, On-site LCCA Store
Monday, July 23		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #1: NS Vintage Train Excursion	8 a.m. – 3 p.m.	Box lunch on board
Tour #14: AMTRAK Train Excursion	7:15 a.m. – 3 p.m.	Catered lunch at museum
Tour #2: Spirit of Norfolk Dinner Cruise	7 p.m. – 10 p.m.	Boarding at 6:30 p.m.
Tuesday, July 24		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #3: Hampton Roads Peninsula	9 a.m. – 4 p.m.	Lunch at Boxwood Inn
Tour #4: Virginia Beach, Air to Sea	8:30 a.m. – 4:30 p.m.	Lunch on Base
Tour #5: Trains & Tapas at CM of VA	6:30 p.m. – 9:30 p.m.	Southern BBQ, Board Bus at 6 p.m.
Wednesday, July 25		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #6: Colonial Williamsburg & Winery	8:30 a.m. – 4:30 p.m.	Lunch at a Colonial Tavern
Tour #7: A Taste of Norfolk	9:30 a.m. – 4 p.m.	Lunch at Norfolk Yacht & Country Club
Reception for Conv'tn First-timers (only)	5:30 – 6:30 p.m.	MWH, Room TBA
Tour #13A	6:30 – 9:30 p.m.	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Two Workshops, Topics TBA	7 – 8 p.m.	MWH, Rooms TBA
Two Workshops, Topics TBA	8 – 9 p.m.	MWH, Rooms TBA
Movie and Popcorn Night for JMs	8 – 9:30 p.m.	MWH, Room TBA
Thursday, July 26		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #8: Virginia's Historic Triangle	8:30 a.m. – 5:30 p.m.	Lunch at Jamestown Settlement
Tour #9: James River Historic Plantations	8 a.m. – 4:30 p.m.	Lunch at Charles City Tavern
Get Acquainted Party	6 – 10 p.m.	MWH Ballroom
Friday, July 27		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #10: Norfolk's Military Heritage	8 a.m. – 1 p.m.	Lunch on Base
Tour #11: VA Aquarium & Marine Science	9 a.m. – 1:30 p.m.	Lunch at the Museum
LCCA Annual Business Meeting	2 – 3 p.m.	MWH, Room TBA
Junior Members Fun Time	2 – 4 p.m.	MWH, Room TBA
Lionel Seminar	3 – 5 p.m.	MWH, Room TBA
Trading Hall open	6 – 9 p.m.	For Members Registered at MWH
Saturday, July 28		
Two Workshops, Topics TBA	9 – 10 a.m.	MWH, Rooms TBA
Two Workshops, Topics TBA	10 – 11 a.m.	MWH, Rooms TBA
Registration Desk open	8 – Noon	MWH
BSA Railroading Merit Badge Seminar	8 a.m. – 2 p.m.	MWH, Rooms TBA
Tour #12: Spouse's Day Out!	9:30 a.m. – 2 p.m.	Lunch at Freemason Abbey
Tour #13B	9 a.m. – noon	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Trading Hall open	8 – 9 a.m.	For Members Only
Trading Hall open	9 a.m. – 3 p.m.	For Members and the Public
Trading Hall take down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	MWH Ballroom
LCCA Banquet	7 – 10:30 p.m.	MWH Ballroom
Convention Ends	After the Banquet	



Mike McLintock
HM 27393

An Eclectic Train Layout

HIGHLIGHT:

“Perhaps most LCCA members would consider this a “dream job” – like being paid to play with trains!”

All Mixed Up

What do you get when you create a tinplate model train layout that includes Standard gauge and O-gauge tinplate trains, Lionel® FastTrack™, MTH® plastic roadbed track, Gargraves® track, and G-gauge wooden trestles? The answer – the latest “eclectic train” layout installed in the main atrium of Gaylord Texan Resort in Grapevine, TX.

As the Train Engineer for the Gaylord, I repurposed its tinplate Christmas train layout into a year-round attraction. Drawing from my wide-ranging model railroad experience, I created a new and unique layout in a garden area of the resort’s atrium. This layout featured Standard gauge and O-gauge loops of track with two Lionel and MTH tinplate trains taking alternating tours around the display.

For the past seven years, Gaylord Texan Resort has displayed several garden trains in the planted areas of its massive nine-story, glass-covered atrium. Three-plus years ago when I started to enjoy early retirement from a career in marketing, I received a call from the Gaylord. They asked me to handle the set-up and maintenance of model train displays in the facility. Perhaps most LCCA members

would consider this a “dream job” – like being paid to play with trains!

I’ve been an O-gauge train collector and operator since the 1950s and have built several model train layouts of

my own. I also worked with a model railroad club on their O-gauge layouts, so it seems that I have been training for this job at Gaylord all my life.

Bigger Trains Are Better

Merely placing a flat-top table layout in the atrium didn’t seem to be “enough.” I wanted to show tinplate trains in a garden setting,

capture the imagination of hotel guests and visitors, take full advantage of the large open space, and incorporate into the scene a set of G-gauge BridgeMasters® trestles stashed away in a storage room. I also felt the layout should be as low to the ground as possible so children could easily view everything.

I adapted the G-gauge trestles to the Standard gauge loop with O72 curves and two wooden bridges. The trestle was a perfect fit for Standard gauge track, and I decided the more realistic look of Gargraves Standard gauge track with the Phantom™ center rail would be ideal. The MTH Standard gauge track with plastic roadbed is the base for the traditional flat-top fantasy section of the layout. There is a natural transition to Gargraves track where the track leaves the table and enters a 20-plus-foot trestle section elevated over the natural planted area.

The center loop of track on the layout has O-gauge Lionel FastTrack™. I planned to run the O-gauge tinplate trains already on hand at the resort, including the Dallas Cowboys train by MTH, during the NFL season. Gaylord Texan is the official hotel for the Dallas Cowboys team and many fans stay there during home games.

Alternating Animation

My train hobby experience taught me the necessity of keeping locomotive motors cool when operating them over long periods of time. I run all of the model trains from 8:30 a.m. to 10 p.m. seven days a week. I have incorporated state-of-the-art electronics to reduce overheating, extend train life, and keep the train roster active and interesting to guests and visitors. I worked with a friend and fellow train enthusiast, Pete Dahlberg, to incorporate RR-Concepts® StationMaster™ electronics into the layout.

