

# THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

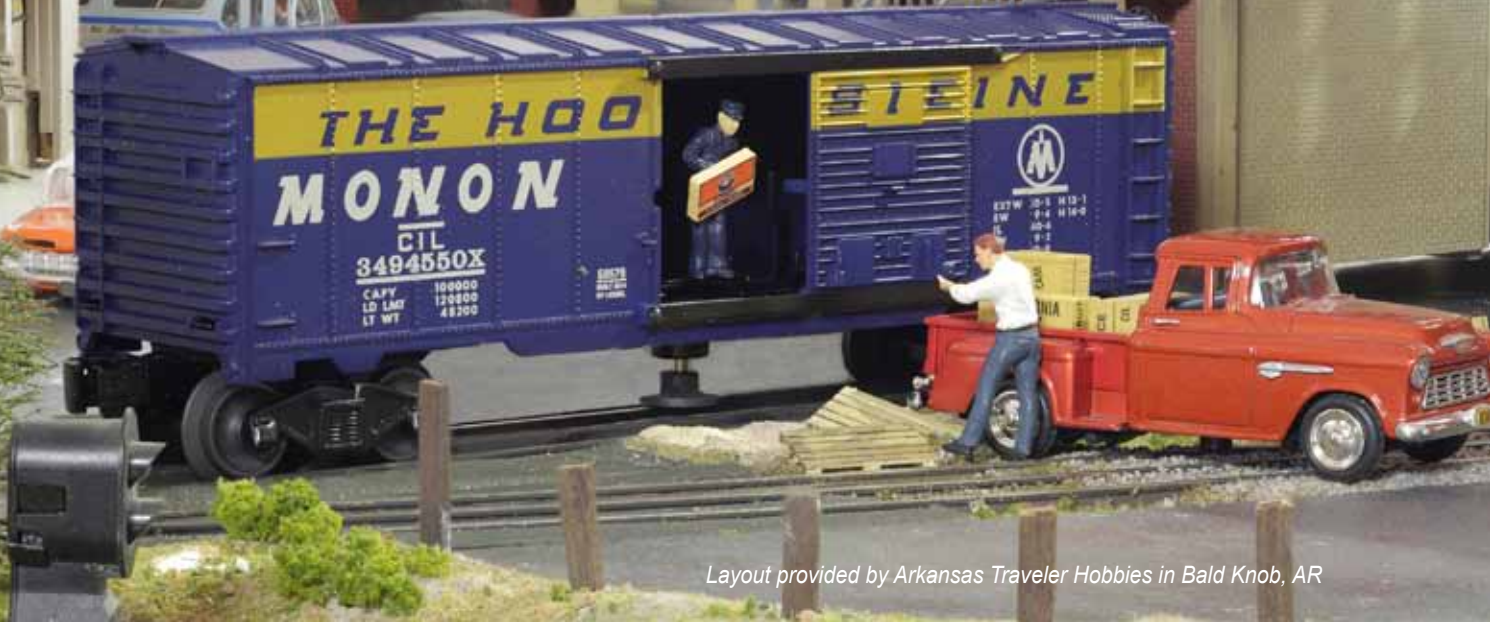
Volume 43, No. 3, February, 2014

## Full Steam Ahead Aboard NKP 765

A 2014 Convention Excursion Trip



# MONON MAGIC



Layout provided by Arkansas Traveler Hobbies in Bald Knob, AR

This Monon *operating* boxcar will be packaged in a box bearing the limited-edition Conventional Classic décor by Lionel® with bar-end 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*. 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 1, 2014. Limit: Two 2014 Convention Cars per member.

**DO THE MATH**

- One 2014 Convention Car @ \$89.90 \$ \_\_\_\_\_
- Two 2014 Convention Cars @ \$179.80 \$ \_\_\_\_\_
- 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: \_\_\_\_\_

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

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 2014 CC/TLR-2-14 • P.O. Box 529 • Peru, IL 61354-0529**  
 Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to “LCCA Store.” To submit an order by fax: 815-223-0791.

# Contents

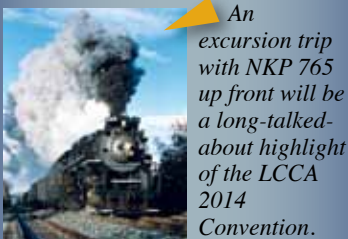
**2014  
Convention  
Preview**  
Page 16



**Helios 21  
Part 2**  
Page 32

<b>President's Report</b>	2
<b>Podcasting</b>	5
<b>Special Events Are Special</b>	6
<b>Toy Trunk Railroad</b>	13
<b>Treasurer's Report</b>	12
<b>2014 Convention Preview</b>	16
<b>Lionel News &amp; Views</b>	26
<b>The Tinplate Cannonball</b>	30
<b>Helios 21 – Part 2</b>	32
<b>A Lionel Puzzlement</b>	35
<b>Weathered Locos</b>	36

## On the Cover



An excursion trip with NKP 765 up front will be a long-talked-about highlight of the LCCA 2014 Convention.

Cover photo by Rich Ahern

## LCCA Services, Notices, and Leadership

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timely club news:

[www.lionelcollectors.org](http://www.lionelcollectors.org)

## LCCA Annual Elections

**Dennis DeVito** RM 6758  
LCCA President and Fellow Member

The LCCA continues to be successful for a number of reasons, including the quality of the leadership corps and its responsiveness to the perspectives and priorities of club members.

All LCCA members have the opportunity to vote. Through voting, you and other members thoughtfully steer the destiny of the best toy train club on the planet. Votes cast for a club Officer, a Director, or a Constitutional change drive a crucial democratic process that affirms the course set by existing leaders and develops future leaders.

This year, the club will elect two Directors and a club Secretary. Thankfully, club members who have a "give something back to the club" attitude continue to offer time and talent in volunteer service to the LCCA. Every candidate seeks an opportunity to serve, and every candidate deserves your review.

You may not wish to seek elective office, yet there are other ways to contribute to the club, add real value, and bring new ideas and new projects to the forefront which benefit all members. Serving as a volunteer in a useful niche or as a member of an appointed team is a valuable learning experience within the train hobby we all love. Remember, you'll get back more than you put in. I look forward to your participation in our club at the level that seems right for you!



**Dennis DeVito**  
RM 6758

# Report from

## HIGHLIGHT

“To the doomsayers who believe the hobby will not experience significant growth, here’s my “in your face” response – don’t believe your own overly hyped script. The hobby is large and growing larger.”

### The View from Cleveland

I just returned from the Cleveland, OH, World’s Greatest Hobby on Tour (WGHOT) show and felt refreshed by the vitality, enthusiasm, and strength of our model train hobby. Attendance for the two days was more than 27,000 folks, mostly younger families with kids. Lots of kids! While all ages were represented, most of the kids were younger than 10 years old. The LCCA was there with our mini-layout in our booth, which is a kid magnet. Our large display panel at the booth was a keep-sake photo background for smiling families – it was a literal “Kodak Picture Spot” that provided a photo opportunity.

In the “good old days,” we approached the hobby through the “Wish Books” of Lionel® catalogs or by window shopping at a local hobby shop. Today’s families with youngsters approach the hobby differently, make different purchases, and buy products through different techno-driven pathways.

### All Tech Considered

Speaking of technology, Lionel has hit a home run with its new LionChief™ system. The Lionel display in Cleveland was ALIVE with kids. There were at least six train sets available for hands-on play by kids, and those trains were in constant operation all day long. The Lionel booth had more action with these new sets than I have seen in the past. It seemed that kids played with the remote-controlled trains far more than the transformer-based sets. I always sensed this system would succeed, yet I was surprised at the increased interest from kids as they used this product.

So what, you may ask. Yes, there were lots of kids and families – most were spending a day out but were really not serious hobbyists. How does this reflect on us, the LCCA, or the hobby? My take-away from this show was that our hobby is as alive as it ever has been. There is still enormous interest in trains and many folks in the general population are looking into our hobby. And while not a direct correlation, this is reflected in our club, which is growing in membership, strong in all the right structural areas, self-funding without need for outside advertising support, and offering a great value for dues paid. Our members continue to renew memberships in record numbers, purchase our club products, and support our Special Events and other programs.

### Negativity – Not My Style

I recently read many negative articles about our hobby and wondered why so many individuals, groups, and organizations are fearful about the future. A wise man told me over the weekend that as individuals (and collectively as hobbyists) we can live up to our highest expectations. Likewise, if we are not careful, we could live down to our lowest fears.

I see the future of the hobby far more positively than many others. It’s full of potential and fun for all for years to come. I will continue living up to my expectations of growth, meeting good people, enjoying a wonderful hobby, and accepting all it has to offer. I accept the reality of vendor consolidation in the hobby, and more of that may be forthcoming. I accept that many of the things in the hobby that have been so delightful to me will be limited going forward. As technology and production processes change, products and features on those projects will also change. I fully understand that many in the hobby are “de-collecting” for personal, financial, or health reasons. These factors have been emphasized as evidence of impending doom. I do not share this disparaging and caustic view. From the same data and info I can reach a different conclusion. At LCCA Conventions, Special Events, shows like the WGHOT and TrainFest, and in our increasing membership, I see almost unlimited growth.

If you expect the future to mimic the past, you may be disappointed. If you cherish the exclusive niche many of us escape to, you may not see or experience positive growth. Since a large portion of us are serious modelers, we are into high-tech, lots of expansive scenery, large layouts, technology-driven wireless control systems, and highly detailed top-of-the-line product. This is the way we see the hobby.

To the doomsayers who believe the hobby will not experience significant growth, here’s my “in your face” response – don’t believe your own overly hyped script. The hobby is large and growing larger. There’s far more going on than what exists in your mind.

I saw the future in Cleveland, and other club members see it at our events. The future is plain to see, and it’s right in front of us. It exists in every adult or child who asks about

# our President

our hobby. It exists in every person who shows interest in a starter set. It exists in every person who asks why newer track systems are better than tubular track. It exists in every parent who shares with their youngster the wonder of the Polar Express train or the awe of the Lone Ranger set.

However, if your vision of the future is tightly focused on the finer technical points of the Legacy™ system or the operating features of your new high-end engine, then you are in a relatively small, limited audience that holds onto a restrictive perspective. Ditto other niches. One can look at the hobby as resurging, but in a form few of us expected. It is growing in a way you might remember from the good old days when you ran the Plywood Central or the Front Room Limited for a day or two and then put your trains away. It is growing as newbies come into the hobby on a regular basis. For the most part, prewar, postwar, MPC, other dated products, and what we consider collectibles are not of great interest to them.

So I suggest you have two options – continue to see the hobby through the lens you have and see clones of yourself with your interests. Or totally revolutionize your thinking and open your mind to see the hobby as more than an exclusive club with an aging population whose goal is to replicate themselves and their individual viewpoints and preferences. I choose the latter.

This column is neither a criticism of some nor praise for others. I have and will continue to embrace all model railroaders, all gauges, all ages, and all areas of interest. But I also see the future as potentially explosive, albeit in a direction I did not anticipate just a few years ago. New track systems, easy-to-use kid-favored control systems, and high quality low and mid-range sets at relatively reasonable prices have laid the groundwork for growth. If you understand and believe the message in this column, go help a newbie, give a child an LCCA Junior Membership (and get a personalized billboard and insert as a reward), give a train item or set to an interested person, talk up the hobby, join a discussion group, volunteer to staff a LCCA Special Event, and see the renewed interest for yourself. To summarize, live up to your highest hobby expectations even though others may live down to a limited vision. Invest your most

valuable resources – your time and talent – to help the club and the hobby.

## Product Updates

By now all members who previously ordered the Goliath Standard gauge loco, its Showroom Cars, and the Prospector train set have received those products. The response has been wonderful! Those who ordered those products were not disappointed. There have been many positive comments about the voice of Lou Caponi digitized in the sound system. You can hear this recording at the club's website.

By the time you read this report, the Texas Special two-diesel Cow and Calf Set and accompanying Mint Car should be shipped to those who ordered them. The 2013 Convention Car has been shipped. The Coal Train Set should be delivered – the last project of the late Lou Caponi. While we were not able to ship these items in December 2013, our vendors were able to get them out by the end of January. Thanks to those members who ordered these wonderful products!

Remember to order the Monon Operating Boxcar, which is the 2014 Convention Car. Lionel has said that if we would set an earlier cutoff date it would be possible to have this car in members' hands in September. We have taken that step forward, pre-ordered this product from Lionel, and locked-in that delivery date.

## HEADS UP: THE CUTOFF DATE FOR ORDERS IS EARLIER THIS YEAR – APRIL 1.

### Read All about It

Reports by the club's Secretary of recent LCCA BOD meetings will be published in the next issue of the *Interchange Track*

and also posted for timely reference on the club's website. Discussions and decisions by the BOD chart our course, and members can follow the action in these club publications.

## Indianapolis, Here We Come

Our 2014 Convention information is included with this issue. I am excited about this Convention because of its middle-of-the-country location, the fantastic tours including an excursion run aboard the 765, and the absolutely unique post-Convention Special Event – the Brickyard 400 race at the Indianapolis Motor Speedway. Of course, I'm looking forward to the social aspects of the Convention, seeing many friends, and cruising the aisles of the weekend train show.

**TICKET NOTICE:**  
TICKETS FOR THE  
NICKLE PLATE STEAMER  
765 ARE STRICTLY LIMITED  
TO 500. TICKETS FOR  
THE BRICKYARD 400 ARE  
STRICTLY LIMITED TO 100.

According to our past practice, club members will have the first opportunity to buy these tickets on a first-come, first-serve basis. Register now or before April 1 for the best opportunity to get these tickets. Any tickets not purchased by members after April 2 may be offered for sale to others. These bookend events at the beginning and end of the Convention offer diverse options. Choose the tours that capture your interest and fit your time schedule. Whether you select a few tours and events or intend to attend all of them, register early!

## President's Scoreboard for 2013-14

Activity	Goal	Accomplished To Date	Status
Special Events	2,300 members touched	1,125	Goal Increased
Number of Special Events	30 by July, 2014	36	Goal already exceeded! Always seeking additional SEs.
Reinstatement of Members	400	174	Need current members to assist with this task.

## Something Old, Something New

As is our custom, we will provide a free Convention Advance Registration Gift for members who register early and make guest accommodations at the host hotel – a motorized unit.

We'll also offer a distinctive Lionel product as the Convention On-site Car – an Evans-type Autoloader with a plastic flatcar base and a stamped sheet metal superstructure, plus four accompanying Lionel-produced 1/43-scale, die-cast NASCAR automobiles on board. The Autoloader can be purchased on site. The NASCAR autos will be available at the Convention, but distribution of them will have a new twist. Be sure to attend the Lionel Seminar where all Con-

vention registered members will receive the fourth die-cast NASCAR auto free.

Heads up: A similar Evans Autoloader (rendered in reverse colors) will be offered for separate sale later in the year in

celebration of LCCA's 45th anniversary year. That product may be considered a companion car because it is color-matched as a "set." The four accompanying NASCAR autos for this car will be unique and different from the four autos for the On-site Convention Car. Is that ultra cool, or what?

Refer to the ad about these club-sponsored products in this issue of *TLR* and/or visit our website for more info about the features of the On-site Convention Car, the 45th Anniversary Car, and our innovative purchasing/gifting plan.

This year, members who register but do not attend the Convention will be able to purchase the On-site Convention Car and the 45th Anniversary Car.

In closing, enjoy yourself, your family, your trains, and life.



# Make your plans now for this year's LCCA Convention in Indianapolis.



**Derek Thomas**  
RM 31021

## A New Technology - Podcasting

### HIGHLIGHT:

“Guests in the first year included Howard Hitchcock and Mike Reagan from Lionel, Andy Edelman from MTH, Carl Swanson from *Classic Toy Trains*, Angela Trotta Thomas, John Schmid from Project Roar Publishing, and many others.”

**F**or as long as I can remember, I’ve been fascinated with toy trains. My love for trains started at a young age. I grew up only 200 yards from the Conrail tracks – formerly NYC – and from that time on I was interested in trains.

Fast forward to Christmas 1992, when at the age of eight I received my first Lionel® train set, the Western Pacific Feather River Service Station Set. That train was the start of a journey which lasted 22 years.

Let me jump ahead another 18 years. After completing a degree in Communications and Radio Broadcasting in 2007, I moved to Lafayette, IN, with my wife and began working for a group of radio stations in that area. With this background information, you can connect the dots and understand how I came up with the idea for a podcast dedicated to O-gauge trains.

### **Notch 6: Free O-gauge Radio on Demand**

When I use the word “podcast,” many people give me a blank look and ask, “What’s that?” Let me briefly explain. A podcast is like having your favorite radio program available for listening 24/7/365 throughout a year through your computer. Visit the website of the program and click on the episode you want to hear. Podcasting has exploded in recent years with the growth of portable media players, and just about anyone can now set up a home recording studio and share audio programs via the Web with the world.

So why did I start a show specifically dedicated to the world of O-gauge trains? The short answer is, to deliver timely content directly to listeners from the source. I feel that the hobby has lacked for years the capability to offer almost instant access to the information and newsmakers who that drive the O-gauge hobby industry. The Notch 6 Podcasts change the dynamics of information flow and access.

