

Volume 38, No. 4 April, 2009

# *The* **Lion Roars**



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



The New Lionel Layout – a Labor of Love

# Bold and Cold



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 – 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**

The new Lionel company layout built by TW Design will be a stellar attraction at the LCCA 2009 Convention in Sacramento. Read the "sneak preview" about it beginning on page three.

**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.

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# Like Getting Paid to Play

by Roger Farkash  
as told to Mike Mottler RM 12394

When visitors walk into the T W Design shop in Dallas to see what's under construction on the shop floor, they often ask, "You get paid to do this?" Whether it is a 20-foot-tall bottle of whiskey playing a 12-foot-long guitar or the latest model train layout, Roger Farkash, Creative Director of T W Design in Dallas, always replies, "Yes we do, and we enjoy every minute of it!"

In a business enterprise, it doesn't get any better than that. Roger blends art with technology in a whimsical, wonderful way with a talented team of people. The T W Design staff and crew have been with him for many years. In fact, this is the company's 27th anniversary, and he has employees who have been with him for 26 of those years. It's like a family, and they have a lot of fun doing what they do.

## The Lionel Account

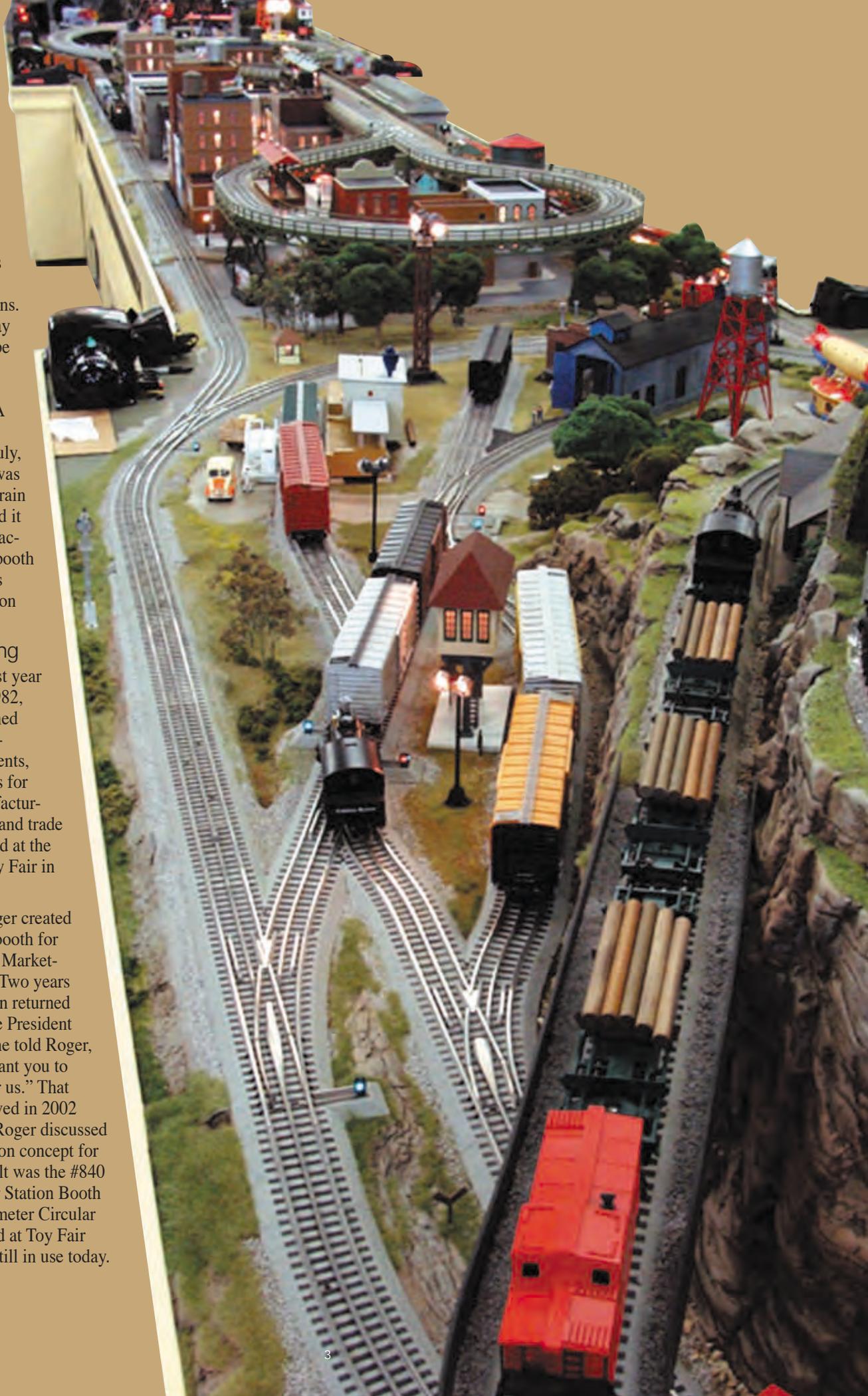
LCCA members might recognize T W Design (TWD) as the name of the company that designed and built the now-famous, Lionel-sponsored, Christmas-theme operating train layout in the New York Transit Museum on the Main Concourse level of Grand Central Terminal in New York City. According to Roger, "The GCT layout is a high-mileage display. It's been shown all over the country, at the York event, and at LCCA Convention sites. It was originally meant to be used only in the museum at GCT during the holiday season for a two-month run, but Lionel® has been generous in sharing the 'Wow!' of it with hobbyists and families nationwide."

TWD has recently completed one of Lionel's most involved layout experiences to date – the 40-foot layout with display walls and towers with trestles and 36 operating trains. The entire display and layout will be a major attention-getter at the upcoming LCCA Convention in Sacramento in July, 2009. Its debut was at the fall 2008 train meet at York, and it was a stellar attraction at Lionel's booth at recent World's Greatest Hobby on Tour locations.

### The Beginning

Since its first year in business in 1982, TWD has designed and built toy displays, environments, and backgrounds for major toy manufacturers' showrooms and trade show booths used at the International Toy Fair in New York City.

In 1999 Roger created the Radica Toy booth for then-Director of Marketing John Brady. Two years later – when John returned to Lionel as Vice President of Marketing – he told Roger, "Eventually, I want you to build a booth for us." That opportunity arrived in 2002 when John and Roger discussed a new presentation concept for Lionel. The result was the #840 Industrial Power Station Booth and 80-inch-diameter Circular Layout presented at Toy Fair 2003. Both are still in use today.





TWD was also the designer and contract builder of various reproduction Lionel dealer displays that were built in 2004-05 for a Dallas-based retailer. Since 2006, TWD has produced a new generation of retail displays for Lionel, including displays for Fortunoffs, Dillards, FAO Schwartz, Newark's Gateway Center, and the Macy's Santa Land Display in NYC.

### Built for the Road

The skill set of the TWD group transcends experience in creating trade show displays. "The T W in our name stands for Theatrical Warehouse. Our roots are deeply embedded in the theatrical tradition," Roger explained. The work of building a set for the stage and then breaking it down into small pieces that can be transported in a tractor-trailer rig or a bobtail is the basis for their enterprise. A display must be able to withstand the rigors of the road, be quickly assembled on location, and yet be relatively lightweight and durable. The GCT layout display fits into six very large crates; all of them fit on a 24-foot bobtail.



Despite the transportation and logistics challenges, TWD has never had a problem that they couldn't handle. "We realize that we have only one opportunity to get it right, and that's opening night. If it doesn't work, we're out of luck, out of a job, and probably out of a career," Roger said. His goal is to make sure that when it gets to the site, it works and works from the first time they turn it on until the day they turn it off.

The TWD crew carries a good selection of back-up electrical components and at least one spare transformer on every installation. Because of careful design and rigorous construction methods, the product is very reliable. Lionel's FasTrack™ is used on the layouts – it's durable, easy to assemble, and fits together perfectly.

### Prelude to a Dream

Roger explained the process of development of a display as an unfolding adventure of discovery. "Lionel's directions are quite



accommodating to me as a designer. They give me a lot of leeway creatively with general directions like, ‘We’d like to see this many trains running and we’d like to have this kind of theme.’ They leave the specifics to us. That’s pretty darn neat in terms of a client business relationship, and Jerry is very inspirational.”

At the first meeting about the Grand Central Terminal display, Roger was impressed by something Jerry emphasized to him as his goal for the company – to put a Lionel train around every Christmas tree in the country again. “When he used that phrase, I knew we would have a Christmas tree on the display. It is the archetype of his dream.”

Roger noted that a client with lots of strong opinions about what to place on a layout could pose specific challenges. “In a few cases, the request may not be inclusive or exciting. It’s our goal to expand the client’s thinking; to include options and ideas that turn a layout into a train experience.” However, with Lionel, we started with their affirmation, ‘We love what you do. Do it for us. Just provide two loops of track.’”

“When we presented our concepts, their reaction was, ‘Wow, this is cool! Can you add this?’ It was easy for TWD

to incorporate those requests. They gave me a list of products that they wanted on the table, and we got it to fit in a very exciting way. We have often heard, ‘This is more than we expected.’”

### The Sequel – Better than the First

“It’s a challenge to outdo your own work, but it’s also exciting,” Roger said. “The new Lionel layout was meant to be an immersive experience. It was designed as a walk-in booth that presented Lionel trains running in all directions with a curtain of sound, the scent of smoke fluid, and the delightful ambiance of the hobby. I wanted to present the whole experience of what it is to play with trains.”

Each layout we create for Lionel has multiple levels of finish. This current layout has a simplistic area, and it is a deliberate design decision. A novice could walk up to that portion and say, “I can do that!” Other areas are highly detailed with grass, trees, and figures, and an experienced modeler could say, “Wow, I could do that!” This layout is highly interactive. Lionel’s demonstration folks can hand a Legacy™ controller to visitors who can actually run the trains. Pushbuttons on the layout are placed around the perimeter so that guests can trigger the accessories into action.



## About the Geometry

The overall length of the layout is 40 feet, but it can be broken down into three complete, separate displays. The two end sections are approximately 7-1/2 x 12 feet, and the center section is 5-1/2 x 16 feet. The layout has multiple levels – a pair of subway loops at the bottom of the center section and three stacked loops on the mountains at each end. The uppermost loop is for S-gauge trains. The center section has a perimeter loop that connects to the two ends, or it can be joined as a single loop on the center table itself. Many of the accessories in Lionel's current catalogs are placed in the layout as well as some of the classics.

Despite its complexity, the TWD crew can set up the basic elements in about four hours. It usually takes another four hours to put all the display products in place – trains on the tracks and buildings in their designated spaces. From time to time, we will refresh it by changing the accessories and putting the newest train sets on its towers. The graphics on the back panels can be changed.

## Roger's Roundabout Path

Inasmuch as there is no academic program with a major in Lionel Layout Building, I asked Roger to describe his training and preparation for the work he now does as Creative Director of TWD. Since boyhood, he has been involved with toy trains – a second-hand Marx wind-up train, his first Lionel train (an orange-striped Pennsy 250), and a James Gang Train Set bought for his son-to-be when he was just an image on an ultrasound screen.

"I've always been involved in a 'work in progress' on someone else's layout. I doodled with ideas and built some small layouts for myself and for the toy-related business. My career interest was in theater and set design – building scenery and stage elements. I went to college originally to study art, and I got involved in film making at first. It had a theatrical flavor to it. An opportunity came to take resume shots for actors

and actresses, and that led to photographing stage sets for their archives. I took photographs of some of the sets at the different theaters in town, and I often thought, 'I can do better than that.' Someone overheard that remark and challenged me to prove it."