The StationMaster system uses a magnet mounted on the bottom of each train to trip a reed switch under the track, which sends a signal to the YardMaster™. Pete programmed the system to let each train run for four laps, come to a prototypical slowdown and stop, and then activate a second train to run for four laps. The stops and starts also activate the Proto-Sound 2.0™ features built into the Lionel Tinplate Traditions engines.

Digital photograph provided by Mike McLintock





HIGHLIGHT:

“The good news is that I did accomplish my goals. The bad news is that it was considerably more work than I anticipated.”

Lionel's New Freight Loader

Last issue we reviewed the new Freight Loader by Lionel® and suggested some additions that could be made to enhance its action. After completing that article, I was revved up to give it a try. The modification would feature a realistic, three-step operation and allow the accessory to be mounted along a main line to optimize the illusion of loading or unloading.

After an appropriate boxcar pulled up to the Freight Loader, step one would be to enable the conveyor mechanism to move horizontally so that its front end is actually inside the boxcar. Step two would be running the conveyor – either forward to simulate loading or reverse for unloading. I also wanted to remove some of the packages on the belt so that you would start and end the process with an empty belt. Step three would be for the conveyor to withdraw from the boxcar and allow the train to continue on its way unobstructed.

Mission Accomplished

The good news is that I did accomplish my goals. The bad news is that it was considerably more work than I anticipated. My hope is that my trials and tribulations will help anyone else who feels up to this task.

Moving the conveyor in and out of the boxcar was my first consideration. **Photo 1** is a view inside showing the conveyor mechanism. All photos in this article were taken after the modifications were completed. To see the before photos, refer to my article in the February 2012 issue of *TLR*. There is about

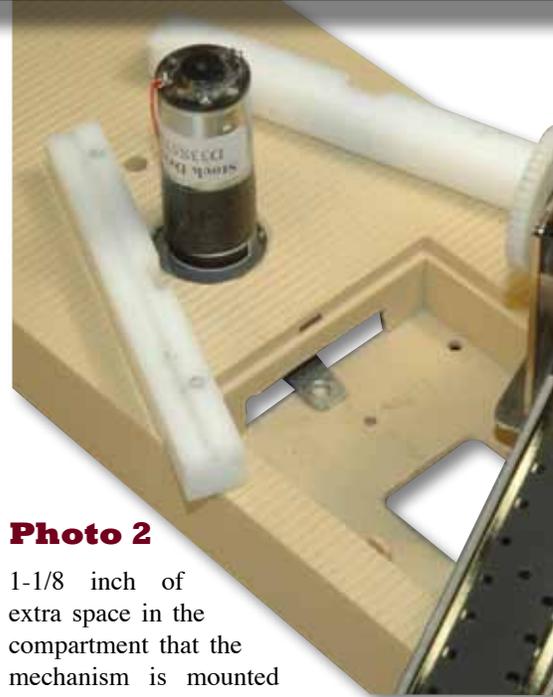


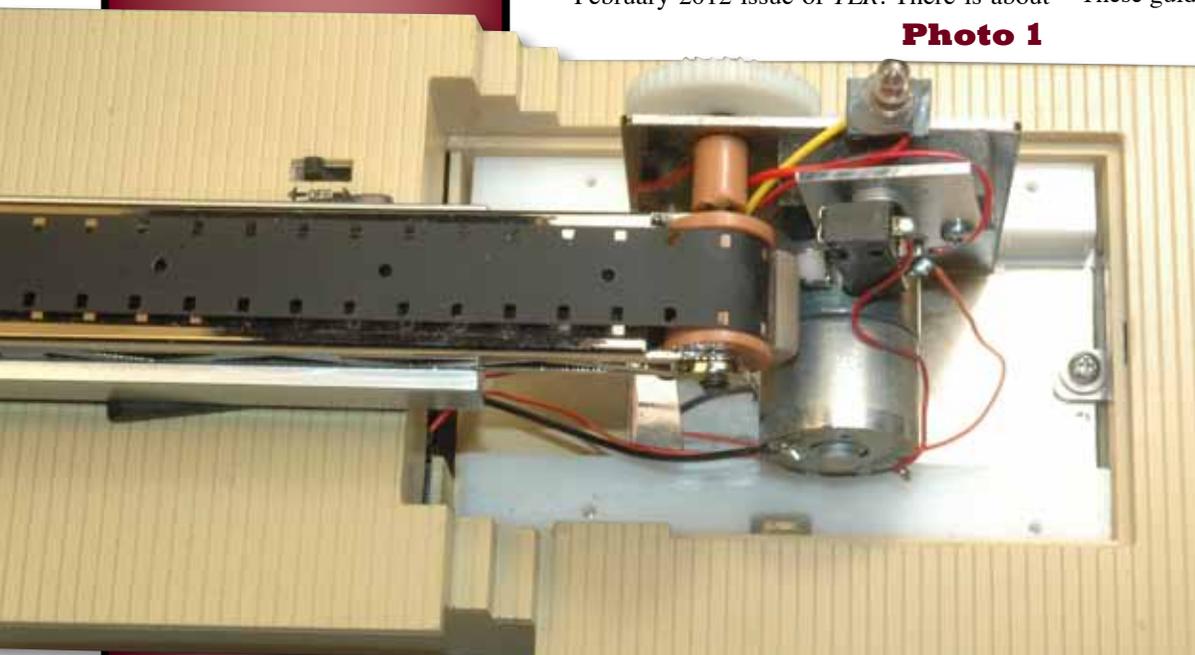
Photo 2

1-1/8 inch of extra space in the compartment that the mechanism is mounted in. This would do the job. As supplied, the mechanism is secured to the floor of the platform with two screws. I removed these and found that there were two pins molded into the floor that positioned the mechanism. To allow the conveyor to slide back and forth, I ground these pins flush with the floor using a Dremel™ tool.

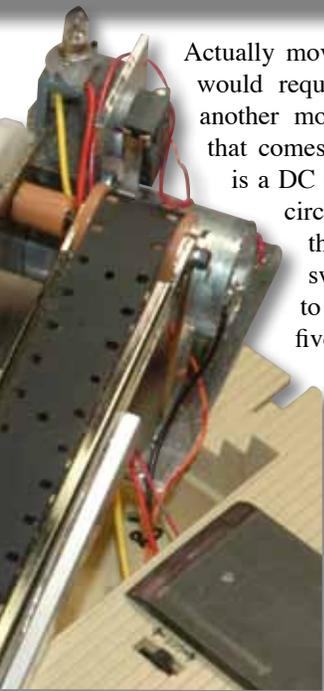
Next, I fastened a .050 aluminum plate, three inches long and two inches wide to the bottom of the conveyor. Then, from Delrin™, a self-lubricating plastic, I cut two guides which would keep the mechanism against the floor yet allow it to slide back and forth. These guides were rabbeted to allow them to

be screwed to the floor from underneath and leave room for the metal plate on the conveyor to slide in. **Photo 2** shows the Delrin guide pieces, one of them upside down showing the rabbet. Each had two threaded holes and was secured from the bottom of the platform. A notch was cut into the side of these guides to make room for protrusions in the plastic designed to hold the building in place. To make room for a crank arm that would move the conveyor back and forth, I cut a rectangular access hole in the rear side of the conveyor compartment. This can also be seen in **photo 2**.

