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The *Lion Roars*



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



Triple Play



Digital Images Provided by Lionel LLC

This set of three buildings was made to order for LCCA by Lionel® and named for the mythical town of LEGACY. The items are in stock, so there's no waiting for delivery. All are ready to install on your layout. Lionel has ordered several sets for installation on their company layouts, and we take that as a compliment! They love them, and so will you!

Even during tight economic times it's possible to grow your train collection with unique items that are affordable, distinctive, and fun! Populate the Amtrak® Passenger Shelter with commuters in waiting, place railroad workers around

the Switch Tower, and add figures in the vicinity of the Crossing Shanty to create realistic scenes that tell a story. It's all in the details!

These utilitarian structures would also look great placed in a Christmas layout under the holiday tree. They are easy to wire-up, and they light-up with a soft glow. This set of three buildings is the first of a series of planned future structures for the town of LEGACY. Let the town grow as your layout grows, especially if you are building a layout in partnership with the Junior Member in your family.

----- **Order Form May Be Photocopied** -----

SET OF THREE LEGACY BUILDINGS — LIMIT: FOUR SETS PER MEMBER

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (____) _____ e-mail: _____

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

PURCHASE METHOD:

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

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover 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:

_____ set(s) of three Legacy buildings @ \$99.95/set \$ _____
(Includes S&H via USPS to Continental USA)

Extended S&H to AK, HI, & Canada - add \$5/set \$ _____

Extended S&H to foreign countries - add \$10/set \$ _____

Minnesota residents: add 7.25% sales tax, \$7.25/set \$ _____

Total (in U.S. funds) \$ _____

Mail this order form to the best toy train club on the planet:

LCCA Business Office • Dept LBS/TLR-12-09 • P.O. Box 4708 • St. Paul, MN 55104-0708

To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

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ON THE COVER
Electric Rapid Transit
 “No. 201 Trolley” is an original 12 x 9 painting by Angela Trotta Thomas and is for sale. For more information about Angela’s paintings, visit her online shopping website at:
www.angelatrottathomas.com

Contacting the LCCA Business Office

Members can contact the Business Office for routine services through the club’s website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708

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, death notices, Convention registration, and orders for club collectibles.

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People to Contact

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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The President's Report

by Al Kolis
RM 15902

Trains and Family Life

When I was younger, my mother told me, "Just you wait until you get older, time will fly by faster." At that time, I didn't believe her. Now, I certainly do. I hear her words inside of my head, even though she has not been with us since Christmas Day 1998. Holiday times are times to reflect on the good times of our lives. However, for some, because of the loss of a loved one, or job situation, the holiday season is a very difficult and trying time. My recommendation to help alleviate your worries and concerns is to play with your trains. If you don't have a layout, build a memorial layout to honor your lost loved one. Even though they may not be with you in this world, they can still be a part of your everyday life.

Whenever I have a bad day at the office, I go downstairs to my Estelle G. Kolis (my mother) Memorial Train Room and run trains on my Alfonse Kolis Memorial Train Layout built in honor of my father. I built my layout in May 1992, just after my father passed away. We started the project together, and it was the last thing we worked on together. My layout is a bond that connects my sons Alfonse and Vincent with my dad, their grandfather. When I run the trains with my sons, we are able to escape and enter another world, the world of magical Lionel trains. The sights and sounds of the trains help me recall the days of my childhood – a different time in a different world.

Everyone can build a layout. It does not have to be perfect, like the ones you see on videos or in the national train hobby magazines. There is no wrong way to build a layout. There is no such thing as too small a layout. Build one that is personal to you and makes you happy.

2010 Convention in Denver

There will be plenty of train-related events to enjoy during this LCCA-sponsored event as well as other not-train related events. In late July, bring the entire family and make this week-long extravaganza the centerpiece of your summer family vacation. If you have never attended a LCCA Convention, you haven't lived yet. I strongly recommend that you try this one. Two words to the wise: register early. The terrific tours are usually quickly filled because members know that registrations are handled on a first-come, first-served basis. They will fill up fast, especially the UP steam train excursion scheduled for Monday, July 26 from Denver to Cheyenne, WY. Bring your friends, family, and extended family members and have a great fun-filled week. You will be able to include all of them on your registration.

I remember going to my first out-of-town LCCA Convention in Des Moines, Iowa, in 1995. My friends asked, "Are you nuts? Why spend vacation time in Iowa?" (No offense to Iowans). To my surprise, my wife Gina and our then-three-year-old son absolutely loved it. We had a great time in Iowa! We met new people and made life-long friendships that have continued to this day. I have been to other train club events and conventions, but I believe an LCCA Convention is the most family/kid-friendly toy train hobby event of them all.

I was apprehensive about bringing a three-year-old energetic boy to a major Convention. I didn't want him to be scrutinized as if "under the microscope" for behavior or be scolded if he touched something. Boy, was I wrong! Throughout the entire week, everyone was very warm and accommodating, and they encouraged his involvement. They welcomed my wife and son into the club. The people of the LCCA are the best people on this planet.

LCCA 40th Anniversary

The year 2010 will mark the 40th year of existence of the Lionel Collectors Club of America. Originally founded by Jim Gates (CM 1) on August 1, 1970, in Des Moines, Iowa, the club has continued to grow and evolve and become the best toy train club on the planet. To celebrate our "arrival at mid-life," we are now planning an outstanding 40th Anniversary Sale. Be on the lookout for some great deals on Lionel trains. As a member of this club, you'll have the opportunity to purchase new Lionel product at wonderfully low prices in celebration of 40 fabulous years. This is our way of saying thank you for being a member of our club.

Holiday Gift Idea

Here's another great gift idea! Give a friend, family member, or kid a one-year gift membership in the best toy train club on this planet. Go to our website and give the gift of hours of happiness. If they like toy trains, they will love the Lionel Collectors Club of America.

Remember Those Who Serve

During this holiday season, let us not forget the men and women serving this country in our armed services. Because of their commitment and dedication to serving our country, we are able to live a life of luxury and have the freedom to play with and enjoy our trains. God Bless them, and God Bless America!

Looking for Leaders in All the Right Places

The annual LCCA election is set for the spring of 2010, and club members with an interest in serving the club may offer their candidacy to the Chair of the Nominating Committee, Eric Fogg. For background, refer to the ELECTION section of the club's Constitution; it's posted on the website.

Please have a safe and happy, train-filled holiday season. Remember Rule #1 – have fun! Are we having fun yet? 

Secretary's Report

by Bill Schmeelk
RM 6643

Minutes – LCCA Board of Directors Meeting

I. Call to Order

The meeting was held at the Courtyard by Marriot in Minneapolis, MN, on Saturday, September 26, 2009. President Kolis called the meeting to order at 8:30 a.m.

II. Roll Call

Director Bill Schmeelk (substituting for Secretary Jerry Calkins, who was unable to attend) called the roll.

Officers Present: President Al Kolis, Immediate Past President Dick Johnson, President-elect John Fisher, Treasurer Sue Ellingson.

Directors Present: John Ellingson, Dave Miller, Ed Richter, and Bill Schmeelk

Appointed Officials Present: IT and Web Manager Larry Black, Manager of Product Development Lou Caponi, Convention Managers John Fisher and Eric Fogg, Junior Member Coordinating Chairman Dominic Caponi.

III. Approval of July 19 and 24, 2009, Minutes

A motion to approve the minutes of the July 19th and 24th minutes, to be published in the October 2009 issue of *The Lion Roars* was made by Director Schmeelk and seconded by Director Richter. Motion passed.

IV. Reports

A. Immediate Past President

IPP Johnson reported that there were no complaints from members about buy-sell-trade transactions of trains through LCCA publications during this past year.

B. President-elect Report

President-elect Fisher announced the upcoming train show to be hosted by Bill Stitt in the Chattanooga, TN, area on October 31. The Naperville Christmastime event hosted by a group led by Len Hopkins will be on hiatus this year.

C. Treasurer's Report

Treasurer Ellingson confirmed that the club's financial position was sound and our balance sheet showed total assets of \$870,000. Our total cash position as of August 31, 2009, was \$732,000. The board also expressed their thanks to past treasurer Dennis DeVito for his help in making a smooth transition to a new treasurer.

D. Convention Managers Report

Fisher and Fogg reported that the numbers for the Sacramento Convention were just being finalized. Although expenses were high, the Convention was a success. Efforts for local publicity were especially successful thanks to the

media efforts by Mike Mottler. The Convention earned news coverage on four local TV stations, the NPR radio station, several newspapers, and many "community calendar" websites. The public displays were well attended. We recruited a record number of 64 new club members, of which 26 were Junior Members.

The tour arrangements for the 2010 Denver Convention are nearly completed and will include tours not offered during our last Convention in Denver, including the Leadville, Colorado, and Southern train excursion into the mountains, the Coors Brewery, and other venues. The team for the Denver Convention will not need to be as large as in the past. Registration materials for the Convention will first appear in the December issue of *The Lion Roars*.

E. Product Development Report

L. Caponi reported that our 2010 Convention car is expected to arrive in December. The Burlington #216 Train Set will have some new features in the powered ALCo unit: improved Magne-Traction and additional weight. A special car is being considered for Junior Members – a gondola with dinosaurs. He reported that the club has made additional purchases from Lionel for use at future Conventions and as special offers to members.

F. Business Office Transition

Larry Black and Dick Johnson discussed our transition to the new location of the LCCA Business Office. Our target date for this change was achieved on August 28, 2009. The new address will appear on the masthead page of club publications and on the website. Black was the point man who worked with the new Business Office. Johnson acknowledged him for the extensive work involved in making the transition seamless. Fisher also expressed his thanks to the Directors and to Johnson for taking the initiative to make this important change. The club owes a debt of gratitude to Johnson for his leadership and to Black for his set of skills in accomplishing this task so efficiently. The Business Office will also handle the shipping of club product to members. The Legacy buildings (set of three structures) have been received at the Business Office and are ready for immediate shipment in response to orders from members. Al Kolis thanked our former vendor of business office services, Connecting Point, for 30 years of service.

G. The Lion Roars Report

TLR Editor Mike Mottler submitted a report in writing, and Al Kolis presented it to the board. The report included information about the content of the upcoming October issue. Because of lengthy Secretary's Reports and other timely material required for publication in that issue, Johnson approved adding four pages to that issue of the magazine. Mottler is planning an anniversary celebration issue for the 40th birthday of *The Lion Roars*. It will be released as Vol. 40, No. 1 (in October 2010) as a tribute to the founding of the club and creating the magazine as Vol. 1, No. 1. To mark the 40th anniversary year of continuous publication of TLR, the magazine will have a major makeover of its design.

Continued on page 36

From Dom's Desk

by Dominic Caponi
RM 12586
Chairman, JM Program

Planning for Progress

It's been an exciting couple of months serving as your chairman. I had the pleasure of attending my first Lionel Collectors Club of America Board of Directors meeting in September. I explained my plans for activities and fun things we could do with Lionel® toy trains through the Junior Membership (JM) program. The officers and the board are excited about my ideas for our JM program and are committed to making some of them a reality. We can take this club to new heights and have some fun getting there!

A new Web Page

I am proud to announce that the Lionel Collectors Club of America has created a new FaceBook page at: <http://www.facebook.com/group.php?gid=117030301528&ref=ts>. I believe this is a first for any toy train club. The purpose of this page is to open up another path as a one-way communication portal to keep Junior Members and Regular Members better informed. We will provide you with new and exciting activities that are fun to do.

Parents, please be involved with your children on the Internet and monitor those befriended on the FaceBook network. As always, stay involved and oversee all Internet communication involving your children. JMs, always be careful whom you accept as online friends. The information you post on your page is available to anyone around the world with access to the Internet. Please BE CAREFUL!

Heading for Denver in 2010

You may want to ask your parents and or grandparents to take you to the 40th annual LCCA Convention in Denver next summer. This would make a great summer family vacation. We will be in the Mile High City riding real trains, playing with Lionel toy trains, going on cool railroad-related tours around Denver, sampling great food, enjoying special parties, and having fun. We plan to have special activities dedicated specifically for us within the host facility, the Marriott Tech Center Hotel.

Hands-on Fun

We can meet people from Lionel who will talk to us and show us new and exciting future train products. Lionel brings this huge train layout to the Convention, and they encourage JMs to use the TMCC-Legacy™ remote controller and run the trains on the layout. We'll get to be the engineers!

The LCCA Store will be set up in a room at the hotel.

Parents/grandparents can buy LCCA-sponsored products, Lionel trains, and hobby-related products there. On Friday evening and on Saturday during Convention week, the club will open a Train Show for club members and the public. All can buy, sell, and trade trains and train-related products. If you like Lionel trains, you will love this Convention. I guarantee it.

Remind your parents and/or grandparents to register early. If they are one of the first 400 registrants for the Convention, they will receive an exclusive LCCA train car made by Lionel as a free gift. This will be the only place in the world where you can get this car when it is first released; it won't be available as a freebie anywhere else. This item alone is worth the price of registering for the Convention.

Talk with your friends, parents, and grandparents. The LCCA Convention is a good time for all regardless of age. Everyone will have fun! I look forward to seeing you in Denver next July, 25-31, 2010.

I'm more than happy to hear your ideas. This is your train club! Please let me know what you think. You can reach me via e-mail at: dominic.caponi@gmail.com. I look forward to hearing from you. 



Tom Nuzzo of Lionel demonstrates TMCC-Legacy to tech-curious youngsters.

Photograph by Mike H. Mottiler

LCCA Product Development Shop

by Lou Caponi
RM 8735

Wow, it won't be long before Santa will be paying a visit. For me, this is the most wonderful time of the year – visiting with family and friends, traveling from Philadelphia to New York to see one of the most glorious cities in the world dressed in holiday attire, and seeing some dynamite model train displays. It's also LIONEL® TRAIN SEASON for many of us who don't have permanent layouts. I always look forward to making a Christmas display with a new theme almost every year. The entire family has a ball.

New and Exciting -- plus a Fun Project

Your club has some new and exciting items to add to your Christmas garden or permanent layout. Let's start with the LCCA Legacy three-piece building set, a BNSF Railroad Police Car, and a lighted Union Pacific water tower – all are distinctive items. Then refer to the low-priced holiday offers presented in a two-page ad in this issue – the “Holiday Railroad” snowplow, railroad engineer cap, holiday boxcar, and two Thomas items – for outstanding Lionel products that bear an incomparable price tag.

I purchased several Thomas gateman accessories and changed the figure. Everyone seems to love what I did to it. I took a picture of my godchild and another of my niece and then used a Xacto™ knife to cut them out of the photo. I traced their outline onto pieces of balsa wood and glued the pictures to the wood. I removed the Sir Topham Hatt figure from the crossing gate accessory and replaced him with the kids' pictures. When the train passes by these gates, my



godchild pops out of one and my niece from the other. They get so excited. Imagine the smiles on the faces of your son or daughter. Why not use mom or pop too?