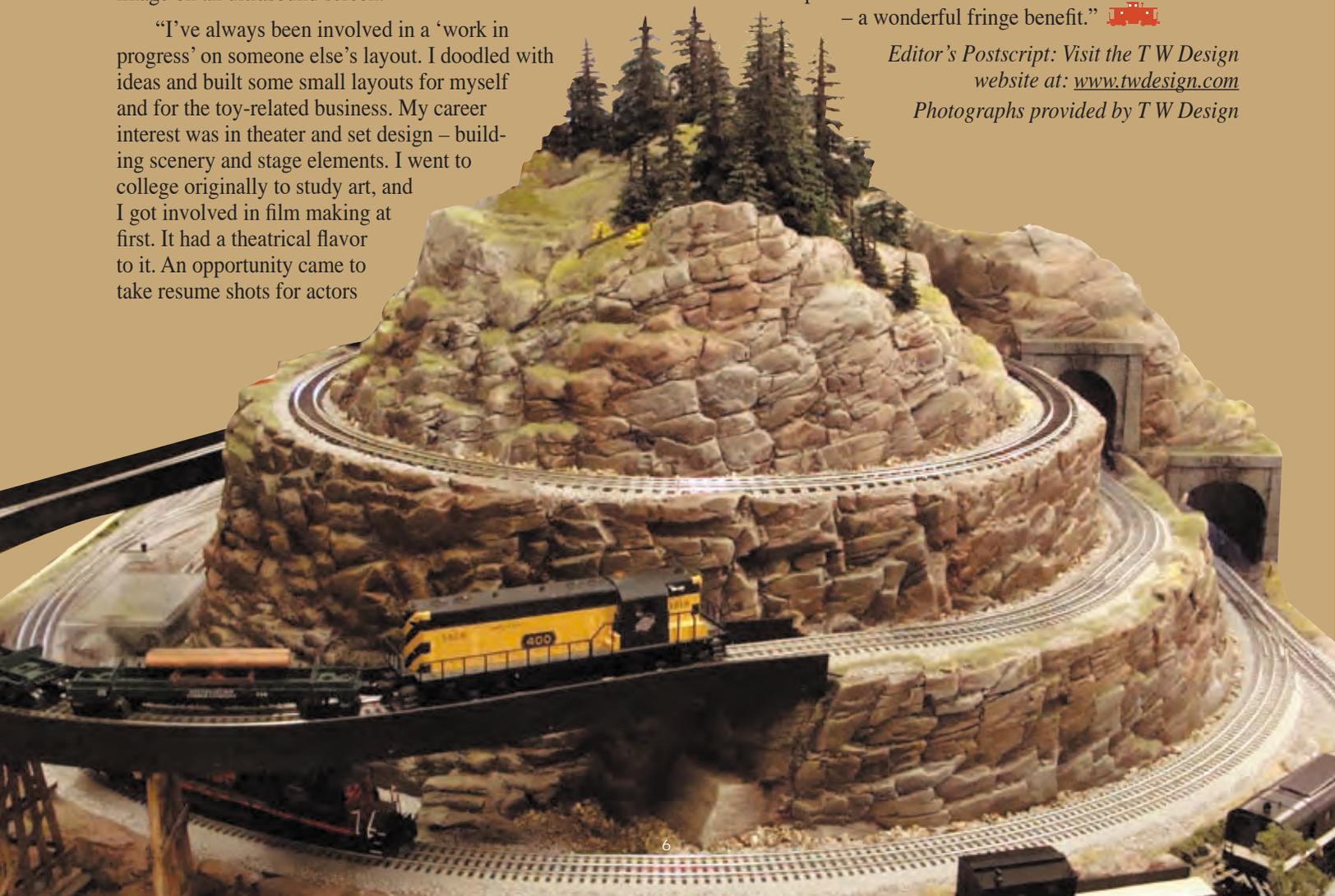
"I enrolled in courses at Avila College in Kansas City in the 1970s. I also took courses through the Associated College and Universities program. I graduated with a split degree – one in fine arts and the other one in theater. From there, I went to the Santa Fe Opera Company and built stage scenery for the operas. I eventually worked my way to Houston and then to Dallas where I did graduate work at SMU. That's also where I re-connected with Dorcie whom I had met in Santa Fe and who was now studying dance at SMU. She and I wed and have been inseparable since 1979. She is now the President of T W Design and attends to the business operations and marketing programs for the company."

## Love this Job

His theater involvement, the work he did for toy companies, his connection with John Brady, and the introduction to Lionel brought him full circle to applying a lifelong interest in trains with a love of theater and skill in design. "I love working with Lionel, if you haven't gotten that message yet! It's exciting to collaborate with the company that has been part of my life for 50 years. I enjoy doing the LCCA Convention, and I hope we are included in many more of them. The officers I've worked with are super people, so it's a joy to do that show although it's a busy time for me. I've met train collectors and operators and become friends with some of them – a wonderful fringe benefit." 🚂

*Editor's Postscript: Visit the T W Design website at: [www.twdesign.com](http://www.twdesign.com)*

*Photographs provided by T W Design*



# LCCA Product Development Shop

by Lou Caponi  
RM 8735

Wow, it seems like I just finished writing my last article for *The Lion Roars*, and now I get to do it again. Time flies when you are having fun! The great thing about being involved in the world's greatest hobby is, when I'm in the train room, all the world's problems are left outside the door.

The LCCA 2007 Convention Car, a C&NW Heritage Tank Car, won an award for excellence. Wait until you see the *metallic white pearl* paint job applied to the 2009 Convention Car! It gives the illusion that the car is covered with frost. In my view, it's another award winner!

## Lionel Likes It

Our friends at Lionel were so impressed by the decor of this reefer that they will produce a namesake train with this theme, the BNSF Ice Cold Express Train Set. The story gets better. As is our custom, the LCCA reefer will not be offered to the general public, and it will bear its own SKU number. Lionel will not re-release our car later within their forthcoming Ice Cold Express Train Set.



## Our Car and a Future Train

Our 2009 Convention Car model of a 57-foot mechanical reefer named the Ice Cold Express, has been selling very well, and your club is thrilled by the response to this unique offer. An ad and order form for this car is included in this issue of *TLR* on the inside front cover page. At the rate they are selling, the production run of this car will likely be sold out before the upcoming order deadline (May 31st). Want one? Please don't procrastinate. Fair warning: we don't want to return your arrived-too-late order for this car.

That's all the more reason for you to place your order now. Own this unique LCCA Convention car AND have it available for use in the consist of Lionel's future BNSF frosty train set.

Well, I have got to run (my trains, that is), so until next time, in the words of Star Trek Vulcan friend Mr. Spock, live long and prosper! 🚂

*Digital image provided by Lionel LLC*

## Editor Seeks Mystery Author

An interesting, helpful article prepared by a club member and entitled "A Tale of Ten Transformers" was submitted for publication in *TLR* a year or more ago. It took a while to gather digital photos of all ten units, some of which are rare. In the interim, somehow the name of the author was separated from the document on file. This may be the high-tech version of "the dog ate my homework" excuse.

Will the author of this article please step forward and be recognized? I want to publish it in the upcoming June 2009 issue of the magazine and give full credit to you. Thanks in advance!

Mike H. Mottler, Editor, *The Lion Roars*, mottlerm@conwaycorp.net  
My mailing address is shown on page 1 of the mag.

# Something from the Archives

by Paul V. Ambrose RM 9406

In the early 1990s, along with Publisher Bruce Greenberg, I had the privilege at the behest of Lionel® to visit and inventory the Postwar Archives at Mt. Clemens, Michigan.

The featured item for this article is an extremely scarce uncataloged 6014-150 Wix Boxcar with the rare Archive Box. Unfortunately, I cannot remember if this Wix example

was part of the inventory at the time we cataloged the archives.

The archives were utterly amazing! We were actually able to hold and examine some never-before-seen postwar items. What a once-in-a-lifetime thrill! However, most archived items were typical production kept simply for reference and for posterity.

Many of the unboxed items were tagged with stringed cardstock and/or identified with either masking or surgical tape. Other products with boxes were grease-pen dated on one end on the box. Some of the items marked by a grease pen were further identified with an approximately 3x5-inch card as a “Production Sample,” such as the example shown here.

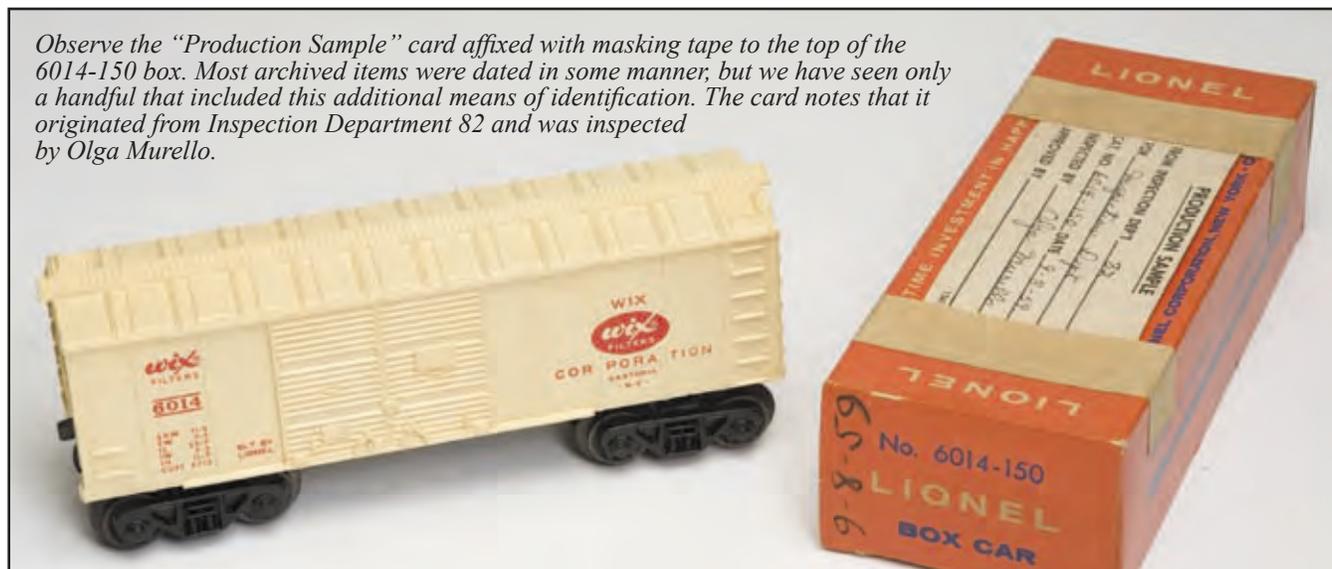
Concerning the Wix Boxcar – it was part of a special 1959 uncataloged set offered by the Wix Corporation of Gastonia, North Carolina, to their customers. Text from the original ad published in the October 1959 issue of *Motor Magazine* stated, “Lionel Train Set ... for only \$12.95 ... when you make a smart buy of only 24 Wix Oil or Air Filter Cartridges”.

*Digital imagery by Marc Soracco Photography*



*The 6014-150 Wix Boxcar was part of Promotional Outfit X-837 exclusively available from the Wix Corporation. A typical production box has substantial collector value as very few have survived to this day. We do not believe the 6014-150 was available in any other Lionel Set. This pictured example was from the Lionel Archives. Note the 9-8-59 grease-pen date on the end-flap. It is probably a one-of-a-kind box.*

*Observe the “Production Sample” card affixed with masking tape to the top of the 6014-150 box. Most archived items were dated in some manner, but we have seen only a handful that included this additional means of identification. The card notes that it originated from Inspection Department 82 and was inspected by Olga Murello.*



# Instead of a Layout, a Diorama

by John and Janet Mateyko RM 23791

Many LCCA members have permanent, room-size pikes or seasonal loops of track around the base of the Christmas tree. Some members belong to a modular train group which owns and operates a large layout affording them the opportunity to run long trains. Others display their collection on shelves. Some keep their trains in boxes.

Somewhere between the operating layouts and the trains on the shelves is another facet of our hobby – the diorama. This year, we created two dioramas. Both were based on actual photographs, and we recreated the two images in a 3-D setting with trains, accessories, and accurate environmental surroundings. One was based on a New Haven Railroad scene, and the other was a typical coal yard.

## The New Haven Mind Link

Whenever I read or hear about a New Haven car or locomotive, my eyes and ears perk up because my first daughter was born in New Haven, Connecticut. I do not collect New Haven rolling stock, but I do look at them because of the family life and geo-related connection.

Several years ago, I repainted a K-Line heavyweight baggage car to resemble a New Haven baggage car I had seen in a book. I used gold decals to show NEW HAVEN between the doors but did not add any other lettering. The glaring incongruity was the deep fascia of the K-Line mold. I bought a Williams heavyweight baggage car which needed a repaint. I was ready for another New Haven car. Because of the smaller fascia, this Williams car would accept a full lettering scheme. I ordered two decal sets from Champs; one to get the white N-over-H letters and one to obtain the white NEW HAVEN lettering for use between the doors. I did not



The Photograph

remove the factory-applied gold Railway Express Agency lettering.

