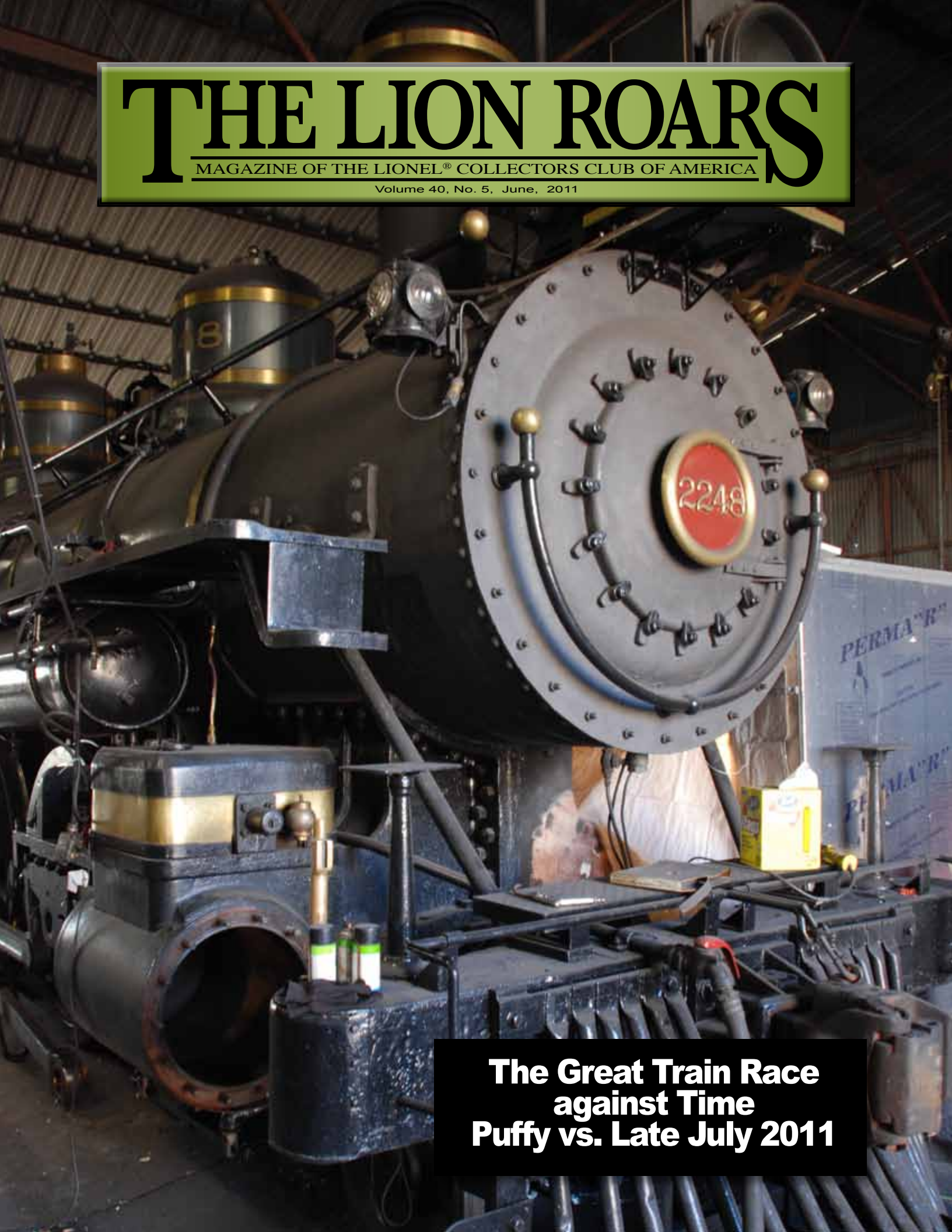


THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 40, No. 5, June, 2011



**The Great Train Race
against Time
Puffy vs. Late July 2011**

Move More Milk

**DEADLINE
IMMINENT
JUNE 30**



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

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

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

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

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

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

SEND YOUR PAYMENT

- My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "2011CC" written on the memo line.
- Charge the total amount of this order to my credit card as shown below.
- Charge \$39.95 to my credit card now; charge the balance to the same card when shipped.
 - Deadline for ordering: June 30, 2011. Fair warning to procrastinators!
 - Expected delivery in late 2011, but it may not arrive before Christmas.
 - S&H cost 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 2011CC/TLR-06-11 • P.O. Box 4708 • St. Paul, MN 55104-0708
 Order online at: www.lionelcollectors.org — go to "LCCA Store"



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On the Cover

The repair crew at GVRR is working to repair Puffy in time for use for an excursion run during the upcoming LCCA Convention in late July.

Cover photograph by Mike McLintock

Business Office

LCCA Business Office services are limited to providing or processing changes of address, changes of phone number, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708.

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Visit our website for timely club news:
www.lionelcollectors.org

Junior Member Star



Ryan Christiansen
RM 8155

"Ryan is like 'Mikie,' the youngster who appeared on LIFE cereal TV commercials," said Mike Mottler, LCCA's Manager of Advertising. Ryan has appeared in LCCA photo ads as a "model" wearing the Lionel Engineer's Hat (an item for sale during the club's 40th anniversary year) and playing with LCCA's first product intended primarily for JMs (the Dinosaur Transport Gondola shown on the back cover ad of this issue of *TLR*).

Ryan's LCCA member parents were delighted that their son was selected for this role. Dad is the owner of Arkansas Traveler Hobbies, a train

hobby store in Bald Knob, AR. The store is the former MoPac train depot in that town, and the building has been recycled and reused in an appropriate way. This location contains a fabulous in-store train layout often used by LCCA as a setting for photo sessions of new club-sponsored products.

It's no surprise that Ryan is a train kid, and he spends many of his after-school hours in the store with his dad and mom, Craig and Cathy Christiansen. He owns trains kept at home. Now nine years old, Ryan has earned a certain amount of fame as the "Ad Kid" for LCCA. In appreciation of his volunteer "work" as a young photo model, LCCA provided a sample of the club-sponsored product to him. Thanks, Ryan!



Al Kollis
RM 15902

HIGHLIGHT:

“The volunteer Board of Directors, officers, appointed officials, and fellow volunteers have worked together and made numerous accomplishments.”

It is difficult for me to believe that two years have already gone by. As I write my final President’s Report, I have very mixed emotions. I am sad to see my term end, but I am excited about what our team of volunteers was able to accomplish. It seems like only yesterday when I first introduced myself to you. My mother told me, “The older you get, the faster time goes by.” I didn’t believe her at that time, but I certainly do now.

When I look back over the past two years, I am very proud to be involved with the best toy train club on the planet. The volunteer Board of Directors, officers, appointed officials, and fellow volunteers have worked together and made numerous accomplishments. Membership stats ebb and flow over time, like the tides; nevertheless, since I assumed the office during the 2009 Convention in Sacramento, CA, 766 new members have joined the club.

Many to Thank

Under the leadership of Director Roger Farkash and Dominic Caponi, JM Coordinator, the club’s Junior Member program has grown and provided activities and benefits for youngsters. Many people talk about bringing children into the hobby, but the LCCA has been walking the walk, not just talking the talk. We have been very successful in adding young members and providing value to kids through our JM Program. We were the first toy train club to provide a Facebook account. The new *The Lion Cub* publication for JMs is another creative communications project. We are planning numerous activities for JMs and youngsters at our upcoming annual Convention to be held at the Hyatt Regency DFW at the DFW Airport.

Our energetic *TLR* Editor Mike Mottler has continually updated the format of our multi-award-winning club publication – especially during our 40th anniversary year. A big “Thank you!” to Mike, the creative core team, and the authors that have contributed to making the magazine the best toy train club publication on the planet! Mike does a great job balancing the articles, and there is something of interest to everyone in each issue.

Craig Tribuzi and Barrie Braden have continued to improve our buy/sell/trade publication, the *Interchange Track* and the *eTrack* section of our website. *eTrack* enables our members to create wish lists, show product photos, and enhance their opportunities to buy/sell/trade trains 24/7/365. If you are not familiar with *eTrack*, I suggest you check it out. It is a great, easy-to-use source of information about train products posted by our members all around this country. If you want to sell an item, list it at *eTrack*. Club members with Internet access and an interest in Lionel trains will have access to it.

We have made tremendous improvements in our club’s website, www.lionelcollectors.org. We have posted new items on our website on average of once a week during the past year. Director Ed Richter (The Voice) has made significant contributions with his videography and video editing skills. Visit the video section of our website, select postings on the crossing gate signal, and view these videos. I am certain you will find something of interest to you.

Former President and Website Manager Larry Black is now preparing to launch our newly re-designed website. This significant makeover is intended to be easier to navigate, speed up video downloads, and enhance our members and guests overall experience with our website. In my opinion, our website is second to none in the toy train hobby.

Product Development Manager Lou Caponi and Director Dave Miller have done a fantastic job of developing unique, desirable, limited-edition, collectible Lionel® train items such as the Santa Fe #208 Alco diesel pair, the re-make of the Burlington #216 Alco set, the UP “Flag” Cylindrical Hopper Car, and numerous other items. Our 40th anniversary sale of Lionel catalogued items at reduced prices was a huge success on two levels – great deals for members and a revenue generator for the club. “Thanks!” to all who supported the club by purchasing these products. Stay tuned for upcoming LCCA commemorative items.

LCCA Conventions

The LCCA hosts the best toy train club Conventions on the planet! Our

our President



40th anniversary Convention held last summer in Denver, CO, at the Denver Marriott Tech Center Hotel was a blast. One highlight was “The LCCA Special” #844 steam locomotive train excursion from Denver to Cheyenne, WY. The UP steam crew modified the signage on the tender to read “Lionel Lines.” Our members were surprised and delighted when they had not just one, but two photo run-bys.

One of my personal Convention highlights was the Saturday evening banquet. Eight Charter Members shared the stage alongside 40 Junior Members.

We are grateful to Jim Gates, Charter Member #1, and his fellow 83 charter members who had the foresight and perseverance to form this great club back in 1970. We are counting on these Junior Members to continually improve and grow our club over the next 40 years. I considered it a very special evening.

Sharing the Magic

During the past two years, we were very successful in introducing the magic of Lionel trains and the benefits of being a member of the LCCA to thousands of people who attended the World’s Greatest Hobby on Tour train shows in various cities around the country.



Our club founder, Jim Gates, represented the club at the WGHOT train show in Omaha, NE.



The former owners of Lionel Trains Inc., Dick and Linda Kughn, received an award from LCCA during ‘An Evening To Remember’ in NJ.

“Thank you” to all our members who stopped by the club booth to chat. It was great to see so many young families and children involved in these events. It demonstrates to me that our hobby is definitely very much alive and doing well. The toy train hobby should continue to do well into the future.

An Experiment and a Trend

This year we experimented with hosting or co-hosting local events. “An Evening to Remember” at the NJ Hi-Railers Club in Paterson, NJ, was a family-friendly dinner event that featured LCCA former President Bill Schmeelk performing a magic act. Members spent a special evening in an intimate setting with

former owners of Lionel Trains, Dick and Linda Kughn. Other VIPs at this event were “Train Lady” artist Angela Trotta Thomas, “Mrs. Lionel” Marie Dean, OGR’s Jim Barrett, and representatives from Lionel. Our members enjoyed a special evening amongst friends, ran Lionel trains on one of the premier toy train layouts in the country, and bonded with the people of Lionel.

LCCA recently co-sponsored a second local event – a toy train auction – in collaboration with the Colorado Toy Train Group, Ltd., in the Denver area on May 22. More than 700 lots of trains were offered for sale at auction to registered bidders. LCCA members participated in this event at 50% off the Registration Fee. What a deal!

Challenges Ahead

We have accomplished a lot in the past two years. However, we still have many challenges ahead of us. In my view, we should:

- Continue to focus on providing our members with more benefits, thus increasing membership value.
- Reduce the costs of our new business office operation.

The NJ Hi-Railers Club train layout.



- Focus on year-round activities and special local events that add value to our members and promote and foster interest, research, education and enjoyment of Lionel trains.
- Plan toy-train-related events that maintain existing and recruit new members. Yes, we have great Conventions, but we are more than a club of conventioners.
- Continue to support and expand our JM program. After all, the children who play with trains today will grow up and become the collectors/operators/hobbyists of tomorrow.
- Seek ways and means to grow the club to become the biggest – as well as the best – toy train club on the planet!

2011 Convention

Conventions Co-managers “Cowboy Bob” Carter, “Loco Louie” Caponi, and the entire Convention Management Team are planning a great Convention for you at the Hyatt Regency DFW at the airport during the week of July 25 through 30. Bring a friend or an extended family member and introduce them to the club. I am certain they will have a fun-filled week. We will offer train and non-train-related activities geared for people of all ages and interests. This year, experts will present seminars with demonstrations on interesting, useful topics. Renowned Lionel-licensed artist, Angela Trotta

Thomas, will conduct two “Learn to Draw a Lionel Train” classes; one for younger JMs and a second class for advanced JMs and Regular Members. Lionel’s massive train layout designed and built by T W Design of Dallas, TX, will be in operation at the host hotel. It’s as big as a four-stall garage. A representative from *OGR* magazine will attend the Convention and conduct demonstrations. Their display will show the digital archive of *OGR* magazines contained on CDs, a product favorably reviewed in *TLR*. Come on down to Texas and enjoy the camaraderie of fellow LCCA members, “talk trains” with hobbyists and experts, and shop ‘til you drop in the on-site LCCA Store and the Trading Hall.

I believe the more you give to the club, the more you receive from it. I recommend that everyone get more involved. This is your club, and you make it fully yours by participating to the max. Everyone has one good train story to share with fellow members. Earn “15 minutes of fame” by submitting photos or videos about you and your trains. We can publish them in *TLR* or post them on our website. Other members would love to see them.



In closing, I want to thank every member for helping to make the LCCA the best toy train club on the planet! To me and my family, the best fringe benefit of membership is “collecting” great friendships and relationships over the years. Our people make this club great.

