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The **Lion Roars**



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



**The LCCA Santa Fe 208 Remake
in the "Other" Paint Scheme**

Fab Flag



LCCA Presents our 2010 Convention Car

The highly detailed Standard O model of a Union Pacific cylindrical hopper is now available to all members of the Lionel® Collectors Club of America. Designed by LCCA and made exclusively for the club by Lionel, this collectible 2010 Convention Car has a patriotic theme.

This car bears a fully unfurled U.S. flag, the UP slogan "Route of the Challenger", and the UP shield. It will complement other UP "flag" locomotives and rolling stock on your layout or display shelf.

This car has the features you'd expect on a Lionel Standard O freight car:

- Die-cast metal sprung trucks with operating couplers
- Rotating bearing caps
- Hidden uncoupler tabs
- Underframe detailing on hatches
- Crisp graphics and amazing flag detail
- Brake equipment on one end
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Order deadline: June 30, 2010. Anticipated delivery date: late December, 2010.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

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- ___ Convention Car(s); \$79.95 for 1, \$159.90 for 2 \$ _____
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add \$9.95 for one, \$18 for two.
- Additional S&H to AK, HI, and Canada — add-on \$6 ea. \$ _____
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- Minnesota residents:** add sales tax — \$5.80 per car. \$ _____
- Total (in U.S. funds):** \$ _____

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

Phone: () _____ e-mail: _____

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

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

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ON THE COVER

The blue and yellow and red décor of the Santa Fe’s freight service may not be as well known as its “warbonnet” design for passenger trains during the golden age of railroading. It’s relatively rare as a Lionel® model, and LCCA is resurrecting it. Photograph by Mark Mathews

Contacting the LCCA Business Office

Members can contact the Business Office for routine services through the club’s website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708.

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

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- Membership Chair* - Joining LCCA and membership questions.
- Immediate Past President* - Complaint against another member.
- President* - Always available and as a last resort.

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The President's Report

by Al Kolis
RM 15902

People often ask me how I became involved with the LCCA and became an officer of the club. Well, it all started back in Minneapolis, MN, at the 1997 Convention. I attended the Convention early in the week by myself. My wife Gina and our two children could not attend the entire Convention, but they met me at the site later in the week. I was in a strange town without my family. I am not a bar-going person, and I didn't want to stay in my room and watch TV. Instead, I hung out around the LCCA registration desk all day, bugging Susan Ellingson and the others working behind the desk. I explained my situation and asked if they needed any help. They put me to work as part of the registration desk team. When you work at the registration desk you eventually meet all Convention attendees. It is a great way to meet fellow LCCA members.

Volunteering Is Fun

The following year during the 1998 Convention in Philadelphia, PA, Gina and I volunteered to serve with the Convention registration desk team. We had a great time helping out. In 1999, we helped again.

Don Carlson, the 2000 Convention co-host, asked me to be his co-host for the jointly held LCCA/LOTS Convention to be held in the following year in my childhood hometown of Dearborn, MI. In that year, Lionel® celebrated their 100th anniversary. The 2000 Convention was a huge success, and everyone had a great time. I was exhausted after that week but was proud to have been a part of the team that celebrated a milestone year and contributed to the success of a very-well-attended event.

In fact, the LCCA was the last train hobby group to tour Lionel's factory in Chesterfield, MI. The factory was closed in 2001. LCCA members had a once-in-a-lifetime opportunity to be a part of an important chapter in the 100-year-long history of Lionel trains.

Since I enjoyed my experience as a member of the LCCA Convention team, I decided to run for one of the vacant Director positions on the LCCA Board of Directors. I was unsuccessful that first time, but I won election the second time. I served as a Director during Eric Fogg's tenure as President. Subsequently, I ran and won an election to serve as your president-elect. Even though I have not completed my first full year of service as your president, the current officers, Board of Directors, and I have been working hard to make our Club better and create more value for our members.

I am fortunate to serve as your president during the club's 40th anniversary year. Presently we are in the middle of our yearlong celebration of this important benchmark. I hope you are experiencing the many benefits of being a member of the LCCA, the best toy train club on the planet!

Family Fun

Gina and our two sons Alfonse and Vincent have attended every Convention with me since 1995. They are also part of the team of volunteers who help out at the Conventions, so these events have become a family tradition. We also try to visit areas around the Convention city before or after the event. As a result, our sons have had the opportunity to see our beautiful country first hand, not merely reading about it in a geography book. They have seen the Pacific Ocean, Mount Rushmore, Yellowstone National Park, the Grand Canyon, Las Vegas, Hoover Dam, the Liberty Bell, and Dealey Plaza in Dallas, just to name a few. Bring your entire family to the 40th annual Convention in Denver. I guarantee all will have a fun time.

Getting Involved

Please remember this club is your club. The more you are involved with it, the more fun you will have. You will receive a great sense of accomplishment, satisfaction, and most of all – FUN! You definitely will receive great positive feelings as you put more effort into it. I highly recommend that you contact Bob Carter at 972-424-0678 to volunteer some of your time and effort during our upcoming Convention to be held at the Denver Marriott Tech Center Hotel on July 25-31, 2010. This is a great way to meet other LCCA members and get more involved with your Club. Who knows, you may continue your involvement and become an officer of the Club someday!

40th Annual Convention in Denver

Convention tours are filling up fast, but there are some spaces still available. It is not too late for you and your extended family members to make summer family vacation plans with the LCCA in Denver. Ride the UP/LCCA Special train excursion behind the UP Challenger #3985, the largest operational steam locomotive in the world. It's scheduled for the trip from Denver, CO, to Cheyenne, WY, based on its availability then. We'll have other train excursions scheduled every day.

We'll also feature several tours for non-train members in the family: Tour #6 "Cheyenne Frontier Days," Tour #9 "Rocky Mountain High," and Tour #11 "Mile High City." We also are planning several other surprises for this milestone Convention. After all, our organization will turn 40 only once!



Make-A-Wish Foundation

We are proud to announce a wonderful activity intended for a designated child in a family involved with the Make-A-Wish Foundation® of Colorado. LCCA donated tickets for a worthy recipient for a day trip aboard the UP/LCCA Special steam train excursion. We are also collaborating with the MAWF staff to find children eager and able to meet the team from Lionel and enjoy a demonstration of the company's phenomenal layout to be placed in the atrium of the host hotel.

Santa Fe #208 ALCo Diesel Pair

The LCCA is proud to announce an exclusive, members-only item for sale – a limited-edition, modern re-make of the Lionel Santa Fe #208 freight service ALCo diesel locomotive pair from 1958. This special product bears the distinctive Santa Fe blue and yellow color scheme of its freight service. The production run will be limited – only 400



units will be available. The order deadline for this LCCA-sponsored pair is August 31, 2010.

Heads up -- later this year, Lionel will offer postwar classic rolling stock to accompany this ALCo A-A pair. Those products will be shown in their 2010 Catalog Volume #2 and will be available for purchase from Lionel dealers. For more information, refer to Lou Caponi's Product Development Shop article on page 11.

2010 Convention Car

Sales of our LCCA 2010 Convention Car, a UP Standard O Cylindrical Hopper Car with a fully unfurled U.S. flag, are going quite well. The order deadline for this limited-edition car is June 30, 2010. Don't miss out on this opportunity to add to your collection of flag-bearing cars. Order your collectible Convention Car today!

Learn to Draw Lionel Trains

On Friday, July 29 at 2 p.m. in our host hotel, LCCA member and renowned artist Angela Trotta Thomas will conduct a Learn to Draw Lionel Train class for our Junior Members and youngsters under the age of 18 in attendance. Angela's work has been featured on several Lionel catalog covers and on the covers of the December issues of *TLR* for many years. If a young member of your family is interested in attending this session, please send an e-mail to JM Coordinator Dominic Caponi at dominic.caponi@gmail.com or to me at agkolis@comcast.net.

Charter Member #1 Jim Gates

Recently, Director Ed Richter and I had the opportunity to meet with Jim Gates, CM #1 and LCCA founder, and his wife of 50 years, Josephine, at their home in Perry, IA, near Des Moines. Jim and Josey are doing well and very proud of the



LCCA. They may not be able to attend this Convention in Denver, but we are posting videotaped portions of our meeting with Jim on our club's website at www.lionelcollectors.org. This will provide you with a glimpse on how Jim and fellow Charter Members started this great Club. You will learn about the origin of our Club and its growth during the early years. On behalf of the entire LCCA membership, officers, and directors, my sincere gratitude goes to Jim Gates and the other CMs who pursued a vision and helped the Lionel Collectors Club of America become the best toy train club on the planet.

About the Interchange Track

As many of you already know, the cost for printing and mailing the *IT* has increased dramatically over the past several years. We absorbed these cost increases and successfully generated revenue through product sales to offset the financial impact of publishing and mailing the *IT*. We have for more than 20 years successfully avoided any increase in membership dues. In an effort to best manage your club membership money, the LCCA Board of Directors recently voted to eliminate the July issue of the *IT* effective in 2010. This month is the slow time of the year for our hobby.

The board also voted to implement another change, beginning in 2011, to reduce the number of hard copy *IT* issues printed and delivered to members by mail to four per year. We believe this cost-saving measure is prudent and will serve the best interests of the club overall.

We will continue to offer the online *eTrack* service to our members on our website. The online version of *eTrack* has several advantages and features to assist members who want to buy, sell, and trade trains with fellow members 24/7/365. It's quick, convenient, and easy to use. Remember to visit *eTrack* in the Members Only section of our website at www.lionelcollectors.org.

The Kolis family looks forward to seeing you at our 40th annual Convention in Denver, CO.

P.S. Remember Rule #1 – have fun! Are we having fun yet? 

From Dom's Desk

by Dominic Caponi
RM 12586
Coordinator,
JM Program

When I receive unsolicited letters like the one shown here, they brighten my day.

It is satisfying to know that our club's efforts designed to add membership value are producing the desired results.

Angela Trotta Thomas – “The Train Lady Artist” – will conduct a drawing class at 2 o'clock on Friday afternoon of our Convention week, and

JMs and other youngsters in LCCA families attending the Convention are welcome in the class. About the cost – there'll be **no charge** for the materials and participation.

Angela's work has been included on many Lionel® catalog covers, and for years she has provided the artwork for the covers of the December issues of *The Lion Roars*. Some recent examples of her remarkable images derived from the hobby we love are shown below.

I look forward to “talking trains” with JMs and their families in Denver! I'll always remember a Lionel poster with the slogan, “No childhood should be without a train.” They got that right! 🚂



Hello Mr. Caponi,
I am a member of the LCCA and I am planning on being in Denver for the 2010 Convention. My best friend is pushing me to fulfill my dream of attending this LCCA event. The other part of my dream is to bring along my grandson, Kurt, who is 10 years old.

Your article in *The Lion Roars* regarding Angela Trotta Thomas made everything even more intriguing. I would like my grandson to be a participant in her class on drawing trains because he likes to draw and paint. Can you let me know what it will cost? The purpose of this e-mail is to get my grandson's name on the list. His name is Kurtis J. Bertel, so please count him in.

I also need to look into signing him up as a Junior Member. I did not know there was such a thing until I saw recent articles about JMs in TLR.

Thank you for all you do for LCCA. I know Eric Fogg and I have tried through him to let all of you know how much the hard work by all of you is appreciated by the rest of the members.

Thanks again and have a great day,
Carolyn Hampel RM 27385



Scouts and Toy Trains

by Robert H. Walker
RM 27981

During my many years of teaching college level marketing classes, I always admonished my students to continually seek new customers since their existing customers will eventually die. The same rule applies to our model railroading hobby, so I prepared a proactive effort to bring our hobby to the attention of youngsters, specifically, boys in Cub Scout groups.

Communication works more efficiently when dealing with social networks or organizations.

In my case, I chose to publicize the benefits of model trains to the scouts in my city of Los Angeles. Incidentally, this is the 100th anniversary of the Boy Scouts of America® founded in 1910. In recognition of this anniversary, the Lionel® 2010 Ready to Run Catalog includes a BSA steam train set.

Youngsters these days are very informed, and they are eager to learn more. They will participate to a high degree when engaged and can be very imaginative. Here are some of the things I have learned from taking my “train show” on the road to groups of scouts.

- Question and answer sessions work better than a straight show and tell. The kids love to answer my questions and compete for the chance to respond first. Some of my questions receive surprising answers. Kids never fail to amaze me with their freethinking minds.
- Although I display O-gauge trains, I discuss all the gauges from G to N. Many times a parent in the audience has a home layout in a specific gauge, and their experience may

enrich the conversation. A display of the various track sizes for each gauge is also helpful.

- Scouts generally meet in school auditoriums or cafeterias, so I bring an operating portable O27 oval on a 48x30-inch board that fits nicely into my SUV. When possible, one could conduct the presentation at an available layout. A hands-on activity is more interesting and engaging.
- I introduce rolling stock one item at a time and describe how each freight car is used for certain cargo. I discuss how passenger cars differ (windows, seating, purpose, etc.).
- I explain the differences between steam and diesel locomotives and show examples. The scouts really get into the details and want to know everything.
- I give each attendee some printed materials to take home – train catalogs and the “World’s Greatest Hobby” brochure on getting started in model railroading.



Presentations to groups like the scouts can be very rewarding, especially when parents approach afterwards and ask, “Where have you been hiding?” I plan to continue this effort as long as there are audiences out there. LCCA members who participated in the scouting program as boys and benefitted from that involvement could “give something back” to today’s scouts through the hobby we love. 

Photograph provided by Robert H. Walker

Janet's Junction

by John and Janet Mateyko
RM 23791

Editor's Preface: John and Janet are well suited to each other and to the model railroad hobby. John is the carpenter/ electrician of the railroad and Janet is the decorator/painter of the buildings on the layout. Their adventures with the LCC&A railroad have appeared in several previous issues of TLR.

Our Lansing, Calumet City, and Atchison (LCC&A) model railroad has a loop- style track plan; that is, four concentric non-connected loops with one passing track for each. With multiple 4x8-foot sheets of plywood installed along the outer basement walls, our 22x33-foot layout had an area of unused space in the center of the room. Like many LCCA members, we bought rolling stock for the layout via the *Interchange Track* and soon had more pieces than could be run and stored on the four loops. We also had wall-to-wall buildings on the plywood platforms.

