

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 43, No. 2, December, 2013



Angela Orilla Thomas

Monon Magic



This Monon **operating** boxcar will be packaged in a box bearing the limited-edition Conventional Classic décor by Lionel with arch bar trucks. Add this boxcar of a venerable railroad proud of its presence in Indiana to your layout or collection. That state will be the host of the LCCA 2014 convention in Indianapolis.

The car is made by Lionel® exclusively for members of the LCCA. A new style LCCA Billboard Frame with three Billboard Inserts – one of which will be personalized – will accompany this car along with a LCCA commemorative pin. The text at the roof line spells out



the entire slogan of the railroad – *The Hoosier Line* – without cover-up of that text by the door panel. The onboard deliveryman carries an orange and blue Lionel box ready for presentation at your layout with the push of a button.

This boxcar is the last LCCA-sponsored product designed by the late Lou Caponi, who served as LCCA's Manager of Product Development and a former President of the club.

Place this commemorative boxcar on your layout, celebrate Lou's creative genius, or display a collectible of a railroad with deep Midwestern roots on your layout.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Order deadline: April 30, 2014. Limit: Two 2014 Convention Cars per member.

DO THE MATH

- One 2014 Convention Car @ \$89.90
 - Two 2014 Convention Cars @ \$179.90
 - Illinois residents:** add 7.5% sales tax
 - S&H – add \$10 per car
- Total (in U.S. funds)

PURCHASE METHOD

- My check is enclosed, made payable to "LCCA" with "2014 CC" on the memo line.
 - Bill this purchase to my credit card account.
- No.: _____ Expiration: _____
 Discover MasterCard Visa Code: _____
The 3 digits on back of 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.
 Once submitted, LCCA will consider this a firm order and not refundable.*

Name: _____

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

Phone: () _____ e-mail: _____

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept 2014CC/TLR-12-13 • 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



Angela Trotta Thomas captured this magic moment of a Junior Engineer with his Blue Comet.

Cover by Angela Trotta Thomas
Visit her website at
www.angelatrottathomas.com

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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Visit our website for
timely club news:
www.lionelcollectors.org

About LCCA 2013 Convention and Lionel Production

Howard Hitchcock, Senior VP & General Manager, Lionel LLC

I am truly impressed by the range and length of this Convention. LCCA members are an extraordinarily passionate group of people who truly believe in Lionel Blue and Orange. The behind-the-scenes work by LCCA leaders and volunteers keeps this event on track and well organized. Lionel is honored to be part of it, talk with club members one on one, and participate in some of the presentations. LCCA does great work with some local charities. One of them happens to be near and dear to my heart because my wife is involved with Autism Speaks.

I mentioned some of the production challenges Lionel has faced as an organization. We expect to perform better. We've been working closely with LCCA leaders as we try to get on a better timeline for

delivery. We recognize that members make advance purchase commitments to club-sponsored products made by Lionel and our not delivering items in a timely manner is simply not acceptable. We are working to improve that.

Going forward, we will look at opportunities to co-produce limited-edition releases that are fitting for both LCCA and Lionel as win-win outcomes for the club and the company. We've looked at USA-based production, and we struggled the first time around. I believe this is an area where Lionel could do some great stuff for LCCA. We are now importing a couple of pieces that allow us to get this done a little more efficiently, and USA-based production for some items through selected vendors makes practical sense and adds value to the product. I think there is a real opportunity for us to offer some new and innovative products with those vendors. We're committed to improving things. I know that'll make members happy. That's what's most important.

Derived from Video



Dennis DeVito
RM 6758

Report from

BALLOTS DETERMINE DESTINY

“We will soon accept nominations for two Director vacancies and for Secretary. Consider this a personal invitation to participate in this election as a declared candidate.”

This is your last chance to order the three Texas Special add-on cars

December 2013 – it’s almost 2014. It seemed so far away when we talked about Y2K issues. We are now in the winter train season, a time when the sound of steel wheels on steel rails becomes louder and louder until it overwhelms the rustling of falling leaves and the cheers of Friday night football. My wife Phyllis has already pointed out where the tree will stand this year and again has granted a circle for the right-of-way of the tracks. Let’s all make a concerted effort to enjoy our hobby even more during this holiday season and the New Year!

LCCA Gets a Lot of Help

As we review the past year, it is appropriate to recognize the contributions of many volunteers who support the LCCA. From *TLR* and *IT* and Web editors, financial control, member support team, the Convention team, Web technical support, image generation, many authors, nominating committee members, policy support, officers, directors, and appointees of the leadership group, and others – including dozens of members who support the Special Events program. Let’s not forget our friends at the LCCA Business Office and our “secret weapon” based there – Cathy Rios. We have an exceptionally strong team. All are dedicated to the goal of extending and improving our hobby and seeking new folks to join our club.

Having just returned from our fall Board of Directors meeting, I can say our club remains in good shape, with no operational or logistical issues and loads of optimism. We met at the Marriott Indianapolis East Hotel, the site of the LCCA 2014 Convention. Our review of the hotel, the town, and the tours was invigorating, and reports showed that the traditional events and activities were well planned. Refer to the preview of the Convention presented in this issue. In future issues of *TLR*, we will announce the details of our annual get-together, and some surprises will be revealed. Indy, Lionel®, NASCAR®, and the LCCA – one might think there’s a connection!

About Product Delivery

There remains one area where member feedback has been significant; i.e., the unfortunate delays in product shipments to members. We continue to work with Lionel and others to improve this situation. I can confirm that Lionel top management has taken notice of these delays and has taken strong steps to shorten lead time and provide realistic delivery schedules.

As a delivery update, I can report that the delivery of the Goliath and its matching Showroom Cars are scheduled to be shipped to members yet this year. The Prospector Train Set is scheduled to be delivered by January. The long-awaited 2013 Convention Car should be shipped to members who ordered it in February.

The Texas Special Train Set

The delivery of this initial train set (a NW2 diesel switcher Cow and Calf unit and a matching Mint Car) and the subsequent offer of three matching cars is imminent. The initial estimate for delivery of the initial train set was estimated for late December, but it is now expected to be shipped to members on or about January 15. The delivery date for the accompanying, matching Texas Special add-on cars has slipped; it might be as late as February. However, there’s some new good news about the add-on cars.

Layout provided by AR Traveler Hobbies



our President



Digital images by Lionel LLC

We have a few of the three add-on cars for the Texas Special initial train set available for sale. This post-announcement offer is open to all members, some of whom may have “passed” on these cars when initially offered. The reprise price is \$339 per set with free S&H. This offer includes the Helicopter Car, Tank Car, and the Caboose. Order these three cars at the club’s website or refer to the ad on page 13 in this issue.

The order period for these cars will start on December 15 for mail-in and website orders. Here’s a rare second chance to obtain these cars. When the limited supply of these dramatically decorated Texas Special cars is gone, they’re gone!

Lou Caponi Signature Edition Coal Train Set

The LCCA delayed offering this three-piece train set until actual production was started. The Coal Train Set is scheduled for arrival to members in mid-January. Sales of this set have been strong, and a sellout of all 500 units is likely. Refer to the ad offer in this issue. If you want one, be sure you order it soon – don’t miss out! Because of

its namesake, size, and unique features in a wallet-friendly train set, this train set will be a nice addition to any LCCA collection or be a perfect gift as a starter set for a young family member.

Campaign for New Members

It seems that no matter the volunteer organization, getting and retaining members is always a concern. The club encourages every member to recruit a new member(s). If you know a member who let his membership lapse, contact that person and invite him/her to reinstate their membership in the best toy train club on the planet.

Lapsed members can get their former LCCA member number re-activated by contacting the Business Office. The LCCA is rolling out a new membership campaign during the next six months and encouraging members to recruit or sponsor a new member.



Photograph by Pat Snyder

This program will offer a wonderful gift to BOTH the new member and the sponsor. Effective immediately, every new member who lists a current member as a sponsor will receive a Billboard Frame and a PERSONALIZED Billboard Insert. This two-sided Billboard Insert will display the name of the new member on one side and show the name of the sponsor on the other side. Make sure the new or reinstated member lists you as the sponsor on the membership application. *Note: some earlier versions of the membership application form do not have a place for a Recruiting Sponsor’s name; just write in the sponsor’s name and membership number.*

There is no limit to the number of awards you can earn. If you have questions, contact Mike Battaglia by e-mail at steamengine234@comcast.net or call him at 269-428-2847. I invite each member to make an



Photograph by Mark Mathews

President’s Scoreboard for 2013-14

Activity	Goal	Accomplished To Date	Status
Special Events	2,300 members touched	673	Goal Increased
Number of Special Events	30 by July, 2014	29	Already on the threshold of success, but the club will always seek additional SEs.
Reinstatement of Members	400	115	Need current members to assist with this task.

effort to recruit a new member. The member who recruits the most members will receive a Convention Car in recognition of their recruiting prowess!

Nominations for Club Service

The club will soon seek two Directors and a Secretary. It is not too early to think about elections. If interested, contact Johnny Ourso, Chair of the Nominating Committee, by e-mail at cajun8@cox.net. But remember, you can serve the club in a number of different ways; it need not be as a director or officer. The club runs smoothly because of the volunteer efforts of so many. If you have the time, the club can use your skills. If you truly enjoy the club, give something back and volunteer to help! Consider this a personal invitation to support the club. To sign on as a volunteer, call Sal Gambino, Jr. at 267-608-5392 or contact him by e-mail at saltrains@aol.com.

The Special Events program continues to expand – a wonderful member benefit. Be sure to take part as a volunteer or attendee. Better yet, contact Al Kolis by phone or by e-mail and offer to host a SE. Al will help you make your Special Event possible and memorable!

LCCA Modular Railroad System

This project continues to expand as more and more modules are built according to the plan published by the LCCA or as a kit from Lionel. If you are starting a new layout or expanding an existing one, consider this new modular system. If anyone has used the modules as a learning tool, please share your story; for example, an activity for a Boy Scout troop, a school, or a hospital.

2014 Convention-related Products



The LCCA 2014 Convention Car will be an operating Monon boxcar. The LCCA is committed to continue offering creative, innovative, and highly collectible Lionel products in all price ranges.

We recently finalized the LCCA 2014 Convention Early Registration Gift; it'll surely be a keeper! Likewise, the LCCA 2014 Convention On-site Car will be a unique item that will be distributed in a new and exciting way. Both are related to Indiana-based railroads. Images of these two items will be shown in the February issue of *TLR*.

Monitor the LCCA Store

The club will offer a short-term sale of limited quantities of selected items between now and the end of the year. The quantities offered are so low that the website is the only cost-effective way to sell them!

About Membership Renewals

If your membership is due in the current quarter-year cycle which expires 12/31/2013, it is now time to renew.

It helps the club when you renew your membership when it is due. Delays in renewal force the club to spend time and resources in sending additional notices. You can renew online at www.lionelcollectors.org.

Or you can copy the membership application form from one of our publications or visit the website, download the form, and send it by U.S. Mail. Or reply to the renewal e-mail you receive and follow the link directly to your web page. Or send a letter to the Business Office to renew. If you are one of the 100 or so members who have not yet renewed from the last cycle (memberships expiring 9/30/13), please renew now. My stated goal is to "create an environment so positive that no member would let their membership lapse."

In Closing

Many of us become even more active in our hobby as the cold weather arrives. The shorter hours of daylight, reluctance to go outside into the cold, and the traditions of the holiday spirit, make this end-of-year month especially well-suited for our hobby. Enjoy all the hobby has to offer.

Remember to keep close those near and dear to you in a month traditionally filled with Christmas cheer and the holiday spirit. Love a kid, hug a friend, and enjoy each other. Keep the hobby alive and encourage fun for all.

Digital images by Lionel LLC



IN THE SPIRIT OF THE SEASON

These club members have shared their Christmas imagery with club members.



Photograph provided by Gene Russell RM 24608



Photograph provided by Karen Richmond RM 31678



Photograph provided by Nick Hannaford RM 31857
(from the UK)



Photograph provided by Michelle Snyder RM 29170



Al Kolis
HM 15902

Special Events

HIGHLIGHT:

“If you are interested in hosting a LCCA Special Event in your area, please contact me by phone at 248-709-4137 and discuss your idea.”

The Holiday Season Is “SE Season”

As we approach the busy and often hectic holiday season, I invite all of you to attend and participate in a LCCA Special Event near you. Better yet, host a Special Event at your home or at your local train club. Members all around the country are voluntarily hosting SEs in various cities all around the country. Please make the LCCA and Lionel® trains a part of your holiday tradition. Enjoy the sights, sounds, and aromatic smells of your Lionel trains with family and friends. This is the time of the year to really step back and enjoy our hobby!

Holidays may be a bittersweet and difficult time for some of us. If you have lost a loved one, please keep them in your thoughts and part of your daily life. You may even want to make a memorial to honor them on your train layout. Keep their dreams alive and celebrate the special relationship you had with them during this holiday season.

Review: Three SEs in late September

The LCCA had a busy and successful weekend September 28-29 with three great Special Events. Club members and their families enjoyed events near Chicago, IL, near Orlando, FL, and at Wichita, KS – all during one weekend! Thank you LCCA members Herb Koch, John Flinn, Michael Broggie, Ed Richter, and LCCA President Dennis DeVito for hosting or representing the club at these great fun-filled, family-friendly events!



Photograph by Herb Koch

LCCA members and their families met LCCA President Dennis DeVito during the “Lionel Train Day” Special Event held September 28 at the clubhouse of the Chicagoland Lionel Railroad Club (CLRC).

Lionel’s J. Don Reece and John Ricks demonstrated Lionel’s new Legacy Control System utilizing I-pads to control the trains and switches on the large CLRC layout. The new LCCA commemorative billboard sets were in high demand during this show and members appreciated and purchased this innovative club-sponsored product.

Ed Richter, LCCA members, and members of the Carolwood Pacific Historical Society enjoyed the “Behind the Magic of Our Steam Trains Tour” at Walt Disney World’s Magic Kingdom near Orlando, FL. Members also learned about Walt Disney’s interest in trains and how his backyard live steam miniature train layout at his home was a precursor to Disneyland in California. Thank you, Michael Broggie and the Carolwood Pacific Historical Society, for hosting this fun and informative event in Florida.



Photograph by Ed Richter

John Flinn represented the club at the Wichita Toy Train Club and Museum’s 19th Annual Train Show and Swap Meet on September 28-29. LCCA members had fun running trains on the layouts, and some lucky LCCA members won door prizes provided by the club as “take aways” from that activity.



Photograph by John Flinn

Are Special

Review: SE in Colorado in October

An LCCA Special Event, Trains on the Plains Model Railroad Expo, was held on Colorado's Front Range in Loveland, CO, on October 5. The Expo was hosted by the Colorado Toy Train Expo Group, LLC (CTTG), which includes 15 LCCA members on its roster.



Photograph by Don Davis

Twenty-seven LCCA members enjoyed a day of buying, selling, and trading toy trains, with 140+ sales tables by 39 vendors. Operation Lifesaver educated the public on grade crossing safety, while kids of all ages enjoyed three hands-on operating layouts and a relay-driven trolley layout.

The highlights of the Expo were the LCCA table and two Lionel/LCCA FasTrack™ Modular Railroad sections. CTTG built straight and curved modules and displayed them along with a Lionel module straight section in kit form. CTTG and LCCA members discussed the modules with Expo attendees and showed everyone how to participate in future modular layout operating sessions. This new national modular layout standard design system includes many recent design enhancements and provides numerous advantages over conventional modular layouts.

LCCA members in attendance received an LCCA Special Event pin and a sheet of billboard inserts when they visited the club's table. LCCA provided door prizes with a drawing box on the LCCA table. Raffle prize winners were Jerry Calkins (RM 9418) and Ron Meyers (RM 18708).

