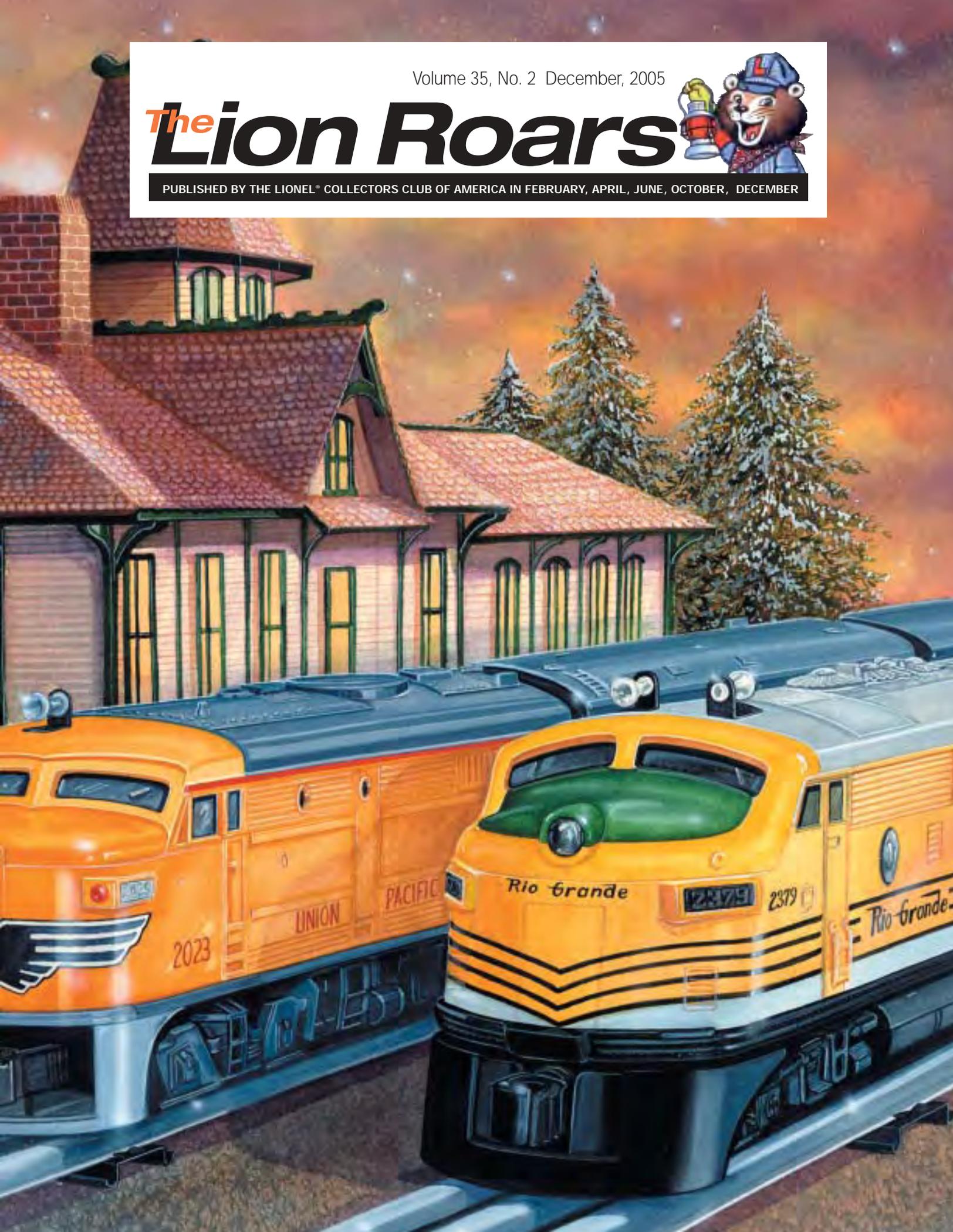


Volume 35, No. 2 December, 2005

The **Lion Roars**



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



More Power to You



The actual model produced by Lionel may be slightly different from this pre-production drawing.

"Power up!" with this unique car made by Lionel® and offered exclusively to club members. This Union Pacific Auxiliary Power Car is the LCCA 2006 Annual Convention car, and it is conceptually related to one of the highlights of our upcoming Convention in Denver – "The LCCA Special" excursion train trip with motive power from the UP Heritage Fleet.

The model will be a memento of the Convention, a souvenir of the excursion trip, and a celebration of a once-in-a-lifetime train travel experience.

If you already own a UP steam locomotive and some "big yellow" passenger cars, you'll probably consider this car a "must have!"

Approved by the UP Heritage Fleet Program, this car bears the "UP Overland" shield – the official and exclusive identification of the fleet.

The car includes the quality features of Lionel products: authentic UP colors including UP silver color on the diesel generator set inside the car, die-cast (not plastic) trucks with operating couplers, and crisp graphics. A discrete mark, "LCCA Annual Convention, Denver CO July 24-29, 2006," is stamped on the undercarriage.

You can place your order prior to the 6-30-06 deadline at the club's web site:

www.lionelcollectors.org

If not online, mail this order form before June 30th. Delivery is scheduled in late 2006.

ORDER FORM – LCCA 2006 Convention Car (UP Auxiliary Power Car)

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

Name: _____ LCCA # _____ Date of Birth _____

Address: _____ Phone (____) _____

City: _____ St: _____ Zip: _____

Check this box if this is a new address. E-mail: _____

ONE LCCA 2006 Convention Car \$ 69.95

TWO LCCA 2006 Convention Cars \$ 139.90

Shipping & Handling in cont. U.S. [no charge]

S&H to AK, HI, & Foreign: add \$12 per car \$ _____

6.25% Sales Tax, add \$4.37 per car \$ _____
(for IL residents only)

Total: \$ _____

My check made payable to "LCCA" for the full amount is enclosed with "CC-1205" written on the memo line.

Bill my credit card for the full amount.

CC#: _____

Visa MC Disc Exp: _____

Verification Code: _____

(The last three digits at the signature panel on the back of your card.)

Signature: _____

I authorize LCCA to bill my account for this purchase.

Mail with payment to: LCCA Business Office • Dep't. CC-1205 • P.O. Box 479 • LaSalle, IL 61301-0479
Or place your order online at: www.lionelcollectors.org – go to "MEMBERS ONLY" and open "LCCA Store."

Note: This order form may be photocopied.

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ON THE FRONT COVER

"Sunset Trains" pause at a town station.
 by Angela Trotta Thomas

For more information about Angela's paintings,
 visit her online shopping website at:
www.angelatrottathomas.com
 or call: 750-223-1401

Contacting the LCCA Business Office

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

They will provide or process **changes of address, changes of phone number**, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, commemorative orders, Convention registration, and club mementos.

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People to Contact:

President - Always available and as a last resort
President Elect - Schedule a train meet
Immediate Past President - Complaint against another member
Secretary - Any administrative action not handled by LCCA Business Office
Treasurer - Club finances only

The LCCA is not affiliated with Lionel® or Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors, and Appointed Officials; nor do they indicate a Club endorsement of any products mentioned.



The President's Report

by Louis J. Caponi
RM 8735

It's a sure sign of the approach of the holiday season — families at work building their Christmas layouts. So much to do and so little time, you know what I mean. Next thing we know, it will be July and many of us will be making our way to Denver.

Go West, then One Mile Up

There has been quite a buzz about the 2006 Convention since my first report in the preceding issue of *The Lion Roars*. I'm amazed at the number of phone calls and e-mails asking me, "When can I pre-register?" My friends, wait no more. All the information about the LCCA Annual Convention in Denver, the Mile High City, is included in this issue of the magazine. Take my advice — register early!

There are a limited number of seats on the UP Heritage Fleet excursion trip. "The LCCA Special" run from Denver to Cheyenne, Wyoming, on Monday, July 24, will have motive power from the fleet upfront. Steam locomotives #3985 Challenger and #844 FEF-3 are scheduled for this assignment, subject to mechanical readiness and availability. There are also inherent limits to the number of conventioners that can participate in the fabulous home layout tours. Mail in your registration now; better yet, pre-register quickly and easily online through the club's web site: www.lionelcollectors.org.

A Major Event

A couple of weeks ago I had the pleasure of meeting Jerry Calabrese, President and CEO of Lionel® LLC. After attending his first LCCA Convention, he told me he was thoroughly impressed not only by the enthusiasm of our members but also by the warm welcome he received.

In appreciation for our collective hospitality and good will, Jerry and our friends at Lionel asked me if LCCA would consider making our 2006 Convention in Denver the launch site for a MAJOR NEW PRODUCT ANNOUNCEMENT. This would be a first-ever occasion in the club's history, and Lionel has exclusively promised to LCCA members the privilege not only to view but also to purchase these products at a very special price. Who wouldn't say YES to that? What a terrific membership benefit!

We are also discussing the possibility of adding an additional activity with Lionel during the convention week. Look for additional information in an upcoming issue. Now you have one more reason to attend the Convention!



2005 Convention Car

The Frisco flat with speeders remains on schedule for delivery in late December 2005. This car could prove to be quite collectible; the entire run is sold out!

2006 Convention Car

I am pleased to announce the 2006 Convention car. Our friends at Union Pacific Cheyenne Operations have granted permission to LCCA to present its exclusive UP "Overland" shield/logo on the club's 2006 Convention car.



The ad offer in this issue shows that we got creative, made minor modifications to a Lionel Fire Fighting Instruction Car, and created a Union Pacific Auxiliary Power Car. This is not a mere makeover of an Operating Generator Car. Don't miss the opportunity to order this great-looking, limited-edition car made by Lionel exclusively for the LCCA.

Union Pacific Alert

If you are a Union Pacific collector, heads up! Members attending the annual Convention in Denver will have the opportunity to purchase very special UP commemoratives. Some will be available in the club's sales area, and a special trip excursion commemorative will be available aboard "The LCCA Special" in the Concessions Car.

The Finale of the "Halloween" General Set

The club promised something unique to finish this special train set. If a Gunpowder Car and a Horse Artillery Transport Car aren't

unique, then I don't know what is. If you purchased this



exclusive set, don't miss the opportunity to add-on these two exciting cars to your consist. The offer to purchase is open ONLY to those who purchased the initial set. Don't delay; send in your order deposit today!

New Split-payment Program

Over the past several months, the club received some letters asking, "Why was my credit card charged in full now for an item that will not be delivered for another six months?" The short answer is, the club does not maintain a full-time office staff for handling the paperwork for orders; it would be cost-prohibitive. The long answer is, the pre-payment program has been in effect since the club's early

years, and LCCA is not alone in this practice. If you've ever pre-ordered something from another train club, you know that their policy is the same.

Your Board of Directors listens to what members say, and the Board has addressed this point. On a few occasions in the past, the club instituted a split-payment program. One I clearly remember was the "third decade" locomotive, a SD-40 diesel with a distinctive blue and platinum paint scheme and a matching caboose.

The club will offer that option again for the "Halloween" General Add-on #2 cars. On the order form in this issue, notice this split-payment option. Those who place an order with a credit card will be charged 50% to their account when the order is received. The balance will be charged to your account when the item is prepared for shipment. If you prefer to pre-pay the full amount, you'll have the option to do that by credit card or personal check. We are unable at this time to accept split payments by check. This policy will apply to advance orders for club products with a lead time of six months or more and a selling price of \$119.95 each or more.

Your Board believes this split-payment program is a step in the right direction, and the Officers and Directors truly appreciate your continued support of the club by purchasing the unique products we offer in collaboration

with Lionel. The opportunity to purchase these products is a major benefit of LCCA membership.

Shipping Improvements

It's no secret. From time to time the club encountered shipping problems for its products. Although Murphy's Law sometimes intervenes in shipping schedules, our goal is to eliminate most, if not all, of the problems while cutting shipping time in half. As of December 1, 2005, all shipping of club products will be handled by the LCCA Business Office; not by an outside mailing house as previously was the case. This will speed up the shipping process and allow us to be much more efficient. You will soon see several new changes, and I have no doubt you will be very pleased.

LCCA Store on the Web

Start checking the club's web site at the LCCA Store for special items. Be on the lookout for great deals on certain Lionel items and club commemoratives. Our intention is to increase the offerings in the next several months with new and exciting items.