Photo 1



and Views



Actually moving the mechanism would require the addition of another motor. The gearmotor that comes with the accessory is a DC motor and the small circuit board, which has the on-off-reverse switch, also serves to provide a regulated five volts DC to the motor. I was not able to find a six-volt motor with an acceptable size and speed combination and finally purchased a 12-volt DC gearmotor from SDP/SI. Their website is www.sdp-si.com. They

have a wide variety of small parts and motors. Unfortunately, the motor I purchased cost about \$40 and was a discontinued model. My plan was to run the second motor from the same output used by the first motor. That meant that the 12-volt motor would only be getting five volts. I selected a motor with a higher speed than I wanted. Running the motor at only five volts would mean it would operate at a slower than rated speed. The final speed wound up at about six RPM. The actual speed is not critical, but you don't want the conveyor shooting out too fast.

The motor was far too large to conceal under the platform or in the terminal. I used a rule we often use in the shop – if you can't hide it, highlight it. The best location for the motor was on top of the platform. This would allow the most direct way to move the conveyor mechanism. You can see the motor in its mounted position in several of the photos. **Photo 3** shows a view of the installed motor from underneath. I installed a plate onto which the motor was mounted. At each side of the platform where the two narrow ends of the plate would rest, I cemented a strip of Plexiglas™ into which I threaded holes to secure the plate. This allowed me to secure the plate without having any screws showing on top of the platform.

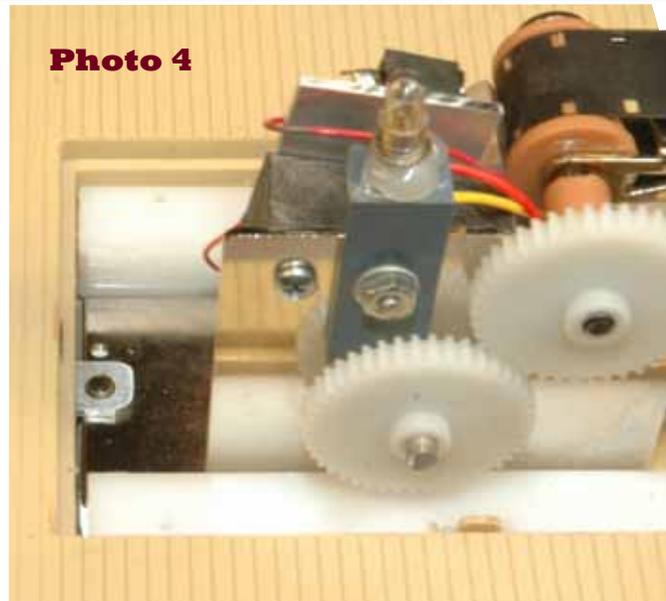
I machined a 1-3/4 inch wheel and hub from black Delrin to attach to the motor shaft. As it turned out, the diameter could have been smaller, but I wanted to be sure that I had enough room to get the maximum stroke from the crank arm. Since the compartment was 1-1/8 inch larger than the mechanism, I positioned a small aluminum crank arm 5/8-inch from the center of the wheel. The arm went through the cutout hole in the end of the compartment and attached to the conveyor. Each screw on the crank arm went through a washer and then a short piece of brass tubing and finally into the wheel or mechanism. The crank armholes were drilled to allow the brass tubing to fit through them. This allowed the screws to tighten and the crank arm to move freely. **Photo 4** shows the end of the crank arm with the screw and washer removed, but the brass tubing in place.

I also wanted the operation to be somewhat automatic once the switch was triggered. To accomplish that, I attached a metal plate to the black wheel as seen in **photo 3**. This plate extended beyond the wheel and has a screw at each end – the two screws being 180 degrees apart. These screws would activate the micro-switch that would stop the wheel after it made a half revolution.

Photo 3

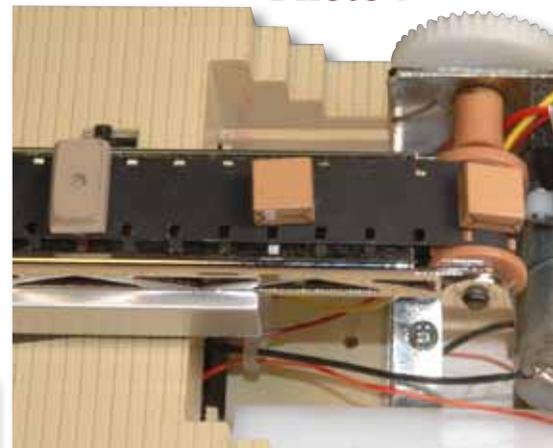


Photo 4



I wanted to remove half of the packages on the belt so that when the operation started, no packages would be visible. I could see that each package was secured to the belt with a small screw from underneath. To get

Photo 5



at those screws however, it was necessary to remove the belt. To do this, a small "C" clip was removed from the axle holding the front sprocket of the conveyor. The small size of the parts made this difficult, but once accomplished, there was enough room to get a screwdriver underneath and remove six of the 10 packages from the belt. One of these packages was replaced with a package made from Plexiglas and painted. This added package was as wide as the belt, so it was wider than all the rest. You can see this added package in **photo 5**. Reassembling the front sprocket and axle took many attempts and a watchmaker's ability to finally get the small pieces in place.