The great price on “Diesel” from the Thomas Series will surely attract attention from all who have young engineers or a LCCA Junior Member(s) at home or in the extended family. It's a great toy train gift to a youngster. Junior Members will also be on the lookout for the proposed JM gondola cars – one has animated skateboarders and the other has dinosaur figures on board.

2009 Convention Car

The 2009 Ice Cold Express 57-foot reefer left China on November 16, but we know it can take up to four weeks to arrive in the U.S. I expect this item to be delivered to your door by December 30th. This car is so cool looking that Lionel is announcing a new Ice Cold Express Train Set in its 2010 Catalog, Book One. Better yet, only LCCA members who purchased this 2009 Convention car will own the “missing car number” from the forthcoming Lionel set. The value of this Convention car could appreciate significantly.

Last Chance to Order

The deadline for ordering the Burlington #216 train set is imminent – December 31. Send your \$125 deposit now for the Extended Set, and you'll receive a BONUS – a \$50 coupon from Lionel. It can be applied to a future purchase of Lionel cataloged items when you make a minimum purchase at a Value-Added Lionel dealer for \$500 on a single invoice within a year of delivery of your Burlington #216.

News Flash

Lionel and LCCA have worked together to develop a new type of Magne-Traction™ for early postwar style, single motor ALCo diesel locomotives. This new technology will be included in the Burlington #216 train. Not only that, but the powered ALCo may also have ALL NEW FRONT WHEEL DRIVE for even more pulling power. Don't miss out on the opportunity to own one of the finest post-war remakes ever to hit the market. Don't delay, order today!

10% Discount on many 2009 Book Two Items

Lionel president Jerry Calabrese recently announced an additional 10% discount on items in the 2009 Catalog Book Two with a “NEW” logo-mark next to the product. With this discount and the \$50 coupon from the Burlington #216 Extended Set, you'll have a great opportunity to purchase an extra goodie now that you may have postponed buying until later. Contact your favorite Lionel dealer for more information.

Gotta run now. May you all have a happy and safe holiday season! 

Photograph provided by Lionel, LLC

Christmas, Kids,

by Bob Carter RM 6620

A Giant Step for Kids

It's an unassuming house in a traditional neighborhood. However, with just one step into the home of Woody Hickman (RM 24370) and his wife Madeline, one enters a Christmas wonderland. Thousands of visitors have taken that step through the doorway, and all were transported to a holiday-themed fantasyland.



During the past 13 years, they created and systematically embellished a Christmas display that beckons to children of all ages. What began as a project to benefit a few charitable organizations has become a home-based Christmas extravaganza. It started as a labor of love with planning in August, decorating from September to mid-November, and showing it to visitors during the holiday season.

From a Modest Beginning, a Big Event

In the early years, a couple of retirement busses and a few orphanage vans dropped by to view the wonderment

inside. Now more than 1,000 visitors per year enjoy this "Southern Division of the North Pole" during a month-long open house. Every other year, a local TV station sends a news anchorperson to the house and produces a news feature story for the station's *Wednesday's Child* segment. This media coverage has increased awareness of the display and also the number of visitors who come to see the trains in motion.

Most youngsters gleefully ran upstairs to the train room as soon as they entered the house. However, one young battered child that was very wary of being touched stayed in the

and Lionel Trains



family room and watched a Rudolph video on the big screen. During her third visit in as many years, Woody asked her if she wanted to go upstairs and see the trains. She answered, "No, I've already seen them." Knowing that she had never been upstairs, Woody said, "There are snacks up there," and up the stairs she went. About an hour passed. When the van was ready to leave, she came downstairs, gave Woody and Madeline a hug, and said "Thanks." Woody told me, "That made it all worthwhile."

Recently, visiting disadvantaged children who didn't know about or hadn't ever seen a Christmas tree or an electric train asked, "What's that?" Woody told them, "It's a Christmas tree. There are 35 of them in the house. Why don't you try to find all of them?"

They scrambled upstairs and were awe-struck by what they saw – eight trains running around, under, and through mountains, viaducts, bridges, cities, and industrial areas. The carnival scene, based on a reality that the boys and girls had never seen, contained many incredible operating models.



A few kids remarked, “You must be rich,” but in his warm and friendly way Woody told them, “After attending high school and graduating from college, I started working and was able to buy these trains – a few at a time. It took years of buying and collecting to get where we are today. If you like what you see here, stay in school, seek a good education, find a satisfying job, and save some of your money for a worthwhile project. You could do it too.” Kids not only received some Christmas spirit, but some down-home wisdom too.

Helping Santa for nearly 15 Years

Woody started collecting and operating trains in 1996. After his children graduated from college, he had money to apply to his own interests. He went to local train stores, train shows, and conventions and bought trains. He’s not a purist. He selected what he wanted but couldn’t have as a child. His current collection is far advanced from the modest Marx train set he had as a boy. He started collecting F3s and currently has one of each road name produced by Lionel®.

Being a Chicago boy, his favorite railroad is the CB&Q. He worked for that line while in college and logged freight cars as they entered the yard. He remembers that time vividly. With just a nudge, he’ll start reminiscing about those “good ol’ days.”

Madeline has a passion for and an extensive collection of Dept. 56 porcelain buildings. It is so large that it requires its own room. There is a complete collection of the “Christmas in the City” series along with pieces depicting Chicago, New York, and Bedford Falls – the fictional town of the classic holiday movie, “It’s a Wonderful Life.”

Woody has rebuilt his layout about four times. “Sometimes, I’m ready to take a chain saw to it and get back to a 4x8-foot platform where I can see and touch everything.” I don’t think it will ever happen because he and Madeline get so much satisfaction and enjoyment from opening their home to young visitors and sharing their love of Christmas with all who cross their threshold and enter their magical world. 

Photographs by Bob Carter

Lionel at the Ingranook

by James "Woody" Carroll RM 15405 and Gene "Boomer" Russell RM 24608

Once in 100 Years

The kick-off to a yearlong celebration to mark the centennial of incorporation of the city of Orland, CA, got under way last year on December 13, 2008, and culminated in November of this year. Because Boomer was the current president of the Orland Historical & Cultural Society and co-chair of the Orland Centennial Celebration Committee, Mayor Bruce T. Roundy asked him to decorate the society's



Boomer and Woody pose for a "builder's portrait" with the nearly completed layout platform.

Alta Schmidt House Museum in festive Christmas attire and make it an attraction for the celebration.

Since refreshments were not allowed inside the museum, it was determined that the society's

workroom would also be decorated and be the area for punch, coffee, and cookies. Located behind the museum and designated "Ingranook" by a former resident of the Schmidt House, the big workroom was also a perfect location for a Lionel® layout with a Christmas tree. When Woody agreed to join the layout project, we moved forward at maximum authorized speed.

Research and Construction

A thorough review of *The Lion Roars* and issues of *Classic Toy Trains* produced two circular layouts that looked promising. We purchased new O-gauge track and plywood sheets for the base of the layout and installed a plate girder bridge, tunnel portals, a transformer, and rolling stock from our two Lionel collections. With used but serviceable lumber, we built the elevated trestles and then placed an old lug box in the center as a base for the four-foot-tall Christmas tree.

We transformed the small 2-D drawings from the magazines to a full-size layout with three circular loops around the layout. We fashioned a large wooden template for the elevated ramps and rounded corners and then drew the curved arcs on scrap particleboard stock. A band saw made quick work of cutting all pieces along the felt pen lines. Vertical posts were 2x2-inch and 2x4-inch scraps retrieved from the recycle barrel and then attached to the base with screws. We formed a 30-inch-long tunnel of heavy card stock and stapled

it to the base. We created a flat plateau in one corner and placed a Plasticville™ church there; then hid the transformer underneath it.



These volunteer "weather-makers" added a white Christmas snowfall to the layout without conjuring up a snow storm.

After three work sessions, the track and

bridge were tacked in place and the layout was ready for a test run. After the successful test, we loaded the layout on the back of Woody's pickup for the 1.2 mile piggyback trip to the museum.

Installation and Operation

We carried the layout inside the Ingranook, placed it on two waiting tables, and leveled it. We carefully removed the track on the layout in sections and allowed a mother and son upholstery team to winterize it with soft fluffy Dycron™. We did a test run and checked the clearances under the bridge and along the "snow banks" at trackside.

We set up a separate table along the far wall for a Lionel display that featured LCCA brochures, copies of *The Lion Roars*, and a 1909 toy train that formerly belonged to Boomer's father.

Final touches included adding and securing with a dollop of hot glue the various sizes



The finished Lionel Christmas layout at the Ingranook.

of trees, polar bear and penguin figurines, battery-powered penguin crossing signals, a Plasticville church, and the four-foot Christmas tree decorated with homemade ornaments

The December 2008 initial celebration was a huge success throughout Orland. About 300 visitors came to the museum and most made their way to the Ingranook for refreshments and to view the Lionel train in operation. The visitor turnout was the largest single day in the museum's 23-year history, and the Christmas train layout certainly made the day memorable for young and old viewers alike. 🚂

Photographs by Gene Russell

The Airex/Lionel® Connection

by Paul V. Ambrose RM 9406

I am first and foremost a train collector. However, many years ago I became fascinated with Airex® fishing tackle simply because it was formerly a division of The Lionel Corporation, my favorite toy train maker. Airex items are definitely scarce. There was a time prior to eBay® that I could go six months without seeing an Airex item at train shows, flea markets, or antique co-ops.

What is the origin of the “Airex” name? I have seen antique examples of an Airex fire extinguisher, an Airex vacuum radio



This picture features the two pastel-colored versions of the Airex “Spinster” model, and two variations of the 6044 Airex boxcar. The reels are item 317P Pink and 317A Aqua; they are great conversation pieces and display wonderfully alongside the Lionel Girl’s Train Set. The medium-blue Airex boxcar on the left is typical production, while the dark blue model on the right is extremely scarce and thought to be early 1959 production.



These are three variations of seldom-seen Airex promotional lighters. Amazingly, they were all acquired with boxes. Note the left and right lighters were top-of-the-line U.S. made Ronson and Zippo models, while the center example was made in Japan by Omega. These lighters could have been giveaway items with a substantial Airex purchase, but more likely they were gifts to the trade after a visit or placement of order at the Airex showroom.

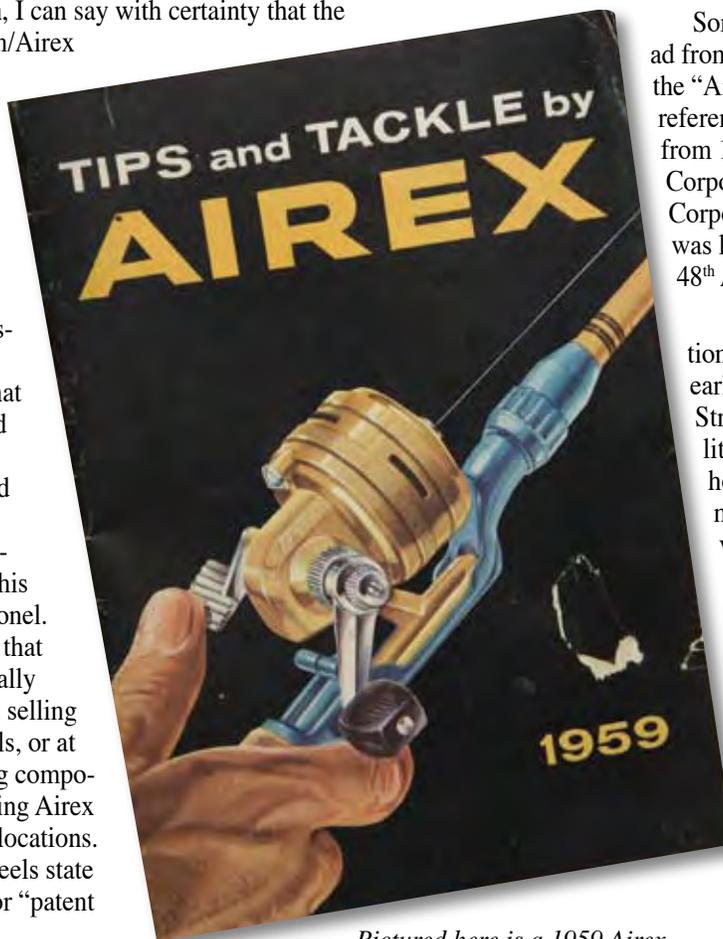
tube, along with Airex aviator goggles. Apparently, ownership of the name came along with a gentleman named Bache H. Brown. Mr. Brown was an active sportsman and business-

man whose name was synonymous with Airex in the early years. He has been given credit for introducing European designed spinning tackle to the United States market and for developing many Airex products. When Mr. Brown partnered with Lionel®, circa 1948, he brought with him numerous items that were previously marketed under his own name; “old” Bache Brown items soon became “new” Airex merchandise.



Here are spectacular examples of the “319P” pink and “319A” aqua models of the Apache spinning reel with correct and rare original boxes that are rubber-stamped “PINK” and “AQUA” on the lid. Again, these are the pastel colors from the Girl’s Train Set and were undoubtedly marketed to the fathers of young “fishergirls.” Also note the Airex catalog lists a Pink and Aqua fishing rod that would surely make a young lady feel totally feminine while at the lake or stream.

After research, I can say with certainty that the early Bache Brown/Airex reels were copied from the French manufacturer, Luxor. Interestingly, a magazine ad from the early 1940s notes Mr. Brown as the sole U.S. distributor for Luxor. One can assume that Mr. Brown severed the distributorship ties with Luxor and went into business on his own for several years prior to his partnering with Lionel. It is quite possible that Mr. Brown personally was importing and selling finished Luxor reels, or at the least, importing components and assembling Airex reels at one of his locations. Most early Airex reels state “patent pending” or “patent applied for”.



Pictured here is a 1959 Airex consumer catalog. The measurements are approximately 5-1/2x8 inches and feature the entire Airex product line.

Some additional early history. A magazine ad from 1947 names the product maker as the “Airex Equipment Corporation” with no reference to Lionel. However, a similar ad from 1948 states both the “Airex Equipment Corporation” and “Division of the Lionel Corporation”. The 1948 address for Airex was listed on literature as either 5-33 or 5-35 48th Avenue, Long Island City, New York.

Airex was often on the move. Operations shifted to new premises for 1949 and early 1950 with an address of 34-19 10th Street, Long Island City, New York. Other literature from later 1950 then identified home as Brooklyn, New York. Additional material dated 1953 names two more venues: a showroom at 411 Fourth Avenue, New York City and the service department on Chestnut Avenue in Hillside, New Jersey. Subsequent literature from the later 1950s shows locations at Hoffman Place also in Hillside, and Sager Place in Irvington, New Jersey. Note that throughout the 1950s Airex printed consumer catalogs featuring their entire product line.