### **Two Major Podcasts**

In the past 12 months, Notch 6 has provided coverage of two significant events in the O-gauge world. The first was a full week of shows from the site of the LCCA 2014 Convention in Chattanooga, TN. That adventure was the first time any media source covered the Convention from start to finish. Each night listeners heard a daily recap from Special Events Manager Al Kolis. Notch 6 also talked with many of the keynote speakers who participated in the events of that week.

The podcasts enabled LCCA members who could not attend the Convention to get almost real-time access to the people involved in the Convention.

The second event was the fall TCA Train Meet at York, PA – also a landmark event in the world of O-gauge-related media. Technology allowed us to go to that train show, record interviews, and almost instantly upload the audio to the Notch 6 website. We were able to break the news about the Lionel Vision Line Big Boy less than five minutes after it was announced by Lionel LLC at the TCA Museum. Less than 24 hours later, Notch 6 released a full interview with Lionel’s Mike Reagan who explained the new features and details on that locomotive. Podcast technology can quickly deliver news to O-gauge fans around the world.

Every month since then, we have conducted interviews with many newsmakers in the O-gauge world who influence the hobby. Guests in the first year included Howard Hitchcock and Mike Reagan from Lionel, Andy Edelman from MTH®, Carl Swanson from *Classic Toy Trains*, Angela Trotta Thomas, John Schmid from Project Roar Publishing, and many others. Listeners received insights from those with experience in the hobby, learned their tips and tricks of the trade, and explored depths of knowledge about the hobby we love so much.

### **Plans for 2014**

For 2014 the plan is to continue making the show bigger and better with each episode. One feature that I’m very excited about is a new segment that will follow along with my building a section of the LCCA/Lionel Modular Railroad. My module will be incorporated along with others as a part of the large modular layout to be unveiled at the LCCA 2014 Convention in Indianapolis this summer. I’m excited about describing my experiences to fellow LCCA club members and sharing what I learned during the process. I’ve also lined up some great interviews and will provide full coverage of that Convention.

I hope you’ll take a moment to visit the website at [www.notch6.com](http://www.notch6.com). There’s nothing special to download and no software to install in your computer. Click on the episode that you’d like to hear, turn up the speakers, and enjoy the show!



**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.”

I hope you and your family are having a healthy, happy, and Lionel® train-filled New Year. I invite you to start 2014 by attending some of our fun and family-oriented LCCA Special Events in an area near you. The program continues to flourish, and we are starting on the right track with many unique SEs in various cities around our country. We held 11 SEs in the first two weeks of December! Members had fun at events in South Carolina, New York, New Jersey, Pennsylvania, California, Arkansas, North Carolina, Iowa, and Florida. Welcome to all new members who joined our club during SEs held last December and in January!



*Photograph by Greg Dorsey*

The LCCA/Lionel FasTrack™ Modular Railroad initiative continues to grow and build momentum. LCCA member Greg Dorsey (RM 31201) built an entire modular railroad on his own. A pending article in *TLR* will show his transportable layout along with other modular layouts built by members who followed the published template – including Henry Snyder (RM 30509) and Bob Eberley (RM 15949) with a group of hobbyists in Palmetto, FL. I hope their examples will inspire other members to build modules according to this pattern.

LCCA’s current membership campaign is proving to be successful. Participating new members and existing club members/sponsors will receive personalized billboard inserts and a 100% made-in-America LCCA billboard frame.

This is your club – the more you contribute, the more you receive. Recent SE hosts John Rinaldi (RM 21735), Mike Mottler (RM 12394), Bob Ver Hoef (RM 20588), Rich and Kathy Dissosway (RM 28158), Roger Farkash (RM 27269), Henry Snyder (RM 30509), and Angela Trotta Thomas (RM 13961) will confirm the fun factor built-in to a SE. Hosting a Special Event is a great experience that every club member should try once. Host an open house starring your Lionel trains, get better acquainted with visiting LCCA members in your area and beyond, and be an ambassador for the club and the hobby.

## Review: SEs in Colorado Last Year and This

LCCA partnered with the Colorado Toy Train Group, LLC (CTTG) for their tenth co-sponsored Special Event in late 2013. The LCCA-CTTG Toy Train Auction in Westminster, CO, on November 16 and 17 was the first double-digit LCCA Special Event for LCCA with a single organization.



*Photograph provided by Steve Fowler*

CTTG is a group of 12 LCCA members, who formed their group to advocate the toy train hobby, through buying, collecting, operating, selling, and trading toy trains. The partnership between LCCA and CTTG is a logical extension of their missions, since both organizations are focused on toy trains, kids, and opening the hobby to the public.

As background history, revert back two and a half years when then-president Al Kolis (HM 15092) visited Denver and talked with LCCA members David Gahagen (RM 20782), Jim Cathcart (RM 14022), and Steve Fowler (RM 26496). Jerry Calkins (RM 9418) arranged the meeting so that Al could discuss having a one-day Special Event in the greater Denver area to bring LCCA members together between conventions. This discussion led to what became “An Evening of Fun with Toy Trains,” held later that year on November 5, 2011.

During the same discussion, CTTG discussed their upcoming toy train auction, and Al offered to have LCCA co-sponsor CTTG’s first auction in the greater Denver area on May 21, 2011.

Since then, LCCA and CTTG have co-sponsored ten Special Events – “A Model Railroad Expo”; “An Evening of Fun with Toy Trains” (twice); and seven toy train auctions. These Special Events brought 327 LCCA members together and offered club members a variety of toy train activities along the Front Range of Colorado.

The tenth Special Event brought 28 LCCA members together, and they vigorously



# Are Special

bid on 800+ lots of toy trains, accessories, buildings, and layout vehicles. LCCA provided door prizes for this SE. Mike Burns (RM 30449) won the door prize on Saturday, while Al Rowland (RM 12932) won the door prize on Sunday.

LCCA and CTTG will co-sponsor their 8th toy train auction on April 26 and 27, 2014. The auction list will be available by March 1. Periodically check the LCCA website, as more LCCA-CTTG Special Events are being discussed for presentation in 2014.

*Text by Steve Fowler*

## Review: SE in South Carolina in December

LCCA member Angela Trotta Thomas promoted Lionel trains and her original Lionel artwork during the Coco Vivo Art Gallery exhibition in Charleston, SC, December 6 through 30, 2013. She showed new paintings as part of her "Lionel Toy Train Memories" exhibit and was present for the opening on Friday, December 6. She autographed the Lionel boxcars and catalogs that featured her artwork. Angela exhibited a collection of original oils depicting nostalgic toy train art.



*Photos provided by Angela Trotta Thomas*

An exciting Christmas window scene featured the Angela Trotta Thomas Signature Express toy train set traveling through a holiday snowy village. This year's window layout was bigger than last year's display.

Angela's latest artwork draws on memories of Lionel trains during a simpler time. She creates still life paintings that combine

Lionel trains with period objects that evocatively freeze time. LCCA thanks Angela and Bob Thomas for introducing the magic of Lionel trains to hundreds of gallery visitors during the past holiday season. Discover more information about Angela's Lionel-related artwork at her website: [attart@aol.com](mailto:attart@aol.com).

## Review: SE in California in December

On Saturday, December 7, LCCA members John Rinaldi (RM 12735), Mike Desing (RM 3263), Russ Hora (RM 30832), and others in the Golden Gate Lionel Railroad Club (GGLRC) participated in United Airline's Fantasy Flight Event at San Francisco's International Airport. John and GGLRC members were present at the United Airlines departure gate where a full 747 jet took children with life threatening illnesses along with their families on an hour-long flight and returned to a terminal decorated as the North Pole.



Prior to departure, the families experienced the magic of Lionel trains running on GGLRC's large, highly detailed, portable train layout. Lionel LLC donated Lionel engineer hats. Several Lionel train sets were given to selected children and their families. The LCCA provided a LCCA Special Event commemorative pin for each child. The kids were stuffed with candies, holiday cookies, and plenty of drinks from GGLRC's limited-edition Christmas gondolas. The children and their families enjoyed the holiday spirit and the sights, smells, and sounds of Lionel trains running on the GGLRC layout.



If you would like to donate time, money, or gifts to GGLRC for next year's event, contact John Rinaldi at 650-279-8615. United Airlines will sponsor similar events next year in San Francisco, Chicago, Washington Dulles Airport, and Pittsburgh. To get involved with this worthwhile endeavor in these cities, contact the United Airline Fantasy Flight program at <http://unitedfantasyflight.com/>.

Here's a big "Thank you" to John Rinaldi, the Golden Gate Lionel Railroad Club, United Airlines, and Lionel for their efforts and contributions in support of this very worthwhile cause.

*Photos provided by John Rinaldi*

## Review: SE in Michigan in December

On Saturday December 7, LCCA sponsored a Special Event in conjunction with a hobby auction at Bob's Hobby and Collector Shop in Watervliet, MI. The doors opened at 9 a.m. and the auction began at 10 o'clock. Guests began arriving as early as 8:30 from Ohio, Indiana, Illinois, and Wisconsin. More than 125 people registered as bidders for the items, and all 377 lots were sold.

Two manufacturers displayed and demonstrated their products. Jim Kaiser and his wife showed how their M.A.A.S. Metal Polish can be used for cleaning and restoring track as well as cleaning cars and locomotives. Dave Williams brought his wonderful display of "Magic Water" products.



Mike Battaglia (RM 19257) coordinated this event and held several drawings for various Lionel cars. A special guest in a festive red suit helped out and held court in front of the 27x39-foot Lionel train layout on the second floor of the hobby shop. Bob Taylor, owner of Bob's Hobby Shop, was a gracious host and provided free coffee, cookies, and refreshments for club members.

*Text and photo by Mike Battaglia*

## Review: SE in New York in December

The LCCA was proud to be a part of the Nassau Lionel Operating Engineers (NLOE) Open House event held on December 7. The LCCA members, families, and friends who attended this event had fun and absorbed the hospitality offered by the entire NLOE organization. Members enjoyed Lionel trains running on the largest operating O-gauge layout on Long Island.



The NLOE's 80x35-foot layout with its new animated rocket launch pad was in constant



operation and attracted a large crowd. The NLOE sold raffle tickets for the opportunity to win a small operating toy train layout.

Thanks to the entire NLOE organization for their gracious hospitality and inviting our members to attend this fun event. They invited me into the control tower to run some of the trains. The NLOE group is a great group of family-oriented, men, women, and children with a passion for Lionel trains. For more information about this club, visit their website at [www.nloe.org](http://www.nloe.org).

Stay tuned for future announcements about the NLOE's LCCA/Lionel FasTrack Modular Railroad. NLOE plans to take this layout to future events.

## Review: SE in New Jersey in December

LCCA members were a part of an open house holiday season event at the New Jersey Hi-Railers Club in Paterson, NJ, on

Sunday December 8. LCCA members and the general public appreciated the NJ Hi-Railers' highly detailed train layout.

Everyone also enjoyed the NJ Hi-Railer's Standard gauge Lionel layout which was previously owned by late night TV show personality and avid Lionel train enthusiast, Tom Snyder. After he passed away, his life-long companion Pam Burke donated this layout to the club.



Hundreds of kids, their families, and friends marveled at the club's 185-foot-long, highly detailed operating train layout. The food prepared by Chef Vinnie was enjoyed by all. The LCCA presented NJ Hi-Railers co-owner Ruth Horning with her first Lionel train, a LCCA Lionel Lines switcher engine from our 2013 Convention in Chattanooga, TN.



A highlight of the event was a presentation from LCCA to Lionel's Joe Fea (RM 32043) and his wife Janet. Joe recently retired from his position as Director of Special Events for Lionel after seven years of service. Joe also played a vital role in developing the LCCA/Lionel FasTrack Modular Railroad and Special Events. Joe received a plaque recognizing his tenure at Lionel and support of the LCCA. Bernie Callen (RM 31293), Jim DiMeo, Ruth Horning, and all NJ Hi-Railers earned our thanks for hosting this fun, worthwhile event.

## Review: SE in Arkansas in December



This fifth annual event remained the longest-duration activity on the club's SE calendar (18 days) and also retained the record for visitor attendance at a club-sponsored SE. The "All Aboard – Lionels at Laman" holiday train operating exhibit was hosted by Laman Library in North Little Rock, AR, from December 12 through 31.

Staffed by volunteer hobbyists led by Mike Mottler (RM 12394), Craig Gerard (RM 15198), and Robert Lewis (RM 15198), this event attracted 5,522 guests to a 14x24-foot, two-level layout with TMCC™ and conventional trains in motion on three main lines, many action accessories in constant use.



LCCA provided a M&St.L train set to an observant young visitor who earned a 100% correct score on a scavenger-hunt-type model railroad quiz based on features of the layout. Jennifer received the train set as a serendipitous Christmas present!

*Text and photographs by Mike Mottler*

## Review: SE in North Carolina in December

More than 225 people including 33 LCCA members and their families attended the ninth annual Christmas Open House Train Party at the home of Rich and Kathy Dissosway (RM 28158) in Lewisville, NC, on Saturday, December 14. Visitors celebrated the Christmas season with long-time LCCA members and several new members. Thanks to the generosity of guests, 550 pounds of food was collected and donated to a Winston-Salem Food Pantry.

It was raining outside on the day of the party, but inside six bags of Department 56® snow fell on the layout. Christmas accessories from Department 56, Lemax®, and Miller Engineering® completed the winter scenes. The layout wound its way through three rooms of the house. Much of the benchwork, mountains, and bridges (including a magnificent six-foot-long arch bridge) were built by Vernon Peachey of Model RR Custom Benchwork. The layout contains a number of scratch-built buildings made by Richard Krieg including an outstanding roundhouse with several new Lionel NS Heritage SD70ACe engines in the bays. The roundhouse was surrounded by beautiful murals of the Grand Canyon, Zion National Park, and Bryce Canyon painted by Elise Curti.



The layout included a programmed thunderstorm followed by 200 stars appearing in the night sky. The Disney scene featured a re-creation of a fireworks show at Disney World. The Scorpion roller coaster model kit designed by Coaster Dynamix (containing about 400 pieces) was Kathy's birthday present to Rich. A huge buffet rounded out a great evening of fun for train fans young and old.

*Text by Rich Dissosway  
Photograph by David Trompower*

## Review: SE in Pennsylvania in December

The "Locomotion Weekend" presented by Lionel LLC and sanctioned by LCCA at the Carnegie Science Center in Pittsburgh, PA, on December 14-15 was a mega Special Event. The centerpiece of this event was the museum's own Miniature Railroad and Village, newly reopened for the 2013 season complete with new additions. Other operating toy train layouts of all sizes and types (DARE, TCA Kids Club, Pitt Division Hi-Railers, etc.) were in action. Many of the layouts were interactive for hands-on activity with kids. Rare items from the Lionel Archive were on view to the public in museum display cases for the first time outside Lionel's facilities.



The LCCA was present with a train table donated by Scenic Express® for continuous hands-on demonstrations of "How To Get Started with Lionel Trains." Kids of all ages had fun all day long setting up and operating the Lionel Thomas the Tank™ starter set. The kids assembled and placed Lionel Fas-Track on the table, put the Thomas engine and Annie and Clarabel passenger cars on the track, and then operated the Lionel transformer by themselves. We introduced Lionel trains to a new generation of kids. Several new members joined our club during this weekend event. LCCA thanks Lionel, Patty Rogers, and the staff at the Carnegie Science Center for making this weekend a memorable, FUN event!

## Review: SE in Iowa in December

LCCA members Bob Ver Hoef (RM 20588) and Pam Richardson (RM 29244) hosted another great Christmas season Open House event on Saturday, December 14 in Leland, IA. This year's event was even larger than last year's activity. Bob hosted a toy train swap meet in a building across the street. Bob and Pam served free coffee, cookies, and cider along with door prizes provided by the LCCA. This successful SE attracted coverage by local newspapers and TV newscasts.



Asher (age seven), a child from the North Iowa Make-A-Wish Foundation, was the Honorary Engineer for the day. Asher loves trains. The LCCA donated a new Lionel starter set to him, and he was so excited he wouldn't let go of the train box! Bob and Pam earned mega-thanks from LCCA for co-hosting this fun and worthwhile event in the heartland.

*Photos provided by Ray Hansen*

### Review: SE in Florida in December

Club member Henry Snyder (RM 30509) and a group of local train collectors in Jacksonville, FL, hosted LCCA members, their families, and friends at a SE featuring their Christmas toy train display at the Museum of Science and History (MOSH) in Jacksonville, FL, from December 11 through December 28 but closed Christmas day. Saturday, December 21, was designated as "LCCA Day" at the museum, and LCCA members who showed their membership card at the door were admitted free into the museum and train exhibit.



Participating LCCA members received a LCCA Special Event commemorative pin and an un-cut sheet of LCCA billboard inserts. Several lucky club members won door prizes donated by the LCCA. Our sincere thanks go to Henry, local train enthusiasts, and the MOSH for hosting this wonderful holiday season event. This family-friendly event touched kids (of all ages) who enjoyed and experienced the magic of Lionel trains.

### Review: SEs at WGHOT Shows in America

LCCA participated in the World's Greatest Hobby on Tour shows in Cleveland, OH (January 4 and 5), Houston, TX (January 11 and 12) and Philadelphia, PA (January 18 and 19). Our booth included club-sponsored products, LCCA's 100% made in America

billboard frame and billboard inserts, and the operating mini-layout designed and built by TW TrainWorx® of Dallas, TX.



