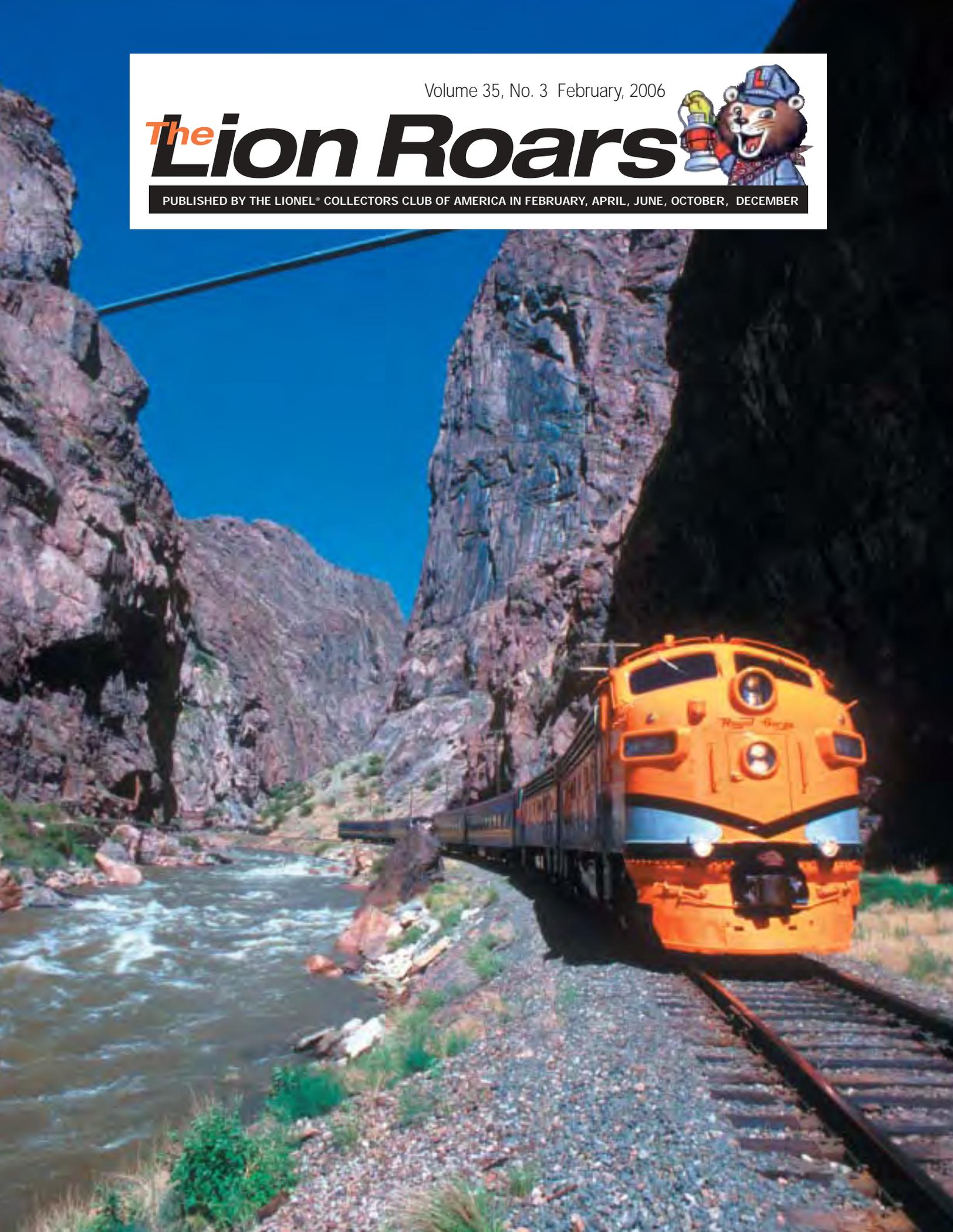


Volume 35, No. 3 February, 2006

# *The* **Lion Roars**



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



# More Power to You



Note: Figures not included

The actual model produced may be slightly different from this pre-production prototype.

"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. 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.

Prior to the 6-30-06 deadline, you can place your order at the club's web site:

[www.lionelcollectors.org](http://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 any part of your address info is new. E-mail: \_\_\_\_\_

ONE LCCA 2006 Convention Car \$ 69.95

TWO LCCA 2006 Convention Cars \$ 139.90

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

Members in AK, HI, & Foreign;  
add \$12 per car for extended S&H \$ \_\_\_\_\_

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

Total: \$ \_\_\_\_\_

My check made payable to "LCCA" for the full amount  
is enclosed with "CC-0206" written on the memo line.

Bill my credit card for the full amount.

CC#: \_\_\_\_\_

Disc  MC  Visa 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-0206 • P.O. Box 479 • LaSalle, IL 61301-0479  
Or place your order online at: [www.lionelcollectors.org](http://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**  
 A breathtaking train ride through the  
 Royal Gorge will be one of the highlights  
 of the 2006 Convention as Tour #8.  
*Photograph courtesy of The Royal Gorge Route*

Contacting the LCCA Business Office

Members can contact the Business Office through the club's website at [www.lionelcollectors.org](http://www.lionelcollectors.org), by e-mail at [lcca@cpointcc.com](mailto: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 collectibles.

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**Answers to the February  
 2006 Lionel Puzzlement**

1. M; 2. C; 3. E; 4. K; 5.  
 B; 6. G; 7. Q; 8. J; 9. D;  
 10. F; 11. O; 12. R; 13.  
 N; 14. L; 15. A

LCCA Web Site: [www.lionelcollectors.org](http://www.lionelcollectors.org)

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 Board of Directors or the views of officers and appointed officials; nor do they indicate a club endorsement of any products mentioned.



# The President's Report

by Louis J. Caponi  
RM 8735

I certainly hope your holiday season was filled with joy. It sure was hectic in the Caponi household, but now I'm looking forward to things returning to normal. Before we know it, spring will arrive and summer will be right around the corner. Many are already preparing for vacation. From what I can see by Convention registrations, many of you will be sharing your vacation time with your friends in the LCCA! Wow, this could prove to be our largest convention ever! Please register as soon as possible as the tours are filling up quickly. **The home train layout tours are already filled.** I look forward to seeing each and every one of you in the Mile High City.

## 2005 Convention Car

I believe this item will become one of the most sought-after Convention cars; the entire run was sold out! This car was shipped from the business office before December 30, 2005. If you placed an order but haven't received your car, contact the LCCA Business Office by mail, e-mail, or fax (see page 1), Attn: Cathy.

## 2006 Union Pacific Convention Car

Judging from the number of e-mails I've received, the initial response to the Union Pacific Auxiliary Power Car is quite favorable. Don't get left out! Order this car ASAP. I have no doubt it will sell out. The ad in this issue of *TLR*



shows the factory prototype of the car, but even a great picture doesn't reveal the quality of the décor finish. If you're a "Big Yellow" collector/operator, this car will be a unique addition to your collection. Lionel® will hold us to a June 30, 2006, order deadline, and that deadline cannot be extended. You can also order this car online at the club's website: [www.lionelcollectors.org](http://www.lionelcollectors.org).

## "Halloween" General Add-on Cars #2

All I can say is, "What a finish to a super set!" We promised you something unique and you got it. Orders for these two cars must be postmarked no later than March 30, 2006.

## LCCA Wins Two Communicator Awards

Judges recognized a good idea when they saw one, and the evaluation panel of this international video competition presented an Award of Distinction and an Honorable Mention to LCCA for its "Train Show" 30-sec. video produced as a promotional tool for use with the 2005 Convention in St. Louis.

The Communicator Awards is an international awards competition that recognizes outstanding work in the communications field. Entries are judged by industry professionals who look for talent exceeding a high standard of excellence and representing a benchmark to the industry. There were 3,059 entries in the 2005 video competition. About 17% earned an Award of Distinction, and about 8% received Honorable Mention.

The digital video showed Lionel trains in action on a fully scenicked, O-gauge layout and captured the action of the trains along the rails with accompanying diesel sounds emitted from onboard sound systems — diesel engine roar, whistle, horn, and squealing brakes. The video is posted at the club's website, so check it out.

The LCCA's Advertising and Media Manager Mike Mottler (RM 12394) was the producer/writer for the project. It was a significant first for the club because it was our inaugural promotional venture in video production intended for cablecast in a major market. Congratulations, Mike!

## Shipping Improvements

Many who placed orders through our website and publications have been pleasantly surprised. The Business Office did a heck of a job in processing orders for club products. Not only did they get all of the 2005 Convention cars shipped in 48 hours, they also shipped the Norman Rockwell sets, Swing Bridge, M&StL Switcher, and more in just a matter of days after receiving orders. Your e-mails and phone calls showed me that you were pleased. Hats off to our Business Office!

## Closing Thoughts

I want to thank each and every one of you for your continuing support of the world's finest model train club. You have enabled us to go where no other club has gone before. You'll see new and exciting changes in the future. Happy Railroading to all! 🚂

# At Trackside

LCCA Members  
in Action

## Upcoming Train Shows

Ringgold, Georgia (near Chattanooga, TN)  
Saturday, July 1, 2006

Host Bill Stitt (RM 259) and co-hosts George Baltz (RM 14094) and Ron Herman (RM 1761) will present the Chattanooga Area Train Show at The Catoosa Colonnade on Old Mill Road in collaboration with the LCCA at the beginning of the Fourth of July holiday. For registration information and table reservations, call: 423-894-1284, 423-842-6094, or 423-344-5799. There is no limit to the number of tables that can be requested at \$13 each. To reserve tables in advance, contact Bill by mail: 9727 Shadow Valley Circle, Chattanooga, TN 37421. Make checks payable to "LCCA" with "Table Reservation" at the memo line.

Dealer set-up and on-site registration will be from 8 to 9 a.m. that morning with club member trading from 9 to 10 a.m. The general public and guests will be welcome from 10 a.m. to 1:30 p.m. closing. Members admitted free, adult guests pay \$6 with children under 18 admitted free.

Directions to the site: From I-75 take exit 350 (5 miles south of the Tennessee state line), west on GA H-way 2 (Battlefield Parkway), go 1.6 miles, at third light west of I-75, turn right on Old Mill Road and go to the Catoosa Colonnade. This facility is in Georgia, but it's near the border with Tennessee.

Lexington, Kentucky  
November 17 & 18, 2006

Because of scheduling conflicts at the facility, Harry Overtom (RM 1185) has announced that there will not be a spring 2006 train show in the Lexington area. However, the well-established fall train show will be held at the new location on November 17 & 18, 2006. It will follow the normal pattern: LCCA members will be admitted free on Friday night and Saturday, and the public will be admitted beginning at 9 a.m. on Saturday. To reserve tables, contact Bill Crace (RM 3066) at 859-299-2423. He is the sole contact for table reservations, so if you do not call him, you cannot be guaranteed a spot at this train show.

## Windy City Report

Naperville, Illinois  
December, 2005

The Naperville Gang of Six presented the 11th annual Christmas Train Meet on December 3 sponsored by the LCCA, and they attracted a lot of attention in the greater Chicago area from families with youngsters. Train meet co-sponsors, Len Hopkins (RM 16998) and Larry Brongel (RM 20321), noticed a continuation of an emerging trend; this was the first year when children outnumbered adult participants.

The Big Man in a Red Suit dropped by with a bag of Lionel® and MTH® train catalogs for the youngsters. Children received their "wish book," showed dad or mom what they wanted from the booklet, and then searched the trading hall for those items. Those clever, opportunistic young shoppers seized the moment!



The gang consists of LCCA members (L to R): seated, Larry Brongel, Chuck Prack; standing, Zig Zemba (RM 16910), Len Hopkins, Lou Rosetti, and Paul Flood (RM 6677).



Filled to capacity with tables loaded with trains, the trading hall attracted lookers and buyers across three generations.



