

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 40, No. 2, December, 2010



Angeli Scott Thomas

Terrific Texas Traveler



Some railroad décor schemes are legendary, and we believe this is one of them! It's derived from *The Texas Special*, one of Lionel's all-time-great collectible trains. It's an especially appropriate selection as the LCCA 2011 Convention Car to commemorate our upcoming event in late July at Dallas, TX.

LCCA members who are Convention Car collectors and/or *The Texas Special* collectors/operators will want to order this car with its dramatic, accurate postwar colors and appropriate logos. The car has all the standard features of a Lionel® Standard O car and includes two milk tanks and plumbing inside.

Like the prototype, this car rests on passenger trucks for a smooth ride on express freight trains rushing from dairy collection centers to processing plants. Silver-painted accents highlight the design.

Designed by LCCA and made by Lionel LLC exclusively for club members, this item will be an attention-grabber on your layout or display shelf. The production run will be limited - the total will not exceed 1,500 units. Order your car(s) now to avoid the risk of a sell-out before the deadline.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE
 Once submitted, LCCA will consider this a firm order and not refundable. Limit, two per member.

DO THE MATH

___ LCCA 2011 Convention Car(s); \$69.95 each \$ _____
 Sub-total (in U.S. funds): \$ _____
 Minnesota residents: add sales tax — 7.25% of sub-total \$ _____
 Shipping & Handling: in Cont'l U.S., add \$9.95 per car \$ _____
 S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H \$ _____
 S&H to other locations, add-on \$6 each to U.S. S&H \$ _____
 Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "2011CC" written on the memo line.
 Charge the total amount of this order to my credit card as shown below.
 Charge \$39.95 to my credit card now; charge the balance to the same card when shipped.

- S&H cost cannot be combined with other orders.
- Deadline for ordering: June 30, 2011. Fair warning to procrastinators!
- Expected delivery in late 2011, but it may not arrive before Christmas.

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

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

Name: _____ LCCA Member No.: _____
 Shipping Address: _____ City: _____ State: _____ Zip + 4: _____
 Phone: () _____ e-mail: _____
 Check this box if any part of your address is new.

Mail this order form or a photocopy to the best toy train club on the planet:
LCCA Business Office • Dept 2011CC/TLR-12-10 • P.O. Box 4708 • St. Paul, MN 55104-0708
 Order online at: www.lionelcollectors.org — go to "LCCA Store"

Convention Preview

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His & Hers Train Layouts at Xmas

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On the Cover

"Christmas Switchers" is an original painting by Angela Trotta Thomas. Prints are for sale at www.angelatrotta.com.



Cover by Angela Trotta Thomas

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timely club news:

www.lionelcollectors.org



Ryan Fiore

Finding the first JM on record with LCCA was a bit of a challenge, since the actual member number assigned to a JM is in regular sequential order and not in numerical order within a JM category. The LCCA Business Office searched the database and found the oldest entry for a young member -- Ryan Fiore (#28715) in Tucson, AZ. He's our first junior member based on his joining LCCA on July 29, 2008.

Now age 15, Ryan is the grandson of Charter Member 33, Johnny Ourso. Grandpa Johnny and Grandma Fran brought Ryan along to several LCCA Conventions, the first of which was the event in Chicago in 2007. Johnny introduced Ryan to Lou Caponi, and Lou promptly "promoted" Ryan as a member of the volunteer support crew for that event. Along with others, Ryan helped re-stock the shelves of the LCCA Store, ran errands, and coached visiting kids at the layout.

He vividly recalls the Niagara Falls tour of the 2008 Convention in Buffalo, NY, especially the walkway to the falls. He thoroughly enjoyed the Royal Gorge Route train excursion along the Arkansas River through Royal Gorge Canyon in Colorado during the recent 2010 Convention in Denver.

His mom recalls Ryan's first train -- a battery-powered, ride-on Fisher-Price plastic toy train with tracks. His first Lionel train was a SP steam locomotive, and he still has it. Trains are a part of the family's holiday tradition, and Ryan hopes to have a home layout in the garage sometime soon. Ryan is a skilled operator of conventional and wireless-controlled trains running on the Gadsden Pacific Toy Train Operating Museum in Tucson. He plans to attend the 2011 Convention -- along with Grandpa Johnny -- in Dallas in late July.

Junior Member Star



Al Kollis
RM 15902

Report from our President

HIGHLIGHT:

“The annual LCCA election is set for the spring of 2011, and club members with an interest in serving the club may offer their candidacy to the Chair of the Nominating Committee.”

Trains and the Season

As we approach the busy and sometimes hectic holiday season, I believe it is important to make the effort to reflect on our lives, evaluate what is important to us, and reaffirm our perspective on life. Sometimes, what we think is so important to us may not be all that critical to our sense of well-being. For some, the holidays are a difficult time. A recent loss of a loved one, a current health issue, or a difficult job situation can be very stressful. Let your Lionel® trains play a significant role in your holiday season. Spend time together with family and friends and share the fun of your Lionel trains with others.

When I was a boy, at every holiday season my father would set-up a 4x8-foot train table layout in our basement. My five brothers and I enjoyed playing with our Lionel trains. I'll never forget those sights and the smell of ozone in the air as I ran the Lionel #2356 Southern F-3 and the Berkshire #736 steam locomotive around the tracks.

When our parents were not around, we stacked Lincoln Logs® on the track to see how many logs would stop the train. We ran the trains into tunnels full of logs and watched the logs fly off the table as the locomotives plowed right through them – not slowing down a bit. They don't make today's toys as durable as our postwar Lionel trains!

The reason I love Lionel trains today is because I played with them as a child. If my dad had not let me touch and play with the trains, I am certain that I would not have the interest and passion for Lionel trains today. They bind me to my children and also rekindle memories of my happy childhood with my parents, now deceased.



Years later, my sons Alfonse and Vincent would play the same log blockade game. LCCA member Angela Trotta Thomas created “Trouble Ahead,” a painting depicting my sons running their Lionel trains into a pile of Lincoln Logs. Although I am not recommending anyone damage or disrespect their trains, I am a strong advocate for playing with your trains during the holiday season. They have a motor inside for

a reason. Everyone can build a layout. It does not have to be museum quality or “perfect.” Big or small, detailed or plain, build a layout that is a personal adventure and makes you happy. That's what makes it “perfect.”

Holiday Gift Ideas

We are continuing to celebrate our 40th year anniversary with some great sales on Lionel products. These items will make great gifts. Better yet, give a friend, family member, or child a one-year gift membership in the best toy train club on the planet – the LCCA.

“Go to our website to find out how to arrange a gift membership.”

If you ordered our 2010 Convention Car, a UP Standard O Cylindrical Hopper Car with a fully unfurled U.S. flag, you should be receiving it from Lionel at the end of December or early January. Lionel has a new source in China making these cars. At the present time, Lionel plans to ship the Santa Fe #208 ALCo diesel pair and the #216 Burlington set before the end of this year.

Unfortunately, the supplier used incorrect trucks on the REAreefer within the Burlington train set, so the spacing between the cars was unacceptable. Rather than ship something that does not meet the standards to which our members are accustomed, we directed Lionel to replace the trucks with the proper ones. We will post the latest information about the shipping status of these items on our website.

I hope all of the Junior Members are playing with and enjoying their Lionel trains during this holiday season. If you have photos of your JM with Lionel trains, please submit them to JM Coordinator Dominic Caponi at dominic.caponi@gmail.com. Or, you may also post them on our Facebook account.

Leadership Opportunities

The annual LCCA election is set for the spring of 2011, and club members with an interest in serving the club may offer their candidacy to the Chair of the Nominating Committee, Jerry Calkins, by e-mail. Contact him at: conjer5915@aol.com. Members will elect two directors, a treasurer, and a president-elect. For background and requirements, refer to the Election Section of the club's constitution. It is posted on our website.

On behalf of the entire LCCA officers, directors, and appointed officials, I wish everyone a safe and happy holiday season! Remember Rule #1: have fun! Are we having fun yet?

Painting by Angela Trotta Thomas



HIGHLIGHT:

“The club also recognized that delivering information to our members in a timely manner was mandatory.”

A Reassessment of our Imagery

When the club began contemplating its 40th anniversary, a number of the club’s visual elements were reviewed and considered for updating – the club’s logo, *The Lion Roars* you are now reading, and the club’s website. While some cosmetic changes were made to our publications and “corporate identity” along the way, the website remained basically unchanged since it was designed and launched nearly 10 years ago. Its underlying technology, adequate but antiquated, was still in place. In the meantime, the world of the Web had moved ahead on many fronts. Social networking was “in,” and video was in place on many websites. The club also recognized that delivering information to our members in a timely manner was mandatory.

Don’t get me wrong, our website was not that “bad.” We received an award for it in 2008 in competition against websites

of similar organizations. However, it was time to give it a makeover and set the stage for the next decade. We were already delivering much more information to members through the “News and Newsy” section of the home page and posting new videos regularly. Members had embraced the website for registering

for our annual Convention (more than 50% are now using this method), and the LCCA Store had become its most-visited section. Site visitors were up 32% during the second quarter of 2010 compared to the same time period in 2009. The majority of all *Interchange Track* ads were self-managed by members who regularly used the *eTrack* section of the website.

Oprah Can’t Have all the Fun of Makeovers

Earlier this year, we contacted our current web development partners, Aristotle, Inc. in Little Rock, AR, and developed a makeover plan for our website. With our high-level objectives and the felt need for a comprehensive, bottom-up redesign in mind, we specified that the redesigned site be managed with a Content Management System (CMS) rather than hard-coded HTML technology. This would allow us to reduce costs and quickly make changes to the content of the site ourselves. The re-designed site would also embrace new navigation pathways and – to the extent possible – make information available to all visitors without having to log-in to the “Members Only” area. A Google mini-search would be added. Videos would be hosted on our own YouTube channel and featured prominently on the home page. The home page would also feature “News Channels” with the latest information. We would add a new “Ask the Expert” capability. Social Networking would find a home as well.

Coming soon to a Computer near You

The new home page is shown here. We are really excited! Design work will be implemented during the next few months. An official launch date is scheduled for late January, 2011. Between now and then, there will be lots of testing and tweaking of content to assure quality and performance. Be on the lookout for the club’s redesigned website coming to your PC soon!



The dominant visual of the new home page will be a modified image from the 1954 Lionel catalog. It will be the first image in a series of photos in rotation. Each one shows a facet of the hobby we love.

Web image provided by Aristotle, Inc.

Be a Savvy Santa for



“Little Lionel” 49-piece Train Set with Sound

- A great starter set for your young engineer
- Pieces snap together for a wonderful layout with a 38-1/2x43-inch footprint
- Choo-choo sound and whistle
- Forward and reverse operation
- Infra-red control system designed for intuitive play by kids
- Requires six AAA batteries (not included)

“Little Lionel” Train Set 7-11163
Sale price \$46.95 – List \$59.99
Save 22%



Polar Express G-gauge Train Set

- Giant locomotive with SOUND, BELL, WHISTLE, and HEADLIGHT
- Battery operated, batteries included
- Handsomely detailed passenger cars
- Easy to handle remote controller
- 55x72-inch oval of track
- Ready to run

Lionel G-Scale “Polar Express” Train Set 7-11022
Sale price \$69.95 – List \$139.99
Save 50%

First call for Christmas gift givers at LCCA Station! The “train kid(s)” in your immediate or extended family know what they want for Christmas, and it may not be socks, underwear, or a warm coat! These selected Lionel® products will make memorable gifts and enhance the involvement of your Junior Member(s) in the world’s greatest hobby. Santa would smile if some “Big Kids” order them for themselves!

At these deeply discounted prices, holiday gifting is even more fun; especially since the purchase quantity limits are generous – in the spirit of the season. Proceeds benefit the JM program.

your Junior Members

Lionel "Scout" Train Set 6-30127
 Sale price \$129.95 – List \$199.99
Save 35%



Lionel "Scout" Train Set

- Powerful die-cast metal O-gauge loco with SMOKE, WHISTLE, HEADLIGHT, and OPERATING COUPLERS on the tender and cars
- 40x50-inch oval of Lionel FasTrack™
- Power Pack
- Ready to Run

*Light up your holiday tree, light up the trains,
 then watch the faces of your youngsters light up!*

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: four of each item per member.

DO THE MATH

[] ___ "Little Lionel" Train Set(s); \$46.95 each \$ _____
 [] ___ Lionel G-scale "Polar Express" Train Set(s); \$69.95 each \$ _____
 [] ___ Lionel "Scout" Train Set(s); \$129.95 each \$ _____
 Sub-total (in U.S. funds): \$ _____
 [] **Minnesota residents:** add sales tax — 7.25% of sub-total \$ _____
 [] Shipping & Handling in cont'l US — add \$18.95 for each train set \$ _____
 Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

- [] My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "JM1" written on the memo line.
 [] Charge the total amount of this order to my credit card as shown below.
 • S&H cost cannot be combined with other orders.

