

Volume 36, No. 3 February, 2007

The **Lion Roars**



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

A close-up photograph of the front of a silver Burlington Route train engine. The engine is highly reflective and has a large window area. A sign on the front reads "Burlington Route".

**Burlington
Route**

**A Legendary Train from the Past,
A Legendary Convention for this Year**

2007
CHICAGO

LCCA

**37TH ANNUAL
CONVENTION**

Keen Green Sheen

Layout courtesy of Barry Findley RM 10898



Figures and scenic effects not included.

This dual-road, Standard-O, modern-era tank car designed by LCCA will be produced by Lionel® exclusively for club members. The car will be made by a process that mimics the appearance of a green-tinted, chrome-like body. Ultra-high-gloss yellow paint will be the accent color. The trucks will be Lionel's new-style, roller-bearing type with rotating caps, painted silver. Like all first-ever products, LCCA believes this special car will become an instant collectible because of its uniqueness and rarity.

The car will be an exciting memento of the LCCA 2007 Convention in Chicago — the city celebrated by poet Carl Sandburg as “freight handler for the nation.” It will also be a

Lionel mock-up shown with simulated chrome-like finish

must-have item for collectors of LCCA Convention Cars, tank cars, C&NW and UP rolling stock, and owners of Lionel's forthcoming SD-70 Heritage Locomotive with both of these road names.

The tank car includes the quality features one expects from Lionel: authentic railroad logos, die-cast trucks, added-on handrails and ladders, operating couplers, and crisp graphics. A discrete mark, “LCCA Annual Convention, Chicago IL, July 22-29, 2007” will be stamped on the underside of the car. Limit: two cars per member.

Place your order now by mail or online prior to the 6-30-2007 deadline. Delivery is scheduled in late 2007.

ORDER FORM – LCCA 2007 Convention Car

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

Name: _____ LCCA # _____ Date of Birth _____

Address: _____ Phone (____) _____

City: _____ St: _____ Zip: _____

Check this box if any part of your address info is new. E-mail: _____

ONE LCCA 2007 Convention Car \$ 69.95

TWO LCCA 2007 Convention Cars \$ 139.90

My check made payable to “LCCA” for the full amount is enclosed with “CC-2007” written on the memo line.
 Bill my credit or debit card for the full amount.

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

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

6.5% Sales Tax (for IL residents only); add \$4.55 per car \$ _____

Total: \$ _____

No.: _____
 Disc MC Visa Exp: _____
 Verification Code: _____

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

Signature: _____

I authorize LCCA to bill my account for this purchase.

Mail with payment to: LCCA Business Office • Dept. CC-2007 • P.O. Box 479 • LaSalle, IL 61301-0479
 Or place your order online at: www.lionelcollectors.org – go to “MEMBERS ONLY” and open “LCCA Store.”

Note: This order form may be photocopied.

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ON THE COVERS

(Front) The profile and design of the Pioneer Zephyr influenced industrial design from transportation to toasters during its era . (Back) "The Great Train Story" exhibit includes a large HO layout.

Front and back cover photographs provided by Chicago Museum of Science and Industry

Contacting the LCCA Business Office

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

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

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**Answers to the Lionel
 Puzzlement in this issue:**

- 1. A; 2. J; 3. I; 4. E; 5. A; 6. H;
- 7. H; 8. B; 9. C; 10. F; 11. K;
- 12. H; 13. L; 14. D; 15. A; 16. G;
- 17. A; 18. M; 19. N; 20. D.

LCCA Web Site: www.lionelcollectors.org

People to Contact:

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

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The President's Report

by Louis J. Caponi
RM 8735

This issue of *TLR* presents information you've been expecting — news about the upcoming 2007 LCCA Annual Convention in Chicago. There will be plenty of food, fun, and trains for all who join us at the Windy City in late July. Look at the Convention tour schedule and the social activities, then make your hotel room reservation and prepare and send-in your Convention Registration Form. We can't wait to see you!

Our Get Acquainted Party will include musical entertainment. Those who attended our Philadelphia and Pittsburgh Conventions will remember the great time we had — tapping our feet to the music and dancing on the parquet floor. Well folks, we're going to do it again!

Murphy's Law, Part 1

Despite our best efforts and planning, Murphy's Law prevailed over LCCA this year regarding the delivery schedule of the 2006 Convention Car and the two "Halloween" General Set Add-on Cars. We apologize for the delay but some things are beyond our control. I'll start with the 2006 Convention Car. Although we received 45% of these cars in November and the balance of the order on December 20, the cars were held in U.S. Customs until December 30. The New Year's Day holiday break added to the delay. All who ordered this great-looking car should have received it. If not, please fax the LCCA Business Office at 1-815-223-0791 or send e-mail to: lcca@cpointcc.com.

Murphy's Law, Part 2

The "Halloween" General Set Add-on Cars had their share of problems too. Lionel did not anticipate how brutal UPS could be with some packages in transit. We learned that some cannons broke loose from the supports, damaged the windows of the Cannon Car, and chipped bits of paint off the cannons. PLEASE INSPECT YOUR CANNON CAR IMMEDIATELY UPON ARRIVAL.

Although most of the problems were confined to the East, there were some reports of damage from spots around the country. We are working with Lionel to resolve this issue and replace damaged cars at no cost to our members — not even the S&H cost. Both the club and Lionel® apologize for any inconvenience this may have caused. Please contact me promptly at caponilj@comcast.net if your car is broken.

Now, How about some Great News

Our friends at Lionel have presented quite a surprise to LCCA members. In late December they decided to install TMCC™ into the New Haven #209 Alco AA-passenger train at NO EXTRA COST to club members. This freebie is a heck of a deal considering that it could cost more than \$115 to convert this locomotive for operation by TMCC on your own.



Some members may have initially "passed" on this offer when it was first introduced last fall because it then lacked TMCC technology. Now that the train is TMCC equipped at no additional cost, many members may reconsider. The deadline for ordering this train is April 30, so don't delay. Those who don't use TMCC on their layouts need not worry about compatibility. This train will run in conventional mode with older power packs, such as the 1033, KW, ZW, etc.

More to Come

In November, I had an opportunity to meet with Lionel President & CEO Jerry Calabrese and discuss new ways for LCCA and Lionel to bring you even greater membership value. We recently finalized the TMCC II \$30 discount coupon deal as a benefit for members. As the release date for this new and exciting train control system approaches, monitor your mailbox for your discount coupon.

New 2007 Convention Car

Many members told us, "The 2006 Convention Car (Union Pacific Auxiliary Power Car) was great!" The 2007 Convention Car, a C&NW/UP Heritage Fleet Tank Car with a green-tinted, chrome-like finish and ultra-high-gloss yellow paint, will be a limited-edition collectible.

This car will be a perfect match for Lionel's forthcoming C&NW/UP Heritage Fleet SD-70 locomotive. It will also be a welcome addition to the collections of those who focus on tank cars and will be a must-have item for members who regularly purchase a Convention car. See the ad and order form on the IFGC of this issue.

Until next time, happy three-rail railroading! 🚂

At Trackside

LCCA Members in Action

Lexington, KY Train Show

The annual pre-Thanksgiving train show presented by a LCCA crew led by Harry Overtoom (RM 1185) was held on the weekend of November 17-18, 2006, at its new location — The Thoroughbred Center on Paris Pike. This venue contained a LCCA-sponsored show with 130 tables of trains and train-related items. This show is always well attended, and this event was no exception with 123 members, about 200 paying guests, and nearly 800 non-paying family members. Lionel provided train catalogs, and LCCA offered several door prizes.

Naperville, IL Train Show

A major ice and snow storm the previous day caused the non-delivery of an operating layout and an illness for Santa. However, the 12th annual Naperville LCCA-sponsored train show was a success despite the wintry conditions. The Naperville crew planned and presented this



Santa was the co-star (along with the trains) of the show.



Ian Salintine received one of the orange-and-blue door prizes.

show under the direction of Len Hopkins (RM 16998) who acknowledged “Without the dedication of these guys there wouldn’t be a show.” The December 2, 2006, event with 90 tables of trains and train memorabilia attracted 86 LCCA members, 193

paying guests, and nearly 300 children. Every child received a train-related gift as a memento of the show, and the group distributed free train catalogs and train publications. LCCA provided six commemorative items and a train set for distribution as door prizes to lucky attendees.



The Naperville crew (L to R, standing) Craig Chidester; Len Hopkins, Zig Zemba; (L to R, kneeling) Chuck Prock, Larry Brongel, Paul Flood, Lou Rosetti.

Photos provided by Len Hopkins

Mobile, AL Trains at the Museum for Christmas by George Nelson RM 13073



Photo by Bill Starling

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In December 2006, the club members of South West Alabama Railroad Modelers (SWARM) received — and also gave — a wonderful Christmas present! The gift came from the Mobile (Alabama) Museum of Art in the form of an invitation to install and operate the club’s O-gauge modular layout as part of their “Art of Christmas” show. The give-something-back gift was the club’s enthusiastic “Yes!”

Members set up a 14x32-foot version of the layout on December 2, 2006, and planned to run trains from 9 a.m. to 1 p.m. on weekdays for about two-and-a-half weeks. After the first day of operating, the museum staff and visitors were so impressed with the activity they asked us to extend the timeframe. We ran the trains for 19 consecutive days and finally disassembled the layout on December 30.



Photo provided by the Mobile Museum of Art

Several school groups visited the museum on weekday mornings until the Christmas holiday break began; other visitors came by in the afternoons. At times when no club member was present, museum staff members activated the entire layout merely by turning one switch to ON.

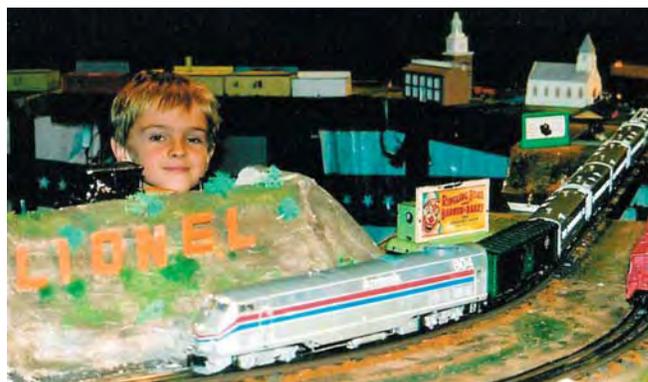
In addition to the SWARM layout and trains, Angela Trotta Thomas loaned the museum five of her Lionel-related art prints. The museum framed the artworks and placed them on easel stands on either side of the entrance to the auditorium where the trains were operating.

LCCA members who participated in the Mobile Museum of Art show included Charles Boyer (RM 13925), David Lightsey (RM 16250), Leon Moore (RM 23852), and George Nelson (RM 13073).



Photo provided by the Mobile Museum of Art

Most of the trains were traditional size and ran along two main lines; plus two trolleys and a small, narrow-gauge freight train. Occasionally we did some switching in the yard area. Kids especially enjoyed watching the smoking steam trains and operating the whistling American Flyer® billboard by a control button placed within reach. 



*Young SWARM member Phillip Dobbins
photograph by George Nelson*



Photograph by Bill Hillman

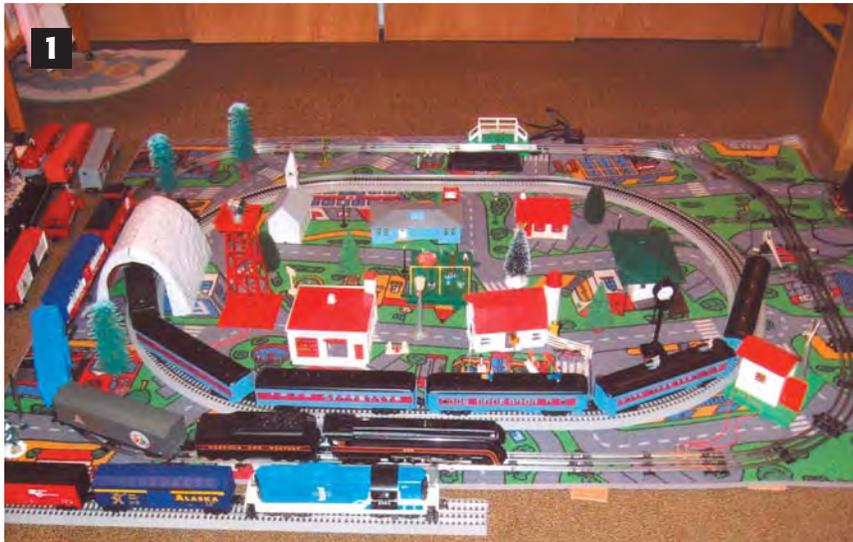
Tricks of the Trade

by Erol Gurcan
RM 26800

Editor's Note: Our hobby is based on sharing, not hoarding, information. Most of us have incorporated ideas from others in our own layouts or projects with positive results. If you have a story to share about any facet of train collecting and operating, pass your narrative and photos along to members via TLR.