At an O-scale train meet, I found a photograph of a New Haven heavyweight baggage car at rest in a small classification yard. My model baggage car resembled the one in the photograph, so I decided to make my first diorama based on the photo. With



The Diorama

two-rail, O-scale track, a mixture of gray ballast mixed with black cinder for the roadbeds, two buildings, seven pieces of rolling stock, and an REA truck from our home layout in hand, I had the parts for building a diorama.

After joining the wood pieces, I painted all surfaces white. When dry, I painted the four outer surfaces black and applied a light coat of blue paint on the interior walls of the two tall sides. With no specific pattern on it, the background now resembles a lightly overcast sky.

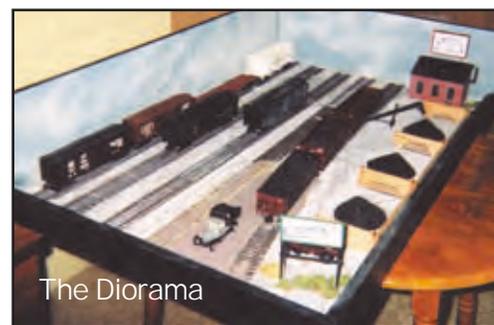
Twenty percent of the floor was coated with a 1:1 mixture of wet water and white glue. While the solution was wet, I placed one length of track in position with enough ballast around it to hold it in place. I installed other pieces of track the same way and allowed 24 hours for drying. I finished this project in 10 days, but most of the time was spent waiting for paint and glue to dry. After a couple of weeks, I cleared the diorama of rolling stock and buildings. With the tracks glued to the base, it went into our garage.

## Action in a Coal Yard

A month later, I saw a photograph of a 1940s retail coal yard complete with a coal conveyor and piles of coal in wooden containment bins. I thought it would look good in 3-D as a diorama. I scratch-built the bins and coal piles and purchased a St. Charles Model Works coal conveyor kit which required only 30 minutes assembly and painting time. I added some coal-yard-specific modifications to the two coal trucks in the yard. The silver one has built-up sides for carrying a hefty coal load to its destination.



The Photograph



The Diorama

The possibilities are endless. You can make a diorama with any dimensions you want with as many tracks as you want. Glue the tracks in place or set them on the base. Add a few buildings and billboards or foliage. Have fun in a small space! Maybe your wife and children would like to build their favorite scene as a family diorama project. The diorama doesn't have to be copied from an actual photograph. It could be based on a memory of a family trip, a fantasy railroad, or an imagined industry – the Wonka Chocolate Factory perhaps? 🚂

Photographs by John Mateyko

# Soaked and

*Water Warning™ Leak Detection Alarm nestled against the bottom of display shelves that enclose the sides of the layout.*

by Bill Fuller RM 11746

“Hey, Bill, how come you’ve got mouse traps all over your train room?”

“Look again. Those aren’t mouse traps. They’re water alarms.”

“Say what? Never heard of such a thing. Why do you have them all over the place? How do they work?”

## Day of Dampness and Despair

Before we continue this conversation, let’s back up to a day in November that I’d rather forget. Being busy with other pursuits, I hadn’t enjoyed the trains in my basement train room for a couple of days. This was nothing unusual, and I was comfortable knowing that my treasured toys, collected over several decades, were safe and secure and resting quietly until I had the opportunity to visit them again.

material but finally punched a hole completely through it and saturated everything beneath it – my train room.

Fortunately, perhaps, the leak occurred above the area where I stored train boxes rather than over the operating layout itself. The loss of scores of boxes, including the special boxes holding the LCCA New Haven Alco passenger set and add-on cars, was staggering. My homeowner’s insurance company acknowledged the value of the boxes and gave me money afterwards, but money cannot restore destroyed train boxes. Now I’m rebuilding the layout, cleaning the models, and trying to avoid excessive whimpering over the loss. “Life goes on, despite the dampness,” I kept reminding myself.

## Little White Boxes

The plastic boxes now scattered along the walls, under the tables, and hidden behind structures on top of the layout are my new DDD system – Direct Defense for Dampness. I wished that someone had written an article earlier for *TLR* letting us all know that such products existed. I have accepted that task, thus this article.

Installing these small devices could hardly be simpler. I spent less than \$10 for one at a local home supply store where I found the Zircon Leak Alert™ Electronic Water Detector. At an Internet site such as [www.Amazon.com](http://www.Amazon.com), one can find the Water Warning™ Leak Detection Alarm. Just insert a 9-volt battery and place the detector where unwanted water might intrude – under a water heater, dishwasher, lavatory, or in a basement train room.

Both brands operate in the same way. Two metal strips wrap around one edge and the back of the detector, which is indeed smaller than a common mouse trap. Whenever excess moisture establishes an electrical path between the two parallel metal strips, the circuit is completed and an audible alarm sounds, continuing until the battery is depleted. The alarm of both brands of detectors can be easily heard upstairs in my house. I really like the Zircon detector because its metal sensor strips are closer together which should make it more sensitive. Also, its alarm sounds the international distress signal of S-O-S in Morse code! That takes me back to my Boy Scout days when I earned my Railroading Merit Badge.

*Bill’s soggy collector boxes dissolved into flat, de-laminated cardboard scrap on the kitchen floor after he removed them from the train room.*

When going downstairs to collect something from the storeroom, I became aware of a peculiar whizzing sound emanating behind the closed door leading to the train room. I opened the door, and saw an expansive cone of water spraying down with significant pressure from a small hole in the ceiling. It looked like the spray one would expect from a fire suppression sprinkler system, except that my house, like most private homes, wasn’t equipped with that protective feature.

I discovered a pinhole leak in a copper water pipe running above the finished basement ceiling. The spray of water from that pipe had, for a while, run along the drywall ceiling



Photo courtesy of DeSmet Mutual Insurance Company.

# a Bit Shaken



*This Water Warning™ Leak Detection Alarm is nestled against the bottom of display shelves that enclose the sides of the layout.*



*The two parallel metal strips coming out of the case below the label and wrapping around the bottom edge extend across the back of the case (out of sight in this view). Any water saturating the carpet would establish an electrical connection between the metal strips and activate the alarm.*



*Back of the Water Warning™ Leak Detection Alarm. The metal strips would sense the presence of water and activate the alarm.*



*Zircon Leak Alert™ Electronic Water Detector leaned against display shelves enclosing the layout tables. Except when being photographed, it lies flat on the floor either on its side or its back so that any moisture would establish a circuit between its two metal strip*

## Another Alternative

Even better protection against flooding from broken water pipes exists, although I have yet to install it. Under the brand name “Water Cop™,” there is an electric valve that a plumber can install in the main water line entering a house. When triggered by a remote sensor, any number of which can be placed throughout a house, the valve closes off the incoming water line. Understandably, this



*Bottom of the Zircon Leak Alert™ Electronic Water Detector. Note the two metal strips that wrap around one edge.*



*Detectors are not limited to floor placement. Here is one on a new area of the layout still under construction, hiding behind an Operating Transfer Dock so that it is out of sight from normal viewing angles.*

is a more expensive form of protection, yet it would cost less than the damage my collection sustained. The company has an Internet presence and can be located through any popular search engine.

Is your train room, like mine, in the basement? Are water pipes running across the ceiling above the layout? Are your trains protected? 🚂

*Photographs by Bill Fuller*

# Three Grown Boys and their Toys

by Dienzel Dennis RM 6713

*The three Dennis brothers enjoyed each other's company and the show on the floor of the Trading Hall during the LCCA 2008 Convention in Buffalo, NY. L to R: Daryl, Dienzel, and Wendell.*



## A Triple Tale

This article is three stories wrapped into one. First, it's a human interest story about our dad; second, his three sons as lifelong friends and brothers who share an involvement in the train hobby; and third, the LCCA.

Our love of trains truly was a "Family Affair." We "Remember When" it all started. It was "All in the Family" long before Archie Bunker made these words famous. It really was a "Father Knows Best" family affair at our house. In fact, our story could be titled "My Three Sons."

### I. Dad and Mom plus Three

Our dad was a small town preacher who did carpenter work on the side to support his family when we were growing up in the rural Appalachian Mountains of eastern Kentucky. As a third means of income, he met the 2 a.m. L&N (Louisville & Nashville) train and collected the baggage as Baggage Master. These trips to the depot got me interested in trains during WW2. I can still see all the service men hanging out the window waving their hands as the southbound train rounded the curve and moved under the Kentucky River Bridge before bursting into sight of loved ones eagerly awaiting their arrival at the Irvine Depot. I have many wonderful visual memories of time spent with real trains – mostly the steam engines of the L&N.

Knowing our love of trains, dad got us a Marx train set. I played with it for hours on end. In 1947, the impossible happened. Santa brought us a Lionel® train set for Christmas. The train was basically for my older brother Wendell and me inasmuch as our younger brother Daryl was barely a year old. I'll never forget the "Wow!" of excitement that train set generated for an eight-year-old boy. That special train set re-emerges as a postscript to this story, so read on!

### II. A Band of Brothers

As often happens, the trains finally took a back seat to sports, cars, girls, and the other interests teenagers acquire at that stage of life. However, some 30 years later (in 1980 while we were visiting family in Oklahoma), I met LCCA member Bill Cox in Bartlesville. He went out of his way – as do good LCCA members everywhere – to show me his train layout. His wife called us into the kitchen for dinner, and he wouldn't take "No thanks" for an answer when I initially refused to eat. So I ate and afterwards went to my in-laws and ate again – two meals in one hour, I loved it.

Before I left Bill's home layout, I was again hooked on the trains that I thought no longer existed. Bill sold me six steam engines. Later, I learned it was a fantastic deal. He wanted me to get started in enjoying the hobby that was such a big part of his life. Not only that, but he also gave me a LCCA membership application, and I became LCCA Regular Member 6713. Have you recruited a new club member lately? Share your hobby happiness with someone!



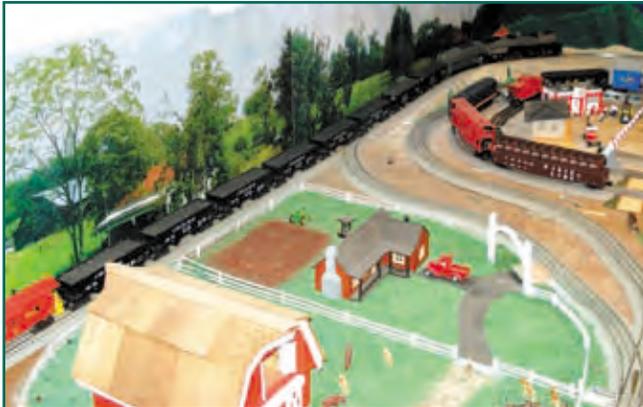
*Daryl's home layout is filled with buildings, vehicles, and scenic effects as well as trains.*



*An impressive gorge and trestle captures the attention – and probably takes the breath away – of a hiker at the overlook on Daryl's layout.*

When I arrived back home, I recruited my younger brother Daryl to the club, and he became LCCA Regular Member 7665. We were “train-related, bonded brothers” as well as actual brothers! Although our older brother Wendell never showed interest in our hobby during boyhood, Daryl and I never tired of collecting and operating these beauties.

Wendell often visited me in Daytona Beach, and at Christmastime three years ago he noticed the Polar Express train running under the Christmas tree. Out of the blue he said, “I’d like to have one of those.” I was thrilled by his showing an interest, so I took him to the Roundhouse South store where he purchased his first train.



*A coal drag works its way up a grade on the backside of Wendell’s layout.*

He also bought another train set. He was hooked. When we got back to the house he asked me which one of the trains displayed on the shelf was the one we received for Christmas decades ago. I pointed it out and asked him if he would like to take a turn sharing our train. He responded, “No, it’s yours, but I would like to have one like it.”