Airex fishing tackle did not appear in conjunction with the Lionel consumer train catalog until 1953 when the name and product



Here is a most interesting page from the 1959 Airex consumer catalog featuring the “Spinster” and “Apache” models. Look closely at the item numbers and text to the right for each reel, and notice that lines 2 and 3 for each model use the descriptive words “Aqua Epoxolite” and “Pink Epoxolite”. These were the same pastel colors used by Lionel for the noted Girl’s Train!

was finally given an elaborate full-page spread on the back cover. The question arises, “Why did Lionel wait six years to use the consumer train catalog that was read by millions of potential adult buyers to promote Airex?” One possible answer may have been friction between divisions.

Airex also secured the full back cover on the 1954 and 1955 catalogs, then suddenly disappeared for 1956. The year 1957 also slighted Airex. The back cover of the catalog was dominated by an awesome reversed L-shaped layout that would be the envy of any youth. However, an Airex poster and other fishing equipment were cleverly shown in the background adorning the playroom walls.

The years 1958 and 1959 again featured Airex on the back cover on the consumer catalog. This time around, Airex was given an unimaginative half-page banner that featured only reels. Was this a portent to the ultimate demise of Airex fishing equipment? Yes. The December 31, 1958 Annual Corporate Report stated that Airex sales had suffered terribly

because of low-cost imports. The report goes on to say, “Quite frankly, if price remains the dominant factor ... this division will ship tools, dies, jigs, and fixtures abroad and manufacture outside the U.S., and then Airex will become solely a sales organization.”

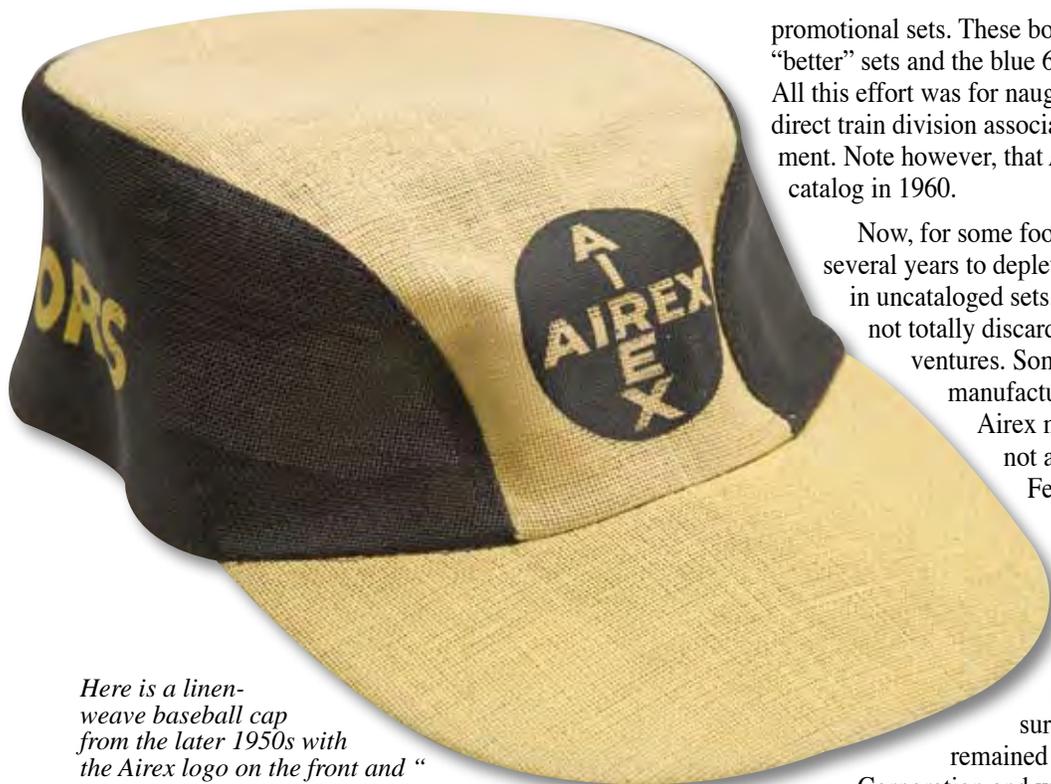
The December 31, 1959 Annual Corporate Report sounded a bit more upbeat by stating, “...steps have been taken to reestablish Airex Corporation ... and to broaden its activities into other sporting equipment lines, such as baseball gloves, rainwear, and air mattresses”.

Whatever steps were taken “to reestablish” the fishing tackle field ultimately did not work. When the 1960 train catalog went to press there were neither artist’s renderings nor any mention of Airex items whatsoever.

As stated above, 1953 was the first year that Airex was promoted in conjunction with the consumer train catalog. However, groundwork for the planned exposure started in 1952 when Lionel included a packet of six adhesive posters to be used as decoration with the #256 and #356 Freight Stations. Two of them showed Airex products.



Believe it or not, Airex offered a full-line of made-in-Japan baseball gloves introduced circa 1959. The line comprised 15 different models. This is an example of a typical leather fielder’s glove. Note the Airex logo in the oval banner.



Here is a linen-weave baseball cap from the later 1950s with the Airex logo on the front and “Airex For Sports” across the back. We assume this was a promotional giveaway by the retailer to customers who made an Airex purchase.

promotional sets. These boxcars were the red 6014-100 for “better” sets and the blue 6044 model for “low-end” outfits. All this effort was for naught as 1959 was the last year of direct train division association with Airex fishing equipment. Note however, that Airex did release a final consumer catalog in 1960.

Now, for some footnotes to the story. It took Lionel several years to deplete their inventory of Airex boxcars in uncataloged sets. Also, Airex fishing tackle was not totally discarded to the scrap heap of failed ventures. Sometime, circa 1961, tooling and manufacturing/importing rights, but not the Airex name, were liquidated. Some, if not all, ended up in the possession of Feurer Brothers, a company located in North White Plains, NY. Feurer continued to market Airex design fishing tackle for several years under the Feurer name.

Even though fishing equipment was gone, the Airex name survived into the middle 1960s. It remained an active division of the Lionel Corporation and was mentioned in Annual Corporate Reports of the decade. But then, the Airex name was only associated with sporting goods. 🚂

No other subtleties relating to Airex appear on Lionel train products until 1957. We assume Airex was struggling, and we further assume that the conspicuous-by-absence of Airex in the 1956 Consumer Catalog spelled trouble on the horizon. Some needed exposure was again given with the introduction of the #334 Dispatch Board in 1957 that included a lighted Airex billboard on the rear. The #114 and #118 Newsstand accessories were also new for 1957 and included a printed-plastic Airex poster. A two-sided metal Airex billboard affixed to a section of black plastic fence began to appear with the #157 Station Platform. Furthermore, the 1957, 1958, and 1959 five-cut, card-stock billboard sheets included an Airex example. The 1957 version of the Airex billboard was unique to that year, while the 1958 and 1959 editions featured the identical billboard.

As previously stated, in 1959 Lionel attempted “to reestablish” the Airex brand in the marketplace. To participate in the reestablishment, the train division released two uncataloged 9-¼-inch, plug-door boxcars for inclusion in select



Digital images by Marc Soracco Photography

Do you think Arnie or Jack ever used Airex golf balls? I don't think so, but they were available to the weekend hacker circa 1960 at local sporting goods stores. We assume they were imported, but no country of origin is noted on the packaging.

\$50 COUPON
See Details Below

A Remarkable Re



Order Deadline Imminent
December 31, 2009

The Four Units of the Basic Set



The Four Add-on Units of the Extended Set



Members can now own the next-best thing to having the original 1958 Lionel® Diesel Set #1600, one of the few mixed-consist trains made by the company. A vintage Burlington #216 train in a condition worthy of collector interest is nearly impossible to find today.

The Burlington #216 can be purchased as a Basic Set of four items or an Extended Set comprised of the Basic Set plus four add-on items. The add-ons in the Extended Set cannot be purchased on their own, and they will not be offered separately at a later date.

Purchasers of the Extended Set will receive a **\$50 coupon** that can be applied to a future purchase of Lionel products. See coupon for details.

The Burlington #216 **Basic Set** includes four units: a powered Alco A unit with **new, improved Magne-Traction** and **TMCC** built in, a REA reefer, the “Clifton” vista dome car, and the “Mooseheart” observation car.

The Burlington #216 **Extended Set** includes eight units: the four Basic Set pieces plus four distinctive, never-before-produced items: a matching dummy Alco A, the Western Pacific “Merchandise Dispatch” reefer, the baggage car, and the “Alfredo” diner.

Both reefer cars rest on passenger-style, four-wheel trucks (not shown on these mock-up photos). The passenger cars have open windows in the vestibule doors. All cars have die-cast metal (not plastic) trucks with “fast-angle” metal wheels.

emake



Limited Production Run. First Come, First Served. Order Now to Reserve your Train Set!

Order Form for the Burlington #216 Train Set — May be Photocopied

ONCE SUBMITTED, LCCA WILL CONSIDER THIS IS A FIRM, NON-CANCELABLE ORDER. LIMIT: TWO COMPLETE SETS PER MEMBER.

Name: _____ LCCA #: _____
Shipping Address: _____
City: _____ State: _____ Zip + 4: _____
Phone: () _____ e-mail: _____

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

The product will be shipped with insurance at full value. A person must be available to sign for it upon delivery.

PURCHASE PROCESS

1) First, select the payment plan. Choose Plan A to pay the full amount with order. OR choose Plan B to pay \$125 deposit per set now; the remaining balance will be billed when shipped.

2) Then, select the payment method. Pay the entire amount, or the \$125 per set non-refundable deposit, with an accepted credit card or enclose your check or money order for the total amount shown below. *The deposit option is available to credit card purchasers only.* S&H&I is included for addresses in the Continental USA only. Delivery is targeted for the second half of 2010.

My Credit Card Account No.: _____ Exp. _____

Discover MasterCard Visa Code: _____ (The three digits on the back of your card)

Signature: _____

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

DO THE MATH

		Plan A	Plan B
<input type="checkbox"/> Basic Set of four items at \$469.95	(TWO Basic Sets for \$939.90)	\$ _____	\$ _____
<input type="checkbox"/> Extended Set of eight items at \$699.90	(TWO Extended Sets for \$1,399.80)	\$ _____	\$ _____
<input type="checkbox"/> Additional S&H&I to AK, HI, & Foreign	(\$25 for each Basic Set, \$45 for each Extended Set)	\$ _____	\$ _____
<input type="checkbox"/> Minnesota residents only: add sales tax	(\$34.07 for a Basic Set, \$50.74 for an Extended Set)	\$ _____	\$ _____
	Total (in U.S. funds)	\$ _____	\$ _____

Mail with payment to: LCCA Business Office Dep't. B216/TLR-12-09 P.O. Box 4708 St. Paul, MN 55104-0708

Make checks payable to "LCCA" with "B216" written on the memo line.

To order online: www.lionelcollectors.org – go to the main page and open "LCCA Store"



Make Santa Proud and Scrooge Envious

At prices set BELOW FACTORY DEALER COST, you can be one of Santa's thoughtful yet thrifty helpers for kids (of all ages) on your Christmas gift list. This offer of five Lionel® products is a once-in-a-white-Christmas opportunity.

To assure delivery in time for Christmas giving, place your order now by U.S. Mail or online at the club's website on the LCCA STORE page. Orders will be filled promptly on a first-come, first-served basis, but allow sufficient turnaround time.

Fair warning: the quantities are limited. When this stock is depleted, the purchase opportunity will be closed and the unfilled portion of your order will not be processed or charged.

Santa appreciates helpers who can save a lot and also give a lot of love with Lionel!

LIONEL ENGINEER HAT

This realistic railroader's hat includes a beautiful embroidered Lionel patch and a fits-all adjustable Velcro backstrap.

Save \$8.04 off Lionel list price of \$14.99

LCCA membership benefit price is only \$6.95



LIONEL "WARM WISHES" CHRISTMAS BOXCAR 2008

The supply of this colorful #6464-style O27 boxcar is limited. The car has sprung metal die-cast trucks, operating couplers, metal frame, opening doors, and holiday graphics.

Save \$40.04 off Lionel list price of \$54.99

LCCA membership benefit price is only \$14.95

THOMAS™ SERIES GATEMAN

Sir Topham Hatt holds a lighted lantern to assure whimsical but safe crossings for trains on the Isle of Sodor and on your layout. It's fully assembled and ready to go to work. It can be used with Lionel tubular track or FasTrack™ with an Accessory Activator Track Section (a separate item).

Save \$58.00 off Lionel list price of \$80.00

LCCA membership benefit price is only \$22.00



THOMAS SERIES "DIESEL"

This lively friend of Thomas has an electronic horn, maintenance-free motor, operating coupler, traction tire, and movable eyes with three remove-and-replace faces.

Save \$70.99 off Lionel list price of \$119.99

LCCA membership benefit price is only

\$49.00



"HOLIDAY RAILROAD" CHRISTMAS SNOWPLOW

This snowdrift slinger has an operating headlight, PULLMOR™ motor, forward-neutral-reverse cycling, and a die-cast metal frame.

Save \$110.04 off Lionel list price of \$209.99

LCCA membership benefit price is only

\$99.95



Order Form for five Christmas Items — May be Photocopied

ONCE SUBMITTED, LCCA WILL CONSIDER THIS IS A FIRM, NON-CANCELABLE ORDER. LIMIT: SIX OF EACH ITEM PER MEMBER.

Name: _____ LCCA #: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

PURCHASE METHOD

My check is enclosed, made payable to "LCCA" with "5C" on the memo line.

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover 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

_____ Lionel Engineer Hat @ \$6.95 ea. \$ _____

_____ "Warm Wishes" Boxcar @ \$14.95 ea. \$ _____

_____ Crossing Gateman @ \$22.00 ea. \$ _____

_____ "Diesel" from THOMAS line @ \$49.00 ea. \$ _____

_____ "Holiday Railroad" Snowplow @ \$99.95 ea. \$ _____

Sub-total \$ _____

Minnesota residents: add 7.25% sales tax \$ _____

S&H to Cont'l USA, based on the sub-total \$ _____

S&H for orders up to \$99.99, add \$10; for orders of \$100 to \$299.99, add \$15. FREE S&H on orders of \$300 or more.

S&H to AK, HI, & foreign – add \$15 more to each bracket shown above \$ _____

Total (in U.S. funds) \$ _____

Mail with payment to: LCCA Business Office Dep't. 5C/TLR-12-09 P.O. Box 4708 St. Paul, MN 55104-0708

Make checks payable to "LCCA" with "5C" written on the memo line.

To Be or Not to Be – in Denver

by LCCA Convention Managers John Fisher RM 6541 & Eric Fogg RM 12768

That's not even a Question!

You need to be in Denver for the 40th annual LCCA Convention. Take it from us – if you were there in 2006 you'll be pleasantly surprised by many of the things we have planned, including a number of exciting new tours. If you missed Denver last time, 2010 will be your year for a fun-filled Rocky Mountain high!

Be a Part of the Best Toy Train Convention on the Planet

Next July you'll be able to ride a train *everyday*, Monday through Friday! And not just any train. On Monday we'll travel behind the legendary Union Pacific Challenger 3985 – the largest operating steam locomotive on the planet. There'll be rides led by electric, narrow gauge, steam, and vintage diesel locomotives. You'll savor experiences aboard historic trains during the active week of July 25-31. Plan now to attend this adventure on rails in the Rockies.