My Train Table Project

When I re-entered the hobby about five years ago, my uncle gave me his Lionel® trains. He allowed me to play with his trains when I was a kid. His layout included the #601 Seaboard NW-2 Switcher, AEC #57 Switcher, #3662 Operating Milk Car, yellow #3625 Operating Barrel Car, #6414 Evans Auto Loader, and a KW 190-watt transformer. Although I didn't realize it then, I was lucky to have a nice-size train table for the trains.



Upon returning to the hobby as an adult, I relegated my Lionelville™ layout to an area rug on the floor of my kids' playroom, just a few feet in front of the closet for the washer and dryer as shown in **photo 1**. After several years of this, my wife Laura became frustrated because of lack of space for doing the laundry. Me too, the scenery and trees were often knocked over. It was time to build a train table.

Specs as a Guide

My design requirements included the ability to move the table from its place in a corner of the room. After all, the track on the far side of the layout would need to be cleaned occasionally, so I needed to allow sufficient room for access. Additionally, I wanted to be able to fold the legs of the table (like a modular layout) to enable moving or storing it. These requirements eliminated the traditional permanent layout with wooden legs. The ability to move the layout and fold the legs made it a unique item.

List of Materials

Here's the idea I came up with, one I haven't ever seen before: design and build a train layout using a plastic table (or two) with folding legs as the support structure for the plywood platform and Homasote™ covering. I attached the plywood to the table and the Homasote to the plywood with screws. The layout would be 5x8 feet, with the width of the two platforms being 2-1/2-feet wide.

Here's the list of what you will need to build this table:

- 2 30x72-inch plastic tables with folding legs
- 2 3/4-inch thick sheets of 4x8-foot plywood
- 2 1/2-inch thick sheets of 4x8-foot Homasote
- 2 10 linear feet of molding, 2-1/2 or 3 inches wide
- 2 8 linear feet of molding, 2-1/2 or 3 inches wide
- 1 box of 1-1/2-inch wood screws
- 1 box of 1-1/4-inch wood screws
- 2 rolls of 50x99-inch Lifelike® grass paper.

The total cost for the above items was about \$300. If you are not handy with power tools (like me), having a skilled person — like my super-handy brother-in-law — as a helper will be an asset in completing the project.

At a local Costco® store, I purchased two 2.5x6-foot tables. Made by a company named Lifetime® — see their website at www.lifetime.com — the tables are adjustable to 24, 29, and 36-inch heights. I set the legs to the 29-inch height. Grass paper can be purchased at most local hobby shops. I purchased the remaining items at a local home improvement store.

Save a Buck or Two

As a side note, if cost and/or space are considerations, you could build a 4x8-foot layout by this same method. In that case, you would need only one Lifetime table, one sheet of plywood, and one sheet of Homasote. For additional savings, you could select a 1/2-inch sheet of plywood instead of a 3/4-inch sheet;

but if you do, check the plywood for assurance that it isn't warped. Also, you would need to use shorter 1-1/4-inch screws for all your work instead of 1-1/2-inch screws. If you decide to build a 4x8-foot layout on one plastic table, center the plywood sheet on the supporting table for balance; with a nine-inch overhang on each side and a one-foot overhang on each end.

Measure Twice, Cut Once

Before beginning the project and while at Home Depot®, I had a staffer cut the two plywood sheets for me; he sliced away three-foot sections from one end across the four-foot width. When set alongside each other, the two 4x5-foot sheets produced an 8x5-foot platform. I don't own a power saw, so this saved me from doing it at home with borrowed tools and overcoming a skill-set deficit. Of course, if you are proficient with power tools, you may want to do

this yourself. I also had the two Homasote sheets cut along their 8-foot length with 1-1/2 feet trimmed from one side; thus two 2-1/2 x 8-foot sections became the sound-deadening covering for a 5x8-foot plywood tabletop.

The Assembly Process

I began the train table project by placing the two 4x5-foot pieces of plywood next to each other on a level floor so that the five-foot lengths became the width of the platform. I placed the two 2.5x6-foot plastic tables side by side on these plywood sheets; upside down as shown in **photo 2**. I centered the tables on the width of the plywood; a flush fit since both the plywood and tables are five feet wide. Inasmuch as the plywood sheets are eight feet long and the tables are six feet long, there is a one-foot overhang at each end. Once the tables were flush with the plywood along the width and a one-foot overhang available at each end, I placed 1-1/2-inch screws through the bottom of the tables into the plywood using a cordless screwdriver. I went around the perimeter and down the middle of each table and set a screw about every six inches. This provided more-than-sufficient strength for the base of the layout.

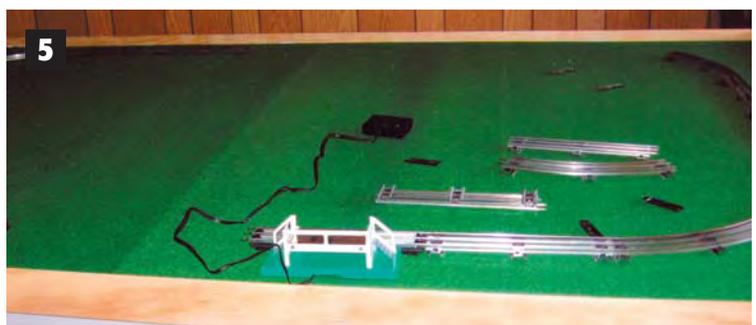
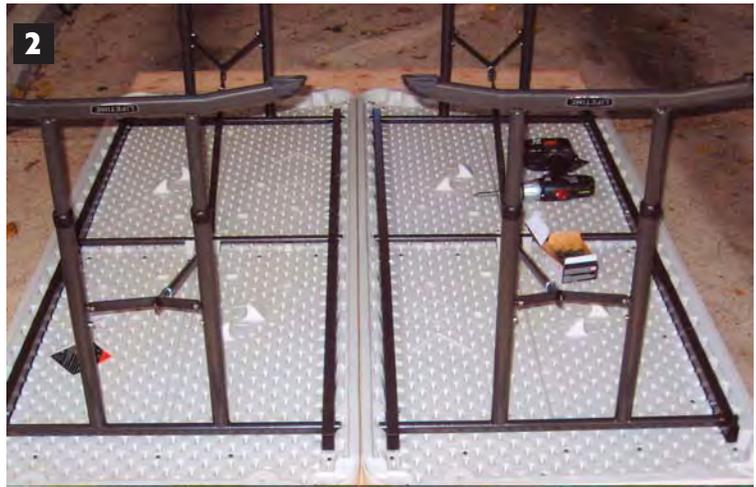
I turned the tables right side up and installed more screws through the plywood into the tables using 1-1/2-inch screws around the perimeter and at the middle (see **photo 3**). I placed the two sheets of Homasote on top of the plywood, made them flush with the width and length, and then screwed them into the plywood with 1-1/4-inch screws placed about 12 inches apart around the perimeter and across the middle of the table. I placed a piece of clear packing tape over the seam between the two pieces of Homasote (see **photo 4** on left).

Next, I placed a roll of grass paper over half of the table (see **photo 4**) and trimmed it as needed. I tacked it to the edge of the plywood with a staple gun.

Lastly, I miter-cut four pieces of molding, two for the width and two for the length, and screwed them into the edges of the plywood. The screws were placed two feet apart (see **photo 5**). The moldings give the train table a finished look and act as barriers in case a derailed train heads to the floor.

Photo 6 shows Lionelville as it appears today, complete with an inner oval of Lionel Fastrack™ and an outer oval of tubular track. After completing this project, I placed sliders (also called “Moving Men”) under all the legs of both tables so I can move the layout on occasion to gain access its far side and clean the track. 🚂

Photographs by Erol Gurcan



The Rarest ALCOs of All

Now with TMCC™ — a Freebie from our Friends at Lionel®



As in the original #209 passenger train, two #2432 "Clifton" vista dome cars are included in this limited-edition offer.

Archive photo courtesy of Kalmbach Publishing Co.

TMCC included even if you placed an order previously

- TMCC equipped at no additional cost
- Magnetraction™
- Fixed die-cast couplers front and rear
- Reinforced front pilot under the coupler
- Horn only, without RailSounds™
- Original-style die-cast trucks and side frames on coaches
- Stamped steel frame
- Headlight lenses and windshields
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- Transformer and track not included

A Limited-edition Offer for LCCA Members

RE-MAKE OF 1958 LIONEL® NEW HAVEN #209 PASSENGER TRAIN — WITH TMCC INSTALLED

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

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

Member Name: _____ 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 of \$469.95. Or, send your check made payable to "LCCA" with "NH-TLR/209" written on the memo line.

PLAN B — INSTALLMENTS Charge my credit card account for two payments: \$313.30 now, and \$156.65 in June 2007. If applicable, IL Sales Tax & extended S&H&I will be included in the first payment. *There will be absolutely no refunds of any payments if you subsequently decide not to complete your purchase of this train.*

Bill my credit or debit 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

• NH #209 train for LCCA members (\$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, Dept. NH-TLR/209, P.O. Box 479, LaSalle, IL 61301-0479

Order form may be photocopied. For additional information visit www.lionelcollectors.org.

The Boston Train Party, Part 3

by Wally Brooks
RM 27539

Editor's Note: This article is number three in a series of on-location interviews conducted in the Boston area in August 2006. A gracious host, Wally presided over his attic-based home train layout with pride in his empire yet with fondness for train-related memories of hours spent in this same room as a boy with his trains.

Home Is where the Trains Are

I had toy trains when I was a youngster; basically, from infancy. As a child, I had some play space in this attic and came up here to run trains on the floor in the nook at the back of the room. Like everyone else, as I grew older and become involved with school and activities, I forgot about the hobby. I returned to it in 1976 when I bought a Lionel® starter set for my youngest son. He showed absolutely no interest in trains. Apparently he didn't inherit the train gene from me.

However, that train set rekindled earlier memories of my involvement with trains. The rest is history, as they say. The train layout and display cases in this third floor attic space today are extensions of my childhood play time in this house when I was five years old — almost 60 years ago.

Years ago, this third floor attic room of our house was my daughter's bedroom. When she became engaged and married, I recycled the space into this train room. When my oldest son got married and left home, yet more space became available for trains. My younger son left and then returned home several times, but he finally decided to make it on his own. Minutes after he packed his suitcase and belongings in his car, I scrambled up to the third floor, tore out his closet, and extended the space of my train empire. Since then, I have filled every available inch of space with trains. The room is like a home away from home for me, yet it is within my home.



Running, not merely Showing, the Trains

I regularly run the trains on the display shelves on the layout, so nothing is static. I built the display shelves above and below the layout for my FMs, F3s, and F7s. I now have approximately 15 F3s and about 12 FMs. Although I'm an eastcoaster, my favorite railroads are western lines, such as Union Pacific and Santa Fe. The entire back wall of this room is covered with UP and Santa Fe trains and cabooses — lots of them. I'm still adding to the collection.



I visit York, Pennsylvania, twice a year. Although the date of the autumn York train show falls on our wedding anniversary, I always make that trip. Fortunately, I have a very understanding wife who knows that the show is very important to me. She asked when I'll finish collecting, and I explained, "There's a contest going on." She looked very puzzled and asked, "A contest?" I said, "Yes, the guy who dies with the most trains wins." She shook her head and walked away.

X Marks the Spot

The layout has four levels. Its top level is a figure eight with a reversing loop. A 90-degree crossing rests on a pier that also supports an end of four bridges in each direction. That configuration was an accidental solution to my space problem. I initially intended the top level to re-join the level directly underneath it, but I didn't have enough space to make a smooth transition into the switch. It's all about geometry — the ratio of rise to run. I removed the up/down ramp and decided to build a figure eight in the nook at the back of the room. I had two bridges on hand already, and I installed two more radiating out from the 90-degree crossing in the middle of the trackway. I created something I have not seen anywhere else.



The first version of this layout had only two levels, and they are the foundation of the layout as it is today. I once thought, “That’s enough, I don’t need any more.” But as any seasoned model railroad engineer knows, it’s never enough. I planned a third tier. My friend Marty Fitzhenry said, “If you’re going to make a third tier, you might as well make it a double-track main line because it doesn’t take much more work to install two tracks instead of one.” That’s exactly what we did. One of the lines on level three follows the route of the top level, and the other line goes into the back of the room. At that time, I didn’t think a fourth level would ever exist. But it’s here now. Will there ever be a fifth level? No, this is it. The roof is getting closer and closer.



I have seven lines. None are connected to each other; although it may look like it. One line rises up a hill, goes behind the wall, comes out in the nook, and drops back down again. It’s a hill, not a connection to another level. I wanted a toy train layout like what I remembered from boyhood, but with some adult thinking behind it. I also wanted to be able to run trains — lots of trains — without the worrisome risk of collisions. So, the least amount of switches the better. The only switches are at the entry to the train yard. Level one has a three-track main line.