*A boyhood train set became the spark that ignited a later-in-life “train hobby fire of the imagination” in Wendell, the oldest of the three Dennis brothers. Now they all share a common interest in Lionel trains.*

Later, I “re-assembled” piece by piece a 1947 train set for him using the resources available to club members: the *Interchange Track*, LCCA-sponsored train meets, and the Trading Hall of LCCA Conventions.

Daryl and I have always had our layouts and we were both delighted that Wendell had started one of his own.

When I visited him three months later, Wendell already had trains running on his layout and the room was crowded with trains.

“You should cut a hole in the wall, make a tunnel, and run the trains into the other room,” I said. “No, this is enough, and I am satisfied, so that’s it.”

When I talked with him by phone a few weeks later, he asked, “Guess what?” I replied, “You cut a hole through the wall and made a tunnel to enlarge your layout?” Laughing, he said, “No, I took down the entire wall, doubled the size of the room, and made the layout twice as big.” Folks, that’s how this hobby works.



*The L&N switcher passes through a town where an antique car show is underway on Wendell’s layout. Does the horse-drawn wagon qualify as a pre-car antique?*

### III. LCCA Conventioneering with Brothers

The next part of this story starts with a question. What does  $28 + 28 + 1$  equal – besides 57? Give up? That is the sum of the LCCA Conventions that the three Dennis brothers have attended. Daryl and I started attending the Annual Conventions together in 1981 at Chattanooga. Since then we have attended 28 straight. This very well could be a record, and we feel blessed to have been able to achieve this milestone. We are already looking forward to Sacramento this July.

Now, what is the 1 in the formula above? Thanks for asking. I was able to take my oldest brother Wendell along to Buffalo, New York, this year for his first trip to an LCCA Convention. Is there anyone out there who brought three siblings along to a club Convention? Why not bring someone with you this year? Needless to say, our dad’s three sons love trains, especially Lionel, and we also love the LCCA.

I was privileged to serve our club for 22 straight years during which time I attended 92 consecutive board meetings. Yes, the LCCA is my club, even though I also belong to other train hobby clubs.

If you enjoy your trains, I encourage you to make it a family affair. Start building memories to last a lifetime.



*Dienzel's garage-based layout in Florida is a 15x16-foot spread with FasTrack™ as the rail bed. The meeting of "big steam" on one corner of his layout reveals his interest in the behemoths of the steam era.*

### Postscript: A Special Dad, A Special Train Set

On Christmas morning of 1947, we received Lionel set number 1425WS as found on pages eight and nine of the 1947 catalog. It consisted of a 2025 2-6-2 Pennsylvania K-5 steam locomotive that "puffs clean white smoke and

sounded a beautiful two-tone whistle" built into the 2466WX tender. It included a 2452X short black gondola (with circle hole floor), a 2454 orange PRR Baby Ruth Box car and a 2257 red non-lighted caboose. These all had the early flying shoe couplers. A Type S 75-watt transformer and an oval of O27 track completed the set.



*Got trains? The boundary of Dienzel's collection seems limitless with shelves filled with steam and diesel locomotives, motorized units, and more.*

A 2457 caboose is listed in the catalog, but I assume they ran out of this prewar carryover and provided the 2257 instead. My good friend and LCCA member Bill Trappen received this same set with a 2257 caboose included. He also has a close friend who reported the same identical set, so the 2257 caboose was not a mistake. My engine was one of the first ones in 1947 because it had a two-wheel trailing truck, whereas later ones had a four-wheel truck. Also, mine had an aluminum smoke stack, not black like the later ones. Instead of a red Pennsy decal on the smoke box, it had 2025 stamped in silver paint.

When I started collecting trains and purchased the 1947 catalog, I was stunned to see that this set retailed for \$42.50. When this set was purchased, my dad was making \$5 a week as a small church pastor and received 35 cents an hour doing carpenter work. How he was able to pay Santa Claus for this set, I will never know. Years later he couldn't tell me either. I remembered that all year long mom would remove the dimes when dad emptied his pockets at night, and she would put them away to buy Christmas presents.



*The 1947 train set occupies a special place on Dienzel's display wall. He temporarily replaced the Polar Express engine with the vintage engine for a few trips around the Christmas tree. After 61 years, it's still spreading holiday magic and delivering hobby fun and excitement.*

*A train set can be much more than a toy – it can also become an affirmation of family ties and memories that last a generation and beyond.*

Although mom has gone on to that Big Depot in the sky, I can still see her standing back and smiling as she watched the joy on her sons' faces when any one of us played with a train. Dad, who has also accepted a ticket aboard the Celestial Express, was right in the middle of the action with us, but he never took our play time away. He let us to do our thing, but he was always there for guidance and encouragement. No wonder my love for mom and dad and Lionel Trains is still strong today. 🚂

*Photographs provided by Dienzel Dennis*

## Toy Trunk Railroad

by Erik Sansom



# Top Ten Reasons to Come to Sacramento!

by Eric Fogg RM 12768  
and John Fisher RM 6541

## 10. Visit a Top Ten Museum

The California State Railroad Museum easily ranks among the top ten historic railroad venues in the world! We'll have the museum – including the toy train displays on the second floor – all to ourselves after normal museum hours on Tuesday evening. Don't miss this special opportunity!

## 9. Shop for Nine Hours in the Trading Hall

You can spend nine hours in the Trading Hall searching for that special car or engine. It starts on Friday night with a members-only opening. On Saturday the public is invited, and Sacramento is train country. You can be a buyer or a seller or both.

## 8. Leave your Heart in San Francisco on Tour #8

You can't come to Northern California and not visit The City by the Bay. It's home to the Golden Gate Bridge, China Town, cable cars, Nob Hill, North Beach, and so much more. Watch for Tony Bennett!

## 7. Spend the best Seven Days in July

This is THE PLACE to be for the best seven days in July! Everything from start to finish has been researched, planned, and prepared just for you by a crew of volunteers who know what you like because they're toy train fans too. If that's not enough, check out the very affordable hotel room rates negotiated especially for you.

## 6. Meet Six Lionel Experts

There'll be at least six experts from Lionel you can visit with one-on-one. Friday is the day when you can get the word directly from the wonderful folks at the Orange and Blue. The Lionel Seminar (right after the LCCA Business Meeting) is always an informative Convention highlight.

## 5. Ride Five Trains on Five Days

You can ride five different trains on five different days during the Convention. Take your pick – ALCo diesels, light-rail cars, historic trolleys, cable cars. Get your steel-wheels-on-rails fix in the Golden State!

## 4. Invest Four Hours Getting Re-acquainted with Friends

Meet with your toy train friends or make some new toy train friends. Nobody throws a party like the LCCA! Our best work is the Convention's Get Acquainted Party on Thursday evening. We promise wonderful food, good entertainment, and great people who share your hobby interest.

## 3. Enjoy a Three-course Gourmet Dinner

Step aboard the Napa Valley Wine Train and enjoy an excursion run and a fine meal. The wineries in the Napa Valley are known all over the world. Here's your unique chance to experience this special place aboard a restored vintage train pulled by beautiful wine-colored ALCos.

## 2. Select from two Different Ways To See California's Wonderful Capital City

We can't guarantee you'll get to see the famous governor, but you will get to see this historic city, enjoy a special lunch, and tour either the Cathedral of the Blessed Sacrament or the Towe Auto Museum. Can't decide? Flip a coin!

## 1. Choose a One-derful Opportunity

Spend quality time with some of the greatest toy train fans on the planet! Come to just one LCCA Convention and you'll come back again and again. The sights, the trains, the food, the hotel – they're all great. But the people you'll meet make it fun!

P.S. Did we mention that this year's registration gift is absolutely stunning!



# The Sefton Collection

“Small Wonders: The Magic of Toy Trains” exhibit showcases 1,000 toys and a dazzling, operating toy train layout. Beginning in summer 2004, the California State Railroad Museum at Old Sacramento State Historic Park has showcased this all-new exhibit in its facility.

The exhibit features some 1,000 vintage toy trains, six interactive displays, and a magnificent operating toy train layout in its 3,300 square feet. Construction of the all-new exhibit got under way in spring 2004, following the removal of an earlier, outdated toy train exhibit on the museum’s second floor. The completed exhibit represents two years of planning, six months of fabrication and installation, and six weeks of carefully placing the numerous artifacts into display cases.

This exhibit is a direct result of a sizable, late 2001 donation of an extensive and internationally recognized collection of 20th Century toy trains, Buddy “L” riding toys, and railroad-related artifacts to the California State Railroad Museum, along with a generous cash donation to assist with its care and display.

Collected over some four decades by Mr. Thomas W. Sefton, a prominent San Diego banker, the collection is considered one of the finest of its kind in the United States. Included are some 7,000 toy trains and a variety of accessories. Locomotives and railroad cars from companies including Buddy L, Ives, American Flyer, Marklin, Marx, and Lionel are featured, along with accessories such as depots, bridges, and tunnels. Human figures, street lamps, railroad crossing signals, homes, and other trackside structures are also included.

In addition to exhibiting the world-renowned Sefton collection, the new exhibit Small Wonders introduces guests to the magic of toy trains, the joys of collecting, and helps illustrate the place of toy trains and scale models in American popular culture. Because the collection put together by Mr. Sefton is so extensive in volume, only a portion will be displayed at any one time. This will allow for a regularly updated presentation to delight toy train enthusiasts time and again. The space in which the new exhibit is located has been formally renamed the Thomas W. Sefton Gallery.

*This exhibit is a direct result of a sizable, late 2001 donation of an extensive and internationally recognized collection of 20th Century toy trains, Buddy “L” riding toys, and railroad-related artifacts to the California State Railroad Museum, along with a generous cash donation to assist with its care and display.*

“Small Wonders: The Magic of Toy Trains” is organized into six specific themes.

- Exhibit Introduction – Here, guests learn that toy trains are part of our culture and our heritage, and that they are an art form worthy of a museum exhibition.
- Collector’s Attic – In this portion of the new exhibit guests explore why people collect items, how Thomas W. Sefton went about collecting, and how scarcity and other criteria impact the value of a collection.
- Toy Trains 101 – Think of this as your “introduction to toy trains.” You’ll learn how early “primitive” toy trains evolved from pull and push toys into wind-ups, friction-powered toys, live steam and electric toy trains, and how developing technology added color, movement, and light.

- Lionel City – Here, the toy trains of the 1920s and ‘30s are highlighted as the pinnacle of toy trains as art. Guests also examine how packaging and marketing methods reflected the changing cultural and social outlook of Americans.
- Operating Layout – Here, visitors learn how toy trains operate and experience the thrill of lights, color, and motion as trains whiz by classically styled train stations, human figures, and other accessories.
- Toy Trains for Everyone – Learn how scale model trains — the basis for most of today’s model railroads — developed as part of the toy train phenomenon, and how toy trains have affected our shared culture in America today.

The new exhibit is permanently displayed at the California State Railroad Museum at Old Sacramento State Historic Park. Open daily from 10 a.m. to 5 p.m., the Museum — which is part of the California State Parks system — is America’s most popular railroad museum.

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# 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

**SOLD OUT**



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.

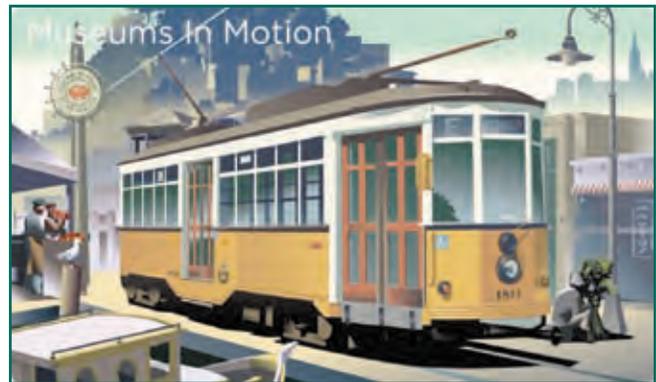
**NOTE:** Seating in the Dome Car is available but limited and costs \$25 additional (totaling \$164 per person). You'll be served lunch in the dome with a glorious view of Napa Valley vineyards. First come, first served. When dome seats are filled, coach seats will be provided at the lower price.