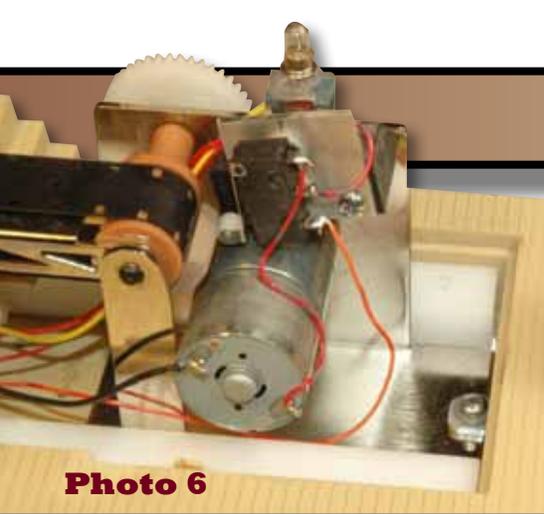


Photo 6

The reason for the larger package was so that the operation of the belt would be automatic. The larger package would activate another micro-switch that would cause the belt to stop automatically. This micro-switch was attached to a small plate and secured as shown in **photo 6**. A half-inch spacer block was used behind this plate to position it so that only the larger package on the belt would activate the switch. The smaller packages would pass the switch, but the wider package would press the switch and disconnect the belt motor from power.

Photo 7 is the wiring diagram. Basically, the control switch is a single-pole, double-throw, center-off switch with momentary contacts. When you press and release the switch in either the up or down position, one of the micro-switches is bypassed, allowing the power to flow to one of the motors. The motor will continue to run until the micro-switch is again activated. The conveyor motor will run and you will see the five packages travel along the belt. When the packages have all passed and the belt is again empty, the motor will stop. Pressing and releasing the control switch in the opposite direction will cause the motor moving the conveyor mechanism to start. It will stop when the conveyor is either all the way in or all the way out.

Reassembly

Replacing the building and roof on the platform was not easy, but with all the extra stuff in the building, it became even more

difficult. I solved that problem by sanding away the single tab at the lower part of the building on the side away from the conveyor and all but one of the tabs on the opposite side. The one remaining tab can be seen in **photo 8**. Notice also that the opening for the conveyor was enlarged. That done, it was a simple matter to lift off and replace the building. I then discovered that there was an obstruction that interfered with the movement of the conveyor back and forth and found two issues to address. First, the axle extending out of the lower white gear of the conveyor drive, seen in **photo 4**, rubbed the inside of the building. That axle extended

disperse the heat given off by the bulb. Since the bulb is attached to the conveyor mechanism, it moves with it and therefore a way from the aluminum tape. We simply added a longer length of aluminum tape to increase the area covered.

We also found that the conveyor was a bit too low and added a 1/8-inch Delrin pad onto the platform to slightly raise the conveyor. This also provides a smooth surface for it to slide on. This pad can be seen in **photo 2**.

So, how did I hide/highlight that second motor? I made a miniature wooden crate from a wooden block and some small strips of wood. The block was drilled to allow space for the motor. The crate simply rests over the motor. What could look more appropriate than a large crate on a freight platform? **Photo 9** shows the crate and **photo 10** shows the completed project.

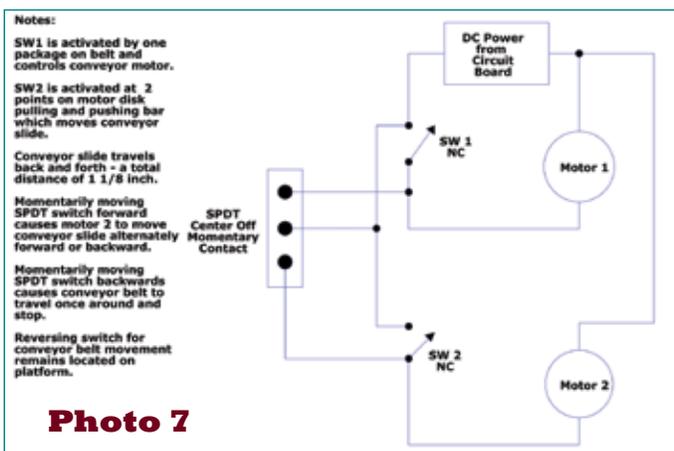


Photo 7

from the gear about 1/8-inch. I simply sanded it down closer to the gear. Very little had to be taken off, but more than you would do by hand. Second, the wires had to be kept clear of the moving conveyor mechanism. A small cable tie solved that problem.

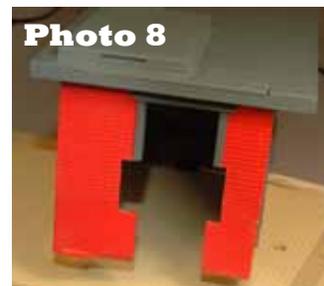


Photo 8



Photo 9



Photo 10

Some Small Details

As shipped from Lionel, the inside of the building has a small piece of aluminum tape on the inside wall near the light bulb. In operation, this light is always on and the tape helps



The wiring diagram shown in **photo 7** is the most efficient way to wire the modified accessory. We initially had it wired

a bit differently. The photos do not match the wiring diagram, but the diagram is correct and uses less wire.

One thing that was not accomplished with this modification is the ability to remotely reverse the direction of the conveyor belt. To accomplish that would have required bringing several more wires to the control box and adding a switch. After spending a great deal of time on motorizing the conveyor mechanism, I decided to tackle the remote reversing challenge another time. For the time being, I'll be satisfied choosing either a loading or unloading function. That function can still be changed by using the switch on the platform.

When the job was finally completed, I was very pleased with its operation. To best see the operation of this modified accessory, we have posted a video of it in operation on the LCCA website.

LCCA Collector Cards

Many of you have seen the latest set of LCCA Collector Cards, the fifth in the series. Each card in this latest series featured a Lionel product that never appeared as shown in the catalog. Card number one showed an illustration from the 1946 catalog of the 3459 Coal Dump Car in silver. Club founder and Charter Member 1 Jim Gates contacted me and advised that the coal car was indeed produced in the silver color. After some additional research, I found that Jim was correct. The inclusion of the illustration in this series was however correct by a technicality. The illustration in the catalog shows the silver coal dump car with a silver undercarriage. All 3459 dump cars, regardless of color had a black undercarriage. My description on the back of the sheet should be corrected with the addition of the word undercarriage. Thanks Jim for pointing this out. To your credit, you were the only one who noticed!

