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The *Lion Roars*



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



Four Great Train Rides One Great Convention

A Special Note of Thanks to the Union Pacific® Heritage Fleet Steam Crew



“The LCCA Special” train excursion, with UP #844 steam locomotive and two E-9 vintage diesels up front, was a memory-maker for all passengers and club members.

The UP “steam team” includes three regular LCCA members:

- Art Gilmore – Associate Conductor
- Lynn Nystrom – Fireman & Engineer
- Mary Nystrom – Concessionaire.

The team also includes two honorary club members:

- Steve Lee – Engineer & Director of the Steam Program of the UP Heritage fleet.
- Reed Jackson – Conductor of the train during our historic excursion.

Thanks for a great ride!

**Lou Caponi RM 8735
President, LCCA**

President Lou & Conductor Reed IFC

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ON THE COVER

The LCCA 2006 Convention will be fondly remembered as "The Train Excursion" event of the decade.
Photographs by Ken Morgan & Ed Richter

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

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

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Answers to the Lionel
 Puzzlement in this issue:

1. 2; 2. 9; 3. 4; 4. 7; 5. 5;
 6. 3; 7. 6; 8. 1; 9. 8.

**LCCA Web Site: 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

"Wow!" That's all I can say about our recent Convention in the Mile High City. Just ask any member who attended. From the minute you walked through the doors of the Denver Marriott Tech Center Hotel to the closing banquet on Saturday night, you just couldn't help but notice all those smiling faces. The 2006 Convention in Denver has proven to be the club's most successful Convention to date. Hats off to our many volunteers and Union Pacific Steam Crew who made this the event of the year!

Lionel Wows the Crowd

In an earlier report I mentioned that Lionel® had a special surprise for those attending this Convention. They certainly did! They announced, demonstrated, and provided pass-around examples of their new TMCCII control system. They also brought, set up, and operated their giant company layout for four days in the main lobby of the host hotel. This impressive display was in operation during the 2005 Christmas season at the museum located on the lower level of Grand Central Terminal in New York City. Believe me, it was a sight to behold!

It Gets Better

During the Lionel seminar held on Friday afternoon, company President and CEO Jerry Calabrese informed



everyone they would receive a \$30 discount coupon toward the purchase of a new TMCCII system. Jerry went on to say he would extend this offer to every club member and not limit it to Convention attendees. Thanks Jerry and Lionel!

NOTE: PLEASE DO NOT CONTACT THE LCCA BUSINESS OFFICE, BOARD MEMBERS OR APPOINTED OFFICIALS CONCERNING THIS \$30 DISCOUNT. YOU WILL BE NOTIFIED BY MAIL.

Right on Schedule

Lionel informed me that the Add-on #2 cars for the LCCA "Halloween" General set are currently in production. The projected delivery date remains early December, 2006. I have received production samples of the cars, and I'm pleased to tell you that they look super. What a grand finale to this landmark train set!

About the UP 2006 Convention Car

First, let me say "Thank you!" to all who ordered this unique car; it proved to be quite popular. Delivery of this car is scheduled for late December. Your continued purchases of exclusive Lionel products through LCCA helps keep our club financially sound. Your Board believes it's better to keep the club's bottom line in a positive zone in this way rather than the outmoded way; i.e., passing along rising costs to members in the form of dues increases.

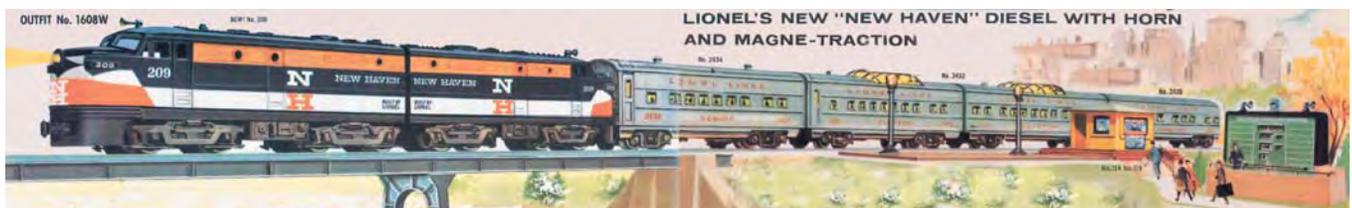
It's Better to Serve

Those attending the Friday afternoon LCCA membership meeting heard it first — a request from the floor of a member who is also the grandfather to a special needs child who loves toy trains. He asked LCCA to "do something" for his grandson with significant handicaps. Through an immediate response while Fred was still standing at the microphone, on behalf of the LCCA Board of Directors I declared his grandson a COURTESY LCCA LIFETIME MEMBER.

In a follow-up thank you letter, Fred Claassen (RM 14065) wrote: "While it took only a few moments by the President and Directors of the LCCA to recognize my grandson's special needs and bestow upon him a Courtesy Lifetime Membership in the LCCA, the TCA has not done anything on my request [to them] for over two years. I commend the LCCA's commitment to investing in their members and their reinforcing the concept of great member service. Thank You."

New Limited Edition New Haven #209 Alco A-A Passenger Train

Our friends at Lionel have agreed to provide — to LCCA members only — a remake of a rare and unusual, limited-edition, postwar passenger train. It was the pride of the Lionel 1958 catalog: The Merchants Limited. This train contains the rarest postwar Alco A-A locomotives, the New Haven #209s. Lionel has gone the extra mile and located much of the original tooling for use with this project. It will be as close as possible to the 1958 original, right down to the 1950s-style set box and the car boxes inside. Take a closer look at it in the ad at the center spread of this issue of *TLR*. Don't procrastinate, order yours today! I must warn you that the production run will be limited. By the way, check out the easy payment plan for this train.



More To Come – Membership Benefits, That Is

I am pleased to report that your club, in collaboration with Lionel, is working on a couple of new programs that will enhance membership value. The first is the possibility for each and every club member to receive a discount coupon of significant value toward the purchase of future Lionel products. Second, we are entertaining an offer to qualify for an LCCA credit card that members can use and earn valuable points for future purchases. Finally, every

member could receive the new Lionel Catalogs directly from Lionel on a regular basis. How's that for a start? I will keep you posted on our progress in my future reports.

Happy Railroading

In closing, I certainly hope everyone enjoyed their summer. I'll bet many of you are already gearing up for the rapidly approaching holiday season — it's right around the corner. Best wishes to all.

See you in Chicago in July 2007! 

TLR

LCCA Board Minutes

by Jerry Calkins
RM 9418

Minutes of the LCCA Board of Directors Meeting Denver Tech Center Marriott Hotel July 23, 2006

Call to Order The meeting was called to order by President Caponi at 2:15 p.m.

Roll Call Secretary Calkins called the roll. Members Present, Officers and Directors: President Caponi; Immediate Past President Fogg; President-elect Johnson; Treasurer DeVito; Secretary Calkins; Directors: Black, Carter, Fisher, Ourso, Tribuzi. Members Present, Guests: *The Lion Roars* Editor Mottler, Director-elect Gambino, Nominating Committee Chairman Kolis, Constitution Committee Chairman Findley. Members/Guests Joining Later: Richter, Hunter.

Approval of April 29, 2006 Minutes Director Black moved to approve the minutes of the Board of Directors meeting held in Chicago on April 29, 2006. Motion seconded by Director Ourso; it passed, unanimously.

2006 Convention Update Director Fisher and Immediate Past President Fogg presented an overview of the status of the 2006 Convention. Director Fisher reported that an incredible package has been arranged for the participants. The 2006 Convention will be one of the most successful LCCA events ever. The ticket sales for tours and other events are at record levels with most tours sold out. The LCCA has successfully filled the number of room nights specified in the hotel contract. The hotel has worked with the LCCA and in many instances gone above and beyond expectations. There will be plenty of surprises for the participants especially at the Get Acquainted Party and Convention Store. The Lionel public display will be installed and operating in the lobby by Wednesday. Beside the Lionel display will be two Youth in Model Railroading operating layouts. The menu for the banquet has been

changed to include filet mignon. There is much excitement already among the members who have arrived for the Monday UP Heritage Fleet steam train excursion.

2006 Convention Car and Add-on General Cars Update President Caponi reported on the status of the various cars and other memorabilia that will be available to the participants at this convention. These included the On-site car, the Santa Fe Express Milk car, and the UP Ballast Tamper car. Sales of the 2006 Convention car are successfully meeting projections. The two "Halloween" General train set add-on cars have a delivery date of early December, and the 2006 Convention car has a delivery date of late December.

New LCCA Train Set by Lionel President Caponi stated that one of the surprises for the members this year will be the unveiling of a new club-sponsored train set — a reissue of Lionel's 1958 New Haven #209 passenger train with Alco A-A diesels on point and the original consist of four passenger coaches. This set will have high membership value and will be produced in extremely limited quantity. This initial offering will be followed by three additional New Haven matching items: an Alco B unit, a combination car, and a baggage car.

2007 Convention Update Director Fisher and IPP Fogg presented a status report about the 2007 Convention to be held at the Crowne Plaza Chicago O'Hare Hotel. A discussion was conducted on potential tours and related activities. The details will be discussed in detail at a later Board of Directors meeting.

Reports

A. Immediate Past President Fogg reported that there were very few complaints from members. All of the complaints involved buy/sell problems resulting from interpretations of grading and were being resolved. Fogg reminded the Board that only complaints presented to him in writing are considered.

B. President-elect Johnson stated that three successful meets had been held this year under the sponsorship of the LCCA. The meets were held near Chattanooga, TN; in Lexington, KY; and in Naperville, IL. There is a possible fourth meet to be announced later.

C. Treasurer DeVito presented the Treasurer's Report. The LCCA is solvent and financially in a good position. He discussed invoicing, requirement for receipts, and payment

procedures. The Report also included a discussion of special purchase opportunities and the sale of inventory items at this convention.

D. The Lion Roars Editor Mottler presented the financial profile and proposed continuing the current subcontractors. *TLR* will continue to emphasize our family-oriented activities that involve kids and offer information to collectors and operators. This year *TLR* had 48 contributing authors; each will receive a token of appreciation from the club. President Caponi reminded the board of the recent awards for excellence that *TLR* has earned and commended Editor Mottler for his work in achieving those results.

E. LCCA Website Editor Mottler led the discussion of work in progress to refresh the website. The design work underway includes showing animated trains on the main page, revising many navigation paths, rearranging the site map for convenience and clarity, and opening-up portions of the website to visitors as a membership recruitment strategy. The industry standard recommends freshening websites every 3 to 5 years to keep the website relevant and contemporary in design.

F. Interchange Track and e-Track Director Black reported on the status of the *Interchange Track* and *e-Track* publications. He mentioned that ads in the printed version are also on-line. Participants can submit their ad via e-mail, fax, or "snail mail." The database is continuously updated with the help of Director Ourso. Feedback from the members indicates good acceptance of what is being done, which confirms there is a role for both electronic and printed publications.

G. Membership Director Tribuzi presented an updated version of the concept for new membership cards and

membership renewal forms. Each card and form would contain important, pertinent information for both new and old members. He also presented several ideas that would encourage membership retention. After supportive discussion, President Caponi appointed a committee comprised of President-elect Johnson and Director Tribuzi to investigate costs and resources required to implement the ideas presented. The committee will present their findings at the fall Board of Directors meeting.

Executive Session President Caponi called for an Executive Session at 4:17 p.m. to present and discuss specific business. The Executive Session adjourned at 4:51 p.m., and the regular meeting reconvened.

Discussion.

A. Election Results President Caponi announced the results of the recent election. New Directors are Sal Gambino and Jerry Calkins. The new Secretary is Bob Carter.

B. Recognition of Outgoing Board Members President Caponi acknowledged and commended the service to the LCCA provided by retiring Director Ourso and Secretary Calkins. Each was awarded a special commemorative car as a token of appreciation.

Next Board Meeting The next Board of Directors meeting is scheduled for September 29 through October 1, 2006, at the Crowne Plaza Chicago O'Hare Hotel in Rosemont, Illinois.

Adjournment There being no other business, Director Ourso moved to adjourn, seconded by Director Fisher. The meeting adjourned at 5:17 p.m.