*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 – BART and Heritage Streetcars**  
Tuesday, July 21, 8 a.m. to 4 p.m.  
\$79 per person

*Tour 2 to the Empire Gold Mine and Nevada County Traction Train has been cancelled. We substituted a new tour – to San Francisco on BART! The price remains the same. If you're already booked on the earlier tour, we'll automatically switch you to the new one. If you'd rather not go on the new tour, contact the Business Office by e-mail, U.S. Mail, or fax for a refund.*

**NEW**



Take an exciting ride on one of this country's most innovative forms of public urban transportation. The Bay Area Rapid Transit System (BART) was born in 1946 but did not begin construction until 1963. Today BART can take commuters over 109 miles of track, past 43 stations, and through five bay area counties. We'll board the BART train at the most northeastern station in Concord/Martinez and then sit back and enjoy a 45-minute ride that eventually goes under the Bay through a tunnel to Market Street along the beautiful San Francisco waterfront.



Once in the City by the Bay, you'll be treated to a casual lunch at the restaurant of your choice along the newly refurbished Embarcadero.

Take time after lunch to board one of San Francisco's Heritage "F Street" Streetcars where you can ride the three-mile loop from the beautiful Ferry Building down Market Street to the Castro District. Three general types of vintage streetcars are used: a collection of unique vintage cars from around the world, streamlined art deco PCC streetcars from the 1940s and '50s, and the 1920s-era Peter Witt trams from Milan, Italy.

You will also have time to visit San Francisco's Municipal Transit Museum just steps from the Ferry Building, where you can learn the history of transit in San Francisco.

### 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 re-stored 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 and 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.

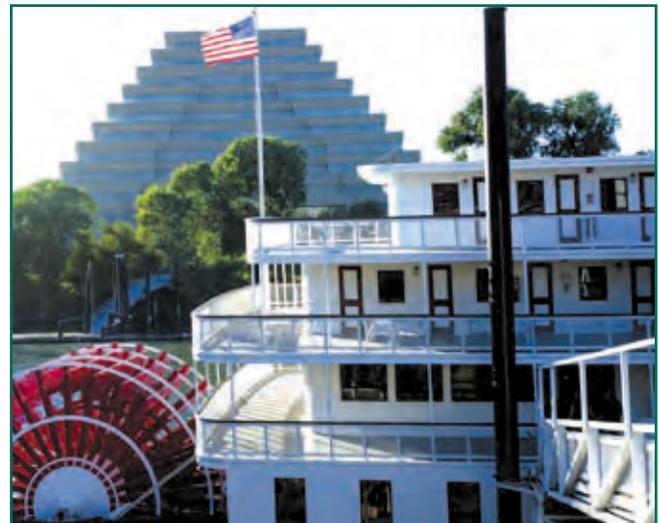
You'll drive past the historic, renovated Stanford home and see Sacramento's midtown area with palm trees, Victorian homes, and giant trees planted by homesick pioneers.

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.

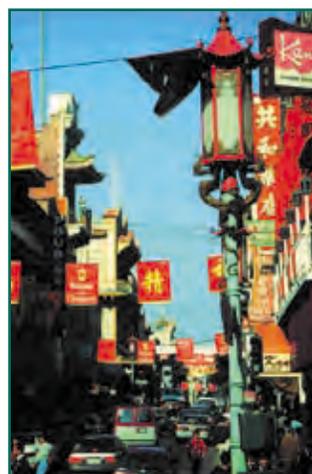
Hop back onboard and enjoy dessert and coffee as you complete the 32-mile roundtrip back to the Oakdale station.

*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 Aboooooard! 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, 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, San Francisco Railway Museum, and Folsom Tourism Bureau.*

## Ride Amtrak's California Zephyr to/from Sacramento

Enhance your trip to the LCCA Convention as a rail excursion adventure enabled by Amtrak. The club has made special fare arrangements with Amtrak for members who would like to travel by train to Sacramento. When booking with Amtrak, use Fare Code Number X95T-944, which is valid for travel during July 16 through 29. If Amtrak is in your plans, we suggest making reservations ASAP for the scenic California Zephyr.

## 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: BART and Streetcars	8 a.m. – 4 p.m.	Lunch in San Francisco
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. – 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 – 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**

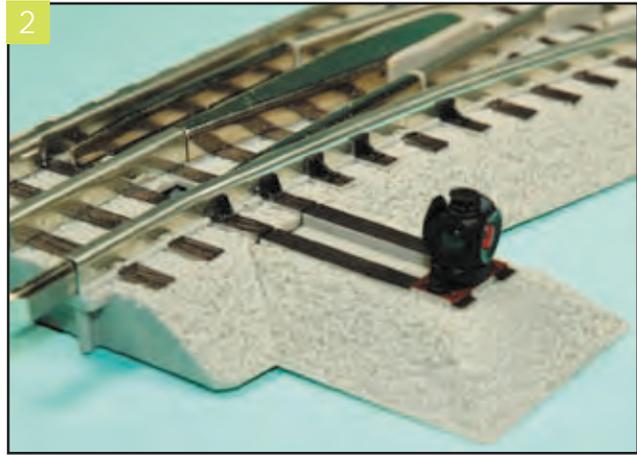
# Lionel News & Views

by Bill Schmeelk  
RM 6643

## FasTrack Switches

A very important part of any track system is the turnout or switch track. Lionel's FasTrack™ switches are unique in several ways and we thought it would be interesting to take a close look at them. FasTrack switches are available in the widest variety of radii that Lionel® has ever offered,

The switch stand, with its switch lantern, seen in **photo 2** can be positioned on either side of the switch. Changing its location involves the removal of four screws

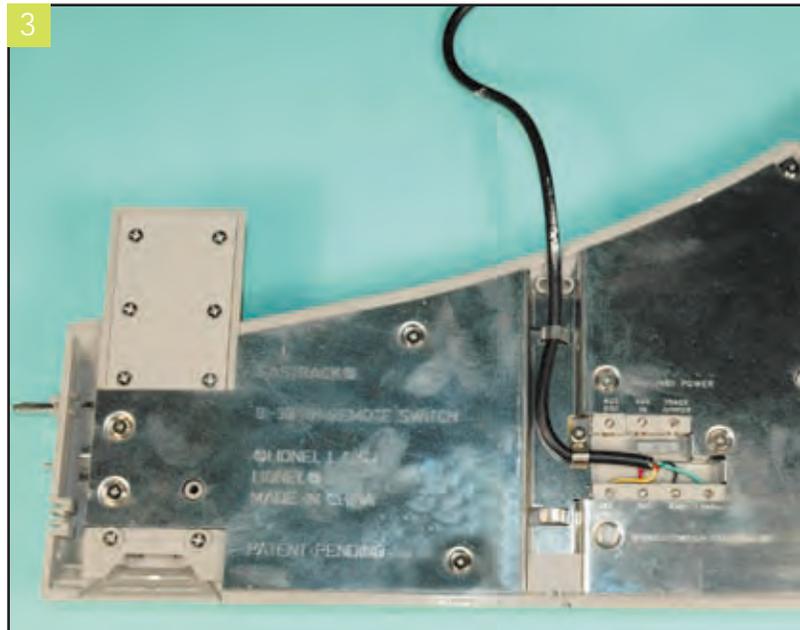


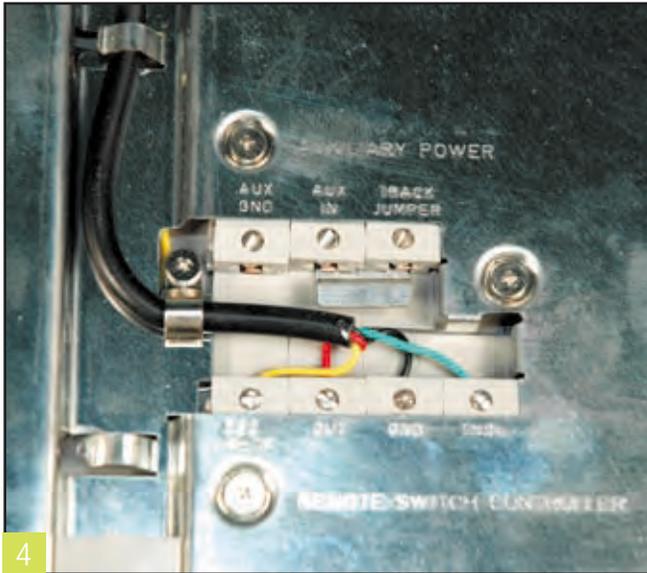
**1** – two which secure the switch stand and two that secure a small section of roadbed. The two pieces are merely switched. The switch can be manually changed by rotating the switch lantern. This was found to be a function important to operators when in 1995 Lionel had redesigned the O-gauge switch. That model did not allow the switch to be changed manually and was eventually dropped from the line.

**Photo 3** is a bottom view of the switch. The switch can be operated on track power or a separate power supply. Rather than the thumbscrew terminals of older switches, all wire connections are made underneath the track and do not show when the switch is installed. You

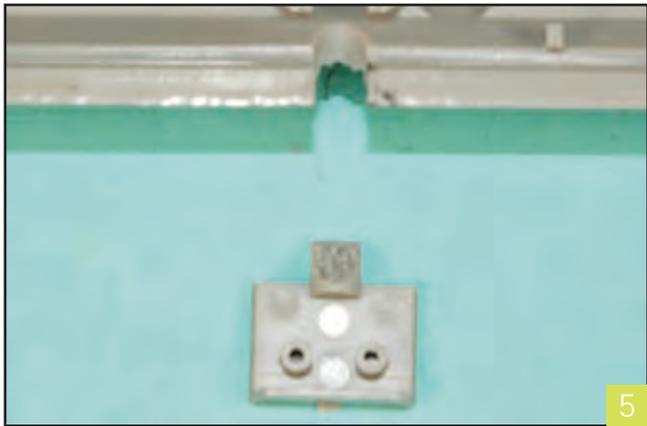
including O36, O48, O60, O72, and an O72 wye. Only the O36 switch is available in a manual version – all others use remote control operation. All versions incorporate the non-derailing feature that Lionel first introduced in its 1931 catalog. The manual version incorporates a unique toggle action for this feature that even allows the train to safely reverse direction while passing through the switch.

In addition to a wide variety of sizes, these switches employ a unique method of operation and have no visible switch machine. The switching mechanism is completely hidden within the roadbed of the track. All of the FasTrack remote switches operate in a similar manner and I've chosen the O36 right hand remote to use for the photos in this article as seen in **Photo 1**. Two features immediately distinguish these switches. There is no visible switch machine and the indicator lantern is more prototypically sized as compared to the traditional O22 switches. Although the switch machine on the O22 switch could be mounted on either side of the switch, it was still a bulky unit that had to be accounted for in any track plan.





will need to use a small screwdriver to secure the wire into the small terminals. **Photo 4** shows a close-up of the wire terminals. Removing the metal jumper across the two upper terminals converts the switch from track power to auxiliary power. Auxiliary power is connected to the Aux IN and the Aux GND terminals



Another interesting feature is that you can choose which side of the roadbed you wish to route the controller cable from. As supplied, the switch controller is pre-wired to the track. Changing the controller cable location requires the removal of a small filler section of roadbed, which opens a slot for the cable. An additional piece is supplied to fill the slot on the opposite side. If you wire the cable underneath your table, you can install both filler pieces and there will be no visible cable slot. **Photo 5** shows the slot and its matching filler piece. The opposite side of the track has a differently shaped filler piece to match the curve of the roadbed.

The controller, shown in **photo 6**, has no exposed bulbs and as supplied

has an illuminated Lionel “L.” The “L” will change from green to red, depending on the position of the switch. LEDs are used for the illumination. The state of the switch is also indicated by the position of the lever. Unlike the O22 switch controller, the lever has no center off position and remains in one of two positions, much like the tall control levers once used by railroad men in switch towers. The “L” on the controller can be replaced with one of six numbered lenses supplied. What do you do if you have more than six switches?