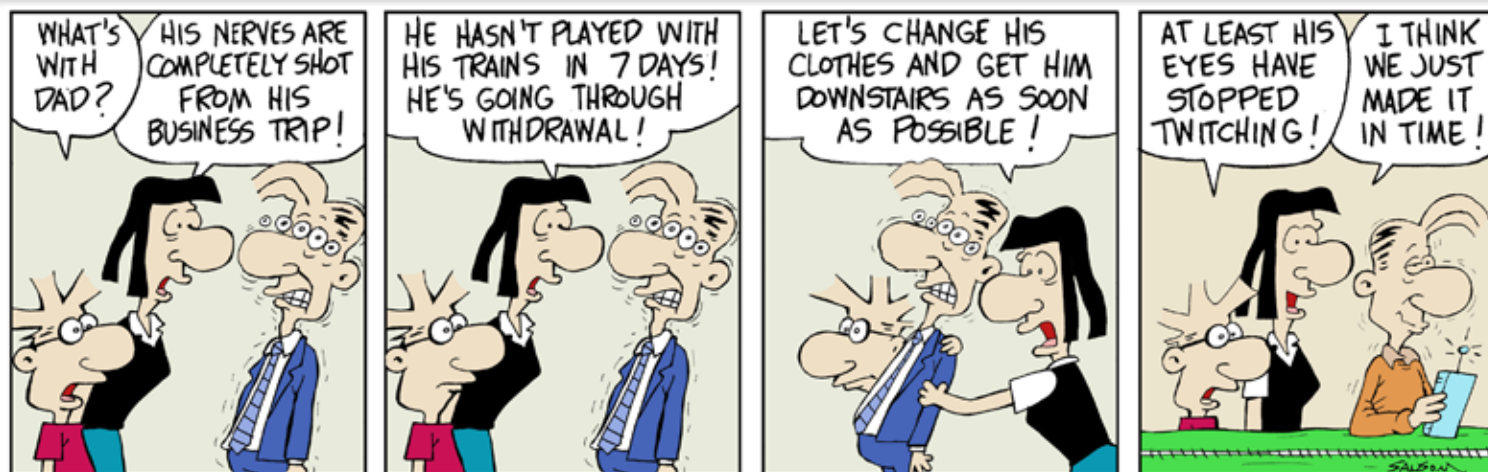
I am grateful for the opportunity to serve as president during the past two years. I plan to continue to support the club and help it grow in the future. Gina, Alfonse, Vincent, and I are looking forward to seeing y’all this summer at our 41st Convention in Grapevine/Dallas, TX.

Remember Rule #1: Have Fun! Are we having fun yet?

Photographs by Ed Richter and Bob Carter

Toy Trunk Railroad

by Erik Sansom





Lou Caponi
RM 8735

Product Development Shop

HIGHLIGHT:

“Thank you” to all who sent me wonderful notes and e-mails about how much you enjoyed the beautiful graphics on the LCCA 2010 Convention Car, a Union Pacific ‘Flag’ Cylindrical Hopper.”

It's summertime already, and the great news for LCCA members is – it's also LCCA Convention time! I'm looking forward to seeing many of you in Texas in late July.

“Thank you” to all who sent me wonderful notes and e-mails about how much you enjoyed the beautiful graphics on the LCCA 2010 Convention Car, a Union Pacific “Flag” Cylindrical Hopper. I am honored that so many of you took the time and dropped me a line. I will continue to offer LCCA members the very best club-sponsored products I can develop as proof of our performance as the best toy train club on the planet.

Last Call

If you have not received your 2010 Union Pacific “Flag” Cylindrical Hopper Car or your Burlington #216 Alco train set, contact me immediately at caponilj@comcast.net or call me at 484-431-8529. Do not contact the LCCA Business Office about this, because I am the gatekeeper for these items.

2011 Convention Car

Sales of the Texas Special Milk Reefer have been nothing less than outstanding. This Lionel® product is limited to 1,500 pieces as advertised through our publications and website. Based on a May 15, 2011, tally of orders received, we have already exceeded expectations. We have surpassed the 1,000 mark, and we know from past experience that it's not unusual for 400+ orders to arrive during the final two weeks of the offer. Don't get left out. Don't procrastinate. Send in your order today. The deadline for ordering this beautiful piece of rolling stock is imminent: June 30, same as last year. I guarantee that you will not be disappointed!

What's on the Way from Lionel?

The new Dinosaur Transport Gondola, LCCA's first product intended for Junior Members, will be arriving soon. The ad photo of this car in this issue of *The Lion Roars* is very colorful, and the gon is “equipped” with several realistic dinosaurs for enhanced play value. However, you can't appreciate the graphics on this dynamite-looking gondola by looking at the picture. The car

is equipped with die-cast metal trucks. If a youngster drops it on a hard floor, don't worry about coupler or truck breakage.

Although intended for JMs, this car is not limited to them only – it's available to all members. Remember, total production is limited to 500 pieces. We will not go back to Lionel for additional pieces. I hope to have this gondola available for viewing at our Convention in Texas along with a lot of other goodies. Stop by the onsite LCCA Store within the Convention host hotel and take a peek!

The second item in our JM series will be an Animated Skateboard Gondola aimed toward older-age JMs. It will be limited to 500 pieces also. It will be available to all JMs and Regular Members. Both of the JM-oriented products will be sold on a first-come, first-served basis.

Our 2011 Convention

I predict that members who plan to attend the upcoming Convention will be astounded by the LCCA commemorative offerings shown in the previous issue of *TLR*. Most items will be extremely limited, so take this hint – get to the onsite LCCA Store and have your credit card handy.

Kind Words for our Friends

At our 2010 Denver Convention, the club designated a play area in the atrium of the host hotel for Junior Members, visiting children, and special young guests and families. It was a first-time venture, and it was a big hit. Moms, dads, aunts, uncles, and grandparents had a great time playing with new Lionel train sets provided to LCCA by the company. We re-gifted the trains to youngsters and Make-A-Wish families. It was a sight to behold. LCCA has named this activity “Smiles from the Heart.” Our friends at Lionel helped keep smiles from the heart on the faces of many wonderful kids.

I believe Lionel will participate in this program again this year but with some limitations commensurate with today's economic environment. We thank them for their generosity despite the reality of these difficult financial times.

See you soon in Texas!



HIGHLIGHT:

“Now comes the real puzzle. I cannot find any data or logic to explain why this program was discontinued or when.”

As I mentioned in my last article, while I was looking for data on missing LCCA Charter Members I found some interesting early LCCA history to share with you.

The first is a Certificate of Membership issued to all members who requested one in the late 1970s and early '80s. This program was initiated at the January 31, 1976, BOD meeting when then Assistant Secretary Dave Stonecipher (RM 212) moved that the president appoint a member or a committee to produce a Certificate of Membership for club members. The motion was seconded by then Director R. Curtis Fischbach (RM 172) and carried. That information was published in the April 1, 1976, issue of *The Lion Roars* within the report of the BOD minutes.

My Certificate of Membership is shown below, and I must say that it is a nice design. I do not know who designed it. Hopefully, this article may produce that information for us. My certificate is

signed by my friend and then Secretary Dienzal Dennis (RM 6713). Mr. Dennis took office in 1982-83, so the exact year of issue for this certificate is a mystery, at least for me. If the BOD initiated the certificate program in 1976 and I did not receive mine until 1982 per Mr. Dennis' signature, which is a seven-year gap, the question remains, when were they distributed?

Now comes the real puzzle. I cannot find any data or logic to explain why this program was discontinued or when. Nor do I remember any discussion of it while I held various offices in the LCCA from 1982-83 and afterwards. It is my hope that someone can enlighten us why this was dropped and when. If you have any information on this point, please drop me a line or e-mail me so I can update this article and place a copy into our historical record.

Next time, I'll have another story about the early history of the LCCA.

Club members can reach Jerry at:
www.dangelo32@netzero.com.





Dominic Caponi

RM 12586

From Dom's Desk

With the school year ended for most JMs and with summer right around the corner, the next big thing is the annual LCCA Convention in Texas.

The Convention team has been working on this event all year long to make sure it will be one of our best. I can't wait to experience all the great train hobby events. I'm certainly looking forward to learning

how to draw a Lionel train from Angela Trotta Thomas, enjoying the movie and popcorn night, playing with model trains, and meeting and greeting new Junior Members.

Dallas area First Class Boy Scouts will participate in a new activity during this Convention – a BSA Railroad Merit Badge class. To be held on Saturday, July 30, beginning at 8:30 in the morning at the host hotel, this class for Scouts will prepare them to earn this badge.

The Dinosaur Transport Gondola is really cool-looking. If your parents haven't ordered one for you, I highly suggest reminding them to do so now. The order deadline is June 30. An order

form is published in the this issue of *The Lion Roars* magazine. We hope to have some of these gondolas available at the Convention.

We are still accepting drawings for the art contest. There are some great prizes up for grabs, so sharpen your art pencils or crayons and get into the competition!

The Lion Cub has emerged as your special publication, and I must say it's come a long way in just three issues. I'm very proud of the work done by club members who have pitched in. I hope we can continue to share stories, entertain, and learn more about the hobby we love so much.

I encourage all Junior Members to actively participate in your mini-magazine. If you have a story to tell or an idea for a contest, please tell us. By nature, this hobby is collaborative, so all can share their passion for model trains with others!

Photograph by Ed Richter



Dennis DeVito

RM 6758

Secretary's Report: 2011 Election Results

The 2011 ballots are in and counted. LCCA members have selected a new President-elect, Treasurer, and two new Directors. Thanks to all members who invested time in the election process, voted, and participated in governance of the club.

Congratulations to Louis Caponi, our new President-elect; Kenneth Kelley, our new Treasurer; and to Bill Schmeelk and Salvatore Gambino, Jr., our two new Directors.

The proposed LCCA Constitutional amendment was approved by an overwhelming majority and will become effective at the Board of Directors

meeting to be held during our upcoming annual Convention in Dallas, TX. At that time, the newly elected persons will be officially installed in office.

Thanks to all candidates who participated in this year's election, and thanks to all for making the LCCA the best toy train club on the planet.

President-elect	Votes	Director	Votes	Treasurer	Votes
Lou Caponi	1,914	William J. Schmeelk	1,132	Kenneth J. Kelley	1,902
Eric Fogg	13	Salvatore Gambino, Jr.	909	Mark Kempfer	3
Dennis DeVito	2	Dave Miller	713	Charles Skjeveland	1
Dick Johnson	2	Tim Fuhrmann	515	David Miller	1
John Clinton	2	Mark Kempfer	296	Dennis DeVito	1
Dave Miller	1	John Clinton	280	Ed Richter	1
Ed Richter	1	Mike Mottler	3	George Mazurek	1
Jim Gates	1	Dick Johnson	2	John Clinton	1
John Fisher	1	Donald P. Buck	1	Jon Krause	1
Ken Egler	1			Sue Ellingson	1
Tim Fuhrmann	1				
Total Votes:	1,939	Total Votes:	3,851	Total Votes:	1,913

Proposed amendment to the LCCA Constitution:

YES	1,783 votes
NO	105 votes
BLANK	93 (didn't vote on this item)

Respectfully Submitted,
Dennis DeVito
LCCA Secretary



Robert Ver Hoef RM 20588
as told to Mike Mottler RM 12394

Prairie Home Companions:

HIGHLIGHT:

“Like most kids, I outgrew my toy trains after a while, and then I returned to the hobby as an adult.”

A Layout and a Collection in Iowa

Editor’s Note: Decisions determine destiny. Robert received his first toy train, a wind-up Marx® train set, from his parents at age six. As the only child in the family, he played with it often free from sibling rivalry or struggle about sharing the train.

I played with a toy train around a circle of track for hours and hours. As a kid, I created a little layout. It was the beginning of my lifelong involvement with the hobby. I still have that set on display in a case in my office. It still works, and it means a lot to me. Like most kids, I outgrew my toy trains after a while, and then I returned to the hobby as an adult.

Taking a fast-
f o r w a r d
leap to my

adulthood, I now own a cabinet shop for designing and building custom cabinetry for customers. Back in 1994, I was working on cabinets for another LCCA member, John. I had heard that he had toy trains in his basement, and I asked to see them. While in the basement, I asked if he had anything for sale, and he showed me some items. I liked the look and feel of the old steamers, and he sold me a few things. That was the start of my collection. Right then and there, I fell for the trains – hook, line, and sinker.

An old barbershop was located next door to my cabinet shop, and I put a small train display and layout in there. I outgrew that building, and my next step forward was a 28x66-foot building created just for trains. The photographs accompanying this article were taken inside that building. The collection is displayed on shelves, and the space includes my O-gauge layout and a Lionel® HO layout. This small town has a population of 237 people, and I’ve lived here all my life. I could probably hold a Train Open House and everyone in town could drop by! The train building is about three blocks away from my shop downtown.



a Layout and a Collection

On Hallowed Ground

My train building rests on the site of the former local train depot, and that was a key decision point. It's on the exact location of the old train depot in Leland. When putting in the foundation, I found some old railroad spikes and tie plates. The depot was originally M&St.L, but later it became Chicago & Northwestern.

When I was a boy, I'd go there and put pennies on the track and watch the train go by. When a train stopped, I'd talk to the engineer. I was there with the trains all the time.

Bob's Train House

I built the main portion of the building for a large layout with room for a lot of people to walk around in it and not feel closed in.

It is accessible to persons with handicaps. I can run up to seven trains at a time on individual loops. I invite church and civic groups to visit, and I let the trains run on open loops with no switching from track to track.

The layout has all the Lionel operating accessories made in the postwar era.

All of them are up and running, including the hard-to-find ones like the Heliport. The Sawmill and the Forklift attract the attention of many visitors. I envy hobbyists who have layouts with scenery and lots of detailing, but I elected to go just with Lionel postwar items only. It's what I like.



I started collecting with just steam locomotives, and then I set a goal of acquiring every Lionel steam engine made, which I did. Then I started collecting passenger cars. At this point in time, I don't have all the variations, but I have all the numbers. Then I moved along to freight cars, diesel engines, and electrics. I now have all of these, including all the F3 diesels. All that's missing is about three engines, and I'm on the lookout for them!

Trains as an Intergenerational Attraction

My son now serves in the Army as a Captain at Ft. Hood, TX. My daughter and her husband live nearby and they have four kids – three girls and a boy. My daughter's family really loves the trains. My parents love the trains as well. Pam, my fiancée, will attend the upcoming Convention in Texas with me. It will be her third event, so the hobby has become a regular thing. This will be my tenth Convention.

The Layout and Collection

I consider the layout pretty well finished. I don't move things around very much because I'm happy with it the way it is. Visitors can walk all the way around it. If I need to get to the middle area to fix something or replace a bulb, I remove the turntable. It pops out like an access hatch. I'm tall with long arms, so I can reach halfway across the layout from both sides.

My goal was to have everything on display as much as possible. I bought MDF sheets for the display shelves and cut grooves in them to hold the wheels of the trains in position. An electrical lighting contractor installed florescent ceiling fixtures, so everything is well lit. For dramatic running, I turn the overhead lights off and use the lights on the layout.



“Pam, my fiancée, will attend the upcoming Convention in Texas with me. It will be her third event, so the hobby has become a regular thing. This will be my tenth Convention, and I can't wait to go there.”





About five years ago I started collecting postwar Lionel HO. The trains are very interesting collectibles. When I got into it, these HO trains were very cheap, but now prices have escalated tenfold. I'll only buy them in boxed sets.

