

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 40, No. 1, October 2010



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

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

- The 1941 Ford UP Railroad Police Car was initially offered to passengers on *The LCCA Special* UP steam train trip from Denver to Cheyenne, WY, on Monday, July 26, 2010. A limited number remain available on a first-come, first-served basis.
- The Dodge Magnum UP Railroad Police Car unique commemorative was available to Conventioneers at the on-site LCCA Store. Same terms as above.
- The 40th Anniversary Lenny the Lion[®] Bobblehead commemorative made its premier appearance at the Convention and is now available to all club members as a celebration of 40 years of fun with the best toy train club on the planet!

Some Convention-related goodies transcend the event itself, so stop bobbling around and place your order today!



1941 Ford UP RR Police Car
2010 *The UP/LCCA Special* Commemorative
Limited Edition, Limited Supply



Dodge Magnum UP RR Police Car
2010 Convention Commemorative
Limited Edition, Second in a Series

Lenny the Lion Bobblehead
40th Anniversary Collectible

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

- ___ Lenny the Lion Bobblehead; \$24.95 \$ _____
- ___ 1941 Ford UP RR Police Car; \$39.95 \$ _____
- ___ Dodge Magnum UP RR Police Car; \$24.95 \$ _____
- Sub-total (in U.S. funds): \$ _____
- Minnesota residents:** add sales tax — 7.25% of sub-total \$ _____
- Shipping & Handling in cont'l US:
- If sub-total is less than \$99.99, add \$7.95 here \$ _____
- If sub-total is more than \$100.00, add 9% here \$ _____
- Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

- My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "3D" written on the memo line.
- Charge the total amount of this order to my credit card as shown below.

Note about Shipping & Handling: this order cannot be combined with other orders.

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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form or a photocopy to the best toy train club on the planet:
LCCA Business Office • Dept 3D/TLR-10-10 • P.O. Box 4708 • St. Paul, MN 55104-0708
Order online at: www.lionelcollectors.org — go to "LCCA Store"

Convention Recap Page 14



Build Up Not Out Page 26



President's Report	Page 2
40? Oh Lordy	Page 5
Toy Trunk Railroad	Page 5
Product Dev. Report	Page 6
Lionel Box Rarities	Page 10
From Dom's Desk	Page 11
Convention Recap	Page 14
Lionel News & Views	Page 23
The Tinplate Cannonball	Page 26
Build Up Not Out	Page 30
Reports by Secretaries	Page 35
A Lionel Puzzlement	Page OBC
Sprit of Volunteerism	Page GIBC
Website Highlights	Page GOBC



On the Cover
Volunteer car captains helped passengers board *The LCCA Special* steam train excursion on Monday of Convention week.

Cover photograph by Ed Richter

Business Office

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Visit our website for
timely club news:

www.lionelcollectors.org

Baden Johansen



Sometimes, circumstances have a way of working out just right. Baden Johansen, age 5, is a "train kid" in Colorado and also our 100th Junior Member. On Monday of Convention week, his mom (Marianne) and grandma (Lois) brought him to Denver's

Union Station to see *The LCCA Special* steam train in action.

Later in the week his mom and grandma read about the LCCA Train Show and brought him to the site of our Convention in Denver. Grandma signed him up as a JM on the spot.

He played with rug layouts of trains on the carpeted floor of the atrium of the host hotel, visited the Lionel® large layout, and greatly enjoyed the time.

At home, Baden plays with THOMAS push-toy trains, a battery-operated train, and a G-scale Polar Express train. His favorite train is the UP "Big Boy," and he has visited this locomotive on static display at the Fournery Museum in Denver and been inside its cab.

Welcome aboard, Baden!

Junior Member Star



Al Kollis
RM 15902

Report from Our President

HIGHLIGHT:

“We shared feelings of satisfaction and excitement about making the next 40 years even better than the first 40 years.”

FACTOID:

A video of our humble beginning made its public debut with our members at our Saturday evening banquet in Denver.



On Turning 40

When I celebrated my own 40th birthday, it was a mixed, emotional time for me. At that age, one tends to be self-analytical about life and be reflective about what has been accomplished. Our club celebrated its 40th anniversary this year, but there were no moody feelings about this milestone. We shared feelings of satisfaction and excitement about making the next 40 years even better than the first 40 years. During this past year, the Board of Directors, officers, and appointed officials have worked very hard and have continued to make the LCCA the best toy train club on the planet! There were many great moments to remember.



Our JM Program

The LCCA's Junior Membership Program is progressing quite well. Through the leadership of JM Coordinator Dominic Caponi, our program has grown to more than 100 JMs. During our Denver Convention, we sponsored several activities dedicated to our JMs and families including a “Learn to Draw a Lionel Train” class conducted by Angela Trotta Thomas. It was very well attended, and our members had a great time.

We established a club Facebook account where our members can chat. This is a great forum for communicating with other members. Roger Farkash, LCCA's newly elected Director, has volunteered to help with our program for the next year. He will collaborate with Dominic and make our JM program even better.

Many Website Improvements

We made tremendous improvements in our website. We are posting fresh news items every week. More members are using our website www.lionelcollectors.org to view news items, purchase our limited edition products, and use *eTrack* to buy and sell trains

Accompanied by his family, Joshua was named the Guest Conductor of The LCCA Special steam train excursion by UP Conductor Jim Coker.

Commemorative Products

The Santa Fe #208 Alco A-A pairs sold out quickly due to overwhelming interest from members. “Thank you!” to those who purchased this highly desirable item and supported the club. LCCA's Lou Caponi does a great job designing new products, working directly with Lionel® during production, and providing members with collectible, exclusive trains and related items.

“Thank you!” to the members who supported the club and purchased our 2010 Convention Car – a UP Standard O Hopper Car with unfurled U.S. flag. I can't wait to see it! The car looked great on the drawing board. I'm certain it will even look better “in person.”

Relationship with Lionel

Our relationship with Lionel has never been better. Lionel brought their impressive 65-foot-long train layout to Denver for all to enjoy. It was a powerful media magnet that drew public interest and visitation. This layout was designed and built by T W Design in Dallas, TX. Lionel's events team worked alongside LCCA volunteers and T W Design staff all week long. They introduced today's generation to the magic of Lionel trains and re-introduced today's products to the generation that played with Lionel trains as children in years past. “Thank you!” to Lionel and their entire team for their generosity and support in Denver.

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If you are in the Midwest in mid-November, remember that LCCA will be at Trainfest in Milwaukee alongside Lionel's fabulous layout on the November 13-14 weekend. On the following weekend, November 20-21, we will be in St. Paul, MN, for the World's Greatest Hobby on Tour show. Drop by and visit with LCCA representatives and Lionel staffers. Bring your family and friends and introduce them to the magic of Lionel trains.

Media Attention

Mike Mottler, our Media Manager, outperformed himself (again). We earned a front page article with photos in *The Denver Post* newspaper, an interview on KGNU-FM in Boulder, full-day print and web presence by a *Daily Camera* reporter from Boulder, CO, and significant coverage by two Denver TV stations (NBC and Fox). Go to our website news section and view the "live" TV newscasts and read the front page article by *The Denver Post*.

A Great Anniversary

Wow! What fun we had in Denver celebrating our 40th anniversary. Because of high attendance and participation, our 40th Annual Convention in Denver was a huge success. Our thanks go to Marriott's John Hogan and the entire Marriott staff for providing our members with a great facility and wonderful service.

It requires a lot of hard work by a lot of LCCA members to make this and all other LCCA Conventions the best toy train club Conventions on the planet. A big "Thank you!" goes to Convention Managers Eric Fogg and John Fisher, Volunteer Coordinator Bob Carter, and the volunteer team.

The Convention re-cap article in this issue of *The Lion Roars* recounts the

activities of a memorable week of riding trains, playing with Lionel trains, building puzzles, enjoying train-related tours, meeting fellow LCCA members, and experiencing a great American city in the good old USA. We definitely followed Rule #1 – we had fun!

Make-A-Wish Kids

We were pleased that Joshua (age 6) and Ethan (age 4) selected by the Make-A-Wish Foundation of Colorado could participate in our Convention. Joshua was named the Guest Conductor for The LCCA Special steam train excursion from Denver, CO, to Cheyenne, WY. Ethan and his family visited the Lionel layout and had a great time playing with Lionel's Thomas the Tank Train Set.

LCCA Leadership Corps

We would not be here were it not for the perseverance of Charter Member #1 Jim Gates of Perry, IA, and the 83 Charter Members who started this great organization in 1970. To learn more about our origin, watch the vintage 8 mm film footage from our first Convention in Des Moines, IA, now posted on our website.

Honorees at the Banquet

The Saturday evening banquet concluded our 40th Annual Convention, and I had the privilege to honor four women who had a personal and positive influence on me and supported the LCCA for several years.

Vi Dubay, Co-host of the 1995 Convention in Des Moines, IA, encouraged me to bring my children to that event



Lost anything lacey lately, Vi?

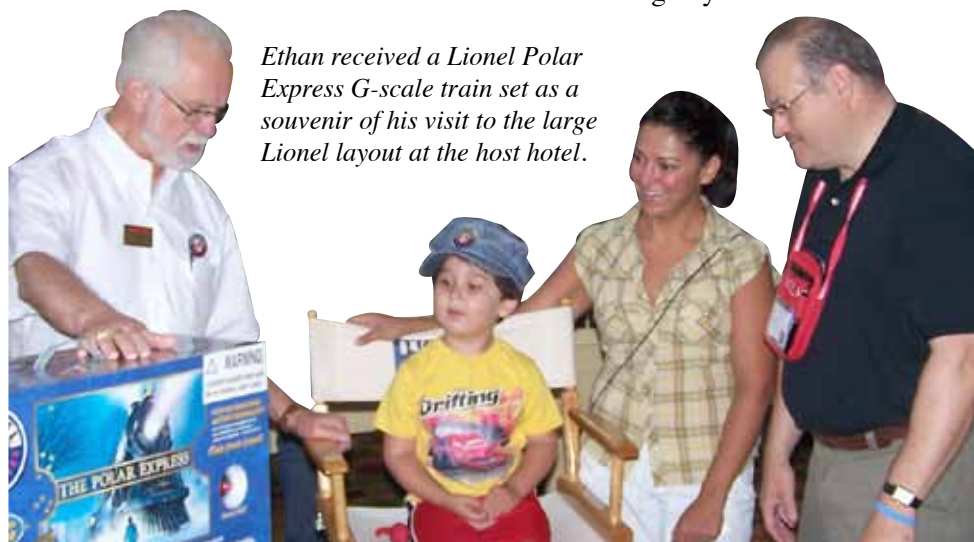
and emphasized family involvement to me when I attended my first LCCA Convention. Those who know Vi also know she has a tendency to lose articles of clothing at our Conventions.

Fran Otten attended the Convention with her grandson, John Mark Otten. She supported the club along with her late husband, Al Otten, who served an unprecedented four terms as our President. Some people say Al personally saved the club and turned it into a successful financial enterprise.

Marie Dean – I call her "Mrs. Lionel" – is the widow of the late Lenny Dean. Often called "Mr. Lionel," he worked at Lionel for more than 60 years and began his career when founder Joshua Lionel Cowen ran the company. Lenny and Marie attended numerous LCCA Conventions together. The LCCA Bobblehead is a rendering of LCCA's Happy the Lion – derived from Lionel's Lenny the Lion™ character, which was named for Lenny Dean.

Angela Trotta Thomas, "The Train Lady Artist," has been very generous with her artwork to the LCCA. Angela conducted the "Learn to Draw a Lionel Train" class for JMs and families in Denver.

Ethan received a Lionel Polar Express G-scale train set as a souvenir of his visit to the large Lionel layout at the host hotel.





Taking few potty breaks during non-stop appraisals, Lou received this gag gift as a souvenir.

Another highlight of the banquet was a light-hearted presentation to former LCCA President and current Product Development Chairman Lou Caponi. He was swamped during the week with visitors from the Denver area who sought free appraisals for their antique toy trains. Lou was so busy he could hardly get away for bathroom breaks, so a commemorative LCCA Diaper seemed appropriate.

At the conclusion of our banquet, we honored eight Charter Members in attendance.

Accompanying the CMs on stage were our most recent Junior Members and youth from families. With vision and fortitude, our Charter Members made the first 40 years of our club a success. We

are counting on today's JMs and families to make the club even better in the next 40 years.

It is impossible to mention everyone, but I especially want to thank CM #1 Jim Gates, all Charter Members, former officers, directors, appointed officials, and other members who have made the LCCA the best toy train club on the planet.

Also, I personally want to thank LCCA members for providing me, my wife Gina, and my sons Alfonse and Vincent with thousands of hours of enjoyment and fun. We have enjoyed great times at LCCA Conventions, and the experiences have provided lifelong enjoyable memories.

On to Big D

Next year, we will celebrate our 41st Annual Convention at the Hyatt Regency Hotel at the DFW Airport in Dallas. Bob Carter and Lou Caponi have volunteered to co-manage that event for the LCCA since John Fisher and Eric Fogg have stepped aside from managing our Conventions. Thank you, John and Eric, for your outstanding past service as Convention Managers.