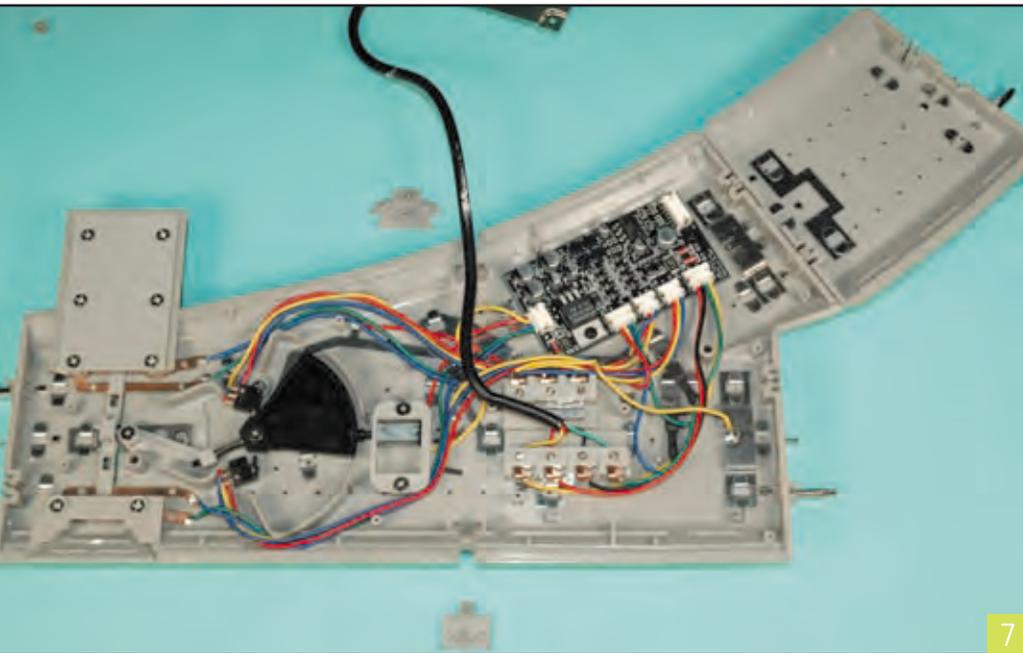
It would be a bit of work, but if you have access to a copy machine, the numbers 7 to *n* in Railroad Roman type-



font could be copied onto transparency film. On the reverse side, apply a piece of frosted tape over the numbers you need and then carefully cut them out.

In all but the O48 switch, at least one removable track section is supplied. The O36 switch includes a removable quarter track section and the O60 and O72 switches are supplied with three removable 1-3/8 inch sections. These sections can be used in different combinations to connect two switches together giving you different track spacing.

Most electrically operated switches use a dual coil solenoid to operate the frog of the switch. The FasTrack switches take an entirely different approach. Normal use does not require the removal of the bottom plate, but we’ll remove it to get an understanding of the unique operation of this switch and see how Lionel accomplished fitting the entire mechanism within the roadbed. The plate is held in place with twelve screws and you’ll need a small Phillips screwdriver to remove them without damage.

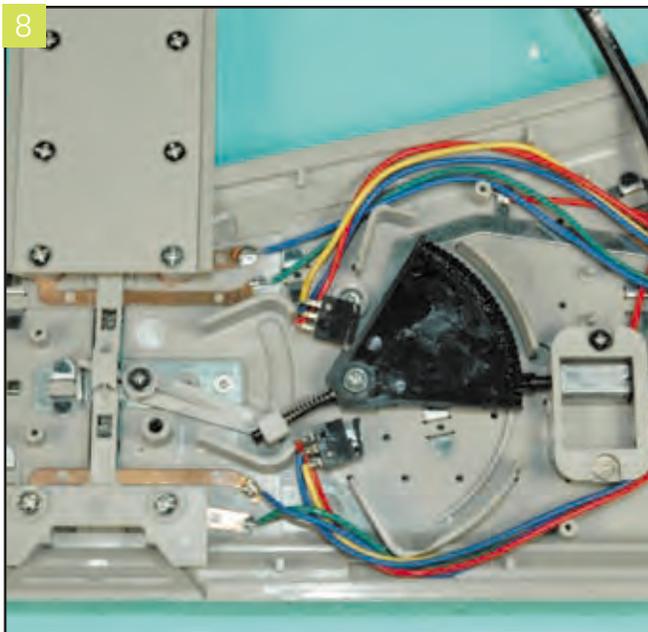


stop before it is fully in either the curve or straight position. This mechanism has proven to be very reliable.

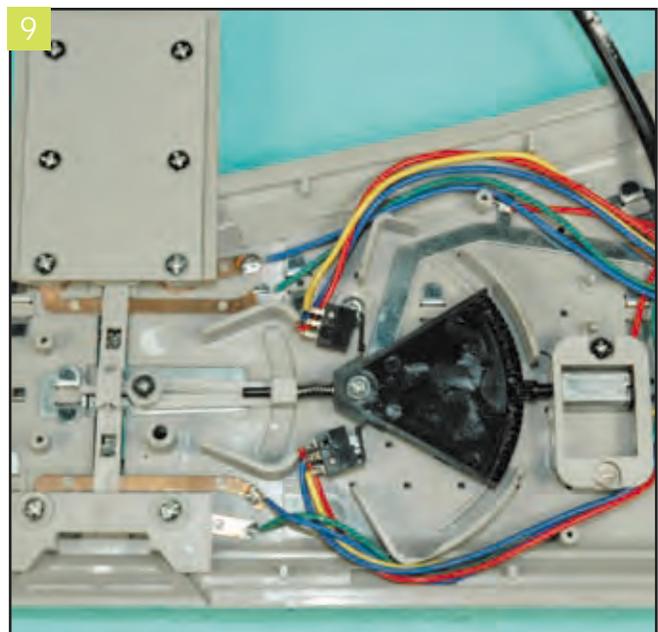
There's a bit more going on inside the switch. As you can see in **photo 7** there is some electronic circuitry that allows it to operate. I examined the switch some time ago and noticed a curious notation on the circuit board. A magnifying glass was necessary to read it, but a small notation at the end of the circuit board reads, TMCC RADIO. The switches were apparently designed from the start for operation within the TrainMaster Command Control™ system. Finally in the 2009 catalog, Lionel has announced the availability of command control switches. These are expected to ship in August and my plan is to do a follow-up as soon as they are available.

**Photo 7** shows the inside of the switch. The frog is moved by a small motor rather than a solenoid. A micro-switch at each end of the throw turns off power to the motor, allowing it only to be energized in the opposite direction.

The command versions will be supplied without the controller. No wiring is necessary. You merely put the track in place and address it with your CAB-1 or CAB-2. Lionel also plans to sell separate controllers for



**Photo 8** shows the switch set in the straight position. The shaft of the motor has a small gear which engages teeth on the outer edge of the black triangular piece. When the controller lever is moved to the opposite position, the motor is energized, and as its shaft turns the black triangular piece is pivoted. A tail on the black piece operates the switch lantern mechanism. **Photo 9** shows the switch at its mid-point and **photo 10** at the completion of its move. Notice the tail section on the black piece and how it moves a bar connected to the switch lantern. As the black piece reaches the end of its travel, as seen in **photo 10**, it closes a microswitch that cuts power to the motor. Since the motor will only stop when one of the two micro-switches is contacted, it cannot

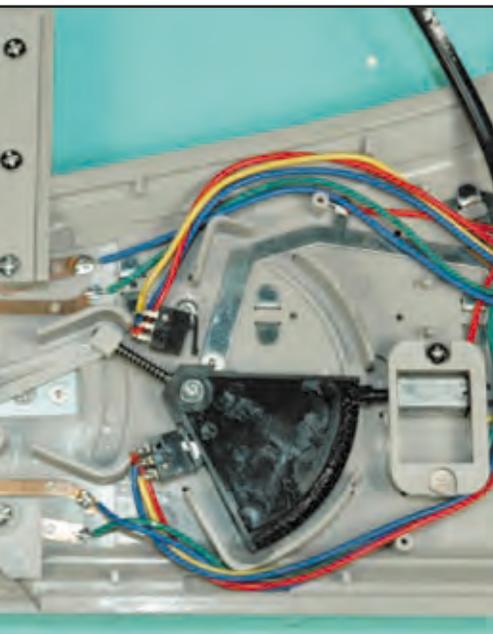


those who wish to also operate the command versions with the controller. The most often asked question seems to be whether or not you will be able to upgrade the existing FasTrack switches to the command version. We spoke with Lionel's director of customer service, Mike Reagan, about this. He informed us, at the time of inquiry, that an upgrade will not be possible. However, this could change in the future. It is most likely something that could not be accomplished easily in the field. The most economical method of controlling the standard FasTrack remote switches under TMCC would be to use an SC-2 or an ASC. The SC-2 can be used to control up to six switches, the ASC can control up to four.

## More on the Digital Front

We in this hobby have been most fortunate to have many scholars who have meticulously researched information about the company we all hold in such high regard and the trains they manufactured. This is certainly unique in the hobby field. The toy field for example, is a larger group than Lionel collectors, but there is considerably less research done about the companies and their products. The tracking of variations within a manufacturer's product line is unprecedented in our hobby. Doing this type of research and even authoring a book is certainly not the road to riches. Most often this work is done by devoted hobbyists who have a strong desire not only to learn about the company and its products, but to share that information with others. Unfortunately, much of the research that has been documented in books is now out of print and hard to get. Apparently it's not financially feasible to republish this information.

A very cost-effective alternative is to offer this information in digital form where



it can be viewed and read on a computer. This is exactly what Bob Osterhoff has done.

Bob's first book on Lionel trains was *Greenberg's Guide to Lionel Prewar Parts & Instruction Sheets*, published in 1987. The book was later republished by Kalmbach in 1996, but has long since been out of print. Not only is the book again available in digital

format, but Bob has added 92 pages of documentation not found in the original printed book.

Essentially, the book is a collection of Lionel documents regarding trains produced before 1943. The disk contains all 380 pages of the 1996 edition, which includes about 100 prewar instruction sheets and five separate Lionel parts lists from 1922 to 1941. When you look at the original prices for these parts, you'll have to remember what a weekly wage was in the prewar period. The instruction sheets run the gamut from the Lionel Range, the Build-a-LoCo, to the 700E and a wide variety of prewar items.

# GREENBERG'S GUIDE TO LIONEL PREWAR PARTS & INSTRUCTION SHEETS

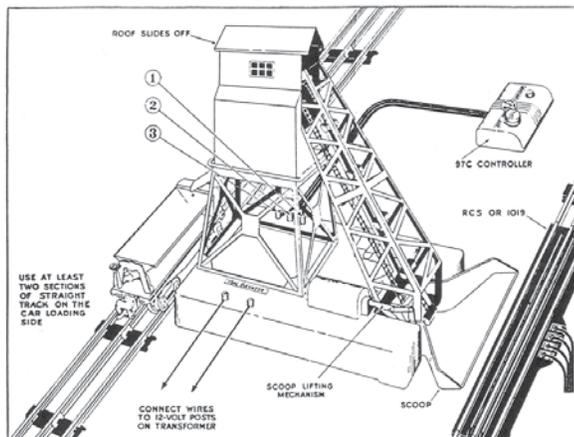


Figure 1—Lionel No. 97 Coal Elevator in Layout showing Transformer and Controller Connections.