Review: SE in Pennsylvania in October

LCCA members met club officers, directors, volunteers, and most importantly, other LCCA members from all around the country

on October 16 at Smokey Bones Restaurant in York, PA. LCCA members came from 20 different states to gather and "talk trains" in York! I am certain everyone had FUN!



Photograph by Ed Richter

Review: SE within OGR Forum Meeting at York in October

The LCCA was part of the October 18 OGR Forum meeting held at the York Fairground grandstand. Thanks to all who attended this meeting. Also, thanks to OGR and Ed Boyle for inviting the LCCA to be part of this fun and informative event.



Photograph by Ed Richter

At the conclusion of the meeting, the LCCA and OGR honored the late Lou Caponi and presented to Rose, his wife of almost 38 years, and their adult son Dominic, a plaque and hand-blown glass artwork to honor Lou's contributions for the betterment of the club for many years. President DeVito bestowed the honorary title of President Infiniti to Lou. Lionel's Senior VP and General Manager Howard Hitchcock spoke of Lou's positive impact on Lionel and the hobby. MTH® VP of Marketing, Andy Edelman, and Ed Boyle shared humorous anecdotes about Lou. Instead of a moment of silence, per Ed Boyle's invitation, the crowd enthusiastically whistled, stomped, and cheered in celebration of Lou's life.

Review: SE in Virginia in November

The LCCA was proud to be back in Norfolk, VA, for "An Evening with Paul Sharp and His S-Gauge Trains for the Benefit of CHKD," which is the Norfolk VA Children's Hospital of the King's Daughters. On Saturday, November 2, LCCA member Paul Sharp hosted an open house and toy train auction charity event at his home. Members enjoyed a live auction as well as a silent auction with a portion of the proceeds going to the hospital.

Members enjoyed viewing Paul's vast collection of American Flyer® trains, two impressive S-gauge operating layouts, and a game room full of many arcade and video games. Paul's home was one of the layout tours of the 42nd annual Convention held in Norfolk in 2012. John Billone (RM 22385) and his wife drove from Long Island, NY, to Norfolk to attend this event.



Photograph by Al Kolis

This was a great fun, train-filled evening event that benefitted a worthwhile cause. Thank you, Paul, for hosting this event. Thanks to LCCA member Bruce Goettel and the LCCA members within the local TOGA (Tidewater O-Gauge Association) train group who volunteered to help with this great event. These charity-related SEs exemplify what the LCCA is all about – sharing the joy of the hobby we love with others.

Review: Two SEs in Wisconsin in November

The Lionel Collectors Club of America was back in Wisconsin for two great Special Events in November. LCCA member Bob Leonowicz (RM 30670) and the North-eastern Wisconsin O-Gaugers hosted the

fourth annual “First Freeze Train Show and Swap Meet” in Green Bay, WI, on Sunday, November 3. Members socialized with other members and enjoyed the train show with numerous operating toy train layouts. Thank you Bob for hosting this family-oriented, kid-friendly event.



Photograph by Bob Leonowicz

Then on November 9-10, the LCCA returned to Milwaukee to attend 2013 TrainFest, one of the premiere train shows in the country. Part train show, part hobby show, part layout tour – it was a general good time for the whole family! Club members stopped by the LCCA booth and met volunteer Mike Battaglia and LCCA President DeVito. Visitors and members enjoyed the LCCA’s mini-operating layout designed and built by TW TrainWorx® of Dallas, TX. This layout demonstrated what can be done with O-gauge trains in a very small space. You do not have to have a huge amount of space to enjoy operating Lionel trains!

Thank you, Mike Battaglia (RM 19257), Chuck Look (RM 22516), Mike Thronsdon (RM 28622), and Steve Kugelman (RM 30018) for helping out at the LCCA booth and train display. Thanks to all who stopped by and “talked trains.” We want to especially welcome the new members who joined the club during this hobby event.

Review: SE in North Carolina in November

While Dennis DeVito and Mike Battaglia were having fun and working for LCCA at TrainFest, I met with club members and promoted the LCCA in Concord, NC, during Lionel’s Warehouse Sale Event! On Friday evening November 8, Lionel invited all LCCA members and their immediate family to a special after-hours, members-only sale at their Concord facility.



Photograph by Al Kolis

Club members Rich Dissoway (RM 28158) and John Catania (RM 30429) volunteered to staff the LCCA booth during this event. LCCA members had an opportunity to purchase dozens of Lionel products at discounted prices. Lionel offered a huge selection of Lionel O-gauge train sets, refurbished products, track pieces, scratch and dent items, plus new NASCAR® die-cast cars. Members did their holiday shopping early and took their kids to see Lionel’s operating toy train layouts in action.



Photograph by Al Kolis

On Saturday November 9, the sale at the facility was open to the general public. In addition to the great items on sale, members and guests saw the Lionel/LCCA FasTrack™ Modular Railroad in operation. LCCA member and renowned Lionel licensed artist Angela Trotta Thomas was on hand both days to sign Lionel Catalogs and Angela Trotta Thomas Lionel Holiday Box-cars. Thank you to Lionel, Angela, and club members who attended this event. I welcome all new members who joined the club during this public sales event. This is your club, and I invite you to actively participate in its activities.

Review: SE in California in November

Lionel/LCCA FasTrack Modular Railroad layout of the Golden Gate Lionel Railroad Club made its public debut at Talbot’s Toyland store on November 9-10 in San Mateo, CA. That layout featured 14 modules and was operational starting at 9:30 a.m. to 6 p.m. on Saturday and from 11 a.m. to 4 p.m. on Sunday. Talbots offered special pricing on trains and related items during the entire weekend. This event was a great opportunity to get together with LCCA members John Rinaldi, members of the Golden Gate Lionel Railroad Club, and other fellow LCCA members. Members from throughout northern California came to see this new layout in action.

Thank you LCCA members John Rinaldi, Mike Desing, Russ Hora, and the entire Golden Gate Lionel Railroad Club for building your own layout and bringing it to this Special Event. We hope other club or groups will follow your lead and build their own modular layouts.

Review: SE in Tennessee in November

LCCA members gathered in Chattanooga, TN, as guests of Gerald Jackson and his wife Myra on Saturday, November 16. The Jacksons hosted an Open House event for all club members and especially for JMs and their families. Members enjoyed Gerald’s spectacular 14x28-foot home layout which is highly computerized.



Photograph by Gerald Jackson

Gerald encouraged hands-on operation of the Lionel trains installed in their walkout basement. His collection of operating toy trains includes nearly 800 pieces of rolling stock and 195 Lionel and MTH toy train locomotives. He placed several loops of Lionel FasTrack on the floor so that chil-

dren could operate the trains as rug layouts. Thank you Gerald and Myra for inviting fellow LCCA members and their families into your home – again!

Review: SE in California in December

LCCA members John Rinaldi, Mike Desing, Russ Hora and other members of the Golden Gate Lionel Railroad Club (GGLRC) participated in a United Airlines Fantasy Flight Event at San Francisco's International Airport on December 7.

Prior to a scheduled departure, terminally-ill children and their families were entertained and experienced the magic of Lionel® trains running on the GGLRC toy train layout. The members escorted the families on board a United Airlines 747, and it took off for the North Pole. The families had an hour-long flight and returned to a terminal decorated as the North Pole.

Lionel LLC donated Lionel engineer hats and several Lionel train sets given away to select children. The LCCA also donated LCCA Special Event pins for the children to wear. This great event spread holiday cheer to children suffering from severe illnesses.

Review: SEs in New York & New Jersey in December

The LCCA was at two Open House events on the east coast. On Saturday December 7, we were present at the Nassau Lionel Operating Engineers (NLOE) clubhouse in Long Island, NY. On Sunday December 8, we returned to the NJ Hi-railers clubhouse in Paterson, NJ, for a festive holiday event.

Review: SE in Michigan in December

On Saturday December 7, LCCA members gathered in SW Michigan for a Toy Train Auction and Holiday Party at Bob's Hobby shop, 115 North Main Street, in Watervliet, MI. The auction started at 10 a.m. (Eastern Time) in the basement of the store, which was fully decorated for the holidays. Bob offered discount sales on select store items.

Preview: SE in Iowa in December

Club members Bob Ver Hoef (RM 20588) and Pam Richardson (RM 29244) will host their third annual FREE Christmas Open House event on Saturday, December 14, from 11 a.m. to 4 p.m. at 223 West Broadway, Leland, IA.



Photograph by Bob Ver Hoef

Bob and Pam will run their large layout and will also host a Toy Train Swap Meet in a building across the street. There will be free coffee, cookies, and cider along with door prizes provided by the LCCA. A child from the North Iowa Make-A-Wish Foundation will be named the Honorary Engineer for the day. For details, please contact Bob and Pam at 641-420-2294.

Preview: SE in North Carolina in December

Rich and Kathy Dissosway (RM 28158) will host their ninth annual Christmas Holiday Train Party and Open House at their home in Lewisville, NC, on Saturday, December 14, from 4 to 11 p.m. LCCA members and their families are invited to attend FREE of charge. Their layout sprawls out through three rooms in their basement. They can run up to 12 trains at a time. If you are in the area and want to attend, contact Rich or Kathy by phone at 336-766-3151 or by e-mail at rdissosway@traiad.rr.com.



Photograph by Rich Dissosway

Preview: SE in Pennsylvania in December

LCCA will team up with Lionel and be a part of a Special Event at the Carnegie Science Center in Pittsburgh, PA, on December 14-15. For more details, visit the "Events News" tab on our website at www.lionelcollectors.org.

Preview: SE in South Carolina in December

Lionel licensed artist and LCCA member Angela Trotta Thomas (RM 13961) will be promoting Lionel trains and her original Lionel-related art during the holiday season at a gallery exhibition at Coco Vivo Gallery, 25 Broad Street, Charleston, SC. Bring along your Angela Trotta Thomas boxcars and Lionel Christmas catalogs to this Jingle & Mingle holiday event, relive memories of Christmases past, and receive an auto-graphed copy of a Lionel Christmas catalog.



Artwork provided by Angela Trotta Thomas

"The Magic of Toy Trains" show will open Thanksgiving weekend at the First Friday Gallery and will continue through the end of the year. An exciting Coco Vivo Christmas window scene will feature the Angela Trotta Thomas Signature Express toy train set traveling through a snow-laden village. For more info, contact Angela at www.angelatrottathomas.com.

Preview: SE in Arkansas in December

Lionel loyalists led by Mike Mottler (RM 12394), Craig Gerard (RM 15198), and Robert Lewis (RM 27374), will install the train layout for the fifth annual "All Aboard! Lionels at Laman" exhibit, which will open Thursday, December 12, at 10 a.m.



Photograph by Daniel Gladstone

The exhibit will be open to club members and the public from December 12 through December 31 during regular library hours. Laman Library is located at 2801 Orange Street in North Little Rock, AR. The exhibit is free, and LCCA members will receive a SE pin and a billboard frame with a Christmas billboard insert.

Preview: SEs at Four WGHOT Shows

Start the New Year off right by attending one of the four World's Greatest Hobby on Tour Shows. LCCA will be involved in all of these events: in Cleveland, OH, on January 4-5, in Houston, TX, on January 11-12, in Philadelphia, PA, on January 18-19, and in Novi, MI (near Detroit), on February 22-23.

The LCCA booth will include club-sponsored products on display and our operating mini-layout designed and built by TW TrainWorx of Dallas, TX. At every WGHOT show our club booth will be located next to Lionel's operating layout and display. If you are in the area, please stop by, "talk trains," and meet the volunteers representing the club.

These shows are a great opportunity to practice our club's purpose which is to promote and foster an interest in Lionel trains specifically, and the hobby in general. There will be plenty of layouts and something for the entire family to enjoy.



Photograph provided by Roger Farkash

Preview: SE in Georgia in January

The LCCA will return to the Southern Museum of Civil War and Locomotive History in Kennesaw GA, on January 25. This museum is the current home of the "General" steam locomotive made famous by "The Great Railroad Chase" of 1862.



Photograph by Al Kolis

The museum will hold its fourth annual "Trains, Trains, Trains" event on January 25 from 9:30 a.m. to 4:30 p.m. Last year, this event surpassed the existing attendance record for admissions and gift shop sales in one day. The education center has grown and now occupies 45,000 square feet of the museum. Demonstrations and exhibits capture the great interest in trains within the community. Appealing to families and model railroad enthusiasts alike, "Trains, Trains, Trains" offers an array of fun and education through hands-on activities. Every year, the museum strives to grow this event so that it is bigger and better than the previous year. Their goal for the upcoming 2014 event is to have at least seven different operating model layouts. We invite all club members to attend this informative, educational and – most of all, fun – event!

The goal of this museum is to educate and entertain kids of all ages through themed events and exhibits that promote awareness of and understanding of history through a unique entertainment medium. The museum is located at:

2829 Cherokee Street
Kennesaw, GA 30144
770-427-2117
www.southernmuseum.org.

You may contact the museum by phone at 770-427-2117 or call Al Kolis at 248-709-4137 or send an e-mail to agkolis@comcast.net. We look forward to seeing you there! Stay tuned to our website for additional information.

Preview: SE in California in February

On Sunday, February 9, the LCCA will return to northern California for the Golden Gate Lionel Railroad Club (GGLRRC) Train Show and Sale at the Napredak Hall in San Jose, CA. Members of both clubs and the general public are invited to attend this family-oriented event. Come and enjoy the 17x34-foot modular layout featuring three loops of O-scale trains.



Photograph by Al Kolis

The GGLRRC's Lionel/LCCA FasTrack Modular Railroad layout will be set up and operational. This new layout consists of 14 module sections and is built according to the Lionel/LCCA FasTrack Modular Railroad standard. Come and see this light weight, very portable, innovative design concept in action. If you build a module section to the national standard, you can mate your module section with everyone else in the country who builds to this standard. For more details about the Lionel/LCCA FasTrack Modular Railroad, please visit the "Fastrack Modular" tab on our website.

There will be approximately 100 tables of trains and train-related items for sale by vendors, plus hourly raffle prizes. Spread the word and bring your friends. If they are not members, encourage them to join the LCCA! Club members who show their card at the door will receive \$1 off the price of admission.

Date: Sunday, Feb 9, 2014
Hours: 10 a.m. to 4 p.m.
Location:
Napredak Hall
770 Montague Expressway

San Jose, CA
Admission Fee: \$6/adult,
Children under 12 FREE
Door Prizes
Spaghetti lunch served from 11 a.m. to 2
p.m. for \$5/person
For more details, please contact John
Rinaldi (RM #21735) at 650-967-6941 or
jfrinaldi@aol.com.

Preview: Four SEs in March

During March 2014, we will present Special Events in various parts of our country. On March 1& 2, LCCA will be in Palmetto, FL, for a Toy Train Show. Come and see the new LCCA/Lionel FasTrack Modular Railroad in action!

On March 15, LCCA will be present within the Train Show sponsored by the Ozark Model Railroad Association (OMRA) at the Remington Center in Springfield, MO. LCCA members will provide an activity at that venue for family fun – a FasTrack Layout Building Contest.



Photograph by Mike Mottler

Also on March 15, club members may take part in the inaugural run of the Pere Marquette 1225 steam locomotive for a ride from Owosso to Clare MI.

On March 22 & 23, local hobbyists will co-present a train show in collaboration with the LCCA at the Foley, AL, Civic Center and the nearby Foley Railroad Museum. Saturday hours will be 9 a.m. to 5 p.m., 9 to 4 on Sunday. \$2 admission with children under 10 admitted free.