Respectfully submitted, Jerry Calkins, LCCA Secretary

Treasurer's Report

by **Dennis DeVito**
RM 6758

In this, my first report to the club as its Treasurer, I'm pleased to announce that again this year our 2005 financial results were accepted as presented to the LCCA Board. A thorough review process assured accuracy and conformity to accepted accounting standards. I prepared the monthly financial results and forwarded the data to the LCCA Finance Committee for review and acceptance. Then an independent, non-member CPA reviewed the statements and released a summary. 2005 unrestricted member equity increased by \$6,497. Please take a moment to review the financial reports approved by our accountant.

2005 was a financially successful year for the club. Although it may not be widely understood, the Board

realizes, and our President has often reported, that membership dues do not cover all the costs of club membership. Income from dues is part of our financial base; however, club-sponsored Lionel limited-edition products also produce revenue and some actions reduce costs. Directed by the Board, this pattern moves the club toward even greater financial viability. Activities like these are important reasons for our club's success:

- The "Halloween" General train set
- The Sheriff and Outlaw Car as Add-on #1 to the "Halloween" General set
- The Gunpowder Car and Artillery Car with Cannons as Add-on #2 to this set
- The 2005 Convention car - two Speeders on a Frisco flat car
- The 2006 Convention car - the Union Pacific Auxiliary Power Car
- Announced in Denver during the Convention, the new Lionel remake of the 1958 New Haven #209 Alco A-A passenger train; it's another example of this club's entrepreneurial spirit.

Because of member purchases, the LCCA has been able to maintain membership dues at the level set many years ago despite a general increase in costs of most everything the club uses and needs. Member equity continues to grow. The LCCA remains a strong, vibrant force in the hobby as we celebrate our 36th anniversary. Our hobby is changing and our club continues to evolve. Your Officers and Directors continually monitor these changes, review club policies, and adjust procedures to strengthen the club and improve member value.

I am pleased to serve as your elected Treasurer this term. I'm available to address questions pertaining to the office of Treasurer of the LCCA. All the best to you for all you do to advance the hobby. See you in July 2007 in Chicago!

**Lionel Collectors Club of America - (LCCA)
Statement of Assets, Liabilities and Membership
Equity
Modified Cash Basis
Year Ended December 31, 2005**

<u>ASSETS:</u>	2005
Current Assets;	
Cash in Banks	128,694
Marketable Investments	388,000
Inventory at cost	169,976
Total Current Assets	686,670
Fixed Assets	
Equipment net of depreciation	5,996
Other Assets	
Product Sales and Meet Deposits	3,102
Total Assets	695,768
<u>LIABILITIES:</u>	
Current Liabilities;	
Accounts payable	0
State Tax Payable	53
Total Current Liabilities	53
Membership Equity	695,715
Total Liabilities and Membership Equity	695,768

**Statement of Revenue, Expenses and Change in
Membership Equity
Modified Cash Basis
Year Ended December 31, 2005**

<u>REVENUE:</u>	2005
Car/Product Sales	423,052
Dues	236,478
Convention	140,568
Interest & Dividends	10,445
Initiation and restatement fees	620
Meet	13,546
Freight income	36
Other	200
Total Revenue	824,945

<u>EXPENSES:</u>	
Car/Product Sales	315,264
The Lion Roars	106,775
Interchange Track	91,050
Convention Expenses	124,461
Meet Expenses	11,787
Website	15,582
Professional Fees	40,899
Officers and Board of Directors Expenses	56,446
Committee Expenses	13,730
Insurance	13,603
Depreciation	2,241
Bank and Credit Card Charges	6,146
Membership Drive Expense	520
Membership Expense	9,042
Freight Expense	4,193
Election notices and expense	4,235
Miscellaneous Expense	2,474
Federal Income Tax	0
Total Expenses	818,448
Revenue in excess of expenses	6,497
Membership equity at start of year	689,218
Membership equity at end of year	695,715

Toy Trunk Railroad

by Erik Sansom



At Trackside

LCCA-Sponsored Train Shows

RINGGOLD, GEORGIA Saturday, July 1, 2006

The LCCA held its annual train show in the Chattanooga area at the Catoosa Colonnade in Ringgold, GA, on Saturday, July 1. The hot-as-usual summer weather presented an ordeal outside, but the air conditioning system inside the building provided ample comfort for trading hall attendees during the activities.



Mike Yudiskas (RM 13660) offered several items for sale at the train show.

Dealer set-up began at 8 a.m. and trading opened at 9. Public guests arrived at 10. Shoppers and dealers conducted brisk trading at more than 70 tables until closing at 1:30 p.m. A total of 72 LCCA members plus 28 family members attended the event; the crowd represented nine states including New York — a “far piece distant.” Sixty-three paying guests and 10 family attendees accounted for total attendance of 171 persons, and three new members joined the club on site.

Attendees listened with hope to win prizes announced every hour starting at 10 and continuing through 1 o’clock. The raffle prize presented at noon was a Lionel train set. A test track available to buyers and sellers was useful for confirming deals. Pre-ordered BBQ plates arrived at 11:45; the meal was a great way to celebrate a great day with toy trains.

Special recognition goes to co-hosts George Baltz (RM 14094) who handled advertising and assisted with registration and to Ron Herman (RM 1761) who assisted

with table layout and registration. Jack Ellis (RM 14155) placed the outdoor directional signage, arranged for the BBQ lunches, and assisted with registration. Gwen Siler, wife of Raymond Siler (RM 18796), did — as usual — a great job at the registration table. The success of this annual train show was made possible by support from the LCCA.

by Bill Stitt RM 259 — Train Show Host

LEXINGTON, KENTUCKY Friday & Saturday, November 17-18, 2006

Host Harry Overtoom (RM 1185) and helpers will hold the traditional fall train show at the Thoroughbred Center on Paris Pike in Lexington, on November 17-18, 2006. The center is 2.5 miles north on US Highway 27 from I-75, exit 113. It will follow the familiar 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.

NAPERVILLE, ILLINOIS Saturday, December 2, 2006

The holidays, Santa Claus, and Lionel Trains — what a wonderful combination! Join Paul Flood, Chuck Prock, Zigmund Zemba, Lou Rosetti and co-hosts Len Hopkins and Larry Brongel for the LCCA-sponsored 2006 Christmas Train Show on Saturday, December 2, at Naperville Central High School, 440 West Aurora Ave, Naperville Illinois, 60540.

Registration and set-up will begin at 7 and continue to 8:30 a.m. LCCA members-only trading will be from 8:30 to 10 a.m. The public will be admitted 10 a.m. to 2:30 p.m. Refreshments will be available, and there will be an operating train layout for the kids (of all ages) to enjoy.

Santa Claus will give Lionel and MTH catalogs to all children who visit him from 11 a.m. to 12:30 p.m. LCCA members and their families will be admitted free; show your valid membership ID card. Adult guests are five dollars with children under ten admitted free with an accompanying adult. Tables are \$15 each; early table reservations are strongly suggested.

For more information and/or to reserve a table, contact co-hosts Len Hopkins at 630-420-9066 or Larry Brongel at 708-784-1894. 🚂

LCCA 2006 Election Results Note: Elected candidates are shown in red.

SECRETARY

Bob Carter (unopposed)

DIRECTOR, 2-year term, voting for two

Jerry Calkins

Sal Gambino, Jr.

John Ellingson

David Mille

Thanks to all the members who voted!

A Great Convention

by Bob Carter
RM 6620

The Train Trip of a Lifetime

We boarded The LCCA Special excursion train for a trip from Denver to Cheyenne, Wyoming, on Monday, July 24, with Union Pacific Heritage Fleet motive power up front — UP steam locomotive #844 on point and two UP diesel E9As right behind it. The motive power effortlessly pulled a 20-car consist of UP vintage passenger cars along the Front Range.

The train stopped in a prairie near Nunn, Colorado, for a photo run-by. We had two chances to capture #844 in motion. After a tasty BBQ lunch, we toured the Cheyenne depot and museum, the UP steam shop and roundhouse, and the UP Big Boy static display at Holiday Park

Pike's Peak or Bust

The train excursion trips never stopped. On Tuesday, we traveled to the base of Pike's Peak for a ride to the summit on the Cog Railway. The view at the top was spectacular. Photos just don't do justice to the colorful hues and expansive landscape.

Around the Loop

The narrow-gauge Georgetown Loop Railroad was formerly a mining railroad, and it's still an engineering marvel. A 360-degree loop, bridges, hairpin turns, and a horseshoe curve enabled the train to traverse a 3% grade (not the natural 6% grade) from Georgetown to Silver Plume.

Cowboys and Indians, Yahoo!

Also on Wednesday, another group visited the rootin' tootin' live rodeo of Cheyenne Frontier Days. What a rough and tough way to make a living, yet that was the way of the old west.

Terry's Trains

We visited Terry Johnson's two magnificent train layouts/collections at his home and his office/warehouse in Denver. Inside a rather plain-fronted building set amongst a row of similar buildings, were O-gauge, S-gauge, and standard gauge train layouts. The wall display presented standard gauge trains, including two brown state sets, a white Ives set, Presidential set, Prosperity set, and a very rare Boucher set.

Afterwards, we visited Denver Union Station and saw the huge O-scale layout of the Denver Model Railroad Club. "WOW!" is an appropriate summary of that experience.

Through the Canyon

On Thursday, most members opted for a train ride on the Royal Gorge Route along a portion of the old Denver & Rio Grande standard gauge line. We left Cañon City depot and hugged the bank of the Arkansas River along the bottom of this spectacular gorge. We stopped at the famous Hanging

Bridge, which is still an amazing accomplishment of railroad engineering. On the return trip, we made a surprise stop at Red Rocks Park and the Air Force Academy for brief visits. The famous chapel with stained glass windows inspires all visitors.

Get Acquainted ... with TMCCII

A LCCA traditional social event, this year's Get Acquainted Party was different from those of the past. The room was arranged in banquet style, an Italian food buffet rivaled the best restaurants, and the main attraction was a major new product announcement by Jerry Calabrese, Lionel President and CEO. Our GAP became the launch pad for the introduction of the company's new TMCCII control system, and inventor Lou Kovacs provided a demonstration. Jerry also announced an exclusive for-LCCA-members-only deal: a coupon worth \$30 off the price of TMCCII when purchased through local dealers.

A Golden Experience

On Friday, approximately 400 members toured the nearby city of Golden, Colorado — best known as the home of Coors brewery — but also the home of the Colorado Railroad Museum. The outdoor static displays provided an up-close, touchy-feely experience of narrow gauge railroading. The interactive HO layout in the basement of the museum was a hit with kids of all ages.

Meetings and a Train Show

On Friday afternoon, the Board presented brief reports during the annual LCCA Business Meeting. Following this, the Lionel Seminar convened with an up-close look at their new products and a thorough explanation with Q&A about the new TMCCII control system and Legacy trains. After the seminar, the trading hall opened for convention registrants who browsed and bought products on display on more than 100 tables.

On Saturday, the public visited the trading hall in addition to those of us still looking for that just right addition to our layout or collection. After eight hours of trading, a lot of boxes and money had changed hands.

Layouts in the Lobby

Lionel LLC and the Youth in Model Railroading group presented outstanding layouts in the hotel lobby. Custom-made by TW Displays of Dallas, the Lionel company layout was an attention-getter for convention-goers and the public.

The Youth in Model Railroading group involves kids in the toy train hobby with experiential learning and hands-on activity. These youngsters set up and operated two layouts for our enjoyment.

Banquet Memories

LCCA members enjoyed an excellent meal with superb service, a silent auction that included a UP passenger set autographed by the top five members of the UP Steam Crew, and a memorable raffle.

The LCCA's 36th annual convention is history. To those who attended, it will be remembered for a long, long time — or at least until the last week of July, 2007, when we do it all over again in Chicago! 

L C C A

Sunday

A 2006 Convention Game



**Safety
Training
Session** ▶



**Board of
Directors
Meeting** ▶



◀ **The
LCCA
Special**

Monday



**Heritage
Fleet
Photo
Run-by** ▶



◀ **Cheyenne
Depot &
Museum**



Tuesday

**Cog
Railway to
Pike's Peak** ▶







Get Acquainted Party



Royal Gorge Excursion

Thursday



Frontier Days Rodeo



Wednesday



Denver Children's Hospital



Terry Johnson Layouts



Friday



**Downtown
Denver Tour**



**Lionel
Seminar**



**Layouts
in the Lobby**



Colorado
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LCCA
Annual
Business
Meeting



Train Show
for
Members



Train Show
for the
Public

Saturday



Make Plans
for 2007
Convention!