The quickest way to add another loop to the layout was to build an island in the center of our basement. Last winter, I constructed a 4x12-foot table with no specific track plan in mind at that time. A good friend gave me a box of Super-K™ O42 track with prototype ties. I used it for each end of a modified dog bone plan. Two Lionel® 36-inch straight pieces were used in their entirety and others were cut to fit at appropriate sections of the main line. Lionel O54 curves were used for the left-hand curves – the railroad runs clockwise. The table top is two-inch insulation foam painted black with Gorilla Glue™ applied to secure the track in place. No turnouts, no uncoupling track, just plain one way, one track running.

We wanted to run a South Shore consist, and we already had one powered K-Line® 18-inch MU coach, one 18-inch dining car, one Lionel Pullman 18-inch sleeper, and a dummy K-Line 18-inch MU coach at the rear. However, the rollers of the K-Line cars continually kicked off the center rail. We turned to the *Interchange Track*, quickly sold the four 18-inch MUs, and purchased instead two K-Line by Lionel® South Shore 15-inch MUs from Rich Perrott (RM 9115). We again had a South Shore train to run on the island with an urban setting similar to East Chicago, Indiana, where



the South Shore Railroad ran commuter and freight trains down the middle of Chicago Avenue. For lack of a better name, we referred to this new area as the South Shore Island.

Janet moved buildings and highway vehicles from the loop layout to the island. The large structure with maroon walls and gray roof is our interpretation of the main library in East Chicago. It was built in the 1930s as a Carnegie Library – one of many throughout the country. The artist commissioned to paint the 8x30-foot interior mural sought local citizens to serve as models, and Catherine Lynch, Janet's mother, was chosen as one of them. So the library has a historic family bond to us. It was created with DPM® modules for the sides and fitted gray corrugated paper for the roof. Janet did the window treatments and painted all the buildings, except for the REA building which came from my

Father Joe's Train Set by John Mateyko RM 23791



previous layout in Cincinnati, OH. Ameri-Towne™, Walthers Cornerstone®, Lionel, and Korber® kit buildings – as well as Ameri-Towne fronts and Walthers two-inch-deep fronts – were also used. The tan two-story building with a black roof is an Ameri-Towne garage fused atop a Lionel Freight Depot. The coal bins were scratch built for the diorama featured in the April 2009 issue of *The Lion Roars*.

One day while Jim Wozniak (RM 20899) was here running trains, he said that since Janet did most of the work, a more suitable name would be **Janet's Junction**. Jim was right. It sounds better, and it's true to life. 🚂



Three years ago we hosted a train open house for LCCA members and other hobbyists on a date which coincided with an LCCA Board of Directors meeting held in Chicago. Since *TLR* Editor Mike Mottler was in town for that meeting, we invited him to our event so club members could put a face with a name. We also hoped to recruit a few new members to the club. I invited a local priest with the idea that he might enjoy spending a couple of hours with a few train nuts. Monsignor Joseph Semancik said he couldn't make the open house, but would accept a rain check to visit our layout. "Sure, no problem," I said. A few months later, Father Joe accepted our dinner invitation and asked, "May I bring my train set?"

We were surprised when he walked into our home carrying a prewar Lionel® train set in its original cardboard carton. I asked Janet how much time we had before dinner. She said there was enough time to run trains, so Father Joe and I headed to the basement layout. I asked him when the last time his train had been run, and he replied, "At least 40 years ago."

We placed the engine on the track and applied power to it. Initially, there was no movement, but we added a few drops of oil and offered some gentle nudging to the locomotive. It made a lap around the layout on its own. We coupled the tender and cars behind it, and it ran as smooth as silk. What a thrill for him to see his model train running after all those years! Janet came down, watched his train run for a few laps, and then all three of us went upstairs to eat.

During dinner, Father Joe asked me what I thought the set was worth. Having no idea, I said I would look through some issues of the *Interchange Track* and give him my best guess. He asked if he could leave his train at our home. A few weeks later I reported to him what I found in the *IT* and on several Internet auction sites. He asked what would be the best way to liquidate the set. I was hesitant to respond since I had no idea where this conversation was headed. He must have sensed my feelings, and he immediately asked me if I would hold the set and – if anything should happen to him – sell it and forward the proceeds to Catholic Charities of Northwest Indiana. I told him I would be honored to do that.

Father Joe has made an arrangement for his train when the inevitable occurs. Have you done the same for yours? 🚂

Photographs by John Mateyko

Fun with Lionel for a Dime

by Vernon Sundstrom
RM 2008

Editor's Note: This article is a quest for information that may help Vern prepare an in-depth future TLR article about vintage Lionel O-gauge coin-operated train layouts. Hopefully, some TLR readers can help document the complete history of these lost layouts.

A Dime per Destination

My first and only encounter with coin-operated layouts in California was during the summer of 1957 at San Francisco's famous Playland by the Beach and also at the Cliff House Restaurant, which was just across the highway from Playland.

The layouts I saw at Playland were reportedly in the Sportland Building next to the carousel. My initial research documented that these layouts were still operational in the early 1960s for 10 cents per "performance."

Playland was opened in the 1920s by the Whitney family. They also owned and operated the Cliff House Restaurant and Musee Mechanique. The two layouts I saw at Playland included nice scenery. One of them was a train race. I believe the layouts were built prior to WWII and had prewar steam engines without Magne-Traction™, Madison-style passenger cars, and prewar style couplers. The Cliff House layout had the famous "Disappearing Train" layout, which was also coin-operated. I believe that layout had a postwar engine and freight cars.

Train Adventures at Playland

Inasmuch as the Whitney family also owned at that time the Musee Mechanique, they rotated the coin-operated layouts from time to time between their three businesses, probably for the sake of variety for customers. According to anecdotal reports, at one time at Playland there were about 10 different coin-operated train layouts of various sizes, but I don't yet know if all were built by Lionel®.

As I recall, the layouts were large, used a lot of track, and may have been larger than some dealer display layouts



This vintage train layout made by A.C. Gilbert® was found a few years ago in the Chicago area. The author believes it was made for display at the Gilbert factory showroom at the Merchandise Mart in Chicago.

made by Lionel in the 1950s and '60s. Some were even larger than the Lionel layouts displayed at prominent department stores.



I contacted Mr. Dan Zelinsky of Musee Mechanique who remembered operating the layouts in the early 60s. I also talked with Mr. Marvin Gold who ran the Carousel at Playland and remembered seeing the layouts in the Sportland Building at the Playland complex. Playland was demolished in the fall of 1972.

I want to obtain as much documentation as possible regarding these coin-operated Lionel layouts. Much research has been invested in documenting the old Lionel and American Flyer showroom and dealer display layouts, and I would like to do the same for these coin-operated ones layouts.

Information, Please

I would greatly appreciate receiving personal recollections, information, and photos from LCCA members about these layouts so that I could put them in their proper place in Lionel train layout history. Readers can contact me at:

Vernon Sundstrom
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Machesney Park, IL 61115-1517
e-mail: livesteam99@comcast.net
Phone: 815-633-4236.

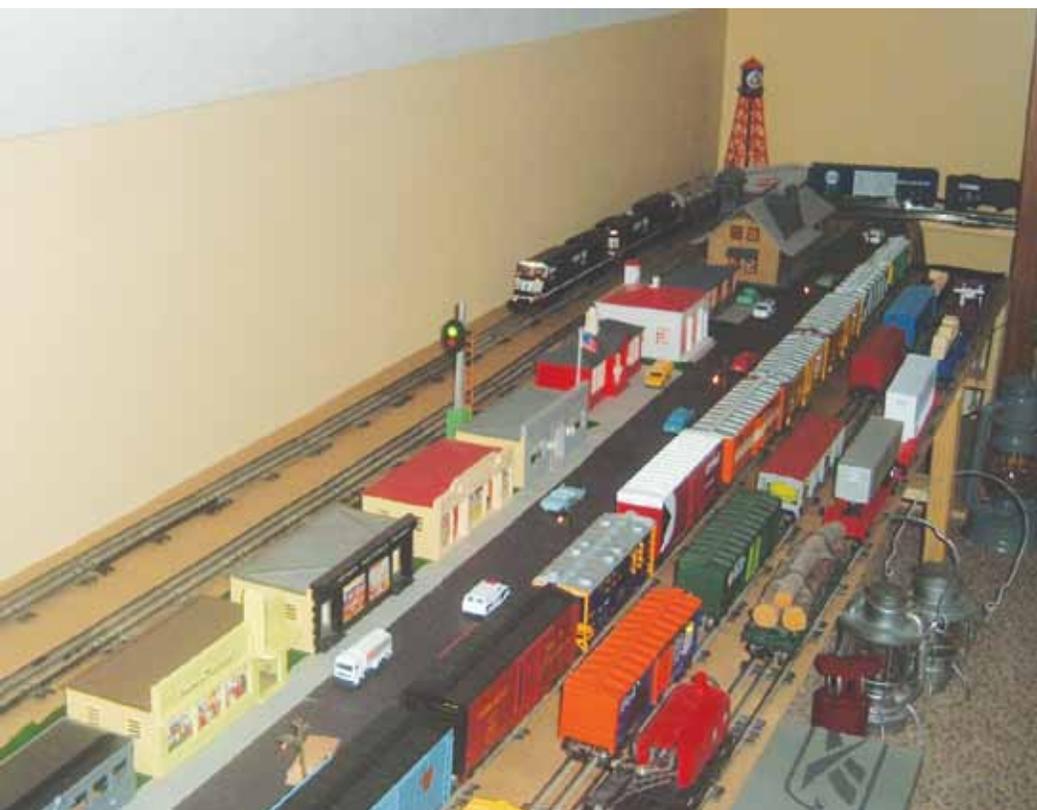
Reader information would be properly acknowledged, and actual photographs would be scanned and promptly returned. High resolution (300 dpi) digital images can be sent to me as e-mail attachments. Thanks to Joe Rybicki and Jerry Poniatowski for their editorial assistance while preparing this initial article. 

Photographs provided by Vernon Sundstrom

Making the Most of Available Space

by **Barrie Braden**
RM 560

I grew up in the mid-50s in the suburban Chicago area. Our ranch-style home had a basement. My dad modified two single bed frames, bolted them end-to-end, installed a plywood top surface, and provided me with a train layout approximately 4x16 feet. He mounted casters on the bed frame which allowed the train layout to be stored against the corner basement wall and moved out into the basement space for operating sessions. A moveable layout on wheels allowed for easy cleaning, viewing, and operating.



I now live north of Houston, Texas, and I miss that basement! My current layout is in a bonus room over the garage. Two problems exist with this arrangement. First, the ceiling has a sloping configuration, which is not uncommon to this area. Second, our Shih Tzu puppy sits on the cedar chest to look out the upstairs window overlooking the front driveway and street. The traditional approach – i.e., placing a layout in the center of this room – would present a problem with overhead clearance around two sides and would interfere with the puppy's pleasure of watching for the UPS truck.

My solution was to install a low-level train layout around the room and view the entire system from the center. As the accompanying pictures indicate, the base system is 20 inches in height with two tracks around the room plus connecting side storage for additional train engines and cars. Note also the second single-track system installed at 12 inches and mounted under the support braces of the top platform. The cedar chest, 19 inches in height, accommodates the puppy. Visitors can easily enter the center of the display and enjoy train operation from all angles. This remains a work in progress. 🚂

Photographs by Barrie Braden



Charter Members Then and Now

by Gerald A. Dangelo
CM 67

Remembering the Fun at 40

With the LCCA becoming 40 this year, Gerald reviewed his LCCA records from 1971 and found the original list of Charter Members #1 through #83. That final number of CMs was the cut-off set by our founder Jim Gates. In recognition of his pioneering role, Jim was later declared an Honorary Charter Member (HC 1).

The names and numbers shown below in *RED ITALIC* are active Charter Members now – all 23 of them! This list shows the city and state of residence of CMs at the time of the founding of the club. Many have since relocated. Note that Oklahoma City, OK, had the most Charter Members of any city (four). Illinois had the most CMs of all the states.

About the Unassigned Numbers

At the time of formation of our club, membership records were hand-kept, not computerized. Unfortunately, some early records were subsequently lost as officers changed and/or relocated. Some charter members have recalled that some persons expressed initial interest in joining the club by a note or phone call to founder Jim Gates, and a temporary number was assigned to them at that time. However, if they did not follow-through with a check for club dues, they didn't actually become Charter Members. Since member numbers (then as now) are never re-used, those temporary numbers were left unassigned. Also, a few enrolled persons withdrew from the club within months of joining. They were not considered Charter Members, and their names were not maintained on the numbered roster.

Our Founding Fathers

During the past 40 years, some CMs have passed away or lost interest in Lionel® trains (is that possible?). Some current members might recognize on this list the names of persons who helped them get started in the hobby. Some may be relatives of CMs who influenced them to carry the tradition of Lionel forward to today's generation.