Because 4x8-foot Sheets Wouldn’t Fit

The stairway to the attic has tight turns, and we realized that we couldn’t force-fit a 4x8-foot sheet of plywood into this relatively small room. So we built the layout table platforms downstairs as 2x8-foot sheets, maneuvered them up here, and put them together with carriage bolts. I intended to paint the plywood, but after I saw a train layout with indoor/outdoor green carpet as a covering I decided to use that material for a nice look for level one.



Level two is a single track main line that follows the perimeter of the room for about 130 feet along the walls. My only regret about level two is its vertical spacing. When I started, there were no double-stack cars in the marketplace. I didn’t allow enough clearance for the third level, so I must be careful what I select to run on level two — no double-stack container cars allowed!

Two Technologies on One Layout

I can run eight trains at a time with individual control of all of them. I have both train control systems: Lionel’s TMCC™ and the DCST™ system by MTH®. They’re both



fantastic technologies. I installed TMCC when it first came out, and I've had no problems with it. With this dual set-up, I can simultaneously run my Lionel trains with TMCC and my MTH trains with DCS.

I have purchased and installed some operating accessories, but many others are not yet placed on the layout: two gantry cranes, two #97 coal loaders, an operating barrel loader, and more. I'll fill in the open spaces on the layout with the accessories that I have purchased and stored for years. There are several Department 56™ buildings too. My goal is to fill every nook and cranny before it's done. I'm on a quest to eliminate every empty square inch.

Grandkids of Today's Generation

My youngest grandson will be three years old soon. He visited recently and stood on a chair watching the trains, seeing the smoke from the steam engines, and having a great time. I can tell he's going to be a train kid.

The layout has Lionel tubular track with #O22 switches because I wanted the look of the 1940s and 50s and the track style I grew up with. It was good enough for Lionel back then, and I consider it the greatest track in the world to work with. Nowadays, I can get just about any curvature I want or need up to O72 inches and beyond, up to 120. However, as time permits, I'm replacing the Lionel switches with Ross Custom Switches®.

What I Would Do Differently

This layout was a make-it-up-as-it-grows project, quite like ad-libbing a speech or improvising music. One thing I would never ever do again is install a duck-under. It's a pain in the butt; as I get older, a pain in the knees too. The layout has some "blockages," but a bridge can be lifted out and set back in place in two seconds. Another bridge flips up for easy pass-through, and another bridge just unlocks. So if I ever did it again, the layout would be built in a perimeter style along the walls with no duck-under.

I would have wired it differently. Now older and wiser, I would use hefty 14/2 speaker wire for delivery of track power to the rails.

My Shopping List

I have collected a lot of diesel motive power, and I have a few steam engines. I buy the things that I like, which may sound crazy to those who collect with a theme or an era in mind. If it's Santa Fe, Union Pacific, Western Pacific, Southern Pacific, it catches my eye because I'm a big fan of western railroads. I'm fascinated by the history of the Santa Fe and the Union Pacific, and the enormity of the Union Pacific astounds me. In 2004 they placed an order for 1,000 SD-70 MACs. In 1993 Union Pacific used more diesel fuel than the U.S. Navy.

These two railroad empires own and maintain thousands and thousands of miles of track; it's absolutely mind-boggling.

My Favorite Things

I love wiring things up, and I get a big kick out of it. I visited a layout and noticed that the wiring underneath was exceptionally neat and "logical." After seeing that, I came home and ripped out the wiring for a couple of main lines and changed it to a well-ordered installation. I try to keep everything as neat as possible under the table.



I enjoy taking an engine apart to lubricate it, change the battery, or install

LED lights on some of the inexpensive engines. But I don't get into the newer electronics because that's pretty scary. Marty knows how to do fixes of that kind, so I look to him as the master of the techno-electronic jobs.

I realize that many hobbyists consider the electrical aspect of a layout as the hardest part and the least fun. Perhaps they see it as complicated and maybe over their heads. To me, it's not complicated, but it does require upfront planning and systematic follow-through — like color coding the wires and applying forethought about how to route, dress, and connect the wires.

The two trains I love most were presented in Lionel catalogs when I was young: the Canadian Pacific F3 and the Western Pacific F3. I have both — the modern remakes. My favorite passenger cars of all time are from the California Zephyr. I have the new Lionel California Zephyr six-car set; they are absolutely gorgeous. 🚂

Editor's Postscript: The Boston Train Party will continue in the next issue of TLR with an article by Les Schneider, an expert collector of Hornby O-gauge trains.

Toy Trains in the Park

as told to Mike Mottler
RM 12394

Editor's Note: Many LCCA members operate home layouts. For those who outgrow the bounds of their house for their layout, there's another option — join a train club that has a big layout and run their trains at the clubhouse or museum. The current and a past president of a club describe what's happening with a group of hobbyists in southern California.

The SD3R Story by Jon Everett, President

I discovered the San Diego Three Railers (SD3R) club housed within the San Diego Model Railroad Museum at Balboa Park in the downtown area. I saw their O-gauge modular layout in the Toy Train Gallery of the museum and asked about their activities. I wanted to run my trains on a large layout and sensed this was the perfect opportunity for me to “have my cake and eat it too.” Along with some hobby friends, I enthusiastically joined the club in 2001 and became involved with projects and programs.

At that time, the museum administration announced a major remodeling project to optimize the available space in

the building and create a resource library. The SD3R Toy Train Gallery had a 16-foot-high ceiling, and the museum staff envisioned a new library in the upper half of this room. We removed the modular layout from the room and stored the modules off-site for almost a year. Meanwhile, work crews armed with power tools cut the room in half vertically and created the space for the library “up there.”

A Big Change

In April of 2002, the museum director opened the doors to the lower room and gave us the keys to an empty space with a concrete floor — basically, a big empty box. The library remodeling project required three support pillars for its floor, and they were placed in the train room. We had to take them into account in creating a layout plan; that's why it has an unusual shape.

Members submitted several designs for the permanent layout, and we discussed the pros and cons of each proposal. We voted for a rather curvy plan that allowed visitors to walk close to it in some areas. The design was very narrow in some places so that we could work on it and maintain it easily; thus we avoided the all-too-familiar problem of not being able to reach sections of the layout to fix something or re-rail a car. The layout has two upper and two lower levels, and there are areas where we must climb on the layout to make a repair. However, we built it to hold the stress of people walking on it.





Most of what we have on the layout came right out of the boxes — from Lionel® and other manufacturers — and we run them all. From time to time we move things around and make minor changes. We held a grand opening in 2004; that was when *Classic Toy Trains* published a center spread article about the layout. *O-Gauge Railroading* magazine published a four-page spread about the layout too.

The Lay of the Land

The upper level of the layout is a folded dog-bone pattern with the main lines doubled back. The lower level is a rather asymmetric oval. There are four main lines; two on the upper and two on the lower levels. Using a transition track among the bridges, we can move trains from the upper to the lower level or vice-versa through switches. One of the main lines on the upper level has no switches whatsoever. We did that to accommodate members with older trains from the pre-war and postwar periods, including American Flyer® three-rail trains.

We installed a lift-up bridge on a curve — a rare feature. The minimum curvature on the layout is O72, but most curves are in the O80s; one is O96. We used Atlas O® track and switches, except for four switches by Ross® with a particular radius not available from Atlas O.

We use two control systems: Lionel's TMCC™ and the DCS™ system by MTH®. With Z-4000™ transformers and Lionel “bricks” as the power sources for the main lines, we can control hi-tech-equipped trains and also run older trains conventionally. We are now looking into Lionel's new TMCC II Legacy™ system for the sake of members who may purchase Legacy-equipped trains.

The layout isn't arbitrarily divided into passenger and freight services. There are several passenger stations along the main lines, and an operator can stop a train there, push the buttons, play station announcements, and then resume the run.

Open Running, Mostly

When I'm operating the layout during museum hours, I set the trains for continuous running so I can be out front to greet and talk with visitors. I'll give them the CAB-1™ and

show them how to use the horn and bell buttons and the red speed control knob. They quickly learn how it works, and they get to play with the trains for a minute. We have the capability of doing switching in the small yard area, but most members don't mimic “yard work” like setting-out cars and building a consist.

There are operating accessories all over the layout by Lionel, MTH, and Walthers®. We wanted three distinct industrial areas: an oil field and refinery, a coal mine with tipple, and a lumber yard. The oil field contains five operating units — two derricks and three horse heads — that pump oil to the refinery area. We applied scenic panels made by Backdrop Warehouse® to the walls, and in that area we used their oil refinery scene. It creates a much deeper perspective, so the area looks much bigger than it is.

We have placed a lot of buildings on the layout; most of them are right out of their boxes from Ameritowne™, Walthers, and MTH. We placed the Palace Theatre on a main street with “The Great Train Caper” on the marquee, and we set the Route 66 Motel along the highway. We discovered there aren't many modern buildings available from the 1980s and newer. The layout has three towns with the ambiance of the 1940s, 50s, and 60s including figures and autos and trucks of that period.

We have a roundhouse and a turntable, but the turntable is not yet operational. The O-scale club in the museum gave it to us because they didn't have room for it, and we installed it here.

America's Layout

Most of our members are not native Californians; they relocated to the state with memories of trains of their hometowns still in mind — Milwaukee or Chicago or wherever. Members bring their trains to the layout: The Milwaukee Road, C&NW, NYC, Pennsy, or whatever they have. My trains are C&O. We have an eclectic mix of motive power and rolling stock. Every day, the layout has a new “cast of characters” and that makes it all the more interesting.



Visitors as Prospective Members

Probably half of our visitors have a previous connection to the hobby. When parents bring their kids to the museum, they tell us “Wow! This is really neat! My old Lionel train set has been stashed away for 30 years.” We suggest, “Well, unpack it, oil it up, put it on the track, and play with it!” Sometimes that person will return a month or so later and inquire about joining the club.

Many members join the club for the obvious benefit of running their trains here, but the group is also a social circle for friends with a common interest. We make our work parties fun with food and firewater. We recently celebrated the club’s anniversary with a BBQ. Guys in the LA area — nearly two hours away — come down here regularly to run trains, and we have members in other states.

In four display cases in the gallery, we show the development of toy trains. The oldest one we have is an Ives windup from 1903, and at this time the newest item is the JLC “Challenger” by Lionel. I hope the club will include Standard gauge and G-scale trains, perhaps as a two-track elevated line above the display cases.

In Good Company

The museum was founded by the people who started the La Mesa Railroad Club. One of the prime movers in that club is now the executive director of the museum. It’s a main tourist attraction and a destination site. At one time, we were billed among the top 15 attractions in San Diego.

The most meticulous layout in the building is the HO pike built by the Tehachapi Loop guys. They have been working on that layout for 23 years. They recently opened the mezzanine and finished the loop to Bakersfield. That project expanded the size of the layout by 40%, and it’s the largest layout in the museum. In HO scale, that’s a big empire. They run it according to a schedule like an actual railroad. In contrast, the SD3R layout is the smallest, but it makes a big impact.

Our Things To Do List

We’re now planning a drive-in movie theater with two screens so that visitors can see the screens from two vantage points. We’ll also create a junk yard with an operating magnetic crane. Members contribute ideas for new features.

The club has developed an ambitious kids program under the direction of John Edgington. We tell parents about the practical skills they and their kids will learn while having fun with trains: carpentry, painting, electricity, landscape design, and computers. They understand, and the club grows. It’s a win-win situation.

Success within a Time Frame by Gary Hickok, Past President

I visited the San Diego Model Railroad Museum about 10 years ago with my son, Matt, who was then nearly nine years old. He enjoyed the trains, and I saw the train hobby as a great father-and-son activity. Ultimately, we joined the San Diego Three Railers. My family, on both my father’s and mother’s side, was saturated with railroad people. Since the late 1880s, my family was involved with the Erie Railroad and ran the train station near Jamestown, New York.

My visit to SD3R at the Model Railroad Museum rekindled a spark in me and an awakening in Matt. It was a perfect bonding experience and an opportunity to tell him about our family’s history with the railroads. As a teenager, my son got away from the hobby, but it stuck with me. I became deeply involved in the museum and with the club.

I was elected president of the club in 2001 and that coincided with the time when the museum received a \$250,000 grant from the state for creating a library within the building. I became involved with helping them with that project. At the same time, the museum administration wanted a new three-rail train exhibit. The SD3R layout was a modular installation — a basic, “bread and butter” exhibit — but not museum quality.

Because of the library construction project built as a second floor, we were in a position to build a high-rail, professional-looking layout in a 1,600 square foot room. The layout encompassed about 75% of the space in that room, and the remaining space was a public viewing area. Our vision included a first-rate operating train exhibit, railroad art by Angela Trotta Thomas and others, and display cases with model trains from the past.



