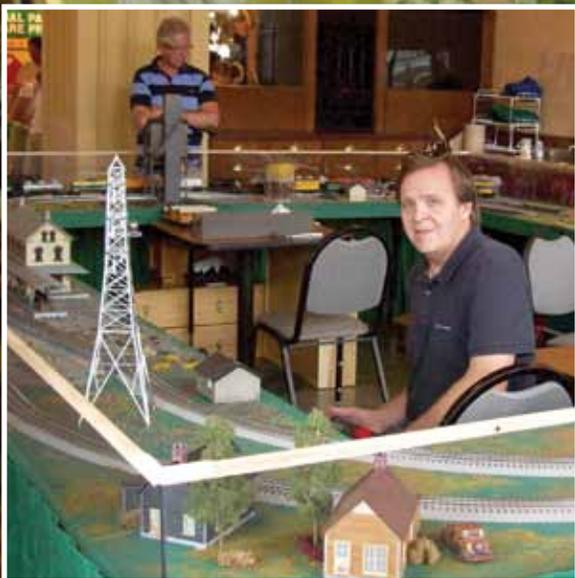


Volume 39, No. 4 April, 2010

The **Lion Roars**



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



Two for the Show

Fab Flag



LCCA Presents our 2010 Convention Car

The highly detailed Standard O model of a Union Pacific cylindrical hopper is now available to all members of the Lionel® Collectors Club of America. Designed by LCCA and made exclusively for the club by Lionel, this collectible 2010 Convention Car has a patriotic theme.

This car bears a fully unfurled U.S. flag, the UP slogan "Route of the Challenger", and the UP shield. It will complement other UP "flag" locomotives and rolling stock on your layout or display shelf.

This car has the features you'd expect on a Lionel Standard O freight car:

- Die-cast metal sprung trucks with operating couplers
- Rotating bearing caps
- Hidden uncoupler tabs
- Underframe detailing on hatches
- Crisp graphics and amazing flag detail
- Brake equipment on one end
- Rooftop hatches, walkway, and end ladders.

Order deadline: June 30, 2010. Anticipated delivery date: late December, 2010.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: two cars per member.

DO THE MATH

- ___ Convention Car(s); \$79.95 for 1, \$159.90 for 2 \$ _____
- Shipping & Handling & Insurance by USPS \$ _____
\$9.95 for one, \$18 for two.
- Extended S&H&I to AK, HI, and Canada — add \$6 ea. \$ _____
- Extended S&H&I to all other foreign countries — add \$10 ea. \$ _____
- Minnesota residents:** add sales tax — \$5.80 per car. \$ _____
- Grand Total (in U.S. funds):** \$ _____

SEND YOUR PAYMENT

- My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "UPF" written on the memo line.
- Charge the total amount of this order to my credit card as shown below.

Credit Card Account No.: _____ Exp. _____ Discover MasterCard Visa Code: _____
(Three digits on 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.

Name: _____ LCCA Member No. _____

Shipping Address: _____ City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

LCCA Business Office • Dept UPF/TLR-04-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

Order online at: www.lionelcollectors.org — go to "LCCA Store"

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ON THE COVER

The amazing Lionel company layout will be an attention-getter at the upcoming 2010 LCCA Convention in Denver. A 12x24-foot modular layout designed and built by a Colorado club of five skilled hobbyists will also be in continuous operation in the host hotel lobby. Photographs by Ed Richter and Larry Franzen

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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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

I hope everyone was able to enjoy their trains and layouts through this past winter season. For East Coast and Midwest members who have experienced record snowfalls, I hope you are now seeing the signs of springtime.

Flying the Flag

As stated in our Constitution, the purpose of this club is to promote and foster interest, research, education, and enjoyment of Lionel® trains from 1900 to the present, in particular, and all toy trains in general. In keeping with this philosophy, we had a successful season at the World's Greatest Hobby on Tour (WGHOT) train shows. Our booth was, as always, located next to Lionel's display and impressive layout. We attracted thousands of visitors. We were very successful in introducing the LCCA and the magic of Lionel trains to an entire new generation of potential train enthusiasts and future LCCA members. "Thank you!" to all of our fellow members who stopped by to visit our booth, and "Welcome!" to new members who joined this club during these shows.

CB&Q Lives

A big "Thanks!" to all members who supported the club and purchased the Burlington #216 train set. The order deadline has passed and Lionel will now commence with the project. Once they fabricate a prototype sample and receive the approval of LCCA Product Manager Lou Caponi, they will then start the production run. We anticipate this process will take approximately six or seven months. We want to do everything possible to ensure this product meets or exceeds the expectations of our members.

Club Election

The election of an officer and two directors is coming up soon. When you receive your ballot in the mail, please vote and then mail your ballot promptly. This is your club. The more you are involved, the more your needs will be met. Here are the candidates, shown in alphabetical order:

Secretary (vote for one)

Dennis DeVito
Sal Gambino

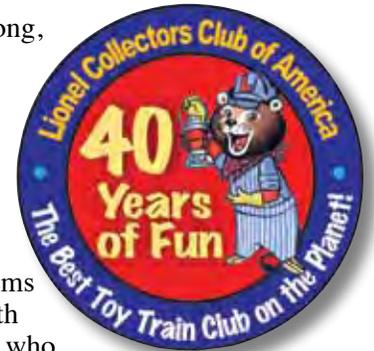
Director (vote for two)

Roger Farkash
Mark Kempfer
Ed Richter.

"Thank you!" to all of the members who have volunteered to serve as officers and directors. I am confident all these candidates will make significant contributions to the club in the future. Thank you all for making the LCCA the best toy train club on the planet.

Founded in 1970, We Are 40

We have begun our yearlong, ongoing celebration of the LCCA's 40th anniversary. Throughout this year, we will offer great deals on selected Lionel items to our members. See the two-page ad on pages 14 and 15; it's the first of a series of LCCA-sponsored items to be presented during our 40th year. If you have train friends who are not members of the LCCA, encourage them to join the club and save a significant amount of money on these great offers. The quantities are limited, so if you want any of these items, please act promptly.



A UP Collectible

We are also proud to present our 2010 Convention Car for sale; see the ad on the **inside front cover** of this issue. This car is a highly detailed O-gauge, three-rail model of a Union Pacific cylindrical hopper with distinctive UP colors, a fully unfurled U.S. flag, the UP slogan "Route of the Challenger", and the UP shield. Designed by the LCCA and produced by Lionel, this car has the features you would expect on a Lionel Standard O freight car. The order deadline date for this exclusive commemorative is June 30, 2010.

Convention Notes

John Fisher, Eric Fogg, and I had the opportunity to meet in Denver, attend the WGHOT show, and confer with the UP steam crew and the Marriott Tech Center Hotel management team. Planning for our 40th annual Convention (July 25-31, 2010) is progressing



Photograph by Mary Nystrom

well, and there will be several surprises for members who attend this milestone event. Tours are filling up quickly, so do not procrastinate – register now. Don't miss the opportunity to ride the UP/LCCA Special steam train excursion pulled by the world's largest operating steam locomotive, the UP Challenger #3985. The locomotive is scheduled for this run, subject to its being in good working order then. At this writing, spaces are still available on the tours, but they are limited. Act now, sign up, and bring members of your extended family to Denver this summer!

On Friday of our Convention week at 2 p.m. in the host hotel, the "train lady" artist Angela Trotta Thomas (RM 13961) will conduct a "Learn to Draw a Lionel Train" class for Junior Members and young family members attending the Convention. This first time ever, hands-on activity should be great fun for youngsters under the age of 18. If a young member of your family is interested in this session, send an e-mail to JM Coordinator Dominic Caponi at

- dominc.caponi@gmail.com or to me at
- agkolis@comcast.net.