My prized piece is the #347 Cannon Firing Range Set. I have never seen another one for sale in as fine condition as this one. The black Rock Island train is cool, and I have the Lionel Paper Train of 1945. I have several cars with different variations. I like limited-edition items, and the variations are interesting. Like many collectors, I upgrade pieces in the collection when I find a piece that is better than the one on hand. However, the market has been picked over a lot since the time when I started collecting in 1995 during my first LCCA Convention in Des Moines, IA. That year, I come home with a pickup truck full of trains.

The trains were cheaper then, and good quality items were available. Today, it's more difficult to find good postwar pieces because much of it is with collectors who may not want to sell items right now. Even if they do offer something for sale, the price is high.

I have two prewar O-gauge sets, but that's not a focus for me. My collection now includes more than 250 O-gauge boxed train sets of the postwar era.



The collection is presented in display cases and on shelves.



The “Wow!” Factor

Visitors walk into my train building and say, “Holy cow, this train empire is in the middle of rural Iowa?” What they mean is, “in the middle of nowhere!” They just can’t believe this big train layout is in such a little town. I open the layout at Christmastime and for special occasions when people want a tour. When kids come in here, their eyes get so big that they can’t talk. That’s my biggest thrill. I don’t post opening hours, but if people want a tour, they can contact me. I’ll be glad to open it at no charge. Church and school groups come by, and there’s a monthly VFW breakfast in Leland. I open it for that event.

The hobby has always fascinated me, and I have a great deal of fun playing with old toy trains. If they don’t work, I’ll clean and lube them and pretty soon, they’re running again. I attend train shows with a LCCA member and friend, and we often bet on the prospects for fixing an older train.

Lifelong Learning

Every time I go to a LCCA Convention or talk to another club member, I learn something new. There’s so much knowledge within the group. There’s not a Convention that goes by that I don’t come back with more knowledge. There are hobbyists who know 10 or 20 times

more than I do, and all are eager to talk and share.

For me, it’s cool to get kids involved. That often begins with a starter train set like *The Polar Express*. Let them get their hands on the controls, and the rest, as they say, is history. Better yet, the unfolding of destiny.

Photographs by Ray Hansen

Editor’s postscript: Robert commissioned a photographer to take pictures of his complete collection of club-sponsored products. He has contributed the images to the club for use in the online photo archive.



HIGHLIGHT:

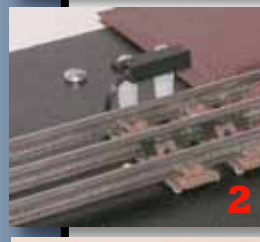
“This realistic crossing gate operation can be accomplished at nominal cost, and it’s an easy-to-implement project.”

Editor’s Preface: Most three-railers are familiar with crossing gate control methods: the venerable Lionel #153 weight-sensitive contactor, the #153IR infra-red device, and the simple yet effective insulated outside rail. Each method has its devotees and detractors. Bob offers another way to operate one of the hobby’s most ubiquitous operating accessories.

There are a number of different methods for detecting the position of a train in a layout. The detection system used for the crossing gate described here employs a simple magnetic sensor, which triggers a new servomechanism driver circuit that in turn activates a small servomechanism to lower and raise the crossing gate arm.



1



2



3

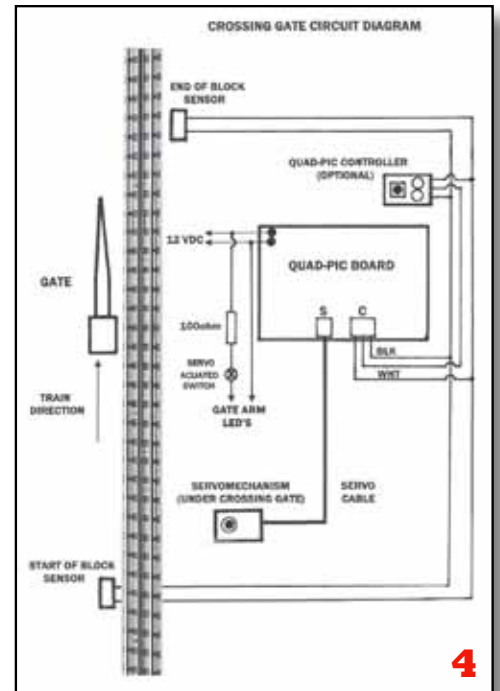
Two key detection elements are incorporated. The first is a pair of small magnetic normally-open reed relay sensors mounted alongside the track, one on the left side of the track prior to the crossing area and the other on the right side of the track after the crossing area, as shown in **photos 1 & 2**. The sensors are Cherry Electric part #CH-405.

The sensors are triggered by small magnets attached to a car, one on the left side of the car at the head of the train and the other on the right side of the last car of the train. **See photo 3** for a typical magnet placement on the underside of a gondola. The magnet is the small rectangle in the center and is held in place by double-sided tape. As the car passes the sensor, the magnet causes the sensor relay to close momentarily. The magnet is a Cherry Electric part #CH-412, but any similar magnet will work.

The first sensor should be located far enough before the crossing area so that the gate is fully lowered when the locomotive enters the crossing area. The second sensor should be located after the crossing area so that the gate is raised as the

last car exits the crossing area and moves past the second sensor. The sensors are compact in size and can be concealed by small trackside structures or scenic elements, if desired.

The second key element is the servomechanism and its control system. A relatively new product, the Quad-Pic circuit board is available from Tam Valley Depot in San Diego, CA. The Quad-Pic will control up to four servos, so it can be used for semaphores and turnouts as well. You will need a 12 VDC power source for the Quad-Pic. Instructions accompanying the Quad-Pic explain how to set the servo arm travel end points and the speed of the arm movement.

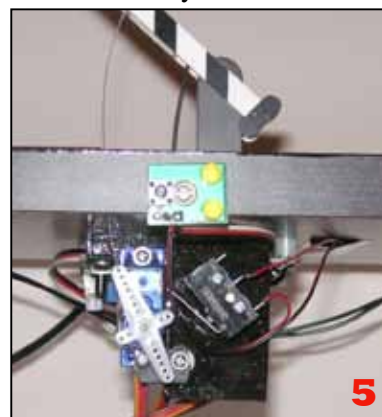


4

Both the sensor and the servo connections to the Quad-Pic use small three-pin connectors, so wiring is easy. Note in the circuit diagram (**Figure 4**) that an optional controller is shown.

This controller comes with the Quad-Pic. It’s a one-inch-square circuit board with a pushbutton and two LEDs. The controller is not necessary for this setup, but it is handy for operating the crossing gate manually, if necessary.

Photo 5 shows a view of the servomechanism located directly beneath



5

Magnetic Sensors

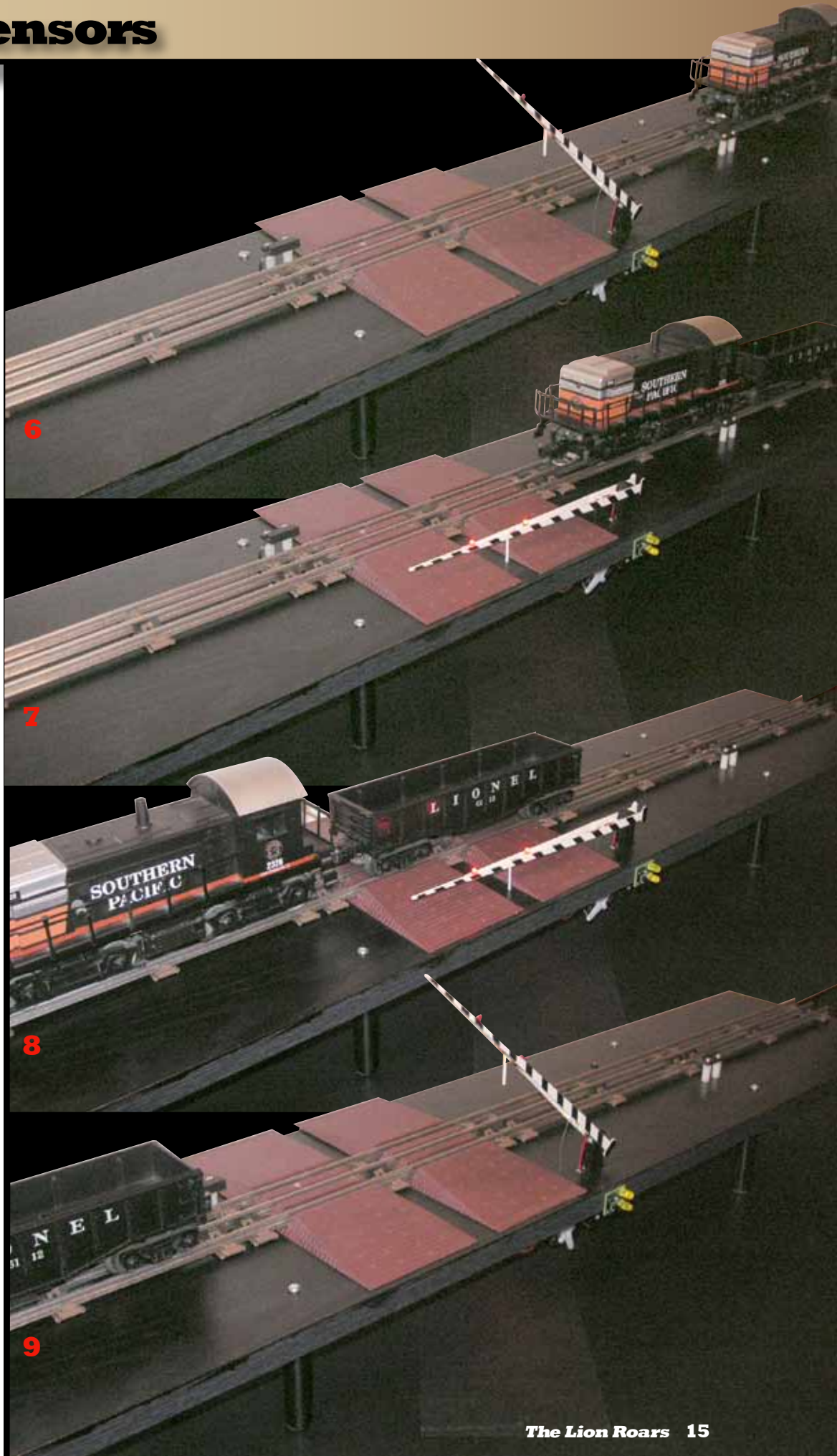
the crossing gate. The servo has two operating functions. The left hand side arm is connected to a flexible wire, which passes through the layout surface and raises/lowers the crossing gate arm. The second function is the right hand side arm. When the gate arm is lowered, it trips the snap-action switch mounted at an angle to the immediate right of the servo. The gate lowering and raising speed can be adjusted and is quite realistic when in operation.

When the crossing gate arm is lowered, the snap-action switch closes a circuit, which supplies power to two small red LEDs mounted on the gate arm for added realism – an optional feature. Also note in **Figure 5** the previously discussed handy controller board, which can be mounted anywhere that is convenient.

Photos 6, 7, 8, and 9 show the sequence of operation with a train approaching the crossing (gate up), a train entering the crossing (gate down/LEDs lit), a train in the crossing (gate down/LEDs lit) and finally, a train leaving the crossing (gate up).

This dual magnetic sensor arrangement can also be used in conjunction with the Quad-Pic and a servo to operate a semaphore signal. This realistic crossing gate operation can be accomplished at nominal cost, and it's an easy-to-implement project.

Photographs by Robert Walker





Mike McLintock
RM 27393

Puffy Will Roll Again.

HIGHLIGHT:

“We filled buckets full of metal pieces from the cylinder, rod and piston,” he said. “We towed her back to Grapevine with our GP-7 diesel and assessed the damage.”

In Time for the LCCA Convention?

The LCCA will bring its national Convention to Grapevine/Dallas, TX, in late July, and club members will want to ride the Grapevine Vintage Railroad with Puffy, the steam locomotive, on the point. But this venerable 113-year-old loco needed two new pistons and a connecting rod. So where to go for these important parts? To Paris, of course. Paris, Arkansas, that is.

That was where Brent Villard, Trainmaster for the GVRR, went to find the new pistons and a rod for the major rebuilding of the railroad’s #2248 William S. Davis steam locomotive. Also known as “Puffy,” this 4-6-0 was originally built in Paterson, NJ, in July, 1896, by the Cooke Locomotive and Machine Works.

The 20-inch-diameter, 350-pound pistons and a four-foot-long connecting rod were acquired from the Missouri Pacific #2522 4-6-0 locomotive on static display in the Paris City Park since 1962.



Removing the piston and rod from MoPac #2522 in Paris, AR.

That Missouri Pacific engine was also built by Cooke in October, 1898, so it was a perfect match.

In Regular Service

The GVRR ran its iconic engine on a weekly basis before it suffered major damage to the cylinder walls. The cylinder damage was repaired last year. Puffy was on its final test run to Fort Worth last October 31st when the piston broke, resulting in damage to the cylinder and the rod. Villard was there when

We Hope by Late July.

the breakdown occurred. “We filled buckets full of metal pieces from the cylinder, rod and piston,” he said. “We towed her back to Grapevine with our GP-7 diesel and assessed the damage.”

The City of Grapevine was not willing to give up on Puffy and charged Villard to locate the necessary parts for a repair, if possible. The alternative was to custom-make new parts copied from the originals – an expensive process. After combing the country for static engines with interchangeable pistons and rods, he discovered the parts in neighboring

places and carefully bored out with manual tools brought to Grapevine to perform this precise, meticulous work. The cylinder sleeve was then replaced, the piston put back into place, and the rod re-attached.

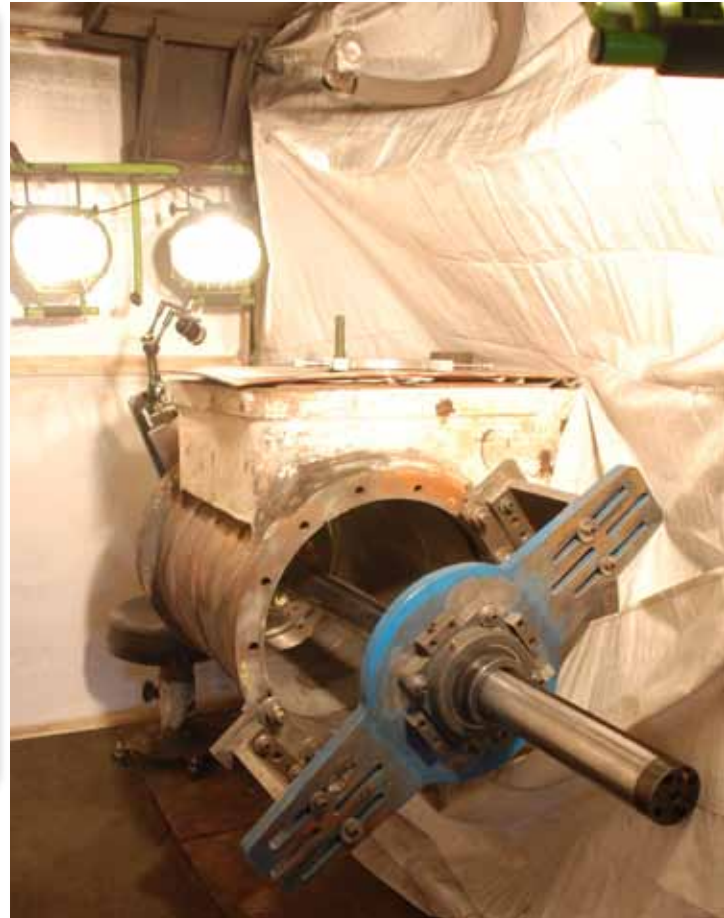
A Colorful History

Puffy has been owned and operated by the GVRR since 2000. The engine pulls a set of heavyweight passenger cars to and from the Fort Worth Stock Yards several days a week. Before becoming Grapevine’s “Puffy,” the engine was owned and operated by the Fort Worth

at his first theme park, Disneyland. But the train was determined to be too large for the park and was moved to the Texas State Railroad.