I look forward to seeing you again in Dallas next year. Remember Rule #1 – let's have fun! Are we having fun yet?

Photographs by Ed Richter and Mike Mottler

President Kolis recognized the efforts of these Charter Members as representatives of the 83 members of the "Class of 1970." Below, L to R: Jerry Dangelo, CM 67; Robert Crossley, CM 50; Henry Day, CM 22; James Greytak, CM 13; John Ourso, CM 33; Jim Chellis, CM 10; Chuck Skjeveland, CM 71; Tom Rains, CM 30.



The JMs in attendance represented the future of LCCA in the next 40-year cycle of progress.





Editor's note: These remarks were derived from a speech given at the LCCA 2010 Convention in Denver.

Members have recently asked me if I had expected LCCA to be where it is today, the best toy train club on the planet, and my reply was, "Yes, I did." In my opinion, there are three reasons for this.

Three Reasons, One Great Club

First, YOU – our members – jumped on board and supported this club at the outset in 1970 and continued to do so afterwards, up to today. Plain and simple, without you this club would not be here. Yes, the Charter Members started it, but you made it grow in a big way.

The second contributor to our growth is our leadership for the past 40 years, from the Presidents to the wonderful volunteers, past and present. We have been fortunate to have caring members that invested time, talent, and devotion to the LCCA. We could not have asked for more. The time contributed to LCCA is often "borrowed" from home and family

life, yet there is a "return on investment." I experienced this in the 1970s and '80s, but to this day I do not regret it, and it was a great experience. So whenever you see someone in any leadership or volunteer position helping out our club, offer them a handshake and a "Thank you!"

Of course, we cannot forget Lionel, an important part of our name and a supportive collaborator. The company and its executive corps are a catalyst to the LCCA. It's a mutually beneficial relationship that works to the advantage of both.

All three of these points have enabled us to celebrate 40 fun-filled years. I believe the original 83 Charter Members that started the club in 1970 – now down to 23 surviving CMs – would agree with me that we are proud of the achievements. Let's keep it going for another 40!

Update on CMs

Thanks to Jim Gates (CM 1), we have found matches to a few numbers from the previously published list of Charter Members:

- CM 53 Ted Politi, Jr. Gladstone, MO
- CM 66 Hank Eddings Kansas City, MO
- CM 72 Charles T. French Tustin, CA.

Jim informed me that all blank numbers were paid members. They were issued their CM number when Jim received their check for club dues. However, through the years, information was lost during the process of transfers of officers.

LCCA would appreciate your help in discovering the names of members for these numbers: 12, 18, 55, 62, 63, and 81. Please send information to me at:

Jerry Dangelo CM 67
6376 Graydon Road
Rockford, IL 61109
dangelo32@netzero.com

Toy Trunk Railroad

by Erik Sansom





Lou Caponi
RM 8735

Product Development Shop

HIGHLIGHT:

“If you haven’t attended one of our Conventions, you are missing out on one of the best activities our club offers.”

Our annual Convention in July was an overwhelming success. Denver is such a great city and has so much to offer. It was great seeing many of you again during that event. If you haven’t attended one of our Conventions, you are missing out on one of the best activities our club offers.

Let’s Do Dallas in 2011

Our 2011 Dallas Convention Car, a Texas Special Express Milk Car, will just moo you. Sorry! I meant woo you. Its paint scheme and attention to detail can’t be fully appreciated in a photograph.

This proposed car will match the color of Lionel’s postwar F-3 diesels. Currently, we are unable to confirm a price for this car because Lionel® is in the midst of moving its tooling and manufacturing to a new vendor. It should not be long until price and ordering information will be made available to members.

JM Items that All Will Love



LCCA is very proud of our Junior Members, and their numbers keep growing. In a rather short period of time, we have recruited 100+ JM newbies. To honor our Junior Members, we are proud to announce two new JM cars: a colorful, kid-friendly Dinosaur Gondola for younger JMs and an operating Skateboarders Gondola for older JMs.

These colorful cars were designed with fun in mind. Although intended primarily for JMs, these cars will be available to ALL members; even the young at heart! Only 500 cars of each design will be produced. These will soon be offered for sale in TLR, IT, and at the club’s website.

See the two-page ad in this issue of TLR for great Lionel Christmas gift ideas for the JMs in your immediate or extended family. Check out the train sets and great prices, and then place your order now! Every purchase supports Junior Member activities and the entire club.

We’re 40 Only Once

Another two-page ad in this issue could be our final 40th Anniversary Sale offer of the year. Check out the special deals and the four Convention-related, limited-edition products. The inventory of these four items is extremely limited, so order promptly.



The registration gift for the Dallas event will be another made-by-Lionel exciting collectible. Our past practice will continue – this car will be presented FREE to the first 400 Convention registrants who also register at the host hotel and pick-up their car in person. Watch this column for a photo and the details.

BNSF Ice Cold Express Reefer



Now considered a “completer car” for Lionel’s Ice Cold Express train set in the *Lionel 2010 Signature Catalog*, this car was available only to LCCA members.

Sacramento Mining Exchange



Niche collectors favor the Lionel Mint Cars, and this one is a unique addition to that line-up. It was the Registration Gift of our 2009 Convention. Fewer than 75 cars remain.

D&RGW Uranium Transport

With in-car illumination, this LCCA version of a Mint Car is now in very short supply – less than 50 cars remain.



UP Reefer “Merchandise Service”



The 2010 On-site Convention Car was a similar design to an actual car in the collection of the Colorado Railroad Museum, a tour venue for our recent event. Less than 100 cars remain.

More Limited Editions

Here’s an opportunity to purchase some of the 2010 LCCA collectible items from our recent Convention. If you were unable to attend, refer to the order form on the inside front cover of this issue of *TLR* for these goodies: a 1941 Ford die-cast UP

RR Police Car, a commemorative of *The LCCA Special* UP steam train trip; the Dodge Magnum UP Railroad Police Car is the second in a limited-edition series; the Lenny the Lion™ Bobblehead is a unique 40th anniversary commemorative.

LCCA on the Road

We’ll be involved in an upcoming special event at the Carnegie Science Center on December 4-5, 2010, in Pittsburgh, PA. What a place! What a train layout! Join in the family fun with the LCCA and Lionel during the Center’s first-ever Lionel Train Day. Check out their website for more information.

Even More Ways to Celebrate



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



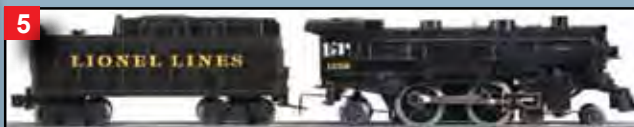
2
0-4-0 Die-cast Loco & Metal Frame Tender – 6-38606
 with smoke, headlight, whistle, and back-up light
 Sale price \$79.95 – List \$170.00
 Save 53%



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



4
Operating Aladdin Car – 6-36720
 Clever use of an “aquarium” car
 Sale price \$24.50 – List \$64.99
 Save 62%



5
4-4-2 Die-cast Loco & Tender – 6-38664
 with smoke, headlight
 Sale price \$59.50 – List \$110.00
 Save 46%



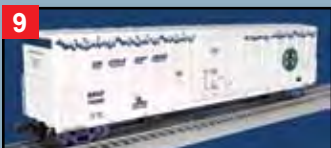
6
Koopers Gondola – 6-17475
 A full-scale model
 Sale price \$33.50 – List \$64.99
 Save 48%



7
Alton Passenger Four-pak – 6-35124
 with interiors & illumination, die-cast 6-wheel trucks, authentic color decor
 Sale price \$89.95 – List \$239.99
 Save 63%



8
Pennsylvania Diner – 6-35167
 A favorite eastern railroad
 Sale price \$23.25 – List \$51.99
 Save 55%



9
Ice Cold Express – 6-52543
 Op'ng generator light, sim'ltd load
 Matches new Lionel Train Set
 Qnty Limited, <75: \$175.00



10
Sacramento Mining Car – 6-52514
 SF freight decor, “gold” load
 2009 Convention Regis'tn Car
 Qnty Limited, <50: \$299.00



11
D&RGW Uranium Car – 6-52562
 Car is illuminated
 2010 Conv'tn Regis'tn Car
 Qnty Limited, <75: \$249.00



12
UP Reefer “Merch. Service”
 6-9159UP - W2010-CONS
 2010 Conv'tn On-site Car
 Qnty Limited, <100: \$99.95

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

The items shown on the bottom row are rare collectibles produced as commemoratives of recent LCCA Conventions. These remaining limited-edition, unique pieces show the effect of value appreciation on some LCCA-sponsored products. Members who respond to this offer can now acquire these highly-sought-after items.

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



our 40th Birthday

OFFER #3
Christmas Gift Ideas

CELEBRATE AND SAVE

CHOOSE YOUR ITEMS

Description	LCCA Price	Limits	My Quantity	Amount
1. Holiday RR Snow Plow	\$99.95	NONE	_____	\$ _____
2. SP 0-4-0 Loco & Tender	79.95	6	_____	\$ _____
3. White Pass Ice Breaker	37.00	6	_____	\$ _____
4. Operating Aladdin Car	24.50	6	_____	\$ _____
5. Lionel Lines 4-4-2 Loco & Tender	59.50	6	_____	\$ _____
6. Koppers Gondola	33.50	4	_____	\$ _____
7. Alton Passenger Four-pak	89.95	6	_____	\$ _____
8. Pennsylvania Diner	23.25	4	_____	\$ _____
9. BNSF Ice Cold Express Reefer	175.00	1	_____	\$ _____
10. Sacramento Mining Car	299.00	1	_____	\$ _____
11. D&RGW Uranium Car	249.00	1	_____	\$ _____
12. UP Reefer "Merch. Serv."	99.95	1	_____	\$ _____

Sub-total for Products: \$ _____

DO THE MATH

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

Shipping & Handling in cont'l US:

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

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

About Shipping & Handling: this order cannot be combined with other orders.

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 "40A3" written on the memo line.

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

Credit Card Account No.: _____ Exp: _____

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

Signature: _____

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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Paul V. Ambrose
RM 9406

Some Lionel Box Rarities

HIGHLIGHT:

“I have seen only three of these boxes in my lifetime.”

These are three rare component boxes for the No. 6029 and No. 6149 Remote Track Sections. Note the No. 6149 in the center has been re-marked from a No. 6029, and the near-impossibly-undersized Hagerstown-type No. 6149 on the right. We have seen the Hagerstown-type box sell for in excess of \$1,000.

We postwar collectors know and love our Lionel Trains, but there are a select few of us (some with wives who think we are absolutely “nuts”) who have a real passion for boxes, especially rare boxes. I am one who seeks that special quest-for-the-box thrill.

Throughout the Postwar Era, Lionel® continually strived to lower production costs. This can be seen as early as 1950 when steps at the four-corners were removed from the underframe of gondolas, again in 1952 when some detail was removed from the F3 units, and in the mid-1950s with the introduction of the vastly cheapened 200-series Alcos.

Lionel also addressed cost issues with their uncoupling sections. The typical O27-gauge “Remote Control Track Set” of the 1940s and early 1950s was the No. 1019/6019 that both unloaded and uncoupled. Circa the middle 1950s, the No. 6029 activated with a No. 90 Controller debuted; it uncoupled only and became the staple for inclusion in most O27 outfits. When included in sets, it was usually not boxed.

When the 1960s came around, the No. 6029 was included with only a select few top-of-the-line O27 sets and still included a No. 90 Controller. It was replaced in the product line for set production around 1964 with the low-end No. 6149 that was simply a standard piece of track with a separate magnet assembly and a No. 0190-25 Controller. Again, the No. 6149 was typically unboxed as a set component while the Controller was placed in the manila “Packed Envelope” along with wires and a CTC Lock-on.

Every now and then a box surfaces for the 6029 and 6149 models. What I term a “classic” box for No. 6029 (not pictured) can be located without too much difficulty, but a “picture” box, as shown in this article, is a rarity.

Also at the top of the rare scale are any component boxes for the No. 6149, especially the 1968/69 Hagerstown model. I have seen only three of these boxes in my lifetime. The product was packaged in a box only ½-inch thick!

Another group of rare boxes are the Nos. 2001, 2002, and 2003 Lionel Track “Make-Up” Kits for O27 Track from 1963. These are so rare that many collectors have never even seen a single example. All were similar, but with differing amounts of track.



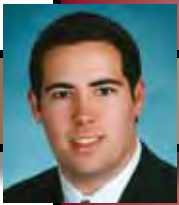
This is one of the rare 2000-series Lionel Track “Make Up” Kits. It is No. 2002 that includes two No. 1013 Curved, four No. 1018 Straight, one pair No. 1122 Remote Control Switches – all packed in this container. Note the orange box with black lettering identified as “the Lionel Toy Corporation / Hillside, N.J.”