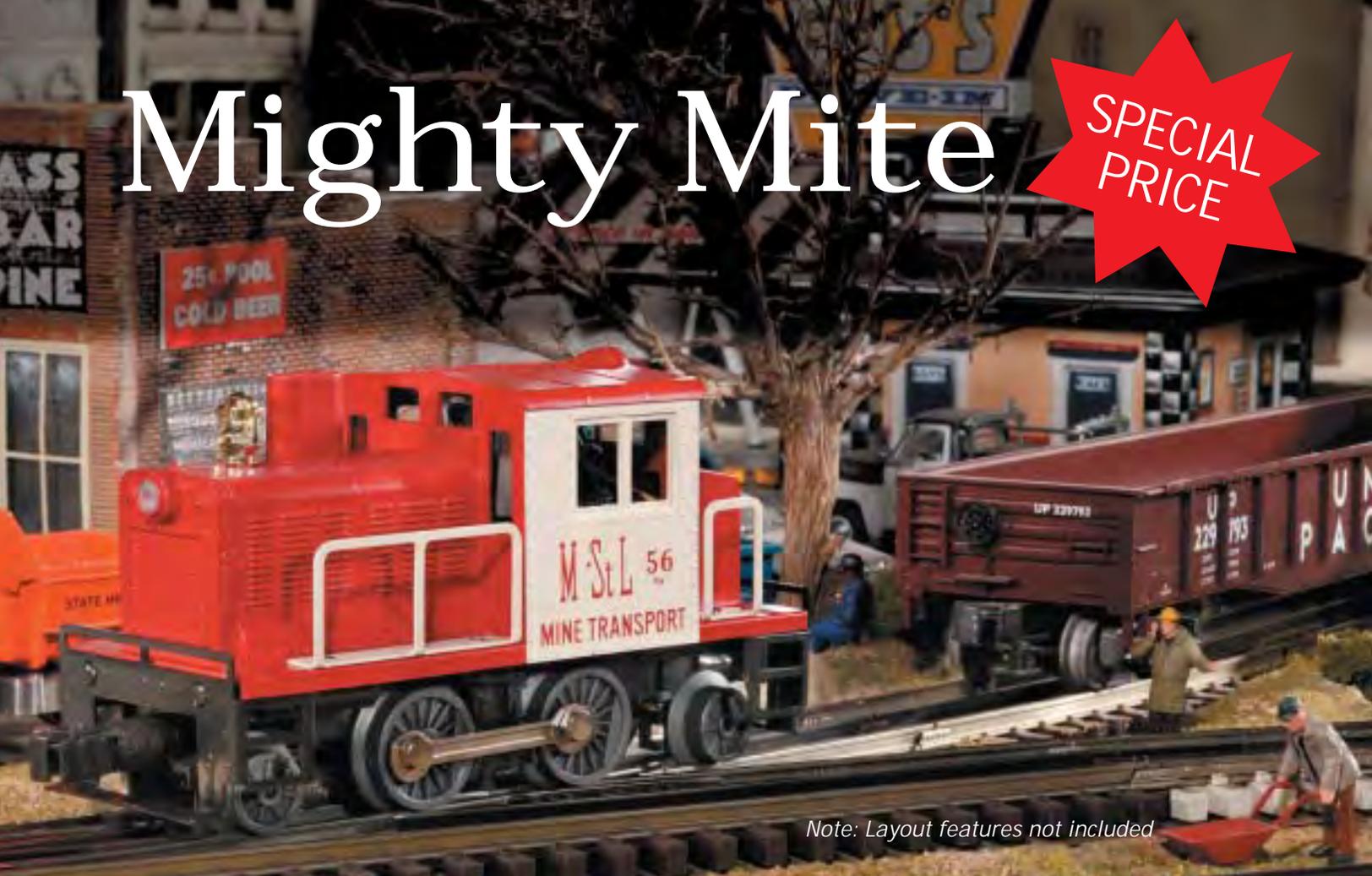
This group of young dads and their sons enjoyed the triple-track O-gauge modular train layout. One of the boys watching the NYC Vanderbilt Hudson on display seems to be thinking, "How many weeks allowance does it take to get one like that?"

Of the major train meets sponsored by the club through local members, this annual event has a large potential audience because of its location near the Windy City and access to major media organizations. 🚂

Photographs by Len Hopkins

# Mighty Mite

SPECIAL  
PRICE



*Note: Layout features not included*

First introduced by Lionel® in 1958, this classic postwar-era M&StL diesel switcher is reborn with a Pullmor™ motor and modern, state-of-the-art TrainMaster Command Control (TMCC™) system on board. Front and rear ElectroCouplers™ allow easy remote control of realistic switching operations via TMCC on your layout.

It also has directional lighting, traction tire, die-cast metal frame, and postwar plaque and packaging.

This special purchase from Lionel by LCCA for our members is a significant savings compared to the MSRP. Proof of delivery by signature is required, so the mailing address must be a residence. Quantities are limited, so don't miss out on this specially priced item!

## ORDER FORM — M&StL Diesel Switcher

*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 any part of your address info is new. E-mail: \_\_\_\_\_

One M&StL Diesel Switcher \$ 179.95  
Shipping and handling, with insurance 9.95  
Sub-total: \$ 189.90

Members in AK, HI, & Foreign;  
add \$10 for extended S&H \$ \_\_\_\_\_

6.25% Sales Tax (for IL residents only);  
add \$11.87 \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

Payment Method — Check or Credit Card

My check made payable to "LCCA" for the full amount  
is enclosed with "M&StL" written on memo line.

Bill my credit card account for the full amount.

CC#: \_\_\_\_\_

Disc  MC  Visa 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. DS-0206 • P.O. Box 479 • LaSalle, IL 61301-0479  
Or place your order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "MEMBERS ONLY" and open "LCCA Store."

*Note: This order form may be photocopied.*

# Bargain Bridge

72% Off  
MSRP



Bridge in closed position.



Note: Diesel switcher on approach track not included

The Lionel® Swing Bridge rotates – instead of lifts – and keeps rail and river traffic on course. This impressive operating accessory is doubly amazing.

- 1) Its heft and realism is awesome – with a powerful maintenance-free motor, 12 navigation lights, metal span, and 11-piece graduated trestle set for the approach ways.
- 2) Its special price is incredible – only \$109.95 plus \$25 for S&H with insurance.

Compared to the original retail price suggested by Lionel (\$399.95), this membership benefit is a savings of 72%! LCCA purchased the remaining inventory of this item, and members won't see it again at this low price.

Proof of delivery by signature is required, so the mailing address must be a residence. Quantities of this "gee whiz!" accessory are limited, so act now.

## ORDER FORM – Swing Bridge

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 any part of your address info is new. E-mail: \_\_\_\_\_

One Swing Bridge \$ 109.95  
Shipping and handling, with insurance 25.00  
Sub-total: \$ 134.95

Members in AK, HI, & Foreign;  
add \$22 for extended S&H \$ \_\_\_\_\_

6.25% Sales Tax (for IL residents only);  
add \$8.43 \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

Payment Method – Check or Credit Card  
 My check made payable to "LCCA" for the full amount  
is enclosed with "Swing Bridge" written on memo line.

Bill my credit card account for the full amount.

CC#: \_\_\_\_\_  
[ ] Disc [ ] MC [ ] Visa 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. SB-0206 • P.O. Box 479 • LaSalle, IL 61301-0479  
Or place your order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) – go to "MEMBERS ONLY" and open "LCCA Store."

Note: This order form may be photocopied.

# Miracle in the Desert

by Johnny Ourso  
CM 33

## *Train Clubs in America – A Continuing Series*

*Editor's Note: This article is the third in a continuing series about model railroading in local train clubs. To nominate your train club for coverage, contact the Editor.*

### On Being in the Right Place

When I lived in New Orleans, Louisiana, I worked with Don Brace (CM 44) who got me involved with trains. When I moved to Tucson, Arizona, on temporary assignment in 1982, he lived in that western city then and was a member of the Gadsden Pacific Division group. He introduced me to



the organization. At that time, the group gathered in meeting rooms of banks and hotels; wherever they could find room.

Club members designed and built a portable train layout in 1984. During the time when I relocated and lived in Arkansas (1984-88), they negotiated free space within a shopping mall in the area. In 1988 they installed a permanent layout there.

*L to R: the GPD Museum ore cars from the beginning of the series to the present.*



Beginning in 1989, the club worked with Lionel® to produce the first of what would become a long-running series — still active today — of western-region ore cars. This fund-raising project gained momentum, and the proceeds were reserved for the club. The club incorporated as a non-profit museum and remained at the mall location for about nine-and-a-half years.

### Kicked Out, but Booted Up

Then the mall changed hands. The new owners wanted to maximize lease revenue, and they didn't renew our free lease. Looking back on that "eviction," it was a good thing; although inconvenient and difficult at the time. Because of nearly ten years of success with the ore car program, we had money in the bank to apply toward the purchase of property and construct our own building.

We found a parcel of land, bought it, and constructed a 6,000 square foot metal building on it in 1997. Total cost was about \$165,000. That's a lot of ore cars!

Another creative fund-raising concept helped kick-start the building fund. We sold Engineer Bonds to members for \$1,000. Fifteen members each bought a bond, and the club has redeemed the bonds over ten years.

### Workin' on the Railroads

When we moved into the building and set up operations, the club had about 75 members. I wanted to work on the O-gauge layout, and other members built G, S, HO, N and Z layouts; so we had an operating example of everything. I'm a "scenery-challenged" person, so I didn't get involved in plaster

slinging. I enjoy making bench work, doing track work, and wiring the circuits.

Members learned the meaning of "sweat equity" by the direct method. We all pitched in and did the landscaping outside the building. We hired electricians for the main power wiring, and that prudent decision probably prevented us from accidentally electrocuting someone! Some of the



members were also involved with the local YMCA, and the club made \$500 to \$2,000 annual contributions to them. In a classic case of “I’ll scratch your back if you scratch mine,” the people at the Y gave services and in-kind products to the club — minor electrical work, sheet rock, and building materials. They even loaned us Bobcats® and construction equipment. K-line® and several other train manufacturers donated items to us. A member whose husband passed away gave us ten cases of track and other material for building a layout. The club bought a few things, but not very much.

We now have several layouts in the museum in various gauges. Kids love to use the push buttons at the perimeter to operate the accessories. The trains are controlled from the inside space of the layouts, and the public is not invited in there.

The O-gauge layout is rather large and has a free-form shape with inner access ways. It’s 70 feet long at the longest point, about 55 feet wide, and shaped like a maze. LCCA and GPD member Ken Kelley (RM 1308) designed it. Club members were happy that he did it because nobody else knew how to build a layout that large. There were some

changes along the way, but basically he created the design himself. Lots of people worked on the layout. One was a carpenter, and he was really good. He used a circular saw to cut curves like it was a jigsaw. Amazing.

### Show Me the Money

In the past, we offered two Weaver® diesel locomotives. We sold about 400 of each, and the proceeds were dedicated to the building project. The club has also prepared Weaver wood-sided, outside-braced boxcars in the same road names as the ore cars; with a time lag of about two years in production. Inasmuch as we had some remaining ore cars in inventory, we offered a two-pack deal — a boxcar and an ore car of the same road name for a good price. The club has a knack for fund-raising, and the funds help pay the bills and finance new ideas.

Made by Lionel, the newest club ore car in the series is out now — the Ray and Gila Bend Railroad. Like other cars in this series derived from inactive or currently active mines in the region, this car was named for the Ray Mine.





## We Built It and They Came

The museum is open on the second and fourth Sunday afternoons from 12:30 to 4:30 p.m. throughout most of the year with more visiting hours added around the December holidays. In July and August the museum is closed to the public. Too hot, I suppose. Every Wednesday night, we gather for a work session from 6:30 to 9:30 p.m. — for maintenance mostly. The guys involved with the HO and N layouts always tinker with those layouts; the S-gauge guys too. In contrast, the G gauge and Standard Gauge guys are nearly finished with their areas.

During open sessions at the museum, people come to enjoy the trains. Many make repeat visits. In display cabinets, we show prewar and postwar trains. In one area, we placed wooden trains on the floor for the kids to play with. A hobby shop in Arizona City donated a real Rio Grande yellow caboose to the museum, and members set it in place as a static display on the property.

Although retired, GDP member Ray Mason actively gives tours of the layout to students visiting the museum for school field trips — about three or four tours a month. The teachers maintained good behavior among the students, and they all enjoyed themselves. The museum can be rented for birthday parties and special events, which is another fund-raising activity.

## Benefits of Joining a Train Club

Those who wish for — but can't have — a large home layout love to bring their trains to the club layout. For a \$50 key deposit, any member can get a key to the museum, go there anytime — 24/7 — and play with trains. On almost any day of the week, members will be working on a special project on "their" layout. I guess-timate more than 50% of the members are at the museum regularly. For me, it's a place to get away and meet other members that have the same hobby interest in toy trains. The wives come down too. We hold a Christmas potluck dinner every year at the museum. Lots of grandkids tag along and enjoy the layouts.