A Word to the Wise

Refer to the club's website to obtain the latest and most current information about LCCA Special Events. The publication deadlines of *TLR* may sometimes limit publication of the latest available information, but the website is updated regularly as a timely info resource.

Calendar of Upcoming Special Events In 2013

December 6 through 30 - Charlotte, SC Exhibit of Lionel-based artwork by Angela Trotta Thomas at Coco Viva Gallery in Charleston

December 12 through 31 - North Little Rock, AR
Fifth annual "All Aboard! Lionels at Laman" with a large O-gauge operating layout in the library's Exhibit Hall

December 14 - Leland, IA Christmas Open House with Bob Ver Hoef and Pam Richardson

December 14 - Lewisville, NC Christmas Holiday Train Party and Open House at the home layout of Rich and Kathy Dissosway

December 14 & 15 - Pittsburgh, PA LCCA & Lionel will be present during a Special Event at the Carnegie Science Center

In 2014

January 4 & 5 - Cleveland, OH LCCA will be present at this WGHOT Show

January 11 & 12 - Houston, TX Look for the LCCA booth at this WGHOT Show

January 18 & 19 - Philadelphia, PA LCCA will be on site for the WGHOT Show

January 25 - Kennesaw, GA LCCA will be present for the fourth annual "Trains, Train, Trains" event at the Sourhtn Museum of Civil war and Locomotive History

February 9 - San Jose, CA LCCA will join the Golden Gate Lionel Railroaders Club for a Train Show

February 22 & 23 - Detroit, MI LCCA will be present during the WGHOT Show

February 22 & 23 - Virginia Beach, VA LCCA will be present at the Greenberg Train and Toy Show and represented by Brad Stone

March 1 & 2 - Palmetto, FL Toy Train Show

March 15 - Springfield, MO OMRA Train Show at the Remington Center with prizes for winners of the LCCA-sponsored FasTrack™ Layout Building Contest.

March 15 - Owosso and Clare, MI Inaugural run of Pere Marquette 1225 Steam Locomotive from Owosso to Clare, MI. Imagery of this engine was digitized and used for use in the popular Polar Express movie.

March 22 & 23 - Foley, AL Train Show at the Foley Civic Center. Also visit the nearby Foley Railroad Museum with a train layout, exhibits, and RR cars on static display alongside.

April 6 - Rockford, IL LCCA will return to Rockford for an annual Train Show hosted by Jerry Dangelo.

April 23 - York, PA Casual "Dutch treat" dinner and social event at Smokey Bones Restaurant, Wednesday, at 6:30 p.m. (1301 Kenneth Road – off Route 30 and Loukes Road in York)



Mike Gawrysiak
RM 4524

LCCA Members in Action

HIGHLIGHT:

“We enthusiastically recommended the LCCA to O-gauge and Lionel fans and described the perks of our nationwide club.”

The eighth annual “Trains, Planes, and Automobiles” event on September 7 in Geneseo, IL, included actual and model trains. During the summer of 2013, a group of local hobbyists started a train club, the Geneseo Model Railroaders. Our new club provided several train displays at this year’s event – admittedly, always dominated by the Car Show – but it also included trains because of the history of railroading in Geneseo.

Seven operating layouts were on display. A HO layout included a model of the Patriot Renewable Fuels ethanol plant located east of Geneseo.



Meanwhile, a “real” excursion passenger train offered rides from Geneseo to the ethanol plant with a vintage steam engine up front.

There were two G-gauge layouts on display. One layout contained a Santa Fe F7 pulling a string of aluminum passenger cars and a Santa Fe steam engine pulling a consist of freight cars. This layout also displayed a hand-made G-scale model of the former Rock Island station still located in town. The other G-gauge layout had a Pennsylvania GG1 pulling a set of matching PRR Tuscan passenger cars.

On my layout, I provided a set of O27 silver passenger cars pulled by a Rock Island engine along with many metal buildings. I found an adaptive re-use for business-card-size magnets. They make great signs for placement on the metal buildings representing structures from the Geneseo community. The other engine on the layout was the first

train I purchased at my first train show in the 1970s – a GP9 Grand Trunk with every Grand Trunk freight car made since the MPC era of Lionel®. That train hasn’t been run for 30 years, but it performed extremely well!

A member of our club put his Standard gauge #385E steam engine in operation with pea green and orange passenger cars: #310 Pullman, #310 Baggage Car, and a #312 Observation Car. For younger train fans we provided Thomas, James the Red Engine, and the Hogwarts Railways trains. Early cast iron toy trains were also on display. Two members of our group provided train-related movies which played continuously during the event.

To promote the model train hobby and the LCCA, we distributed complimentary copies of *The Lion Roars* and offered LCCA membership applications to all who showed an interest. Several members of the Geneseo Model Railroaders are also LCCA members. We enthusiastically recommended the LCCA to O-gauge and Lionel fans and described the perks of our nationwide club. We also promoted the Geneseo Model Railroaders to visitors as a club open to hobbyists involved in all scales and gauges of model trains.

Photographs by Mike Gawrysiak



Texas Special Reprise



A limited number of these three matching cars are available as a post-announcement offer. Limit: one set of three cars per member for \$339. Orders will be accepted on a first-come, first-served basis.

The Flat Car has a real wood deck, die-cast metal trucks painted silver, and lots of added details. The onboard helicopter is full scale.

This 8,000 gallon Unibody Tank Car will add heft and style to the train with die-cast metal trucks painted silver, and contents marked as "Lionel Lubricating Oil."

The Bay Window Caboose will be a great finishing touch with marker lights, die-cast metal trucks painted silver, and a blinking red light under the rear roof.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Orders will be accepted until the limited supply is sold out or February 28, 2014, whichever comes first.
Limit: one three-car Texas Special Set per member.

DO THE MATH

- One three-car Texas Special Set @ \$339
 Illinois residents: add 7.5% sales tax
 Shipping and handling

Total (in U.S. funds)

\$ _____
 \$ _____
 \$ **FREE**
 \$ _____

PURCHASE METHOD

- My check is enclosed, made payable to "LCCA" with "TS+3" on the memo line.
 Bill this purchase to my credit card account.
 No.: _____ Expiration: _____
 Discover MasterCard Visa Code: _____
The 3 digits on back of 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.
 Once submitted, LCCA will consider this a firm order and not refundable.*

Name: _____

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

Phone: () _____ e-mail: _____

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept TS+3/TLR-12-13 • 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.



Robert Ciskowski
RM 29779

Hallmark Lionel

HIGHLIGHT:

“I liked the Hallmark® Lionel® ornaments so much that I even purchased a number of them myself.”

An Inexpensive yet Impressive Holiday Menagerie

Like many toy train hobbyists, my interest in trains started in the 1950s. My father surprised me with a Lionel train for Christmas when I was seven years old. “Santa” gave me a Lionel set with a #2344 NYC F3 A-B-A engine and freight consist. On Christmas morning my father installed this train set on a 4x8-foot plywood board painted green. The oval track plan included a spur, several Lionel accessories, and a tunnel through a realistic mountain he handmade using Plaster of Paris. I still have and display that train set along with others I received as gifts from my parents on succeeding Christmases.

After 1996, when Hallmark introduced their Christmas ornaments that featured replicas of classic postwar Lionel trains, my mother purchased a NYC F3 engine ornament for me as a remembrance of my first Christmas with Lionel trains. They are approximately N scale in size, although Hallmark also made a number that are smaller in scale and labeled as “miniature.”

For each Christmas after that, she would give me several more and my wife did too. I liked the Hallmark Lionel ornaments so much that I even purchased a number of them myself. I eventually had a good

number of them that, for the most part, represented Lionel engines and cars that I had received as a youngster, as shown in **photo 1**.

At every Christmas I would hang these Hallmark ornaments on our full-size tree as one of my “real” Lionel trains circled be-

low the tree. But they were buried amongst the branches and other larger Christmas ornaments. I wanted a way to display them so they were more visible. I’ve seen a number of display cases for N scale trains and even a Hallmark display for them. These were suitable to display the train ornaments year around, but they didn’t project a sense of the Christmas season. I sought a special display for use during the holiday.

Santa as Exhibitor

After last Christmas, I spotted a 36-inch-tall St. Nicholas decoration in a chain store. The figure was nicely detailed with beard, boots, long coat, and a sack over his shoulder. He stood alongside a reasonably realistic looking tree decked out with a gold cloth star on top along with a few pine cones and some fruit as ornaments.

The decoration even came with small, wrapped Christmas gifts

under the tree (**photo 2**). Best of all, the after-Christmas-sale price of this decoration was only \$15. This decoration would make an appropriately themed and sized display for my Hallmark Lionel ornaments.

Boxes as an Enhancement

The first thing I imagined for the decoration was placing some Lionel train boxes in St. Nick’s sack with more boxes under the tree. These would include the classic orange, blue, and cream Lionel boxes as well as the corrugated cardboard brown boxes typical of the F3, FM, and GG1 products. With PC software I found and captured images on a computer screen as the sides and end flaps for my boxes. One could also use images of the flattened repro Lionel boxes available for sale. Using software to manipulate graphic images, I sized the images to be compatible and then pieced them together to create an unfolded, flat Lionel box. I put several different labels on the end flaps to represent the engines and cars I possessed.



Photo 2



Photo 1

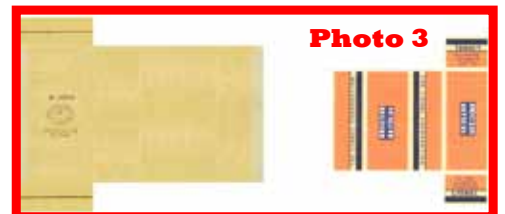


Photo 3

I found that Lucida Sans font was a pretty good match for the text used on the end flaps of classic Lionel boxes (**photo 3**).

Ornaments on Display

Before printing the images, I sized them so that they would print with a length about two to three inches, depending upon the Lionel car represented.

Once printed, I cut out each flat box and included extra paper on the ends and sides so I would have paper edges to securely glue

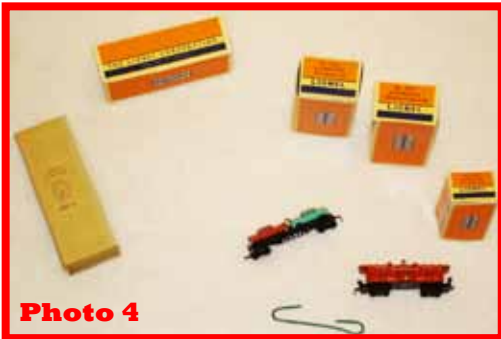


Photo 4

the box together during assembly. Refer to **photo 4** which shows the assembled boxes along with two miniature Hallmark ornaments and hook. I put these boxes in St. Nick's sack and at the bottom of the tree.

Let There Be Light

It was obvious to me that the tree needed some Christmas lights. I searched the websites of some of the largest Christmas stores in the U.S. Only two sets of lights with a train theme turned up. One set had a fairly good representation of a conductor's lantern for each light. The other had a translucent train engine or car around each light. I selected the lantern lights because they were



Photo 5

Answers to A Lionel Puzzlement

1. A, 2. A, 3. B, 4. B, 5. A, 6. B, 7. B, 8. B, 9. A, 10. C, 11. C, 12. A, 13. C, 14. B, 15. C, 16. B, 17. A, 18. C, 19. A, 20. B.

small, looked realistic, and complemented the trains. (**photo 5**).

Once the miniature Lionel boxes, lantern lights, and Hallmark ornaments were put on the tree, I thought of another additional touch – placing short sections of N scale track in the tree like a traditional garland. **Photo 6** shows the track sections placed alongside the Hallmark Norfolk and Western ornament.



Photo 6

Photo 7 shows the fully decorated St. Nick with the tree. This decoration is now a unique display that highlights my Hallmark Lionel ornaments at Christmas time.

I'll be thinking of other enhancements to add for future Christmases!

*Photographs
by Robert
Ciskowski*



Photo 7



Karen Richmond
RM 31678

Kids and

HIGHLIGHT:

“I enjoy trains, but I realize females are in the minority in the hobby; therefore, I consider females of any age to be very special hobbyists.”

What a great combination! A child’s first experience with trains might be seeing a real train passing a railroad crossing, riding one at a zoo or amusement park, or watching a Thomas the Tank Engine™ video or a Chuggington™ episode on the Disney Junior cable channel. If they are lucky, their grandma and grandpa will have a model railroad layout! No matter where or how they get reeled in, some are hooked on the hobby for a lifetime.

My granddaughter Shelby is one of the lucky little ones. She had all those experiences! She loves going to the zoo and riding that train, we watch Thomas videos together, and she enjoys our train layout at home. Her favorite episode of Dora the Explorer is the one where Dora helps the engine win a whistle.

We visited a town square with a train on display and a nearby train station now a museum. She climbed aboard the real train and enjoyed the museum exhibits. I wish I could have taken her to the LCCA Convention this year in Chattanooga, TN, which was our first time as participants. But there’s next year!

Shelby has her own emerging train collection, which now consists of a wooden push toy train set, a Lionel® Little Lines™ set, and Thomas, which is her favorite. Her inventory started with a wooden train set at age one, a battery operated Thomas set for Christmas two years ago, and the Lionel

Little Lines set last Christmas. Her second birthday was based on a Circus Train theme, and her birthday present from grandma and grandpa was – as Shelby described it – a “big” Thomas engine (O gauge) with Annie and Clarabelle following him around the “big” track.

I wonder – what happens to the linkage between kids and trains as they grow up? Do they “outgrow” them? Does being male or female make a difference in their initial or long term interest? Does the affinity for trains sometimes skip a decade or two – or a generation – and re-emerge later in life or in the following generation?

Oftentimes the trains are packed away, given away, or sold – perhaps for space reasons. Other aspects of life emerge and “crowd out” trains, although an interest in the hobby may be renewed later in life. Being a boy or a girl doesn’t seem to make a difference in initial interest, although the hobby is traditionally considered a “guy thing.” I enjoy trains, but I realize females are in the minority in the hobby; therefore, I consider females of any age to be very special hobbyists. Lionel may have sensed this latent interest when they made the Girl’s Train Set in the mid-1950s and reissued it decades later.

Kids learn useful life lessons through the episodes of Thomas and his friends. The Isle of Sodor locos are “helpers” and receive compliments from Sir Topham Hatt every



Trains

day for their good work as “very useful engines.” The trains are exemplars to children who learn to apply the story line to real life situations by helping others.

The hobby fosters problem solving and teaches helpful skills when building a layout – following directions, woodworking, learning about electricity, exercising creativity, and applying artistic concepts of symmetry, balance, and design. Most adults are still learning these “lessons.”

Train enthusiasts young or old enjoy seeing the real thing. Walt Disney knew the attraction of trains to both kids and adults and installed a railroad at his first theme park. Shelby couldn't be more excited about an upcoming trip to Disney World and riding aboard Mickey's train! Parks and zoos often have a train, and riding as a passenger is a must-do activity. Many historic sites have a train on display, and scenic railroads provide an excursion trip for a few hours or a day. A visit to a model railroad museum is always a treat for youngsters.

We are fortunate to have a new museum in Memphis, TN, and it has announced ambitious expansion plans. Shelby enjoys seeing the layouts already in place there. Yes, there is a Thomas train in action, and she also enjoys the hands-on train exhibits of memorabilia. Having a model train layout at home is great fun for the entire family and can involve everyone – even neighborhood friends who quickly discover, “Shelby's grandma has trains!”

There are so many aspects to the hobby that everyone should be able to find a niche they enjoy – collecting and operating trains, building models from kits or from scratch, creating landscape scenery, placing people figures on the layout in realistic situations, and installing action accessories. These enhancements transform a train layout into an adventure of interest not just to boys but to girls also. Animated accessories draw attention to any layout. Adults may say they added them “for the children to enjoy,” but admit it, we also enjoy watching things move, bubble, or talk when a train passes by.