Return to the Rockies

We hadn't left town yet in 2006 when our friends at the Denver Marriott Tech Center Hotel asked, "When will you come back?" The hotel might be the most ideal setting for an LCCA Convention we've ever found. Many of the rooms have a view of the mountains. This magnificent property has just com-

pleted a \$50-million-dollar, top-to-bottom renovation. Space for the train show and banquet will be a best-ever accommodation. Your friends who were present in 2006 will recall that we gave the Executive Chef a standing ovation at the banquet in appreciation of his culinary mastery. The meals prepared under his supervision were wonderful!

There is a new open-air atrium, and it will be the showcase for the spectacular Lionel layout. There are plenty of spacious guest rooms, lots of free parking, easy in and out access, and a staff that just won't quit being helpful. To grade the hotel, start with an A and work up from there.

Be Prepared!

When (not "if") you come to Colorado, think ahead. Anytime you're around moving machinery, especially trains, you should always wear hard-soled, closed-toe shoes. Many of our tours will take you into the spectacular Rocky Mountains. Bring a sweater and/or light jacket, as temperatures – even in summer – can be cool at these elevations. The weather in the mountains can change in a hurry, so an umbrella (like the one we gave you in Buffalo) would be another useful accessory to pack with your wardrobe.

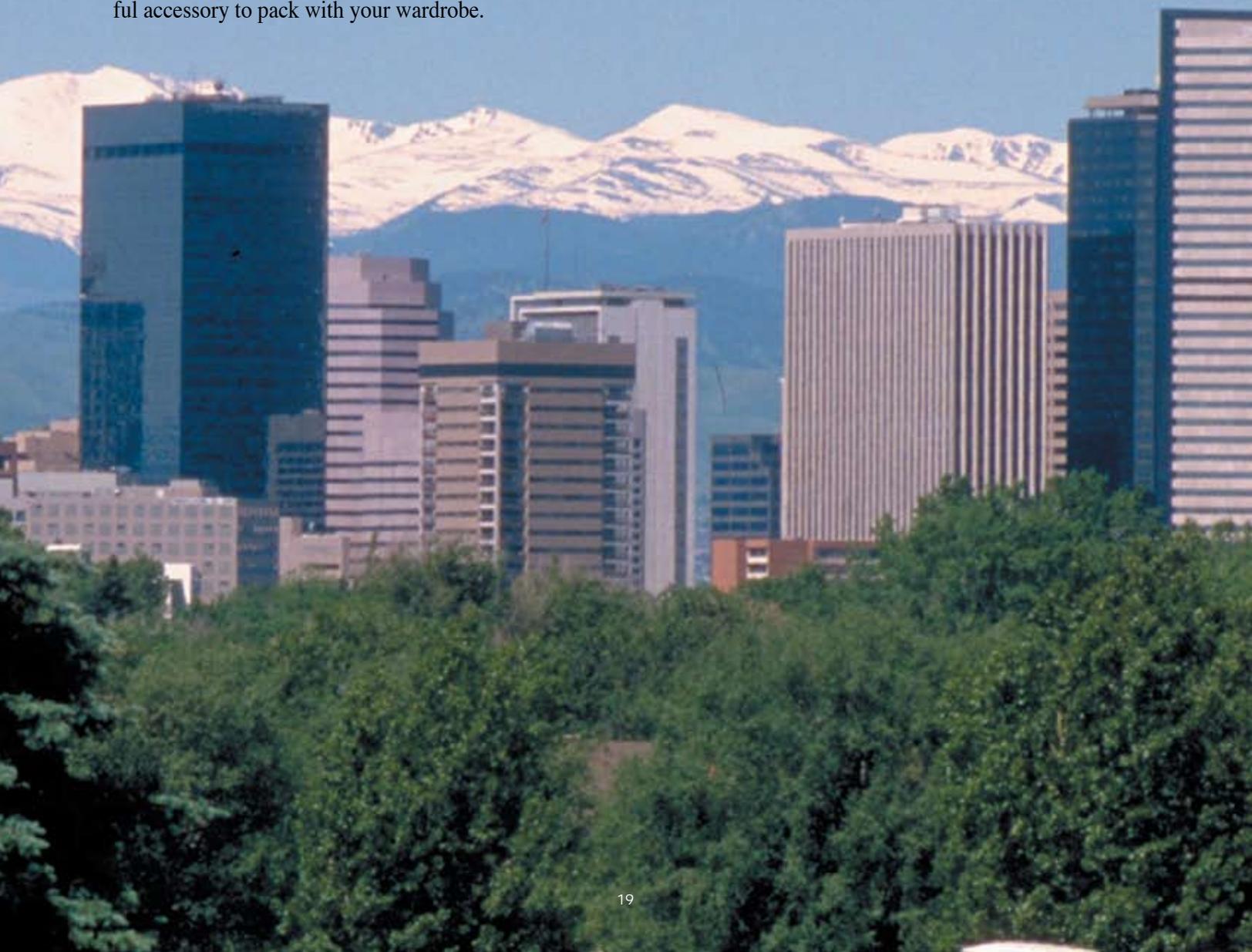
Be Prompt!

We've pre-arranged great activities for this Convention. How could we not? Colorado is a train-rich state, and it's second to none. Many of the venues and equipment you'll want to see and experience are made for small groups, so capacity will be a concern. To be involved in the fun, **register early** and remember, at LCCA Conventions all extended family members are welcome.

Since 2006, we've been asked, "When will we go back to Denver?" Now you know. We anticipate that the tours will fill quickly. We want you to join us for an exciting visit to the Mile High City and participate in the 40th birthday celebration of our club. Expect some delightful LCCA surprises!

Make History, Make Memories

It's doubtful that our founder, Jim Gates (CM 1), and his friends thought that this group would still be around 40 years later. LCCA has grown, and we're better and stronger than ever. Like good wine, we just keep getting better with age! Our advice – don't miss this weeklong, historic birthday celebration filled with friends, food, and fabulous trains.



We'll show you Colorado like you've never seen it before!

Whether you were with us for the 2006 Convention in Denver or not, or if this is your first trip to Colorado, LCCA is ready to show you as much of this beautiful state as we can pack into one great week. For starters, you can ride a train *every day*, Monday through Friday, while you're there. We have a flexible blend of some of the fabulous tours as last time and some great new ones, including trips that didn't even exist four years ago.

Helping to make all this happen for us is the award-winning tour company, The Arrangers, a personable, fun, and knowledgeable group of Denver-based professionals that delighted Convention attendees in 2006. They did such a good job then that they won an international industry award for excellence for their LCCA tour line-up. Anybody remember "The Pink Ladies?" Well, they're back and ready to go.

Read through the tour descriptions, consult your traveling partners (keeping in mind those extended family members who will love these tours), and then **make your reservations as soon as possible**. Many of these tours have limited capacity because of equipment and/or terrain, and we don't want anyone to miss these opportunities.

Tour 1 – The UP/LCCA Steam Train Special Monday, July 26, 8 a.m. – 6 p.m.

Cost: Coach Seating - \$149

Cost: Vista Dome Seating - \$199

Notes: (1) Vista Dome seating is limited and assigned on a first-come, first-served basis. Coach seating is assigned on the same basis with families and groups placed in the same car whenever possible. (2) Neither Union Pacific nor the LCCA can guarantee that the UP #3985 Challenger will be assigned for this trip at departure.



even better. We will assign seats (dome or coach) when registrations are received, and they will be car-specific. At Denver Union Station downtown, look for the car host holding the sign for your car and c'mon aboard! Families and friends will be seated together.

No-body does railroading – especially steam railroading – better than the Union Pacific! We've made this year's trip

We'll also have another commemorative piece available **ONLY** to those who take this trip. We've made a sensible change from 2006. Upon returning to our hotel at the end of the day, your special ticket will give you the right, but not the obligation, to purchase this very special item. This will avoid a long line-up on the train, and you'll be able to fully enjoy the ride and the incredible photo run-by.

Come with us for a daylong adventure as we board the historic yellow cars of the famous UP Heritage Fleet for the ride of a lifetime from Denver straight north to Cheyenne. Pulling our train will be 3985, **The Challenger** – the largest operating steam locomotive in the world. Count on at least one photo run-by, plus a chance to tour the UP shops and roundhouse. We'll have a great barbecue spread in Cheyenne before heading back to Denver by bus. This may well be your last opportunity to ride behind one of the most famous locomotives of all time.

Tour 2 – Rocky Mountain Railroading Tuesday, July 27, 8:30 a.m. – 3:30 p.m.

Cost: \$90 per person

Head off into the mountains with this tour. We'll stop at the famous **Colorado Railroad Museum** with acres of rolling stock, most of it peculiar to railroading in the mountains. The museum itself is in a replica of a 1880s-style depot, and it houses hundreds of old railroad photos, artifacts, and documents.

We'll also visit the equally famous **Red Rocks State Park**, one of Colorado's most photographed scenic spots. The site of many concerts and musical events, it'll be a delight for camera buffs. Plan on a great lunch at the Ship Rock Grill.



Speaking of famous, no tour of Colorado is complete without a stop at the **Adolph Coors**

Brewery in Golden, the largest single-site brewery in the country. You'll go on a self-guided, behind-the-scenes tour of this beer-making facility, and you'll also be able to sample fine Coors beer and other non-alcoholic products made at the plant.

Tour 3 – Modern Day Railroading Tuesday, July 27, 9:30 a.m. – 2 p.m.

Cost: \$75 per person

The **Denver Light Rail System** has been a leader in 21st century commuter transportation with its ever-expanding web of 35 miles of tracks across the metro area. Hop aboard for a first-hand look at this remarkable urban railroad.



We'll travel on our own private LCCA light rail train with tour guides on board. This quiet and reliable electric train will whisk you off to the Elati Maintenance Operation Facility for an insider's view of how this mass transit system works. We'll gather for lunch at the Wynkoop Brewing Company, Denver's first brewpub located in the famous LoDo (Lower DOWntown) District of the city near Confluence Park.



Your return trip will be as a public patron, and you can use your pass to travel straight back to the hotel or explore other parts of Denver. Your tour guide will help you plan your trip. *NOTE: Tickets for this tour are very limited, so make your reservation promptly!*

Tour 4 – Moonlight in the Mountains Dinner Train Tuesday, July 27, 4:30 – 10 p.m.

Cost: \$120 per person



A new attraction on the Colorado scene, you'll depart from the Silver Plume station on your way to the Devil's Gate aboard the **Georgetown Loop Railroad** and its classic steam locomotives. You'll cross the famous 95-foot-high "loop" bridge that brings your train around a complete circle.

It may be understatement to say the mountain scenery at dusk will be spectacular. Enjoy your choice of four entrees at an elegant creek-side dining venue before starting your trip back up the line.



NOTE: You'll be at 8,500 feet elevation, so a light jacket or sweater will be useful.

Tour 5 - The Leadville, Colorado & Southern Railroad Wednesday, July 28, 7 a.m. – 5 p.m.

Cost: \$114 per person

This is another new tour; it hasn't been offered before by LCCA. After a scenic bus ride into the Rocky Mountains,



you'll board the **Leadville, Colorado & Southern Railroad** train in Leadville, the highest incorporated town in North America; it's an awe-inspiring 10,500 feet above sea level! You'll spend the next few hours climbing up the famous Arkansas River valley, where the vistas are truly breathtaking.

Five different exquisite box lunch choices will be part of your tour. Following your train ride you'll have time to wander through this historic town and visit its quaint shops before heading back to Denver.

NOTE: Dress for a day in the mountains – bring a light jacket or sweater.

Tour 6 - Cheyenne Frontier Days Wednesday, July 28, 8 a.m. - 7 p.m.

Cost: \$115 per person

If you know rodeo, then you know all about **Frontier Days**, the “Daddy of Them All!” You’ll have a guided “behind-the-chutes” tour of the grounds and a chance to visit the Old West Museum. Afterwards, a catered Cowboy lunch will be served.



Then it’s on to this world-class rodeo – universally recognized as the biggest and best in the West. Experience ten rodeo events and three track acts before motoring back to Denver.

Tour 7 - The Royal Gorge Route Thursday, July 29, 6:30 a.m. - 5 p.m.

Cost: \$140 per person

Cab Ride: Two seats awarded by lottery

Note: Two lucky tour participants will win a FREE cab ride in the locomotive.



The **Royal Gorge Route Railroad** is considered one of



the most scenic railroads in the world. The tracks cross the famous Hanging Bridge, an engineering marvel that was built out over the Arkansas River

because the narrow canyon does not provide “shelf space” for the rail bed.

You’ll ride 24 miles to the end of the line, return to the Incline Railroad, and ascend on it to the top of the canyon. Royal Gorge Park offers an entirely new perspective on the Gorge and the River. You’ll receive your choice of three different gourmet box lunches and enjoy a scenery-filled return bus ride through Canon City and southern Colorado back to Denver.

Tour 8 - Georgetown Loop Railroad Day Excursion Thursday, July 29, 9 a.m. - 5 p.m.

Cost: \$112 per person



Take a roundtrip ride on the Colorado Historical Society’s **Georgetown Loop Railroad** between the towns of Silver Plume and Georgetown; both are authentic silver mine “boom towns” of the 1860s. A narrow gauge steam locomotive will take you up, over, and around the world famous 95-foot-high steel bridge that makes a 360° turn!

Your first stop will be for an outstanding Cowboy BBQ lunch at the Devil’s Gate Depot followed by a guided tour of the Lebanon Silver Mine for a first-hand look at early-day mining. *Note: You’ll be in the mountains, so remember to bring a light jacket or sweater.*

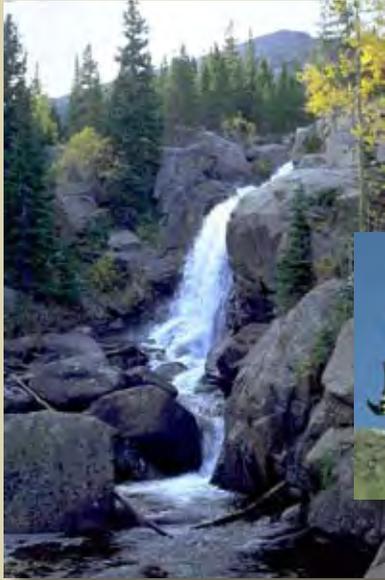


Tour 9 - Rocky Mountain High Thursday, July 29, 8 a.m. - 5 p.m.

Cost: \$95 per person

You’ll be humming John Denver tunes all day as you travel through the mountains and up the spectacular canyon to world-famous **Estes Park**, gateway to the **Rocky Mountain National Park**. Look for elk, deer, moose, and bighorn sheep.





Be prepared for “picture stops” along the way. Plus you’ll have a great buffet lunch and time to wander through the charming town of Estes Park.

Tour 10 – Rocky Mountain Reprise Friday, July 30, 8 a.m. – 1 p.m.