Other train hobby clubs know about the museum, and we promote cooperation among train organizations. Hobbyists from San Diego talked to us about their layout at Balboa Park, and folks from Phoenix toured the layouts and gathered ideas on how to create a club layout in that area.

The museum publishes a monthly newsletter and sponsors two train shows a year. Some members from California bring their trains with them; while they are in town for the train show they'll go to the museum and run their trains on our layout.



## LCCAers at the GDP Museum

These LCCA members are active at the museum:

RM 1200	Greg Anastopoulos, Ramona, CA
RM 16672	Ivan H. English Jr., Tucson, AZ
RM 19204	Robert J. Grassi, Tucson, AZ
RM 7300	Dave Hunter, Westland, MI
RM 25836	Fred Hunter, Scottsdale, AZ
RM 1308	Kenneth J. Kelley, Tucson, AZ
RM 9418	Jerry Calkins, Cheyenne, WY
CM 33	John Ourso, Tucson, AZ
RM 13104	George Sokol, Tucson, AZ
RM 20248	Bud Stewart, Tucson, AZ
RM 1481	Geoffery M. Swam, Bothell, WA
RM 25723	Frank Trunzo Jr., Green Valley, AZ
RM 24943	Philip D. Volk, Tucson, AZ
RM 11274	Robert Zauel, Green Valley, AZ.

## Looking over the Horizon

For the future, we intend to continue our efforts and finish the scenery on the unfinished layouts. Our plan to install Lionel's TMCC™ on the O-gauge layout has already been accomplished, and we will install a DCS™ control system during 2006.

The museum has more than 100 members now, up from 65 during the building phase. We constantly enroll new members from visitors who walk through the door, get curious, and want to be a part of the action. That's good for them, good for the club, and good for the hobby. 

*Photographs by Johnny Ourso*



*The Lion Roars*

## Twenty-five Years and Counting

### Early 1980s

The Gadsden Pacific Division was founded and later became a Division of a west-coast-oriented train club.

### 1988

The Foothills Mall in Tucson provided space in its facility to GPD for installation of a large operating O-gauge layout. The layout was dedicated during the weekend of the 1988 National Convention of the TTOS in Tucson.

### 1989

The GPD Museum commissioned Lionel LLC to produce the first GPD Ore Car as a fund-raising project. Lionel has produced an ore car every year for the museum since then.

### 1990s

GPD disassociated from TTOS and incorporated as an independent, non-profit organization in Arizona. The museum was opened to the public during regular mall hours. Although unattended, the train layout was operated by the public via interactive push buttons.

### 1994

Weaver produced the first in a series of diesel locomotives for the GPD Museum as a "big ticket" fund raiser.

### 1997

The Foothills Mall management group decided they no longer wanted the museum in the mall.

Using the proceeds of its fundraisers, GPD purchased property in Tucson and built a 6,000-square-foot building to house the museum. For the next few years, members donated their time and effort to rebuild the layouts in the new location. The work is ongoing.

### 1998

Weaver produced the first in a series of outside-braced boxcars for the GPD Museum.

### 2001

The GPD Museum opened its doors to the public with no admission charge. The income for museum operations grew from the Lionel and Weaver car program, two annual train shows (January and June), and donations.

### 2005

There are now several operating layouts in the museum:

- O-gauge layout, which is the largest
- O27 Marx layout
- S-gauge American Flyer layout
- Standard Gauge layout
- G-gauge layout
- HO-gauge layout
- N-gauge layout.

Additionally, there are cased displays, railroad memorabilia, and railroad art on the walls.

The GPD Museum is open to the public on the second and fourth Sunday of the month, 12:30 to 4:30 p.m.

The next scheduled train show will be held at the Rodeway Inn in Tucson, Arizona, on Saturday, June 03, 2006.

# The "Big L" Christmas Layout in the Big City

by Erol Gurcan  
RM 26800

Inside New York City's Grand Central Terminal is an annex of the New York City Transit Museum. It consists of a gallery and a gift shop. Several transportation-related exhibits are displayed there each year. Past exhibits have included photographs taken in the 1950s by famed train photographer O. Winston Link of the Norfolk and Western Railroad, and a collection of famous railroad posters of such NYC trains as the Empire State Express and Twentieth Century Limited.

However, when Christmas draws near each year, the featured display of this museum annex is a toy train layout. In the recent past, the layout was sponsored by and included MTH Electric Trains. During Christmas 2005, the display was jointly sponsored by Lionel® and the New York State Council for the Arts, so the company had an opportunity to display its trains and accessories. See **photo 1** below.

The layout was built for Lionel by TW Designs, the same company that is currently building the limited-edition reproductions of vintage Lionel dealer display layouts. One of these was shown on the inside back cover of the *Lionel 2005 Volume 2 Catalog*.

The Lionel layout at Grand Central Terminal measured 34 feet long with 11 tracks and consisted of three parts. The journey began with a Christmas tree with a loop of track and a train running around it as shown in **photo 2**.



2



1

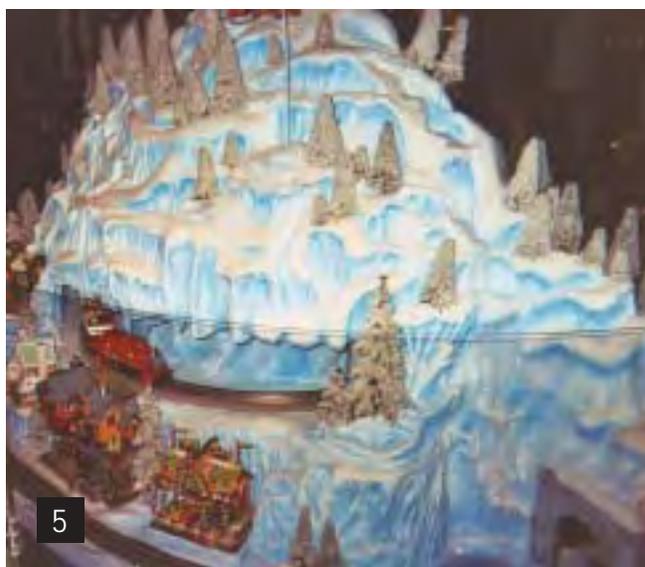
The middle section was a mini-version of New York City with replicas of the Empire State, Sony, and AT&T buildings, and Grand Central Terminal itself as shown in **photo 3**.

The last section consisted of a large mountain and tunnel as shown in **photo 4**. On the backside of the mountain was the North Pole as shown in **photos 5 and 6** with Santa Claus in his sleigh flying overhead. The mountain/tunnel with its many trees was my favorite part of the layout.



All the trains run on time-delayed relays to maintain variety and sustain interest. When I visited this layout, the trains in action included the popular Polar Express Set with add-on diner and baggage cars, an Erie-Lackawanna F-3 passenger set, New York Central FA2 A-A, New York Central 4-4-2 freight set, and North Pole Central Lines Dockside Switcher. See **photos 7 and 8**.

I observed six ZW transformers (Lionel's most powerful transformer) and one CW-80 transformer (the transformer included with Lionel starter sets) under the layout. Operating accessories included the new Nutcracker Operating Gateman and Esso Gas Station shown in **photo 9**. All track pieces on the layout were Lionel's Fastrack™. There were also copies of vintage Lionel catalog covers on the wall.





7

Display cases presented prewar Standard Gauge sets to visitors, including a Blue Comet set. The layout contained Lionel 1:48 delivery trucks along the routes. One could imagine the trucks might be carrying Lionel trains to stores as Christmas presents-to-be. See **photo 10**. Lionel demonstrator/ambassador Tom Nuzzo answered questions and made sure everything worked right.



8

I enjoyed visiting this layout. It was heart-warming to watch kids and their parents showing such a strong interest in the trains. The admission price was also great — free!

If you have an opportunity to be in New York City at Christmas time in the future, a visit to Grand Central Terminal toy train layout is worth the trip. Hopefully, Lionel will continue to sponsor this layout for many years to come. 🚂



9



10

*Photographs by Erol Gurcan*

*Editor's Postscript: Erol's review of Lionel's dockside locomotive and its New York Central cousin is scheduled for publication in the next issue of TLR.*

# Trains from the Attic

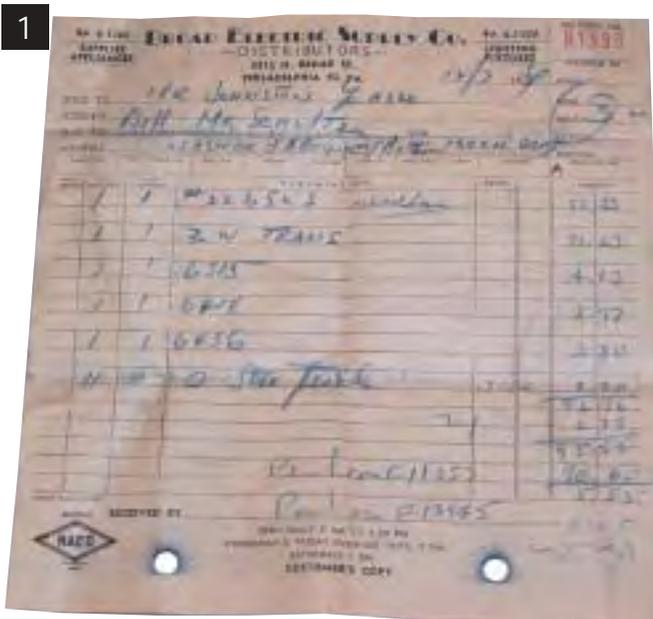
by Mike Mottler  
RM 12394 as told by  
Gary Schultz

*Editor's Note: The newly hired guy in the office down the hall, a church choir baritone you barely know, a recent neighbor living around the corner you haven't met yet — all may have a childhood toy train story to tell. Sometimes a casual conversation with someone reveals a shared experience from boyhood — having fun with toy trains.*

## Train Guys are Everywhere

That's what serendipitously happened to me at a recent informal lunch gathering with former workplace colleagues. During the "Arkansas phase" of my Public TV career, I worked with Gary Schultz — Chief Engineer of the Public TV network of stations in the Natural State. He was one of the guys at the table that day. When I mentioned my toy train hobby interest to the group, Gary said he had a Lionel® train set from 1956: the Berkshire freight set with the original boxes, including the shipping carton. I wanted to hear the rest of his story, so I asked, "Want to find out if it still works?" I invited him to bring his train set to my home layout. About a week later, we arranged a meeting: Gary, me, and a Lionel carton full of trains.

"This train set hasn't been out of the box since 1972," Gary said as he opened the shipping



*The original 1956 invoice shows the prices of all the Lionel items with a total of \$95.55. The customer name on the original invoice is Gary's father.*

carton and lifted up the locomotive in its plain cardboard box followed by other orange and blue boxes — and the original sales slip. See **photo 1**. Both Gary and I sensed what an archeologist probably feels when he uncovers an artifact that hasn't seen the light of day for thousands of years. "I didn't bring the big transformer [ZW] along, but I presume it still works," he added.

## Berks Never Die

He placed the Berk on the outer loop of track of the layout, attached its whistle tender, and coupled to it the cars of the original set plus three additional cars shown in **photo 2**. I opened the throttle of my KW and slowly increased track power — 6, 10, 14, 18 volts — then to wide open (20 volts). The locomotive responded with light from its



*Although at rest in storage since 1972, the 1956 Berkshire freight set is ready to accept the first jolt of volts in more than 30 years. It worked, albeit slowly at first.*

headlight and a buzz from its e-unit but without movement. I pressed the direction button several times to try to trigger the familiar cycle — neutral, forward, neutral, reverse, neutral — and noticed a hint of movement at the side rods. I suggested cleaning the pick-up rollers and the wheels, oiling the axles and side rods, and hand-turning the drive wheels for several revolutions. Gary placed the loco (only) on the inner loop of track, and I opened up that throttle. Just as an infant crawls before it walks or runs, the Berk slowly growled forward and responded to direction changes. Its first lap around the inner loop was no record-breaker, but it was running and slowly gaining speed. A few minutes and many laps later, it was running faster and faster until at last it was running at full speed. It was a like a resurrection — the "Lazarus Effect."

Gary placed the locomotive back on the outer loop and re-attached the entire consist of seven cars. It was too much drag for the Berk, so he reduced the line-up to the cars of the original train set. The locomotive responded to track power from the KW and pulled away slowly; it required a nudge to help it around the first O42 curve. It steadily gained momentum, ran several laps, and ultimately achieved full speed. We noticed a wisp of smoke coming from the

stack; from smoke pill residue of 30-plus years ago. Its performance would surely be improved with routine maintenance — cleaning the brushes and commutator and lubricating the motor gears contained within the body casting.