Lionel and other train manufacturers do a great job of finding ways to make today's trains more appealing to kids in this high-tech generation. Railsounds™, Cab Chat-

ter™, and the new LionChief™ train sets will bring kids into the hobby and may nudge them toward the advanced Legacy Control System. Perhaps some adults will be drawn into the hobby by seeing their children's happiness from playing with a wonderful new train set left by Santa under the tree!

Around here, I noticed that my adult son has become involved in the hobby by watching his daughter enjoy her trains. He helped with carpentry on the layout and assisted with wiring. I watch him watch his daughter get excited about her wooden train set or the Thomas trains going around the “big” layout.

As long as trains run the rails, are available as zoo rides for children, and toy trains are accessible for children to enjoy, the connection between kids and trains will never end. Model train manufacturers will continue to improve their engines and cars, and the hobby will delight children and adults in this and future generations.

*Photographs by
Karen Richmond*



LCCA, LIONEL, AND

Bob Carter RM 6620
and
Jerry Calkins RM 9418

Rev-up for a Week in Indy

Mark your 2014 calendar for July 20-26 and a possible add-on day of July 27. This will be a week full of exciting and unusual events and activities for LCCA conventioners who will gather in Indiana, the Popcorn Capital of the Country. More specifically, we'll meet at Indianapolis, the home of the Greatest Spectacle in Racing and the Super Weekend at the Brickyard. Our headquarters will be the Marriott Indianapolis East Hotel.

Although convention-goers will experience our customary fare, we will also have some surprises now in the planning stage as we go to press. The "rest of the story" will be announced in the February 2014 issue of *The Lion Roars*. Don't miss that issue for full details of the fun-filled activities of the week to be published along with the Convention Registration and Hotel Reservation forms.

Popular Activities

Members look forward to our traditional scheduled events during the week beginning with the President's Welcoming Party on Sunday evening for "milk and cookies." We'll hold an evening social event on Tuesday at the Indianapolis Children's Museum. On Wednesday, we will offer the First Timers' Reception, and on Thursday we will have the Get Acquainted Party with many surprises. On Friday evening we will open the Trading Hall. On Saturday night, we will present the Reception and festive Banquet. There may be a couple of workshops thrown in for good measure!

Something Completely New

We are now working with our friends at Lionel® and Accent on Indianapolis (a destination marketing company) and planning "Once in a Lifetime" events involving NASCAR® and the Brickyard 400. This may involve a special post-convention race event on Sunday, July 27. We'll present details about this emerging special attraction later.

Trains and Tours

The tour schedule will include exciting possibilities. The Monday tour will be an excursion trip from Kokomo to Logansport with steam loco #765 up front. You will be talking about this tour for many years!

Two other scheduled train excursions are planned. One will be on the Whitewater Valley RR from Connersville to Metamora including an adventure on the canal boats in that region. The other will be a rail trip from the State Fairgrounds to Tipton and on to Noblesville for a visit to the Indiana Transportation Museum. On a much smaller scale, we will visit Mr. Muffin's Trains, a three-rail line located a short distance from the hotel in Carmel.

For members interested in historic Indy, we will offer a great lineup. Indy has many memorials dedicated to military history. Tours will include visits to the Indiana War Memorial Plaza Historic District, Medal of Honor Memorial, and the USS Indianapolis Memorial to list a few. In addition to these, we are planning a tour that will feature some of the unique historic architecture in Indy – the Scottish Rite Cathedral and the homes of Benjamin Harrison and James Whitcomb Riley. There will also be tours to Lockerbie Square, the State Capital, and Monument Circle.

During our planning visits to Indy, we stumbled across a couple of dining venues that we agreed had to be part of a couple of tours. We know that LCCA conventioners really enjoy gastronomic delights. Shapiro's Deli has been in Indy for 107+ years and is a downtown icon. We are planning a visit for lunch at that delicious spot one day. We dare you to leave hungry! The second is a German restaurant, the Rathskeller, also a well-known dining establishment with fresh-baked, warm pretzels and some of the spiciest and hottest mustard we've ever tasted. You will be hard pressed to top either eatery!

No visit to Indianapolis would be complete without visiting a sports venue. Were you aware that Indy is known as The Amateur Sports Capital of the World? We will visit the Lucas Oil Stadium, NCAA Hall of Champions, and the Indiana Basketball Hall of Fame. How could one visit Indy and not travel to the famous Indianapolis Motor Speedway (IMS)? We will travel to IMS and the Hall of Fame Museum early in the week.

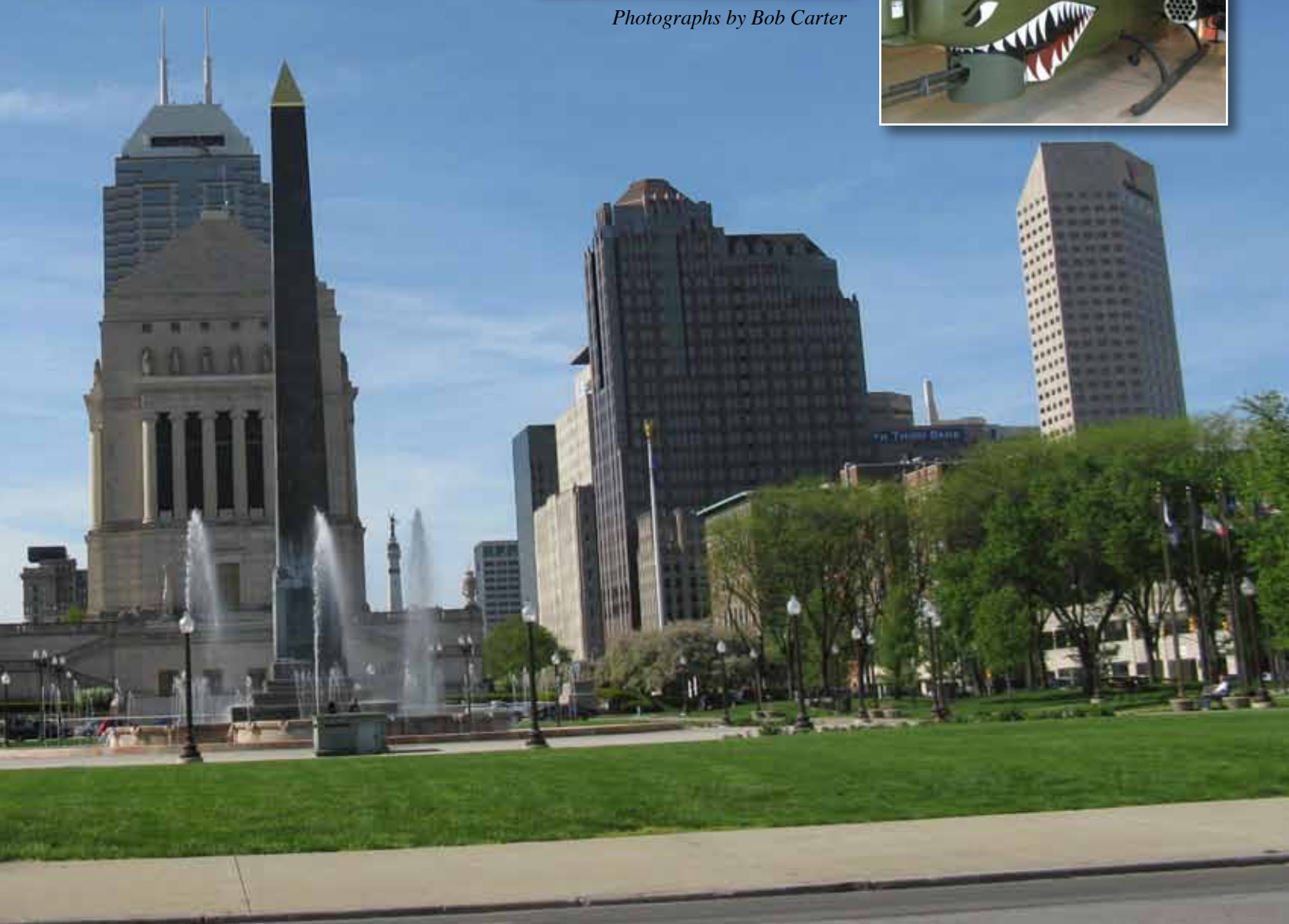
As you can see, this will be a very special LCCA Convention. "Start Your Engines" and get ready for some excitement in Indianapolis this coming July!



D NASCAR IN 2014



Photographs by Bob Carter





Sterling W. Myers II
RM 13386

Lionel's "Project"

HIGHLIGHT:

"... The first toy ever made that moves in three dimensions by remote control ... The first toy made to order for the science fiction excitement among children from 4 to 12 ... See it demonstrated on television."

Part 1 of 2

A Giant Spaceship of the 21st Century

Here is a Lionel® accessory that is truly different from anything Lionel ever produced before. Perhaps it was ahead of its time! Lionel advertised it as a "Giant Spaceship of the 21st Century" and "the first lighter-than-air toy ever manufactured that will remain buoyant over long periods." A child could actually fly this giant 43-inch spaceship in any direction using the remote "Space Controller." To a child in 1965 this was as exciting and thrilling as when former President Kennedy announced on May 25, 1961, that the USA would safely send a man to the moon and back before the end of the decade.

Shopping for Companies in the 1960s

Lionel President Roy Cohn anticipated sales would continue in a slump. The company did not have the time or internal engineering experience to develop new non-train products, so he chose the former. Lionel bought smaller companies and remarketed their "new and improved" product lines under the household name and goodwill inherent in the Lionel brand. Cohn immediately

acquired three electronic companies using Lionel company stock: Anton Electronics, Intercontinental Manufacturing, and Telerad Manufacturing Corporation. Certainly a smart move on Cohn's part not to use Lionel's desperately needed cash reserves. Within a year, three more companies were acquired. The early 1960s catalogs introduced new non-train toy lines such as:

- Famous Inventor Series
- Electronics Engineering Sets
- Plastic Engineering Sets
- Weather Stations
- Lionel-Porter Geology
- Physical Science
- Mineralogy
- Chemcraft
- Microcraft
- Biocraft
- Tool Craft.

One might think Lionel was "crafty" in coming up with this idea. Not to mention the Lionel-Spear product line of phonographs, tape recorders, and "Talking Teddy." But there was a hidden cancer. As part of the acquisition phase of these new companies, Lionel hired on some of their former officers. This left Lionel top heavy with management. To offset this cost, Lionel moved manufacturing to a cheaper and much smaller location in Hillside, NJ. Many former loyal train manufacturing employees were laid off. Even worse, most of these new non-train toys must have bombed under the new presidential leadership of Major General (ret.) John B. Medaris because few were seen in later catalogs.

Lionel Raced into Outer Space

During the 1963 stockholder's meeting, Roy Cohn had to quickly and abruptly resign as Chairman. New Lionel management decided they had to design a new product line within Lionel. Since the space race to the moon with Russia was in full swing, that activity seemed to be the right new market. On the front cover of the 1965 catalogue was a picture of a train, auto, microscope, and a new space rocket. Inside this cover page, Francis R. O'Leary, then President of The Lionel Toy Corporation, proudly boasted: "Lionel toys are different. They're the kind of toys that ask to be kept." To the right of his letter to customers was a highlighted drawing of the Helios 21 with a child at the remote control stating "Fun ... the kind of fun that renews itself over and over again. From model trains and cars to spacecraft, Lionel has become a pioneer in making toys that kids turn to ... and return to." No truer statement was ever made since years later, as adults, we are returning to having nostalgic fun with our Lionel toys.

The "Helios 21" was lionized in a full page ad on page 38 of the 1965 Lionel catalog. The catalog pictured a young child with a very big smile on his face, using a remote control, and pointing to a Helios 21 flying overhead. One can sense the child is thinking, "I want one of those!" See **photo 1**.

A Product without a Footprint

Yet it appears that both avid Lionel collectors and writers have ignored the Helios 21 for all these years. For example, Alan Stewart's *Greenberg's Guide to Lionel*

Historical Context of the Helios 21

It is important to look back at what was happening to Lionel during the early 1960s. Collectors may recall that Roy Marcus Cohn, Joshua Cowen's great nephew, took over as Lionel's new President "secretly and a bit underhandedly" from former President Lawrence Cowen, son of Joshua, in October 1960. Lawrence Cowen was given a new title of Chairman but with little authority and responsibility. He resigned from Lionel in December 1960. During this same timeframe, Isabel Cowen Brandaleone, Joshua Cowen's daughter and Lawrence's sister, was elected to the board.

From day one as the new CEO, Roy Cohn pushed the company into diversification. He wanted Lionel to concentrate in manufacturing non-train products. Some historians say understandably so, since in September 1959 Lionel's income had taken a nose dive of \$583,000. In 2012 dollars, that equated to multiple millions. The HO line was a dud, and the O-gauge line did not receive promising orders at the 1960 Toy Fair. The question then was, "Buy existing markets or develop new ones?"

X"- Helios 21

Trains 1945-1969 Volume VI: Accessories" and David Doyle's *Standard Catalog of Lionel 2nd Edition* do not mention it; nor does Joe Algozzini's *Lionel Postwar Space & Military Trains*. But that's just it, all of these astute authors were only writing about Lionel trains.

Apparently there was and still is little or no interest in Lionel's postwar non-train-related space toys. Not pointing fingers, but I have been unable to find any book about Lionel published in the last 20 years that even mentions the Helios 21 with the exception of Robert Osterhoff's *Greenberg Guide to Lionel Paper and Collectibles*. Because so few have been sold via the Internet, through auction houses, and at hobby meets, it is impossible to ascertain a relative value. Rare and unusual does not describe it. Think about it, without a copy of the 1965 catalog, one might come away with the conclusion that it never really existed. In a sad sort of way, the Helios 21 has been left to live underneath an abandoned bridge in an old cardboard box. Why? Keep reading.

Timeframe of Production

Prior to the publication of this article, everyone assumed that the Helios 21 was produced in the spring of 1965 because it first appeared in the 1965 catalog. It was typical during the 1960s for Lionel to publish their annual catalogs by late August. I believe the Helios 21 was produced earlier than 1965 because of recently re-discovered Lionel original documentation.

It was the norm for Lionel to send out field alerts to all of their service stations (as well as dealers) informing them of key new product announcements such as the Helios

21. Because of the dwindling number of Service Stations and dealers during the waning years of Lionel in 1965 and later, these alerts are extremely difficult to find intact today. These alerts normally contained copies of Lionel's approved advertising picture(s); parts order forms, and Lionel Service Manual page(s) showing a breakdown or bill of materials of the individual part numbers, descriptions, and list prices.

Purely by coincidence during the research phase for this publication, I recently rediscovered a complete packet. See **photo 2**. Note the documents with punched holes in them. These are the

Photo 1



Helios 21 alert documents intended for Lionel Approved Service Stations, one is dated "9 64", the rest "10 64". Lionel typically pre-punched three holes in their field alert documents so that once received by the Service Station owner, he/she would only have to add it to their existing and typically very thick, blue or black with orange lettering "Lionel Service Manual and Replacement

Catalog for Lionel Trains and Accessories." Lionel even took the extra step of "starring" key parts on the Helios 21 order form that they wished the Service Stations would stock in advance of sales.