Status Report

As this issue of *TLR* went to press, Brent and his team were still doing the painstaking repair and reassembly work on Puffy with the hope of having the historic steam engine ready for boarding for an excursion run for LCCA conventioners. If they are successful, those who climb aboard the Grapevine Vintage Railroad in late July amid a swirl



Arkansas. Paris is located in western Arkansas between Fort Smith and Little Rock, 339 miles from Grapevine.

Villard and his crew waited for a moderately warm winter day in Paris and carefully removed the parts they needed from the “parts donor” locomotive for use in rebuilding the GVRR steamer.

According to Villard, rebuilding an old steam locomotive is almost a lost art, so he turned to experts at Portable Machine Works of Baton Rouge, LA, to do the work.

The casing was welded in several

and Western and was named the “Tarantula,” a nickname for the Fort Worth railroads that spread throughout the town in the shape of this well-known arachnid.

Puffy was formerly owned by the Texas State Railroad, which operates excursion trains to and from Rust to Palestine, TX. Puffy originally served as a Southern Pacific engine and was bought by Walt Disney for service

of puffing smoke and blowing steam should offer a “Thank You” to the crew at the GVRR. And remember the “parts donor” – an old steam engine in a public park in Paris.

Photographs by Mike McLintock and Bob Reed

Editor’s Postscript: If Puffy is not repaired in time for our Convention, a back-up diesel locomotive will be on the point.

FACTOID

Puffy originally served as a Southern Pacific engine and was bought by Walt Disney for service at his first theme park, Disneyland.



“Cowboy Bob” Carter

RM 6620

LCCA 2011

Driving to Texas?

Save your validated airport toll road card and present it to the host hotel desk for free parking on the premises.

Tour 1: Texas State Railroad

Monday, July 25 7 a.m. – 6 p.m.
Costs: \$139 open-air car; \$159 air conditioned car (limited seating)

After a 2.5 hour motorcoach ride to the site, you will arrive at the Piney Woods of East Texas for a ride aboard a 1900-era steam train. Enjoy a photo run-by before leaving the station, see locomotive #610 (it pulled the American Freedom Train), then watch old #300 as it turns on the 1880s air-powered turntable. Tour the maintenance shop in Rusk and then climb in the cab of #300 to have your picture taken.

You will enjoy some of the most mouth-watering BBQ ever under the tall pines in a pavilion, or in large tents set up just for us. This is truly a “Welcome to Texas” tour to begin your fabulous week in the Lone Star State. Some of the cars are open air, meaning covered but non-air conditioned, with a few cars air conditioned for comfort. The weather may be warm, but the shade of the forest and the movement of the train should make the trip quite comfortable. One lucky guest 18 or older will enjoy a ride in the cab with the engineer and fireman, so be sure to wear closed-toe shoes in case you’re the lucky one.

Tour 2: Mystery and Model Trains

Tuesday July 26 9 a.m. – 2 p.m.
Cost: \$99

Explore Dallas with an inquiry into the assassination of President John F. Kennedy, dine at Spaghetti Warehouse, and visit one of the country’s largest permanent G-gauge model train exhibits.

This tour will begin at the Texas School Book Depository and Dealey Plaza, the site of the JFK assassination. Then it’s up to the Sixth Floor Museum where Lee Harvey Oswald took the fatal shot (or did he?). You will be transported back to 1963 and JFK’s trip to Dallas, the motorcade route, the “X” on the

street where he was shot, the stockade fence, and the investigations that followed.

After lunch at Spaghetti Warehouse, it’s on to the Children’s Medical Center of Dallas, home to the country’s largest permanent G-gauge model train display. This two-story layout was designed and built by local artist Malcolm Furlow with the intention to help the children forget, for just a small time, their pain and illness.

Tour 3: Money and Motors

Tuesday, July 26 8 a.m. – 1:30 p.m.
Cost: \$69

This tour begins with a visit to the Bureau of Engraving and Printing (BEP) Western Currency Facility in Fort Worth. You’ll watch a short video and then see millions of dollars being printed as you walk along an enclosed elevated walkway over the production floor. PLEASE NOTE: NO CAMERAS, CELL PHONES, OR FOOD/DRINK MAY BE BROUGHT INTO THE BEP. The tour is a 40-minute walking tour and covers about ¼-mile. After the tour, enjoy the opportunity to shop at the money store for your sheet of uncut bills.

Next is one of the world’s largest and most modern sports and entertainment facilities, Texas Motor Speedway (TMS). Tours include a stop on the luxury suite level where you get a birds-eye view of the 1,500 acres that is TMS and more than 150,000 spectator seats. You can bring your camera here for numerous photo ops, including the infield and the garage. Ride in the TMS van and negotiate the 24-degree, high-banked track. Truly an experience you’ll remember and talk about!

Since there is NO LUNCH on this tour, feel free to bring snacks to eat on the bus between the BEP and TMS venues.

Tour 4: Arlington Sports

Tuesday, July 26 9 a.m. – 4 p.m.
Cost: \$134

This is truly a sports fan’s delight! Take a trip to three of North Texas’ premier sporting attractions – the International Bowling Museum, Texas Rangers Ballpark, and Cowboys Stadium.

First is an interactive museum filled with one-of-a-kind bowling artifacts, a unique

bowling experience, and a cutting-edge glimpse toward the future of this pastime.

Second is the Ballpark in Arlington, home of the 2010 American League Champs, the Texas Rangers. Arriving at the ballpark, we’ll tour the open-air stadium and see the clubhouse, press box, owner’s suite, and the dugout.

After a BBQ lunch, it’s on to Cowboys Stadium where a guided tour takes you through the largest domed facility in the world. You’ll go behind the scenes and pose for souvenir photos, so bring your own camera. This will be a day of sports and fun!

Tour 5: DART and MATA

Tuesday, July 26 9 a.m. – 3 p.m.
Cost: \$79

Today you will enjoy the present and the past in urban rail travel. Beginning with the exploration of the Dallas Area Rapid Transit’s (DART) control room and shop, this two-level facility is the heart of the DART rail system where all the routes are controlled and all the cars are serviced.

After exploring the present and future of urban rail, you’ll be taken back in history on the McKinney Avenue Transit Authority’s Trolley (MATA) system. The “M” Line is the only transit line in North Texas that operates lovingly restored antique electric trolley cars running on some of Dallas’ oldest original trolley tracks. You will ride on one of the following cars – Rosie (1909), Green Dragon (1913), Petunia (1920), or Matilda (1925). After riding the entire route and watching the operator reconfigure the car for the round trip, you will take a private tour of the trolley barn and “talk shop” with those who keep these historic treasures in working order. Finally you’ll have some free time in historic Uptown for lunch on your own or checking out the art galleries and antique stores.

Tour 6: Grapevine Vintage Railroad

Wednesday, July 27 9 a.m. – 3 p.m.
Cost: \$129

After a short ride from Hyatt Regency DFW to historic downtown Grapevine, TX, look for the RR turntable. We’ll depart on a 10 a.m. train ride aboard the Grapevine Vintage Railroad.

Convention Tours

“Puffy,” the classic steam locomotive of the GVRR, is now undergoing major repair, and we hope it will be in service in late July. If not, diesel #2199 will be on the point.

During the 75-minute trip there will be a surprise holdup by a group of train robbers, so hold onto your women and other valuables. When the train pulls into the Ft. Worth Stockyards, you’ll be treated to a longhorn cattle drive and a chance to do some cowboy boot ‘n hat shopping. For lunch, it’s Joe T. Garcia’s, a Ft. Worth Tex-Mex icon, before heading back to the hotel.

Tour 7: Cowgirls, Science, and Salsa

Wednesday, July 27 9:30 a.m. – 2 p.m.
Cost: \$100

This tour catches the cowgirl spirit at the only museum in the world that documents the women of the West. Ft. Worth’s national Cowgirl Museum and Hall of Fame features stories, tributes, and artifacts of the “can-do spirit” of cowgirls everywhere.

Next door is the new Ft. Worth Museum of Science and History, which opened in November of 2009. Exhibits include DinoLabs; *Paluxysaurus jonesi*, the official dinosaur of Texas; The Noble Planetarium; the Ft. Worth Children’s Museum; Innovation Studios with hands on demonstrations; and the Omni IMAX Theater. Afterwards, we’ll do lunch at a local legend and sample some tasty Tex-Mex treats at Pappasito’s before returning to the hotel. *Note: IMAX and Planetarium admissions not included.*

Tour 8: DART and MATA

Wednesday, July 27 9 a.m. – 3 p.m.
Cost: \$79

A reprise of Tour 5 for convenience.

Tour 9: Planes and Trains

Thursday, July 28 9:30 a.m. – 4:30 p.m.
Cost: \$115

This tour begins with a visit to the Cavanaugh Flight Museum where you step back in time and watch the history of aviation unfold. Walk past wood and fabric aircraft from WWI. Pass by aircraft of the 1930s and WWII, and check out the early jet planes of the ‘50s. A special treat for one lucky person will be a ride in an open-cockpit Stearman Bi-Plane. Tour participants who signed a waiver and are in good health will be eligible for that lucky ride. It’s just another memory-making event of a lifetime, courtesy of your LCCA.

After the flight museum, lunch will be at Babe’s Chicken House. This North Texas home-cookin’ favorite serves up family-style dinners of fried or smoked chicken, pot roast, and chicken fried steak with lettuce salad, green beans, creamed corn, mashed potatoes, and excellent biscuits with honey or molasses. After waddling out of Babe’s, you’re off to the Museum of American Railroads (MARR) at its new location. The MARR has one of the most comprehensive heavyweight passenger car collections in the U.S. Among the locomotives in the collection are a UP Big Boy, a Pennsy GG1, a Santa Fe F3, and a 4-8-4 Northern. This tour will definitely be one to take.

Tour 10: Money and Motors

Thursday, July 28 8 a.m. – 1:30 p.m.
Cost: \$69

A reprise of Tour 3 for convenience.

Tour 11: Arlington Sports

Thursday, July 28 9 a.m. – 4 p.m.
Cost: \$134

A reprise of Tour 4 for convenience.

Tour 12: Glass and Wines

Friday, July 29 9 a.m. – 1:30 p.m.
Cost: \$110

Today you will visit the exquisite Vetro Glass Blowing Studio and Gallery. Vetro is a state-of-the-art facility which is nationally recognized. Its glass artists specialize in hand-blown works of art. After the glassblowing demonstration, guests will head to the beautiful Cross Timbers Winery for lunch and wine tasting where you will be able to sample five delicious wines. Texas, and specifically the Grapevine area, is becoming well known throughout the wine industry. Today you’ll sample some of this “Texas Pride” for yourself. After glass-blowing, wine tasting, and lunch, you will be able to visit the many shops and boutiques in historic downtown Grapevine before returning to the hotel.

Tour 13: Mystery and Model Trains

Friday, July 29 8:30 a.m. – 1:30 p.m.
Cost: \$99

A reprise of Tour 2 for convenience.

Tour 14: Dallas Dazzles

Saturday, July 30 8 a.m. – 1:30 p.m.
Cost: \$60

Take a driving tour of downtown Dallas and learn the city’s history, including how Dallas was named and why it was founded on the banks of the Trinity River. You’ll see famous sights like Pioneer Plaza and Fountain Place along with highlights like Dallas City Hall, The Arts District, the original Neiman Marcus department store, and the Old Red Courthouse.

When you get to Uptown, you’ll have time for shopping, grabbing a snack, or exploring. You will even have time to take a ride on the free trolley system through the “M” streets. It’s a wonderful way for the ladies to spend a Saturday morning while the men “train shop.”
Note: lunch is NOT included.

Notes: (1) Tours are not handicap-accessible. (2) For safety, open-toe shoes and sandals are not permitted on any tour. (3) By participating in Convention activities, attendees allow LCCA to publish their photographs in club publications.