A Christmas Wish

On behalf of myself, the Board of Directors and appointed officials, we wish you and your family a very Merry Christmas and a Happy and Healthy New Year. Have a joyous and safe holiday season. 🚂



LCCA Board Minutes

by Jerry Calkins
RM 9418

Marriott Tech Center Hotel – Denver, Colorado
September 24, 2005

Call to Order

President Caponi called the meeting to order at 3:15 p.m.

Roll Call

Secretary Calkins called the roll. Officers present: President Caponi, Immediate Past President Fogg, Treasurer DeVito, Secretary Calkins. Directors present: Black, Carter, Fisher, Ourso, Tribuzi. Guests: Constitution Committee Chair Findley, Convention Registration Chair Ellingson. Officers absent: President Elect Johnson.

Approval of July 2005 Minutes

A motion offered by Director Carter and seconded by Director Fisher to approve the minutes of the Board of Directors meeting and the Incoming Board of Directors meeting held in St. Louis on July 25, 2005, was passed.

2005 Convention Overview

Director Fisher reported that the 2005 Convention was quite successful. Several new procedures were introduced that produced positive results. Much of the experience acquired in St. Louis will be refined and utilized in Denver. He went on to say it has become apparent that the success of our Convention is directly related to the new team concept. This team concept will now become part of all future conventions.

2005 Convention Car Update

President Caponi reported that the rate of sales of the 2005 Convention Car has been a little slower than usual. Although the original order deadline was September 1, it was felt that extending the deadline to October 1 would increase the number of orders. This has proven to be the case. The expected shipping date remains late December 2005.

2006 Convention Car

President Caponi reported that negotiations are underway with Lionel® for the 2006 Convention Car. An ad and order form for the 2006 Convention Car is scheduled for placement in the December 2005 issue of *The Lion Roars*.

Add-on Car #2 for the "Halloween" General Set

President Caponi reported that negotiations with Lionel for two additional cars for the exclusive LCCA "Halloween" General set are underway. A letter of intent has been received from Lionel for these cars. The total number to be

ordered and the member price remained to be determined. They will be unique in both design and box décor. These will be the final add-on cars for the "Halloween" General set. These cars can be purchased only by individuals that previously purchased the initial set.

2006 Convention Update

Director Fisher presented an update of the 2006 Convention in Denver.

The Board of Directors participated in a tour of the host hotel. It was felt that the proposed arrangements by the hotel were quite satisfactory and appropriate for a successful Convention.

The criteria for receiving an early registration gift were discussed. Being considered for adoption includes a limited number of gifts for those who register early and stay at the convention host hotel.

Promotion of the Convention was discussed. Topics included media coverage and its value to the membership.

Immediate Past President Fogg summarized and answered questions about the tours and activities that are being considered. The events under consideration include: "The LCCA Special" train excursion trip to and activities in Cheyenne, the Georgetown Loop Railroad, the Pike's Peak Cog Railway, Royal Gorge Route, Colorado Railroad Museum, area layout tours, and other events. In addition to specific events, topics such as logistics for the banquet, tours, and registration were discussed.

Reports

A) Immediate Past President Fogg reported that there were two complaints from members. One involved the table prize distribution. The other was a member-to-member complaint involving buying and selling. The process for resolving the complaints has begun.

B) Treasurer DeVito reported that the transition between treasurers is progressing smoothly and in a timely

manner. Inventory records have been transferred and are being updated.

C) Director Black reported on the status of the *Interchange Track*. This past month the *IT* had 6,089 advertisements managed with existing online tools. Feedback from the members indicates good acceptance of what is being done.

D) Constitution Committee Chair Findley reported the status of the study to consider online voting. He indicated that no other train club is currently using online voting. The concept was proposed to LCCA counsel, G. Michael Scheurich. In his opinion, the underlying technology is not at a level of sophistication to appropriately handle accessibility, security, and other legal issues at this time. Should technology advancements resolve these issues, it would then be appropriate to reconsider. As a result of Chairman's Findley's report and legal counsel's opinion, it was decided to table any further consideration of online voting at this time.

E) Directors Black and Tribuzi provided a status report concerning improvements to the LCCA web site management program; especially member access to the members-only portion of the site. The report summarized recent accomplishments and proposed new projects. The various proposed new projects were discussed and budgetary considerations reviewed.

F) President Caponi presented a proposal written by Advertising Manager Mottler about adding a Newsroom section to the LCCA web site. The Board reviewed the document and decided to provide a link to the LCCA web site. President Caponi appointed a committee of four members (Mike Mottler, Al Kolis, Ed Richter, and Craig Tribuzi) to study this further and provide a report with budgetary considerations by the end of October for implementation no later than the April 2006 Board meeting.

continued on page 31

Toy Trunk Railroad

by Erik Sansom



Finish Your "General" Set with a Bang!



(Figures not included)

If you were one of the fortunate club members who purchased the LCCA "Halloween" General set, you are also eligible to purchase these new Add-on #2 cars. What an explosive combination – a matching Horse Artillery Transportation Car and companion Gunpowder Car!

These two cars will be the last items produced for this train set; there won't be any others – ever. The Add-on #2 cars will be packaged in a dramatic black and orange box like the original General set box; which will also provide space inside for the Add-on #1 car (the Sheriff and Outlaw Operating Car).

The cars are made in Western & Atlantic RR décor by Lionel® exclusively for LCCA. The features of these two cars match the previous items: crisp graphics, die-cast (not plastic) arch-bar trucks and couplers, and coordinated colors. When expanded to completion, your "Halloween" General set will be an impressive addition to your collection.

You can place your order prior to the 3-30-06 deadline at the club's web site:

www.lionelcollectors.org

If not online, mail this order form before March 30th. Expect delivery in late 2006.

ORDER FORM – Add-on #2 Cars for the LCCA "Halloween" General Set

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

Name: _____ LCCA # _____ Date of Birth _____

Address: _____ Phone (____) _____

City: _____ St: _____ Zip: _____

Check this box if this is a new address. E-mail: _____

Qualifications for Purchase: **You must have purchased the initial LCCA "Halloween" General Set and remained a club member.**

Place your Order:

One Add-on#2 for my "Halloween" General set (includes S&H) \$ 119.95

6.25% Sales Tax, add \$7.20 (for IL residents only) \$ _____

Members in AK, HI, & Foreign: add \$16 for extended S&H \$ _____

Total: \$ _____

Payment Method – Check or Credit Card:

My check made payable to "LCCA" for the full amount is enclosed with "Add-on #2" written on the memo line.

Bill my credit card account for the full amount.

I'll use LCCA's split-payment plan via my credit card; \$60 now with the balance subsequently charged to my account when this product is shipped in mid-2006.

CC#: _____

Visa MC Disc Exp: _____

Verification Code: _____

(The last three digits at the signature panel on the back of your card.)

Signature: _____

I authorize LCCA to bill my account for this purchase.

Mail with payment to: LCCA Business Office • Dep't. G+2-1205 • P.O. Box 479 • LaSalle, IL 61301-0479
Or place your order online at: www.lionelcollectors.org – go to "MEMBERS ONLY" and open "LCCA Store."

Note: This order form may be photocopied.

Trains in LA — Lower Alabama

by George Nelson
RM 13073

Train Clubs in America — A Continuing Series

Editor's Note: This article is the second in a continuing series about model railroading in local train clubs. Begun in the June 2005 issue of The Lion Roars, this series will continue telling the stories of local Lionel-oriented train clubs around the country. To nominate your train club for coverage, contact the Editor.

SWARM and BARR Clubs in Alabama

There are two three-rail, O-gauge clubs in the Mobile, Alabama, area. The first one, South West Alabama Railroad Modelers (SWARM), is a club for anyone interested in model railroading regardless of scale, and the club owns and operates a modular O-gauge layout. The second club, Bay Area Rail Roaders (BARR), is a recent spin-off by members who want a modular layout designed expressly for their larger TMCC locomotives.

SWARM offers model railroaders a monthly newsletter, monthly activities, and an annual roster of members. Most live in the Mobile area, but some members reside as far away as Texas and Louisiana.

Train Tours

Photo 1 shows the SWARM members who attended the Eastern Shore (of Mobile Bay) layout tour in July 2005. This stop was at the HO layout built in Spanish Fort by Baptist minister and SWARM member, Sonny Willingham. Other layouts visited on this tour were in Fairhope and included: 1) an HO version of the GM&O “Eastern

Tennessee” Division (Mike Bendik), 2) a three-rail, O-gauge layout that features large steam locomotives (many are weathered) and a Lionel coal hopper dumper owned by David Lightsey, RM 16250, 3) an HO narrow gauge layout under construction by Mike Hutchison, and 4) a large basement in a new home that will house two O-gauge layouts by Ed Alessandri — one prewar, and the other one postwar/modern. A layout tour, either on the Eastern Shore or in Mobile, is usually held at least once a year.



Monthly activities might include a meeting at a member's home, such as a recent gathering at the home of Jerry Holtz in Ocean Springs, Mississippi, where we enjoyed his huge O-gauge layout under construction; followed by lunch under the trees. Other activities include taking the SWARM layout to train shows in Mobile, Biloxi, MS, and Pensacola, Florida, (see **photo 2**), Mobile's Colonial Mall Bel Air (see **photo 3**), the Alabama Pecan Festival at Tillman's Corner just west of Mobile, and the Lighting of the Christmas Trees event in Bienville Square in downtown Mobile. We complete the year with a group dinner held at one of our local seafood restaurants.



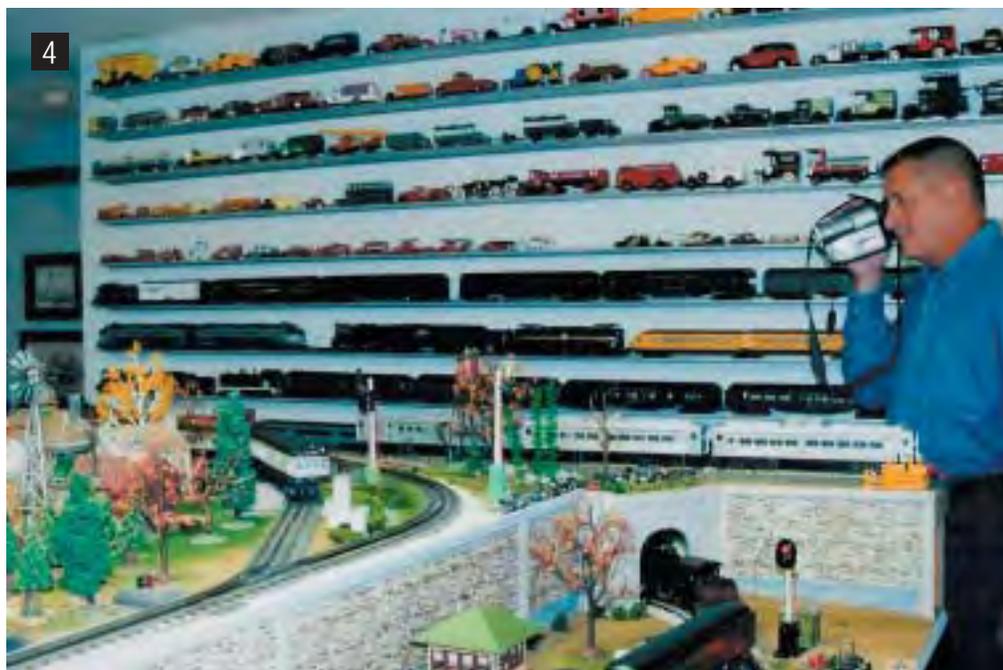
It's always Show Time

A major activity sponsored by SWARM is the Fairhope model train show, and the show scheduled for March 18-19 in 2006 will be our 14th annual appearance there. The first few shows were LCCA-sponsored and co-chaired by the late Gene Kelly (RM 13927). After four years we outgrew the local community college gymnasium and moved to the Fairhope Kindergarten/First Grade Center where we had access to the gymnasium, its surrounding halls, and the school's cafeteria. Dealers and displays are set up in the main building, and train layouts are operated in the cafeteria.