More on the Digital Front

The stream of digitized Lionel paper continues to flow. New from HSL Inc. is a digital archive of Lionel Consumer Publications from 1937 to 1969. This archive includes many of the publications that supplemented Lionel's catalogs with ideas



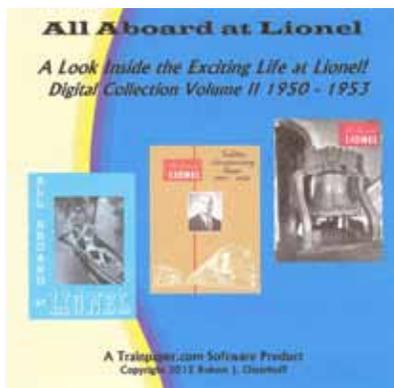
for planning your railroad empire. The archive includes 16 publications, beginning in 1937 with Lionel's Track Layouts booklet and the booklet describing Lionel's proud achievement – the 5344 scale Hudson Locomotive. During the war, when train production ceased, Lionel published several interesting booklets to keep up interest in model railroading. I find these particularly interesting because it becomes obvious that even by 1945, Lionel

had not changed its course from scale operation. In one of those booklets, Lionel suggests that you first choose between O gauge and OO gauge. The *Wonder Book of Railroading* describes the costs involved with manufacturing the scale Hudson. Photos of the scale Hudson show up as late as 1946, when finally the decision to steer away from the scale market was finalized. Lionel continued publishing booklets showing the reader how to have more fun with Lionel trains and they are included in this archive. Throughout the 1950s and into the 60s, the *Model Railroading* book written by Lionel was published by Bantam Books®. The latest and largest edition of this 384-page book published in 1961 is also included in this archive. The scanning of this book is a great improvement over the yellowed pages of the original. In clear black and white, it is certainly better than the original, easier to read, and the pages won't fall out. A bonus section includes posters and envelopes used to mail some of the booklets and a photo of the Paper Train. This archive features the same navigation and search features as previous HSL archive editions and is available for \$35 plus \$5 shipping per order.

HSL is also offering the Lionel Consumer Catalog archive in a tablet version. The first offerings for this medium are the 1925-1942 and the 1945-1969 catalog archives. These are "light" versions allowing access to

every page of the catalogs and introductory material, but without the search functions available on the computer versions. These sell for \$40 each, but if you have already purchased the PC/Mac version the price is only \$30. For more details or to place an order, check it out at www.hslinc.com or call 800-779-2802. According to HSL, if there is enough interest in these first two tablet versions additional archive products will be made compatible for tablet devices.

Bob Osterhoff continues his release of rare paper on disk. His latest release contains in digital form some extraordinarily rare paper. From 1946 through 1959 Lionel published an internal magazine for their employees titled *All Aboard at Lionel*. Individual issues of this internal magazine are quite rare and accumulating a full set is nearly impossible, until now. Bob is now offering a complete archive of this Lionel publication. This 102-issue, 1650-page archive is offered in three volumes. These magazines include a wealth of information about Lionel the company and its employees. Volume I (1946 through 1949) includes a series of articles detailing the work done in different departments. Included in these are many photos of factory scenes and the manufacturing process. Volume II (1950 through 1953) includes the special expanded golden-covered issue celebrating Lionel's 50th birthday. Volume III completes the set covering the years 1954 through



1959. The magazine ceased publication at the end of 1957 and then returned in a much smaller version in 1959 before disappearing forever. There is a wealth of information that just isn't available anywhere else except in this very rare collection. Each volume is priced at \$45 plus \$2.50 shipping. A set of all three is \$135 plus \$5 shipping and also includes a special Author's Edition certificate, an unreleased 4x6-inch factory photo reprint and an authenticated piece of the Hillside/Irvington factory floor. The set is also offered in a tablet version at the same prices. Order both sets for \$200 plus \$5 shipping. You can check out the details at www.trainpaper.com.

Photographs by Bill Schmeelk



Ken Morgan
RM 12231

The Tinsplate

HIGHLIGHT:

“To accompany the more realistic locomotives, Lionel designed new rolling stock. Both passenger and freight cars were developed, and in both cases there were super-detailed scale or near-scale versions.”

Die-cast Details III

Back to the fount one more time. As I warned last issue, I can milk this subject nearly as long as Lionel® did! I have run out of locomotives for now, but the ones described over the past few installments had to pull something. Company designers created a specific passenger car body for them.

Yes, I know there were a few other loco castings that came through the war safely, but those were the best of the mass-market designs and provided the most numerous progeny. Maybe sometime in the future, but that’s enough for now. So we’ll look at the new and somewhat more realistic passenger cars that went with them both before and after WWII.

Back to the station. To accompany the more realistic locomotives, Lionel designed new rolling stock. Both passenger and freight cars were developed, and in both cases there were super-detailed scale or near-scale versions. In addition, some others, not as accurate as these but more realistic than earlier versions, were created and sold at lower cost. At the low end of these were the basic passenger cars designed to operate with the two

smaller steam engine castings described in the last two installments. While the best of the freights and passenger cars were die cast (think Madison heavyweights), these cars were produced by the tried-and-true method of stamped sheet metal. They were better proportioned, the wheels were closer to the ends, and the rather obtrusive steps of their ancestors were eliminated. Of course, that resulted in a cost savings for Lionel too.

Both prewar and postwar versions came in three colors (blue, green, and brown), and in both cases their numbers reflected differences in color and couplers. All colors had a coach version and an observation car and almost always came in three-car sets. There were no baggage cars. And, as usual, Lionel applied its considerable marketing skills in how these cars were positioned in the line-up within their catalogs.

The Prewar Cars

The prewar cars were referred to as “scale detailed” along with the entire line of new locomotives and cars, but that term probably applies better to the Madisons. Then again, this was before truth in advertising! They ran from 1938 through the end of prewar production in 1942, and they were differentiated by color in their positions in the catalogs.

At the bottom end were the blue cars that had silver (aluminum) roofs and window inserts. They were #1630 coach and #1631 observation with either latch or manual box couplers and #2630/#2631 with electronic box couplers. **Photo 1** shows a #1630 set with manual box couplers. In the last year of production for blue cars, Lionel changed to gray roofs and inserts, possibly due to the scarcity of aluminum paint pigment since it was heavily used for war production. Neither version had lights. There was an illuminated blue set, and Lionel changed the number to

TRIVIA: QUESTION

There are many famous Cannonballs (even semi-famous ones, like The Tinsplate Cannonball). Among the other semi-famous ones is the Hooter-ville Cannonball. Other than on TV, can you identify where it ran?

Photo 1



Cannonball

Photo 2



#2640/#2641 to reflect that upgrade. The numbers “2640/2641” are somewhat out of the ordinary for Lionel on these cars. They changed colors to state green, with darker green roofs and cream window inserts with the change occurring in 1942 (printed sources), but clearly shown in several catalogs before that, they kept the numbers. In fact, some catalogs show the same numbers with both colors. The final version was brown, sometimes called “tuscan,” but it’s a poor rendition of that color, with gray inserts.