We were located next to Lionel's operating layout and display. Club volunteers Roger Farkash, Bob "Indiana" Carter (RM 6620), Barrie Braden (RM 560), Dave Miller (RM 21985), Sal Gambino, Jr. (RM 12681), and Alan Szirony (RM 17601) represented the LCCA during these highly attended train show events and earned our "Thanks!" for their involvement. If you are in the Michigan area, the LCCA will be included in the upcoming WGHOT show in Novi, MI, on February 22 and 23.

### Review: SE in Georgia in January



On Saturday, January 25, the LCCA returned to the Southern Museum of Civil War and Locomotive History for their fourth annual "Trains, Trains, Trains!" event. The LCCA presented a Lionel train set to Richard Banz, Director of the museum, for use as a raffle prize to a lucky visitor to the museum.

### Review: SE in California in February

LCCA members John Rinaldi, Mike Desing, Russ Hora and the Golden Gate Lionel Railroad Club hosted a train show in San Jose, CA, on Sunday, February 9. Members enjoyed the 17x34-foot GGLRRC layout and the LCCA/Lionel FasTrack Modular layout. A report will follow in the April issue of *TLR*.

### Preview: SE in New York in February

LCCA invites members to attend the 23rd annual WNYRHS Winter Train and Toy Show in Hamburg, NY, on February 15 and 16. The LCCA will be represented by Mike Battaglia during this show. Visit the LCCA table during this club-sanctioned Special Event. LCCA members who attend will receive a LCCA SE commemorative pin and an un-cut limited-edition LCCA billboard insert. This family-friendly train show will include toy trains, operating layouts, collectible toys, dolls and miniatures, and railroadians.

This event will be held at the Event Center and Expo Hall on the Fairgrounds in Hamburg on Saturday from 10 a.m. to 5 p.m. and on Sunday from 10 a.m. to 4 p.m. Admission: Adults \$7/each, children 12 and under admitted FREE. Free parking. For more information contact Mike Battaglia by e-mail at [steamengine234@comcast.net](mailto:steamengine234@comcast.net) or by phone at 269-428-2847.

### Preview: SE in Virginia in February

Club member Brad Rock (RM 30864) will represent the LCCA at the upcoming Greenberg Train and Toy Show in Virginia Beach, VA, on February 22 and 23. Meet Brad at the LCCA table and collect a LCCA SE commemorative pin and billboard insert. There will be several toy train operating layouts and displays. Show hours will be 10 a.m. to 4 p.m. both days. This event will be held at the Virginia Beach Convention Center, 1000 19th Street, in Virginia Beach. Free parking. Admission: \$8/adult (valid for both days) with kids under 12 admitted free. For more information about this show, visit [www.GreenbergShows.com](http://www.GreenbergShows.com) or contact Brad by phone at 757-486-0486 (home) or 757-581-1011 (cell).

## Preview: SE in Georgia in March

In conjunction with the Autism Speaks Organization and the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, LCCA will co-host a special day for club members and also for families affected by autism on March 1 from 9 a.m. to noon. Three different types of model train layouts for children of different ages and needs will be provided by Lionel, LCCA, and the museum. Other features include a sensory-friendly room with puzzles and activities and showings of the museum's Great Locomotive Chase movie. Staff and volunteers from Autism Speaks will be present during this event and offer information about local resources available to families.



Photograph provided by SMCW&LH

LCCA members who attend this interactive, Lionel-train-filled SE will see the wonderfully restored "General" steam locomotive made famous in the Great Train Chase of 1862 during the Civil War. Tickets are \$7.50 for adults, \$6.50 for seniors (60+), and \$5.50 for children (age four through 12). Autistic visitors will receive a \$1 discount. The courtesy discount will also be extended to LCCA members. Reservations for tickets and further information will be available beginning January 8 on the museum's website at [southernmuseum.org](http://southernmuseum.org). Reservations are recommended. For more information on this event, contact Al Kolis at 248-709-4137, Dena Bush at 770-427-2117 extension 3184, or e-mail Dena at [dbush@kennesaw-ga.gov](mailto:dbush@kennesaw-ga.gov).

## Preview: SE in Florida in March

RealRail will hold its 36th Annual Train and Model Railroad Expo on March 1 and 2 at the Manatee Convention Center, 1 Haben Boulevard, Palmetto, FL.

Hours will be from 10 a.m. to 4 p.m. on Saturday and from 10 a.m. to 3 p.m. on Sunday. Attractions will include the LCCA/ Lionel FasTrack Modular Railroad in action, more than 150 vendor tables, six operating layouts, as well as the famous Tampa Lego Group and the S-scale Disaster. Bob Eberley and a group of local members and train enthusiasts will demonstrate their newly constructed LCCA FasTrack Modular Railroad layout. See it in action at its public debut. Free parking. Admission: \$8 Adults, children under 13 admitted free. LCCA members will be admitted for \$6 by showing their valid club membership card. For additional information contact Steven at 941-321-5847 or by e-mail at [stevenhaber2012@gmail.com](mailto:stevenhaber2012@gmail.com) or visit their website: [www.realrail.org](http://www.realrail.org).

## Preview: SE in Michigan in March

LCCA members will take part in the inaugural run of "Railyard Productions - 1225 Return to Rails Excursion" aboard the Pere Marquette 1225 steam locomotive. The round trip is from Owosso to Clare, MI.



Photograph by Kevin Burkholder

The Pere Marquette 1225 operated by the Steam Railroading Institute in Owosso will be the head-end power this excursion. The locomotive is currently undergoing a federally mandated 1,472-day inspection, but is scheduled to make its inaugural run from Owosso to Clare on Saturday, March 15. The train will depart Owosso at 9 a.m. and arrive in Clare at 11:30 a.m. Riders will have a three-hour layover in Clare to enjoy the Clare Irish Festival, which will coincide with our excursion. The train will depart Clare at 2:30 p.m. running backwards to Alma, where it will be turned for a return trip to Owosso at 6 p.m.

Lima Locomotive Works built No. 1225 in October 1941 for the Pere Marquette. In 1957, officials at Michigan State University, seeking an outdoor monument to com-

memorate the Steam Era, saved the locomotive from a scrap yard. In 1969, university students set out to restore the locomotive, but were unable to complete the project.

In 1983, No. 1225 was moved to Owosso and the restoration project resumed. The locomotive returned to excursion service in 1988. This train was used for animation modeling for the popular Castle Rock Entertainment animated feature film, "The Polar Express." LCCA members/participants will enjoy two photo runbys, and each ticketed member will receive a LCCA billboard frame and billboard insert to commemorate this inaugural run. If you have not already registered and paid for this event, there may be a few seats available. Please contact me directly at 248-709-4137 for openings.

## Preview: SE in Alabama in March

LCCA member George Nelson (RM 13073) and a group of local train hobbyists in the Foley, AL, area invite all LCCA members, their families, and friends to attend a two-day train show on March 22 and 23.



Photograph provided by SWARM

Formerly the Fairhope Train Show, this event is now sponsored by the Caboose Club and SW Alabama Railroad Modelers (SWARM). Admission will be \$2/person, and children under 10 years old, members of the military, and fire and police first responders will be admitted free. The nearby Foley Railroad Museum will be a part of this train show, and its O-gauge layout will be in operation.

Show hours will be 9 a.m. to 5 p.m. on Saturday and 9 a.m. to 4 p.m. on Sunday. The train show will be held at the Foley Civic Center, 407 E. Laurel Avenue, in downtown Foley, AL. Contact George by phone at 251-990-9144 or by e-mail at [georgedona@bellsouth.net](mailto:georgedona@bellsouth.net).

## Preview: SE in North Carolina in March A RED CARPET EVENT

Our friends at Lionel LLC invite LCCA members to their Second Annual Red Carpet Warehouse Sale event at their facility in Concord, NC, (near Charlotte) on March 22. On Friday evening (March 21), we will gather for a Dutch treat dinner with the team from Lionel.

Lionel promises to have discounted prices on dozens of products on sale. Show your LCCA membership card at the door as a pre-requisite for entering this event. Lionel Railroad Club members will also be invited to participate, but the event will not be open to the public.



The Lionel/LCCA FasTrack Modular Railroad will be in operation. This will be a great opportunity to do some Lionel shopping. Take the kids along so they can see Lionel's own operating toy train layouts in action. A huge selection of Lionel O-gauge train sets, refurbished products, track pieces, scratch and dent items, plus new NASCAR die-cast cars will be available along with limited quantities of special-priced door busters. Cash and credit cards accepted. This promises to be a successful sequel to last year's event. If you're in the area, drop by and say hello to the folks at Lionel and the LCCA and wander through the rows of orange and blue boxes at the Lionel warehouse at 6301 Performance Drive, Concord, NC. The facility is near Charlotte Motor Speedway. Phone: 855-552-1960.

## Preview: SE in Illinois in April

Plan to attend the LCCA Regional Train Meet in Rockford, IL, on Sunday, April 6. Admission will be free to LCCA members and their families, \$5 for non-members, or \$5 per family. Join co-hosts Jerry Dangelo (CM 67) and Brady Thor (RM 123) and meet other LCCA members at this Special Event. Vendor tables are available at this writing but are expected to fill fast.



Photograph provided by Jerry Dangelo

Early reservations are highly suggested. The Train Meet will open at 8 a.m. for registration and set-up only. The hall will be open to LCCA members only from 9 to 10 a.m. The public will be admitted at 10 o'clock. This event will be held at Hoffman House/St. Moritz Room inside the Holiday Inn at 7550 East State Street (Business Rte. 20). Contact Jerry or Brady at [dangelo32@netzero.com](mailto:dangelo32@netzero.com) or [bradenthor@sbcglobal.net](mailto:bradenthor@sbcglobal.net).

## Preview: SE in Pennsylvania in April

LCCA members, their families, and friends are all invited to attend a casual, informal get together on Wednesday evening April 23 at Smokey Bones Restaurant and Bar in York, PA. This will be a Dutch treat dinner event starting at 6:30 p.m. Smokey Bones is located at 1301 Kenneth Road in York. Phone: 717-846-3760. Meet LCCA officers and directors, volunteers, and other LCCA members from around the country who will be in town then for a major train show. Got questions? Contact Al Kolis at 248-790-4137.

## PREVIEW: SE in Colorado in April

LCCA and CTTG will co-sponsor an eighth Toy Train Auction on April 26 and 27 in Westminster, CO. There will be 700+ lots of three-rail O-gauge toy trains and two-rail O-scale model trains on the auction list.



Text and photo provided by Steve Fowler

## Preview: LCCA Convention in Indiana in July

The LCCA 2014 Convention will be held July 21-26 at the Marriott East Hotel in Indianapolis, IN. Refer to the Convention section of this issue of *TLR* for complete information, the Convention Registration Form, and the host hotel Reservation Form.

Convention co-hosts Bob "Indy" Carter and Jerry Calkins (RM 9418) have prepared many fun and exciting events for our upcoming Convention. Lionel trains, a NKP 765 steam locomotive train ride, two other train excursions, Lionel NASCAR products, a vintage aviation restoration center, and more. This convention will have it all, so plan to attend. I guarantee it will be FUN!

Take note of the July 27 NASCAR Brickyard 400 race event at the Indianapolis Motor Speedway; it will be an event of a lifetime!

As you can see, the LCCA Special Events program continues to grow and evolve. There is no set formula for an event. If there isn't a LCCA Special Event in your area, I encourage you and your friends to fill that void and host one. Please contact me by e-mail at [agkolis@comcast.net](mailto:agkolis@comcast.net) to discuss your idea.

*Photos not otherwise credited provided by Al Kolis*

## 2014 Calendar of Upcoming Special Events

**February 15 & 16 - Hamburg, NY** LCCA will be on site for the 23rd Annual Winter Train and Toy Show presented by WNYRHS

**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 - Kennesaw, GA** LCCA will participate in an event at the Southern Museum of Civil War and Locomotive History

**March 1 & 2 - Palmetto, FL** The newly constructed LCCA/Lionel FasTrack Modular Railroad built by Bob Eberley and local hobbyists will be in action at the 36th Annual Train and Model Railroad Expo

**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 "The Polar Express" movie.

**March 22 - Concord, NC** LCCA will again participate in the second annual RED CARPET EVENT at the Lionel facility. This event also includes members of the Lionel Railroaders Club, but is not open to the public.

**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)

**April 26 & 27 - Westminster, CO** LCCA-CTTG co-sponsored Toy Train Auction with 700+ lots of three-rail O-gauge toy trains and two-rail O-scale model trains

**July 27 - Indianapolis, IN** LCCA members are invited to participate in the NASCAR-sponsored Brickyard 400 race at the Indianapolis Motor Speedway to be held on the day after the LCCA Convention ends. Only 100 tickets are available on a first-come, first-served basis.

## Toy Trunk Railroad

by Erik Sansom

Instructions For Assembling  
Model Train Watertower



Step 1. Insert part X1534  
into part X967. Fold part  
VQ132 into Part QW632.  
Attach Part M543 to K34



Step 2. Confused? Call us  
and we'll send a 16 year  
old to do it for you.



INSTRUCTIONS  
AREN'T USUALLY  
QUITE THAT HONEST.





**Kenneth J. Kelley**  
RM 1308

**HIGHLIGHT:**

“The December 2012 results demonstrate that we have corrected the main problems from the past. As the accompanying data shows, we had a small profit.”

The accompanying financial report covers calendar year 2012. LCCA's financial performance during this period demonstrated a marked improvement over the previous two years.

Our club has a cohesive and hard-working leadership group that serves the best interest of the organization and its members. That spirit is often most evident during tight financial times when expenses must be trimmed and some past practices made more responsive and cost-effective.

In 2011 under the leadership of President DeVito and the BOD, LCCA implemented a new service agreement with a vendor in Illinois – a company that had previously served LCCA for many years. That company could provide the services that we needed along with a flexible plan tied to our current needs and variable according to the amount of activity we actually used. By the end of calendar year 2011, LCCA successfully transferred all of our financial and administrative support functions to the Illinois-based service provider. It became and now remains the LCCA Business Office.

During and subsequent to this change, substantial cost savings were implemented. IT postage costs, automated computer processing, more efficient transaction costs, and use of discount freight club contracts generated positive results.

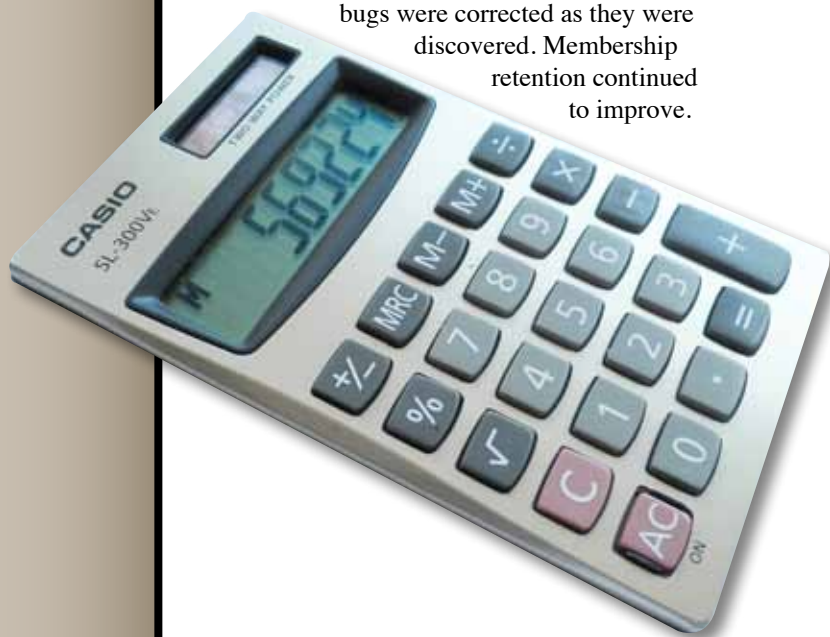
The website and transactions attached to it provided direct services to members with savings derived from efficiency. Pesky bugs were corrected as they were discovered. Membership retention continued to improve.

Further, the high level of Special Events was a positive note for us. This activity enhances our overall well-being as an organization. We are now poised to meet the needs and expectation of members. Going forward, I am working on establishing clearer procedures for reporting income and expenses to the officers and BOD so that they can manage the club in a financially sound manner.

Thankfully, the LCCA has now fully recovered from the operating loss in 2011. The December 2012 results demonstrate that we have corrected the main problems from the past. As the accompanying data shows, we had a small profit. As all who purchased the 2013 Convention Car are aware, that car was very late. Inclusion of the revenue from that car would have turned 2012 into a more profitable year, but LCCA cannot post that revenue until the car is actually delivered.

Nevertheless, we have “turned the ship around.” Now we need to avoid “falling asleep at the wheel.” It is always easy to overspend, yet with constant vigilance by the leadership we can continue along our present positive course.

As a final note I wish to thank those members who support the LCCA by purchasing our limited-edition products. Our goal is offer quality products that appeal to members and enhance their collections in pursuit of happiness in the hobby we love.