In 2005 the Emerald Coast Garden Railway Club from Florida set up their layout in the school's front yard, and that helped attract visitors. The show is held on the Saturday and Sunday of the third weekend of March every year during the Fairhope Arts & Crafts Festival. The major downtown streets are blocked off and filled with booths loaded with high quality merchandise. The festival attracts in the neighborhood of 200,000 visitors each year, thus we have a ready-made audience to draw upon. We don't gather that many at the train show. Our paid attendance runs about 1,200 plus children and other non-paying guests.

In the Beginning

SWARM was founded in May 1989 as an all-scales club with 14 members. Herb Kern provided much of the initial leadership of our local club (see **photo 4**), and he is now the national vice president of another Lionel-oriented train club. Herb moved to the Gulf Coast area from Plano, Texas. He was active in a train club in Plano and used their three-rail modular specifications to build four corners and two six-foot modules for SWARM's O-gauge, 8x14-foot layout. The club has grown to about 100 members, and the layout now has 18 modules with an overall size of 14x42 feet.



4

About half the membership of SWARM professes an interest in O-gauge trains, with the majority of the others in HO and a sampling of G, S, N and Z. LCCA members active in the club include:

Charles Boyer, RM 13925
Justin Douglass, RM 25564
Ed Krebs, RM 23049
David Lightsey, RM 16250
Nick Madaloni, RM 16348
George Nelson, RM 13073
Pat Peresich, RM 8602.

Experience and Expertise

SWARM is fortunate to have a number of craftsmen among its members. For example, Jack Castleberry built the



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HO model of Mobile's GM&O depot shown in **photo 5**. My wife, Dona, is talking with Charles Boyer in the background. This depot is a highlight of the huge HO railroad built by the Azalea City Model Railroad Club and housed in a building in downtown Mobile.

Jack has also started scratch building a number of O-gauge cars, including the huge "Blue Ox" wood handling prototype car built as a joint effort by International Paper and Pullman Standard. Jack's current project is building a

working model container ship for Jerry Holtz's O-gauge empire.

We are also fortunate to have a few members who are experts with repair and maintenance of

model trains, and they are frequently called upon to help other members as well as visitors to our layout at various shows. **Photo 6** shows Howard Hickey engrossed in a repair job for a new SWARM member.

Although most of our members live within a 50-mile radius of Mobile, Justin Douglass travels further than any other member to participate in our activities. He operated his Lionel Kansas City Southern F3 ABA passenger set on the SWARM layout at the train show sponsored by the Gulf Coast Model Railroad Club in Biloxi in June 2005.

The SWARM Layout

Photo 7 shows the yard in a rare moment when it's empty other than one train pulling through on the left-hand mainline. To the left of the train is a passing siding. Several nearby stub



sidings can be used to demonstrate switching moves, make up trains, or — as is frequently the case — store trains awaiting their turn to run. The main line and passing siding are postwar-era O-gauge track with O-72 curves at the corners. Lighter weight track (O-27 and Gargraves) is used elsewhere.

The yard modules are made of lightweight interior doors with 1x3-inch edging applied to provide structural

strength. That added material fixed an initial problem with doors sagging in the middle. Plastic downspout legs support the modules.

Photo 8 shows how the legs are attached to a wood block in each corner. Modules are attached to each other with "C" clamps, and dowels aid in alignment. The wiring harnesses are color-coded extension cords soldered to the tracks near the center of each module.



The SWARM layout has gradually grown over the years. We've moved from all-plywood tops to several



modules made with hollow-core doors and from attaching 2x2-inch legs with bolts and wing nuts to slip-on plastic downspouts. We added a lift section that now allows older members to enter and exit the center of the layout without having to crawl under the table. One door module is a city scene with two trolleys carrying passengers from the depot into the city (see **photo 9**). Another two-module set is an interchange from the O-gauge main lines to a narrow gauge line (see **photo 10**).

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The layout takes a beating from being hauled to shows in an open trailer and from storage in a building that is not air-conditioned. Classic-sized trains and even most scale diesels run fine on the layout, but larger steam locomotives are another matter. This year we're developing a plan to gradually improve the layout, both aesthetically and operationally.

A couple of years ago, several SWARM members decided they would build their own layout specifically designed for their larger TMCC-controlled trains; for more information about their efforts, go to their web site at www.bayarearr.com. Their layout is shown in **photo 11**. It features Atlas O[®] track with three main lines of 72-, 81-, and 90-inch diameter curves. Most of their straight modules are 2x4 feet in size. The modules are supported by PVC piping legs as shown in **photo 12**. Operational commands are issued to the trains by members using the latest Lionel TMCC™ technology.

Individual members transport their modules, scenery, and trains to a set-up site, and one member hauls the PVC legs and corner modules in his pickup truck to the location. After running trains round and round during several shows, the BARR guys felt the need to expand and add members to help with expenses. They now have ten members, most of whom are also members of SWARM. One of these members is from Pensacola and the BARR layout is the only area layout on which he can run his largest locomotive, which nominally operates on O72 curves. They've built a center island and one day will invest in switches to connect the yard to the main lines. BARR has achieved the smooth operation they wanted but, as SWARM has learned, carrying and setting up a growing layout remains a chore. However, it's a task that module-making

model railroaders cheerfully endure although not always without a gripe or two!

Now there are two O-gauge clubs in the Mobile area. Thankfully, we have remained friends, and we pitch in to help each other set up and take down our layouts. One often finds a BARR train operating on the SWARM layout.

Can't Stop Growing

As this article goes to press, a third

O-gauge club is in the works. In nearby Foley, AL, construction has started on an addition to the Foley L&N Depot Museum where Baldwin County's railway heritage

12



will be presented to the public. This facility will include one of the largest O-gauge layouts in the region — a 24x60-foot, multi-level exhibition area with 33 seats provided for viewers. O-gauge railroading is alive and well in LA — Lower Alabama!

Our friends and members experienced devastation by Hurricanes Katrina and Rita. Three of our Mississippi Gulf Coast members received significant flood damage from Katrina (Brian Johnston, Pascagoula; Jerry Holtz, Ocean Springs; Pat Peresich, Biloxi). Justin Douglass, fortunately, was able to move back to his Metairie (New Orleans) home about a week after Katrina. 🚂

Photographs by George Nelson

Sound and Animation for your Layout

by Erol Gurcan
RM 26800

Watch It and Hear It

Lionel has a long history of offering operating boxcars that do interesting and unusual visual things — the Operating Milk Car, Barrel Car, Cattle or Horse Cars, and Poultry Dispatch Car. This tradition continues, and in recent years Lionel has also offered boxcars that capture our attention on an auditory level. For instance, they have cataloged boxcars that play Christmas music and others that present realistic train sounds. This article reviews two recent products that provide sound and sight animation.

In May 2005, Lionel shipped boxcars with built-in Trainsounds to dealers. These cars offered realistic railroad sounds — steam locomotive chuff and whistle or diesel rev and horn — as well as bell, squealing brakes, and operator-controlled, multi-part crew dialogue. Hobbyists with postwar and early modern-era locomotives built before audio technology was available can now “add it on” to their trains.



Lionel introduced a Railbox boxcar for diesel locomotives (6-36789) and a Lionel Lines tender for steam locomotives (6-36788) in the 2004 Volume 2 Catalog (page 98). In its 2005 Volume 1 Catalog, Lionel again cataloged the Railbox boxcar and added a dark blue and yellow Alaska boxcar (6-26817) with diesel engine sounds. In addition to the Lionel Lines tender, the company added a green Railway Express Agency Car with steam Trainsounds. This article is focused on the Alaska Boxcar shown in **photo 1**.

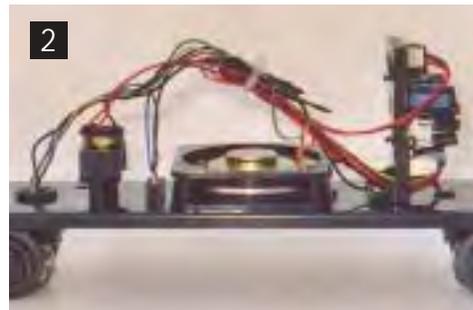
The Difference between Trainsounds and Railsounds™

The boxcars and coal tender cited above contain Trainsounds technology. Lionel also has a well-known sound system for locomotives named Railsounds, which is trademarked and designated in its catalogs with the “RS” logo. Lionel offered Railsounds-equipped boxcars in its 2000 Volume 2 Catalog for \$149, and those are similar to

the Trainsounds-equipped boxcars now available. Products with Trainsounds installed have no trademark or symbol, nor is there a summary of this sound system in the 2004 Volume 2 and 2005 Volume 1 Catalogs.

Trainsounds and Railsounds are cousins, but what is the difference between these sound systems? The Lionel catalogs don't define Trainsounds, so the two systems can't be compared on paper. Trainsounds was explained in the filing of a Lionel lawsuit against K-Line earlier this year. The complaint stated Trainsounds is a sound system for Lionel's “less expensive” and/or “entry level trains.”

The difference between Trainsounds and Railsounds was muddled on the receipt that came with my Alaska Boxcar from the dealer; it used the term Railsounds instead of the correct name, Trainsounds. The two sound systems are more alike than they are different, so a certain amount of confusion could be expected.



The only significant difference I noticed was in the shut-down sequence. When the transformer is turned off, a Trainsounds-equipped boxcar immediately shuts down. When track power to a Railsounds-equipped car or locomotive is turned off, a nine-volt battery installed in the circuitry continues to produce sounds and gradually powers-down on its own; simulating the prototype. A Trainsounds-equipped boxcar does not have a battery in the circuit; see **photo 2**.

I called Lionel Customer Service to confirm this difference, and a company representative checked with technicians and affirmed that Railsounds is installed in locomotives equipped with Trainmaster Command Control (TMCC) locomotives. However, that isn't totally consistent; the 2-8-4 Berkshire locomotive in the 2005 Volume 1 Catalog (page 41) and 2005 Volume 2 Catalog (page 39) has Railsounds but not TMCC.

The great thing about both Railsounds and Trainsounds systems (whether installed in a locomotive or a boxcar), is that it will add an extra dimension to a train layout and make model railroading a lot more fun.

The Alaska Trainsounds Boxcar

For this review, I used a Lionel CW 80-watt transformer (provided with all Lionel starter sets), along with a 1956 Seaboard NW-2 switcher #601 (with no



headlight), and a 1976 Boston and Maine GP-9 #8654 (with a headlight and back-up lights); shown in **photo 3**.

Lionel's instruction sheet for the Alaska boxcar states to use a lighted locomotive, illuminated car, or a lighted bumper to help prevent the horn in the boxcar from sounding erratically. Interestingly, the horn on the boxcar did not operate erratically with either the lighted or non-lighted engine. The horn sounded repeatedly when I placed the boxcar on the track without a locomotive and with track power on.

I operated the Alaska boxcar with both locomotives separately and with several other freight cars in tow. The diesel revving sound, horn, and bell worked fine. I especially liked the diesel horn; it's realistic and loud (as good as or slightly better than the horn on my Lionel New York Central FT diesel with Railsounds, part of the New York Central Limited set (6-31944) of 2003. It can be heard over the noise of the diesel revs while the boxcar is in motion. There is also a volume control with an on/off switch for Trainsounds on the bottom of the boxcar. The sound was very good even at the highest volume setting. Kudos to Lionel for providing a volume knob that can be adjusted with a finger instead of with a screwdriver. Even with Trainsounds turned completely off, the horn and bell continued to work.

With both locomotives in neutral, the diesel revs, horn, and bell still sounded good. The diesel revs sounded more realistic and deeper in tone with the boxcar's sliding doors fully closed. When the locomotive is in neutral and the horn button is pressed, Crewtalk™ between the tower and locomotive can be heard. The words spoken were relatively understandable, but intentionally somewhat distorted to simulate the communication between persons talking on two-way radios. The words spoken also changed depending on the length of time the locomotive was stopped.

The only irregularity I noted seemed to be locomotive dependent. With the Boston and Maine GP-9 locomotive in neutral, track power had to be set low (under 40 on a scale that went to 100+) in order to activate the horn, subsequent Crewtalk, and bell. This wasn't evident with the Seaboard NW-2 switcher.

The boxcar also features a brake-squeal noise. With this boxcar in tow by a fast-moving locomotive which is slowed down by lowering the track power, the noise produced hardly sounds like a brake squeal. It emerges after the locomotive has already slowed down. This was the only disappointing noise from the Trainsounds system.