Photo 2

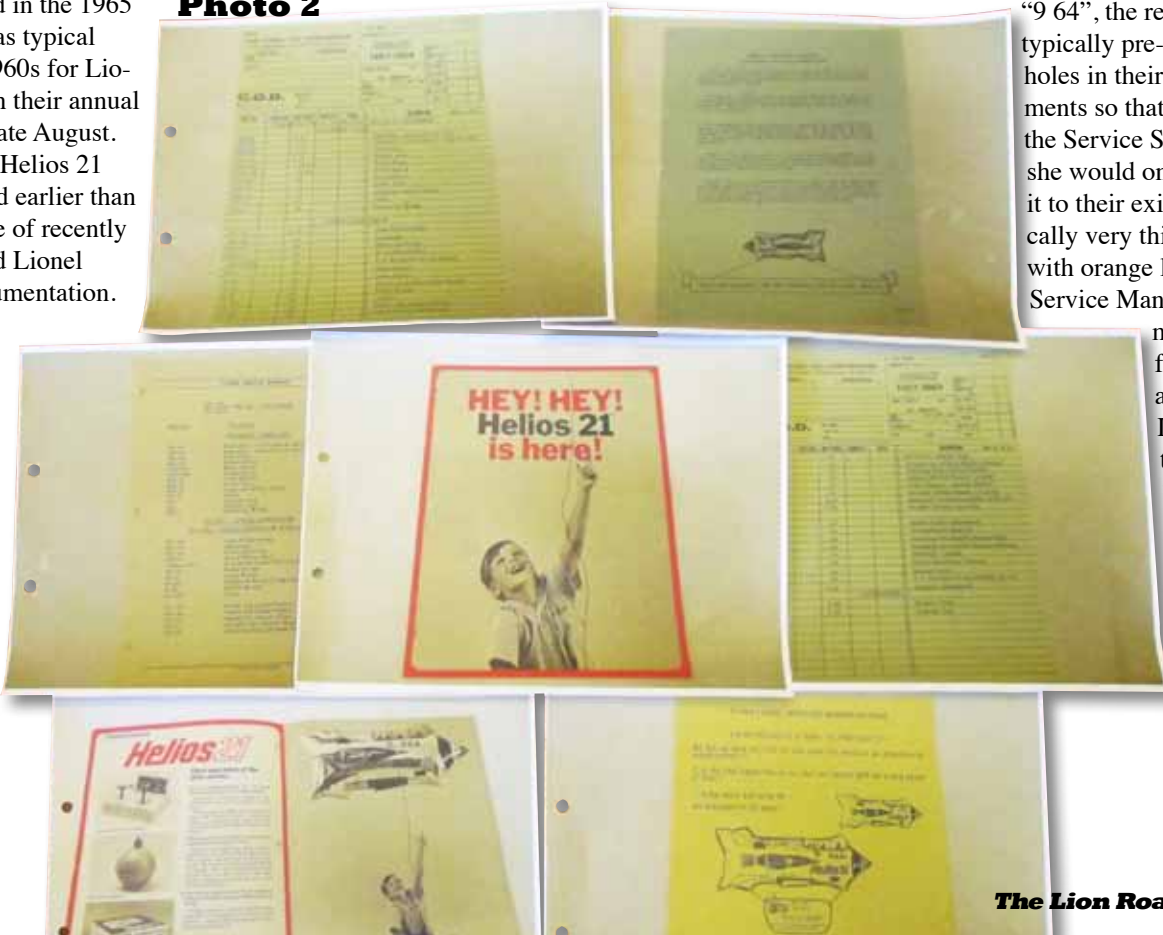


Photo 3



Great Expectations

Take another look at what this Helios Service Station document states: “As we feel this toy will

be the most sought-after item this year ...”. Lionel had BIG expectations for this new toy. Why? Keep reading.

The Helios 21 field alert packet states, “... The first toy ever made that moves in three dimensions by remote control ... The first toy made to order for the science fiction excitement among children from 4 to 12 ... See it demonstrated on television”.

Does anyone remember seeing Lionel’s Helios 21 in a 1964 television ad? Does anyone know the names or whereabouts of the different boys pictured in the Lionel ads for the Helios 21? During the research phase of this publication, Paul Ambrose of Ambrose Bauer Trains remembered he had a copy of a Lionel television ad from the 1960s. Upon viewing, that approximately one minute commercial does show two children flying a prototype of the Helios 21, but more about that later. I believe this is the television ad cited in the Service Station documents. But don’t stop reading; the best is yet to come.

During the 1960s, it was an unwritten rule for Lionel to sell a product before producing it. Usually when Lionel wanted to produce a new product, especially one that required new tooling, had unique part numbers, and was difficult to produce, the company gave a new product announcement packet to its sales force and expected them to “test the waters” or “pre-sell” it. Lionel was so excited about this new product line that they created a fitting space age name: “Project X,



New Dimension in Play, Lionel’s Lyter-N-Air Space Program.”

After much digging, I recently rediscovered such a packet for outside salesmen. See **photo 3**. The cover page of this Project X was even shown in a 1964 television commercial. Talk about rare and usual paper! This all-original “Project X” new product announcement packet for Lionel salespeople (Copyright 1964) contained a number of pages, including a full page for the No. 861, Lyter-N-Air Rocket Ships. Note that the Project X packet does not mention the name Helios 21 or the word “space-ship” used in the television commercial, another indication that this Project X packet was produced very early in the design phase. The two drawings showed some very noticeable differences in the rocket ships (were two items planned originally?) as well as the space control center versus the actual product produced. Compare **photos 2 and 3**. Read on, it gets even better.

The next few pages of the packet showed a “No. 862 Lyter-N-Air Space Station,” a “No. 863 Lyter-N-Air Self Launching Space Kite,” and a “No. 864 Lyter’N’ Air Satellites”

or a “Complete set of three”...”Mercury Capsule, Space Station, and Rocket for more “play action” in the sky” – complete with drawings of each! Also mentioned is a “No. 865 Lyter-N-Air Booster Tank packed 12. Wt. 38# with returnable carton” and a “No. 866 “Lyter-N-Air Booster Tank packed 6 Wt. 20#”.

Could these be newly rediscovered Lionel postwar products? Does anyone own one? Seen one? This is as exciting as discovering a new planet in our solar system. Well, that may be a stretch.

A Line of Emerging Space Toys?

The above is proof enough that Lionel was at least contemplating an entire line of space-age toys. The recently re-discovered 1964 Lionel TV commercial not only shows two children flying a Helios 21 but also the prototype No. 862 “Space Station.” Unbelievable! Notice the similarities in the Project X drawings and the actual prototype flown in the commercial. Then compare them with the actual production model. The most noticeable changes to the Helios 21 rocket ship were the nose color – from all black to a red bulls-eye tip and the name Helios 21 added to both sides in a large and unique bold font. The most noticeable

Photo 4

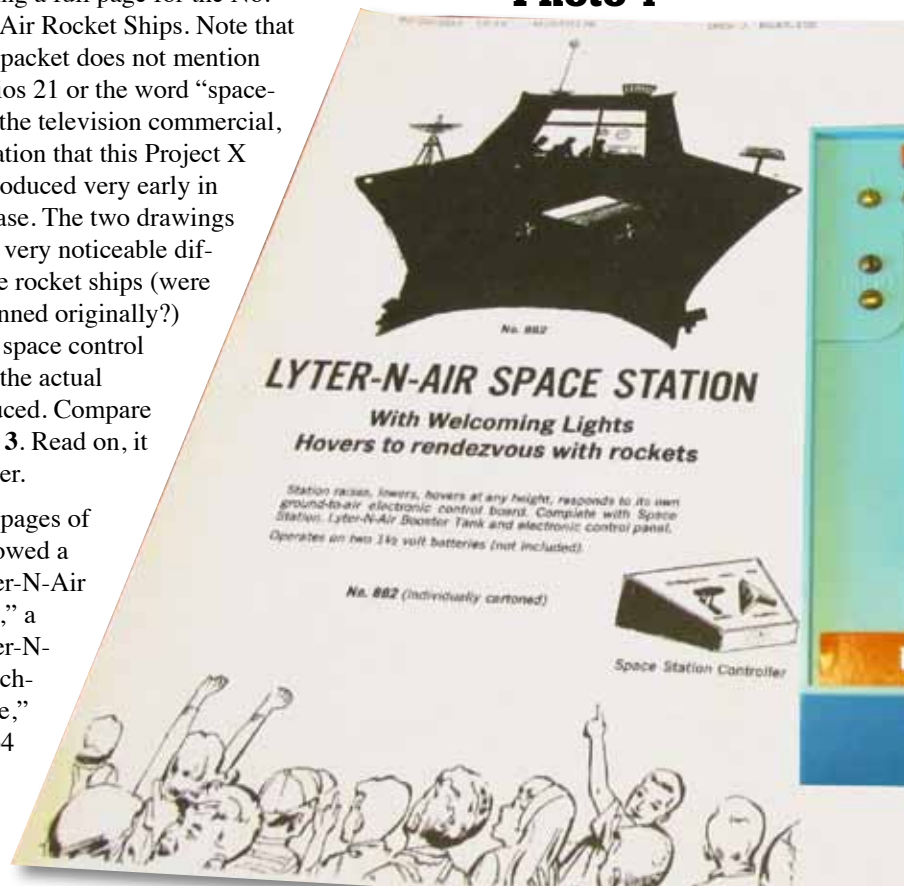


Photo 5



changes to the Space Controller were the control levers – from three down to two – and the simulated radar screen was different and moved. See **photo 4**.

I would like to know if anyone has this “Space Station.” I think the only Space Station ever made was the prototype shown in the 1964 Lionel commercial. Finding one would be like winning the Mega Jackpot!

I also believe the “Project X” new product announcement packet was given to the sales staff shortly after the 1964 catalog was published in the early fall but prior to the Service Station alert dated October 1964. Otherwise at least some definitive information certainly should have made it into the 1964 catalog. The October 1964 Service Station alert contained actual photographs of the production model Helios 21 whereas the “Project X” packet did not. This also alludes to the fact that the TV commercial with the unique-looking prototypes had to have been produced after the Project X pamphlet but prior to the Service Station alert dated Oct 1964. Project X refers to the Helios

room and waited for the Helios 21 to take off.

Lionel also did something else highly unusual. On sides of the Helios 21 box, there is a mystical Stamp of Approval, a picture of a blue ribbon that states: “COMMENDED by PARENTS’ MAGAZINE as ad-

vertised therein”. See **photo 5**. I believe this is the first and only time that Lionel placed a seal of approval (other than the commonly found Toy Manufacturers Association logo) on a Lionel postwar box. Could it be that Lionel also advertised in *Parents* magazine in 1964? I contacted that magazine, which is still published, and requested they check their archives, but there was no response from them before going to press. I would like to hear from any collector who owns a copy of *Parents* magazine from 1964 with the Helios 21 advertised.

Based on the above information, it seems likely that in mid to late fall of 1964 the Lionel sales staff reported back to Lionel management that they received great fanfare for Project X, especially the “Rocket Ship.”

Lionel took a big gamble and went ahead with a very small production run (believed to be fewer than 500) of the first product, the Helios 21 spaceship. Why such a small production? Perhaps because this new toy was difficult to build, many small parts, new tooling, very fragile, new types of space age materials, and a lot of new part numbers; certainly unlike anything produced before.

Regardless, Lionel management took a positive albeit naïve outlook and sat back in their control

room and waited for the Helios 21 to take off.

Did Lionel lose their train of thought?

To Be Continued ...

The author acknowledges assistance from Paul Ambrose of Ambrose Bauer Trains for his insightful contributions and motivation to write this article. Special thanks to my adoring wife Deborah of 35 years who has sacrificed many times so I could pursue this fun and exciting hobby. Discovering new insights into Lionel’s manufacturing of toys is never boring!

Photographs provided by Sterling W. Myers II





HIGHLIGHT:

“A short video of the log loader in action is posted at the LCCA website: www.lionelcollectors.org. Check it out!”

New Device, New Accessory

I'm always on the lookout for new devices. When I spotted a new dual servomechanism driver board in a recent MicroMark catalog, I placed an order. When I received the controller, I found that it was designed and assembled by Heathcote Electronics, a company in the U.K. After exchanging several e-mails with Clive Heathcote, the company's President, I produced the circuit design for the trackside automatic log loader described in this article.

Action of the log loader is initiated by a passing train and continues while the train is in motion, as depicted in Figures 1 through 5, as follows:

Photo 1 Train approaches the factory log loading area.

Photo 2 As gondola nears loading area, a ramp with the log cradle moves out towards the track.

Photo 3 When gondola reaches the loading area, the cradle dumps logs into the gondola.

Photo 4 As the gondola with log load moves on, the log cradle returns to its resting position.

Photo 5 As the train exits the factory area, the ramp retracts back into the factory building and is ready to receive the next load.

As you may have guessed, the actions of the log loader are successively triggered by the four magnetic sensors (DigiKey #CH405-ND) lined up along the track. A small magnet is attached to the side of the gondola so that as it moves on the track, the magnet passes by the sensors which are SPST reed

relays. When the sensor contacts close due to the magnet passing by, a signal is sent to one of the appropriate relays which initiates the action of the dump mechanism via the servo controller board.

Figure 1 is the circuit

Figure 1

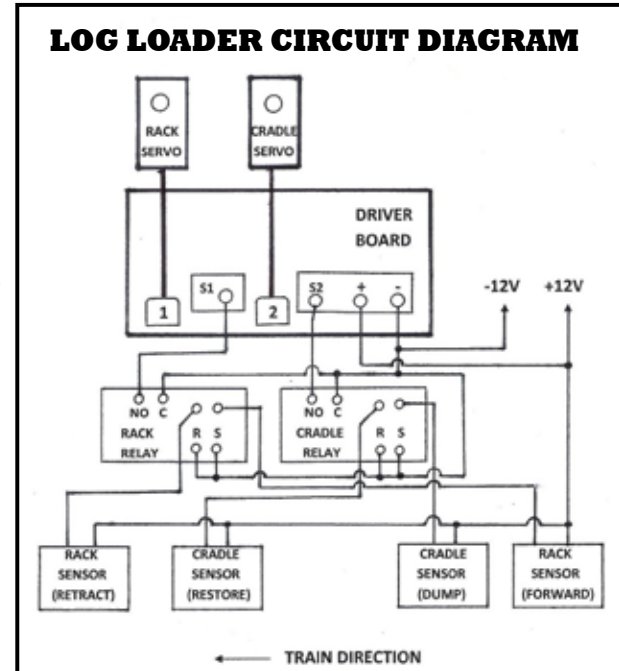


diagram for the log loader, which shows all the key components. The rack and dump cradle relays are DPDT twin coil latching relays (DigiKey #255-1067-ND), but only one of the normally open (NO) contacts of each relay is used to signal the servo driver board. The connections to the relays designated S and R are the inputs to the set and reset coils.

Latching relays are somewhat unique in that they remain in the last position pulsed depending on which coil (S or R) is energized. When the S or set coil is energized, the NO contact closes and remains closed



Log Loader

after the coil is de-energized. To open this closed contact, the R or reset coil must be energized, and then the NO contact will open and remain so.

The servomechanisms I used (HiTec HS-81) are connected to the driver board with the standard three conductor cable and plug. Instructions for setting up the servo movements come with the driver board and are easy to follow. A 12 VDC 300 ma power supply provides power for all of the loader circuits.