FREEBIE! A \$14.99 Value

Buy any combination of three train sets and receive this Lionel Engineer's Hat as a free gift.



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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form or a photocopy to the best toy train club on the planet:
LCCA Business Office • Dept JM1/TLR-12-10 • P.O. Box 4708 • St. Paul, MN 55104-0708
 Order online at: www.lionelcollectors.org — go to "LCCA Store"

21 Ways to Celebrate our 40th Birthday and Christmas



1
Holiday RR Snow Plow – 6-28427
with headlight & Christmas decor
Sale price \$99.95 – List \$209.99
Save 52%



2
Frisco Flat Car w/2 Speeders – 6-52396
one powered, one non-powered
Sale price \$199.00



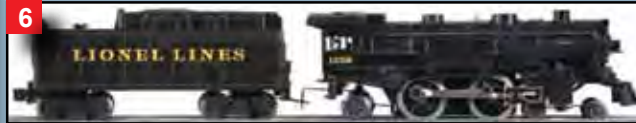
3
White Pass Ice Breaker – 6-26422
with metal trucks
Sale price \$37.00 – List \$50.00
Save 26%



4
Water Tower, Dark Grey – 6-52507
2008 Conv'tn Registration Item
Sale price \$85.00



5
Operating Aladdin Car – 6-36720
Clever use of an "aquarium" car
Sale price \$24.50 – List \$64.99
Save 62%



6
4-4-2 Die-cast Loco & Tender – 6-38664
with smoke, headlight
Sale price \$59.50 – List \$110.00
Save 46%



7
Koppers Gondola – 6-17475
A full-scale model
Sale price \$33.50 – List \$64.99
Save 48%



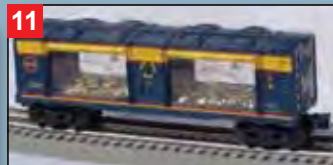
8
Alton Passenger Four-pak – 6-35124
with interiors & illumination, die-cast 6-wheel trucks, authentic color decor
Sale price \$89.95 – List \$239.99
Save 63%



9
Pennsylvania Diner – 6-35167
A favorite eastern railroad
Sale price \$23.25 – List \$51.99
Save 55%



10
Ice Cold Express – 6-52543
Op'ng generator light, sim'l'd load
Matches new Lionel Train Set
Qty Limited, <75: \$175.00



11
Sacramento Mining Car – 6-52514
SF freight decor, "gold" load
2009 Convention Regis'tn Car
Qty Limited, <50: \$299.00



12
D&RGW Uranium Car – 6-52562
Car is illuminated
2010 Conv'tn Regis'tn Car
Qty Limited, <75: \$249.00



13
UP Reefer "Merch. Service"
6-9159UP - W2010-CONS
2010 Conv'tn On-site Car
Qty Limited, <100: \$99.95



14
Hiawatha Milk Car – 6-52343
Orange
Qty Limited, <70: \$149.00



15
Mil Rd Milk Car – 6-52344
Blue
Qty Limited, <82: \$125.00



16
C&NW Tank Car – 6-52455
2008 Conv'tn Car
Qty Limited, <50: \$149.00



17
Gunpowder Car – 6-52407
add-on to "Halloween" General
Qty Limited, <50: \$59.95



18
Alco non-pow'rd B Unit – 6-52463
New Haven #209 add-on item
Qty Limited, <70: \$99.00



19
#209 Baggage Car – 6-52464
New Haven #209 add-on item
Qty Limited, <70: \$65.00



20
#209 Combine Car – 6-52465
New Haven #209 add-on item
Qty Limited, <70: \$65.00



21
C&O Caboose – 6-36622
lighted, with plastic trucks
Qty Limited, <44: \$22.75

During our year-long celebration of our 40th birthday, LCCA members can save significant percentages on the purchase of selected Lionel® products and acquire rare LCCA-sponsored collectibles. Your purchase will save a lot of money, expand your collection, and provide a “discount” on Christmas gifts!

Order the items you want within the limits described on this page. LCCA reserves the right to limit quantities of each item ordered based on availability.

CELEBRATE AND SAVE

CHOOSE YOUR ITEMS

Description	LCCA Price	Limits	My Quantity	Amount
1. Holiday RR Snow Plow	\$99.95	NONE	_____	\$ _____
2. Frisco Flat Car with 2 Speeders	199.00	2	_____	\$ _____
3. White Pass Ice Breaker	37.00	6	_____	\$ _____
4. NYC Water Tower, Dark Grey	85.00	2	_____	\$ _____
5. Operating Aladdin Car	24.50	6	_____	\$ _____
6. Lionel Lines 4-4-2 Loco & Tender	59.50	6	_____	\$ _____
7. Koppers Gondola	33.50	4	_____	\$ _____
8. Alton Passenger Four-pak	89.95	6	_____	\$ _____
9. Pennsylvania Diner	23.25	4	_____	\$ _____
10. BNSF Ice Cold Express Reefer	175.00	1	_____	\$ _____
11. Sacramento Mining Car	299.00	1	_____	\$ _____
12. D&RGW Uranium Car	249.00	1	_____	\$ _____
13. UP Reefer “Mech. Service”	99.95	2	_____	\$ _____
14. Hiawatha Milk Car – orange	149.00	2	_____	\$ _____
15. Mil. Road Milk Car – blue	125.00	2	_____	\$ _____
16. C&NW Tank Car	149.00	2	_____	\$ _____
17. Gunpowder Car	59.00	2	_____	\$ _____
18. Alco B Unit, NH #209	99.00	2	_____	\$ _____
19. Baggage Car, NH #209	65.00	2	_____	\$ _____
20. Combine Car, NH #209	65.00	2	_____	\$ _____
21. C&O Lighted Caboose	22.75	2	_____	\$ _____

Sub-total for Products: \$ _____

DO THE MATH

Minnesota residents: add sales tax – 7.25% of the sub-total \$ _____

Shipping & Handling in Cont’l U.S.: _____

If sub-total is less than \$99.99, add \$7.95 here \$ _____

If sub-total is more than \$100.00, add 9% here \$ _____

S&H cost cannot be combined with other orders.

Sorry, these items cannot be shipped to AK, HI and foreign countries.

Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

My check or money order for the total amount of my order is enclosed and made payable to “LCCA” with “40A4” written on the memo line.

Charge the total amount of my order to my credit card.

Credit Card Account No.: _____ Exp: _____

Discover MasterCard Visa Code: _____ (3 digits on back of card)

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

You may photocopy this order form and mail it to the best toy train club on the planet:

LCCA Business Office • Dept 40A4/TLR-12-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

Or order online at www.lionelcollectors.org



HIGHLIGHT:

Thanks to all who contacted me and provided helpful suggestions about where to look or whom to contact.

In the October 2010 issue of The Lion Roars the published list of Charter Members was incomplete; short by six “missing” CMs that we could not locate at that time. Thanks to CM 15 Robert Hughes of Santa Ana, CA, and CM 65 Robert Hardwick of Kankakee, IL, I can now happily report that all six of them have been “found.”

CM 12 Ronald Hallman
Cedar Falls, IA

CM 18 Chester Reifinger, Jr.
Line Lexington, PA

CM 55 Ed Nadean
Cranston, RI

CM 62 John Willis
Halifax NS, Canada

CM 63 George Barrow
Enid, OK

CM 81 William F. Weiss
Warwick, RI

CM Robert Hardwick sent me an original membership list from June 30, 1971. This complete CM Roster contained the names and numbers of all 83 original CMs – a big help to say the least!

Thanks to all who contacted me and provided helpful suggestions about where to look or whom to contact.

These members encouraged me to move this project along, and their comments boosted my resolve to find these former CMs and “make it right.”

LCCA now has an accurate record of all 83 original CMs, so all are on board the train. I will send this complete list to the current LCCA officers for safekeeping in the club’s archive for future use and a historical reference.

While doing this search, I also found interesting items regarding the LCCA from 40 years ago. I will share these with you in future articles.

Toy Trunk Railroad

by Erik Sansom





HIGHLIGHT:

“That train set was originally owned by my great-great-grandfather and was passed along through the generations.”

At every Christmas season starting in 1941, I received an annual immersion in model railroading when my dad and I put together our 4x10-foot platform. We checked out the O27 track and the two sidings in preparation for Lionel® toy train excursions around the “middle room” of the house during the holidays.

We ran an ancient Standard gauge 0-4-0 NYC electric overhead engine with a large one-inch headlight. It pulled three six-inch-long NYC passenger cars with two-axle trucks. Some of the paint was scraped off by the annual ritual of unpacking, operating, and re-packing this engine, but it always had its place on the platform. That train set was originally owned by my great-great-grandfather and was passed down through the generations.

My great-grandfather made 1:48 scale houses for the layout at his shop in Northampton, PA. I recall a brick house with the bricks and mortar lines in perfect alignment. Another building was a gray, three-story apartment house with a porch at each floor. My brother-in-law still has those houses.

We hung Christmas stockings at the end of the platform where the transformers were placed for control of the trains. That was our tradition. We received oranges and fruit at Christmas time in the stockings, and there was always one little package sticking out. I remember receiving some cast-metal soldiers to put on the layout, a special Christmas gift from my dad. The railroad was not called a “model railroad.” When people came around, it was called a “putz,” which is the word for it among Pennsylvanians. Germans.

The layout was created when we lived in Linwood, PA, in the 1940s. When dad moved upon retirement in 1972, he set up the platform on the second floor of the garage, and it remained up and running year-round. As time passed, he added to it – a 2-4-2 steam locomotive and some operating cars. I bought him a Union Pacific RS2 diesel and a boom car so that little Christmas packages could be placed in it.

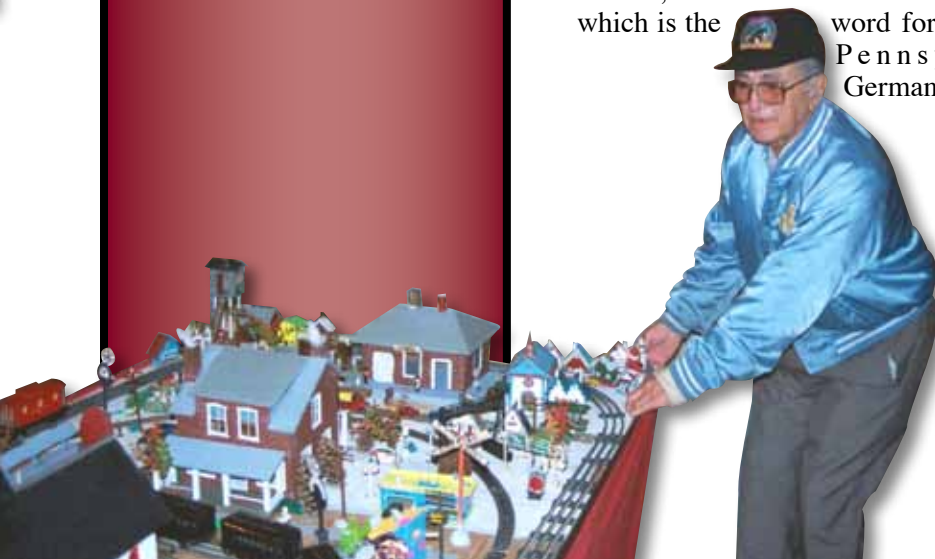
When I was in college, I worked during the Christmas season at Sears, Roebuck and Co. in Chester, PA. I was placed in the toy department, and I repaired trains also. People would come by and ask, “What should I get for my son for Christmas?” That was a joy for me, and the magic never faded.

Years later, when I came home from the Army after 23 years service, I nearly had a coronary when I saw the old Standard gauge train set. Dad had painted the loco and the cars in PRR red, although it was originally a NYC train set. I asked, “What did you do that for? It’s worth money in original condition.” He replied, “To whom?” Then he applied Pennsy lettering on it. It was his train, so what the heck.

When dad retired from Sun Oil Company in 1973, he cherished a Sun Oil tank car, the three-dome version. He passed away in 2008, but his legacy lives on through the trains.

I’m now a nurse with a busy schedule, and to me the trains carry wonderful memories of family times. The trains are also “therapeutic” to me for stress reduction and enjoyment. Cheaper than a therapist or medication! During the Christmas season especially, those great memories make the holiday bright.

Photograph provided by Donald Minnich



Don Minnich’s father, John Minnich, created the platform that was for years a family treasure. The railroad first went up in the early 1940s and continued for 68 Christmases. This layout is the source of Don’s recollections.



HIGHLIGHT:

“Heads up, Santa. Ray and Susan are ready for your annual visit and for other visitors who love toy trains!”

Editor’s Note: It all started with a Christmas gift idea. Ray wanted to get his wife Susan something unique for Christmas. The result: holiday-themed his-and-hers train layouts in their home.