I tracked down a collector of toy train advertising art, Frank Machovich, a college professor. He and I became friends, and Frank agreed to sell all of his prints to SD3R — about 65 of them. At any given time there are 10 to 15 of his framed pieces on display. The total effect is overpowering: a fabulous layout, the artwork, and the toy train memorabilia. It brings back memories to our members and visitors and contributes to the educational experience.

Fund Raising for Fun

We realized early on that funding the budget would be a major challenge. At that time the club only had about \$6,000 in the treasury. We sponsored a fundraiser and raffled off tickets for wonderful items, including a round trip train ride on Amtrak® from San Diego up to Santa Barbara and a weekend stay at a beautiful bed and breakfast there. Club members sold raffle tickets to their friends and neighbors, and we collected more than \$10,000.

Club member Joe Lesser is very well known in the high-rail area of our hobby. Joe had personal connections to top people at Atlas O, MTH, and other manufacturers. Through his efforts and contacts, we received the track and switches for the layout as a donation. Another company donated several thousands of dollars worth of buildings, scenery, and trains. With these donations and the cash on hand, we achieved the first plateau.

Gentlemen, Start your Power Tools

We had 100-plus members in the club with all the skill sets required: electricians, carpenters, and experienced scenery builders. Several club members are professionals and make their living by constructing high-rail model railroads for customers in the San Diego area. We knew we had the critical mass required for success.

We agreed early that we would not allow ourselves to take four or five years to build the layout. From start to finish, we built it in about 18 months — a fast-track job! We have several ladies in the club, and a couple of them actively participated with their husbands on weekends. The final layout design for the layout was created by Brenda Bailey, who had been involved with the club for many years and was a very talented person. She recently passed away. We miss her, but her concepts live on.

About the Organization

The Model Railroad Museum building was built in 1915 for the World's Exposition Fair along with 21 other structures and several exhibits. This museum is the largest of its kind in North America, with 26,000 square feet filled with trains. The building includes four different clubs and five layouts: a two-rail O-scale layout, two HO layouts, an N-scale layout, and our Toy Train Gallery with an O-gauge, three-rail exhibit. We are the only model railroad museum in the country accredited by the American Association of Museums. Fortunately, we are in a storybook location, and we greet about 125,000 visitors per year.

We have a good working relationship with the city, which owns all of the land and buildings in Balboa Park. They give use of the buildings to all the museums in the park rent-free. We receive support through grants from the city. There is a nominal admission charge to the Model Railroad Museum of which we are a part, but the club doesn't receive money from ticket sales. The general expectation of the city and the museum is that we should provide a high quality educational experience; in our case, about the train hobby and the railroads. I believe visitors leave the gallery with a much better understanding of and appreciation for the hobby and the rail transportation industry.

We placed a donation box at the entry to the gallery and received about \$4,000 in a year. Fortunately, we are in the right location, location, location — as they say in the real estate business. To our surprise, visitors were ready, willing, and able to put money in there. Because we are within a public museum, we split the money with the museum administration 50/50. The club uses its share for maintenance and buying new products as needed.

See the Light

Our most recent major addition to the layout was the accent lighting system. We initially hung track lighting over the layout, but we soon realized that it wasn't ideal — we had a great layout with poor lighting. We discovered a lighting company in San Diego owned by John Case, who designed and installed the beautiful day and night lighted scenes in the ceiling of Caesar's Palace in Las Vegas. We



invited him to look at what we had. I'll always remember his comment when he walked into the Toy Train Gallery — "I can make this place magic." We hired him, and he and his crew installed a fabulous computerized system that creates the effect of a 24-hour day in a 15-minute period of time with six stages of lighting. We figured that is probably the average time a guest would spend in the gallery. The cycle begins with daytime conditions and progresses to evening and to midnight. The buildings and streetlights come up at dusk and when the ceiling lights dim all the passenger cars lights are on. Most visitors don't even notice the subtle change until suddenly they are in darkness. It's a very pretty process to watch. John became deeply involved with it and told us, "I'll do it at less than my cost because I want this to come to life."

The lighting was the last construction job done in the gallery, and it caused heart palpitations in many of us. The layout was already built and scenicked, and we feared an accident or collateral damage. His crew hung upside down — like Michelangelo in the Sistine Chapel — while we held our breath. To their credit, they finished the job in about five days and nothing was broken.

Family Focused

We will enhance our programs to bring families with youngsters into the hobby. I believe our kids program is a model for others to replicate in their own way. When dads and moms see their son totally hooked on trains, I can sense that they are pleased to support his involvement in a worthwhile hobby. There are many negative detours for kids today, but thoughtful parents emphasize the positive for their kids.

Another plus for the hobby is the new technology now built into the trains and accessories. I watch youngsters in our kids program on Saturday mornings, and they can't wait to get their hands on that stuff. 🚂

Photographs by Mike Hays

Editor's Postscript: In the next issue of TLR, two LCCA members within SD3R will describe their full immersion into plaster and electrons at the SD3R layout; with scenery and electricity, respectively.



The Railroad Center Chicago Is the Site of the

LCCA Conventioneers will gather in Chicago during the week of July 22-29, 2007, for our annual celebration of the hobby, an immersion with trains, and enjoyment of good company and good times. This dynamic lakefront city is a fascinating mix of seemingly incongruous elements: rough-and-tumble politics, revolutionary architecture, a center for the arts, a world-class university, a hub for many professional sports teams, and a transportation nexus for the nation by air, road, and rail.

Famous Folks

In high school English class, we learned that Chicago was a special city to poet Carl Sandburg and architect Frank Lloyd Wright. However, there are many well-known Chicagoans:

- Hillary Rodham Clinton was born in Chicago, but currently represents the state of New York
- Walt Disney, creator of the cartoon character Mickey Mouse, was born in Chicago
- Jane Addams, founder of the Hull House, was the first American woman to win the Nobel Peace Prize in 1931
- Other famous Chicagoans: Father and son mayors — the Daleys; Dorothy Hammill, figure skater; Quincy Jones, musician; Al Capone, gangster; Benny Goodman, musician; Hugh Hefner, founder of “Playboy.”

Trivia about Chicago

- The world’s longest street is Chicago’s Western Avenue
- The Chicago Post Office is the only postal facility in the world with a highway running through it
- Chicago is home to the Lincoln Park Zoo, one of the last free zoos
- The Harold Washington Library is the world’s largest public library
- The Adler Planetarium was the first planetarium in the Western Hemisphere
- The first commercial passenger air flight departed Chicago for San Francisco on July 2, 1927
- The University of Chicago became the site of the world’s first atomic reaction
- The first McDonald’s restaurant was opened in Chicago
- The Twinkie was “invented” here.



Buckingham Fountain at the Chicago lakefront

er of Mid-America e LCCA 2007 Convention

Famous Buildings

Tribune Tower, home of the Chicago Tribune newspaper, has exterior walls that are embedded with authentic pieces of famous buildings including Westminster Abbey, the Alamo, Hamlet's castle, the Great Pyramid, the Taj Mahal, Fort Sumter, and the Arc de Triomphe.

Under instructions from William Wrigley, architects designed the Wrigley Building to look like a "luscious birthday cake." It also became the first air-conditioned office building in 1946.

Larger than Life

The William Wrigley, Jr. Company is the world's largest gum manufacturer, producing more than 20 million packages a day.

In 1997 The Field Museum purchased Sue, the largest, most complete and best preserved Tyrannosaurus Rex ever discovered.

The Wild Reef Exhibit at the John G. Shedd Aquarium is one of the largest and most diverse shark habitats in North America. The aquarium is the largest indoor aquarium in the world.

The Art Institute of Chicago holds the largest collections of Impressionist paintings in the world outside of the Louvre in Paris.

Last but not least ...

Chicago is a railroad town with a legacy of many "fallen flags." The city is the source of fascinating chapters in rail transportation history books about the CB&Q, CRI&P, C&NW, C&EI, IC, and others. The hardy survivors of the consolidation of railroads are now operating as mega-railroads. Frank Sinatra got it right: for LCCA members, "Chicago is my kind of town."



**Mark your Calendar:
July 22-29, 2007**



Photograph provided by Chicago Convention & Visitors Bureau
The Lion Fountain

CONVENTION TOUR HIGHLIGHTS

Tour 1: Illinois Railway Museum Monday, July 23, 1:30 - 9:30 p.m. \$100 per person

Take a step back in time for a full day of discovery at the Illinois Railway Museum on this first-class tour prepared exclusively for the LCCA. This facility is a museum in motion — watch as the little red streetcar clangs across Depot Street on the car line, a thundering steam train whistles past on the mainline, or the gleaming streamliner whispers by.

You can count on an afternoon and after-hours evening for exploration of the grounds. The area is filled with



trolleys in action and trains under cover. The museum will be closed to the public at 4 p.m., but LCCAers will stay on for a BBQ meal at the site, enjoy in-depth tours presented by the museum staff, and participate in twilight runs aboard both electric and diesel special equipment. This extended train experience will be a memorable event for club members and be remembered as the highlight of Convention week.

We'll learn about the role railroads played in the growth of Chicago, Carl Sandburg's favorite city and "Player with Railroads and Freight Handler for the Nation." You'll see all the quality items on display, including one of only two CB&Q streamliners built as a two-train set: the "Gods" and "Goddesses" trains with art deco interior designs.

Some items may look familiar because museum equipment has starred in a supporting actor role in such major movies as "A League of Their Own" and "The Babe" and "Flags of Our Fathers;" and in many TV commercials.

Tour #1 includes roundtrip transportation from the host hotel and return, a 30-minute mainline ride in authentic electric cars, a 10-15 minute trolley ride, a BBQ meal at the museum, twilight runs on both electric and diesel cars, special tours by museum staff, and narration by a professional tour guide. Travel time to the site is approximately one hour and fifteen minutes.

Photographs provided by Illinois Railway Museum

Tour 2: Fox River Trolley Museum & Ride
Tuesday, July 24, 9 a.m. - 2 p.m.
\$80 per person



The electric trolley car was a vital part of daily life in many American cities and towns. This site resonates with the sights and sounds from a long-past era of rail transportation in America. For many club members, this adventure will awaken memories of the interurban lines in your hometown during the 1920s to 1940s — hearing the clanging bell, manually changing the direction of the power pole at the end of the line, and receiving a punched ticket. We'll board a restored interurban car and enjoy a four-mile round trip on rails along the banks of the scenic Fox River. Bring your camera or camcorder along to capture images you'll treasure for a lifetime.

The Fox River Trolley Museum also presents an environmental awareness experience for visitors. We'll encounter a prairie restoration area and interesting historic preservation projects while traveling through the Jon J. Duerr Forest Reserve.

A trolley ride may be a new experience for many young riders, but the Fox River Line itself is more than a century old; it dates back to 1896. At the turn of the century, this interurban line was part of the Elgin, Aurora, and Southern Traction Company with about 40 miles of track along the Fox River. The museum operates a variety of antique units from lines long vanished over trackage that once connected Carpenterville, Elgin, Aurora, and Yorkville.

Tour #2 includes roundtrip transportation from the host hotel and return, admission to the Fox River Trolley Museum, a one-hour trolley ride along the Fox River and Blackhawk Forest, boxed lunch aboard the motorcoach on the return transfer, and a professional guide accompanying the group. Travel time will be approximately one hour. The museum does not provide public restrooms, but portable restrooms will be available.

Photograph provided by Fox River Trolley Museum

Tour 3: Chicago Architectural Cruise
& the Gold Coast
Tuesday, July 24, 11:30 a.m. - 4:30 p.m.
\$85 per person



Discover the beauty and rich architectural heritage of world-famous buildings from a unique perspective — cruising along the Chicago River! We'll see the white marble gothic greatness of the Tribune Tower and the black monolithic Sears Tower.

At the outset of our journey, an expert tour guide will highlight the attractions and shops in Chicago's fabulous Gold Coast neighborhood and escort us to a thrilling lunch at Dick's Last Resort. The popular appeal of DLR arises from its wacky, tacky decor, the sometimes sassy service, and the bountiful buckets of classic American favorites. There's fun for all and it's all in fun for those who dare to enter. The food is hot, the beer is cold, and the music is loud. This "resort" is always jumpin'!

A spirit of fun permeates this "resort," and in that same spirit we could spread the rumor that the proprietor is a distant relative of LCCA President-elect Dick Johnson!

Afterwards, our narrator will explain the fascinating development of Chicago's magnificent skyline on a water-borne 90-minute cruise. Members with an interest in heritage tourism and architecture (as well as trains) will love this tour. Admire the innovative IBM building, which is the last major Chicago design by the great architect Mies van der Rohe. Gaze at Marina City, a five-building complex that includes two 60-story cylindrical apartment towers, offices, restaurants, garages, hotels, and a marina. The sleek vertical lines of the NBC Tower will draw all eyes upward. This tour will present a total of 40 breathtaking buildings and celebrate the legacy of world-class architects from the classic to the modern era.