Cost: \$83 per person



If you missed Tuesday’s tour or just didn’t get enough time at the famous **Colorado Railroad Museum**, here’s your second chance.

The museum, housed in a replica of a 1880s-style depot, and acres of rolling stock will be yours to explore and photograph. The depot contains an impressive HO mountain-region operating layout.



Red Rocks State Park and Amphitheater, one of Colorado’s most famous outdoor performing venues, will be on the schedule with a great lunch planned at the Ship Rock Grill.

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

Cost: \$76 per person

With the Rockies as a backdrop, **Denver** is one beautiful city! You’ll tour the downtown finance and business districts, visit revitalized



parts of the old city, and see Denver’s 370-acre City Park, the LoDo District, Larimer Square, and the “Unsinkable” Molly Brown Mansion.

There’ll be a photo stop at Coors Field, home of the Colorado Rockies, and another at the Capitol Building. A special highlight is a tour of the U.S. Mint where you’ll see U.S. coins being made. No free samples, but we’ll throw in lunch at Maggiano’s Little Italy!

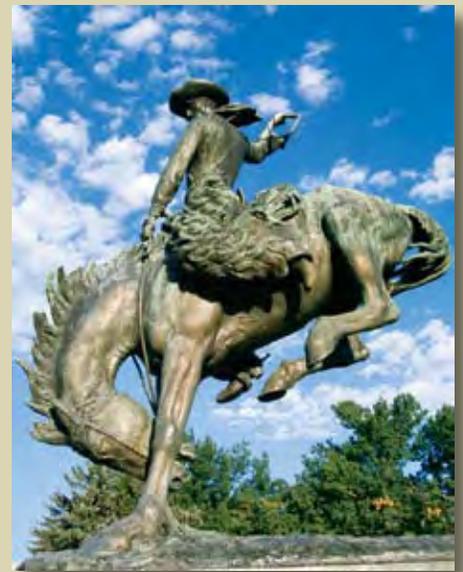


Photo Credits: Mary Nystrom – UP Steam Program, Denver Convention & Visitors Bureau, Colorado Railroad Museum, Georgetown Loop RR, City of Golden CO, City of Leadville CO, Cheyenne Frontier Days, Royal Gorge Route, Rocky Mountain National Park.

LCCA 2010 CONVENTION SCHEDULE

Denver, CO July 25-31, 2010

Event	Time	Notes
Sunday, July 25		
Registration Desk open	Noon - 7 p.m.	Denver Marriott Tech Center Hotel
Board of Directors Meeting	2 - 9 p.m.	
Monday, July 26		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #1: "LCCA Special" Excursion Run	8 a.m. - 6 p.m.	BBQ Lunch in Cheyenne, WY
Tuesday, July 27		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #2: Rocky Mountain Railroading	8:30 a.m. - 3:30 p.m.	Lunch at Ship Rock Grill
Tour #3: Modern Day Railroading	9:30 a.m. - 2 p.m.	Lunch at Wynkoop Brewpub
Tour #4: Moonlight in the Mountains	4:30 - 10 p.m.	Georgetown Loop RR Dinner Train
Wednesday, July 28		
Registration Desk open	7 a.m. - 5 p.m.	DMTCH Lobby
Tour #5: Leadville, Colorado & Southern	7 a.m. - 5 p.m.	Box Lunch Included
Tour #6: Cheyenne Frontier Days	8 a.m. - 7 p.m.	Cowboy Lunch Included
First-time Attendees Reception	6 p.m. - 7:30 p.m.	DMTCH, Room TBA
LCCA Website Seminar	7:45 p.m. - 9 p.m.	DMTCH, Room TBA
Thursday, July 29		
Registration Desk open	8 a.m. - 5 p.m.	DMTCH Lobby
Tour #7: Royal Gorge Route Excursion	6:30 a.m. - 5 p.m.	Gourmet Box Lunch Included
Tour #8: Georgetown Loop RR Excursion	9 a.m. - 5 p.m.	Cowboy BBQ Lunch Included
Tour #9: Rocky Mountain High	8 a.m. - 5 p.m.	Buffet Lunch Included
Get Acquainted Party	6 - 10 p.m.	DMTCH, Room TBA
Friday, July 30		
Registration Desk open	8 a.m. - 5 p.m.	DMTCH Lobby
Trading Hall Set Up	7 a.m. - 5:30 p.m.	For Exhibitors Only
Tour #10: Rocky Mountain Reprise	8 a.m. - 1 p.m.	Lunch at Ship Rock Grill
Tour #11: Mile High City Tour	8 a.m. - 1 p.m.	Motor Coach with Guide on Board
LCCA Business Meeting	2 - 3 p.m.	DMTCH, Room TBA
Junior Members Fun Time	2 - 4 p.m.	DMTCH, Room TBA, Details to Follow
Lionel Seminar	3 - 5 p.m.	DMTCH, Room TBA
Trading Hall open	6 - 9 p.m.	For Members Registered at DMTCH
Saturday, July 31		
Registration Desk open	8 a.m. - Noon	DMTCH Lobby
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.	DMTCH Ballroom
LCCA Banquet	7 - 10:30 p.m.	DMTCH Ballroom
Convention Ends	After the Banquet	
Sunday, August 1		
Trading Hall Take-down	9 a.m. - Noon	For Exhibitors Only

Safe Travel Home! See you in Dallas – July 2011

Great Site, Great Layout, Great Idea



by Bob Carter RM 6620

A Texas Riddle

What's 12x28 feet in size, has 400 feet of track, controls six trains including a subway, operates in TMCC, Legacy, (or TIU), or conventional mode, and runs automatically and unattended? Tip: when in Texas, you shouldn't miss it; no train hobbyist would want to. For the answer, read on.

Situated in the spacious atrium of the Gaylord Texan Hotel, one of the largest and most prestigious hotels in the Dallas / Fort Worth area, the spectacular Lionel® Fastrack™ modular layout designed and built by The Lone Star Hi-Railers Club draws lots of attention for most of the year. The impressive operating display rests in a fully-decked-out-for-the-holidays environment.

The Idea Captures the Imagination

Several years ago, the Gaylord Texan sought a train exhibit as an operating display for their annual Lone Star Christmas event. They installed a G-gauge train layout, which proved to be quite successful; so successful that they installed it permanently in an area of the huge open atrium.

Mike McLintock (RM 27393) is now the engineer for the trains. He's better known at Gaylord as "The Train Guy."



The members shown in the photo are: Front row, L to R: George Watson, Kedar Shenoy, Patty Gilbert, David Jarinko, Dave MacGregor, Wade Hulcy. Back row, L to R: Mark Coleman, Larry Gilbert, Mike McLintock, Steve Yatsko. Members not shown: Roger Farkash, Eric Haist, Butch Wilson, Darlyn Hamblin, Dave Buchanan, Drew Wilson, Rick Birchler, Roy McClellan, Tom Campbell.

The hotel asked Mike if the train club would be interested in providing a three-rail layout as an attraction for the hotel's annual SummerFest event. The festivities would begin on Memorial Day and continue through Labor Day with trains running from 8 a.m. to 10 p.m. Club members would be expected to operate the layout on Thursday evenings, talk to visitors of all ages about the trains, and answer questions about the hobby. The members could bring their own trains to run on the layout.



meant decorating the layout for the Christmas holiday, changing out the buildings, adding snow, and installing several new Christmas accessories, the club's answer was a definite YES.

A Relatively New Club

The Lone Star Hi-Railers Club began in 2007 and now has 20 members. The club includes a family with three generations of participation in the train hobby. Members come from around north Texas, and the group includes one member far to the northwest in Amarillo.

These men and women are excited about having their layout on display and in daily use at a prestigious location. Larry Gilbert said, "It's indoors, climate controlled, and

The members would also agree to attend a hotel orientation program and absorb the corporate culture of the hotel; thus they would be able to answer questions about the facility and be ambassadors for the hobby and the hotel.

As club president, Mike presented the hotel's inquiry to the members, several of whom are also LCCA members. They agreed to set up their modular layout in the spacious atrium and asked Lionel for assistance. The layout proved to be a very popular attraction. Well before the contract ran out in September, The Gaylord Texan asked the club if it would extend the display time frame through Christmas. That was like asking a kid if he would like more candy. Although it



they let us smoke - the trains, that is. We can drop in and operate our own trains whenever we want. It just doesn't get any better than that."

Dave MacGregor added, "It's the best thing that's happened to the club since it was organized." Wade Hulcy decorated a Lionel #2025 steam locomotive in Dallas Cowboy colors to commemorate the fact that "da boys" spend their pre-home-game nights at this hotel. The Cowboys may not always win, but the train certainly is a winner.

A Win-Win Outcome

The Gaylord Texan Hotel is pleased to provide space for the layout. Families can now come in and watch trains run year round in the atrium. There are only a few public places in the Dallas / Fort Worth area where trains are in action. The club runs the trains for eight months of the year.

According to Martha Neibling, Director of Public Relations at the Gaylord, "We have received positive responses

from visitors who are dazzled by the train displays. We hope to become known as the place to enjoy them."

I know the club feels that way too. In the next issue of *TLR*, we'll see how the layout was decorated for Christmas and show the G-gauge train that started it all. 

Photographs by Bob Carter



Toy Trunk Railroad

by Erik Sansom

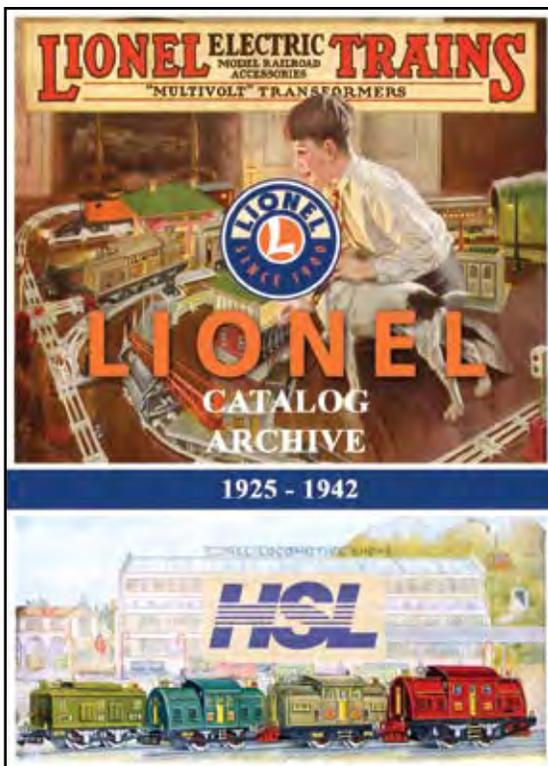


Lionel News & Views

by Bill Schmeelk
RM 6643

With the Christmas season upon us, we've got several stocking stuffers to consider giving to that Lionel® fan you know.

From John Holtmann's HSL, Inc. come two new digital products. First, in the Lionel Catalog Archive series comes the third edition – this one featuring Lionel's prewar catalogs from 1925 through 1942. In addition to the 18 color catalogs issued during the covered years, the eight mini catalogs printed from 1925 through 1932 are included along with the two black and white catalogs issued in 1937 and 1938.



The archive also includes Lionel's special catalog detailing the scale Hudson issued in 1937 and two Winner Line catalogs. As in HSL's previous releases, the scans are of exceptionally high quality and were made from original catalogs and digitally cleaned. This new edition features the same navigational tools as

in the postwar and Modern Era editions. An extensive table of contents allows you to easily search for a particular set, locomotive, and more. The bonus section features images of 11 catalog mailing envelopes. These are extremely rare; I had never seen most of them before and found them quite interesting. The bonus section also includes the trade price list from 1926 and the 1938 *Lionel Sales Aids and Complete Price List*. I was pleased to have the opportunity to write the introduction to this new archive. This archive makes available many rare and hard-to-find items. The cost, \$50 plus \$5 shipping, is less than almost any single item it contains.

The second release from HSL is a digital edition of Lionel's Postwar Service Manual. During the postwar period, Lionel did an exceptional job documenting their products

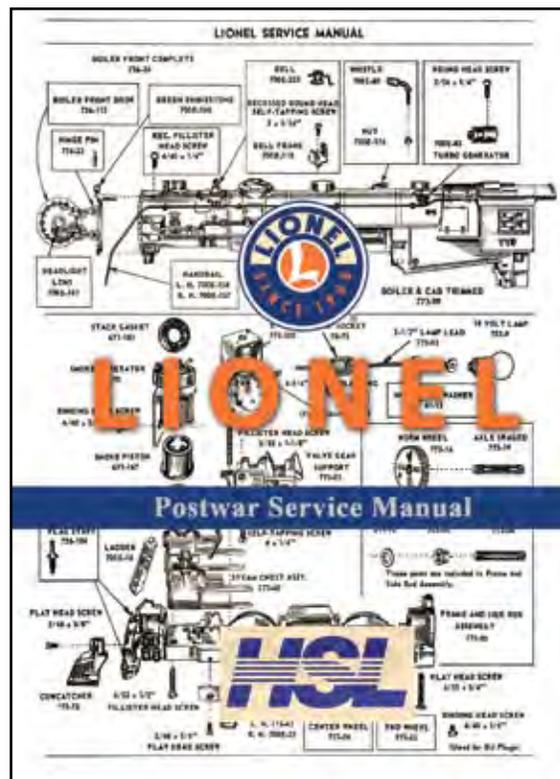
with detailed drawings and repair information.

This information was sent to Lionel's Approved Service Stations on a regular basis. Additions to this manual continued as late as the middle 1960s, when Lionel's direction turned away from toy trains. This new digital version is licensed by Lionel and features

full size page scans and includes the price sheets as well. Several years ago, a four-volume set had been published by Greenberg. These sets have long been out of print and are now hard to find. At a recent train show I saw a set for sale at \$250. This new digital version also contains sections which were not printed in the Greenberg set, including HO, Road Racing, Phonographs, and Helios.

This digital version offers several advantages over the printed manuals, including the ability to easily search the manual for information. The pages of the manual have been scanned in PDF format along with an HTML index. The scans have been digitally cleaned and are of excellent quality. The index lists each item within sections in numerical order, along with a description. However, you can search by either catalog number or a description of the item you're looking for. The manual is divided into sections, just like Lionel's. So there's a section for locomotives, accessories, operating cars, etc. The search function will search an individual section or the entire manual. Pages can also be easily printed.