In 1938, the #1630 was catalogued with the #1664 and the #2630 with the #1666. In

illuminated #2640/2641, but in blue again. In O gauge there were both a #229 set and a #224 set with the green versions of the #2640/2641. Next year, 1941, the #1664 set ran as before, but the #1666 had the green #2640/2641. And a third O27 set was added, a #1668 torpedo with a single #1630 coach and the matching obs. O gauge introduced the brown #2642/2643 cars behind either a #229 or a #224. The last prewar catalog, 1942, adds a basic O27 set with a #1684 with 3 #1630/1631s, drops the torpedo set, and pictures both the #1664 and the #1666 with green #2640/2641s. In O gauge, the #229 continued with the brown cars. Confused? Join the club. Oops, you already did or you wouldn’t have gotten *TLR* in the mail!

the marketing strategy becomes more clear postwar.

The Postwar Cars

Both the blue cars and the green cars returned in 1946. The blue and silver cars were numbered #2430/2431, the green ones #2440/2441. The #2442/2443 brown ones showed up in the 1947 catalog. The blue ones had no lights, both green and brown did. By 1949 they were transitioning out, with the arrival of the green #2400/1/2 plastic streamlined cars, and by the 50th anniversary, they were gone. **Photos 2 and 3** show postwar cars in green and brown, respectively.

Photo 3



both cases, they were listed as O27. Another version, #2640/2641, with the lights, was shown with both the #224 and the sheet metal #259 as O gauge. The 1939 catalog has these cars in green behind both a #229 and a #224 as O gauge sets. The #1630/#1664 and #2630/#1666 sets continued as in the 1938 catalog. The #259 set was dropped. In 1940, the original two O27 sets were the same, but there was an added one, with a #1666 and the

My take on this is that the blue cars are clearly the low-end version in the less expensive sets, the green ones transition across O27 to O, and the brown ones are only O gauge. It’s not the most consistent delineation, as I would have expected from Lionel. By the end of this period, war rules drastically affected Lionel and the availability of toy trains on hand. They probably affected the set consists more than marketing strategy. As we’ll see,

In 1946, the blue cars numbered #2430/2431 came with the new NYC gray streamlined #221 and with the #1666 numbered #2440/2441, but shown in blue. In this case, I’m going to agree with all other sources I have seen and say that they never were blue, illuminated, numbered #2440/2441. I certainly have not seen them. Remember, this was a very short, very-quickly-put-together catalog rushed out just





Photo 4

as the war was ending. Both sets are O27. The green cars are shown with a #224 in the O gauge section. The brown cars are not pictured but were probably available. In 1947, the color of the #221 changed to black and the cars are properly shown as #2430/2431. It is O27. The green #2440/2441 are listed in O27 with the new #2025, which, as you know from last issue, is the lineal descendant of the prewar #225. It's a step up in cost with a fancier loco and has lights. The brown cars, #2442/2443, came with a #675. Same loco and cars, just different numbers and colors, same arrangement of tracks, but O27 or O as appropriate in each set, except that the O27 set had an S transformer while the O set had just a #167 whistle controller for a dollar

Again, it had the green #2440/2441 cars. The #2025 now had the green streamlined plastic cars. The #675 ran again in O with the brown cars. The numbers changed to #6440 and #6442 in 1949 to reflect the change from coil to magnetic couplers, which can be seen in **photos 4 and 5**. Then they were gone. By the way again, the new F-3s don't appear until page 20 in 1948. I guess old man Cowen really did prefer the steamers.

In summary, absent the apparently wrong image in the immediate postwar 1946 catalog, the blue cars were bottom-of-the-line O27, the green cars were top-of-the-line O27 with lights added, and the brown cars were O gauge with just the color changed. At least the market strategy was now clear!

Availability:

For cars offered for only a few years both prewar and postwar, these things must have been produced in prodigious numbers. None of them are hard to find or expensive. In general, the blue ones are most common and the least expensive, followed by the green ones, then the brown ones. The gray roof version of the blue one may cost a few dollars more than the silver roof, but we're talking about maybe \$5 per car. Note that parts are easily interchangeable between these cars. **Photo 6** shows a green #2240 with a gray window insert between a proper #6442 and #2440. It may be legitimate – this is immediate postwar production and Lionel was rushing trains out for the first Christmas



Photo 5

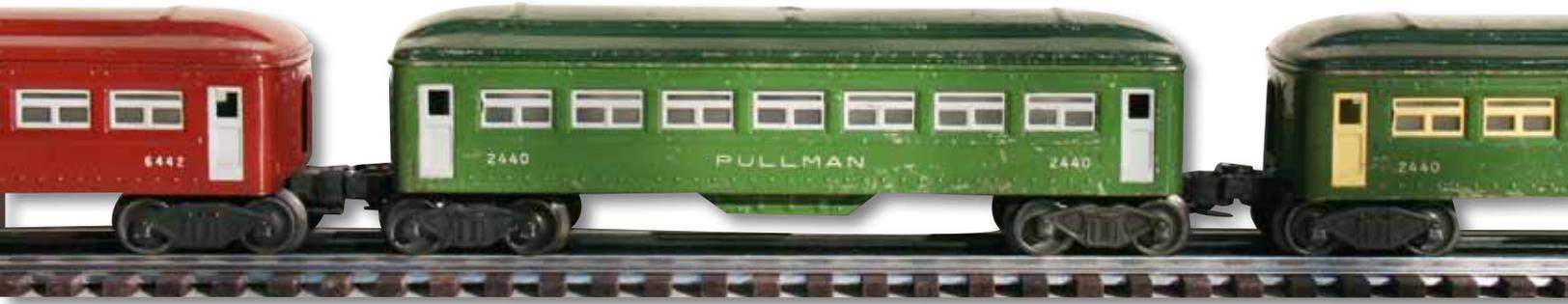
more. Isn't market positioning wonderful! By the way, the brand new #2332 GG-1 doesn't show up until page 15.

In 1948 and 1949, the #221 set was gone and the #2025 was replaced with a #2026, the first renumbered postwar version of the #224.