Tour #3 includes roundtrip transportation from the host hotel and return, lunch at Dick's Last Resort, a professional tour guide, admission and ticket fees for the river cruise, architectural narration by an expert docent, complimentary cookies, fresh coffee, water, and lemonade, and a brief motorcoach tour of the Gold Coast area with free time on Michigan Avenue. Boats will cruise, rain or shine, based on Coast Guard Safety Regulations. Guests should wear rubber-soled shoes.

Photograph provided by City of Chicago

**Tour 4: Museum of Science and Industry
& Hyde Park Neighborhood
Wednesday, July 25, 9 a.m. - 3 p.m.
\$75 per person**



We'll satisfy our curiosity, discover fascinating history, and delve into transportation technology at the renowned Museum of Science and Industry. This impressive facility is a magnet for tourists and visitors from the region as a destination site.

Our tour escort will lead us to the indoor exhibit of the actual Pioneer Zephyr train. For years this train was parked outside the museum, but the museum renovated the parking garage, moved the train to an indoor location, and created brief recorded narratives presented by posed manikins throughout the train — a clever way to tell the story of this famous train.

We'll view the museum's most impressive exhibit, "The Great Train Story," a 3,500-square-foot HO layout depicting the winding rail journey from Chicago to Seattle with replicas of the cityscapes including the Sears Tower and the Space Needle Restaurant. The recent re-design and construction of the layout involved 40 team members. This exhibit includes 1,485 miniature people.

Our trip to this museum will also include a visit to the recently re-opened U-505 submarine; the only German "U-boat" captured by the U.S. Navy during World War II. The sub is a designated National Historic Landmark. The submarine recently "resurfaced" and fulfills its role as the star of the show at a new 35,000 square feet exhibit.

Tour #4 includes roundtrip transportation from the host hotel and return, main admission to the museum, admission and tour of the U-505 exhibit, and a lunch voucher for each guest. A professional tour guide will provide a brief tour of the historic Hyde Park district, which is the home of the gothic-style campus of the University of Chicago and Robie House designed by famed American architect and visionary Frank Lloyd Wright.

*Photograph provided by
Chicago Museum of Science and Industry*

**Tour 5: Chicago Loop "L" Train Ride
Wednesday, July 25, 10 a.m. - 3 p.m.
\$70 per person**



We'll enjoy a brief city tour that will include renowned Millennium Park, shown above.

With thanks to the Chicago Transit Authority, we'll ride in a private train and sample the strength, vitality, and beauty of this great heartland city. This guided 45-minute train ride around the "loop" area aboard one of Chicago's elevated trains — the "L" in local parlance — will reveal the city up close and from a new perspective. The raised trackway will offer a unique vantage point for admiring the internationally acclaimed architecture in Chicago's bustling business district. We'll learn the history of the 170-year-old downtown area and the elevated train system.

We know that O27 curves are tight on a train layout, and the curves of the "L" seem just as tight. The wheels howl with audio harmonics as cars round a bend with the steel wheels "singing" on steel rails.

We'll stop for lunch at Maggiano's Restaurant. Festive red-checked tablecloths set the tone of this charming Italian eatery. Often said to be reminiscent of pre-WWII Italy, Maggiano's presents good food and good times. We'll enjoy large portions of wonderful family recipes.

Tour #5 includes roundtrip transportation from the host hotel and return, professional escorts accompanying the group, lunch at Maggiano's Restaurant, a 45-minute loop train tour via the "L," and a brief city tour. The group will be divided in half, with Group One taking lunch first followed by the Loop Train Tour and Group Two embarking on the Loop Train Tour followed by lunch.

Photograph provided by City of Chicago

Tour 6: Crossroads of America
Thursday, July 26, 1 - 5 p.m.
\$50 per person



Formerly known as the Chicago Historical Society, the Chicago History Museum celebrated its 150th anniversary with a face-lift in the fall of 2006. Devoted to collecting, interpreting, and presenting the rich multicultural history of Chicago, guests will find a new look and new exhibits in the museum's five themed galleries.

One of those new exhibits is entitled "Chicago: Crossroads of America." Visitors entering the museum are greeted by "L" car No. 1, the city's first elevated train car. Best known for transporting visitors to and from the 1893 World's Columbian Exposition, this car took passengers from the Loop to Hyde Park station for a nickel! Now known as CTA 1, the car was cosmetically restored to its 1893 appearance for its debut in the museum. To place the car inside the building, crews used a crane to insert it through an opening in the exterior wall at the second floor level.

Guests will also have access to the other exhibits and will gain an understanding of and appreciation for Chicago's storied history. With over 22 million artifacts and documents to draw from, visitors can learn about almost everything from the Great Fire of 1871 to Riverview Park to the renowned rivalry of the Cubs vs. Sox.

Tour #6 includes roundtrip transportation to and from the host hotel, museum admission, and a professional guide accompanying the group. Travel time will be approximately one hour.

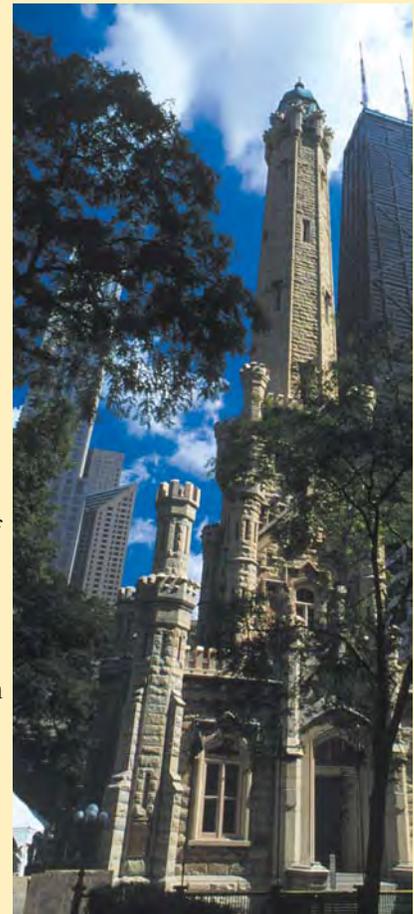
Photograph provided by Chicago History Museum

Tour 7: Chicago Architectural Cruise & the Gold Coast
Thursday, July 26, 11:30 a.m. - 4:30 p.m.
\$85 per person

This is an encore opportunity to take this tour on an alternative day and time. Refer to Tour #3 for details.

Tour 8: City of the Big Shoulders
Friday, July 27, 9 a.m. - 1:30 p.m.
\$55 per person

From its glimmering lakefront to its "outdoor museum" of impressive architecture, Chicago is a "toddlin' town." We'll sample the strength and beauty of this great Midwestern city during this panoramic tour. We'll pause for a photo session at the museum complex, which is home to the Shedd Aquarium, Adler Planetarium, and Field Museum of Natural History — one of the most beautiful spots along the lakefront.



Train folks would not consider the day complete without a stop at Chicago's Union Station and the Ogilvie Transportation Center. Built when Chicago reigned as the undisputed rail center of the country, Union Station once handled as many as 300 trains and 100,000 passengers per day. Upon its completion, the station was hailed as an outstanding achievement in railroad facility planning, and it remains one of the most historically significant passenger railroad stations in the nation.

The station's ornate Beaux-Arts main waiting room (the "Great Hall") is one of the nation's great interior public spaces with a vaulted skylight above and connecting lobbies, staircases, and balconies within.

We'll also visit a celebrated Chicago eatery and landmark, the Billy Goat Tavern, for lunch with indoor and outdoor seating for a hefty meal of a double cheeseburger, potato chips, and choice of soda.

Tour #8 includes roundtrip transportation from the host hotel and return. There will be five stops along the route: the museum campus, the site of the Great Chicago Fire, Navy Pier, Union Station, and Ogilvie Transportation Center with free time in the station and the center. This tour will include stops for photo opportunities, lunch at Billy Goat Tavern on Navy Pier, and narration by a professional tour guide.

Photograph provided by Chicago Convention and Visitors Bureau

Tour 9: Gangland, Guns, & Bathtub Gin
Friday, July 27, 9 a.m. - 1:30 p.m.
\$60 per person



During the Roaring 20s, gangsters ruled Chicago. We'll travel back in time with a guide dressed in full gangster attire and learn about Chicago's underworld and its most infamous mobsters.

We'll visit the site of the St. Valentine's Day Massacre, which might be regarded as the culmination of the Chicago gang era. We'll also see the headquarters of the north side gang leaders — right across State Street from Holy Name Cathedral — and briefly hang out at other legendary gangster havens. On this fast-paced, animated excursion, we'll discover what life in the fast (and violent) lane was like in Chicago during the 1920s and 30, when prohibition was the law yet also an opportunity for lawlessness.

We'll enjoy lunch at one of Chicago's famous pizzerias, Giordano's. Rated "The Best Pizza in America" on NBC's "Today Show," doing lunch at Giordano's is a must for out-of-town guests.

Tour #9 includes roundtrip transportation from the host hotel and return, a professional tour escort to accompany the group, and a pizza lunch at Giordano's Pizzeria with their famous stuffed and thin crust pizza, a house salad, and your choice of a soft drink, coffee, or tea.

Photograph provided by Chicago History Museum

Tour 10: G-Scale Trains with Landmarks of America
Friday, July 27, 9 a.m. - 2 p.m.
\$80 per person



We'll see 15 marvelous G-scale model railroads with trains traveling coast to coast in a 7,500 square-foot exhibit. As they chug along, the trains cross chasms on bridges, duck into tunnels, and pass miniature scenes of American landmarks: Wrigley Field, Yellowstone National Park, a quaint Main Street, and many other icons. In mid-summer, the garden will be in peak display.

Our visit will begin with a 45-minute narrated tram tour around the perimeter of Chicago Botanical Gardens. The most striking aspect of this horticultural haven is the diversity of the physical layout. At the conclusion of the tour, we'll enjoy a gourmet box lunch with "accompaniment" by the spectacular flora.

Tour #10 includes roundtrip transportation from the host hotel and return, admission and ticket fees to the Model Railroad Gardens and Botanical Gardens, narrated tram tour of the site, a box lunch with gourmet sandwiches, soft drinks, and dessert.

Photograph provided by Chicago Botanical Gardens

Tour 11: Shopping in Schaumburg
Saturday, July 28, 9 a.m. - 3 p.m.
Cost: \$30 per person

Shopping in Chicago is legendary, and there are no better places to go than Woodfield Mall and a nearby Discount Center. You can find a store for every personality from fashionista to sports fan, with shops like Oakley, Puma, Sony Style, Brookstone, Williams-Sonoma, Coach, Anthropologie, and Crate & Barrel. Don't forget to also take a look at the classic stores such as Lord & Taylor, Macy's, and Nordstrom.

Tour #11 includes roundtrip transportation from the host hotel and return between the two adjacent shopping centers. A professional guide will accompany the group. Travel time will be approximately 45 minutes, depending on traffic. Note: This is a four-hour event, not a shuttle bus excursion.

LCCA 2007 CONVENTION SCHEDULE

Sunday, July 22	Time	Notes
Registration Desk open	Noon - 7 p.m.	
Board of Directors Meeting	2 - 9 p.m.	
Monday, July 23		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #1: Illinois Railway Museum	1:30 - 9:30 p.m.	BBQ Dinner
Tuesday, July 24		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #2: Fox River Trolley Museum	9 a.m. - 2 p.m.	Box Lunch
Tour #3: Chicago Architectural Cruise & the Gold Coast	11:30 a.m. - 4:30 p.m.	Lunch at Dick's Last Resort
Wednesday, July 25		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #4: Museum of Science and Industry & Hyde Park Neighborhood	9 a.m. - 3 p.m.	Lunch Voucher
Tour #5: Chicago Loop "L" Train Ride	10 a.m. - 3 p.m.	Lunch at Maggiano's
Thursday, July 26		
Registration Desk open	7 a.m. - 5 p.m.	
Tour #6: Chicago History Museum	1 - 5 p.m.	
Tour #7: Chicago Architectural Cruise & the Gold Coast Get Acquainted Party	11:30 a.m. - 4:30 p.m. 6 - 9:30 p.m.	Lunch at Dick's Last Resort Crowne Plaza Hotel
Friday, July 27		
Registration Desk open	7 a.m. - 5 p.m.	
Trading Hall, set-up for exhibitors only	7 a.m. - 5:30 p.m.	
Tour #8: City of the Big Shoulders	9 a.m. - 1:30 p.m.	Lunch at Billy Goat
Tour #9: Gangland, Guns, & Bathtub Gin	9 a.m. - 1:30 p.m.	Lunch at Giordano's
Tour #10: G-scale Trains with Landmarks	9 a.m. - 2 p.m.	Gourmet Box Lunch
LCCA Business Meeting	2 - 3 p.m.	
Lionel Seminar	3 - 5 p.m.	
Trading Hall open, for Convention registrants only	6 - 9 p.m.	
Saturday, July 28		
Registration Desk open	7 a.m. - Noon	
Trading Hall open, for members only	8 - 9 a.m.	
Trading Hall open, for members & the public	9 a.m. - 3 p.m.	Please, don't pack-up until 3 p.m.
Tour #11: Shopping in Schaumburg	9 a.m. - 3 p.m.	Woodfield Mall
LCCA Reception	6 - 7 p.m.	
LCCA Banquet	7 - 10:30 p.m.	
Convention Ends	after the Banquet	
Sunday, July 29		
Trading Hall Take-down	9 a.m. - Noon	For Exhibitors Only

Safe Travel Home! See you in Buffalo – July 2008

The Convention Registration Form is printed on the IFGC. The host Hotel Reservation Form is printed on the IBGC.