1. *JIM GATES, DES MOINES, IA*
2. LEN CHAIKOWSKY, SHENANDOAH, PA
3. DONALD S. FRALEY, PITTSBURGH, PA
4. *PHILLIP GILES, HICKSVILLE, NY*
5. JOSEPH D. SHANKS, COLORADO SPRINGS, CO
6. TED DARTT, CAMERON, NY
7. A.L. JACOBSEN, CHICAGO, IL
8. JOE A. RYAN, WILLOWDALE, ONT. CANADA
9. JAMES R. HUNT, PERU, IL
10. *JAMES CHELLIS, PORTLAND, OR*
11. GLEN M. ASHWORTH, EATON, OH
- 12.
13. *JAMES M. GREYTAKE, GREAT FALLS, MT*
14. JOHN GODSO, BATON ROUGE, LA
15. *BOB HUGHES, SAN DIEGO, CA*
16. *CHARLES WELCH, KINGS MOUNTAIN, NC*
17. ART COSTIN, KIRKSVILLE, MO

- 18.
19. *CRAIG MURDEN, SEATTLE, WA APO*
20. *DENNIS CHANDLER, RICHMOND HTS, OH*
21. ROBERT VETTNER, LOUISVILLE, KY
22. *HENRY J. DAY, COLORADO SPRINGS, CO*
23. CHARLES CLARK, GAHANNA, OH
24. LAWRENCE KELLER, CINCINNATI, OH
25. *ANTHONY S. GRECO, BROOKLYN, NY*
26. LEONARD SADOWSKI, INDEPENDENCE, OH
27. JOHN V. VODOPICH, BELLINGHAM, WA
28. JOHN O. PIECE, BAYSIDE, NY
29. RICHARD H. BROWN, NEW ORLEANS, LA
30. *THOMAS H.C. RAINS, DES MOINES, IA*
31. RALPH BAUERLE JR, PLEASANT VALLEY, NY
32. RICHARD RAANES, FOREST HILLS, NY
33. *JOHN OURSO, LITTLE ROCK, AR*
34. WILLIS TURNER, KANSAS CITY, MO
35. *LEONARD V. HARVILLE, ODIN, IL*
36. VAN T. STOCKDALE, SUGAR LAKE, MO
37. JOSEPH R. WALDINGER, LEAWOOD, KS
38. JAMES E. BRADY, DUBUQUE, IA
39. *DONALD B. FOOTE, MONTPELIER, VT*
40. WALTER B. LYTLE, KANSAS CITY, KS
41. RAY L. NAWROT, GRAND RAPIDS, MI
42. *OWEN BYRNE, OGLESBY, IL*
43. GEORGE BOYD, KANSAS CITY, MO
44. *DONALD F.A. BRACE, GRETNA, LA*
45. JOHN ALVAREZ JR, OVERLAND PARK, KS
46. CHARLES P. SEDDON, ROCKFORD, IL
47. SAM H. GRIFFITH, KANKAKEE, IL
48. WARREN J. BITTS, SHAWNEE MISSION, KS
49. *STANLEY ORR, STORMVILLE, NY*
50. *ROBERT CROSSLEY, POUGHKEEPSIE, NY*
51. WILLIAM M. MCKINNEY, DECATUR, GA
52. SCOTT A. BRADY, DUBUQUE, IA
54. HENRY T. DEGUE, CAMPBELL, CA
- 55.
56. *NORMAN E. ALLEN, HALIFAX, NOVA SCOTIA. CANADA*
57. ROBERT HUGILL, FREEPORT, IL
58. AUGUSTUS E. BRACE, LONG BEACH, CA
59. HAROLD D. MOORE, OKLAHOMA CITY, OK
60. JAMES T. MANSOUR, SACRAMENTO, CA
61. ROBERT SWANK, OKLAHOMA CITY, OK
- 62.
- 63.
64. MARTIN J. O'HARA, WATERVLIET, NY
65. *ROBERT M. HARDWICK, KANKAKEE, IL*
- 66.
67. *GERALD A. DANGELO, ROCKFORD, IL*
68. OTTO B. BURTON, CHANDLER, OK
69. EVERETT M. SWAN, OKLAHOMA CITY, OK
70. BYRON J. ARNOLD, OKLAHOMA CITY, OK
71. *CHARLES G. SKJEVELAND, ALBERT LEA, MN*
- 72.
73. PAUL R. CHAPMAN, STEILACOOM, WA
74. STEVE J. NOBLES, TULSA, OK
75. ALLAN R. EDQUIST, BLUE ISLAND, IL
76. *GEORGE E. HYNSON, WASHINGTON, DC*
77. DALE D. GEISELMAN, OVERLAND PARK, KS
78. JAMES I. SHOPE, SHAWNEE, KS
79. ROBERT P. HAHN JR, HELLERTOWN, PA
80. JAMES S. CORKRAN, SILVER SPRINGS, MD
- 81.
82. MICHAEL ANTONI, WARWICK, RI
83. LUKE SINCLAIR, AMES, IA 

LCCA Product Development Shop

by Lou Caponi
RM 8735

Summertime

Summer is here but that doesn't mean it's not train time. I know many a hobbyist who makes use of the warm summer months to modify, repair, or freshen up their train room or layout. Fire up the AC and get started!

I hope you have placed your order for our 2010 Convention Car – a Union Pacific “flag” cylindrical hopper car. Pre-orders for this car are very strong, and no wonder. This car will complement your existing “flag” décor cars, will enhance your UP collection, and will be a wonderful memento of the Convention in Denver where the UP will have a presence as Tour #1. Don't delay, order today. The June 30th deadline is rapidly approaching.

For those who ordered the #216 Burlington train set, they are right around the corner. Wait until you see them!

Santa Fe 208 Details

In my previous article, I mentioned the LCCA re-make of the Santa Fe #208 ALCo A-A locomotives. Since only 400 of these diesel pairs will be available, this limited offer will become an instant collectible because of its rarity. See the ad and order form in this issue of *TLR*.

Some **additional options** have been added for enhanced value to our members.

- This and all other Lionel® ALCo locos made from now on will be equipped with the new “Super Magne-Traction™” for increased pulling power.



- Lionel has once again added TMCC™ to our diesels. I previously mentioned that the re-make of the new #208s would not be equipped with this feature, but that is now “old (and incorrect) news.” This pair should be the last ALCo locos produced with TMCC by Lionel.

Please pay careful attention to these #208 ordering points.

- This pair has the customary limitation: one pair per member.
- Fair warning: only 400 units will be available.
- Orders will be processed on a first-come, first-served basis.
- The August 31st order deadline is not that far off, so act now.
- If your order is the 401st or later, it will be returned.

It's a One-time Offer

Here's a heads-up factoid for members considering whether to purchase the #208 ALCo diesel pair. **Lionel will not offer this re-make of the #208 ALCo for sale to hobbyists in their future catalogs.** These units will be produced exclusively for LCCA members. However, Lionel will offer a special consist of cars intended for these Santa Fe locomotives in their upcoming 2010 Catalog, Volume 2. The cars will perfectly complement the #208s. Remember, these locomotives will not be produced again! They will also look great pulling a Santa Fe matching LCCA Mint Car (the 2009 Convention Registration Gift Car) and our two other club-sponsored, Convention-related mint cars; i.e., Las Vegas 2003 and Denver 2010.

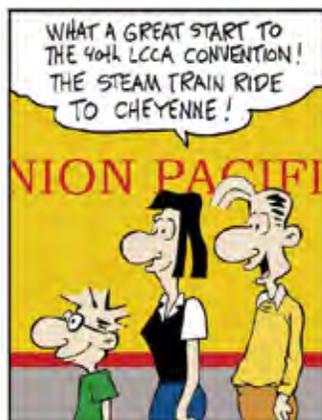
I hope to see many of you in Denver. It'll be one heck of a Convention. Have a wonderful and safe summer season.

Happy railroading! 

Digital Image Courtesy of Lionel LLC

Toy Trunk Railroad

by Erik Sansom



Rare Pair – Quaint



The “Other” Santa Fe Paint Scheme

Be among the first to order this limited-edition, modern re-make of a Lionel® vintage Santa Fe #208 freight service ALCo diesel pair. This special product bears the distinctive blue and yellow décor of its freight service. It will be strictly limited to only 400 available units. The locomotives will have these modern features:

- Front pilot supports
- TMCC™ with horn and bell sounds
- Both units lighted
- Headlight lenses on both units
- Ornamental roof horns
- New front-wheel-drive system
- Windshields
- Postwar style design on the boxes.

Part of a Larger Plan

This locomotive pair is a joint effort by LCCA and Lionel LLC. You’ll soon see a line-up of cars in Santa Fe décor in the upcoming Lionel 2010 Catalog, Volume 2. Those new postwar classic cars will be the perfect accompaniment to this #208 locomotive pair. When that catalog is released later this year, the cars can be ordered from your Lionel dealer.

Four hundred LCCA members who registered early and attended the 2009 LCCA Convention in Sacramento, CA, already own the first matching car – a Mint Car lettered as “Sacramento Mining Exchange” – which will not be replicated by Lionel.

About the History

The original model of this diesel pair was produced during 1958 and ’59 as one of only two postwar Lionel diesels to wear the Santa Fe’s blue and yellow freight train décor. This re-make of the #208 pair includes the front SF logo design applied with modern-era, pad-printing technology (not a vulnerable decal) for crisp rendering and longevity. It is virtually impossible to find an original #208 pair (or the similar #204 pair) with the decals intact.

Value-added Modern Era Improvements

Most of the vintage Lionel ALCo-series diesels have a weak point – the front pilots are frequently found cracked, broken, or completely missing. This re-make has a reinforced pilot. The powered unit contains Lionel’s new “Super Magne-traction” for enhanced pulling power, and TMCC technology is included.

NOTE: This offer ends August 31, 2010, or when the product is sold out, whichever comes first. About S&H – this order cannot be combined with other orders.

Paint



Order deadline: August 31, 2010

Anticipated delivery: Summer, 2010

Layout Provided by Arkansas Traveler Hobbies, Bald Knob, AR

NOTE: This offer is for the two ALCo units only

Order Form – First come, first served until the supply is sold out.

Once submitted, LCCA will consider this a firm order and not refundable. Limit: one ALCo pair per member.

DO THE MATH

- One Santa Fe #208 ALCo diesel pair @ \$369.95 \$ _____
 - Shipping & Handling within cont'l U.S. – add \$25 \$ _____
 - Additional S&H to AK, HI, and Canada — add-on \$8 \$ _____
 - Additional S&H to other foreign countries — add-on \$12 \$ _____
 - Minnesota residents:** add sales tax of \$26.82 \$ _____
- Total (in U.S. funds):** \$ _____



PAYMENT METHOD FOR PLAN A

- My check or money order for the **total amount** of this order is enclosed and made payable to "LCCA" with "208" written on the memo line.
- Charge the **total amount** of this order to an accepted credit card as shown below.

PAYMENT METHOD FOR PLAN B

- My \$100 deposit check or money order is enclosed and made payable as described above. LCCA will notify you for the remaining balance before the item is shipped – PLUS appropriate S&H (and MN sales tax, if applicable).
- OR
- Charge the deposit for this order to an accepted credit card as shown below. LCCA will charge the remaining balance to this credit card when the item is shipped – PLUS appropriate S&H (and MN sales tax, if applicable).

Credit Card Account No.: _____ Exp. _____ Discover MasterCard Visa Code: _____

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 208/TLR-06-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

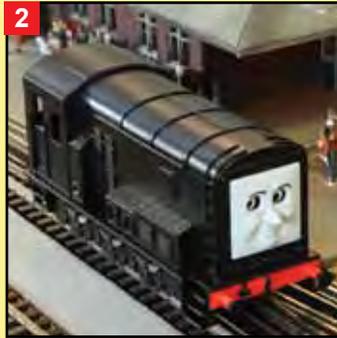
This limited-edition offer will be available online to LCCA members at our website on and after June 15 at:

www.lionelcollectors.org

More Ways to Celebrate



1
Crossing Gateman – 6-14267
 Sale price \$22.00 – List \$80.00
 Save 73%



2
“Diesel” – 6-28883
 Sale price \$49.00 – List \$119.99
 Save 59%



3
Lionel Speeder – 6-28419
 Sale price \$39.95 – List \$85.00



4
White Pass Ice Breaker 6-26422
 Sale Price \$37.00 – List \$50.00
 Save 26%



5
Lionel Lines 4-4-2 Locomotive & Tender – 6-38664
 Sale price \$59.50 – List \$110.00
 Save 46%



6
Virginian Coal Dump – 6-63816
 Sale price \$39.50 – List \$79.99
 Save 51%



7
Pittsburgh Conv'tn Special Commemorative – 6-52273*
 Sale price \$69.50



8
Alton Passenger Four-pak – 6-35124
 Sale price \$89.95 – List \$239.99
 Save 63%



9
Sacramento On-site Conv'tn Car*
 Sale price \$79.99



10
SP 0-4-0 Loco & Tender– 6-38606
 Sale price \$79.95 – List \$170.00
 Save 53%



11
NYC Vans on Flat Car – 6-27562
 Sale price \$49.95 – List \$85.00
 Save 41%



12
Operating Aladdin Car – 6-36720
 Sale price \$24.50 – List \$64.99
 Save 62%

Forty isn't old – when you're having fun!
 This sale is the second in a series of offerings presented in 2010 to commemorate the 40th anniversary year of the Lionel Collectors Club of America.

During our year-long celebration, the LCCA invites you to save significant percentages on the purchase of selected Lionel products. Your total savings offset LCCA membership dues, and also save money while expanding your collection!



* Two items shown are rare collectibles. The Submarine Car was a special gift from Lionel to LCCA members who visited the Carnegie Science Center as a tour venue during the Pittsburgh Convention. The Sacramento Trolley was a limited-edition item presented as the On-site Convention Car for the 2009 Convention in Sacramento.

Order the items you want within the limits cited here. LCCA reserves the right to limit quantities of each item ordered based on availability. About S&H – this order cannot be combined with other orders.

Our 40th Birthday

OFFER #2

CELEBRATE AND SAVE

CHOOSE YOUR ITEMS

Description	LCCA Price	Limits	My Quantity	Amount
1. Crossing Gateman	\$22.00	NONE	_____	\$ _____
2. "Diesel"	49.00	NONE	_____	\$ _____
3. Lionel Lines Speeder	39.95	6	_____	\$ _____
4. White Pass Ice Breaker	37.00	6	_____	\$ _____
5. Lionel Lines 4-4-2 Steamer	59.50	6	_____	\$ _____
6. Virginian Coal Dump	39.50	6	_____	\$ _____
7. Sub on Flatcar	69.50	4	_____	\$ _____
8. Alton Passenger Four-pak	89.95	6	_____	\$ _____
9. Sacramento Trolley	79.99	4	_____	\$ _____
10. SP 0-4-0 Loco & Tender	79.95	4	_____	\$ _____
11. NYC Vans on Flat Car	49.95	4	_____	\$ _____
12. Operating Aladdin Car	24.50	4	_____	\$ _____

DO THE MATH

Sub-total for Products \$ _____

Minnesota residents: add 7.25% sales tax \$ _____

Within cont'l U.S., add Shipping & Handling as indicated below:

For orders up to \$749.99, add 9% to the sub-total (Ex: \$123.45 x .09 = \$11.11 for S&H). \$ _____

For orders of \$750 to \$1,249.99, add 7% to the sub-total (Ex: \$789.00 x .07 = \$55.23 for S&H). \$ _____

Free S&H on orders of \$1,250 or more.