# Report

## LIONEL COLLECTORS CLUB OF AMERICA – LCCA

### Statement of Assets, Liabilities and Membership Equity

#### Modified Cash Basis

Year Ending December 31, 2012

#### ASSETS

Cash on Hand and in Banks	\$ 190,174
Investments	500,000
Inventory at Cost	227,854
TOTAL CURRENT ASSETS	918,028
Equipment Net of Depreciation	22,183
Convention and Advances	33,119
TOTAL ASSETS	\$ 973,330

#### CURRENT LIABILITIES

Sales Tax Payable	16
Convention Car Deposits	96,971
150th Anniv. General and other	273,235
TOTAL CURRENT LIABILITIES	370,222

TOTAL UNRESTRICTED MEMBERSHIP EQUITY	603,108
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TOTAL LIABILITIES AND UNRESTRICTED MEMBERSHIP EQUITY	\$ 973,330
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### Statement of Unrestricted Revenues, Expenses

#### and Changes in Membership Equity

#### Modified Cash Basis

Year Ending December 31, 2012

#### UNRESTRICTED REVENUE

Car Sales	\$ 461,462
Dues	275,190
Convention	18,190
Interest and Dividends	745
Initiation Fees	4,427
TOTAL UNRESTRICTED REVENUE	\$ 760,714

#### EXPENSES

Program Services:	
Car Sales	\$ 301,989
The Lion Roars	101,303
Interchange Track	55,274
Convention Expenses	9,392
Website	57,129
Supporting Services:	
Professional Fees	54,074
Business Office Expense	6,666
Officers and Board of Directors Expenses	60,238
Committee Expenses	5,836
Insurance	5,373
Depreciation	3,378
Bank and Credit Card Charges	28,020
Membership Drive Expense	38,925
Membership Expense	25,821
Miscellaneous Expense	555

TOTAL EXPENSES	\$ 760,084
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INCREASE IN UNRESTRICTED MEMBERSHIP EQUITY BEFORE FEDERAL INCOME TAX	\$ 630
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Federal Income Tax	0
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CHANGE IN UNRESTRICTED MEMBERSHIP EQUITY	\$ 630
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UNRESTRICTED MEMBERSHIP EQUITY, BEGINNING OF YEAR	602,478
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UNRESTRICTED MEMBERSHIP EQUITY, END OF YEAR	\$ 603,108
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# LCCA, LIONEL, AND

**Bob Carter** RM 6620  
**and Jerry Calkins** RM 9418

## **NASCAR, Trains, Planes, and Cars**

The 44th annual LCCA Convention in Indianapolis during the week of July 20 – 26 will be our first annual event held in the city known for racing. We have planned a full week of unique events and exciting activities for LCCA conventioners of all ages. Indiana is the “Popcorn Capital of the Country.” More specifically, Indianapolis is the home of the “Greatest Spectacle in Racing” and by coincidence the Kroger Super Weekend at the Brickyard.” Our headquarters will be the Indianapolis Marriott East Hotel.

You will be kept so busy with numerous activities, events, tours, and visiting with friends and fellow members that you will wonder where the week went! You may be asking yourself now, “Should I attend this year and possibly bring the family?” After reading what we have planned, we believe you will be convinced to register early.

In addition to the events and tour program, you will receive several special items including the Registration and Banquet Gifts. There will also be numerous gift surprises for those attending specific events. Visit the onsite LCCA Store for bargains and special purchases, including an interesting Convention On-site Car.

Although the Convention officially ends on Saturday, July 26, and the LCCA 45th Anniversary Year begins then, with the help of our friends at Lionel and ACCENT on Indianapolis, we have been able to arrange a once-in-a-lifetime Special Event on the next day, Sunday, July 27 – a LCCA/Lionel Post-Convention Special Event at the Brickyard 400. This activity should be on everyone’s Bucket List. You will be hard pressed to pass up this opportunity.

We have scheduled many social activities so you will be able to meet and visit with friends and fellow members. Drop by the Hospitality Suite any time and visit other LCCA-ers, work on puzzles, and get acquainted with new train hobby friends. We will start the week on Sunday evening with the President’s Welcome Reception with “cookies and milk.” A social event that will be a must-do for conventioners of all ages will be held on Tuesday evening at The Children’s Museum of Indianapolis with trains, dinosaurs, and other treasures. On Wednesday, we will present the First Timers Reception. On Thursday, attend the Get Acquainted Party with many surprises. On Friday evening we will open the Trading Hall for members registered at the host hotel. On Saturday night, we will conclude the Convention with a festive Reception and Banquet. There will be hobby-related workshops too; you won’t be bored!

Tours and other events will be offered in an exciting itinerary with many selections and choices. There are tours for everyone, and we believe you’ll talk about them for years to come. There are big trains, little trains, planes, cars, museums, sporting events, and many unusual sites to see plus enjoyable cuisine for those with a discriminating palate.

These are all described in more detail in the following pages. Although we do not repeat tours per se, we do provide several opportunities for you to visit well known specific and special sites.

Read the tour descriptions carefully. Register early to guarantee a place. “Start Your Engines!” and get ready for high-rev excitement in Indianapolis this July!

*Photograph by Chase Gunnoe*



# D NASCAR IN 2014

## Important Points to Remember:

- 1) Several Tours have limited capacity and dress requirements.
- 2) If you have personal dietary needs, let us know in advance so that we can make appropriate arrangements.
- 3) If you have a physical handicap(s) that requires special arrangements, let us know in advance.

## Monday, July 21

### **TOUR 1** **NKP 765 Excursion** **8:30 a.m. – 4:30 p.m.**

Package Price for Conventioneers:

\$175/Adult

\$155/JM or child [includes 1 year JM Membership or Renewal

Package Price for Non-conventioneers (available on May 1):

\$235/Adult

\$155/JM or child [includes 1 year JM Membership or Renewal

*Note: Closed-toe shoes are required for this tour.*

*What a great way to start the week! Board a train of vintage passenger cars with the famous NKP 765 on point and OGR Publisher Rich Melvin at the throttle for a round trip excursion from Kokomo to Logansport with several photo run-bys. The package price includes motor coach transportation, tour guide, train excursion, gratuities, and a box lunch.*



*Photograph by Chase Gunnoe*

Leased by the Southern Railroad for 22 trips in 1982, the 765 steam locomotive earned its stripes on routes through mountainous terrain and rocketed across the Midwest in later excursion runs out of Chicago, Fort Wayne, Cincinnati, and Buffalo – to name a few.

The 765's reach extended as far east as New Jersey and as far south as Georgia. It was assigned to the head-end of the New River Trains through West Virginia where it handled the longest passenger train excursions in history. In the meantime, the 765 appeared in two feature films, "Four Friends" in 1981 and "Matewan" in 1987.

Throughout the 1980s and early 90s, the Fort Wayne Railroad Historical Society successfully partnered with CSX, New Jersey Transit, and Norfolk Southern. The NKP 765 has also been seen in the company of other locomotives such as Nickel Plate Mike 587 and Norfolk & Western Northern 611 and their respective caretakers.

For 14 years, the 765 steam locomotive would proudly present the sights, sounds, and smells of a bygone era of railroading while accumulating more than 52,000 miles in excursion service.

In 1993, the NKP 765 entered the shop for a complete overhaul. It has since returned to the rails in the condition when it was built by the Lima Locomotive Works 61 years before! In 2005 this loco was unveiled after

its rebuilding, and in 2006 after a series of break-in runs the locomotive was road-worthy, fully operational, and ready for a third career.

LCCA conventioneers will board a train comprised of vintage passenger cars with the famous NKP 765 at the head of the consist and with OGR's Publisher Rich Melvin at the throttle. We will make a round trip from Kokomo to Logansport with several photo runbys along the way. We will have a box lunch in Logansport before returning to Kokomo. Bring along your camera or video gear! For reference visit: [www.fortwaynerailroad.org](http://www.fortwaynerailroad.org).

## Tuesday, July 22

### **TOUR 2** **Indianapolis Sports Tour** **8:30 a.m. – 3 p.m.** Package Price: \$98/person

*You will have an opportunity to visit the Lucas Oil Stadium, NCAA Hall of Champions, Indiana Basketball Hall of Fame, and the Indiana Motor Speedway Hall of Fame Museum. The package price includes motor coach transportation, tour guide, admission, gratuities, and a box lunch.*



*Photographs by Bob Carter*

Indianapolis is a city that built its reputation on sports, both amateur and professional. Conventioneers will stop at the Lucas Oil



*Photograph by Eliot Scher*

Stadium, NCAA Hall of Champions, Indiana Basketball Hall of Fame, and the Indiana Motor Speedway Hall of Fame Museum.

Lucas Oil Stadium is Indy's newest sporting venue and the home of the NFL's Indianapolis Colts since the 2008 season. It is a state-of-the-art retractable roof multi-purpose facility with spectacular views of downtown Indianapolis. The stadium seats more than 63,000 for football games and other events and also boasts a FieldTurf in-fill playing surface, seven locker rooms, operable north window, dual two-level club lounges, 137 suites (including eight at field level), retractable sideline seating, large video boards, ribbon boards, spacious concourses, exhibit halls, and meeting rooms.

The NCAA is headquartered in Indianapolis and houses the Hall of Champions Museum. This interactive museum pays homage to the 23 sports the NCAA governs. It is designed to create an appreciation for the trials and triumphs of the student-athlete. All exhibits interactively engage visitors and create a true-to-life understanding of just what it takes to make the grade. You will get a taste of what it's like to be a student-athlete but without the 5 a.m. workouts.

In Indiana, basketball isn't simply a game. It's a tradition, passion, and part of the Hoosier culture. The Indiana Basketball Hall of Fame museum celebrates the proud heritage of basketball in the state of Indiana from its origins in the 1890s to the current season. A visit to the 14,000 square feet museum features not only the men, women, and teams that have brought recognition to themselves, but a number of interactive exhibits that will bring you closer to the action of Indiana High School basketball!

A trip would not be complete to Indianapolis without a visit to the largest raceway in the world, the Indianapolis Motor Speedway! This 2.5 mile oval track is host to the Indianapolis 500, Brickyard 400, and MotoGP race. The track has capability to host 400,000 visitors. This makes the track the largest and highest-capacity sporting facility in the world. While at the track, you will enjoy a narrated lap around the famous oval, and get a sneak peek into the past, present, and future of racing at the Indianapolis Motor Speedway Hall of Fame Museum.

## Tuesday, July 22

### TOUR 3

#### Indy Indeed

8:30 a.m. - 3 p.m.

Package Price: \$92/person

*This tour is a great way to visit the highlights and treasures of Indianapolis. The package price includes motor coach transportation, tour guide, admission to Indiana Historical Society and Indianapolis Motor Speedway Museum, gratuities and lunch voucher at the Stardust Café.*



During this tour you will wind your way past many of Indianapolis' well-known highlights, some hidden treasures, and important landmarks: Monument Circle, the State Capitol, the Scottish Rite Cathedral, the City Market, the Circle Centre Mall, White River State Park, Lockerbie Square (home of Raggedy Ann and Andy and Little Orphan Annie), Union Station, and the Soldiers and Sailors Monument – to name a few.

On this tour you will learn why Indianapolis is known as "The Amateur Sports Capital of the World." Victory Field is considered one of the best minor league ballparks in the country. You will also see the places where the professionals play; Lucas Oil Stadium (home to the Indianapolis Colts) and Banker's Life Fieldhouse (home to the Indiana Pacers and WNBA's Indiana Fever).

A trip to Indiana would not be complete without a stop to the largest raceway in the world, the Indianapolis Motor Speedway! While at the Speedway you'll enjoy a narrated lap around the famous oval and get a sneak peek into the past, present, and future of racing at the Indianapolis Motor Speedway Hall of Fame Museum. You will have lunch at the Stardust Café. For more information visit [www.indianapolismotorspeedway.com](http://www.indianapolismotorspeedway.com) and [www.indianahistory.org](http://www.indianahistory.org).

### TOUR 4

#### Planes and Cars

8 a.m. - 3:30 p.m.

Package Price: \$76.00/person

*What would a LCCA Convention be without a presence for planes and cars? This tour offers a one-of-a-kind opportunity to visit a unique aviation facility at Midwest Aero Restorations Ltd. You'll see a collection of planes and Corvettes of LCCA member Butch Schroeder all in one trip. The package price includes; motor coach transportation, tour guide, and lunch at the famous Beef House.*

*This tour is limited to 54 participants. Register early! Closed-toe shoes are required for this tour.*



If you enjoy planes, you'll enjoy a visit to a unique facility specializing in restoring and maintaining vintage war birds at Midwest Aero Restorations Ltd. This is a working facility that began operations in Danville, IL, in 1993. It is most associated with the restoration and maintenance of award-winning P-51 Mustangs. Although the P-51 is their specialty, they have also been involved with the restoration and maintenance of other aircraft including the BT-13, AT-6, Cessna L-19, P-47, and Vought Corsair.

Since Midwest is a working facility, we will not know what planes will be under restoration until our arrival. Currently there are three P-51s either being restored or undergoing routine maintenance. Another of their current undertakings is a Messerschmitt 109 that was recovered from a lake in Russia. The last P-51 they restored is located in Danville and is now for sale by the owner. The asking price is three million dollars. If you are interested, bring your checkbook (or cash)!

Midwest Aero strives to replicate war birds to their completely stock World War II combat configuration. The restorations include all the original functioning military

combat equipment installed on the aircraft when it originally left the factory. They also have correct and authentic paint schemes for an actual combat plane as it would have appeared once it reached its theater of operation in a war zone. These are no compromise restorations, and many details are hidden from view. To get an idea what you will see on this tour, visit their website at [http://www.midwestaero.com/site/Midwest\\_Aero\\_Restorations\\_Ltd.html](http://www.midwestaero.com/site/Midwest_Aero_Restorations_Ltd.html).

At this same airport, LCCA member Butch Schroeder (RM 20907) keeps a T-6 and P-51 (Lil Margaret) in a hanger along with his collection of Corvettes. We are planning a visit with him. To see the complete story on his P-51, which is actually the recon version F-6D, check out this web page: <http://www.crazyhorseap.be/Mustangs/Mustangs/N51BS%20Lil%20Margaret/N51BS%20Lil%20Margaret.htm>.

**TOUR 5**  
**An Evening with Trains, Dinosaurs, and Treasures at The Children’s Museum of Indianapolis**  
**6 – 10:30 p.m.**

**Package Price: \$120/Adult \$105/JM or child**

*Spend an evening arranged especially for LCCA members as a private visit to the world’s largest children’s museum. The package price includes motor coach transportation, tour guide, admission, access to the following exhibits: National Geographic Treasures of the Earth, the Dinosphere, Fireworks of Glass, the Train Exhibit “All Aboard” featuring the Reuben Wells Steam Engine, and a Hoosier Picnic.*



This event is for kids of all ages – there is something for everyone. You will experience the largest children’s museum in the world. The museum is a huge, five-level

playground where more than one million guests come each year to enjoy science, history, art, and culture.

We will start the evening at the largest Water Clock in North America. For dinner, you will be treated to a Hoosier Picnic in the Sunburst Atrium.

After dinner, you will have an opportunity to visit the interactive exhibits within the museum. Among the hands-on attractions are the National Geographic Treasures of the Earth where you will experience world-renowned archaeological sites. You will also visit the Archaeology Wet Lab in Treasures and interact with an archaeologist prepping artifacts. The Dinosphere features life-size, roaring dinosaur skeletons and simulated fossil digs. You will also visit the Paleo Prep Lab, chat with a paleontologist, and assist with fossil preparation. The Fireworks of Glass (a 43-foot sculpture by artist Dale Chihuly) is a special treat.

In 1868, Reuben Wells, master mechanic for the Jefferson, Madison, and Indianapolis Railroad designed a 55-ton steam engine to conquer Indiana’s Madison Hill, the steepest railroad grade in the US. That engine, named after its designer, is the centerpiece of “All Aboard!” Visitors to this area are welcomed by a G-gauge train layout. As you wind your way through this exhibit, you will find a space full of adventure in which you will learn about trains, past and present. One of the museum’s curators will be there to share information and present items that are not regularly on display from the museum’s train collection. For more information visit [www.childrensmuseum.org](http://www.childrensmuseum.org).

**Wednesday, July 23**

**TOUR 6**  
**Indy Memorial Tour**  
**8:30 a.m. – 3 p.m.**

**Package Price: \$71/person**

*Indianapolis is second only to Washington, DC, in the number of monuments and acreage dedicated to veterans. This tour will enable you to visit many historic places. The package price includes: motor coach transportation, tour guide, stops at the Indiana War Memorial and the USS Indianapolis Memorial, gratuities, and a lunch voucher at Shapiro’s Deli.*

The Indiana War Memorial Plaza Historic District contains two museums, three parks, and 24 acres of monuments, statues, sculptures, and fountains in the heart of downtown Indianapolis. The state’s capital is also

home to the national and state headquarters of the American Legion.



The Indiana War Memorial Museum was originally constructed to honor Indiana soldiers who died in World War I. Construction was halted due to lack of funding during the Great Depression, but it was finished in 1951. The purpose of the memorial was later amended to encompass all American wars in which Hoosiers fought. Among the interesting items on display is the commission plate of the battleship USS Indiana, numerous military firearms, a Korean War era helicopter, a Navy Terrier missile that can be armed with an atomic nuclear warhead, and hundreds of other artifacts, photos, and documents.

The Soldiers and Sailors Monument symbolizes both Indianapolis and Indiana. The limestone used for the monument is gray oolitic limestone from the Romona quarries of Owen County. It stands 284.5 feet, only 15 feet shorter than the Statue of Liberty.