The Alaska boxcar is dark blue and yellow, and the graphics and lettering are nicely applied. There were no décor problems. However, the sliding doors open too easily; in just a few laps around an oval layout. The sounds produced, especially the diesel revs, are more realistic and resonate more richly when the doors remain fully closed. In the future, Lionel should consider making this boxcar with doors that do not slide at all; or make them harder to slide open. I removed the screw on one end of my boxcar, separated the plastic shell from the metal chassis, and taped the doors closed from the inside.

Overall, this is an attractive boxcar with nice sounds. It will be a useful addition to any Lionel collector that has postwar and/or MPC-era locomotives produced before the advent of Railsounds technology about 15 years ago. On a scale of one to five boxcars, I rate it a 3-1/2; good to very good. The list price is \$104.99. Contact your local train dealer or train products provider and start a round of "Let's make a deal."

Add Visual Animation to your Layout

In both its 2003 catalogs, Lionel issued a red and gray Southern Pacific Walking Brakeman Car (6-36728). In 2004, it cataloged a brown Santa Fe Walking Brakeman Car (6-36776). For 2005, Lionel currently offers a red and gray with white lettering, New York Central Pacemaker Freight Service Walking Brakeman Car (6-26814).

For those of you who may be unfamiliar with Lionel's Walking Brakeman Car, it is a regular boxcar with a brakeman on top. The man moves back and forth along the roof walkway when the car is in motion on the track. The action figure is attached to a metal rod that moves along a slot cut into the middle of the roof. When he reaches the end of this path, he turns around and travels in the opposite direction. The figure will also move when the track power is on and the locomotive pulling the boxcar is in neutral.

The boxcar includes an on/off switch, so you can “give the brakeman a rest.”

Walking and Non-walking Brakemen

The Walking Brakeman Car should not be confused with Lionel’s Brakeman Car first introduced in 1956. That figure is also on the roof but pops up or down when the car passes under a tunnel portal telltale.

The first and probably most famous of these is the blue and white 3424 Wabash Brakeman Car; shown in **photo 4**. It was reissued in 2001 as part of Lionel’s Postwar Celebration Series.



move backwards half the time if not turned around. This attention to detail separates a great product from a good one; see **photo 5**.

The sliding doors of the boxcar do not open. This prevents the possibility of the doors eventually sliding open and exposing the inner workings of the boxcar; ruining the effect.

The red and gray colors were evenly applied to the boxcar. The white lettering was clear and crisp. A close inspection of the brakeman revealed he is wearing blue overalls and a red bandana — a nice detail.

Lastly, the brakeman figure pivots forward and backward. I assume Lionel did this for two reasons. One, it prevents the possibility (at least in theory) of the figure breaking off the boxcar if it crashes into a low tunnel portal other object above the track. Two, the figure needs to be facing down when the boxcar is put back into its box for storage to save space.

When I moved the figure by hand forwards and backwards, it felt loose. However, when I ran the boxcar on a track even at very fast speeds, the figure never fell over and he continued to stand despite the speed and vibration.

There is nothing to dislike about this operating boxcar. It should entertain Lionel fans and layout visitors alike. On a scale of one to five boxcars, I rate it a four (very good). The boxcar lists for \$62.99, but your local train dealer or a train vendor with a mail house or Internet presence may offer a lower price on this product. 🚂

The NYC Walking Brakeman Car

I like this car for several reasons. First, the figure always moves at the same speed along the roof. In other words, its rate of movement does not change relative to the speed of the boxcar rolling down the track. This is a better method than using a motor whose rate of speed increased or decreased the pace of walking based on track voltage. I preferred the figure to move a little

faster; one has to look at him for a few seconds to notice that he is moving.

Second, the figure turns around when it reaches each end of the slot on the roof. This is a nice touch and gives a more realistic effect. He always moves in the direction he is facing. This is a better design than allowing him to



Photographs by Erol Gurcan

Not Enough Adjectives

by Bob Carter
RM 6620

At its fall meeting in Denver in mid-September, members of the LCCA Board of Directors glimpsed — as if looking into a crystal ball — what the future will hold for our 2006 Convention in the Mile High City. Here's my advice — register now! This will be a do-not-miss Convention!

On Friday evening of this meeting, we visited the train layouts and car collection of Terry Johnson. If you've seen Dick Kughn's CARAIL Museum in Detroit, Michigan, you have a frame of reference for comparison of the impressive aggregations of these two collectors. I heard the adjective "unbelievable" often during our tour of Terry's toys.

We arrived at a white, non-descript, warehouse in an industrial district of Denver. When we walked through the office door and into the building, we saw an O-scale layout with mountains whose summits rose eight feet above floor

Gauge layout to life. After the Standard Gauge show-n-tell session, we moved to three other layouts: O scale (two rails), O gauge (three-rails), and an S-gauge American Flyer platform. One commanding sight was a hand-made trestle — a 12-foot-long structure that required more than 10 full days of hand cutting, building, and painting to construct and install. The adjective "amazing" came to my mind.



The scenery was created in the traditional way with plaster-dipped paper towels covered with Hydrocal™ then gouged and stratified with a screwdriver for a rocky appearance. Painted with earth colors and planted with over 1000 trees, the landscape said "Colorado" with no need for a geographical orientation. Both layouts had a traditional look. I noticed the quality of the track work — very smooth — as the word "outstanding" flowed across the frontier of my thoughts.



A 1941 Cadillac four-door sedan was parked in the corner of the room. It was the car President Eisenhower rode to the hospital in when he was in Denver and had a heart

level. As we walked around a corner of this huge layout, we saw its enormity and discovered a very large Standard Gauge layout beyond it. Terry displayed a Lionel State Set with the extremely rare brown-roof engine, an equally rare white Ives set, a Boucher set, an Ives Prosperity set, and the American Flyer Mayflower set, all in excellent condition. I heard "impressive!" whispered among the group.

While sharing stories of how he acquired some of the items in his collection, Terry brought his large Standard

attack. It looked new and had only about 25K miles on the odometer. "Incredible," I mused as I realized I was running out of superlatives.



As we walked out the door in wonderment, Terry asked in a matter-of-fact way, “Would you like to come out to the house and see what I’ve got there? It’s only seven minutes away.” When we parked in front of his house, a neon sign in the window pointed the way to the trains. But before seeing the trains, we walked through the new garage which housed rare, pristine vintage autos. Cadillac, Packard, Ferrari, Mercedes Benz, and Lincoln vintage cars were on display. Everyone’s favorite was the 1947 Chrysler Town and Country Woody Convertible. All the cars on display had been or were being scheduled to run. Terry’s cars, like his trains, are for running, not just for looking. Jane Fogg was eager to drive off in the Woody!

As I walked past the last car, I couldn’t help but notice a large glass display case with O-scale brass model locomotives. It appeared to show every UP engine ever built.

Walking upstairs, we saw Terry’s first Lionel layout. He told us the story behind this layout, and the emotion in his voice was evident, especially when he said, “We are only caretakers, to enjoy what may come and pass it on to others.”

Downstairs, we visited a large, 38x34-foot O-scale layout. It occupied the floor of his six-car garage and included mountains, a turntable staging yard, a military train, and a



SP Daylight with articulated coaches which piqued the interest of our past president and Convention manager, John Fisher. Terry’s home collection included plates, lanterns, switch locks, and paper.

Both the office and home venues will be on the 2006 Convention tour schedule. I admit I have run out of adjectives, but I can’t wait to go back.

Check out Terry’s layouts at his web site: www.venturea.com/tjs.htm.

Photographs by Bob Carter

Go West, then One Mile Up to the 2006 LCCA Convention



The Mile High City of Denver is the capital of Colorado and an entry to the Rocky Mountains. This vibrant city is a center of commerce, communications, and government — and also a heritage city for major railroads: D&RGW, CRI&P, CB&Q, UP, and others. It is the locale of the historic Moffat Tunnel — a railroad engineering marvel — and many narrow-gauge railroads in mountain mining districts. Several operate today as excursion trains. This Convention includes **four** rail adventures — a record!

Register promptly for seats aboard “The LCCA Special” excursion trip from Denver to Cheyenne, Wyoming. It will be a once-in-a-lifetime opportunity to ride a UP Heritage Fleet train with motive power from the fleet scheduled for this trip.



Members can enhance their experience on rails by traveling to and from Denver aboard Amtrak trains. Convention Fare Code number X03J-953 has been activated for July 20 - Aug 03, 2006. LCCA Convention attendees who mention this code when making reservations will receive a 10% savings off the lowest available rail fare when making their reservations. To book your reservation aboard Amtrak, call 1-800-872-7245. Be sure to refer to the Convention Fares Code.

This fare is valid on Metroliner and Acela service for all departures seven days a week, except for holiday blackouts. Offer valid with Sleepers, Business Class or First Class seats with payment of the full applicable accommodation charges.

Convention Tours

Tour #1: "The LCCA Special"

Monday, July 24 10:30 a.m. - 10 p.m.

Cost: 1A \$160 per adult

in chair cars & dome cars, first-level seating

1S \$99 for spouse

1C \$99 for each child/grandchild (under 16)

1U \$35 each person for seating upgrade
to upper level dome cars

We'll ride in restored air-conditioned Union Pacific Heritage Fleet chair and dome cars aboard "The LCCA Special" with UP motive power* from the fleet upfront. Local transportation from the host hotel to Denver Union Station will be provided. The trip from Denver to Cheyenne, Wyoming, will include a photo run-by along the way. We'll leave the train at the Terry Bison Ranch (five miles south of Cheyenne) and enjoy a Ranch Hand BBQ Buffet, complete with all the fixin's. Afterwards, it's on to Cheyenne by bus for a tour of the newly restored historic depot and railroad museum. By special arrangement, we'll visit the UP machine shop and roundhouse; facilities not normally open to the public. For the return trip to Denver, we'll board air-conditioned motor coaches. Limit: 650 total participants.

For every adult coach fare purchased, an accompanying spouse and/or a child(ren) will pay only \$99 family fare each.

Example 1: Husband and Spouse

Purchase 1A @ \$160 and 1S @ \$99. If both also want upper dome car seating, mark the form at line 1U. \$160 + \$99 now, then \$70 (\$35 x 2) = \$329.

Example 2: Dad, Mom and two children under 16

Purchase 1A @ \$160, 1S @ \$99, and two 1C @ \$99 each. If the family also wants upper dome car seating, mark the form at line 1U. \$160 + \$99 + \$99 + \$99 now, then \$140 (\$35 x 4) = \$597.

** Neither Union Pacific nor the LCCA can guarantee which locomotives from the fleet will be assigned for this trip at departure. UP #3985 Challenger and #844 FEF-3 steam locomotives are scheduled for this run, double-headed.*

The actual number of seats in dome cars available for an upgrade won't be known prior to the trip. Please mark the box on your Registration Form if you prefer upper dome car seating — as available. These seats will be assigned on the day of the trip in order of registrations received. Your credit card will be charged \$35 per person that day for dome seating.

Important Note about Seating

Union Pacific excursion trips with Heritage Fleet locomotives are limited in number and frequency, and as a result LCCA expects broad interest in this trip from railfans who are not LCCA members. We will accept reservations from LCCA members exclusively from **December, 2005, through January 31, 2006**. Beginning February 1, 2006, we will accept reservations from the public — at a higher price. Club members should reserve their train seat(s) now.

Sneak Preview of the Trip

by Jerry Calkins RM 9418

Our train excursion will begin on Monday at Denver's Union Station in mid-morning and end in Cheyenne. There will be an opportunity to take pictures and inspect the train at rest at the station. After we depart from the Mile High City, we'll see the river valleys and the wide-open spaces of the high plains of northern Colorado and southern Wyoming. UP will arrange a stop along the route for a photo run-by, so bring your camera or camcorder and record the excitement for your family album.

The most notable UP steam locomotives in regular operation today are the #3985 Challenger and the #844 FEF-3.

Today, the Union Pacific Challenger #3985 is the largest and most powerful operating steam locomotive in the world. It has been overhauled several times and is continually being updated. It is considered Union Pacific's Ambassador of Goodwill.