Ray knew Susan had a Lionel® train set as a young girl – not the Lionel Girl’s Train, but a “real railroad” train as a gift from her dad. It wasn’t elaborate, but it was a childhood interest that she really enjoyed. Susan doesn’t recall what happened to it.

Ray visited the local hobby shop to find the steam locomotive and the cars she described: a cattle car, a coal dump car, a train platform, and a tunnel. Susan was thrilled with this nostalgic gift that extended wonderful memories of times past into their future. Ray became hooked on trains and began collecting postwar Lionel trains. Now – 10 years later – they both have train layouts that fill their house with trains and accessories.

Ray started the train layout for Susan on a sheet of plywood placed on the dining room table for more than a year. “Something has to give,” he admitted. “We enclosed a porch adjacent to the kitchen and converted it into a spacious dining room with a ten-foot-long dining table. Then we filled the room with antiques. After deliberation, we moved the antiques out and converted this space into a train room. The 10x3.5-foot table became the base for Susan’s year-round Christmas layout.”

Her Train Layout - a Recollection of Times Past

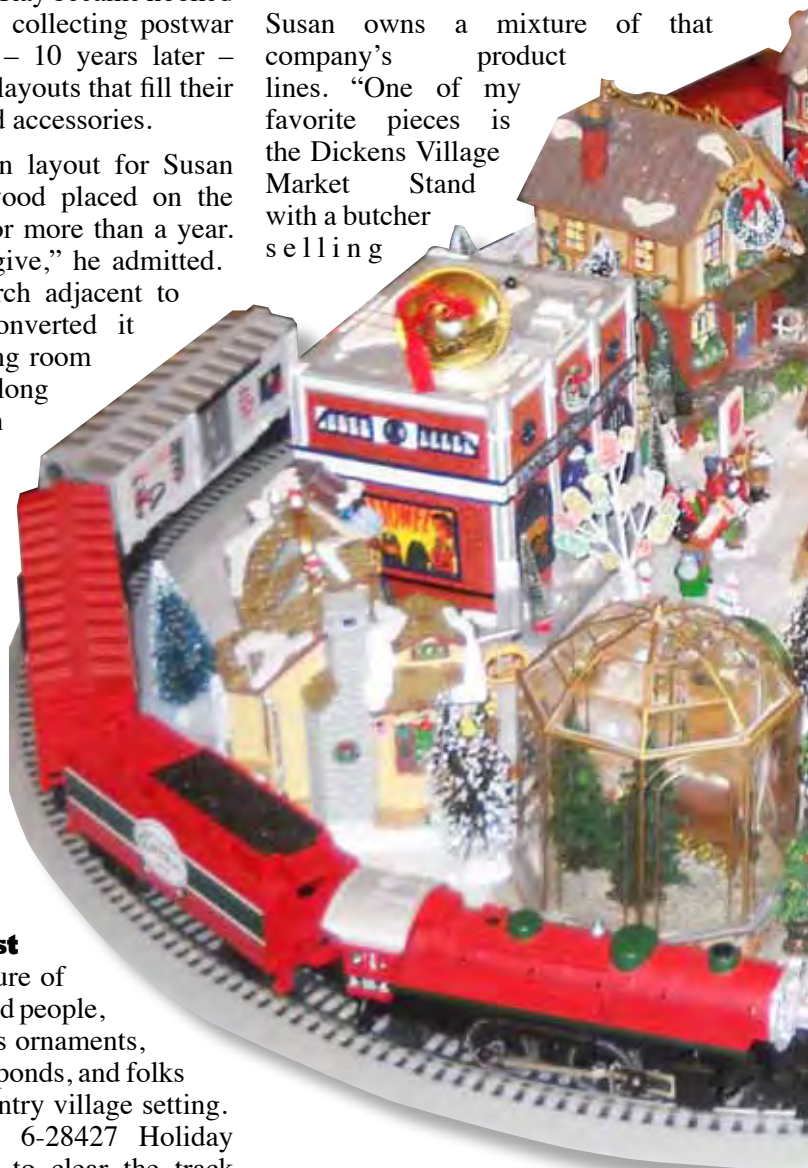
She now has a mixture of Dept. 56 buildings and people, Hallmark® Christmas ornaments, mirrored ice skating ponds, and folks enjoying life in a wintry village setting. She runs a Lionel 6-28427 Holiday Railroad Snowplow to clear the track

ahead of Lionel 6-30068 North Pole Central freight set with boxcars playing Christmas carols and an elf chasing a reindeer around a gondola car. She added a Lionel 6-16863 Christmas Wish Station last summer. “I carefully wrapped tiny gifts for the holidays and placed them in the baggage carts, and then added birds to the trees for color and interest,” she explained. “Decorated street lamps add charm and seem to help villagers find their way around on snowy nights.”

The Department 56 Collector

“My adult-era train layout started as a few Department 56™ houses to decorate at Christmas,” Susan said. “I added to it year by year, and it became very time-consuming to put everything away each year.”

Susan owns a mixture of that company’s product lines. “One of my favorite pieces is the Dickens Village Market Stand with a butcher selling



Hers Tain Layouts

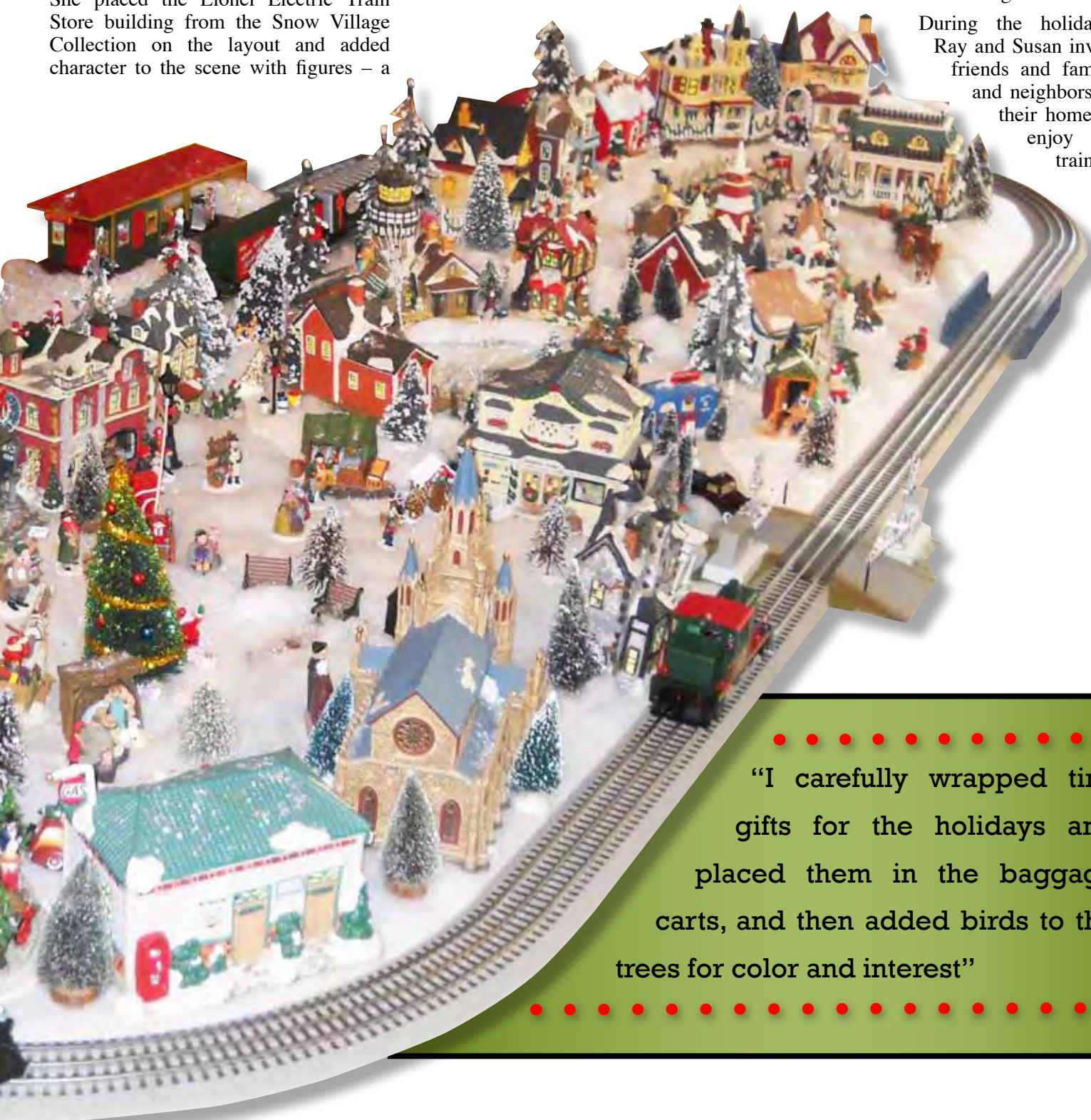
dressed Christmas geese to passersby. He's holding a goose to show his wares, and several more are hanging on his stand. A woman who just bought her Christmas goose is walking away with it," she explained.

She placed the Lionel Electric Train Store building from the Snow Village Collection on the layout and added character to the scene with figures – a

man and his son are carrying Lionel boxes just purchased in the store. Like many collectors, Susan has reached the point where she doesn't have space on her 3.5x10-foot train table for any more pieces.

She is now considering changing the track pattern from an oval to a figure eight for variety. For this Christmas season, she'll add Lionel operating gatemen accessories at the corners – one has a Santa figure and the other one has a nutcracker figure.

During the holidays, Ray and Susan invite friends and family and neighbors to their home to enjoy the trains.



“I carefully wrapped tiny gifts for the holidays and placed them in the baggage carts, and then added birds to the trees for color and interest”

“Our grandchildren really like it, and the layout has been a focal point for them. Train gifts from granddaddy and grandmommy started with little push-toy wooden trains and graduated to Lionel trains and operating accessories.

His Train Layout

Ray built and rebuilt a U-shaped, 12x14-foot layout with Lionel postwar accessories positioned around an industrial region. His layout is still under construction and – as most hobbyists realize – will never be finished, which is a not-very-well-kept secret among train collectors/operators!

Coal elevators, a log loader, magnetic crane, ice depot, floodlight towers, rotary beacons, switches, and switch towers are just a few of the Lionel postwar accessories in place. His oil field derricks pump “black gold” as trains cross two Bascule Bridges, travel through a mountain tunnel, and transport loads of coal, barrels, scrap metal, and oil from site to site. Even the resident hobos have a lively camp. He used Lionel tubular track, multiple switches, and

several transformers to control the trains for the enjoyment of grandkids, friends, and neighbors.

“We can sit at our kitchen table, look through the windows, and watch our trains run. This is very relaxing in this fast-paced, complicated world we live in today. During the Christmas season, we set up additional trains around the 12-foot-tall Christmas tree in the living room and a smaller seven-foot tree in the formal dining room.” Heads up, Santa. Ray and Susan are ready for your annual visit and for other visitors who love toy trains!

Around the Wall

Ray’s layout extends to the walls on two sides, and the middle area is open. He can run three trains

along a route with eight switches. He’s a conventional operator, but he has Lionel TMCC™ products in a box. “I started the layout without it, and I acquired it since then, but I really don’t know that much

about it,” he said. Some hobby friends have offered to plug it in for him, but he enjoys running trains the old fashioned way.

He started collecting postwar items, but bought some modern train sets for reliability – especially when his grandkids were visiting. He wanted to have trains that would run and run and run without need for repairs. He bought a modern



Lionel Ski Train during the LCCA 2010 Convention in Denver. “I rode on the actual train,” he said.

A Long List of Favorites

Ray owns most of Lionel’s postwar operating accessories, and his favorite is the venerable log loader. He also likes the Icing Station, all three coal loaders, and the Gantry Crane. He also has several Marx items: the Glendale Station and the Girard Station.

He really likes the Lionel F3 series diesels. Ray has plenty of them, many of them from the postwar era. He switched to modern era F3s in the ‘70s: Great Northern, Baltimore and Ohio, Union Pacific, Amtrak, Milwaukee Road, Southern, and New Haven. He’s trying to keep everything in one room, but it’s a challenge!

When a boy, Ray owned an American Flyer train – the Royal Blue. When he grew up and later entered the military, he left all the train stuff at home. All the trains were given away. “I now wish I had it all back,” he said. He went on a quest to find a similar AF model and eventually found one. He envisioned setting up an American Flyer train layout. Although he hasn’t done that yet, the AF train is resting in boxes underneath the existing train table as if waiting to be called into active service.



The Next Step

Ray has purchased FasTrack™ and switches with the thought of creating an upper level for the existing layout. “Guys in a local train club have built an elevated level, and they’re really happy with it. I need to get over there and see how they did it.”