Digital images by Marc Soracco Photography



Answers to A Lionel Puzzlement

1. C, 2. A, 3. N, 4. F, 5. J, 6. W, 7. I, 8. Y, 9. Q, 10. E, 11. O, 12. D, 13. S, 14. L, 15. G, 16. X, 17. B, 18. H, 19. U, 20. R.



Dominic Caponi
RM 8735

From Dom's Desk

HIGHLIGHT:

“Lionel provided trains for children to play with and get a hands-on experience.”



I'm pleased to report that our 40th Annual Convention in Denver, Colorado, was a huge success for our Junior Membership Program. Our first sponsored event, “Learn to Draw a Lionel Train” with Angela Trotta Thomas, resulted in a great turnout. Angela taught children how she goes through her creative process of bringing Lionel® trains from the track to the canvas. I was very impressed by the talent displayed by our young members. The next generation of our train enthusiasts will be able to carry Angela's gift forward with them.

The centerpiece of the Convention was the wonderful Lionel layout and display area. It attracted not only our members but also a significant amount of public interest. Thanks to local media coverage, we were able to show the people of Denver why we're the best toy train club on the planet. Lionel provided trains for children to play with and get a hands-on experience. I spoke to many families about the LCCA and as a result recruited a number of new Junior Members. Thank you to all the new JMs and families who joined the club. Welcome to the LCCA!

For me, one of the more memorable moments of the Convention was meeting a young boy named Ethan.

Thanks to Denver's Make-A-Wish Foundation of Colorado, I had the opportunity to spend some time with Ethan and his family. He was a bit shy at first, but as soon as he saw Thomas the Tank Engine – his favorite train – he opened up and had an absolute blast. Seeing what Lionel trains can do for

children is what motivates me to enhance and expand our JM program.

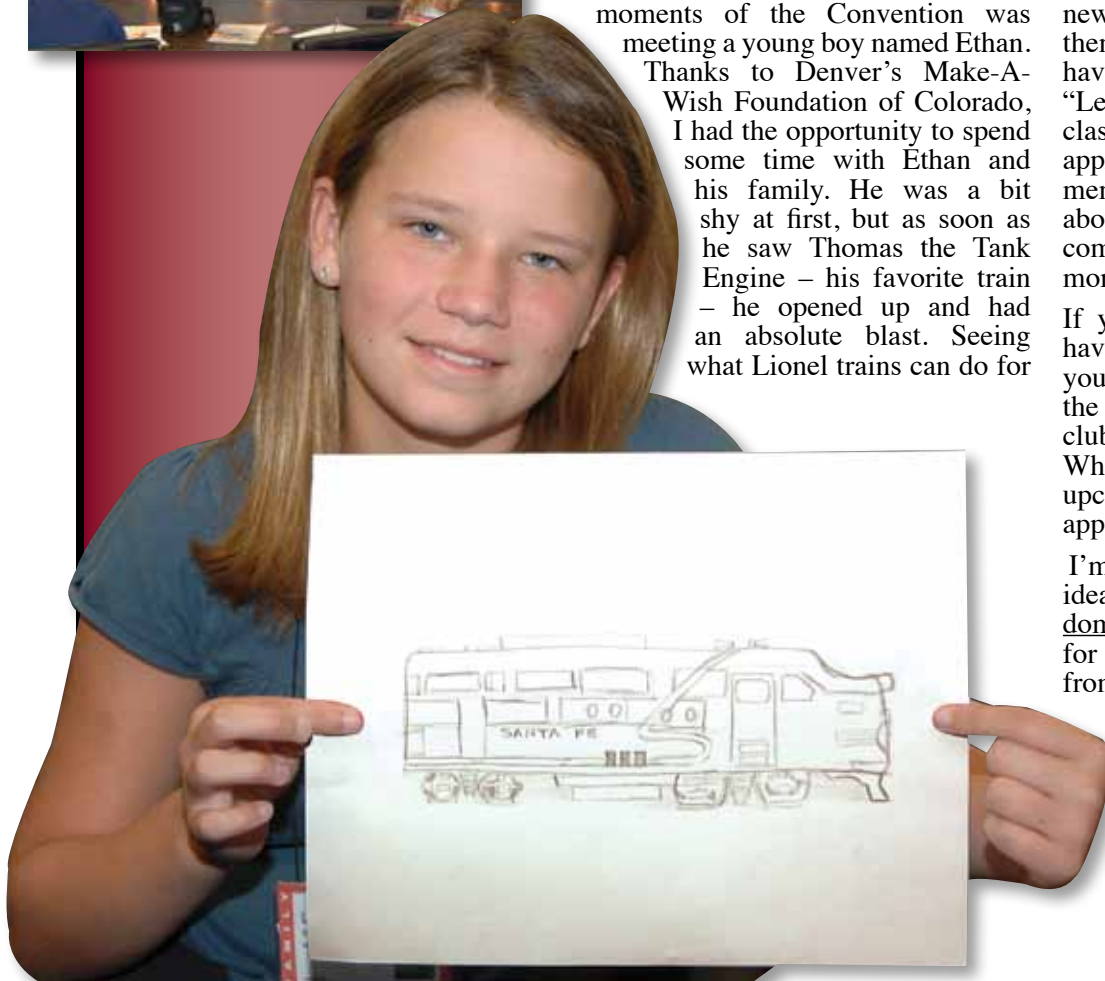
Coming into this position, I wasn't quite sure what to expect. There were a lot of ideas on the table, but I was not sure how well we would be able to execute them. However, I can see now that the club is ready to move forward on an even larger scale with this program. Steps have been made to improve the website, which has created better communication and has increased web sales of club-sponsored products. These changes, along with our *Facebook* account, have enabled the club to reach out and communicate better with our Junior Members. I'm excited to be working with one of the club's newest directors, Robert Farkash. His enthusiasm and ideas for the Junior Membership Program are exciting, and I look forward to putting our plans into action.

President Kolis has been very supportive of the JM concept and wants to see our numbers grow. With his strong working relationship with Lionel and the World's Greatest Hobby on Tour shows, I believe we can improve the value of membership in the LCCA. Our goal for this upcoming year is to not only sign up as many new members as possible, but to keep them in the club. We are committed to having new special events such as the “Learn to Draw a Lionel Train” drawing class, offering new train products appropriate to the interests of younger members, publishing articles in *TLR* about our JMs, and promoting *Facebook* communication; all in an effort to be of more value to our Junior Members.

If you are a Junior Member and you have a story to tell and want to share your experience with Lionel trains or the LCCA with other members of the club, just send me a note or e-mail. Who knows, it may be published in an upcoming issue of *The Lion Roars* or appear on our website or at *Facebook*.

I'm more than happy to accept members' ideas. I can be reached via e-mail at: dominic.caponi@gmail.com. Thank you for your time. I look forward to hearing from you!

Photographs by Ed Richter



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“Little Lionel” 49-piece Train Set with Sound

- A great starter set for your young engineer
- Pieces snap together for a wonderful layout with a 38-1/2x43-inch footprint
- Choo-choo sound and whistle
- Forward and reverse operation
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Save 50%

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

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

your Junior Members

Lionel "Scout" Train Set 6-30127
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Save 35%



Lionel "Scout" Train Set

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

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

___ Lionel G-scale "Polar Express" Train Set(s); \$69.95 each \$ _____
 ___ "Little Lionel" Train Set(s); \$46.95 each \$ _____
 ___ Lionel "Scout" Train Set(s); \$129.95 each \$ _____
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 Minnesota residents: add sales tax — 7.25% of sub-total \$ _____
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My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "JM1" written on the memo line.

Charge the total amount of this order to my credit card as shown below.

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Mile-high Fun in Denver

HIGHLIGHT:

“The City of Denver and the Denver Marriott Tech Center Hotel hosted the Convention of the best toy train club on the planet. During the last full week of July, we celebrated the 40th anniversary for our club, and it was a memory-maker. I overheard many members say it was our best ever, which is a tribute to LCCA Convention Managers John Fisher and Eric Fogg and a corps of volunteers.”



by Bob Carter

RM 6620

Monday

What a great beginning! We boarded Union Pacific's Heritage Fleet of passenger cars on Monday morning with their famous 4-8-4 steam locomotive #844 on the point and Centennial DD40X diesel #6936 in the line-up if needed as a back-up.



We departed from Denver Union Station about an hour and fifteen minutes late because an Amtrak® passenger train arrived in Denver behind schedule. The only passenger loading track at the station was pre-reserved for that train, so the 450+ travelers aboard *The LCCA Special* waited more or less patiently for our train to address that track, accept boarding passengers, and then roll out for a trip to Cheyenne. The ride along UP's mainline was smooth and fast, at times reaching 75 mph. While walking through the train, I noticed passengers talking, shopping in the Reed Jackson souvenir car, recording the "window music" from the vestibules with digital cameras and camcorders, and enjoying the adventure just as 1940s-era rail passengers might have done. A significant difference in modern times – all the UP cars were air-conditioned. When I rode the SP and L&N from Houston to Gulfport in the 1940s, "air conditioned" meant the windows were open.

LCCA invited a special guest aboard for this trip – Joshua (age 6) and his family. He was selected by the Make-A-Wish Foundation for this adventure, but his medical situation didn't seem to limit his enthusiasm for the trip. Jim Coker, the UP Conductor, greeted Joshua on the station platform and presented him with a guest Conductor hat. Joshua had the time of his life and walked the entire train with his parents following his lead. When he entered our car with his parents, club members applauded his presence and shouted, "Hi, Josh!" A big smile came to his face, and all knew that LCCA had brought a ray of sunshine into the life of this medically-challenged youngster.

Upon arriving in Cheyenne, the passengers divided into two groups: half went to the Holiday Inn for a BBQ lunch while the other half went to the UP Steam Shop, roundhouse, turntable, and yard. Later, we swapped venues. Everyone ate and visited UP's Challenger #3985 which was then undergoing repair to its front truck.

We returned to the Convention hotel after a day of train travel, and many of the travelers headed for the LCCA Store to investigate the many great deals awaiting them, including a die-cast commemorative of the train excursion: a 1:43 scale 1941 Ford UP Railroad Police Car with Cheyenne markings. This item was available to those who rode the train and showed their tour ticket as proof for purchasing this limited-edition, on-site vintage auto.



Tuesday

HIGHLIGHT:

“The acoustics of this natural environment are astonishing; no wonder many concerts and musical events are presented there.”

The Rocky Mountain Railroading tour included a stop at the Colorado Railroad Museum. The collection of rolling stock indigenous to mountain railroading included a grey UP “Merchandise Service” box car, a model of which was our Convention On-site Car. This collection also contained the well-known and oft-photographed Rio Grande Galloping Goose and a wood-sheathed, narrow-gauge boxcar painted for Coors Beer.

In addition to the museum, we stopped at Red Rocks Amphitheatre State Park. One can see – rather, hear – why it’s aptly named. The acoustics of this natural environment are astonishing; no wonder many concerts and musical events are presented there.



After lunch at the Ship Rock Grill, we ended our tour at the Coors Brewery in Golden, CO. The self-guided tour of this large facility, which dates back to 1873 at this location, concluded with sampling their products – if you were 21 or older. For those under age 21, soft drinks were available and plentiful. As we checked out at the souvenir counter, the cashier asked my wife Dinah if she was from Texas, then asked if she was from Plano, then asked if she was a teacher, then said, “You were my first grade teacher!” It’s a small world!

The other tour on this day was the Denver Light Rail System and its Elaté Maintenance Operation Facility.

After boarding our own private light rail car just across the highway from the host hotel, we went to the Elaté facility. There were hundreds of cars in the staging yard and dozens of cars in the wash and maintenance area.

On Tuesday night, conventioners enjoyed the Moonlight in the Mountains Dinner Train experience – a romantic outing, or so we hoped. We climbed aboard the Georgetown Loop Railroad at Silver Plume station and tried to find a dry seat because it had been raining. The train made its way to Devil’s Gate and the 95-foot high “360 loop” steel bridge. We continued back to Silver Plume where we had our dinner in the train shed; “romantic” to train hobbyists and very memorable!



Wednesday

Attendees selected from two tours suited to two different tastes. Those interested in a rail tour opted for a trip aboard the Leadville, Colorado & Southern Railroad. Departing from the Leadville depot at 10,500 feet above sea level, we climbed to 10,850 feet along the Arkansas River Valley. This 2-½ hour trip provided beautiful vistas of the mountain ranges that may have inspired many mountain-based model railroad layouts. After returning to the station, we had time to visit the historic town of Leadville. Several of us stopped at a fragrant little shop, “Cookies with an Altitude,” where I selected delicious “LT100” cookies.

Others chose a YEE-HAW! day of western excitement – a rodeo – but not just any rodeo. It was the “Daddy of them All” rodeo, Frontier Days in Cheyenne. After a behind-the-scenes tour and a catered BBQ lunch, we found our excellent seats in the shady grandstand for about three hours of world-class rodeo topped off with the Wild Horse Race which was nothing short of a hoot-n-holler.