The LCCA Annual Convention will be held
July 23-28, 2007, at the Crowne Plaza Hotel
in Rosemont, Illinois - near O'Hare
International Airport.

Photographs by Ed Richter, Ken Morgan, and Mike Mottler

My Pride & Joy

by **Bill Fuller**
RM 11746

The Paha Sapa Lines

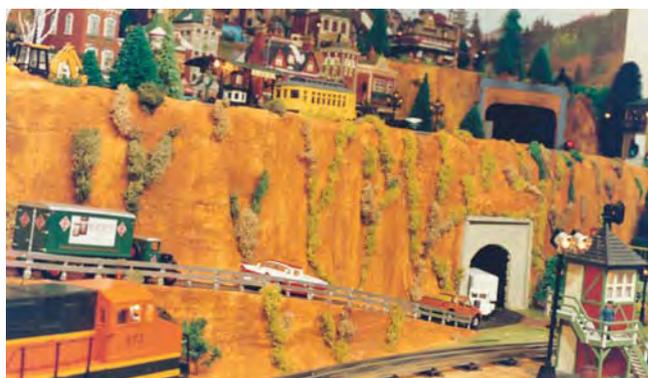
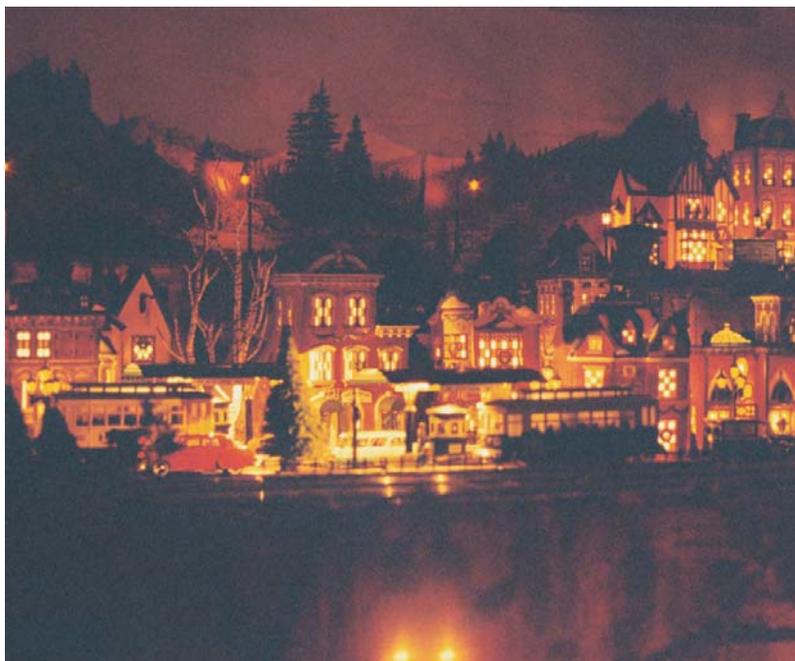
In matters of layout design, tradition rules on The Paha Sapa Lines, which means flat plywood represents the extent of the designer's imagination. Still, by stacking levels above one another, each one narrower than the one beneath, and by omitting some plywood from the upper levels — thereby creating a chasm to be bridged — all of this flat plywood metamorphoses into quite mountainous terrain.

Traversing this rugged territory on the lowest level are three independent loops, two of which have passing sidings so that five trains can be accommodated, although only three run at the same time. The second level carries two independent loops, one of which has a passing siding so that three trains, two of which run simultaneously, carry passengers and goods. This level also boasts a trolley car line. The third level has one loop with its own passing siding, so two trains operate there, one of which runs while the other rests at the siding.

On the lower levels, two of the sidings are underneath the level above; that is, in the "tunnel," so a bit of subterfuge is required for the operator to know when the train in a siding is clear of the mainline. Although miniature cameras have now become de rigueur for this sort of thing, the stingy superintendent of The Paha Sapa Lines insisted on a system that would not require purchasing a camera and monitor.

The inventive gandy dancers pleased him by insulating an outer rail in the last section of track at each end of the siding and running a wire from that rail to a light bulb on the control panel. When a train passes over the insulated track section, that action closes a circuit and lights up a bulb. When the bulbs, one connected to each end of the siding, are dark, the operator knows that the train has

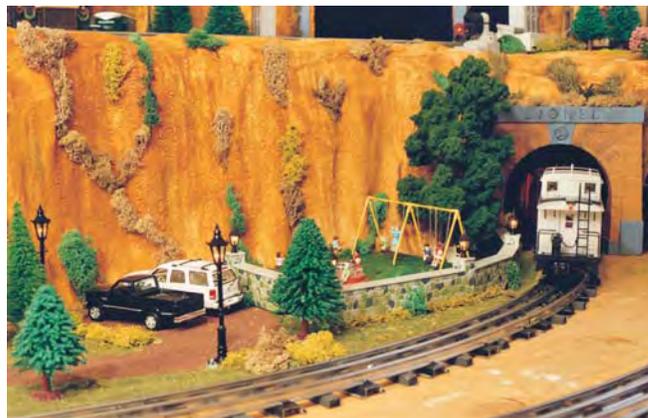
Night is a magical time on the layout. The nocturnal effect is easily created by closing the door and turning off the ceiling lights. The buildings by Department 56™ are illuminated with 115 volt lamps set to 50% brightness by a rheostat.



As the highway snaked down from the second level to the first, the paving crew suddenly realized that the road was heading straight into a cul-de-sac. What to do? Take a lesson from the track-laying crew and curve the highway into a tunnel.



This crossing recalls the era of giant flagmen and crossing signals as tall as trees. The gateman, crossing gate, and wigwag signal are all activated simultaneously by an IR sensor just up the line.



Odd corners of any layout lend themselves to the creation of mini-scenes. Here, sandwiched between tracks and a cliff wall, the county commissioners have installed a compact playground and small graveled parking area.

cleared one end of the siding and has not yet entered the opposite end, so it's in the clear. Some day, a crash in the tunnel will be a sign that one of the bulbs burned out. It's not a perfect system.



Another low-tech trick defines the trolley car line on the second level. Five trolleys operate on the line, one in motion while the others pause at various platforms for passenger loading. By insulating one outer rail in an “approach” section of track and both outer rails in a “stop” section, the president of the line implemented automatic operation at minimal expense. When a trolley enters the “stop” section, the insulated outer rails break the electrical conductivity, and the trolley stops. When a following trolley enters the “approach” section with only one insulated rail, its metal wheels and axles complete the

circuit. Since the insulated outer rail in the “approach” section is connected to the “stop” section, current is restored and the stopped trolley takes off, while the following trolley enters the “stop” section and halts until liberated by the next one to come along.

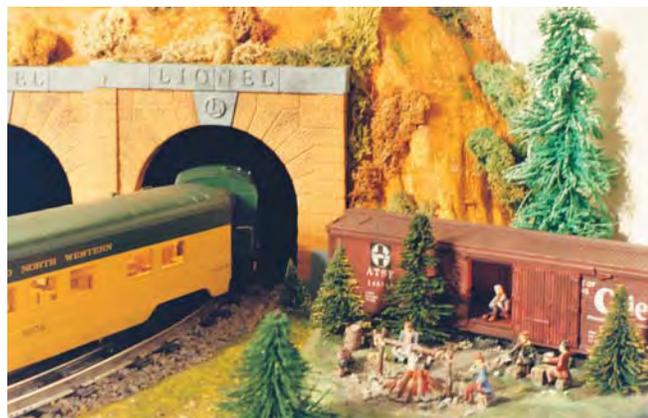
Gandy dancers and automatic trolley operation notwithstanding, the overall layout design is NOT one that others really want to emulate. As we've seen, it's on three levels, the upper ones stair-stepped back over the lower, so that fully half of every loop on the first and second level lies in a tunnel. That's a lot of underground track.

Were access holes carefully installed at every level? Of course not, despite the instructions of the superintendent's wife. When a sticky “boost” button on a remote control sent a GP-9 and its freight barreling down 25 feet of track in the upper tunnel straight to disaster on the O54 curves at the far end, it was time to move buildings, uproot trees, contort oneself into pretzel shape, wriggle past the intermodal yard, stick an arm in as far as possible through a portal on an adjacent trolley track, and extract car after car until the entire train had finally been retrieved.

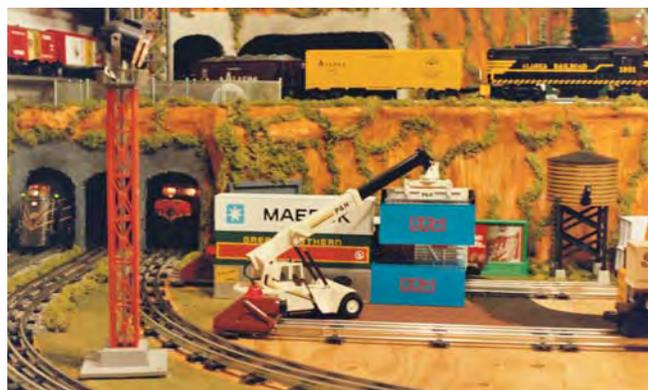
Then there was the day that the engine crew reported to work and discovered that Chicken Little had been right all along. The sky had indeed fallen, or, more precisely, about 12 feet of backdrop had fallen, taking down street lights, trees, signs, and two trains. The immediate challenge was to put the sky back in place.

Trust me. You do not want to emulate this design. However, a few worthy scenery details have made it onto the layout, a few by design, most by fortuitous happenstance, and those I would like to share with you. Perchance a few inspirational ideas lurk in these detail scenes and will inspire a new creation on someone else's table top.

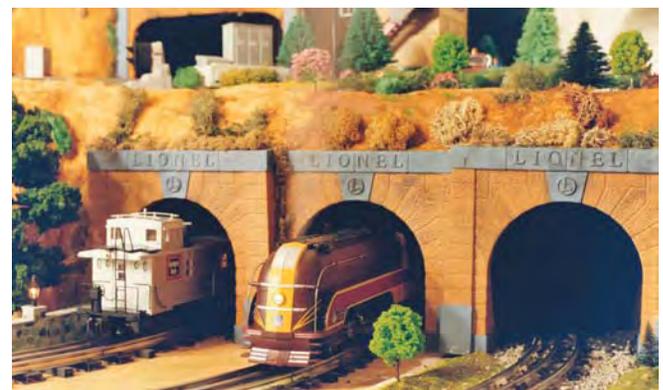
Where did the name The Paha Sapa Lines come from? Those readers acquainted with the Dakota Sioux language will recognize the original name for the island of ancient mountains that the White Man now calls the Black Hills of South Dakota. 🚂



Hoboes have found accommodation in a trackside boxcar. Stew is on the fire, and a banjo picker strums a tune for “dinner music.”



The back of the intermodal yard features a container stacker in simulated motion, with a container poised in mid-air for placement on top of another. An ancient water tower, forgotten and weed-overgrown, still stands in an out-of-the-way spot to remind visitors of the glory days of steam.



The triple-track mainline on the lowest level disappears into tunnels. The width turned out to be wrong for the portals to fit side by side, so they're staggered with the middle portal recessed behind two outer ones.

Photographs by Bill Fuller

The Rarest of the



One of the #2432 "Clifton" vista dome cars is pictured above. Two #2432s are included in the entire consist, as shown below.

Photo used by permission of Kalmbach Publishing Co.



Rare from 1958



Own this Re-make of the New Haven #209 Passenger Train

One of the rarest passenger trains of 1958 can now be yours to enjoy. In collaboration with Lionel®, LCCA offers this limited-edition re-make of “The Merchants Limited” to club members exclusively. This O27 traditional-style passenger train includes New Haven #209 A-A ALCOs on point, a #2434 “Newark” Pullman car, two #2432 “Clifton” vista dome cars, and the #2436 “Mooseheart” observation car.

The motive power of this train will be made using as much of the original tooling as possible. The powered A unit will have an AC motor similar to the original and will also contain:

- Magnetraction™
- Diesel horn (no battery required)
- Stamped steel frame
- Electronic e-unit
- Fixed couplers front and rear
- Original paint scheme
- Headlight lenses & windshields on both A units
- Note: track and transformer not included.

The coaches will bear the original car numbers printed in red and will have:

- roof ventilators
- die-cast trucks with fast-angle wheels
- operating couplers
- two interior lights per car
- window silhouettes.

