

Volume 36, No. 5 June, 2007

# *The* **Lion Roars**



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



## Trains in the Garden

*A Convention Magnet*

# Terrific Trio



Photographs by John Gardberg, Center Rail Productions

## Enhancing a Train Set of the Late 50s

When Lionel® offered “The Merchant’s Limited” passenger train set in 1958, no additional items were subsequently provided for it. Nearly 50 years afterwards, LCCA now offers the opportunity to extend the consist of this remake of the rare NH #209 passenger train with three unique add-on cars: a matching unpowered New Haven B unit, a REA Baggage Car #2437, and a Combine Car #2438 lettered as “East Hartford.”

## Limited to NH #209 Train Buyers

Only club members who recently purchased the Lionel remake of the 1958 NH #209 passenger train are eligible to buy these three add-on cars. Use this order form or visit the club’s website and place your order online for this terrific trio before the deadline of **October 31, 2007**. There will be no extension of this deadline.

## We Captured the Details

- Couplers fixed on the B unit; operating on other two cars
- Postwar-style trucks with metal wheels
- Lighted interiors within and roof ventilators atop the two cars

- Produced by Lionel at the same time as the NH #209 train; the paint colors will match
- Delivery of the NH #209 train in very late 2007 with these add-on cars scheduled to arrive about two weeks later.

## A Compliment from Lionel

When this train was initially presented to members during the club’s 2006 Convention in Denver, Lionel President and CEO Jerry Calabrese told the audience, “What a great set!” We accepted his compliment as a tribute to the club’s creative genius in offering a remake of a niche collectible. The response to this purchase opportunity proved that this train “struck a nostalgic nerve” and resonated with collectors who recognized the rarity of the NH #209 A-A diesel locomotives on point.

## A Hefty, Longer Train

The powered Alco A unit of this remake includes MagneTraction™ on two axles and may have more pulling power because of additional weight onboard with TMCC™ components inside. These three cars add mass to the consist and may require “five finger engineering” at start-up.

*This order form may be photocopied.*

## ORDER FORM

Only LCCA members who purchased the NH #209 passenger train can order these cars.  
**Add-on Units for the Remake of the 1958 NH #209 Passenger Train**

*Deadline for orders: October 31, 2007. Limit: ONE add-on package.*

Once submitted, LCCA will consider this a firm, non-refundable order. Note: UPS will not deliver to a P.O. Box; a street address is required.

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_ Date of Birth: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_  
 Phone: ( ) \_\_\_\_\_ e-mail: \_\_\_\_\_  
 Check this box if any part of your address info is new.

## PAYMENT OPTIONS

**PLAN A** Payment in full. Charge my credit card account for the amount shown. Or, my check is enclosed made payable to “LCCA” with “NH-AO-TLR” written on the memo line.

**PLAN B** Two installments to my credit card account; \$94.95 now and \$94.95 in October 2007. If applicable, IL sales tax and extended S&H&I will be included in the first payment.

*There will be absolutely no refund of a payment if you subsequently decide not to complete this purchase.*

Discover  MasterCard  Visa

Acct. No. \_\_\_\_\_

Code No. \_\_\_\_\_ Expiration: \_\_\_\_\_

*The last 3 digits at the signature panel on back of your card.*

Sig: \_\_\_\_\_

*By my signature, I authorize LCCA to charge my account for the amount shown according to the terms & conditions cited herein.*

## DO THE MATH

New Haven #209 Add-on cars	\$189.90
S&H&I to continental USA	(Included)
Extended S&H&I to AK, HI, and foreign; add \$32	\$ _____
Illinois residents only, apply 6.5% sales tax; add \$12.34	\$ _____
Total:	\$ _____

Mail with payment to:  
**LCCA Business Office**  
 P.O. Box 479 Dept NH-AO-TLR  
 LaSalle, IL 61301-0479

For more info and/or to order online, visit: [www.lionelcollectors.org](http://www.lionelcollectors.org)  
**Log on at MEMBERS ONLY, select TRANSACTIONS,**  
**then select LCCA STORE.**

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**ON THE COVER**  
**The "Landmarks of America"**  
**G-scale garden railroad covers**  
**7,500 square feet of the Chicago**  
**Botanical Gardens, one of the**  
**2007 Convention tour sites.**  
*Photograph courtesy of Chicago Botanical Gardens*

## Contacting the LCCA Business Office

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

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

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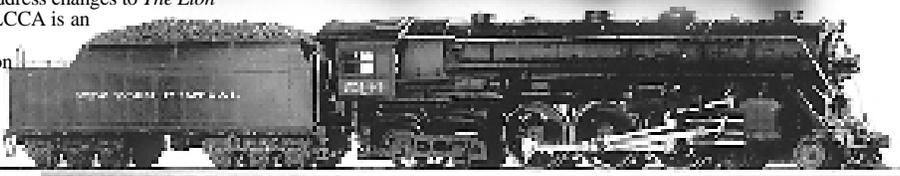
**Answers to the Lionel  
 Puzzlement in this issue:**

1. D, 2. K, 3. L, 4. C, 5. I, 6. O,  
 7. A, 8. N, 9. H, 10. E, 11. J, 12. B,  
 13. G, 14. M, 15. F.

## People to Contact:

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

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# The President's Report

by **Louis J. Caponi**  
RM 8735

## The Time Has Come

Well my friends, it's hard to believe my two-year term as club President will end in July – so this will be my last report. My words cannot express the honor that has been mine to serve as your leader of the planet's best toy train club.

## One Term Ends and Another Begins

I'll become your Immediate Past President, and I will continue to be quite active within our organization. I will remain the chair of the product development committee, serve on the permanent Convention planning team, be the club's liaison to Lionel®, assist the business office with membership questions, help solve member-to-member problems, and collaborate with Mike Mottler in developing marketing strategies for club-sponsored products. So you see, life after the presidency goes on!

## On Being President

Many people have asked me, "How did you get to hold the position?" It was not so long ago when I joined the club. At that time, I also belonged to the other train hobby clubs too. I decided to attend an LCCA annual Convention. What a surprise! These folks attended the Conventions and enjoyed lots of family fun. I quickly learned that the LCCA group wasn't narrowly focused on the Trading Hall, chasing the almighty dollar, and buying or selling. It was all about people, friends, family, and good times. At that point, I knew I wanted to get more involved.



President Caponi and U.P. Conductor Reed Jackson aboard "The LCCA Special."

Also, that was the first Convention I attended with my wife Rose and then-four-year-old son Dominic. Needless to say, we had a wonderful experience. We started attending club Conventions on a regular basis for the next 14 years, and we lent a helping hand wherever we could. By then, I had become familiar with many of the board members and then-president Al Otten. In a casual conversation with Mr. Otten, I mentioned, "With my years of experience in the hobby business, there has to be something I could bring to the club." Al convinced me to run for the Board, and after a few years of trying I was elected – first as Secretary and then re-elected for two terms as a Director. I also hosted two national Conventions.

## Encouraging Leadership for Momentum

We have a great organization that is financially sound, and we are blessed with outstanding volunteer leaders and emerging leaders-to-be. This is what makes LCCA the envy of the other toy train clubs. We want this successful pattern to continue. The club continuously seeks qualified people willing to invest their time, energy, and expertise into the process of growing and steering this great hobby enterprise.

Through the current nominating process, several members have offered to serve the club and stand for election. The result of the recent work of Nominating Committee chairman John Fisher is manifest in your 2007 election packet. Study the candidates, vote, and return your ballot before the **June 30 deadline**.

## Who's Next?

There's no doubt in my mind that incoming President Dick Johnson will do a wonderful job with the club. Many of you already know that Dick served as Treasurer in the past and did an outstanding job in organizing our finances and maintaining inventory control. He is a great guy with all the right qualifications. Dick has great ideas for the club, and he is looking forward to serving as your next President. Let's give him our support and wish him the very best.

## More about the Cannon Car

Lionel expects delivery of the replacement Cannon Cars by the first week of August.

**DO NOT RETURN YOUR DAMAGED CANNON CAR UNTIL WE PROVIDE COMPLETE INSTRUCTIONS. THERE'S NO NEED TO CALL OR E-MAIL CLUB OFFICERS OR CONTACT THE BUSINESS OFFICE. WE HAVE NOT AND WILL NOT FORGET YOU.**

The information you'll need will be posted on the club's website and in *The Lion Roars* and the *Interchange Track* publications. I can't thank you enough for your patience. Lionel is doing the best they can with the factory in China to make good on this car, and the process is moving forward. Everyone who ordered the add-on cars for the "Halloween" General set will also receive a new box insert from Lionel; unfortunately, many of the initial boxes sent from the factory were torn.

## New Haven #209 Add-on Cars

I recently met with Lionel and discussed not only the final details of the New Haven #209 passenger train but also its add-on package of three cars: a matching unpowered B unit, a baggage car, and a combine car. The order form is published in this issue of *TLR*.

A REMINDER ... only those members who purchased the NH #209 train will be eligible to purchase these three additional pieces. The good news is – this terrific trio will be delivered within two weeks of receiving your train. The order form is also posted at the club's website.

## Chicago, Chicago, Chicago!

I certainly hope you have finalized your plans to attend the upcoming LCCA Convention in Chicago. Rooms are running low at the Crown Plaza Hotel. If you intend to join us in Chicago, you best get a move on! Don't miss out on a week filled with fun, friends, and enjoyment of great food, great people, great gifts, "live" musical entertainment, and a whole lot more.

## Shuffle off to Buffalo in 2008

I won't go into detail now about the LCCA 2008 Convention in Buffalo, New York, but you won't want to miss this international event. Your Convention Co-managers, John Fisher and Eric Fogg, recently returned from that area and confirmed plans with the tour arrangers, hotel management, and the Convention & Visitors Bureau. There's a lot of train history in that area. We'll visit spectacular Niagara Falls and much more.

### APPLY FOR OR UPDATE YOUR PASSPORT NOW.

The U.S. State Department is backlogged with requests, and six months processing time is the norm. So get on it right away!

We'll see the falls from the U.S. side, and also view them from the Canadian side – which has the better view of this natural wonder. We will cross the border, and a

valid U.S. passport is now required; a driver's license is NOT sufficient identification. Every tour participant will be thoroughly checked in compliance with security protocols.

## The End of the Line

When I was your President-elect, then-president Eric Fogg steered me along the right path and became a helpful mentor and guide. During my two-year tenure as President, the officers, directors, and appointed officials supported me. To my dear friend Al Otten, thank you for believing in me. Finally, if it were not for the membership, I would never have had the pleasure of serving as your President. To all, a very special "Thank you." 

See you soon in Chicago!

## Chattanooga Train Show

Host Bill Stitt (RM 259) and crew will present a LCCA-sponsored Train Show in the Chattanooga metro area on Saturday, August 18, at the Catoosa Colonnade on Old Mill Road in Ringgold, GA. Directions to the site: I-75, exit 350 (5 miles south of the Tennessee Border), west on GA highway 2, Battlefield Parkway. Go 1.6 miles to third light west of I-75, turn right on Old Mill road, and proceed to the Catoosa Colonnade.

Dealer set-up and registration: 8 to 9 a.m.; LCCA member trading: 9 a.m. to 10:30 a.m.; public and guests: 10:30 a.m. to 1:30 p.m. closing. Adults \$6, with their children under 18 admitted free. Co-hosts of this event are George Baltz (RM 14094) and Ron Herman (RM 1761). Advance registration is recommended, and tables will be assigned as payments are received. Table rental is \$13 each for a six-foot table, and quantity is unlimited. Send check made payable to "LCCA" with "table reservation" written on the memo line to: Bill Stitt, 9727 Shadow Valley Circle, Chattanooga, TN 37421. For more information, call: 423-894-1284 or 423-842-6094 or 423-344-5799. 

## Toy Trunk Railroad

by Eric Sansom



# My First Train Revisited

by Al Otten  
HM 429

## Good Medicine

My first train was given to me for medicinal purposes. I was a kid in the mid-1930s, and I came down with infantile paralysis, better known today as polio.



I was in the hospital for four months, along with about 95 other kids, but I was the only one that was discharged and sent home. The others stayed there because they were so badly crippled. But once at home, what could I do? I was still crippled and couldn't walk.

My father decided, "I'll get him a train set." Then he realized that I needed a train table. He built one for me and designed it so that the arms of my wheel chair would go under the table so I could get up close to the train. The 4x8-foot train table had six legs and was quite sturdy. Every year or so, he would make new legs to compensate for my growth. He was an inventive, mechanical-type guy. Dad let me do some work on it – the wiring. I couldn't get underneath the table, but he would hook it up and pull it through to me. He knew I could do it if I tried, and he didn't want to take that away from me. I loved doing it.

