

Volume 38, No. 3 February, 2009

# The Lion Roars



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



**SACRAMENTO**  
**DISCOVER GOLD**  
**LCCA 2009**

Meals and Merlot  
on Wheels

# Thriller Chiller



A Frosty yet Friendly Invitation to Find your Way to this Car.

This detailed model of a 57-foot BNSF mechanical reefer was designed by the LCCA and made by Lionel® according to club specs. It's available to club members as a memento of the upcoming 2009 Convention in Sacramento, California. The dramatic *metallic white pearl* paint and high-gloss finish suggests that the car is "frozen" as indicated by the roof-edge icicles and the "Ice Cold Express" slogan.

This car bears the design features of its class:

- Brake equipment positioned low on one end
- Short ladders
- Metal (not plastic) floor
- Modern roof with no running board
- Sliding compartment door reveals the onboard diesel engine
- Die-cast metal sprung trucks with rotating bearing caps
- Operating couplers with hidden uncoupler tabs
- Metal underframe detail
- Opening doors.

First-time-ever *added features* by LCCA include: an on/off indicator light for the onboard diesel refrigeration unit, a simulated load of boxes of California grapes inside the car, a posed delivery man at the door, ice-blue-painted trucks, and the city of Sacramento logo on both sides of the car.

LCCA members who collect club Convention cars will want to add this special product to their cache, and BNSF niche collectors will want this "cool and different" item!

NOTE: This car may become an essential piece in a possible future Lionel release bearing this distinctive décor scheme. A whispered word to the wise collector – order this car now!



**LIMIT: Two 2009 Convention cars per member. Deadline for orders: May 31, 2009**

*Once submitted, LCCA will consider this is a firm order and not refundable.*

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_ e-mail: \_\_\_\_\_

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

Check this box if any part of your address is new.

**PURCHASE METHOD:**

My check is enclosed, made payable to "LCCA" with "2009CC" on the memo line.

Bill this purchase to my credit card account.

No.: \_\_\_\_\_ Expiration: \_\_\_\_\_

Disc  MasterCard  Visa Code: \_\_\_\_\_

*The 3 digits at the signature panel on back of your card*

Signature: \_\_\_\_\_

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

**DO THE MATH:**

One 2009 Convention Car, \$99.95 \$ \_\_\_\_\_

Two 2009 Convention Cars, \$199.90 \$ \_\_\_\_\_

(Includes S&H to Continental USA)

Extended S&H to AK, HI, and Canada — add \$10 \$ \_\_\_\_\_

Extended S&H to all other foreign countries — add \$15 \$ \_\_\_\_\_

Illinois residents only, add 7% sales tax — \$7 each \$ \_\_\_\_\_

Total: (in U.S. funds): \$ \_\_\_\_\_

*Mail this order form or a photocopy to the best toy train club on the planet:*

**LCCA Business Office • Dept 2009CC • P.O. Box 479 • LaSalle, IL 61301-0479**

To order online: [www.lionelcollectors.org](http://www.lionelcollectors.org) — at the main page, click on "LCCA Store".

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**ON THE COVER**

“All Aboard!” for a memorable excursion on the Napa Valley Train through California’s wine country during the LCCA 2009 Convention.

*Photograph provided by Napa Valley Wine Train*

**Contacting the LCCA Business Office**

Members can contact the Business Office for routine services through the club’s website at [www.lionelcollectors.org](http://www.lionelcollectors.org), by e-mail at [lcca@cpointcc.com](mailto:lcca@cpointcc.com), by fax at 815-223-0791, or by mail at: LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.

Business office services are limited to providing or processing changes of address, changes of phone number, “make good” copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements,

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- Business Office* - Their role is limited to routine services.
- Secretary* - Inquiries about membership lapses and administrative support.
- Membership Chair* - Joining LCCA and membership questions.
- Immediate Past President* - Complaint against another member.
- President* - Always available and as a last resort.

The LCCA is not affiliated with Lionel or Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Board of Directors or the views of officers and appointed officials; nor do they indicate a club endorsement of any products mentioned.



# The President's Report

by Richard H. Johnson  
RM 7103

I hope all of you had a merry Christmas and are finding 2009 to be better than 2008. While politicians and pundits scramble to offer ideas for a stimulus package for the good of the country, here's my suggestion for "redistributing the wealth" of human experience without costing anyone anything – share the richness of our hobby with others who need a lift or want to hear a good true story.

LCCA spreads enthusiasm for the toy train hobby to the public at the World's Greatest Hobby on Tour Shows around the country. By the time this issue of *TLR* reaches you, we will have already "spread the word" to tens of thousands of visitors at three such shows held in early 2009 in Philadelphia, Nashville, and San Antonio.

There is always lively conversation during these shows about our favorite subject. Club officials "talk the talk" and listen to anecdotal stories of attendees who fondly remember boyhood adventures with Lionel®, Marx®, or American Flyer® products. Fond memories of "dad" are often wrapped up in these stories. WGHOT visitors who show an interest in O-gauge trains and the club receive a complimentary copy of *The Lion Roars* and a membership application.

Although memory tends to fade as years progress, it's amazing how mature men can recall with crystalline clarity the 50-or-more-years-ago details about a train layout in the basement or attic, their first or favorite train, the creative play with trains within their family or with the neighborhood guys, the re-awakening of interest in the hobby later on, and the appreciation of time spent with dad for fun while learning practical skills. Each has his own unique life story about trains to share, yet there are many common threads woven into the tapestry of life with this hobby.

I can't imagine what the children of this generation will tell their family and friends 50 years from now when they reflect on their childhood adventures. The majority will dwell on their electronic games. Not many will be able to tell fascinating stories like we can. Through creative imagination, our generation built miniature railroads founded on boyhood dreams of an Iron Empire with each of us at the controls. Tell *your* story while there's time. 

## Record-setting Attendance at WGHOT Show

The World's Greatest Hobby on Tour (WGHOT) was the inaugural event at the new Greater Philadelphia Expo Center on January 3 and 4, 2009. On Saturday 24,690 people attended the show and on Sunday 15,562 people visited the event for a weekend total of 40,152 people. This is believed to be the largest



number of people ever to attend a model train show in the United States.

The WGHOT is a model railroad show designed to appeal to the masses and to introduce the general public to the hobby in an exciting, family-oriented atmosphere. The show featured over 20 huge operating model railroads, all the leading model railroad manufacturers, retailers offering everything needed to run a model railroad, and an LCCA information station.

Show Chairman Dave Swanson said, "The amazing attendance of this show proves there is still a tremendous interest in model trains." The World's Greatest Hobby on Tour has sponsored 20 shows to date with more than 500,000 attendees. The remaining 2009 destinations for the show are Nashville, TN; San Antonio, TX; Cleveland, OH; and Seattle-Tacoma, WA.

## Answers to Lionel Puzzlement

1. Outlaw, 2. Petunia, 3. Mickey, 4. Woodstock, 5. Daffy Duck, 6. Santa, 7. Wile E. Coyote, 8. Hobo, 9. Bugs Bunny, 10. Tweety, 11. Reindeer, 12. Charlie Brown, 13. Penelope, 14. Chew, 15. Goofy.

# A TASTE OF OLIVE

by Paul V. Ambrose RM 9406

Lionel cataloged some better-quality, olive-painted military items with USMC markings in the earlier 1960s such as the 3429 Flatcar with Operating USMC Helicopter, 3820 Flatcar with Submarine, 6640 Flatcar with IRBM Launcher, and 6824 Rescue Unit Caboose. Those four items are very collectible and quite pricey in their own right; however, some of the most collectible of all Lionel rolling stock are the uncataloged, low-end, olive military items from the mid-1960s. They are the featured pieces in this article. Aside from the 6651 “Big Bertha” Cannon Car, the other regular production items were unpainted olive plastic.

Until recently we could not even accurately identify these items by their proper Lionel stock numbers. We now can, thanks again to John W. Schmid and his “*Authoritative Guide to Lionel’s Promotional Outfits 1960-1969.*” Per his wonderful book, the Hopper is definitively 6176-100, the Gondola is 6142-175 with one fixed and one operating coupler, and 6042-100 with two fixed couplers. The Turbo Missile-Launcher is 3309-50, while the Rescue Unit and SP-type cabooses are 6119-125 and 6167-175 respectively. Lionel even decorated a special “6167-1967” gold heat-stamped Hopper for the 1967 TTOS convention. The artwork for that car was, as stated on the car itself, designed by the noteworthy author and Lionel collector, Louis H. Hertz. Ironically, the hopper is mis-numbered; 6167 is a SP-type caboose number. The model should have been numbered “6176-1967” as the correct designation for a hopper.

Furthermore, John has identified by Lionel stock number the miscellaneous military items purchased from Payton Products and the soldiers purchased from MPC (Model Products Corporation). He has also located documentation confirming one bulk purchase from Payton named “Military Assortment” and dated 8-04-64. The MPC Soldiers are 975-1, the Payton Truck or Troop Carrier is 958-50, the Payton Tank 958-75, the Payton Jeep 958-150, and the Payton Cannon 958-175.



The three unpainted olive rolling stock items in the foreground of **photo 1** were used by Lionel in select

uncataloged military-related outfits. They are 6176-100 Hopper, 6142-175 Gondola with one fixed and one operating coupler or 6042-100 when fitted with two fixed couplers, and the relatively scarce 3309-50 Turbo Missile Launcher. In the background are a special 1967 gold heat-stamped TTOS Convention Hopper that is seldom seen in the marketplace and a mock-up of a Hopper with a Bethlehem Steel adhesive emblem. A similar item to the one pictured was observed in the Lionel Archives.



In the rear of **photo 2** is a 6651 “Big Bertha” Cannon Car with four wooden shells. The flatcar was olive-painted over a red body mold with a unique unpainted olive superstructure; note the copper leaf-spring in the coupler head. At the bottom left is Work Caboose 6119-125 flanked by the somewhat scarce SP-type Caboose 6167-175.



Shown in **photo 3** is an early-1960s grouping of Payton Products olive-colored military items in their sealed original packaging. Payton was a supplier to Lionel of military miscellany for use with some promotional (uncataloged) outfits circa 1964. Observe the four larger units in the rear – two blister-packs and two with header-cards. Each was priced at 98 cents, while the three smaller packages in the foreground were sold for 29 cents! Besides soldiers, each of

the 98-cent examples included three specific items used by Lionel, namely the two-piece Jeep with Cannon, an open-back Troop Carrier, and most noteworthy of all, a Tank that is associated with several Sears Sets; most notably No. 9820.



The toy soldiers that Lionel included with several of their circa 1964 military-related promotional outfits are shown in **photo 4**. The soldiers were bulk purchased from MPC as Lionel stock number 975-1 and were repackaged in cellophane at the factory with ten items in a packet for inclusion in select sets. Our picture shows the seven positions of MPC soldiers from the era; as such, duplicity in packaging was unavoidable. A packet of ten may not even have included all seven positions.



Original MPC soldiers ALWAYS carried the stylized MPC logo on the underside as shown in **photo 5**. Remember, Payton sold the soft-plastic military vehicles to Lionel, but MPC supplied the soldiers.



The olive Turbo Missile Launcher was identified by Lionel as 3309-50. The example in the foreground of **photo 6** is a regular production unpainted olive body with one fixed and one operating coupler. The launch mechanism is a combination of both blue and teal plastic, not uncommon circa 1964.

Because of telltale signs to discerning eyes, we believe the model in the rear to be a rare pre-production sample assembled solely for photographic purposes. Most noteworthy is the red body mold that was painted olive! This sample was completed with the early and most common blue launch mechanism in addition to two operating couplers.



**Photo 7** details the circular area where the plastic AAR truck was riveted directly to the car body. Look closely, and you will notice an area of red that was not completely covered during the painting process.

*Digital imagery by Marc Soracco Photography*

The LCCA Technology Team will conduct an **eTrack and Website Forum** on Wednesday evening, July 22, at 7:30 p.m. The location in the Radisson will be announced on site. Plan to attend this open forum where you will:

- learn about new features being planned for the website
- provide input and feedback on *eTrack* and the website
- participate in an open question and answer session
- help shape the future of the club's award winning website
- see our website and Members Only area in real time – this is your opportunity to get started.
- discover how to use *eTrack* to submit your ads to *Interchange Track*.

# LCCA Product Development Shop

by Lou Caponi  
RM 8735

## The Bright Side

The holidays have come and gone and, hopefully, so have the headaches of 2008. As we chug into 2009, we should approach it with a positive attitude. Remember, difficult times don't last forever – thank goodness! Many of us in this hobby are quite fortunate. For whatever reason, we have always been able to weather the storm.

During the 28 years I was in the hobby business, some of my best years were during times of economic instability. My explanation is that people always need to find ways to cope with the stress of day-to-day living. This is why many turn to their hobbies – building plastic models, constructing doll houses, collecting miniatures, flying model airplanes, running radio-controlled cars, or operating toy trains – as enjoyable and effective stress relievers. People find the money to enjoy the things that keep them happy. My point is, don't be a sad sack or a doom-and-gloom prophet. Life is too short! As the song says, “Don't Worry, Be Happy.”