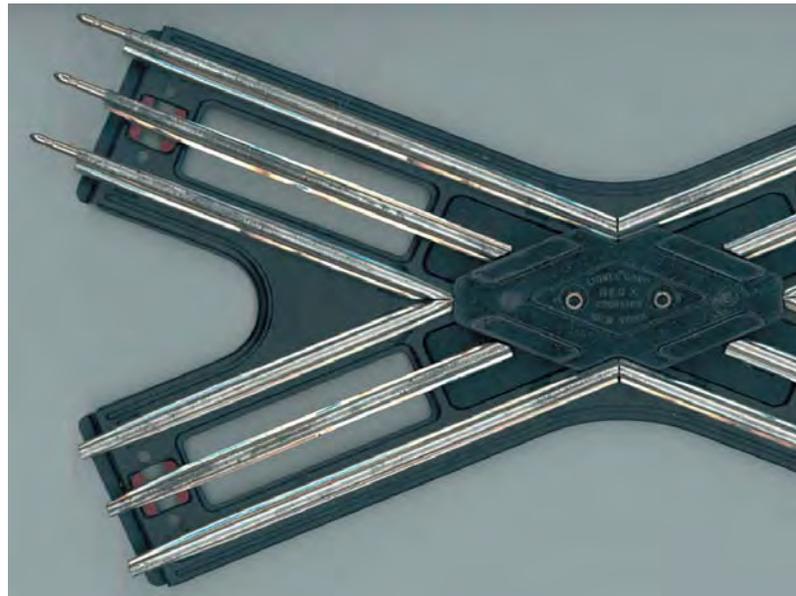
Lionel News & Views

by Bill Schmeelk
RM 6643

Let's Cross This Track Again

In the previous issue of *TLR*, I stated that since 1902 the center section of a Lionel® crossing was always “dead.” Well, I stand corrected. Member Ron Morris e-mailed me a photo of a Lionel Standard gauge No. 20X 45-degree crossing with a “live” center section. In **photo 1**, Ron’s snapshot clearly shows that the center section does indeed provide power.

As mentioned last issue, this Standard gauge track was only available for five years. It was first offered in 1928 and



appeared for the last time in the 1932 catalog. I did some further research and found another photo and some information about this track crossing in *Greenberg's Guide to Lionel Trains 1901-1942 Volume III Accessories*, by Peter H. Riddle, Ph.D. **Photo 2** is the photo from that book. The text provides some interesting insights as well. Dr. Riddle confirms what I discovered; that the various changes in both O and Standard gauge switch and crossing designs “... cannot be dated accurately from illustrations or descriptions in the catalogs, as old artwork was often



Photo used by permission of Kalmbach Publishing Co., © 2006 All Rights Reserved



retained after changes were instituted.” We extend our thanks to Ron for the photo and for bringing this to our attention. Thanks also to Kalmbach Publications for allowing us to reprint the photo from Peter Riddle’s fine book.

Incidentally, the 45-degree crossing in O-gauge track did not offer a powered center. **Photo 3** shows the center of Lionel’s O20X 45-degree crossing. The center of this section is made from bakelite and thus carries no power.

Giant Lionel Book

Krause Publications has published a second edition of David Doyle’s *Standard Catalog of Lionel Trains 1945-1969*. This soft-cover, large-format volume has 400 pages and is loaded with photos: 1,450 according to the publisher. This tops the previous edition by over 300 photos. The book covers a wide range of Lionel postwar items and includes

information on many topics. Chapters run the gamut from locomotives and powered units of all kinds, all types of rolling stock, passenger cars, and accessories. In addition to the trains themselves, there are chapters on catalogs and cataloged sets. Many of the photos also include the box for the item. Boxes have come into their own as collectibles. Their presence and condition play a significant role in determining the value of an item.

The book begins with a 10-page section which explains exactly how to use the book — must reading if you are new to collecting Lionel products. There’s also a four-page appendix with information about operating your trains. The book concludes with a glossary and an index by Lionel part number. Values for very good, excellent, and like new are listed throughout the book in addition to a rarity rating.

While this book doesn’t go into as much detail as readers of the Greenberg guides may remember, the vast amount of information in the book along with its very reasonable list price of \$32.99 make it an exceptional value worth looking into. The book is large format, printed on glossy stock and is available from your local hobby shop, book store, or from the company’s online catalog at www.krause.com.

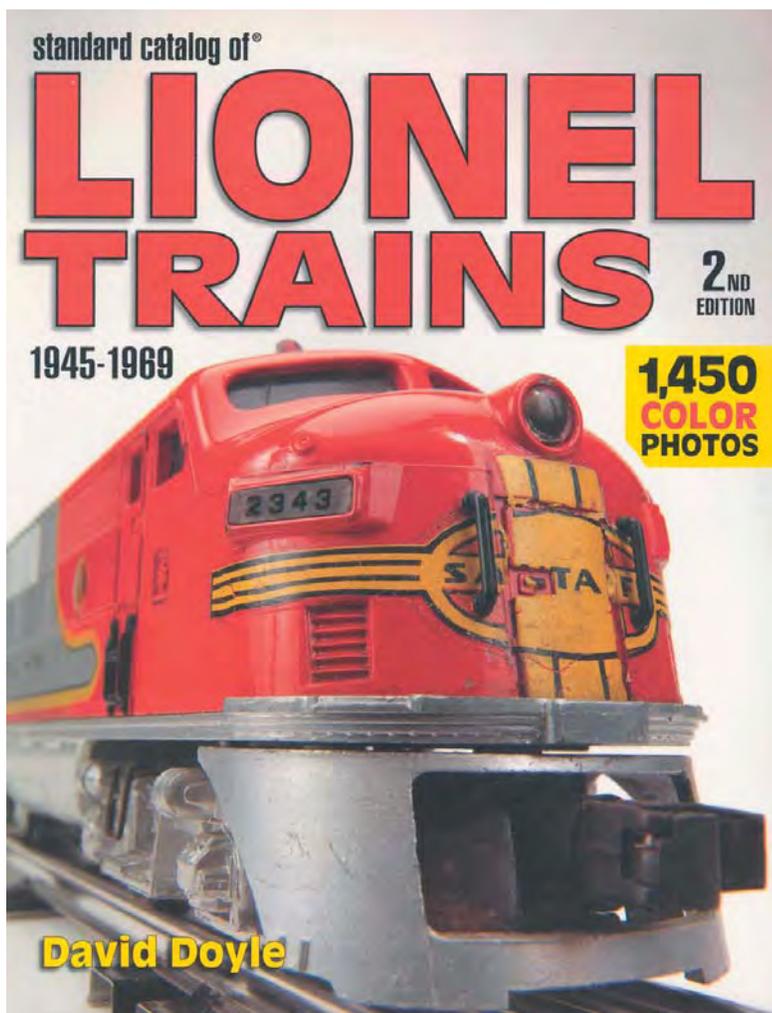
Building a FasTrack Layout

Lionel’s FasTrack™ is the subject of a new book by Robert Schleicher. Although titled, *The Lionel FasTrack Book*, the book was published independently by MBI Publishing Company. The author explains the features of Lionel’s new track system and introduces the reader to the many different types of track sections available. While there is a great deal of info for the novice, the book also gets into layouts using wider-radius switches and more complicated wiring schemes. Schleicher discusses both conventional and TMCC™ wiring methods.

Chapter three explains the operation of two trains on a single layout. Several different techniques are shown, each with an accompanying layout that illustrates exactly how train operation is accomplished. The block system is introduced with a simple layout, and then he presents progressively more complicated ones. Here again, both conventional and TMCC techniques are explained.

Chapter four describes the techniques for assembling the track and the switches. Several techniques for operating accessories with FasTrack are shown. The accompanying photographs are exceptional. They are clear, very visible, and helpful. The book is profusely illustrated with both photographs and diagrams.

Chapter five takes you through the construction of a layout built on a 5x9-foot ping pong table. Then it’s on to a 5x18-foot portable



layout. Other chapters guide you through planning your layout, double track layouts for two trains, and layouts that allow reversing the direction of trains.

Chapter 9 is entitled “Do-It-Yourself Layout Design.” This chapter goes into the geometry of FasTrack and illustrates some of the possibilities of using several wide radius switches to connect multiple mainlines.

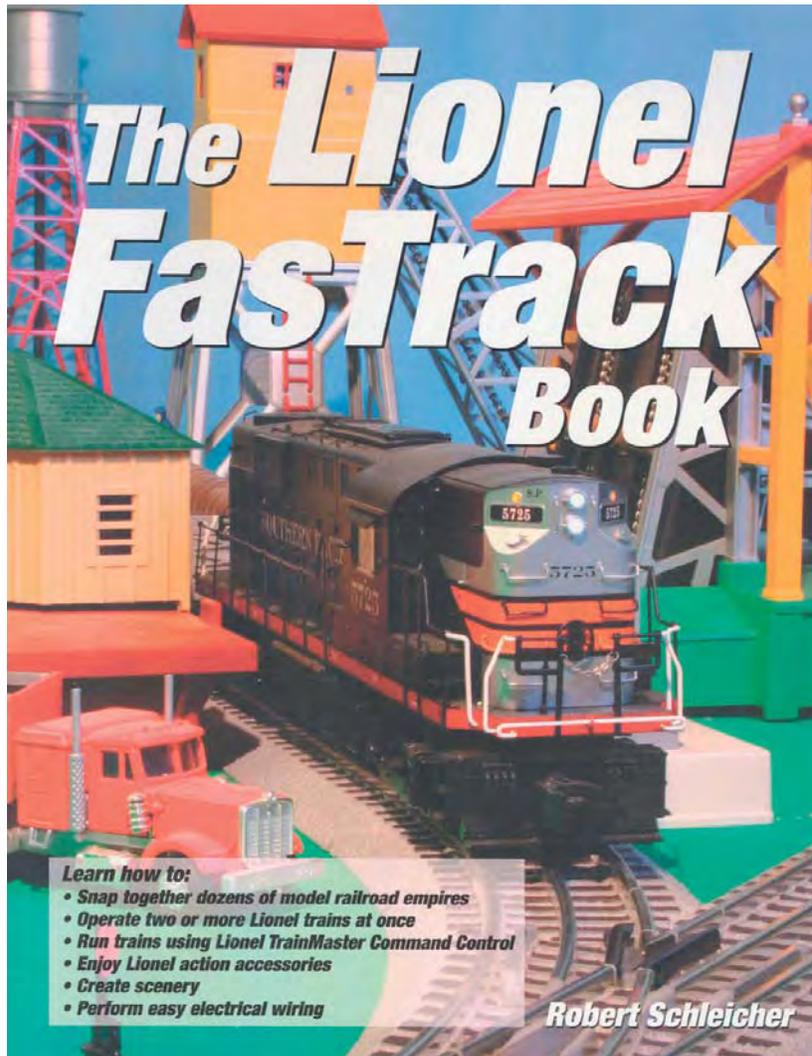
Chapter 10 discusses tabletop layouts with several layouts and illustrations derived from the pages of *Lionel’s Model Builder Magazine* published from 1937 to 1949. These layouts were also printed in *Lionel’s Handbook for Model*

Railroaders and subsequently reprinted afterwards to ensure availability of the information to new generations of hobbyists. In this new book, these plans are supplemented with diagrams and adaptations for FasTrack.

Chapter 11 covers layouts for the floor, and the final chapter covers yard and industrial layouts.

There are many good things to say about this book, but I must also mention a problem. Some of the diagrams showing the make-up of a FasTrack layout are not correct and will not work exactly as shown. I noticed some discussion of this on the web, so I checked it out for myself. I chose the layout on page 104 — a fairly simple one with a figure eight within an oval of track using four O36 switches.