## The Rest of the Story

Gary vividly remembers how the family’s Christmas tradition began when he was two-and-a-half years old. He

It was amazing! Obviously, my parents didn’t get much sleep that night.” As he grew older, the later he went to bed; so their task became an ever-more-frenetic race against time toward the dawn of Christmas morning.

His dad, Lenny, purchased the Lionel Berkshire freight train set in Philadelphia on Pearl Harbor Day (December 7) in 1956. His father built a 4x8-foot platform with a fold in the middle that, when assembled, stood on about 16-inch

legs, perfect for a child’s eye view of the train and village under the tree. The train set and the transformer in their boxes were stored in big pasteboard barrels retrieved from a local bakery shop. All of it was stashed in the attic and brought out for display and use every Christmas Eve to New Year’s Day.

As the Christmastides passed, Gary realized that the train set was actually dad’s Christmas present to himself. “I think he probably always wanted a train, but never had one as a child growing up in northeastern

Pennsylvania. Lenny’s father, Jacob [Gary’s grandfather], was a carpenter, so work was seasonal. If there wasn’t indoor work to do during the winter, there wasn’t much work at all. Dad was one of ten children. Born in 1925 and growing up during the Great Depression and World War II, he knew there wasn’t a whole lot to go around.”



*Running along the outer loop at the backstretch of the layout, the freighter passes the Midtown area parallel to a trolley line.*

recalled that they tried to force him to go to bed early. “When I went to sleep, the living room was normal, and when I woke up the next morning, clearly Santa Claus had come; everything was all set up and the whole living room was transformed. My parents had set up the entire Christmas tree platform with the tree placed in the center, decorations galore, and the new train set at the base.

*L to R: the original consist of Berkshire freight set #2265 included: #6517 caboose, #6467 flat car with logs, #6430 flat car with vans, #3620 operating searchlight car, #3224 Wabash box car with brakeman, whistle tender, and #736 Berkshire steam locomotive.*



Gary's dad bought the Berkshire freight set and three extra cars and never added to it later. As a boy, Gary watched it go around as he moved the levers on the big transformer. "We had a paper maché tunnel on the backstretch. The track layout was a basic oval, nothing fancy. The tunnel had "telltails" that would drop the brakeman on top of the blue Wabash box car."

The family lived in that house until 1963. That year, his mom, Jean, became sick and passed away. Afterwards, Gary and his father moved into an apartment above his maternal grandparent's house and lived on the second floor. His dad refinished the attic and that became the playroom and storage room. They set up the train in the attic every year at Christmastime, and that tradition continued until 1972. In June of that summer, the entire northeast area of Pennsylvania, New York, and neighboring states took a hit from Hurricane Agnes. There was a lot of severe flooding in the Susquehanna River basin. The house was basically destroyed with up to six feet of standing water at the second floor level. Fortunately, the train set was in the attic, so it was one of the few things that survived.

Lenny suffered a stroke in the mid-1990s and was in and out of hospitals and nursing homes for several years. Gary visited him over a span of years through a period of decline. "That was when I decided to go to the attic and see what was up there. While he was hospitalized, I removed the train from the attic at the homestead and brought it to my home in Arkansas. It was the first thing that went into the car without him knowing about it. To me, it always meant Christmas, the holidays, and good times."

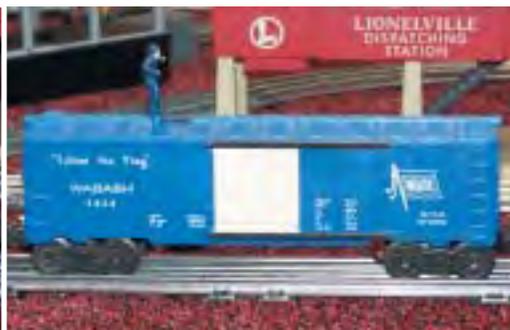
"The track is still in the attic in Pennsylvania; it's mounted on a plywood platform covered with Homosote™ material," Gary noted. "On my next trip to Pennsylvania, I'll bring back the track, set it up, and go from there. One of these days I'll give it to my grandchildren, but I'm not quite ready for that yet."



*Engineer Gary commands his 1956 Berk from the controls of a KW, with boyhood memories from the 1950s and 60s rolling through his mind.*

Gary has other train memories. He explained, "When my older son, now a college senior, was born, I purchased HO-gauge trains, and we set that up around the Christmas tree; mainly because we lived in a condo at the time. But the bigger Lionel train was always the centerpiece of many Christmases." 🚂

*Photographs by Mike Mottler*



# Convention Tour

Tour #1: "The LCCA Special"  
Monday, July 24 10:30 a.m. - 10 p.m.

Photograph by Robert Morris



Cost: 1A \$160 per adult  
first-level seating in chair & dome cars  
1S \$99 for spouse  
1C \$99 for each child/grandchild (under 16)

Tour 2: Pike's Peak Cog Railway  
Tuesday, July 25 8:30 a.m. - 5:30 p.m.

Photograph by Mike Mottler



Cost: \$90 per person

Tour 3: Train Layout Tours  
Tuesday, July 25 6:30 - 9:30 p.m.

Photograph by Bob Carter



Tour 4: Georgetown Loop Railroad  
Wednesday, July 26 9 a.m. - 4 p.m.



Photograph by Mike Mottler

Cost: \$84 per person

Tour 5: Cheyenne Frontier Days  
Wednesday, July 26 8 a.m. - 5:30 p.m.



Photograph provided by Union Pacific

Cost: \$92 per person

Tour 6: Mile High City  
Wednesday, July 26 8:30 a.m. - 1:30 p.m.



Photograph courtesy of Denver C&VB

Cost: \$40 per person

# Highlights

Tour 7: Train Layovers  
 Wednesday, July 26 6:30 - 9:30 p.m.

**SOLD OUT**

Photograph by Bob Carter



Tour 8: Royal Gorge Route Excursion  
 Thursday, July 27 7 a.m. - 4:30 p.m.

Photograph provided by RGR



Cost: \$125 per person

Tour 9: Georgetown Loop Railroad  
 Thursday, July 27 9 a.m. - 4 p.m.

Photograph provided by GLR



Cost: \$84 person

Tour 10: Colorado Railroad Museum  
 Friday, July 28 8:30 a.m. - 1:30 p.m.



Cost: \$50 per person

Tour 11: Mile High City  
 Friday, July 28 8:30 a.m. - 1:30 p.m.



Cost: \$40 per person

Tour 12: Park Meadows Mall  
 Saturday, July 29 10 a.m. - 4 p.m.



Cost: \$25 per person

Photograph provided by Colorado RR Museum

Photograph courtesy of Denver C&VB

Photograph provided by Park Meadows Mall

## Mile High City

by Eric Fogg RM 12768

Members who select either tour #6 or #11 will take a live, narrated journey around the Mile High City through the downtown finance and business areas as well as revitalized parts of “old” Denver; now creatively combined with powerful skyscrapers. The confluence of two rivers — the Platte and Cherry Creek — at the heart of the city is now the site of a city park.

The spectacular Colorado State Capitol Building,



We'll drive by the U.S. Mint in Denver which was the inspiration for the Lionel #7515 Mint Car and the minting place of the short-lived Susan B. Anthony silver dollar, a coin apparently loved only by numismatists.

We'll make a photo stop at Coors Field, home of the Colorado Rockies baseball team and a top tourist stop in the Denver area. The “Evolution of the Ball” exhibit at the ballpark is a creative celebration of our fascination with sports. 

*Photographs courtesy of Denver C&VB*

with its gold-plated dome, is one of the “Ooh and Awe” stops in Denver. The 13th step to the entrance of the Capitol is exactly 5,280 feet above sea level. A plaque at that step validates the city’s “mile high” slogan.

We'll ride through an area of lovely mansion areas — including the famous “Unsinkable Molly Brown” house — and see impeccably landscaped urban parks. We'll catch a glimpse of the recently renovated lower downtown (LoDo) district. Virtually forgotten for years, many buildings have been renovated with exciting results by local visionaries. Shops and galleries have sprung up everywhere, pulsing with life!



# Tour Profiles

## Cheyenne Frontier Days

by Eric Fogg RM 12768



From the perspective of a dude, it's thrilling to watch the action. From the perspective of professional rodeo competitors, confronting bucking horses, angry bulls and wily calves up close and personal is a rather hazardous way to earn a living and provide exciting entertainment.

The LCCA 2006 Convention Tour #5 is a day trip to Frontier Days in Cheyenne, Wyoming. This year, the rodeo celebrates its 110th anniversary. In the frontier west, cowboys roamed vast expanses of unfenced land as they



tended cattle on the open range. After months on the range, the cowboys returned to their ranches and sometimes engaged in friendly bucking horse competition with other cowboys in the area. On September 23, 1897, organizers harnessed the spirit of those impromptu matches of skill, and the event now described as the "Daddy of 'em All" was born.

We'll enjoy the colorful atmosphere of the Indian Village and feel the beat of the ceremonial drum. We'll stroll through Wild Horse Gulch and encounter western artisans, craftsmen, and characters such as Lillie Longtree and Doc Holliday. We'll see the world-class western art show at the Old West Museum.

And we'll feel the high-octane, full-throttle action in the rodeo arena as cowboys perform — perhaps endure is a better word — bull riding, saddle bronc riding, steer



wrestling, tie-down roping, barrel racing, and the famous wild horse race. The rodeo tradition born in 1897 is as lively today as at the beginning of the first challenge of "I can do anything better than you!"

Today, technology enhances the action in the arena with newly added LED screens that offer big, bright views of all the action. This tour will be another memory-maker for Convention-goers, yet most LCCAers would rather be amazed as an observer than saddle sore like the participants! 

*Photographs courtesy of Cheyenne Frontier Days*

# Victim of our Success

by John Fisher  
RM 6541

## Home Layout Tours

Train layout tours are a relatively recent addition the schedule of LCCA annual Conventions. Years ago, the club resisted the concept of home layout tours for two reasons.

First, and perhaps most importantly, a home tour could be a tremendous imposition on private individuals; many of whom we don't know well or are not club members. Yet when we asked them to open their homes and permit busloads of strangers to come by and view their layouts, many graciously said, "Come on down!"

Secondly, we knew upfront that we couldn't completely satisfy the interest in and fulfill the demand for tickets to home layout tours because each site is inherently limited in crowd capacity. As a result, we sensed that we would make a relatively small number of tour-ticket-holding members very happy yet would probably upset many others. Questions about liability in event of an accident and the cost of insurance are really complicated. We have been incredibly lucky and have had no adverse incidents.

As we accumulated home layout tour experience, we realized that LCCA cannot bring more than one motor coach at a time to a private home in a residential area; even one coach may stretch the bounds of good will between neighbors and the host. We cannot ask layout owners to take time off from work to accommodate a daytime tour at their house; besides, this would conflict with other scheduled daytime tours that can accommodate many more members.

## Making It Fair

Our upcoming Convention in event in Denver is now the case in point. The Tuesday and Wednesday evening home layout tours quickly filled to capacity; only 200 total tickets could be offered. Club officers and directors



*The fabulous office- and home-based train layouts of Terry Johnson will be the last Convention tours of their kind.*

(volunteers all) and the LCCA Business Office\* received calls and e-mails from persons upset when they discovered these two tours had already closed.

Many wondered whether a certain few individuals had unfairly gained early access to these tours. The answer is a resounding "No." President Caponi asked club officers and directors NOT to register for these tours so that tickets would be available to members.

Further, no one can register for any Convention tour or event before the "official opening" of registration for the Convention at the club's website or before receiving the Convention materials provided in an issue of *The Lion Roars*. The opening date at the web site is pre-timed to coincide with the delivery of the magazine in order to maintain a level playing field among online and mail-in registrants.

## No Perfect Solution

The board has spent considerable time discussing ways to meet the interest of members in these interesting, popular visitations. LCCA has truly become a victim of its own success with home layout tours. Thus we have decided to drop home layout tours from future Conventions. In the event that future Convention sites offer opportunities to view public train displays where crowd capacity isn't an issue, we will, of course, include those in the tour schedule.

## Signals of Success

The overall response to the 2006 Convention in Denver has been breathtaking. The tours lineup obviously struck a very popular chord with our members, so now we face new challenges. By the time you read this, it will be very likely that "The LCCA Special" train excursion will be sold out for Monday, July 24. As this issue goes to press, Tour #8 is "in the home stretch."