## Ch-Ch-Changes

There are a ton of things going on within the model train industry. If you haven't already heard, Lionel® and MTH® have reached a licensing agreement. This is a sign of the times and a step toward efficiency and economy. Product prices have increased, and the new catalogs show higher dollar signs. However, these prices do not reflect increased profit margins for Lionel, MTH, or train clubs. Rather, they reflect higher labor, raw materials, and shipping costs both here and abroad. Our own 2009 Convention Car is a close-to-home example of these factors in play. My first reaction to the Lionel cost quotation for this car was, “This is a joke, right?” Their response was, “Nope.”

I analyzed the pricing and started with the basic cost of a Lionel 14-1/4-inch long, scale mechanical refrigerator car with the best detailing available on the market today. LCCA added a state-of-the-art *metallic white pearl* paint job, special graphics, new roller bearing painted metal (not plastic) trucks, a worker carrying two crates of grapes, a simulated grape load inside the car, a new indicator light to the left of the door, and mailer packaging. Considering 25 to 40% price increases to cover higher labor, materials, and shipping costs, it all fell into place.

It's not your “average Standard O car.” For a little extra money, we're offering a heck of a lot of extra features. For 99% of our members, the S&H cost will be included in the price. An ad with the order form for this item is placed on the inside front cover of this issue of *TLR*. Don't forget that this Convention car will fit in with an upcoming Lionel release!

LCCA will produce this car with a very limited production run. As always, first come, first served! With a **May 31 deadline**, there are fewer “think about it” days, so act now and order this car. Don't procrastinate!

## Moving On – H<sub>2</sub>O To Go

We have already sold three-fourths of our inventory of the lighted Yellow Water Tower. Members who purchased the Big Yellow Quencher seem to be quite pleased with it based on the e-mails and letters I have received.

My phone has been ringing steadily with calls from members asking if this item is still available. It is the first release of this Lionel product with the slow-fade warning light on top, and LCCA members have the opportunity to purchase this limited-edition, unique-color version before a regular production model hits the marketplace.

## Where's Waldo – Rather, the Burlington 216?

The pending Burlington 216 train set has not been announced yet for several reasons. First, the pricing. LCCA requires a locked-in price from the factory in China before the club will consider a contract. As of this writing, we have no locked-in price.

Second, the specs. The train must be made according to specifications set by both LCCA and Lionel with no substitutions downstream, especially the upgraded Magnetraction™ requirement and passenger car modifications. These specs have not yet been agreed upon.

Third, the operating system. We need to decide whether this set will be with or without TMCC™. This decision must be made soon, and your input is important. Right now, “without TMCC” is leading. If you plan to purchase this train set, please e-mail me your preference at [caponilj@comcast.net](mailto:caponilj@comcast.net) or send a fax to me at 610-543-2497 ASAP. We intend to include diesel sound, lights, Magnetraction, bell, and electronic horn as standard features.

I will visit Lionel soon to get this deal in writing. It may be offered for sale in the next issue of *TLR*. No 100% up-front payments will be required. It will not take as long to produce and deliver this train set because the tooling is finished and the paint and deco specs have been approved.

## What's in the Pipeline?

We should soon receive the Legacy Yard Set (Switch Tower and Crossing Shanty), the Amtrak® Passenger Shelter, and the Luxury Diner. These structures are in production now. They will be ready to ship within a few days of our receiving your order; no waiting for six months! Be on the lookout in club publications for the order form for these very affordable, layout-enhancing items.

What about the “Wonderful World of Lionel Train Shop” structure mentioned previously? This is a painstaking project. We are working with some new tooling and upgrades that will make this building one of the coolest on your layout. It is taking quite a bit of time to create a production sample. When I say, “It'll be worth that wait,” I'm normally right, so please sit tight. Have a happy, healthy, and safe 2009! 

# The New Kid on the Block

by Barrie W. Braden  
RM 560

*Editor's Note: Barrie is the Editor of LCCA's eTrack, the club's online buy-sell-swap publication.*

Members with a computer with access to the Internet can go to the club's website at [www.lionelcollectors.org](http://www.lionelcollectors.org) and use *eTrack* as a digital tool for self-managing their ads. It's a free service to members and a great benefit to hobbyists. Many members rely on *eTrack* to build or enhance their collections, seek hard-to-find items, and sell duplicates or "fallen from favor" pieces.

LCCA realizes that some members do not own a computer or have access to the Internet, so I will perform the file management and data entry tasks for them. Just fill in the forms published in the front pages of each issue of the *Interchange Track* and send them to me via US Mail or fax it to my home office at 281-259-9305. To assure accuracy, please print clearly and follow the instructions on the forms so that your information will be correctly transmitted to the database. A one-digit error makes a BIG difference!



*Barrie and Annabell, Shih-Tzu "editorial assistant," are on the job and at your service for buy-sell-swap transactions through eTrack.*

After I enter the information to the LCCA database, it becomes available for publication in our printed publication, the *Interchange Track*. Craig Tribuzi, *IT* Editor, downloads the data provided by computer-savvy members, blends in the entries I have entered on behalf of members, then sends the combined text to the printer.

Members who use the forms and have six or more line items will receive a printout from me showing the text of your ads. This printout should arrive about the time the printed issue of the *IT* arrives at your mailbox. Use this printout to make corrections to the entries you want to include in the next issue of the *IT*, and then return it to me prior to the next deadline. If you want to ADD new items, use the forms regularly published inside the *IT*.

I want to make this process simple, easy to understand, and use. Since becoming *e-Track* Editor, I have processed on average about 130-140 member responses per publication. I encourage more members to use this valuable club resource. I look forward to assisting you. Happy Railroading! 🚂

*Photograph provided by Barrie W. Bradem*

## Toy Trunk Railroad

by Erik Sansom



# Standard Gauge Extraordinaire



by Steve Patterson RM 6680

*Editor's Note: Steve is a long-time member of LCCA and has delved into the hobby through several gauges. Because of his recent relocation from Arkansas to Florida, the trains and accessories on the gee-whiz Standard gauge layout described here are now in inventory at an auction house. However, the layout platform base remains in place in the train room above the garage alongside his former home in Little Rock.*

## In the Beginning, Marx

I discovered this great hobby when I was a boy. I always wanted a Lionel® train as a kid, but I never received one. That's because in the small town in Arkansas where my family lived, people traded in self-selected stores. The Western Auto store carried Marx® trains, and the local Oklahoma Tire and Battery store carried Lionel trains. My family bought a lot of stuff at Western Auto; thus the Marx trains.

## Later in Life

As an adult, I started out in the train hobby with HO trains, and I liked creating the scenery. However, that was a time-consuming task, and I got lost in the hustle and bustle. I started buying new Lionel O-gauge trains, but they didn't look right to me. The scenery for those trains required a larger room.

For a number of years, I had a good friend in the LCCA who got me started collecting O-gauge trains. I was fascinated by them. I was the first person in my family to collect trains. That was when if you had a complete set of 6464 series box cars, you had something. Then I discovered variations. There's not just one 6464-100 box car;

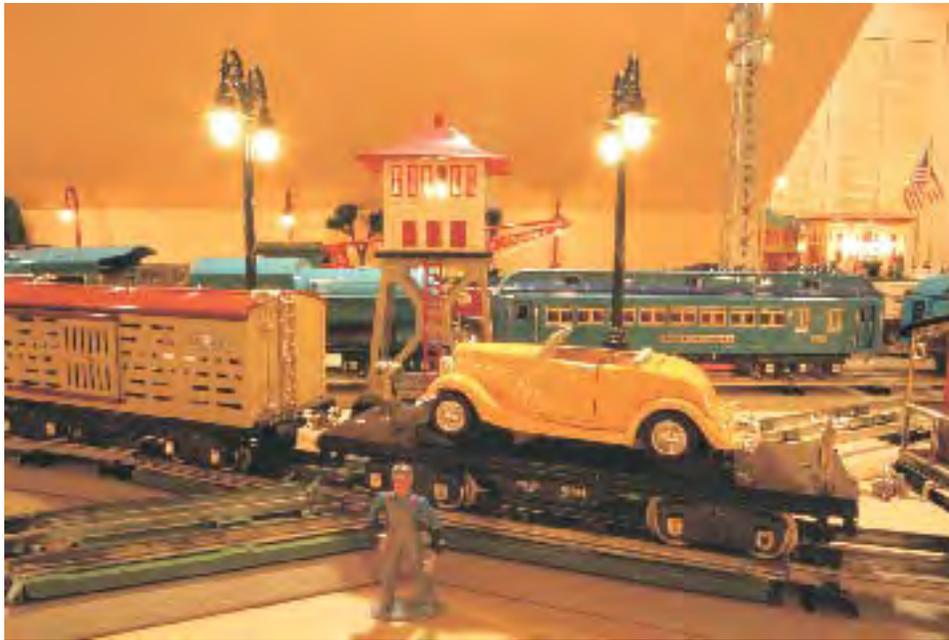
there are many of them. I ended up owning all the variations. I'm a collector by heart. My wife advises, "Never marry a collector because you'll regret it when you have to move someday."

At about that time I discovered a train book showing layouts around the country; one of them was Chuck Brasher's layout. I was amazed by it. The trains were big and shiny and had a nostalgic look. I entered a phase where I liked the toy look of Classic Era Standard gauge trains. There was no reason why I couldn't build a train layout to accommodate the real toys of the mid to late 1930s.

I started planning a Standard gauge layout and decided on a Homosote™ track bed with large sheets covering the entire platform base. After five years of looking at it, I wanted some other method. So I cut pieces of Homosote to fit the track routes, installed these pieces on the platform, and laid track on them.



Photograph by Mike Mottler



anybody would say it didn't exist, yet I had it.

When people look at Standard gauge layouts, especially the ladies, they like the trains because they are colorful – peacock, mauve, maroon, and terra cotta. The colors pop out. I recall an incident where a customer wrote to Lionel and complained about the “inaccurate” color of a semaphore. The company rep wrote back, “Ma’am or Sir, you may not realize it, but 90% of our trains are toys bought by women. They like colorful accessories a whole lot more than they care about an accurate color.”

### Space for the Layout

An up-then-down grade of eight inches required the length of the entire train room. The rise-to-run geometry for Standard gauge trains quickly gobbles up the available space. Also, a train needs a lot of forward momentum in order to make it up a hill – like “The Little Engine that Could.”

I’m also a car collector. In addition to space for a train layout, I needed space to park three cars. The width of the cars and access ways determined the footprint of the building that would also contain a train room on the second story.

### Layout Enablers

It takes three things to collect trains: money, luck, and knowledge. In the course of collecting trains, I met Harry Lovelock and Paul Ambrose. Although they were opposite personalities, both possessed an enormous amount of knowledge about variations in trains.

When I brought an unusual train, Harry would say, “That doesn’t exist.” But I found it. The searches are always a challenge, and that’s part of the fun. Paul came to my house in Little Rock to inspect a red steel flatcar with heat-stamped lettering. Of course,





The width was also limited by the size of the lot and enhancing the view. So I started with that dimension as a given. I wanted the entry to the layout in the train room to be a stairway that ascended to the middle of the upstairs layout; thus completely avoiding a duck-under.

The large upstairs train room was T-shaped, and I planned the layout to fit that space. The corners of this room were inaccessible, so I included little steps for access to those areas. I could fix a problem or attend to a derailment, then step back down. I determined that for every round of track I needed about six inches of width from both sides of the board. I maxed-out the size of the layout accordingly.

The train room had a blank wall, but I didn't know what to do with it. I considered installing glass shelves to display trains there, but I opted for another idea. I discovered the



artist who painted a striking mural at the city airport. He was the Chair of the Art Department at a local college. He was intrigued by the idea of creating a wall mural for my train room based on classic Lionel catalog artwork. I gave him 29 catalogs for inspiration, and he followed that style as much as he could. He painted the headlight

beams of the locomotives in a striking manner. It hurts your eyes because they're so bright. I always enjoyed that. When visitors come to the room and turn around to see the mural, their jaws drop with a "Wow!"

At night with the room lights out but with street lights, lighted buildings, accessories, and lights aboard the trains on, it seems like more than a thousand bulbs. I always run those ten percent less than the rating, so they'll last indefinitely.

The problem I ran into with all the lights burning was the shaking from vibrations. The layout top was made out of plywood covered with Homosote





in this second-story train room, there's no way to install a second level. But I was able to run the trains up an incline and make them disappear temporarily. Then they reappear as if coming from nowhere. That feature makes the layout seem larger than it is.

One little trick I learned from my days with HO trains is that you can do a lot of stuff with mirrors. The ponds on the layout in front of the window have mirrored backs. When people look at them they say, "Look, there's another bridge back there." It creates the illusion of depth, and it works surprisingly well. By setting the mirrored surface at a slight angle, you can avoid seeing yourself as a

and then covered with an outline of the track bed also made with Homosote. It's pretty sturdy, but some vibration is transferred. After a time it gets to the bulbs, and they work themselves out of the sockets.

### A Decade in the Making

The layout was started in 1991 and finished in 2000. For me, the difficult part was designing the room and sweating the details. The cabinetry was custom made. I didn't want a fabric skirt around the layout room; instead, I wanted raised-panel woodwork as functional cabinet doors. I took a lot of pictures at Disneyworld and saw how they did the Grand Floridian Hotel in the style of the 1920s and '30s. I wanted the train room to look like it was built during that period and appropriate to the timeframe of the trains.