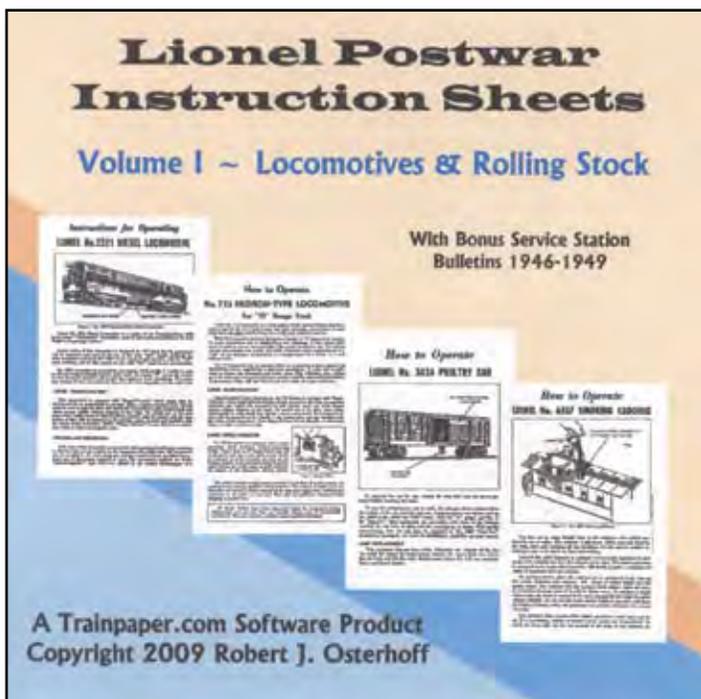
A bonus section includes a full set of Lionel's Service Station Bulletins. These 20 numbered bulletins were published from May 1959 through October 1961 and offer additional tips for the Service Station along with information about special tools. After October 1961, the name for these bulletins was changed to *The Lionel Herald* and five issues are included. In addition, several letters and flyers sent to Service Stations are also included. The final advantage to this digital version is its cost – \$50 plus \$5 S&H. If your order includes more than one item, the shipping remains at \$5 for the entire order. You can order any of the HSL digital editions at their website www.hsline.com or by calling 800-779-2802 toll free.



New Series

From Bob Osterhoff is a new digital series – Lionel Postwar Instruction Sheets. Volume I includes Locomotives and Rolling Stock. Here on one disk are scans of over 400 pages of Lionel's original instruction sheets. These are scans in PDF format and can be easily viewed in your web browser. The sheets are listed in numerical order within sections. Volume I includes four sections, Motorized Units, Steam-Type Locomotives, Diesel Locomotives and Rolling Stock.

In addition to the instruction sheets, Bob has included a section of his book, *Greenberg's Guide to Lionel Paper and Collectibles*, dealing with Lionel's instruction sheets and their variations. Also included are 12 letters sent to Lionel Service Stations from 1946 to 1949. Bob acknowledges that over the years many variations of these sheets existed. Some were merely a later printing; some were on different colored paper, and some with different colored ink. Bob has not attempted to document the hundreds of varieties known to exist.

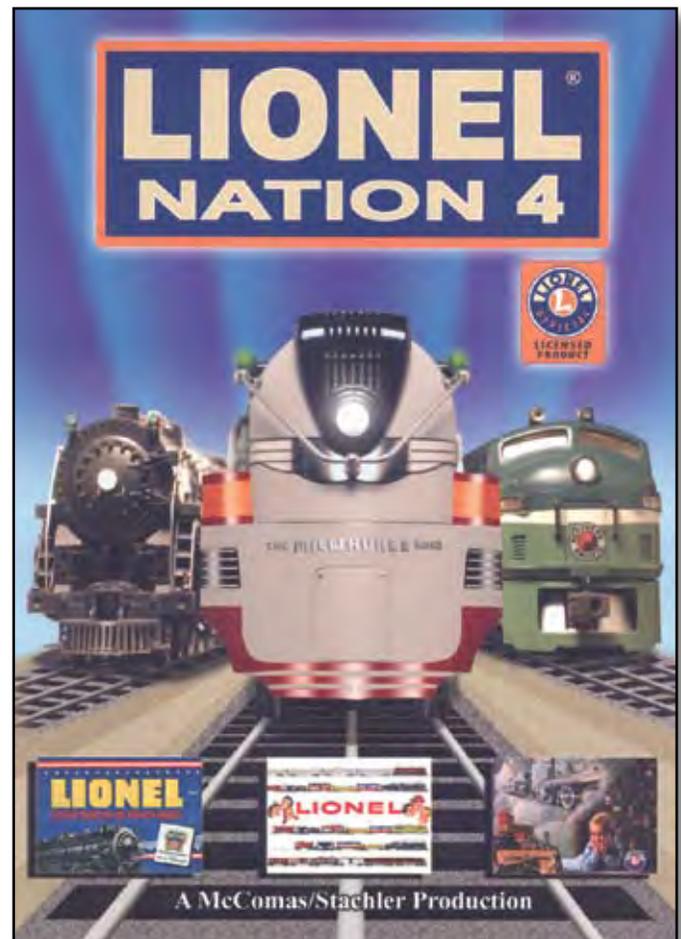


The DVD is designed to serve as a useful reference in providing technical support for the major locomotive and rolling stock products manufactured by Lionel during the postwar era. The DVD provides an excellent way to gather Lionel instruction sheets in one handy resource. I look forward to future volumes to complete the set. The disk is reasonably priced at \$14 plus \$2 S&H. As a bonus, Bob will also include one original postwar instruction sheet with each order. You can see more details on Bob's website: www.trainpaper.com. Order from Bob Osterhoff at: 622 Garden Valley Drive, Wildwood, MO 63038.

Lionel Nation 4

From TM Books and Videos comes the fourth edition in this Lionel Nation series. In this edition we see three Lionel layouts covering a wide variety of interests. Bill Spaulding's

favorite railroad is Northern Pacific, and he's custom painted several postwar originals in authentic NP designs. Jeff Marchant's layout is reminiscent of Lionel's space and military era of the late 50s and early 60s. That's the era in which I was first exposed to Lionel trains. I particularly enjoyed his



17-½x9-foot layout based on Lionel's D265 display. There are missiles and rockets flying, ammo dumps exploding, and many memories of that era in Lionel's history.

Finally, is a visit to Seattle and the layout of David Dansky. David runs several gauges on his layout – everything from Lionel's 2-7/8 gauge to Standard and O gauge. We also get to see his enormous collection of toy trains. Other features on this video include a discussion of Lionel's postwar motorized units, including photos of the prototypes that some were based on. Another discussion centers around Lionel's scale SP GS4 Daylight loco along with some shots of the real train in action. The video closes with a demonstration by Norm Charbonneau with tips on weathering your trains and adding some detail to a locomotive for a more realistic look. Norm's layout was featured on the Lionel Nation 2 DVD.

TM's videography is top notch and the material is sure to interest anyone with a love for Lionel. Lionel Nation 4 sells for \$19.95 and is available on the TM website www.TMBV.com or by calling 800-892-2822. The first four editions in the Lionel Nation series are now available in a boxed set for \$59.95. All prices are plus S&H.

Classic Locomotive Series

Several years ago, Don Shaw of The Train Station produced two excellent videos in his Classic Locomotive Series. These were available separately at the time on VHS tape.



Volume I of this series dealt with the Lionel FM Trainmaster locos and Volume II with Lionel's F-3 diesels.

The FM video begins with a train ride along the tracks that the real Trainmasters used and winds up at Lionel's Hillside plant. Of course, Lionel had long since departed this site by the time this video was made. The discussion includes all nine varieties of the postwar Trainmaster locos and the many changes and variations are clearly shown. The video work is especially good and extreme close-ups allow even small details to be easily seen. The identification of fakes is also discussed. Finally, the locos are shown in operation.

In Volume II, the same treatment is given to the 19 models of Lionel's postwar F-3 units. Here again, the author's knowledge of the subject is evident. Even though I had seen these videos when they were first offered in the 1990s, I was reminded of much I had forgotten.

I'm pleased to see that both of these volumes are now being offered on a single DVD at the very reasonable price of \$10 plus \$4.95 S&H. This DVD doesn't come in a fancy case, but offers much value in its content. You can order the DVD from The Train Station at 973-263-1979 or send your order to: The Train Station, 12 Romaine Road, Mountain Lakes, NJ 07046.

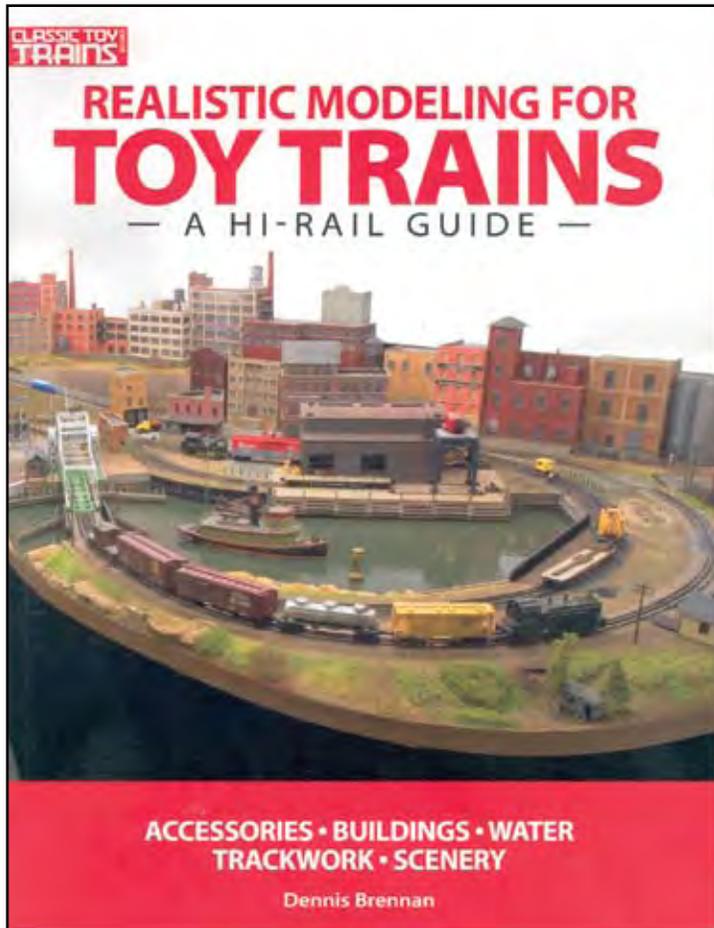
New from Kalmbach

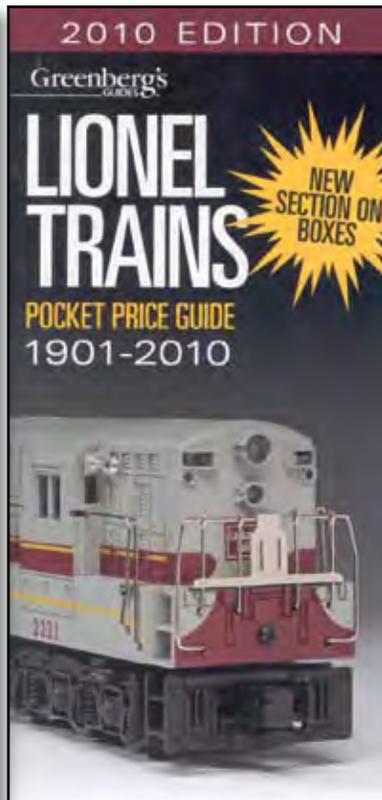
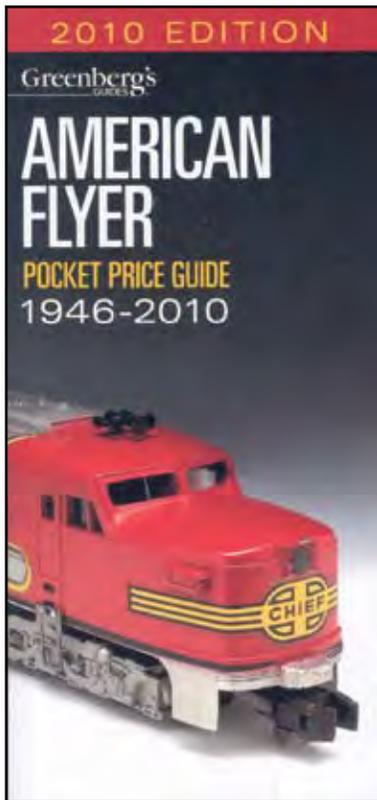
Many operators of Lionel trains today are interested in a more hi-rail look rather than a toy look. Hi-railers are content with three-rail track, but prefer to operate their trains in a true-to-scale, realistic environment. In his new book, *Realistic Modeling for Toy Trains – A Hi-Rail Guide*, Dennis Brennan

covers the topic in depth. Beginning with an explanation of hi-rail, the first chapter includes photos of several examples of hi-rail layouts. One of the examples is a photo of Lionel's T-rail showroom layout – a view I had not seen before. The book covers in great detail the construction techniques used to build the author's 12x14-foot layout. Beginning with the bench work, the author discusses many of the decisions you'll have to make and the points you should consider. I particularly liked the fact that specific brand names and product suggestions were given.

For me, one of the highlights of a Lionel layout is the operating accessories. These are often scoffed at by scale modelers, but I was pleased to see that Dennis included an operating Bascule Bridge on his layout. The small metal building on the bridge was replaced with something more appropriate on a hi-rail layout with full details given. Other chapters dealt with track work, modeling water, designing the setting, creating a cityscape, modeling structures, and kitbashing.

I found the book well written and with sufficient detail and photos to inspire confidence and encouragement for the reader to jump in. This is also a helpful book to read if you are in the planning stages of your layout – even if you're not sure about how detailed you want your layout to be. There are many good suggestions and surely something of interest to anyone embarking on a new layout of any type. The book is 8-1/2x11 inches with 96 glossy pages and sells for \$19.95. This book would make a perfect gift for someone making a New Year's resolution to build that layout.





each plan details the sections of track necessary, the reader is warned in the beginning of the book, “Beware, however, that the plans for these layouts are definitely not blueprints.” The author offers that these plans are suggestions and that “a host of slightly longer or shorter pieces were needed to get everything to fit.” To see just how accurate they were, I chose one and attempted to recreate it using the computer program, RR Track™. I found that you’d need much more than a few additional pieces. You’ll need to completely redesign the layout. Since these are layouts that had actually been built, I see no reason why the plans couldn’t have been done accurately, especially for a book subtitled, *The Easy Way to Build a Realistic Lionel Layout*.