NOTE: Additional S&H to AK, HI, and foreign countries — add-on 3% to cont'l U.S. rate. \$ _____

NOTE: The S&H rates cited here supercede any and all previous rates.

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 "40A2" 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: _____ (Three digits on your 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 40A2/TLR-06-10 • P.O. Box 4708 • St. Paul, MN 55104-0708



Denver Convention Checklist

by John Fisher RM 6541
and Eric Fogg RM 12768

You can almost count the days until the LCCA 40th annual Convention in Denver. It promises to be a “birthday to remember!” But before you go up in the attic to get down the suitcases, we thought this checklist of some essential items might help you in planning and packing.

Host Hotel Reservation

Don't laugh; a lot of people put this off until the very end.

Super Shuttle Reservation

We've arranged for a discount to and from the airport, but you need a reservation. Call Super Shuttle at 1-800-BLUEVAN (258-3826), share your schedule with them, and mention the LCCA code: **UTJBS**.

Traveling by Train

Contact AMTRAK at 1-800-872-7245, make a reservation, and mention the special LCCA code: **X88B-985**. Once you reach Denver Union Station, board an E Line train to Bellevue Station. Total cost – \$3.50. Then walk the short distance up and over the freeway to the hotel or, if you have lots of luggage, call the front desk at 303-779-1100 to see if they can send the hotel van over to meet you.

Rental Car

As always, the Club will take care of all your transportation while you're touring. But if you want a car while you're in Denver don't forget the LCCA special discount offer from Hertz. Go to www.hertz.com, reserve a car, and use our special code: **CV#022Q4693**.

UP/LCCA Special Steam Train Reservation

If you do only one tour, this is *the one*. Don't miss out on this once-in-a-lifetime event! Passengers may show their souvenir ticket at the on-site LCCA Store and purchase an exclusive commemorative: a 1941 Ford UP Railroad Police Car.

No Open-toed Shoes on any Train Excursion

You won't be able to board if you're not dressed properly.

A Sweater or Light Jacket for Trips into the Mountains

A sunny day in Denver can turn cool up in the foothills.

Mile High and Higher

Talk with your doctor if you think altitude sickness may be a problem for you. For example, Denver is at 5,200 feet above sea level and the end of the Leadville train ride is at 11,000 feet. Most people can handle it, but you might want to check.

Carry a List of all your Medications

While you're in Denver your health and safety are at the top of our list. So write down the medications you take and slip it into your purse or wallet for reference in event of need. Club member Mike Shelton, a certified EMT, will accompany the UP steam train excursion, Leadville, Royal Gorge, and Georgetown Dinner Train tours.

Your Club Collectibles Checklist

Of course, there's the Registration Car – a lighted uranium mint car – FREE to the first 400 who register and stay in the host hotel. And you don't want to miss out on the chance to purchase a Dodge Magnum UP Railroad Police Car and the On-site Car – a D&RGW gondola with pipe load. There'll also be many bargains at the on-site LCCA Store.

A Very Special 40th Birthday Party Favor

Don't miss your chance to own a limited-edition Happy the Lion bobblehead! He stands about six inches tall and looks just like his picture, right down to the red bandana. Only 100 will be sold each day at the on-site LCCA Store, Monday through Thursday. Limit: two per member.



Remember our Slogan

“LCCA - The Best Toy Train Club on the Planet!” Say it to the right person in Denver, and you could get your registration fee refunded!

Your Sense of FUN!

Don't bother to come if you're not prepared to laugh a lot, smile all day long, greet new and old friends, and have more fun than seems possible!

Regardless of how you get there or what you bring, this is going to be a Convention they'll talk about for years to come. And you'll be able to say with a smile – “*I was there!*”

Travel safe. See you in Denver!





Make a Wish upon a Train

by Melissa Morris
Director of Communications
MAWF Colorado
as told to Mike H. Mottler RM 12394

Editor's Note: The Make-A-Wish Foundation® grants the wishes of children with life-threatening medical conditions. The goal is to enrich the human experience with hope, strength, and joy. For the first time in LCCA history, the club is working with MAWF of Colorado to make train-related experiences available to ill children during our upcoming Convention in Denver.

LCCA's Convention Manager Eric Fogg called me at the office and said, "We have a Convention coming up in July in Denver, and we would love to grant a wish to a child to take an excursion trip on a train with the world's largest operational steam locomotive up front." I explained that we want to make sure that we are helping to grant a child's true wish. However, I believe we could find a child in our area that has an interest in trains and would really enjoy this experience for a day.

We are now presenting to families the opportunity to use the two donated train tickets for a child. Since we work with children with life-threatening illnesses, there are times when they're doing well, not in treatment, and physically able to participate. However, it's difficult to predict months in advance if they'll be able to do it at the designated day and time; that is, not visiting their doctor, receiving chemotherapy, or undergoing tests. I think it's fantastic that LCCA thought of the foundation and wanted to keep the younger generation involved, including kids who may face a rigorous medical regimen.

The actual steam train ride would be a wonderful adventure, but some children might be housebound because of their situation and couldn't leave home for a day. For those youngsters, we want to arrange visits to the Denver Marriot Tech Center Hotel so they can enjoy the train layouts in operation there during the Convention. Fortunately, your event is in the summertime when children may have a little more downtime. It'll be a great opportunity for them and their families to see something really special at no charge.

In addition, your club arranged for several items for presentation at recent silent auction events. We received:

- two additional coach tickets for the LCCA SPECIAL train excursion trip in July valued at \$392.
- Lionel #6-3018 – American Fire and Rescue Train Set valued at \$400.

The proceeds will help us grant a child's true wish. Auction items usually sell at retail value or above, so that makes a big difference in the lives of children with life-threatening illnesses.



Grace's wish was to visit New York City

In general, the wishes of children fall into four categories:

- Wishes to go somewhere. Some children, especially those in the three to eight year old range, want to visit Disneyland.
- Wishes to be something, like "I wish to be a cowboy."
- Wishes to meet someone, like a celebrity or a public figure.
- Sometimes children choose to use their wish to give something to another child, or another organization, or funds for research. I think that's phenomenal.

We're a worldwide foundation. There are 65 chapters in the United States, and 35 international affiliates on five continents. You're working with the Make-A-Wish Foundation of Colorado, and we're delighted to partner with LCCA on this special project.

Editor's Postscript: Club members can build upon the relationship with the Make-A-Wish Foundation in their area by offering a new train set for use in a local silent auction as a fund-raiser or suggesting a train-related experience for fulfillment.

Photograph provided by MAWF of Colorado

Tour 1 – The UP/LCCA Steam Train Special Monday, July 26, 8 a.m. – 6 p.m.

Cost: Coach Seating - \$149 per person

Notes: (1) Coach seating is assigned on a first-come, first-served basis with families and groups placed in the same car whenever possible. (2) Neither Union Pacific nor the LCCA can guarantee that the UP #3985 Challenger will be assigned for this trip at departure.

Nobody does railroading – especially steam railroading – better than the Union Pacific! We’ve made this year’s trip even better. We will assign seats (dome or coach) when registrations are received, and they will be car-specific. At Denver Union Station downtown, look for the car host holding the sign for your car and c’mon aboard! Families and friends will be seated together.



We’ll also have another commemorative piece available ONLY to those who take this trip. We’ve made a sensible change from 2006. Upon returning to our hotel at the end of the day, your special ticket will give you the right, but not the obligation, to purchase this very special item. This will avoid a long line-up on the train, and you’ll be able to fully enjoy the ride and the incredible photo run-by.

Come with us for a daylong adventure as we board the historic yellow cars of the famous UP Heritage Fleet for the ride of a lifetime from Denver straight north to Cheyenne. Pulling our train will be 3985, **The Challenger** – the largest operating steam locomotive in the world. Count on at least one photo run-by, plus a chance to tour the UP shops and roundhouse. We’ll have a great barbecue spread in Cheyenne before heading back to Denver by bus. This may well be your last opportunity to ride behind one of the most famous steam locomotives of all time.

Tour 2 – Rocky Mountain Railroading Tuesday, July 27, 8:30 a.m. – 3:30 p.m.

Cost: \$90 per person

Head off into the mountains with this tour. We’ll stop at the famous **Colorado Railroad Museum** with acres of rolling stock, most of it peculiar to railroading in the mountains. The museum itself is in a replica of a 1880s-style depot, and it houses hundreds of old railroad photos, artifacts, and documents.

We’ll also visit the equally famous **Red Rocks State Park**, one of Colorado’s most photographed scenic spots. The site of many concerts and musical events, it’ll be a delight for camera buffs. Plan on a great lunch at the Ship Rock Grill.

Speaking of famous, no tour of Colorado is complete without a stop at the **Adolph Coors Brewery** in Golden, the largest single-site brewery in the country. You’ll go on a self-guided, behind-the-scenes tour of this beer-making facility, and you’ll also be able to sample fine Coors® beer and their non-alcoholic products.



Tour 3 – Modern Day Railroading Tuesday, July 27, 9:30 a.m. – 2 p.m.

Cost: \$75 per person

The **Denver Light Rail System** has been a leader in 21st century commuter transportation with its ever-expanding web of 35 miles of tracks across the metro area.

We’ll travel on our own private LCCA light rail train with tour guides on board. This quiet and reliable electric train will whisk



you off to the Elati Maintenance Operation Facility for an insider’s view of how this mass transit system works. We’ll gather for lunch at the Wynkoop Brewing Company, Denver’s first brewpub located in the famous LoDo (LOWER DOWntown) District of the city.

Your return trip will be as a public patron, and you can use your pass to travel straight back to the hotel or explore other parts of Denver. Your tour guide will help you plan your trip. *NOTE: Tickets for this tour are very limited, so make your reservation promptly!*

**Tour 4 – Moonlight in the Mountains
Dinner Train
Tuesday, July 27, 4:30 – 10 p.m.**

Cost: \$120 per person



A new attraction on the Colorado scene, you'll depart from the Silver Plume station on your way to the Devil's Gate aboard the **Georgetown Loop Railroad** and its classic steam locomotives. You'll cross the famous 95-foot-high "loop" bridge that brings your train around a complete circle.

It may be understatement to say the mountain scenery at dusk will be spectacular. Enjoy your choice of four entrees at an elegant creek-side dining venue before starting your trip back up the line.

NOTE: You'll be at 8,500 feet elevation, so a light jacket or sweater will be useful.

**Tour 5 - The Leadville, Colorado
& Southern Railroad
Wednesday, July 28, 7 a.m. – 5 p.m.**

Cost: \$114 per person

This is another new tour; it hasn't been offered before by LCCA. After a scenic bus ride into the Rocky Mountains, you'll



board the **Leadville, Colorado & Southern Railroad** train in Leadville, the highest incorporated town in North America; it's an awe-inspiring

10,500 feet above sea level! You'll spend the next few hours climbing up the Arkansas River valley, where the vistas are breathtaking.

Five different exquisite box lunch choices will be part of your tour. Following your train ride you'll have time to wander through this historic town and visit its quaint shops before heading back to Denver.

NOTE: Dress for a day in the mountains – bring a light jacket or sweater.

**Tour 6 – Cheyenne
Frontier Days
Wednesday, July 28,
8 a.m. – 7 p.m.**

Cost: \$115 per person

If you know rodeo, then you know all about **Frontier Days**, the "Daddy of Them All!" You'll have a guided "behind-the-chutes" tour of the grounds and a chance to visit the Old West Museum. Afterwards, a catered Cowboy lunch will be served.

Then it's on to this world-class rodeo – universally recognized as the biggest and best in the West. Experience ten rodeo events and three track acts before motoring back to Denver.



**Tour 7 – The Royal Gorge Route
Thursday, July 29,
6:30 a.m. – 5 p.m.**

**Cost: \$140 per person
Cab Ride: Two seats
awarded by lottery**

Note: Two lucky tour participants will win a FREE cab ride in the locomotive.

The **Royal Gorge Route Railroad** is considered one of the most scenic railroads in the world. The tracks cross the famous Hanging Bridge, an engineering marvel that was built out over the Arkansas River because the narrow canyon does not provide "shelf space" for the rail bed.



You'll ride 24 miles to the end of the line, return to the Incline Railroad, and ascend on it to the top of the canyon. Royal Gorge Park offers an entirely new perspective on the Gorge and the River. You'll receive your choice of three different gourmet box lunches and enjoy a scenery-filled return bus ride through Canon City and southern Colorado back to Denver.

**Tour 8 – Georgetown Loop Railroad
Day Excursion
Thursday, July 29, 9 a.m. – 5 p.m.**

Cost: \$112 per person

Take a roundtrip ride on the Colorado Historical Society's **Georgetown Loop Railroad** between the towns of



Silver Plume and Georgetown; both are authentic silver mine “boom towns” of the 1860s. A narrow gauge steam locomotive will take you up, over, and around the world famous 95-foot-high steel bridge that makes a 360° turn! Your first stop will

be for an outstanding Cowboy BBQ lunch at the Devil’s Gate Depot followed by a guided tour of the Lebanon Silver Mine for a first-hand look at early-day mining. *Note: You’ll be in the mountains, so remember to bring a light jacket or sweater.*

**Tour 9 – Rocky Mountain High
Thursday, July 29,
8 a.m. – 5 p.m.**

Cost: \$95 per person



You’ll be humming John Denver tunes all day as you travel through the mountains and up the spectacular canyon

to world-famous **Estes Park**, gateway to the **Rocky Mountain National Park**. Look for elk, deer, moose, and bighorn sheep.

Be prepared for “picture stops” along the way. Plus you’ll have a great buffet lunch and time to wander through the charming town of Estes Park.

**Tour 10 – Rocky Mountain Reprise
Friday, July 30,
8 a.m. – 1 p.m.**

Cost: \$83 per person

If you missed Tuesday’s tour or just didn’t get enough time at the famous **Colorado Railroad Museum**, here’s your second chance.

The museum, housed in a replica of a 1880s-style depot, and acres of rolling stock will be yours to explore and photograph. The depot contains an impressive HO mountain-region operating layout.



Red Rocks State Park and Amphitheater, one of Colorado’s most famous outdoor performing venues, will be on the schedule with a great lunch planned at the Ship Rock Grill.