LCCA CONVENTION CLINICS

Craig Tribuzi RM 10207

MONDAY, JULY 25	TUESDAY, JULY 26	WEDNESDAY, JULY 27	SATURDAY, JULY 30
<p>Railroad China Bob LaPrelle, President & CEO Museum of the American Railroad 7 – 8 PM, Seminar Room A <i>A discussion with samples of RR china used in some of America's major RRs.</i></p>	<p>LCCA Website Larry Black, LCCA Web Manager 7 – 8 PM, Seminar Room A <i>A presentation on LCCA's website, including a real-time interactive session</i></p>	<p>Lionel Product Support Center Mike Reagan, Lionel LLC 7 – 8 PM, Seminar Room A <i>Need replacement parts or your engine serviced? Mike will explain what Lionel's Service Center can do for you.</i></p>	<p>BSA RR Merit Badge Clinic Jerry Calkins, LCCA 8:30 AM – 3 PM, Seminar Room A <i>Help Boy Scouts fulfill most requirements for earning this badge.</i></p>
<p>Railroad Cooking Gerry Lemmons, Purser and Chef Colorado Pines Private Railcar 7 – 8 PM, Seminar Room B <i>Learn about onboard railroad cooking; from a chef who prepares meals in motion.</i></p>	<p>Making Foam Scenery Jerry Hoverson, NMRA MMR 7 – 8 PM, Seminar Room B <i>Methods used to create foam and plaster landscaping on his fabulous Rocky Mountain Central RR layout.</i></p>	<p>Building Inspiration Point Craig Tribuzi, LCCA 7 – 8:30 PM, Seminar Room B \$\$\$ <i>A third alternative to building mountains using dimensional, free-standing foam.</i></p>	<p>Building Scratch Trees Connie Calkins, Fran Orurso, and Shirley Hunter – the LCCA Ladies 8:30 – 9:30 AM, Seminar Room B \$\$\$ <i>Let the Tree Ladies show how they make evergreen, deciduous, and aspen trees.</i></p>
<p>Carving Mountains Roger Farkash, Founder, T W Design 8:30 – 9:30 PM, Seminar Room A <i>Build mountains on your layout by artfully carving them from polyurethane.</i></p>	<p>Train Displays for the Public Ban Bywaters Founder, Trains at Northpark 7 – 8 PM, Layout Room <i>Ban shares his experience in building train displays open to the public.</i></p>	<p>Legacy/TMCC Tom Nuzzo, Lionel 8:30 – 10:30 PM, Seminar Room A <i>Learn how to use Lionel's command control system to operate your locos, accessories, and switches. Basic and advanced methods explained.</i></p>	<p>LCCA eTrack & IT Craig Tribuzi, LCCA IT Editor Barrie Braden, LCCA eTrack Editor 10 – 11 AM, Seminar Room B <i>A presentation on LCCA's <u>Interchange Track</u> and online trading forum <u>eTrack</u>.</i></p>
<p>Creating Background Buildings Chris Atkins Camas Prairie Railroad, Lewiston 8:30 – 9:30 PM, Seminar Room B <i>Learn how to use free software to create realistic background buildings.</i></p>	<p>Electrostatic Grass Generator Mike Jobe, NMRA 8:30 – 9:30 PM, Seminar Room A \$\$\$ <i>Build your own GRASSZILLA static grass generator and make grass come alive.</i></p>		<p>Prototypical Logging Bart Bartholomew, NMRA Noon – 1 PM, Seminar Room B <i>Learn the methods used by early loggers to cut and transport raw trees to saw mills.</i></p>
<p>Color Codes</p>	<p>Making Pine and Aspen Trees Duane Richardson, NMRA MMR Charlie Kirk, NMRA 8:30 – 9:30 PM, Seminar Room B <i>Learn how to make great-looking scratch-built pine and aspen trees.</i></p>		<p>Reporting for <i>The Lion Roars</i> Mike Mottler, LCCA TLR Editor 1:30 – 2:30 PM, Seminar Room B <i>Share with others your unique train story and hobby experience through <u>The Lion Roars</u>.</i></p>
<p>Scenery Clinic</p>	<p>Build a Standard Gauge Layout Ban Bywaters 8:30 – 11 PM, Layout Room <i>Assemble a TMCC-controlled Standard Gauge layout & operate it at the Conv'n.</i></p>		
<p>Lionel Clinic</p>			
<p>LCCA Clinic</p>			
<p>Layout Clinic</p>			
<p>Non-Rail Clinic</p>			
<p>BSA Clinic</p>			

Clinics with a \$\$\$ code = Materials used in that clinic will be available for purchase (limited to kits on hand).

LCCA 2011 CONVENTION SCHEDULE

Grapevine/Dallas, TX July 25 – 30, 2011

Event	Time	Notes
Sunday, July 24		
Registration Desk open	Noon – 7 p.m.	Hyatt Regency DFW (HRDFW)
Monday, July 25		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #1: Texas State RR Special	7 a.m. – 6 p.m.	With BBQ Lunch in Rusk, TX
Tuesday, July 26		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #2: Mystery and Model Trains	9 a.m. – 2 p.m.	With Lunch at Spaghetti Warehouse
Tour #3: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #4: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Tour #5: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
Wednesday, July 27		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #6: Grapevine Vintage RR	9 a.m. – 3 p.m.	With Lunch at Joe T. Garcia's
Tour #7: Cowgirls, Science, and Salsa	9:30 a.m. – 2 p.m.	With Lunch at Pappasito's
Tour #8: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
First-time Attendees Reception	6 – 7 p.m.	HRDFW Enterprise Ballroom
Thursday, July 28		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Tour #9: Planes and Trains	9:30 a.m. – 4:30 p.m.	With Lunch at Babe's
Tour #10: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #11: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Get Acquainted Party	6 – 10 p.m.	HRDFW Enterprise Ballroom
Friday, July 29		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Trading Hall set up	7 a.m. – 5:30 p.m.	For Exhibitors Only
Tour # 12: Art of Glass and Wines	9 a.m. – 1:30 p.m.	With Lunch at Cross Timbers
Tour #13: Mystery and Model Trains	8:30 a.m. – 1:30 p.m.	With Lunch at Spaghetti Warehouse
LCCA Annual Business Meeting	2 – 3 p.m.	HRDFW, Room TBA
Junior Members Fun Time	2 – 4 p.m.	HRDFW, Room TBA
Lionel Seminar	3 – 5 p.m.	HRDFW, Room TBA
Trading Hall open	6 – 9 p.m.	For Registered Members only
Saturday, July 30		
Registration Desk open	8 – Noon	HRDFW Downstairs
Tour # 14: Dallas Dazzles	8 a.m. – 1:30 p.m.	Lunch on your own
Trading Hall open	8 – 9 a.m.	For Members Only
Trading Hall open	9 a.m. – 3 p.m.	For Members and the Public
Trading Hall take down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	HRDFW Ballroom
LCCA Banquet	7 – 10:30 p.m.	HRDFW Ballroom
Convention Ends	After the Banquet	

Travel Home Safely! See you next year in Norfolk, VA – July 2012



HIGHLIGHT:

“The Lionel® oriented layout, now a work in progress approaching completion, is a perfect fit in the baggage car. It will be ready for public viewing in July, 2011.”

Brent Villard opens the door of a vintage Ringling Bros. and Barnum & Bailey Circus® railroad baggage car and announces, “Step right up!” with show biz flair and a showman’s laugh.

Inside this restored car, visitors will see a model railroad exhibit created by the Lone Star Hi Railers Model Railroad Association. Members have met, planned, and worked on their dog-bone-shaped layout for the past four years. The Lionel® oriented layout, now a work in progress approaching completion, is a perfect fit in the baggage car. It will be ready for public viewing in July, 2011.

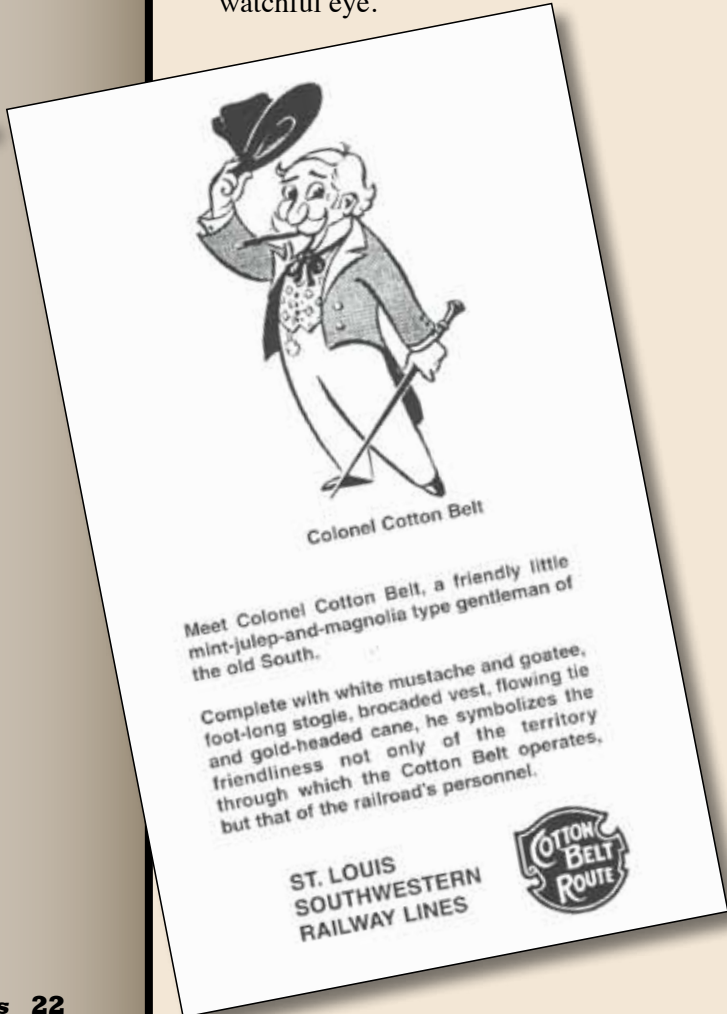
Villard, trainmaster for the Grapevine Convention & Visitors Bureau, is proud to partner with the Lone Star Hi Railers to create the new attraction. The layout will bring life to the historic, 80-foot-long baggage car parked on a track in line with the large Southern Pacific Engine, No. 771. The engine and baggage car are two pieces of Grapevine Vintage Railroad equipment maintained under Villard’s watchful eye.

From miniature to mammoth, from the past to the future, Grapevine is on track with all things rail. Beginning with the arrival of the Cotton Belt in 1888, to the acquisition of the Grapevine Vintage Railroad (GVR) excursion train in 1996, to the coming of commuter rail service in 2013-14, Grapevine is a growing transportation hub and visitor destination. The GVR’s holiday North Pole Express® and a year-round schedule of elaborately-themed excursions to the historic Fort Worth Stockyards along the old Cotton Belt Route are pulled by Puffy, steam engine No. 2248 built in 1896, or Vinny, the 1953 GP-7 diesel locomotive.

From its first days of settlement in 1844, obtaining rail service was a major goal. Cheers were heard in March, 1888, when the St. Louis, Arkansas and Texas Railroad, nicknamed the Cotton Belt, pulled into town. Before the Cotton Belt arrived, there had been no quick and affordable way to get products to market. The Cotton Belt answered the need for freight and passenger service and operated in Grapevine for 84 years.

Because of the awareness of the need for rail transportation, in 2006 citizens voted for the development of commuter rail service in a local tax referendum. It passed resoundingly and commuter rail service to/from Grapevine will begin in 2013-14.

Grapevine’s railroad history can be traced to east Texas and a narrow-gauge, 21-mile-long railroad called the Tyler Tap. In 1871, when it appeared that the city of Tyler would be bypassed by the International Railroad, James P. Douglas petitioned the Texas legislature for permission to build a narrow-gauge railway to “tap” Tyler into a railroad line. Service began in 1877 and by 1883 the company had 723 miles of narrow gauge line. In 1888, the Cotton Belt line was constructed to Grapevine as part of its Commerce to Fort Worth extension, and the new road, then standard gauge, was laid with 56-pound rails. The upgrade to 56-pound rails created a corporate debt to Andrew Carnegie of more than three million dollars that ultimately led



With the annual Day Out With Thomas™ experience, Grapevine is now a “train town” with important railroad attractions.



to mergers, name changes, and eventual changes in ownership. Today the former Cotton Belt route is owned by the Union Pacific.

In 1888, Grapevine thrived with the coming of the railroad. John Terrill wrote in a letter to his daughter, Julia, on March 20, 1888: “The frame of the Depot is up but not finished. The track is laid within a few miles of Fort Worth. Telegraph wire is up through here.”



B.R. Wall, long-time Grapevine mayor, wrote as a boy in his diary on Thursday, March 22, 1888: “The train is passing now. Miss Mattie Warren said if we looked out the window at it, she would keep us after school. I did not like to stay, so I did not look at it. The depot is nearly done. I will be glad when it is. The men that are working on it are going to dinner. They don’t camp out but they stay at the hotel.”

The *Grapevine Area History* book records: “...and then the railroad came next, which is doing a great business. Our town now has half a dozen or more business houses with a post office, blacksmith shops, two hotels, and other businesses too numerous to mention.”

Over the years, traffic declined and the depot closed on Jan. 31, 1972. Later that year it was moved to Heritage Park to house the new Grapevine Historical Museum. In 1992, the depot and section foreman’s house, which had been moved south of town, were returned to their original locations adjacent to the tracks. The depot reopened on Jan. 31, 1994, as the Grapevine Visitor Information Center and the Grapevine Historical Museum.

Today, a stroll around the historic depot will make a railroad-lover’s heart beat faster. Vintage equipment of all types, including a turntable, can be seen. In Grapevine, the railroad connects the past to the future and creates an exciting transportation destination.

Postscript: For more information about historic Grapevine, the Grapevine Vintage Railroad, or the city’s attractions and events, visit www.GrapevineTexasUSA.com or call 817-410-3185.

Illustrations courtesy of Grapevine Convention and Visitors Bureau

Photograph provided by Mike McLintock

Answers to A Lionel Puzzlement

- 1. \$965,120
- 2. 1,194 miles
- 3. \$100
- 4. 2,265 miles
- 5. \$45,210
- 6. 146.25 miles
- 7. \$32
- 8. 1,811 tons
- 9. \$48,251
- 10. 23 feet



HIGHLIGHT:

”The first piece of good news is that Lionel® is now including the manual controller with the command switches and the price has not been increased.“

Command Control FasTrack Switches Arrive

Lionel’s 2009 Signature Edition Catalog introduced FasTrak™ switches with built-in Command Control™. I’ve been anxiously awaiting their arrival and finally they are here.

switches and the price has not been increased. This change is reflected in the latest catalog.