The tour will also take you by the Medal of Honor Memorial and the USS Indianapolis Memorial. Created to honor all Medal of Honor recipients, the Medal of Honor Memorial consists of 27 glass panels set in concrete bases. The panels are arranged into 15 walls, each representing an armed conflict in which a Medal of Honor was awarded. The names of the recipients are etched into the glass.

The National USS Indianapolis Memorial is the climax of a 50-year dream by the crew members who survived the sinking of the cruiser USS Indianapolis in 1945. The survivors worked continually to erect a fitting memorial to their missing shipmates. Engraved on the south face of the monument are the names of the ship’s company and one passenger who made up her final crew. For more information visit: [www.indianawarmemorial.org](http://www.indianawarmemorial.org), [www.ussindianapolis.org/monument.htm](http://www.ussindianapolis.org/monument.htm), and [www.shapiros.com](http://www.shapiros.com).

**TOUR 7**  
**Whitewater Valley**  
**Railroad Experience**  
**8 a.m. – 6:30 p.m.**  
Package Price: \$106/person

An excursion on the Whitewater Valley Railroad followed by a canal barge trip will be one of the highlights of the week. The package price includes motor coach transportation, tour guide, train and canal barge trips, gratuities, and a box lunch.

Closed-toe shoes are required for this tour.



Photograph by WVR

Railfanning in Indiana would not be complete without a trip on the Whitewater Valley Railroad. You will board the Valley Flyer, consisting of vintage equipment, at the Connersville depot; depart on a unique hour and a half journey to Metamora along the river.

Platted in 1838, Metamora is a restored canal town. While in Metamora, you will be able to visit the working grist mill, restored canal and lock, operating replica horse drawn canal boat, historic covered aqueduct, and more than 100 shops and restaurants including the world famous Cookie Jar.

In addition to visiting the sites, you will be able to step back in time while taking a leisurely ride on the canal barge, Ben Franklin III. Along the route, you will pass the Duck Creek Aqueduct, a covered bridge that carries the canal 16 feet over Duck Creek. The aqueduct is believed to be the only structure of its kind in the nation. For more information visit: [www.whitewatervalleyrr.org](http://www.whitewatervalleyrr.org).

**Thursday, July 24**  
**TOUR 8**  
**Indiana Transportation**  
**Museum and Train Ride**  
**8:30 a.m. – 3 p.m.**  
Package Price: \$110/person

Step aboard for another enjoyable train trip into yesteryear when railroads were king. Discover the rich railroad history of Indiana. The package price includes motor coach transportation, tour guide, train ride, museum admission, box lunch, and gratuities.

This tour is limited to 54 participants. Register early! Closed-toe shoes are required for this tour.



Photograph by ITM

We will board the train at the Indiana State Fair Grounds and take a trip to Tipton. After passing through Tipton, you will take a one-hour journey to Noblesville where you will enjoy lunch and have the opportunity to visit and explore the open-air museum.

The line on which the train operates was started from Indianapolis in 1849 as the Peru & Indianapolis Railroad. It reached Noblesville in 1851 and continued north to Tipton.

The museum is an operating facility where you will see how trains operate. The trains will enable you to go back in time and witness similar trains to those that transported most Americans before interstate highways and jet planes. The Indiana Transportation Museum combines the educational experience of learning about trains with the fun of riding them!

After a leisurely hour of exploring the Indiana Transportation Museum and eating a boxed lunch in the park, you will board the train and return to the Indiana State Fair Grounds. For more information visit <http://itm.org>.

**TOUR 9**  
**Historic Indy Architecture**  
**9 a.m. – 3 p.m.**  
Package Price: \$93/person

This tour will offer an opportunity to see and visit some sites with unique architecture found in Indianapolis. The package price includes motor coach transportation, tour guide, gratuities, admission to the Benjamin Harrison Home, the Scottish Rite Cathedral, the James Whitcomb Riley Home and lunch at the famous Rathskellar.



Step into the past as you visit several architectural landmarks. The Scottish Rite Cathedral is a historic building designed by architect George F. Schreiber. It is owned by the Valley of Indianapolis Scottish Rite, an affiliated body of Freemasonry. It was built between 1927 and 1929 at the cost of \$2.5 million. Every dimension (measured in feet) can be evenly divided by three, which reflects the three degrees in Freemasonry. Many are divisible by 33 (reflecting the degrees a member of the Scottish Rite can achieve).

Built in 1875, President Benjamin Harrison's home is a masterpiece of Italianate Architecture. Sixteen rooms have been restored and are still resplendent with many of the original furnishings and keepsakes. The Lockerbie Street home of James Whitcomb Riley is one of the finest Victorian preservations in the United States. This home of the creator of Little Orphan Annie reflects a genteel lifestyle revolving around good food, good company, and good books.

What would a trip to Indianapolis be without some reference to the "Greatest Spectacle in Racing"? Your tour will take you by the mansions of James Allison, Frank Wheeler, and Carl Fisher, all co-founders of the Indianapolis Motor Speedway. In addition to these homes, this tour will include drive-by views of other mansions. For more information visit: [www.presidentbenjaminharrison.org](http://www.presidentbenjaminharrison.org), [www.aasr-indy.org](http://www.aasr-indy.org), and [james-whitcomb-riley-house.visit-indianapolis.com](http://james-whitcomb-riley-house.visit-indianapolis.com).

**Friday, July 25**

**TOUR 10**

**Historic Indianapolis**

**9 a.m. - 12:30 p.m.**

Package Price: \$43/person

*This half-day tour will have some of the highlight features of other tours available earlier in the week. The package price includes motor coach transportation, tour guide, admission and tour of the Benjamin Harrison Home. Lunch will not be provided during this tour.*



We will start this tour with some of the city's best-known landmarks – Monument Circle, the State Capitol, the Scottish Rite Cathedral, the City Market, the Circle Centre Mall, White River State Park, Union Station, the Soldiers' and Sailors' Monument, Lucas Oil Stadium, Victory Field, and Banker's Life Fieldhouse to name a few.

Some areas in the city are still preserved to represent the past. In 1821, Thomas and Janel McQuat purchased several outlets west of the Mile Square in an area now known as Lockerbie Square. During the Civil War, people began moving into the neighborhood. A cobblestone street, brick sidewalks, and old-fashioned gas lamps were installed along Lockerbie Street and are still there today.

One of the many famous homes just outside Lockerbie Square is the home of President Benjamin Harrison. The Lockerbie Street Home of James Whitcomb Riley is one of the finest Victorian preservations in the United States. For more information, visit [www.presidentbenjaminharrison.org](http://www.presidentbenjaminharrison.org).

**TOUR 11**

**Indy Honor Tour**

**8 a.m. - 1 p.m.**

Package Price: \$44/person

*This half-day tour will feature some of the veteran memorials that were visited earlier in the week. A visit to the Indiana War Memorial and the USS Indianapolis Memorial is a must when visiting veteran memorials in Indianapolis. The package price includes motor coach transportation, tour guide, and admission. Lunch will not be provided during this tour.*



Indianapolis' proud heritage is evident in its best-known landmarks: Indiana War Memorial Plaza Historic District, the Soldiers and Sailors Monument, the Medal of Honor Memorial, Indiana War Memorial Museum, and the National USS Indianapolis Memorial. Refer to Tour 6. For more information visit [www.indianawarmemorials.org](http://www.indianawarmemorials.org).

**TOUR 12**

**Amtrak Beech Grove Facility**

**9 a.m. - 12:30 p.m.**

Package Price: \$46/person

*This is a chance of a lifetime! Tours of the Amtrak Beech Grove facility are rarely given to the public. However, as a result of the extraordinary efforts of our ACCENT of Indianapolis Program Manager, a tour has been arranged for LCCA conventioners. The package price includes: motor coach transportation, tour guide, and admission. Lunch will not be provided during the tour.*

*Notes: This tour is limited to 54 participants. Register early! Closed-toe shoes are required for this tour.*



The famous Amtrak Beech Grove Shops is a railway maintenance facility located in Beech Grove, IN, a company town and railroad repair facility constructed in 1904-08 by the Cleveland, Cincinnati, Chicago, & St. Louis RR (aka the "Big Four"). The facility was formerly used as repair shop for steam locomotives, passenger, and freight cars. The shops passed to the NYC in 1922, then to Penn Central in 1968. In 1973, Amtrak contracted with the Penn Central RR for repairing and refurbishing its passenger cars.

Amtrak Beech Grove Shops now serve as Amtrak's primary heavy maintenance and major overhaul facility. Locomotives and cars are maintained to high performance and safety standards. Although the main focus is on the Superliner, Viewliner, Surfliner, Heritage, and Horizon car fleets, P32, P42, and F59 locomotives are also overhauled and rebuilt here. For more information visit: <http://history.amtrak.com/archives> and search for Beech Grove.

**Saturday, July 26**

**TOUR 13**

**Mr. Muffin's Trains**

**8 a.m. - Noon**

**Four Tours - Register for One**

**A: 8 to 9**

**B: 9 to 10**

**C: 10 to 11**

**D: 11 to Noon**

**Package Price: \$10/person**

*This tour will be your chance to visit the famous Mr. Muffin's Trains. Four one-hour trips will be scheduled. The package includes roundtrip motor coach transportation from the hotel to the layout.*

Mr. Muffin's Trains is an operating club-size layout that is open to the public and includes an O-gauge model train collection. The museum, as Mr. Muffin calls it, was built to share the collection with the public, promote the hobby, and assist people in getting started with model trains. It occupies more than 4,000 square feet and is located in Carmel, IN. The collection includes more than 2,000 O-gauge model trains. For more information visit [www.mrmuffinstrains.org](http://www.mrmuffinstrains.org) and Facebook at MrMuffin'sTrains.



**TOUR 14**

**An Adventure in Nashville, IN**

**7:30 a.m. - 2 p.m.**

**Package Price: \$70/person**

*This will be a fun outing after a very busy week! Here's a chance to do something a little different from the venues of the week. The package price includes motor coach transportation, tour guide, antiquing, shopping and a stop at the Nashville Fudge Kitchen with a voucher for half-pound slice of fudge. Lunch will be on your own.*



Nestled in the hills of southern Indiana in Brown County lies Nashville. Settle back and enjoy the natural beauty and splendor of scenic back roads and country lanes, rustic log cabins, breathtaking vistas, historic covered bridges, and much more as you travel to this small quaint village.

Nashville's charming streets are a delight to wander and provide a perfect shopping experience. Its isolation has encouraged innovation and creativity, making artistic pursuits a popular pastime. More than 250 shops offer an endless variety of the finest in handmade, one-of-a-kind items, distinctive oil paintings, designer jewelry, antiques, candles, and everything in between.

What better way to conclude an afternoon of sight-seeing and shopping than with a good ole' fashioned fudge shop! Before heading back to Indianapolis, you will want to stop at the locally owned and operated Nashville Fudge Kitchen. For more information visit [www.nashville-indiana.com](http://www.nashville-indiana.com).

*Photographs not otherwise identified provided by Accent on Indianapolis*

*Photographs provided by Mr. Muffin's Trains*



# LCCA 2014 Convention Daily Schedule – Indianapolis, IN

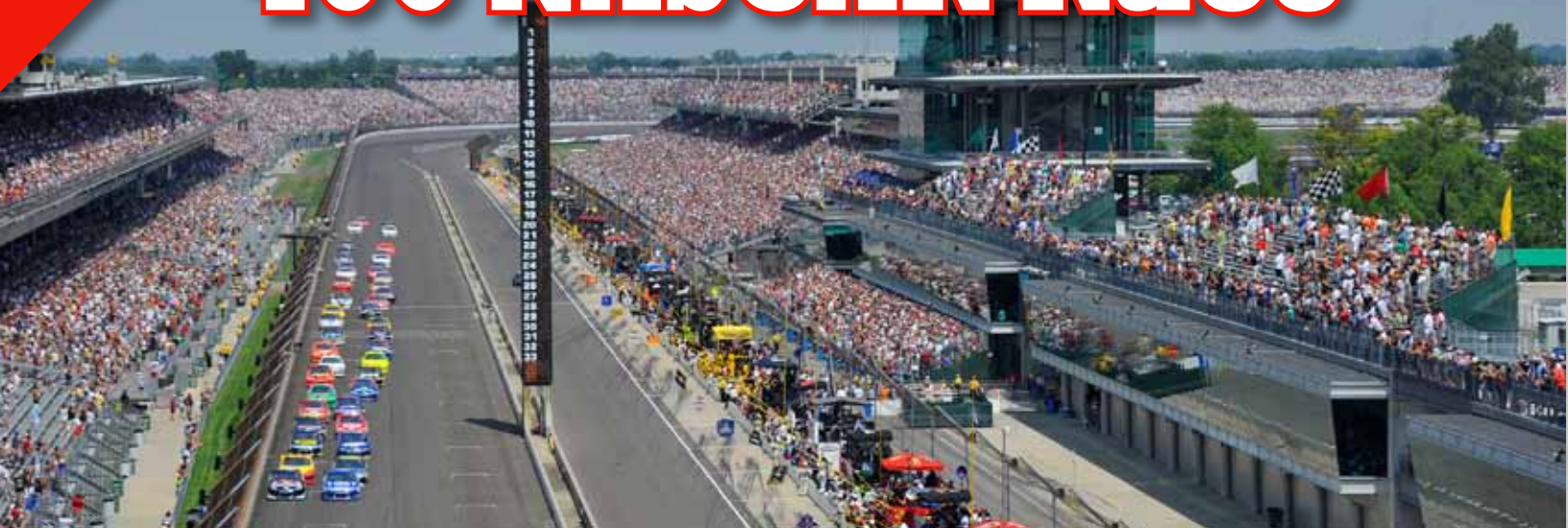
Day/Description	Time	Notes
<b>Sunday, July 20</b>		
Registration Desk Open	Noon – 7 p.m.	Marriott East Hotel (MEH)
President's Reception	7:30 – 9 p.m.	MEH
<b>Monday, July 21</b>		
Registration Desk Open	7 a.m. – 5 p.m.	MEH
<b>TOUR 1: NPK 765 Steam Special</b>	<b>8:30 am – 4:30 pm</b>	<b>Kokomo to Logansport, IN</b>
LCCA Store Open	5:30 – 10 p.m.	MEH
Workshop: TBA	7 – 8 p.m.	MEH
Workshop: About NKP 765 w/Rich Melvin	8:30 – 10 p.m.	MEH
<b>Tuesday, July 22</b>		
Registration Desk Open	7 a.m. – 5 p.m.	MEH
<b>TOUR 2: Indianapolis Sports Tour</b>	<b>8:30 a.m. – 3 p.m.</b>	<b>Indianapolis</b>
<b>TOUR 3: Indy Indeed</b>	<b>8:30 a.m. – 3 p.m.</b>	<b>Indianapolis</b>
<b>TOUR 4: Planes and Cars</b>	<b>8:00 a.m. – 3:30 p.m.</b>	<b>Danville, IL</b>
LCCA Store Open	2:30 – 5:30 p.m.	MEH
<b>TOUR 5: Trains, Dinosaurs, and Treasures</b>	<b>6 p.m. – 10:30 p.m.</b>	<b>Indianapolis Children's Museum</b>
<b>Wednesday, July 23</b>		
Registration Desk Open	7 a.m. – 5 p.m.	MEH
<b>TOUR 6: Indy Memorial Tour</b>	<b>8:30 a.m. – 3 p.m.</b>	<b>Indianapolis</b>
<b>TOUR 7: Whitewater Valley RR</b>	<b>8 a.m. – 6:30 p.m.</b>	<b>Connersville to Metamora, IN</b>
LCCA Store Open	3 – 9 p.m.	MEH
Reception for Conv'tn First Timers (only)	6:30 – 7:30 p.m.	MEH
Workshop: TBA	7:30 – 8:30 p.m.	MEH
Workshop: TBA	8:45 – 9:45 p.m.	MEH
<b>Thursday, July 24</b>		
Registration Desk Open	8 a.m. – 5 p.m.	MEH
<b>TOUR 8: Indiana Transportation Museum</b>	<b>8:30 a.m. – 3 p.m.</b>	<b>Includes Train Excursion Ride</b>
<b>TOUR 9: Historical Indy Architecture</b>	<b>9 a.m. – 3 p.m.</b>	<b>Indianapolis</b>
LCCA Store Open	3 – 6 p.m.	MEH
Get Acquainted Party	6 – 10 p.m.	MEH
<b>Friday, July 25</b>		
Registration Desk Open	7:30 a.m. – 5 p.m.	MEH
<b>TOUR 10: Historic Indianapolis</b>	<b>9 a.m. – 12:30 p.m.</b>	<b>Indianapolis</b>
<b>TOUR 11: Indy Honor Tour</b>	<b>8 a.m. – 1 p.m.</b>	<b>Indianapolis</b>
<b>TOUR 12: Amtrak Beech Grove Facility</b>	<b>9 a.m. – 12:30 p.m.</b>	<b>Beech Grove, IN</b>
LCCA Store Open	9 a.m. – 2 p.m.	MEH
LCCA Annual Business Meeting	2 – 3 p.m.	MEH
Lionel Seminar	3 – 5 p.m.	MEH
Trading Hall Open	6 – 9 p.m.	for Members Registered at MEH
<b>Saturday, July 26</b>		
Registration Desk Open	8 a.m. – Noon	MEH
Trading Hall Open	8 a.m. – 9 a.m.	For Members only
LCCA Store Open	9 a.m. – 1 p.m.	MEH
Trading Hall Open	9 a.m. – 3 p.m.	For Members and the Public
<b>TOUR 13: A-B-C-D: Mr. Muffin's Trains</b>	<b>Four one-hour tours</b>	<b>Carmel, IN</b> Departures at 8, 9, 10, 11 a.m.
<b>TOUR 14: An Adventure in Nashville, IN</b>	<b>7:30 a.m. – 2 p.m.</b>	<b>Spouses Day Out</b>
Trading Hall Take Down	3 p.m. – Finish	MEH
LCCA Reception	6 – 7 p.m.	MEH
LCCA Banquet	7 – 10:30 p.m.	MEH
Convention Ends after the Banquet		LCCA 45th Anniversary Year Begins

## Sunday, July 27

Post-convention Special Event	8 a.m. – 5:30 p.m.	Indianapolis Motor Speedway NASCAR Brickyard 400
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**A Post-convention  
Special Event**

# The Brickyard 400 NASCAR Race



**Sunday, July 27**

**8:30 a.m. – 5:30 p.m.**

**Package Prices:**

**Conventioneer: \$240**

**Non-conventioneer: \$265 (available after April 1)**

*Here is your chance to attend a NASCAR race – the famous Brickyard Yard 400. Our friends at Lionel have arranged a post-convention Special Event for us. The package price includes motor coach transportation, tour guide, special parking, Legends Row including a hospitality suite and pre-race passes to the garage area [pit passes], behind-the-scenes experience, admission, food and beverage, seats in the lower level of the Paddock Section.*

*Notes:*

- 1) This post-convention Special Event has limited capacity of 100 seats!*
- 2) Conventioneers have special pricing. On April 1, tickets will also be offered to non-conventioneers on a first-come, first-served availability basis.*
- 3) Individuals with physical handicaps will require special arrangements.*
- 4) In order to walk in the Garage Area for pre-race only, you must be 18 years or older.*
- 5) This is a once-of-a-life-time opportunity, so don't miss it. Register now!*

The Indianapolis Motor Speedway is home to the “Greatest Spectacle in Racing” and also the Super Weekend at the Brickyard.