Please share with us your initial reactions so that we can make this creative event a success.

Two Additional Ways to Save

If you are planning to take an Amtrak® train to/from Denver for our 40th annual Convention this summer, remember that Amtrak offers LCCA members a 10% discount. When you make your reservation (by phone only) at 800-872-7245, give them the LCCA Convention code **X88B-985** and save an additional 10% off the best fare.

Here's a heads up for those who plan to rent a car from Hertz® for use during our Convention week in Denver. Mention the LCCA Convention code **CU #022Q4693** when you make your reservation and you'll be eligible for a reduced rate. For additional information on these Amtrak and Hertz LCCA group rate discounts, visit our website at the News and Newsy section: www.lionelcollectors.org.

Visit our Website

Remember to go to our website for current club information. We are now posting fresh, timely, club-related information every week. This may be the best way for you to be informed about what our club is doing. We have posted several great original videos created and produced by the LCCA. I hope you enjoy them. Please spread the word and encourage fellow members, family, friends, and guests to view our website.

I sincerely hope everyone is enjoying our LCCA's 40th Anniversary Celebration year. The Kolis family (Gina, Alfonse, Vincent, and me) is looking forward to seeing you at our Convention in Denver.

P.S.: Remember Rule #1 — have fun! Are we having fun yet? 🚂



way for you to be informed about what our club is doing. We have posted several great original videos created and

TLR

Take Full Advantage of your LCCA Membership

by Barrie Braden
RM 560

Do you want to downsize your train closet or trade items no longer of interest to you for other road names or engine types? Consider using one of the valuable tools of club membership, *e-Track*. This electronic buy/sell/trade medium is easy to access and use. If you have a computer and can log onto the LCCA website, you may list and manage your own items to be viewed by all club members. Those that do not have access to the Internet or prefer to have someone assist with the process may wonder, "Who can I turn to?" Well, that's my job!

As *e-Track* editor, I will enter your items, send you a printout of your listings, and make corrections as needed. The listings will subsequently be presented online in *e-Track*. This list preparation service is provided to members at no cost.

Instructions on how to get started are always included in the front pages of the club's *Interchange Track* publication. I'm available to answer your questions and assist you in using *e-Track* effectively. Just call me at 281-252-8153 or leave a message if I'm not able to answer your call at that time. You can send an e-mail note to me at bradenb@att.net. I'll help you exchange your selected trains and accessories for other items on your wish list.

There is a large population of LCCA members, and someone may be interested in what you have to offer. Your no-longer-wanted item may be a "must have" for another member, and vice-versa. For the March 2010 edition, I assisted 170 members. I'm eager to work for you! 🚂

Scarce Variations of a Lionel Work Caboose



Top shelf: Typical production 6119 Red/Grey Work Caboose circa 1958 with plastic AAR trucks, metal knuckle, and white rubber-stamped serif lettering on a black-painted sheet-metal frame.

Bottom shelf: Three collectible versions of the Red 6119-series Cab. Left: Common version with unpainted cab, scribed wooden slats below the "D.L.&W. 6119" nameplate, and without builder's plate. Be advised that a very scarce (not shown) red-painted variation of this Cab was made circa 1963. Center: Early version "Built By Lionel" still with scribed wooden slats below the nameplate. Right: Later version "Built By Lionel" with slats removed from the area below the nameplate.

by Paul V. Ambrose RM 9406

Lionel® introduced the 6119 series Work Caboose in 1955. It was a less costly, commonplace version of its predecessor, the die-cast-base 2419/6419 series. All 6119 models had stamped-steel frames with steps at the four corners. The Cab and one-piece Tool Tray were slid into slots on the frame and were held in place by a bendable tab.

Production of this series began with the solid Red 6119 in 1955, and followed shortly thereafter by -25 solid Orange, -50 solid Brown, -75 solid Grey, and then with the -100/110 Red/Grey combination in 1957 and for the remainder of the Postwar Era. The Red/Grey model followed the normal progression of truck and coupler modifications, as did the rest of the product line. Note that the Red/Grey Work Caboose was identified with the -100 suffix when component boxed, and typically as -110 when unboxed as an Outfit component.

Sometime circa 1964, Lionel added a rectangular builder's plate to the tooling of the Cab and began to stamp SOME examples with white-lettered "Built By Lionel" on the plate. The first versions of these scarce "Built By Lionel" variations still included scribed wooden slats below the "D.L.&W. 6119" nameplate on the sides of the Cab.

Once a modification was made to tooling, that modification would remain on all future production. Sometime circa 1965 Lionel made an additional modification for more tolerance of heat stamping, and removed the scribed wooden slats below the nameplate. All future production of the 6119 series and the 6130 ATSF model would include both the builder's plate and an enlarged nameplate WITHOUT slats. 🚂

*Digital imagery by
Mark Soracco Photography*



This is the early version of the “Built By Lionel” stamping on the builder’s plate. Note the scribed wooden slats below the “6119” number are still present.



This is the late version of the “Built By Lionel” stamping on the builder’s plate. Note the scribed wooden slats below the “6119” number have been removed.



A Quick Fix

by Jerry Turnbull
RM 21788

Wobble No More

Many cars made by Lionel® in the 1970s and 80s have unwanted “play” between the chassis and the trucks. I found an easy and inexpensive fix for this.

Remove the car body from the chassis and push the rivet on the underside of the truck upward so that the rivet head is revealed at the top of the chassis. Place a small rubber O-ring around the head of the rivet. The unwanted play is removed and some cushioning will be added. There’ll be no car wobbling around the curves or on the straights.

The O-rings can be purchased at an auto parts store. Select the diameter that will fit around the rivet head.

Editor’s Postscript: Members may share their helpful “tricks of the trade” with others through TLR. Send your quick fix, with photos if appropriate, to the editor for consideration for publication. 🚂