A top view of the log loader mechanism with the factory building removed is shown in **Figure 2**, which illustrates the various mechanism and electrical components. The dump cradle servo is located directly under the cradle. The electrical parts (driver board and relays) can be located anywhere that is convenient and in reach of the various wire and cable connections. The spacing of the track-side sensors depends on how fast you want to run the train past the factory loading area. Faster runs will require wider spacing of the sensors prior to the loading area. A short video of the log loader in action is posted at the LCCA website:

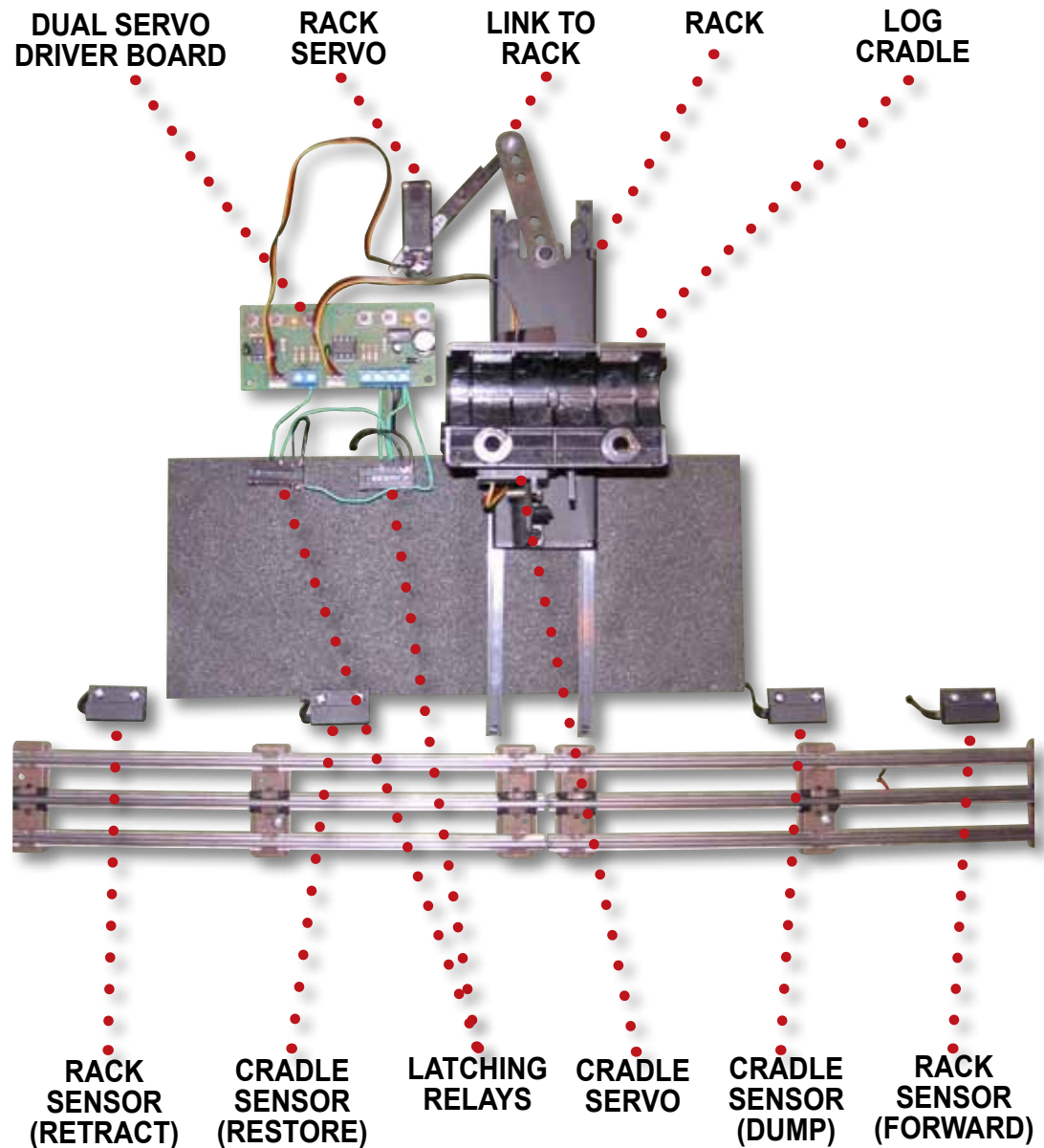
www.lionelcollectors.org.

Check it out!

The new driver board from Heathcote Electronics is easy to program and use. The web URL for them is <http://www.heathcote-electronics.co.uk/index.htm>. I am currently planning more animation projects which will employ this new unit.

Photographs by Robert H. Walker

Figure 2: TOP VIEW OF LOG LOADER MECHANISM





Bill Schmeelk
HM 6643

Lionel News

HIGHLIGHT:

“The most exciting new feature is the coal tender – another first in model railroading. The coal load in the tender realistically diminishes as the train runs.”

Moving a Big Boy

In photo 1 you’ll see me at the controls of Big Boy number 4006 locomotive. Despite my repeated efforts at the throttle and the whistle, I was unable to get the 4006 out of its St. Louis home. Actually, I wasn’t able to get it to move at all. But with the introduction of Lionel’s new Vision Line Big Boy, you can control the most realistic model of the Big Boy ever made. Photo 2 is a snapshot of Lionel’s prototype of the new model.

Lionel’s introduction of this new Big Boy couldn’t be timelier as the Union Pacific begins its effort to restore Big Boy 4014, one of seven remaining Big Boys on display in different parts of the country. You can track UP’s progress as they prepare the 4014 for its trip from Pomona, CA, to the UP Shops in Cheyenne, WY. UP’s senior manager of the Heritage Operation, Ed Dickens, is posting updates on the project on YouTube. After logging-in at YouTube, search for UP 4014 Project to view his narratives.

Exciting “Firsts”

Because it is a Vision Line release, you’d expect all of the top-of-the-line features. You certainly won’t be disappointed. In addition, this new Big Boy offers several new features which are truly firsts in model railroading. The loco has four smoke units. One provides whistle steam and another one the blowdown steam. Photo 3 is a view of this blowdown effect in operation. On the real loco, this routine blowdown of the

boiler helped wash away impurities that remained after the water evaporated to steam. Two more smoke units supply, in prototypical fashion, the smoke for the dual stacks of the Big Boy. On the real thing, the exhaust chuffs from each of the two eight-wheel driver sets were not in sync with each other, and this action is replicated on the model. The chuffing sound, prototypical four chuffs per revolution, is also in sync with the smoke exhaust. The chuffing sounds shift through 32 levels of intensity as the loco gains speed.

Speaking of sound, this new Big Boy is the first to be equipped with true stereo sound provided by three separate speakers, two in the tender and one in the loco. This will also allow some of the sounds to be localized while others are shared across all speakers for the most realistic sound yet from a Lionel® loco.

The most exciting new feature is the coal tender – another first in model railroading. The coal load in the tender

Photo 1



Photo 2

Photo 3



realistically diminishes as the train runs.

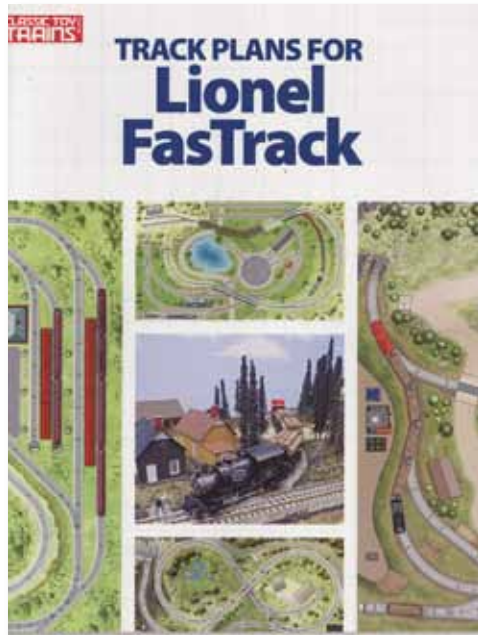
Photo 4 shows a before view of the tender and **Photo 5** shows an after view. The rate at which the coal depletes is dependent on the loco's speed, labor, and running time. The coal and water levels are easily restored by using your CAB 2 or CAB 1L remote, and each is accompanied by appropriate sounds. You can view a video and see these new features in action at www.lionel.com.

We know a lot about this loco, but one thing we don't yet know is the price. The Big Boy will be featured in the Volume 1 catalog, which is due in February 2014 with all the details. As a bonus, Lionel is also including a free LCS SensorTrack™ and power supply. These locos will be built to dealer orders with delivery expected in the fourth quarter of 2014. The Big Boy will be offered in seven different cab numbers.



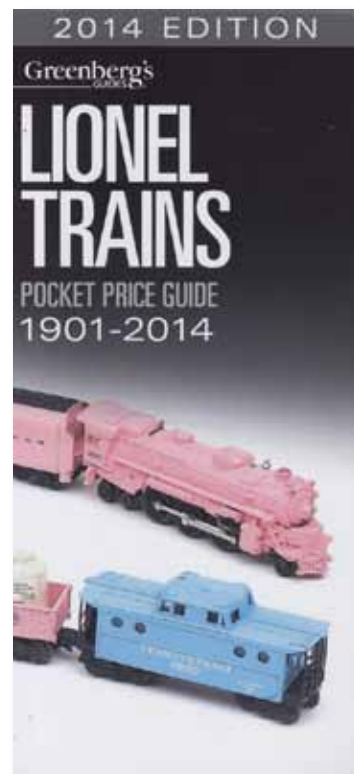
HOLIDAY STOCKING STUFFERS

Are you planning a new layout? Will your New Year's resolution include getting your trains out of their boxes and onto a layout? If so, you may find the new book *Track Plans for Lionel FasTrack* by Kalmbach Publishing worth a look. Here are 25 different layouts with complete and accurate track lists. More than just pictures, each layout is accompanied by text and accurate



illustrations showing where each section of track goes. Suggestions for accessories and scenery are also included. The layouts cover a wide range of sizes, from as small as a 4x6-foot mini-pike to upwards of 14x7 feet. There are very basic layouts for the beginner and some that are much more complex for the advanced modeler. There's even a 4x6 layout that includes six switches and lots of play action. This book would be an excellent companion gift to anyone receiving a

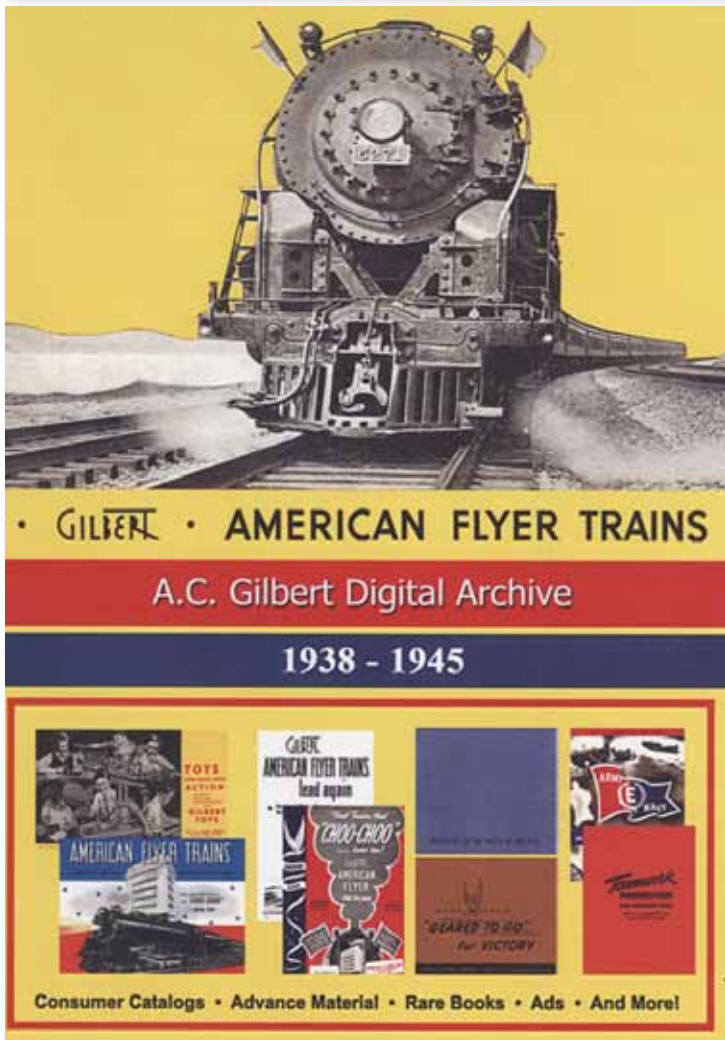
Lionel starter set with FasTrack™. Anyone receiving a starter set should be encouraged to expand the standard oval, and this book provides the inspiration to do just that. A starter set that is not expanded will not hold interest very long. The book sells for \$14.99 and is available at hobby and train stores or direct from Kalmbach Publishing.



from 1901 to 2014 and a handy numerical listing of Lionel products. The price is \$19.99 and is available from your favorite train or hobby shop or direct from Kalmbach at www.kalmbach.com.

Also from Kalmbach is the 2014 edition of *Greenberg's Lionel Trains Pocket Price Guide*. This annually updated publication is now up to 400 pages and provides a guide to pricing Lionel trains

ON THE DIGITAL FRONT



John Holtmann continues to add to his line of high quality digital archive series. His latest release in this Lionel-licensed series covers the prewar A.C. Gilbert years from 1938, when Gilbert first produced the American Flyer line, to 1945. The Chicago era of Flyer ended in 1937 with an arrangement between W.O. Coleman and A.C. Gilbert. Both consumer and dealer catalogs are included.

In addition to the catalogs of those years, there's a wealth of extra material. Other materials include announcements of the merger between Gilbert and Coleman, catalog envelopes, price lists, more than 50 ads and even a letter from Gilbert to Douglas McArthur. Of special interest are photos of dealer displays and a booklet commemorating the opening of the Hall of Science in New York plus lots of photos. Three booklets outline Gilbert's involvement in war production.

The 52-page *Roar of the Rails* book published by Gilbert kept trains in the minds of the public while production of toy trains ceased during the war. For most of the items on this disk, this is probably the only way to amass a collection of this size and scope. The 3/16-inch scale employed in Gilbert's prewar trains ran on O-gauge track. After the war, Gilbert changed to S-gauge, two-rail track and became Lionel's largest competitor. Even as a Lionel fan, I find it fascinating to see just how this line developed and ultimately became part of the Lionel family.

As with all of John's digital archives, the scans have been expertly restored and cleaned. The pages look as they did when new. The price for this archive is \$35 plus \$5 S&H from Hybrid Systems Limited at www.hsline.com.

Finally, Bob Osterhoff has released digital versions of three books on Lionel that have been out of print for years. First is Ron Hollander's *All Aboard*,

The Story of Joshua Lionel Cowen and his Lionel Train Company. This book was first published in 1981. A second version with some additional material was published in 2000. In writing this book, Ron was able to talk with people like Joseph Bonnanno and other Lionel employees. He even travelled to Italy to interview Mario Carouso. This DVD contains both editions and ensures that this material will not be lost to future Lionel fans.