Edited By  
**Robert J. Osterhoff**

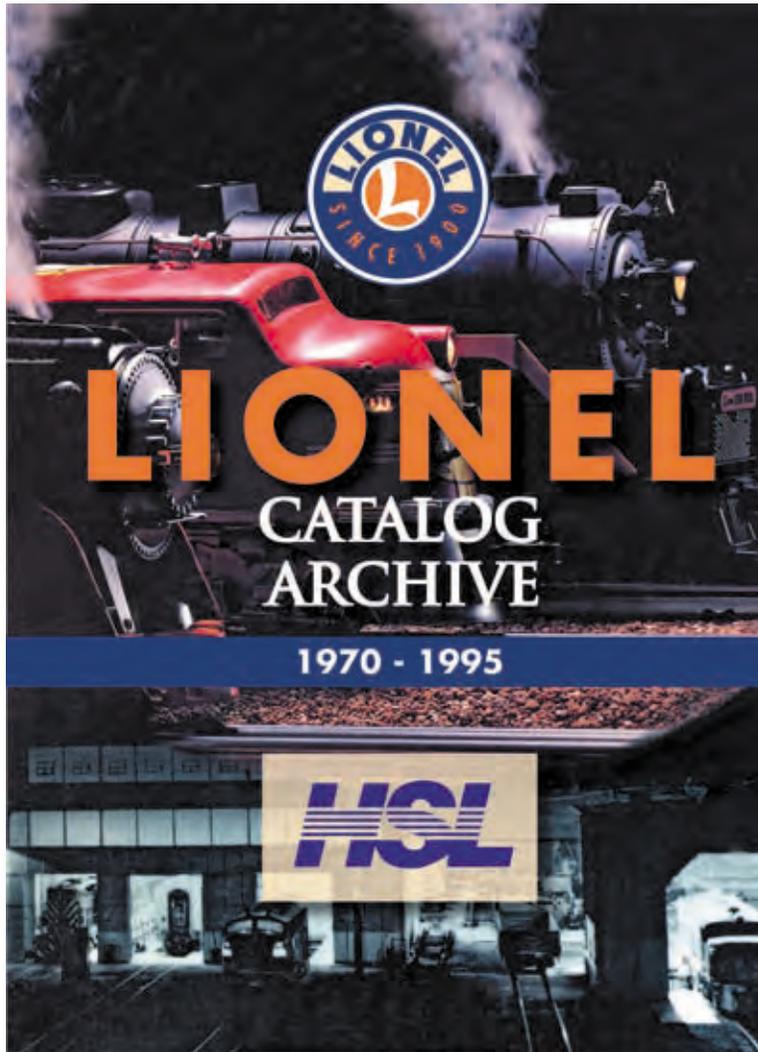
New to this digital edition is a collection of prewar Lionel Service Bulletins. In 1938, Lionel began issuing service bulletins to dealers to be assembled into a binder. This was continued through 1942. Many are familiar with Lionel's postwar service manual, but the prewar version is rare. The disk contains 55 pages of these service bulletins.

Additional material not in the original book includes the instructions for the 840 Power Station and the 5B Test Set, two listings of approved Service Stations, and finally a copy of Lionel's 1942 Navigation Instruments Catalog. This catalog documents the items that kept the Lionel factory busy during the war. The digital media offers another advantage and that is the cost. The DVD of the book with all of the additional material is priced at less than half that of the original book. I was particularly pleased with this disk because it included so many items that I did not have. The disk will work on both PC and Mac computers and is priced at \$17.95 plus \$2 shipping. It's available directly from Bob Osterhoff at (636) 458-3659 or online at [www.trainpaper.com](http://www.trainpaper.com).

## More Lionel Catalogs

Exactly one year ago I ended a review of the digital archive of postwar Lionel catalogs with the comment that depending on the success of that product, John Holtmann of Hybrid Systems Ltd. planned to expand the series. Well, we're pleased to see that John has just released a second volume, this one covering Lionel's modern era from 1970 to 1995. This covers the very beginning of the General Mills period through the Richard Kughn Era. During that time Lionel experimented with many different catalog styles. There was a poster catalog, Traditional catalogs, Collector Series catalogs, Book One and Book Two catalogs, Spring catalogs, Collector Centers and many more. One of John's first tasks in compiling this archive was to decide exactly what to include. Thankfully, John took the high road and included not only the regular consumer catalogs, but also the brochures and flyers that dealers distributed. Often, these included product that was not in the consumer catalogs. Also included are HO catalogs, Power Passers catalogs, Revolvers catalogs, SideTrack catalogs and service station flyers.

The postwar archive covered a period of 25 years and included 50 catalogs. The new modern era archive covers 26 years and includes more than 150 catalogs, brochures, and flyers. Among these are accessory catalogs and Canadian catalogs. Most who have been in the hobby for a while have many modern era catalogs, but I would guess that few have all of the catalogs found in this archive. The catalogs are presented in much the same format as John's other digital products. Navigation throughout the archive is very convenient. In addition to being able to easily jump from catalog to catalog, you can also jump from a section of one catalog to a similar section in the next or prior catalog. Due to the large



number of extra flyers and catalogs in a single year, John has added a new feature that I especially like, allowing you to jump directly to the next or prior year.

I was at once impressed with the convenience of having so many catalogs immediately at my disposal, rather than having to go through piles of loose catalogs. There is also a vast table of contents that allows you to jump to a specific locomotive or a specific section in a specific year or flyer. The software also allows you to print any page.

Although I have no financial interest in the project, I offered to write an introduction as I had for the postwar archive. This year by year analysis wound up being quite lengthy and includes a section detailing the finances

of The Lionel Corporation from the 1960s until its demise in 1993. This section includes information about how the original Lionel Corporation fared when they veered from what had been their core product. Although they were no longer involved in train production, they continued to reap the benefits of General Mill's efforts through a license agreement which consistently brought in income.

The entire archive is on a single CD and is compatible with either a PC or a Mac. The price for either the postwar or the modern era archive is \$50 each plus a shipping and handling charge of \$5 regardless of how many disks are ordered. You can order it directly from John at his website, [www.hsline.com](http://www.hsline.com) or call 800-779-2802 toll free. Having had a chance to use both of these archives, I can only hope that a prewar archive is coming soon. 🚂

*Photographs by Bill Schmeelk*  
e-mail: [bill@wellingtonent.com](mailto:bill@wellingtonent.com)

### Answers to Lionel Puzzlement

1. Semaphore
2. Reefer
3. Remote
4. Template
5. Tender
6. Rare
7. Restore
8. Ertl
9. Lamps
10. Short
11. Trolleys
12. Spec
13. Cash

# The Tinplate Cannonball

by Ken Morgan  
RM 12231

## The Supercar

I thought I had finished with Standard gauge for a while, since the budget category has been well explored and exhausted. Of course, one's opinion of what is "budget" can vary between members, but anything not mentioned in the recent articles may be assumed to be pricier than anything that was. So I thought I was ready to redirect my attention to O-gauge products. However, I decided there is one more piece of Lionel's Standard gauge rolling stock that may be of interest to members.

But first, the usual trivia question just to make sure your mind is in gear. Perhaps one of the most talented, and certainly one of the most creative guys on early TV was Ernie Kovacs. He portrayed many memorable characters, one of which was a drunken, lisping poet. Can you name that character?

## What's the Supercar?

Okay, on with the trains. A little background while you hold your breath. Remember the last installment about Eight Great Freights? There were no numbers 518 or 519. The series went right from the #517 caboose to the #520 searchlight car. Well, in the big Standard gauge freights, there were cars in those slots, specifically the #218 dump car and the #219 derrick. No offense to the dump car, but my nominee for Supercar is the #219 derrick.

First, the basics about this car. The #219 was catalogued from 1926 through 1940. Initially offered in peacock with dark green roof and trim and a red boom, it could have windows in either red or peacock. Later it came in yellow with light red boom, roof, and trim; then either yellow or ivory (maybe faded white or cream – quality control wasn't as tight then) and light red roof and trim and a green boom. The frame was always black.

The #219 went through the usual sequence of journal boxes, early nickel, later copper, and then back to nickel. Sources vary, but my take (based on dates) is that only peacock cars can have copper journals. All the other colors were too late. Peacock can have either nickel or copper depending upon when they were produced. See **photo 1** for my early one. If you want one, you might want to stick with peacock. It'll probably be in the \$150-200+ range to get a respectable one. The yellow or white versions will likely approach double that figure.

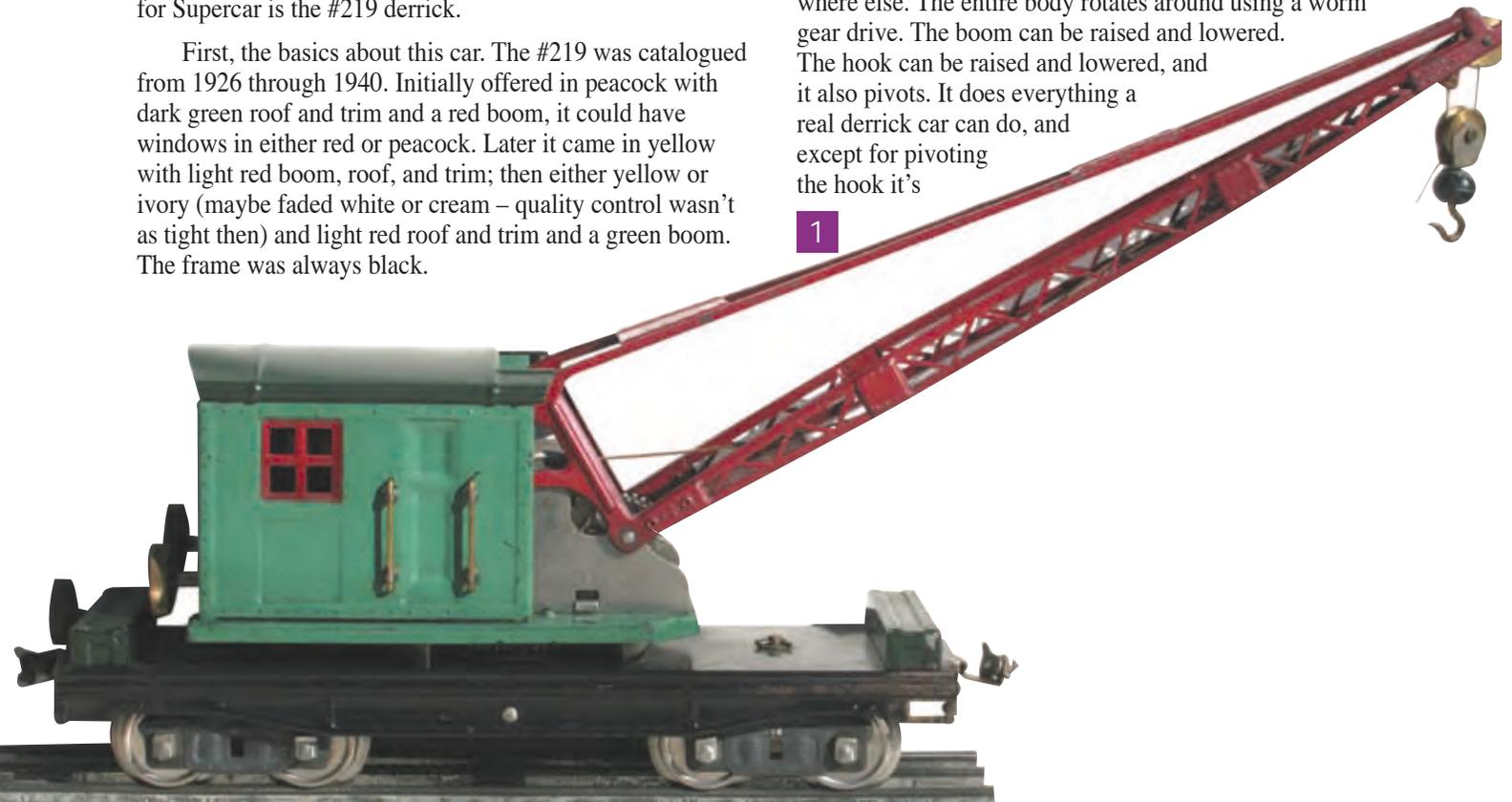
Will it run with the smaller 500 series freights? Yes. It's a little awkward (wheels are bigger, so it rides higher), and it's clearly a bigger car, but one of the reasons it is relatively affordable for such a big and fancy car is that it did sell to people who had only the smaller freights. It sold well because it was so much fun to operate, and there was nothing else like it. I will offer a caveat here: if you run it, think about the clearance you will need for that boom. It extends far beyond the frame as shown in **photos 1 and 8**. It makes a Big Boy look like it has a narrow footprint. Of course you could run it with the boom in the "up" position – if you daylighted all your tunnels.

## A Car with Play Value

So, what makes this a Supercar? You can play with it. You can *really* play with it. It is the first truly playable car Lionel® made. Sure, there were several coal hopper cars that could drop a load of coal – on the tracks. The #218 dump car had a set of gears which enabled you to carefully dump the contents *next* to the tracks, which was certainly a better option than *on* the tracks. But that was it – you could dump stuff.