That Lionel® set was my main activity during recovery, and the play time made my life bearable when I was a really

sick kid in a lot of pain. It has a special place in my memory. I had that original set – #261E – for many years. I was naturally curious about mechanical things, especially trains, and I took them apart many times to see what made them tick. That early experience was destiny-determining – later in my life, in my spare time, I operated a Lionel Service Station.

## Growing Up with Great Memories

Dad found an Australian nurse from the Outback who claimed to have a cure for polio. He had given up on the New York doctors, and he contacted her in Australia. She agreed to come to America and work with me. Her methods were radical departures from prevailing medical practices. Dad was considered a "medical heretic" for even considering this approach for his son. However, she helped me back to walking and a cure.

I progressed, grew up, got married, and moved to Memphis, Tennessee. The trains were in the way, and I gave the set and all the other trains I collected to the Boy Scouts. Now I wish that I hadn't done that, but I'm sure it made some Boy Scouts happy.

## Remaking and Reliving History

Several months ago, I saw the current reproduction of the #261E in the Lionel catalog and thought, "I gotta have it." My wife, Fran, said, "Do what you want!" She realized that I was going to buy it anyway, and I ordered the train set.



I've never seen a more beautiful train set than this piece of work. I called Lionel and expressed my delight with this set. It's absolutely gorgeous. The 1930s-style boxes were artfully designed. I salivated over it, even at my age!

The detail is exquisite and totally accurate. It's all metal with no plastic at all; even the small white flags on the front of the locomotive are metal. The flag handles are a very tight fit into their receptacles, so you must be careful to avoid breaking them off. In the event of breakage, the entire boiler front is available as a replacement part.



Lionel told me they thought this train would be a slow seller. The company rep told me that within one week after the shipment of this set was delivered in Michigan, they were sold out as soon as collectors saw them. The train has latch couplers, and the trucks are also true to the original tinsplate train. This train set has a mechanical E-unit in it, not a modern-era unit. The only thing they did

differently was to install an electronic whistle in the tender; the original did not have a whistle.

A burned-out headlight bulb may seem almost impossible to replace through the hinged boiler front. It's not a large enough opening to get the bulb out with your fingers, so you must remove the two screws at the base of the boiler faceplate and then reach into the open boiler. Fortunately, it's a simple procedure that can be done with a screwdriver.

Soon, there'll be another train similar to this one – a passenger set. I understand that it's in the pipeline now and due out at the end of this year. I've already ordered it, so I'll soon have the pair. The Lionel catalog number is 6-51010, and the list price is \$629.99. The set number for this O-gauge passenger set is #246E. To assure getting one, I advise that you order your set now.

## The Quest

I looked for an original #261E train set for years. I found one for sale at \$3,500, but it was too well used. Then,

all of a sudden, this remake pops up. I can't imagine anyone wanting to run this train. Collectors like me will probably display it in a glass case. I haven't decided where to display them; probably in the train room on a suspended shelf – side by side.

## A Family Legacy

At Christmas time, I was the easiest kid in the family to buy for. My grandparents, my aunts, my uncles, my mother and father knew, "Just give him a train!" I marked the catalogs for them. In those days, the trains were not cheap, just as they are not cheap today. I knew my father bought this set with a half-week's salary. That was a lot of money to spend, but he loved his boys – me and my younger brother.



Lionel trains have always been a part of my life. And LCCA too – I was elected club President four times, and I was proud to serve. When Richard Kughn was President of Lionel, he helped this club; so did Dick Maddox during his tenure as President of the company. Other Lionel executives in my time – Mike Braga and Bob Ryder – were stalwarts for the hobby, helpful to the club, and positive toward me. The toy train community is tightly knit, and personal relationships are an important part of the human dimension of collecting and operating toy trains. 

*Photographs by Mike Mottler*



# The Boston Train Party Part V

as Told to Mike  
Mottler RM 12394

*This article is the fifth in a series about a dynamic group of train hobby friends in the Boston area. In this narrative, you'll meet an operator, a collector, and a niche collector of vintage products. The diversity of the train hobby experience is evident in the many gauges, styles, and technologies, yet there is also a strong thread of unity that binds all of us together in pursuit of our train-related dreams.*

## A. Trains in the Basement by Al Peters RM 27551

I grew up in the projects in Boston, and an elevated subway line went right by the neighborhood. I was fascinated by those trains. While other kids watched "I Love Lucy" on TV, I watched the trains go by all day long. From our house, I could almost see South Station – before they built the expressway – and I could see trains coming and going.



I received my first train as a birthday present when I was seven years old. It was an American Flyer® set, but I really wanted a Lionel® train. I had that train for a couple of years, and when I was about nine, my mother surprised me one day and threw it away. The train was a gift from my father, and they were going through a bitter divorce at that time.

I bugged her for a train for Christmas, and pleaded, "It's gotta be a Lionel!" I received a train, but not a Lionel; it was a Marx® O27 outfit. I was disappointed, and I cast it off to the side.

At the age of 12 in 1962, I visited a hobby shop in downtown Boston for the first time. The place was called Eric Fuchs, and it was a big Lionel dealer for many years. I would go down there after school and look in the store window for hours. Then I finally got up the courage to go inside the store. I saw a set of Lionel Santa Fe F3 A-A #2383 diesels for about \$55. I paid \$10 down and \$5 a week. I was a very



proud kid when I brought that train home – bought with my own money. Then I bought some passenger cars by the same method. I became a bit of a scrounger. I managed to get a Wabash GP9, and I scrounged up a Hudson through a bicycle trade deal. So by the time it was all over and done with, I owned three engines; unheard of for a poor kid. I acquired Super O track because I loved the look of it. I didn't have much space in my mother's house at the time, but I ran an extension cord up to the attic and sat up there for hours running those trains.

## Time Brings Change and a Return to Old Times

My interests changed in the usual way – to girls, hot rods, and back to girls. I married my childhood sweetheart, and I sold the trains. I was heartbroken, but I did it because of necessity. After a divorce and a couple of career changes, I become a mechanic. Throughout that time, the yearning for trains was always in the back of my mind. Even in the years when I didn't own any trains, I always had a pile of train magazines around.

Finally one day, I decided to buy the Lionel set that I wanted as a kid but never got. I went to Charlie Ro's store and bought my first GP9. I also bought a set of Weaver® Heritage aluminum cars. I lived in an apartment then, but the landlord gave me permission to use the basement for an 8x24-foot train layout.



I wasn't happy with the performance of the GP9. It had just one motor inside, and it couldn't pull much of a load. I wasn't fully aware then of locos with twin motors and traction tires. I began reading, got more involved in the hobby, and attended train shows. I met a guy that was already engaged in the hobby, and he had a waterlogged engine for sale. I bought it for \$50, brought it home, and cleaned it. I put it on

the track, and it pulled away with the passenger cars like it was no load at all.

I expanded my train collection from there and purchased a better transformer. At one point I had 60 engines. That's when I considered buying a house for the trains. I was able to close a deal for a house, and I installed my second, adult-era layout in the basement as a 15x40-foot, around-the-walls track plan. I had help from Marty Fitzhenry (CY 910021) and Wally Brooks (RM 27539) with the basic construction of the platform based on my design. I did all the wiring myself. I feel that I've accomplished a lot in a relatively short period of time.

## My Layout Plan

My master plan for this layout was based on three main lines with several key features: 1) mounted off the wall; 2) easy access to all wiring; 3) not placed on plywood tables. I wanted it installed at the right height with all the wiring



within a foot from the edge to avoid having to scamper underneath the platforms for installing or trouble-shooting the wiring.

The first level of the layout was well underway when, about a year and a half later, we added-on the second level. It was a big project. Many of the layout-building books caution against building-on until everything in phase one is complete. However, I was running trains and still building level one when we set level two in place as eight-foot sections piece by piece. The two levels do not interconnect — again, by design.

Level two was originally meant to be a subway system, and I wanted to run trolleys or subway cars. Then I decided to expand the curvatures in order to run larger, true-to-scale trains on radii as large as the room would hold.

## My Favorite Railroads

I have three favorites: Amtrak is number one. Union Pacific is number two, and Santa Fe is number three. The first engine I bought was a Santa Fe, and I've always been attached to that railroad. My interest in UP came later. I was attracted by their equipment, especially their big, powerful diesel locomotives. My interest is modern-day railroading rather than the 1950s or 60s.

I consider my layout as an emerging project and this is the interim period. That's why it's not scenicked yet. But that's coming, along with buildings, structures, operating accessories, and trackside stuff. I intend to model the area between New York and Boston. It's an area where the trains are partly underground and partly exposed above ground. Many of those lines are electrified, and there's a possibility that cantenary could be coming.

At this point in time, I consider the layout about half done. I've laid as much track as I intend to have; other than a siding or something extra. I started with Gargraves® and stayed with it. I feel it's probably the best stuff that I can use. I think it's a matter of choice — use what you want to work with.

## Space for People

I don't have a big train yard; all I have is a siding and a station area. I see the need for storage tracks, but for now I'll stick with the game plan I have. I allocated sufficient space for people to pass each other in the aisles without "tummy rubbing." I could have used that space for three more sidings, but guest convenience is important to me.

When train friends drop by for a session, I always have one line open so a guest can run something on the layout.

## A Mind Meld

This layout is a meeting of the minds of three of us: Marty, Wally, and me. We built it with our own hands. I don't take anything away from guys who order a professionally designed mega-layout. That's an important aspect of the hobby, and the results are often spectacular. More power to them. But I see myself as a junior-level operator, an up-and-comer with growing technical knowledge. I do my own reading and research, and I have my own opinion on how things should be done; the use of DCS™ and TMCC™, for example. I have them both, but they are separately wired. I wanted easy-to-use, simple technology, and I chose TMCC for that reason. I see DCS as a system for high-tech-oriented operators who are comfortable with high-level operations. As for me, I just want to turn a train on and run it.

The remaining half of the layout will be finished with city and suburban landscaping with some scenery, but a bare minimum. The area behind the hot water heater will actually



become a tunnel, and at some point, I'll enclose that. No mountains, though.

## Practical Skills from School

I realize that many newbies in the hobby see the electrical and technical requirements of a train layout as a high hurdle. Not for me. In school, I enjoyed wood shop in elementary school and sheet metal shop in junior high school. I enrolled in print shop and also learned electrical and carpentry skills. Later, I went to a trade school. Those educational experiences helped me accomplish this layout. Of course, becoming a mechanic as an adult was very helpful.

I've met a lot of people who want to be in the train hobby. Most of them know it can be an expensive pastime, especially if you're fascinated by top-of-the-line trains. When I got into the hobby, I'm not ashamed to say I worked a second job and worked overtime to earn the money to buy the trains. I didn't have a problem doing it the old fashioned way – earn it and then pay as you go.

I keep learning by reading books on the subject of model railroading. If I ever bought a bigger house, it would be for the sake of a larger layout. For the moment, the present layout is as big as I need to go. It's big enough for one person to handle without being overwhelmed.

## B. A Collection in the Basement by Marty Visnick RM 1362

My most prized train is the one my dad bought for me for Christmas in 1946. It survived a lot of rough play, and it's flown off the train table and onto the floor many times. From that time forward, I received trains for my birthdays, Christmas, Hanukah, whatever; they all knew what to buy for me. My dad owned and operated a gas station. I worked there and spent the money at Eric Fuchs store, a big hobby shop in Boston.



### Getting Started

I started with O27 trains. In the other room, I have an exact duplicate of the train set I received for Christmas as a boy. I only found one set in the original box; at a train show in York, Pennsylvania. Now, I'm looking for the set box for it. Around 1960, I started collecting Standard-gauge trains. One of my customers found out that I collected trains, and he gave me his Ives® train set from his childhood. That gave me an idea. I put a sign up in my dad's shop window – WANTED: OLD TOY TRAINS – and it grew from that.

Since then, I've collected more than 400 boxed sets. I have the original boxes for most of the stuff displayed on shelves; they are folded and stored in the attic of the garage.

I search for items I'm interested in. I've attended the train shows at York, since 1971. I haven't missed a show,



and I attend all the local shows. I just keep going and going and going, like the Energizer Bunny™. When I've walked through a train show and seen something that caught my eye, 99% of the time I didn't have it. So I bought it. I built the collection on a proverbial shoe string – buy two, sell



one, buy five, sell three; that's how I did it. When I put an ad in the newspaper back in the late 1960s or early 1970s, I received four or five phone calls a week. If I found a good piece, better than what I have on hand, I'd upgrade for it. That's why I have a few pieces that are only in fair condition and others that are like new.

### The Layout

My son built a train layout for me; I call it the "pilot" layout. I bring the trains in here and pile them on it. The collection includes everything that Lionel®, American Flyer®, and Ives® ever made. I also have some Dorfan®, some Bing®, and a few pieces by Marklin®. I stick mainly



to the American manufacturers. I've got some of the rarest Ives trains ever made; for example, a three-window Ives clockwork locomotive rubber stamped number 25, which is the only one I know of. When Doc Robbie wrote his book, he came over here and photographed a lot of my Ives trains for that book.