Early Wednesday morning, the overnight work of T W Design and Lionel crews was manifest in the host hotel atrium – as if Santa had worked his magic. Meanwhile, members of the SLX&CK Railroad Club of Colorado had installed their O-gauge, 12x24-foot modular layout in the hotel lobby. A TV/9 news team arrived at 5 a.m. that morning and produced three “live” TV segments and one live-on-tape segment for broadcast later in the day. The TV/9 crew left at 9 a.m., and within an hour people began arriving at the hotel asking, “Where are the trains?”

That evening, more than 100 first-time Convention-goers attended the First-timers Reception and enjoyed good company and good times. Club leaders greeted the guests, shared hobby stories, and made them feel welcome.

That same evening Larry Black presented a seminar about developments planned for our website and responded to members’ questions.



Thursday

HIGHLIGHT:

In a word, the view was **spectacular!**

The Thursday morning edition of *The Denver Post* newspaper included a front page story above the fold about the Convention, the Lionel layout, the upcoming Train Show, and related activities. This coverage brought families with children to the hotel Wednesday through Saturday. “The Polar Express” and “Little Lionel” train sets placed on the atrium floor as rug layouts instantly attracted the attention of young visitors. Many parents and grandparents enrolled youngsters as Junior Members of the LCCA and selected a membership gift to take home. It was a tremendous public turnout, the largest ever experienced at a LCCA Convention.

The railfans among us departed the hotel early this morning for a ride on the Royal Gorge Route Railroad. This scenic railroad follows the shoreline of the Arkansas River and rolls across the famous Hanging Bridge. After riding to the end of the line, we returned to the Incline Railroad where we rode to the top of the gorge and looked down 1,053 feet into the gorge and river below. In a word, the view was **spectacular!**

The second tour was Rocky Mountain High, which went to Estes Park in the Rocky Mountains. The third tour was the Georgetown Loop Railroad. After crossing the 95-foot-high steel bridge, we enjoyed a delicious BBQ lunch and a guided tour of the Lebanon Silver Mine which depicted frontier-era mining.

Tom Nuzzo, Director of Events for Lionel, conducted a kid-friendly class about how to operate Lionel electric trains safely and command their amazing features.

Lou Caponi provided free appraisals of toy trains to all who brought their treasures to the site for evaluation.

That evening, convention-goers enjoyed our traditional Get Acquainted Party with a singer-songwriter guest performer.



Friday

On Friday morning, members visited the Colorado Railroad Museum and Red Rocks Amphitheatre State Park. Another Friday morning outing was the Mile High City tour which included a tour of downtown, City Park, the LoDo (Lower DOWntown) District, and the “Unsinkable” Molly Brown Mansion. We also visited Coors Field (home of the Colorado Rockies) and the state Capitol Building; then had a scrumptious lunch at Maggiano’s Little Italy.

All tour groups returned to the host hotel in time for the LCCA Business Meeting, the Lionel Seminar, and the opening of the Trading Hall.

Meanwhile, during these meetings, Junior Members gathered for a class with train artist Angela Trotta Thomas. Entitled “How to Draw a Lionel Train,” The class was well attended and the resulting artworks were displayed in the hotel atrium after the class ended.



Saturday



The Train Show opened to the public at 9 a.m. Because of significant news coverage in local media, more than a thousand visitors came to see the operating layouts, seek free appraisals of vintage Lionel trains, and explore the items at the Train Show held in the Rocky Mountain Events Center within the host hotel.

At the Saturday night banquet, President Al Kolis introduced a short historic video about the founder of our club, Jim Gates CM 1. It included archival 8 mm film footage of LCCA's first Convention in Des Moines, IA, in 1971. Al invited the CMs in attendance to join him on the platform to be recognized for their contributions to the club during the past 40 years. Then he invited JMs in the audience to come forward to the platform as representatives of the next generation of train hobbyists who will shape the club's destiny in the future as the CMs had done in the past.

Convention manager John Fisher presented award of appreciation to Mike Shelton of Stadium Medical who was prepared to provide medical attention to anyone who needed it during the four train excursions. Another award was presented to Steve Lee, Superintendent of UP Heritage Fleet Operations, for his service to the company, to all railfans, and to the LCCA for arranging memorable steam train excursions.

Our guest speaker was a fully costumed look-alike President Teddy Roosevelt. He related his life story with humor, recalled the role of the railroads in American history, and described the rough-and-tumble politics of his time in the White House.

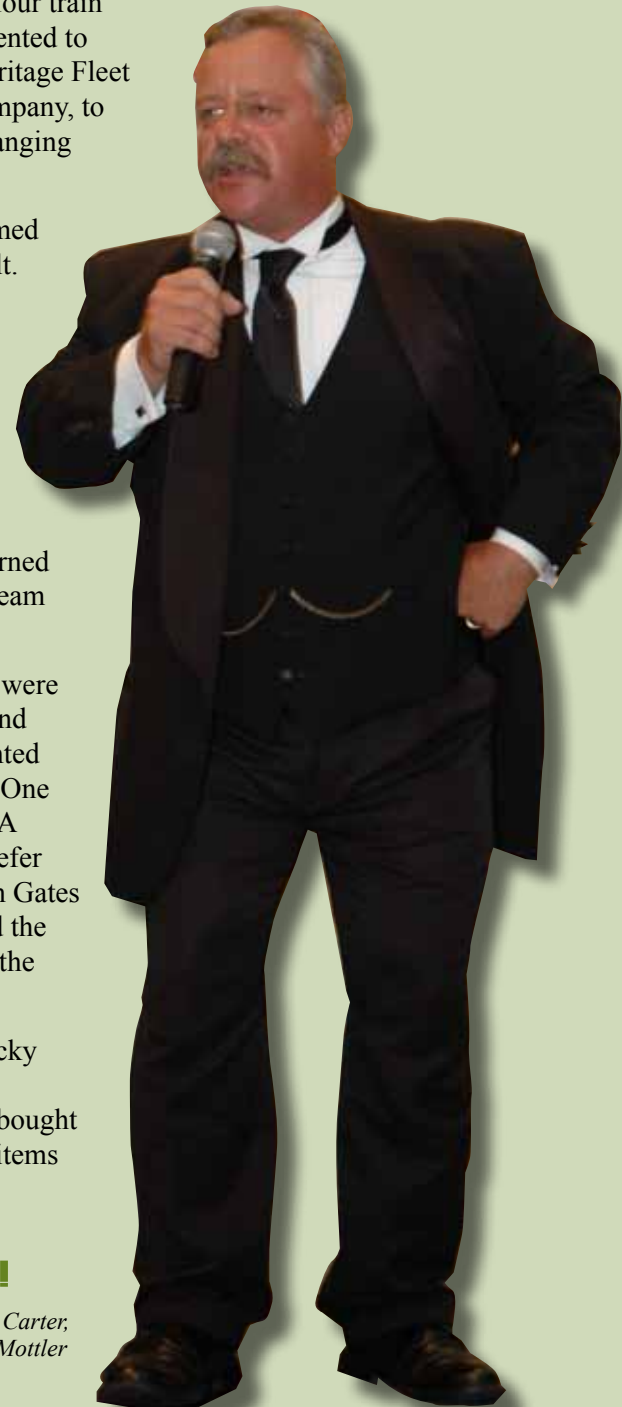
The silent auction contained many interesting items; including the two "Lionel Lines" banners that adorned the sides of the tender of the #844 steam locomotive.

After the banquet, the tabletop gifts were awarded by a totally unpredictable and delightfully whimsical method invented by Eric Fogg, Convention Manager. One lucky person per table won the LCCA 40th Anniversary Car. This orange reefer featured a photo of club founder, Jim Gates CM 1, our 40th anniversary logo, and the club's newly designed nameplate as the 2010 Banquet Car.

The raffle prizes were awarded to lucky ticket holders who purchased tickets during the week. For members who bought collectibles at the event and/or won items to take home, UPS was available for shipping their treasures back home.

Next year, let's do Dallas!

Photographs by Ed Richter, Bob Carter, Ken Morgan, and Mike Mottler



Create the Night before Christmas



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

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

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

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

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

Bill this purchase to my credit card account.

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Discover MasterCard Visa Code: _____

(3 digits on back of card)

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

DO THE MATH

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

(Includes Shipping & Handling to continental USA)

Additional S&H to AK, HI, & Canada — add-on \$5/set \$ _____

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

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Bill Schmeelk
HM 6643

Lionel News and Views

HIGHLIGHT:

“I enjoyed building the bridge.

Even though assembly was

not difficult,

it

was

very satisfy-

ing

to see it so

easily come

together.”

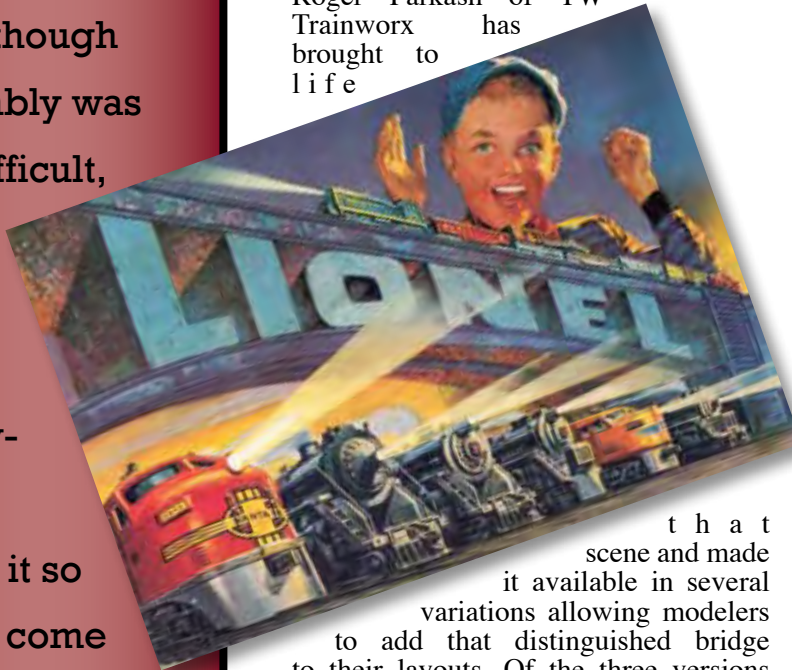
TIP:

You can see all the variations, view additional photos, and place an order at www.twtrainworx.com.

Memories of 1952

One of the most memorable of Lionel’s postwar catalog covers is the one issued in 1952. That impressive bridge with the Lionel® letters emblazoned across it and six locomotives barreling through it has long been a favorite.

Roger Farkash of TW Trainworx has brought to life



that scene and made it available in several variations allowing modelers to add that distinguished bridge to their layouts. Of the three versions available, we chose to build the B-53 which most closely duplicates the bridge on the 1952 catalog cover.

The bridges are sold as kits requiring assembly. **Photo 2** shows the 13 wooden pieces that make up the B-53 Bridge. It was very accurately cut from medium density fiberboard (MDF) using a computer-controlled router. The cutting is truly precise and multiples of the same part are identical. MDF material is quite stable and very resistant to warping. The B-53 assembly begins by fitting the tabs of the four end pieces to the holes and slots cut for them in the two face pieces. Because these holes and slots are cut with a router, the corners have a small radius. Included with the kit is a small file which you can use to achieve the final fit. Rather than square off the corners in the slots, I chose to round the edges of the tabs which fit into the slots. The ends of the tabs are all that need to be filed, the thickness is perfect. Only a

very small amount of filing is necessary to achieve a snug fit – similar to pressing two Lego® bricks together. It only took a minute on each tab to achieve the perfect fit. In fact, the fit is close enough that when the pieces are pressed together, they remain square and no additional adjustment was necessary during the gluing process. Before gluing, I dry fitted all the pieces and noticed very quickly that it was possible to assemble it with the Lionel lettering backwards – don’t make that mistake.

The instructions suggest the use of carpenter’s wood glue, and I strongly agree that this is a better glue to use than the common white glue. Carpenters glue has a light yellow color and has several advantages over white glue. The technical name for this glue is aliphatic resin. A specific advantage is that it sands easily when dry without clogging the paper and it sets up a bit faster than white glue. Although the fit was such that the bridge ends remained tightly in place without glue, it is best for strength and stability to glue the assembly together. This is especially necessary for the top deck of



Photo 1

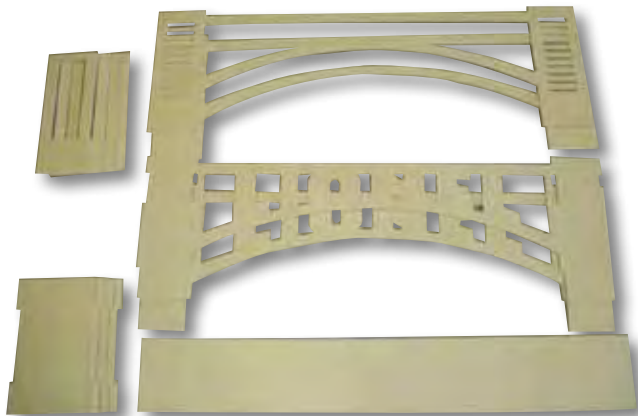


Photo 2

the bridge which must support the weight of a train travelling over it.