The Union Pacific 800 series of 4-8-4 steam locomotives were considered by many to be "precision engineered giants when steam was at its best."



The Lion Roars

December, 2005

Photograph by Jim Booth, Jr., courtesy of The Streamliner

Tour 2: Pike's Peak Cog Railway
Tuesday, July 25 8:30 a.m. - 5:30 p.m.
Cost: \$90 per person

This 115-year-old railway with grades up to 25% will take us to the top of the 14,110-foot Pikes Peak. We'll also visit the town of Colorado Springs, home of the Air Force Academy. Round trip transportation from the host hotel to the site and lunch will be provided.

Medical Note: *The vast majority of travelers to the summit of Pike's Peak have no problems at all, but some people may experience altitude sickness; which may include symptoms of temporary dizziness, nausea, and headache.*

Sneak Preview of the Trip by Bob Carter RM 6620

This cog railway has provided passenger service continuously since 1892. What began as a steam pusher operation with wooden passenger cars has now evolved into climate-controlled, motorized, steel-clad passenger cars.

For the first few miles of the trip, the train ran adjacent to a stream that sometimes cascaded into small waterfalls. The red cars with large glass windows ascended through a steep valley filled with tall dense pines and lined with huge boulders. As it climbed higher, we left pines behind and entered groves of aspen trees.

Above the timberline at about 11,500 feet, the vegetation changed from trees to alpine tundra and seemingly soft granite boulders — scruffy habitat for Big Horn Sheep and the small Yellow-bellied Marmot.

During the final section of the climb, we were able to see the cities of Manitou Springs and Colorado Springs below: also, the red rocks of the Garden of the Gods and — to the east — the edge of the Great Plains.

At the summit, they say on a clear day you can see Denver, 60 miles to the north, and the Sangre de Cristo Mountains extending to New Mexico about 100 miles away. We saw a purplish cast of the mountains and shared the inspiration that prompted Katherine Lee Bates to write "America the Beautiful" from this spot. There was a monument in her honor at the summit.

As train rides go, I have been aboard faster ones, slower ones, and more comfortable ones; but if you enjoy majestic scenery, the view from the top of Pikes Peak is breathtaking and ... well, inspiring. Yes, you can drive a car to the top, but inasmuch as one can choose between train and automobile — take the train. For more information about this sky-high train ride, check out www.cograilway.com.



Photographs by Mike Mottler

Convention Tours

Tour 3: Train Layout Tours
Tuesday, July 25 6:30 - 9:30 p.m.
Cost: \$26 per person

See the best toy trains Denver has to offer. We'll visit Terry Johnson's outstanding Standard Gauge layout and his newest O-gauge installation; both are set-up right in the middle of his office. Local transportation from the host hotel to the site will be provided. Limits: Select either Tour #3 or Tour #7, not both; 100 participants.

Photograph by Bob Carter



Tour 4: Georgetown Loop Railroad
Wednesday, July 26 9 a.m. - 4 p.m.
Cost: \$84 per person

Ride this restored 1884 narrow gauge railroad from Georgetown to Silver Plume across a 95 foot-high steel bridge that makes a 360° turn upon itself. We'll visit the historic town of Georgetown and tour the Lebanon Silver Mine and Mill. Round trip transportation from the host hotel to the site and lunch will be provided.

Sneak Preview of the Trip
by Mike H. Mottler RM 19234

The Georgetown Loop Railroad is a reconstruction of one of Colorado's most famous railroads. The original railroad reached Georgetown in 1877 and builders intended to continue it to the rich mining town of Leadville. That line was never completed, but it was decided to push the railroad up the valley another two miles to the neighboring mining camp of Silver Plume. The problem was that Silver Plume was 600 feet higher in elevation. To gain that much altitude that fast, the railroad had to twist and turn four and a half miles, making two-and-a-half complete circles. At one point the rail bed crosses over itself on a 90-foot-high trestle — the Devil's Gate Bridge — which explains the "loop" in the name.

With the collapse of the mining industry and the coming of the automobile, the railroad was closed and in 1939 the bridge and rails were torn up for scrap metal. For 35 years the grade lay undisturbed, but then the Colorado Historical Society began to buy the land to reconstruct and operate the railroad. Steam returned to the valley in 1975, and in 1984 a new Devil's Gate Bridge was reopened.

Today, steam-powered locomotives make the climb up the valley through the end of September. From open-air viewing cars, passengers may see big horn sheep and other wildlife. The sound of the train whistle echoing down the valley is unforgettable!

For more information, go to: www.coloradohistory.org and seek the Georgetown Loop RR pages.



Photograph by Mike Mottler

Tour 5: Cheyenne Frontier Days
Wednesday, July 26 8 a.m. - 5:30 p.m.
Cost: \$92 per person

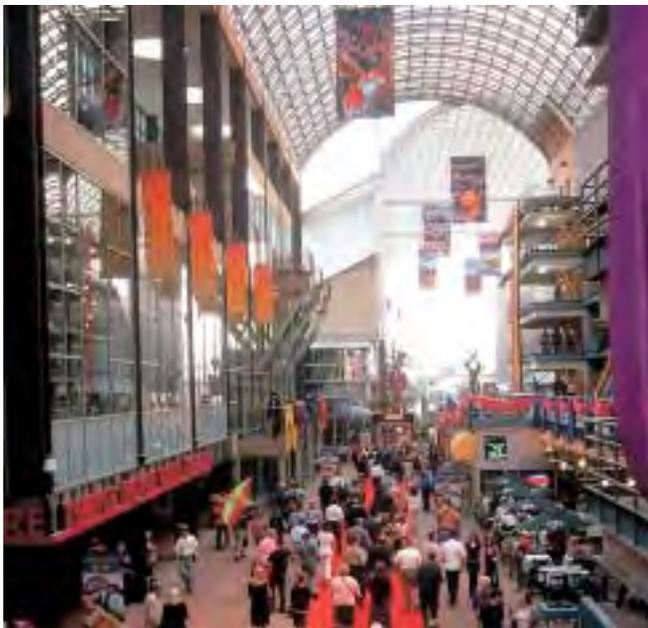
Photograph provided by Union Pacific



There's no greater celebration of the Old West than Frontier Days in this Wyoming town. It's America's oldest celebration of the rugged cowboy tradition — 125 years strong. We'll have a chance to tour the railroad museum located in the newly restored UP depot and then take in one of the best rodeos in the U.S. Round trip transportation from the host hotel to the site and lunch will be provided.

Tour 6: Mile High City
Wednesday, July 26 8:30 a.m. - 1:30 p.m.
Cost: \$40 per person

Photograph by Denver Convention & Visitors Bureau



Exactly one mile above sea level high in elevation, Denver is one of the most beautiful cities in the West. You'll get a chance to "see the sights" aboard tour buses.

Tour 7: Train Layout Tours
Wednesday, July 26 6:30 - 9:30 p.m.
Cost: \$26 per person



Photographs by Bob Carter



With totally different locales than Tour #3, you'll see more of Denver's best toy train layouts, including a trip to Terry Johnson's home where two layouts share the garage with his collection of classic automobiles. Round trip transportation from the host hotel to the site will be provided. Limits: Select either Tour #7 or Tour #3, not both; 100 participants.

Tour 8: Royal Gorge Route Excursion
Thursday, July 27 7 a.m. - 4:30 p.m.
Cost: \$125 per person

You'll experience this breath-taking, 1,055-foot deep canyon from the top and bottom; at the famous quarter-mile-long bridge suspended above the canyon and from the rail bed alongside the Arkansas River. Round trip transportation from the host hotel to the site and lunch will be provided.



Sneak Preview of the Trip by Bob Carter RM 6620

The Royal Gorge Route, like many of the lines in Colorado, extends back in time to the 1870s when miners traveled the Arkansas River valley in search of silver. Many of the mines in the west near Leadville were so rich with ore that two competing railroads, the Denver & Rio Grande and the Santa Fe, laid tracks along the Arkansas River valley.

This would not ordinarily be a problem, except for the unique topography in this area. Over millions of years, the Arkansas River cut a narrow gorge over a thousand feet deep, and this geological feature became the setting for the "Royal Gorge War." Both companies posted armed guards along the river route for protection of their crews; pistols and rifles were as common as picks and shovels. Shots were fired, and men were killed. In 1880 the court ruled on the contested right of way, the "Treaty of Boston" was signed, and the Denver & Rio Grande got its railroad back.

The Hanging Bridge on this famous route was built by the Santa Fe at a point where the gorge narrowed to only 30 feet. Sheer rock walls contained the river at this point, and there was no "ledge" for a road bed. Instead, the railroad



suspended a bridge over the river. A Kansas engineer, C. Shallor Smith, designed a 175-foot plate girder bridge hung from "A-frame" steel girders which spanned the river from anchor pedestals attached to the rock walls. The bridge cost \$11,759 in 1879. It has been strengthened over the years, but this famous, one-of-a-kind bridge has served the main line for more than 122 years.

The engineer approaches the Hanging Bridge at 18 mph; then stops on the bridge. Passengers riding in open-air cars had an opportunity to look straight up the walls of the gorge to the suspension bridge in the sky 1,000+ feet above. I thoroughly enjoyed this taste of real railroading, especially the echoing sound of the air horn! Check out the web site of this excursion railroad at www.royalgorgerroute.com.

Photographs provided by Royal Gorge Route

in Colorado

Tour 9: Georgetown Loop Railroad
Thursday, July 27 9 a.m. - 4 p.m.
Cost: \$84 person

Photograph provided by Georgetown Loop Railroad



Here's another opportunity to book a ride on the GLRR, tour the Lebanon Mine and Mill, and ride the restored 1884 narrow gauge railroad including the 360° turn over the "loop" bridge. Round trip transportation from the host hotel to the site and lunch will be provided.

Tour 10: Colorado Railroad Museum
Friday, July 28 8:30 a.m. - 1:30 p.m.
Cost: \$50 per person

Photograph provided by Colorado Railroad Museum



Just 12 miles west of Denver, the Colorado Railroad Museum has an extensive collection of narrow and standard gauge locomotives and cars. A large HO layout captures the essence of Colorado railroading. We'll also tour the famous Foothills area, once a hangout for dinosaurs. Round trip transportation from the host hotel to the site and lunch will be provided.

The Lion Roars

Tour 11: Mile High City
Friday, July 28 8:30 a.m. - 1:30 p.m.
Cost: \$40 per person



Photograph courtesy of Denver C&VB

This will be a second chance to see for yourself why Denver is considered by many as the most beautiful city in the West. Guides will be our "interpreters" aboard tour buses.

Tour 12: Park Meadows Mall
Saturday, July 29 10 a.m. - 4 p.m.
Cost: \$25 per person



Photograph provided by Park Meadows Mall

Enjoy some of Denver's finest shopping without having to go far from the hotel. LCCA will provide continuous shuttle service from the host hotel to the mall throughout the day. Lunch on your own.

December, 2005

Convention Hotel

Photograph by Denver Marriott Tech Center Hotel



Our Host – Denver Marriott Tech Center Hotel

The Denver Marriott Tech Center Hotel is located in a district that is home to many high-tech companies. The hotel is known for catering to guests coming to meetings, seminars, and conventions.

Directions to the Denver Marriott Tech Center Hotel

- From Denver International Airport: SUPER SHUTTLE bus service is available at reasonable cost from the ground transportation level of the airport; tell your shuttle bus driver your hotel destination.
- From Interstate highways: the hotel is near the junction of I-225 with I-25 South in the southern region of Denver.

Benefit from LCCA to Members

- Members registered as Marriott guests and members with a primary residence within 50 miles of Denver are eligible to receive the LCCA Convention registration gift offered by the club to the first 400 registrants. Members must claim the gift in person.

Select the Marriott and Save

LCCA members who reserve accommodations at the host hotel will receive many extraordinary benefits. To registered hotel guests, Marriott will offer:

- A low convention rate of \$99 per night; great compared to similar hotels in the metro area
- Free parking at the hotel. Non-guests can park at the hotel but will pay the prevailing rate
- A \$2-off coupon for Marriott's breakfast buffet — valid every day of your stay
- Two complimentary bottles of water placed in your room each evening

If you plan to arrive early and/or stay afterwards for more vacation days in Colorado, Marriott will extend the special \$99 room rate to LCCA registered guests for three days before and after the Convention dates.