### Standard-gauge Trains

Rare trains are challenging to find, but the State set was probably the longest search for me. It was one of the last big sets I bought. Since then, I've added four or five others. One of the Standard-gauge sets came to my dad's gas station in 1963. The guy was on the construction crew for the Southeast Expressway, and he parked at the gas pumps out front and asked, "Who's Marty?" I said, "That's me, why?" He said, "I got some trains in the back seat I want to sell." I yelled to dad, "I'm outta here for five minutes," and I looked at the trains. Then I went back to dad and asked, "Loan me \$100, will ya?" I got some static over it, but I bought the American Flyer enameled Presidents Special Set.

### Rarities

My collection is still growing. I recently purchased the 2-7/8ths-inch Metropolitan Express, a couple of Blue Comet sets, the Converse Trolley, and some Ives floor toys. I have

the Ives #1764 Transition Set, the Lionel #921 Plot, and the Legionnaire Cars. These are very hard to find, but I found them on eBay.

I don't buy items that need repair, but I can do repairs as needed. I own and operate an auto body shop, and those skills are highly transferable to the toy train hobby. I have the early and late Lionel test benches; I use them for making repairs.

I have another rare item — the American Flyer S-gauge G Fox boxcar in the original box. I drive all the Flyer guys nuts with it. The fun of collecting is finding rare pieces. Each item has a story to tell. I've bought and sold a lot of trains in my lifetime, and the fun lives on.

### C. A Very Special Collectible by Gerald Higgins RM 27547

#### About Bill and Me

Years ago at a train show, I became friends with Bill Forest, a collector of toys and such. He also refinished vintage trains. I told Bill what I collected, and I visited him.

He showed me his collection, and there was only one word for it – "Wow!" That's when I started getting involved with Standard-gauge trains. I talked to him on the phone the next day and asked him, "What do you plan to take to the Sharon Train Show for sale?"



He planned to bring his Lionel Standard-gauge wooden gondola to that show in the New England area. I've seen pictures of that historically significant item, and I always wanted one. So I asked him, "How much?" He told me the price and I said, "Okay, I'll buy it."





Bill said, “Okay, I’ll see you in Sharon and close the deal.” In the meantime, he had two other customers with an interest in it, but he told them the item was sold in a phone conversation – sight unseen. About an hour later, he called me back and said, “Gerry, I have the original track and a switch for it.” So I asked him how much he wanted for those pieces. He said, “Nothing, it’s a gift.”

He explained, “You’ve always been fair with me and good to me, my wife, and the kids. I know that if I come to your house years from now, you’ll still have the piece because you’re a collector and not a speculator buying and selling. That’s why I sell to you at a more reasonable figure than to someone else.”

I showed it to a couple of friends, but not to many people. Marty Visnick (RM 1362) agreed that this piece was one of the exceptional ones. There are very few of these in existence. The gondola was made in two different colors; I have the walnut finish. I’ve never tried to run it, but I believe it would run. The other version is a reddish color; that’s the more expensive one.

### **A Modest Beginning of an Empire**

I didn’t research the gondola extensively, but I was aware of the background of this item. In 1900, Young Joshua Lionel Cohen (later, Cowen) looked at a store window display and noticed the static setting. Nothing was moving, so the scene was lifeless and drab. He envisioned a way to make it move.

He made motors for fans, so he knew how to use electrical components. His small company made the wooden box of the gondola, and then he connected a small motor to the wheels – it became an active, moving platform for use in a store window to display merchandise.

He and his daughters cut little blocks as crossties, and the girls stained them. Joshua cut strips of metal and soldered a little knob on the end for attaching the power wire to the track. He sold the devices to a store owner for about \$5 each. The storekeeper set the motorized gondola on the track, placed merchandise in it, and let it run around the track in the front window. It was a novelty that attracted customer

attention and increased sales. The store owner came back about a week later and ordered five more gondolas. This merchandising idea evolved into the toy train business that we know today as Lionel LLC.

My wooden gondola became the prototype for the reproductions made by Mike’s Train House® and presented in his first catalog. Marty Fitzhenry (CY 910021) measured the gondola to assure accuracy, and Mike found an Amish carpentry shop that could make the wooden body as a high quality, hand crafted item. I told Mike that I wanted the first one made, and he gave it to me with a certificate of authenticity at a photo session. Marty received the second one.

### **Selective Collecting**

Later on, Bill contacted me with another unusual item – a pull toy made by Carpenter in the 1800s – an uncataloged piece with a wooden floor. I remembered seeing it at his house during a visit. He prepared a note



for me that read, “Don’t put any boards in it. Never put anything or clean anything because you will kill its value.”

We continued on from there. I acquired a German train set and other rare collectibles. Many of the items in my collection came out of the trunk of Bill’s car and into my trunk during the Sharon Train Shows. We closed a deal in the parking lot. The pieces never went into trading hall because he knew what I was looking for and that I’d pay what he asked.

On one occasion, he opened up his trunk and there was a Cotton live-steam engine. The text was in German. It was a small brass one with a little tender and two coaches; also brass and hand painted. There are figures inside the coaches; I don’t know if they are paper mache or porcelain. The figures sit on a bench, held in place with a little spike



so they won’t fall over. The coaches were designed as first class and second class. You can tell the difference by the bonnets and the clothing of the passengers.

Bill read the German text and laughed. He said, “Is this a funny train or what? This says it runs on wine – not straight alcohol or something like that.” Pour the wine, light a wick, and off it goes. The German wine in those days must have been quite high in alcohol content! Bill passed on years ago, but I hold wonderful memories of our relationship.

### **My Collecting Philosophy**

I went into collecting O-gauge trains. I love American Flyer too. When I was a kid, I visited a neighbor who lived three doors up the street from me. He had an American Flyer set. I never bought AF, everything was Lionel. But I do have some now – all three sizes: O gauge, S gauge, and an HO set.

I just picked up a couple of Disney pieces. I looked for four years and finally found Tinkerbell’s Shop. Only 400 pieces were made. I was at the York Train Show and found a guy with lots of Disney collectibles on his table. Lo and behold, there it was, with the original carton. I passed on it at first, and then I went back to his table and purchased it.

I don’t buy anything with the thought that it’s going to appreciate in value dramatically. I buy it because I like it. 

*Photographs by Mike Mottler*





# Immigrants Welcomed to Lionelville

by Stanley J. Kozaczka  
RM 19364

During the past decade, a trickle and then a wave of new immigrants from Preiser® has settled in Lionelville™ – at least at my model of this famous town located in my home in Cazenovia, New York. These new immigrant figures joined the longtime 1:48-scale residents of Lionelville whose roots go back to Marx™ and Plasticville™; some have a British ancestry.

Although the hard-working people from Preiser are noticeably taller in appearance (being 1:32 scale), as the local railroad magnate I can see and admire their striking detail and wonderfully painted colors. As their numbers grew by avid collecting, rail passenger service at Lionelville also increased. Groups of Preiser folks wait for trains at the various stops along a now heavily traveled route supporting trains like the Santa Fe Super Chief, Milwaukee Road Hiawatha, and New York Central Empire State Express.

They can also be seen in numbers “workin’ on the railroad” as busy as bees. The close-up photos presented here are like little window dioramas. I recall someone once describing a layout as being a series of dioramas connected by track.

## Welcome to Lionelville

A lantern-holding gentleman and his beautiful Cocker Spaniel at a billboard welcome visitors to Lionelville “Where the trains always run on time.” It makes me think of Thomas the Tank Engine™ and definitely of “Shining Time Station®” But, like those places, there is a little crustiness here where you might not expect it.



## Maintenance of Way Crew

It’s late in the day and an average MOW worker would be tired but not the three active Preiser men in the foreground. The duty of the fellow with



the lantern is to warn approaching trains of the presence of track workers. He is not from Preiser, and his arm may be painfully sore from his effort. The older fellow sitting in the background seems content to watch, which is just as well as he is made of metal; standing would be a chore for him. The track workers would welcome a cooling off at this time of day from the spray of the spout of the #30 Lionel® Water Tank. We all tend to take MOW workers for granted, but try running a three-rail railroad without them.

## Lunch Break

It must be noon because these workers gathered around wooden barrels by Lionel’s Back Shop look relaxed. They’ll buy a Coke at the vending machine in the background as soon as the Coca Cola® guy finishes restocking it. Barely visible to the extreme left and in soft focus is a Marx lady standing beneath a Lionel #71 Lamp Post. She seems to be eyeing several cases of refreshing Coke. Maybe she doesn’t have the right change for the machine.



## A Liaison

The two women speaking to our trainmen look questionable. “Extracurricular activities” happen in Lionel-



ville as elsewhere, but it may be shocking to some citizens that they would choose the newly repainted wooden back wall and re-painted brickwork of Lionel’s 6-12710 Engine House as a meeting place.

## Work at the Engine House

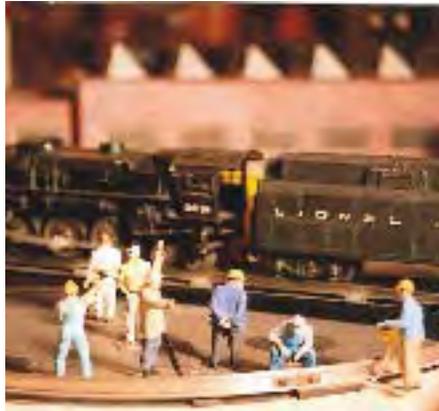
Things look more businesslike on the other side of the engine house. A couple of musclemen are working on a British Hornby® bumper.



It appears the Lionel #19825 generator car is involved somehow, but the crew mainly applies manual labor for this repair. The Pennsylvania B-6 tender can be seen to the left of the work crew. Hearing three pulls on the whistle, the foreman is alerting his men to respect the track.

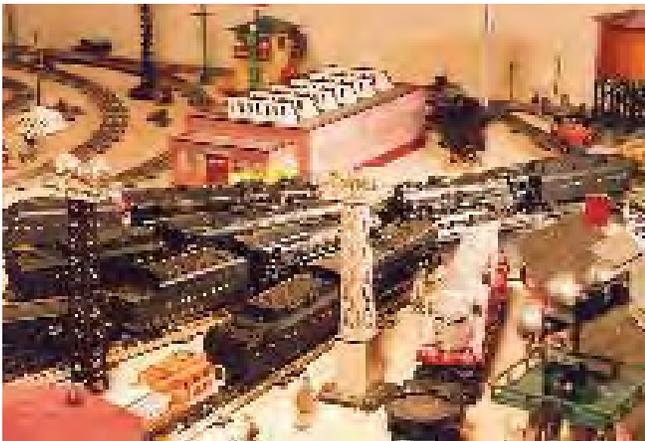
## Turntable Maintenance

Close to the engine house is another crew busily working on Lionel's #375 Turntable with a #2018 2-6-4 steamer on the platform. They must get the table in shape soon because time is money to the Lionel Manufacturing Company (by Korber Models®) shown in the background. Mr. Cowen might be looking over the progress from his executive office window, and he definitely wields oversight authority in Lionelville.



## The Maintenance Yard

This aerial view shows where the Turntable, Engine House, the Lionel Manufacturing Company, and the MOW crew are in relation to one another.



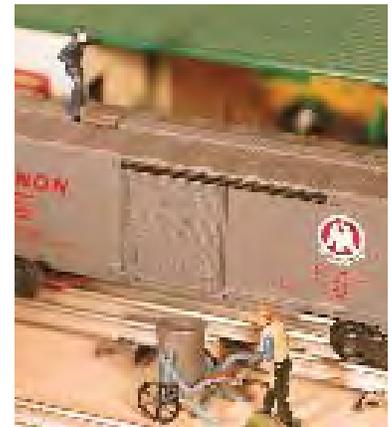
## Shoveling 16 Tons

These guys seem to be building up a major sweat shoveling Lionel coal (even though it's only plastic) beside an original Lionel Elevator #97. It's all in a day's work, and these guys keep going. The foreman, with his arms behind his back, oversees his crew and works with them. I hope the little guy at the AF Sawmill doesn't drop his plank on the boss! These things may happen when labor and management relations turn confrontational!



## Brakeman and Barrel Man

This brakeman seems to be as steady on his feet on top of his boxcar as the yard-worker is pushing his barrel contraption. Neither one is a Preiser individual, but they represent the host culture in a pluralistic Lionelville society.



## Can't Stop for Ice

Everyone in Lionelville was happy when this Lionel remake of the classic Hiawatha was introduced in the 1980s. The train racing past Lionel's icing station on the mainline isn't stopping for ice. The little white ice man looks totally chilled, but he will be ready to load ice when a reefer pulls up alongside. Don't let his undersize fool you; this guy is a tireless worker and part of the pre-Preiser population.