To test the configuration I used the track layout computer software by RR-Track™. Using the diagram, along with the parts list, I constructed the layout on the computer. On the opposite page was a photograph of the completed layout, so I assumed there would be no problem. However, I discovered that the layout simply cannot be assembled as shown in the diagram. After close inspection of the photo, I saw that a couple of 1-3/8-inch track sections were not shown in the diagram. These sections are especially visible in the photo because they have roadbed on only one side.



Learn how to:

- Snap together dozens of model railroad empires
- Operate two or more Lionel trains at once
- Run trains using Lionel TrainMaster Command Control
- Enjoy Lionel action accessories
- Create scenery
- Perform easy electrical wiring

Robert Schleicher

I went back to the computerized layout and added one 1-3/8-inch section to the straight track on each side of the layout. That brought it very close to a perfect fit, but a small gap of .16 inch — slightly more than 5/32 of an inch — remained on each side of the layout. Since I did not actually build the layout, I’m not sure whether that space could have been closed by forcing it to fit. Clearly, the diagram and parts list were in error. I have also heard of similar problems with other layouts in the book from other readers. Because FasTrack is a rather precise track system, it does not lend itself to a

“brute force solution” for closing a loop.

In spite of this problem, I’m not sorry that I purchased the book. I think anyone building a FasTrack layout larger than a simple oval will find a wealth of information in it. The photos are excellent, and the book includes a lot of unique information. However, if you plan to build one of the layouts exactly as shown, bear in mind that it might be necessary to make some minor adjustments. Using RR-Track on your computer is a precise way to pre-create a virtual layout; then build it accordingly.

This book is available from your local hobby shop as well as at the publisher’s website: www.motorbooks.com. Using that website, I had to do a search for the book. Interestingly, it did not show on their list of model train related books. The book is large format and printed on heavy glossy stock. The price is \$29.95. RR-Track is the graphical sectional track layout software developed by R&S Enterprises. For more information and pricing, you can check out their website at www.rtrack.com. The latest updates for this program are also available at this site. 

Photographs by Bill Schmeelk and Ron Morris

E-mail Bill at: bill@wellingtonent.com

Sharing the Hobby, Sharing our Lives

by John & Janet Mateyko
RM 23791

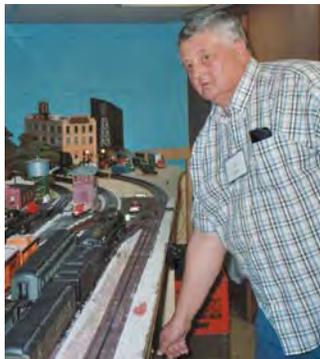
John's Story

When our lives joined several years ago, Janet was fully aware that I was a train nut. On our second date we went to the train show held at the Dupage County Fairgrounds. We attended the O-scale convention in Arlington Heights together, and I brought her along to the Chicagoland Hobby Store and to Berwyn Trains.

We always bought something at each train show — figures, vehicles, or unpainted fruits and vegetables. Using her hobby skills, she created a sidewalk vegetable stand from it as a mini-scene for the train layout.

When I sold my house in Cincinnati, I took a job on the road for two years. When I ordered trains, I had them delivered to her house or work address. She stored them in her apartment until I returned from road trips. What a woman! On our weekends together, she would work on her scrapbook, and I'd scratch-build structures for the train layout. Not very romantic, I suppose, but we enjoyed our hobbies, and the work enhanced the quality of our time together.

While I assembled a scratch-built building, Janet would hand-paint the windows and the doors. We started doing Ameritowne® and Walthers® kits together. I applied the primer coat, and she did the final color, trim, window treatments, facades, and interiors. She is truly an O-scale interior decorator.



Janet's Story

John and I would ride around our local area and take pictures of old buildings. I'd take notes of the colors and go with the flow of the style of architecture. I considered it "research," and I enjoyed it. I wanted to capture the look of a certain period and render the tone of a neighborhood in the right way.



When I saw something interesting, I pondered what colors I should apply to a model with the same characteristics. I enjoy sewing, and my handcrafting skills are transferable to the O-gauge environment. My experience with sewing and working with fabric comes in handy. It

helps me put together the elements for a building — both the outside and the inside. Some of the buildings on the layout are named for people we know in real life, so the layout is an extension of our friendships.

I focus on the details — window treatments, simulated curtains, and window shades. There is one building in particular for which I wanted to create the special effect of open windows with screens in place. I noticed windows open on a warehouse, and that started my imagination. We had some netting at the house, so I cut it to fit and placed it on each window. Then it looked like the window was open with screening.

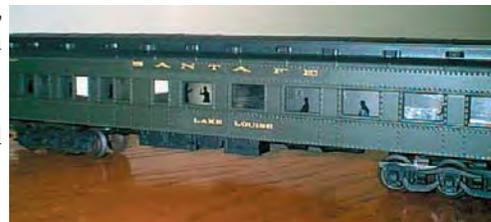
John wanted a checkerboard pattern for a feed mill building, but I couldn't find any as paper stock. Since I do scrapbooking, I looked for it at suppliers without success. When I was in a fabric shop in Texas with my sister, I asked the clerk for checkerboard fabric. They had just received some in stock, and I bought it for that project.

I'm now intending to create a building from scratch using styrene sheets and parts. I'm always looking for the next new thing. We are working on a model of the East Chicago (Indiana) Library, which is special to me because my mother is included in a mural located within that building. My brother-in-law made the entry steps to the building for us, I painted the exterior of the building, and John will make the roof. It will be a significant piece of work when we get the project done.

Next, John wants to build a peninsula segment for the layout with houses and buildings of the 1930s and 40s era on it. We will clear an area of the main layout and rearrange the setting so that it will look like downtown East Chicago, Indiana, with the South Shore interurban railroad running down the middle of Chicago Avenue.

Recently, I repainted an observation car in the Santa Fe road name.

Because my middle name is Louise and there is a Lake Louise, I applied that name to the car. I painted the awning over the observation deck red and white.



There are obviously other women who collaborate with their husbands on home train layouts, and I have met some of them. For instance, one woman I met at Indianapolis made customized houses using styrene construction techniques.

A Shared Interest

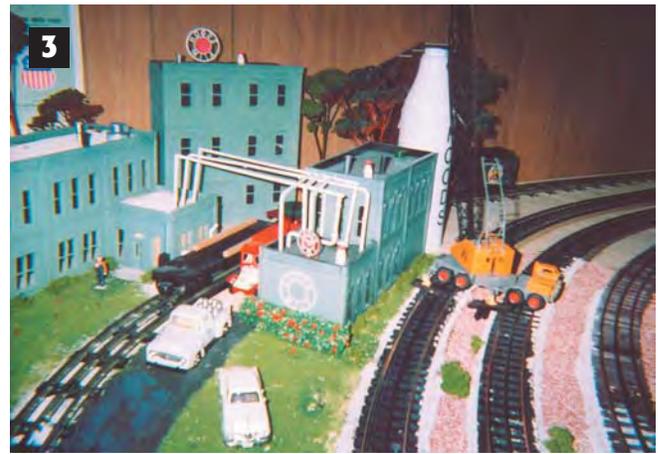
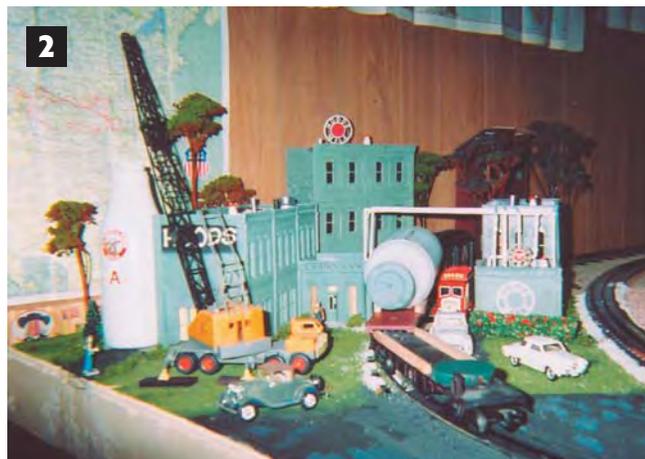
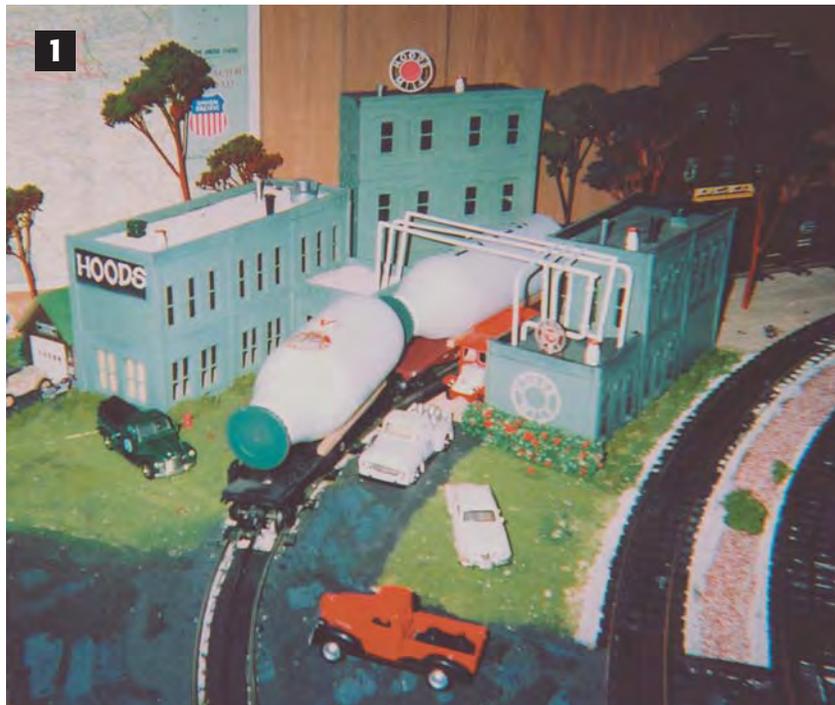
John said, “Our mutual interest in compatible hobbies is a part of why we are together.” How many women would drive to Indianapolis to attend a train show? One could count them on one hand.”

When we moved into our house in the south Chicago area, Janet did the home decorating and painting upstairs while John built the train table in the basement and installed the wiring. When it was time to place items on the layout, we opened the boxes of trains and stuff that had been in storage for two years. Janet was inside the layout and John was outside as we set houses and buildings in their spaces. We opened a tote full of model automobiles and trucks and decided where to place them so that there would be no such thing as a car that shouldn’t be there.

We started with several IHC® buildings; the first of which was a two-story retail store, followed by others we found. We then discovered three Lionel fabricated houses. We acquired about 12 buildings in a six week period, and we are not done yet.

Got Milk?

The LCC&A Railroad in the lower mezzanine of the Mateyko manse has two major shippers — one of them is Hood’s Dairy. The 1:48 scale model of the dairy complex is based on an actual facility in operation since 1920 in our area. The Hood’s Dairy project for the layout was a joint venture. Janet painted and lettered the “storage tanks” — which are milk bottles — appropriate for a dairy processing facility on a train



layout. We decided it was time for a major expansion of the physical plant of the dairy, and our hobby friend Dan Wilson suggested that we replace this facility’s nine internal tanks with two large, appropriately designed, outside product storage tanks in order to “free up interior space and increase production output.” See **photo 1**.

Because of their relatively large diameters, we moved the two new storage tanks to the site on flat cars. LCC&A local sub-contractor, Jim Wozniak (RM 20899) — acting as Wozniak Millwright and Rigging Company — handled the unloading, placement, and associated millwright work for this tabletop construction job. On-site preparation

work was minimal. We removed the former storage garage and used its base as a foundation for one of the tanks. The 22,000 gallon tank shows the Hood’s Dairy logo and faces the main road into the plant. See **photo 2**.

The 35,000 gallon tank bears the company’s trademarked green block lettering and faces the mainline tracks. As resident painting subcontractor for the home layout, Janet first painted this tank green, applied stick-on lettering for the name, repainted the entire tank white, and then removed the stick-on letters. Rigging the installation of this tank is shown as work in progress in **photo 3**.