I toyed with the idea of building a second level, but I've been there and done that with my O-gauge layout. Because of the slope of the ceiling to the walls

reflection and destroying the effect.

Because I'm relocating to Florida, I've decided to place all the Standard gauge rolling stock and accessories in the hands of an auction house. As for the layout platform, maybe the next owner of this house would want to keep it in place.





However, that's kind of a long shot for Standard gauge trains.

### Citizens of Lionville

One of the things that turned out to be not as much of a challenge as I thought was finding figures for the layout. It took me five years of going to the train shows at York (Pennsylvania) to purchase ten figures. Using the Internet, I bought all the rest of them in less than a year. The digital marketplace has certainly changed train collecting. With an item that one might think there's no market for, put it on eBay and sell it in a week.

### A New Layout in Florida

I've already designed the layout for the new house in Florida with RR Track® software. It's a very good tool because it has templates for all the available track sections and footprints for many structures and accessories. I like it so much that I stay up all night working with it.



As for trackwork, I've been looking at Atlas O-gauge track. It appears that they have most of the kinks worked out. That track system doesn't engage Magnetraction™, but that feature never was a big attraction to me anyway. So I keep busy – planning, dreaming, imagining.



I'm still fascinated by electronics that make a layout work better. I've seen some layouts with a lot of electronics built-in. Sometimes it doesn't work, at least not the way it was intended. Most of those problems are caused by operators who don't understand what's going on within the electronic gadgets, so they can't diagnose why it's not working. I see a lot of people getting in over their heads and then losing interest because it's too complex. One should strive to achieve a balance between technology and practicality. 

*Layout photographs provided by Steve Patterson*

# HANG 'EM HIGH

by C. Melville Hazen  
RM 26743

## Dad as a Door-opener to the Hobby

I've had Lionel® trains since Christmas of 1948 when I received a #2026 2-6-2 steam locomotive with smoke and its whistle tender, a Baby Ruth PRR box car, Sunoco Tank Car, SP Caboose, a #1033 transformer, and a figure-eight of three-rail track with an uncoupling section. When dad built a train table in our North Girard, Pennsylvania, home for me, I became hooked on trains for life. I have enjoyed a train set-up everywhere I have lived – except during a year of graduate work as a Spartan at Michigan State University and my last of four years in Kenton, Ohio, when I lived in tight quarters – a bedroom with bath, kitchen, and study room privileges.

I moved to Jacksonville, Florida, in August 1967 and built my first Florida train layout in a spare room. In 1970, my parents moved to Florida – and in with me – on a temporary basis. It lasted until dad passed away in 1995. Dad built a new train platform for me in an 8-½ by 9-foot room that required a crawl-under entryway. In the following years, he built a second and third level on the platform because my train collection expanded from Lionel to N gauge, HO, the American Flyer® Circus Train, and LGB®.

## More Scales, More Fun

I also added a loop of Z-gauge track on a late night whim when I called Walthers® and ordered a Chessie™ freight set, track, and power pack. I acquired a prewar Standard gauge #8, 0-4-0 electric locomotive and three cars which cried out to me, “Run me! Run me!” I answered their call and built a 2x4-foot frame and suspended it from the ceiling with chains. Voila! A new level four.

In 1997, the Lionel bug bit me big time when I purchased their reissued Bascule Bridge. It wouldn't fit on level two, so I rebuilt level three.

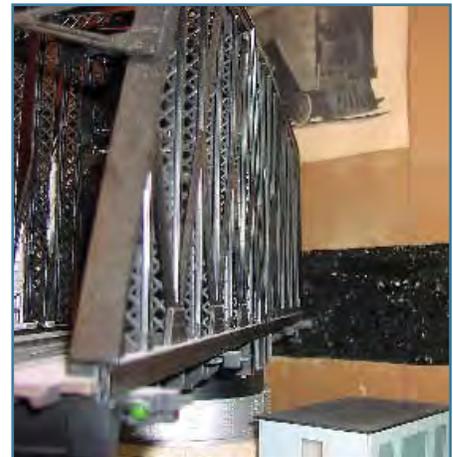


The Lift Bridge, Swing Bridge, and the Rotary Coal Dumper made things even more complicated. I added level four atop level three, and the track hanging from the ceiling became level five.

The Lift Bridge came first and all was working well until the Swing Bridge made its way into the train room. I relocated the Lift Bridge to the other side of level four.

## Surgery for a Swing Bridge

Installing the Swing Bridge wasn't a problem, but when I opened it to a full 90-degree turn, it struck the wall. Although I measured and pre-planned the location of this accessory, I awoke in the middle of the night and realized I installed



paneling on the walls of the room years ago. In effect, I slightly reduced the dimensions of the room, and the bridge was now in too-tight quarters.

As a quick fix, I cut a hole in the paneling for additional clearance for the bridge. It did swing open a bit further but not all the way. As a desperate last resort, I removed some plaster at that spot of the wall. Finally, the bridge operated as intended, but the fresh hole in the wall needed attention. I filled it with expandable foam, carved the contours to accommodate the bridge, painted it black, and named it “Anthracite Hollow.”

## A Stimulus for Collecting

When Lionel first announced the Century Club II™ trains which included the Empire State Express, I couldn't resist the collector's call. I began a fresh round of serious acquisitions. The NYC Hudson was the fifth loco in this series, and the other trains were all beauties. My collection grew by leaps and bounds, but my living space didn't keep pace.



## Thinking Vertically

Madge, my sweet wife of nearly 12 years, and I were sitting at the dinner table one night when she said, “Mel, you keep buying all these trains, but you don’t have anywhere to run them.” My response was, “I’m thinking about a plan for running them around the ceiling of the living room.” That idea received a quick veto, but Madge came back with, “What about the dining room?”

The dining room measured 8-½ by 9 feet, and it didn’t take long for me to get Dave Kaplan from The Train Works, my local hobby shop, to draw plans for a wooden platform resting on the cornices above the two window frames. It would be wide enough for two loops of Gargraves® track with O72 curves. He and Chet Thomas built the platform, installed the track, and I applied the power. Two trains were soon circling overhead. However, operating Lionel trains on Gargraves track on a plywood platform fastened to the walls cannot possibly comply with the local “quiet zone” rule, so the trains don’t run at meal times. A PRR GG-1 and Century Club II UP M-10000 polish the rails on level one.

A few weeks later, Madge and I were enjoying dinner when she said, “Well that was a good start, but what about the rest of your new trains?” We briefly discussed the garage as a locale, but it’s a separate structure from the house and would need oodles of money to make it weather-tight. That idea died a quick, more-or-less-painless death. When I mentioned that new ceiling-mounted systems were available, Madge suggested that I talk to Dave and see what he could suggest.

Dave and Chet came by on a Saturday and built a framework that held O63 and O48 loops of track on level two about 10 inches below level one. The NYC E7s and the Elvis Presley set holds forth on level two.

Madge was shopping while all this work was underway, and when she came home and made her way to the back of the house she said, “That looks great. When are you going to start level three?” Who was more surprised – Dave, Chet, or me?

A few weeks later, we installed level three with O63 and O48 loops in place below level two. The Polar Express and Century Club II Empire State Express complete the current display.

Our guests must be careful while navigating around the dining room table, but now six Lionel trains have the aerial right of way in and around our small dining room.

## Control and Accessories

All trains are controlled by the Lionel LEGACY™ command system through two ZWs and seven 180-watt bricks. I added a Marx® Girard Whistling Station, some lamp posts, a Rotary Beacon, a Double Floodlight Tower, and a Position Signal to the top level in the dining room to add interest. Trains will never operate in the living room, but some of my earliest postwar equipment still sits above the living room windows as it has for 41 years.

Wiring this project was a bit dicey, but everything goes up to the top level, across to a corner, and down a chase to the control center.

## Observations

I didn’t take pictures of actual construction while it was in progress. I wish I had more room; who among us doesn’t? Needless to say, folks who come into the house are surprised, amazed, impressed, and fascinated.

I still have a great deal of work to do in the train room, but I now have a place where I can run trains by flipping a switch and pressing the buttons on the CAB-2 Controller. A step ladder is a necessary “operating accessory” for adding smoke fluid to all the steam locomotives.

Want to try this in your home? Keep looking up, dream a bit, and have a conversation with your spouse. Hopefully, she’ll understand your hobby interest and endorse – or at least endure – the proposed enhancement to your home décor. Let your imagination run wild. Remember, vertically oriented train layouts save floor space, but not necessarily money. When you’re ready, adopt the recommendation of *The Fifth Dimension*: “Up, Up and Away!”

*About the author: Mel Hazen is a high school and college math teacher now living and working in semi-retirement in Jacksonville, FL. He has no plans to totally retire anytime soon; there are still trains to ride and buy. He and Madge were married in 1996, and they enjoyed an Amtrak honeymoon with stops in Washington, DC, Chicago, and New York City.*

*Photographs by C. Melville Hazen and B. F. Hall*



by M.L. Hilton, Guest Author

The Napa Valley Wine Train (NVWT) is a rare breed – a line-up of beautifully refurbished antique rail cars housing a modern and efficient restaurant operation situated amongst the world famous Napa, California, vineyards.

While it appears effortless to the hundreds of visitors who ride the NVWT daily, the operation of this railroad is very complex. From the reservation system, to the station activities, to boarding and serving guests on the train – many people work together and create an enhanced experience for the visitors and locals who dine, wine-taste, tour wineries, and experience the premier Northern California wine country via the rails.

The operations crew at the rail yard does the heavy lifting. “This is hard, hard lifting; heavy work,” says Train Master and Chief Operating Officer Gregg Evensen about the collection of historic leviathans that weigh more than 80 tons each. The 1915-17 era Pullman cars that make up most of the train were built well before the advent of lightweight fabrics and materials. It takes a lot of muscle to remove, replace, tighten, and tinker with the massive steel apparatus.

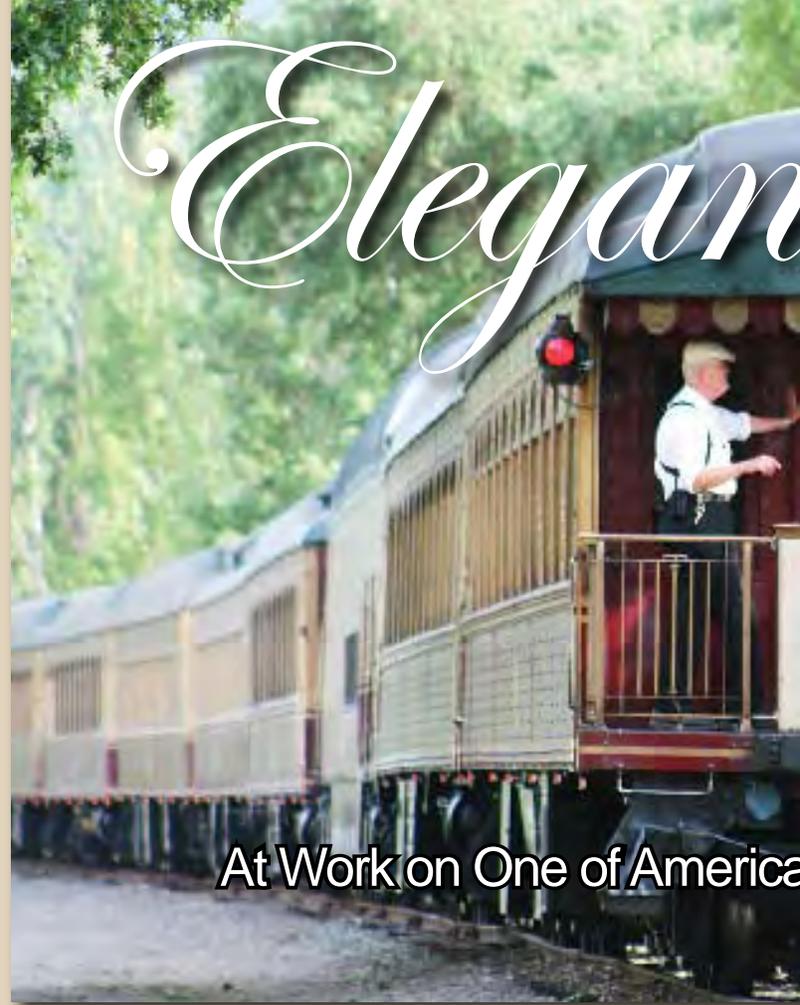
### Napa’s MacGyver

Evensen heads the crew that works tirelessly to keep the train running more than 300 days a year. One of his biggest challenges is the constant maintenance and attention needed to keep the vintage equipment in service. “It runs all the time and never stops,” he says. Much of the equipment is so old that there are few actual parts available when something wears out or needs replacing. Evensen maintains a portion of the rail yard – called “K-Mart” – which houses salvaged parts and pieces of cars for use when it comes time to put in a fix. “I have good supply of wheels, drawbars, couplers, and draft gears,” he said. It is not surprising that the talented Evensen is called “MacGyver” around the yard.

A Napa resident since childhood (he was born in Sonoma), Evensen graduated from St. Helena High School in 1976. The Evensen family lived first in Yountville and then in Oakville in 1966 when Robert Mondavi started his winery. The family has been a long-time supporter of the NVWT from the outset, beginning with his dad.