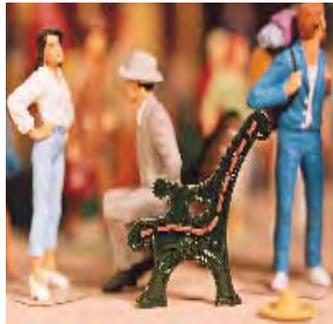
## At the Suburban Station

Here's a typical mix of commuters – both the new and old populations of Lionelville – at the #133 Suburban



Station. The clock says early morning and the Super Chief is ready to board. I wonder when the little doggie will tire of chasing his tail around the hydrant at the Lionel Newsstand. Never, of course! The collie with a backpacker passenger is far more patient.

A second backpacker who appears to have lost his hat on the ground. I hope he gets organized before he misses his train. Actually, he seems to be surprised that it's on time. Shame on him; this is Lionelville!



## Grandfather and Grandson

A stack of railroad ties seems a perfect seat away from the station crowd for this pair of train buffs. The old gentleman and his grandson are enjoying the bustle from a distance while the boy pushes



his model Lionel steamer back and forth. Probably the dad is at work today, but these two are best buddies. The boy will never forget his grandpa.

## Platform People



At the next stop along the line, we see a mix of figures. Some are antique, some unique, some repro, and some Preiser – all are waiting at Lionel's #156 Station Platform. It's an eclectic mix of professionals, workers, day shoppers, and a tourist.

## Holmes and Watson

I wonder what case Sherlock Holmes could be pursuing. Perhaps he's on assignment for Sir Topham Hat.



## Lionel City Station

The grandest station of them all, Lionel's #115, depicts a bevy of users including an Amish couple like the "real pair" I met one summer at the Strasburg Railroad in Pennsylvania.



So I included them in miniature at my Lionelville Station. Everyone seems quite alert, so a train may be approaching. I always get a thrill when a train arrives!

## A Young Citizen of Lionelville

This youngster in Lionelville was six years old when this photograph was taken. Adam Kozaczka had his own way of being playful with the photographer. Adam is a college student today, yet he is apt to strike an off-the-wall pose for a picture whenever the feeling moves him.



Lionelville model structures are evident on layouts all across America, and the figures on a layout add a human dimension to the scenes, even if at 1:48 scale – or thereabouts – and of various lineages. 

*Photographs by Stan Kozaczka*

# PERFECT PAIRING



The deadline for purchasing the LCCA 2007 Convention car — a C&NW-UP tank car — is only days away. Mail your order now or place your order online at the LCCA website before June 30, 2007.



*SD-70ACe image provided by Lionel LLC Note: locomotive is shown for visualization only.*

**Three Great Reasons to Purchase this Distinctive Car** This tank car concept was developed by LCCA and produced in collaboration with Lionel® as the club's 2007 Convention Car in celebration of the Chicago site. It will also appeal to niche collectors of O-gauge tank cars and collectors/operators who intend to purchase the Heritage series SD-70ACe locomotive by Lionel with C&NW-UP décor. This impressive loco is expected to arrive at the hobby marketplace in the near future.

*Note: This order form may be photocopied.*

## ORDER FORM — LCCA 2007 Convention Car, C&NW-UP Tank Car

*Note: UPS will not deliver to a P.O. Box; a street address is required.*

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_ Date of Birth \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_  
 Phone (\_\_\_\_) \_\_\_\_\_ e-mail: \_\_\_\_\_

- Check this box if any part of your address info is new.
- ONE** C&NW-UP Tank Car \$ 69.95
- TWO** C&NW-UP Tank Cars \$ 139.90
- S&H&I within continental U.S. [no charge]**
- Members in AK, HI, & foreign (only); add \$12 per car for extended S&H \$ \_\_\_\_\_
- 6.5% Sales Tax (for IL residents only); add \$4.55 per car \$ \_\_\_\_\_
- Total: \$ \_\_\_\_\_

- My check made payable to "LCCA" for the full amount is enclosed with "CC-2007" written on the memo line.
- Bill my  credit or  debit card for the full amount. No.: \_\_\_\_\_
- Disc  MasterCard  Visa Exp: \_\_\_\_\_
- Verification Code: \_\_\_\_\_
- The last three digits at the signature panel on the back of your card.*

Signature: \_\_\_\_\_

*I authorize LCCA to bill my account for this purchase.*

**Mail with payment to: LCCA Business Office • P.O. Box 479, Dept. CC-2007 • LaSalle, IL 61301-0479**

For more info and/or to order online, visit [www.lionelcollectors.org](http://www.lionelcollectors.org) Log on at MEMBERS ONLY, select TRANSACTIONS, then select LCCA STORE.

# 2007 LCCA CONVENTION

## **Tour 1: Illinois Railway Museum Monday, July 23, 1:30 - 9:30 p.m. \$100 per person**



Take a step back in time for a full day of discovery at the Illinois Railway Museum on this first-class tour prepared exclusively for the LCCA.

This facility is a museum in motion — watch as the little red streetcar clangs across Depot Street on the car line, a thundering steam train whistles past on the mainline, or the gleaming streamliner whispers by.

*Photograph provided by Illinois Railway Museum*

## **Tour 2: Fox River Trolley Museum & Ride Tuesday, July 24, 9 a.m. - 2 p.m. \$80 per person**

The Fox River Trolley Museum also presents an environmental awareness experience for visitors. We'll encounter a prairie restoration area and interesting historic preservation projects while traveling through the Jon J. Duerr Forest Reserve.



*Photograph provided by Fox River Trolley Museum*

## **Tour 3: Chicago Architectural Cruise & the Gold Coast Tuesday, July 24, 11:30 a.m. - 4:30 p.m. \$85 per person**



Discover the beauty and rich architectural heritage of world-famous buildings from a unique perspective — cruising along the Chicago River!

We'll see the white marble gothic greatness of the Tribune Tower and the black monolithic Sears Tower.

*Photograph provided by City of Chicago*

## **Tour 4: Museum of Science and Industry & Hyde Park Neighborhood Wednesday, July 25, 9 a.m. - 3 p.m. \$75 per person**

We'll satisfy our curiosity, discover fascinating history, and delve into transportation technology at the renowned Museum of Science and Industry. This impressive facility is a magnet for tourists and visitors from the region as a destination site.



*Photograph provided by Chicago Museum of Science and Industry*

## **Tour 5: Chicago Loop "L" Train Ride Wednesday, July 25, 10 a.m. - 3 p.m. \$70 per person**

With thanks to the Chicago Transit Authority, we'll ride in a private train and sample the strength, vitality, and beauty of this great heartland city. This guided 45-minute train ride around the "Loop" area aboard one of Chicago's elevated trains — the "L" in local parlance — will reveal the city up close and from a new perspective.



*Photograph provided by CTA*

## **Tour 6: Crossroads of America Thursday, July 26, 1 - 5 p.m. \$50 per person**

Formerly known as the Chicago Historical Society, the Chicago History Museum celebrated its 150th anniversary with a face-lift in the fall of 2006. Devoted to collecting, interpreting, and presenting the rich multicultural history of Chicago, guests will find a new look and new exhibits in the museum's five themed galleries.



*Photograph provided by Chicago History Museum*

# ON TOUR HIGHLIGHTS

FINAL CALL  
FOR REGISTRATION

## **Tour 7: Chicago Architectural Cruise & the Gold Coast** Thursday, July 26, 11:30 a.m. - 4:30 p.m. \$85 per person

This is an encore opportunity to take this tour on an alternative day and time. Refer to Tour #3 for details.



## **Tour 8: City of the Big Shoulders** Friday, July 27, 9 a.m. - 1:30 p.m. \$55 per person

From its glimmering lakefront to its “outdoor museum” of impressive architecture, Chicago is a “toddlin’ town.” We’ll sample the strength and beauty of this great Midwestern city during this panoramic tour.

*Photograph provided by  
Chicago Convention and  
Visitors Bureau*

## **Tour 10: G-Scale Trains with Landmarks of America** Friday, July 27, 9 a.m. - 2 p.m. \$80 per person

We’ll see 15 marvelous G-scale model railroads with trains traveling coast to coast in a 7,500 square-foot exhibit.

As they chug along, the trains cross chasms on bridges, duck into tunnels, and pass miniature scenes of American landmarks: Wrigley Field, Yellowstone National Park, a quaint Main Street, and many other icons. In mid-summer, the garden will be in peak display.

*Photograph provided by Chicago Botanical Gardens*



## **Tour 11: Shopping in Schaumburg** Saturday, July 28, 9 a.m. - 3 p.m. \$30 per person

Shopping in Chicago is legendary, and there are no better places to go than Woodfield Mall and a nearby Discount Center. You can find a store for every personality from fashionista to sports fan. 🚗

## **Tour 9: Gangland, Guns, & Bathtub Gin** Friday, July 27, 9 a.m. - 1:30 p.m. \$60 per person

During the Roaring 20s, gangsters ruled Chicago. We’ll travel back in time with a guide dressed in full gangster attire and learn about Chicago’s underworld and its most infamous mobsters.

*Photograph provided by Chicago History Museum*



**July 22-29**  
**CROWNE PLAZA®**  
**CHICAGO O'HARE**

*Convention registration form on inside front ghost cover.  
Hotel reservation form on inside back ghost cover.*

# My Private Passion: Convention Collectibles

by Tim Fuhrmann  
RM 25937

*Editor's Note: This article begins a continuing series about LCCA-sponsored collectibles made by Lionel® exclusively for club members. This first installment includes the LCCA Convention-related cars developed from 2000-2006.*

*Many members may not be fully aware of the collectible "goodies" available only at the Convention sites.*

*In the next issue, Tim will describe the annual LCCA Convention cars of this decade.*

Like many other club members, I had Lionel trains as a youth, but unfortunately I didn't keep any of my trains from the past. I enjoyed them as a kid but didn't treasure them as keepsakes.

Fast forward to 1999. I was looking for something new in my life. Both my older sons were just about out of high school in Sparta, Wisconsin. My wife Judy and I were about to experience Empty Nest Syndrome, and I believe she was worried about me. I did a lot with my two boys what with sports, school activities, and being hockey president. Things were about to change.

## Looking for a New Pastime

I needed a new challenge and a new focus for my time and energy. I had never heard of LCCA or the other train hobby clubs, and in 1999 I didn't own any trains. I was in a hobby shop at the Mall of America near Minneapolis and saw toy trains in the orange boxes that are Lionel's trademark! I liked some of the new engines because they had RailSounds™ and Command Control™ and looked very realistic. I was especially fond of the Milwaukee Road GP9 diesel engine. They demonstrated it for me, and I was blown away. I had trouble sleeping that night because I was so excited about owning and operating Lionel trains. I found my new hobby in life and was ready to take the leap into the "World's Greatest Hobby™." I joined the LCCA in 2003, so I'm a relatively new train collector despite being age 55.

I had no idea that my fascination with Lionel trains would blossom into not just a hobby but a way of life. Through the internet I started buying and selling trains online with eBay®. The activity developed into a small business and also a way to add to my collection. If I liked something, I would buy the item in bulk and sell them. I also started selling at some local shows in Wisconsin, and I soon learned about LCCA. My introduction to the club was purely accidental and related to

another pastime, but more about that later. Although the years 2000 and 2001 were "before my time," this article is a summary of the Convention-related club products in this current decade.

## 2000 Convention: Dearborn, Michigan

The Hyatt Regency Hotel in Dearborn was the host hotel for this joint Convention of LCCA and LOTS (Lionel Operating Train Society). That event was the first of its kind in the history of both clubs.

### Registration

**Gift** At this first-ever joint Convention, the Registration Gift was a #52217 LCCA/LOTS 2000 Convention Billboard packet.



Photograph by Rick Stone

**On-site Car** The On-site Convention Car was a blue #17234 Port Huron and Detroit boxcar with road number 9464 and LCCA Convention markings.



Photograph by Jon Krause

### **Banquet Gift**

Convention-goers know the drill – the tables in the banquet hall are stacked high with gifts, and at this banquet one of the gifts was a LCCA / LOTS Water Tower with a blinking light on top. The LCCA text and mascot were imprinted on one side of the tank, and the LOTS info and logo were shown on the opposite side. One person at each table received one.

### **2001 Convention: Lexington, Kentucky**

LCCA convention-goers gathered for our annual event in the land of fast horses, beautiful women, and legendary whiskey.

The thoroughbred theme was especially appropriate for ferreoquinologists coming to the Blue Grass State.

**Registration Gift** LCCA presented a 1:43 black Dodge pickup truck and horse trailer marked as Gainesway Farm – a celebrated thoroughbred farm and home of some Kentucky Derby winners. This item was presented to the first 400 Convention registrants. During the Convention, LCCA offered a similar 1:43 yellow pick-up truck and horse trailer marked as Claiborne Farm, another famous race horse farm, as a Convention commemorative. Remaining stock was later sold to



*Photograph by Mike Mottler*

members through the online LCCA Store. I don't have these items in my collection yet, but I keep my eyes open!