Hood’s Dairy can now handle orders for milk from every school lunch program, convenience store, and household on the layout! 🐄

Photographs by John Mateyko

The Tinplate Cannonball

by Ken Morgan
RM 12231

Coach Class Standard Gauge

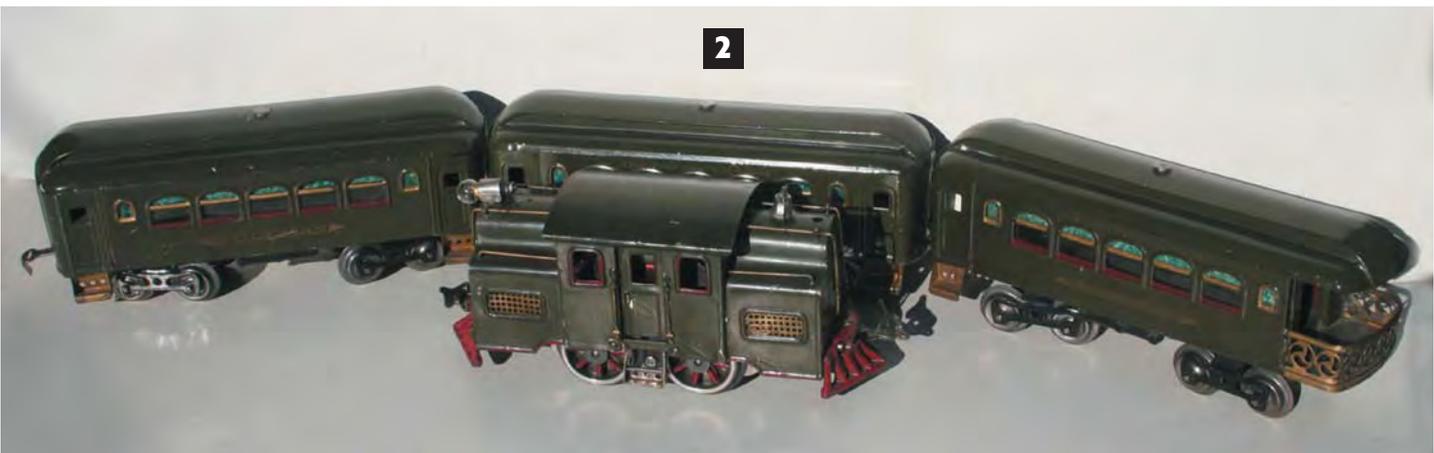
When I turned the calendar to 2007, my Standard gauge classics became a year older, rarer, and hopefully more valuable. What other group just became a year older?

If you are going into Standard gauge with a #33 electric, you'll want something for it to pull. Since the prototype motor hauled varnish out of Grand Central Terminal, a passenger consist would be right. Naturally, Lionel® catalogued those cars. The #35 coach and #36

although in some years the straight tracks were omitted. The entry level freight set, also with a #33 and two cars, did not include straight tracks.

From 1921-25 Lionel produced two more passenger cars, a #31 combine car and a #32 baggage car. They are rarer, thus pricier today — which is why they are not resident on my BCC&PRR home railroad. Since I'm dealing with affordable Standard gauge here, I'll skip over those two cars.

Back to the #35 and #36 passenger cars. Although they were most often catalogued as two-car sets, they appear fairly often on the resale market as three-car sets. Fine with me; I think the train looks better with a second coach. See **photos 1 and 2** for the rolling stock that came with the #33s as described in the previous installment of "The Tinplate Cannonball." Yes, the black and orange sets have been restored.



observation cars were available from 1912-26. They actually preceded the #33 loco and lasted a bit longer. They were first catalogued with the #34 engine, then with the #33 and #38, and finally with the #8. But for most of their lifespan these cars regularly appeared in the catalogs with the #33, usually one of each. Yup, a short train.

Other Cars of the Period

The train sets with the larger #38 engine had three cars. The #33 was an entry level passenger set, usually packed with an oval of track — eight curves and two straights —

The Low Price Zone

Besides the dark olive green and orange cars shown, these cars were produced in other colors: maroon, dark green, and brown; also, in dark blue for the Wanamaker #33 — but that very pricey set is "out of bounds" for this article.

The earliest cars had sides with lengthwise corrugations below the windows. The budget-conscious should avoid them also. Stick with the smooth-sided cars made from 1914-26. They are the least expensive Lionel Standard gauge passenger cars.



3



4

The only thing which might have limited their national appeal was the choice of road name. Most were lettered for the NYC, as are all of the 35s and 36s on the BCC&PRR. Since most of Lionel's sales were concentrated east of the Mississippi, that road name would be familiar in the marketplace. The cars lettered for C&O or NYNH&H are much rarer. They are not on my "Standard gauge on a budget" list. Still eastern railroads, but they broadened the market. At this stage of Lionel's development, most trains bore real railroad names. That went by the boards in the later classic period, when nearly everything produced by the company was lettered as "Lionel Lines."

These cars and their larger brethren were sort-of-generic passenger cars and were familiar to kids all over the country. They had celerestory roofs and arched windows as did many passenger trains of that era. See **photos 3 and 4** as the basic number #35 coach. Notice that the orange cars are lettered "Pullman" and "Parlor Car." The latter is incorrect. As far as I know, Lionel didn't offer a "Parlor Car" in this series. Also, the lettering on the "Parlor Car" is slightly larger, so I suspect the restorer used dry transfer letters for the slightly larger 180 series for this car.

That set did sometimes have a Parlor Car. I have one in my basement.

Window Details

Next, look at the windows. All the dark

olive green cars have blue speckled trim in the upper window panels. Two of the orange cars have red trim. They should all be blue for these cars, but red would be correct for earlier sets prior to roughly 1918. Some orange cars might also have plain white trim. This trim is available from parts dealers. It is often missing or damaged, so keep some handy at your work bench as replacements. A final note on windows: at both ends of the cars are smaller, arched bathroom windows. While the early versions had oval windows, some observation cars had them only at one end (away from the platform).

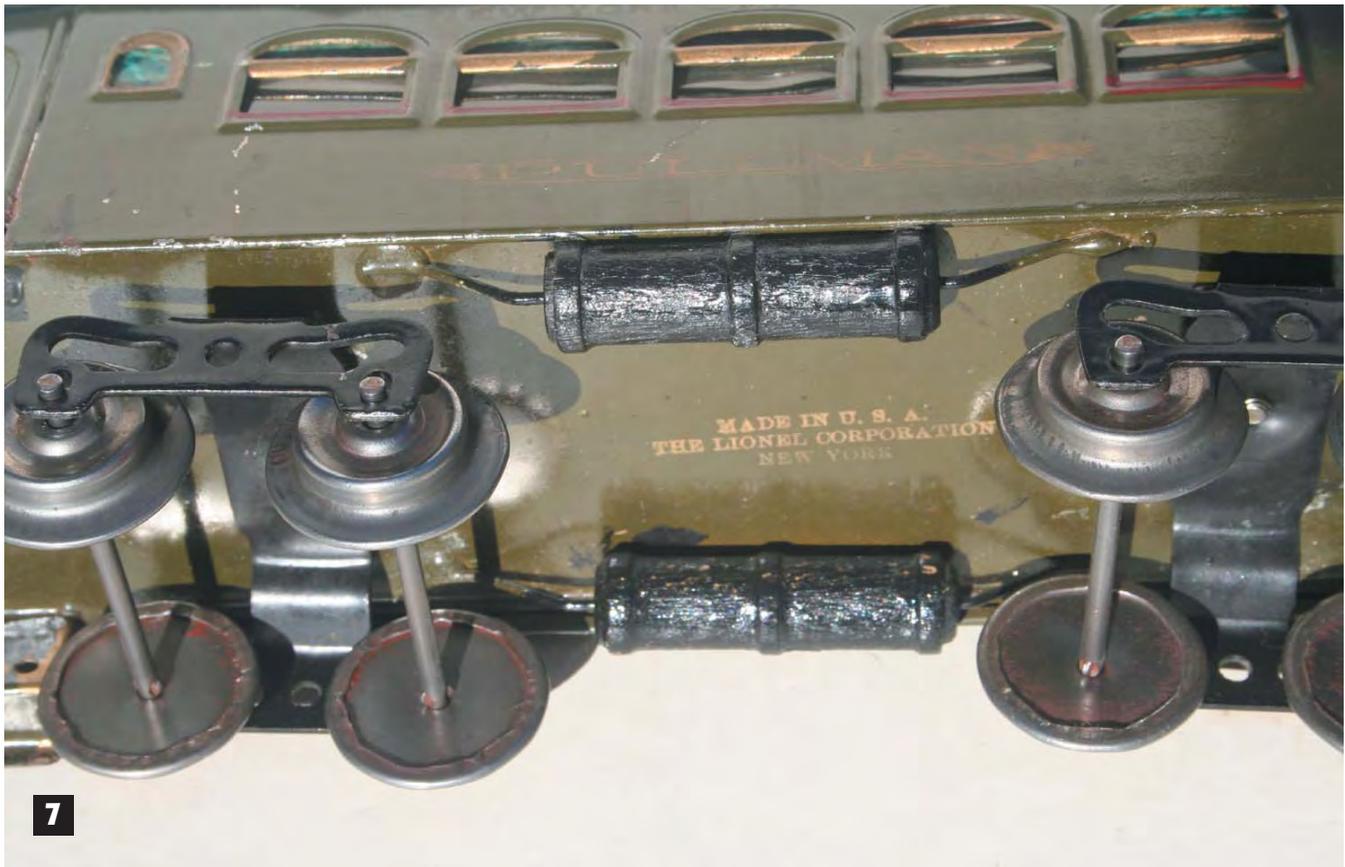
But I digress. The companion unit is the #36 observation car as shown in **photo 5**. They always matched the coaches but underwent a bit more development. Look at the platforms in **photo 6**. The orange version is earlier. While the pattern is the same, like whirling fan blades, the top and bottom railings are different. An even earlier version was similar to the orange car, but about 50% longer, which resulted in a rather odd appearance. That version usually doesn't have the rear bathroom windows.



5



6



Take another look at the pictures of the cars. All the olive green ones and the orange Pullman have wooden air tanks underneath. The orange parlor and observation cars do not. Either way could be correct. While cars with air tanks were more common, some came without air tanks.

Photo 7 shows the bottom of #35 and clearly shows both the air tanks and the “air lines” which connect them to the car. The last #35 series cars had the later black-painted tinsplate tanks with nickel-plated ends which were standard for the classic period. **Photo 7** also shows the Lionel identification stamped on the bottom. These cars are post-

1917, since they are marked for “The Lionel Corporation” rather than embossed “The Lionel Manufacturing Company.”

The answer to the trivia question — all race horses. In the equine world, it doesn’t matter what month of the year they were born. They’re all a year older on January 1.

See you next issue with more Standard gauge on a budget! 🚂

Photographs by Ken Morgan

Toy Trunk Railroad

by Erik Sansom



A Lionel Puzzlement

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

Line and Shape

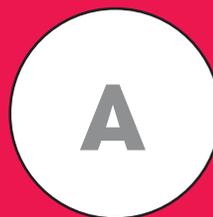
If a line forms a closed figure, as in the case of a railway trademark, the figure is perceived as a whole. But while the outline is sparse, the information is often adequate to identify the trademark. In this puzzlement, match the railway with the provided shapes. And since some trademarks are of similar shape, extra railroad names are listed to make it a challenge. Place the letter on the line beside the number. Enjoy! 

Railways

1. ___ Baltimore & Ohio Railroad
2. ___ Canadian Pacific Railway Lines
3. ___ Chicago & North Western System
4. ___ Erie Railroad
5. ___ Great Northern Railway
6. ___ Illinois Central Railroad
7. ___ Lehigh Valley Railroad
8. ___ Missouri Pacific Railroad
9. ___ New York Central Railroad
10. ___ Nickel Plate Road (New York, Chicago & St. Louis Railway)
11. ___ Pennsylvania Railroad
12. ___ Reading Lines (Reading Company)
13. ___ Rock Island (Chicago, Rock Island & Pacific Railway)
14. ___ Santa Fe (Atchison, Topeka & Santa Fe Railway)
15. ___ Seaboard Railway
16. ___ Soo Line (Minneapolis, St. Paul & Sault Ste. Marie Railroad)
17. ___ Southern Pacific Company
18. ___ Union Pacific Railroad
19. ___ Wabash Railroad
20. ___ Western Pacific Railroad

**ANSWERS ARE PUBLISHED IN TLR ...
SOMEWHERE.**

Shapes



**COLOR
THE TRAIN and
TITLE!**



KIDS KABOOSE

by "Boomer" RM 24608

FOR OUR YOUNG ENGINEERS

MATCHING

Find the matching pair of stamps and circle them.



WORD FIND

Can you find the LIONEL name 6 times? Look across, down, diagonally, forwards and backwards. Circle the words you find.

E L I O N E L N O L
 N I O L E I I E N I
 O L L I O N E L N O
 O N I N I E N E L N
 I L E N O I L O N E
 L L I O N E L N O L

SECRET MESSAGE

Cross out the letters X, Y, and Z to find out what the conductor said:

XZAYLLYZAXBYOAZXRYDZYZ

See your name in *The Lion Roars!*

Do the activities on this page, mail it or a copy to Boomer, and if you're a winner, you could see **your name here!** Print your name, age and address and mail to: Boomer's Kids Kaboose, 123 Central St., Orland, CA 95963. (Entries are judged on accuracy and neatness)



NC288

MENDEL · RAYMOND · OTO

ROSS · YOUNG · PROBYN · REED · LAPLACE

THE GREAT TRAIN STORY