*Photograph by Jennifer Brugman*



At Work on One of America

## History of the Rail Cars

### The Pullman Cars

The typical NVWT consist is nine cars and two locomotives on the point. It makes one to two runs a day from the McKinstry Street Station in Napa to St. Helena and back. Of the nine cars, seven are the early Pullman cars now in service as four lounge cars, two dining cars, the “Silverado” barbeque car, a unique kitchen car, and the 1952 Vista Dome car.

In 1915 the Northern Pacific Railway bought 33 new First Class Coaches from the Pullman Company. Those cars were numbered 1200 through 1232 and were put into service on the Northern Pacific’s top trains, the North Coast Limited and the Northern Pacific Express/Atlantic Express. The new cars were about 80 feet long and of all-steel construction, a relatively recent innovation in railroad passenger cars at that time. The traveling public demanded them for safety reasons. Wooden cars were more likely to break up, burn, or be telescoped in an accident.

In 1960, the Denver and Rio Grande Western purchased eight of these Pullmans for its Ski Train service from Denver to Winter Park. NP 1214, 1217, 1225, 1227, 1216, 1213, 1210, and 1218 became D&RGW 1011-1018. Then in 1987 they were traded to the NVWT and are still in service today.



## the most unique Short Lines

The Pullman cars are now numbered and named: 1018 “Chardonnay,” 1014 “Zinfandel,” 1013 “Silverado Trail,” 1015 “Le Petit Gourmet,” 1011 “Cabernet Sauvignon,” 1017 “Merlot,” and 1100 “Le Gourmet Express.” There are two other Pullmans not currently in service: 1016 “The 49er” and 1012 which is unnamed.

### The Vista Dome

While not as old, the Vista Dome car has a unique history. Only ten of these cars were built by Pullman Standard and were numbered 50 through 59. Our car was number 52 and it initially went in service on the Olympian Hiawatha. We have a very cool poster of the Hiawatha in the Vista Dome Car. These were the first full-car-length domes built with seating for 68 passengers upstairs and 28 patrons in a cafe downstairs. They were the first Pullman Standard domes with curved glass. Sixteen tons of air conditioning capacity was needed to cool the cars, and a 70 HP diesel generator provided the muscle for that system. The NVWT crew converted part of the downstairs lounge into a kitchen and small wine-tasting bar. The Vista Dome is the site of our special Wine Maker Dinner and Vintner Lunches.

### The Locomotives

The ALCO FA was a family of diesel locomotives designed to haul freight trains. Our locomotives were built in Montreal, Canada, at Montreal Locomotive Works which

was the Canadian equivalent to the American Locomotive Company. These diesel locomotives are like today’s Prius automobile, but without the batteries. The diesel prime mover drives an electric generator which provides electricity to the traction motors that turn all four sets of wheels on the locomotives. A smaller power unit in the engine called the HEP (Head Engine Power) provides electricity for the kitchens, lighting, and temperature controls.

Unit 70 was built in 1958 and the 71, 72, and 73 units were built in 1959. Our locomotives were geared to operate at more than 90 mph, but they now run at about 20 mph. They are a cab unit design and are a dual passenger-freight version. They were originally equipped with a steam generator for heating passenger cars. This has been replaced by HEP units that provide electricity for the passenger cars.

Several FA units exist in railroad museums. In addition to our four, a few are in operational status for the Grand Canyon Railroad in Arizona and the Cuyahoga Valley Scenic Railroad in Ohio. Hundreds of these engines were built, yet only about 20 of them remain. All four of the NVWT locomotives are in regular service.

### Planned Progress

The NVWT has owned other cars. Some provide offices for the rail yard staff and some were dismantled to help supply “K-Mart.” Evensen says that he pulled everything he could think of off the cars before they were scrapped.

The NVWT converted engine 73 from diesel to compressed natural gas operation in 2001. That year, it started with a 60 percent natural gas and 40 percent diesel fuel mixture. By May 2008, the conversion to CNG was 100 percent. “It was a major breakthrough because we are the only railroad doing this. It is the wave of the future – saving diesel, reducing smoke emissions,” Evensen said.

Working on the CNG conversion at the leading edge of train technology and maintaining a fleet of equipment that was retired from service generations ago is a unique position for Evensen and the crew. He is frequently approached by other rail professionals around the world to answer questions about the mechanisms and systems of the older rail cars as well as the workings of the CNG engine.

The Napa Valley Wine Train represents a period of railroad history that would fade into the landscape without the dedication to preserve and use it. It also manifests the future of the community with its emphasis on clean energy and high-quality customer service. It is railroading from the past but also of the future – the progressive evolution of the Iron Horse.

*Editor’s Postscript: M.L. Hilton is a big fan of the Napa Valley Wine Train and the Director of Marketing for the railroad. Anthony Giaccio provided the historical information in this article.*

*Photograph above provided by Trenton McManus*

# CALIFORNIA

by John Fisher RM 6541 and  
Eric Fogg RM 12768

The secret is out! Sacramento 2009 is shaping up to be our best Convention ever with a great headquarters hotel and a tour lineup tailored especially for our members. You'll be able to ride a train *every weekday* you're in the Golden State!

In our recent member survey many of you expressed a desire to include extended family members in the fun that is an LCCA Convention. It's yet another instance where the best ideas for improvements come from you, the members.

## Family Registration

The first exciting change makes it possible for you to include as many members of your extended family as you'd like – grandchildren, parents, in-laws, etc. All you need to do is register everyone on your official Convention Registration Form and let us know their relationship to you so we may prepare a special badge for each of them.

They will not be required to pay a registration fee as long as they are registered at the same time as you. They will be able to attend all Convention activities including tours, the Get Acquainted Party, Banquet, and Trading Hall. Of course, they'll need tickets to those events, just like you. Simply include the ticket prices for these activities with your registration. As always, our special registration gift goes *only* to the member when they check in with our Convention registration team in Sacramento.

## Free Registration

The second fun improvement will make it possible for many of you to have your Convention registration fee refunded. It's simple – just convince another member who has never attended The Best Toy Train Convention on the Planet to register for the Sacramento event.

When you arrive in Sacramento you and the first-time attendee need to notify our registration team. They'll verify it and arrange for a registration refund to be sent to you following the Convention. Everyone wins! You will earn a free registration; your friend will experience a fantastic Convention and attend the first-timers reception. Both will receive an exciting registration gift.

## Hotels

That's right – hotels – as in more than one. The Sacramento Radisson is a wonderful California resort hotel right out of a movie set. It's only two stories high and built around a scenic lake.

We've arranged for overflow space at the nearby Courtyard by Marriott. There will be shuttle bus service between the two or you can easily walk from one hotel to the other. All Convention activities will take place at the Radisson.

We don't normally even consider hotels that can't handle all our members, but in this case we made an exception because Sacramento is such an incredible destination. We didn't want anyone to miss this California experience!



Delta King Riverboat

# A DREAMIN'



## Room Assignments

Your best bet is to register soon. The Convention Registration Form is included in this issue as the Inside Front Ghost Cover. We'll fill our room block at the Radisson before assigning guests to the Marriott.

Room assignments at the Radisson will be made based on length of stay and the date reservations were received by the hotel. You won't want to miss a day of "The Best Toy Train Convention on the Planet."

The beautifully landscaped grounds and convenient parking are "bonus points" in our favor. If the weather cooperates, we may hold some events outdoors. Because our LCCA group is so large, we'll probably be the only group in the hotel for most of the week, so you'll be able to make yourself right at home. Attention train watchers – there's a rail line and a trestle bridge about half a block behind the hotel parking lot.



## Tour Highlights

Speaking of trains, if you choose, you could ride one every weekday during the Convention. Check out the pages of this issue filled with tour activities. Fair warning – don't wait too long to make up your mind. Many of the venues are small and that can't be helped. Sign up early; you won't be disappointed!

Monday is a special treat and a wonderful introduction to northern California and its #1 export – wine. The views and the food on the LCCA-chartered Napa Valley Wine Train can't be beat and the motive power – specially-painted Alcos – aren't bad either.

Tuesday you'll get a chance to see Sacramento (watch for the "Governator") but the highlight will be the world renowned California State Railroad Museum. True to LCCA form, we visit after-hours when we'll have plenty of private time to see it all, including a premier collection of toy trains.

Riding a train is one thing, but riding in the cab is something else. On Wednesday you'll have not one, but two, chances to win a free ride in the cab of the train. We'll have a special drawing for tour registrants to score this experience!

Get to bed early because on Thursday we set out for the "City by the Bay!" We didn't want to get you so close to San Francisco without letting you see this fabulous iconic city. The Golden Gate Bridge, Chinatown, cable cars (our train ride for the day), and much more are included.

Friday you'll have two train rides to consider in the morning. One of them is full of historic trolleys from all over the West, while the other represents the latest in light rail technology. And you'll be back in plenty of time for our Annual Meeting and the Lionel Seminar.

How bad a pun is it to tell you that if you come to Sacramento you need to "get into training"? The key point is that you need to be prepared. The ball is in your court. All the information you need is included in this issue of *The Lion Roars*. Read it over, make up your mind, and then sign up – the sooner the better.

California dreamin' can be fun, but don't get caught asleep at the switch. You do not want to miss a moment of this LCCA event in Sacramento!

*Photograph provided by Sacramento C&VB and Radisson Sacramento Hotel*

# 2009 LCCA CONVENTION TOURS INFO

**Tour 1 – Napa Valley Wine Train**  
Monday, July 20, 9 a.m. to 4 p.m.  
Coach @ \$139 per person  
Dome @ \$164 per person

We invite you to the splendor of world-renowned Napa Valley, where you will discover a special way of life and a landscape of rolling hills of grapevines. This small valley is one of the most famous winegrowing regions in the world and is the ultimate retreat for wine lovers.



Included in your day is a special trip on the Napa Valley Wine Train. The tracks were originally built in the 1860s to bring guests to the hot springs resort of Calistoga. While the track to Calistoga no longer exists, much of the rest of the route of the Wine Train is unchanged. There is no lack of things to see during the three-hour journey to St. Helena. Five towns – Napa, Yountville, Oakville, Rutherford, and St. Helena – and numerous wineries can be seen through the large picture windows of the train. The expertly refurbished 1915-17 era Pullman cars are luxuriously furnished with mahogany paneling, etched glass partitions, and brass accents.

Enjoy a three-course gourmet meal on board the Wine Train. The chefs use only local, farm-fresh produce and the best ingredients to provide you a memorable, delicious meal served with style in the coaches.

NOTE: Seating in the Dome Car is available but limited and costs \$25 additional (totaling \$164 per person). You'll be served lunch in the dome with a glorious view of Napa Valley vineyards. First come, first served. When dome seats are filled, coach seats will be provided at the lower price.

*Price includes wine tasting at train station before boarding wine train and coffee or iced tea with lunch. Cost does not include wine with lunch; however, a cash bar for wine will be available.*

**Tour 2 – Empire Gold Mine  
& Nevada County Traction Train Ride**  
Tuesday, July 21, 8 a.m. to 4 p.m.  
\$79 per person

The Empire Mine was the richest hard-rock mine in the state of California and produced 5.8 million ounces of gold during its operating history of 106 years (1850-1956). George Roberts, the original discoverer of gold at this site, soon sold his interest to William Bourn who maintained control of the mine until 1929 when it was sold to Newmont Mining which ceased operations in 1956. In 1975, the state purchased the surface property as the Empire Mine State Historic Park with 845 acres of forested land.



The park continues to draw visitors from around the world and is noted for its historical tours of the mine yards and the Bourn Cottage and restored gardens. Upon arrival at the park, you will get to choose which tour you wish to take: the Mine Yard tour or the Bourne Cottage tour.

After the tour, enjoy a hosted “Miner’s Lunch” with a traditional Cornish pastie, coleslaw, ice cream & cookies, plus your choice of beverage.



The afternoon schedule includes an open top train ride on the Nevada County Traction Train. This 90-minute, partly narrated train ride takes you through 15 acres of woodlands.

**Tour 3 – Sacramento Treasures #1  
City Tour with Lunch at Casa Gardens  
& Cathedral Tour**

Tuesday, July 21, 9 a.m. to 2 p.m.

\$57 per person

Listen to the legends that made Sacramento famous as you relax and enjoy a guided city tour by a professional tour guide. You'll see Sutter's Fort, an adobe fort built in 1839 as Sacramento's earliest permanent settlement built by a fascinating Swiss immigrant, John Augustus Sutter.



You'll visit the exquisitely restored State Capitol Building built in the 1870s. A \$68-million-dollar restoration brought back its original beauty and grace. Today, it is a working building where legislators pass laws for the fifth-largest economy in the world. You'll also see the lush 40-acre International Gardens of Capitol Park with plants and trees from every continent in the world.

Driving past the historic and renovated Stanford Home, hear the story of the fascinating railroad baron, Leland Stanford, who also became a California governor. See Sacramento's midtown area with palm trees, Victorian-era homes, and giant trees planted by homesick pioneers.

The excursion will include a driving loop through Historic Sacramento and the waterfront district that sprang up in the mid-1800s when gold seekers poured in from around the world with aspirations of wealth. Today it is a national landmark and 28-acre state historic park. This area has the largest concentration of restored gold-rush-era buildings in the West.