**On-site Cars** Two red boxcars were offered at this event. The On-site Convention car was stamped "4002" as a tribute to the R. J. Corman Railroad in that area. Mr Corman owns the railroad and the My Old Kentucky Home Dinner Train, which was a Convention tour event.



A companion R.J. Corman boxcar marked "4001" was offered for sale at the dinner train gift shop and also at the Convention. Some members purchased it as a Convention commemorative. This car is more rare.



*Photographs by Rick Stone*

### **2002 Convention: Pittsburgh, Pennsylvania**

**Registration Gift** A Lionel gondola #17412 was provided to the first 400 Convention registrants.



*Photograph by Rick Stone*

**On-site Car** I recently purchased the Maddox Retirement Boxcar offered at this Convention as the on-site car. This item is imprinted with a #6464-2002 designation, but the item does not have an official Lionel SKU number assigned to it.



It bears a white sticker on an end flap. The car was manufactured by Lionel and decorated by Weaver Models. In the 2007 edition of *Greenberg's Lionel Price Guide* on page 300 under LCCA "Other Production," this car is listed as #6464-2002. One side of this car shows a portrait of Maddox and – to the right of the door – is his hand-written signature of the then-president of Lionel, "Dick Maddox, 2002." The other side of the car has a portrait of Joshua Lionel Cowen and – to the right of the door – is the hand-written signature of the artist who produced the two portraits on this car: "Angela Trotta Thomas, 2002."

This car is a very unusual item and is rarely seen for sale at eBay, other auction sites, or train shows. My orange box also has the authentic signatures of Maddox and Thomas above the front window. I prize this car, and I consider it a great fringe benefit of being a member of LCCA.

**Tour Commemorative** Visiting the Carnegie Science Center included three benefits: enjoying the facility and exhibits, seeing the large train layout sponsored by Lionel, and — a great surprise — receiving a unique gift from Lionel. The company provided a U.S. Navy Flat Car with the USS Requin submarine on board as a memento of this tour. The actual Requin sub is on static display outside the center.



Photograph by Rick Stone

## 2003 Convention: Las Vegas, Nevada

I totally enjoy Las Vegas, and I do some gambling and attend the high-energy, glitzy shows. I visit Vegas at least twice a year. In 2003, I noticed that the LCCA annual Convention was being held at the Rio Casino. I saw it as an opportunity to "kill two birds with one stone," so Judy and I attended that event. I didn't realize how big LCCA was! We joined the river boat tour on Lake Mead and met many LCCA members. We also attended a cowboy "shoot-em-up" show and barbeque dinner where I met then-CEO of Lionel, Bill Bracy. I wanted to attend more Convention functions, but they were sold out. Words to the wise – enroll for the Convention and select the tours of interest early.

This Convention was full of fun, and I added more items to my train collection. I lost some money gambling, but I gained friends and made some important contacts. That Convention was the start of a hobby adventure for me. I now have so many orange boxes it is difficult to maneuver through the lower level of my home! Thank God I have an understanding and loving wife! I love collecting LCCA Convention cars, giveaways, Banquet cars, and the Convention Registration Gifts available at our annual Conventions. To fill in niches in my collection, I seek items in the secondary market.

**Registration Gift** The first 400 registered participants received a Great Northern Railway Standard O, three-bay hopper car with special color graphics, arty graffiti, and dice imprinted on both sides. This teal green car was a regular release by Lionel and started out as #17174; the car number is 171250. This beautiful car was custom decorated by RGS Limited Editions, a company authorized by Lionel to perform décor work.



**On-site Car** The on-site car was a red #26791 Union Pacific Chase Gondola car marked #3435. This car was also custom decorated by RGS Limited Editions. It started out as a UP Chase Gondola released by Lionel in 2002.



## 2004 Convention: Milwaukee, Wisconsin

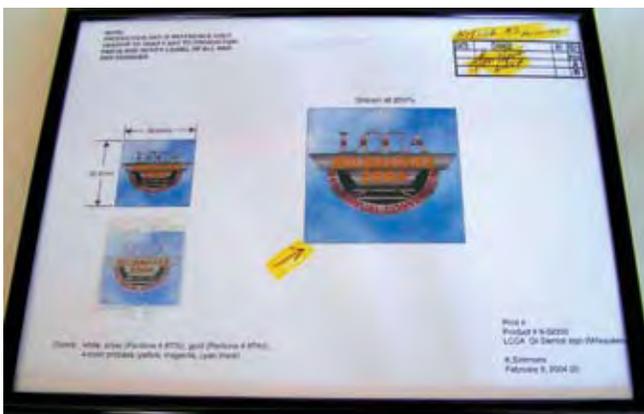
It was a thrill for me to attend the 2004 Convention since the event was only a few hours drive from our home in Sparta, Wisconsin. This vacation trip was special to me because the tour schedule included a trip to Miller Park, home of the Milwaukee Brewers, and a visit to the headquarters of Kalmbach Publishing where *Classic Toy Trains* magazine and hobby-related publications are created.

### Registration

**Gift** I was fortunate to be among the first 400 registrants, so I received the registration gift – a #193 “Lenny the Lion” Water Tower with a limited-edition metal plaque bearing the Convention logo. It can be attached to the tower with the folding tabs. The text in the bottom left corner of this plaque reads, “#3 Registration Gift.” The original Lionel number of this water tower was #14154.



During the Convention of the following year, I was the high bidder for a Banquet silent auction item – the four-color Lionel production drawing for the plaque affixed to this water tower. This framed memento was signed by LCCA President Lou Caponi.



**On-site Cars** The on-site car at the Milwaukee event was the Lionel #6817 Flat Car with an Allis-Chalmers scraper on board. The scraper contained the Milwaukee Road logo. This car was labeled as “On-site #7 Car.” This car was originally a Postwar Celebration Series (PWCS) release by Lionel with stock # 26024.



The Lionel Flat Car road number #6816 was an additional commemorative car offered for sale at the Convention. It has an Allis-Chalmers bulldozer on board, and The Milwaukee Road logo was applied to it. This item was derived from the Lionel PWCS car #26023.



Both of these cars have the PWCS plaque on the bottom and were originally released by Lionel in 2002. The orange boxes have a white sticker on one end flap indicating they were manufactured by Lionel LLC with custom décor applied by Weaver Models according to specifications from LCCA.

## 2005 Convention: St. Louis, Missouri

I traveled south and enjoyed a beautiful drive from Wisconsin to Missouri for the club Convention in St. Louis. All registrants received a high-quality, blue-and-orange bag with a neck strap useful as a Convention badge holder with a zippered compartment for tour tickets – a



handy, practical item.

**Registration Gift** The #26049 Disney® Mickey Mouse Flat Car – with a “Mississippi River Patrol” boat on board



– was the registration gift for this event.

“The Arch” Convention logo was applied in gold paint to the boat. A white sticker on one end flap acknowledged the décor work performed by Weaver Models. On the left-hand side of the flat car, the small text read: “#4 Registration Gift” in a circle. This item was derived from the Disney Speedboat Willie Flat Car with Boat #26049.

**On-site Car** Members who attended this event in person could purchase the dark green PWCS #26780 Operating Giraffe Car especially marked for the St. Louis Zoo, one of the Convention tour sites. This item came with two LCCA metal plaques to be attached to each side of this beautiful car. The Convention logo and “On-site Car #8” markings were applied with gold paint. A limited number of these cars were decorated by Weaver Models. To no one’s surprise, these cars sold out very quickly. This item was originally a Lionel PWCS Bronx Zoo Operating Giraffe Car



released in 2002.

**Banquet Car – A New Idea for LCCA** The Saturday evening banquet concludes every Convention, but this



year this festive occasion started a new tradition with a unique and rare collectible. Each of the large round tables in the room seated 10 persons. I remember the beautiful chandeliers in this huge banquet room. In the middle of each table LCCA volunteers had placed a stack of nine gifts; most were Lionel trains. After our meal and the entertainment, the guests selected a gift in turn. Everyone realized with a twinge of anxiety that one person would be left out. Then-president Eric Fogg asked the person at each table who did not receive a gift to come to the front. Lo and behold, each “apparently forgotten” person received the first-ever 2005 LCCA Banquet Car – a gorgeous PWCS Operating Giraffe Car marked for the St. Louis Zoo. Decorated by Weaver Models, this car was a near-twin to the Convention On-site car – except for its “pink elephant” paint scheme and special text imprinted in yellow on the roof: “LCCA Banquet St. Louis, Missouri 2005.” What a novelty! The two metal LCCA plaques for this pink car were handed out later to the lucky recipients of this rare collectible. I didn’t obtain one at the banquet, but a few weeks after the Convention I located one for sale and paid the owner a small fortune for it!

### 2006 Convention: Denver, Colorado

The two-day drive from Wisconsin to Colorado during a hot July week made me thankful for AC technology in cars and in hotels. Denver, I realized, was built on a high desert plain. Even if set one mile high above the surrounding flatlands, the local temps often flirt with the 100-degree mark in the summer.

**Registration Gift** The first 400 members registered for this Convention received a *Lionel Price Guide* book and a Lionel Old Style Clock Tower, originally #14147, with special imprinting on the four sides of the base: “LCCA,” “Denver,” “2006,” and “Registration #5” in gold lettering. An extra battery was packed in the orange box for this item; a nice touch!



**On-site Cars** The Convention on-site car for this attendance-record-breaking event was a single-dome Union Pacific Tank Car #26132 with chrome finish, originally released by Lionel in 2002. The special



LCCA version of this car with road number 69015 had the Denver Convention logo in the upper right area on both sides of the tank car. Again, Weaver applied the decoration. A limited number was available, and everyone wanted one!

Another Lionel commemorative car was offered for purchase at the site – an American Railway Express Reefer Car #17377 with road number 302. This olive green car with white lettering had a clever notation, “When empty return to LCCA yards.” It also bore a Santa Fe logo that the original 2005 release of this car did not have. Again, the decoration was provided by Weaver.



**Steam Excursion Commemorative** LCCA prepared high-quality, four-color tickets for this excursion trip as a paper collectible.

Once on board with the train in motion, club members scrambled to purchase a limited-edition memento of this steam excursion – a Union Pacific Ballast Tamper #18490. Originally released by Lionel in 2004, this “Big Yellow” item bore special red text on the roof, “Route of THE CHALLENGER.” Black text showed, “Cheyenne Division.” I vividly remember walking through the center aisles of 12 UP passenger cars and arriving at the concession car where this item was offered for sale. Many other members were doing the same, so it was crowded but well worth the effort. You won’t see many of these “keepers” offered on eBay!



**Banquet Car** Convention week concluded with the traditional Saturday evening banquet with 10 persons seated at each table in the banquet hall but with only nine gifts piled high at the center of each table. After the meal and entertainment, President Lou Caponi presided over the distribution of the presents with a showman’s flair. Apparently, one person at each table would receive nothing. Lou announced that the person without a gift should select a gift from someone else at that table. When that was done, one person at each table was very disappointed because “their” gift was gone.



President Caponi called those individuals to the front, and they received the second-series LCCA Banquet Car – a Rio Grande Chase Gondola with road number 2006. This car was custom-painted black and bore silver lettering, “Rio Grande 2006 LCCA Banquet Denver, Colorado, 2006” on each side of the car. The stock number on its orange box was #26791. This car was decorated by Weaver Models to the specifications of LCCA. It was originally a red Union Pacific Chase Gondola car with the UP logo and black lettering, released in 2002.

I wasn’t one of the lucky members who received this car at the banquet, but I obtained one from an LCCA member in a private deal for one million dollars. OK, I’m exaggerating, but it was pricey.

### Another Aspect of My Collection

In addition to all of the above LCCA Convention cars, Registration Gifts, On-site Cars, and Banquet items described here, I truly enjoy collecting the original Lionel versions of all of these cars. Sometimes the differences between the Lionel product and the LCCA special product are slight; however, some cars do not resemble the original. I hope to eventually display these items in my house so that I’m regularly reminded of Convention fun.

I have attended four LCCA Conventions thus far, and the excitement brought to me and my family remains as high as ever. I look forward to this year’s event in Chicago, Illinois. You want to be one of the first 400 people so that you can obtain the registration gift. This special gift is always a surprise, and it becomes an instant collectible. If I don’t win a 2007 Banquet Car, someone who does should look me up and expect a big-bucks payment. But please, don’t tell Judy about it! 🚂

*Photographs by J.P. Schaller except as noted.*

*Editor’s Postscript: In the 2007-08 issues of TLR, look for more illustrated articles about LCCA Convention cars, Convention-related cars, and special products.*

# Two Train DVDs

by Erol Gurcan  
RM 26800

## I. All about Trains for Kids

TM Books and Video® released its “All about Trains for Kids” DVD in March. This DVD was delayed in the pipeline several times because the company focused on cowboy and tractor videos during the last couple of years, except for the Lionel® FasTrack™ video released last fall. “TM had great success with its John Deere tractor videos, but they took longer to produce than we anticipated,” company founder and President Tom McComas said. “We wanted to get back to our roots with the train videos.”