**Tour 11 – Mile High City Tour
Friday, July 30, 8 a.m. - 1 p.m.**

Cost: \$76 per person

With the Rockies as a backdrop, **Denver** is one beautiful city! You’ll tour the downtown finance and business districts, visit

revitalized parts of the old city, and see Denver’s 370-acre City Park, the LoDo District, Larimer Square, and the “Unsinkable” Molly Brown Mansion.



There’ll be a photo stop at Coors Field, home of the Colorado Rockies, and another at the Capitol Building. A special highlight is a tour of the U.S. Mint where you’ll see U.S. coins being made. No free samples, but we’ll throw in lunch at Maggiano’s Little Italy!

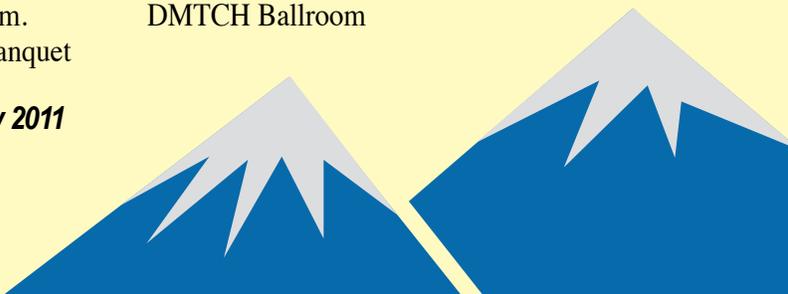
Photo Credits: Denver Convention & Visitors Bureau, Colorado Railroad Museum, Georgetown Loop RR, City of Golden CO, City of Leadville CO, Cheyenne Frontier Days, Royal Gorge Route, Rocky Mountain National Park.

LCCA 2010 CONVENTION SCHEDULE

Denver, CO July 25-31, 2010

Event	Time	Notes
Sunday, July 25		
Registration Desk open	Noon - 7 p.m.	Denver Marriott Tech Center Hotel
Monday, July 26		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #1: "LCCA Special" Excursion Run	8 a.m. - 6 p.m.	BBQ Lunch in Cheyenne, WY
Tuesday, July 27		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #2: Rocky Mountain Railroading	8:30 a.m. - 3:30 p.m.	Lunch at Ship Rock Grill
Tour #3: Modern Day Railroading	9:30 a.m. - 2 p.m.	Lunch at Wynkoop Brewpub
Tour #4: Moonlight in the Mountains	4:30 - 10 p.m.	Georgetown Loop RR Dinner Train
Wednesday, July 28		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #5: Leadville, Colorado & Southern	7 a.m. - 5 p.m.	Box Lunch Included
Tour #6: Cheyenne Frontier Days	8 a.m. - 7 p.m.	Cowboy Lunch Included
First-time Attendees Reception	6 p.m. - 7:30 p.m.	DMTCH, Room TBA
LCCA Website Seminar	7:45 p.m. - 9 p.m.	DMTCH, Room TBA
Thursday, July 29		
Registration Desk open	8 a.m. - 5 p.m.	DMTCH Lobby
Tour #7: Royal Gorge Route Excursion	6:30 a.m. - 5 p.m.	Gourmet Box Lunch Included
Tour #8: Georgetown Loop RR Excursion	9 a.m. - 5 p.m.	Cowboy BBQ Lunch Included
Tour #9: Rocky Mountain High	8 a.m. - 5 p.m.	Buffet Lunch Included
Get Acquainted Party	6 - 10 p.m.	DMTCH, Room TBA
Friday, July 30		
Registration Desk open	8 a.m. - 5 p.m.	DMTCH Lobby
Trading Hall Set Up	7 a.m. - 5:30 p.m.	For Exhibitors Only
Tour #10: Rocky Mountain Reprise	8 a.m. - 1 p.m.	Lunch at Ship Rock Grill
Tour #11: Mile High City Tour	8 a.m. - 1 p.m.	Motor Coach with Guide on Board
LCCA Business Meeting	2 - 3 p.m.	DMTCH, Room TBA
Junior Members Fun Time	2 - 4 p.m.	DMTCH, Room TBA, Details to Follow
Lionel Seminar	3 - 5 p.m.	DMTCH, Room TBA
Trading Hall open	6 - 9 p.m.	For Members Registered at DMTCH
Saturday, July 31		
Registration Desk open	8 a.m. - Noon	DMTCH Lobby
Trading Hall open	8 - 9 a.m.	For Members Only
Trading Hall open	9 a.m. - 3 p.m.	For Members and the Public
Trading Hall take down	3 p.m. - 7 p.m. only	New Requirement this Year ONLY
LCCA Reception	6 - 7 p.m.	DMTCH Ballroom
LCCA Banquet	7 - 10:30 p.m.	DMTCH Ballroom
Convention Ends	After the Banquet	

Safe Travel Home! See you in Dallas – July 2011



Unique LCCA Collectibles

by Bill Schmeelk
RM 6643

Good Meals and More

The club's annual Convention is one of the highlights of LCCA membership. Those who have attended this event know how unique our Conventions are. Traditionally, the Convention closes with a banquet with a good meal and fellowship between members and their families, plus many opportunities to obtain unique Lionel® collectibles.

Typically, the silent auction contains more than 50 collectible items, and some are one-of-a-kind pieces. Every banquet attendee leaves with a gift, and one lucky person at each table leaves with a very special car which is an instant collectible.

At the 2005 Convention in St. Louis, LCCA began a new tradition. That was the first year LCCA offered a unique, specially decorated Lionel Banquet Car. Lou Caponi and his team have continued designing unique, collectible banquet cars every year since then.

“What makes this car unique,” you ask? Each year the banquet car is a specially designed and painted Lionel car. It is made in very limited numbers and only offered by the club during banquet. These cars are distributed in a way unique to LCCA. The banquet cars are never sold. They are given away and must be won by luck according to delightfully unpredictable instructions announced by the Master of Ceremonies, which is part of the fun. Every banquet attendee has an equal chance of owning the banquet car placed at each table.

Pepto Pink



Photo 1A shows LCCA's first banquet car, the St. Louis Zoo Pink Giraffe Car, which celebrated the club's 35th anniversary in 2005. A unique metal sign made by Lionel was included with this car and can be mounted with tabs through the slats on the car. The yellow text on its roof identified it as the banquet car, see **photo 1B**. The car featured die-cast trucks and a very smart giraffe that always ducked just in time as it approached the tell-tale.

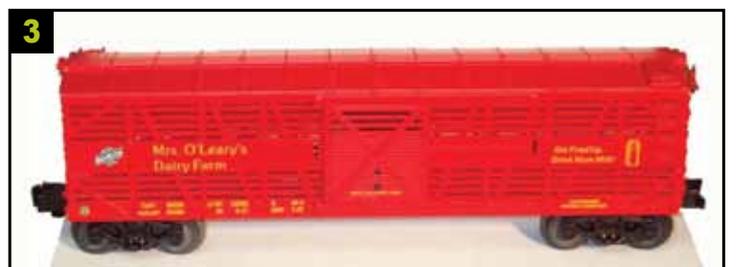


Busy Burglar



The club's 36th annual Convention held in Denver presented an operating Rio Grande gondola car as the banquet car with a gold prospector/miner forever chasing a scampering thief around crates of explosives and gold. Shown in **photo 2**, this action car featured die-cast trucks and a separately applied brake wheel. The lettering identified it as the 2006 banquet car.

Chicago Fire



In 2007 the club's Convention was held in Chicago, Illinois. The banquet car that year was my favorite of this series so far – a Chicago & Northwestern cattle car delivering milk cows to a famous Chicago area dairy farm owned and operated by Mrs. O'Leary. Adding to the fun of this car and encouraging milk sales is a slogan, *Get Fired Up, Drink More Milk!* **Photo 3** shows this brightly colored, humorous car and its die-cast, fully sprung trucks.

Containers Galore

In 2008, we shuffled off to Buffalo, New York. That year, the banquet car was a Standard O New York Central gondola car with a load of 11 drop bottom containers. Regional graffiti was applied to both sides of this car, as



shown in **photo 4**. It featured die-cast, fully sprung trucks, and discreet markings that identified it as one of the LCCA banquet cars.

Delightfully Dippy



Another unique car was offered to members attending the Buffalo Convention as a one-time-only item. **Photo 5** shows the *Dippy over the Falls* vat car. We've seen a variety of vat cars from Lionel, labeled with all sorts of interesting contents. This car carried empty vats for use as "barrels" to carry Dippy the Daredevil over Niagara Falls. The car had several comical markings and was a very limited item. Members purchased a raffle ticket for \$100 with the understanding that only 60 cars were available. Sixty raffle tickets were pulled and 60 lucky members received this car. The cost of the raffle ticket was returned to all whose ticket was not drawn. Because of its rarity, you may never see this car for sale in the secondary market. Two of these cars remain in the club archive, and one of them will be offered at this year's silent auction during the banquet in Denver.

Hoping for a Hopper



Last year's Convention in Sacramento, CA, was particularly memorable. The fifth banquet car in the series was a weathered, Standard O, IMCO Services hopper, seen in **photo 6**. Its décor included graffiti on the sides of the car and

special markings identifying it as the 2009 banquet car. The weathered die-cast sprung trucks featured rotating bearing caps.

The 2010 Banquet Car



So, what will be the banquet car at this year's Convention? **Photo 7** will remain a best-kept secret until the Convention. The club is celebrating its 40th anniversary this year, and I'm sure this banquet car – although a small part of the fun and excitement of the Convention – will be a memorable commemorative.

While not every banquet attendee can go home with a banquet car, there is a way to improve your odds. Come to the Convention with seven of your family and friends and sit together at one banquet table. One of the eight persons at your table will win a banquet car! The other tablemates will pick up a banquet gift. I hope to see you there! 🚂

Photographs by Bill Schmeelk

Answers to A Lionel Puzzlement

1. Depot, 2. Peake, 3. Link and Pin, 4. T.C. Durant,
5. Nellie Bly, 6. Harvey Girls, 7. Harmonica,
8. Blacklisting, 9. Cal S. Bunyan, 10. Wabashing,
11. James, James, Burrow, 12. 1865, 13. Coffin,
14. Phoebe Snow, 15. Porter, 16. "Kilroy,"
17. Tunnel, 18. Hobo, 19. Tramp, 20. Bum.

Lionel News & Views

by **Bill Schmeelk**
RM 6643

Action in Lionelville

gateman celebrating his milestone birthday this year – truly a giant of a man who hasn't aged a bit since beginning his service in Lionelville 75 years ago. The giants in town have always worked well with the smaller folks. This can be seen at the barrel loading plant where a giant sends barrels off to fill gondolas manned by one of the smaller folk. The townsmen of Lionelville are pioneers. It was back in 1906 that they simplified the electrical rail system in town by simply adding a third rail to their track system. You've got to admire these folks and their ingenuity. More recently, in Lionelville, the effects of years of radiation may be wearing off.

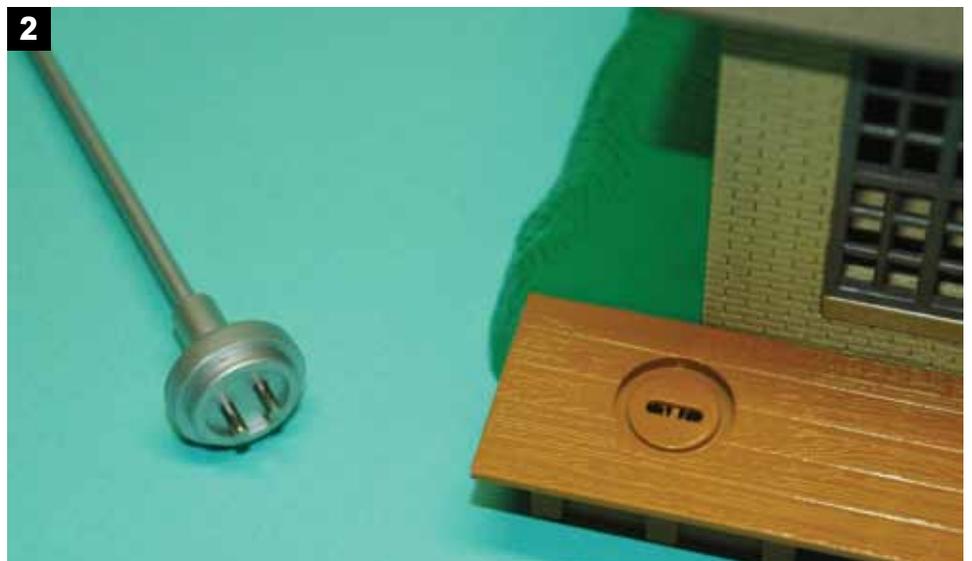
1

I'm always happy to see a new operating accessory and here's one you might have missed. Lionel's 6-14166 Train Orders Building first appeared in the 2004 Volume 1 catalog and then again in different colors as the 6-24272 in the 2008 Volume 1 Signature Edition catalog. This later version is the one shown in the accompanying photos. In addition to some clever action, it appears as if the effects of radiation on the town folk may be wearing off. Unlike many of Lionel's operating accessories, this one features scale proportions. In real railroading of the past, orders were often passed to the train via a long pole with a "Y" shaped end. I'm not sure what the technical name for this device was, but "early texting" seems like a good name to describe the process. The orders were wrapped around a cord connecting the two ends of the "Y", allowing a crewman, the brakeman or the conductor in the caboose to easily reach and grab the orders sheet while the train remained in motion. Lionel's Train Orders Building, shown in **photo 1**, simulates that action. Unlike the Lionelville gateman,



Operating accessories are one of the things that seem to differentiate between scale and tinplate layouts. Perhaps one of the reasons we don't often see operating accessories on scale layouts is the fact that most of the available accessories are far from being scale dimensioned. Personally, the matter of scale never interfered with my purchase of an action packed operating accessory. I'm perfectly happy to model Lionelville™. Perhaps it's the atomic reactor in town or the fact that atomic waste is transported on flat cars through Lionelville that they have 18-foot tall newsmen and a midget dispensing diesel fuel. And let's not forget that

2



staff is scale-proportioned and the interior of his building is equipped with light, a desk, and a stove. There's also a modern lamppost illuminating the exterior of his building. The lamppost easily plugs into the station platform as seen in **photo 2**. When a train approaches, the stationmaster inside opens the door inward and steps outside with the staff containing the orders. He raises the staff to a height appropriate for pickup by someone on the train and the semaphore on the roof rises to signal the approaching train that orders are to be picked up. The message staff held by the Lionel® stationmaster does not have the "Y" at the end, but does hold a message to be picked up.