Your guide will show the Cathedral of the Blessed Sacrament. While studying in Paris, an Irish priest was inspired by that city's spectacular cathedrals. Upon his appointment as Sacramento's first Bishop, he built this stunning cathedral which was finished in 1889. It is reminiscent of the Church of the Trinity in Paris. There is no equal to the cathedral in size & elegance west of the Rockies.



Hosted lunch is at Casa Gardens, a delightful restaurant in a garden setting.

**Tour 4 – Sacramento Treasures #2  
City Tour with Lunch on Delta King  
& Towe Auto Museum**

Tuesday, July 21, 9:45 a.m. to 2:45 p.m.

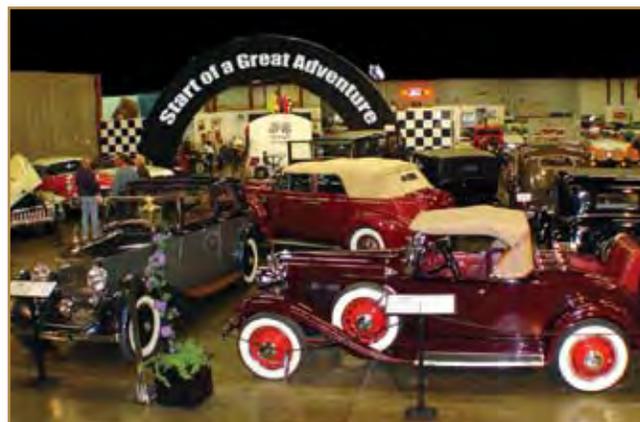
\$66 per person

This guided city tour will be narrated by a professional tour guide. We'll drive past Sutter's Fort and see the exquisitely restored State Capitol Building built in the 1870s. A \$68 million-dollar restoration brought it back to its original beauty and grace. Today, it is a working building. You'll visit the lush 40-acre International Gardens of Capitol Park with plants and trees from every continent in the world.

You'll drive past the historic, renovated Stanford home and see Sacramento's midtown area with palm trees, Victorian homes, and giant trees planted by homesick pioneers.



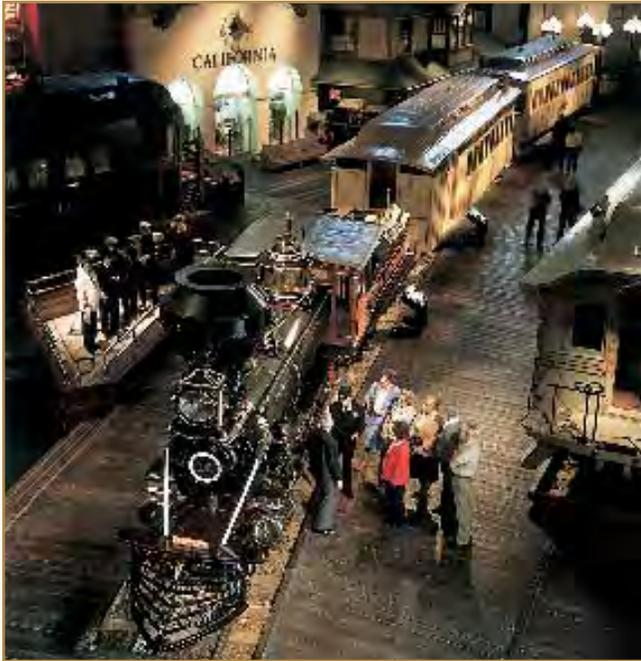
The excursion will include a driving loop through Historic Sacramento with the largest concentration of restored gold-rush-era buildings in the West.



Enjoy a visit to the Towe Auto Museum with over 160 vehicles on display including race cars, muscle cars, hot rods, luxury vehicles, and early models.

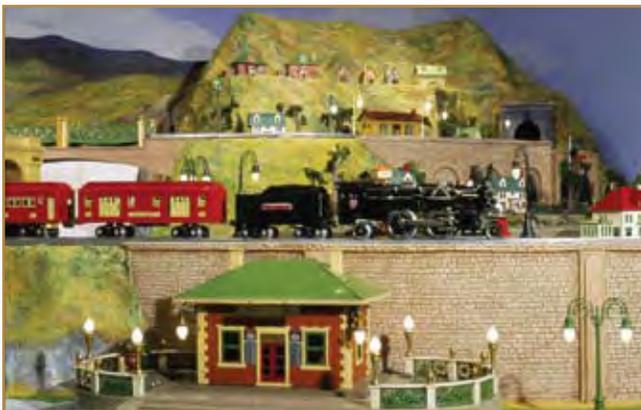
Hosted lunch is on the Delta King, a permanently docked paddle wheeler on the Sacramento River in Old Sacramento.

**Tour 5 – California Railroad Museum Reception**  
Tuesday, July 21, 6 p.m. to 9 p.m.  
\$79 per person



Join us for a delightful private reception at one of North America’s finest railroad museums. Heavy hors d’oeuvres and no-host bar will be provided. You will be able to climb aboard several trains for a closer look and view the museum’s many displays and exhibits.

You’ll also have access to the “Small Wonders: The Magic of Toy Trains” exhibit, America’s most comprehensive toy train display. This tremendous collection was accumulated by Thomas W. Sefton and donated to the museum in 2001.



LCCA will have *exclusive* use of this stellar facility for the evening, so don’t miss out on this opportunity to enjoy the California State Railroad Museum.

**Tour 6 – Sacramento River Train**  
Heidrick Ag and Hays Antique Truck Museum  
Wednesday, July 22, 8:45 a.m. to 3:45 p.m.  
\$95 per person



Board the comfortably appointed rail cars of the Sacramento River Train for your 20-mile rail journey. This two-hour excursion runs through ever-changing farmlands along the Sacramento River and across the longest wooden train trestle in the western United States, originally built by Western Pacific Railroad. A strolling

musician will also entertain you with railroad songs along the way.

Attached to the train for your group will be the Burrard Car, a private varnish rail car previously part of the Canadian National Railway, complete with sleeping compartments, dining and living areas, and an open platform.

Afterwards, enjoy a hosted buffet lunch. In the afternoon, visit the Heidrick Ag & Hays Truck Museum, the world’s

largest antique tractor and truck museum featuring 130,000 square feet of exhibits! You will have time to explore these amazing museums, and docents will be on hand to answer questions.



*Note: Cab rides for the Sacramento River Train will be available for four guests; two guests during the first direction and two guests on the return route. Guests who are selected by lottery for this ride must not smoke, eat, or chew gum in the cab. They must be 18 or older and wear closed-toed shoes for safety. They must stay in the cab for the duration of the one-way route.*

**Tour 7 – Sierra Railroad Luncheon Train**  
Wednesday, July 22, 9:15 a.m. to 5:15 p.m.  
\$97 per person



The Sierra Railroad was formed in 1897 to connect the Central Valley to the Gold Country. As the third oldest railroad in North America, the Sierra continues to haul freight, carry passengers, make Hollywood movies, and play an important role in California.

Your journey begins at the train station built in 2006 in Oakdale, California. Ride the historic Sierra Railroad while enjoying a delicious meal and view the unspoiled countryside. The Sierra Railroad Train is considered one of the five best dinner trains in the West for their combination of luxurious cars, delicious meals, and excellent service.

Passing the outskirts of Oakdale, the track winds past orchards and starts a quick climb up Sand Hill to the cattle country of eastern Stanislaus County. Enjoy your entrée as you pass the lost town of Occidental, only a memory now. At the midpoint of this journey, the train will make a special stop and allow guests to get off the train for a photo op.

Hop back onboard and enjoy dessert and coffee as you complete the 32-mile roundtrip back to the Oakdale station.

*Note: Cab ride aboard the Sierra Railroad will be available for two guests on the return trip after the photo op “pass by.” Guests who are selected by lottery for this ride must not smoke, eat, or chew gum in the cab. They must be 18 or older & wear long pants and closed-toed shoes for safety. They must stay in the cab for the duration of the trip back to the station.*

**Tour 8 – “Leave Your Heart in San Francisco”  
and Ride a Cable Car**  
Thursday July 23, 8 a.m. to 6 p.m.  
\$99 per person



Welcome to one of the world’s most unusual cities gleaming like a jewel on the western shore of America. This compact, teeming metropolis of 800,000 people is compressed into 49 square miles at the tip of a peninsula surrounded by the greatest landlocked harbor in the world and the boundless Pacific Ocean.

You’ll enter San Francisco via the icon of the west, the Golden Gate Bridge. You’ll make your way past such landmarks as the Presidio Army Base dedicated in June of 1776; travel through the gem of the city – Golden Gate Park – and marvel at beautiful Postcard Row, a cluster of 1890s Victorian homes.

City Hall is one of the premier examples of Beaux Arts Architecture in the world. Enjoy the 43 hills of the city with a trip up one of them to Nob Hill where you will take a short walk to the Cable Car Barn and see the spectacular cables pulled throughout the city and learn the history of Andrew Smith Hallidie’s invention in 1870. Later, enjoy a ride on the California Cable Car Line past such celebrated sights as China Town, the Financial District, and the stunning Ferry Building on the Embarcadero.

A delicious multi-course lunch will be served at one of the best loved restaurants in China Town, The Empress of China (a short two-block walk). After lunch, travel past North Beach, home to the Beatnik Generation, and then on to Fisherman’s Wharf/Pier 39, where you will have a short amount of time for sightseeing or shopping before heading over the beautiful Bay Bridge back to Sacramento.

### Tour 9 – Western Railway Museum and Electric Train Ride

Friday, July 24, 7:30 a.m. to 1:30 p.m.  
\$69 per person



All Aboooaaard! At the Western Railway Museum in Rio Vista you can find over 100 pieces of preserved railroad equipment. This collection of historic electric railway artifacts is one of the most complete and diverse in the world, including interurbans, streetcars, PCCs, parlor cars, electric locomotives, and a Birney Safety Car.



The Visitor Center is inspired by the Southern Pacific's Atascadero, California, station, circa 1924. Filled with exhibits and displays, it tells the story of electric railroading from 1890 to 1960, and how railroads changed the way we travel from work, to school, and for fun.

To experience California as it was 100 years ago, you will take an electric train trip through the peaceful, picturesque Montezuma Hills over the original, historic main line of the Sacramento Northern Railway. As a living history museum, the Western Railway Museum gives visitors the opportunity to ride authentic historic streetcars and interurban electric trains from all over California and the western United States. You will also be treated to a guided tour of the car house and have time on your own to see the Museum and Visitor Center.

Relax and enjoy a hosted box lunch on the way back to Sacramento. Don't miss out on this entertaining day!

### Tour 10 – Ride to Historic Folsom on the Light Rail Train

Friday, July 24, 8:30 a.m. to 1:30 p.m.  
\$65 per person



The progressive nature of Folsom currently gives you the impression of a relatively new city, but in fact Folsom is one of the older cities in northern California and is very proud of its past. The first Europeans to explore the area we now call Folsom were fur trappers who arrived in April, 1827. Prior to that, the only people in the Sacramento Valley were the Maidu Indians. Gold was discovered by James Marshall on January 24, 1848, about 20 miles north of Folsom at Sutter's Mill. Many mining camps sprang up along the American River, including Folsom. Joseph Libby Folsom acquired the land in the area and hired engineer Theodore Judah to survey it for a railroad and township to be called Granite City. Unfortunately, Folsom died in 1855 before he could see the development of the town. The town was renamed in his honor. The Sacramento Valley Railroad, the first train west of the Rockies from Sacramento to Folsom, opened on September 22, 1856.

Delight in a leisurely 45-minute ride from Sacramento to Folsom aboard the Sacramento Light Rail Train. You will travel on the same line laid down in 1856. You'll have time to stroll among Old Sutter Street shops and visit the Folsom History Museum.

Enjoy a hosted lunch at the historic Hacienda del Rio Restaurant in Old Town Folsom before boarding your deluxe motor coach for the return trip to your hotel.