This new DVD picks up where TM’s “I Love Toy Trains” series left off. Among toy train fans, TM is best known for its highly popular “I Love” series, which released its “Final Show” in

2004. That successful series was loved by both kids and train fans young at heart because of its charm, occasional silly humor, and the catchy music of singer/songwriter James Coffey.

This new 55-minute DVD has lots of real and toy train footage, as well as a story entitled “A Lucky Dog.” The animated dog story is about a canine named Owney who is adopted by postal service workers and travels the rails with the US Mail. The book of the same name written by Dick Wale is also for sale in the current TM catalog. My nine-year-old daughter Kristine especially liked this part of the disc because it combined a story about a dog and a train.

## Segmented like a Magazine

The DVD is structured and divided into titled segments, something which was not done in the “ILTT” series. Segments include such titles as: “When Steam Was King,” “Building a Layout” using Lionel FasTrack, and others about railroad lingo, cabooses, and the Milwaukee Road’s Hiawatha. The steam portion features short clips of the Pere Marquette Berkshire #1225, Norfolk and Western J #611, and many other locomotives. This was the part of the disc that I liked best. Other parts show the Southern Pacific Daylight GS-4 #4449 and the UP Challenger #3985. The disc is also geared to be more educational than was the “ILTT” series.

I also liked the segment on the Milwaukee Road’s Hiawatha. The model featured there is the Lionel locomotive that also graced the cover of the *Lionel 2006 Volume 1 Catalog*. Its great paint job is a wonderful example of art deco industrial design, and Lionel’s Railsounds 5.0™ sounds great on the audio track!

## Trivia Question – The Narrator

As in the “I Love” series, director/producer Tom McComas son Jeff narrates, but he’s not a kid any more. Now a teenager, he began narrating the “I Love” series at about age three. He has a nice voice for narration.

There are also more enjoyable songs by James Coffey. If you are a fan of his music – like I am – TM offers a CD of many of his songs from the “ILTT” series; it’s still available in the 2007 company’s catalog.

Overall, it is a good video and well worth watching; I consider it a more-than-credible



sequel to the "ILTT" series. However, it does not have the charm and humor that made the "ILTT" series so popular. There is now more real train footage than of the toy train models that we all love. Personally, I always preferred TM's footage of toy trains more than those of their real life cousins.

This DVD "is the first of a new series" states Mr. McComas. That's good news to fans of TM's toy-train-related videos. Hopefully, the next disc will feature more toy train footage and attempt to re-capture the charm and humor that made the "ILTT" series so popular. The DVD can be purchased at many hobby shops for \$14.95 or ordered directly from TM at 1-800-892-2822.

## II. Queen of the Fleet

I recently watched another DVD entitled "Queen of the Fleet" about the Norfolk and Western J class 4-8-4 #611, one of the last steam locomotives built in America. That locomotive pulled famous passenger trains like the Pocahontas and Powhatan Arrow. As a toy train model, the J #611 remains popular. Both Lionel and MTH® offered models of this train in the last two years.

The footage for the program was originally shot over a one-month period in 1982, shortly after the N&W refurbished the loco in celebration of the railroad's 100<sup>th</sup> anniversary. However, the footage was not released on DVD until 2005. It was directed, produced and narrated by *O Gauge Railroading* publisher Rich Melvin.

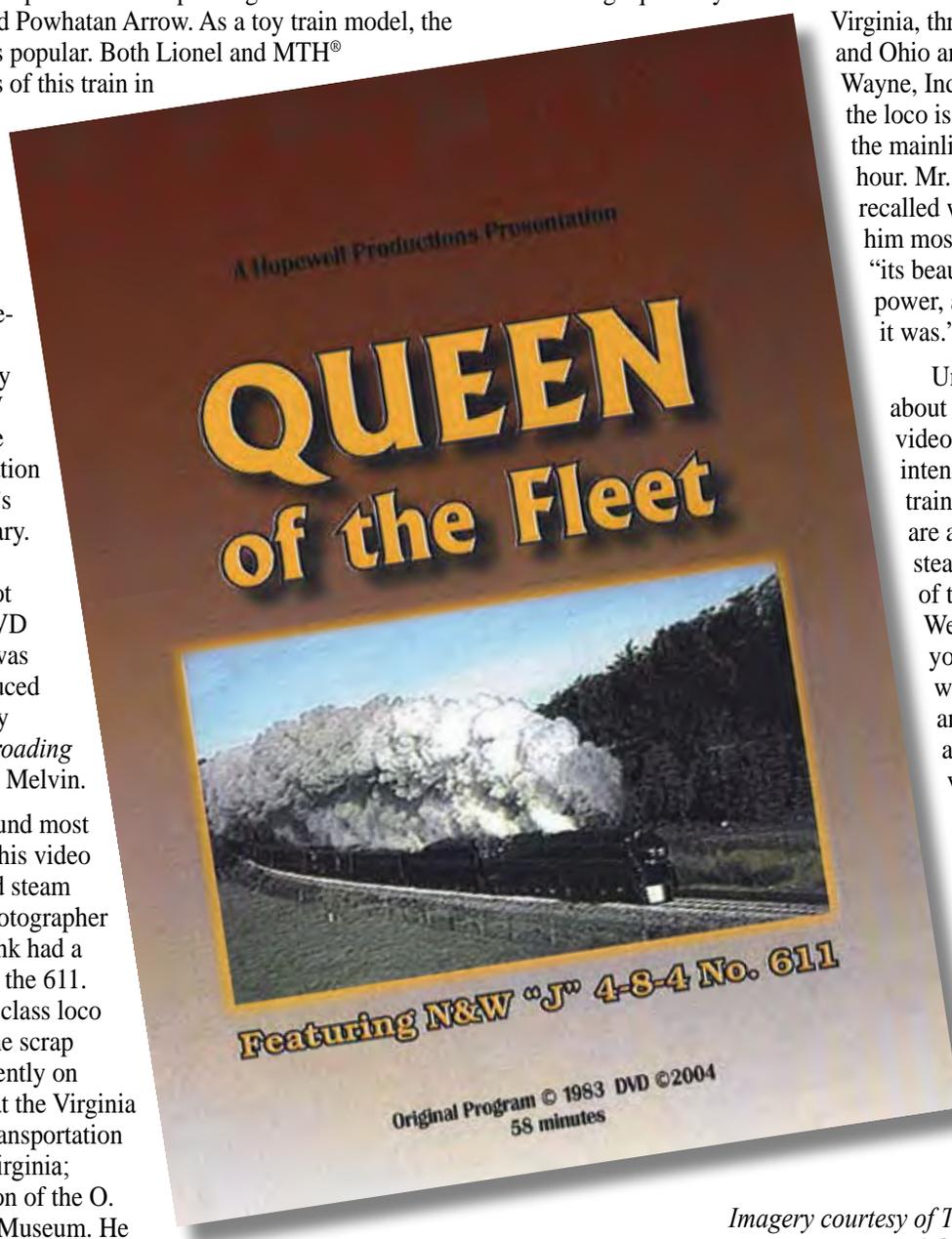
What I found most interesting in this video was that famed steam locomotive photographer O. Winston Link had a hand in saving the 611. It is the only J class loco that avoided the scrap yard. It is currently on static display at the Virginia Museum of Transportation in Roanoke, Virginia; also the location of the O. Winston Link Museum. He

states in the DVD that he spoke to the N&W's purchasing agent and wanted the right of first refusal to purchase the 611, but needed time to get the financing. He also suggested the N&W keep it and run it from time to time. Mr. Link never purchased the 611, and admitted that he didn't know what ultimately happened to it. He believed the railroad hid it in the roundhouse at Shaffer's Crossing so it would not be destroyed. Mr. Melvin recently stated he was "absolutely convinced that O. Winston Link's activities saved the 611, or it would have been scrapped."

Toward the end of this DVD, the J meets up with Nickel Plate Road 2-8-4 Berkshire #765. It was unusual and interesting to see two legendary steam locomotives photographed next to each other, even if the shutter was snapped 25 years ago.

There is lots of good footage of the loco in action. Melvin clearly knows how to film a steam locomotive moving quickly down the tracks. You follow it from Virginia, through West Virginia and Ohio and on to Fort Wayne, Indiana. At one point, the loco is highballing down the mainline at 75 miles per hour. Mr. Melvin recently recalled what impressed him most about the J was, "its beauty and effortless power, and also how quiet it was."

Unlike the TM "All about Trains for Kids" video, this program is intended for serious train enthusiasts. If you are a fan of the J class steam locomotives of the Norfolk and Western Railroad, you will enjoy watching this DVD and will want to add it to your train video library. It is available from *O Gauge Railroading* at 1-800-980-6477 or send an e-mail to: [info@ogaugerr.com](mailto:info@ogaugerr.com). 



Imagery courtesy of TM Books and Video and *O Gauge Railroading*

# Lionel News & Views

by Bill Schmeelk  
HM 6643

## I. The Golden Age Resurrected

Back in the early 1950s, there were no *The Lion Roars* or *Classic Toy Trains* magazines or LCCA or TCA organizations. There was, however, a lot of interest in toy trains during the golden era of Lionel®. The company was setting sales records and enjoying their best years. Sensing an opportunity, a company then known as Penn Publications decided the time was right for a magazine devoted exclusively to toy trains. Penn Publications published the original *Model Craftsman* magazine, now known as *Railroad Model Craftsman*. A magazine devoted to toy trains seemed to be just what was needed in the hobby.

So, in November 1951, the first issue of *Toy Trains* magazine debuted. Unlike most magazines of that era which were printed using the letterpress process, *Toy Trains* was produced by lithography and featured full-color covers.

As good an idea as it seemed at the time, *Toy Trains* magazine was ahead of its time. Although the magazine received several honors for excellence, it simply did not garner enough interest from advertisers. The magazine began publishing as a monthly. It continued into its third year of publication in 1954. The July 1954 issue was the last to be published on a monthly basis. The next issue was labeled Fall Edition 1954. The issue after that was labeled Christmas 1954. The cover of that issue is the one reprinted here. It was the final issue – the 35<sup>th</sup> since publication began in 1951.

Although the December 1954 issue was the last one published as a separate magazine, it was not the end of *Toy Trains* magazine. It became a section in an enlarged *Railroad Model Craftsman* magazine. The announcement was made in the December 1956 issue of that magazine: “*Toy Trains* magazine will become an integral part of a giant new 100-page *Railroad Model Craftsman*.” This policy began with the January 1957 issue of *RMC*, but sadly ended with the June issue. *Toy Trains* magazine was dead.

During 1952 Hal Carstens joined the distinguished staff and was an associate editor of *Toy Trains* magazine. By 1962, Hal Carstens would take over the reins as publisher. Carstens Publications continues to publish *Railroad Model Craftsman* to this day.

## Another Digital Project

Enter John H. Holtman, Jr. (RM 27042). He is the fellow who created the digital version of *O Gauge Railroad* magazine as a series of CDs. After completing it, he searched for another similar project, and a friend suggested *Toy Trains* magazine. John contacted Hal Carstens. The idea interested Carstens and John and Hal worked out the details. The result is the new “*Toy Trains Digital Archive*” CD.

This archive includes all 35 issues of *Toy Trains* and the sections of *Railroad Model Craftsman* which included the continuing *Toy Trains* magazine through June of 1957. I have a complete file of the original *Toy Trains* magazine, but I did not have the additional issues included in *RMC*. This CD puts it all together in one-half inch of shelf space.

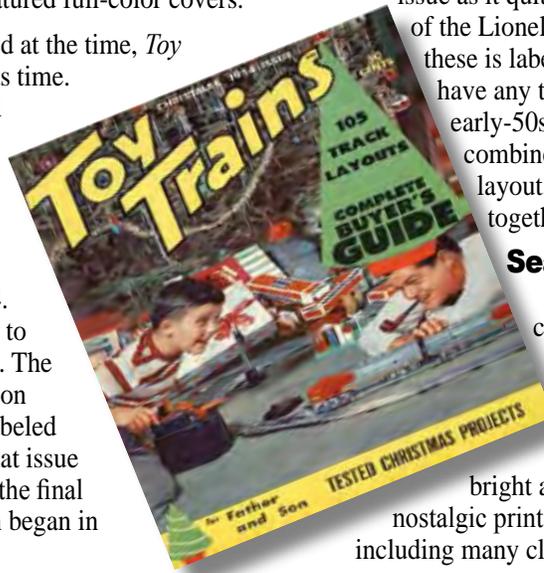
Although published about 55 years ago, there is much to be gleaned from these issues. The pages include some great photos. This product is more than mere digital scans of each page in the magazine. John has also made navigating through the issues especially easy. A navigation menu allows you to jump from a regular feature of the magazine to the same feature in each issue or to jump to a specific page. Be sure to check out the “*Story Without Words*” feature in each issue as it quite often includes two-page-spread photos of the Lionel showroom layout. Although only one of these is labeled as the Lionel showroom, you won’t have any trouble recognizing them as the famous early-50s layout. John has also included specially combined two-page-spread photos of the Lionel layout, allowing you to view the two pages together.