Meanwhile, the initial and an additional allocation of hotel rooms at the favorable LCCA Convention rate of \$99/night at the Denver Marriott Tech Center Hotel has been sold out for the initial days of the week — **Sunday through Wednesday**.

However, rooms are available at DMTCH at the \$99 rate for the remainder of our Convention week — **Thursday through Saturday**. Members who are interested in later-in-the-week tours and our very popular Get Acquainted Party and Banquet will be able to book reservations at the host hotel for those days/nights. In event of a sell-out of rooms at DMTCH for Thursday through Saturday, members should check the club's web site for updated information about accommodations at nearby hotels at the special \$99 Convention rate.

Your convention team is planning even more fun surprises for Denver so make plans now to join us for the very best toy train convention on the planet. 🚂

*Photograph by Bob Carter*

*\* The LCCA Business Office is a service company that maintains the club's membership records and ships club-sponsored products, but does not handle administrative matters.*

# Family Ties

by Jim Richardson  
RM 27017

*Editor's Note: Like many mature-aged toy train hobbyists, Jim had toy trains as a boy in the 1940s. Years later, he drifted away from it and hasn't been involved in the hobby for many, many years; yet he has always been interested in trains. When he retired in 1996, that interest came back. Big time.*

My first venture with toy trains as a grandfather happened in 1995 with a Christmas spread of a Lionel® starter set running on a loop of track around the base of the tree. This led to a more permanent Christmas layout in the winter of 1996. Our grandson could not understand then why — after the Christmas season was over — the trains had to go away. My wife Diane came up with the idea, “Install the train near the ceiling of your home office so the boys could enjoy it all year.”

I made a “high line” around the wall near the ceiling of my little office; the train just runs around the walls. As the grandkids watched it from floor level, their necks seemed to be on a swivel. Soon it became obvious that the layout would get boring after a while. So I finagled a little bit of room in our spare bedroom and installed a permanent layout there; it became the core of the layout in operation today. The original 4x10-foot section contained the mountain with tunnels and the upper reversing loop

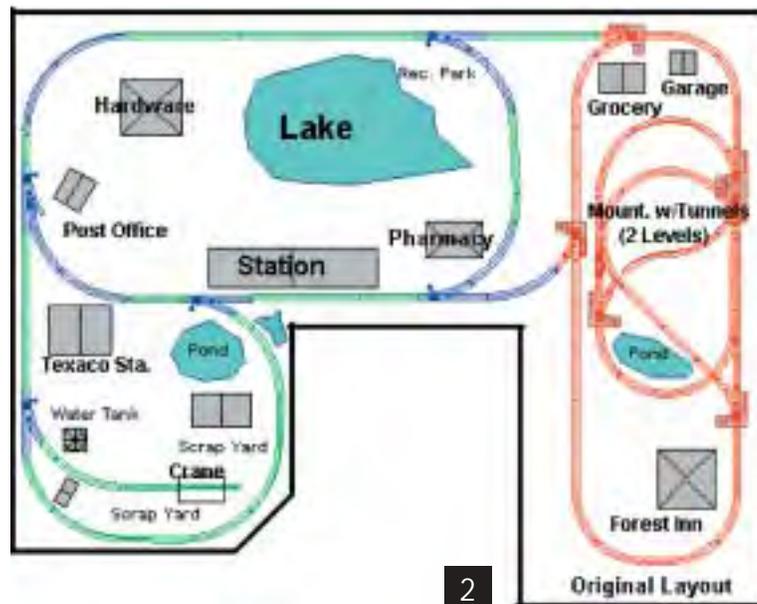


within the mountain. The train made a loop around the layout and came back into the mountain at the lower level with another reversing loop and so forth; see **photo 1**.

Because I had retired, I could work on it full-time. Sometimes I'd be in there until three o'clock in the morning. After three or four months, I more or less finished it, and the grandkids played with the trains for hours. When I started this layout, I didn't know much about what had

developed in the train hobby since my boyhood. I visited a hobby shop in Roanoke, Virginia, and watched a demo of a GP-9 Lionel locomotive equipped with TMCC™. I knew I didn't have space for a traditional control panel, so TMCC technology was a great solution. I could place it under the layout without invading precious layout space at top side. I left the store with an orange and blue box in hand with the GP-9 inside. Later I bought a Lionel Pennsy K4 with TMCC and placed it on the layout.

Guests would say, “You need to expand — move the bed out of here.” However, the room was still a spare bedroom. I was perfectly content with it and thought the



4x10-foot layout set up at the foot of the bed in that room would be the beginning and the end of it. Finally, Diane conceded. “Not many people come to visit us and stay overnight. It's generally vacant.” So I acquired the entire room — 13.8x14.5 feet. The evolutionary cycle entered a new phase. I planned a 9x5-foot center section plus a 4x5-foot left leg. The result is an inverted “U” that now fills the room. With this space breakthrough, I got the opportunity to expand and incorporate additional features for the grandsons. The track plan is shown as **figure 2**.

I love doing the bench work and wiring, especially the wiring. My career background is in electronics from years of service at GE and Ericsson, so I consider that part of the hobby as fun. When the grandsons came around, they got a kick out of seeing how the project was advancing. They offered some wild suggestions for things to add, but I explained, “Guys, there's not enough room in here.”

## The Resident Aesthetician

Diane is the Artistic Director for the layout. She helped build the mountain. At that time I didn't know about plaster cloth and Hydrocal™. We made the mountain out of paper towels dipped in plaster over a chicken wire form, so it



weighed a ton. She made the skirting for the base of the layout, which is a nice finishing touch. See **photo 3**.

I wanted the scenery to be realistic and in a style that most hobbyists today call “high rail.” I scratch-built all of the structures on the layout with the exception of the Texaco service station. I already had some Texaco trucks, so that scene worked out fine.

The largest curves are O42, so I can’t run large, 1:48 scale locomotives. The layout is not toy-like as some hobbyists choose to do.

### An Accessory of One

The only operating accessory is the Lionel Gantry Crane shown in **photo 4**. I incorporated it into a scrap yard on the layout. The concept was derived from a real scrap yard near the Norfolk Naval Shipyard. I grew up about eight blocks from the main entrance of that shipyard in Portsmouth, Virginia. I used the operating crane as the centerpiece of Peck’s Scrap Yard on the layout.



*L to R: Carson, Andrew, and Bryce*

### Grandsons in the Village

I could have installed more track and a yard or sidings, but opted to incorporate scenes and things that link the layout to our four grandsons: Carson (13) and Bryce (10) are brothers, and Andrew (9) and Daniel (4) are brothers. Three of the boys are shown in **photo 4**. When they are here and I have other guests, they like to point out their inn, drug store, garage, and hardware store respectively. They take pride in the features on the layout that are named for them as “owners.”



Carson Reynolds Recreation Area was the lake and park named for Carson, our oldest grandson. See **photo 5**. The drug store has a dual tie-in to the family because it was



reminiscent of a drug store where I worked as a teenager during my high school years. See **photo 6**. When I named it Bryce’s Drug Store and Pharmacy, it became the structure for that grandson. Andrew has always loved to play with toy cars, so I gave



his name to the auto repair garage shown in **photo 7**. There’s also a produce stand named for him on the newer section of the layout.

I had a GE® billboard-like sign, but I didn’t have a place for it. I decided to create a hardware store that sold GE light bulbs and small appliances. See **photo 8**. This store became Daniel’s Hardware & Bait, named for our youngest grandson. It’s also a means of recognizing my



years working for GE. The store also offers appliance repair, and there is a GE Appliance Repair animated sign on the side.

### Big Jim's General Store

This was Diane's tribute to me. She felt we needed something on the layout with my name on it. A country store at daybreak seemed to fit in. See **photo 9**.



### Richardson Academy

My brother Marvin is 12 years older; he's now 84. He has always been very interested in trains and had his own Christmas layout. In 2003, I took him as my guest to the big train meet at York, Pennsylvania. As we walked through the halls we met Jack Pearce, a craftsman who custom-makes



fire engines and police cars with flashing lights and animation. I noticed school buses on his display, and my brother took a liking to them. After the show, I contacted Jack and ordered a school bus from him with "Richardson Academy" written on the side panels as shown in **photo 10**. Marvin's health has deteriorated, so he can't be as active with his layout now. When he visited me recently he brought the bus along and presented it me. In retrospect, that was probably his plan all along.

### Newtown Reveals an Old Story

Newtown is the real name of an area of the city where both Diane and I grew up; our families lived just two blocks from one another on the same street. The population figure on the little sign is 310, which was the street number of my house. See **photo 11**. The number on Bryce's

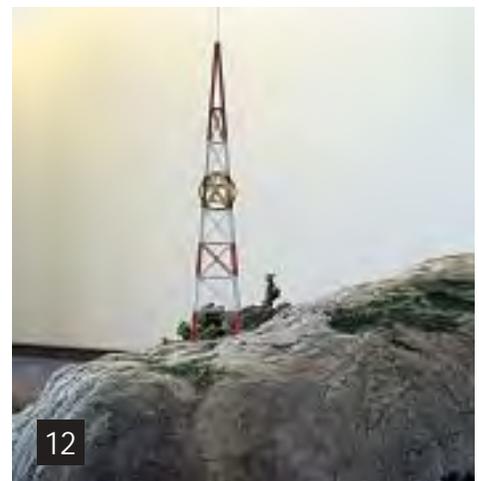
Pharmacy is 512, which was the street number of Diane's house. All of the streets and roads were named after



locations where we have lived: Chelsea Drive, Aurora Drive, and Diane Road.

### TV Station Channel 27

I worked as an engineer/technician in television broadcasting before I was drafted for military service in the Army. I loved broadcasting, and I worked in the TV studio and at the transmitter. See **photo 12**.



Channel 27 was one of the very early UHF television stations in the Portsmouth region. I also worked at Channel

10, a NBC affiliate in that area. I built and installed the TV tower kit as a nostalgic reference to that period in my work life.

## The Military Influence

My two older brothers served in WW II, so I have an interest in that era. I followed my brothers' whereabouts throughout the war. I grew up in the Norfolk and



Portsmouth areas, home to many Navy, Army, and Air Force facilities. I wanted a military train on the layout as a double link to my brothers and to that location. See **photo 13**.

## Water Works

I wanted to have a water feature on the layout; actually, there are three. The big lake at Carson's Recreational Area was made with EnviroTex Lite™ material. The scene includes a little island in the middle of the lake with kids jumping off a limb of a tree and swinging off a tire, then plunging into the water. See **photo 14**. I used real sand to



create a beach and applied a 50/50 mixture of white glue and water to harden the sand. There is a bather standing there and a lady sunning herself on a towel. Diane came up with the idea and provided a towel for the sun bather. On the original portion of the layout near the Forest Bed and Breakfast there is a gully with a small water area. There is also a little lake by the scrap yard.

My layout platform is made of 1/2-inch plywood with a covering of one-inch rigid foam board purchased at a local building supply store. The one-inch depth allowed me to excavate foam to form lakes and gullies. I painted the bottom of these indentations with darker colors at the depths and used lighter colors at the shallow shoreline. After the paint dried, I mixed the epoxy and poured it in place. The product will trap air bubbles, but heat will release them. With a butane fireplace lighter in hand, I moved it along the surface until the bubbles disappeared.

## Where the Rubber Meets the Road

To make asphalt roads, I used a small wallpaper seam roller to roll out — like a steamroller on a real highway — a mixture of fine ballast and 50/50 solution of white glue and “wet” water; then let it dry for a couple of days. Then I painted the roadways with diluted black latex paint so that it looked like asphalt. I masked-off the center line areas and used yellow paint to represent the traffic guide lines.

## The Delight Is in the Details

I have three children: two daughters and one son. The moms of the four grandsons look at the layout and marvel at it. My son sometimes brings his friends to see it. The second generation hasn't felt neglected in the layout; rather, they feel honored to have their kids of the third generation portrayed there.

I recently added another feature — welders at work with acetylene metal cutters in the scrap yard. I bought smoke units — often used in structures to feed a smokestack — and mounted two below the layout so that smoke emerges around the welders wielding the cutting torches. It adds a bit of drama to the scene. Visitors love that detail. See **photo 15**.