This is the third book by Robert Schleicher that I have reviewed. One thing appears common to all – speed was apparently the key in completing them. On the positive side, the many color photos of different layouts will provide some inspiration for planning your pike. It is interesting to see what others have done. For a more detailed aid in table and scenery construction however, I would

Prices in your Pocket

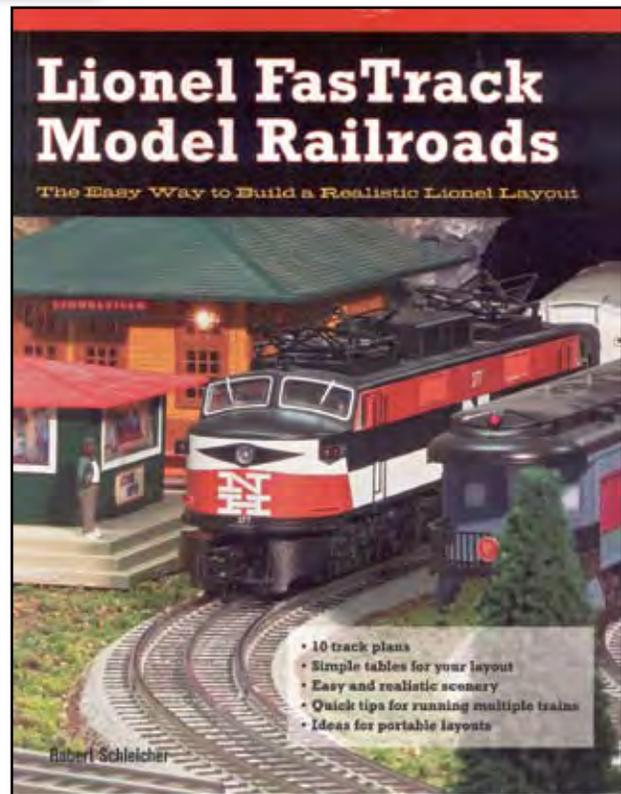
Also from Kalmbach come the latest editions of the Greenberg’s Pocket Price Guides for Lionel and American Flyer. The 336-page Lionel edition includes a new, but small section on boxes. The guide covers from 1901 to 2010 and sells for \$18.95. The Flyer edition covers the S-gauge years from 1946 to 2010, is 112 pages, and sells for \$15.95. These guides have become the train collector’s standard Lionel price guide and are available at your local hobby shop or direct from Kalmbach at www.KalmbachBooks.com or by calling 800-533-6644.

New FasTrack Book

A new book by author Robert Schleicher, *Lionel FasTrack Model Railroads*, is his second dealing with FasTrack. We reviewed his first book, *The Lionel FasTrack Book*, in the February 2007 issue and found it could be helpful in planning a layout with FasTrack, but that the plans in the book were not accurate and required pieces other than those listed.

The new book picks up where the first book left off and offers a discussion of several existing layouts. For FasTrack basics, the author refers the reader to his first book. This book assumes you already have an understanding of FasTrack and are designing a layout. The first half of the book deals with construction techniques and includes chapters on tables, bridges, mountains and other scenic items.

The second half of the book takes the reader on a tour of 12 existing layouts built with FasTrack. In addition to many color photos, ten of these layouts have track plans. Although



recommend the Kalmbach book reviewed above. One big difference in these two books is that the Kalmbach book was written by the person actually doing the layout construction. The book is 8-½x11, has 160 glossy pages, and sells for \$29.99. The book is available at many hobby and bookstores and is published by Voyager Press.

Photographs by Bill Schmeelk

Law and Order, BNSF Style



This First Response "Premier Series" 2009 Dodge Charger Railroad Police Car is decorated in the colorful paint scheme of the BNSF Railroad. Initially offered to club members who attended the LCCA 2009 Convention in Sacramento, CA, this orange and dark green sleek beauty is now avail-

able to members who were unable to attend that event. Only 744 of these cars were made. Add-on details include a non-operating rooftop light bar and three antennae. Fair warning: act now while some remain. Cars will be shipped on a first-come, first-served basis until the supply is sold out.

Order Form May Be Photocopied

BNSF ORANGE & GREEN RAILROAD POLICE CAR – LIMIT: FOUR CARS PER MEMBER

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (_____) _____ e-mail: _____

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

PURCHASE METHOD:

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

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover 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:

_____ Car(s) per member @ \$29.95 each \$ _____

(Includes S&H via USPS to Continental USA)

Extended S&H to AK, HI, & Canada - add \$3 each \$ _____

Extended S&H to foreign countries - add \$6 each \$ _____

Minnesota residents: add 7.25% sales tax, \$2.17 each \$ _____

Total (in U.S. funds) \$ _____

Mail this order form to the best toy train club on the planet:

LCCA Business Office • Dept BNSF/TLR-12-09 • P.O. Box 4708 • St. Paul, MN 55104-0708

To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

The Tinplate Cannonball

by Ken Morgan
RM 12231

Son of Supercar

The editor gave me time off for one issue of *TLR*, but I don't want to miss two issues. So, like Chuckie, I'm ba-a-a-ck! And so is O gauge, as well as the trivia question of the day. We all know Indiana Jones is an expert with a bullwhip, but who taught Harrison Ford how to do it?

A few issues ago, I wrote a column about my nomination for Supercar in Standard gauge. I mentioned that there was a "Son of Supercar" – an O-gauge version of the #219 operating crane car: the #810 crane car.

Like any good son, he came after his "father" and like most, he outlived him. The #219 Supercar was available from 1926 through 1940, the #810 from 1930 through 1942, and as the #2810 from 1938 to 1942. In 1942 Lionel® sold only leftover stock. That was the last year for many Lionel trains, which is why they're designated "prewar."

Numbers and Nomenclature

Photo 1 shows two versions of the #810. There are either two or three major variations depending upon the source you use. There are arguably two for the #2810. Essentially, the #2810 is a #810 with automatic box couplers installed. That was the standard procedure at Lionel in the 1930s when they introduced electromagnetic box (from the shape) couplers. They placed a "2" in front of the earlier version with latch couplers. By the way, many of the cars with latch couplers changed to manual box couplers at about the same time the electromagnetic versions entered the catalog, but it did not result in a change of number.

Refer back to **photo 1**. The car on the left is either yellow or cream, depending upon the source and the color-rendering condition of your eyes. More on that later. The one on the right is unequivocally terra cotta. It came first, and has a maroon roof, peacock boom, and may have either cream or brass windows. This one has brass windows. The rest of the trim is brass. The journal boxes are usually nickel, but later terra cotta #810s may have copper journals. The terra cotta crane was catalogued from 1930-34.

The one on the left is not terra cotta. The new color was introduced in 1935 and is yellow or maybe cream. It was produced through 1942. I believe this example is yellow, but some may consider it as cream. In any case, it certainly has a light green boom and a light red roof. The earliest ones are listed with a vermilion roof. difference unless side. The trim brass.

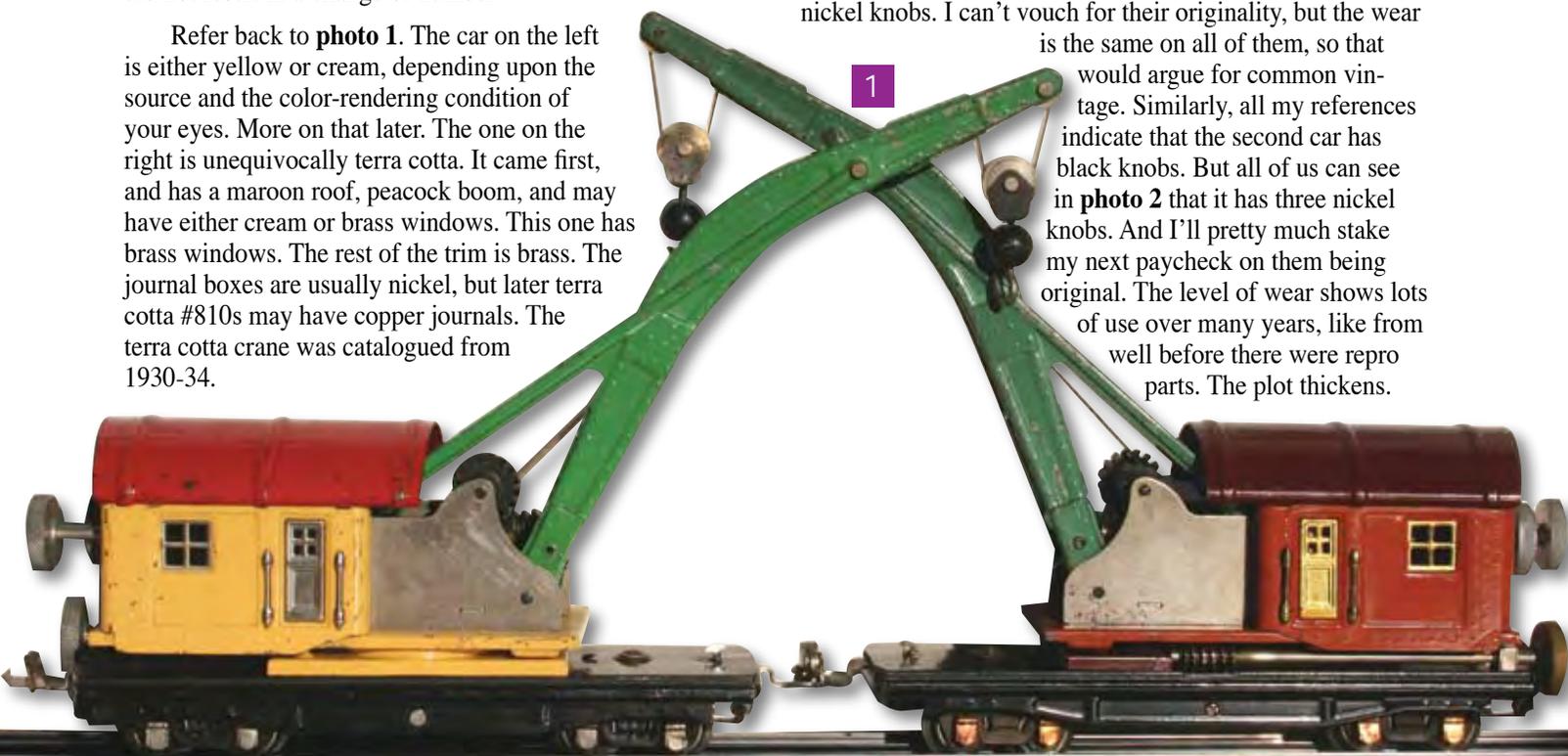
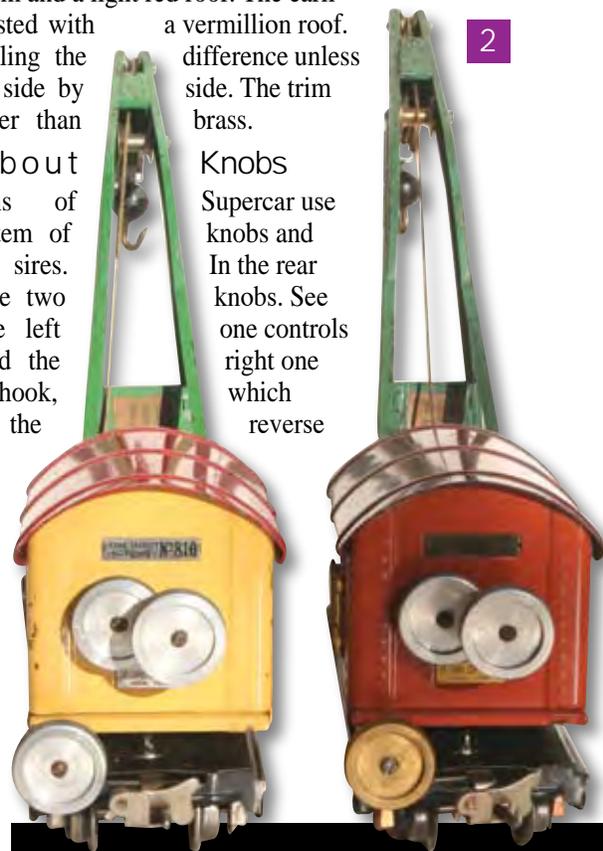
Notes about

All sons of the same system of gears as their sires. of the cab are two **photo 2**. The left the boom, and the controls the hook, is actually the

of the #219. But what the heck, my dad is left-handed, and I'm right-handed. But I digress. The bottom knob on the frame rotates the cab as on the Standard gauge version. You can see the

linkage in **photo 3**. Per my sources, the early cranes had a mix of brass and nickel knobs. All the later ones, including all non-terra cotta cranes, have black knobs. My reference sources say that the early ones had two brass and one nickel knob. Now look at **photo 2** again. That's one brass and two nickel knobs. I can't vouch for their originality, but the wear

is the same on all of them, so that would argue for common vintage. Similarly, all my references indicate that the second car has black knobs. But all of us can see in **photo 2** that it has three nickel knobs. And I'll pretty much stake my next paycheck on them being original. The level of wear shows lots of use over many years, like from well before there were repro parts. The plot thickens.

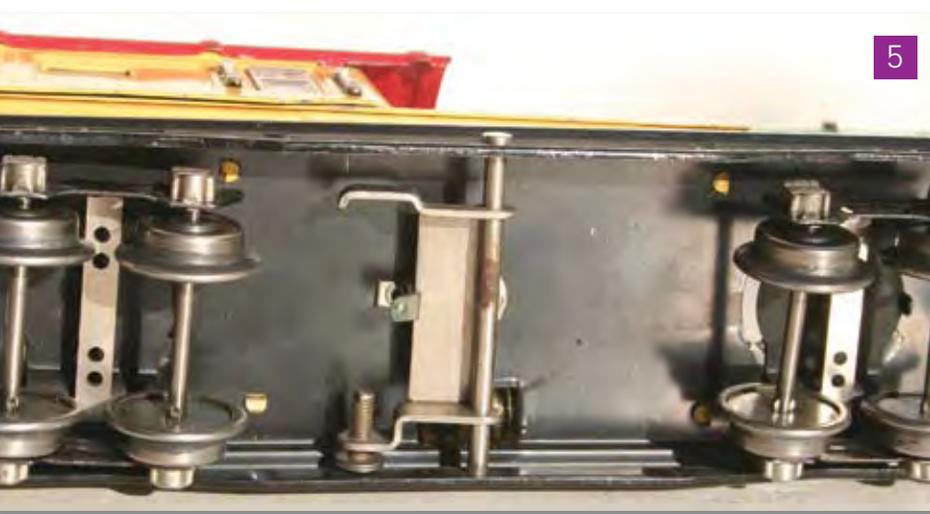




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4



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Photo 4 shows a top view of the crane. It again shows the switch from left-handed to right-handed, and it bears a similar warning notice as the #219: “Read directions before operating this derrick.” Also like the Standard gauge unit, it has the track clip on the underside of the frame. It is held in place by the same sort of clip and attaches to the track in the same fashion to anchor the crane when lifting a heavy item such as a locomotive. **See photo 5.**

Scrutinizing the Colors

Now for the late colors. All the sources I consulted say there were definitely yellow #810/2810 cranes. Some also list cream. Either way, they are listed with black knobs. If cream is correct, that color preceded yellow, and they had nickel journal boxes. The yellow version is listed with nickel journals in the first year of production (1940), then black for the last two years. Look at **photo 6.** That’s a #814 boxcar on the left with the #810 crane on the right. I’ll guarantee that the boxcar is cream. So my #810 is what? I think it is yellow. But those control knobs are definitely nickel, not black, so whether it is cream or yellow, they are not in accord with any source I have. And the journals are nickel. That would fit the cream cars or the 1940 yellow one. But the nickel knobs would argue for 1935, a transition year, if anything. Bottom line is, I can’t say. But I don’t know if anyone can.