Photographs by Jerry Turnbull

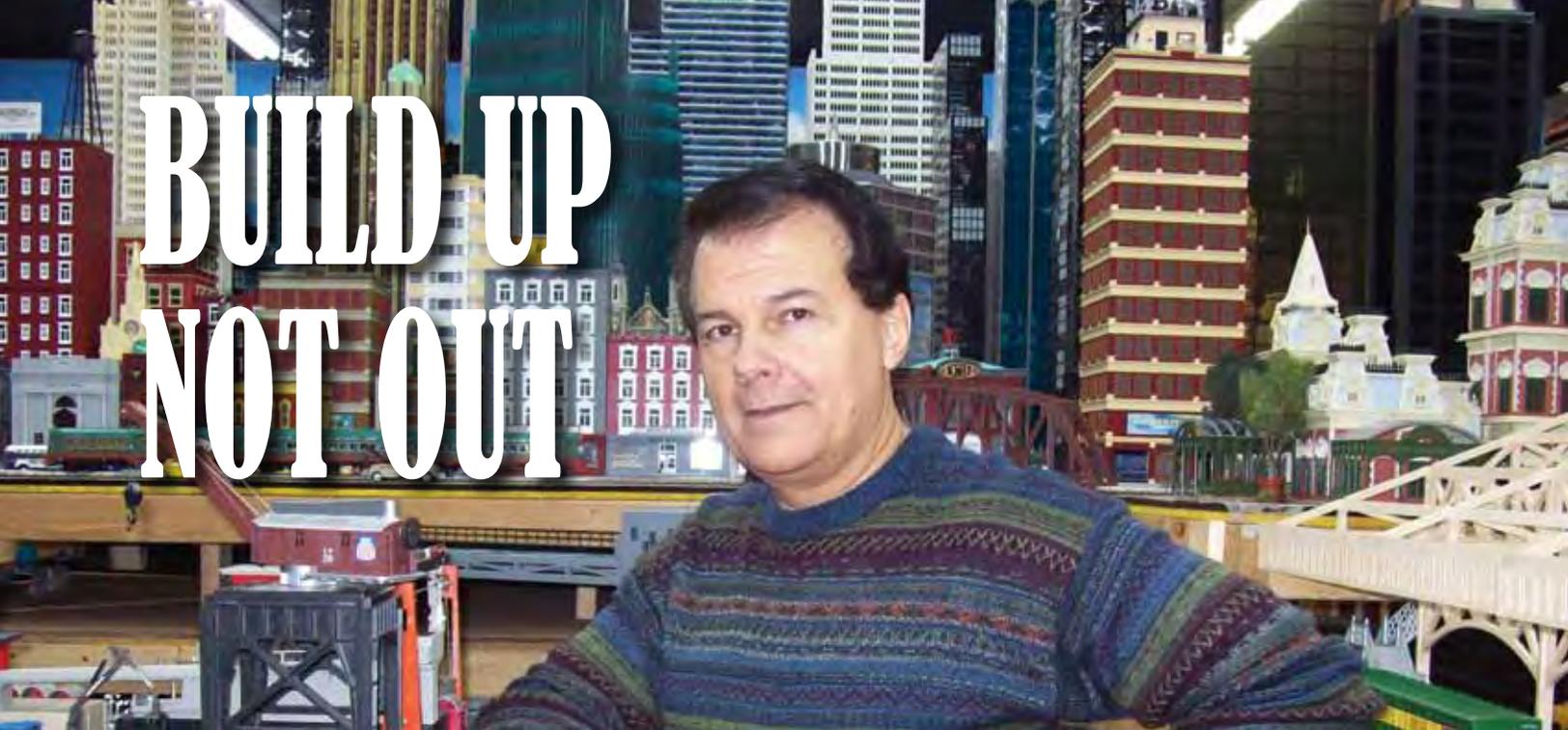


These O-rings are the appropriate size for installation on NP boxcar #9214.



I painted the O-rings yellow to be more visible.

BUILD UP NOT OUT



by Alan Arnold
as told to Mike Mottler RM 12394

Editor's Preface: As will soon become clear, Alan prefers to overdo it rather than to merely do it. His Large Layout Number One was featured in the December 1998 issue of TLR, and his Large Layout Number Two now under construction is the subject of this article.

Predestination by Lionel

I believe I'm typical of most people that were introduced to this hobby through Lionel® trains. However, going back in time to when I was four years old, I also had a lithographed Marx® train.

I had the Marx train for several years, but a few weeks prior to Christmas of 1961, it disappeared. I always kept it stashed under the couch in the living room, and I played with it after I arrived home from school. One day, it was gone. My mother said that a poor child's parents came by, and they needed some toys for their youngsters for Christmas. She gave my train to them. I was completely shaken; it was an awful thing to lose my train. It went to someone that would enjoy it, but I felt hurt by that.

In reality, my train was taken to my uncle's house, and my father secretly built my first actual train layout in that basement on a 4x8-foot sheet of plywood to accommodate a new Lionel train that I was about to receive that Christmas. In the center, he placed an oval of Marx track for the Marx train I believed my mom had given away!

Boyhood Memories

Throughout my boyhood years, the traditional Christmas event at home was train-related. I received a few Lionel trains each Christmas and added them to my growing collection. When I was a teenager, we moved from Indiana to Arkansas. At that time the trains were packed away. Throughout my high school and early college years, the trains remained stashed; there were other priorities. During graduate school I landed a graduate teaching position on the University of Arkansas Fayetteville campus. When I announced to my parents my entry into the work force, my father said, "Great, wonderful. Now, get your junk out of our attic."



I had forgotten about my “junk” in the attic, but my parents had saved all of my old toys – metal Tonka toys, Lionel trains, everything. I retrieved them from the attic. As I packed them for the trip to their new home, I relived all of the wonderful memories of those Lionel trains. I cleaned them up, and I soon started picking up train items that I wanted as a child but didn’t receive as gifts. That was the start of my train collecting as an adult.

I have always liked the Lionel action cars of the early ‘60s. As a boy I received the satellite launcher, the submarine car, and some others. I started collecting MPC™ items and bought trains at a local hobby store. The owner placed my selections on layaway, and I paid five dollars a week until I could take some of them home. In 1980 I acquired a full-time position with a much better salary! I had about \$600 worth of trains on layaway at that time. I went to the hobby shop, gathered them all, paid the bill, and brought them home.

I started buying postwar Lionel trains and building a large collection. At the peak, I had about 500 Lionel locomotives and several thousand pieces of rolling stock. I had nearly all the Lionel F3s, the Trainmasters, the Js, the Hudsons, the whole nine yards.

My history with the hobby may be backwards from others. As an adult, I was a big collector before I became an operator. At the end of the 1980s, I found myself back in Mountain Home, AR, and I purchased a house with a basement. It was a perfect place with lots of wall area for displaying my trains.

Hobby Influences

I have a good friend that is primarily a two-rail scale operator and craftsman. Through Mickey Selligman I learned that there was more to the hobby than displaying trains on walls. He encouraged me to look at the other aspects of the hobby – like operating the trains on a layout. Another friend that influenced me toward three-rail operation was Michael Burnside of Jonesboro, AR. When I visited his home layout, he operated the trains and showed me even greater dimensions of the hobby.

In the early ‘90s, I started on a train layout in my basement at home. I wanted to combine my love of the urban landscape with trains, even though more operators seemed to be focused on the countryside with mountains, tunnels, and rivers. Because of my education and background in architecture, I have a love for structures – the bigger the better. So I planned and built an urban layout based on a city with a large passenger terminal, a large freight yard, and many skyscrapers upwards of three/four feet tall. The tall buildings touched the ceiling of the train room. That layout was approximately 30 feet long with widths varying from 13 to 19 feet. I designed and installed a track plan that could accommodate long trains – 40 to 60 cars. The radii of curves became a factor in determining the maximum length of a train. One can put only so many cars behind a locomotive before the train “stringlines” around a curve! Overall, I was very happy with the operation. The layout was quite stunning at night with the room lights off and the lights in all the buildings turned on.

A Fresh Start

It was my desire to build an even larger layout at that house or someday in the future. A change in circumstances closed one door and opened another in my life. I sold that layout and its trackage to another hobbyist in the spring of 2001. Since the layout was built



in modules, we could disassemble it. However, many of the track sections didn't join at the seams of the platforms, so we cut much of the track. It was a three-day job to tear the layout down, and the new owner took it to his home in a 24-foot trailer.

Making and Changing Plans

In 2003, my new bride LaKeeta and I planned to build a new home. I designed it, had the property for it, and reserved an area in it for a large train layout. And then, lo and behold, the old St. Andrews Episcopal Church became available in Mountain Home. I learned of this while visiting with the previous Vicar in my office on an unrelated business transaction during a conversation about what he was currently doing in retirement. I asked him what the congregation planned to do with the church building, since I knew that they were building a new church in town. He referred me to the building chairperson. I made the contact and he gave us a tour of the building a few days later. Within a couple of weeks, we bought the church instead of building a new home based on my drawings. We decided to convert the church designed by an architect-fellow of Frank Lloyd Wright into our new home. Adding space for a large new train layout was part of our plan.

A few years of hard work later, we carved out our home and completed a four-car garage with a second floor. The upper room became the location for the new layout. Hindsight is always 20/20, and now I can offer advice based on seasoned experience to anyone who is toying with doing a project like this. Call me, and I'll do everything in my power to persuade you against doing it. There are formidable electrical, structural, plumbing, and other challenges that can overwhelm you. Don't go there! However, we did it anyway.