“I’m an operator as well as a collector,” Ray explained, “so I run the trains. Sure, I have derailments and accidents, but I want to have fun with the trains. The risk of a minor ding is worth it for the enjoyment. I know, there are hobbyists who won’t risk running their trains for fear of causing a scratch or adding wear-and-tear, but that’s not my approach.”

Trains as a Shared Hobby with Universal Appeal

Ray often needs Susan’s help. He repairs his own trains within reason, and Susan helps him with those tasks. They enjoy going to local train club meetings and train shows together.

Ray added, “The trains are like a magnet, and visitors want to see her Christmas layout. Many share their childhood experiences with trains with us. The fascination with this hobby is more universal than we realized.”



Photographs by Ray and Susan Kincy



HIGHLIGHT:

“This is a great time of the year to play with your family’s Lionel trains.”



Toy Trains and Christmas
Christmas is my favorite time of the year. When I was a young boy growing up in Philadelphia, I couldn't wait for Christmas to come. On Thanksgiving, I watched the parades and then started my list of items that I wanted to receive from Santa Claus. It seemed like it took forever for him to get here. Time stood still.

I hope all of you are excited about the upcoming holiday season. This is a great time of the year to play with your family's Lionel® trains. Set up the track and watch the trains run. If you take photos or video clips of you with your Lionel trains during this holiday season, please send them to me so they can be shared with other JMs on our website or at the club's Facebook account.

A Lionel Car for JMs

This issue of *TLR* includes the premiere offer of the first JM car designed by the club and produced by Lionel LLC exclusively for LCCA members – the young and the “young at heart.” Refer to the facing page for a description and order form for the Dinosaurs Transport Car. Each car includes two dinosaur figures. They are large enough to avoid being a swallowing hazard.

Show this ad to those who could be persuaded to purchase it for you as a birthday present or other gift. It's scheduled for delivery in early 2012.



Related to but separate from the JM Dinosaurs Transport Car is another Lionel item to be offered later for older JMs. The Animated Skateboard Car will be announced in a future issue of the magazine.

Start Early, Stay for a Lifetime

I am proud to announce and introduce the youngest members to become JMs in the LCCA. On September 1, 2010, Lincoln Michael and Graham Benjamin were born in Raleigh, NC. Even though they were only two months old, their parents signed them up in our club. If you have friends or other family members who like Lionel trains, consider giving them a gift membership in the LCCA. This would make a great Christmas gift for dad or mom too.

Art Mimics Life

Angela Trotta Thomas, the train lady artist and also a member of LCCA, will host the second annual “Learn to Draw a Lionel Train” class at the 2011 Convention in Dallas, TX. If you missed her first class held during the 2010 Convention in Denver, you will want to participate in this second event. If you participated in Denver, you know how much fun it was!

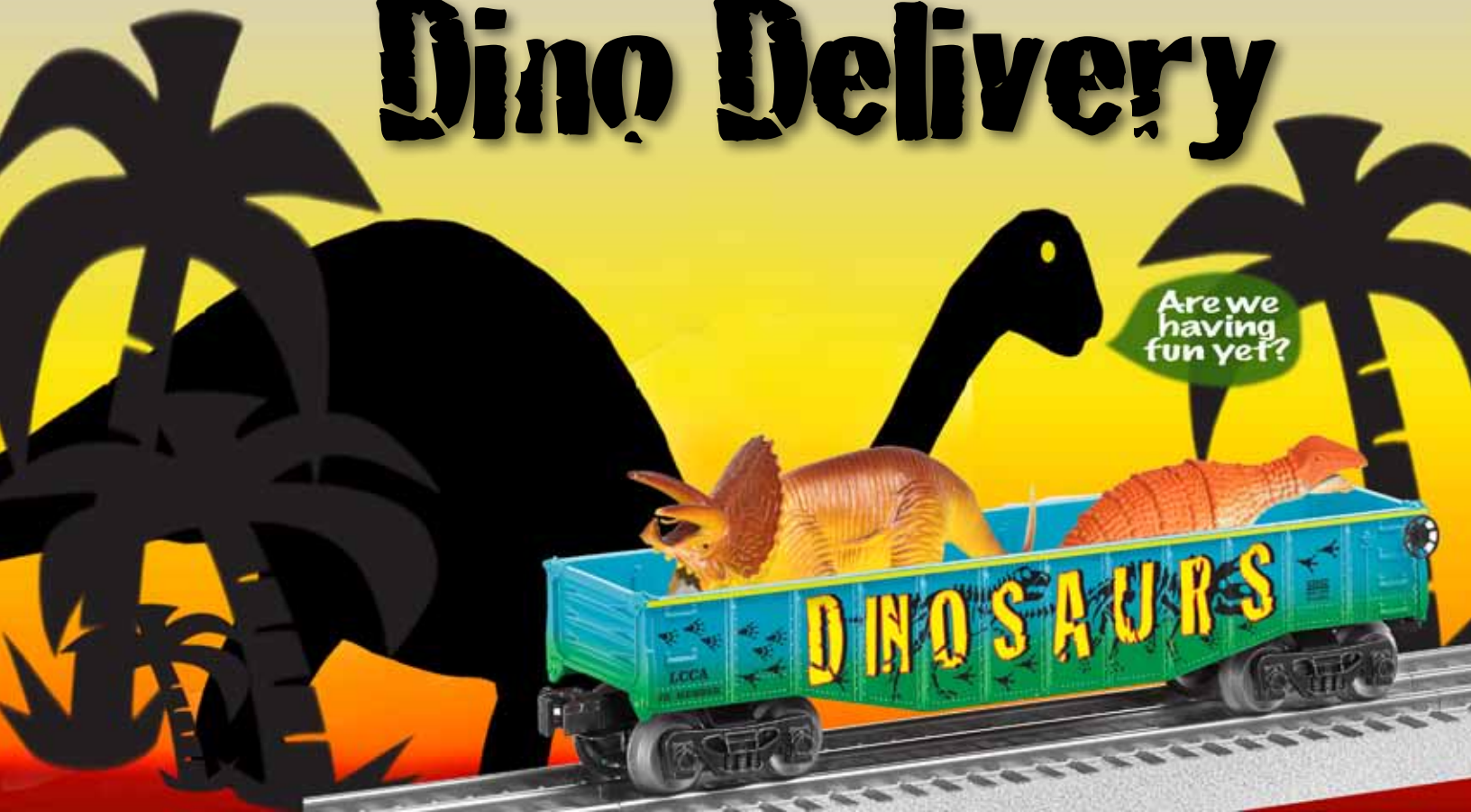


For many years, the cover of the December issue of *TLR* presented her train-hobby-related artwork, and this wonderful holiday tradition continues in this issue with “Christmas Switchers” – a portion of which is shown here.

I look forward to seeing all of you in Dallas next July. Stay tuned to our website and future issues of *The Lion Roars* for more information about JM activities. I hope each and every JM has a fun and safe holiday season.

Images by Lionel LLC and Angela Trotta Thomas

Dino Delivery



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

This and many other JMs can imagine that dinosaurs need transportation too; perhaps aboard a train traveling from their swampland homes to the feeding grounds. This Lionel® car

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

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

Heads up: another JM-oriented car will be announced in 2011 – an animated car with skateboarders in action intended for older JMs.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

___ Dinosaurs Transport Car(s); \$44.95 each \$ _____
 Sub-total (in U.S. funds): \$ _____
 Minnesota residents: add sales tax — 7.25% of sub-total \$ _____
 Shipping & Handling in Cont'l U.S. — add \$9.95 per car \$ _____
 S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H \$ _____
 S&H to other locations, add-on \$6 each to U.S. S&H \$ _____
 Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

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

• S&H cost cannot be combined with other orders.

**Order deadline is June 30, 2011,
 with delivery expected in early 2012.**

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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form or a photocopy to the best toy train club on the planet:
LCCA Business Office • Dept DTG/TLR-12-10 • P.O. Box 4708 • St. Paul, MN 55104-0708
 Order online at: www.lionelcollectors.org — go to “LCCA Store”

TEXAS

It's the place to be!

HIGHLIGHT:

“To give you a taste, or – as we say down here in the Lone Star State – to wet your whistle, here are some of the tours now being planned.”



by Bob Carter

RM 6620

**When I mention Texas,
what's your first impression?**

**BIG? HOT?
CATTLE? HOT?
COWBOYS? HOT?**

Well, you're correct on all counts, but don't let HOT keep you from coming to the 41st LCCA 2011 Convention Dallas, the air-conditioned city. Plans for this event are coming together, and you will want to be here and enjoy good company, good times, good food, and great trains.



We'll begin with a ride on the Texas State Railroad. This rail line was constructed by state prisoners in the 1800s to transport wood to the prison in Rusk, TX. Today, the railroad is an antique line. We will ride in coaches built in the early 1920s and pulled by a 2-8-0 "Consolidation" steam engine built in 1917. We will arrange a photo run-by with the train coming out of the forest, putting on a show just for us. In the small town of Maydelle we will disembark and watch as they drive old #300 onto the 1890s-era turntable and make a couple of turns using the same air power originally designed for it. When we reach our final destination of Rusk, we'll watch the engine utilize the wye as it makes its way to the shop for a water fill-up. We'll return to the depot for cab tours and photos. We will also be shuttled to the shop for a tour and explanation of their maintenance and restoration operation.



What would a trip to the East Texas Piney Woods be without barbecue? Yep, for lunch we'll have delicious BBQ served picnic style in the shade of large Texas pine trees. For a real treat, one lucky person will be chosen to ride in the cab from Palestine to Rusk and experience first hand the thrill of being a steam engineer and fireman.

If riding in the cab of a steam locomotive is not enough of a thrill, how about riding in the open cockpit of a Stearman Bi-plane? Another lucky tour participant will have that honor when we tour the Cavanaugh Flight Museum and the Museum of American Railroads.



From old planes to newer planes through the Vietnam era and from the Big Boy to the GG-1, we will enjoy a tour of trains and planes with a great lunch thrown in at "Babe's."

Would you like to get your hands on billions of dollars? OK, maybe not get your hands on it, but see it and maybe even buy some uncut bills. A trip to the Bureau of Engraving and Printing is on the schedule.



We'll tour the country's latest high-bank racetrack at Texas Motor Speedway. At TMS you can visit the press box, see an executive suite, walk the infield area and garage, and even take a spin around the 24-degree banked track. This will be a truly memorable experience for all.

Let's talk about sports. We'll get a first-hand look behind the scenes at two of the latest sports venues in the country: The Ball Park in Arlington, which opened in 1994 as the home of the Texas Rangers baseball team at a cost of \$191 million, and Cowboys Stadium, the home of "America's Team."

We'll see the exciting behind-the-scenes areas of the ballpark including the clubhouse, batting cages, press box, City of Arlington Suite, dugouts, and much more.



Cowboys Stadium is the largest domed stadium in the world. It cost \$1.3 billion and opened in May 2009. You'll marvel at the world's largest column-free interior and see the largest high-definition

video screen – it extends from 20 yard line to 20 yard line. You can have your picture taken in front of the locker of your favorite Cowboy player, on the logo star embedded on the field, or maybe in the cheerleaders' dressing room.

If you like history and mystery, then Dealey Plaza and the sixth floor of the School Book Depository is for you. Was JFK's death a conspiracy or the work of a lone shooter? It will be discussed, and you can decide for yourself.



We'll also visit what has been billed as the most massive train layout in the country, the impressive G-gauge, two-stories-high train layout at Dallas Children's Medical Center. This huge layout was originally designed and built by Malcolm Furlow and has been an attraction for adults as well as for the young patients at the hospital. The games and the trains were designed to help take the minds of children off their medical situation, at least for a time. When you see this outstanding layout, some of your troubles may be put aside too.



There is one more train ride – the Grapevine Vintage Railroad. The railroad is serviced by two vintage locomotives including "Puffy," the 1896 steam locomotive and oldest continuously operating steam engine in the South, and a 1953 GP-7 diesel. Passengers will enjoy riding in authentic 1920s and 1930s Victorian-style coaches as they take a step back in time and experience rail travel as it was in the glory days of the expanding West. When we pull into the Fort Worth Stockyards Station, you'll be right in the middle of the Stockyards National Historic District where the Old West comes alive. You'll have time to scout around and chow down before heading back to the train and the hotel.

There are other surprises being planned for your enjoyment at the 41st Convention of the best toy train club on the planet. Visit Dallas during July 25–31 and plan on having a rip-roarin' good time.

Look for details and Convention registration information in the February issue of *The Lion Roars*. A word to the wise: make your Hyatt Regency DFW reservation now using the form provided in this issue. The per-night rate is only \$114 with FREE TOLLS and FREE PARKING. Believe me, that is a huge deal. Use the savings to purchase train goodies at the LCCA Store on the site!



We'll have a great and memorable time in Dallas! See you in July.