## Search and Recovery Features

A searchable table of contents was created allowing you to search the archive using Table of Contents entries and additional key words. The program also allows you to hide the navigation menu and print any of the pages or photos. The bright and colorful covers would make wonderful nostalgic prints. Of course, all the ads are there too; including many classic Lionel and American Flyer® full pagers.

Each issue also contains several layout plans covering a wide variety of shapes and sizes. An article I found particularly interesting was one in the March 1957 issue titled, “*Filming Railroads for TV Commercials*.” The article shows photos of a film shoot that Lionel was making for their TV advertising campaign. The photos show the special layout along with the lighting equipment used during filming. These are photos I had never seen before.

When John was making his deal with Hal Carstens, one of Carstens’ requests was that it be reasonably priced. I’ve recently looked to see what original issues of the magazine are selling for in the aftermarket, and \$10 an issue seems to be the norm; but you can usually find only a few issues. Now you can obtain a complete file – all 35 issues plus the *RMC* supplements – for about the price of a one-year subscription



to a railroad magazine — \$35 plus \$5 for shipping & handling. You can read more about it and order direct from John's website: [www.hsline.com](http://www.hsline.com).

## II. Another Decade Revisited

As we know, the 1960s were not the greatest in Lionel's history. The offerings in the catalogs, especially after 1962, were lackluster and few new products were offered. Checking through Lionel's consumer catalogs of the 1960s, we find that Lionel offered a total of 121 sets in O gauge. Of these, 73 came with O27 track; the balance included O-gauge track. What's surprising is that while sales of cataloged sets were sagging, Lionel was also producing uncataloged sets. In fact, during the 1960s, in addition to the cataloged sets, Lionel produced over 700 different uncataloged, promotional sets. Actually, Lionel always referred to these sets as "outfits." The quantities of these outfits ranged from as few as six to as many as 85,000. Says who, you ask? These figures come directly from Lionel's postwar factory order sheets.

In 2001, when Richard Kughn sold his collection at auction, I was somewhat saddened to see that parts of the Lionel archives were among the items sold. One of those items was a three-foot tall stack of notebooks which included Lionel factory orders for all outfits manufactured in the 1960s. This included cataloged and promotional O27, O gauge, Super O, and HO as well as Raceway outfits. These were records that nobody knew existed and they went for a substantial sum; more than \$40,000 as I recall.

### Documentation to the Right Team

The purchaser of this goldmine of information was the father-and-son team of George and John Schmid. I'm sure I was among many who were saddened to see these rare documents separated from the Lionel archives. As collectors, however, we can be gratified that they ended up in the hands of someone like John and his father.

With their acquisition of these documents, they began in earnest a journey of giving back to the hobby some of the joy it gave to them. The Schmidts decided to publish this information and share it with the toy train community. To that end, Project Roar Publishing was formed. Their first publication was the *Authoritative Guide to Lionel's Postwar Operating Cars* by Joseph P. Algozzini and Emanuel F. Piazza.

In July, their second book will be released, and this one promises to be another winner. This second in their authoritative guide series covers Lionel's Promotional Outfits 1960-69. I was able to read a pre-publication proof of the book and, quite frankly, I was enthralled with the depth of information contained in this new volume. If you enjoy learning about Lionel's history and their internal operations,

you'll have a difficult time putting this book down. For the first time, we learn information gleaned directly from Lionel's factory order sheets and other internal documents.

This huge 848-page book begins with a brief introduction and a preliminary section explaining how to use the volume and includes an explanation of terminology used throughout the book.

### Promotional Outfits as Big Business

This is followed by a very informative history of Lionel's promotional and special outfits. Written by Roger Carp, this chapter contains a considerable amount of new information. John Schmid explained to me that he had asked Roger to write about the promotional sets of the 1960s, but Roger expanded his research and wrote a history documenting the importance of promotional or special outfits dating back to the company's first one in 1913. Roger does an exceptional job of conveying the importance of promotional outfits throughout Lionel's history. From the beginning, promotional outfits contributed significantly to Lionel's sales. During the 1960s, Lionel produced a quantity of approximately 879,000 cataloged outfits. This was far surpassed by the approximately 1,597,000 promotional outfits produced during the same period. In Roger's article we learn of the different types of special outfits Lionel made, including promotional outfits, retailer promotional outfits, retailer general release promotionals, and premiums.

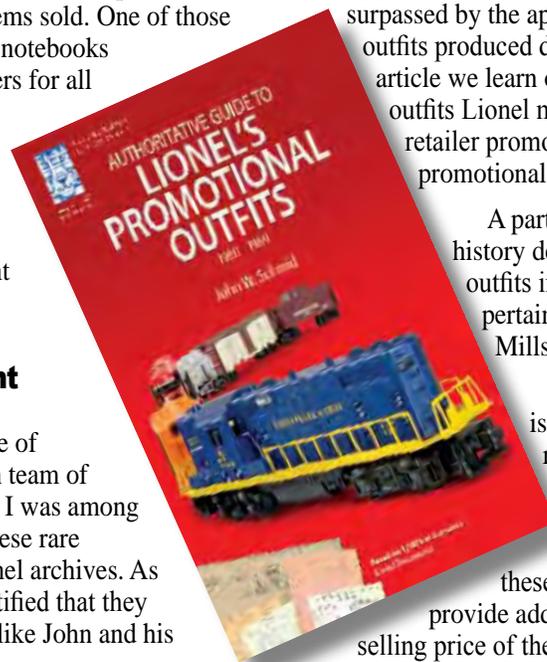
A particularly interesting section of this history deals with the demise of promotional outfits in the late 60s along with information pertaining to Lionel's contract with General Mills signed on April 24, 1969.

Although the foundation of this book is internal Lionel documentation, the research didn't end there. John also spent time acquiring and researching the retail catalogs of some of the more than 170 firms that purchased these outfits. These advertisements provide additional information, such as the retail selling price of the outfits. In some cases, the Lionel documentation included the price at which the set was sold to the merchandiser. Where this information was available, it has been included.

### Insights into Pricing

In Part II of the book beginning on page 42, the author discusses how current prices for the outfits were determined. A table for each outfit shows their current values for several grading scales. One of the most important components for these sets is the outfit box. You might have all the components of a set, but one of the most important is the original outfit box. The pricing information includes a separate price for the empty outfit box. For some of the outfits, the empty box is well over half of its total value.

This section of the book also includes a complete discussion of the outfit boxes in which Lionel products were packaged. There were several different types of packaging



used, depending on the customer's needs. Even the cardboard inserts used in packaging are discussed in detail. The paper items packed with the outfits are also discussed – everything from the Lionel envelopes to special instruction sheets. Another section deals with the individual boxes that Lionel often used within the outfit boxes. Finally, there is a discussion of the different types of trucks and the years in which changes were made.

### **All about the Outfits**

The third and largest section of the book deals with the outfits themselves. This 681-page section lists information for each outfit. This information includes a description, specifications, the customer, the original number of units ordered by the customer, the factory order date, the date issued, and the packaging type. When available, the retail selling price and Lionel's price to the customer are included. The contents and individual catalog numbers of each piece in the set are included along with occasional substitutions made by Lionel. For many outfits, a color photograph is included. Each outfit includes a value chart indicating the current value of the outfit and its rarity.

Occasionally there are photos of the special instruction sheets which were unique to a particular outfit, retailer advertising for the set, and other interesting components of the outfit. The boxing for both the individual outfit and the shipper box are included. When appropriate, alternates to the outfit components are given, often with the exact number of sets made with the alternate components.

Included with each outfit description is a drawing illustrating exactly how the individual components were packed in the outfit box. There are even descriptions and Lionel numbers for the cardboard inserts used in packing the outfits. Each outfit includes a comments section in which the author conveys additional information unique to the outfit. These comments are particularly interesting and provide additional information about both the customer and Lionel.

These promotional outfits were marketed to a wide variety of vendors, including large mail order houses like Sears® and Montgomery Ward®. In one chapter, all of the 170 plus customers are listed with a brief history of each.

### **A Father and Son Outfit**

To me, one of the more interesting outfits was a pair made for FAO Schwartz®. Although an actual photo of the set was unavailable, the ad from the FAO Schwartz 1961 Christmas Catalog is included. Lionel made two nearly identical outfits, one in O gauge and one in HO gauge. Included with each was a single instruction sheet that appears in the book. This sheet described how to make a father and son combination layout with the two outfits. Both the HO- and the O-gauge sets made use of graduated trestles. Only 50 of these outfits were made, so they truly were a rare set. This FAO Schwartz layout was quite different from the father and son layout that Lionel offered in its consumer catalog – the “pretzel” design included an elevated crossover track.

A number of these promotional outfits included additional items, some never offered in their catalogs. These

include items such as the cardboard trestle set, Submarine Base, Cardboard Scenic Set, special boxcars, many special instruction sheets, and more. In each case these additional items are documented, and many of the unique instruction sheets are printed in the book.

### **Expectation Meets Reality**

Most of these outfits included a Lionel accessory catalog, a consumer catalog, or brochure illustrating additional Lionel items. Apparently, Lionel believed that once having a starter set customers would purchase more items to expand their set. John surmises that for the most part, this expectation failed. Most of the sets that John has come across in his research had nothing added to them. At most, some additional track was found with the sets. In general, these promotional sets did not spur additional purchases.

The final section of the book includes several useful appendices. One sorts the outfits by motive power, another by individual items, another by least and most produced. A fourth appendix lists passenger car outfits. The final appendix lists the O-gauge and Super-O outfits including the year, the quantity, the motive power and the customer. Two indices, one sorted by Lionel's outfit number and the other by year, complete this massive volume.

### **Pardon my Enthusiasm, but ...**

This work is one that is unequaled by anything previously available on the topic. The author's love for the subject is apparent. This is clearly an historic volume. After reading it, I can understand the large amount of research and information gathering that went into the four-and-one-half years required to produce it.

In all of the reviews I've written over the years, I always refrained from suggesting that you “go out and buy this product,” or using terms such as “highly recommend.” I find it particularly difficult in this situation to hold back those sentiments. But to stick with my original principles, I'll simply suggest that should you have any doubts about this book, be sure to look at a copy and decide for yourself.

I personally do not collect promotional sets, but found that the vast amount of inside knowledge and new information in this book made it an extremely enjoyable read. Anyone with an interest in postwar Lionel should consider this groundbreaking book. I have selfish reasons for wishing John Schmid success with this book. I want to see more books of this quality from Project Roar Publishing.

This 846-page, 8.5x11-inch book will be released in July with a softcover for \$69.95, in hardcover for \$89.95, and in a limited-edition hardcover version autographed by the author and editors – limited to 100 copies – for \$150. You can get more information and pre-order it at [www.projectroar.com](http://www.projectroar.com). You can get a first look at the book and meet the author in Chicago at the LCCA Annual Convention. That's it for now – hope to see you in Chicago! 

Contact Bill by e-mail at: [bill@wellingtonent.com](mailto:bill@wellingtonent.com)

*Images provided by Carstens Publishing  
and Project Roar Publishing*



# The Tinplate Cannonball

by Ken Morgan  
RM 12231

## Mixed Freight – Part 2

It's time to take a look at the rest of the early low-budget Standard-gauge freight cars. The previous installment looked at the gondola and caboose, plus the general characteristics applicable across the board. Unlike later series of cars which offered much more variety – or even the contemporary, larger-size 10 series which had seven cars – the 100 series freights had only five different types for cars. We'll take a look at the last three – the stock car, box car, and ballast car. But first, the traditional trivia question: "Who was Chico?"

Now back to the freight yard. For general common characteristics, corporate identification, trucks, and couplers, refer to my article in the previous issue of *TLR*. It covered all five cars in the 100 series.

sides. But every other car, even the earliest O-gauge cattle cars, had some lettering. The two earliest O-gauge stock cars were odd in that they did not use real railroad names. They were lettered as "UNION STOCK LINES." Maybe if Lionel® had been based in Chicago instead of New York these cars would have been different.