During all the action of Kroger Super Weekend at the Brickyard, which is occurring during our Convention, four races including the Crown Royal “Your Hero’s Name Here” 400 at the Brickyard are run as part of the NASCAR Sprint Cup Series, NASCAR Nationwide Series, and GRAND-AM Road Racing. The races will take place on the 2.5-mile oval track and the 2.534-mile Grand Prix road course.

Participants in this LCCA/Lionel Post-convention Special Event will attend the 21st running of the Brickyard 400 and be a part of the festivities at the track. Past winners include four-time winner Jeff Gordon, four-time winner Jimmie Johnson, and two-time winner Tony Stewart.

The term “Brickyard” is the nickname historically applied to the Indianapolis Motor Speedway. The track opened in 1909 and was initially constructed of crushed stone and tar, which caused numerous and sometimes fatal accidents. Because of this, the course was paved with 3.2 million bricks in time for the inaugural Indy 500 race in 1911. Throughout the years the bricks have been covered with asphalt and now only a one-yard strip of brick remains exposed at the start/finish line.

For 2012, Crown Royal signed a multi-year contract to be the title sponsor of the event. The official title will reflect the “Your Name Here” program, which honors members of the U.S. Armed Forces or first responders.

This Special Event will start in Legends Row, a two-story structure comprised of 18 corporate hospitality rooms honoring Indianapolis 500 greats such as Gordon Johncock, A.J. Foyt, Mario Andretti, and Johnny Rutherford.

Located adjacent to the famed Gasoline Alley, you will have an expansive view of the Garage Area. Experience behind-the-scenes activity as teams prepare their cars for the weekend’s events. We will be situated in climate-controlled rooms furnished with tables and chairs, closed circuit TV, private restroom facilities, and a patio or balcony. Food and beverages will also be provided.

At race time, you will journey underneath the track to your seat located in the Lower Paddock Section where you will be able to view the race “live” in person. Your seat will be located in a shaded area close to the track. During the race, you will be able to return to Legends Row for food and drink as you wish. For more information visit [www.indianapolismotorspeedway.com/brickyard400](http://www.indianapolismotorspeedway.com/brickyard400).

*Photograph provided  
by Accent on Indianapolis*



## HIGHLIGHT:

"The cars were sold without a Lionel box, so these pieces may not be noticed at a vendor's table."

### A Brief History

In 1974, LCCA officials established a program intended to produce revenue and boost attendance at LCCA regional train meets. The concept was to sell "Meet Cars" at train meets only to members who attended the meets. While the idea was excellent, the cars – to say the least – were not. They were Lionel® O-27-size, bare-bones items with plastic trucks and one operating coupler. The six cars are shown here.

### Not Much Documentation

All six cars were stamped by outside vendors or volunteers. Records/data of this program are practically non-existent. To the best of my knowledge, between 400 to 700 of each item were offered. The Lionel Lines tender is the hardest piece to find today. The 9142 Republic Steel gondola is the most common.

The program did fulfill its purpose at the time, but the cars are not in much demand today except to those who collect LCCA memorabilia. I have seen very few of them for sale. The cars were sold without a Lionel box, so these pieces may not be noticed at a vendor's table. Further, these items may be perceived as "O-27 junk."

### Remember Rockford

Don't forget to mark your calendar for the LCCA Train Meet in Rockford, IL, on Sunday, April 6, 2014. For details, refer to the "Special Events Are Special" article in this issue. As I write this text in late December, table reservations are moving forward briskly.

*Photographs by Jerry Dangelo*



- 1975-76 6014 white Frisco boxcar w/blue and gold LCCA lettering.
- 1976-77 Lionel Lines tender w/gold LCCA lettering.  
*Note: These two items were old/new stock from the warehouse, I believe.*



- 1977-78 9142 green Republic Steel gondola w/two red canisters and red LCCA lettering.
- 1978-79 9036 white Mobilgas tank car w/blue LCCA lettering.



- 1979-80 9016 yellow B&O/Chessie hopper w/maroon LCCA lettering.
- 1982 6483 red "Jersey Central" caboose w/white LCCA lettering.  
*Note: To my knowledge, LCCA did not provide a Meet Car in 1981.*

### Answers to A Lionel Puzzlement

1. Culvert Loader, 2. Diesel Horn Shed, 3. Lionel Heliport, 4. Exploding Boxcar, 5. Hudson Bay Tanker, 6. Franks Hotdog Stand, 7. Lackawanna Caboose, 8. Scrooge McDuck Mint Car, 9. Poultry Dispatch, 10. Oil Derrick, 11. Blue Comet Pullman, 12. Hell Gate Bridge.



## HIGHLIGHT:

“The idea behind the Service Station sets was to provide a special set that would be sold only through Lionel Authorized Service Stations.”

### Big Boy on the Move

Union Pacific has been busy getting Big Boy 4014 moving. The huge loco and tender has been rolled from its display at Fairplex in Pomona, CA, and moved close to the place where it will exit that site and roll onto the Los Angeles area commuter railroad Metrolink. As part of the deal with the museum, Union Pacific will replace the Big Boy with a SD-40-2 and a caboose. As I write this, the exact date has not been announced, but UP officials promised that notice would be given so that railfans can watch. UP has said the earliest date would be in late January.

The 4014 has been a part of Fairplex for 51 years. As the Big Boy was rolled away from its static display position, employees of the Fairplex hung a banner wishing the 4014 good luck along with the message, “See you at the 100th anniversary of the Los Angeles County Fair in 2022.” When Big Boys were first contemplated by UP, trackage to Los Angeles was prepared for these large locos, but trips to that area never materialized. Now a return trip has been promised.

Lionel’s new Vision Line model of the Big Boy locomotive will be available well before 2022. Seven of the eight locos still in existence will be modeled. Those who are considering purchasing one of these behemoths must decide which one of the seven locos they would prefer. Based on research, here are some interesting facts about each loco.

#### 4004 - Cheyenne, Wyoming

■ Parts from this Big Boy including the cold water pump, water injector and whistle were returned to the UP Steam Program for use on the 4-6-6-4 Challenger No. 3985.

■ Of all displayed Big Boys, this is the only one that is closely fenced in.

■ This Big Boy was preserved through the local efforts of the Union Pacific Old Timers Club. The outdoor display site in a city park was soft earth. The club raised \$2,000 through a raffle to build a concrete slab to accommodate the locomotive’s massive weight — about 933,500 lbs.

#### 4005 - Denver, Colorado

■ This was the only Big Boy temporarily converted to burn oil in a fuel test for UP between 1946 and 1948.

■ Involved in a wreck at Red Desert, WY in 1953 that killed three UP employees.

■ The last Big Boy to move across Sherman Hill.

#### 4006 - St. Louis, Missouri

■ Noted for having racked up the most mileage of the Big Boys during its service - 1,064,625 miles.

■ Posed in 1962 alongside the Civil War “General” locomotive.

#### 4012 - Scranton, Pennsylvania

■ Steamtown USA paid \$6,000 to move the 4012 from Union Pacific’s transfer in Council Bluffs to the museum site.

■ Of all the preserved Big Boys, the 4012 is the most travelled. First arrived in 1964 at Steamtown USA site at Bellows Falls, VT. Moved in 1974 to the Green Mountain Railway. Moved in 1984 to Scranton, PA, as part of relocated Steamtown USA locomotive collection. Moved in 1994 from display in front of downtown hotel to railyard facilities of Steamtown National Historic Site.

#### 4014 - Pomona, California

■ Probably the last accident involving a Big Boy occurred when 4014 was moved to a new site within the fairgrounds. During the moving process, 4014 ran into the tender of Santa Fe 4-6-4 No. 3450.

■ Reacquired by UP in 2013 and slated for transportation to Cheyenne shops for possible restoration as part of the UP Steam Program.

#### 4017 - Green Bay, Wisconsin

■ It was one of the last two Big Boys to receive heavy repair work at the Cheyenne shops in 1959.

■ First Big Boy to go on public display at a museum.

■ When moved to the site of Lensfesty Center in 2000, the exhibition hall was then built around it.

■ Used as a background in the award winning music video, Like a Train, performed by the Celtic rock music band Celi Rain.

#### 4018 - Frisco, Texas

■ This Big Boy was the subject of an ill-fated proposal to restore it for a movie production in 1998.

■ After 48 years in Dallas as a static display, it is now a feature at the Museum of the American Railroad in Frisco.

## Made in Two Series

The Big Boys were made in two batches. The first 20 units (4000 through 4019) were delivered beginning in 1941 in time to perform massive war-related transportation services. Five more Big Boys (4020 through 4024) were needed for war work and were delivered in 1944. There is one noticeable difference between the two sets of locos. The first 20 had after coolers mounted on the front handrails. These were found to be troublesome. They were fin-type coolers and had problems with condensation freezing and cracking the cast iron header. When the 1944 series was built a different type cooler was used. It was mounted behind the pump doors at the front of the loco – a much better arrangement. After the war, this new type after cooler was applied to all 20 original Big Boys during the 1948-1952 timeframe. The original after coolers can be seen on early black and white photos. All the color photos I've seen are more recent shots, so the after coolers are no longer on the handrails.

The last Big Boy to operate was the 4015. This loco was also the first of the Big Boys to be torched and scrapped. The scrap value in the early 1960s was \$350 a ton, or about \$18,000 for an entire locomotive.

Some of this information was found in the latest book I've seen on the Big Boys, *The Big Legacy of the Union Pacific Big Boy*, by James J. Reisdorff and Michael M. Bartels, published in 2006 by South Platte Press.

## Lionel Service Station Sets



A recent question posed on the Ask the Experts section of the LCCA website concerned Lionel's Service Station sets. While

trying to find an answer to a question about them, I could not find anywhere a complete list of the sets and their contents. So I assembled a list. After considerable searching, I completed the list. This information will be of interest to club members and collectors.

The idea behind the Service Station sets was to provide a special set that would be sold only through Lionel Authorized Service Stations. Many Service Stations did not operate a retail store, so these special sets gave them an opportunity to offer a collectible train set available exclusively through them. The first one appeared in 1971 and came in a generic box with a color illustration of three locos on its cover. The same box was used again in 1972. A red label was used on the cover to identify the contents. For several years, the boxes for Service Station sets were not designed for shelf display. Later boxes were plain with a label attached that detailed the contents of the set.

For some reason, these sets were discontinued after the 1978 set. The program was reinstated in 1986 and continued through 2002 when the program was ended. From 1996 on, the sets came in more typical Lionel display set boxes. Many of the early sets were advertised with one-page flyers. Eventually, the sets were advertised in the catalog and described as available through Service Stations only. The following list includes all of the sets and extras offered and the contents of each set.

### 1971: 6-1187 – Illinois Central Set

- 8030 IC GP-9 (w/wire handrails)
- 9200 IC Boxcar
- 9211 Penn Central Boxcar
- 9214 Northern Pacific Boxcar
- 9215 Norfolk & Western Boxcar
- 9230 Monon Boxcar
- 9160 IC N5c Caboose
- 12 O-gauge Straight Track
- 8 O-gauge Curve Track

### 1972: 6-1250 – New York Central Set

- 8206 4-6-4 Hudson
- 9111 N&W Quad Hopper
- 9151 Shell Single Dome Tank Car
- 9707 MKT Stock Car
- 9709 BAR State of Maine Boxcar
- 9710 Rutland Boxcar
- 9162 Pennsylvania N5c Caboose
- 12 O-gauge Straight Track
- 8 O-gauge Curve Track

### 1973: 6-1350 – Canadian Pacific Set

- 8365 Canadian National Powered F3 A unit
- 8366 Canadian National Non-Powered F3 unit
- 9113 N&W Quad Hopper
- 9723 Western Pacific Boxcar
- 9724 Missouri Pacific Boxcar

- 9725 MKT Stock Car
- 9165 Canadian Pacific N5c Caboose

### 1974: 6-1450 – Rio Grande Set

- 8464 Rio Grande Powered F3A unit
- 8465 Rio Grande Non-Powered F3A unit
- 9863 Railway Express Agency Reefer
- 9739 D&RGW Boxcar
- 9144 D&RGW Gondola
- 9117 Alaska Railroad Quad Hopper
- 9166 D&RGW SP-type Caboose

### 1975: 6-1579 – Milwaukee Road Set

- 8555 Milwaukee Road F3A Powered
- 8557 Milwaukee Road F3A Non-Powered
- 9754 NYC Pacemaker Boxcar
- 9132 Libby's Vat Car
- 9119 Detroit & Mackinac Covered Hopper
- 9758 Alaska Boxcar
- 9169 Milwaukee Road SP-type Caboose

### 1976: 6-1672 – Northern Pacific Set

- 8666 Northern Pacific GP-9
- 9869 Santa Fe Reefer
- 9267 Alcoa Covered Hopper
- 9775 M&St.L Boxcar
- 9776 SP Overnight Boxcar
- 9177 Northern Pacific Bay Window Caboose

### 1977: 6-1766 – B&O Budd Set

- 8766 B&O RDC Baggage Powered
- 8767 B&O RDC Passenger Dummy
- 8768 B&O RDC Passenger Dummy
- 8764 B&O RDC Passenger Powered Available later in 1977
- 8765 B&O RDC Baggage Dummy Available later in 1977

### 1978: 6-1868 – Minneapolis & St. Louis Set

- 8866 Minneapolis & St. Louis GP-9 Diesel
- 9213 M&St.L Covered Hopper
- 9408 Lionel Lines Circus Cattle Car
- 9726 Erie Lackawanna Boxcar
- 9138 Sunoco Three Dome Tank Car
- 9271 M&St.L Bay Window Caboose

### 1986: 6-1632 – Santa Fe Work Train

- 8635 ATSF Steam Switcher
- 5745 Santa Fe Bunk Car
- 5760 Santa Fe Tool Car
- 6272 Santa Fe Gondola with Wire Spools
- 6593 Santa Fe Operating Crane Car
- 6496 Santa Fe Work Caboose

### 1987: 6-11704 – Southern Freight Runner

- 18802 Southern GP-9 Diesel
- 16607 Southern Operating Coal Dump Car
- 16102 Southern Three Dome Tank Car
- 16402 Southern Hopper with Coal Load
- 16701 Southern Tool Car
- 16504 Southern Lighted Porthole Caboose

### 1988: 6-11706 – Virginia & Truckee

- 18702 V.&T.R.R. General-type Engine and Tender
- 16010 V&T Passenger Car
- 16011 V&T Passenger Car
- 16012 V&T Baggage Car

### 1989: 6-11758 – Desert King

- 18608 Rio Grande 2-6-4 Steam Loco and Tender
- 16616 Rio Grande Searchlight Car
- 16105 D&RGW Three Dome Tank Car
- 16206 D&RGW Boxcar
- 16509 D&RGW SP-type Caboose

**1990: 6-11712 – Great Lakes Express**

- 18611 Lionel Lines 2-6-4 Steam Loco and Tender
- 16027 Mt. Clemens Combo Car
- 16028 Detroit Coach Car
- 16029 Lansing Coach Car
- 16030 Chesterfield Observation Car