Create the Night before Christmas



Here are Christmassy suggestions for creating a holiday ambiance around this set of three Lionel® buildings marked for the mythical town of Legacy™ located somewhere near Lionelville™. Apply your imagination to a wintry scene and sprinkle some genuine artificial snow in the area. Place a “lost reindeer” nearby, suggesting that Santa may be looking for this wayward steed. Mrs. Claus could bring hot chocolate to a trackside work crew.

These items are in stock, so your order will be fulfilled promptly. Order now so you’ll have plenty of time to place these structures on your layout and create a winter wonderland.

These utilitarian buildings are affordable, quite typical, and fun! The buildings are easy to wire-up, and they light-up with a soft glow. This set is the first of a series of planned future structures for the town of Legacy. Let the town grow as your layout grows.

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

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (_____) _____ e-mail: _____

DO THE MATH

_____ Set(s) of three Legacy buildings @ \$99.95 per set \$ _____

(Includes Shipping & Handling to Cont’l U.S.)

Minnesota residents: add 7.25% sales tax, \$7.25/set \$ _____

S&H to AK, HI, & Canada — add \$5/set to U.S. S&H \$ _____

S&H to other locations — add \$10/set to U.S. S&H \$ _____

Total (in U.S. funds) \$ _____

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

PURCHASE METHOD

My check is enclosed, made payable to “LCCA” with “LBS” on the memo line.

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover MasterCard Visa Code: _____

(3 digits on back of card)

Signature: _____

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

• S&H cost cannot be combined with other orders.

Mail this order form or a photocopy to the best toy train club on the planet:

LCCA Business Office • Dept LBS/TLR-12-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

Order online at: www.lionelcollectors.org — go to “LCCA Store”



HIGHLIGHT:

“The pages of the Service Manuals were very dynamic, and that makes it a difficult document to study today.”

FACTOID:

Because the Service Manuals were used extensively by many repairmen, pages were probably lost and not replaced.

Since my earliest days of collecting Lionel® postwar trains I have been extremely fascinated by the Lionel Service Manual and Replacement Parts Catalog for Lionel Trains and Accessories. In this article I will refer to it as the Service Manual. Lionel and American Flyer® are the only toy manufacturers I am aware of that established nationwide service networks for their products. Both manufacturers provided service manuals to their network of Service Stations.

The Beginning: 1948

My engineering background and mechanical interests sparked my desire to learn how to disassemble, repair, and properly reassemble Lionel locomotives, operating cars, and accessories. The Service Manual is the key to this knowledge. In addition to describing how things were manufactured, assembled and should be repaired, the Service Manual provides insights about manufacturing methods and improvements over time and information about items never produced for purchase. It is an extremely useful document that changed continuously over its life from 1948 to 1969. The continuous updates and changes make it difficult – and frustrating – to collect. No all-inclusive index of the pages exists. The last Table of Contents was dated 1961 but there were many updates after 1961 which are not included in any Table of Contents. I have pages which carry 1965 dates, but I have been told there are pages with 1966 dates.

I obtained my first reproduction of the manual in about 1972. Since then I have been fortunate to obtain several

original service manuals including the binders, tabs, and content pages. The purpose of this article is to describe how the manual changed over its life from its first appearance in 1948 to the last pages issued in the late 1960s.

Starting from the outside, let's examine how the binder that contained the pages changed over time. I have four different variations of the binders for the Service Manual. The following table shows the differences in each binder.

Number	Cover	Manufacturer	Color	Finish	Year
1	Hard cover	Wilson Jones 56144	Black	Pebble Grain	1948
2	Hard cover	Wilson Jones 57658	Dark Blue	Pebble Grain	1954
3	Hard Cover	No information	Blue	Smooth Vinyl	1956
4	Soft Cover	Shyers Bookbinding	Dark Blue	Pebble grain	1953

Binders 1, 2, and 3 all have the same printing on the cover and spine; see **photo 1**. The printing on the cover of binder number 4 “Lionel Trains Parts Catalog” is different from the other three; refer to **photo 2**.

According to the information on page 123 of Robert Osterhoff's book “Guide to Lionel Paper and Collectibles”, the original postwar edition of the manual was released in 1948 and was housed in the black three-ring binder at the left side of **photo 1**. Sometime after 1948 but before 1956, the binder changed to a dark blue three-ring binder as shown on the right side of **photo 1**.

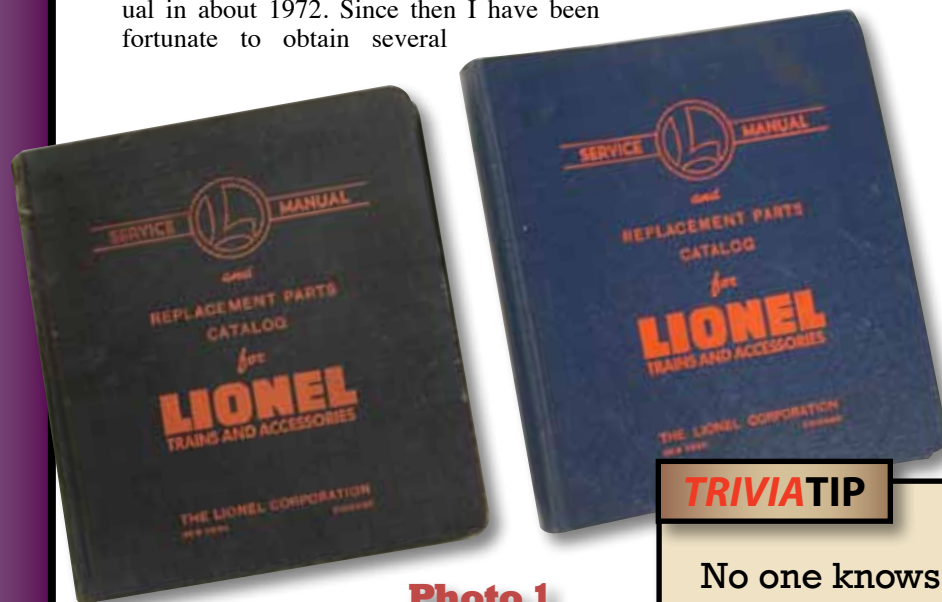
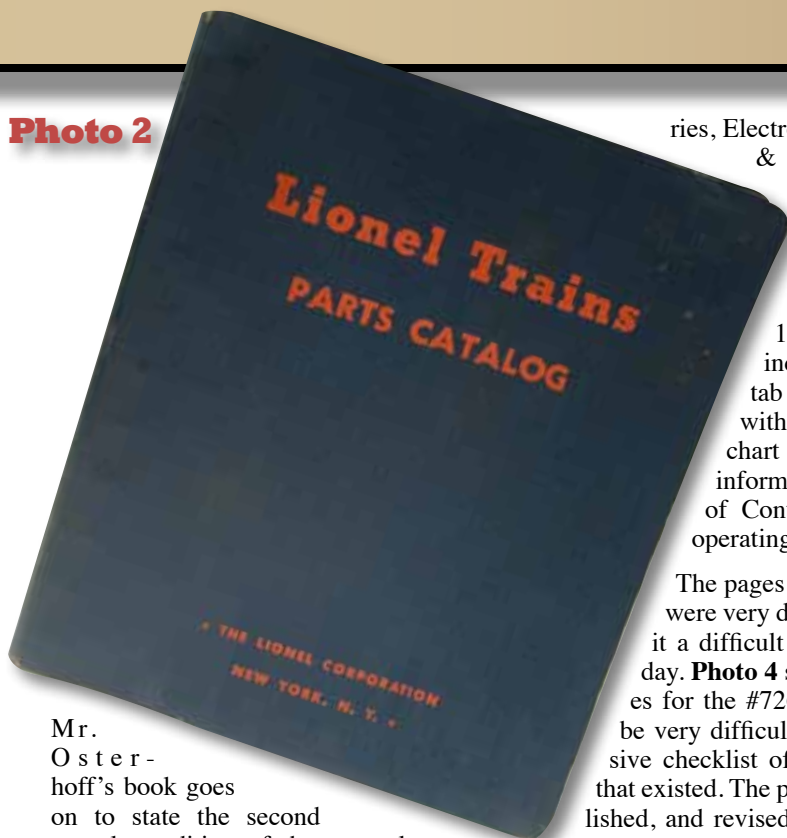


Photo 1

TRIVIA TIP

No one knows if they have a complete manual.

Photo 2



Mr. Osterhoff's book goes on to state the second complete edition of the manual was published in 1956 using a smooth vinyl blue binder. The printing on the front was identical to that shown in **photo 1**.

I have a complete 1954 replacement parts listing with a Table of Contents housed in this style of binder. That leads me to conclude that 1954 is when the binder color changed from black to blue.

The Lionel Trains Parts Catalog in **photo 2** is dated 1953 and has a soft cover with 11 small rings holding the pages. The rings appear to be very difficult to open, and this makes adding pages to the manual very difficult.

Moving to the inside of the manual, one sees divider tabs that correspond to and divide each section of the manual. The first set of eight tabs published in 1948 included Locomotives (see **photo 3**), Tenders, Operating Cars, Switches, Track & Crossings, Power Supply, Accesso-

ries, Electronic Control, and Tools & Equipment. The tabs were produced from three-hole punched unmarked heavy yellow paper with plastic pre-printed labels. The 1949 Table of Contents indicated a miscellaneous tab and a section added with a replacement lamp chart and coupler and truck information. The 1956 Table of Contents included a Non-operating Cars section and tab.

The pages of the Service Manuals were very dynamic, and that makes it a difficult document to study today. **Photo 4** shows the first two pages for the #726 locomotive. It would be very difficult to create an all-inclusive checklist of all the original pages that existed. The pages were created, published, and revised over the course of 20 years. Many pages were revised more than once. The key to successful interpretation is the issue date shown on each page.

Five Issues of the Table of Contents

The Table of Contents was issued five times between 1948 and 1960. It was first issued in 1948 and was updated at least four times by 1960. I am basing my opinion on the five versions of the Table of Contents I have obtained. The first was dated October 1948, the second was dated September 1949, the third was dated January 1956, the fourth was dated March 1959 and the final one was dated December 1960. Each version of the Table of Contents dated after 1948 includes a statement at the bottom that it replaced the prior issue. For example, the December 1960 Table of Contents says it replaced the

March 1959 Table of Contents. I suspect that only the new pages were provided to Service Stations that already had the manual. A new Service Station requesting a manual would receive the current version of the manual at the time of the request. This creates the possibility for many different variations of the manual depending on when it was requested.

A Continuing but Erratic Flow of Service Manuals

The first complete Service Manual issued in 1948 contained eight sections labeled as: Locomotives, Tenders, Operating Cars, Switches Track & Crossings, Power Supply, Accessories, Electronic Control, and Tools & Equipment. There were only ten locomotives in this manual, the Milk Car was the only operating car included, and (strangely) the only thing in the accessory section was the #167 Whistle Controller. Lionel had many accessories in the 1948 catalog including the #397 Coal Loader, the #30 Water Tower, the #182 Magnetic Crane and the Bascule Bridge, yet none were included in this Service Manual.

The Table of Contents included page issue dates for the different items listed which ranged from as early as August 1947 (#671 locomotive) to as late September 1948 (#1656 locomotive). This demonstrates that the manual was in a continuous state of development from early in 1947. The Table of Contents was compiled last and carried the date October 1948. A note included in the Table of Contents indicated pages were being prepared for the #022 Remote Switches, the #2671 Whistle Tender, the #132 and #1033 Multi-Control Transformers, and coupler trucks. Additionally, it stated that a new Table of Contents would be issued quarterly; however, that never happened.

The second Table of Contents was dated September 1949 and contained a statement that it replaced the October 1948 version. The Service Manual had grown from 109



Photo 3

Photo 4

pages to 154 pages. Significant additions to this manual included the #O22 switches and Remote Control Sections (RCS). Significant omissions included the #2333 F-3 diesels, the new cattle car, the ZW transformer, and all the accessories. A new section named Miscellaneous contained the first replacement lamp chart and a six-page listing about trucks. The policy of issuing a new Table of Contents quarterly was revised and stated,

“A new Table of Contents would be issued periodically.” Periodically was to be seven years later when the January 1956 Table of Contents replaced the 1949 issue.

Finally, there is a statement that leads me to believe the policy of only issuing new pages rather than complete replacements was instituted with 1949 issue. Page 1 of the introduction states, “This Service Manual will be kept up to date by constant additions and supplements which will keep step with all advancements in the Lionel Line. When supplementary pages are issued, make the necessary additions or corrections to your manual immediately.” The manual goes on to say, “If the contents of your manual do not agree with the latest Table of Contents please notify the Lionel Service Department and those pages will be sent to you.”