The first step is to glue the four end pieces in place. I applied a bead of glue to the edges and tabs and pressed it together. A good glue joint will always result in a little squeeze-out and the best time to remove that is while the glue is still wet. I used some

clamps to secure the pieces while the glue dried. I had a moistened rag handy to remove any excess glue, sometimes wrapping the end of a screwdriver with the rag to get into corners. After 15 minutes, I removed the clamps and installed the top of the bridge. At this point I feared that maybe I should have put the top in place before clamping together

the bridge faces and sides. My fear was premature as the top piece fit perfectly between the two faces of the bridge. After a dry fitting, I glued this piece in place with a bead of glue along both long edges and the tops of the end pieces. After removing all visible glue squeeze-out, I waited another 15 minutes and then used a sanding

block with 80 grit paper to sand the two faces of the bridge to ensure a smooth surface for the next step. Hand sanding with a block is best as there is little to remove and a power sander might easily bevel the edges of the flat surface. **Photo 3** shows the bridge at this stage.

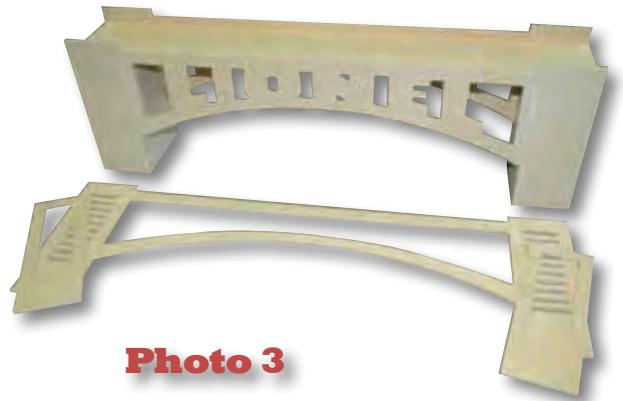


Photo 3

The remaining pieces are glued to the front and rear surfaces and really bring out the beauty of the bridge. I simply applied a light bead along the face of one of the large pieces and placed it in position on the bridge face.

I used spring clamps to secure it in place while the glue set. This process



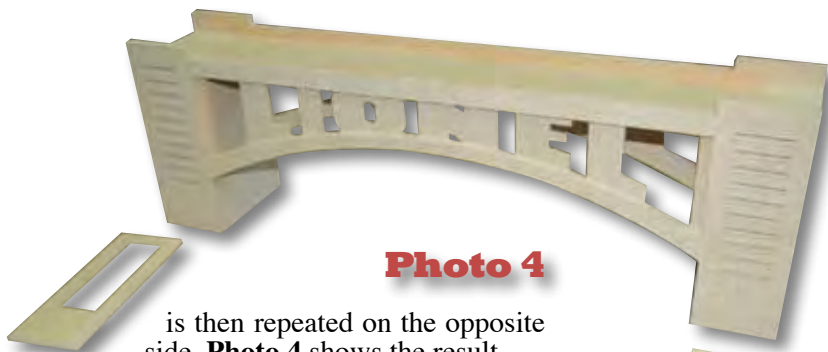


Photo 4

is then repeated on the opposite side. **Photo 4** shows the result.

For the final assembly, after applying a small bead of glue about a 1/4-inch in from all edges, I used masking tape to hold the two face end pieces in place and then placed a weight on top of each. Repeating this procedure on the opposite side brings the assembly to an end. All



Photo 5

that remained was to use the 80 grit sanding block to go over the completed assembly to lightly break any sharp edges. Once completed, the bridge was quite sturdy and solid. **Photo 5** shows the completed bridge ready for painting.

Photo 1 on page 22 shows the bridge fully painted and gives you an idea of the size. The bridge measures 30 inches in length and its six-inch width with a 4-1/2-inch track bed allows the use of any track, even G gauge, across the top. The B-53 Bridge is nine inches tall with the track bed height at 8-1/2 inches. The height under the center of the bridge is six inches. The B-51 version has a track bed height of 5 1/2 inches which matches the height of Lionel trestles. The B-54 version is a triple span bridge measuring 40 inches long. You can see all the variations, view additional photos, and place an order at www.twtrainworx.com.

The B-53 that I built sells for \$99.99 plus shipping and handling. Although the Lionel name on the bridge should appeal to many, you can also order some of the variations in an unbranded version. I enjoyed building the bridge. Even though assembly was not difficult, it was very satisfying to see it so easily

come together. Even those without a layout might find these bridges an excellent addition to display their collection.

Lionel's Model Builder Returns

John Holtmann's continuing series of digital archive offerings adds two additional volumes to his Lionel Magazine Archive. Volume One included a complete file of Lionel's pioneering effort, *The Lionel Magazine*, which was published from

1930 through 1936. In the last issue of *The Lionel Magazine*, it was announced that the magazine's title would be changed to *The Model Engineer*. The first issue appeared as the November-December issue in 1936 and that's where Volume Two picks up. When a British magazine of the same name threatened legal action, Lionel's magazine title was changed to *The Model Builder* and the first issue came out in January of 1937. After the eighth issue in the May-June 1938 edition, the title was shortened to *Model Builder*.

The new magazine would differ from *The Lionel Magazine* in several ways. Fathers and adults were now targeted as well as youngsters, and the magazine accepted advertising from outside sources, including competitors. Furthermore, the magazine was offered to the general public through newsstand sales. This was quite an undertaking for Lionel. There were now other model railroad magazines such as *The Model Railroader* and *The Model Craftsman*

published by companies devoted entirely to magazine publication. *Model Builder* survived through the war years and well into the postwar period, providing very informative articles many of which remain quite useful today. The publication finally ceased with the April 1949 issue.

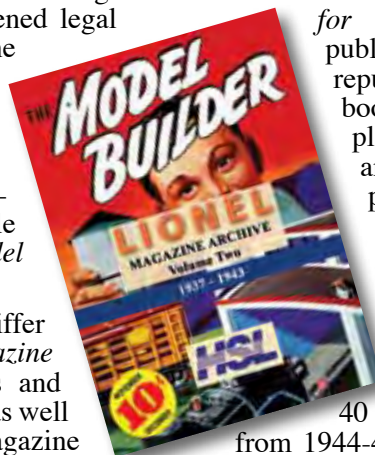
A total of 80 issues of *Model Builder* were published. The complete set is now available in digital form. Volume Two of the Lionel Magazine Archive includes the first 40 issues of *Model Builder* along with the initial issue of *The Model Engineer*. Each magazine in this series has not simply been scanned, but each page has been digitally cleaned to look as they must have looked when the magazines were first available on newsstands.

Volume Two of the Lionel Magazine Archive also includes a comprehensive history of Lionel's magazines for modelers, including both *The Lionel Magazine* and *Model Builder* written by Classic Toy Trains Senior Editor Roger Carp. This lengthy introduction includes a wealth of material and expands upon material previously written by Roger. His access to some unique sources sheds much light on Lionel's intentions for the magazine and the trials and tribulations the company went through to continue publication.

Bonus material in this volume includes Lionel's 192-page *Handbook for Model Builders*, first published in 1940 and republished in 1941. The book contains many layout plans, benchwork ideas, and many suggestions for planning, scenicking, and operating a model railroad layout.

Volume 3 of the Lionel Magazine Archive completes the collection with the last 40 issues of *Model Builder*, from 1944-49. During World War II, Lionel saw the continued publication of the magazine as a way to keep model railroading in the eyes of the public, while production of model trains had ceased during the war.

What's interesting about this magazine is that it was clearly slanted towards scale



operation of trains. Contributions came from many authors outside of Lionel. *Model Builder* includes more than 70 articles by noted writer Frank Ellison. Louis Hertz also contributed regularly. Much of the information in those articles remains of value today. Looking at these issues today, one might wonder how the magazine benefitted Lionel sales. Many of the photos in these articles show trains on two-rail and outside-third-rail tracks. Before the war Lionel had been aiming towards the scale market, but took a decidedly different path in the postwar period when the larger toy train market became Lionel's target. In spite of this, the magazine continued with its scale orientation.

On the last page of the final issue, we see definitive proof as to the direction Lionel planned for its business. On that page, Lionel announced the rebuilding of its showroom layout in New York. The T-rail layout was gone, replaced

with a tubular track layout that became probably its most popular showroom layout.



Volume 3 has a bonus section which includes an abundance of Lionel's ads promoting *Model Builder*. An introduction for this volume, written by yours

truly, *Model Builder* - A *Help or a Hindrance to Lionel* and considers whether the magazine served to meet Lionel's goals. Lionel and railroad enthusiasts will find much of interest in these magazines. Although originally published more than 60 years ago, it's great to see that this wealth of information is not lost to future generations. The digital format and the navigation tools in the software make information easily accessible. A master table of contents allows you to search for articles, authors, and other key words.

Each of the three volumes sells for \$50 plus a \$5 per order shipping charge. They can be ordered directly from the HSL website at www.hslinc.com or by calling (800) 779-2802.

Postwar Instruction Sheets

Bob Osterhoff has released the second volume in his digital archive of postwar Lionel instruction sheets. This second volume deals with accessories and outfits. "Outfit" was the word Lionel used in its catalog description of a train set. The list of instructions includes 341 pages covering 80 accessories and 46 outfits. I was pleased to see that where there were differences in text, more than one version was included. For example, the archive includes both the early and later version of Lionel's #110 and #111 Trestle Systems. While many of us have an assorted pile of instruction sheets, it's great to have a more complete set and all together in one convenient place. This archive also includes some rare ones such as the Lionel No. 985 Freight Area Set. I found the sheet for the 356 Culvert Unloader Set interesting. This was a scarce version of the 345 Culvert Unloader that operated manually by turning a crank. The 346 appeared in the 1966 catalog and was included in a Sears set.

Many of the instruction sheets for the outfits replicate much of the same information. But I've always found it interesting to track the history of Lionel through its paper. Chronologically following the outfit instructions provides an interesting look at how the product and the instructions changed over the years. While many outfits had a specially printed instruction sheet, the latest postwar one printed in 1969 was generic for all sets and did not even have type set for it. The copy was produced on a typewriter.

Gender Bender

An especially interesting sheet is number 111 for the Father and Son Twin Railroads outfit no. 2555W. Interestingly, the first line of the instructions state that the set is for "Mother and Daughter Too!" The sheet goes on to say, "Here is founded the basis for a family project. All members of the family may be called upon to assist in creating the mechanical, artistic and electrical portions of this Twin-Railroad Empire." The opening paragraph suggests how to involve the family — it's actually quite humorous. What I find

interesting is that none of these points were made in the catalog ad for the set. In fact, although this most expensive set since the 1949 Electronic Set is shown on the cover, it is given less than a full page in the catalog and only a meager description.

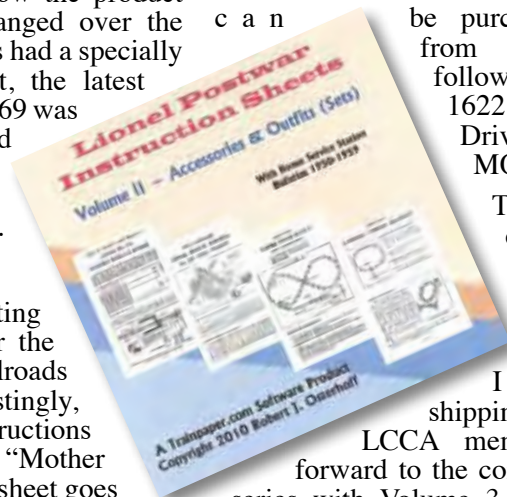
Bulletins to Service Stations

In addition to the collection of instruction sheets, a separate section also includes 51 pages of Service Station Bulletins from 1950-59. These are letters sent from Lionel's Service Department to the Service Stations and range from notes about the availability of parts and tools to changes in the way Lionel would remunerate Service Stations for warranty work and replacement parts. In one letter, Lionel advises that only Service Stations can purchase parts and not dealers. Service Stations are advised not to sell parts to dealers. Another letter mentions that Lionel will not warrant items which are more than two years old.

Instruction Sheets

Also included on the disk is the chapter from Bob's book on Lionel paper which dealt with instruction sheets and their variations. This digital archive provides a convenient, easy to use source of postwar instruction sheets. Check out Bob's website at www.trainpaper.com for more details. Volume I and Volume II can

be purchased directly from Bob at the following address: 1622 Garden Valley Drive, Wildwood, MO 63038.



The price is \$14 each plus \$2 shipping. If you purchase both Volumes

I and II, the shipping is free for LCCA members. I look forward to the completion of the series with Volume 3. Bob promises that in 2011.

Photographs by Bill Schmeelk



Ken Morgan
RM 12231

The Tinplate

HIGHLIGHT:

“NYC and PRR could afford to hire famous industrial designers, Henry Dreyfuss and Raymond Loewy, respectively.”