*Photographs in the Convention section: Napa Valley Wine Train, Doug Keachie, Sacramento C&VB – Tom Myers, Towe Auto Museum – Steve Young and Jesse Bravo, California Railroad Museum, Sacramento River Train, Hays Antique Truck Museum – Ed Roberts, Sierra Railroad, San Francisco C&VB, Western Railway Museum, and Folsom Tourism Bureau.*

## LCCA 2009 Convention Schedule

Sacramento, CA July 19-25, 2009

| Event  | Time                  | Notes                                   |
|--|-----------------------|---|
| <b>Sunday, July 19</b>                       |                       |   |
| Registration Desk open                       | Noon – 7 p.m.         |   |
| Board of Directors Meeting                   | 2 – 9 p.m.            | Radisson Sacramento Hotel               |
| <b>Monday, July 20</b>                       |                       |   |
| Registration Desk open                       | 7 a.m. – 5 p.m.       |   |
| Tour #1: Napa Valley Wine Train              | 9 a.m. - 4 p.m.       | Three-course Meal on the Train          |
| <b>Tuesday, July 21</b>                      |                       |   |
| Registration Desk open                       | 7 a.m. – 5 p.m.       |   |
| Tour #2: Empire Mine & Nevada Traction       | 8 a.m. - 4 p.m.       | “Miner’s Lunch” on Site                 |
| Tour #3: Sacramento Treasures #1             | 9 a.m. - 2 p.m.       | Lunch at Casa Gardens                   |
| Tour #4: Sacramento Treasures #2             | 9:45 a.m. - 2:45 p.m. | Lunch aboard Delta King                 |
| Tour #5: California RR Museum Reception      | 6 - 9 p.m.            | Heavy Hors d’oeuvres                    |
| <b>Wednesday, July 22</b>                    |                       |   |
| Registration Desk open                       | 7 a.m. - 5 p.m.       |   |
| Tour #6: Sacramento River Train and Museum   | 8:45 a.m. - 3:45 p.m. | Buffet Lunch aboard Train               |
| Tour #7: Sierra Railroad                     | 9:15 a.m. - 5:15 p.m. | Lunch aboard Train                      |
| First-time Attendees Reception               | 6 – 7:30 p.m.         | Radisson Sacramento Hotel, Location TBA |
| eTrack and Website Forum                     | 7:30 – 9 p.m.         | Radisson Sacramento Hotel, Location TBA |
| <b>Thursday, July 23</b>                     |                       |   |
| Registration Desk open                       | 8 a.m. to 5 p.m.      |   |
| Tour #8: “Leave Your Heart in San Francisco” | 8 a.m. - 6 p.m.       | Empress of China Restaurant             |
| Get Acquainted Party                         | 6 - 10 p.m.           | Radisson Sacramento Hotel               |
| <b>Friday, July 24</b>                       |                       |   |
| Registration Desk open                       | 8 a.m. - 5 p.m.       |   |
| Trading Hall Set Up                          | 7 a.m. – 5:30 p.m.    | For Exhibitors Only                     |
| Tour #9: Western Railway Museum & Train      | 7:30 a.m. - 1:30 p.m. | Box lunch on Motor Coach                |
| Tour #10: Historic Folsom via Light Rail     | 8:30 a.m. - 1:30 p.m. | Lunch at Hacienda Del Rio Restaurant    |
| LCCA Business Meeting                        | 2 - 3 p.m.            | Radisson Sacramento Hotel               |
| Lionel Seminar                               | 3 - 5 p.m.            | Radisson Sacramento Hotel               |
| Trading Hall open                            | 6 to 9 p.m.           | For Members Registered at Host Hotel    |
| <b>Saturday, July 25</b>                     |                       |   |
| Registration Desk open                       | 8 a.m. - Noon         |   |
| Trading Hall open                            | 8 - 9 a.m.            | For Members Only                        |
| Trading Hall open                            | 9 a.m. - 3 p.m.       | For Members and the Public              |
| LCCA Reception                               | 6 - 7 p.m.            | Radisson Sacramento Hotel               |
| LCCA Banquet                                 | 7 - 10:30 p.m.        | Radisson Sacramento Hotel               |
| Convention Ends                              |                       | After the Banquet                       |
| <b>Sunday, July 26</b>                       |                       |   |
| Trading Hall Take-down                       | 9 a.m. – Noon         | For Exhibitors Only                     |

**Safe Travel Home! See you in Denver – July 2010**

# Lionel News & Views

by Bill Schmeelk  
RM 6643

As a fan of Lionel's postwar trains, one of my first interests when scanning a new Lionel catalog is the new offerings in the Postwar Celebration Series. The 2007 Volume 2 catalog offered a new Berkshire set and several new cars in the series. The Berkshire set included number 6430 Flat Car with Cooper Jarrett Trailers. In its 1957 catalog, Lionel referred to the 6430 as the Cooper Jarrett Van Car. The new catalog also offered this car separately with white vans rather than the gray ones included in the set. Although originally produced with the gray vans, postwar Lionel also made the car with white vans.



The flatcar on which this car is made became one of the most prolific for Lionel. The first appearance came in 1953 with the introduction of the 6511 Pipe Car. This new car was injection molded from plastic and offered "scale-detailing." **Photo 1** shows the original 6511 Pipe Car as it first appeared. When I first saw this car years ago, I was quite surprised to see how much the car had changed over the years. I was already familiar with the later versions of the flatcar produced in the 1960s.

Let's take a careful look at the original design for this car. The initial catalog appearance described it as a long "fish belly" type of flat car that can haul practically anything.

Although making the flatcar from plastic allowed more detail, it produced an extremely lightweight car – one that might easily be pulled off the track going around an O27 curve. This problem was addressed with the addition of die-cast weights to which the trucks were attached.



**Photo 2a** is a view of the underside of the flatcar. Here we can see the detailing and the die-cast plate on which

the truck was mounted. One end of the plate was held to the car by two tabs which were inserted through two square holes in each end



of the car. The opposite end of the plate was secured with a flathead screw through the top of the car. Removing the single screw on the top surface of the flat car allows easy removal of the truck assembly. **Photo 3a** shows the result. The truck was held to the plate through the use of a "C" clip which secured a post riveted to the top of the truck. The undercarriage detail was continued on the die-cast plate. When installed, only the two holding tabs were visible on the top surface of the car and they included rivet detail. The earliest versions of the 6511 flatcar were painted.

The result was a scale-detailed, quality, and weighty car. Unfortunately, this method of construction lasted only the first year. All subsequent uses for this flatcar abandoned the use of the die-cast weights. Even later versions of the 6511 Pipe Car used a different method for truck

attachment. The color went to dark brown and the car was molded in that color and not painted. The trucks were now mounted on blackened stamped metal plates. **Photo 2b** shows the underside of the car and **photo 3b** shows the stamped plate and truck assembly removed from the flatcar.



The method by which the truck mounted to the plate was also made more economically. No longer was there a post riveted to the truck. The "C" clip was replaced with a tubular mounting clip which was simply pressed through

a hole in the plate and in the top of the truck. Small metal tabs held it in place. Although the plate mounted to the car in the same manner, it contained none of the detail on the top of the tabs or on the underside that the die-cast plates had. They also lacked the weight of the die-cast version.

When further strides in economy brought the AAR or Timken plastic truck in 1958, an even simpler method was used to secure the truck to the car. A new hole added to the car allowed the plastic truck to be riveted directly to it, eliminating the need for the metal plate and further reducing the weight of the car.

Although cars do exist with the AAR trucks riveted to the stamped steel plate, once the tool was modified to allow directly riveting the truck to the car, the plate method was abandoned. **Photo 2c** shows the riveted AAR truck.



Not long after the introduction of the 6511 Pipe Car, the versatility of the new flatcar was realized by Lionel. With the introduction of the 6424 Twin Auto Car in 1956, a second tool was made. Though almost identical to the 6511-2, the mold number on the underside of the car is 6424-11. Over the years, these two molds were used for a wide variety of cars. I attempted to count all of the different catalog numbers assigned to cars that used either of these two molds and came up with 70 different numbers. Due to many different requirements, several changes were made to both tools over the years. These changes included both plugging and unplugging the stake holes and the square holes once used to secure the metal truck plates. The 6805 Atomic Energy Disposal Car required additional holes and rail stops on the top of the car. The helicopter and satellite cars required all of the undercarriage detail to be removed. When you examine any of the plastic flat cars you can often detect where holes previously required have been filled. Sometimes unused holes were simply left in place.

Although most of my information came from examining cars in my own collection, I found the Centennial Edition of *Greenberg's Guide to Lionel Trains 1945-1969*, by Paul Ambrose very informative and strongly recommend this book for a very thorough discussion of the Lionel flatcars. The book also served to confirm my findings and highlight some which I would not otherwise have noticed.

After examining many of these cars, I still have a soft spot for the original 6511 Pipe Car with the die-cast weights. This was Lionel's original design, first put out in their peak year of 1953.



This brings us back to Lionel's reissue of the 6430 Cooper Jarrett Car. Since the reissued Berkshire set which featured the 6430 with gray vans did not appear in the next catalog, I can only assume that it sold out. The Cooper Jarrett Car was new in 1956 and the first version came with gray vans. Both the white and gray van versions which Lionel premiered in the 2007 Volume 2 catalog are worth a close look. **Photo 4** shows the separate sale version of the new 6430.

These new cars have been brought up to new standards, or perhaps I should say brought back to original standards. First, just as with the early versions of the original 6511, these new flatcars are painted. They even feature painted vans. The originals were unpainted plastic. The Cooper Jarrett signs on the vans also match two styles used by postwar Lionel. The signs on the gray vans have a silver background while the white van signs have a black background. The vans themselves have been brought back to a style which more closely resembles the postwar versions. The ribbing on the vans and the rounded front end have returned. The black metal rack on which the two vans sit has also returned. The vans have retained a change made by Fundimensions® in the spring which holds the folding pony



wheels. The original had a metal spring riveted in place to hold the die-cast pony wheels. The new version has an integral plastic spring clamp to hold the pony wheels which are plastic.

**Photo 5** shows the underside of both the postwar and the latest version. The early original vans also had two Fruehauf™ labels on the front. These have not reappeared.

The most surprising feature is that the die-cast truck plates and "C" clip truck design have returned. Unlike the

postwar version, the die-cast plates are painted to match the car. **Photo 2d** shows the underside of the new car and **photo 3c** shows the die-cast truck assembly removed.



The mold number is no longer on the underside of the car. After examining the car and reading of small detail differences pointed out in the Ambrose book between the 6511-2 and 6424-11 molds, I have concluded that these cars were made from a modified 6424-11 mold. The mold has had some interesting changes made to it. The diamond plate design at both ends and the rivet details on the sides of the car are more pronounced. These changes are an improvement, and it's great to see Lionel tending to such small details. Even the rivet detail on the die-cast truck plates is more pronounced. Painting the die-cast plates to match the car makes sense, especially on the underside where the detail of the car extends to the plates.

Although the original 6430 did not have the die-cast weights, I'm thrilled to see this testament to the original flatcar design before it underwent changes which only served to cheapen the cost and diminish its quality. Lionel included three new cars in the 2008 Volume 1 catalog, which use the flatcar, but to the best of my knowledge, none of them include the die-cast weights. Now that Lionel has produced and improved them, I hope they will consider using them on any new car which uses the flatcar. The weights were part of an ingenious design that was almost immediately altered to save money. Bringing them back greatly improves the product.

### New From Kalmbach

Kalmbach has updated its pocket price guides for 2009. The Lionel edition covers Lionel production from 1901 to present. Items in each section, Prewar, Postwar and Modern Era are arranged in numerical order by catalog number. Additional sections include Modern Tinplate and Catalogs. A section on Club Cars and Special Production is arranged by the club or organization which offered the special items. The prewar and postwar sections list values for good and excellent condition. The Modern Era, Club Car, and Catalog sections list values for excellent and new condition. The 328-page book is "pocket sized," and retails for \$17.95.



The American Flyer® edition deals with the S-gauge era of American Flyer and includes listings from four different manufacturers, A.C. Gilbert®, Lionel, American Models®, and S-Helper Service®. In the Gilbert section values are listed for good and excellent condition. For Lionel production, values are listed for new condition. Retail price is listed for American Models and S-Helper Service. A final section deals with Gilbert catalogs and paper from 1946 to 1967. The 104-page book is "pocket sized," and retails for \$14.95.

Both editions conclude with a list of abbreviations and railroad names. I find these pocket guides are useful not only to find an estimated value, but also provide a numerical listing which is often handy to identify a particular car.

### Wiring the Traditional Way

Ray Plummer has authored a new book titled, *Wiring Handbook for Toy Trains*. The subtitle, Traditional Layout Wiring, tells it all. This book assumes that your interest is in more traditional layouts – those who prefer the feel of the ZW handle instead of the round knob of a CAB-1. As the author says, "Wiring and powering a toy train layout in the traditional manner can provide operators with complete control and smooth operation."

The book starts with basic electricity and transformers and takes you through many different wiring scenarios that allow you to operate more than one train, install train-activated accessories, prevent collisions, and much more. The book is well illustrated and the wiring diagrams are clear and easy to follow. Although there is one photo showing Lionel's new FasTrack™, almost all the examples are illustrated with tubular track. In the section explaining the use of insulated track, the author explains precisely how to make an insulated rail section with tubular track. I would have liked to have seen at least a footnote about FasTrack, especially with regard to insulated track sections.

Although written for the beginner, there's also useful information for those who've had some experience. One chapter on layout wiring examples presents an interesting explanation for a completely automatic two-trolley line layout with station stops. And when it comes to block wiring and collision prevention,

there are many experienced model railroaders who could use a handy reference. Should you later decide to upgrade to Lionel's Command Control system, it can be installed directly over existing traditional wiring. A handy index completes the book. With lots of wiring tips, this is a book you might want to consider when planning your layout. The 8-1/2 x 5-1/2-inch book has 96 pages and retails for \$17.95.