**1991: 6-11719 – Coastal Freight Special**

- Delaware & Hudson RS-3
- 16109 B&O Single Dome Tank Car
- 16335 NYC Pacemaker Flatcar with Trailer
- 19524 D&H Reefer
- 16407 B&M Covered Quad Hopper
- 16525 D&H Bay Window Caboose

**1992: 6-11733 – Feather River Set**

- 18820 Western Pacific GP-9
- 16234 ACY Boxcar
- 16121 Chicago & Northwestern Stock Car
- 19414 UP Flatcar with Stakes
- 16359 Pacific Coast Gondola with Coil Covers
- 16653 Western Pacific Crane Car
- 16539 Western Pacific Steel-sided Caboose w/Smoke

**1993: 6-11738 – Soo Line Set**

- 18825 Soo Line GP-38-2 Diesel
- 19536 Soo Line REA Reefer
- 17006 Soo Line Two-Bay ACF Standard O Hopper
- 19416 IC TTUX
- 19604 Goodyear Single Dome Tank Car
- 19720 Soo Line Extended Vision Caboose

**1994: 6-11744 – NYC Passenger/Freight Set**

- 18835 NYC RS-3 Diesel
- 19819 Poultry Car
- 19263 NYC Double Door Boxcar
- 16903 Canadian Pacific Flatcar with Wood Load
- 19605 Hudson Bay Single Dome Tank Car
- 16066 NYC Combo Car
- 16067 NYC Passenger Car

**1995: 6-11749 – Western Maryland**

- 18841 Western Maryland GP-20 Diesel
- 16420 Western Maryland Quad Hopper with Coal Load
- 16421 Western Maryland Quad Hopper with Coal Load
- 16424 Western Maryland Covered Quad Hopper
- 16425 Western Maryland Covered Quad Hopper
- 16426 Western Maryland Covered Quad Hopper
- 16427 Western Maryland Covered Quad Hopper
- 16564 Western Maryland Center Cupola Caboose (Shown in Catalog as 16544)

**1995: 6-16091 – NYC Passenger Car Set**

- 16087 NYC Baggage Car
- 16088 NYC Passenger Car
- 16089 NYC Dining Car
- 16090 NYC Observation Car

**1995: 6-19726 – NYC Bay Window Caboose****1996: 6-11912 – Lionel Steel**

- 18515 Lionel Steel Switcher #57
- 51503 Lionel Steel Die-Cast Ore Car
- 51504 Lionel Steel Die-Cast Ore Car
- 51502 Lionel Steel Die-Cast Ore Car Available add-on car

**1997: 6-11918 – Conrail Set**

- 18566 Conrail SD20 Diesel
- 19287 6464-125X NYC/PC Pacemaker Boxcar
- 19288 6464-200X Pennsylvania/Conrail Boxcar
- 6461 Edison Depressed Center Flatcar with Transformer
- 19608 6315 Sunoco Aviation Fuel Single Dome Tank Car
- 19738 6417 Conrail N5c Caboose

**1998: 6-21753 – Fire and Safety Set**

- 18444 Motorized Fire Car
- 19853 Fire Fighting Instruction Car
- 19442 Flatcar with Water Supply Tank
- 19854 Extension Searchlight Car
- 26961 Lionel Fire Company Ladder Car
- 26505 Lionelville Fire Co. Rescue Caboose

**1999: 6-21758 – Bethlehem Steel Set**

- 18799 NW2 Bethlehem Switcher
- 16442 Bethlehem Gondola with Coal Load
- 36040 Bethlehem Depressed Center Flat Car with block cut from retired 675 die
- 36041 Bethlehem Ore Car
- 26520 Bethlehem Work Caboose

**2000: 6-21952 – Lionel Lines Set**

- 26296 Service Station Limited Boxcar
- 17413 Parts Express Gondola
- 36079 Lionel Service Station Flatcar with Trailer
- 26114 Lionel Smoke Fluid Tank Car
- 17626 Service Station Limited Extended Vision Caboose

**2001: 6-21789 – Norfolk Southern Piggyback Set**

- 28529 Norfolk Southern GP-9 Diesel
- 26004 Conrail Flat Car with Trailer
- 26005 Nickel Plate Road Flatcar with Trailer
- 26006 Southern Flatcar with Trailer
- 26007 N&W Flatcar with Trailer
- 26559 N&W Center Cupola Caboose

**2002: 6-28200 – Delaware & Hudson U30C****Toy Train Revue**

You might remember this title from a VHS video series produced by Tom McComas and James Tuohy in the early 1990s. This is now a new DVD video magazine by TM Books and Videos®.

This first of a planned series features a one-hour program of new material covering a wide range of interests and an additional bonus 30-minute program

from the original 1991 tape. The new video covers everything from Standard gauge, postwar, Lionel space and military, hi-rail, to iPad control of your trains with Lionel's Layout Control System. Also featured is a trip to TM TrainWorx® where we see some of the

layouts that Roger Farkash and his team are working on. There's also lesson on mountain carving – a technique Roger excels at. We're promised more lessons from Roger in future editions of this series. The space and military segments feature classic postwar Lionel products and some high-tech digital graphic work that adds quite a bit more flash to rockets firing and boxcars exploding. There's even a scene depicting a North Korean rocket launch that fails and blows up the Lionel 175 Rocket Launcher. These segments are pure fun.

The bonus part of this DVD is an additional 30 minutes from the original VHS series. These classic scenes are great to have in the DVD format. You see a demonstration of Lionel's 1950 D-27 display layout, better known as the Magic Mountain display. We see it operate and also the inside view of just how that long train disappears and then emerges from the small mountain. Another segment features scenes of Madison Hardware in New York when the entire inventory of that store was dismantled, packed up, and moved to Michigan – including the front door of the store!

Also featured in the bonus section is a trip to the Lionel archive in 1991. We see former Lionel VP of Sales John Brady showing off some of the unique pieces in the special room that held the archived products. Many of the items in this segment are no longer in Lionel's possession, so this is a great record of what the archive formerly contained. We even get to see a break-in and theft – all in fun, of course.

Other segments in this section include a hand-built-from-scratch 4-8-4 Northern loco and a proud collector showing off a mint-in-the-box prewar 700E set.

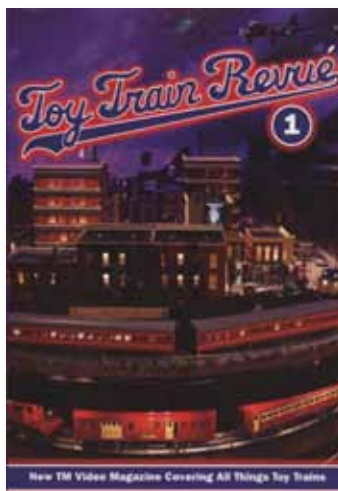
Although I still own the original videotape series, I'm happy to have this bonus section on DVD.

This new disk is 90 minutes in length and sells for \$14.99. Future volumes will be \$14.99 each

if you subscribe to the series or

\$19.99 after they are released. You can see the details at [www.tmbv.com](http://www.tmbv.com).

*Images provided by Bill Schmeelk*





**Ken Morgan**  
RM 12231

# The Tinsplate Cannonball

## HIGHLIGHT:

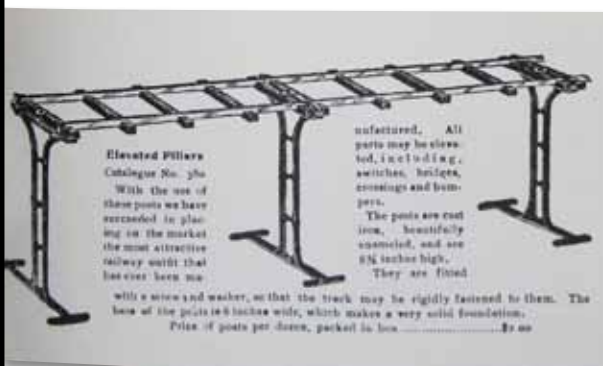
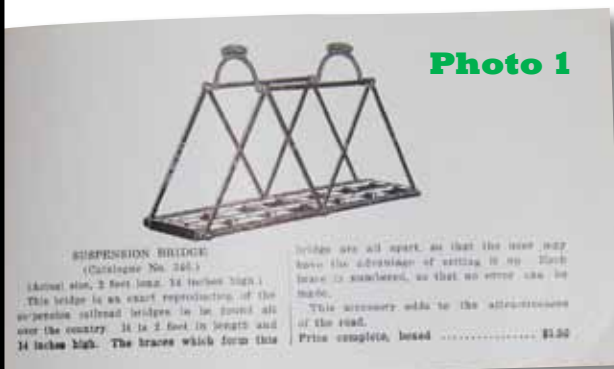
“The #104 center span is roughly based on a tied-arch span, also called a bowstring arch.”

## Bridges

If I were to pose a question – no, not the usual trivia question – I wonder how would you answer. What was the first accessory offered by Lionel®? The title might give you a hint. It was a bridge. If we were talking Standard gauge, you could make a case for a tunnel, but in the original 2-7/8 inch gauge, the #340 bridge was offered from 1902 to 1905. It could be used in combination with the #380 elevated pillars. See **photo 1** which is taken from two

a different meaning to “wet cell battery,” doesn’t it? And to think OSHA is wary of our using the revised ZWs!

Now for Standard gauge bridges. The first one catalogued by Lionel was the #105 which was made of wood with paper-mâché ornamentation – trees and a simulated stone structure. Although it was listed from 1911 to 1914, it was probably never made. It was described as six feet long and probably would have looked like an extended version of the later #101. I’m not too sure I’d want to try to run a Standard gauge train over a wood and papier-mâché bridge even if it were made! Although the 1910 vintage bridges are fairly heavy, the later behemoth trains might crush it. This was followed by a second catalogued but probably not made bridge #103 from 1913-15. It was also to be wood and papier-mâché and 28 inches long. I have the same doubts about its structural viability.

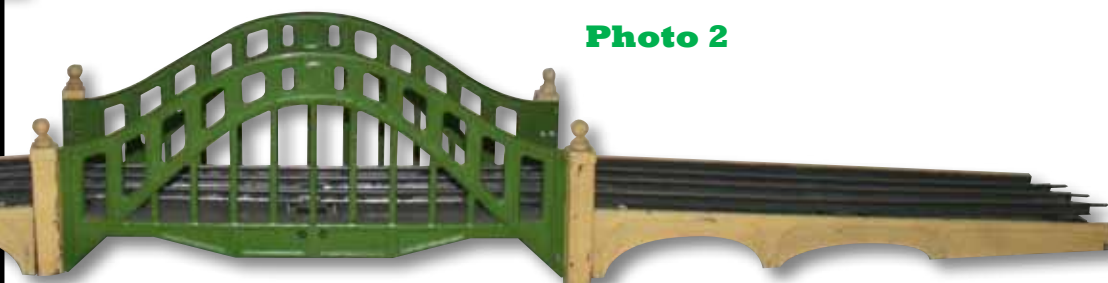


slightly different repro versions of the 1903 catalog. Note that the owner was required to build this, including the tracks which were strips of strap steel and wood ties with slots cut into them to accept the two rails. Power was provided by dry cells or perhaps open beakers of acid with lead plates immersed in the fluid. The operator connected the wires from these plates directly to the track. Gives

After a gap of five years, the #105 and #103 were followed by the #100, #101, #102, #103, and #104 bridges from 1920 to '31. Looks like Lionel went back to fill in the gaps, except for the duplication of #103. It seemed like a great selection, but it was really an application of Marketing 101: use the same parts in different combinations. From my point of view, the most reasonable version is the #101. See **photo 2**. This has a nice appearance, doesn’t take up too much room, and has a reasonable gradient. Each

section is 14 inches long, so the whole thing is 3-1/2 feet long. By the way, a section of Standard gauge track is 14 inches. Clever, huh!

I would add that the low end of the approach section is about 1/4-inch high, so the track leading to it will not be flush on the floor. It sort of floats if all you do is push the pins



## TRIVIA: QUESTION

About bridges and trivia: Name a famous war movie in which a railroad bridge played a major role?

**Photo 3**



into the tracks. At the other end, it's 1-1/2 inches high. OK, pretty steep, but do-able. Now look at **photos 3 and 4**. They are a #100 bridge and a #104 center span respectively. So now you see the basic building blocks which will continue. **Photo 5** is the #102 bridge. It's a #101 plus a second #104. Do you want to hazard a guess at what a #103 might be? Yup. Just add another #104 and you get two approaches and three center spans for a total length of 70 inches, just two inches short of six feet.

I have operated trains over the #101 and other than supporting the tracks at both ends to get up to the initial height of the approach, it's pretty smooth. I have not tried the #100. The rather pointed peak impresses me as an accident waiting to happen. It is difficult to get the track pins to fit snugly, given that the sections are pointed in distinctly different directions. I have not tried the #102, and, as you can probably tell from close inspection of **photo 5**, what I actually have is two

#101s. I just inserted the center span from the second one into the better preserved #101. The colors don't quite match, but it demonstrates the point about the building blocks.

Unlike many accessories Lionel made which, other than size considerations, were compatible with both O and Standard gauge, these bridges are not. Look at **photo 6**. The base is cut for a section of Standard

**Photo 5**



**Photo 4**







gauge track to drop in. The approach sections are similarly pre-cut. We'll look at that again in the next installment.

Before I wrap up this article about Lionel bridges, a little civil engineering is in order. The #104 center span is roughly based on a tied-arch span, also called a bowstring arch. Look at **photo 4** again and see if it doesn't bear at least a minor resemblance to another

more famous Lionel bridge. We'll look at that, too, in the next installment.

The trivia answer – nope, not “The Bridge over the River Kwai,” although that might be accepted on “Jeopardy.” I'm looking for “The Bridges at Toko-Ri” which is a film from 1954 based on a novel by James Michener about U.S. Navy pilots assigned to bomb a group of heavily defended railroad bridges during the Korean War. The

real bridges were not at “Toko-Ri,” but at Majon-ni and Samdong-ni, North Korea. Yes, this is the same author whose book on WWII formed the basis for the play South Pacific by Rodgers and Hammerstein.

See you next issue with more info about bridges.

*Photographs by Ken Morgan*



**Photo 6**





## HIGHLIGHT:

"If you have a Helios 21 or other satellite in Mint or Like New condition, I would like to hear from you."

### Part 2 of 2

**H**elios 21 had the most lengthy and complicated operating instructions of any Lionel® item made before, yet it was advertised for children ages 4-12. Only the operating instructions stated, "The assembly and filling of the Helios 21 Spaceship is generally a "two-man" operation," (would a woman customer be turned off by that?) "and it is recommended that an adult participate or supervise."

### Not a High Flyer

The "extra-fine, five-conductor" cable line could easily be damaged or cut. Its takeoff was limited to less than 15 feet. The toy could only be played with indoors – any wind would cause it to spin out of control. The typical ceiling height of a home in the 1960s was only eight or nine feet, so even if a child wanted to play with the Helios 21 he would have to take it to a church or the school gym. If you were to inflate one, the first thing that comes to mind is the propulsion system, which consisted of a lightweight red foam "boat" located at the bottom center of the craft and two lightweight blue foam boats; one on each side. Each boat contained a tiny motor and a yellow molded plastic propeller, the blades of which are very susceptible to curling over time. There goes the allusion of a "21st Century Spacecraft." Honestly, it looks more like a very slow-moving dirigible. Months before its release, the Lionel sales team was pre-selling it but had not yet seen the production version; only conceptual drawings.

### A Complicated Toy

Lionel documentation states the Helios 21 "operates on two six-volt batteries, power pack or transformer (not included in the unit)." The consumer had to spend more money before they could play with it. On page one of the operating instructions under the paragraph headed "What is in the Helios 21 outfit," one noticed, "A rectifier

for changing alternating current (A.C.) into direct current (D.C.). The rectifier is used only if your power source is a toy train transformer which provides low voltage alternating current." How many youngsters would understand that? Page five of the same instructions stated, "After several months the booster within the Spaceship will become mixed with enough nitrogen from the air so that it will not have enough lifting power to raise the ship even when all the ballast weights have been removed. No amount of booster will raise the Spaceship at this stage. You will then have to empty the ship completely and refill it with fresh booster. The easiest way to empty the Spaceship is by using your vacuum cleaner." The same instruction sheet then walks the consumer through many complicated steps about how to accomplish this feat. At this point in time, the typical consumer would be thinking, "Refund!" Of course this is assuming the consumer has not already fallen asleep before turning to page five.

This probably explains why Lionel placed the "Helios 21" at the back (page 38) of its 1965 catalog. What a dynamic change from their October 1964 statement, "... as we feel this toy will be the most sought-after item this year."

The low production numbers, the very large outfit box, and the fragility of components accounts for the fact that today, a Mint or Like New, in-the-original-box Helios 21 (see photo 6) complete with original inserts is extremely

difficult to find. In more than 45 years of collecting, I have seen only a handful that were for sale; complete and in MIB or LN condition.

### Product Packaging

The outfit box was in two parts (top and bottom) with no part number. When the customer opened the box, they saw the Lionel Operating Instructions – three of them, all printed in black ink on white paper. The first was entitled "LIONEL HELIOS 21 SPACESHIP" with six pages. Pages one

**Photo 6**



and two and pages five and six were printed as one very large sheet of paper that was then folded to form an 8-1/2x11-inch sheet. Lionel assigned part number "861-52" and the date "9/64" – refer to the bottom right of page six. Pages three and four were printed on an 8-1/2x11-inch sheet and inserted between the above. Lionel assigned part number "861-65" and the date "9/64" – see bottom right of page four.