TRIVIA QUESTION

This NYC loco was named “Commodore Vanderbilt.” Why?

Art Deco and Lionel

Lionel® was sort of caught between several external drivers during the middle and late 1930s. Not the least of which was the sputtering economy, which affected Lionel both directly and indirectly. In the competition for scarce consumer dollars, the firm was forced to react to what their competitors were doing plus what the world of 12-inches-to-the-foot railroads were doing. Several trends are apparent. Both the real railroads and competing toy train manufacturers were introducing modern trains, especially streamliners inspired by both science and the Art Deco Movement, which extended far beyond museums. New York’s Chrysler Building and the Chrysler *Airflow* automobile, colorful trains, and streamliners bear this influence. To some extent, freight trains too – both as mobile billboards for advertising and generically to attract notice.

In the world of toy trains, trends toward more realism, greater attention to scale details, and small-sized trains for use in less opulent residences were becoming more important.

Different manufacturers, not to mention different real railroads, reacted differently, largely depending upon financial resources and the image they wished to project. For example, compare the streamlined shrouding applied to steam locomotives by the NYC and PRR to those of Frisco’s *Blue Bonnet*, Reading’s backup power for the *Crusader*, or the winged skirting used by the Lackawanna. If you want to see the latter, check out “Highliners” by Lucius Beebe. This author produced several great picture

books of railroads long before Don Ball *et al.* All were printed in black and white, but Beebe’s books are still great sources for period railroading just before and during WWII.

While Lackawanna clearly didn’t hire outside designers for those wings, NYC and PRR could afford to hire famous industrial designers, Henry Dreyfuss and Raymond Loewy, respectively. Dreyfuss designed the locomotives for the *20th Century Limited* and *Mercury*, as well as such things as the ubiquitous Western Electric model 302 black rotary desk top telephone, which everybody seemed to use long before there were cell phones. Raymond Loewy redesigned the GG-1 and provided the PRR with the streamlined K4 Pacifics, the T-1, S-1, etc. He also designed automobiles that were, in the opinion of many aficionados, some of the best-looking cars ever – the 1950/51 and 1953 Studebakers.

In the toy world, Marx® stuck to low-end products and produced such things as sheet metal streamliners based on the UP M10000 and M10005, plus the NYC *Commodore Vanderbilt* version of the Hudson. American Flyer® produced similar low-end products, but also had more expensive streamliners in their line such as their versions of the CB&Q’s *Zephyrs* and the IC’s *Green Diamond*. Both also offered die-cast, detailed steam locos, which were especially well done by Flyer. Nearly everybody offered versions of MILW’s *Hiawatha*. By the end of the decade, Flyer was clearly positioning itself for the introduction of smaller postwar S gauge, and several firms were producing HO.

Photo 1



Cannonball



Photo 2

Lots of Choices

Lionel covered all the bases in keeping with its position as the industry leader and offered something for everyone. Hence, Standard gauge was no longer produced, but still catalogued to sell off existing stock. It produced OO, then eventually HO, trains along with a wide variety of articulated streamliners (or quasi-articulated, in the case of low-end toys). The company offered a fascinating roster of streamlined locomotives and some fanciful, innovative “varnish” trailing behind them. Finally, it produced a wide array of die-cast steam locomotives ranging from relatively simple and minimally detailed 2-4-2s to the superb 700E and 763E scale and semi-scale Hudsons. Quite a large selection of products appeared between these extremes. Over the next several installments of TPC, I will look at some of these steam engines and explain where

Lionel was going. If you want a review of the streamlined articulated sets, look into past issues of *TLR* where they were described in detail several years ago in TPC articles.

The NYC Hudsons

Now, on to the trains. In 1934, J1E Hudson number 5344 became the world’s first streamlined locomotive. Unlike later Hudsons, the shrouding was designed by the NYC employee Carl Kantola working with the Case School of Science at Cleveland, OH. Originally, in 1935, it was assigned to the *20th Century Limited* in service between Toledo and Chicago. It was the sole engine with this design. In 1939 the locomotive was re-shrouded to look like the more familiar J3s styled by Henry Dreyfuss for the *20th Century Limited*. Check that number, 5344, closely: this loco was the prototype for both the #700 and #763 and

the streamlined Lionel models which are the topic of this installment. Not bad for a single locomotive! Offhand, I’d say the only competitor for a single loco generating as many toy versions was the PRR S-2 turbine which sired the #671, #681, #2020 and numerous scale versions.

Lionel’s *Commodore Vanderbilt* locomotives came in two sizes with four numbers. And there are variations within these. All of them were 2-4-2s, so the design was several axles short of the actual 4-6-4 wheel arrangement of the Hudsons. Lionel didn’t make a six-coupled drive until they produced the more detailed die-cast locos later on.

Starting at the bottom end were the #1689 and #289. These two locos shared the same relatively simple thin die-cast loco shells which housed the motor mounted within. The essential difference was that the #1689 had a cheaper motor and didn’t have a side rod. It was sold as O-27. The #289 had an O-gauge motor with side and main rods and was designated as O gauge.

Photo 1 shows my #1689. Sorry, I don’t currently own a #289 to show the differences, but the side rod would connect both drivers together so the power from the cylinders via the main rod would turn both drivers. At least that’s how it worked on the real engine. Lionel products worked in reverse – the gears of an onboard motor turned the drivers, which then caused the rods to move. That’s a “willing suspension of disbelief” and a small sacrifice to reality inherent in this hobby, unless your penchant is for live steam locomotives.

Photo 2 shows the #1689’s O-27 motor. Notice the angled ends of the motor frame. If you look closely, you can read “Lionel O27” on the plate. That’s typical of the



cheaper motors used for locos during the middle and late 1930s. Many locos shared bodies, but had different motors, which made them either O or O-27. That continued in the postwar era, but this was the start of it. Both these locos came in either black or gray and had sheet metal tenders with or without whistles. The usual tender is the #1689 (with or without a "W" for "whistle"). The un-detailed sheet metal version is shown in **photo 1**. The alternate tender is even less detailed. It's the #1588 which is essentially the same body, but on a four-wheel chassis

Photo 3

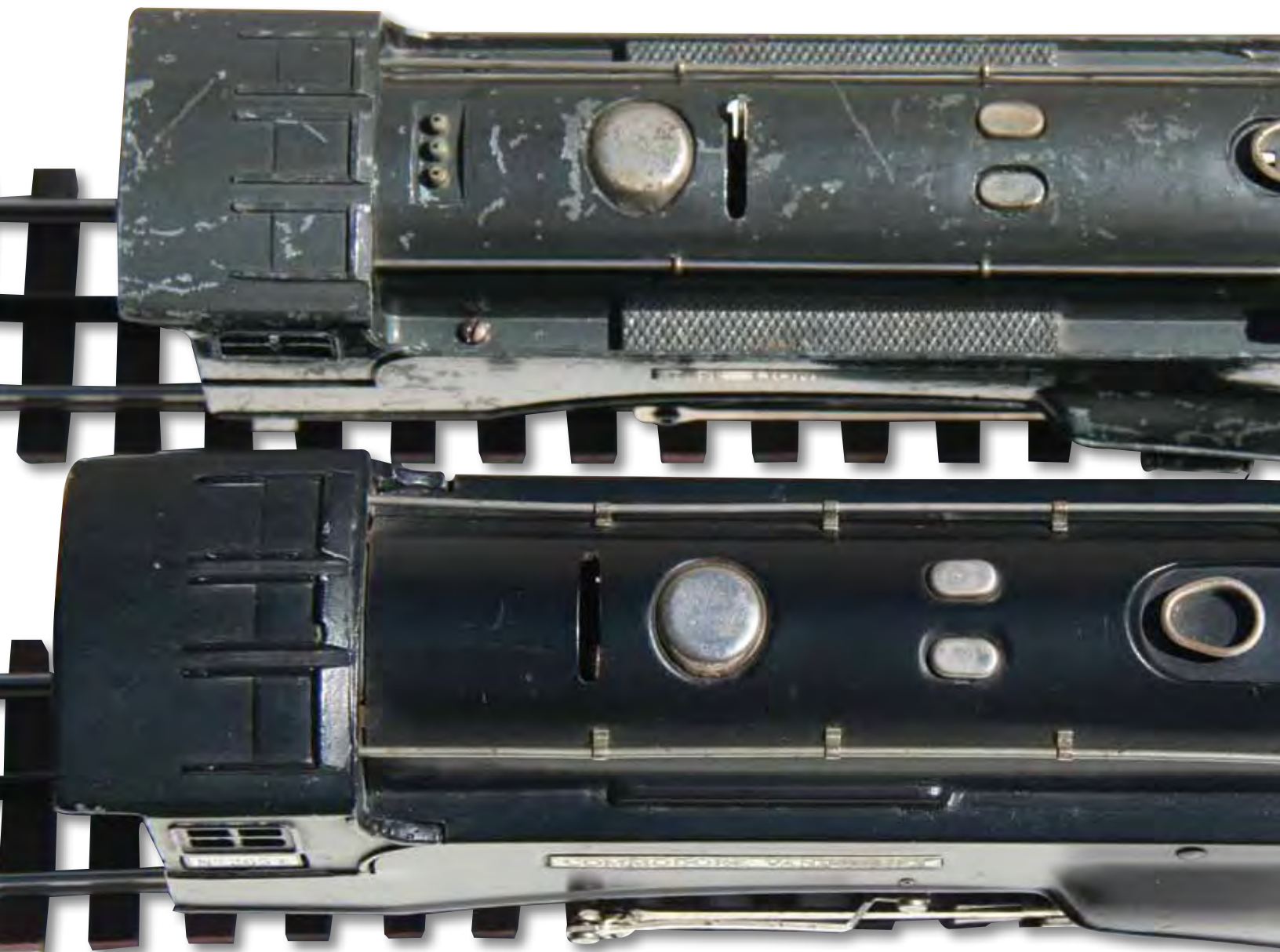
rather than trucks. The O gauge one is a tad more difficult to find and will set you back about twice as much as the O-27 version, but neither will break the bank. Neither the tenders nor the colors have much effect on price.

The #1689 was catalogued in 1936, but you have to look really hard to find it in the back of the catalog listed as "Lionel Junior." It was shown again in 1937 with both freight and passenger consists made up of the bottom-of-the-line #1600 series lithographed cars. The #289 was a compromise loco, an attempt to offer something in O gauge at a low price using existing tooling. Where have we

seen that before! It was never catalogued, and was probably offered only in 1937.

As a teaser for the next installment, **photos 3 and 4** show a #1689 and the larger #265. Note that the smaller loco has a bit more detail on the loco, and yes, the steps are correct on the #1689, but the big red marker lamps are not.

Trivia answer: The owner of the NYC, Cornelius Vanderbilt, was nicknamed Commodore because he previously owned a fleet of ferries. He started out as a deck hand on his father's ferry in New York City, but at age 16 he went into business for himself. Ultimately he built a monopoly of most of the



steamboat service in and around New York City and much of the east coast. Then he went into railroading. His rags to riches story makes Horatio Alger seem like a piker!

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

*Photographs by
Ken Morgan*



Photo 4



Alan Arnold
RM 7214

Build Up Not Out, Part 2

Editor's Note: In his previously published article, Alan indicated a part two or even a part three article would follow. This article extends his thinking about and planning for verticality in his TALL train layout at home.

HIGHLIGHT:

Although many layout builders included small cities or towns with low-rise structures in their environments, big city themes were relatively rare.



O-gauge Railroading in a Big City

Most hobbyists use mountains, small land forms, or geologic features to create a backdrop for their trains. I chose an urban setting instead, so the “mountains” on my layout are high-rise buildings. When I built my first O-gauge layout in the late 1980s, only a few hobbyists – John Allen and some HO/O-scale folks – had placed tall high-rise buildings on train layouts. Although many layout builders included small cities or towns with low-rise structures in their environments, big city themes were relatively rare.

I enjoy urban cityscapes, and my architectural education and early career path reveal that interest. Nothing thrills me more than seeking the tallest building in a city and going to the top of it! After my initial city-based train layout was taken down, I started planning the ultimate urban environment for a train layout.



The high-rise buildings on the current layout are made from a variety of materials. A number of them are made from early 1960s to 1980s building sets that I modified in some way or another or expanded to fit the needs of the project at hand. Kits and sets by Girder and Panel® and the Kenner Toy Company® are examples of what I used to build some of the structures. Kenner was one of the toy companies acquired by the Fundimensions Division™ of General Mills® at about the same time as the Lionel® brand.

I modified these kits in various ways; for example, putting special panels on the exterior. That worked very well because it echoed the real-life methods applied to the exteriors of buildings by civil engineers and architects.

Another company, ELGO®, produced a series of kits called American Skyline™ which were absolutely beautiful. They're comprised of MANY small pieces and parts. That product line could never be remade today because the small pieces would probably be considered a swallowing hazard to youngsters. I have several skyscrapers made from these kits. In some cases, up to 25,000 pieces were required for a building.