As a bonus, Lionel will reproduce the original set box and the 1950s-style inner cartons. The set box will include a reproduction of the original painting and this discrete text: “Produced exclusively for the Lionel Collectors Club of America.”

You could wait — probably for years — for an original #209 passenger train to emerge in the marketplace at a high asking price. But why? The LCCA offers another way for you to own this train now. This production run will be limited, so place your order well before the deadline!

A Limited-edition Offer for LCCA Club Members

RE-MAKE OF LIONEL NEW HAVEN #209 ALCO A-A 1958 PASSENGER TRAIN

ONCE SUBMITTED, LCCA WILL CONSIDER THIS A FIRM, NON-REFUNDABLE ORDER.

LIMIT: ONE TRAIN PER MEMBER. DEADLINE FOR ORDERS: JUNE 30, 2007.

Name: _____ LCCA No.: _____ Date of Birth: _____
 Address: _____
 City: _____ State: _____ Zip + 4: _____
 Phone: () _____ e-mail: _____

Note: UPS cannot deliver to a post office box; a street address is required.

- PLAN A — PAYMENT IN FULL** Charge my credit card account for the total payment. Or, send your check made payable to “LCCA” with “NH-TLR/209” written on the memo line.
- PLAN B — THREE INSTALLMENTS** Charge my credit card account for three equal payments of \$156.65: #1 now; #2 in January 2007, and #3 in June 2007. If applicable, IL sales tax & extended S&H&I will be included in payment #1. *There will be absolutely no refunds of any payments if you subsequently decide not to complete your purchase of this train.*

Purchase authorization to charge my credit card account:
 No.: _____

Discover Mastercard Visa Exp. date: _____
 Code No. _____ (last three digits at panel on the back of your card)

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

Sig.: _____

DO THE MATH

- New Haven #209 ALCO passenger train (\$469.95) \$ _____
 - S&H with insurance to continental USA (Included)
 - Extended S&H w/insurance to AK, HI, & Foreign:
add \$34.00 \$ _____
 - Illinois residents only — apply 6.5% sales tax:
add \$30.55 \$ _____
- Total: \$ _____

**Mail with payment to: LCCA Business Office,
 Dep’t. NH-TLR/209, P.O. Box 479, LaSalle, IL 61301-0479**
**To order online: www.lionelcollectors.org and
 go the “MEMBERS ONLY” the open “LCCA STORE.”**

Lionel's Polar Express and Add-on Cars

by Erol Gurcan
RM 26800

For Christmas 2005, Santa Claus brought my two daughters, Kristine and Danielle, a Lionel® Polar Express™ train set (6-31960). My wife Laura's position is — I used this train as a pretext to buy myself a Christmas gift. On the day after Christmas, I also purchased the baggage (6-25135) and diner (6-25134) add-on cars for the set; for them, of course. That's my story, and I'm sticking to it!

Holiday History

Lionel's Polar Express train set first graced the cover of its 2004 Volume 1 Catalog and listed for \$250. It also appeared in the 2004 volume 2 Catalog. The train continued in both 2005 Catalogs, but the price jumped to \$280. The two add-on cars also appeared for the first time in 2005, listing at \$55 each. Still popular two years later, this set and the add-on cars remain in both 2006 Catalogs, as well as being featured in a separate Christmas Catalog released by Lionel in April, 2006. However, the price of the set has increased to \$290, and the add-on cars are now sold at \$60 each. The good news is the set can be purchased for about \$220 if you shop around or check the ads in the model train magazines.

Contents of this Set

The set comes with a 2-8-4 mini-Berkshire steam locomotive capable of negotiating O27 curves, a plastic tender with air whistle, three passenger cars (one of which is an observation car with rounded rear-end platform), a 40x60-inch oval of FasTrack™, CW-80 transformer, four pose-able action figures featured in the film, and a sleigh bell that sounds when shaken.

The die-cast locomotive in this set is based on the separately sold mini-Berkshire that previously came with Railsounds™ in the tender (but now comes with Trainsounds, beginning in the 2006 volume I Catalog) and a momentum flywheel. However, the Polar Express locomotive and tender does not have either Railsounds or Trainsounds; rather, an air whistle in the tender; but no bell and no momentum flywheel.

The loco has a good level of detail, and a nice flat black finish. Most noticeably, it comes with a headlight lens shield and a much bigger front end pilot which is nicer looking

than the small one that comes on the separately sold Berkshire; see **photo 1**, where the Polar Express loco is placed on the left. Adding the larger front pilot to the PE Berkshire makes it look like the one in the movie and shows that Lionel sweated the details in this regard. Kudos to them for doing it! The passenger cars are made of plastic; all have passenger silhouettes in the windows.

The number under the locomotive cab window is 1225; surely intended as December 25. Ironically, the locomotive in the Warner Brothers movie does not have a number under the cab window.



PE in Review on the Test Track

I tested the locomotive and tender, three passenger cars, and the two add-on cars on both a 40x60-inch loop of Lionel FasTrack (included with all starter train sets), and a larger oval of Lionel tubular track with O31 curves. I used the Lionel CW-80™ watt transformer (packed with this train set) and a MTH® Z-4000™ transformer. The locomotive, tender, and five passenger cars ran smoothly on both types of track and with both transformers. No abnormalities were noted. The engine had more than enough power to pull the tender and all five passenger cars. However, since this locomotive does not have a momentum flywheel, some short-distance stops (especially in reverse), were abrupt and caused the passenger cars to shake but not derail.

First, Lionel should have included a momentum flywheel in the locomotive, especially since add-on cars have been made for the set. Second, since it also currently sells for \$290, I do not see why it could not have been included. Price does not seem to be a major consideration since Lionel's inexpensive 0-6-0 docksiders which currently list for \$110 (\$100 when introduced two years ago) have a momentum flywheel. Third, since the separately sold Berkshire has a momentum flywheel as standard equipment, adopting it to the Polar Express engine would have required no changes at presumably little or no additional cost.

The Whistle

The plastic, brass-colored whistle is located about an inch behind the loco's smoke stack. It is extremely fragile, and it broke off when I dusted the locomotive. Lionel could have decided not to include it on the Berkshire or to make it from a stronger material. It was disappointing that it broke off so easily. However, the good news is that in July, I discussed the broken whistle with Lionel's Mike Braga. He said more recent versions of the whistle are made from rubber and will not break off. Since I had the opportunity to speak with him in person and he had a Polar Express Loco handy, he showed me the improvement by repeatedly bending the whistle back and forth. It did not break.

I would like to thank Mike here for taking the time to discuss this and showing me that an improvement had been made. He also told me to call Lionel and order a new whistle for the train, which I did. I was told one would be sent in 30 to 60 days. As of this writing 60 days hasn't passed, so I'm looking forward to a delivery soon.

If you have a PE locomotive with a broken whistle, call Lionel for a replacement even if the one-year warranty has already expired. When I called, I was not asked, "When did you purchase the set?"

On a positive note, the PE smoke output was much better when compared to my 2003 Chesapeake and Ohio mini-Berkshire (also shown in **photo 1**). The smoke stream from it is barely noticeable even at higher voltages and when pulling several cars.

Over the last few years, it would appear Lionel has improved, but not yet perfected, the smoke output in its mini-Berks. The on-off switches for the smoke unit (also the reverse unit) are located inside the cab. They are easy to find and use; no need to remove the engine from the track.



The Smoking Zone

The loco's smoke unit produced an adequate amount of smoke when pulling the three passenger cars and two add-ons at a moderate pace with the Z-4000 set at 12-14 volts. The speed at a constant voltage was influenced by whether or not any power-eating accessories were attached to the track. The instruction manual accompanying the set stated the locomotive was designed to run between 7-15 volts, so the power supplied to it was in the middle to top end of its range. If Lionel had designed the smoke unit to produce another 30% under the same test conditions, output would have been just about perfect. In other words, the smoke output at 12-14 volts should have been the output at 10-11 volts.

The PE tender has an air whistle. When the train was in neutral, the air whistle made a whining noise when activated. The whine was barely noticeable when the locomotive was moving.

Other Observations

One of my favorite things about the Polar Express set is the four action figures included with it. The characters from the movie add play value to the set: the engineer, fireman, train conductor (Tom Hanks), and the boy.

They can be made to sit or stand on the front pilot, the top of the cab of the locomotive, and even on the roofs of passenger cars, including the add-on cars. The locomotive and passenger cars each come with small metal pegs to

which the “bottoms” or left foot of the figures can be attached (see **photos 2 and 3**). The figures stood or sat firmly on the pegs and never fell off even when the loco and passenger cars were moving fast. Their heads, arms, and legs can be moved.

Each of the passenger cars carries the words “Polar Express” on the sides above the windows (see **photo 2**). In the movie, the words “Polar Express” are located on the cars below the windows. I wondered why Lionel chose to make the cars appear different than those in the film.

The observation car comes with a separate plastic rounded black platform that is not pre-attached; it must be attached to the car after it is removed from its box (see **photo 4**). The platform “notches” did not fit firmly into the two slots molded into the rear of the observation car. I feared the notches might break after a few attempts to get the platform to fit firmly to the observation car. I taped the underside of the platform at the location where it meets the observation car to give it more strength and to prevent it from moving. Interestingly, when I put the observation car with its rounded platform attached back into the plastic sleeve, it fit and went into the box without a problem. This begged the question in my mind, “Why not make the observation car with the rounded platform permanently attached to it in the first place?”

The PE Name and the Price

Lastly, I believe the two add-on cars are overpriced. Each car listed for \$55 when I purchased them, but the price has increased to \$60 each in both 2006 Catalogs. The add-on cars are similar to the ones currently offered as passenger set expansion packs for lower-priced Lionel starter sets such as the Pennsylvania Flyer set (6-30018, \$200), and the New York Central Flyer set (6-30016, \$275). The expansion packs for those trains currently sell for \$110; which includes three PE cars instead of two, four pieces of straight FasTrack, and other extras.

Lionel is paying a royalty fee to Warner Brothers for the right to make these PE cars based on a copyrighted work, and that fee may be reflected in the price. Although I consider the list price as overpriced, I did purchase them, but at a discount retailer. Ultimately, Lionel fans will decide if the play value is worth the price.

New PE Items Available

In a separate Christmas Catalog release in April and again in the 2006 volume two Catalog released in July, Lionel announced several new PE items — a hot chocolate car (6-25186, \$60) and the elf hand car (6-28425, \$75). Four additional pose-able figures are now available as a set (6-14273, \$25) including: the African-American girl, Billy — the lonely kid from the poor side of the tracks, the hobo



“ghost,” and Santa Claus. These items were released in August or September, 2006, in plenty of time for Christmas. The hot chocolate car seems redundant since Lionel has already offered a diner car as an add-on item with persons holding raised cups in the air as the window silhouettes. The four new pose-able action figures and elf hand car are interesting, welcome, and logical additions to the Polar Express set.

Suggestions for Additional Accessories

I would like Railsounds with TMCC added to the mini-Berk PE locomotive, or a Trainsounds tender that would playback lines from the movie, such as the Tom Hanks train conductor character saying, “All aboard!” or “This is the Polar Express.” If some of the buildings from the North Pole village were available, set owners would likely place them under the Christmas tree along with the set. One last pose-able figure set could include the “know it all” kid, an elf figure, and the mother, father and sister of the boy who is the main character in the movie.

Overall, this is a nice set that kids of all ages will enjoy. If Lionel had included a momentum flywheel, a slightly stronger smoke unit, a built-in rounded platform for the observation car instead of providing it as a separate piece, and a non-breakable whistle (a matter now corrected by Lionel), this set would be almost perfect in the near-\$300 price range. Families will enjoy this sojourner to the North Pole for many merry Christmases to come. 🚂

Photographs by Erol Gurcan

Prelude to the Boston Train Party

by Mike Mottler
RM 12394

Editor's Note: A group of LCCA members in the Boston area opened their homes and hearts and enthusiastically shared their train stories with President Lou Caponi and me for release to club members through TLR. The Bostonians we met were living proof that there are no strangers in the toy train hobby; all are friends we haven't met yet.

This series of articles about home layouts in Red Sox territory begins in this issue with Marty Fitzhenry's Pennsylvania-based empire in his basement. It's the first of seven articles in queue for publication in Volume 36 of TLR. Future articles in this series will present the layouts and collections of Walter Brooks, Al Peters, Lew Schneider, Charles Ro, Marty Visnick, Jerry Higgins, Dave Connolley, and Carl Chancey.