We’re pleased to have a chance at one of the

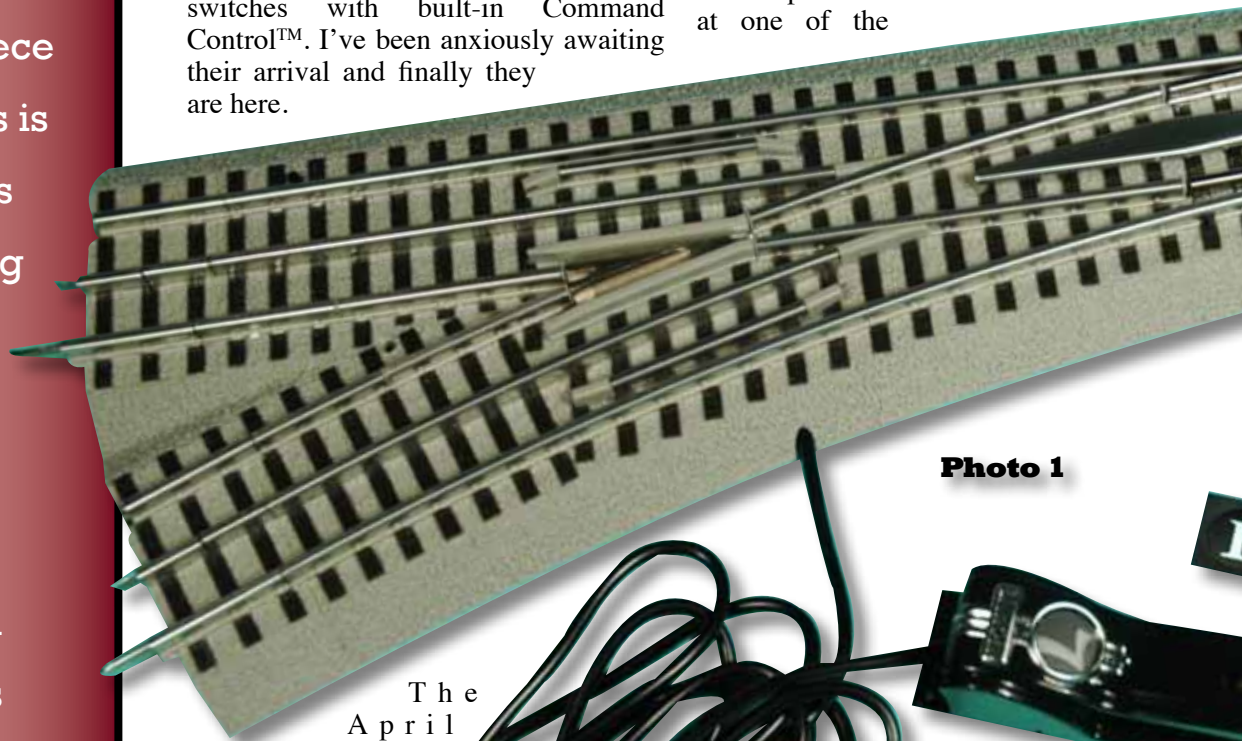
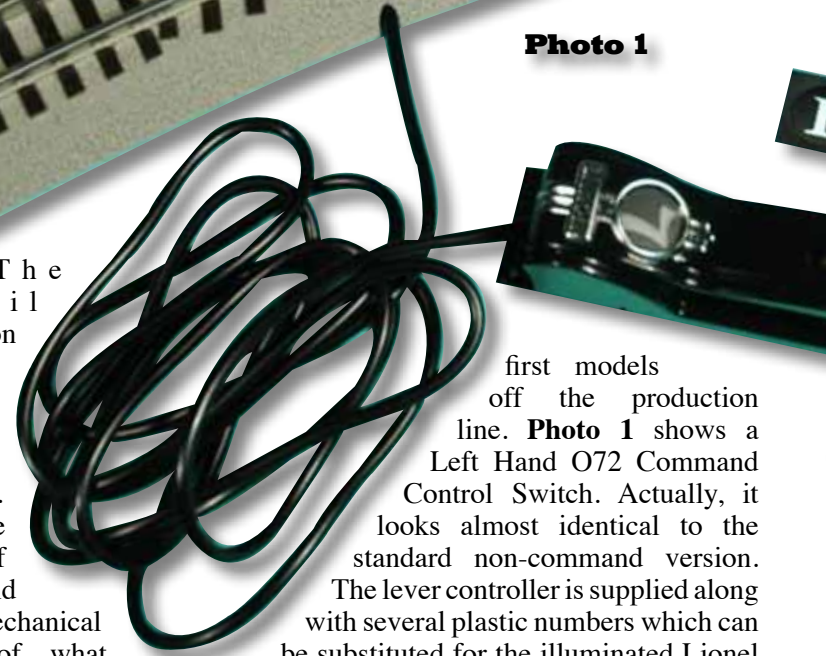


Photo 1

The April 2009 edition

of *The Lion Roars* contained our review of the FasTrack Remote Control Switches. In that issue, we opened up one of the switches and examined its mechanical features. Much of what was discussed there applies to the new Command Control versions. Mechanically, both versions are identical and we’ll deal here with the electrical differences. That issue of *The Lion Roars* is available to members online at the club website and you may wish to review it for the complete story on Lionel’s FasTrack switches.

As originally advertised, the Command switches would require no wiring and could be controlled with either the CAB 1 or the Legacy™ CAB 2. The manual lever controller was not supplied with these switches, but would be available for separate sale. The first piece of good news is that Lionel® is now including the manual controller with the command



first models off the production line. **Photo 1** shows a Left Hand O72 Command Control Switch. Actually, it looks almost identical to the standard non-command version.

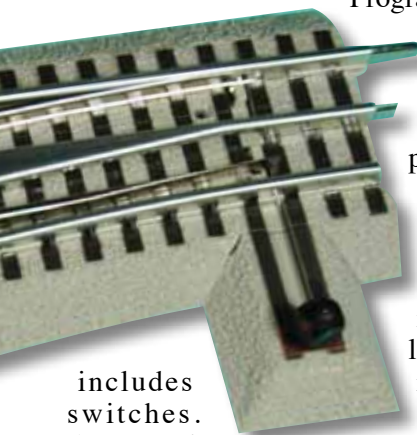
The lever controller is supplied along with several plastic numbers which can be substituted for the illuminated Lionel “L” on the controller to indicate which switch it controls.

Checking It Out

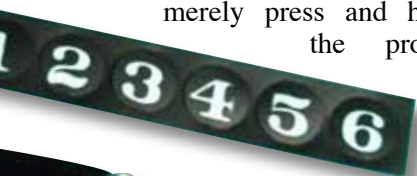
I installed the switch on a powered section of track and used a Legacy CAB 2 controller to activate it. According to the instructions, each switch is factory programmed with a switch ID# of 1. To activate a switch, press the SW button on the CAB, then press the ID# (1), and finally press the AUX 1 button to align the switch path to straight or the AUX 2 button to curved. I went through the procedure and found that the switch did not respond. I next went through the programming procedure which would allow me to enter a new ID#. After doing this, the switch functioned correctly. The

and Views

procedure is the same if you are operating with a CAB 1 controller.



includes switches. The ID# is a simple procedure. With the command base on and the track powered, you merely press and hold down the programming button on the switch for a few seconds. The programming button can be seen in photo 2. The switch lantern will start to blink. On the CAB, press the SW button,



seconds. The programming button can be seen in photo 2. The switch lantern will start to blink. On the CAB, press the SW button,

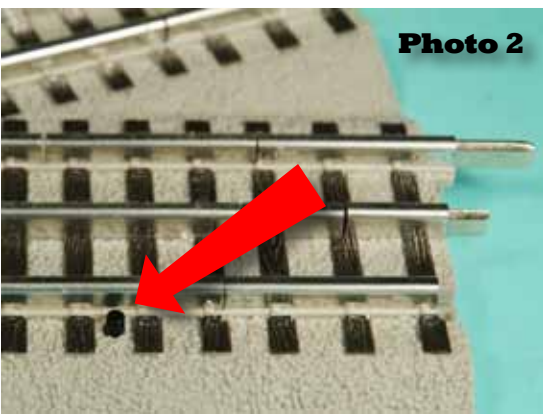


Photo 2

the ID# (from 1 to 99) you wish to assign, and press the SET button. The lantern will stop blinking and remain on indicating that the new ID# has been accepted.

Suppose your switches are installed on your layout and you decide to change the ID# of a switch which is not easily within reach and pressing the PROGRAM button on the switch is not convenient. There is also a soft-set programming method that does not require the button on the

switch to be pressed. Best practice would be to set each switch using the program button before installing the switch on the layout. The soft-set programming method can then be used to change that ID# in the future. If you installed all of your switches without first programming unique ID#s, they would all have the same factory-preset ID# and the soft-set method could not be used to individually set each switch; instead, you would be addressing all of them at the same time.

Peeking Inside

After verifying that the new switch operated correctly, I removed the bottom plate and compared the inner workings of this switch with a non-command version. Photo 3 shows the inside of a non-command O72 switch and Photo 4 shows the command version. You can see that there is a considerable amount of

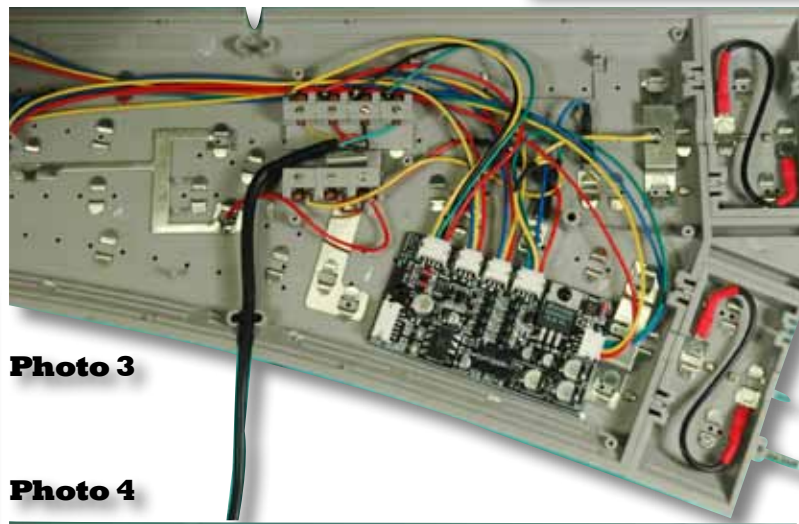
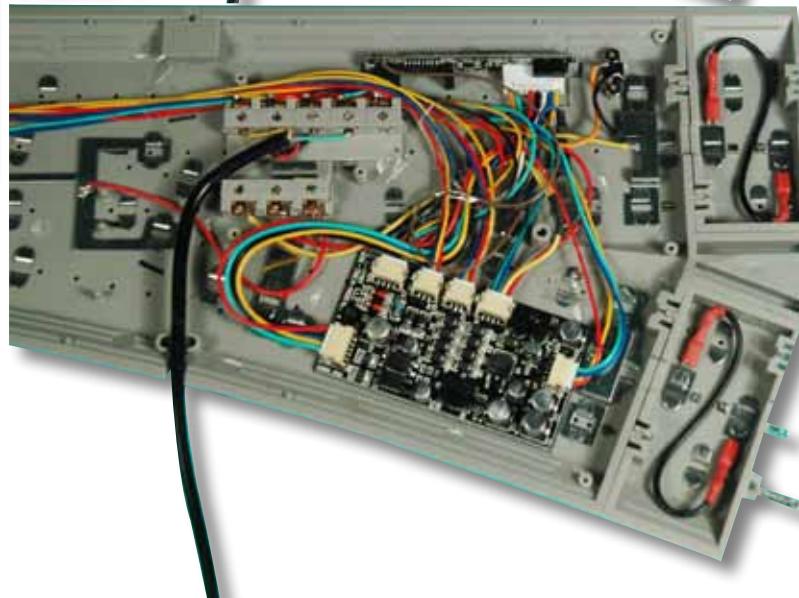


Photo 3

Photo 4



additional wiring. The main circuit board is different. The command version also has a small second circuit board which can be seen near the top of the photo. A close-up of this board is shown in photo 5. Another difference is the addition of the small program button seen just to the



Photo 5

right of the small circuit board.

No Conversion

We know that many will ask about the possibility of upgrading a FasTrack Remote Control switch to a command version. We asked Lionel's Jon Zahornacky, who worked on the design of the new command switches, about that. He confirmed that the original circuit board will not work for adding command control as they

had hoped. Upgrading would not be practical and Lionel is not supporting any such option. An upgrade would apparently require considerable work and would include replacing the existing circuit board, adding the second board, and drilling a hole for the program button. The stanchions into which the program button is secured were an addition to the new mold and do not exist on the standard version. In short, there is no upgrade option.

But There's another Way

Regular FasTrack remote control switches can be wired for command operation with the Lionel SC-2 accessory. The SC-2 can control up to five switches. Actually, with a small modification and the use of the supplied wall power unit, it can control six switches. Dividing the cost of an SC-2 by five, we came up with a retail cost of \$20 per switch. The retail price of a command switch is about \$16 more than the regular version.

However, the major advantage with the command version is that it eliminates all the wiring required for operation by a SC-2 and/or a manual controller. This can be a significant time saver on a layout with many switches. The command version also gives you the option of wiring the lever controllers as well. Yet another option would be to use Lionel's Accessory Switch Controller™ (ASC). The ASC can control up to four switches.

Another addition is a DATA terminal. You can see this in **photo 4** located just to the right of the four terminals used to connect the controller. Jon Zahornacky advised that the DATA terminal was for future use. He couldn't offer any details at this time.

Command or Wired Control

FasTrack switches have a slot on each side to accommodate the controller wire. The wire can be routed through either the straight or the curved side of the switch. Two supplied filler pieces allow you to fill the unused wire slot. **Photo 6** shows one of the slots and the two filler pieces. Using the filler piece renders the slot hole virtually invisible as seen in **photo 7**. If you route the wire through your table under the switch, or if you're using a command switch and decide to not

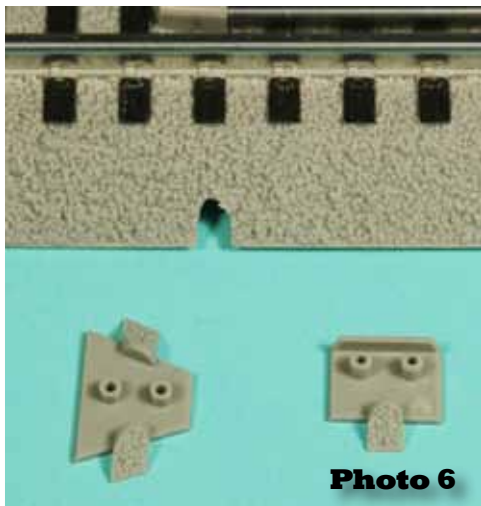


Photo 6

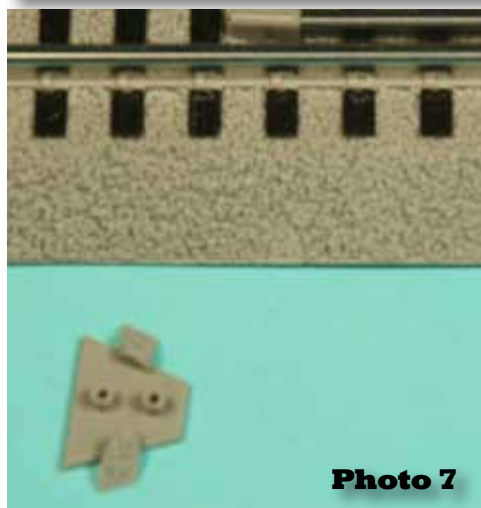


Photo 7

use a wired controller, both filler pieces can be used and no wire slot will show.