Note: Hotel Reservation Form is printed on the inside back ghost cover of this issue of TLR.

Convention Schedule

Sunday, July 23	Time
Registration Desk open	Noon - 7 p.m.
Board of Directors Meeting	2 - 9 p.m.
Monday, July 24	
Registration Desk open	6 a.m. - 6 p.m.
Tour #1: "The LCCA Special" Excursion	10:30 a.m. - 10 p.m.
Tuesday, July 25	
Registration Desk open	7 a.m. - 6 p.m.
Tour #2: Pike's Peak Cog Railway	8:30 a.m. - 5:30 p.m.
Tour #3: Train Layout Visits	6:30 - 9:30 p.m.
Wednesday, July 26	
Registration Desk open	7 a.m. - 6 p.m.
Tour #4: Georgetown Loop Railroad Trip	9 a.m. - 4 p.m.
Tour #5: Cheyenne Frontier Days	8 a.m. - 5:30 p.m.
Tour #6: Mile High City	8:30 a.m. - 1:30 p.m.
Tour #7: Train Layout Visits	6:30 p.m. - 9:30 p.m.
Thursday, July 27	
Registration Desk open	7 a.m. - 5 p.m.
Tour #8: Royal Gorge Route Excursion	7 a.m. - 4:30 p.m.
Tour #9: Georgetown Loop Railroad	9 a.m. - 4 p.m.
Get Acquainted Party, Marriott Tech Center	6 - 9:30 p.m.
Friday, July 28	
Registration Desk open	7 a.m. - 6 p.m.
Trading Hall, set-up for exhibitors only	7 a.m. - 5:30 p.m.
Tour #10: Colorado Railroad Museum	8:30 a.m. - 1:30 p.m.
Tour #11: Mile High City	8:30 a.m. - 1:30 p.m.
LCCA Business Meeting at Marriott	2 - 3 p.m.
Lionel Seminar at Marriott	3 - 5 p.m.
Trading Hall open; Convention Registrants	6 - 9 p.m.
Saturday, July 29	
Registration Desk open	7 a.m. - Noon
Trading Hall open, for members only	8 - 9 a.m.
Trading Hall open, for members and public	9 a.m. - 5 p.m.
Tour #12: Park Meadows Mall	10 a.m. - to 4 p.m.
LCCA Reception	6 - 7 p.m.
LCCA Banquet	7 - 10:30 p.m.
Convention ends after the banquet	
Sunday, July 30	
Trading Hall take-down for exhibitors only	9 a.m. - Noon

Safe travel home! See you in Chicago – July 2007

A Family Layout with a Christmas Heritage

by John Mateyko
RM 23791

Editor's Note: The nearly universal experience and perhaps fondest memory of (mostly) boys of the 1940s and 50s is of their parents giving them a Lionel® train set (through Santa Claus) and running it around the base of the Christmas tree. Long before sociologists gave it a name, Lionel trains bonded fathers to sons in the Norman Rockwell era; it's a tradition that continues today. John shares tips about how he and Janet have imbedded family history and geography into his current layout.

Flashback to the 1940s

I grew up at a time when toy trains were the toy of choice. I received a Lionel 1940 prewar train set from dad and mom for Christmas, and it became an integral part of all our future Christmases. I enjoyed that train for years but left it at home in Calumet City, Illinois, when I became an adult.

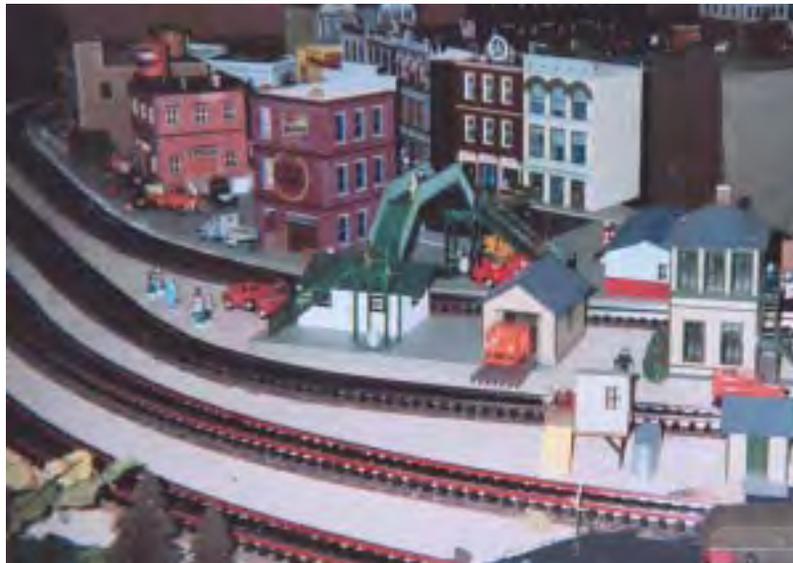
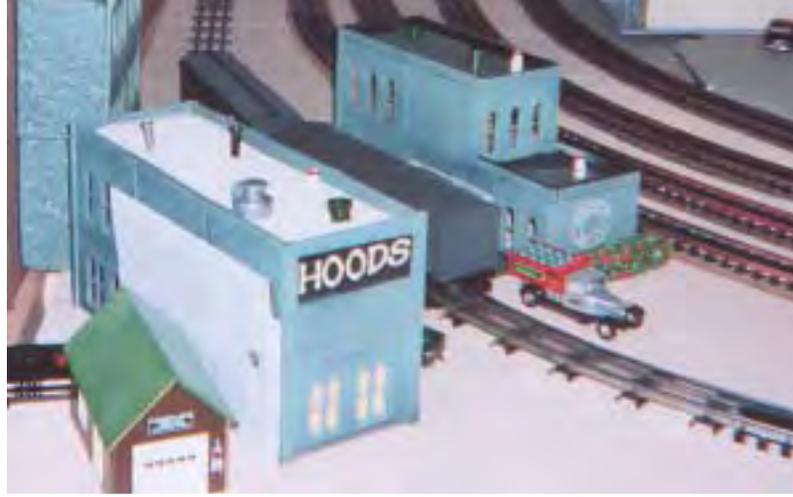


After I settled in Cincinnati, Ohio, I received a call from dad and mom saying, "Come on over and get your train out of this house." I transported it to my new home, and my own family followed the established pattern of running a train around the Christmas tree. Then it grew — bigger, and bigger, and bigger.

I went to Davis Trains in Cincinnati and visited train shows. I bought a used #2065. My son Marc received at least one piece of rolling stock every year from me, my brother Richard, and my mother. Soon, there were three trains available to run around the Christmas tree; his train, the Budd cars, and my train. Later, I acquired a modern-era locomotive.

When my daughters went off to college, we built a room-size layout on the top floor of our two-and-a-half-story house with a Lionel Model R transformer from my boyhood as the power source. I wired one of its dials to track one and another dial to track two; nothing for the third track. I used that transformer until I purchased a large Right of Way® transformer.

Years later, I moved from Cincinnati to Lansing, Illinois, not far from my home town of Calumet City.



My Ohio train friends — Richard Johnson (RM 7107) and Eugene Burke (RM 13902) —helped me take down my layout and put it in storage; it stayed there for four years. When we looked for a house in Lansing, I emphasized to the real estate agent that we needed a dry basement. On weekends we would visit four or five houses, and my first move at each location was toward the basement. After two weeks of this, the real estate agent realized why we needed a large, dry basement with no obstructions. We found a house that had a small HO layout in the basement, and we closed on that house.

A House Is also a Home for a Layout

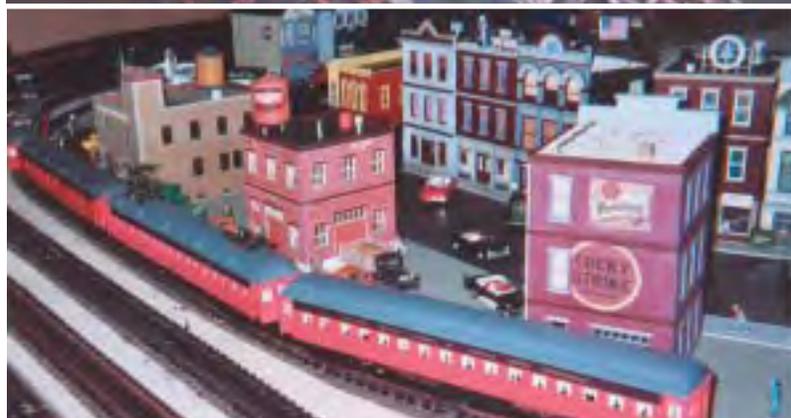
For about three months, I considered track plans for the perfect layout in the basement. Finally, a friend asked, “What do you want the layout to do?” When I told him that I wanted to run long trains he lit my fire by suggesting, “Why not just make large loops?” I took it one step further. For each loop, I also installed a passing track or a storage track. I started building the table and laying track in February 2004. The outside loops have Gargraves track and curves, but some of the straights along the back wall are tubular rail. I placed Ross switches on the outer three loops. The fourth (innermost) loop is all tubular tracks with Lionel hand-thrown switches; a necessity for running pre-war operating cars that have sliding shoes. Tracks one and three run in one direction and tracks two and four run in the opposite direction for eye appeal.

On the passing track, I throw a double-throw switch to move a train into the passing track. It’s hidden between the tracks. I start one locomotive on track one and then throw the switch and bring out another train on track two. There are no fancy solenoids or relays because both the Ross and Lionel switches are manually operated. I don’t need the power that a lot of operators must have available to feed constant voltage to Lionel O22 switches.

A Great Find Enhanced by a Great Guy

I do some train shopping on the Internet, and I found a really good deal on an O-scale, brass 60-foot RPO car for only \$18. I mentioned this to a train friend in Tennessee, and he said, “I would sure like to see that.” So I sent it to him. Later, he called and said, “There are a couple things wrong with this car.” I responded, “I’d like you to fix them.”

He said he just wanted to keep a hand in the hobby. I thought, “It’s just an \$18 car to me. Go for it.” What I didn’t know it at the time that he was a jeweler and an artisan. He removed the bars on the windows and replaced them in position where they should be. He repainted it, re-decaled it, painted the inside white, and installed interior lights so it would glow. Then he sent it back to me.



When I asked, “This is very nice, how much do I owe you?”, he said, “Nothing. I just wanted to keep my hand in.”

Keep It Simple

To distribute power to the rails, I installed two 14-gauge, stranded wires under every loop of track. At six- to eight-foot intervals, I attached ground wires to both outside rails and a power wire to the center rail. I realize there are pros and cons of this method, but I don’t intend to use an outside insulated rail as a “switch” for operating accessories. I’d rather have rigorous wiring connections all around for uninterrupted running without voltage drop-offs.

My layout is on one level — no hills, no multiple layers. I turn the layout on, dim the room lights, sit on the basement stairs, and watch the trains run. It’s hypnotic.

My railroad preference is for the Santa Fe — fully known as Atchison, Topeka, and Santa Fe. Just as real railroads have names, so should model railroads. I named my layout for the cities that are a part of my life and my railroad preference: the Lansing, Calumet City, and Atchison — L,CC&A. To readers of *TLR*, that will sound familiar.

Tricks of the Trade

Janet is a craftsperson, and she made the REA transfer station from foam board with oversized large windows. The front and rear windows are by Grandt. She made the corners from brick paper produced in the PC, then printed-out and cut into two-inch strips. Most commercially bought brick paper is too thick and won’t fold right for a tight fit around the corners.



The building with the Lucky Strike logo is unique. Janet painted it that color. She found the logo in a color advertisement in a newspaper, cut it out, and soaked it in Elmer’s™ white glue thinned with a little bit of water. It looks like a faded sign painted onto the brick surface.

The South Shore building has a rooftop water tower with the South Shore logo on it. The image came from a South Shore time table. We also have some Blair billboards on the layout.



She re-painted some cars and trucks to a certain color we needed. Obviously, we have too many cars; we created our own traffic congestion problem. There's a model of a man on a motor scooter; it resembles my brother on his motor scooter. The man in a Jaguar convertible resembles Janet's older brother; years ago he owned a Jag convertible. The layout transcends the hobby and echoes our family history and geography.