Wouldn't It Be Great if

Memorable adventures have begun with this whimsical thought, and I include The Boston Train Party in this category. Hatched in the fertile imagination of President Lou and enhanced by your Editor, the idea sprouted wings and wheels as we advanced toward Boston, the city of the big dig and big boondoggle.

Take the Train to the Trains

The final leg of our journey from Philadelphia to Boston was a delight — a five-hour sprint at near-warp speed aboard the AMTRAK® #2250 Acela™ from Philadelphia's 30th Street Station to Boston's South Station.

The pre-boarding lounge at the station/cathedral in Philly established a mood of tranquility accompanied by a mini-breakfast in a comfortable environment within a clean, elegant, historically significant building. Minutes before departure, Lou and I responded to the paging announcement that directed us to elevator two. We descended to track level — just a hop and a skip from the entry door of our Acela coach. Attentive Red Caps brought our baggage on board. The Car Steward promptly presented a breakfast menu to us and within minutes placed our meals — quiche and corned beef hash and fixings — on our fold-down trays. Quite a contrast to the mere 1/3 can of Diet Coke offered to me yesterday aboard the American Airlines flight from Little Rock to Chicago to Philadelphia.

The real reward of an Acela trip is the ride, yet it also transcends the ride. The train departed on time and moved gracefully yet powerfully forward without spilling a drop of coffee from our cups on the trays. The wide and comfortable seats, understated yet elegant décor, spacious center aisle, ample yet unobtrusive overhead storage compartments, and cavernous onboard restrooms were wonderful “fringe

benefits.” The ride was a form of compensation for yesterday's inconveniences: a delayed flight, a cancelled flight, and misplaced luggage.

An Experience, Not just a Ride

Until that day, my closest approach to an Acela was through the Lionel® catalog. It's an amazing model, but the actual Acela experience is a memory-maker for a lifetime. Mindful that high speed and cushy comfort aboard a train are not necessarily synonymous, I was impressed by the skillful blending of the two in this sleek train. At points along the route we traveled at 150 mph without jostling, bobbing back and forth, or bouncing over bumps at switches or crossings. Lou is a frequent traveler aboard AMTRAK trains and the Acelas, and I learned from him that AMTRAK owns this track bed and allocates usage exclusively to its Acelas and selected other passenger trains; no track-bashing freight trains allowed on this route! That's a great leap forward and a “best practice” for emulation by all passenger trains.

We opted not to go to the Café Car in this consist for lunch. Instead, we enjoyed the lunch served from the galley in our coach — soup and sandwich and such with a Ghiradelli chocolate square for dessert. Scenes of rural Connecticut provided visual accompaniment to the meal.

The main line through Rhode Island is just a stone's throw from the beach along the ocean. In mid-August, the beach



was crowded with families on vacation, residents enjoying a great fringe benefit of the locale, and attractive displays of bikini beachwear. Acela express trains stop only at selected stations, so the advantage of sustained speed works in favor of passengers according to the time/speed/distance equation we learned in high school. Our multi-state journey ended at South Station in downtown Boston, which was also the end of the line for that Acela train.

If all AMTRAK trains were Acelas, if all trackage was owned and maintained by the corporation and dedicated for exclusive use by AMTRAK trains, if all travel times were as reliable as that of our trip, then I have this advice to the airline companies: look out; train travel will grab chunks of

your market share. Fast travel is great, but there's a niche for fine accommodations, spacious environments, appropriate and adhered-to schedules, better service, and amenities — a winning combination for AMTRAK. The Acela trains seem nicer and newer than many airplanes on the roster of the aging fleets of major air carriers.

But probably the biggest IF in this transportation saga is whether passenger rail service in America can survive and fulfill its potential in a politically motivated process of “oversight” that tends to produce chronically inadequate operating subsidies from government. We'll have to wait and see. Meanwhile, enjoy the ride! 🚆

Photograph courtesy of AMTRAK



The Boston Train Party

by Marty Fitzhenry
C 910021

Part 1: A Great Group

I'm proud to be a part of a group of guys around here that works and plays on each other's layouts. Our common denominator is we're in the same age group. We're not a club; we just hang out together and talk trains.

After 37 years of service, I retired from police work. I know there are not-nice people out there, however, I have found train people to be exceptionally good people. Toy train guys are often car guys also, either in the past or the present. Also, almost all train guys I know have cats, they aren't dog guys.

In the spirit of self-disclosure, I admit that I'm a train runner, not a displayer. After I buy a train, it comes out of the box, goes onto the cradle for a lube job, and then to the rails. If it's a good runner, it stays. If not, I fix it or out it goes. The toy train cycle goes on — just like real life.



Resident feline security officer Nellie keeps watch over the layout.

Memories Are Made of This

I don't have my first train set, but I remember it — a Lionel® Prairie-type steam locomotive. I believe the number was 2026 or 2025 with an orange boxcar, a silver Sunoco tank car, and a red caboose. My parents added to that set in later years — the white operating milk car, an operating cattle car, and a few additional cars. I had that train until I was about 25 years old.

Like most families of that era, I received that train from my parents as a Christmas gift — in 1948 when I was four years old. In actuality, it was a toy for my father, but he relinquished control to me after a while. I'm sure I'm not the only boy who discovered the boy still within their dad.

When I grew up, right up until the time I went into the Navy, I was always very active with trains. My exposure to trains was through my birthdays and at Christmas. The big retail player in the Boston area was Jordan Marsh, a downtown store which is now Macy's. They devoted an entire floor to trains only; it was the best show in town.

When I entered military service, I placed the trains in storage. When I got out of the service, I still had the trains. I still have one of those diesel engines today — it was one of seven F3s I received for Christmas in 1954. All the rest have gone by the wayside.

Trains Re-emerge in my Life

In the early 1970s, I picked up a train magazine — I'll never forget it. I noticed an ad from a company called Williams Electric Trains®. I had never heard of it in my life. At that time I was raising a family and building hot rods. That was my passion then. But I kept looking at that ad by



Three bank buildings were re-worked to represent the 30th Street Station in Philadelphia with Pennsy catenary in place.

The 270-degree wraparound backdrop was planned and painted by a local artist. This panoramic view maintains the continuity of the horizon although the seams in the foreground are a bit irregular.





Williams Electric Trains, and I decided I wanted to see one. I called the company and they sent me a lot of data about it. Subsequently, I bought one and that got me going with trains again.

I started buying a few trains and then a few more and then, well, you know how it goes. I lived in a small house at the time, and I knew we needed to expand. To

make a long story short, I tore down that small house and built this house on the grounds. I invested a lot of care in designing the train room in the basement. Early on, I moved very slowly, telling myself, "I'll get back into it and buy just a few things." It's a familiar white lie.

I gravitated toward the Pennsylvania Railroad because as a boy I spent my summers in Pennsylvania with an uncle who took me train watching every day. It was the greatest thing ever. I grew up with GG1s, P5s, and the boxcabs. I still vividly remember the K4s and B6s. I started buying Pennsy, and then I saw a Santa Fe that was drop-dead gorgeous. The rest is history. I bought whatever I liked, yet in most cases I purchased whatever ran well.

At that time, I considered Jerry Williams as the best player in the

train game. He was the only train maker that installed can motors in the trains, and they ran exceptionally well. I accumulated quite a few of those trains, some of which I still have today. Later on, I bought some Lionel trains. I have my grey NYC Hudson, which I like very much. It was the first engine made by Lionel with open-spoke drivers.

I started going to the train shows at York, Pennsylvania. I believe my first outing was in 1981. I became deeply involved in buying good products. I now have trains from every manufacturer: Lionel, Williams, MTH®, Weaver®, Atlas O®, and K-Line®. I'm an equal opportunity train buyer.

Visions of an Empire

I planned to build a layout and started doing bench work on July 3, 1982 — a date that will live in my memory forever. I read Lynn Wescott's book on L-girder benchwork. For the better part of a year, that book was on the night table next to the bed. Every day I'd read a little bit more until I understood L-girder bench work from top to bottom. I did my homework. I started the project and followed every point he made. That was more than 20 years ago. To this day, everything has remained straight and level and perfect.

I started with the idea of an around-the-walls layout with three or four main lines, and I made it so. I wanted to represent the Pennsylvania Railroad main line. I collect and



Although a labor-intensive project, the overhead catenary is fully functional, looks realistic, yet has a Lionel 1950s look to it.



run mainly passenger trains, and I knew at some point in time I would install catenary to mimic Pennsy operations under wire.

I installed all the main lines, got them running, then started with the yards — 23 tracks with a model of South Station in Boston at the rear. Then I built the roundhouse area; it's seven-and-a-half feet square on the table with a 28-inch Bowser turntable with bogey wheels and a center bearing. To this day it's absolutely perfect. I "eyeball" it for indexing. I never went with automatic indexing because the operating control for it is right in front of me.

Scenic Effects

I slowly started doing some scenery and backdrop work. I asked an artist friend to paint a backdrop. Scenery is my weak point, so I haven't gone crazy with that. I built the autumn mountain scene area and the tunnels with wooden supports that support chicken wire covered with paper towels soaked in Hydrocal™. The trees came from Scenic Express®; as did most of the ground cover.

The backdrop was created by a good friend, now deceased, named Michael St. George, a famous Boston area artist. The backdrop was painted with acrylics, and he worked on it for nearly three months. The theme to it follows the geography of this region with some rural farms, some hilly mountains, then a little bit of New Jersey with the Palisades, and to the New York City skyline. In the corner, the moon is shining over Hartford, Connecticut, as in the 1930s. There's the Boston skyline with the Charles River. The backdrop shows a 24-hour cycle, beginning with an early morning rain shower and ending with twilight, sunset, a rising moon at night, and back into dawn.

Overhead Wiring

I had some of the early Williams GG1s, and when MTH offered their 1:48 scale GG1s later on. I realized, "It's catenary time." I experimented with full-floating catenary and with N-gauge rail as the overhead wire. I tried methods that others have used, but I wasn't happy with the results. Then I read an article in CTT about Phil Klopp's layout. He used Marklin HO catenary, and I decided to try it on my O-gauge layout.

As time passed, I developed my own support pole system and used a jig to make poles out of quarter-inch key stock. I borrowed an idea from Bob Levezze, a noted expert in the world of catenary operators. I used Bob's idea of



This close-up shot shows catenary detailing and also reveals one of the many "naked" switch motors.

placing a #153 block signal cap on top of each pole so that it would look like it might have been made by Lionel in the 1950s. I now have several hundred feet of it, including sidings and yards, and it all performs perfectly.

Visitors look at the catenary and say, "That looks good, but we know you're not actually running the locomotives from the overhead." I just take the locomotives off the track, turn them over, and say, "Show me the rollers."

Tracks and Switches

When I built the layout, there were only two track choices available: Gargraves® and Lionel tubular track. Then K-Line introduced a three-foot-long section of tubular track with 15 ties per section. I bought many, many cases of that. I used Lionel O72 curves. I started with Gargraves switches, installed some by Lionel, and placed some K-Line O42s. Although the K-Line switches aren't pretty to look at, they are great performers. I never had a derailment.

I was looking for a switch that would do everything and operate flawlessly. There's only one brand that met my expectations: Ross Custom Switches. I consider them the perfect O-gauge switch. I used NJ switch machines; surface mounted next to the switch. Esthetically, they are ugly, but operationally, they're phenomenal. I bought "covers" for the switch machines from the Right of Way Company. The product looks like a tie pile, and it rests over and hides the switch motors. I have about 70 of them in my storage box, but I haven't put them on the layout yet.