Another 8-1/2x11-inch sheet entitled "HELIOS 21 SCHEMATIC" was also enclosed. It is interesting to note that Lionel assigned part number "3060 D" and the date "10/64" to this sheet but did not print a page number – see bottom lower left of page. The schematic was on the front side, but the back side was intentionally left blank. Not many collectors are aware of it, but Lionel would assign part numbers to operating instructions by the sheet in case there was a change only affecting a certain page. Also, when Lionel chose to have the operating instructions produced by an outside firm, a unique part number was given. This explains the difference in part numbering schemes between the operating instructions and the schematic.

There is a second set of newer operating instructions that were printed in a smaller type font (for wording and diagrams) and had minor changes in the wording. These instructions are printed on only two sheets of 8-1/2x11-inch white paper with black ink as four pages back to back. Lionel assigned part number "861-79" and the date "10-64." I believe Lionel decided to reduce the cost (four pages, not six) and to correct spelling errors. Apparently this decision was made during the middle of multiple production runs, which explains why some sets have the early instructions and some just the latter. Oddly, this set has both!

The standard "LIONEL ACCESSORY" order form sheet was typically placed inside every outfit in 1964. This enabled customers who could not obtain accessories

through their local retailer to order such items directly from the Lionel Service Department. It was an 8-1/2x-11-inch sheet of white paper with black ink.

## The Booster Tank

According to Lionel's Operating Instructions, there was "a No. 866 "booster tank" or "anti-gravity booster" for use in inflating the Spaceship. According to Lionel, "It is completely harmless, non-toxic, non-inflammable and odorless" and packaged inside a thin brown cardboard box. The box flap shows No. "866-30" printed in blue. The box has red and blue printing on front and back sides with "Hillside, New Jersey / Made in U.S.A." in lower right. On both sides of this box, a picture of what appears to be a "bomb" in blue background with red warning stating: "IMPORTANT / DO NOT ATTEMPT TO FILL THE ROCKET / SHIP OR SATELLITE BEFORE READING THE / COMPLETE INSTRUCTIONS INSIDE / THE BOX. CONTENTS UNDER PRESSURE / KEEP AWAY FROM HEAT – NEVER THROW / CONTAINER INTO FIRE OR INCINERATOR / KEEP OFF RADIATOR OR STOVE AND OUT / OF DIRECT SUNLIGHT. I.C.C. Special Permit No. 4176". Perhaps this explains why many collectors shunned this toy.

A cardboard insert holds a metal bottle containing 5.5 cu. ft. of helium in place with this warning stamped in numerous places, "DO NOT REMOVE

FROM BOX" (see photo 7). You may be asking, "Why did Lionel repeatedly print this warning all over the box?"

The operating instructions state: "Leave the tank in the box. It will serve as a stand." Also, you will see a large staple on one side of box. That was no accident. Lionel stapled the box to the top insert to prevent removal of the booster tank.

**Photo 7**



**Photo 8**

*Note: I did not attempt to remove the booster tank because I'm not a "licensed bomb expert." Nor did I want to risk damaging a MIB piece.*

Also stored in the tank box is a molded in black plastic "filler" tube approximately 15 inches long with an attached red warning paper label

(No. "866-45") and a molded-in white plastic "dispenser" (No. 860-21). Figure four of the Lionel Operating Instructions explained its use. The "anti-gravity booster" container was far too heavy (made of steel-like material) for the internally packaged thin cardboard box. This explains why Lionel did not want a child taking it out of the box. It is seldom found today in collector condition. I own a spare booster tank with no box (see photo 8).

## The Controller

Located at bottom left of the box is Controller (No. 874) molded in unpainted 1955 T-Bird turquoise plastic with two molded-in unpainted red plastic control levers (the left lever controls up and down height, and the right lever controls direction – left, right, forward, reverse). There is a cute but crude simulated Radar Space Screen (No. 867-9) made of sturdy cardboard that lists the names of all nine planets known to exist at that time and the sun. Curiously, the screen shows two suns and 11 planets. (See photo 9).

**Photo 9**



There are two cardboard inserts with no identifying part numbers approximately 13-1/2x3 inches, then bent three inches at both ends. These inserts wrap around and hold the controller in place. Another cardboard



**Photo 10**

insert with rare embossed printing “860-22” (approximately 8x6-½x1 inches) sits on top of the controller. Placed loosely inside this insert is a parts envelope with no identification on it and factory sealed with a typical “reversed” staple. I assume it contains small parts cited in the Operating Instructions, such as a “rectifier” and “strain reliefs.” There is also a set of graduated “ballast weights” which are clear plastic pieces of varying widths. All are 3-½ inches long and ¼-inch thick. Six are 1/8-inch wide, two are ¼-inch wide, two are 3/8-inch wide, and two are ½-inch wide. All are still intact and hooked to a plastic bar.

### **The Spacecraft**

Located on right side of box is the Spacecraft itself, loosely packed. It is more than 43 inches long when inflated, but I did not try to inflate it. The instructions state, “An inflatable Spaceship made from a metalized laminated film of the type developed during U.S. Aero-Space Programs.” Lionel’s 1964 Helios 21 has some similarities to the Space Shuttle Enterprise designed by NASA in the 1970s. The uncanny resemblance suggests that the Helios was ahead of its time.

The colors chosen for the Helios 21 were really unique for Lionel. It has red and yellow flames coming out of the engine on each side, also lightning bolts, and four astronauts with the “circle L” Lionel logo and “U.S.A.” All of these bright colors were printed over an even brighter metallic silver background. See **photo 10**.

The spacecraft rested on top of a special cardboard insert (identified with pressed-in dots (Part no. “860 21”). Approximately 22x19-½ inches with a cutout that matches the red and blue foam boats. The cardboard sides have three-inch folds all around; some are folded in and some are folded out. A cardboard insert with no identification is approximately 13x15-½ inches; it is at the very bottom of the outfit box, underneath the 860-21 insert.

Finally, there is a cardboard insert with no identification separating the tank/controller and spacecraft that is 15-½x5-¾ inches. It is interesting to note that whenever Lionel’s cardboard insert manufacturer shipped a packet of cardboard inserts to Lionel they always placed on top an insert with Lionel’s assigned part number raised by punched-in dots. United Container Co. was known to

have done this during the 1960s.

**Photo 11**



This set has two one-of-a-kind Lionel original part numbers embossed on the cardboard inserts. See **photo 11**. I wonder – could this

Helios 21 example shown here be one of the very first ones produced by Lionel?

### **Something Completely Different**

This space age toy was truly different from anything Lionel had manufactured before. This first attempt to make an operator-controlled flying space toy offered unusually detailed and lengthy operating instructions,

a somewhat scary propulsion system, and unique packaging. Its box had a unique type font that Lionel never used before. It looks something like Microsoft’s current “Calibri” font.

If you have a Helios 21 or other satellite in Mint or Like New condition, I would like to hear from you. Please contact me at [sterlingcolorado@gmail.com](mailto:sterlingcolorado@gmail.com).

Why was the Helios 21 so short-lived and such a BIG disaster for Lionel? In this two-part article I’ve offered my surmises. Picture a mom in 1965 going into a local Lionel hobby store because her child desperately wanted this toy for Christmas. If she read the warning labels and recognized that it looked and operated something like the German airship Hindenburg that burned to the ground and killed 36 people on May 6, 1937. That information might be off-putting.

Perhaps that explains why my mom bought me something else for Christmas in 1965. But I did finally get my wish many years later when I bought this one! Ironically, the Hindenburg disaster occurred near Lakehurst, NJ, which is about an hour’s drive from the Lionel factory in Hillside.

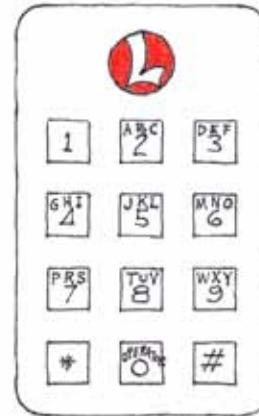
*The author acknowledges assistance from Paul Ambrose of Ambrose Bauer Trains for his insightful contributions and motivation to write this article. Special thanks to my adoring wife Deborah of 35 years who has sacrificed many times so I could pursue this fun and exciting hobby. Discovering new insights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

*Photographs provided by Sterling W. Myers II*



## LCCA Member A

## LCCA Member B



### Phone Talk

The correct letter for each number will give the answer of the Lionel items LCCA Member A wishes to purchase. Place the letter above the number. Enjoy!

1.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    2 8 5 8 3 7 8    5 6 2 3 3 7
2.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    3 4 3 7 3 5    4 6 7 6    7 4 3 3
3.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    5 4 6 6 3 5    4 3 5 4 7 6 7 8
4.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    3 9 7 5 6 3 4 6 4    2 6 9 2 2 7
5.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    4 8 3 7 6 6    2 2 9    8 2 6 5 3 7
6.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    3 7 2 6 5 7    4 6 8 3 6 4    7 8 2 6 3
7.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    5 2 2 5 2 9 2 6 6 2    2 2 2 6 6 7 3
8.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    7 2 7 6 6 4 3    6 2 3 8 2 5    6 4 6 8    2 2 7
9.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    7 6 8 5 8 7 9    3 4 7 7 2 8 2 4
10.    \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    6 4 5    3 3 7 7 4 2 5
11.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    2 5 8 3    2 6 6 3 8    7 8 5 5 6 2 6
12.    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_    \_ \_ \_ \_ \_  
    4 3 5 5    4 2 8 3    2 7 4 3 4 3

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



**HIGHLIGHT:**

“Each of Harry’s locomotives is a unique creation.

“If Da Vinci painted two Mona Lisas,” says Harry, “they would look alike but they wouldn’t be identical.”



*Harry as a small child takes to the controls of his father’s Lionel layout.*

*Harry today, slightly weathered by Mother Nature.*

*Photographs provided by Harry Hieke*

## The Weatherman

**H**arry Hieke defies the classic witticism, “Everybody complains about the weather, but nobody does anything about it.” Harry Hieke does something about the weather; he realistically applies its ravages to model railroad locomotives and layout buildings in a way that just might fool Mother Nature. The Lionel® 2013 Fall Catalog includes an O scale 4-12-2 steam locomotive and two O scale RF-16 Shark-nose diesels, each hand-weathered by this master artist and craftsman.

We sat down with Harry Hieke to learn about how he got started in the hobby and just what it takes to transform the perfect finish of one of our brand new locos into the look of a veteran of years of heavy hauling. We want to share a few of the fascinating things we learned.

## Hobbyist as Master Craftsman

Introduced to model railroading by his father when he was still a toddler and blessed with exceptional hand-eye coordination and manual dexterity, Harry was building trains as a teenager. When he got back into the hobby in the 1980s with two-rail brass models, people admired his work and regularly asked him to build or decorate trains for them. In 1998 he decided to make

his hobby a full-time vocation. About five years ago, the late Lou Caponi persuaded Harry to work on three-rail trains and resin accessories on projects for LCCA, and now for Lionel.

To achieve a high level of realism, Harry begins with careful observation and understanding of the natural processes. How does snow and rain, even acid rain, impact the various locomotive surfaces? Where and how do the corrosive elements of the natural railroading environment – cinders, soot, lime and dirt – impact a locomotive?

## Scale, Rust, Chalk and Grime

To begin, water and more especially steam, leaves its mark on all steam locomotives. If you ever had hard water at your home, you are familiar with the residue of scale left on sinks and tubs. For railroads the problem was more serious than discoloration, scale tended to clog pipes and valves. Railroads, especially western roads, had a hard time getting enough pure water. The white traces of scale dripping down the sides is a universal feature of steam locomotives. Even railroads like



Norfolk & Western that invested in massive water softening tanks couldn't fully escape scale's negative consequences or the telltale signature it left behind.

Rust is another consequence of weather and steam on a locomotive's various surfaces. To get it just right, Harry says, you have to understand that iron and steel react differently and at different rates. Retarding rust is one reason the railroads painted the

smoke boxes and fireboxes of steamers with graphite – not silver – paint. These surfaces, hotter than a boiling teakettle, react differently than the black surfaces. Diesels, with no steaming hot surfaces, have their own characteristic scars. Each has a lot of doors and panels with hinges and handles that tend to drip rust down the side of the locomotive body.

Chalking is another result of weather, particularly from the road name and numbers on steam locomotives. Harry says these markings were made with something more akin to paste than paint that drips a chalky residue as it degrades over time.

Diesels acquire unique weathering characteristics from their fuel. The combustion of fuel oil, like the gasoline in your car, is never total and the exhaust vented up, settles down as a sticky film that holds dirt and grime. Any oil and diesel fuel spilled around filler caps has the same effect.

Another aging force is the mixture of ballast and stones that a fast moving locomotive kicks up as it goes. Harry describes it as a ground wave, much like the wake of boat, that chips paint and assaults the

truck bearing and journals leading to corrosion, no matter how heavily and frequently railroads apply protective paint.

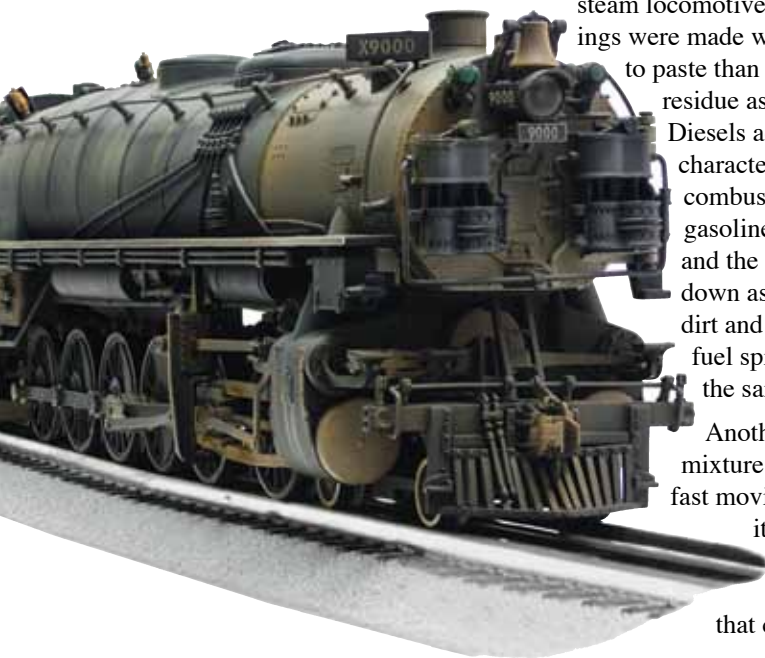
### Science and Art

Creatively applying all this understanding transforms his insights into model railroad art. Harry uses an airbrush to replicate the film-like layer of weathering that envelops a locomotive. He notes that it is not something you can "paint on." Gravity is the most powerful agent in natural weathering, pulling everything inexorably toward the ground, so all of Harry's strokes are vertical. "If you are working horizontally, you are already in trouble," says Harry. Finally the work is sealed and protected with a layer of dull coat, which ironically highlights all the detail more than a high gloss finish.

Each of Harry's locomotives is a unique creation. "If Da Vinci painted two Mona Lisas," says Harry, "they would look alike but they wouldn't be identical." So each of Harry's locomotives embodies the common experience of a working life on the rails but each is expressed in slightly different hues and reflectivity by the hand of a master.

You can see the new weathered Lionel locomotives in action and more of Harry's work on his YouTube channel at [www.youtube.com/user/EverythingOScale](http://www.youtube.com/user/EverythingOScale).

*Images provided by Lionel LLC*



# Racks and Racers



What a pair! Designed by the LCCA and made by Lionel®, these two Wabash Evans-type Autoloaders will be available with a total of eight 1/43-scale die-cast NASCAR® racers – all with unique markings. We consider these racks and the racers as instant collectibles because of the bold design and Lionel die-cast NASCAR autos.

In 2014 LCCA will join with Lionel and NASCAR to host a great convention in a great city. Together, we'll celebrate our first 45 years of history as the "best toy train club on the planet."

The white-base Autoloader can be purchased at the LCCA 2014 Convention as our On-site Car. For the first time, this car will be available to any member who registers for the Convention, whether they are able to get to Indy and attend the Convention personally or not.

Please review specific info regarding non-attendance sales before registering and ordering. Only 400 On-site Cars have been ordered, and no more will be produced. They will be sold on a first-come, first-served basis. The autos are also limited in number.



To enhance the 2014 LCCA Convention experience, conventioners in attendance who purchase the Autoloader will have the opportunity to "earn" the NASCAR autos by attending designated events at the Convention.

Later in 2014, the blue-base Autoloader will be offered to members for separate sale as a commemorative of LCCA's 45th anniversary year. That rack with four die-cast racers

will be considered a companion because it will be color-matched and will carry four accompanying NASCAR autos.

Each one will be different from the four previous NASCAR autos.

Bring home or acquire a memento of our 2014 Convention and then add the companion rack and

racers as a commemorative of

45 years of fun in the LCCA. Rev up

your computer and get registered! For additional details about the autoloaders, the autos, or the distribution details, visit the website.

[www.lionelcollectors.org](http://www.lionelcollectors.org)

**Where the racks and racers are ready to run!**