The January 1956 Table of Contents stated it replaced the September 1949 version. The overall size of the Service Manual had now grown to 384 pages and was contained in two three-ring binders as described earlier. Pages for individual items still showed a date of issue in the Table of Contents. The vast majority of the pages carried issue dates of 1953 or earlier meaning almost nothing offered new in 1954 or 1955 was included in the Service Manual, for example: the mis-

ing locomotive items include the Lackawanna FM Trainmasters, the second generation of F-3s, #646 style Hudson locomotives, #2330 and #2340 GG1s, Budd cars, and GE Rectifier locomotives. The operating car section increased from six pages to 33 pages and included most operating cars. The accessory section was expanded more than 10-fold from six pages to 78 pages. A new six-page section called Non-operating Cars was added. The conclusion drawn is, not many new Service Manual pages were published between 1954 and 1956.

Based on the March 1959 Table of Contents, the Service Manual expanded from 384 pages (in 1956) to 557 pages. While no new sections were added, every section was expanded to include all current production items in addition to older items. Dates of issue for each item's pages are no longer shown on the Table of Contents. HO equipment also began to appear in the Service Manual.

The last Table of Contents issued was dated December 1960. The total pages of the Service Manual now total more than 800. The expansion is not more items included; rather, it is the addition of Price List pages with current prices of replacement parts. Each cataloged item is listed and followed by the number of Service Manual (SM) pages it

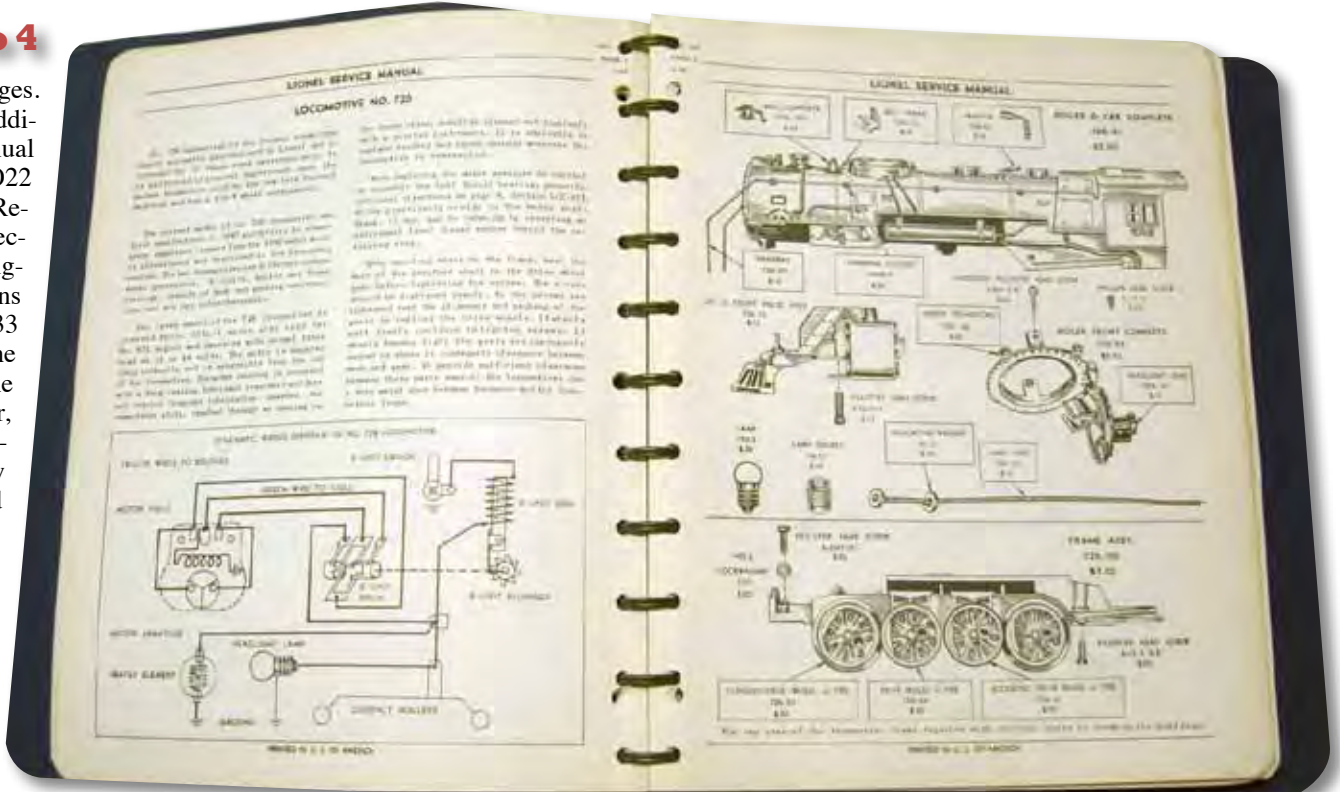
contained, if any, followed by the number of Price List (PL) pages it contained.

A New Document in 1961

Only one month later, in January 1961, Lionel issued another document which it entitled “Table of Contents Cross Index by Catalogue Numbers”. This document was quite useful because it listed cataloged items sequentially numbered and showed the appropriate Service Manual section pages and the appropriate Price List pages for the item. Although not technically a Table of Contents, this document was more functional because the reader didn't have to guess which section of the Service Manual to use. Prior Tables of Contents grouped items together but did not list every item applicable to a certain section. The 1961 checklist solved those problems.

In conclusion, I welcome any additional comments and information anyone wants to provide. I am formulating another article that would focus on particular pages of the Service Manual. Additional information is available in Robert Osterhoff's book “Greenberg's Guide to Lionel Paper and Collectibles” which is now available in DVD format and Hybrid Systems Ltd's CD “Lionel Post-war Service Manual”.

Photographs by David Osborn



These LCCA Collectibles Will Make your Head Spin. Maybe even Bobble!

Seize the opportunity! If you weren't able to attend the recent LCCA Convention in Denver, here's your chance to acquire these limited-edition collectibles presented during our event.

- The Dodge Magnum UP Railroad Police Car unique commemorative was available to Conventioneers at the on-site LCCA Store. Same terms as above.
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2010 The UP/LCCA Special Commemorative Limited Edition



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

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HIGHLIGHT:

“After Toy Fair, Lionel revised its line according to feedback (and orders) from dealers.”

Stocking Stuffers for 2010
'Tis the season for finding an appropriate gift for that Lionel® train enthusiast or perhaps yourself. In

this column we'll offer several suggestions for your consideration.

Best of Postwar

Roger Carp, senior editor of Classic Toy Trains magazine has clearly stepped out on a ledge with his new book, "101 Classic Toy Trains", published by Kalmbach Books. Roger has attempted to list, in order, the top 101 postwar train items. He did not restrict himself to one manufacturer. In addition to Lionel and American Flyer®, his list also includes items from a variety of manufacturers including Marx®, Kusan®, Plasticville®, and more.

TRIVIA QUESTION

Did you know that Richard Smith invented the Oil Drum Loader that was first offered by Lionel?

clearly spelled out in the introduction. Regardless of differing opinions, I think you'll find this book of great interest.

The first thing you might do with the book in your hand is to see if your favorites are on the list. But don't stop there. Each item features color photography and a one- or two-page discussion of the history of the item and why

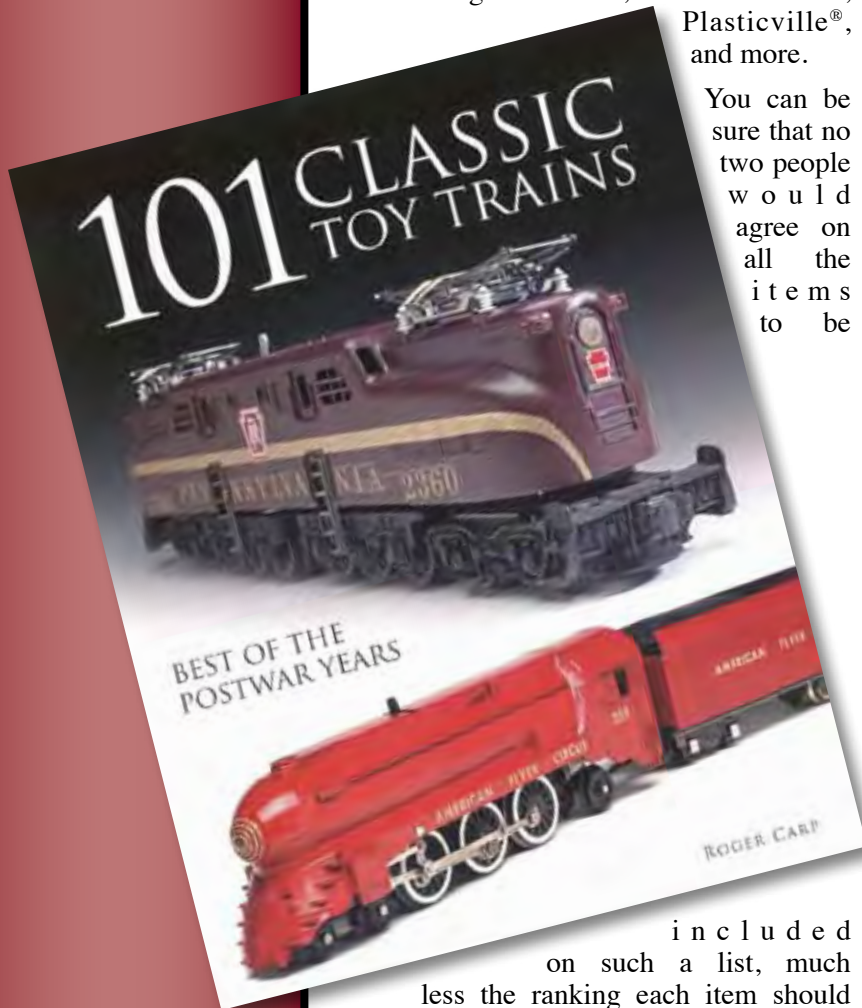
Roger feels it qualifies for placement in the top 101. These discussions make the book worth reading. This is definitely NOT a reprint of articles culled from CTT. I consider myself fairly knowledgeable in the area of postwar Lionel and was pleased to find much information that I was not previously aware of. I found it especially interesting to see the history and discover the leaders regarding certain pieces of rolling stock and accessories.

My bias is certainly towards Lionel, but in several cases Lionel was a follower. Did you know for example that Richard Smith's invention of the Oil Drum Loader was first offered to Lionel? Lionel turned it down, a barrel loader was already in the works. So Smith sold it to Gilbert, where it became a most popular and dependable accessory in the American Flyer line.

Did you know that Lionel went to famed industrial designer Raymond Loewy to develop one of their accessories? You'll find the whole story in this book along with many others that I found fascinating to read. In many cases, the name of the actual inventor or designer is provided.

These discussions also provide more insight into the way Lionel and others ran their businesses. Lionel and Flyer could not possibly provide all the needs and desires of postwar model railroaders. What they didn't provide or failed to identify as a market niche left an opening for smaller companies to take advantage. Some of the items in this category are included in the list and their stories provide interesting insights. The book also provides approximate values for each of the 101 items.

You can be sure that no two people would agree on all the items to be



included on such a list, much less the ranking each item should receive. Roger readily admits he may be subjecting himself to differing opinions, but that's exactly what this list is – an opinion. The criteria for his list are

I thoroughly enjoyed this book and read it cover to cover. I'm sure I'll refer to it in the future because it is an excellent reference. The 128-page book is 8-1/2 x 11 inches, softbound, and sells for \$24.95. You can get it at your local hobby shop or directly from Kalmbach at www.Kalmbach.com or by calling 1-800-533-6644.

Lionel Nation Series Continues

From TM Books and Videos comes the fifth video in the "Lionel Nation" series that features Lionel trains in action. First on the disk is a look at Lionel's Vision Line locos in action. Next a visit to Craig Chideston's train room with lots of items on display and a large layout that evokes memories of toy train layouts from the '50s. Then it's on

visit to North Park Center to view the large and beautifully scenicked layout operated by Ronald McDonald House during the winter holiday season. This very large layout features scenes from around the country such as Mount Rushmore, San Francisco, and others.