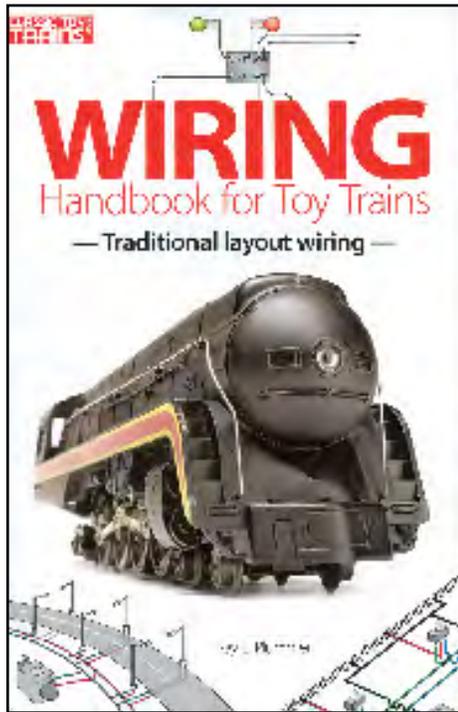
The above books are available at you local train store or direct from the publisher at [www.kalmbach.com](http://www.kalmbach.com).

### Not on My Bookshelf

While doing some Christmas shopping on [www.Amazon.com](http://www.Amazon.com), I came across a Lionel book that I was not aware of. Titled, *The Lionel Legend - An American Icon*, by Robert Schleicher, I ordered a copy. The cover features graphics from a classic 1950 Lionel magazine ad. The book is filled with lots of color photographs and is divided into eight chronological chapters. Each chapter has a multitude of smaller one- to four-page sections in wide variety of topics. Photos take up most of the space in the book. But each section also has informational text. A careful look at some the photos will bring to your attention the problems of keeping your layout dust free.

When I sat down to read the book, I was appalled at the amount of mis-information it contained. Some information, although technically correct, is presented in such a way as to mislead the uninformed reader. Here's the first example I found on page 17.

"Lionel's own New York City showroom was located at 15 East 29th Street in 1926, and it featured a massive layout that visitors could control from an elevated signal tower." In fact, Lionel did open a new showroom in 1926, but it was located on 26th street, not 29th street. The massive layout he describes as being controlled from an elevated signal



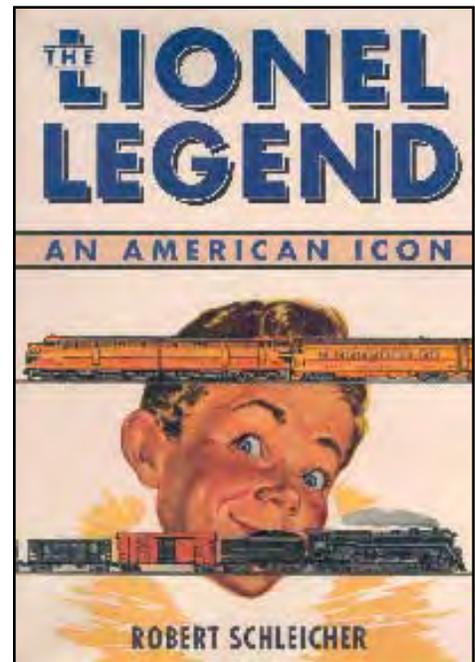
tower was not built until 1958 and visitors were certainly not allowed into the tower to control the trains!

Four pages later in a three-page section titled, Lionel Magazines, the author states that Model Builder magazine was published from 1937 to 1946. Actually it did not cease publication until April 1949. Several pages later in a section about Lionel's whistle, it states that the whistle arrived in 1935. The author goes on to add that this whistle was not inside the locomotive, but inside a lithographed and stamped tin station, No. 48W. Wrong again. The facts are that when the whistle was introduced in 1935 it was most certainly in the tender of a locomotive. Two years later, in an effort to offer a whistle to those who could not afford to purchase a new tender at \$10 or more, Lionel introduced the No. 48W tin station with whistle at \$3. Errors like these abound throughout the book. I started to document the errors, but by page 33 I had seven errors and quickly realized that to list all of the errors would require a supplement to this issue of *TLR*. The club would surely feel it would not be worth the cost to produce.

It seems apparent that this book is authored by a writer who really does not have any expertise of the subject matter and simply cranked out this book. If you're really interested in reading about Lionel's history, I would strongly recommend that you pass this one by and read Ron Hollander's

*All Aboard* and Bob Osterhoff's new book, *Inside the Lionel Trains Fun Factory*. Each book costs less than *The Lionel Legend* and provides many times the information. Both of these authors spent years researching their books and most likely spent more time researching a single chapter

of their book than was spent on research for *The Lionel Legend*. My hope is that this book will never be used by any future researcher. It should be filed under fiction. **TLR**



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## 50 or more TPCs

As told by Ken Morgan to  
Mike Mottler, RM 12394

Ken Morgan began writing articles for publication in *The Lion Roars* about 60 articles ago in the April 1994 issue of *TLR*. He wrote ten pieces on various topics before he named the series The Tinplate Cannonball, so his article included in this issue is the 51<sup>st</sup> with that name.



*The Lionel #408E isn't in the "Budget Classic" price range he favors, but Ken considers it a great example of an eye-catching train.*

I first met Ken at an LCCA Convention when I spoke to a group of members that expressed an interest in writing for the club's magazine. At that time, both prewar and postwar era topics were open territory. Ken said he could do either one, but he opted for prewar trains, and the rest – as they say – is history.

Ken's first interest as a kid was in postwar trains, and like many boys of that time he wanted a Santa Fe streamliner. He got a

freight set from his dad who said, "You can play with freight trains – loading and unloading them. All you can do with a fast passenger train is watch it go around in circles."

He started buying a few more trains when he grew old enough to ride his bike to a local dealer. He finally bought a Texas Special F3. At that time he dismissed prewar trains because they looked "toy-ish." But after a while he realized that most of the O-gauge trains weren't exactly to scale anyhow. He got involved with low-end, affordable prewar trains.

After starting with O gauge, he thought, "If I'm going to become a collector, sooner or later I ought to get a Standard gauge train." He visited a store in New Jersey to buy a one and only Standard gauge train set – because he had to have just one. But he couldn't stop with only one, and now he owns many of the big trains. Since then, Ken has become his own repairman, a troubleshooter, and a counselor to others with an interest in Classic Era trains.

Standard gauge trains are "real estate intensive" and require a lot more layout space than O-gauge trains. His layout is in the basement, but it's modest in size when compared to the whole-basement, sprawling layouts of serious Standard gauge operators/collectors. His layout contains an outer loop of Standard gauge track and an inner loop for O-gauge trains, plus a few sidings.

Ken's first Standard gauge train was a gray Lionel® #10E with two olive green passenger cars, #337 and #338. He was really looking for a #380 which is a similar-looking engine but a little bit bigger in size. The #10E train came with the #1047 Flagman – who looks like he's doing a reverse karate chop – and some track and a tunnel. All layouts need a tunnel!

Ken still searches for trains. "I started with low-end stuff, and I accepted some pieces in good but not excellent condition for the sake of affordability. Now I wish I'd been a little bit pickier."

Someday he wants a Blue Comet. His wife Kathy, the pragmatist, says, "Go sell some of the stuff in the basement so you can afford a Blue Comet." A #392 steamer is on his mental list, but he's not likely to seek a State Set, the Lionel Ultimate.

Ken believes Lionel made a conscious decision in the mid-1920s to offer Standard gauge trains in bright colors. Although some of the earlier trains had actual railroad heralds on them, such as New York Central, the Classic Era locomotives and cars bore bright enamel colors (Ivory, Peacock, Orange, Terra Cotta, and others) with brass or nickel trim and showed the ubiquitous "Lionel Lines" nameplate.

He has collected many Lionel tinplate stations, one each of nearly all the prewar stations. When Lionel reproduced one of the earlier trolleys, he bought a pair of them. However, he'd rather have an original even if it is not quite as clean. He acknowledges that modern Standard gauge reproductions are nicely done, but if he purchased one he'd buy the version without the modern electronics to be closer to the original.

Ken buys trains for the "real reason" – to run them. Although he prefers clean trains, he doesn't require them to look like they've never been played with. One of the questions he asks a seller is, "Does it run? It's got wheels and a motor, so it's supposed to move."

Every train he owns will run, and he wants to keep them that way. He replaces wheels of Standard gauge engines because they suffer from "metal disease" and rot. As for repainting, he has repainted some pieces, and he's bought some repainted stuff. However, Ken feels that the value of a repainted item does not reflect the effort required to do it properly.

Ken has made many friends because of his interest in trains. "The LCCA is a great way to share the joy and knowledge of trains. I've met people that have contacted me for assistance. I'm more than happy to help them out. A lot of what I've learned was gathered from conversations with people, so I'm just passing it along."

*The Gospel According To Ken* can be summarized as, "Share the joy we have in the hobby. Get a vintage train, tear it apart, see how it runs, fix it, and share the knowledge with someone else. The more you know about it, the more you enjoy it. Keep the hobby going." 

# The Tinsplate Cannonball

by Ken Morgan  
RM 12231

## Eight Great Freights – Part 2

I hope the New Year finds you and all LCCA members and families well and that you were all good boys and girls and found trains under your Christmas tree. My granddaughter, Sasha, did.

The holidays are great, but now it's time to get back to Standard gauge. First, though, today's trivia quiz. I'm writing this from Sasha's home in Washington State. I flew into Seattle, a great railroad terminus. Yes, I flew. Vacation time didn't permit cross-country Amtrak. But the question is, "Where did the name Seattle come from?"

Last time we were halfway through a list of the eight great freights in the basic Lionel® classic catalog listing of the 500 series. I covered the flat car, gondola, stock car, and box car. This installment will cover the remaining five. That is half of eight, isn't it? The cars are the #514/#514R reefer, #515 tank car, #516 hopper, #517 caboose, and #520 floodlight car. But didn't we already use #514 for the box car last time? Yup. So there are really nine great freights, but only eight great numbers.

Starting with the reefer, if you recall from Part 1, it was issued as the #514, but when the box car was added to the catalog in 1929, the reefer was renumbered #514R. The #514 reefer came in white, cream, or ivory with a peacock roof, and cream with a Stephen Girard green roof. They always have nickel journals and were made only for two years, 1927 and '28. The #514R was made from 1929 through 1940. It also came in ivory, cream, or white with a peacock roof, as well as ivory with a light blue roof. They came with either nickel or copper journals depending upon the date of manufacture. All the reefers have small double doors which close with a latch, and a long sign at the top of the car body reading "LIONEL VENTILATED REFRIGERATOR". On the early cars, including all the #514s, these plates, as well as the number and "LIONEL LINES" plates, are brass. The last car, the #514R in white

with a light blue roof, has them in nickel. Even at the bottom end, this is the most expensive car in the series. It will cost about three times as much as a flat car or gondola. To try to stay closer to the budget range, you may note that the #514 cars ran for only two years. Their price today reflects that short run. Avoid them. Also, avoid the last #514R with the light blue roof. The rest typically start at around \$125 for a decent example. **Photo 1** shows my #514 in ivory and peacock which I was lucky enough to buy long ago from a good friend – the person who introduced me to Standard gauge. I won't tell you what I paid for it and its box, but I'll guarantee you it will not be for sale by me or anyone else for anything like that today! **Photo 2** is included here to show the difference between the early brass trim and later nickel trim. On the left is the #514 box car described in the



previous installment. Since it is late production, the ladder and brake wheel assembly are nickel. On the right is the #514 reefer. No "R", so it is early, and it has a brass ladder, brake wheel, etc.

Next up is the #515 tank car. Lots of choices for colors here. The frames are always black, but the tank itself can be found in terra cotta, cream, ivory, ivory with "SUNOCO" decals, light tan, silver with "SUNOCO" decals, and orange with "SHELL" decals. Terra cotta and cream come with nickel journals and brass trim only. The ivory and silver versions are middle production and can be found with brass plates and either copper or nickel journals. Tan should have nickel journals, and the late orange car has all nickel trim, as do some late silver "SUNOCO" tanks. Late silver cars are also found with aluminum number plates, as are all the orange cars. Note that the orange version is rare. Yes, that

means “out of the budget range.” The #515s were produced from 1927 through 1940. The lowest-cost options are probably terra cotta, cream,



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or ivory, but the difference between them and the various silver cars and the light tan is minimal and likely to get lost in discussions over minor differences of opinion of condition and how much the buyer wants the car versus how quickly the seller wishes to part with it. **Photo 3** is the silver “SUNOCO” car with copper journals and brass trim.

the last version with aluminum number plates now seems to be drawing a premium. What does always affect price is the presence of gold rubber stamped load

and capacity data. Cars with this feature were only made for a special coal train set which included a black #318E loco, three of these hoppers, and a special caboose. This car carries a premium of roughly 50% over the others. **Photo 4** shows my economy version of the early #516 with nickel journals, brass trim, and no coal. One of the advantages of

no coal, besides the price, is that on my car, you can see the unloading mechanism. Yep – if you fill this car with Lionel® coal, it will let you dump it – right on the tracks. **Photo 5** shows the steel plate on the bottom which holds the doors closed under the two bays. A small brass wheel on the top of the car controls the internal mechanism which allows you to open them. You can see it in **photo 4**.



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Catalogued from 1927 to 1940 and last in the basic series, as well as last on the traditional freight trains, meaning all those before FRED came along (Flashing Rear End Device, the thing that replaced the caboose and some of the crew) is the #517 caboose. In almost all ranges of Lionel trains from the classic period on, cabooses tend to be inexpensive, essentially because all freights had them. Other than the pre-classic, low-end sets which had only a couple of gondolas and no caboose, I can't think of a freight set Lionel catalogued without one until FRED. So you can pretty much always have a cost-effective caboose on the rear unless you want one of the more exotic ones (e.g. – a post-war yellow D&RGW, or the smoking caboose). Same rule applies here. **Photo 6** is the #517 resident on the BCC&PRR.