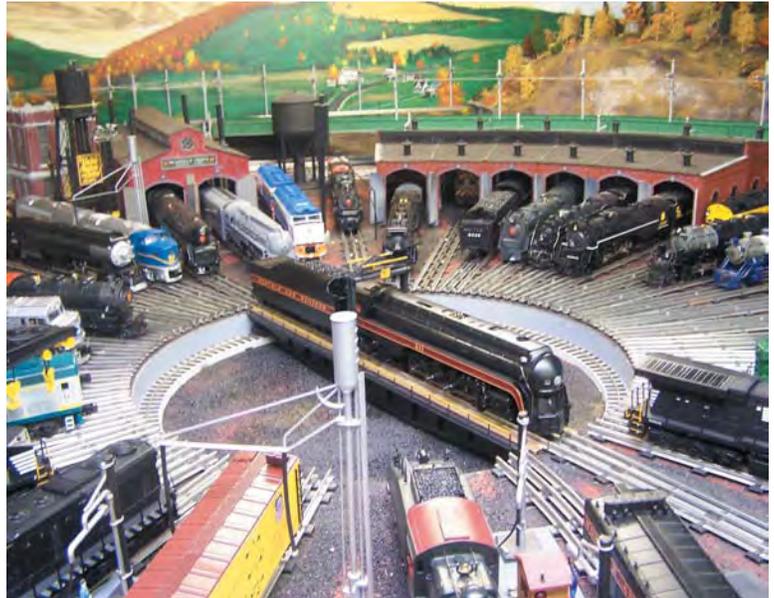


Two Train Control Systems

I installed both TMCC™ and DCS™ technologies on the layout. I wired TMCC to the layout when it first came out, and I like it very much. It's a good system. More recently, I got involved with the DCS system. I run both systems more or less equally. Every rail has both DCS and TMCC on it; even my shorter sidings have both systems available. I also have DCS on my catenary wire, and all the GG1s, boxcars, and electrics perform perfectly.

South Station

My layout plan included a place for South Station. Many years ago at the train show in York, I met Tom Karrigan, a great craftsman of O-scale structures. He showed me a giant L-shaped model of South Station; complete and ready to place on the layout. I immediately bought it from him, and there it stands — three feet by two feet along the sides. Tom told me he came to Boston and measured the actual building for accuracy in the model. I have catenary wire going into South Station, just like AMTRAK today. I can pull my AEM-7™ or my Acela™ trains into South Station under wire.



The roundhouse area is maxed-out with 40 tracks. Locomotive service facilities are set in place ready for use.

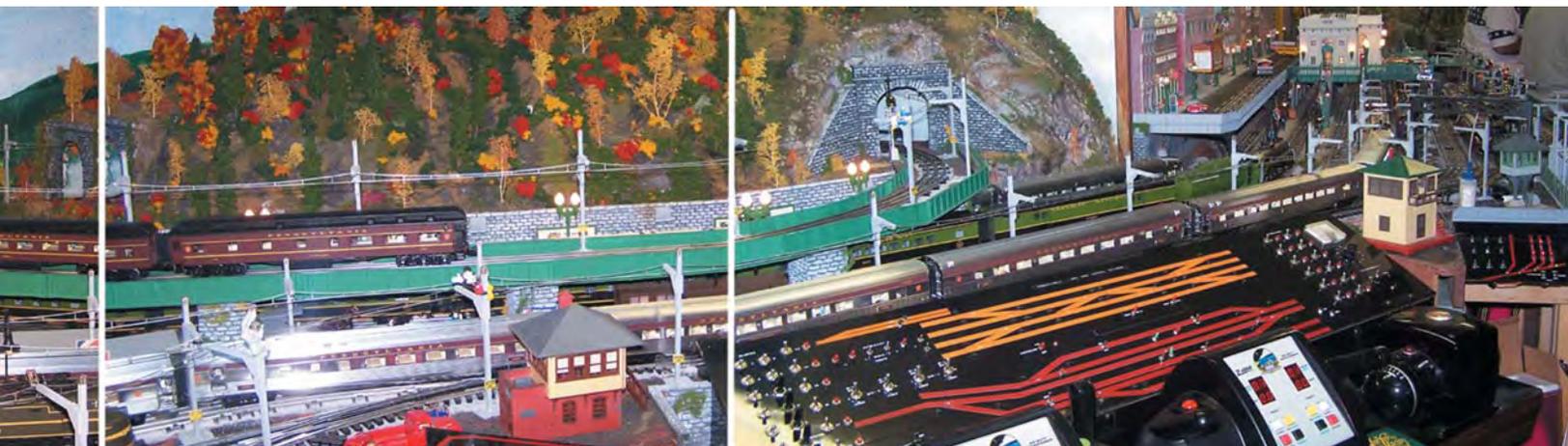
The Roundhouse

The six-stall Korber roundhouse is approximately seven-and-a-half feet square, and the turntable has a 28-inch base with 40 tracks radiating out from it — maxed out. I installed a two-stall engine house by IHC in the area. The control panel is up front, so I can select right or left rotation and put it in neutral. I wired-in a “bump” switch for use when I need just another degree or so to align the bridge track with the feeder track. LEDs on the control panel show which track is “live” when I pull a locomotive out of a stall.

The roundhouse started as a three-stall kit, and then I bought an additional three-stall



This detailed model of Boston's L-shaped South Station crafted by Tom Kerrigan is Marty's favorite structure. Twenty-three passenger tracks serve the “real” station — and this model.



add-on for it. The building will hold any normal size steam engine. I can back them inside with just the nose hanging outside the doors. The biggest engine I can squeeze onto the turntable (with just a bit of overhang) is my Lionel Pennsy T-1. That was the way they did it in real life.

The Bridges

I'm especially proud of the bridges on the layout. They fit perfectly to the rails with no irregularities. That can be achieved best with tubular track rather than solid track. I opened-up the ends of tubular rail and used a Dremel™ tool to undercut the rail so that the mating track pins make good electrical contact and hold to perfect alignment. I used this technique on all six bridges on the layout.

Hinging a bridge properly assures smooth lifting and lowering actions. I overhang the rails approximately 3/4-inch, so that pins will carry the power to the track on the other side of the bridge. It's a matter of interlocking them just right so that there's never have a break in power. When I built the upper loop of the layout, some self-proclaimed experts told me that I couldn't put catenary on a curved bridge. Actually, it wasn't that hard to do.

The curved bridge is unusual because it is associated with a Lionel Lift Bridge. I created that feature about five



Double Play — the Lionel Lift Bridge meets a custom-made, curved, hinged lift-up bridge section. This track spans an aisleway and is part of a reversing loop.

years ago because I needed an O72 reverse loop. I consulted Steve Brennisan, the owner of Ross Switches, about this, and he custom-made two switches that bridge the tracks and close the reverse loop through a wye.

Through trial and error I learned how to get the right spacing for the location of the hinges for three lift-up sections. The location has to be offset just right; if it's not,



Triple Play — three hinged bridges span an aisle leading to the downstairs laundry, boiler room, and train shop. The bridge in the foreground includes overhead catenary with cleverly engineered snap-lock joints for electrical continuity.



This rural station — Pennsy, of course — is one of two structures on the layout built by Tom Kerrigan.

the result will be crushed rails. The mechanical and electrical connections of the fixed tracks to the lift-up tracks are perfectly matched; no jumper wires are needed.

The three bridges region in the far corner swing up and away, so I can get through the passageway and enter my maintenance shop. One of them has catenary on it, and the overhead wire is installed with scissors-type closures at the two joints so electrical continuity is maintained.

Significant Structures

The Pennsylvania rural station is a bit longer than three feet. It was made by Tom Kerrigan of Glenrock, Pennsylvania — in the southern part of the state. It came fully outfitted with people and detailing inside. I installed the lighting. Most of my buildings have Christmas lights on them.

General Light and Power is a Korber kit that I took one step further. I removed the rooftop smokestacks, hollowed them out, and installed smoke units inside the building. The units are wired to my control panel, so I can throw a switch and the three smoke stacks will belch smoke into the air like a real power generating station. I also installed red LEDs on the stacks as aircraft warning devices. Later, I modernized that feature and installed strobe lights. I installed interior lighting inside the station to create the illusion of an operating facility. The Reddy Kilowatt character is on the rooftop sign. The coal piles alongside the power plant are good representations of a coal yard, and the electrical switching area is quite realistic.

The Pennsylvania city station was kit-bashed from three bank buildings to represent the façade of the 30th Street Station in Philadelphia. The fire station is named for the local Dedham Fire Department, but most buildings are generic and represent “Anytown, USA” with a courthouse, theater, antique shop, and so on.



Marty’s granddaughter, Malanie, visits his home layout from Canada. She is a skilled operator and train pal.

Easy to Operate

The layout is user friendly, and my grandchildren can operate it. The main control area is covered with black Formica; it’s easy to clean, and I like the appearance. I don’t have many operating accessories, but there is a Lionel Bascule Bridge and a Lift Bridge.

My good friend Wally Brooks built the display cases for my trains with Glen Snyder aluminum shelving inside. That’s just one example of how our group works. When I asked Wally, “How much do I owe you for the display cases?” his answer was, “Fix my trains.” It’s a good deal for both of us — and all of us. 🚂

Photographs by Mike Mottler

Lionel News & Views

by Bill Schmeelk
RM 6643

The “WOW!” Factor

Although the LCCA 2006 Convention is covered elsewhere in this issue, I couldn't let this opportunity pass without mentioning what a great Convention it was. Sure, we've all seen train videos of the big steam locos, but being within yards of one as it starts up and highballs past —WOW! It was quite a unique experience; one I will never forget. I think it's the first steam train ride I've been on where we really made speed. A big tip of our engineer's cap goes to our club leadership and all those who planned and worked to make this year's annual Convention the event against which all others will be judged.

The TMCCII Premiere at the Convention

For well over a year, Lionel® has promised new innovations for their Train Master Command Control™ system (TMCC). Those attending the Get Acquainted Party at our Convention saw the first demonstration of it during the unveiling of Lionel's new TMCCII™ Legacy system. The new and improved version of Lionel's control system adds several new functions and capabilities to the most popular remote control system for three-rail trains.

Neil Young pioneered the original system which consisted of trademarked products: CAB-1 remote control, Command Base, PowerMaster and 135-watt PowerHouse. The SC-1 and SC-2 switch controllers along with a 180-watt PowerHouse and a new ZW transformer were added to the line-up later. The original system was developed by LionTech®, a company owned jointly by Neil Young and Richard Kughn. LionTech eventually became a part of Lionel.

Lou Kovach, Owner and Chief Scientist at IC Controls®, later developed additions to the system with his trademarked products: Track Power Controller TPC-300 and TPC-400, Accessory Voltage Controller (AVC), Operating Track Controller (OTC), Block Power Controller (BPC), Accessory Switch Controller (ASC) and Accessory Motor Controller (AMC). Lionel purchased IC Controls and these products are now available directly from Lionel. In an effort to further advance TMCC technology, Neil Young and Lou Kovach formed the Creative Trains Company® LLC to provide a continuous stream of support for TMCC-equipped products, engines, and accessories. These new improvements are being developed as a joint venture

between the CTC and Lionel. Together, their mission is to improve Command Control, take it to new heights, and continually develop new technology to keep it on the cutting edge. They have been working on improvements to the original TMCC for more than two years.

Time for Show-n-Tell

We finally had the opportunity to witness the results. Lionel President Jerry Calabrese introduced Lou Kovach at our Get Acquainted Party in Denver. Lou presented a demonstration of TMCCII Legacy and highlighted many of its new improved features. Is it a big improvement? Take a look at **photo 1** for a view of your humble scribe standing next to the new controller.



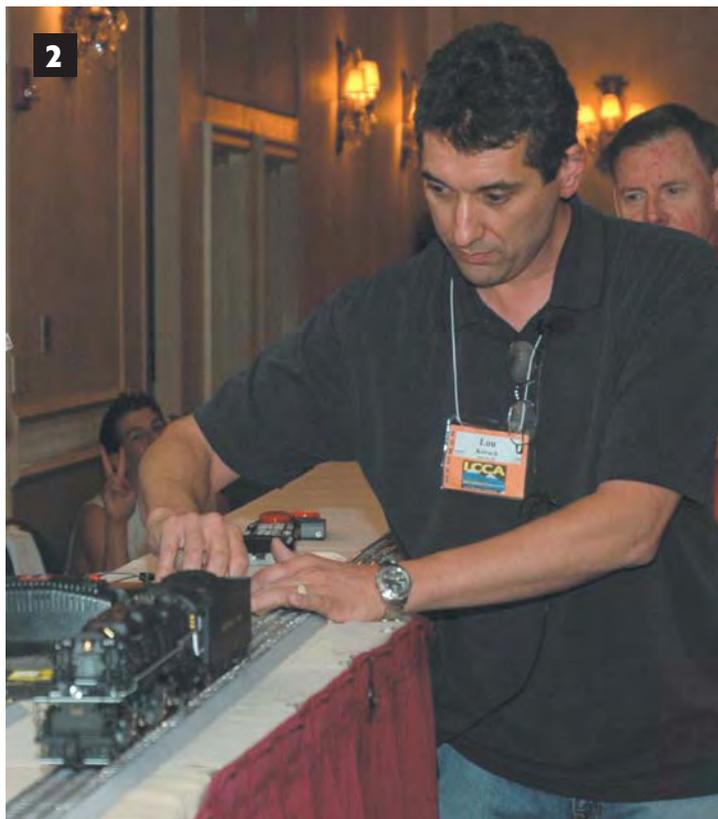
Well, it's not really that big. The photo shows the giant seven-foot model that Lou used to give the large audience a better view of how the controller works. Lou's theme throughout the demonstration was ease of learning and simplicity of operation. To demonstrate this, he asked several members from the audience to come up and give it a try. I was lucky enough to be one of those selected to take part in the demo. The demo track was a long stretch of

FasTrack™ extending across several tables. **Photo 2** shows Lou setting a new Allegany loco on the track. Despite the fact that there were no bumpers at either end of the track, no locos went over the edge during the demo.