We found paint stores that have samples of paint colors — not solid-color paint chips but paper strips with striped patterns in that color. The design resembles drapery fabric, and the scale is appropriate to O-gauge structures. Janet trimmed these to shape and installed them as window dressing.

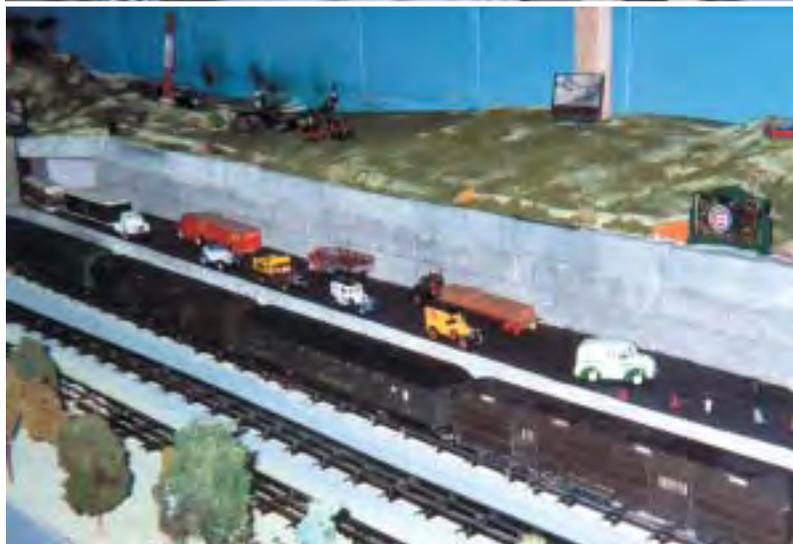
I placed figures on the back porch of cabooses and people on the rear platform of an observation car. In my view, the trains on a layout should be “humanized.”

For the future, we want to install a peninsula in the middle of the layout. From the inner loops, we want to model downtown Chicago and suggest the South Shore Line to Indiana during the 1930s and 40s and into the steam-to-diesel transition era. The vehicles on the layout set the stage for that time frame. We've been consistent with that; for example, not placing a 1965 Mustang convertible in a parking lot.

Every now and then I get the urge to build another layout. There are some mistakes in this layout that I don't know how to overcome at this time. I didn't take into consideration how loud four locomotives can sound when placed on plywood set on 2x4s on a tile floor. I've visited layouts that are so quiet you can hear yourself think.

But for now, we'll enjoy the L,CC&A railroad as it is, even if too noisy. 🚂

Photographs by John Mateyko



Lionel News & Views

by Bill Schmeelk
RM 6643

Postwar Delight

Many of us had our first experience with Lionel® trains in the 1950s. The early part of that decade was Lionel's golden age, while the latter part saw Lionel's profits sinking and the beginning of a decline that would take Lionel very near extinction. Although I enjoy Lionel's new products and all of the new features we see technology bringing to the forefront of train operation, I still have a soft spot for the postwar golden age when Lionel was the largest toy company in the world. Because of my nostalgia towards the Lionel of my youth, I enjoy reading about how the company was run and how they developed products that kept them on top.

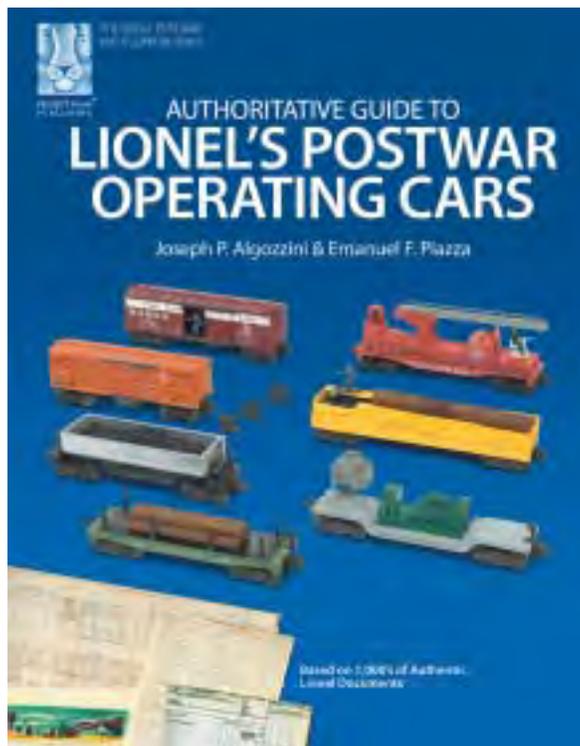
A new book published by a new publisher not only provides a unique look at Lionel product but also a detailed view of how the company operated. The new publisher is Project Roar Publishing and their first book is entitled *Authoritative Guide to Lionel's Postwar Operating Cars* by Joseph Algozzini and Emanuel F. Piazza.

Father and son George and John Schmid made Lionel news in 2001 when they purchased a stack of notebooks for \$43,000 at the first Richard Kughn auction in November 2001. Those notebooks contained Lionel internal records listing the contents and quantities of uncataloged and promotional sets produced from 1960 to 1966. John related to me the joy of going through the information and discovering directly from company documents many of the details of how Lionel operated. Thankfully for the rest of us, Project Roar was started in 2001 with a goal to disseminate this information and share it with the Lionel community.

From the start I have to say that this is a very unique book. This is not a rehash of material we've seen published before. This is all new information — documented through the availability of thousands of actual postwar Lionel documents and numerous interviews with former Lionel employees. The material is organized and presented well, with lots of color photos and charts. Every page is populated with crisp color photos.

The first 17 pages of the book explain to the reader how the research was done. Here, the authors detail the types of Lionel documents among the thousands that were available to them.

The next section of the book is an excellent 15-page introduction by *Classic Toy Trains* senior editor Roger Carp. Entitled "Lionel Operating Cars: An Overview and an Appreciation," this chapter takes you through Lionel's history of operating cars — not a listing of the cars but a look at how the company operated and how they strived for realism and eventually entertainment in their operating cars. Among the many acknowledgements listed, John Schmid gratefully thanked Roger Carp for the guidance and editorial assistance he received and for making the volume exciting and easy to read.



Charts show all of the documented variations including their rarity and value. Unique to these ratings are the fact that the rarity is based on actual production numbers. These are given in ranges from R1, which includes quantities over 150,000 to the least rare (R10) which includes items made in quantities of less than 250; for example, R1 includes the 6167 Caboose. The black lettered 3484-25 Santa Fe Operating Box Car is an example of an item with an R10 number. The figures are documented through actual Lionel records.

Throughout the text appear pop-ups highlighted in green which reference Lionel's documentation — blueprints, engineering specifications, production planning records, and component parts indexes. These documents often indicate changes that were made before production. For example, in the discussion of the 3435 Aquarium Car, one of these pop-ups explains that Lionel's Production Control Files state that the body of the car was originally to be painted green only, but was changed to be painted black first and then green. Some of these comments make clear exactly when certain variations and changes in production took place.

If you have a postwar collection, you will certainly find a great deal of new and interesting information in this book. I've said it before, but it bears repeating — we are very fortunate in this hobby to have dedicated scholars working to discover more information and share it with the rest of the Lionel community. The amount of information available to us over the years has grown by leaps and bounds. This book certainly marks a high point in that dissemination of knowledge. I haven't read a book as interesting and informative as this one since Ron Hollander's *All Aboard* was first published in 1981. The quality of this publication

reflects the devotion the authors and publisher have for the material and their desire to make it available in the best way possible.

The book concludes with a series of four appendices and an index by catalog number. The appendices cover postwar box car types, postwar Lionel boxes, postwar trucks and couplers, and operating car peripherals. These appendices are also in full color and provide very useful and interesting information.

This book is the first in a series entitled The Lionel Postwar Encyclopedia Series. I sincerely hope that this book is supported and purchased by Lionel enthusiasts, making it possible for the authors and publisher to continue this series. The next volume, now in progress, will deal with Lionel's promotional sets made in the decade of the 60s.

I could go on and on about this book, but I'll end it here with the suggestion that you take a look at this book and decide for yourself. I found it hard to put down. There's something exciting about learning new information about how the company ran in the postwar period. This book provided me with plenty of excitement. I look forward with great anticipation to future releases in this series and commend the authors and the publisher for a magnificent job. A job well done by all involved!

You can purchase the book and read more about Project Roar Publications on their web site, www.projectroar.com. The book is 8-1/2 x11-inch format, with 160 glossy pages. It is available in soft cover for \$44.95 and hard cover for \$59.95. You can view actual pages from the book on their web site.

Repairing Trains

Trains of the postwar period were primarily mechanical in nature, so repairing and maintaining them was something that many operators — even kids — enjoyed. Today's modern model locomotives are highly complex and contain lots of gizmos we can't explain or understand. Circuit boards and electronics make everything work. Repairing an inoperative circuit board is beyond the capability of most train operators. In some cases, a replacement board is the only solution.

A new book from Kalmbach Publishing is a guide to repairing these modern trains. While *Modern Toy Train Repair and Maintenance*, by R.D. Teal will not teach you how to repair an inoperative RailSounds™ circuit board, it will guide you through modern engines and provide an

understanding as to how these components work. With this knowledge you will be better equipped to troubleshoot your equipment.

Not every problem with modern locos is caused by circuit board failures. The author describes many repairs that operators can make. R.D. Teal has had plenty of experience repairing modern trains. He is a retired manager of product development and finds toy train repair just the thing to satisfy his desire to fix things. Since 2000 he has worked for a local train shop which serves as both a Lionel Service Station and an MTH Service Center. He's repaired over 1,700 engines from just about every manufacturer, and he uses that experience to guide the reader through modern repairs. He acknowledges that sometimes your diagnosis might require a Service Station repair and he guides you in that respect as well.

The book begins with the set-up of a repair workstation. The neatness of his workstation probably reflects well on his work.

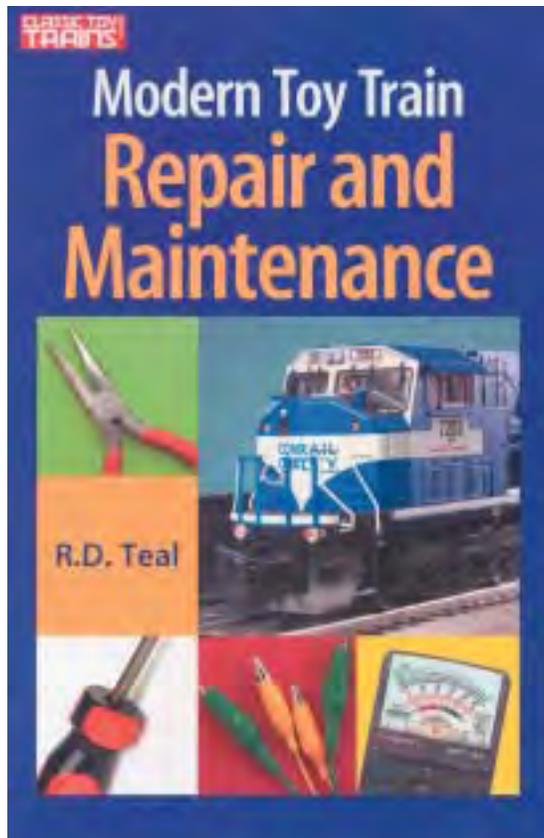
Chapters take you through some of the basics including tools, tips on soldering, and lubrication. From there the book gets into the more complex parts such as Command Control boards, sound boards, electronic reversing units, fan-assisted smoke units, DC motors, electrocouplers, lighting systems and more. The discussions are not limited to Lionel equipment; he also discusses MTH and K-Line products.

For those who like to service their own trains but are intimidated by all the new technology, this book makes clear what you can do and when you should seek the help of a Service Station. When you need help, the book discusses company web sites and how to find the help you need. The book is most useful for the experience conveyed by the author. Even if you have no desire to do your own repairs, the book will educate you as to the inner workings of a modern toy train.

The softbound book is 5-1/2 x8-1/2 inches and has 112 glossy pages loaded with color photos. The book is priced at \$17.95 and is available from your local train shop, directly from Kalmbach by calling 800-533-6644, or by visiting their web site at: cttbooks.co.