I bought and installed a sound module for use at Andrew's Garage. It produces the sounds of an air wrench taking lugs off the wheels and a mechanic using a hammer. People get a kick out of that, and it adds realism to the scene along with the welder working on the front of the car. In another scene, a big dump truck has pulled into the scrap yard, but the load shifted and spilled



onto the road. Workmen are picking that up and moving it. See **photo 16**.

I placed a 1949 Ford Virginia State Police car on the road. It has the prototypical red light blinking in the grill; created with a LED in the grill and a circuit board to flash it. I bought two 20-second digital recorders and recorded the sound of an old-style siren. The little speaker is under the police car. One can push a button and sound the siren.

Most of the auxiliary features of the layout can be turned on or off with rocker switches along the side of the layout. These switches pass (or interrupt) power to the street lights, crossing gates, smoke units for the acetylene cutters, and the gantry crane.

### Tricks of the Trade

There are some places on my layout that are difficult to get to and some features are alongside a wall. The width of some of the platforms is five feet, so I have to use extraordinary means for access to areas that are difficult to get to. Most hobbyists already know they should provide adequate space for access to hard-to-reach places. I second the motion!

Fortunately, I have very few derailments. In the mountain, two back-to-back switches direct trains through reversing loops. Thank God for non-derailing switches. Without them, I'd be in chaos.

I started out with color coding the wiring in mind, but over time I migrated away from it. I strongly suggest color-

coded wiring under the layout. I've learned that the best place to go for wire stock is an auto supply store; most carry all the different colors. A novice may not know the tribulations of troubleshooting or the agony of tracing wires in quest of open or short circuits. It's much, much easier to find a wiring problem by following colored wire pathways.

I don't use track power for lighting buildings and accessories. Crossing gates, street lighting, and other features are connected to transformers dedicated to that purpose.

I used an early version of RR Track® software called RR Track Lite™. The track at the mountain is underneath another layer of track installed above it. That version of the software didn't allow showing two colors for the same trackage. On my web

site (<http://jimsogaugetrains.homestead.com>) I show the track plan and present layout photos with a narrative.

### It's Finished

I can't envision tearing up the layout and starting over, so I consider it finished. I continue piddling and doing little things to it. I might add a shack or an animated sign.



The layout is like a story book, all the more interesting because the tale is presented through the medium of the train hobby with our creative efforts for the family. It's especially significant this year as Diane and I celebrate our 50th wedding anniversary. My thinking is, "Who needs a family history when a train layout can tell the story?" 🚂

*Photographs by Jim Richardson*

# Found in a Cow Pasture

by George Nelson  
RM 13073

My wife, Dona, frequently accompanies me to train shows and antique shows. She has an eye for old trains, and in 1990 she found this “piece of junk” at an offshoot from the huge, twice-a-year antique show in Roundtop, Texas — see **photo 1**. The locomotive was a \$25 “unique find” in a Texas cow pasture.

When I thumbed through old copies of *The Train Collector's Quarterly* (January 1998, p. 31) I learned this was the Hafner “Century of Progress Special” locomotive, circa 1933-35. In the photo it's paired with an Ives tender.

**Photo 2** is another of Dona's finds. She spotted a cast-iron, wind-up locomotive at a 1985 antique show in Natchez, Mississippi, and we bought it for \$25. This spring I scanned e-Bay and searched for a tender to go with this

locomotive. I didn't expect to find one, having been told that very few of these relatively fragile tenders survived. But to my surprise, I found several appropriate tenders. I was the high bidder (\$8.03) for one of these in May 2005.

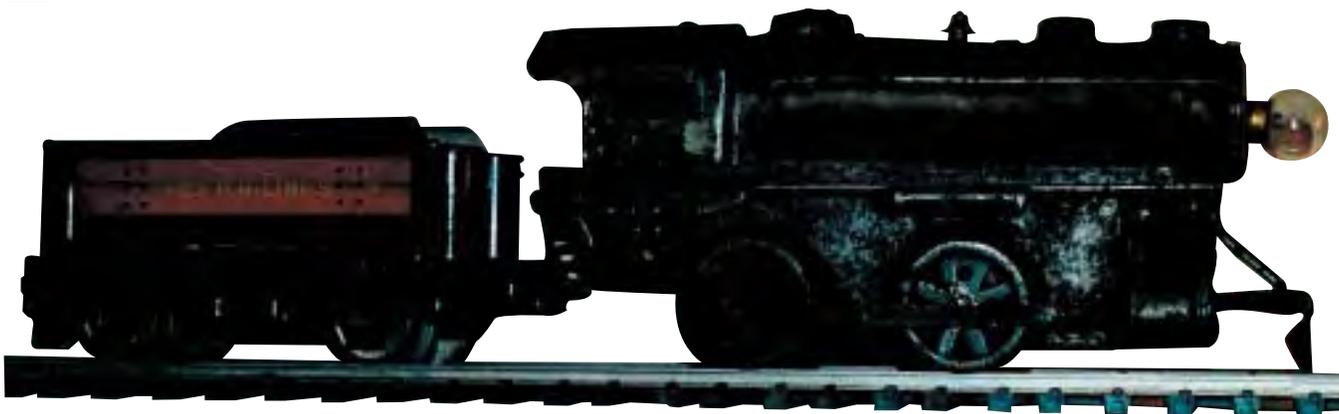
Not only did I buy the tender; when I sent the seller a photo of my locomotive with his tender I found he was more than willing to share his knowledge and some information from *Greenberg's Guide to American Flyer Prewar O Gauge*. As near as we can tell, the locomotive is an American Flyer No. 11 type XII with a red stripe below the windows. It was sold in 1930 with no side rods and with a 120 type II tender such as the one I purchased.

My locomotive, however, had red-painted wheels. Apparently at one time AF applied side rods which indicated it was sold in 1931-32 with a different tender. Close enough verification for me!

I believe many LCCA members have their own “unique find” train stories. I encourage you to share your train-safari adventure with the rest of us big-train hunters through a note to *TLR*. 

*Photographs by George Nelson*

1



2



by Bill Schmeelk  
RM 6643

## Pros and Cons of FasTrack

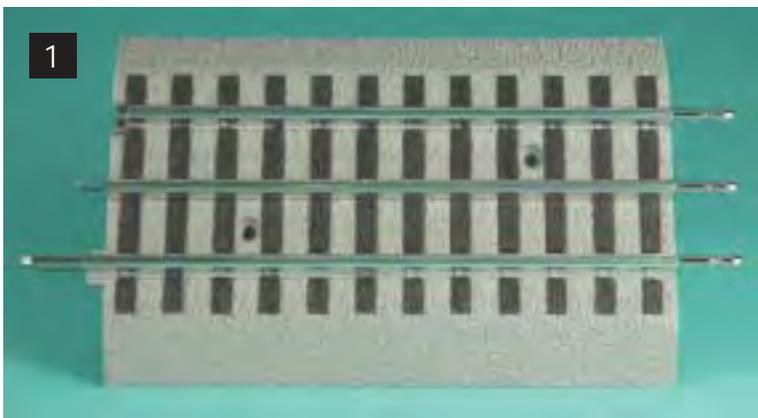
The popular FasTrack™ product made by Lionel® has provided many answers to the shortfalls of traditional tubular track. Among the pros for FasTrack are:

- easy snap-together locking mechanism
- wider radii
- wire connections provided under each section
- center half-pin eliminates any need for pin pulling, and
- a more prototypical look.

But among all the pluses were some minuses. For example, how could you operate Lionel's Milk Car™ and several other trackside accessories and operating cars? The initial offering made no accommodation for operating cars with sliding shoes as power pick-ups.

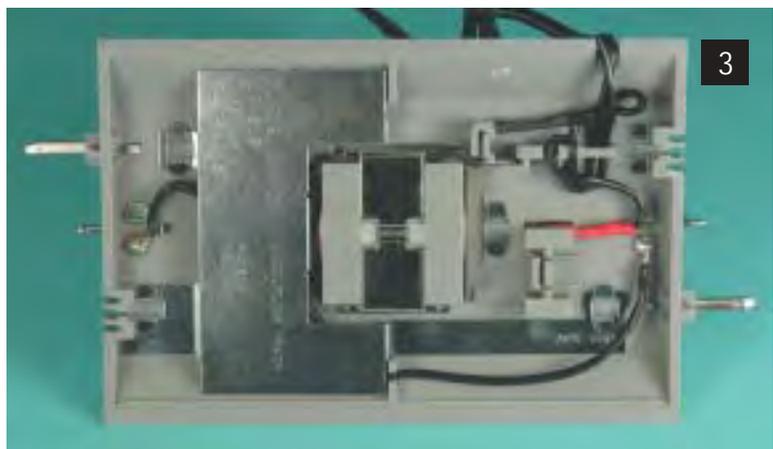
Since its initial introduction a couple years ago, the company has addressed and eliminated many of those “cons” and has introduced a variety of radii, remote control switches, trestles, and more. FasTrack now offers a wider variety of track types than were ever offered in any of Lionel's previous track styles.

The first solution for activating Lionel operating cars placed on a layout with FastTrack was produced as #6-12040 — an O-gauge Transition Piece™. It's shown in **photo 1**. Using two of these sections, you could add an O-gauge UCS Remote Control Track™ to your FasTrack layout.



A better, but still only partial, solution came in the first quarter of 2005. Lionel introduced #6-12020, the Uncoupling Track™, shown in **photo 2**. This half-straight track section featured an inconspicuous magnet at its center

and a momentary-contact switch to power it up. Supplied with that section was a regular half-straight section; this pair enabled you to replace a regular 10-inch straight section or to modify the shape of the track plan by placing a half-straight section opposite the uncoupling section in a loop of track.



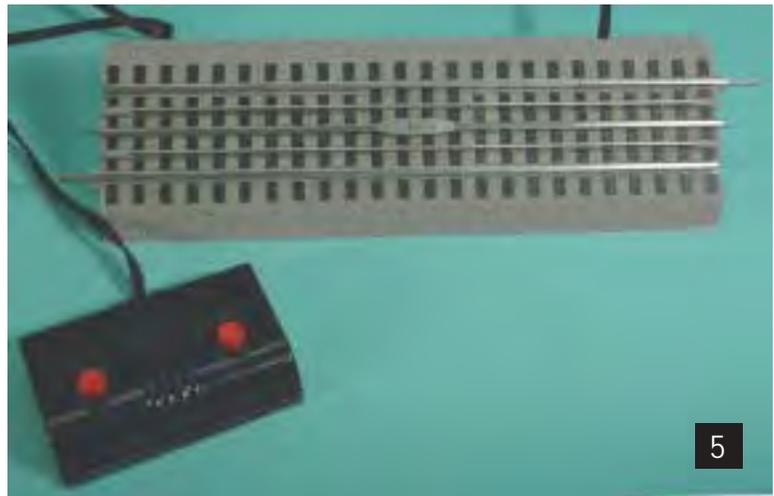
**Photo 3** shows the underside of the uncoupling track. The magnet coil appears to be larger than that used on the old UCS Remote Control Track. From the top however, the magnet is far less conspicuous. Though hard to see, the center section of the ballast is slightly raised to accommodate the coil. I didn't notice this “bump” at first glance; the ballast and track ties conceal it well.

If an uncoupling section is simply added to the layout, it will receive power directly from the track, so no additional wiring is necessary. There are additional connectors underneath the track section so that you can choose to connect auxiliary power to the track and disconnect track power. All connections are made with removable clips, so this allows you to easily change the connections to fit your needs.

To operate these FasTrack sections in a TrainMaster Command Control™ environment, Lionel described three options in the manual: use an SC-2™, an Operating Track Controller™ (OTC), or an Accessory Switch Controller (ASC)™. Each of these allow operation with a CAB-1 Remote Controller™.

The instructions warn that holding the power button down for longer than ten seconds at a time could overheat the coil and cause possible damage. This is not unlike the original UCS. In fact, any coil-operated accessory, such as those which used solenoids, should only be powered for short intervals while the action occurs.

I was pleased with this new Uncoupling Track section. Its inconspicuous design and ease of installation are points in its favor. My only disappointment was with the controller. I would much prefer a re-issue of the Lionel No. 90 Momentary Contact Switch™. I've said this before, but I can't help mentioning it again — the No. 90 switch offers several advantages. First, it proudly displays the "circle L" logo. Secondly and more importantly, the two binding posts on the 90 easily allow you to custom-cut the wires to the track section to an appropriate length. The newer controller is



No. 90 switch shown in the photo is the latest version made by postwar Lionel in the 60s. Earlier versions made of Bakelite had a metal clip to hold an identifying label, but I'd be pleased to see Lionel bring back the modern version of it shown in the photo. Yes, it would probably cost a bit more, but it would be an improvement to any accessory with which it was supplied.