In early 2006, we finished most of the interior of the train room and my wife painted the walls and ceiling. We installed a separate heating and cooling unit and added electrical circuits for power and lighting. Then we moved everything from storage into this 30x40-foot room and stacked everything to the ceiling – the skyscrapers from the previous layout, other city buildings, operating accessories, transformers, power units, all of the trains as well as all of the new items I had been collecting in anticipation of creating the new layout.

Getting Started

In March of 2008, I started building the benchwork. I learned a lot from the previous layout – one never seems to have enough electricity. Because my goal was to create an urban environment, I realized upfront that I would need plenty of electricity for lighted multi-story buildings and street lights as well as the power requirements for the trains running on the layout. With the advent of power-saving LEDs, one can save energy, but a layout contains many light bulbs that add up to a lot of wattage. Mickey and I pulled a couple of thousand feet of wire and installed AC outlets around the perimeter of the room at eight-foot spacings. I now have plenty of wall outlets for power to illuminate something or to add control panels. The room has its own 100-amp service with four circuits – two for the layout and two for track lighting and daylight-rated fluorescents that provide true illumination in the Kelvin range of natural sunlight for correct rendering of colors with no weird blue or green tint.



Chasing Electrons To and Fro

There are many switches on this layout. I discovered the Achilles' heel of Atlas O® switches. When placed in a ladder formation, they won't work properly with some trains. The dead spot on the switches causes certain locos to stall at slow speeds. Atlas developed a solution for that problem, but Mickey, being an electrical engineer, found a relatively inexpensive way to fix it. For less than a dollar per switch, he obtained and mounted a microswitch to the switch motor and solved the problem. When we changed the direction of the switches and lined them up in a ladder formation, the microswitch energized those areas that would not normally have power. Another friend and fellow model railroader, Craig Chesbro, lived nearby and is in the process of mounting the microswitches to the turnouts and making electrical connections so that I will have smooth operations in the yards.

Wiring for this layout is different from what most people install. I don't want to crawl under the layout to maintain it, do much soldering, or attempt to repair a problem while lying on my back and trying to apply solder upside down. So I designed a wiring system for the layout comprised of metal hangers hung right under the front edge of the layout. They serve as wire guides and will be hidden from view by the fascia and black curtains, yet will be very accessible. I will be able to make wire connections while comfortably sitting in a chair!

I intend to install both the Lionel TMCC™ system and the MTH® DCS™ system. I'm not a "power user" of remote control. I want to be able to follow the train and use the common sound effects – horn or whistle, bell, cab chatter, etc. I'll be able to run conventional trains too; I run them a lot.

For track power, I use several Lionel "bricks," and I have a couple of Lionel TPC 400™ units for running trains in conventional mode. I have several old Lionel ZWs and four KWs. I also have three MTH Z4000 units, so I have plenty of power!

Using hand-held controllers, I'll be able to assign an operator to a steam engine facility, another to a diesel engine servicing facility, another to a large freight yard that will hold several hundred cars, and yet another to the passenger terminal which can handle more than 100 scale passenger cars.

The room is now 1,200 square feet, but since the layout has several levels, we're already at the point where the layout has as much or more square footage than the footprint of the room. This layout isn't a model of a particular city. It's a freelance concept along the lines of a mid-western city like St. Louis. 🚂

Editor's Postscript: In part two of this series, Alan will conduct a city tour of the new layout and describe his train operating philosophy and preferences.

Photographs provided by Alan Arnold



SEE THE LIGHT

by Robert H. Walker RM 29170

Modifying O27 Switches

A friend who also happens to be an O-gauger lamented to me that he chose O27 track for his layout because of space constraints, but as a result he ran into a problem he couldn't solve. He installed a number of Lionel remote-controlled O27 switches but was unable to determine the direction of the switch because the line-of-sight view to the switch was obstructed. Also, the O27 switch direction indicator is not illuminated; it's a red-or-green color dot within a recessed aperture and can be difficult to see from an angle.

When he described his problem, I became interested because of my prior work on converting Lionel manual O27 switches to remote control using servomechanisms (refer to the April, 2008, issue of *The Lion Roars* for more information).

A study of the Lionel O27 remote control switch revealed that its manual control lever protrudes from the mechanism housing in the identical location as the manual control version of this switch. This lever is actually an integral part of the internal mechanism. When the remote control solenoid is energized, the manual control lever also moves from one position to another as if it had been pushed manually. So why not use the movement of the manual control lever to operate directional lights with an electrical switch?

A Microswitch in Motion

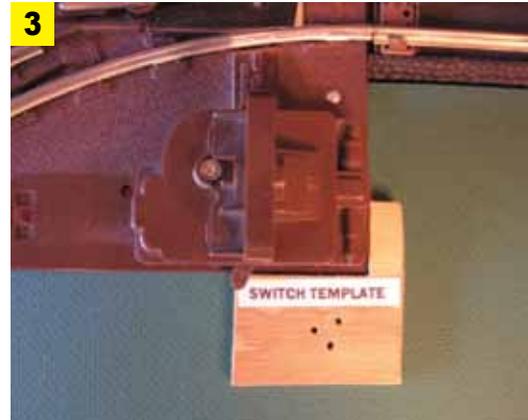
This was easily accomplished by mounting a small lever-equipped microswitch on two 3/8-inch nylon spacers at a slight angle and to the side of the track switch mechanism. **Photo 1** shows the location of the microswitch, an item that can be found at Radio Shack stores. Note that when the track switch is set to straight, the lever is free of the microswitch. In **photo 2**, when the track switch is remotely thrown to the curved direction, the manual control lever moves and trips the microswitch.

Since the microswitch is SPDT, a green light (indicating "straight") can be connected to

the normally closed contact and a red light (indicating "curved") can be connected to the normally open contact. **Photos 1 and 2** show the three-conductor cable used for this purpose.

Since the exact location of the microswitch was important, I fabricated a small template from 1/4-inch-thick wood. I placed it alongside the track switch mechanism body as shown in **photo 3**. This template accurately located the two mounting holes for the microswitch. The third hole was for the cable to the microswitch terminals. **Photo 3** shows a left-hand switch. For a right-hand switch, merely flip the template over.

The manual lever-operated microswitch turned out to be an inexpensive and easy-to-implement solution which has proven effective and reliable. Various lighting fixtures can be used as O27 switch direction indicators – probably a trackside dwarf signal is the most common item. In locations where an indicator light must be placed above surrounding structures or scenic effects, indicator lights may be used on a nearby signal bridge, see **photos 4 and 5**.



From Dom's Desk

by **Dominic Caponi**
RM 12586
Coordinator, JM Program

So far, it's been an exciting 2010 in the wonderful world of toy trains. I've received lots of great input and information from members and have recruited new members.

Get Creative

During our upcoming Convention in Denver, we have set a tentative date and time for an activity for Junior Members – “Learn to Draw Lionel Trains” with Angela Trotta Thomas. She is a world-famous artist in the toy train art world. Her work has been displayed at the Smithsonian Museum in Washington, DC, and featured on the covers of numerous Lionel catalogs. This event will be scheduled on Friday, July 30th, at 2 o'clock in the host hotel.



JMs interested in attending may send an e-mail to me at: dominic.caponi@gmail.com. We need to get an idea of the number of participants so we can arrange for an appropriate room with sufficient space. Your input would be greatly appreciated.

Click and then Share your Images

I have another request for JMs. Please send photos of you, your family, and friends enjoying your toy trains. I've received some great photos already. I want to create a collage of images to display online and in club publications. You can send your digital photos as attachments to me at my e-mail address.



Kids and Trains

Those who fear the toy train industry is in decline should visit a World's Greatest Hobby on Tour show when it comes to their region. I attended in January the WGHOT event at Chantilly, VA. The number of people who came out was pleasantly surprising. I was told that the total two-day attendance number was an astronomical 41,000 guests. The greatest part about that fact was at least half of the visitors were children.