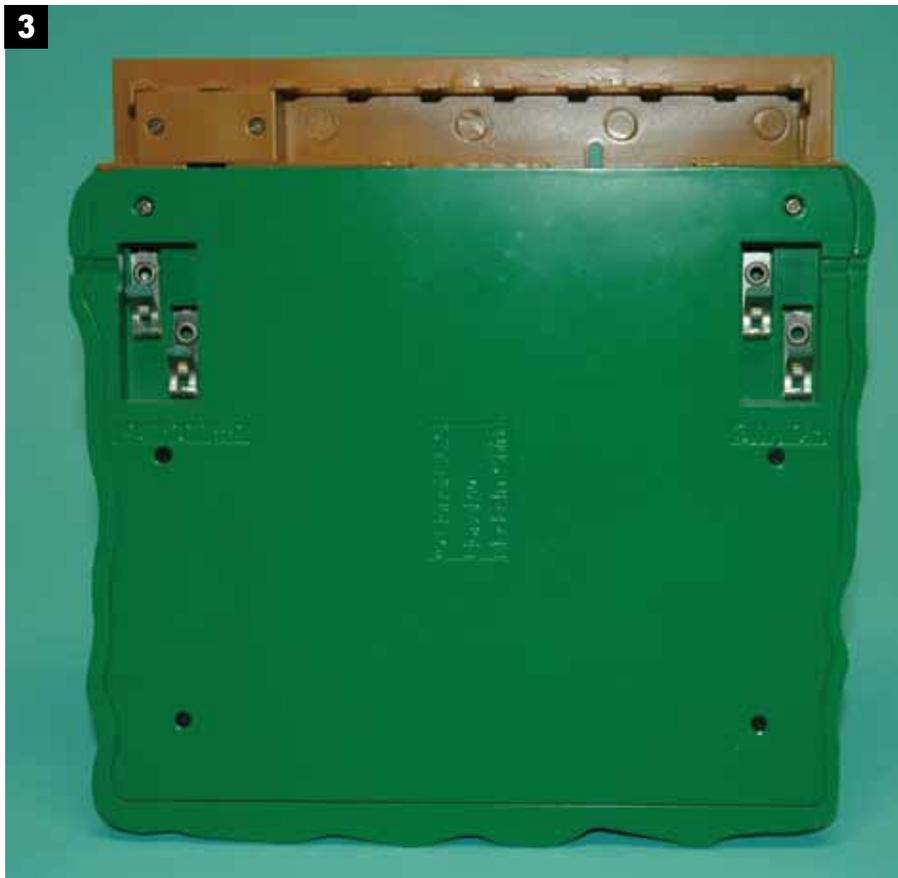
Photo 3 shows the base of the building which has all of the electrical connections. The connections are made with Fahnestock clips, familiar to Lionel fans as the method used to this day on the CTC Lockon. The clips are mounted in recessed pockets that make it a bit more difficult to connect the wires,

but this allows the option of wiring through your benchwork and keeping the clips hidden from view. Twelve to 18 volts is recommended for operation, and the power wires are connected to the two clips on the left. A momentary connection of the two clips on the right will begin the action. Once started, the man will make his exit from the station and approach the train. Being a smaller man, he's not as fast moving as the gateman. It takes the man about ten seconds to open the door and step outside and raise the staff. He's powered by a smoothly and quietly operating motor, rather than a solenoid, resulting in a much more realistic motion. If the connection is not maintained after he reaches the end of his walk, he will remain there until the connection is made again. The action of exiting or re-entering the station takes about ten seconds to complete and only a momentary connection is required to complete the ten seconds of action. If the train was stopped and the connection maintained, the man would continue to exit and enter the station.

The interior of the station is outfitted with lighting, a desk and chair, along with a stove to keep the stationmaster warm in cold weather. The stove even features an LED to

simulate the red glow of the fire burning inside. An operating semaphore signal atop the roof of the building alerts the train that orders are to be picked up.

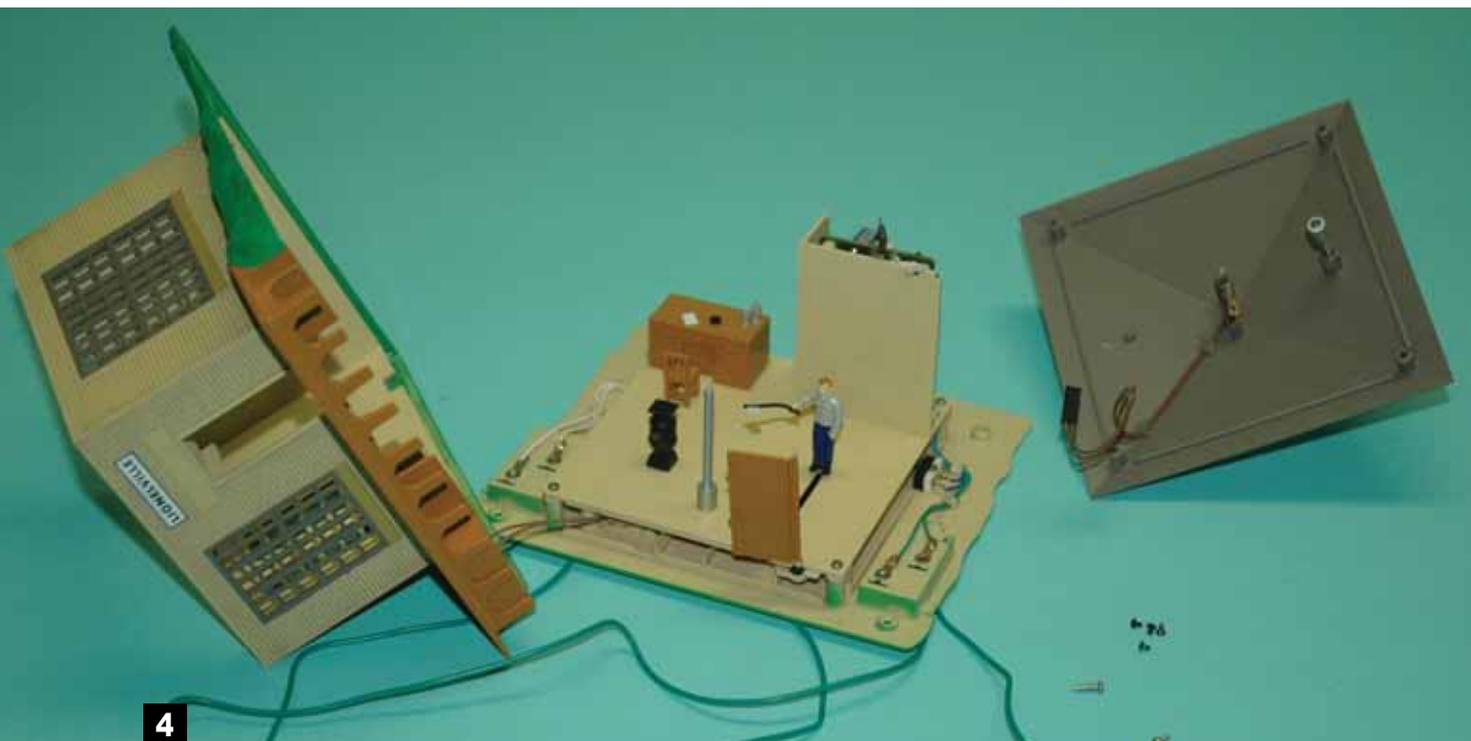
As stated above, the action commences when the two clips on the right are momentarily connected or shorted. The instructions detail three methods of accomplishing this. The familiar 153C contactor is supplied with the building, but this is probably the least efficient way to activate the



accessory. An insulated rail section works much more reliably but in the case of this accessory is a bit more complicated to hook up and requires the addition of a relay and diode – neither of which are supplied. The wires from the two switch clips cannot simply be connected to the outside rails of an insulated track section. When the two contacts are shorted, they are not switching power. Instead, they send only a small trigger signal on the electronic circuit board. You do

not want to input power to these contacts and this is what you would be doing if you merely connected them to the outside rails of an insulated track section.

I've decided that using a simple pushbutton, like Lionel's no. 90, would not only be a very simple method of hookup, but would also provide the most realistic operation. As an example, you wouldn't expect the stationmaster to have to pass on orders to every train passing by. Rather, orders would be passed on when necessary. This action is best simulated with the push button. You simply tap the button as the train approaches. The station master comes out with his message staff and awaits the train. Once the train passes, you tap the button again and the stationmaster returns to his stove-heated office. The No. 90 switch is perfect for this and I hope that Lionel will see fit to reissue these switches. They're so much better than the dinky ones currently supplied with some accessories. They are also perfect for placing around a layout for spectators to use. A final feature is that they bear the large Lionel "L." Perhaps Lionel could reissue the No. 90 in three packs. I think it would be a consistent seller.



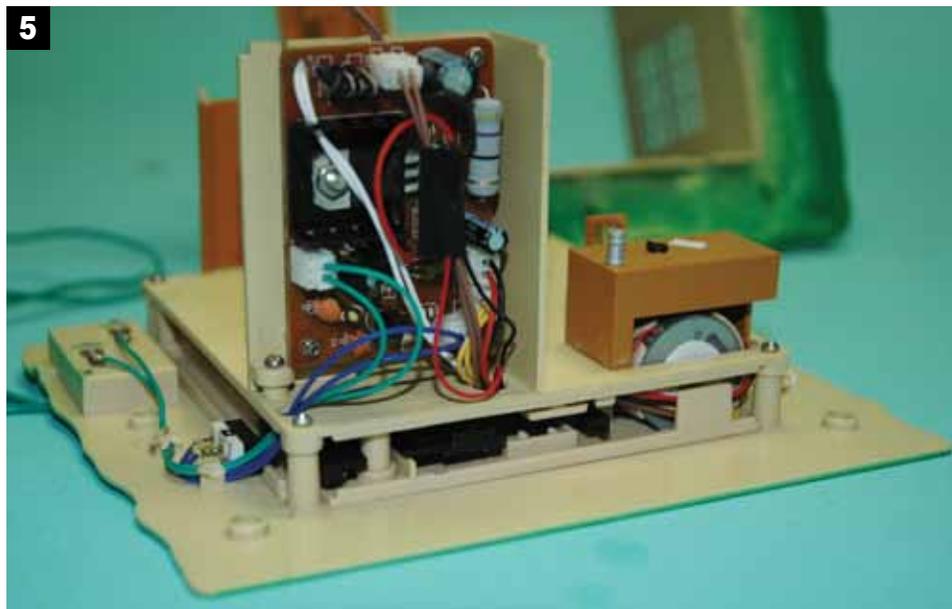
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Let's See What's Inside

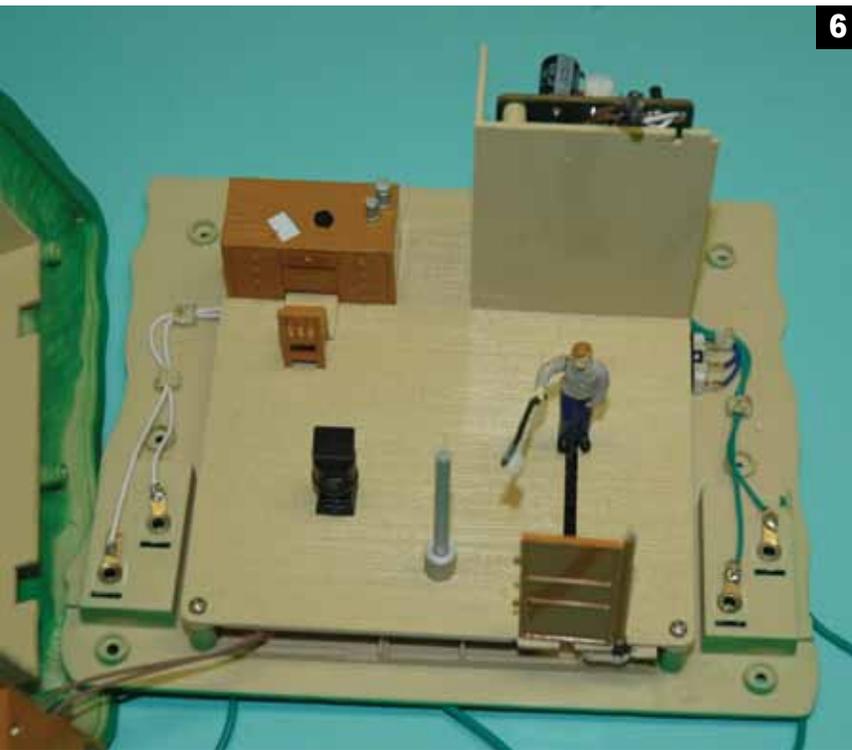
To disassemble the building, I first removed the roof. This simply snaps off and the wires which connect to the light can be unplugged near the circuit board, allowing it to be completely removed. I next removed six small screws from the underside and was able to carefully lift the building from the base. The wires which connect to the lamp post were still connected. So I simply left the building on its side next to the base. **Photo 4** shows the result. **Photo 5** was taken from the rear and allows a view of the control circuitry. Although the action is electronically controlled, the clever mechanical action is reminiscent of postwar Lionel. **Photo 6** is a top view of the inside of the building before the man emerges. The top of the door is further supported when the building is in place. The arm holding the staff is spring loaded and a guide inside the building holds the arm and staff in a lowered position. As the man moves through the door, his spring-loaded arm is allowed to rise. When he returns to the building, the opening of the door guides his arm down.