Those kits were in the architectural style of the 1920s and 30s, so they fit perfectly with the classic period of American railroads. Some visitors have told me that these buildings remind them of the Wrigley Building in Chicago. In addition, I have designed and built structures from the ground up by kit-bashing without manufactured parts from kits. I used many kinds of materials, including plate glass, cardboard, Foamcore™, plastic – anything that could be adapted to the needs of the current project.

Some Kits Are Costly, but Worth It

The very first new building that I built for the layout was made from parts by Uberarc®. It is the tallest building on my layout and has TV towers on the roof. Their kits are stupendous – the nicest I have seen in many years. Their products come in many sizes, so hobbyists are not limited to just constructing buildings. Their kits are expensive but can be used to build fantastic-looking structures as well as a lot of other things your imagination can envision.

This layout, particularly its skyscrapers, represents any large city but does not model any particular one. Regardless, you will see elements that may remind you of some landmark buildings. I admire the work of Frank Lloyd Wright, but there is nothing on the layout that resembles anything he designed and built. That may sound a bit surprising since I now live in a house that has some Frank Lloyd Wright lineage. Actually, it was a church, and my wife and I have made it our home.

Imagination at Work

Some of my buildings have unusual beginnings. I was driving to visit a client one day and happened to look out my side window and noticed a glass display case outside an antique store. I turned around and discovered that the display case was a watch cabinet, the type with a



“I wanted to build an urban train layout that reminded me of growing up in the Chicagoland area.”

thumb-operated turntable in it so you could spin it and view the contents. It was about two feet tall with an octagonal shape with four larger sides and four smaller sides. I'm looking at this thing and thinking, "I could turn that into a modern-looking skyscraper." So I negotiated a deal for the case, paid ten dollars, and brought it home. Within a few days I had transformed it into the modern-style building I had imagined by applying paint, reflective window tint, and automotive striping for the window frames/floors. I'll start a building project with anything that looks like it can be transformed into an urban structure!

When observing a city, particularly a post-modern city, one will recognize many different architectural styles. Chicago is a prime example of a city with a varied mix of architecture in its skyline. I wanted to build an urban train layout that reminded me of growing up in the Chicagoland area. Such cities were crowded and full of structures with lots of activity.

Teasing the Eye

My tall buildings not only depict a busy urban railroad city, they also create "view blocks" so visitors can't see the entire layout at one glance. As visitors walk through the room, the layout is progressively revealed to them as they look around. When a train is running, you can't see the entire train. Many modelers use mountains and geological formations on their layouts for this same purpose.

I'm trying to show as much realism as I can. In any city there are high-rise office towers, but as one looks beyond the central core the buildings get shorter, yet appropriate to their function – small business buildings, professional offices, mom and pop shops, restaurants, and such. I've done the same thing here. I surrounded the tall "power buildings" with smaller and shorter structures from one story up to eight or ten stories. This gives perspective, in many cases forced perspective, and it fools the eye by suggesting that there's more in the scene than is actually there.

A Dramatic Lighting Effect

The west wall of the layout is 40 feet long. When deciding what to do with that wall, I adapted an idea from a famous modeler, John Allen, who used many ingenious techniques. I decided to develop a photo backdrop of urban buildings representing a continuation of the city into the distance. I made copies of photographs of actual skyscrapers available from a few websites and mounted them along the entire wall. I used copy paper with a higher than normal white count. Applying one of John Allen's techniques, I installed blacklight tubes above the wall on the ceiling. When the room lights are off and the blacklights are on, the buildings glow like they are in the distance reflecting mercury vapor and other city street lights. Applying fluorescent crayons to some of the windows, I created a glow like there's light inside.

Factory-made Buildings Too

As the cityscape transforms into suburbia, I installed buildings by Lionel and MTH® and scratch-built some others. The factory-made buildings are very nice and reasonably priced. I modified some Plasticville® structures



and placed them in the distance since their size is a bit smaller. It is easy to raise these buildings on a foundation for an appearance that is better suited to the scale of the trains. The result is very convincing.

In addition to the “EL” with the appropriate steel supporting structure, I am now working on a subway under the main city making extensive use of Plasticville structures for small shops, snack stands, and newsstands. There is even a Farmer’s Market at the end of the subway line.

There’s no “countryside” on this layout, except for a suggestion of it in the distance. No mountains; after all, this is a megalopolis. There are bridges and trestles and even a harbor scene in front of the central part of the city.

Industrial Area with Operating Accessories

At the north end of the city is an industrial district with a rather substantial oil refinery, oil tanks, and pumping stations. The inspiration for this area came from my good friend on the *OGR Forum*, Bill Elliott after I saw his refinery! There is a coal-related industrial area as well as a lumber manufacturing and loading facility. These areas present reasons to install operating accessories and blend them into the scene. It works well since I have nearly every one of the Lionel, American Flyer®, and MTH accessories. There is an intermodal facility with a Mi-Jack unit as well as servicing areas for both diesel and steam locomotives. This area includes a roundhouse, turntable, transfer tables, coal and sand loading units, and wash and fuel racks.

Huge Passenger Service Structure

The major passenger facility features a train shed built from four “Bridgeboss” shed sections available from my friend Jim Robinson who allowed me to do some modifications of his initial design. The train shed covers 32 square feet of layout space and can hold more than 100 full-length passenger cars. The freight yard across from the passenger yard can handle nearly 200 pieces of rolling stock.

Command and Control Systems

The layout is designed for multiple operators using both the Lionel TMCC™ and the MTH DCS™ systems. Someone can exercise control in the yards while another person is running trains on three main lines. I can keep half a dozen people busy! With the modern operating systems, I can run many trains simultaneously depending on their length. I like running long trains, and this layout can accommodate trains with more than 120 cars, emulating Class One railroads with unit trains like one of my favorites, the UP.

Photographs by Alan Arnold

Editor’s Postscript: In a planned Part 3, Alan will describe the finishing touches to his railroad for heightened realism – adding figures, creating scenes, and applying track treatments. Also, he will show his traditional Super O layout featuring military trains.





Jerry M. Calkins
RM 9418

Minutes - Outgoing Board of Directors Meeting

Denver Marriott Tech Center Hotel, Denver, CO July 24, 2010

I. Call to Order President Kolis called the meeting to order at 1:20 p.m.

II. Roll Call Secretary Calkins called the roll.

Officers Present: President Kolis; Immediate Past President Johnson; President-elect Fisher; Treasurer S. Ellingson; Secretary Calkins; Directors: J. Ellingson, Miller, Richter, Schmeelk.

Presidential Committee Appointees: Director of Volunteers Carter; Finance Committee Chairman Findley; Convention Management Team Manager Fogg; *TLR* Editor Mottler; *IT* Editor Tribuzi; Product Development Manager L. Caponi. IT Manager Black joined the meeting in progress.

Guests: Director-elect Farkash, Secretary-elect DeVito.

III. Reports

A. Secretary

Secretary Calkins provided a status report of current membership. As of June 30, 2010, the LCCA has a total membership of 7,501 consisting of: 22 Charter Members, 18 Courtesy Members, 1 Honorary Charter Member, 8 Honorary Members, 95 Junior Members, and 7,357 Regular Members.

B. Immediate Past President

Immediate Past President Johnson reported that there was one complaint from a member this past year, and it was settled.

C. Treasurer

Treasurer S. Ellingson presented the Treasurer's Report for discussion. The LCCA is solvent and financially in a strong position. The results of a formal financial review conducted by the LCCA Review Accountant, Leonard T. Racine, was distributed and discussed. The review indicated that everything was in order and within generally accepted accounting and auditing standards.

Motion was made by Immediate Past President Johnson and seconded by Director Schmeelk, requesting the Board of Directors approve the Review Audit prepared by the Review Accountant pending any changes resulting from the final review by Treasurer S. Ellingson and Immediate Past President Johnson. The motion carried unanimously.

D. President-elect and 2010 Denver Convention Report

Convention Managers Fisher and Fogg provided a review and update of the 2010 Convention. By all indications, the Convention will be a success. Tours are in place with limited seating remaining. Everything is ready to go. The UP Challenger #3985 steam locomotive will not be pulling *The LCCA Special* for this excursion; however, UP #844 will be on point with the UP "Centennial" diesel behind it as a back-up if needed. Stadium Medical will again provide EMT services on several tours. A special early morning breakfast dining room has been arranged with the Marriott. Nearly 100 First Timers are attending the

Convention. Convention-related items for sale at the on-site LCCA Store were discussed.

The 2011 Convention will be held at the Hyatt Regency Hotel at DFW Airport in Dallas with many events occurring in Grapevine, Texas. The site for the 2012 Convention will be the Marriott Waterside in Norfolk, Virginia.

E. Product Development Manager

Product Development Manager Caponi reported on the status of various LCCA-sponsored products. Sales for the 2010 Convention Car UP are going extremely well. The Ice Cold Express train set shown in the current Lionel Catalog was based on the LCCA 2009 Convention Car with the same name and a similar decor. Unfortunately, the model of the Luxury Diner building will not be produced at this time. Sales of the Burlington #216 Train Set went well, and the Santa Fe #208 Alco A-A diesels sold out quickly. New concepts were discussed.

F. Business Office Transition

President Kolis and Immediate Past President Johnson presented a status report summarizing the transition of the Business Office to Non-Profit Solutions. Business Office Liaison Fogg has been working on improvements to operations. A new contact person at Non-Profit Solutions, Wyn Douglas, has been appointed. In general, during the past several months NPS has been on a learning curve, and its services and efficiency are improving. Fogg introduced Lisa Larson, the on-site Non-Profit Solutions representative, to the Board. Fogg introduced the newly designed club logo and letterhead.

The BOD moved into an Executive Session from 3:35 p.m. to 4:10 p.m. upon a motion made by President-elect Fisher and seconded by Immediate Past President Johnson to discuss business issues.

G. The Lion Roars

Editor Mottler presented a status report of *TLR*. Forty-two authors including two Junior Members contributed to *TLR* in Volume 39. All vendors involved in producing the magazine have agreed to continue with no increase in their rates. In May 2010, USPS increased the cost of Periodical Mail, but no rate increase is expected in FY 2010-11. The new LCCA logo and letterhead will be incorporated into the nameplate (cover) and masthead (page one) of the magazine. A new graphic design package for *TLR* was presented, discussed, and approved.

Mottler presented a brief report about the publicity plan for this Convention. News releases and media packets were prepared and distributed according to a media list provided by the Denver Convention and Visitor's Bureau. It included radio, TV, Web, and print media. Very early on, TV/9 (NBC) expressed interest in providing "live" coverage of the opening of the Lionel layout at the host hotel. A reporter from the *Daily Camera* in Boulder, CO, will spend all day Monday with LCCA. Other major media opportunities are expected. Compliments for his efforts were made by President Kolis and other members of the BOD.

The BOD recessed for dinner at 4:45 p.m. and reconvened at 8:15 p.m.

H. Website, Interchange Track, and eTrack

A brief report on the status of the website was given by Web Manager Black. He summarized the status of the implementation of Phase 1 improvements, usage, and cost. Considerations for Phase 2 were discussed. Editor Tribuzi reported on the status of the *Interchange Track* and *eTrack*. The publication and mailing schedules for the *Interchange Track* were discussed.

IV. President's Remarks

A. Election Results

The official notarized election results were noted for the record and forwarded to the Secretary. With 2,126 ballots cast, the results are:

Secretary: DeVito: 1,239, Gambino: 879, Others: 2

Directors: Richter: 1,776, Farkash: 1,429, Kempfer: 741, Others: 13.

B. Club Status

President Kolis presented his program for the coming year. He reiterated a program to continue developing membership value, retention, and recruiting new members. LCCA should strive to accomplish the following:

1. Maintain current financial status
2. Provide quality Conventions
3. Create quality publications
4. Create and market unique products
5. Promote 40th anniversary product sales
6. Maintain and enhance the quality of our website, *Interchange Track*, *eTrack*. This would include video access for news items, interviews, and other forms of communication such as *OGR Forum*.
7. Increase Junior Membership
8. Continue our presence at the World's Greatest Hobby on Tour shows to recruit new members and retain existing members.

C. Acknowledgement of Outgoing Officer and Directors

President Kolis acknowledged the services of outgoing Secretary Calkins and Directors Schmeelk and Richter.

V. Adjournment

There being no further business, a motion was made by Immediate Past President Johnson and seconded by President-elect Fisher to adjourn. The motion passed unanimously. The meeting was adjourned at 9:55 p.m.

Respectfully Submitted,
Jerry M. Calkins
LCCA Secretary RM 9418



Dennis DeVito
RM 6758

Minutes - Incoming Board of Directors

Marriott Tech Center Hotel Denver, CO July 24, 2010

I. Call to Order President Kolis called the meeting to order at 9:25 p.m.

II. Roll Call Secretary DeVito called the roll.

Officers Present: President Kolis; Immediate Past President Johnson; President-elect Fisher; Secretary DeVito; Treasurer S. Ellingson; Directors Miller, Richter, Ellingson, Farkash.