Many Improvements in TMCCII

The first improvement that stares you in the face is the large two-inch by one-and-one-quarter-inch backlit liquid crystal display (LCD) of the CAB-2™ controller.

Photo 3 shows one of the pre-production prototypes of the new CAB-2 and its Command Base/Charger™ unit. The display features a large type font and is backlit in white; even in low light conditions, it's easy to read. The LCD screen shows the name and number of the loco for positive identification. Locos equipped with TMCCII come with a special module that plugs into the top of the controller. The controller then downloads and remembers the information about that loco. The module is then removed from the controller. You can also make changes manually. For example, if you prefer a different name for the loco you can press the ENGINE button, then the SELECT button to make changes. The controller will remember your changes and recognize that engine. For existing TMCC locos, you can in the same way manually program the controller, letting it know the name, type, and features of a particular loco. Once the controller has this information, you can select the loco from a list on the LCD screen.



Missing from the new controller is the large whip antenna — that's now built-in to the case. The large red knob, officially called the velocity throttle, remains and looks just like the one on the CAB-1, but it operates differently. On the CAB-2 the knob “clicks” as you turn it. This “click” is not audible; rather, you feel it as you rotate the knob. The knob affects the speed of the train according to how quickly you turn the knob. The increments of the speed control are considerably greater than the 32 steps of TMCC.



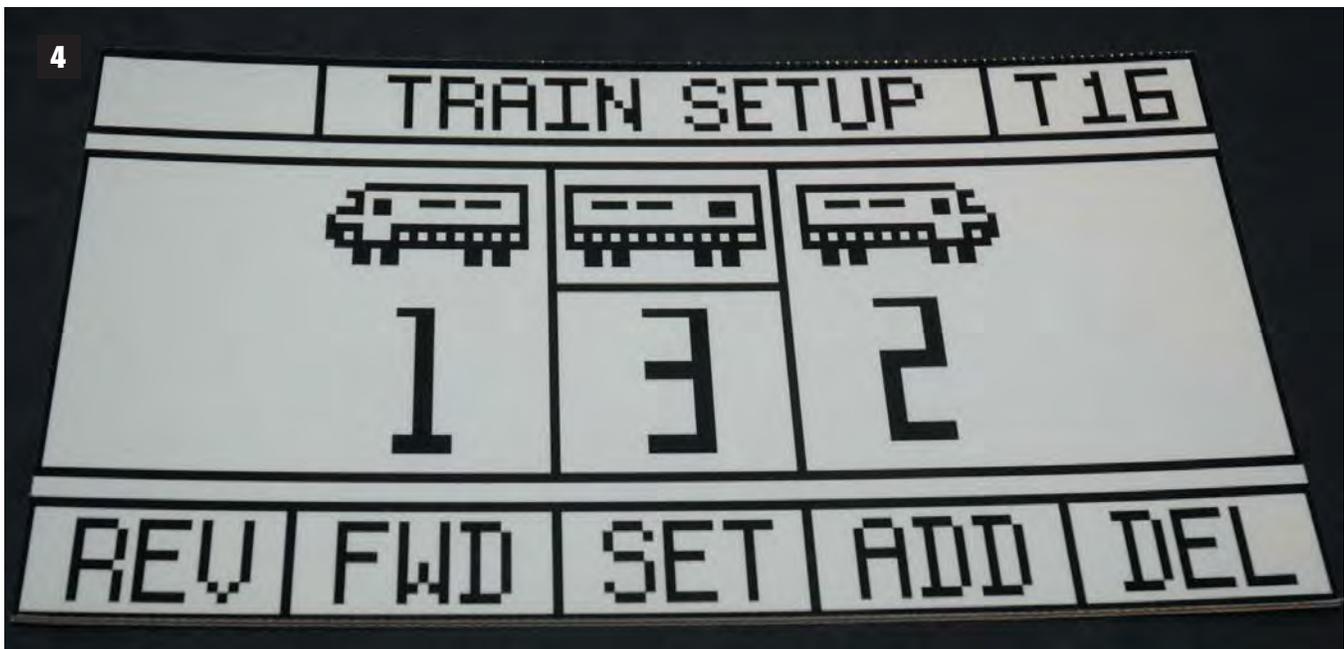
TMCCII offers 200 speed steps which take you from stop to full speed. If you turn the knob slowly, each click increases the speed by one step. Each revolution of the knob is equal to 40 clicks or steps. If you turn the knob slowly, it would take five complete revolutions to go from stop to full speed. However, if you turn the knob faster, the steps are smaller and you can go from stop to full speed in one complete revolution of the knob.

During the demonstration, Lou had me turn the knob just one click. The engine proceeded to creep at a very slow speed and even at this slowest speed, the engine ran smoothly. This feature gives you precise control of your loco, allowing you to easily position it perfectly for freight handling and operating cars. As you turn the throttle to increase the speed, a black bar on the LCD screen moves from left to right, indicating the speed you have set. A shaded area indicates the actual speed of the train. So,

Secondly, you can enter the engine's cab number by first pressing the new SELECT button, then the engine's cab number, and then the ENG button. You can actually ID the engine with the same number as printed on the cab.

A third method employs a new scrolling feature. First you press the new SCROLL button. Then, by rotating the red knob, you can scroll through a list on the LCD screen until you see the name and number of the engine you wish to address. The clicks of the knob make scroll selections easy. The CAB-2 will maintain a history of all engines and accessories that have been operated on the layout.

A fourth way to address an engine is to use the new RECALL feature. By pressing ENG and then ENG again, you can toggle your selection between the current engine and the last engine you addressed. The LCD also makes routes and engine lash-ups a visual process. **Photo 4** shows



assuming that you have set some momentum, it will take the shaded area a little time to reach the speed you have set. This progress is fully visible on the LCD. When you lower the speed, the black bar goes into the shaded area and the shaded area then gradually comes down to meet it. The speed at which this occurs depends on the momentum setting. The amount of momentum is of course adjustable in steps from zero to 99. This momentum feature allows operation to mimic that of a real locomotive. After all, a real loco will not stop on a dime. Of course, if you prefer, you can set the momentum to zero and the loco will instantly respond to your speed settings.

Control Trains Your Way

Another example of a new CAB-2 feature is the option to use four different methods for addressing your engines. First, you can do it in the same way you're used to with the CAB-1 — by pressing the ENG engine button followed by the engine's ID number.

how a lash-up would look on the LCD. The loco icon shows train lash-up number 16, an A-B-A unit. The direction of each unit can be changed, as well as the order. You can easily add or delete units from the train.

For setting-up routes, the icons display the turnouts; they are animated to show how the train will proceed across them.

See the Light

Another interesting feature is that the keypad is also a backlit LCD touch screen. This screen changes depending on the operation you are performing. The clear plastic overlays made for the CAB-1 are not required as a "key." The view of the buttons will change and show icons that represent different actions. For example, there are icons to represent switches, couplers, volume + or -, station talk, crew talk and more. When pressed, a button directly accesses the function; the AUX 1 and AUX 2 keys do not

need to be pressed. If you're accustomed to using them, the AUX 1 and AUX 2 keys are still present and you can still access the functions as you would on the CAB-1. In fact, all of the keystrokes used on the CAB-1 will work on the CAB-2.

Sophisticated Technology, yet Easy To Use

On the right side of the controller is the Variable Horn Control. Pushing up on this control will start the bell ringing. Pushing up a second time will turn off the bell. Pulling down on it will operate the horn or whistle. On engines equipped with TMCCII, you can vary the intensity of the horn or whistle, depending on how far you pull the control down. This allows for a wide variety of whistle and horn effects.

Just below the horn control is a multifunction button which controls the boost, brake, and reverse functions. Pushing up on the button will boost the speed of the loco. You can hold the boosted speed by backing off slightly. Pulling back on the button applies the brakes; backing off slightly holds the braking speed. Releasing the button allows the train to return to the speed at which the throttle knob was set. Pressing this button after it has been released will reverse the loco's direction.

The CAB-1 controller had the momentum buttons under a cover at the bottom. These buttons are in the same location on the CAB-2, but the cover has been eliminated. You can set the value of each of the three buttons. You do this by pressing one of the momentum buttons, which causes your momentum setting to show on the LCD. You then use the throttle knob to adjust the number of the setting anywhere from zero to 99 and press the set button. You can do this at any time — even on the fly.

Looking Back while Planning Forward

One very important design feature of the new system is its backwards compatibility. Although many new and exciting features will be available with TMCCII, it is backwards compatible with all of Lionel's previously made engines. New engines will be equipped with an entirely new set of electronics. Everything is backwards compatible and even the new engines equipped with TMCCII technology will be able to be controlled with the current system, although without the additional features offered by TMCCII. So, if you decide you are happy with the original system and don't want to invest in TMCCII, you will still be able to operate Lionel's TMCCII locos. Every button push of the CAB-1 has been maintained.

Part of Lou's demonstration included the operation of a TMCC loco, a Virginian FM. If you've been using TMCC, you'll be right at home with the new controller. Lionel will offer special plug-in circuit modules which will allow you to upgrade an existing TMCC loco to TMCCII technology. To demonstrate the ease with which this could be done, Lou asked an audience volunteer who knew how to remove a diesel shell, to come up and perform the upgrade on the Virginian FM. Once the shell was off, one board was pulled

out and the upgrade plugged in. The entire operation took just a couple of minutes.

More New Features

A very unique feature is accessed with the Feedback button. When activated, this feature allows you to actually feel the vibration of the locomotive as it accelerates. It's almost as if the controller were fastened to the cab of a real loco. As the speed increases, you feel the increased vibrations in the controller.

Another new function offered by the CAB-2 is a Record button. Pressing this button allows you to record any series of keypad actions that you might use to control a train, switches, or an accessory and then playback the action with one button push.

On the left side of the controller is another new feature — the Train Brake. This slide allows very realistic and precise brake control. Unlike the Boost/Brake control, the train will not resume its throttle speed when this control is released. It is used to stop the train.

In addition to the new CAB-2 there will also be a new Command Base. As you can see in the photo of the handmade prototype, the Command Base is also a cradle for the CAB-2. While in the cradle, the batteries of the CAB-2 are recharged. If you prefer, the CAB-2 can be operated directly from the cradle. While Lou couldn't give us all the details, it seems apparent that the communication between the two has been improved. The TMCCII system communicates in the same way as the original version, but now can use expanded communication capability.

If you need additional remotes, you can add the Legacy Expansion set. This looks exactly the same, but the cradle only charges the batteries and does not contain the Command Base electronics, as only one is needed per layout — regardless of the number of CAB-2 remotes being used.

I asked Lionel if the introduction of TMCCII meant the end of the original CAB-1. Their answer was, "No. The original version will continue to provide a lower-cost option to those wishing to operate their trains using the TMCC system."

The great news is that Lionel is committed to keeping the TMCC system on the leading edge with new technology. What we saw in Denver in TMCCII is just the beginning of what we'll see later from the joint venture between Lionel and CTC. The future has been built into this new system. Not only has it been designed to be backward compatible, its revolutionary design will allow the inclusion of more and more features as the technology continues to evolve. 

Photographs by Ed Richter

E-mail Bill at: bill@wellingtonent.com

The Tinplate Cannonball

by Ken Morgan
RM 12231

A Little History of Big Trains

The Standard Gauge genie is still out of the bottle, so I will continue looking at these big trains for the next few articles. Keeping with tradition, before delving into detail, here's this issue's trivia question. For westerners, this should be an easy one.