In my opinion, families ruled the weekend. It was great to see young parents and their children experience the wonderful world of trains, many of

them for the first time. The enthusiasm shown by all the children inspired faith in the future of the hobby we love. Thomas the Tank was the clear favorite of the weekend as families waited hours in line so that their kids would have an opportunity to ride this train.

There was a lot of traffic at the LCCA booth. We attracted curious visitors interested in toy trains in general. When they learned that the club shared information and provided wonderful train-related publications and experiences, they began to imagine the possibilities for their youngsters. The event was a great success. We gained new members – both Junior and Regular – and introduced aspiring train enthusiasts to the best toy train club on the planet. 🚂

Photograph provided by Angela Trotta Thomas

LCCA Product Development Shop

by Lou Caponi
RM 8735

There's an upside to snow storms. Many members had extra time for enjoying their model trains when housebound because of the winter snow. Here in eastern Pennsylvania, we received more than 80 inches of the white stuff. I can't wait for spring!

Burlington #216 – a Sleeper Set?

The LCCA offer of the Burlington #216 train set has ended. This set will be manufactured shortly. Members who ordered it won't be disappointed. This could become our most collectible train set to date. When you purchase LCCA-sponsored products made by Lionel®, you build your train collection and also support the best toy train club on the planet. The new version of Magne-traction™ installed in this locomotive is spectacular, and Lionel will incorporate it in many of their postwar classic locomotives. Imagine a single-motor, tin-frame ALCo pulling about 15 cars. That's unheard of, to say the least.

What's this Locomotive?



In a previous report I mentioned that LCCA has postponed production of two O27 collector train sets. But here's a separate sale item. Many members know that the Santa Fe blue and yellow ALCo A-A pair is extremely rare and difficult to find in decent condition. Here's your chance to own a Lionel remake of the original #208 complete with electronic horn, bell, lights, windshield, lighted dummy, front pilot supports, and the new "Super Magne-traction" technology.

Lionel is now in the midst of preparing a price quote for the #208 for us. We believe the price will be quite reasonable since it will not include Railsounds™ or Legacy™ electronics. The units will be manufactured with running gear as close as possible to the original #208 and similar to Lionel's postwar classics. Watch for an order form for this item online and in club publications.

LCCA advised members who received the free Registration Gift Mint Car at the 2009 Convention in Sacramento to cherish it. Here's why. That car is a perfect match to the Santa Fe #208 locomotives.

Make your own Mint Car Train

As the saying goes, "You ain't seen nothin' yet." Members should keep all their LCCA Mint Cars.



Create a "mint car train" with the Las Vegas 2003 Convention Car (a Mint Car for jackpot winnings), the 2009 Convention Registration Gift Mint Car, and the upcoming new lighted Uranium Mint Car, which will be the free Registration Gift Car of the 2010 Convention in Denver. It will be presented to the first 400 registrants who pick up the car at the Convention and register at the host hotel.

Legacy Buildings Set

This is another club-sponsored product you'll want to order while you can. The town of Legacy is now under



construction, and LCCA members have the exclusive opportunity to own these three structures. Lionel will not offer them for separate sale to the public. Take my advice, you won't be sorry. See the ad for this set in this issue. Separate from but sort-of-related to these three Legacy buildings designed by LCCA, Lionel has offered a new multi-level Legacy™ building. It's shown in their new 2010 Lionel C-1 catalog.

2010 Convention Items



The order form for this year's collectible Convention Car is included in this issue of *TLR* on the inside front cover. It's a dynamite-looking piece of rolling stock.

If members buy this UP cylindrical hopper at the rate of the Union Pacific Generator Car – the Convention Car of the 2006 event in Denver – this “flag” car will be sold out in no time. Delivery for all the 2010 convention-related cars is expected in late December according to Lionel's production schedule.

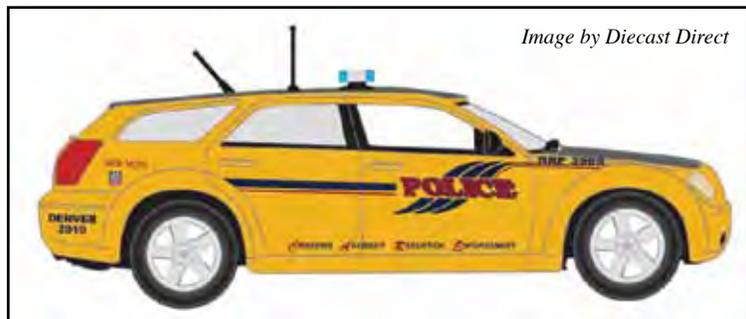


Image by Diecast Direct

A Dodge Magnum UP Railroad Police Car is the second item in an ongoing series sponsored by LCCA. The first car was introduced during the 2009 Convention in Sacramento – a Dodge Charger BNSF Railroad Police Car. This 2010 limited-edition car will be available during the Convention in Denver at the LCCA onsite store for \$29.95.

Show and Tell at WGHOT

LCCA consistently maintains a presence at the World's Greatest Hobby on Tour shows at cities around the country. Our booth is always adjacent to the Lionel large company exhibit, so we have the advantage of “location, location, location” as the real estate people say. We display club-sponsored products made by Lionel, talk trains with visitors, and describe the benefits of joining the best toy train club on the planet.

At the WGHOT show in Chantilly, VA, we met and befriended Laine Grunst, the grandson of Karen Bowen, a member of the marketing department at Lionel LLC. Laine is a “train kid” and an enthusiastic participant in the hobby he loves as much as we do.



Laine hung out for hours at the LCCA booth with Mike Braga of Lionel and me. He was quite a promoter of the hobby to passers-by and may have a promising future career as a PR guy and marketeer!

40th Anniversary Sale

If you haven't yet taken full advantage of the great prices for these Lionel items, then hurry up! These selected products will be gone before you know it. Check out the offers and use the order form in this issue or online.

I have to run to my garage and get my '39 Chevy hot rod spruced up for the spring car shows which will be starting soon. I'm one of those guys who can't survive on one hobby alone.

Happy railroading! 🚂

*Images of Lionel products provided by Lionel LLC
Photographs by Lou Caponi and Mike Mottler*

Answers to A Lionel Puzzlement

1. M, 2. W, 3. A, 4. K, 5. U, 6. H, 7. C, 8. F, 9. Y, 10. X, 11. S, 12. I, 13. E, 14. N, 15. Q, 16. B, 17. Z, 18. V, 19. P, 20. G.

15 Ways to Celebrate



1
Holiday RR Snowplow – 6-28427
LCCA price \$99.95 – Save \$110.04
List price: \$209.99



2
“Diesel” – 6-28883
LCCA price \$49.00 – Save \$70.99
List price: \$119.99



3
Crossing Gateman – 6-14267
LCCA price \$22.00 – Save \$58.00
List price: \$80.00



4
Engineer Hat – 7-11096
LCCA price \$6.95 – Save \$8.04
List price: \$14.99



5
Koppers Gondola – 6-17475
LCCA price \$33.50 – Save \$31.49
List price: \$64.99



6
Lionel Lines 4-4-2 Locomotive & Tender – 6-38664
LCCA price \$59.50 – Save \$50.50
List price: \$110.00



7
CP Rail High Cube – 6-25064
LCCA price \$19.00 – Save \$20.99
List price: \$39.99



8
IMCO Hopper – 6-27109
LCCA price \$28.50 – Save \$31.49
List price: \$59.99



9
Pepper Packing Reefer – 6-27307
LCCA price \$29.00 – Save \$35.99
List price: \$64.99



10
PRR Diner – 6-35167
LCCA price \$23.25 – Save \$28.74
List price: \$51.99



11
PRR Coach – 6-35168
LCCA price \$24.99 – Save \$27.00
List price: \$51.99



12
Dubuque Reefer – 6-27358
LCCA price \$32.50 – Save \$32.49
List price: \$64.99



13
PRR Barrel Ramp Car – 6-36889
LCCA price \$21.50 – Save \$24.49
List price: \$45.99



14
Western Dairy Reefer (3), – 6-21857
LCCA price \$79.95 – Save \$70.05
List price: \$150.00



15
Erie Lighted Caboose – 6-36626
LCCA price \$22.75 – Save \$24.24
List price: \$46.99

Forty isn't old – when you're having fun! This initial sale is one of a series of offerings planned for 2010 to commemorate the 40th anniversary year of the Lionel Collectors Club of America. We are an all-volunteer group of men, women, and children from all around our country who have enjoyed Lionel® trains and the toy train hobby since 1970.