Another segment of this video deals with the U.S. No. 1 Presidential train car. This observation car was specially redesigned and reinforced for presidential use in 1942. Harry Truman made good use of it during his close run for office in 1948. Eisenhower used it, and then it

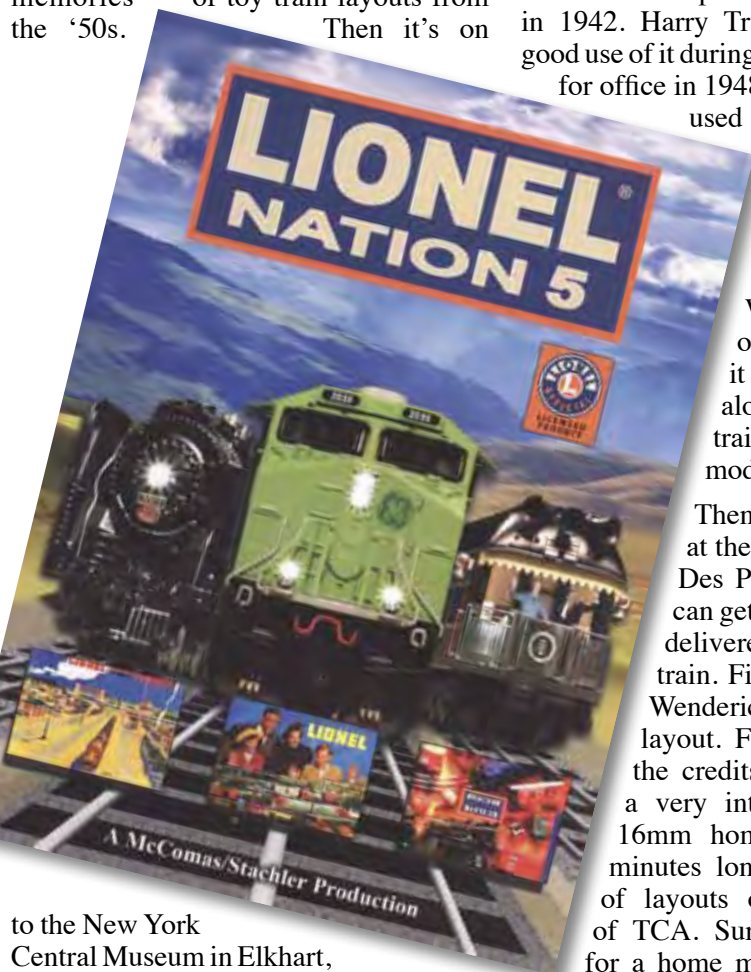
was given to a museum in Florida, only to be used again by Ronald Reagan. We see old footage of the car in use as it carried presidents along their campaign trail and an O-gauge model of the car.

Then it's time for lunch at the Choo Choo Diner in Des Plaines, IL. Here you can get a great cheeseburger delivered to you by a Lionel train. Finally we see George Wenderich's 14x22-foot layout. For those who watch the credits at the end, there's a very interesting bonus – a 16mm home movie about 20 minutes long made in the '50s of layouts of charter members of TCA. Surprisingly well done for a home movie, this was most enjoyable to see. In addition to seeing the home Standard and O-gauge layouts in operation, the movie includes scenes inside Madison Hardware. For some, this 20-minute bonus from the 1950s view could be the highlight of this DVD.



Fifteen years after TM's "A Lionel Christmas" video comes a sequel, "A Lionel Christmas 2". This new video is loaded with views of Christmas layouts. Layouts include the one that resides in the 2-1/2-acre atrium of the Gaylord Hotel in Dallas, TX, under-the-tree layouts, multi-level layouts, and the Woody Hickman home where we see an entire house loaded with Christmas decorations and a room full of trains. Between each of the six layout segments are Christmas scenes from a variety of layouts. One segment provides a look at Lionel's Christmas retail store at Rockefeller Center in New York City and the special layout built for a segment on NBC's "Today" show. Also featured are visits to a couple of retail train stores preparing for the holiday surge. A bonus video presents Lionel's Christmas displays at FAO Schwarz, Macy's, and Grand Central Terminal. What could be better to put you in the Christmas spirit than views of holiday layouts!

Each video sells for \$19.95. They are available direct from TM Books and Videos at 1-800-892-2822 or online at www.tmbv.com.



to the New York Central Museum in Elkhart, Illinois. This museum houses many of the real-life trains that Lionel modeled. You can see a real E unit diesel in NYC's famous lightning stripe decor. New York Central steam locos are hard to come by as most were scrapped, but here you see the only remaining 4-8-2 L3A Mohawk loco. Then it's on to Dallas, TX, for a

Black Diamond Railway II

More than a year ago we reviewed Rich Battista's DVD about his Black Diamond Railway.

The layout has been featured in *O Gauge Railroading*. That excellent video showed the methods he used to construct his layout. Now a second volume has been released, and it contains more video of his spectacular hi-rail layout.

Rich decided to expand his original layout and this video documents exactly how he went about doing the job. His layout is the most realistic, true-to-life layout I've ever seen. The video combines real-life railroad action with shots of the layout. It takes a sharp eye to discern the difference. This new volume adds significant new information about the methods Rich employed during layout design and construction. The 84-minute video includes chapters on benchwork, track work, wiring of switches, signals and relays, mountain scenery, ground cover and ballast, weathering of cars, engines, and buildings, and more. The video makes it quite clear that Rich knows what he's talking about, and he explains the work as you watch the action in progress. If you are interested in scale and realistic operation, this is a video that will provide a wealth of information. Rich is truly a master layout builder. Even if you have no intention of



TOY TRAINS ON TRACKS
The Black Diamond Railway II

building a layout yourself, you'll find it enjoyable to watch the fine work being done. For those interested in doing the work, Rich does an excellent job of explaining the processes.

Rich's video technique is also top notch. The DVD can be purchased at www.toytrainsontracks.com. The price is \$19.95 plus \$4.95 S&H.

Volume One is also available for \$14.95 plus S&H, or

buy both videos for \$29.95 plus S&H.

Postwar Advance Catalogs

During the postwar years, it was Lionel's policy to produce a catalog in time for the annual Toy Fair. This catalog was distributed to Lionel dealers and promoted the new product line planned for the end-of-year holiday season. These dealer advance catalogs contained illustrations, usually in black and white or duo tone, of items that Lionel had not yet produced. Whether or not they would be produced depended on reactions and

– more importantly – actual orders from dealers.

After Toy Fair, Lionel revised its line according to feedback (and orders) from dealers. These catalogs always included new items which had not yet been manufactured. The pictures were often conceptualized illustrations conveying an appearance that would change when design and production details were finalized. I find it interesting to compare these illustrations with the final product. They give you additional insight into the design process at Lionel.

The advance catalog was printed in a much smaller quantity than Lionel's consumer catalog that followed later in the year. As a result, advance catalogs are considerably more difficult to collect. Bob Osterhoff has now made it possible to own a complete set of Lionel's postwar advance catalogs in digital form on a single DVD for viewing on your computer. The disk even includes the very rare spring 1946 catalog. This was the first advance catalog of the postwar era and was later followed-up with another 1946 advance catalog. Both are included on the DVD. The spring edition was Lionel's rushed attempt to get news of what would be Lionel's first full line after war production ceased. This catalog is unusual in that it measured 22 inches long x 11 inches, had only eight pages including the cover, and was printed on

one side only. This is an extremely rare catalog and few have ever seen an actual copy. Also included on the disk are scans of inserts that were originally included with the catalogs, but are often found missing in catalogs still around today.

The advance catalogs often contained items that were never produced. For example, the 1950 advance catalog included two new cars for the electronic set – a hopper and a crane car. As it turned out, the electronic set was dropped from the 1950 line and was

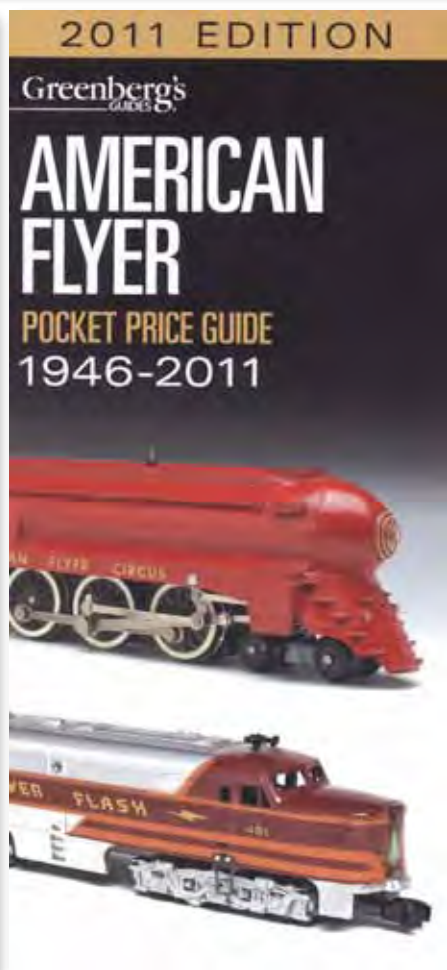
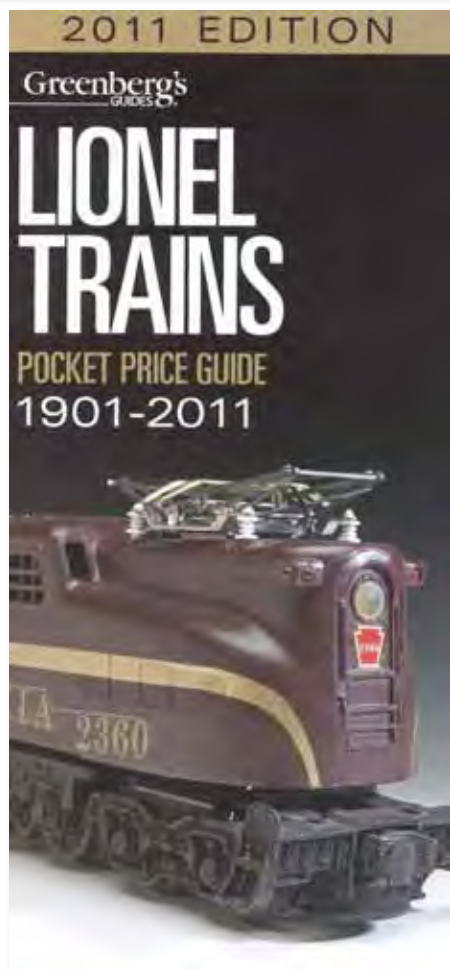
Lionel Postwar Advance Catalogs

Complete Set 1946 - 1969

With Bonus Advance Catalog Inserts



A Trainpaper.com Software Product
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hobby shop or directly from Kalmbach as cited above.

After many years, TM Books & Videos is offering their "Lionel Illustrated Price and Rarity Guide, 2011 Edition". The guide covers Lionel's prewar and postwar production, including 2-7/8 inch, Standard, O, OO, and HO gauges from 1900-1969. The guide lists values along with a rarity number and trend

not included in the consumer catalog. So the two new cars were never mass produced. Any fan of postwar Lionel will thoroughly enjoy browsing through these advance catalogs. The disk sells for \$40 plus \$2 shipping and is available directly from Bob Osterhoff at his website: www.trainpaper.com or at this address: 1622 Garden Valley Drive, Wildwood, MO 63038.

New Price Guides

Kalmbach Books has released the 2011 editions of their popular Greenberg Guides series for Lionel and American Flyer trains. The Lionel edition covers 1901 through current production. The three main sections include a numerical listing of items produced in the Prewar, Postwar, and Modern eras. A fourth section lists Modern Tinplate, including the Standard gauge Classics line. A fifth section lists club cars and special production items not appearing in the consumer catalogs. The sixth and final section covers boxes. The guide

covers 2-7/8, Standard, and O-gauge production. Values are listed for good and excellent condition for prewar and postwar, and excellent and mint for later production. The handy guide is sized for your back pocket, which makes it convenient as a carry along reference when buying trains. The 344-page guide measures 8-1/2x4 inches high and is priced at \$18.95.

The American Flyer edition covers S-gauge trains and has five sections. The first section covers Gilbert from 1946 to 1966. The second section covers Lionel S-gauge products from 1979 to current production. Section three covers American Models from 1981-2011. Section four covers S-Helper Service from 1994 to 2011. A final section covers Gilbert catalogs and paper. The first section lists values for good and excellent condition. The remaining sections list values for mint or retail prices. The 112-page guide is priced at \$15.95. The guides are available from your local

arrows indicating whether demand is up or down. Also included is a 28-page color section with a gallery of prewar and postwar items. Items in this guide are separated by category. As an example, you'll find motorized units listed together. A full numerical order index is also included. In addition to trains and rolling stock, there are separate sections for boxes, HO, HO sets, Plasticville, and postwar catalogs. As in the past, there is also a short section of Toy Train Revue which includes a follow-up article on Madison Hardware which I found an interesting read. TM's new 216-page guide measures 10-1/2 x 4-3/8 inches and sells for \$19.99. It is available from TM.

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

Photographs by Bill Schmeelk



HIGHLIGHT:

“Mr. Cowan never missed a chance to offer a potentially good-selling set just because there was no prototype!”

TRIVIA:QUESTION

Where did “The Rainbow Line” originate?

The Rainbow Line

The #289 covered in the previous installment was a compromise locomotive, an attempt to offer something in O gauge at a low price. I suspect Lionel® realized that a better version was needed, so the larger #264 and #265 locos were also catalogued. Still just 2-4-2s, they came with more detail, including valve gear on the loco and handrails on the tender. They always had side and main rods, plus – on the #265 – the eccentric rod. That is the basic difference between these two numbers.