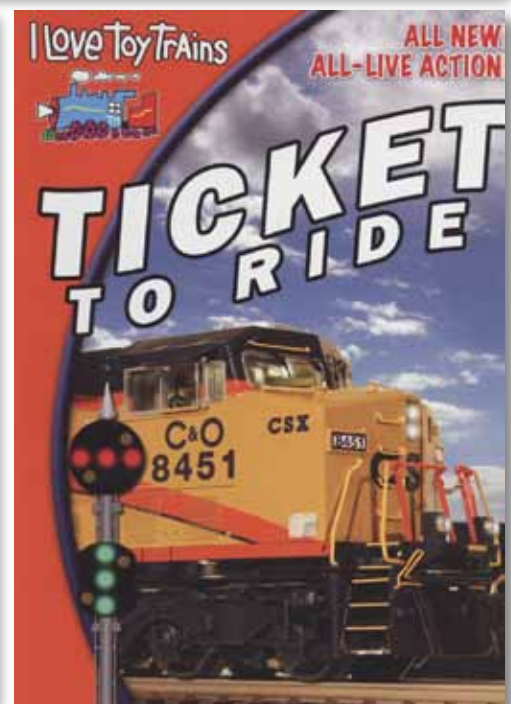
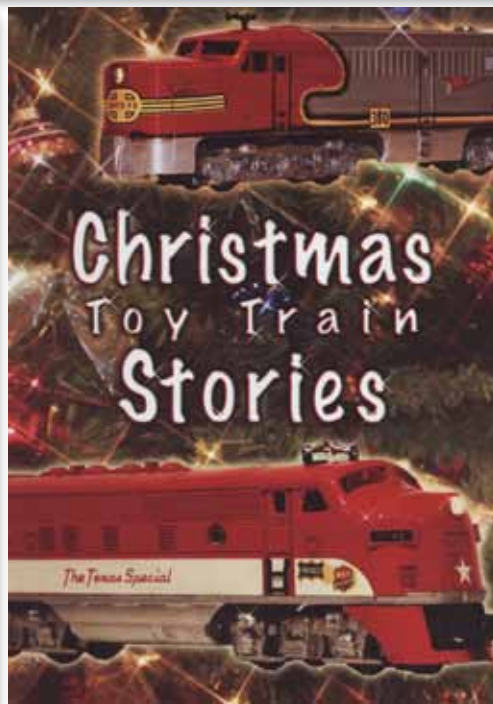
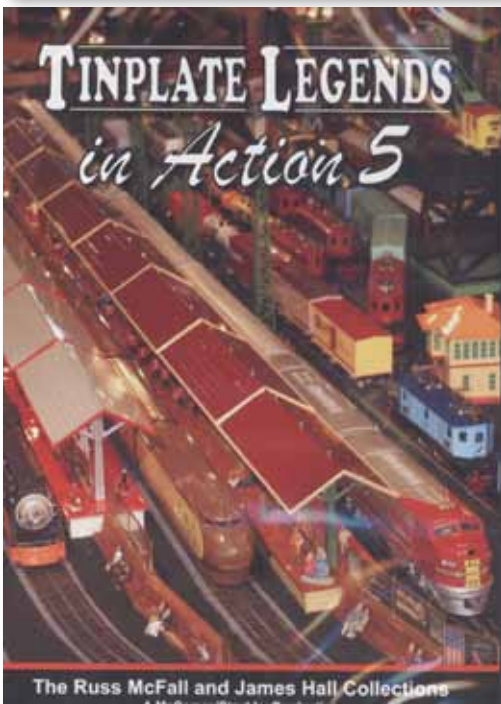
Another out-of-print book, now released in a digital edition, is *Greenberg's Guide to Lionel Postwar Accessories* by Alan Stewart. This book was also published in two editions, the second one with revisions. These volumes remain the only comprehensive and original study ever published on Lionel postwar accessories. Again, the DVD includes both editions of the book.

Finally, there's *Greenberg's Guide to Lionel Postwar Cataloged Sets* by Paul Ambrose. Here again the DVD contains both the first and second editions of this book. Also included is a 34-page addendum with updates for both editions along with new research documented by Paul Ambrose specifically for this DVD.

Each of these DVDs is priced at \$18 plus \$2.50 S&H and is available directly from Bob Osterhoff at www.trainpaper.com.



NEW VIDEOS



Tom McComas has produced three new videos just in time for Christmas giving. "Tinplate Legends in Action 5" continues the series, this time with scenes from the Russ McFall's 3,000 square foot basement with six operating layouts running tinplate trains and the James Hall collection which specializes in the small and obscure Standard gauge trains.

"Christmas Toy Train Stories" relates the stories of toy train enthusiasts from all over the country and shows Christmas layouts as mere circles around the base of the Christmas tree, larger carpet layouts, and a 72x44-foot layout. The storytellers relate how they got started as a kid who received a train set. Many of the layouts feature Lionel's postwar trains and evoke the feelings we had when we first became interested in trains. One of the stories features LCCA's Al Kolis. This was a very nostalgic look at our favorite toy, Lionel trains.

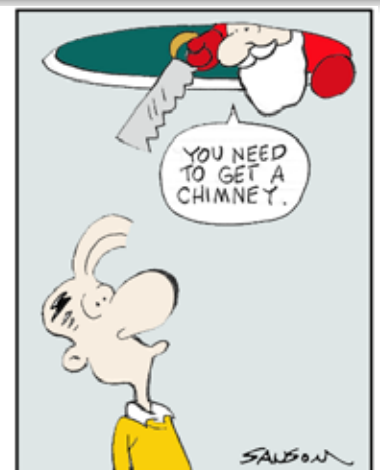
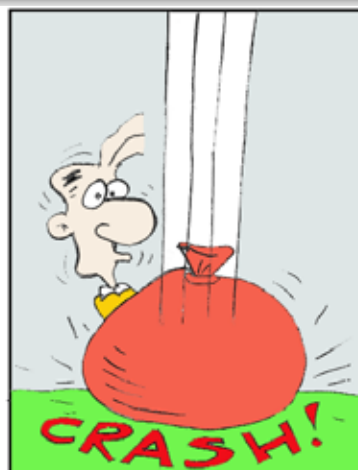
Each of the above videos is priced at \$14.99. The final video is a continuation of the popular "I Love Toy Trains" series titled "Ticket to Ride." With both toy and real trains included, it adds some very interesting special effects to the mix. Designed to be enjoyed by the whole family, this video sells for \$9.99. All three videos are available at www.tmbv.com.

Best wishes to all for a train-filled holiday season!

Photographs by Bill Schmeelk

Toy Trunk Railroad

by Erik Sansom





Ken Morgan
RM 12231

The Tinsplate Cannonball

HIGHLIGHT:

“Because of the complexity, the very heavy weight of these huge locos, and their high cost, only five units were built.”

TRIVIA: QUESTION

Engineering trivia: just what is a bipolar? And what are the ramifications? Refer to the answer at the end of this article, as usual.

Electric Locos and Toy Trains, Part 3

After a gap in both writing and in sequencing of TPC articles, here is the missing piece on prewar electrics. It would have been in the previous issue except I couldn't find one loco I needed for pictures. Maybe my wife is right – I have too many trains. Nah!

The first two articles in this series dealt with a unique prototype and a ubiquitous prototype. The S type was only used by the NYC system. Based in New York City with the motors running from Grand Central Terminal, the S type was a natural choice for production by nearly every toy train maker. The second group was the box cab. Nearly every railroad that ran electric locomotives had box cabs – simple rectangular bodies that covered the equipment and crew. There were variations in the details on the real ones, but all had essentially the same general appearance, especially given the lack of detail in the toys.

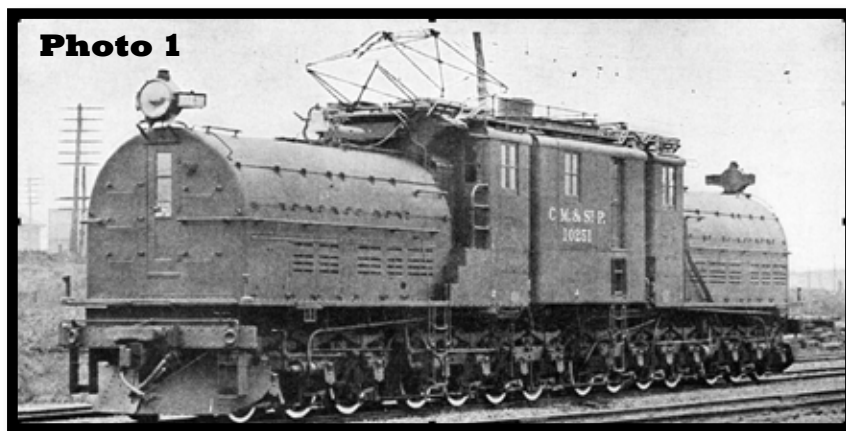
The subject of this monograph is the Milwaukee Road's five EP-2 class bipolar electrics. There were only five of them. They ran through the mountains of the Pacific Northwest where practically no one was around to see them. Yet, just as with the S type and the box cabs, pretty much every major toy maker produced them. Why? I guess they were new, state-of-the-art, and unique in appearance; that is, round, not angular or mere rectangular boxes.

electrifying the Coast Division through the Cascades. This was a low-budget project. Don't think of the PRR's metal towers supporting catenary wires over four tracks. This was more like telephone poles with long arms holding the wire over a single track. The exception to the budget was the motive power. MILW ordered five newly designed electric locomotives from General Electric for \$200,000 each. They were designated as class EP-2. Their design was radically different from the earlier boxcabs built for the Mountain Division two years earlier. The locomotive carbody was constructed as three sections. The small center section housed a boiler for heating passenger cars, and the long end sections held all the electrical equipment and crew cabs. Unlike the three-section body, the frame was split into four sections with the two middle sections attached to the end sections of the locomotive body with the center section floating above the frame.

The motors were arranged in a 1B+D+D+B1 configuration – an idler axle and two powered axles, a pivot point, four powered axles, another pivot point, four more powered axles, a third pivot point, and two powered axles with an idler axle. Hence the four sections of frame under three sections of carbody. Phew! Because of the complexity, the very heavy weight of these huge locos, and their high cost, only five units were built. Originally numbered 10250 through 10254 and painted basic black a la

the boxcabs, they were subsequently painted in several much more attractive color combinations and renumbered E1 through E5. That is how they are best known.

Photo 1



But First, Some History

As WWI ended and with it the end of federal control of the railroads, the Chicago, Milwaukee, St. Paul and Pacific Railroad, AKA the Milwaukee Road or simply MILW, decided to follow up the success of the 1915 electrification of the Mountain Division by

shows the “as delivered” version.

The EP-2s were retired beginning in 1958. They were all scrapped except for the E1 (10251) which can be seen at the National Museum of Transport in St. Louis. Besides checking out the E1, you can hike or bike

Photo 2



much of the old abandoned stretches MILW roadbed if you're into roughing it through the mountains out west.

The Household Model

Apparently this limited edition but very different locomotive attracted a lot of attention from toy train manufacturers. I presume they were happy to have something other than generic boxcabs and NYC S types in their catalogs. One might think that American Flyer® based in Chicago would be the first to introduce a toy version, but I believe Lionel® was the first with a toy bipolar -- the Standard gauge #380 in the 1923 catalog. I think Dorfan® was next with a Wide Gauge (Standard gauge) engine in 1926 and an O-gauge #53 in 1927. Ives® was probably also in the running in 1926. AF didn't get into the market until 1928 with two O-gauge models and a Wide Gauge loco in either 1928 or 1929, and a second one in Wide Gauge in '29. Lionel was thus also first into O gauge with the #254 in 1924.

The #254 occupies an interesting position in the Lionel line-up. Ignoring the rapidly disappearing 150 series of S types, there are two smaller boxcabs (#248 and #253), the one new S type (with two catalog numbers, #250 and #252), and then two more boxcabs (#251 and #256). It was sort of aligned with the low end of the top of the line. It was catalogued with the large freights, but the largest of the middle-sized passenger cars. There were several sizes of small, middle-sized, and large passenger cars – freights came in only two sizes.

As #254, it was catalogued from 1924 to 1932. The #254E ran from 1927 to 1934. Like most toy locos, there was no attempt to model the actual number of wheels, which was probably a good thing at that point in time. I can just imagine trying to get and keep 28 wheels on sectional track laid on the parlor carpet. Four wheels were just fine. Either version is most common in olive green which ran through most production years, but the #254 can also be found in dark green and mohave from early production, then pea green. The E version also came in pea green. Anything other than olive green commands a slight premium of roughly 20-30%. Some late olive green engines came with the beading at the bottom of the cab painted red; others from the mid-period had orange-painted hatches below the louvers. And some have red celluloid strips behind

Photo 3



the louvers. The hatches and the celluloid are the most desirable versions with a 50% higher current market value than the basic olive green. This engine was also sold as #4 with a Bild-a-LoCo motor in either orange or gray. They're up there with the celluloid #254. Then there is the #4U "You Build It" in orange which is quite expensive in unbuild condition with the box, packaging, and instructions. Since I operate my equipment and because of the price, you're not going to see a picture of it here! But what you can see is #254 and #254E (photos 2 and 3). They are both common but reasonably clean locos in the basic olive green. As is typical of them, the lettering on the #254 is in black, while the #254E has red lettering on the brass plates.

In case you ever wondered what makes the difference other than the "E" on the brass plate, photo 4 shows the guts of the #254. At the far right is the hand reverse unit. Moving the knurled nickel plated handle which sticks out through the slot in the frame as seen in photo 2, swaps the current feed to the motor and ground. Yes, the wiring is new. Lionel didn't use colored wires back then. You can also see that this is an early production loco from the early motor which is a carry-over from the 150 series. Now look at photo 5. This is the "E" version. It has a different motor and frame to accept the E-unit.

Photo 4



Photo 5



I strongly suspect this is a later E-unit replacing an earlier pendulum type reverse, but it accomplishes the same thing as the hand reverse. However, it has the major sales advantage of accomplishing this remotely by interrupting the current flow and causing a solenoid to operate.

As I noted earlier, the #254 was in the middle of the O-gauge line-up. Other than the very earliest production which came with the held over early

#610/612 passenger cars, it was regularly catalogued in sets like that shown in photo 6 with the later #610/612 cars. I strongly suspect this set dates from 1926 or maybe 1927. I say this because of the coupler on the loco which is the transition coupler with



Photo 6

provision for a drop hook coupler on the trailing consist which was not needed in later years as the transition from the early O gauge to the classic period ended in 1927.



Photo 7 As far as other versions of the bipolar, I offer an interesting sample of Dorfan's work. **Photo 7** is a Dorfan #53. Yes, that is a Lionel pantograph. I haven't found a repro Dorfan piece. It's a rather nice-looking engine, but it has a couple of problems common to Dorfan. One is that if I sneeze on it, the paint flakes. But the big problem is

metal fatigue. Many Dorfan engines came with ball bearing mounts for their axles, a pioneering feature in the toy train world. Made for very smooth operation, it was well advertised by Dorfan. They also die cast their locos with lots of detail when compared to the sheet metal bodies made by other firms. All this was very good until the castings expanded due to minor impuri-



Photo 10



Photo 8



Photo 9

This photo also clearly shows the transition coupler which accepts both the new latch couplers and the older drop hooks.



ties in the metals used for the casting. The ball bearing runs and the motors dropped out and the paint flaked off. As other manufacturers adopted die casting, they also experienced this problem. But it cost Dorfan much more heavily because – with the exception of one bottom-of-the-line clockwork loco – they banked their entire future on die-cast engines. I have three Dorfan engines. Only one still has a motor. They do look different, and their history is fascinating.

Photo 8 is the Dorfan loco shown from the front, which reveals the effects of metal fatigue in the spread of the two halves of the body, more paint flaking on the side not shown in **photo 7**, and the cast details including the giant rivets, the door with its four windows, and the patent information. Dorfan, like Lionel, carefully guarded its patents. In this case, I believe it is for their casting methods.

Photo 9 is the front of the less-detailed #254. Neat handrails, if a tad large. No rivets, only one large window. But the mo-

tor hasn't fallen out and it still runs. This photo also clearly shows the transition coupler which accepts both the new latch couplers and the older drop hooks.

Photo 10 shows a relatively current product by MTH® of the EP-2 in the more colorful later paint combination. The photo also has the Dorfan #53 and the Lionel #254E so you can see the relative sizes. Yes, it is articulated just as the real one. And it has all 28 wheels, and it is a bear to get on the tracks!