During our year-long celebration, the LCCA invites you to save 40 to 50 percent or more on the purchase of

selected Lionel products. Your total savings offset LCCA membership dues, and also save money while expanding your collection!

This special deal is one of the many benefits of membership in the club. Use them as gifts to the Junior Engineers in your family or add them to your toy train empire. LCCA reserves the right to limit quantities of each item ordered based on availability. Order the items you want within the limits cited here.

Our 40th Birthday



CELEBRATE AND SAVE

PURCHASE PROCESS

The opportunity to buy these items is limited to LCCA members only.

CHOOSE YOUR ITEMS

Description	LCCA Price	Limits	My Quantity	Amount
1. Holiday RR Snowplow	\$99.95	NONE	_____	\$ _____
2. "Diesel"	\$49.00	NONE	_____	\$ _____
3. Crossing Gateman	\$22.00	NONE	_____	\$ _____
4. Engineer Hat	\$ 6.95	NONE	_____	\$ _____
5. Koppers Gondola	\$33.50	6	_____	\$ _____
6. Lionel Lines 4-4-2 Steamer	\$59.50	6	_____	\$ _____
7. CP Rail High Cube Boxcar	\$19.00	4	_____	\$ _____
8. IMCO Cylindrical Hopper	\$28.50	6	_____	\$ _____
9. Pepper Packing Reefer	\$29.00	6	_____	\$ _____
10. PRR Diner	\$23.25	6	_____	\$ _____
11. PRR Coach	\$24.99	1	_____	\$ _____
12. Dubuque Reefer	\$32.50	6	_____	\$ _____
13. PRR Barrel Ramp Car	\$21.50	4	_____	\$ _____
14. Western Dairy Reefer, set of 3	\$79.95	4	_____	\$ _____
15. Erie Lighted Caboose	\$22.75	4	_____	\$ _____

DO THE MATH

Sub-total for Products \$ _____

MN residents, add 7.25% sales tax \$ _____

Within Con't USA, add S&H as indicated below:

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.

NOTE: S&H to AK, HI, and foreign countries, add \$15. \$ _____

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

SEND YOUR PAYMENT

My check or money order for the total amount of my order is enclosed and made payable to "LCCA" with "40A" written on the memo line.

Charge the total amount of my order to my credit card.

Credit Card Account No.: _____ Exp. _____

Discover MasterCard Visa Code: _____ (Three digits on 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.

Name: _____ LCCA NUMBER: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

LCCA Business Office • Dept 40A/TLR-04-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

Order online at: www.lionelcollectors.org — go to "LCCA Store"

Two for the S

by Larry Franzen RM 15859

Editor's Note: Building a large permanent layout is a labor of love – and typically, also of years. Even a modular layout requires lots of collective time and effort. A dedicated group of five O-gauge-oriented guys in Colorado built this club layout in an amazingly short period of time. They'll share it with Convention-goers in Denver.

Model railroading is a popular hobby that offers a lot of satisfaction to all involved. Each hobbyist has his/her own reasons for participating in the world's greatest hobby. Our group enjoys gathering to talk about trains while building a modular layout.

The SLX & CK Railroad

The five members of our Colorado group were previously involved with another modular group, but we wanted to build something for ourselves and share it with others at venues farther afield than the other group wanted to travel. We planned a modular railroad that was basic, strong, reliable, and easy to transport and assemble. Our modular layout was named for its founders – Steve Jaroscak, Larry Franzen, Xavier Villarreal, Chuck Boettler, and Ken Cook. Some are members of the LCCA. We were especially pleased to be invited to set up and operate our layout during the upcoming LCCA 2010 Convention in Denver.

Workin' on the Railroad

Construction of our railroad started in May 2008. Our work sessions were typically scheduled on Sunday afternoons in Louisville, CO, at the home of Steve Jaroscak, our youngest member. Steve has a shop area with woodworking tools and his father, Ed, has a machine shop. These sessions involved three of us.

Our research for this project led us to Martin & Johnson – a California company that builds modules. They shared with us their positive experience with fold-up table legs made by EBCO



Products Corporation in St. Louis, MO. Those legs were equipped with adjustable feet with a 12-inch height adjustment. We decided on a platform height of 32 inches to enable young children to watch the trains

without standing on chairs or being held by parents.

We wanted spectators to be able to walk right up to the edge of the layout; however, we also needed to protect our trains and scenery from little hands. We added clear Lexan™ panels around the perimeter. Kathy Gibbons, the wife of one of our train buddies, sewed custom skirting for it, and we used Velcro™ to attach the drapery to the modules.

The track plan consists of two main lines with O72 and O84 curves. One long side of the module is dedicated to a yard staging area where two main lines branch into two additional tracks. All four tracks within the yard staging area are powered separately. While two trains are running on the main lines, new runners can stage two or more trains on the “dead” tracks. By flicking a few toggle switches, we can make a nearly seamless transition and change the train running on either mainline. Conversely, with two trains running and two being staged, the yard area holds four trains and becomes the focal point of the layout.



Track and Power

After considering track from several manufacturers, we chose Lionel's FasTrack™. It looks good and has good electrical conductivity. The track is a bit noisy, but we tend to run our trains slowly, i.e., quietly, so it is suitable for our purpose. The FasTrack switches are smooth and reliable, and our trains run through them without any hang-ups. Even the Big Boy and other scale locomotives pass through them with ease around an O72 curve.

We use two MTH® Z4000™ transformers to power the two main lines and four toggle switches to control electrical power to the four yard tracks. Lionel Powerhouse™ “bricks” provide power for the switches

Show



and other accessories. Command Control is an important element on our modules. Bayonet plugs allow us to plug in quickly and operate trains from any manufacturer.



A "High Rail" Approach

A unique feature of our layout is the weathered buildings. We have scale buildings from Atlas O®, Lionel, and MTH. All have all been artfully weathered.

Trees, people, telephone poles, high-tension line towers, floodlights, and weathered vehicles add to the scale appearance of our display. The stations, water tower, and coaling tower draw lots of interest. Ken Cook also weathered the plastic track base to improve its appearance.

Like Practicing for the LCCA Event

Since startup, we have attended seven train shows and a large craft show. Large groups gathered around our modules and enjoyed the magic of toy trains. Children are fascinated by the smoke and sound systems in modern models of steam locomotives.

For the upcoming LCCA Convention, we plan to display a 12x24-foot version of our layout in the lobby of the host hotel. We'll run our best Lionel trains. We hope you'll drop by.

We have a unique, albeit small, group. Each member brings a specific talent to the project and our main goal is to have fun and promote the hobby. Thanks to Ken Cook for his assistance with this article. He offered helpful comments and provided some text. 🚂

Photographs by Larry Franzen

Meet the Group

L to R: Steve Jarosca and Chuck Boettler work on a module frame of the SLX & CK Railroad. Both Steve and Chuck are skilled in woodworking. Steve likes Shay steam locomotives because he grew up in Shay country. He also likes New York Central trains because he lived near the NYC main line when he was a boy. Chuck likes trains from the MPC era. He usually brings Burlington and Rio Grande trains that have been converted to TMCC.