My very best wishes to all our members and their families. May your holidays be filled with good health, good times, and — of course — lots of Lionel trains! 🚂

Photographs by Bill Schmeelk



The General Arrived just in Time

by Harold Moore
RM 22533

Unanticipated Friendships Are Best

Jim Flukey and I became friends in 1992 when I worked the night shift for TWA Air Cargo in St. Louis and he was a truck driver who delivered shipments to that facility. One evening, Jim drove in with a shipment. It was a slow night, and I was at my desk cleaning-up a Lionel® passenger car I recently purchased. He noticed and said, “Do you fool around with those silly things?” He invited me to walk to the back of his truck and pointed to a large Lionel logo sticker. We laughed, and he told me he had collected Lionel items since the 1960s and 70s.

We became close friends, and I brought some of my trains to work for his comments. Jim was a walking/talking Lionel Encyclopedia. He could quote chapter and verse of when the item was made, how it was put together, and what parts could cause problems.

He invited me to Mattoon, Illinois, for a train show where he was selling a few items. Afterwards, we went to his house to see his train collection. The entire second story of his house was full of trains — stacked floor to ceiling. It was incredible! I felt like a kid turned loose in Disneyland. I saw lots of orange and blue boxes but no operating layout. I convinced him to install some track and run some of the trains.



Later, Jim sold a lot of his collection to a large hobby business in Cincinnati. They made three trips with a large van and filled it each time. He rolled over the proceeds and bought new Lionel, MTH®, and K-Line® trains — top-of-the-line locomotives with sound systems and command control.

The General in a Race against Time

Jim’s health deteriorated over the years, and he couldn’t get to the floor and operate his trains. He installed TMCC™ and ran his trains while seated. His health continued to decline because of congestive heart failure.

When LCCA offered the “Halloween” General set, Jim called me and asked if I was going to buy that set. I told him I wasn’t sure, and he told me he wanted to have that set. However, when his health declined he didn’t renew his club membership. I said, “You’re getting a General set” and I ordered it for presentation to him.

About a year passed from the time of placing my order to receiving this train set. When a friend to Jim in Illinois



received a General set, Jim called me and asked about his train. I hadn’t received it yet, so I e-mailed LCCA once, then twice, and then called the President and contacted another club officer with one thought in mind. I was getting anxious; and Jim too.

This year, Jim’s health went downhill rapidly, and he made frequent trips to the hospital. I kept worrying that the General set wouldn’t arrive before the inevitable became reality. When I visited him, he took my hand and said, “Ole buddy, I don’t think I’m going to make it to see my General.”

When I heard that, I resolved to get his General set even if I had to drive to the Lionel factory, get on my knees, and beg for one. I said, “Don’t worry. You’re getting a General, one way or the other.”

When I arrived home that night, I called President Eric Fogg again with the thought of a “Hail Mary” desperation football play in the back of my mind. To my surprise, I got a return call at my work from Eric that same night. He was apologetic and explained that my order had been lost but now was found. He assured me, “Don’t worry, you’re going to get the General set. I’ll ship it to you tomorrow.” I asked him for a big favor — to send it to Jim at the hospital address.

A Timely Arrival

Jim’s family was with him when the UPS delivery guy walked into his hospital room with a big box under his arm. Although he was heavily medicated, floating in and out of consciousness, and incoherent at times, his wife told me, “When he saw that box he wept and said over and over, ‘I’ve got to call Harold. I’ve got to call Harold.’” She called me, and I arranged to call Jim back at his room phone. She held the phone to his ear. He thanked me and thanked me and thanked me.

My wife and I made plans to set up and run his General set when he felt better. Jim said, “I’ll do it. I’ll do it.” He did perk up and improve a little, then he had a setback and returned to a rehab hospital; then he transferred to a hospital in northeast Indiana.

We decided that he needed to see his train set in operation now. Carrying a small canvas bag with track and a transformer inside, my wife and I flew from St. Louis to

northeast Indiana to visit him; perhaps for the last time.

When we entered his hospital room, his eyes lit up like a kid on Christmas morning. He knew why we were there because his wife brought the General set back to the hospital from home. We talked for a bit, and then I opened the set box, took it over to him and let him inspect the train. He kept saying, "How beautiful, how beautiful."



I set-up an oval of track on the floor, hooked up the transformer, fired it up, and let the General run the course. Jim grinned like a Cheshire cat. I was thrilled that I was able to make him smile and forget some of the pain — even if only for a little while.

A Marvelous Memory

I'm writing this in October; the time when Jim moved to a hospice facility in Indianapolis. I checked with his family for permission to share this story, and they all agreed. They didn't expect Jim to make it through the upcoming weekend. I realized that by the time this article is distributed, Jim wouldn't be here, but his family, train hobby friends, and I will hold him in our hearts. A great fringe benefit of this hobby is making connections with other people who we probably would never have met otherwise and sharing life experiences with them. 🚂

Postscript

Jim Flukey passed away October 20th at his home in Kansas, Illinois. He fought long and hard, but his body finally succumbed to heart disease. He is survived by his wife, four children, seven grandchildren, and one great-grandchild. He also leaves hundreds of friends; many of them are train buddies who will miss him greatly.

Photographs of Jim provided by Harold Moore

Board Minutes continued from page 4

Two Projects with Possible Value to Members

1) List of LCCA Memorabilia

Director Fisher presented an idea to the Board that originated from John Wood. His idea is to create a list of all memorabilia that LCCA has provided to its members and make the list available to the members. This list would include but not be limited to Convention cars, registration gifts, banquet table decorations, and other items. Included in the list would be a description and history of the item. The discussion expanded and included the idea to create the position of LCCA Historian. The Board expressed great interest in pursuing this project. President Caponi directed Director Fisher to pursue the idea further with Mr. Wood.

2) Book Distribution

Director Fisher presented an idea that had been proposed to him. Historic Lionel documents for the period from 1945 to 1969 have been recovered. The documents cover production numbers, engineering drawings, patents, development of products, and other topics of Lionel products ranging from locomotives, rolling stock, and sets. The owners of this material are planning to publish a four-volume set of books. These volumes will be invaluable to Lionel collectors, archivists, and historians. LCCA is being asked to consider entering into an agreement making the books available through the club's web site to all LCCA members. The Board expressed interest and President Caponi asked Director Fisher to continue the discussion with the appropriate individuals.

Recognition of Deceased Members

Secretary Calkins brought to the attention of the Board several letters and e-mail messages he has received informing the LCCA of the passing of a member. The suggestion was made that the Secretary recognize the death of a member and send to the family an appropriate expression of condolence such as a card, e-mail, etc.

Membership Cards

Director Tribuzi described the original concept of presenting cards containing important and pertinent information to new members that had received gift memberships to LCCA. These cards helped to provide a sense of belonging and explained how to access various benefits of LCCA membership. The Board discussed expanding this program to provide the same information to all new members and felt that this would be worthwhile. President Caponi directed Director Tribuzi to proceed with the expansion of the program.

About *The Lion Roars*

The Board discussed topics for consideration for publication in *The Lion Roars*. Articles should have value to LCCA members and the majority of pages should be dedicated to Lionel-related topics as expected by the membership. President Caponi will present the specifics to Editor Mottler.

Next Board Meeting

The next Board of Directors meeting will be held in April 2006, the place and time to be arranged.

Adjournment

Director Carter moved to adjourn, seconded by Director Ourso. Motion passed. The meeting was adjourned at 10:00 p.m. 🚂

A Lionel Puzzlement

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

Railroad Math

Grandfather's 1881 primary arithmetic book was the inspiration for this Lionel based math quiz. All LCCA members from the "old school" should find it easy to solve these aRRithmetic problems. Enjoy!

Answers to October Puzzle

- | | |
|------------------|----------------|
| 1. Giraffe | 9. Camelback |
| 2. Horse | 10. Rabbit |
| 3. Mountain Goat | 11. Dog |
| 4. Chicken | 12. Beaver |
| 5. Kitten | 13. Fishplate |
| 6. Piggyback | 14. Frog |
| 7. Ostrich | 15. Cowcatcher |
| 8. "Rattler" | |

- How many domes in a consist of seven white rocket fuel tank cars?
- What would be the cost of three Pennsylvania GG1 engines at \$1,550 per electric locomotive?
- Leo spent 79200 seconds last month playing with his Lionel trains. How many hours did he spend in the train room?
- If a couple drove 2,275 miles round trip to a LCCA Convention and took seven days of driving time, what would be their average daily progress?
- A wife found her husband's collection of 145 Lionel items in the attic. She decided to give 60% of them to her favorite grandson. How many items would be left in the husband's collection?
- If six Baby Ruth boxcars are worth one Western Pacific boxcar, how many Western Pacific boxcars are 30 Baby Ruth boxcars worth?
- A father had four children and gave each of them an engine and tender, two operating boxcars, a short and long gondola, three flat cars with pipes, covered hopper, and a bay window caboose. How many Lionel items did he give?
- If 20% of the stools at three Plasticville Frosty Bars were occupied, how many would be vacant?
- If seven men can build a holiday layout in one week, in how many days can one man do the same work?
- A hobbyist notices that three machinery cars are listed for sale in the Interchange Track. How many wheels and bridge girders would he own if he bought these cars?
- A dad wants to buy his daughter a Girls' Set engine and tender for \$825. If the interest on his loan for seven months is \$84, how much would it be for a year?
- What is the difference in inches between the radius of an "O-27" and a regular O-gauge circle using eight curved sections of track?
- When Harry was asked how many pieces of track he owned, he replied that if he had 43 more pieces, he would have 300. How many Lionel track pieces had he?
- A collector has six porthole cabooses on his display shelf, but one is removed for "Take a Model Train to Work Day." How many individual portholes remain on the shelf?
- A gentleman bought a set of billboards for \$7.95, a barrel pack for \$4.95, and a Lockon with wires for \$4.95. The store added 7% tax to his purchase. The buyer gave the merchant two \$10 greenbacks. What was the gentleman's change?

Answers will be published in the next issue of *TLR*.



Surprise Lionel Warehouse Find

Factory prototypes shown

Enjoy a Norman Rockwell Christmas

Upon hearing of this recent warehouse discovery, LCCA purchased the remaining sets and secured special pricing for club members.

Perhaps no other artist has defined Christmas in America as well as Norman Rockwell, one of the best interpreters of our culture during the mid-20th century through his illustrations in the *Saturday Evening Post* magazine.

The Norman Rockwell Christmas Train includes three festive, art-decorated reefers and a matching wood-sided caboose.

The items feature accurately reproduced Norman Rockwell Christmas paintings rendered

through a four-color printing process to ensure crystal-clear images and brilliant colors. The reefers have die-cast-metal fully sprung trucks, operating couplers, painted bodies, and metal brake wheels. The wood-sided caboose has die-cast-metal trucks, operating couplers at the ends, metal brake wheels, marker lights, lighted interior, and an operating smoke unit. This four-car set will be sent in a four-car shipping container.

Don't miss out on this specially priced set. Quantity is limited. Limit: two sets per member.

For quickest processing and delivery, place your order at the club's web site:

www.lionelcollectors.org

Order form for The Rockwell Christmas Train — Not online? Mail this order form promptly for delivery ASAP.
Note: UPS can not deliver to a post office box; a street address is required.

Name: _____ LCCA # _____ Date of Birth _____
 Address: _____ Phone (____) _____
 City: _____ St: _____ Zip: _____
 Check this box if this is a new address. E-mail: _____
 ONE set at \$69.95 \$ _____ My check made payable to "LCCA" for the full amount is enclosed with "NR2005" written on the memo line.
 TWO sets at \$139.90 \$ _____ Bill my credit card for the full amount.
 Shipping & Handling in cont. U.S. [no charge] CC#: _____
 S&H to AK, HI, & Foreign: add \$18/set \$ _____ Verification Code: _____
 6.25% Sales Tax, add \$4.37/set \$ _____ (for IL residents only) *(The last three digits at the signature panel on the back of your card.)*
 Total: \$ _____ Signature: _____
I authorize LCCA to bill my account for this purchase.

Mail with payment to: LCCA Business Office • Dep't. NR2005 • P.O. Box 479 • LaSalle, IL 61301-0479
 Or place your order online at: www.lionelcollectors.org — go to "MEMBERS ONLY" and open "LCCA Store."

Note: This order form may be photocopied.



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