Trivia Answer

The engines were known as bipolar motors because that's what they had. Each of the locomotive's 12 motors had only two field poles, which were mounted directly to the locomotive frame beside the axles. The motor armature was mounted directly on the axles which meant there was no need for gears. Like most electric locos, it was already quiet, but this design resulted in an even more nearly silent loco as it eliminated the gear tooth growl and also the whine from the more common electric

motors typical of the industry's normal nose-mounted installations. The EP-2s were not the first electric locomotives to use bipolar motors, first used for the New York Central S-motors, but they were the largest at the time they were built.

As for problems, I assume MILW didn't experience this since there were so many axles. But the reason toy train motors have an odd number of poles is that it ensures that the brushes cannot both be on a pole on the commutator. If they were, it wouldn't move when current was applied. I happen to have a two pole EMCO trolley with one powered axle. Because of the nature of electricity, it always stops with the motor locked. When power is applied, it sits there until you give it a shove. Then it runs sort of OK. I assume MILW did not have to shove the bipolars, but then, they couldn't have had all 14 driving axles cogged!

Photographs by Ken Morgan



John Mateyko
RM 23791

Paper Power - Cardstock

HIGHLIGHT:

“The basic tools needed are sharp blades and scissors, a cutting board, felt markers, a straight edge, a ball-end burnisher, and glue.”

Room size layouts may need many buildings for realism, but scale buildings can be expensive. One cost-effective solution is cardstock buildings. Our home layout has cardstock buildings within three feet of the viewing area, and those structures fill the void spaces very nicely.

Cardstock kits are available from Clever Brothers and Pioneer Valley. If you are interested in this method of architectural enhancement for your layout, thoroughly read the directions provided with the kits before cutting. The basic tools needed are sharp blades and scissors, a cutting board, felt markers, a straight edge, a ball-end burnisher, and glue. If possible, make the tabs larger than the lines on the kit; larger tabs make the building easier to assemble. Use the burnisher to score the inside of the fold. Some assemblies will be easier to fold if the initial fold is made prior to trimming the piece. Read, cut, fold and assemble.

I've completed seven buildings so far, and I enjoyed making each one. The accompanying photos show the installation of paper products versus plastic, resin, wood, or metal buildings - lithographed or painted.

Photographs by John Mateyko

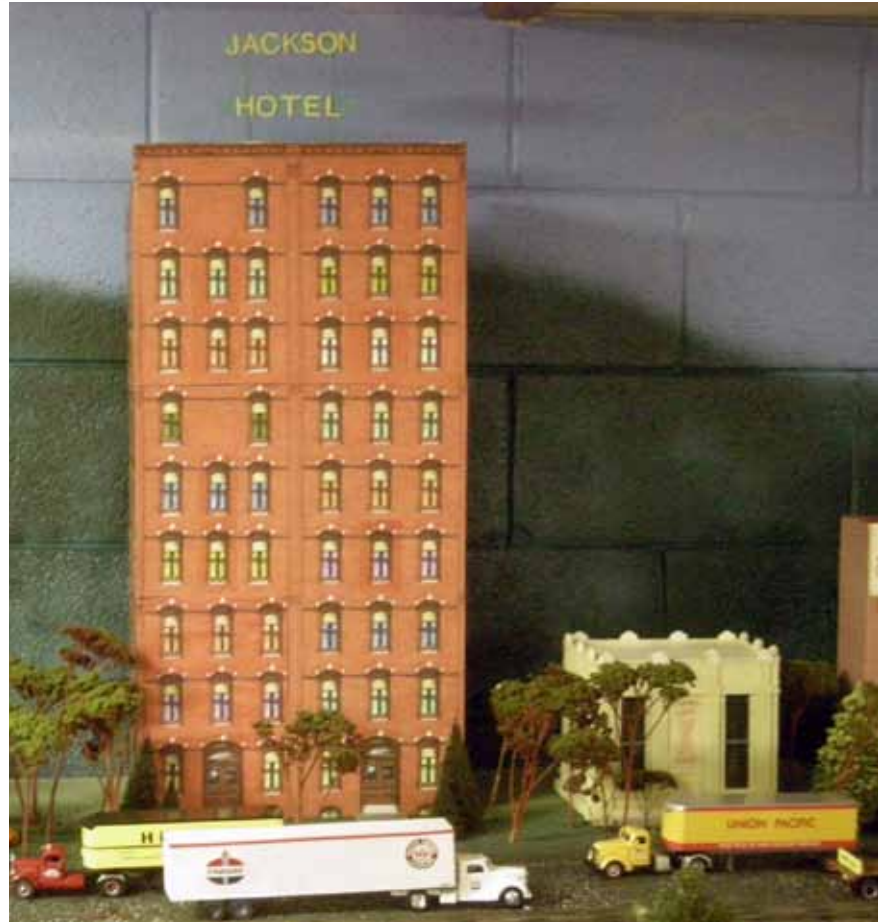


Buildings



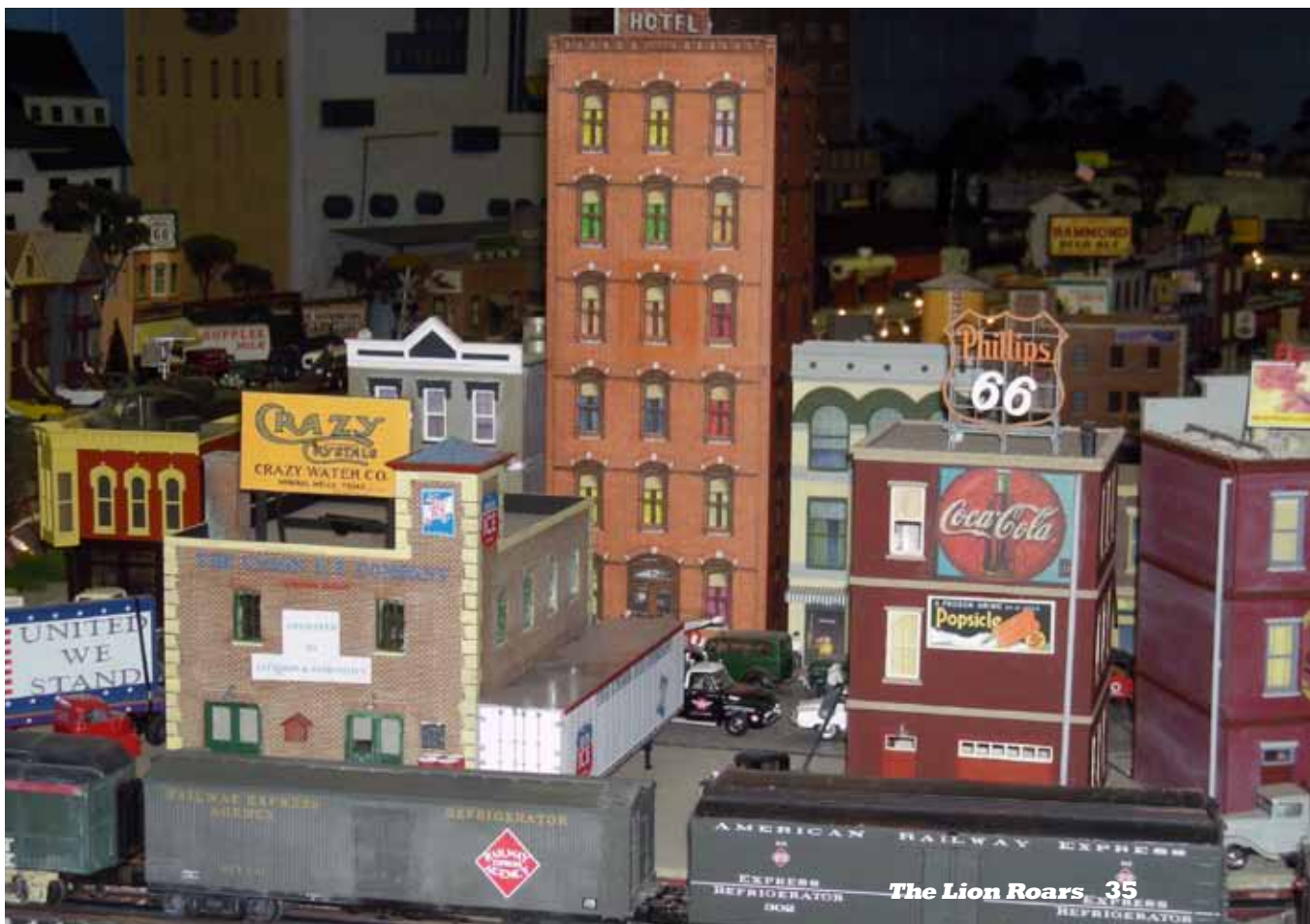
Left: This Merchantile Building is the only kit on the layout designed by Clever Brothers.

Right: The Jackson Hotel is named for my grandson, now a high school freshman. I combined three Pioneer Valley kits to make this nine-story building.



Left: The cardstock Larson's Grocery building blends in nicely with a row of plastic structures.

Right: I spliced two Pioneer Valley cardstock building kits together to create this six-story building.





HIGHLIGHT:

“Here is a new wrinkle: each LionChief Plus locomotive has a remote/transformer switch; throw the switch to transformer and you can operate it from any transformer.”

LionChief Plus

The first “What’s New and Interesting at Lionel” article this year highlighted a new remote operating system to which we hadn’t yet given the name LionChief™ and had debuted in only the Thomas & Friends™ Set and a dozen new sets to be featured in the 2013 Ready-to-Run Catalog. We’re doing it again: previewing our expanded new LionChief Plus™ which will operate five long-time favorite locomotives – Hudson, Mikado, and Pacific steamers and RS3 and GP7 diesels in four road names each, a total of 20 new locomotives – debuting in the 2014 catalog.

More Operating Options, Fun, and Realism

The features that make LionChief sets easy and fun to operate for kids of all ages are all incorporated into the LionChief Plus locomotives: the remote control’s rotating throttle and speed indicator light; great range – up to 60 feet – and a battery-life saving sleep feature. LionChief Plus locomotives run on layouts powered with the same plug and play DC wall packs included in the LionChief sets and – coming in 2014 – a new standalone and more powerful 72-watt wall pack. All LionChief locomotives can also be operated via the remote on any LEGACY™, TMCC™, or transformer-controlled layout putting out 18 volts.

operators feel each speed step as they rotate the throttle.

A motor feedback system keeps locomotives rolling at the same speed. In testing, even at ultra-slow speed step one, the LionChief Plus locomotives pulled 30 cars around our test layout at a constant speed. That is speed control!

ElectroCouplers, Smoke, and Lights

The steam locomotives have ElectroCouplers™ on the rear of the tender and the diesels have them both front and rear. A double hit on the remote’s whistle button fires the rear coupler; a double hit on the bell button fires the front one.

Both the diesel and steam locomotives have fan-driven smoke, which in the steamers is synchronized with the chuffs. The operator always has the final word on smoke with an on/off switch. Lighting in the diesels mimics our LEGACY locomotives. The cab lighting comes on full in neutral, but dims as the locomotive begins to roll, either forward or in reverse, as the headlight or rear light comes on.

Rich and Varied Sound

Larger sound modules in LionChief Plus locomotives have greater clarity from improved low and high frequencies and allow the whistle, bell, and announcements to blend with the steam chuffs and diesel revs. A third switch on each locomotive lets the operator turn off just the chuffs or revs.

Every locomotive comes with a whistle, bell, and six announcements: three timed for various lengths of idling when in neutral and similarly three more timed for various lengths when the locomotive is in motion. These are user-activated with the speaker icon button on the remote or very quick hits to the whistle button on a transformer.

Multi-Train Operation

There are multiple frequencies for the remotes and locomotives so that several LionChief Plus locomotives can run on the same layout simultaneously. While our engineering development team is putting the final touches on this feature, we are confident that if you have a big layout and a big family, you can run eight LionChief Plus locomotives at once. Fun and spectacular.

Images provided by Lionel LLC



Here is a new wrinkle: each LionChief Plus locomotive has a remote/transformer switch; throw the switch to transformer and you can operate it from any transformer.

Operation of these locomotives is exceptional. At

just seven volts on a transformer – our engineers are still tweaking this feature so I promised we wouldn’t hold them to the exact voltage – the locomotives spring to life in neutral like a LEGACY engine. Hit the direction button and the locos creep forward. That same fine-grained control is built into the remotes, with “clicks” so



Team Colors

“Lionel Nation” is faithful to the Orange and Blue. In this puzzle, place an “A” if the Lionel rolling stock is Orange, “B” if Blue, and “C” if Orange and Blue. While Lionel® may have produced some of these items in multiple colors, at least one common issue falls within the A, B, or C category. Enjoy and GO TEAM!

- 
1. ____ Amtrak Bunk Car
 2. ____ AT&SF Barrel Car
 3. ____ Airex Boxcar
 4. ____ B&O Double-door Automobile Boxcar
 5. ____ Baby Ruth Boxcar
 6. ____ Boston & Maine Diesel Alco Locomotive
 7. ____ Bronx Zoo Boxcar with Giraffe
 8. ____ Conrail Rectifier
 9. ____ DL&W Work Caboose
 10. ____ Jersey Central Switcher
 11. ____ Lionel Lines N5c Porthole Caboose
 12. ____ Lionel Lines Two-dome Tank Car
 13. ____ Lionel Village Trolley
 14. ____ Navy Yard New York Switcher
 15. ____ 100th Birthday Boxcar
 16. ____ Ontario Northland Ore Car
 17. ____ Pacific Fruit Express Reefer ®
 18. ____ Seaboard NW-2 Switcher
 19. ____ Shredded Wheat Boxcar
 20. ____ U.S. Army Mobile Missile Launcher

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

Coal Carrier



As a FREE bonus, LCCA will include this new style billboard frame, which will be color-matched to the Coal Train Set.

This Vulcan Switcher and two matching operating “shorty” coal hoppers are ready for action at the coal site on your layout. The operating hopper car will work properly on both styles of coal ramps produced by Lionel in the past. In the future, LCCA will announce and offer a Coal Ramp Accessory – the perfect accompaniment to this Coal Train Set – and the operating hopper will also work with the pending LCCA coal ramp.

One of last projects designed by the late Lou Caponi, this train set is painted and lettered for the Reading Mining Company and will be made for club members by Lionel®. The leading hopper has operating underbelly hatch doors, and the trailing hopper includes a simulated coal load and a lighted end-of-train device, the battery for which is cleverly hidden under the coal load. These shorty coal hoppers have die-cast, fully-sprung trucks and operating couplers – a rare feature.

Like other LCCA-sponsored train sets, the *Lou Caponi Signature Edition – Coal Train Set* will be packaged in a unique set box decorated as a tribute to Lou’s creative spirit.

As a FREE bonus, LCCA will include a new style, color-matched billboard frame, a commemorative billboard insert, and a statement of authenticity for this Coal Train Set.

Production quantity will be limited to only 500 units because Lou had previously arranged for that number to be produced. Do not miss out on this highly collectible train set in a special set box with a LCCA billboard frame and insert and an accompanying statement of authenticity.

Add this iconic LCCA train set to your layout and get hauling!

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Order deadline: January 31, 2014. Limit: One Coal Train Set per member.

DO THE MATH

1 Coal Train Set @ \$189.95 \$ _____
 Illinois residents: add 7.5% sales tax \$ _____
 S&H for Coal Train Set – add \$18 \$ _____
 Total (in U.S. funds) \$ _____

PURCHASE METHOD

My check is enclosed, made payable to “LCCA” with “Coal” on the memo line.
 Bill this purchase to my credit card account.
 No.: _____ Expiration: _____
 Discover MasterCard Visa Code: _____
The 3 digits on back of 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.

Name: _____ LCCA 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 Coal/TLR-12-13 • 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.