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Following in numerical order is the #516 hopper car which was catalogued from 1928 through 1940. Unlike the rainbow of colors for the tank car, this one came in red, red, or red. Some, but not all, came with a simulated coal load. Expect to see that add about \$15-25 to the price if it was once there and is now missing. But if it's missing, check for scratches to see if it was removed as opposed to never there. Never there is probably worth about the same as appropriately there. Go figure. As usual, early production has brass plates and nickel journals, then copper journals, back to nickel journals, and finally, nickel trim. None of this seems to drastically affect the price, although

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windows, brass trim, nickel journals. It's also available with brass windows instead of orange, and with copper journals. Any of these represent your budget caboose. Later #517 caboose were red with a black roof, silver-painted railings instead of brass, either brass or aluminum plates, or nickel journals. This raises the price by about 50 to 60 percent.

into both forward and reverse simultaneously seems a bit schizophrenic. Per the norm, the late version bears a higher cost, roughly 30 to 50 percent, so take your pick. And if you do go for the brass one, it shines up really well with Brasso®!

In future installments, I intend to look more closely at Lionel's marketing strategy for freight cars, which led me to



Then there is an early apple green with red roof version which adds another 40% or so to that. Finally, there's that caboose from the coal set noted in the description of the hopper. But while the hopper carries only about a 50% mark-up, the caboose will likely run closer to 500%. After all, there were three hoppers in the set, only one caboose. Isn't supply and demand wonderful! My advice is, don't demand this caboose. Pea green looks just great.

The last car doesn't follow in strict numerical order. That will be covered in the future, but it skips a couple of slots and goes to #520. This is a searchlight car and it was available only from 1931 to 1940, but it definitely lit up the layout. It has a black frame with a raised center section covering the wiring, twin searchlights, and some neat railings. There are only two color variations: terra cotta base or green (similar to accessory green). Terra cotta came first, and may have either copper or nickel journals. The searchlights and all the trim are brass. See **photo 7**. The later one has all nickel trim, including the searchlights. **Photo 8** shows the underside of the car. If you think that looks like a loco hand reverse, go to the head of the class. That's exactly what it is. Lionel wasn't dumb. A good foolproof switch can serve multiple functions. No need for a new design. If you look back at **photo 7**, you can see the control lever sitting in a semi-circular slot. You can see the same thing if you look in the cab of a #260 or many other locos. The only difference is that there are more than two positions. Actually, that's true on the locos. You can get the switch into a neutral position. The loco sits there dead. No one I know does this, but it's possible. We just tend to use either forward or reverse because that's what locos do best. On the searchlight car, I have found that by playing around with the location of the lever, I can get no lights, both lights, the front one or the rear one. So there are a few options as the car tours the BCC&PRR terrain. And no, I have never tried to get the loco equivalent of both at once. Trying to get a loco



the title of eight great freights. For the meantime, just trust me on this one. For the 500 series, eight numbers, and nine cars equals eight great freights.

Trivia answer: the city of Seattle is named for Chief Seattle, also spelled Sealth. His father was a leader of the Suquamish tribe, his mother was a Duwamish woman. He was a leader and warrior of the Suquamish who allied with white settlers in disputes with other tribes. In gratitude, the settlers named the city after him and he is remembered as a great friend. There is an annual celebration in August, and you can see a statue of him at Tilikum Place in Seattle. American Indians play a great role in American history and railroad history. Not only giving their names to cities, rivers, states, etc, but the railroads themselves used Indian names and legends. Think of the Milwaukee Road's famous "Hiawathas", and what is perhaps the most well-known color scheme in Lionel railroading, the Santa Fe warbonnet, accompanied by the name of AT&SF's top-of-the-line streamliners, The Chief and The Super Chief.

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

*Photographs by Ken Morgan*

# At Trackside

LCCA Members  
in Action

Chattanooga, TN Area  
by Bill Stitt RM 259

On Saturday, October 15, 2008, the LCCA sponsored a Train Meet at the Catoosa Colonnade in Ringgold, GA – about five miles south of Chattanooga, TN.

A total of 43 members and family attended the meet. In addition, another 43 guests attended and one person applied for membership in the club. Several local members who have been regular attendees were unable to attend because



*Chuck Campbell (RM 20521) is ready to let a customer test drive a F3 diesel on the layout.*

of medical/health reasons. The Tennessee/Alabama football game was played that Saturday in Knoxville, and that “competition” may have impacted attendance.

Even with the smaller attendance, trading was brisk throughout the day. A variety of modern era, postwar, and prewar items were available along with a selection of train parts by dealers. Many dealers were satisfied with their

sales. An operating layout and a test layout were provided for customers and youngsters. In addition, many door prizes were awarded and a lucky attendee received the raffle prize – a 2008 LCCA Convention car.

Naperville, IL  
by Len Hopkins RM 16998

Even though it snowed the night before and the day of the 14<sup>th</sup> annual LCCA-sponsored Naperville Christmas Train Show, the December 6<sup>th</sup> event was a success. There were more than 50 LCCA vendors at tables set up in the trading hall. Santa Claus visited the location for two hours and gave a Lionel® catalog to every child, plus a special ticket for



*First prize winner Josh Holmberg carried away a Lionel freight car.*

the Grand Prize – a complete Pennsylvania Flyer Lionel train set. Kids also enjoyed an interactive train layout.

LCCA members vied for three door prizes – Lionel catalogs

autographed by Neil Young – and other LCCA gifts. More than 40 applications for club membership were distributed to those who expressed an interest in the hobby we love. Hopefully, many of these will become new members of the best toy train club on the planet!

This year, two major Chicago-area newspapers published interviews and news stories prior to the event about local club members. That information was great publicity for the hobby and the club and was also a great awareness-builder for the train show. More than 400 LCCA members and local families attended this seven-hour holiday event at Naperville Central High School. It seemed everyone left with a smile on their face and many exited with a toy train under an arm.

This annual train meet has a 14-year history, and I would like to thank everyone who has attended, volunteered, or helped make it memorable. Our philosophy has always been to bring a NEW GENERATION of toy train fans into the hobby and the club during the most train-conscious time of the year. I believe we have accomplished that goal. We will be taking a short hiatus for a while because of upcoming construction at the facility on the campus.

Conway, AR  
by Mike & Carol Mottler RM 12394

During the third annual Festival of Light in Conway, several LCCA members became Santa’s train helpers and assisted a local train club that presented the hobby to more than a thousand carloads of families eager to see an outdoor light display, enjoy holiday music, visit Santa, and see O-gauge toy trains and accessories in action.

Club members Robert Lewis (RM 27374), Barry and Betty Findley (RM 10898), Bill Albright (RM 24506), Clayton Holderfield (JM 28722), and Mike & Carol Mottler (RM 12394) volunteered their time as operating engineers.



*Carol coached visiting youngsters how to use the K-Line remote controller to dump logs and barrels at the Brewery. When kids were nearby, she called it the Root Beer Brewery.*

They joined members of the Central Arkansas Model RR Club in operating conventional and TMCC-equipped trains on a 18x24-foot layout. The trains ran every evening from 6 to 9 p.m. beginning on the Friday after Thanksgiving and continuing through the Saturday after Christmas.

Two freight trains, two passenger trains, and two Thomas trains were in constant motion on the layout, and 14 accessories were in play. Kids who showed an interest in the trains were shown how to use the CAB-1 controller to command the trains. 🚂

# A Lionel Puzzlement

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

## Partners

There have been many interesting partners since “Pork” combined with “Beans” on the Van Camp boxcar. Place the missing name on the line provided to complete the partnership. Enjoy! 



1. Sheriff & \_\_\_\_\_ car.
2. Porky & \_\_\_\_\_ handcar.
3. \_\_\_\_\_ & Minnie handcar.
4. Snoopy & \_\_\_\_\_ handcar.
5. Bugs Bunny & \_\_\_\_\_ handcar.
6. \_\_\_\_\_ & Snowman handcar.
7. Road Runner & \_\_\_\_\_ gondola.
8. Cop & \_\_\_\_\_ gondola.
9. \_\_\_\_\_ & Yosemite Sam operating car.
10. Sylvester & \_\_\_\_\_ handcar.
11. Elf & \_\_\_\_\_ animated gondola.
12. \_\_\_\_\_ & Lucy handcar.
13. Pepe & \_\_\_\_\_ operating boxcar.
14. Chat & \_\_\_\_\_ Roadside Diner.
15. \_\_\_\_\_ & Pluto handcar.

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

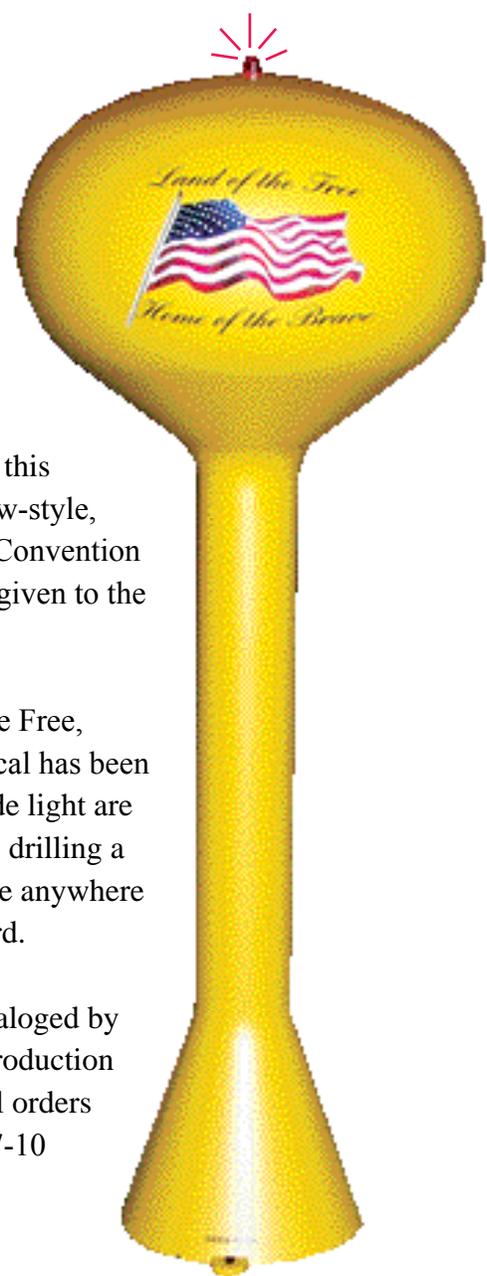
# H<sub>2</sub>O To Go

Lionel® first cataloged its “mushroom” water tower in 2006. More correctly described as a spherical, single-pedestal tank which can hold up to 500,000 gallons, this item has appeared in various versions through the current catalogs.

All LCCA members can now purchase a unique-color version of this accessory as the 6-52495 Yellow Water Tower. It includes the new-style, slow-fade flashing light on top. It is derived from LCCA’s 2008 Convention Registration Gift – the 6-52507 Dark Grey NYC Water Tower – given to the first 400 registrants attending the event in Buffalo, NY.

The text surrounding the U.S. flag on the tank reads, “Land of the Free, Home of the Brave.” ONE self-adhesive Union Pacific shield decal has been included for use at your discretion. The feeder wires to the topside light are inside the base, and they can be completely hidden from view by drilling a hole through the layout platform. This is an ideal structure for use anywhere on your layout – in a town, an industrial district, or a railroad yard.

This limited-production accessory has never been previously cataloged by Lionel. It is currently in stock, so there’s no waiting period for production in China. It’s a perfect gift for you or your favorite railroader. All orders will be filled promptly on a first-come, first-served basis within 7-10 days of our receipt of your order.



**YELLOW WATER TOWER WITH BLINKING LIGHT**  
*Once submitted, LCCA will consider this is a firm order and not refundable.*

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_  
 Phone: (\_\_\_\_) \_\_\_\_\_ e-mail: \_\_\_\_\_

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

Check this box if any part of your address is new.

**PURCHASE METHOD:**

My check is enclosed, made payable to “LCCA” with “YWT” on the memo line.  
 Bill this purchase to my credit card account.  
 No.: \_\_\_\_\_ Expiration: \_\_\_\_\_  
 Disc  MasterCard  Visa Code: \_\_\_\_\_  
*The 3 digits at the signature panel on back of your card*

**DO THE MATH:**

ONE Yellow Water Tower by Lionel/LCCA — \$34.99 \$ \_\_\_\_\_  
 TWO Yellow Water Towers by Lionel/LCCA — \$69.98 \$ \_\_\_\_\_  
 (Includes S&H to Continental USA)  
 Extended S&H to AK, HI, and Canada — add \$5 ea. \$ \_\_\_\_\_  
 Extended S&H to all other foreign countries — add \$10 ea. \$ \_\_\_\_\_  
 **Illinois residents only**, add 7% sales tax — add \$2.45 ea. \$ \_\_\_\_\_

Signature: \_\_\_\_\_  
*By my signature, I authorize LCCA to charge my account for the amount shown according to the terms and conditions cited herein.*

Total: (in U.S. funds): \$ \_\_\_\_\_

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