Presidential Committee Appointees: Director of Volunteers Carter; Finance Committee Chairman Findley; Convention Management Team Manager Fogg; *TLR* Editor Mottler; *IT* Editor Tribuzi; Product Development Manager L. Caponi.

Guests: Members Calkins, Black, Schmeelk, Fogg.

III. Presidents Remarks – Goals and Objectives for the 2010-11 Year

1. Improve communications between the club and the members using Internet technologies and social networking formats with more utilization of the club's *Facebook* account and *Twitter*. Continue to utilize *OGR Forum* and *Youtube*.
2. Establish a 2011 budget via S. Ellingson and B. Findley; draft budget to be proposed at next BOD meeting.
3. Emphasize Junior Membership as an augment to non-junior members. Encourage junior membership opportunities especially at train hobby shows and other events.
4. Expand Club Membership, in part by establishing a Membership Retention Committee. This would include contacting members who do not renew in a timely manner.
5. Recruit membership in the Dallas and Norfolk areas, as these will be the focus of upcoming Conventions. Likewise make a serious effort to grow and maintain the West Coast members including those who joined at Sacramento.
6. Continue work on the LCCA Website redesign. This will include producing and obtaining relevant video assets for use on the site.
7. Continue Business Office reassessment to evaluate performance and cost.
8. Support WGHOT shows to recruit new members and expose newcomers to the hobby. These events foster close communication and rapport with Lionel LLC.
9. Work with Business Office for assistance to new members, encourage each existing member to get one new member.
10. Review LCCA-sponsored train shows to determine if there should be a renewed effort to support local shows hosted by members.

11. In the near term, select known hobby-related events we can participate in; for example, a promotional event at the Lionel showroom to create interest and retain membership. The LCCA is the best-kept secret in the hobby and the club should seek more exposure to encourage membership.

IV. Open Discussion

- Secretary DeVito asked if there was any interest in reviewing inter-train club events, either shows or joint meets.
- Manager Black proposed that the club consider a private reception at the Lionel LLC showroom and sponsor organized events and/or tours with a regional focus.
- Director Richter stated that the club can use new cell phone technology to generate video including using two phones having real time video.

V. Approval of Appointees

President Kolis distributed a list of appointed officials for BOD approval.

1. Registered Agent, Legal Counsel, Accountant.
2. Proposed establishing a Presidential Advisory Committee to replace the Executive Committee.
3. Noted corrections made by Secretary DeVito.
4. Motion to approve a list of appointees was made by Director J. Ellingson and seconded by Director Miller. Refer to addendum below for a post-meeting update.
5. Expense rates/forms were determined for 2010-11.

VI. Next BOD meeting

President Kolis proposed next BOD date of 10/31/10 in Dallas. He also proposed a back-up date of 11/6/10. Members are to contact President Kolis with their availabilities, and he will finalize the upcoming BOD meeting.

VII. Adjournment

There being no further business, a motion was made and seconded to adjourn. The motion passed unanimously. The meeting was adjourned at 9:55 p.m.

Addendum: Post-meeting Vote on Revised Appointments List

After the Convention, a revised list of appointments was submitted to the BOD on 8/18/2010. By a 4-2 vote in favor, the BOD approved this list. The vote was conducted by e-mail and completed on 8/22/2010.

Respectfully Submitted,
Dennis DeVito
LCCA Secretary RM 6758

Marriott Tech Center Hotel Denver, CO July 30, 2010

I. Call to Order President Kolis called the meeting to order at 2:06 p.m. and led the membership in reciting the Pledge of Allegiance.

II. Roll Call Secretary DeVito called the roll. Present were: President Kolis; Immediate Past President Johnson; President-elect Fisher; Treasurer S. Ellingson; and Directors Miller, Richter, and J. Ellingson. Secretary J. Calkins and B. Schmeelk joined the meeting in progress.

III. Reports

1. Secretary (DeVito)

Membership as of end of June, 2010 – total of 7,501 members, comprised of: 22 Charter Members, 18 Courtesy Members, 1 Honorary Charter Member, 8 Honorary Members, 95 Junior Members, and 7,357 Regular Members.

2. Immediate Past President (Johnson)
There was one complaint presented by a member.

3. President-elect (Fisher)

Fisher congratulated Mike Mottler for work done on *TLR* and as Media Manager for attracting positive Convention news coverage.

4. Treasurer (S. Ellingson)

- a. All bills have been paid.
- b. The club is in a strong financial condition.

5. Convention Managers (Fisher and Fogg – 2010 Denver Convention Update)

a. Fisher reviewed the Registration Gift Car, the "Lionel Lines" text on the UP #844 tender, the On-site Car, and the two UP die-cast RR Police Cars.

b. Fisher indicated the Convention registration included all in a family.

c. Fogg spoke about the positive Convention support by members.

d. 2011 Convention in Dallas preview info will be published in the December *TLR*.

e. 2012 Convention contract has been signed with the Waterfront Marriott property in Norfolk, VA.

6. Product Development Manager (D. Miller on behalf of L. Caponi)

- a. The 2010 Convention Car is sold out.
- b. #216 and #208 train sets are due for delivery in the next few months.
- c. Lionel will produce matching cars for the LCCA #208 Santa Fe diesel.

Meeting and Annual Membership Meeting

7. *The Lion Roars* Editor (Mottler)

- a. A number of new authors were published in Volume 39 in addition to established authors; essentially a 50/50 of “new” and “regular” authors – a good mix.
- b. Mottler introduced to the BOD a proposed new design for *TLR* as it enters its 40th year. The design plan was enthusiastically received and unanimously endorsed.

8. Website & IT Manager (Black)

The LCCA Website is now 10 years old and requires an upgrade.

- a. New website technology will allow for improved interfaces, better performance, and easier use, including increased use of video.
- b. There has been a 32% increase in web usage in the last year.
- c. More than half of membership renewals, Convention registrations, and product sales now occur via the website.
- d. There was a call for volunteers to assist in website development and activity. Members with an interest may contact Larry Black.
- e. Kolis reported that 13 videos produced by Ed Richter for LCCA were placed on the *OGR Forum* website. More than 13,000 hits and 217 comments were received.

9. JM Coordinator (D. Caponi)

- a. D. Caponi reviewed the Junior Member program.
- b. Concurrent with the business meeting, Angela Trotta Thomas was holding the first Junior Member event, a “Learn to Draw a Lionel Train” class.
- c. The club has 95 Junior Members and expects to have 100 soon.
- d. *TLR* editor Mottler and others assisted the Junior Membership program and helped it grow through regular articles in the magazine.

10. President (Kolis)

Current Club Status

- a. There are daily Convention updates on the website with text and photos.
- b. Johnson spoke about the LCCA Store and the many items for sale; items were added during the week.
- c. Fisher described the decorated UP tender with “Lionel Lines” text.
- d. Our communications program and practices remain important.
- e. A 2011 budget will be prepared through S. Ellingson and B. Findley.

Junior Membership Status

Continue to focus on Junior Memberships, especially at major train hobby shows

Membership

- a. Goal is to recruit new members in the Dallas and Norfolk areas.
- b. Post LCCA information at *OGR Forum*, *Facebook*, and *Youtube*.
- c. Direct the Business Office to assist new members. Encourage each existing member to get one new member. Maintain West Coast members. Continue communicating with our members using all methods including the Internet.
- d. As of June 30, 2010, 263 new members were added this year.

Other

- a. Support WGHOT shows – recruit new members and expose the hobby to newcomers. Continue collaboration with Lionel. Lionel/LCCA relationship is good.
- b. Explore whether to re-emphasize LCCA-sponsored train shows.
- c. Emphasize *Facebook* accounts.
- d. We are the best kept secret in the hobby and must continually seek outreach and exposure.
- e. Kolis said we have the best publications and best website of any train club and have the best Conventions. Fisher and Fogg do a superb job making it seem easier than it is. He thanked them for the Denver Convention.
- f. Kolis discussed progress the club has made since the 2006 Denver Convention, including a club *Facebook* account.
- g. Revisions to the club’s Website are now in progress. We will roll out a new website design with more videos.
- h. Joshua was a “guest conductor” on *The LCCA Special* steam train trip on Monday; he was a Make-A-Wish Foundation child. Ethan, also a MAWF child, visited the Lionel layout on Thursday.

IV. Acknowledgement of Officers and Directors

Kolis recognized and thanked outgoing officers of the BOD – Jerry Calkins left the Secretary office and Director Bill Schmeelk left as a Director. Ed Richter returned to the BOD as a Director. Kolis introduced new Director Roger Farkash. Dennis DeVito is the new Secretary.

V. Acknowledgement of Charter Members and previous Officers and Directors

1. Eight Charter Members were in attendance (members 10, 13, 22, 30, 33, 50, 67, and 71). Kolis thanked them for their years of support of the club and their efforts made on behalf of all.
2. Kolis acknowledged members who held official positions in prior years.

VI. Question and Answer Session:

1. RM 482, Carl Rygielwicz. Q: What is the status of member growth and Junior Membership? A: Stable, but down slightly from last year. JM is growing.
2. RM 13962, Sam Milicia. Q: Will the club provide a print copy of the membership roster? A: Fisher said there are no plans to publish a printed copy due to cost considerations. Black said the data is available on the website.
3. RM 4350, Sander Johnson. Q: Will there be a decade engine? A: No plans for it at this time. The club has focused on exclusive remakes of train sets instead.
4. RM 2599, Therr Hartje. Q: Thanks to all who make the Convention possible. A: Our conventions are successful because of attendance and participation by the members and supportive work by volunteers.
5. RM 27489, Richard Hallowell. Q: Why is the Registration Gift limited and restricted to those registered at the host hotel? A: The club negotiates rates with the host hotel based on total room nights. The gift is an incentive to members to register at the host hotel and help mitigate the room rate. Exceptions are made for members who reside in the area and have no need to stay at the host hotel.
6. RM 377. Q: The hotel indicated they were filled and could not accommodate a member for the entire time of the event. A: Fisher explained that should not have happened; also, the Convention rate was guaranteed to members for three days before and three days after our event.
7. RM 2502, Lois Savage. Q: Why was the Mint Tour was cancelled without notice beforehand? A: Fisher explained that the tour arrangers did not anticipate this. Johnson thanked members who were “good sports” when things didn’t go exactly as planned. Johnson indicated that while the club does a good job of pre-planning everything in detail, occasionally there is a curve ball.

VII. Adjournment

There being no further business, a motion to adjourn was made from the floor and seconded by Immediate Past President Johnson. The motion was passed unanimously. The meeting was adjourned at 3:04 p.m.

Respectfully Submitted,
Dennis DeVito
LCCA Secretary RM 6758





Gene Russell, Ed.D.
RM 24608

A Lionel Puzzlement

Company slogans and jingles are critical to the image of a business. Also known as corporate taglines, the phrases of this Puzzlement are official and unofficial slogans about Lionel products.

Place the letter from the Madison Avenue List on the line provided to form a correct match with the Lionel Products List. To make the Puzzlement more challenging, some slogans will not be used.

Enjoy!

Madison Hardware Lionel Products List

1. ___ American Express General set
2. ___ Amtrak GG-1
3. ___ Archer Daniels Midland tank car
4. ___ Burger King GP-20
5. ___ Campbell's Soup vat car
6. ___ Chevron single dome tank car
7. ___ Coca-Cola set
8. ___ Fed Ex animated boxcar
9. ___ General Mills Gold Medal Flour hopper
10. ___ Hamm's reefer
11. ___ Kellogg's Rice Krispies reefer
12. ___ Kentucky Fried Chicken reefer
13. ___ Pepsi-Cola diesel freight set
14. ___ Speedy Alka Seltzer reefer
15. ___ Toys R Us boxcar
16. ___ UPS animated billboard
17. ___ US Army operating missile car
18. ___ US Navy flatcar with submarine
19. ___ VW Beetle flatcar
20. ___ Zenith tractor trailer

Madison Avenue List

- A. "America's getting into training."
- B. "Be all that you can be."
- C. "Don't leave home without it."
- D. "Finger-lickin' good!"
- E. "From the land of sky blue waters."
- F. "Have it your way."
- G. "I don't wanna grow up."
- H. "It's not a job, it's an adventure."
- I. "It's the real thing."
- J. "Mmm! Mmm! Good!"
- K. "Play. Laugh. Grow."
- L. "Plop, plop, fizz, fizz. Oh what a relief it is."
- M. "Quality is job one."
- N. "Resourceful by nature."
- O. "Snap! Crackle! Pop!"
- P. "Taking care of business."
- Q. "The company of champions."
- R. "The quality goes in before the name goes on."
- S. "The taste of a new generation."
- T. "Think outside the box."
- U. "Think small."
- V. "We move the world."
- W. "We're in the human energy business."
- X. "What can Brown do for you?"
- Y. "When it absolutely, positively has to be there overnight."
- Z. "Your potential. Our passion."

Answers are published in TLR ... somewhere.