Look at **photo 1**. For those of you who were aboard the Royal Gorge train excursion trip during our recent convention, you will recognize this F unit as the lead diesel



on our train. It's lettered for the Royal Gorge in D&RGW style. The question is, "What's wrong with it?"

Electrics on Parade

Now on to the trains. I previously wrote that the first Lionel® Standard Gauge™ locos were steam engines beginning in 1906. Everything else in the pre-classic era was based on the NYC S-type electric units. All the designers had to do was run up the street to Grand Central Terminal and take a look at the prototype, so the company's prototype research travel budget was minimal.

These well-known and often-seen prototypes were familiar to customers in their east coast market base, and Lionel produced them in abundance. Starting in 1910, they offered a #1910, #1911, and #1912, then went to

other numbers so they didn't need to worry about them becoming out of date, so numbers 33, 34, 38, 42, 50, 53, and 54 followed. All were based on the S-type; some fairly closely — if you don't count the wheels. Some models required an investment of more imagination, but building your own railroad empire has always required an imagination. So did reading the Lionel catalog, but that's another story!

How to Tell Them Apart

I intend to concentrate on the more affordable Standard Gauge equipment, but before I do, let's do a quick look at the loco roster. Basically, Lionel originally offered three wheel arrangements: 0-4-0, 0-6-0, and 0-4-4-0. The 0-6-0 locos didn't last long. The other two were produced until the end of Standard Gauge era in the late 1930s.

In addition to their wheel arrangements, these electric locos are also differentiated as "square body" and "round body." They are not really square, but that's an easier term to remember than "sharply-angled-corners body." **Photo 2** shows the difference between the two bodies. The #53 in maroon is a square body with sharp angles on the hood ends. The #33 is a round body with curved hoods. All square bodies are earlier production pieces. The version of the #53 shown here was the last of them. This particular loco dates from about 1915.

I assume that the tooling for the round bodies was more expensive, but then labor costs were relatively low and lawsuits alleging "personal injury" and subsequent "pain and suffering" from finger cuts caused by the sharp edges of square-bodied trains were non-existent. These locos predated today's litigation-driven mind set. Back then our grandfathers (as kids) ran their toy trains using an open beaker of acid with lead plates suspended in the solution — a simple yet effective battery as the source of DC voltage for electric trains. Think about that in today's world where the classic ZW transformer is considered a danger to youth according to Underwriters Laboratory.

But I digress. The following table lays out the dates, numbers, and wheel arrangements, with the relationships



NUMBER	WHEEL	FROM	TO	LENGTH	COMMENTS
1910	0-6-0	1910	1911	9-11/16	Sq B
1910	0-6-0	1913		10-3/8	= 33
1911	0-4-0	1910	1912	11-1/4	Sq B
1911 Special	0-4-4-0	1911	1912	12	Sq B
1911	0-4-0	1913		11-1/8	= 38
1912	0-4-4-0	1910	1912	15-1/2	Sq B
1912 Special	0-4-4-0	1911		15-1/2	Sq B; brass
33	0-6-0	1913		10-3/8	
33	0-4-0	1913	1924	10-3/8	
34	0-6-0	1912		10-3/8	= 33
34	0-4-0	1913		10-3/8	= 33
38	0-4-0	1913	1924	11-1/8	
42	0-4-4-0	1912		15-1/2	Sq B
42	0-4-4-0	1913	1923	15-1/2 or 16	
50	0-4-0	1924		11-1/8	= 38
53	0-4-4-0	1912	1914	12	Sq B = 1911 Spl
53	0-4-0	1915	1919	12-1/4	Sq B
53	0-4-0	1920	1921	11-1/8	= 38
54	0-4-4-0	1912		15-1/2	= 1912 Spl
54	0-4-4-0	1913	1923	15-1/2 or 16	= 42

Key to Table:

Sq B: Square Body

Spl: Special

= 33, etc: same body as the #33, etc.

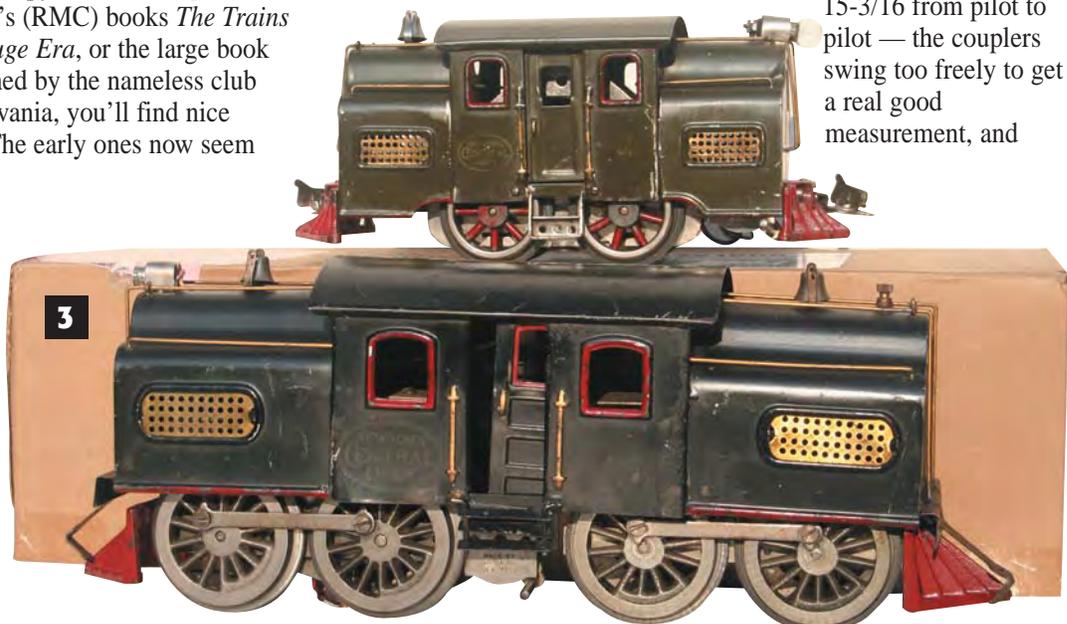
#54 was the upscale model, done in bare brass; both original and current prices reflect this.

Notice that there is a definite progression here — from short production runs to longer runs; square bodies to round bodies; more colors for later production; although this table doesn't list the colors.

Short Runs, Large Prices

As noted, the first few locos were produced for only a short time. If you have a copy of *Greenburg's Prewar Price Guide*, the Carsten's (RMC) books *The Trains of Lionel's Standard Gauge Era*, or the large book on Lionel prewar published by the nameless club based in eastern Pennsylvania, you'll find nice pictures of these locos. The early ones now seem rather crude.

Given their short production runs and age, these trains will test your budget today. Also mine; which is why there are no pictures of them on the rails at Morgan Station. Personally, I find the #1911 rather cute, and I would enjoy seeing one run on my BCC&PRR.



Unfortunately the local operating budget precludes that.

Notice that I said “run” on the BCC&PRR. The oldest Standard Gauge electric I own is the #53 shown in **photo 2**. When I purchased it, I asked if it ran, and the seller asked, “You’re not really gonna run that, are you?”

I said, “It’s got wheels and a motor. It’s supposed to run.” He appeared to doubt my sanity — that’s been done before. After all, in my family, I’m the nut with the basement full of old trains. Maybe I am crazy, but #53 runs just fine, thank you, although it’s 91 years old. To repeat a remark I have made to many folks before, it was running 90 years ago, it runs today, and my heirs will be able to keep it running 90 years from now.

A Digression

That’s more than I can say for today’s trains loaded with fancy bells and whistles imbedded in the latest computer chip. Don’t get me wrong; I like the current products, and I certainly appreciate the attention to detail. However, I’m sure that I can keep my vintage stuff running in event of a problem with their internal workings. I don’t do computer boards, and I have seen the technology move faster than I can keep up with. I played 33 rpm records and favored reel-to-reel tape recorders long after audio cassettes, CDs, and DVDs came into being.

Back to the Trains

For a quick look at the long and the short of early Standard Gauge electrics, see **photo 3**. That’s a black #42, which I think is the 15-1/2 inch version. It measures about 15-3/16 from pilot to pilot — the couplers swing too freely to get a real good measurement, and

they do extend slightly further than the pilots. It's a relatively early one. Notice the open door. Nope, that's not a new feature introduced by current production. It has a single motor. That fact and its door mark it as early production, as do the triple steps. Later #42s became Lionel's first twin-motored locos, but those trains reverted to non-operating doors and had a single step below the door. The little #33 in front is the shortest Standard Gauge loco ever offered by Lionel, except for the brief appearance of the earliest 1910.

Some Wheels Will Roll Forever

One nice thing about the early Lionel Standard Gauge production is that they have good wheels. In previous discussions, I noted that many locos have reproduction wheels. When Lionel started making fancier stuff in the classic period beginning around 1923, they made die-cast wheels with nickel tires (rims) pressed over them for use on locomotives. They look great, but age badly. [See *TLR* Volume 31 Number 4 (February 2002) for a discussion of Metal Disease and the causes thereof.]

The early locos have cast iron wheels and don't have this inherent problem, so you are more likely to find older locos with original wheels intact. More importantly, original



wheels still work, so you can run them. Like I said before, if it has wheels and a motor, it's supposed to run. See **photo 4** for a bad wheel sitting next to a good wheel on the #42. Look at the chip at the 5:30 position and the cracks around the hub. Now look at **photo 5** and see the warp in the wheel. That wheel won't operate, but I have seen worse cases. I have used metal epoxy to patch wheels missing nearly 1/3 of their flanges. And I have replaced worse ones. I know of no way to address the warp other than replacement, assuming you want the loco to run.

Slower Is Better

Another nice thing about early Standard Gauge locos is that the motor field is relatively small, so top speed is slow when compared to the rather non-prototypical top speeds most Lionel enthusiasts are accustomed to. They are actually much closer to scale speeds. If you don't believe Lionel trains can outrun the 12-inches-to-the-foot equipment, try the following speed test. Measure a section of your layout 110 feet long. That's an O-scale mile (48 x 110 = 5280). Run your typical postwar train through the measured mile and time it. How long did it take? 20 seconds? That's three miles in a minute, or 180 mph. Now adjust the speed until it takes 60 seconds. That's a mile a minute, or 60 mph. Looks rather slow, doesn't it? Current passenger trains and priority freights can achieve about 80 mph. Most other freights are closer to 50. Anybody operating Lionel's new Acela? Even that sleek and slippery locomotive would take roughly 30 seconds to clear 110 feet.

The Color Palette - Dull

One more point about these early locos and their accompanying freight and passenger cars. The vast majority of them were painted with dull colors: black, dark olive green, maroon, dark gray, and dark green are typical colors. For the occasional bright color, check to see if it has been repainted, which could be unscrupulous, or it could have occurred at the factory during a repair. There are some true Lionel #33, #38, and #42 locos painted Mojave, red, peacock, and pea green, but their rarity raises the price. But from my point of view, dull colors are closer to the prototypes, and they have real railroad heralds on them. All three pictured here are NYC. The contemporary railroads used similar colors on most of their equipment. Bright colors in large numbers were not introduced into the railroad scene until the advent of the road diesel which afforded a broad flat surface for eye-catching paint schemes conjured up by enthusiastic designers. Of course, Lionel foresaw this with their splashy colors in the classic era, but they also dropped the heralds.

Answer to the Trivia Question

The color is too orangey, not bright yellow, and the number obviously is wrong. It should be #2379. See the Lionel catalog from 1957 or 1958 or refer to any *Greenberg's Postwar Guide*. What? You say Lionel isn't the prototype?

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

Photographs by Ken Morgan



A Lionel Puzzlement

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

Magic Square

A series of numbers arranged in a square where the rows (horizontal, vertical, and diagonal) add up to the same number are known as Magic Squares. They have fascinated mankind for thousands of years.

Place the answer to each clue in the appropriate box to create a simple 3x3 magic square. Enjoy. 

Clues

1. Number of Glow-in-the-dark canisters on uranium flatcar
2. Lamps in three sets of classic street lamps
3. Vats on Libby's crushed pineapple vat car
4. Rolling stock pieces in lady Lionel set
5. Axles on a Camelback steam engine
6. Pairs of horses on a General flatcar
7. Real wood barrels in a barrel pack
8. Bridges on arch trestle bridge flatcar
9. Number of lights on floodlight tower

1	2	3
4	5	6
7	8	9

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