### The Complete Solution

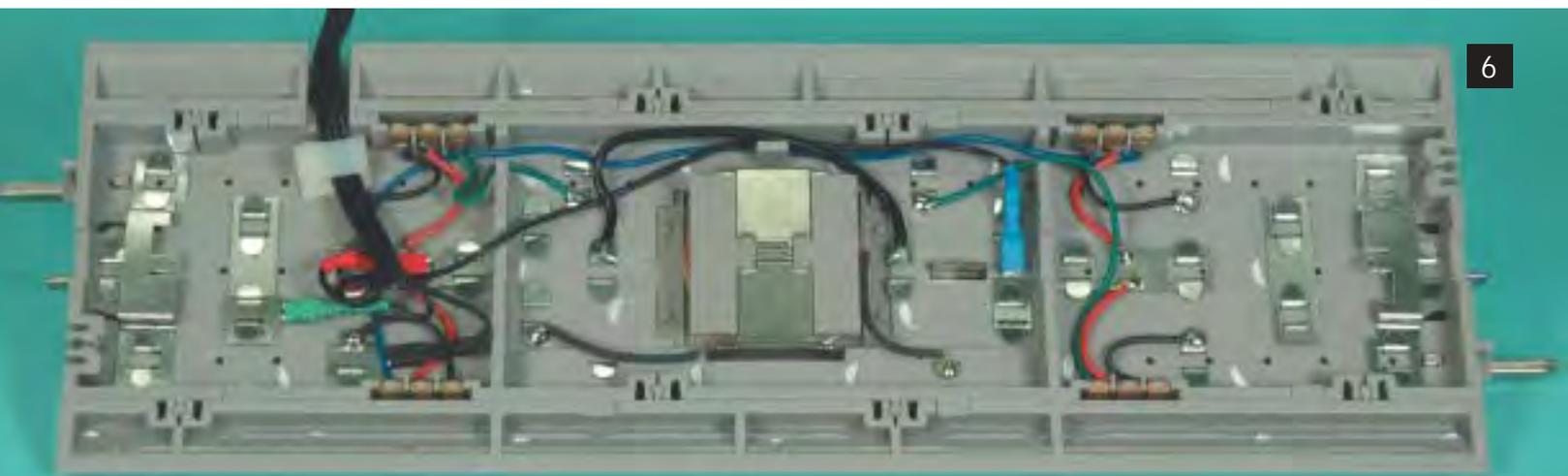
Last October, a complete solution for activating Lionel operating cars arrived at the marketplace when the company released #6-12054 — the FasTrack Operating Track Section™. This 10-inch track section is the FasTrack version of the UCS Remote Control Track™ that many of us grew up with. This new item includes both the central magnet and the inner control rails. It operates cars with sliding shoes — such as operating milk cars and log dump cars. **Photo 5**

shows the new track. The controller is the same as the traditional controller used for many years with the UCS and RCS Remote Control track sections. In fact, the control switch operates in exactly the same manner. The only difference is that the metal plate on the bottom has been replaced with a thicker plastic plate.



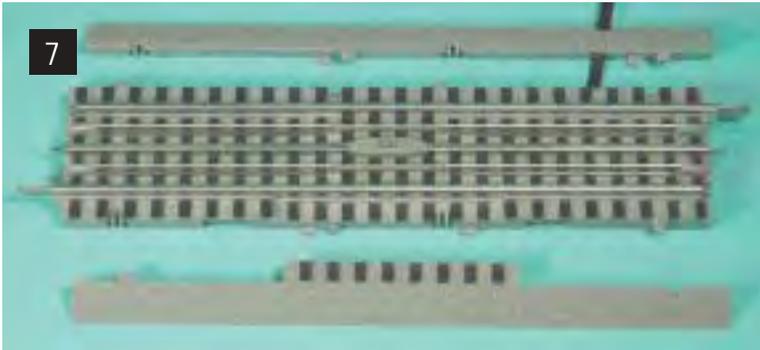
hardwired. The opposite ends of these wires have quick-connect fittings for connecting it to the track, so to lengthen the wire you must cut it and splice in another length.

**Photo 4** shows the two controllers. Which do you think is the classier switch? The square button controller doesn't even identify itself as a Lionel product; inside or out. The



**Photo 6** shows its underside. The controller connections to the track are made with quick connectors and are color coded. In addition to the controller connections, there is other wiring — which is a complete mystery to me. Apparently those wires will be put to some clever use in the future. More on that later.

When I first saw this section in the catalog, I was concerned about the width of FasTrack. Because of the molded ballast which is part of FasTrack, the rail bed is considerably wider than tubular O-gauge track. The base is too wide for the standard milk car platform. Lionel has



cleverly solved this problem as well. Notice in **photo 7** that the ballast on each side of the track can be removed. This makes the track section narrow enough to accommodate the milk car platform and allow its use with other existing Lionel accessories. One side of the ballast also removes a section of the track containing painted ties. This provides a slightly lower section on the track in the center of that side. The exposed portion also has the crossties painted on it and camouflages the change in depth well.

Basically, this operating track section works in the same manner as Lionel's UCS Track Section. When neither of the buttons is pressed, the magnet is not powered and no current flows through the inner control rails. When the uncouple button is pressed, all four control rails — two on the left of the magnet and two on the right — are powered; the same as the center rail. The magnet is connected to the control rails and to ground, so it becomes energized too. If the car at rest on this track section has coil couplers, both couplers would open because current would come through the sliding shoes on both couplers and then to ground through the wheels.

When the unload button is pressed, the control rails to the right of the magnet are connected to power, as in the center rail, and the left control rails are connected to ground. The magnet is also energized. So, let's say an operating car such the milk car is on the track as the unload button is pressed. Power comes from the right control rails, through the sliding shoe, to the car's onboard solenoid, and then to ground through the left sliding shoe to the control rails. If the car has coil couplers, the coupler on the right will open.

**Photo 8** shows a view of the side of the track section with the ballast removed. Notice the two sets of three metal contacts which are exposed. Then take another look at **photo 6** and you can see there are four sets of these contacts, two on each side. I have no idea what these contacts were designed for, so "stay tuned" for the rest of the story.

We did however, discover something interesting. Despite similarities in function, there are some significant differences between the UCS and the new FasTrack Operating Track. Look carefully again at **photo 5**. Notice that the top outside rail has two cuts in it. The center section of this rail is isolated from all power and is essentially dead. Regardless of which button you press, no power is ever delivered to the center section of that outside rail. The only connections to that rail are the green wires seen in **photo 6**. These wires connect the rail to one of the three metal contacts at the upper left and the lower right. The purpose for those contacts and the isolated center section of rail remains a mystery.

You might also notice that there are cuts in the center rail. I believe those are present because Lionel uses the same special center rails that go up to the central magnet as they used on the shorter Uncoupling Track. That



track is only five inches long, so additional rail sections are mounted to extend them to the full 10-inch length of the Operating Track. All three sections of the center rail have continuity to each other and all receive power.

My special thanks to club member Glenn Patsch, our resident electrical expert, for his help in conveying to me a complete understanding of the operation of the UCS track.

## Toy Fair Coming Soon

As I write this we are about a month away from Toy Fair. The fate of the American Toy Fair remains a question at this time. There is a possibility that it may move from New York after this year. Rumors circulate about a new location in Houston, Texas or Orlando, Florida. For other reasons, New York is still preferred. Time will tell.

Lionel released its *2006 Volume One Catalog* to all on their website on Tuesday, January 17th, at midnight. Check it out. The "real" paper version will follow. 🚂

*Photos by Bill Schmeelk*

# The Tinplate Cannonball

by Ken Morgan  
RM 12231

## A Rose by Any Other Name

Trivia department: Where did I take the picture presented as **photo 1**? What does it represent? Why is it in “The Tinplate Cannonball?” As usual, the answers are shown at the end of this article. No peeking!



I previously discussed the takeover of Ives® by Lionel® and American Flyer® in the late 1920s when Ives declared bankruptcy. The other two companies wanted access to Ives’ patent for a reverse mechanism — which ultimately became Lionel’s E-unit. By the way, when this partnership broke up and Lionel kept both the E-unit and the Ives name, American Flyer got a couple of Ives steam locos in O and standard gauge. These were very nice, cast-iron engines, I might add. But Lionel wasn’t into cast iron. They regularly denigrated it in their catalogs. And, as we shall see, they weren’t big on steam locos, either.

This acquisition led to production of some unusual and highly collectible trains. Both Lionel and AF kept the Ives line in production for several years, but combined parts from all three manufacturers. For example, one could find a standard gauge Lionel #8 body but numbered #3236 on an Ives chassis. Similar mixtures of AF equipment with Ives are also out there.

Later, after Lionel assumed full ownership of Ives, they both sold Lionel products labeled for Ives, and designed some new products which were initially labeled Ives but which later moved into the Lionel line. These were generally low-end products — often uncatalogued or sold as Lionel Junior or O-27 — but there are really nice passenger sets in both O and standard gauge that started out as new



Lionel designs labeled Ives but were later sold as uncatalogued Lionel equipment or department store specials. As a rule, anything built by Lionel but labeled Ives tends to be somewhat more difficult to find than the straight Lionel versions of the same piece, and therefore, somewhat more costly than a Lionel-labeled counterpart. This is the story of one of them currently resident on the BCC&PRR and one of its near relatives.

**Photo 2** shows two locos which, except for the tenders, look like twins; and they should. They had the same parent at the Lionel Corporation, but there are a few differences. The one in front is #258. In the rear is #257. Released in 1930, these were Lionel’s first O-gauge steamers. The distinction was that the #257 had no reverse, and the #258 had a hand-operated reverse. **Photo 3** shows the empty slot in the #257 and the reverse lever installed in that slot in the



#258. One can think of this as Lionel’s equivalent of the Johnson bar (the lever used by the engineer of a real steam loco to reverse its direction). Lionel sold both locos as Lionel and Ives with the same numbers, and that reverse capability is the difference in number whether the locos were sold as Lionel or Ives.

Now go to **photo 4** for another major difference between these two examples of the locos as they were marketed. That #257 says “Ives Lines,” not “Lionel.” **Photo 5** shows the plates on the locomotives as “Lionel Lines No. 258” and “Ives No. 257.”

Lionel didn’t keep these locos in their catalog very long. They were clearly rather crude efforts to represent a generic steam engine. Both AF and Ives had produced electric-powered, O-gauge steamers for years; AF beginning in 1918 and Ives way back in 1910. Both companies and other manufacturers also offered an extensive line of clockwork steam locos. Lionel’s early standard gauge line



included two generic versions of steamers under several different numbers, but they were discontinued when the very basic #5 locomotive ended its 21-year run in 1926. No steamers were catalogued until the #390 was introduced in 1929.



For two years, only the competition offered steamers, which were by far the most common type of loco throughout the country. Lionel was usually very sharp in gauging their market, and most books I have seen claim Joshua Cowan loved steam locos. Yet there was this “steam loco gap” in production, not to mention the failure to produce any O-gauge steamers until the appearance of the #257 and #258 in

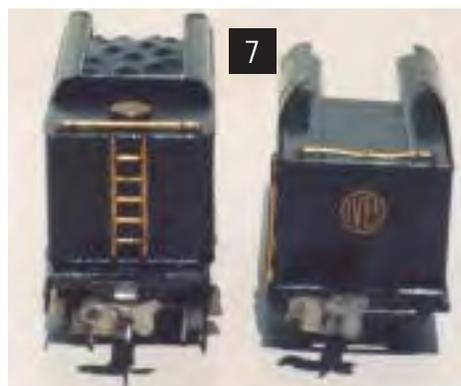


1930. I’ll leave it to the corporate historians to figure out why, but I’d love to know more about the decision.

But I digress. The #257 and #258 were quickly dropped from the catalogs after only one year in favor of somewhat more realistic locos like the #260, #261, and #262 and several variants and close cousins. Finally, much more detailed, die-cast steamers appeared in the mid-to-late 1930s. The Lionel #257 continued as an uncatalogued item in 1931 and 1932. According to the best information I can find, Ives loco #257 ran in 1931 only, while the #258 ran in both 1931 and 1932.