Larry Franzen likes the modern trains and buys Lionel products with TMCC and Legacy technology. While he enjoys running the modern trains, he relies on Xavier for repairs and tune-ups.



Xavier Villarreal attended the TMCC and Legacy classes provided by Lionel at their Ohio location. He also attended DCS school at the MTH facility. Xavier performs Command Control repairs for Caboose Hobbies in downtown Denver.



Ken Cook gave his #736 locomotive a tune up during the World's Greatest Hobby on Tour show in Denver. Ken is our postwar expert, and he enjoys collecting trains from that era. He brings Pennsylvania Railroad GG1s, a Western Pacific F3, and other postwar classics to train shows.





Talk About a Rocky Mountain High!

by **John Fisher RM 6541**
and **Eric Fogg RM 12768**

By the time you read this, we'll be a few short weeks away from our fabulous 40th birthday celebration and another Greatest Toy Train Convention on the Planet! If you've not registered yet, time is running out. If you've not made your hotel reservation yet, rooms at the Denver Marriott Tech Center are also running out. Act now – don't delay!

Travel Discounts

Once again this year we've negotiated a 10% discount if you travel to Denver via Amtrak®. Contact your travel agent or Amtrak at 800-872-7245 and mention the special LCCA Convention Code **X88B-985**. As an added bonus, regardless of which direction your train travels, you'll be treated to this country's most spectacular scenery.

This year for the first time we've also negotiated a discount rate on rental cars from Hertz®. All you have to do is contact your travel agent or go to www.hertz.com on the web and enter our special code, **CV#022Q4693**. And don't forget, there's always free parking for members registered at the Convention hotel.

Members may prearrange airport-to-hotel shuttle service at www.supershuttle.com. Use this online discount code: **UTJBS**. Or call 1-800-BLUEVAN (258-3826) to make a reservation with this code.

Ride behind UP Steam

Beyond a doubt, the highlight of this year's tour schedule will be the steam train excursion behind UP #3985, The Challenger – assuming it is fully operational at that time. Dome car topside seats are already sold out, and coach seats are running out.

When you pick up your tickets and colored wrist band (blue for dome seats, orange for coach seats) at the LCCA registration desk in the Spruce Room of the host hotel, you'll notice you've been pre-assigned to a car. On Monday there'll be no mad rush to get on board. Car Marshals will be stationed outside each coach to help you. When you reach your car, take any open seat. Once we're underway, feel free to roam the train, but please keep your assigned car.

Have a bunch of people who want to ride together? Just let us know the names of everyone in your group no later than June 1, and you'll all be in the same car.

But wait, there's more. Are you beginning to see a pattern here? Save your ticket from the train ride. It entitles



Image by Diecast Direct

you to purchase a special limited-edition, die-cast 1941 Ford Union Pacific Railroad Police Car made especially for the LCCA. To qualify to buy this car, show your steam excursion ticket at the LCCA Store. Limit: one car per ticket. And you can only do that at the LCCA Store anytime on Monday from 6 to 8:30 p.m. and again on Tuesday from 2 to 6 p.m.

Meet the Man

Conductor Jim Coker will be in charge of our train. He's been working for the Union Pacific for 30 years and comes from a railroading family. His dad retired from the UP, and his son is also employed by The Overland Route. You'll meet his wife Kim on the steam train in the Reed Jackson Souvenir Car. After all those years working road freights in the west, Jim joined the crew in January. "I love my new job. I've been able to spend the last five weekends at home!"

Plan Ahead

Be prepared for the weather when you come to Colorado, especially if you're going into the mountains. A windbreaker, sweatshirt, or light sweater could be just the thing to make your trip even more enjoyable.

If you're not used to being up in the mountains you may experience some minor effects from the altitude. These temporary symptoms usually pass within a day or two. If you have heart problems or shortness of breath, discuss your trip with your doctor before leaving for Denver. We want to make sure you enjoy yourself at the "Greatest Toy Train Convention on the Planet!"

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

Cost: Coach Seating - \$149 per person

Notes: (1) Coach seating is assigned on a first-come, first-served 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.



Nobody does railroading – especially steam railroading – better than the Union Pacific! We’ve made this year’s trip 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.

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.

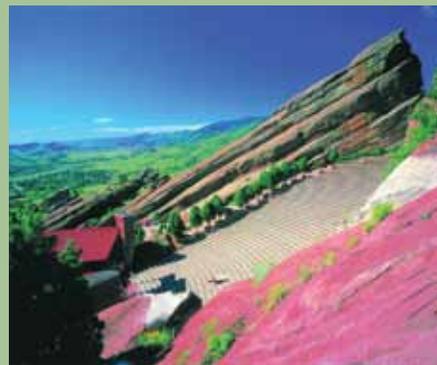
Come with us for a daylong adventure as we board the historic yellow cars of the famous UP Heritage Fleet for the ride of a lifetime from Denver straight north to Cheyenne. Pulling our train will be 3985, **The Challenger** – the largest operating steam locomotive in the world. Count on at least one 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 steam 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 their non-alcoholic products

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.

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.



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 Arkansas River valley, where the vistas are 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!

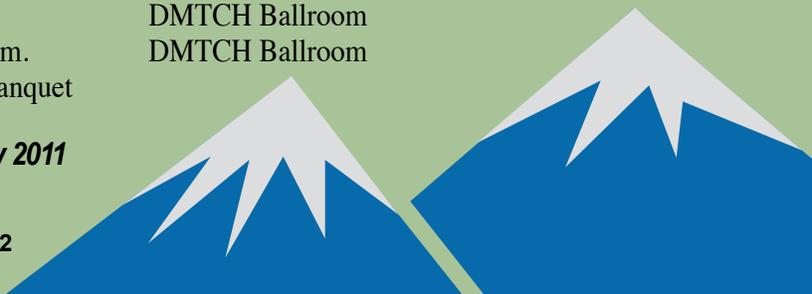
Photo Credits: Denver Convention & Visitors Bureau, Colorado Railroad Museum, Georgetown Loop RR, City of Golden CO, City of Leadville CO, Cheyenne Frontier Days, Royal Gorge Route, Rocky Mountain National Park.

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
Trading Hall take down	3 p.m. - 7 p.m. only	New Requirement this Year
LCCA Reception	6 - 7 p.m.	DMTCH Ballroom
LCCA Banquet	7 - 10:30 p.m.	DMTCH Ballroom
Convention Ends	After the Banquet	

Safe Travel Home! See you in Dallas – July 2011



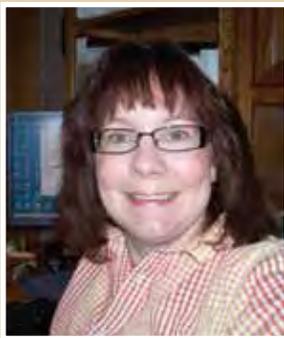
A Backstage Tour of **TLR**

by **Mike H. Mottler RM 12394**
Editor, *The Lion Roars*

In a theatrical presentation, the actors on stage under the lights face the audience and are well known while the supporting participants in the production work offstage or behind the scenes. Making a train hobby magazine is quite like a stage show. Identified with a byline or a photo credit, authors and photographers are the “stars” of the show, yet the often-unseen work of others is essential for success. Here are the “hidden stars of the show” that help make *TLR* the best train club magazine of them all.