The #219 let you pick stuff up and put it down somewhere else. The entire body rotates around using a worm gear drive. The boom can be raised and lowered. The hook can be raised and lowered, and it also pivots. It does everything a real derrick car can do, and except for pivoting the hook it's

1





all controlled by the big brass wheels shown in **photo 2**. The one at the bottom left controls the rig's rotation via a long rod with a worm gear that engages the large spur gear under the car body. See **photo 3**. The two knobs on the rear of the car body control the hook and the boom through worm and spur gears inside the



car body. The left one raises or lowers the hook, the right one the boom. See **photo 4** for a look at the gears inside the car body. Notice what big, solid gears they are. They are fine-tuning knobs; the gear ratios allow slow and precise motion in all three dimensions. No herky-jerky, coarse adjustments. When the big hook is called out to right the loco that spilled off the main, you need fine control. By the way, check out





the warning notice on the rig. Even back then we had to warn the consumer!

### Not Tippy

Speaking about picking up that loco, Standard gauge engines are heavy. How do you keep the derrick car from overturning when lifting a weighty loco on a parallel track? That is, when the boom is at a right angle to the frame of the #219, could it fall over? Nope. Lionel has that covered. Check **photos 5 and 6** – the first shows a bronze clip holding a steel brace under the frame. That’s the traveling position. The second photo shows this brace in the at-work position. The hooked end fits under the base (bottom) of the track. On the other side, the screw adjustment locks onto the track web between the base and the head (the top running surface). Assuming the track is firmly anchored, the derrick is firmly anchored, so an operator can lift that loco. That hook is big enough to let it grab onto some-

thing substantial when lifting the loco. See **photo 7**.

By the way, in case you need them, repros for most of the parts unique to the #219 are available. Particularly the gears. What I haven’t found is the little retainer for the steel brace. But I haven’t had to look lately, either. Somebody years ago supplied one for me when I couldn’t find one. I believe it came from a wrecked piece.



### Another Playful Piece

For additional play value or if you want to lift something lighter than a loco, Lionel offered the #205 set of three LCL (less-than-car-load) containers with a set of chains to attach to them. The #219’s hook could grab the ring at the top. They look like big safes, but they actually are reasonably prototypical. A set of three will fit snugly in the #512 gondola, or a little more loosely in the bigger #212. But here is one time you may want the reproduction version. The containers are much harder to find, and considerably harder to pay for, than the gondola. Check out **photo 8** for one on the hook. Yes, the door of the container opens. There is a small latch (look closely) that holds it closed so that the contents can’t spill along the right-of-way.

### A “Cover Car”

And if all that doesn’t convince you that the #219 is Supercar, think about this. Lionel’s earliest consumer catalogs did not always have a train on the cover, but if they did, there was always a locomotive, usually with other cars. Starting in 1913, Lionel seems to have gotten much more serious about how that catalog could generate sales. It added color, and often people playing with trains. Yes, often the boy was allegedly Josh’s son Lawrence in knickers, but sometimes the youngster was an artist’s “idealized kid.” In fact, in 1913, a girl was shown on the front cover; presumably the boy on the back cover is her



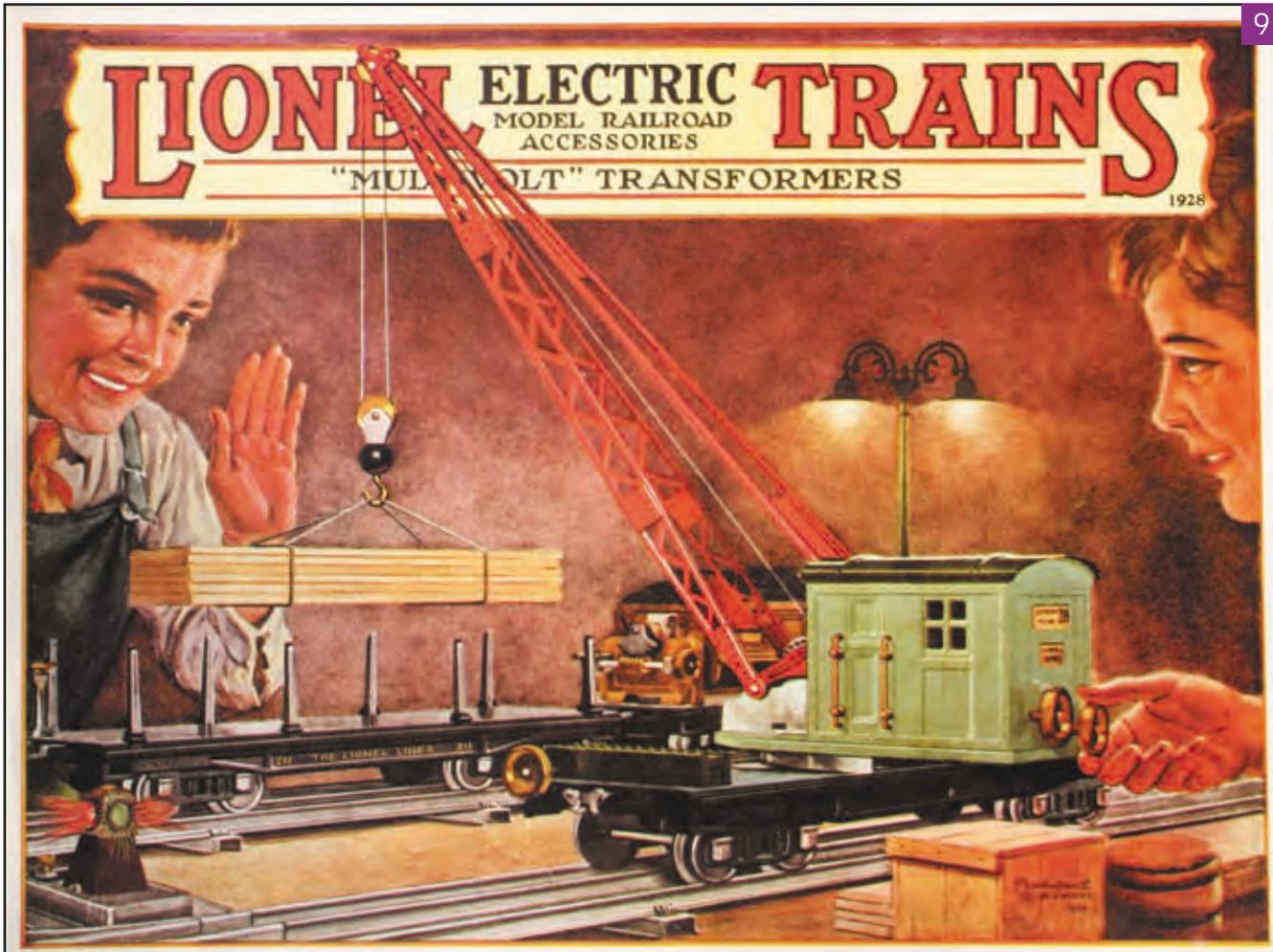
brother. From that date through the end of the original Lionel Corporation, every consumer catalog – except two – had at least one loco on the cover. One that didn't was 1945. That catalog was just a folder announcing that since the war was over you could buy trains again for Christmas. It also touted the new knuckle coupler. The other catalog without a loco was issued close to the height of Lionel's success in 1928. What's on the front cover? The #219 in action. See **photo 9**. Only Supercar had its own catalog cover! I rest my case.

And, yes, there is an O-gauge Son of Supercar. It's the #810 derrick. But it wasn't "born" until 1930. Maybe we'll look at it in some future installment.

In pursuit of trivia – Ernie Kovac's poet was named Percy Dovetonsils. He put down his cigar, put on a scarf, added a spit curl to his hairdo and donned a wild jacket. A music group, the Nairobi Trio dressed in ape suits, often followed Ernie's comedy bits. Their song was always "Solfergio." TV was so simple then – black and white, no digital boxes, only a few stations, and few shows worth watching. At least they were original. There I go, showing my age bias!

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

*Photographs by Ken Morgan*



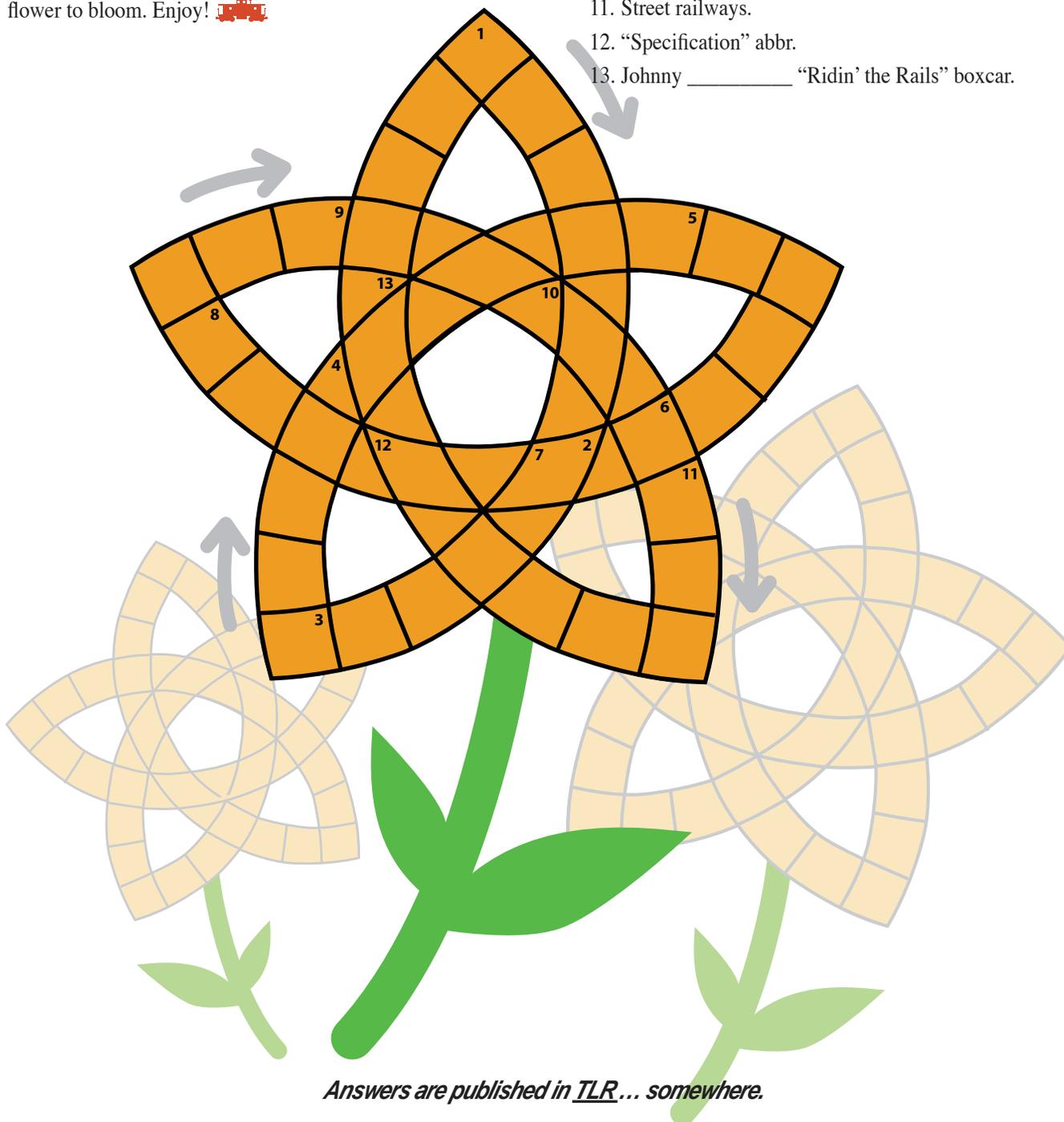
# A Lionel Puzzlement

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

## Flowerage

Enter the answers from the clues following the arrow nearest to the **number 1** starting arrow. Answers may overlap one another, but a new answer always starts in the correspondingly numbered box. Good luck in bringing the flower to bloom. Enjoy! 🚂

1. Signal with colored lenses.
2. Woodside \_\_\_\_\_.
3. \_\_\_\_\_ control switches.
4. Layout drawing tool.
5. Steam whistle inside.
6. Scarce.
7. Make new.
8. Flatcar with \_\_\_\_\_ scraper.
9. Multiple street \_\_\_\_\_.
10. A \_\_\_\_\_ line is a railroad having little length.
11. Street railways.
12. "Specification" abbr.
13. Johnny \_\_\_\_\_ "Ridin' the Rails" boxcar.



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

# Go with the Flow

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*

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 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. \$ \_\_\_\_\_

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

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

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