To wrap up, the blue cars were catalogued only in 1946-47, the green cars from 1946-49, the brown ones from 1947-49, both of the latter colors with a number change due to the change of couplers.

season after the war, but it is easily faked. My only comment here is that looking at **photos 7 and 8** which show the tabs that hold the insert in place, this is about the cleanest job of straightening and re-bending the tabs I can recall seeing, although for me,

Photo 6



the incriminating evidence is the condition of the plastic window material. It's not as neat in the one with the gray inserts. So would I pay extra for it? No way!

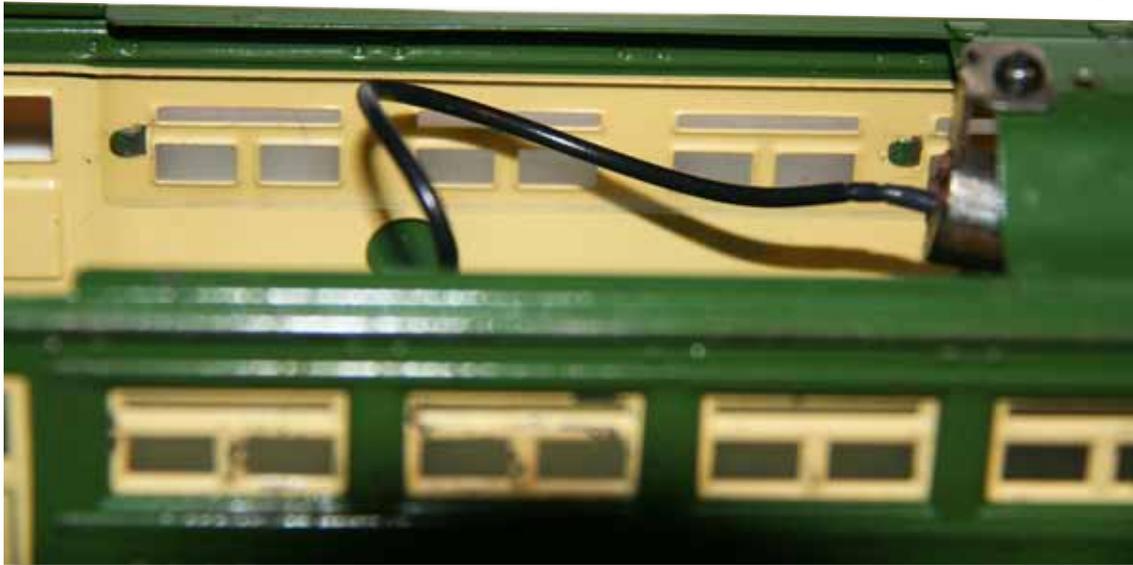
Trivia Answer

The Hooterville cannonball ran between Pixley and Hooterville on the TV show

Petticoat Junction during the middle and late 1960s. The series was set at the Shady Rest Hotel outside Hooterville (later the location of Green Acres) and was on the main line of the C. & F.W. Railroad. Not only the main line, it was the only line. The Hooterville Cannonball would never be mistaken for

better known Cannonballs (e. g. The Wabash Cannonball), and the consist reflected that: just the loco and a combine. It was hauled by Sierra Railway No. 3, which has been aptly described by Bill Withuhn, Curator Emeritus National Museum of American History Smithsonian Institution, as a major movie

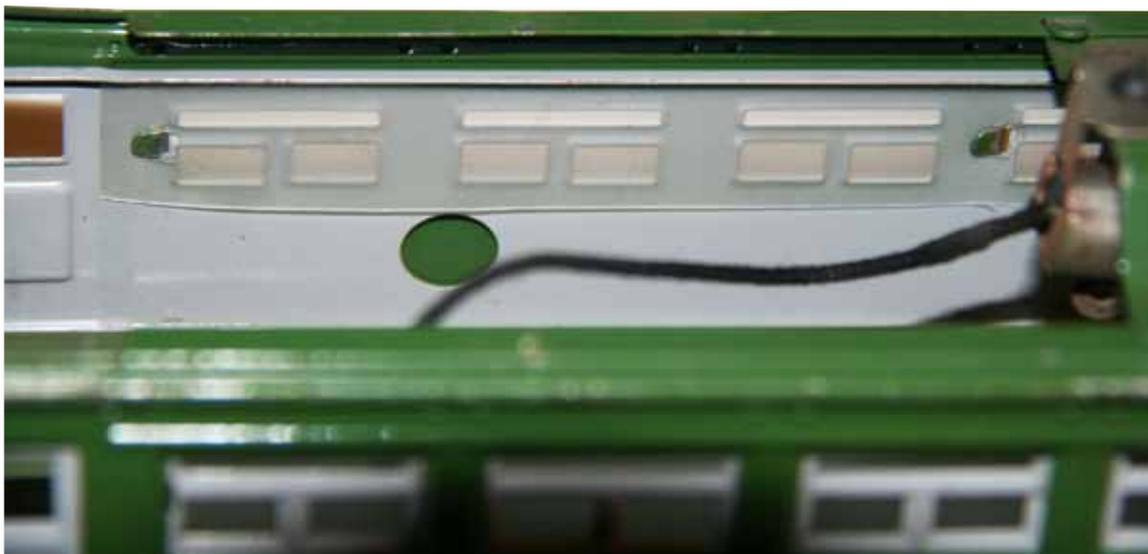
Photo 7



star: "Sierra Railway No. 3 has appeared in more motion pictures, documentaries, and television productions than any other locomotive. It is undisputedly the image of the archetypal steam locomotive that propelled our country from the 19th century into the 20th."

As for what C.& F.W. stands for, I found no definitive answer despite a painstaking web search. Two rumors are Chicago and Far Western Railroad and Chicago & Fort Worth, but even the show's creator apparently doesn't know, so I rather suspect those guesses are specious.

Photo 8



See you next issue with a whole new area of Lionel production.

Photographs by Ken Morgan



Mike H. Mottler
RM 12394

Anniversaries of the Hobby

HIGHLIGHT:

“When the giftwrap flurry ended, Grandma called out from a guest bedroom, “Oops, looks like we missed one of Santa’s presents!” She entered the living room with THE BOX.”

The lingering lament of many husbands is the year they forgot to remember their wedding anniversary. It’s a common male shortcoming, but that memory slip is probably at or near the top of the “I-hate-it-when...” list that wives keep at the top of their minds once a year. However, there are other significant anniversaries in life, and the train hobby experience includes peak experiences worth remembering and celebrating for a lifetime. Here are some of mine. Others could probably compile a similar personal list.