But I digress. The 113 stock cars had metal brake wheels located high on the ends, either on the left or right. There wasn't much of a pattern to the specific placements. All the 113s were green; early ones were medium green, later ones either lighter green or pea green as shown in **photo 1**. For most of the production, there were no coupler supports, so the couplers drooped. Lionel added a coupler support bracket to later runs. They were 9-1/2 inches long and doors slid open. Don't load cattle in them. The doors rattle open as the car rolls along, so you'd splatter the right of way with fresh steak!

## Box Car #114

The number 114 boxcar was also produced from 1912 through 1926, but unlike the stock car, it had several major changes and lettering. The earliest cars were red and they are now rare. Later, these boxcars were painted either orange or yellow-orange. To stay within our budget zone, we'll

skip the red one. Lettering for CM&STP (Chicago Minneapolis & St. Paul) was rubber-stamped in black, as were the road numbers. The specific type style varied from block lettering to fancier serif letters. The earliest cars carried road number 54087. That continued throughout production, but both 62976 and 98237 were added later. Some cars had either black or dark red door handles. The 114 shown in **photo 2** has red door handles.



## Stock Car #113

Now on to the individual cars. The number 113 stock car, or cattle car, was produced from 1912 through 1926. It experienced very few changes over its production lifetime. Unlike all the other early cars (except its larger brother, the number 13 stock car), it had no lettering or decoration of any kind until the late production added the catalog number 113 on the bottom. I assume this was due to the difficulty of stamping anything on the open slatted





Brake wheels and coupler supports were like the 113s. **Photo 3** shows the brake wheels. I believe the wheels on this 114 are repros, but the placement is odd yet original. There are no plugged holes up high. I don't have a clue! This photo also clearly shows the difference between coupler supports and no supports. Coupler supports on both of these cars probably did not appear until the late period with the rubber-stamped Lionel Corporation ID on the bottom at which time the car number, 114, might also be found.

**Photo 4** shows the rubber-stamping on the bottom of the stock car and the absence of any manufacturer information on the boxcar. Like the stock car, the boxcar was 9-1/2 inches long.

There is another – and rare – version of this car. Both the TCA book *Lionel Trains – Standard of the World*, and *Standard Catalog of Lionel Trains*



1900-1942 show pictures of the dark green “Harmony Creamery” Baltimore & Ohio Dairy Car, rubber-stamped in gold with road number 898. The TCA says it is a 114; the other book says it's a larger 14. Based on my counting the embossed sections on the sides of this car and the embossed sections under door, I can confirm that the TCA is correct. It is a 114. This car had internal cylinders much like the recent Lionel production of a similar dairy car.

### Ballast Car #116

I saved my favorite, the 116 ballast car, for last even though it came first, along with the 112 gondola, in 1910. It continued in production through 1926. This car was shorter and measured 8-3/4 inches. It was Lionel's second operating car; the first car was its bigger brother, the 16 ballast car, dating from 1906.

That car more closely resembled an actual ballast car, since it had a longitudinal dump body. The 116 looked more like a hopper, but Lionel said ballast car, so I won't argue with them. In any case, they fairly closely resembled my local prototype (LIRR) ballast cars. The great majority of these cars were rubber-stamped NYNH&HRR in black or gold. Some of the early versions didn't have the



RR letters. Unlike the other 100 series cars, which were more commonly found with the later open trucks, this car was often seen with the open flexible trucks described in the previous issue. It raised the car a bit higher.

These cars also bore capacity data as follows: CAPACITY 80,000 LBS, WEIGHT 30,000 LBS; CAPACITY 80,000 LBS, WEIGHT 35,000 LBS; CAPACITY 50,000 LBS, WEIGHT 30,000 LBS; or WEIGHT 30,000 LBS, CAPACITY 50,000 LBS with the lettering on the left and right sides of the car in the order shown. The data may be presented with or without commas – none of this seems to affect the price today. **Photo 5** shows the 116 with the third version of the capacity data and no commas. Early cars were maroon, red-brown, or brown with the ID embossed on the bottom. Later cars were dark green, gray, or dark gray with or without rubber-stamped ID. The



6

ones with rubber-stamping may have the catalog number 116 either at the end of one side or on the end of the car as shown in **photo 6**.

The operating mechanism opened or closed the bottom of the ballast bay. The lever on the side controlled a flapper on the bottom, which held the hinged doors closed when in the vertical position and allowed them to open when the lever was horizontal. See **photos 7 and 8**. Photo 8 was taken from the bottom and shows the flapper which closed the bay doors. Neat car!

And for the answer to the trivia question, Chico was the Native American boy seen in Santa Fe advertising. Santa Fe stressed southwestern scenery and people in their ads. Chico was often depicted drawing in the sand; perhaps an allusion to the beautiful sand art produced by Indian artisans even today.

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

*Photographs by Ken Morgan*



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8

# A Lionel Puzzlement

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

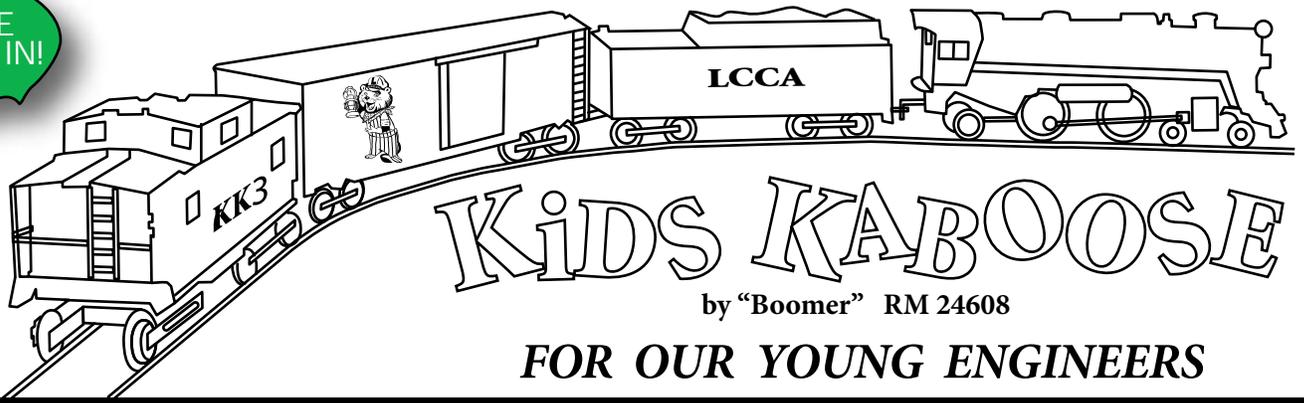
## Lights, Camera, Action...

Trains have been a popular theme and important part of movies since the first images flickered on the silver screen. Test your movie trivia by matching the actors with the railroad movie title. Place the letter on the line provided. Grab some popcorn and enjoy! 

- |   |  |
|---|--|
| 1. <b>Around the World in 80 Days (1956)</b> _____        | <b>A. Alfred Molina, Lauren Bacall</b>       |
| 2. <b>Butch Cassidy and the Sundance Kid (1969)</b> _____ | <b>B. Billy Crystal, Danny DeVito</b>        |
| 3. <b>The First Great Train Robbery (UK 1978)</b> _____   | <b>C. Buster Keaton, Marion Mack</b>         |
| 4. <b>The General (1927)</b> _____                        | <b>D. David Niven, Shirley MacLaine</b>      |
| 5. <b>The Harvey Girls (1946)</b> _____                   | <b>E. Farley Granger, (Alfred Hitchcock)</b> |
| 6. <b>Money Train (1995)</b> _____                        | <b>F. Frank Sinatra, Trevor Howard</b>       |
| 7. <b>Murder on the Orient Express (2001)</b> _____       | <b>G. John Wayne, Ann-Margaret</b>           |
| 8. <b>Polar Express (2004)</b> _____                      | <b>H. Jon Voight, Eric Roberts</b>           |
| 9. <b>Runaway Train (1985)</b> _____                      | <b>I. Judy Garland, Ray Bolger</b>           |
| 10. <b>Strangers on a Train (1951)</b> _____              | <b>J. Mara Wilson, Alec Baldwin</b>          |
| 11. <b>Thomas and the Magic Railroad (2000)</b> _____     | <b>K. Paul Newman, Robert Redford</b>        |
| 12. <b>Throw Momma from the Train (1987)</b> _____        | <b>L. Sean Connery, Donald Sutherland</b>    |
| 13. <b>The Train Robbers (1973)</b> _____                 | <b>M. Steven Seagal, Eric Bogosian</b>       |
| 14. <b>Under Siege 2: Dark Territory (1995)</b> _____     | <b>N. Tom Hanks, Chantel Valdivieso</b>      |
| 15. <b>Von Ryan's Express (1965)</b> _____                | <b>O. Wesley Snipes, Woody Harrelson</b>     |

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

COLOR ME  
& SEND ME IN!



## JOURNEY BY TRAIN

Use the five letters A, E, I, O, U to complete the following words:

T I C K \_ \_ T

C \_ \_ A C H C A R

D I N \_ \_ N G C A R

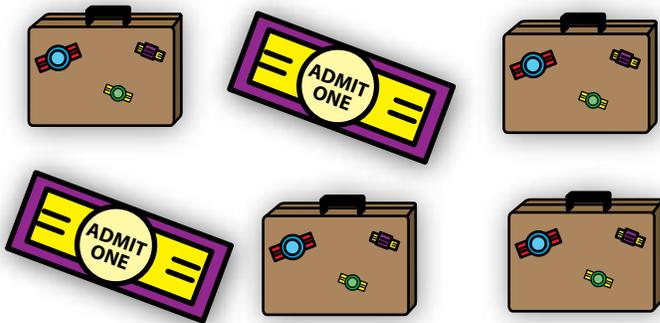
A M T R \_ \_ K

L \_ \_ G G A G E

## LET'S ADD

How many suitcases are in the picture? \_\_\_\_\_

How many tickets are in this picture? \_\_\_\_\_



\_\_\_ suitcases + \_\_\_ tickets = \_\_\_ suitcases & tickets

## PUZZLE CUT-OUT

Cut out puzzle pieces below, assemble and return to below address to get your name printed in the next issue of The Lion Roars!



**See your name in *The Lion Roars!***

Do the activities on this page, mail it or a copy to Boomer, and if you're a winner, you could see **your name here!** Print your name, age and address and mail to:  
Boomer's Kids Kaboose, 123 Central St., Orland, CA 95963.  
(Entries are judged on accuracy and neatness)

# SIX PACK

Pick up these new Lionel® items now available for purchase by members only. At **only \$34.95** per car, these great freight cars are proof that LCCA is the best toy train club on the planet! For details about each car, visit the club's website.

You must buy any two (or more) cars to receive this special price, and there is no limit to the number of cars you can purchase. However, quantities are limited, so orders will be filled on a "first come, first served" basis until the supply on hand is exhausted. No shipments will be made outside the continental U.S.



Libby's Pineapple Vat Car



Union Texas 8,000 Gallon Tank Car



Seaboard Trailer on Flat Car



Union Pacific Chase Gondola



D&RGW Work Caboose



Bronx Zoo Operating Giraffe Car

## ORDER FORM

### A VERY COOL SIX PACK Minimum order of two cars with no limit on quantity

*This order form may be photocopied.*

*Once submitted, LCCA will consider this a firm, non-refundable order. Note: UPS will not deliver to a P.O. Box; a street address is required.*

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_ e-mail: \_\_\_\_\_

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

ITEM	QNTY	PRICE	DO THE MATH	PAYMENT METHOD
Libby's Pineapple Vat Car	_____	\$34.95	\$ _____	<input type="checkbox"/> My check is enclosed; made payable to "LCCA" with "6-Pack" written on the memo line. <input type="checkbox"/> Charge my credit card account for the amount shown above. <input type="checkbox"/> Discover <input type="checkbox"/> MasterCard <input type="checkbox"/> Visa Acct. No. _____ Code No. _____ Expires: _____ <i>The last 3 digits at the signature panel on back of your card.</i> Sig: _____ <i>By my signature, I authorize LCCA to charge my account for the amount shown according to the terms &amp; conditions cited herein.</i>
Union Texas 8,000 G. Tank Car	_____	\$34.95	\$ _____	
Seaboard Trailer on Flat Car	_____	\$34.95	\$ _____	
Union Pacific Chase Gondola	_____	\$34.95	\$ _____	
D&RGW Work Caboose	_____	\$34.95	\$ _____	
Bronx Zoo Operating Giraffe Car	_____	\$34.95	\$ _____	
IL residents only, add 6.5% sales tax		\$ 2.27 / car	\$ _____	
S&H&I to addresses within cont'l U.S.			(Included)	
		Total:	\$ _____	

Mail with payment to: LCCA Business Office, P.O. Box 479 Dept 6-PACK, LaSalle, IL 61301-0479

For more info and/or to order online, visit: [www.lionelcollectors.org](http://www.lionelcollectors.org) Log on at MEMBERS ONLY, select TRANSACTIONS, then select LCCA STORE.