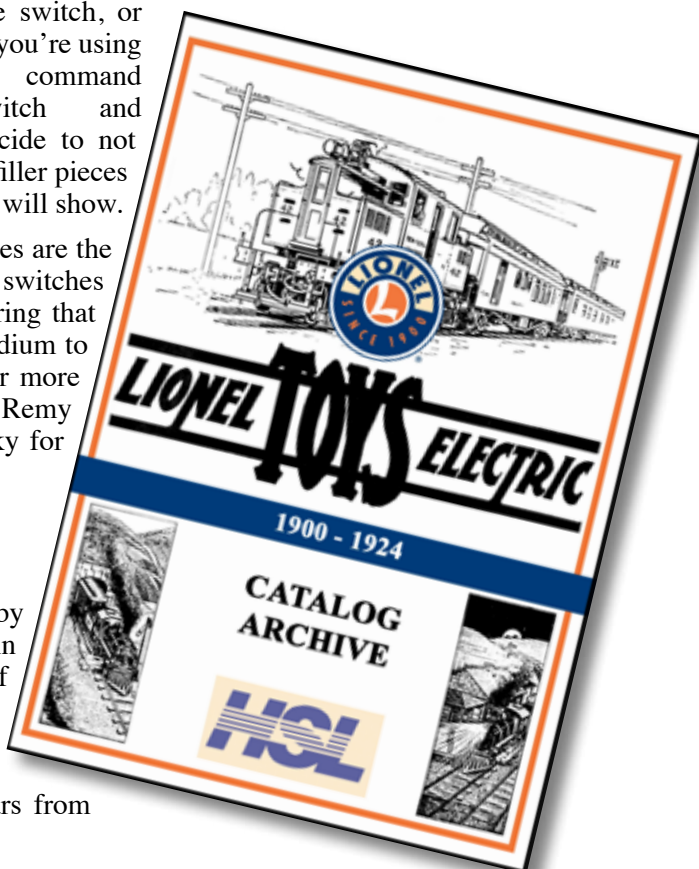
These new command switches are the easiest method of adding switches to a layout. Imagine the wiring that could be eliminated in a medium to large layout with a dozen or more switches. Thanks to Lionel's Remy Convery and Jon Zahornacky for answering our questions!

HSL Completes Lionel Consumer Catalog Series

With this latest release by HSL Inc., John Holtmann has extended the range of digitally archived Lionel catalogs back to Lionel's first known catalog. This new volume covers the years from

1900 to 1924 and includes some of the rarest of all Lionel catalogs. Although Lionel's first catalog, in 1900, did not include trains, it provided an early look at JLC's techniques of product promotion. His Electric Search Light is described as, "The best and most useful electric novelty ever placed on the market." John acknowledged that without the generosity of other collectors, this edition would not have been as complete. Included are catalogs whose existence was previously uncertain and undocumented. For example, it was long thought that there was no unique catalog printed for 1916. Instead, the 1915 catalog was used with the addition of an updated price list. This edition of the 1916 catalog is included in the archive, but also included is a separately printed catalog that can be positively identified as a 1916 edition. We can now say with certainty that a separate 1916 catalog was printed.

Although I have no financial interest in this project, I did write an introduction and reviewed Lionel's history from 1900 to 1924. Carefully going through these early catalogs was enlightening and provided some interesting insights to Joshua Cohen's early business.



Completing the package is a bonus section which includes items such as a 1917 catalog mailer, catalog wrappers dating from 1910 to 1914, a 1923 miniature catalog folder and an early order form. This latest edition, as well as the previous three editions covering Lionel catalogs through 1995, sells for \$50 each plus \$5 per shipment. It is available at www.hslinc.com or call 800-779-2802.

More Digital Archives

HSL is also continuing their series of *OGR* archives. The latest volume, release 9, contains issues of *O Gauge Railroading* magazine through Run 225, which takes it through 2007.



All nine volumes now include almost 39 years and 20,000 pages of *O Scale Railroading* and *O Gauge Railroading*. The format is much the same as John's Lionel digital archives, allowing you to search quickly and find any article or column. There's also a complete list of the table of contents for every issue, with links that quickly direct you to each article. Of course, you can also browse page by page or column by column. For me, the nine volumes have freed up several feet of shelf space

and provide a very convenient way to access the wealth of information in these magazines. Each volume sells for \$29.95 plus S&H. Details can be found at www.hslinc.com and you can place an order at www.ogaugerr.com. Or call *OGR* at 800-980-6477.

Kalmbach Publishing has also begun to offer digital archives. Currently you can purchase seventy years of *Trains* magazine for \$150 and the first 10 years of *Classic Trains* for \$49.95. I had hoped to do a full review of the *Trains* product, but Kalmbach was unwilling to lend a copy for review. We can only hope that future plans will include archives of *Classic Toy Trains* and *Model Railroader* magazines.

New Videos Lionel Nation 6

This latest edition in Tom McComas' *Lionel Nation* series includes an interesting video history of Lionel's steam switchers. It begins with the prewar scale Pennsylvania B-6 switcher introduced by Lionel in 1939 (two years after the scale Hudson) and ends with switchers recently introduced by the company. The switcher has been with Lionel for a long time, and I found it interesting to see all the changes that it has

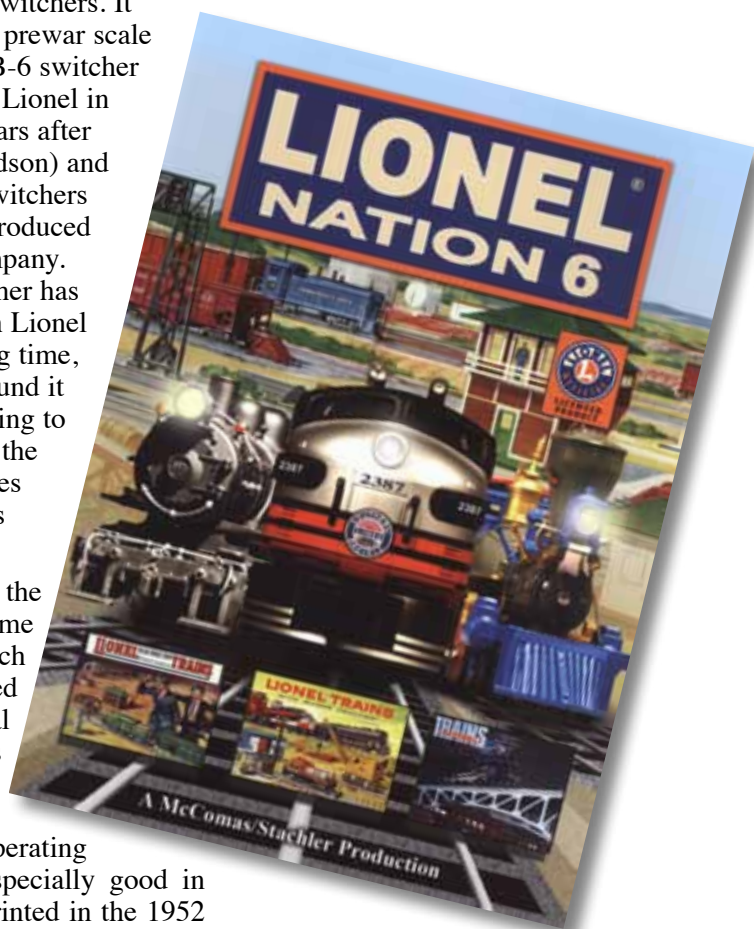
endured.

I particularly enjoyed the section that showed some Lionel accessories which have been repainted to match their initial illustrations in Lionel's catalog. The 445 Operating Switch Tower and the Operating Barrel Loader look especially good in the colors originally printed in the 1952 catalog. This is something that I think Lionel should consider when they reissue

an accessory – decorate it as Lionel originally planned. Another candidate for that would be the 264 Forklift Platform as shown in the 1957 catalog.

Another section deals with Lionel's action and operating cars. Listed as part 1, this section describes several of Lionel's popular operating cars including: the Milk Car, Cattle Car, Horse Car, Merchandise Car, and Operating Boxcars. Part 2 of this interesting video discussion will be part of *Lionel Nation 7* when it comes out.

In an operating tips section, we're shown how to install and operate Teledyne couplers and Magic Electrol. Magic Electrol was introduced by Lionel in 1940 and did not re-emerge after the war. Magic Electrol used a DC whistle relay to control the e-unit of the locomotive allowing two-train operation on the same track. Teledyne couplers used the same principle to operate electromagnetic couplers.





Video Repair Guide

Also from TM is a new DVD titled, *Maintenance & Repair Guide for Lionel Electric Trains & Accessories*. This 35-minute video provides a wide variety of information on keeping your postwar Lionels on track and in top operating condition. Everything from setting up your workbench with a special test track to

scene highlights a Halloween train and another, the Big Rock Candy Mountain. Gumballs, M&Ms™, marshmallows, peppermint canes, and other assorted candy replaced the usual coal, logs, and barrels. I found it interesting to see how well Dots™ worked on a Lionel barrel loader and how little spillage there was substituting M&Ms for coal on a 397 and a 97 coal loader. Also featured are the world's largest G-gauge layout and an Area 51 layout. Quite a variety packed into this 40-minute video designed for kids but sure to be enjoyed by all. The price is \$9.95 plus S&H. These videos are available at your local hobby store or direct from

Two Lionel layouts are featured. First we see the construction of a 6x14-foot layout built by TM Studios for Steve and Rickie Strauss. We see it disassembled and delivered to the second floor train room and then in full operation. Wayne Koebel's 14x19-foot layout is next along with his extensive collection of both prewar and postwar trains.

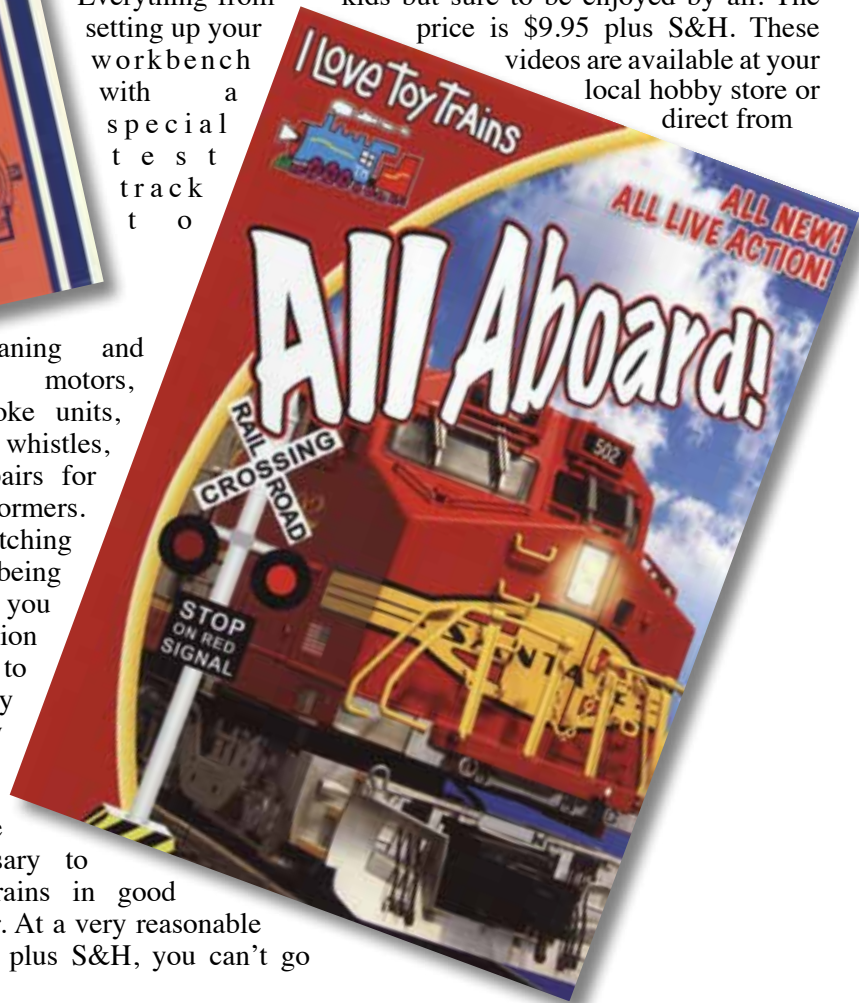
Also on this DVD we see some of Lionel's new locos including the Genset switchers, the latest of Lionel's Hybrid diesels, and the Union Pacific Challenger in action. Lionel's Lone Ranger Set is also featured along with some background information on the man who rode that fiery white horse with the speed of light.

As in the last edition, this DVD also includes a bonus section of some early 1950's 16mm color film of TCA members and their layouts. Though not included in the 65 minutes labeled on the box, this bonus footage is worth watching. I found this latest edition of *Lionel Nation* series especially interesting to watch. The video is produced in high definition and looked great even on my traditional TV. The price is \$19.95 plus S&H.

cleaning and lubricating motors, repairing smoke units, switches, whistles, horns, to repairs for ZW transformers. Actually watching the repairs being done gives you the information you need to confidently take on many common repairs and maintenance issues necessary to keep your trains in good working order. At a very reasonable cost of \$9.95 plus S&H, you can't go wrong.

All Aboard!

Finally from TM, a new addition to their popular *I Love Toy Trains* series, titled *All Aboard!* Though clearly designed for the younger set, you'll find many scenes and layouts of interest to any toy train enthusiast. One of the layouts featured was Scott Sanborn's large 20x20-foot layout made entirely from Lego parts, including the trains, the buildings, the cars and all of the scenery. Another



TM Books and Videos either online at www.tmbv.com or call 800-892-2822.

In my next LN&V article, I'll review the latest revision of *The Big Book of Lionel* by Robert Schleicher.

*Photographs by Bill Schmeelk
Covers provided by the Producers*



HIGHLIGHT:

“The #260E was the most expensive O-gauge loco in the 1930 catalog. For \$21.50, you could buy it, both the #257 and #258 steamers, or any electric loco and get change back.”

TRIVIA:QUESTION

What was Lionel’s smallest O-gauge, sheet metal steamer? Bonus question: from whom did I borrow the initial sub-heading?

Trains in Transition

After a few recent TPC articles about Lionel’s “modern” approach, die-casting methods, and streamlined locomotives, let’s go back in time and see what came immediately before that.

Lionel® didn’t produce a steam locomotive in O gauge until 1930. In that year, they introduced both the biggest and the smallest electric powered, O-gauge, sheet metal steamers they ever catalogued. The biggest one was the #260E and its variants, and they are the subjects of this installment.

All about the #260E Steamer

The #260E was the most expensive O-gauge loco in the 1930 catalog. For \$21.50, you could buy it, both the #257 and #258 steamers, or any electric loco and get change back. So what did you get for that? A 2-4-2 with lots of brass trim and an eight-wheel #260T oil tender. In sets, the #260E hauled either a #710/710/712 passenger train or four #810 series freights, including the #810 derrick. Clearly, the biggest and best rolling stock in the O-gauge line!

The #260E was a heavy loco. The boiler and cab were sheet metal, but at least to my eye, heavier than the contemporary electrics. The frame, cylinders, and tender body were heavy metal castings. The tender frame was sheet metal. The catalog picture was inaccurate – not exactly a unique occurrence – and it didn’t do the loco justice. It was missing much of the brass piping.

The first version of the #260E had a slightly different frame than its successors. It had a groove for a cream colored stripe. The boiler front was quite decorative. It had brass trim around the

headlight, flag holders, and two openings at the base, which contained a green celluloid lens on the left, and a red one on the right. All were lit by the same headlight bulb. Not exactly prototypical, but it was eye-catching! Color was also added on the wheels. The spokes were red. This was a common European practice, but not typical of North American equipment.