Christmas Eve, 1951

My Grandma Dorothy was a patron – along with mom and dad – of the American Flyer® 4x40-foot basement layout at my boyhood home. I had three Flyer steam locomotives, but I yearned for the Santa Fe Alco #360 Passenger Set. Then 12 years old, I had already figured out the Santa Myth, but went along with it for the same reason as other kids – “Don’t stop the gravy train!” I invented ways to drop hints that would be easily overheard and hoped for the best that Christmas Eve, the traditional time for visiting Grandma’s house for dinner and gifts. After dinner, the family gathered in the living room for the distribution of gifts. After all the gifts were placed in front of everyone, it was clear to me there was no box in my stack from A.C. Gilbert. Disappointed but mindful of mom’s advice – “Be grateful for what you have” – I opened my gifts in rotation with others. When the giftwrap flurry ended, Grandma called out from a guest bedroom, “Oops, looks like we missed one of Santa’s presents!”, She entered the living room with THE BOX. That Christmas Eve was a special “anniversary” for me, and at every holiday season I remember it and the legacy of my maternal grandmother.

November, 1952

Train gifts presented to me as a youngster as Christmas and birthday presents were wonderful during my boyhood “train phase” of 1946 to 1955. Along with some other kids in the

neighborhood, I was one of the go-to guys for lawn mowing and trimming, leaf raking, snow shoveling, and other tasks for elderly neighbors. I earned and saved enough money from chores to enable a visit Hobby Models in downtown Peoria, IL. I selected a Flyer freight car WITH MY OWN MONEY. Another memorable anniversary! I brought home a die-cast depressed center flat car with a cable reel on board.

April, 1955

I can’t recall the exact date, but the memory of that time is indelibly imprinted in my memory as the “Anniversary of the End.” I attended a boarding high school, and one evening my dad called for me on the phone in the dormitory. He asked if I was “done with the train layout,” since I hadn’t spent much time with it after going to the academy. He explained that Russell, a younger boy in the neighborhood, had been diagnosed with Rheumatic Fever, which at that time was “cured” by bed rest – a year or so of bed rest. Russell’s dad asked my dad if the trains could be purchased as a pastime for Russell during his recuperation. I vividly remember the sale price: \$330 for everything. That transfer of train treasures ended my boyhood involvement with toy trains, but the seed – dormant for decades – sprouted years later.

October, 1987

Dad passed away in July 1986, a few days after his 80th birthday. A year or so later, I decided to re-enter the train hobby which he enabled for me as a boy. This was the anniversary of the rebirth of the hobby in my adult life. Dad built the basement AF layout, let me help as tool caddy and go-for, and then declared to the family, “Mike made it.” AF trains were no longer manufactured at that time, so I switched my allegiance to Lionel®. As a practical approach, I applied a self-imposed limit to my collection and operation. I selected the Chicago, Rock Island, and Pacific RR – the railroad that provided passenger service from my hometown of Peoria to Chicago, IL – as my target. The rest, as they say, is history. I have since gathered practically every O-gauge Rock Island train for my collection.

Yes, wedding anniversaries are important and deserve to be celebrated. However, in my lifetime – yours too, probably – there are other anniversaries worth remembering.

Photograph by Michael Morris





Gene Russell, Ed.D.
RM 24608

A Lionel Puzzlement – Limerick Contest

“Although sometimes considered the lowest form of poetry by English teachers and serious poets, limericks are none-the-less fun to read and write!”

Although sometimes considered the lowest form of poetry by English teachers and serious poets, limericks are none-the-less fun to read and write! Here’s an example of a train-hobby-related limerick borrowed from “A Lionel Puzzlement” published in the December 2011 issue of TLR:

*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 plane.*

Here’s another example from a club member:

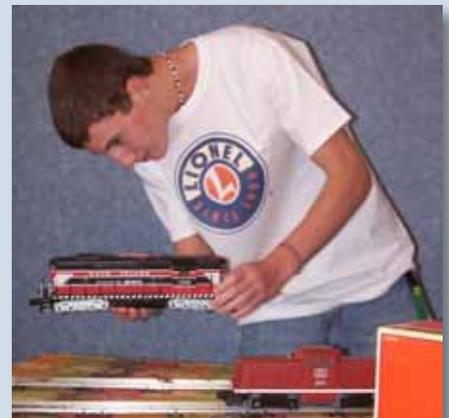
*An eager young hobbyist in Peoria
While recovering from serious pneumonia,
Ran two-rail trains ‘round his bed
Then changed from Flyer to Lionel instead,
Since three-rail trains caused more euphoria.*

Now it’s your turn! Write your own train-hobby-related limerick following the traditional rhythm pattern of stressed and unstressed syllables in each line and the rhyme scheme of A – A – B – B – A.

Submit your limerick to me along with your name and club member number no later than May 15 by U.S. Mail or e-mail to:

Gene Russell, TLR Puzzlemaster
123 Central Street
Orland, CA 95963-1830
orly@saber.net (please include “LCCA Limerick” in the Subject box)

Club members that participate in the contest will earn a Lionel logo Engineer’s Hat as recognition for their creative endeavor. Every Junior Member participant will earn the hat AND a Lionel logo T-shirt. Be sure to provide your T-shirt size along with your entry for a good fit. Limit: one limerick per LCCA member.



Dino Delivery



Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR. 501-724-5326

Creative play is the “work” of children, and thoughtful parents and grandparents can provide an imaginative stimulus for playful adventures. Your LCCA Junior Member could be the rescuer of dinosaurs at the brink of extinction to the safety of a zoo park, be the enabler of migratory treks of dinosaurs from winter to summer climates for survival, or be the conductor for a family of dinosaurs on a vacation trip.

Your JM can imagine that dinosaurs need transportation too; perhaps aboard a train traveling from their swampland homes to the feeding grounds. This Lionel® car brings fun to

creative play! Designed by LCCA and made by “Big L,” this production is limited to only 500 pieces.

LCCA offers its first car made especially for JMs and also for those who are young at heart. The Dinosaurs Transport Car includes several dinosaur figures. The selection of dinosaurs will be mixed for the sake of variety. The gondola has metal (not plastic) trucks and bears a colorful design.

Heads up: another JM-oriented car will be announced soon – an animated car with skateboarders in action intended for older JMs.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

- ___ Dinosaurs Transport Car(s) @ \$44.95 each \$ _____
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- Total (in U.S. funds): \$ _____

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- My check or money order for the total amount of this order is enclosed and made payable to “LCCA” with “DTG” written on the memo line.
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(3 digits on back of card)

Signature: _____
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: _____

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