On the actual locomotive, it’s what connects the reversing gear to the drive wheels and the cylinders.

Today’s trivia is a dual entry with two questions, but they’re both Jeopardy \$200 questions, not the \$1,000 variety. Besides the fact that these are rather vividly colored locomotives, where did “The Rainbow Line” originate? Bonus question: there were actually two more Commodore Vanderbilts offered by Lionel®, but they were clockwork locos, so I eased past them. One had a famous crew member. Who was he?



Cannonball

Back to the Tracks

The #264 came in light red, usually pulling the “Red Comet.” That was a great method of getting color into the line quickly since it utilized the existing #603/604 basic unlighted passenger cars painted in a new color. **Photo 1** shows the loco with the #265 tender. The #264 also came in black. One source also says light blue, but nothing else I have seen does, so I rather doubt it. Except for the initial production in 1935 which used the small #261T already in use behind several non-streamlined 2-4-2s, all subsequent #264s used variations of the larger #265T. The

#264 was catalogued for two years, but was available as an uncatalogued item from 1937 through 1940 in black only.

The larger and more detailed #265T (or TW depending upon whether or not there was a whistle) units are more commonly found, but I do not see much difference in price based on the tender. However, color does count, and the red version usually commands a slightly higher price. The black version is in the \$150-\$250 range depending on condition and assuming you don’t want “beaten up” or “pristine.” The red color adds roughly

\$25, but the current market is rather difficult to nail down right now, as is the rest of the economy. Shop around.

The #265 was offered in black (see **photo 2**) and gunmetal gray as well as light blue (see **photo 3**). As noted, this version added the eccentric rod which is what enables the real loco to travel in reverse. It’s also the rod that provides the most interesting motion when the engine is running.

Photo 4 shows the rods on the red #264 and the black #265. It was catalogued from 1935 to 1940. In addition to three highly desirable and uniquely designed sets, it was shown in sets with passenger cars #600/601/602 and the #650 series freights, later replaced by the #2650 series. These are short freight cars on a pair of four-wheel trucks. The difference in the numbers is due to the replacement of manual couplers by electromagnetic box couplers. The black and gray versions are priced roughly the same as the #264s, but the blue one commands a premium, generally at least twice the price.

What did I mean by “uniquely designed?” Never one to miss a good marketing opportunity or fail to make multiple uses of tooling, Lionel hit the jackpot with two catalogued sets and one uncatalogued set hauled by the #265. First was The Blue Streak, using, obviously, the light blue version of this loco. This was both a marketing coup and a re-use.

The consist was the same cars used on the various versions of the Flying Yankee but with a special vestibule placed on the front of the first combine car so it could be closed off and “coupled” to the tender. Obviously, this would not be possible with the fully articulated cars in the Flying Yankee. To distinguish this car, it was assigned #619, and the trailing coach was #617, with the #618 obs car. They were painted light blue to match the loco, and they had a wide white stripe through the window area. This train had a basis in reality, and the styling of the Lionel loco and the paint on the cars matched the prototype well. Just don’t ask about the articulation.



Photo 1



Photo 2



Photo 3

In 1935, Louis Liggett, founder of the United Drug Company (Rexall), decided that rather than having thousands of Rexall druggists come to the national convention, he would bring it to them and garner some great publicity as well. Thus the idea of the Rexall Train was conceived.

Vanderbilt. It was a heavy train, so the loco was not a Hudson, but a 4-8-2 Mohawk. The entire train was painted Rexall blue and white with black roofs on the rolling stock.

From March to November of 1936, this 12-car streamlined, air-conditioned billboard-on-wheels train toured the

before statehood for Alaska and Hawaii) was Nevada.

Since Lionel then had a new #619 adapter car, company designers probably asked, "Why not use it for another train, even if totally fictitious?" The #619 combine and #618 obs emerged in chrome pulled by a black #265.

Photo 4



With the economy still in the depths of the Great Depression, it was easy to find surplus railroad equipment. Twelve heavyweight Pullman cars were cosmetically altered with new roofs and diaphragms. The line-up was the longest "streamlined" train on the rails. Leased from the New York Central, the locomotive received a thorough stylistic makeover based on the Commodore

length and breadth of the United States. It traveled 29,000 miles through 47 states and Canada. About 2.3 million visitors toured the train, and millions more saw it as it rumbled through their town. I'm sure it attracted lots of attention. I'm even surer that one person who noticed it was Josh Cowan. Hence, the Blue Streak. Trivia extra points: the one state missing from the itinerary (this was

Both this set and the Blue Streak are very desirable, as are most of the articulated sets Lionel produced. So, save up for them.

The final version, which was uncatalogued, is even pricier today. It had a black #265 on the point with three cars, #619/617/618, but painted in solid medium blue.

One more note on these sets: the tenders are #265X (again, with either T or W before the X depending on whether or not there is a whistle). As used by Lionel, the X usually signified something was different about this piece. In this case, it is the drawbar, not a coupler, connecting the loco to the rest of the train. See **photo 5** for a close-up look at the drawbar.

One aside here. I have owned my black #265 for many years. I found it at a small train meet on Long Island. One gentleman had the loco, missing the stack and the tender, and another vendor had the tender. Although the items were just a few aisles apart, I don't think either of them realized that a complete pair could be had with some leg work. I went back and forth trying to drive the price down based on my need to find either a loco

or a tender in order to justify a purchase. I finally succeeded in connecting the resources in my wallet to the financial requirements of both dealers.

Then there was the problem of the stack. It's a small, plated teardrop shape and is unique to these engines. To the best of my knowledge, no one made a repro version. As far as I know, that is still the case, but I haven't had to look lately. At the time, I worked in New York City, the home of Madison Hardware, and I was on good terms with Carl Shur in the parts department. If anyone in the world would have that loco stack, he would. On Monday morning I called him. Sure enough, he had it. An original part, of course! I was down there at lunch time. If you never visited the original Madison Hardware, accept my condolences.



Photo 5



Photo 6

It was a real experience. I came in, said "Hello" to Carl and asked for the loco stack. He turned to the wall, which looked like a giant library card catalog, pulled out one drawer, rifled through it, and handed me a pristine stack for \$1.50. What a store! The streamlined stack is shown in **photo 6**.

About the Rainbow Line

The phrase comes from American Flyer®. In fact, the rainbow is on the cover of the AF 1927 and 1928 catalogs and was used to stress the eye-catching range of colors they applied to locomotives, passenger cars, and lithographed freight cars. My apologies to the ghost of Joshua Lionel Cowen for writing about Lionel trains using that title!

Bonus answer: Lionel produced two other red Vanderbilts. Both were clockwork trains. They are short 0-4-0 locos with a main rod only. The #1511 had a four-wheel #1516 tender. The other one is better known and highly desired. It's the #1508 loco with the #1509 tender, complete with screen star Mickey Mouse shoveling the coal. BTW, Mickey's first words were uttered in 1929 in the cartoon "The Carnival Kid" and the voice was that of his creator, Walt Disney himself.

See you next time with more streamlined engines along the rails of The Tinplate Cannonball!

Photographs by Ken Morgan



Tom Wells
RM 15901

From Lemons to Lemonade

Re-invention for Fun and Flying

If you've been involved with this hobby for any length of time, you probably have a junk box. I recently dipped into mine for odds and ends to build a look-alike Lionel® #419 Heliport. I was outbid several times at various auction houses



while seeking an original heliport, so I decided to re-invent an improved version for my layout. The

Lionel postwar helicopter launching mechanism leaves a lot to be desired performance-wise. Although I wanted my version to look like the original, I also wanted it to work reliably. In my view, the best helicopter performance today is made by another model train manufacturer that offers a flatcar with a mechanism for launching an onboard helicopter.

I had two of those on hand and decided to sacrifice one for my new heliport. Just so serious collectors don't send hate mail to me, let me say up front that the Lionel #465 Sound Dispatching Station retrieved from my junk box for this project was already gutted, had a cracked and warped roof, and its lettering was removed from the front face by a previous owner -- thus the "lemons" in the title. It wasn't difficult to create a hole in the roof large enough to accept the launch mechanism repurposed from the flatcar.

Radar Improvement

I also decided to replace the microwave dish with a rotating radar antenna. This added feature required some creative thought. Finally, I came up with a device similar to that used in Lionel's HO-scale radar antenna. The

radar antenna on the HO product is the same one used on the #3540 Operating Radar Car (3540-5). I used the driving coil (140-19), washer (140-32), and rotating cup assembly (140-28), from the 140 Banjo Signal. The radar screen fit nicely over the rotating cup. All

of these parts are readily available as reproductions from parts dealers.

I made use of the existing hole for the microwave dish to mount the drive assembly. After making sure it was level, I fixed it in position with five-minute epoxy. That completed the main construction work, but the antenna base looked a little strange. I decided to make a base assembly from a #394 Beacon (394-19). This required sawing off the bulb socket and enlarging the center hole to accommodate the base of the radar screen. Now it looked more realistic. I purposely didn't light the building, as the original was not lighted. But that might change.

Final Touches

Finally, I added two pairs of alternating red LEDs to the landing area, re-lettered the front of the building with dry transfer letters that closely approximated the shape of Lionel's original lettering, and used a #97C controller as a radar/launch control button.



Now I have a heliport that looks very postwar and operates much better than the original. All I need now is a windsock.

Photographs by Tom Wells

HIGHLIGHT:

Although I wanted my version to look like the original, I also wanted it to work reliably.



Boy Scouts of America Merit Badges

To honor the centennial year of the founding of the Boy Scouts of America in 1910, this Puzzlement presents a portion of the original requirements for the Railroading Merit Badge first introduced in 1952. These requirements for young scouts were not easy, and they could rightfully be proud of sewing an earned emblem to their merit badge sash.



Excerpts of some of the BSA Railroading Merit Badge are shown below. The original BSA requirements are shown with the original numbering retained.

3. Explain briefly how each of the three kinds of locomotives (steam, electric, and diesel) develops power.
6.
 - a. Demonstrate arm or lantern signals commonly used by trainmen.
 - b. Tell what the several aspects of one type of semaphore or light signal system mean.
 - c. Identify the meanings of five train whistle signals.
 - c. Describe two emergency methods of signaling a train to stop in order to prevent a disaster.
7. Explain at least six rules of safety to observe aboard and around trains, and with respect to railroad platforms, yards, crossings, trestles, etc.
8. Do any three of the following (the last five are especially suited to the interest of model railroaders):
 - a. Outline the general organization of a railroad company and briefly describe the functions of its major departments.
 - b. Identify freight cars of at least 10 different railroads by their report heralds or symbols.
 - c. With one or more adults, plan and take a railroad trip of 25 or more miles; purchase your own ticket and read the timetables and accompanying notes correctly.
 - d. Explore the lifework opportunities open to a young man in the field of railroading. Describe the necessary qualifications and working conditions of one job in which you are especially interested.
 - e.
 - 1) Know name, scale to foot, proportion, and track gauge for four standard model railroad gauges.
 - 2) Demonstrate proper method of cleaning and lubricating a model locomotive and other model equipment.
 - f. Draw to scale the layout of your own model railroad, or a layout which could be built in a suitable place in your home. Your layout must include at least a point-to-point or continuous loop road with a variety of routings, a turnaround, a terminal, a classification yard, and one or more sidings.
 - g. Alone or with others, construct a model railroad layout. Lay track with realistic ties, ballast and scenery. Make proper wire connections from power supply to track and accessories.
 - h. Make an acceptable scale model of a locomotive with or without motive power, or two pieces of rolling stock. (Kits may be used)
 - i. Draw scale plans and construct two model accessories, such as a station, bridge, trestle, tunnel, roundhouse or turntable.

What if a LCCA Railroading Merit Badge was created for today's hobbyists or alumni scouts who are also LCCA members? As an Eagle Scout (I earned the Railroading Merit Badge in March 1957) and a former Scoutmaster of Troop 4 of the Mt. Lassen Area Council, I present some likely requirements shown below. A contemporary fantasy LCCA Railroading Merit Badge might include these points. Could you earn this fantasy merit badge? Enjoy!

1. Give a brief history of the Lionel Corporation.
2. Describe the roots of the founding of the LCCA; name the founder of the club and the current President.
3. Since joining the LCCA, have participated in at least two club-sponsored events or activities.
4. Be involved in a local event in your community as an Ambassador for the LCCA and the train hobby.
5. Perform any two of the following:
 - a. Write an article and have it published in *The Lion Roars*.
 - b. Build a portable layout for display and operate it at least one time at a library, school, museum, hospital, etc.
 - c. Serve as a merit badge counselor for Model Design & Building, Collections, or Railroading Merit Badges.
 - d. Recruit a new LCCA member.