In the following year, Lionel changed the stripe to green. Later, the casting with the groove was replaced by one without, and the whole frame was painted dark green. Also in 1931, Lionel placed a switch in the cab so that the pendulum reverse unit could be turned off. This enabled the loco to be used with the automatic stop station accessory. The loco had to be locked into forward. Otherwise, when the station said “go” the loco would be in reverse. That would cause obvious distress to the operator, not to mention the probability of derailed cars given the couplers then in use.

The loco was also equipped with “firebox glow” – a red or amber bulb under the cab. In 1933, the “chugger” was added. One needed an active imagination to believe it sounded like a real steam engine, but at least it provided sound effects.

These features appeared in several Standard gauge locos, but not in any other sheet metal, O-gauge steamers. Most of what I have found in print indicated that this was the year that the tender went to the 12-wheel version. Interestingly, there was no change in number, which was not Lionel’s normal practice. This loco is shown in **photo 1**. Note that the #260T never had a whistle. There is no room for one in the cast body. Maybe that helps

Photo 1



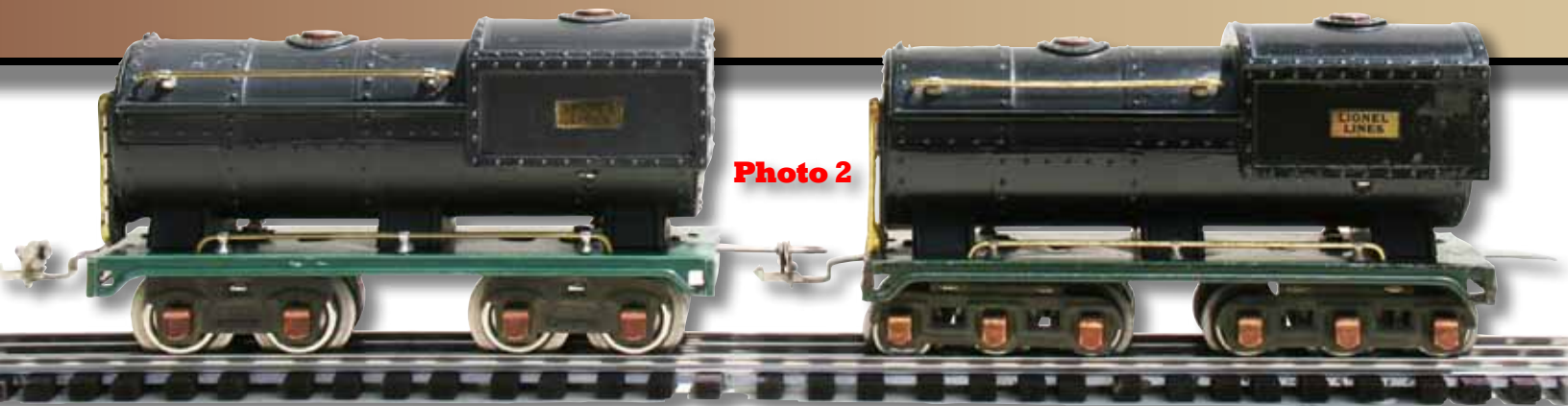


Photo 2

Photo 3



Photo 4

explain the chugger. For reference, **photo 2** shows both versions of the #260T.

In either 1934 or 1935 (again, sources vary), the loco was changed to gunmetal gray with nickel trim. Along with this, the wheel spokes went to black. The tender was changed to the #263W which does have a whistle. It's the same 12-wheel oil tender that came with the early gray #763 Hudsons. **Photos 3 and 4** depict the old and new tenders from the front and back, and show the differences. Note that the catalog pictures were useless for dating purposes during this time period. For example, the 1933 catalog still shows the cream stripe.

The Reverse Mechanism

At about the same time, the pendulum reverse unit was

replaced with the familiar pawl-type E unit, without the L-shaped on/off lever. Consequently, the switch in the cab, which was modified when the chugger was added to control both the pendulum reverse unit and the chugger, now controlled the new E unit. To the best of my knowledge, only gray locos had the pawl-type E unit. **Photo 5** shows the change from the old to the new cab with the deletion of the on/off switch.



Photo 5

1935 was the last year for the #260E, but it was joined by the #255E, which was just the gray #260E without a chugger, and, I believe, the normal pawl-type E unit. That is, with the L-shaped lever. This resulted in a slot being cut in the top of the boiler to provide access to the on/off lever. It ran for two years.

Throughout their run in the catalogs, these locos were regularly catalogued with the big 810 series freights and the biggest passenger cars, with the #613/614/615 replacing the #710/712 when they were withdrawn after 1934.

Let's Recap

The #260E is a 2-4-2 with top-of-the-line features. It always had a remote reverse. It was the only O-gauge loco with a chugger and the only sheet metal one with firebox glow. It had lots of added metal trim and an ornate boiler front. It spawned a slightly less expensive offshoot, the #255E, at the end of its run. That engine lacked the chugger.

But that's not the end of the story. Nooo! In 1936 the #263E appeared with the #263T or TW or #2263 tender either without or with a whistle. It ran through 1939. **Photo 6** is a gray #263E. It has the same frame and overall appearance of the #260E, but it incorporated changes that heralded Lionel's increasing attention to greater realism. If you look closely at **photo 6**, you can also see the E unit lever now protruding from the boiler top between the steam dome and the whistle.

You may remember from my previous TPC article that the first of the die-cast steamers appeared in 1936. In 1937, the #700 and the #763 were catalogued and

Photo 6



of the decorative trim on the boiler front. Instead of flag holders, there were two red marker lights. Also missing were the red and green lights by the footboards.

down towards the wheels. The #263E has both pipes running prototypically, although not as artistically, from the sand dome only. See **photos 8 and 9**.

then followed by a whole line of die-cast steam engines in 1938. So in addition to the attention to detail made possible by the new process, Lionel modified their most impressive sheet metal steam loco to look more realistic. Gone was some

The holes were closed. **Photo 7** contrasts the two boiler fronts. Lionel added the eccentric rod, without which the real loco wouldn't reverse. Changed, too, were the pipes. The #260E had pipes from both the sand dome and the steam dome heading

About the 263E

The #263E came in two colors – gunmetal gray, which, while not as common as black, is prototypical, and two-tone blue, which is decidedly non-prototypical. That was the passenger version shown in

Photo 7



Photo 8

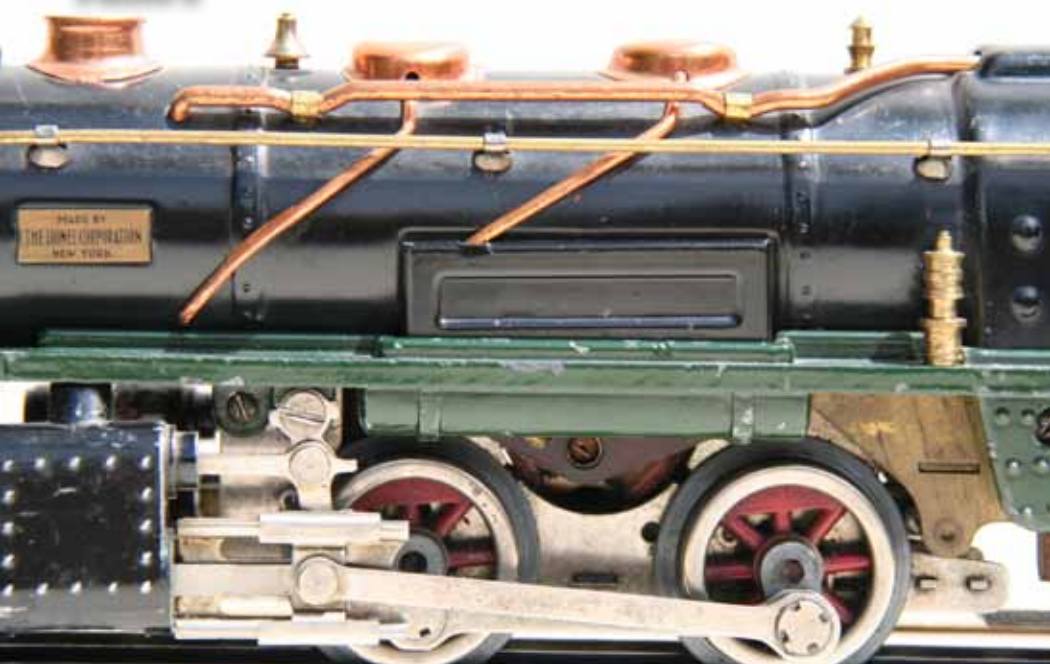
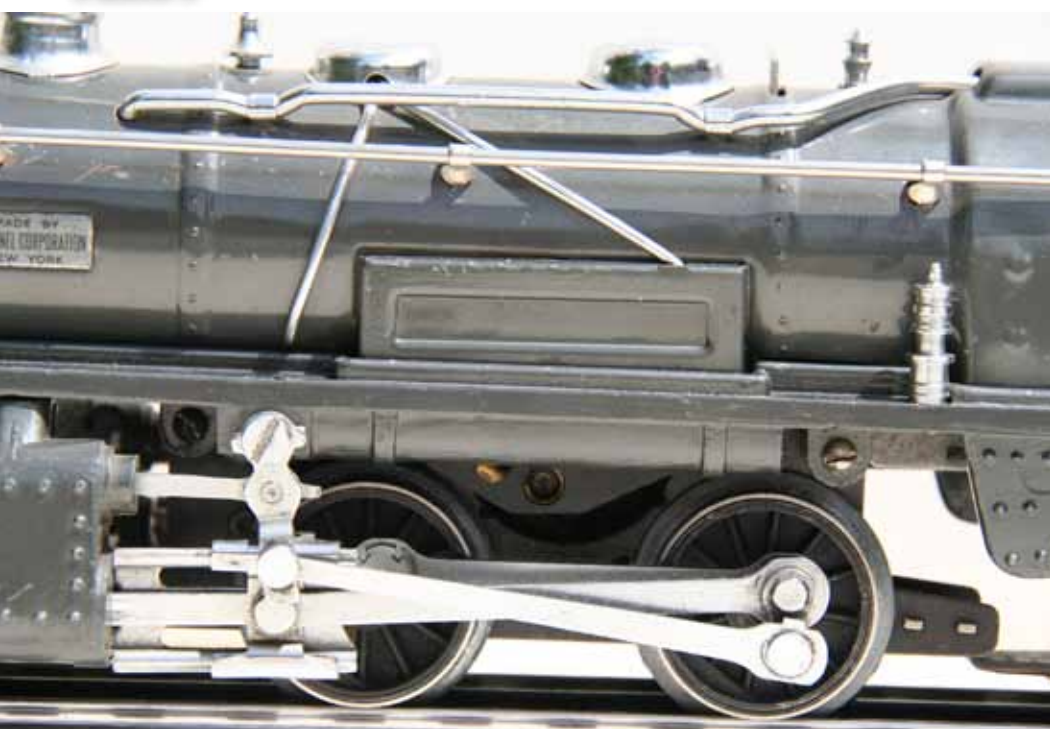


Photo 9



the catalog with the blue #613s/#2613s. It's now known as the "Baby Blue Comet." I guess Lionel couldn't totally move toward realism without a nod to their colorful past! Based on its current market value, I can't argue with their decision.

These were still expensive, top-of-the-line engines, so the sets catalogued with the #263E continued to use the big #810 freights and #613 passenger cars. The #2810 and #2613 cars reflected the change to automatic couplers in 1938.

In general, these are fairly expensive engines on the collector market, although

the current trend, as reflected by the latest *TM Guide* and most of the ads I see, indicates that prices are declining. The black ones are usually the cheapest, with a slight premium for the cream stripe version, and, usually, for the 12-wheel tender. The gray ones are next, with the #255 usually a bit more than either the #260E or #263E.

The most expensive is the blue #263E. The normal caveats apply: condition is always important, be wary of the possibility of repainting, especially on the blue one, and watch out for replacement frames and/or cylinders installed to cope with the ravages of metal fatigue in the castings. And check for possible fatigue on original frames. Based on my operating experience, while Lionel's motors were shared across the line, somehow the most expensive locos in the catalogs either got better ones or were better maintained. Other than the balky pendulum reverse units, the #260E engines resident on the BCC&PRR are among the smoothest running equipment on the roster.

Trivia Answer

In case you didn't get the hint at the beginning of this installment, the smallest, O-gauge, sheet metal steam engine was actually a tie: the #257 and the #258, both introduced along with the #260E in 1930. They were the same loco except that the #257 didn't reverse and the #258 had a manual reverse. And before I get mail saying they made smaller ones, go back and re-read the question: the smallest, electric-powered, O-gauge, sheet metal steam loco. Not Lionel Junior™, Lionel-Ives®, Winner®, or O-27.

Trains in Transition was the third of the three classic photo books by Lucius Beebe published just prior to WWII. The other two are *High Iron* and *Highliners*. While he produced many other books, these three are probably the best known. He was arguably the first great railroad photographer and popularized the three-quarter view of steam locomotives so familiar to us.

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

Photographs by Ken Morgan



Great Grandfather's Math

The following problems are from an 1877 arithmetic book that may have been used at the schoolhouse when your great grandfather was a boy. See how many of these math problems about railroads you can solve.

1. If one mile of railroad requires 116 tons of iron, worth 65 dollars a ton, what will be the cost of sufficient iron to construct a road 128 miles in length?
2. The railroad distance from New York to Albany is 144 miles; from Albany to Buffalo, 298; from Buffalo to Cleveland, 183; from Cleveland to Toledo, 109; from Toledo to Springfield, 365; and from Springfield to St. Louis, 95 miles; what is the distance from New York to St. Louis?
3. A railroad cost one million eight hundred fifty thousand four hundred dollars, and was divided into eighteen thousand five hundred and four shares; what was the value of each share?
4. A man traveled 6,784 miles; 2,324 miles by railroad, 1,570 miles in a stagecoach, 450 miles on horseback, 175 miles on foot, and the remainder by steamboat. How many miles did he travel by steamboat?
5. The Illinois Central Railroad is 700 miles long, and cost 31,647,000 dollars; what did it cost per mile?
6. "A" traveled 325 miles by railroad, and "C" traveled .45 of that distance; how far did "C" travel?
7. A man purchased a house for 2,375 dollars, and expended 340 dollars in repairs; he then sold it for railroad stock worth 867 dollars, and 235 acres of western land valued at 8 dollars an acre; what did he gain by the trade?
8. At \$65 a ton, how many tons of railroad iron can be bought for \$117,715?
9. What must be paid for transporting 31,640 pounds of railroad iron from Philadelphia to Richmond, at \$3.05 per ton?

Extra Credit/Bonus

10. The Erie Railroad has three switches, or side tracks, of the following lengths: 3,013, 2,231, and 2,047 feet; what is the length of the longest rail that will exactly lay the track on each switch? Hint: find the largest common divisor.

Dino Delivery



Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR. 501-724-5326

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

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- S&H to other locations, add-on \$6 each to U.S. S&H \$ _____
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