I have always been impressed with the multiple actions that postwar Lionel engineers were able to get from a single rotary motion as in the Animated Newsstand. Although this new accessory is electronically controlled, it also features some clever mechanical action. **Photo 7** is also a top view, but in this photo, the man is in position outside of the building. The man figure is mounted to the black carriage which

5



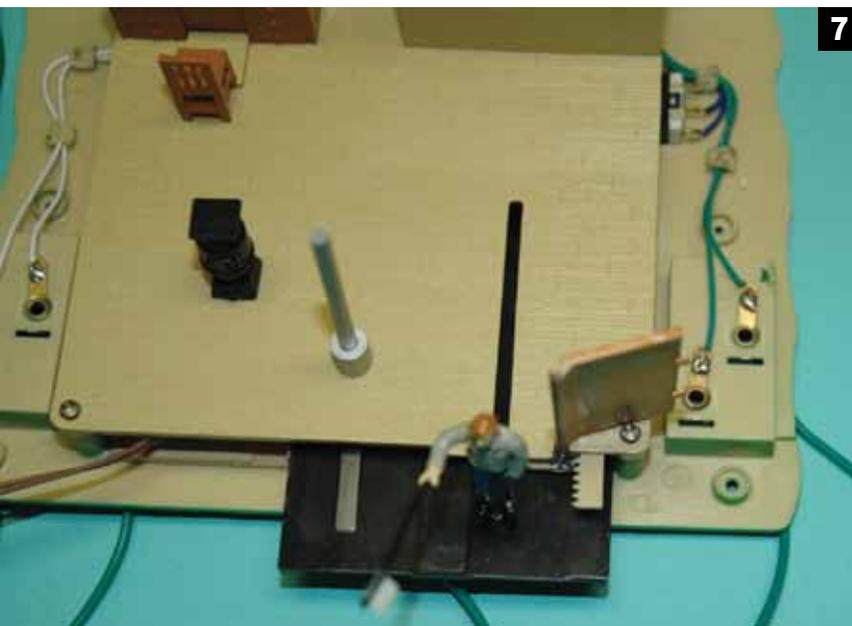
moves back and forth. In the photo you see this carriage extending beyond the tan base. This extension would be covered by the simulated wood deck that is attached to the building. As this carriage moves forward it performs three functions. As it first begins to move the figure forward, it slides a gear rack on the right side that is mated with a small gear at the base of the door. This sliding gear rack opens the door inward 180 degrees to allow the man to continue forward out the door. On the left side of the figure, you can see a silver strip. This section of the carriage pushes up on and raises the silver pole which is at the front center of the interior of the building. This silver pole fits into a similar pole attached to the roof. This can be seen on the inside of the roof in **photo 4**. This is a spring-loaded device which raises and lowers the semaphore signal on the roof.



6 A Postwar Puzzlement

Lionel introduced its near-scale model of the Fairbanks Morse® Trainmaster™ diesel locomotive back in 1954. From then until 1966, Lionel produced nine different variations of the FM, each of which has become a prized collectable. As collectors of the postwar versions are well aware, there was a small defect in the design of the tooling. According to expert Don Shaw in his excellent video on the subject, most of the postwar FMs have cracks in the shell where the screw secures it to the steel frame. This crack is not visible since in some cases the crack does not extend through the paint. The presence of these cracks can often help confirm a model to be a true postwar version. The FMs did not appear in Lionel's catalogs from 1959 through 1964. Finally, in 1965 the Virginian FM was reintroduced with a new number, 2322. Finally, the screw hole crack problem had been solved.

I have been curious as to just how the problem was solved. Exactly what changes did Lionel make to eliminate the problem? I still remember the excitement when in 1979; Fundimensions announced the return of the FM Trainmaster.



7

Although postwar Lionel apparently fixed the cracked screw hole problem in 1965, Roland LaVoie and Michael Solly in their 1991 edition of *Greenberg's Guide to Lionel Trains 1970-1991 Volume I*, report that some of the Modern Era FMs also have the body shell cracks at the screw holes. In the same volume they report that the 6-8867 Jersey Central Lines FM had reinforced screw holes to prevent cracking of the body. I was curious as to whether a change was made in the length of the steel frame or to the injection mold. For quite a while, I only owned the Modern Era versions and not a postwar version to compare them with. Recently, I purchased a postwar Lackawanna FM and compared it to a Modern Era FM. Lionel's 2321 Lackawanna FM was its first and for the record, I used the 6-8867 Jersey Central FM, introduced in the 1986 Collector Series catalog for the comparison. After removing the two shells, I carefully measured the steel frames. Both were identical. I then compared the interior of the two shells.

This accessory works quite well and is inexpensive. The operation is relatively quiet and the station is tastefully and realistically decorated. I'm impressed with the engineering on this one. Although I think I would wire it up with a push button for the easiest and most realistic action on a layout, Lionel should consider including the relay and diode in the circuitry of the control board of any accessory that might best be triggered with an insulated rail section.

8



Photo 8 illustrates the changes made to the male portion of the die to correct the problem. The postwar Lackawanna is on the left. As you can see, several changes were made. The area at the screw hole has been made thicker and the four vertical spacers have also been thickened and extended. I cannot verify exactly when these changes were made to the shell.

As a result of these changes made by Lionel, Modern Era FM Trainmasters are not shipped from the factory with cracks at the screw holes, as were most of the postwar versions. For a complete and scholarly look at the postwar FMs, check out Don Shaw's video from *The Train Station* – we reviewed it in the December issue of *The Lion Roars*. It's an excellent resource.

Fun Factory – Second Printing

Member Bob Osterhoff reports that his recent book, *Inside the Lionel Trains Fun Factory* is now in its second printing after becoming a ten-time award winner/finalist in areas including best history, best design, best cover, best pop culture book and the prestigious Benjamin Franklin award from the Independent Book Publishers Association in 2009. Many thousands of mainstream books compete for these awards and it is a credit to Bob's diligence in researching his subject and to publisher John Schmid for the excellent job in formatting and publishing the book. If you have any interest in Lionel, this is a book that belongs on your shelf – after a thorough reading, of course. Our congratulations to Bob Osterhoff and to John Schmid of Project Roar Publishing for this well deserved recognition.

New Video Series

TM Books and Videos have introduced a new series titled, *World Class HiRail Layouts Part One*. During the Modern Era, Lionel and other O-gauge train manufacturers have developed product that leans much more closely to scale than the trains of the postwar days. Happily, more people seem to actually be operating their trains and enjoying seeing them in action. The video begins by defining hi-rail as opposed to toy train operation, as operating trains prototypically with realism and scale. An exception is made for the track, which due to the flanges on the O-gauge equipment used. Scale track would only be about an eighth inch high and of course would not have a third rail between the two outer rails. Another allowance would be for the large couplers.

In all, three layouts are shown. Each of these is a club layout and quite large. The Train Masters of Babylon operate a 50x60-foot layout. This is the club's second layout as they were forced to move in 2003 and find new quarters. Although devastating at the time, the club gained valuable experience and was able to learn from the first layout and make improvements in the design of the second layout.

Coming in at 185x40 feet, the New Jersey Hi-Railers claim the world's largest operating O-gauge railroad. With the ability to run 38 trains, it's quite an impressive sight. Few of us will have the luxury of a space 50 feet wide by 250 feet long with complimentary heat and electricity, but this is what this club is blessed with. In addition to a large yard, both residential and industrial areas, a replica of the New York subway system is also a featured part of the layout.

Finally, we see the layout of the Nassau Lionel Operating Engineers. This club also faced the destruction of its first layout and a move to new quarters where a new layout was built. Their current layout is 85x35 feet and features the ability to operate six trains at once in conventional mode and up to 10 trains in TMCC mode.

Each of these layouts offers lots of tips, ideas, and inspiration. The three layouts have several things in common. Each is designed to allow the operation of a wide variety of trains from steam to diesel to subway, even classic tinplate. One other aspect they all have in common is that there's

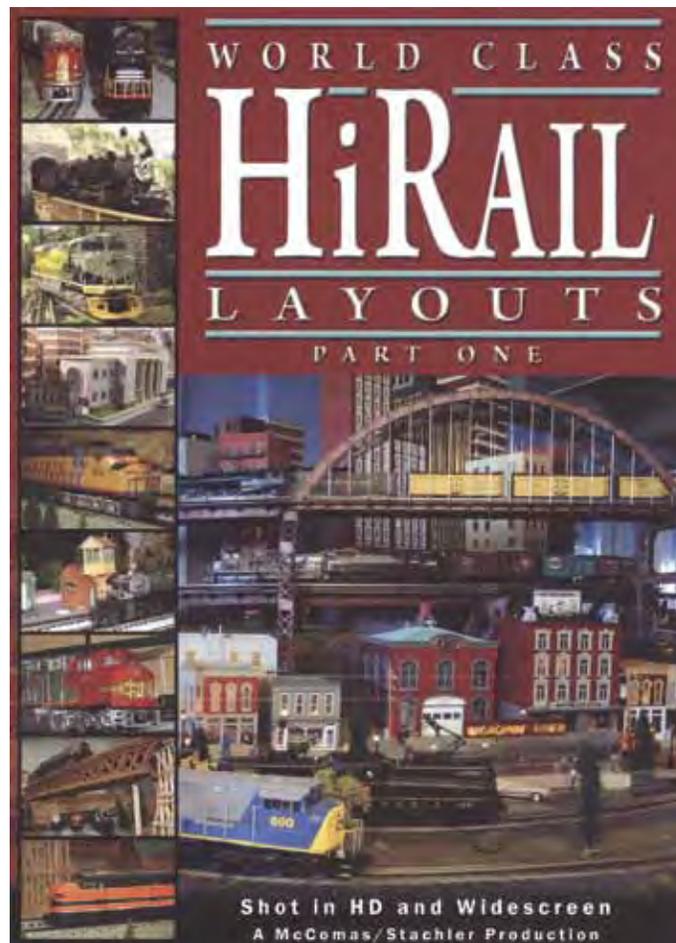
always more to do – the fun never stops and no layout is completely finished.

The video is shot in widescreen high definition and the quality is superb. The title of the video makes it apparent that more disks are to follow. I'm hoping that we will also get to see some home layouts in the series. The video sells for \$19.95 and is available from TM Books & Video at www.TMBV.com.

On to Denver

I'm looking forward to the Club's annual Convention in Denver and a ride behind a real steam locomotive at high speed. I look forward to meeting many of you there. Please don't hesitate to introduce yourself. 

Photographs by
Bill Schmeelk



The Tinplate Cannonball

by Ken Morgan
RM 12231

Bungalow Bits and Serendipity

A couple of issues ago, I wrote an article about Lionel® suburbs. Soon afterward, I got an e-mail from LCCA member Ron Morris (RM 3060) who had some interesting observations to add to what I wrote. So I'll credit him as co-author for part of this installment. Heck, I never claimed to be the world's foremost authority, just a good observer and interested follower and analyst of Lionel's production. You can't just buy trains. You have to look at them and enjoy them. And part of my enjoyment is trying to figure out today what they did many years ago.

By the way, who is (or was) "The World's Foremost Authority"?

I. Bungalow Bits

As I noted in the recent February issue of *TLR*, the bungalows first appeared in the 1923 catalog. Ron pointed out that Lionel first used metal houses on their display layouts in 1922.

Their Scenic Display #178 used four, the #177 model used six, and the #183 (the largest) used nine. In their January 15, 1923, Trade Price List, Lionel stated that their

metal bungalows, although never publicized or promoted, drew a lot of interest, hence they would be offering them in 1923. And so they did.

While the larger villas and mansions were offered in several variations, I previously covered only the basic ones. Both Ron and I have found that the bungalows were offered in many more variations. I doubt if anyone could legitimately claim to have a definitive list of all of them. Since there are so many and because the bungalows will not hit your wallet as hard as the bigger residences, in this article I'll cover what Ron added to the data files about them and skip the others for now.

Ron commented that the first painted versions were made of heavier-gauge sheet metal, the entry roof was soldered in place, and there was an interior bracket attached to the roof for fastening the chimney. All of which was news to me. But that led me to look more closely at my own



bungalows. He was right. See **photo 1** for the brackets. He was also right about the gauge of the metal and the roof attachment, but that didn't show in a photograph. Ron added that the color of the roof always matched the color of the entryway roof, which I have also observed. Note my previous caveat that roofs are easily switched, so I would throw this in as a test of whether or not you want to buy a particular bungalow.

In my earlier offering, I observed that most bungalows had the chimney on the left side, suggesting that the others were relatively scarce. Ron guesstimated that not more than five percent of the bungalows came with the dormer roof on the right with the chimney on the right rear. He added that



usually these are the later painted roofs mounted on lithographed bodies, which is what I pictured in February on the #913 Illuminated Landscaped Bungalow. Both Ron and I define "right" and "left" sides as seen from the front of the buildings. **Photo 2** shows a couple of bungalows with the "normal" left side dormer and chimney. **Photo 3** shows the rarer right side version.



Ron made another interesting point: the part numbers of the individual

pieces, like 184-10 or 184-A-10, vary by color. The "A" series have the red roof and associated pieces. No letter was used for the green roof and associated items. Most of these part numbers are on the inside, but one is easy to find. It's on the bottom. **Photo 4** shows the part numbers on the bottom of the red lithographed bungalow (184 A-1) and the green lithographed one (184-1).



4

One other point I made in the previous article had to do with the lithographed walls. **Photo 5** shows two right sides. **Photo 6** shows two left sides.



5



6



Other than the height of the bricks, which is likely due to how the sheets were cut, they are the same pair of lithographs, just swapped on the two bungalows. As I noted previously, they are interchangeable. **Photo 7** shows a front and a rear. Clearly, due to both the window and door treatments and the lithography, they are not interchangeable.

So much for more details on the ubiquitous bungalows!



II. Serendipity

Inasmuch as I have some available space to fill, I'll discuss serendipity in the world of train collecting. Serendipity is defined as the ability to make fortunate and unexpected discoveries by accident. I now claim this ability. Here's why.

Fairly recently, I acquired the rather common-looking car shown on the right in **photo 8**. Note that both cars are numbered 2677. This car was part of a collection my local club, the NLOE, purchased. Since no one else wanted this particular car and it was a nice clean car, I bought it when the club sold the collection to the members, which is our practice.