As I have mentioned before, Lionel used paint from different manufacturers over the years. They didn’t care if this year’s batch matched last year’s. Another thought: Lionel’s detailed production records are non-existent. The folks who write the guides are very meticulous, and use catalogues, sets, and pieces with solid provenance (that’s sort of a track record of ownership), and lots of investigative research. Then they apply logic, as I try to do, to explain anomalies. But we still lack some answers, and perception of color can vary. As paint ages, its color can change. Ambient lighting affects our perception of colors. My answer: use the guides and add your best judgment. When I see something which doesn’t quite fit, if the seller says it’s rare and asks a premium, I am somewhat skeptical. If it’s a fair price, I look at it closely. If I can’t see signs of alterations, I assume it’s a matter of Lionel using whatever paint was on hand way back before quality control became the industrial science it is today. And even today there are errors. So I am going with “yellow” on my crane until someone proves me wrong – and I suspect that will be tough!



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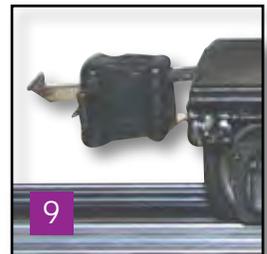
And the #2660

Before dropping the subject of O-gauge cranes, I will add one more car. Unlike Standard gauge, Lionel did make a second, smaller, version in O gauge as a low-cost option. It is the #2660 and was only available from 1938 to 1942. It was cream, with a red roof and either a green (early) or black (late) boom. The early ones have nickel journals, the later either nickel or black, but most commonly, black. **Photo 7** shows the #2660. Yes, that is definitely cream.

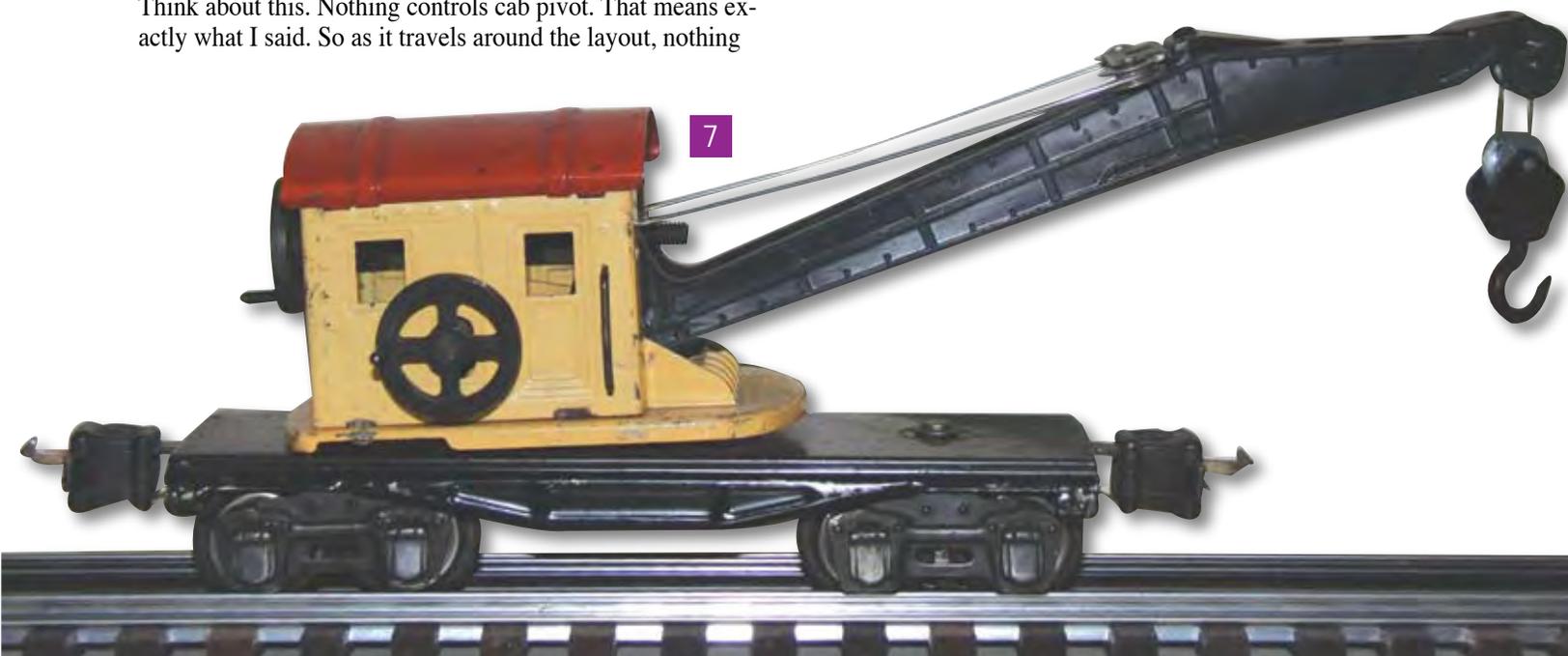
In my opinion, it does not qualify as a supercar. At best, maybe a distant relative – a second cousin, once removed? It has only two control knobs. The one on the side controls the hook, the one in the rear (**photo 8**) turns a screw, which raises and lowers the boom. Nothing controls cab pivot. Think about this. Nothing controls cab pivot. That means exactly what I said. So as it travels around the layout, nothing

stops the cab from pivoting, and that boom can knock into things six inches from the track. Like I said, low cost option. For those of you who are into early postwar, the #2660 carried over briefly as the #2460/6460/6560 in the immediate postwar years.

Finally, one more picture, **photo 9**, is included to show a box coupler. There are several versions of this beast, and I'll leave analysis of them to another issue, but this shows why they are called box couplers, instead of latch couplers. Yes, they do couple-up to latch couplers.



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About Prices

They vary a bit between the product guides and customer demand at a train show, but I would expect to pay \$150 and up for what I would consider an acceptable #810/2810. Condition as in the photos would be at least that, under most circumstances. The #2660 is still the low-cost option. Figure on \$60-75.

With Thanks

Special thanks to LCCA and NLOE member Ray Molina (RM 28189) for loaning me his recently acquired terra cotta #810 for inclusion in this column. Ray is new to prewar tinsplate, and he didn't know how well he did picking up a set from the club. One of the benefits of membership in a local club is that trains often become available to the organization because someone hears about the club and asks if it would be interested in an item.

Our local club rules state that if any member is approached with an inquiry, the club gets first bid on any trains. If the owner turns down an offer from the club, then a member may bid for it on his own. The club is seldom turned down because it can often offer more than an individual collector or dealer would. The club can subsequently offer the collection to its members on a piece-by-piece basis and earn a small but quick profit, or it could decide to add the pieces to the club layout. Works well for all concerned.

That's how Ray got into prewar. That and a little encouragement from The Tinsplate Cannonball. Someday Ray and I

will have to get together and use both #810 cranes together to try that locomotive lift I mentioned earlier.

Trivia answer. If you're a fan of old B westerns, you might recognize the name Al Larue, better known as Lash Larue. He was using a bullwhip to yank the guns out of the bad guys' hands way back when I was just starting to run my Lionel trains. And he came back later to teach Indie how to do it. I liked Lash then, and this raises him a notch in the memory files.

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

Photographs by Ken Morgan

Lionel Puzzlement

Because of space limitations, this issue does not contain a puzzlement by Gene Russell.

The next puzzlement will appear in the February 2010 issue of TLR on the theme of LCCA Convention cities.

Secretary's Report – continued from page 3

H. Interchange Track Report

President Kolis presented the *IT* report for Craig Tribuzi. Prior to the board meeting an e-mail vote was taken to determine whether the club should change the method of mailing the *IT* from USPS First Class Mail to Periodical Class. Certain USPS requirements must be met in order to make this change. Postage costs have continued to rise and another increase is due in May, 2010. By changing the mail classification now, the club would save about \$30,000 annually. Further, this change would be mitigated for many members that access *e-track* online for instantaneous buy-sell-swap transactions instead referring to the printed and mailed *Interchange Track*. The board voted to explore this change further.

IV. President's Report

A. Goals

Kolis revisited his goals presented at the July meeting.

B. Junior Member Program

Kolis stressed the potential for our new Junior Member program and asked the program's Coordinating Chairman Dominic Caponi to present a report.

C. Junior Member Report

D. Caponi presented a report with suggested activities for the JM program, including: quarterly activity contests, design contests, seasonal activities, and a holiday essay/poem contest. Caponi also suggested activities especially for JMs that could be held during our annual Convention. Some JM awards were also discussed.

D. Website Improvement Committee

Kolis previously appointed a new committee to look into ways in which the club's website could be improved and features added. Larry Black reported on updates and changes that have been made to the website. All touch points have been fully transitioned to our new Business Office as the website maintenance vendor. The website now has regular "What's News and Newsy" entries on the home page as well as a "Members Only" home page.

V. Wrap-up

The details of the next board meeting will be determined at a later date. Johnson moved that the formal meeting be adjourned. Miller seconded and the motion passed. The board then made a trip to the new Business Office and discussed the operations with a representative of the company. 

A GREAT GIFT
FOR YOU OR OTHERS

H₂O for Christmas

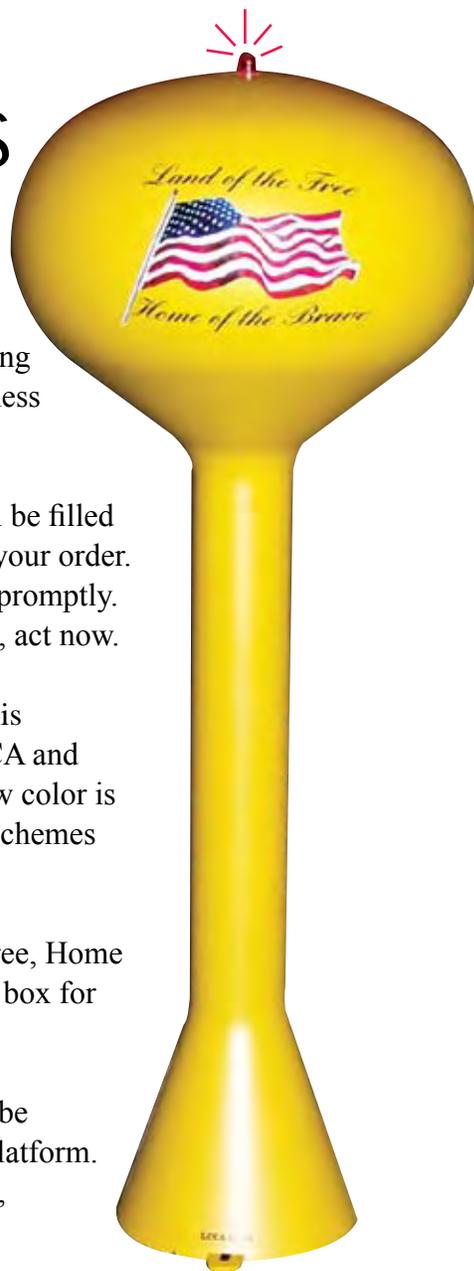
This limited-production item is currently in stock and ready for delivery to members, so there's no waiting time for production. It's a perfect Christmas gift for yourself, your favorite railroader, or junior members eager to have more cool stuff to put on an emerging layout. Every blink of the top light is a reminder of your thoughtfulness in providing a hobby-related Christmas gift.

LCCA has a very limited number of this item remaining. Orders will be filled on a first-come, first served basis within 7-10 days of our receipt of your order. If we are unable to fulfill your order, your payment will be returned promptly. Fair warning: if you intend to re-ship these to others on your gift list, act now.

Although this accessory has appeared in various Lionel® catalogs, this uncataloged version of a "mushroom" water tower designed by LCCA and made by the company has a slow-fade flasher unit on top. The yellow color is unique and quite a departure from black, grey, or white décor paint schemes traditionally applied to water tanks.

The text surrounding the U.S. flag on the tank reads, "Land of the Free, Home of the Brave." A self-adhesive Union Pacific decal is included in the box for use at your discretion.

The feeder wires to the topside light are inside the base, so 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.



----- **Order Form May Be Photocopied** -----

YELLOW WATER TOWER WITH BLINKING LIGHT — LIMIT: FOUR UNITS PER MEMBER

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (____) _____ e-mail: _____

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: _____

Discover 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:

_____ Yellow Water Tower(s) @ \$34.99 ea. \$ _____

(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. \$ _____

Minnesota residents: add 7.25% sales tax of \$2.54 ea. \$ _____

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

Mail this order form to the best toy train club on the planet:

LCCA Business Office • Dept YWT/TLR-12-09 • P.O. Box 4708 • St. Paul, MN 55104-0708

To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

Lionel Trains in the Library

by Mike H. Mottler RM 12394

The sounds of toy trains – “clickety-clack” and “chugga-chugga” along with blasts of steam whistles and diesel horns – may seem inappropriate in a public library where quietude is always expected and often rigorously enforced. But the staff of Laman Library in North Little Rock, AR, welcomed a toy train display and an operating layout during the holidays – noise and all.

An LCCA Holiday Team

Fortunately, this public library has an enclosed exhibition hall on its second floor, so the train sounds available to visitors in that room are contained within its walls. Lionel® and American Flyer® trains from the collection of Bill Albright (RM 24506) ran without “quiet zone” restrictions on his portable 7x12-foot layout designed and built by Bill with help from Clayton Holderfield (JM 28722), his 11-year-old grandson, and with operating assistance

during the event from LCCA members in central Arkansas: Barry Findley (RM 10898), Craig Gerard (RM 15198), Michelle Snyder (RM 29170), and Mike Mottler.



Bill's portable combination O-gauge and S-gauge layout is regularly presented at local schools, often as part of a learning unit about transportation. “The opportunity to show the trains in action at the Laman Library was a natural extension of my school-based efforts,” he said.

As Reference and Public Services Librarian, Craig opened a door of opportunity for sharing this operating display with Laman Library patrons and the public during most of the days of December.

An Inside Job

As Reference and Public Services Librarian, Craig opened a door of opportunity for sharing this operating display with Laman Library patrons and the public during most of the days of December.



L to R: LCCA members Bill, Craig, and Mike helped prepare the operating layout for visitors to Laman Library in North Little Rock during the 2009 holiday season.

In a typical month, about 7,000 visitors have entered this public library, so the rub-off effect of this display for the hobby was quite significant.

Trains under Glass

The library provided display cases for trains on loan during the event from the collections of Barry, Craig, and Mike. The club members also provided information about the trains on display from various eras of Lionel.

Mike offered RI steam locomotives, first generation diesels in the “Full Rocket” paint scheme, and a custom-painted ROCK work train set. Craig provided several Lionel trains: the Harry Potter Hogwarts Express, a Great Western steam set, a C&NW diesel freight set, and other items. Barry selected Modern Era Lionel trains from his collection for display.

Railroads often Determine Destiny

Jeff Baskin, Director of the Laman Library, said, “The railroads played an important role in founding the city of Argenta, which is now North Little Rock. My hope is that this holiday display of trains will rekindle an interest in the legacy of the railroads in our area and help youngsters understand how transportation systems shaped our history.” 

Photographs by Mike H. Mottler