In addition to the plates on the cab, the locos carried different manufacturer’s information on the base of the motors — see **photo 6**. Other than these plates on the cab and the bottom of the motor, they are exactly the same toy locomotive. In fact, if one needed spare parts, they were interchangeable from the Lionel version to the Ives version. When I bought the #257, it was missing some of its running gear. Since the Ives version is more costly than the Lionel version, and because mine was in better condition, I pulled one set of rods off an old Lionel loco and installed them on the Ives engine — then ordered repro parts for the Lionel loco. Hey, original parts are original parts! They were made by Lionel at the same factory and until an employee put the plates on the cab sides and motor bottom, the loco could have been either Lionel or Ives.

Both the Ives and Lionel tenders sold with these locos seemed to have varied a bit over time. The #257 is usually found with a four-wheel tender, the #258 with one of



several different eight- or four-wheel tenders. **Photo 7** shows a typical tender for these engines: a #259T for Ives and a #258T for Lionel. The

Lionel tender is a class version for the loco; it’s a die-cast item. Many of these locos have a tinplate #257T tender. By the way, that rear shot offers a good look at the stylized Ives logo on the back of the tender. On Lionel’s #259T, it would be the familiar “L” in a red-and-blue circle.

As far as prototypes are concerned, a 2-4-0 was not exactly a mainstay of the railroads at that time. 2-6-0 Moguls were the closest thing to it — usually running on small lines — but even those were becoming rare. Most steamers in America in that era had relatively large fireboxes, so a pony (trailing) truck was common on all but switchers, commuter runs, and slow freight locos. A four-wheel motor was much easier and less expensive to manufacture and install in toy trains, and that explains why the next steamers offered by Lionel were 2-4-2 Columbias. Six-coupled drivers didn't appear on the Lionel roster until die-cast locos were introduced. The real thing — seen at that time by a boy who wanted a toy train steam loco — would likely have been either a 4-6-2 Pacific or a 4-6-4 Hudson pulling a passenger train. Freight locos commonly were 2-8-0 Consolidation or 2-8-2 Mikado configurations. So much for Lionel's contemporary catalog claims of highly accurate reproductions of the real things!

Here are the trivia answers, in order. The picture was shot aboard a New York City MTA (subway) Number 2 train, a 7th Avenue Express. Fortunately, no one turned me in as a potential terrorist. At the hour of the morning when I took the photo, commuters are accustomed to just schlepping along together. It would take something really outré to grab attention. I'm probably the only one who noticed the picture. Then again, I'm the train nut.

Per the documentation on the picture, it was produced for MTA Arts for Travel by artists Sloane Tanen and Stefan Hagen. It depicts the City Hall station on October 27, 1904, which was the date of the grand opening ceremony for the NYC subway system; hence the formal attire on the chicks. As I looked closely at the "subway car," I identified it as a 190 Lionel standard gauge, short platform, observation car with the rear platform railing straightened out a bit to make it more roomy.

That funny-looking thing on the train by the chick on the platform is an EOT, Engine Order Telegraph. It was a standard piece of equipment found on the bridge of Navy ships often adjacent to other navigational equipment manufactured by Lionel during WWII when the company was not able to make toy trains because metals were commandeered for the war effort. More about that some other day.

One never knows where Lionel trains will pop up. They were running before the subway, and I'll bet they keep running long into the future. If you followed the recent news from NYC, you know that Lionel toy train home layout operations never go on strike.

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

*Photographs by Ken Morgan*

### Answers to December Puzzlement

1. There are 14 domes on seven white rocket fuel tank cars.
2. Three GG1 engines at \$1,550 each would total \$4650.
3. Leo spent 22 hours in the train-room.
4. The couple averaged 325 miles per day.
5. The husband has 58 items. The wife gave 87 items to the grandson.
6. Thirty Baby Ruth boxcars would be worth five Western Pacific boxcars.
7. The father gave a total of 44 items to his children.
8. The three Plasticville Frosty Bars had a total of 12 vacant seats.
9. It would take one man 49 days to build the holiday layout.
10. Three machinery cars have 48 wheels and six bridge girders.
11. The interest for a full year would be \$144.
12. The difference in radius between an "O" and an "O-27" circle is two inches.
13. Harry had 257 pieces of Lionel track.
14. There would be 40 portholes on the five cabooses.
15. The change from the purchase was 90 cents.

## Toy Trunk Railroad

by Erik Sansom



# A Lionel Puzzlement

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

## Classic Old Train Songs

American railroad lore has provided the inspiration for hundreds of nostalgic songs. For example, folk, bluegrass, and country artists have recorded tunes about famous fast trains, heroes and hobos, train wrecks and disasters, and lost or returning love.

So turn up the Karaoke player and match as many song titles with a few lines from some classic train songs. Place the letter from the song title list next to the lyric's number for your match. Note: several extra titles have been included to make the Puzzlement more interesting! Enjoy. 🚂

## The Song Lyrics

1. \_\_\_\_ Hey, look a-yonder comin'  
Comin' down that railroad track.  
It's the \_\_\_\_\_  
Bringin' my baby back.
2. \_\_\_\_ Good mornin' America, how are you?  
Don't you know me? I'm your native son!  
I'm the train they call the \_\_\_\_\_  
I'll be gone 500 miles when the day is done.
3. \_\_\_\_ See the Station Master  
Turn the little handle.  
Puff, puff, toot, toot  
Off we go!
4. \_\_\_\_ All aboard the \_\_\_\_\_  
Like a smooth alligator.  
All aboard the \_\_\_\_\_  
Such a cool calculator.
5. \_\_\_\_ You leave the Pennsylvania Station 'bout a  
quarter to four  
Read a magazine and then you're in Baltimore  
Dinner in the diner, nothing could be finer  
Than to have your ham and eggs in Carolina.
6. \_\_\_\_ Do not think about tomorrow,  
Let tomorrow come and go.  
Tonight you've got a nice warm boxcar  
Safe from all the rain and snow.
7. \_\_\_\_ Listen to the jingle, the rumble and the roar,  
As she glides along the woodlands  
Through hills and by the shore.
8. \_\_\_\_ They took \_\_\_\_\_ to the White House,  
And buried him in the san',  
And every locomotive come roarin' by says,  
"There lays that steel-drivin' man."

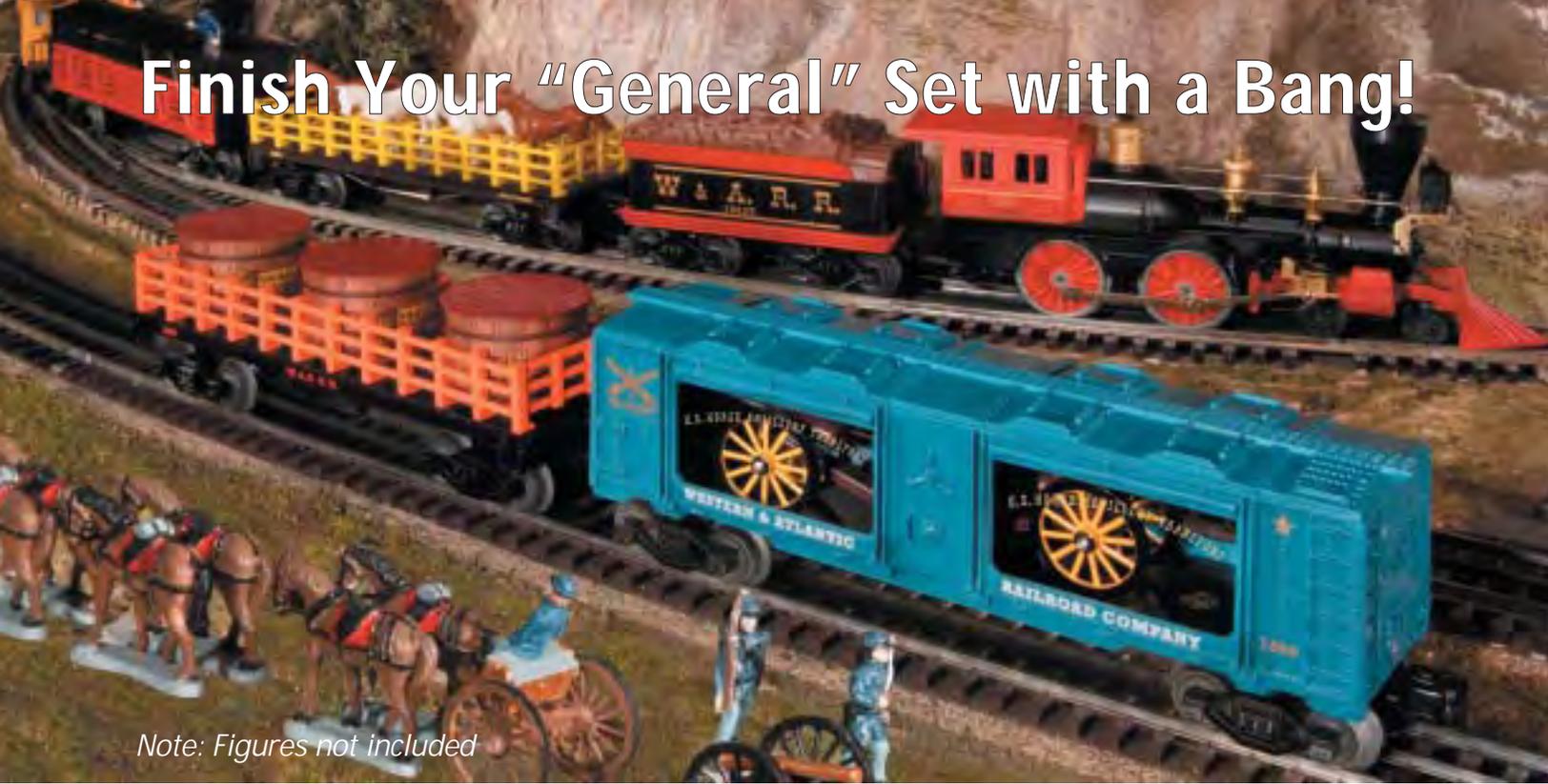
9. \_\_\_\_ When I was just a boy and living by the track,  
Us kids would gather up the coal in big old  
gunnysacks.  
Then we heard the warning sound as the train  
pulled into view.  
The engineer would smile and wave as she  
went rolling through.
10. \_\_\_\_ If you miss the train I'm on you will know that I  
am gone.  
You can hear the whistle blow a hundred miles.
11. \_\_\_\_ Hurry, get on, now it's coming  
Listen to those rails a-humming.  
All aboard, get on the \_\_\_\_\_  
Soon you will be on Sugar Hill in Harlem.
12. \_\_\_\_ Well I haven't got a nickel  
Not a penny can I show.  
He said "Get off, you railroad bum"  
And he slammed that boxcar door.
13. \_\_\_\_ Moses stood on the Red Sea shore  
Smoothin' the water with a two-by-four.  
Oh, the \_\_\_\_\_ is a mighty fine line  
Oh, the \_\_\_\_\_ is the road to ride.
14. \_\_\_\_ Do you hear that whistle down the line?  
I figure that it's engine number forty-nine,  
She's the only one that'll sound that way,  
\_\_\_\_\_.
15. \_\_\_\_ The caller call \_\_\_\_\_ at half past four,  
He kissed his wife at the station door,  
He mounted to the cabin with the orders in his  
hand,  
And he took his farewell trip to that promised  
land.

## The Song Titles

- A. Casey Jones
- B. Chattanooga Choo-Choo
- C. City of New Orleans
- D. Daddy, What's a Train?
- E. Down by the Station
- F. Five Hundred Miles
- G. Hobo Lullaby
- H. (I Heard That) Lonesome Whistle
- I. I've Been Working on the Railroad
- J. John Henry (The Legend of)
- K. Night Train
- L. On the Atchison, Topeka & Santa Fe
- M. Orange Blossom Special
- N. Rock Island Line
- O. Take the "A" Train
- P. This Train Is Bound for Glory
- Q. Wabash Cannonball
- R. Waiting for a Train
- S. Wreck of Number Nine (The Brave Engineer)
- T. Wreck of the Old 97

Answers are published in *TLR* somewhere.

# Finish Your "General" Set with a Bang!



Note: 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](http://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 any part of your address info is new. 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

Members in AK, HI, & Foreign; add \$16 for extended S&H \$ \_\_\_\_\_

6.25% Sales Tax (for IL residents only); add \$7.20 \$ \_\_\_\_\_

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#: \_\_\_\_\_

Disc  MC  Visa 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+2-0206 • P.O. Box 479 • LaSalle, IL 61301-0479  
Or place your order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "MEMBERS ONLY" and open "LCCA Store."

Note: This order form may be photocopied.