When I first glanced at it, I thought it had replacement couplers because the number was 2677. The car should have electronic box couplers. See **photo 9** for a close-up view of the number and the coupler on this car. **Photo 10** is a close-up of my older #2677 with the proper coupler. When I took the car home and looked at it more closely, I saw what is in **photo 11**. Number 1677. Hey, that's the correct number for the couplers. Did I make a mistake at the club?



Nope. You'll have to take my word for this because there is no way I can show you both sides of the car in one photo, but **photos 9 and 11** are the opposite sides of the same car. **Photo 12** shows them both from the bottom. Based on the couplers and how they mount, this car has to be a number 1677. This car is lithographed, so there's no way that I know of to fake or alter the number. The cars are made from three pieces. Two of them are made up of a side and an end bent at a right angle. They are tabbed together, and then tabbed into the third piece, the base. A very close inspection showed me that the tabs on this car have never been opened. It came from the Lionel factory this way. Can you say quality control?

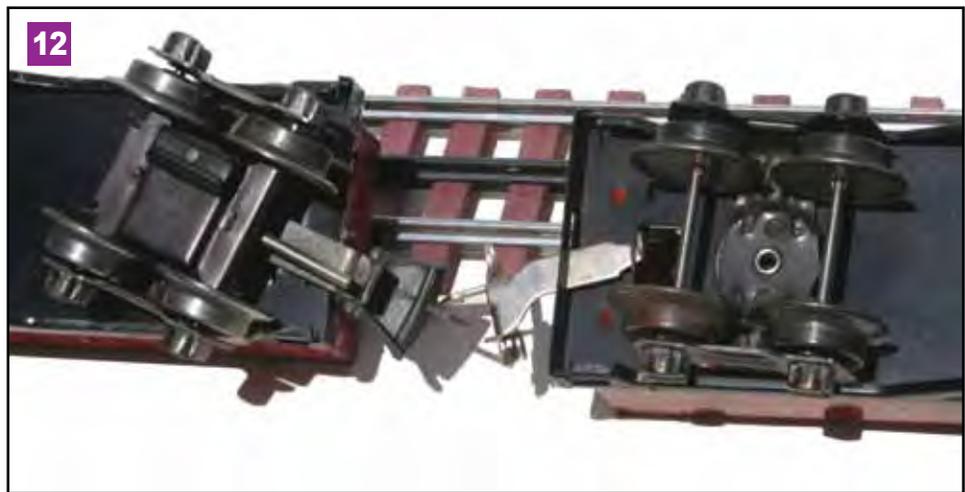
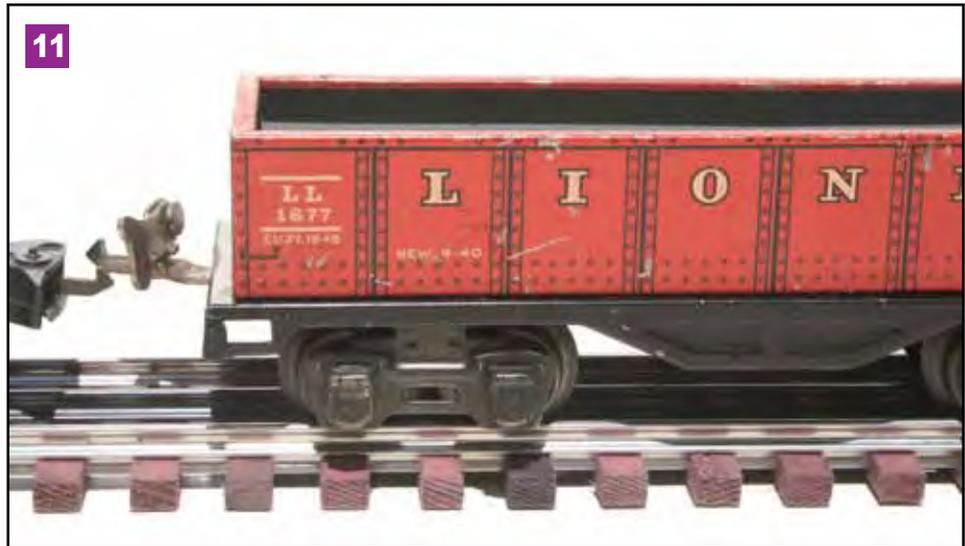
Nah. It was just an accident. Somebody picked up the wrong piece when it was made. And I picked up the right piece, unexpectedly and by accident – a great example of serendipity! Look carefully even at the common stuff. You never know when you may come across a unique item!

Oh yes. "The World's Foremost Authority." That would be Professor Irwin Corey, a rather strange looking and unique standup comic who appeared on the old Steve Allen version of NBC's "The Tonight Show" and lasted long enough so I remember him from Johnny

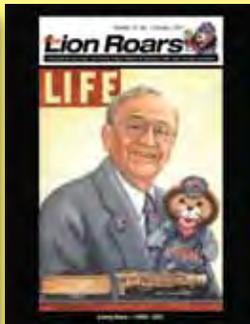
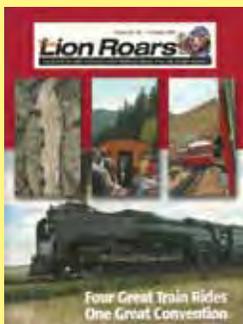
Carson's occupation of the host's chair. His line of patter and double talk was even better than Casey Stengel's.

I hope to see you in Denver! 🚂

Photographs by Ken Morgan



Coming in October 2010
In celebration of LCCA's 40th anniversary,
TLR will present a new design for the magazine beginning with
Volume 40, Number 1 — October 2010.



A Lionel Puzzlement

by Gene Russell, Ed.D.
RM 24608

Railroad Folklore

A Treasury of Railroad Folklore by B.A. Botkin and A.F. Harlow is a 530-page collection of stories, legends, yarns, tall tales, ballads, and songs about American railroading. As Botkin states, "The impact of the railroad on the American imagination has been greater than that of any other industry and for good reason." This collection of railroadiana was compiled at the close of the Age of Steam and is a fun read. Simply place one word on each blank to complete this folklore puzzlement. Enjoy! 

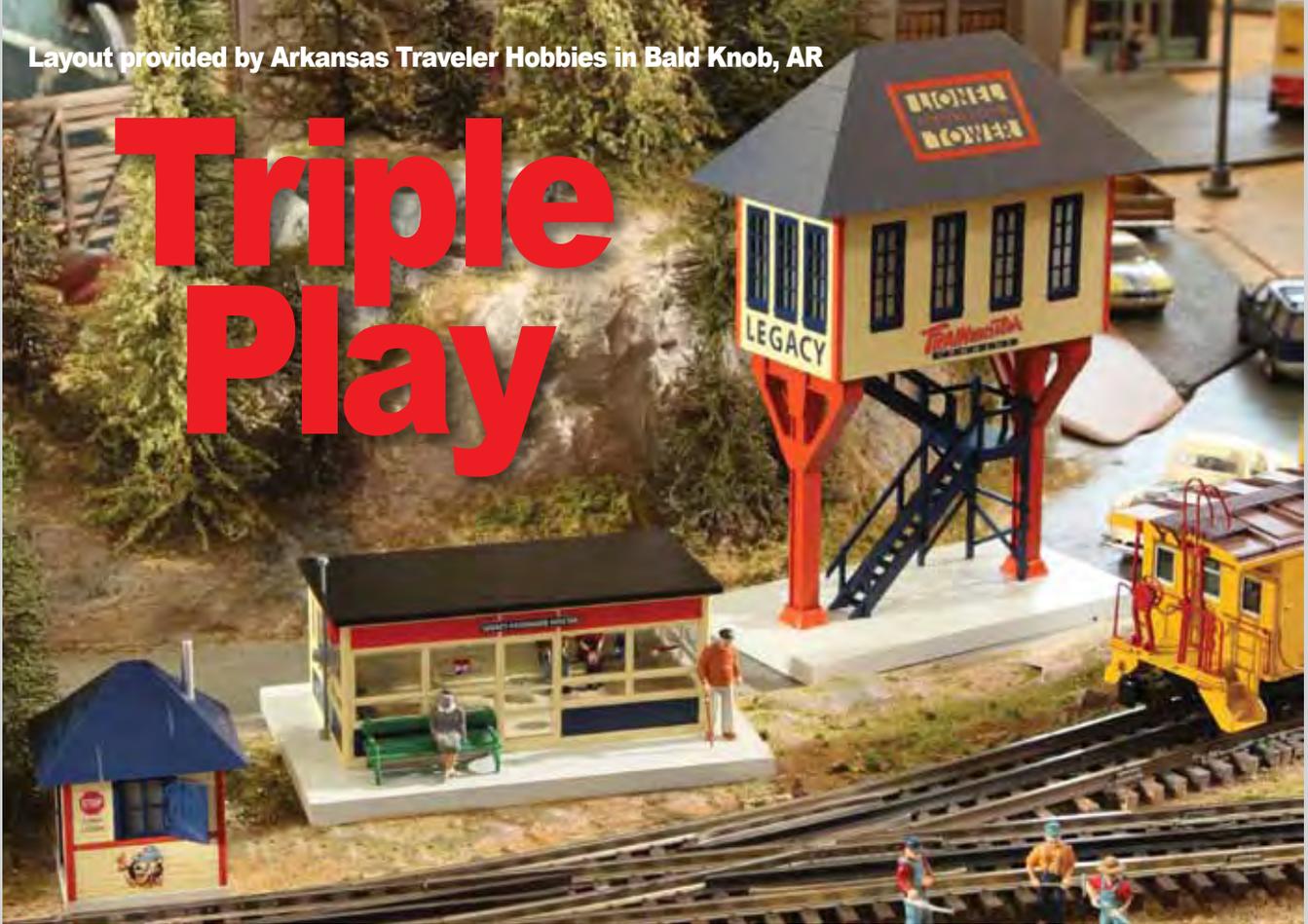
- In 1850, there was a controversy on what to call a "railroad stopping-place." Some favored the English "station" while others the French _____.
- In the late 1930s, "Chessie," the well-known sleeping cat symbol of the Chesapeake & Ohio Railway Company, was an extremely popular advertisement. In 1938, it was decided that she should have a "husband." Thus, a handsome tom known as _____ was introduced.
- In the early days of railroading, freight cars had only hand brakes and the cars were coupled by hand using _____ and _____ couplers.
- May 10, 1869, was a festive day at Promontory, Utah, with dignitaries, speeches, a corps of newspaper men, and plenty of champagne. The first to swing the sledge at the "Golden Spike" was California Governor Stanford who missed the spike and hit the rail. Next was Union Pacific Vice President _____ who also missed the spike on his first swing of the sledge.
- In November 1889, a reporter for the *New York World* set out to best Phineas Fogg's "record" of circling the globe in Jules Verne's *Around the World in Eighty Days*. One of the last portions of the trip was on a Santa Fe special train (one Pullman and a baggage car) racing from San Francisco to Chicago where the train had right-of-way over everything and speed limits were off. Miss _____ arrived back at the *World* office a little over 72 days after she started.
- In the late 1890s, ads calling for "Young women of good character, attractive and intelligent, 18 to 30" were running in eastern and mid-western newspapers. Those who signed-on, became waitresses in dining rooms and lunch counters along the Santa Fe. These uniformed women became known as _____.
- The favorite instrument of folk musicians for imitating a train whistle was the _____.
- Before 1900, railroad employees could request a "service letter" from their employer that set forth his record and ended with, "Left the service of his own accord." Unbeknownst to the employee, their letter contained a watermark depicting a crane (trademark of a famous paper company). Letters for men who had been union leaders, agitators, or saboteurs, were on paper with a "crane with broken neck" watermark while others with a "cleaner" record received their service letter on paper that had a "crane with head-up" watermark. This practice of preventing strikers from returning to their old jobs was known as _____.
- The world's largest and most wondrous railroad – the Ireland, Jerusalem, Australia & Southern Indiana – was built by Paul Bunyan's brother. On the IJASI, for example, ballast was 6-ton boulders brought from the Rocky Mountains, ties were giant redwood trees, and the section men used pile drivers to spike down the rails. The largest U.S. steel mill had to operate on 36-hour-days and nine-day weeks to produce the giant rails. Before the behemoth engine was fired-up, the 3,600 members of the board of directors held a banquet in the locomotive's firebox. _____ Bunyan was the builder of the IJASI.
- A full description is given on the origin of a term used to describe wild shoving and smashing of railroad cars in an effort to push them in some place where they couldn't possibly fit. This became known as _____.
- Noted outlaws, train robbers, and murderers are covered in the chapter titled "Banditti of the Rails." The exploits of Frank _____, Jessie _____, and Rube _____ are presented in detailed accounts of their hold-ups and robberies.
- The first train hold-up occurred on an Ohio & Mississippi train en route from St. Louis to Cincinnati. This happened a month after Appomattox. What was the year? _____
- In the late 1870s and 1880s, train robbers conceived the idea of having themselves shipped in a _____ as corpses, with the idea of attacking the guard in the express car while en route. "Grieving" family members were usually on-board to assist in the planned robbery.
- The Advertising Department of the Lackawanna Railroad (circa 1900) is credited with a series of advertising jingles about the adventures of a girl dressed in white typifying the exclusive use of clean burning anthracite coal in the railroad's passenger locomotives. To the traveling public, _____ was almost a living personage.
- "Daddy Joe" could perform wondrous feats. For example, he was so tall and strong that while standing in his sleeping car's aisle, he could let down an upper berth with each hand; then he made down both uppers and lowers simultaneously. Daddy Joe was the most terrific Pullman _____ who ever made down a berth.
- At the start of the twentieth century, it was common to see "J.B. King, Esq." scrawled on flatcars and boxcars all across the country. It is generally accepted that "J.B. King" was just a doodle written on boxcars while others firmly believed he was a "millionaire hobo" whose ambition was to write his name on every boxcar and water tank in the country. During World War II, "J.B. King" was a rival of _____.
- It is believed that John Henry was a black North Carolinian between 30 and 35 years of age, stood six feet tall, weighed about 200 pounds, and was the best steel driver for the Chesapeake & Ohio. The contest between Henry and the steam drill took place (1870-73) during the construction of the Big Bend _____ in West Virginia.

Use "Bum," "Hobo," and "Tramp" for answers 18-20:

- Works and wanders = _____.
- Dreams and wanders = _____.
- Drinks and wanders = _____.

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

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