From Talk to Text

Some articles in the magazine are based on recorded telephone interviews with the subjects. My digital audio recorder produces a DSS file of the conversation, and I send it via the Internet to The Connecticut Secretary, Kate Smalley. She accurately transcribes the file into a WORD document and promptly returns it to me for development as an article. Since a phone conversation about trains is convenient and enjoyable, many members consider “writing” an article for publication in *TLR* by this method an adventure, not an English class homework writing assignment.



Proofreaders

In “real life,” Rich Chatfield (RM 22264) in Florida is a realtor. However, when he lifts his red pen and dons a green eyeshade, he becomes a transformational superhero and assumes the secret identity of Senior Proofreader for *The Lion Roars*. Rich receives text by e-mail from me, pores over every word on every page, makes necessary corrections, and suggests alternative wording as improvements to clarity, syntax, and flow. In addition, Carol Mottler, an in-house Junior Reviewer who isn’t a train hobbyist, reviews the articles from the viewpoint of a newcomer. She’ll raise useful questions like, “What is this acronym – MPC?”



Graphic Designers

Pat and Michelle Snyder (RM 29170) are graphic designers, each with their own areas of expertise; they



work as a team on *TLR*. Their home studio is a highly computerized desktop publishing facility. Articles arrive as proofread MS WORD documents and JPG photos and leave as digital IN DESIGN™ press-ready magazine page layouts. The process begins with my prepared page plan; it’s a “road map” for the issue. This preliminary process ends when page proofs of the publication are sent to designated LCCA stakeholders.

Stakeholders Are Reviewers

“The more eyeballs in motion, the better,” say most editors, me included. The page proof of the entire magazine and ghost cover is sent via the Internet as a PDF file to all authors, photographers, and members of the LCCA Board for their review and comments. Typically, they receive the material at the start of a weekend on Friday evening. The deadline for return is Monday at noon. This important step helps assure accuracy, avoid an error of omission, and correct a previously undiscovered error.

Going to Press

I insert the corrections and changes made by stakeholders into the master file on Monday afternoon. Pat Snyder burns the perfected version of the magazine onto a CD and presents it to Arkansas Graphics in Little Rock, Arkansas, the next morning. Gay Rosel and Gary Alexander at AG monitor the progress of the magazine through the printing process and prepare a large eight-panel pre-press proof page for final review.



Despite five rounds of previous review, Pat, Michelle, and I sometimes find a few fix-it items. It’s our last opportunity to repair an overlooked error or a

techno glitch! Given our sign-off on these proofs, the plates are prepared, and the press begins to roll. Once the pages are printed, the magazine and its ghost cover are stitched together in the bindery and delivered to the mailing house.

Preparation for Mailing

TLR is prepared for mailing by Lloyd Schuh Marketing Company in Little Rock. (L to R) Vice President Pat White and List Manager Jennifer Luyet receive a computerized, up-to-date club membership list via the Internet from the LCCA Business Office. Once pre-sorted in zip code order and prepared in accordance with USPS regulations, that data makes a lightning-fast run through a video jet address-imprinting machine. The magazines emerge from the machine on a moving output belt like soldiers in formation with each copy appropriately addressed and ready for delivery as Periodical Mail. Members in foreign countries receive their copy of *TLR* by First Class Mail in a protective envelope.

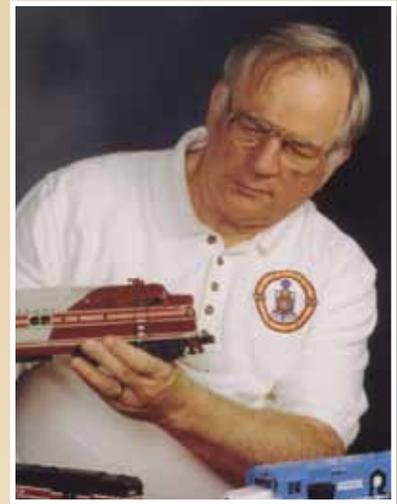


A USPS Acceptance Clerk based at LSMC verifies the mailing and clears it for delivery to the Arkansas Processing and Distribution Center in North Little Rock. Since the postage amount has already been paid upfront by club Treasurer Sue Ellingson, the magazines usually enter the system on the same day they arrive on the USPS dock.

Occasionally, a member receives a damaged magazine, typically, the result of rough handling by the automated sorting machinery in Post Office Section Centers. The LCCA Business Office will provide a “make good” copy of the magazine by First Class Mail to members who request one for cause.

Yours Truly, the Editor

Like the multi-tasking conductor of an orchestra, I take command of several processes happening at the same time or with overlaps. Although producing a magazine is a linear process, it is also a parallel-flow process since following up on the previous issue, producing the current issue, and preparing in advance for the next issue are typically happening simultaneously.



Although each *TLR* editor has his own method for maintaining control of the process, I keep in touch by e-mail and by phone with well-established authors, recruit new authors, and work with authors who appear in *TLR* because of election or appointment to a leadership position in the club. During the active production phase – like now, when the April 2010 issue of *TLR* is in the works – I’m often e-mailing or talking with all the behind-the-scenes persons cited here. I couldn’t do it without them! 🚂

Photographs by Mike H. Mottler

Toy Trunk Railroad

by Erik Sansom



Lionel News & Views

by Bill Schmeelk
RM 6643

Lionel's Vision Line

General Electric's latest addition to their Evolution™ series of more fuel-efficient and environmentally friendly diesel locomotives was announced in May 2007 as their ES44AC hybrid model. Lionel® has now produced this locomotive in O scale.

In GE's own literature they point out, "The energy dissipated by braking a 207-ton locomotive over the course of a year is enough to power 160 households for that year. The hybrid locomotive will capture that energy and use it to produce more horsepower and reduce emissions and fuel use." The hybrid locomotive captures the energy used during braking and stores it in onboard lead-free rechargeable batteries. Both Union Pacific and BNSF serve on GE's advisory board.

Although hopes are high for this new loco, so far, only the prototype has been built. With the release of this model, Lionel has already made many more of these locos than has General Electric®. The Lionel model is true to the demonstrator that GE is now testing. Surely GE's hopes are that this new loco will perform better than the Pennsylvania 6200 Steam Turbine of the 1940s that promised so much but didn't deliver. Lionel made thousands of them, but the Pennsylvania Railroad made only one.

Unpacking the Loco

Lionel's Vision Line™ also made promises to consumers that it would achieve the highest level of realism and quality. The very first thing you notice is



the packaging. **Photo 1** shows its colorful packing box. Lift the cover and you notice that the loco is packed in a formed double-wall cardboard cover secured in place with two Velcro™ bands. After removing them and the cover, you find the loco wrapped in postwar-style paper. Remove it and the colorful loco comes into view. It's securely bolted to a ¾-inch wooden board



as shown in **photo 2**. Remove the two screws from underneath the board to release the loco.

Warnings prompt you to take care not to squeeze or lift the heavy loco by its handrails – for good reason. The handrails are supported by plastic stanchions that insulate them (they also function as TMCC™ antennas) from the die-cast body of the loco. The packaging did its job in getting the loco to me without any damage. The loco is quite heavy, weighing in at more than 10 pounds. Repacking it is a tedious job that must be done with care to avoid pressure on the delicate railings of the loco.

Two Cautionary Notes

The two screws which secure the loco to the board are different lengths. If you re-attach the loco to the board, it's important to remember that the longer bolt is used at the front of the loco and the shorter one at the rear. If you reverse the two and fully tighten them, the longer bolt can cause damage when placed in the wrong hole.

Another caution slip warns you not to overfill the smoke generator. Overfilling will allow leakage of smoke fluid onto the electronics.

Beauty Is in the Details



The paint job is excellent and the details are numerous. **Photo 3** shows the detail behind two panels, which hinge open on the engineer's side of the loco. A small magnet holds the doors in their closed

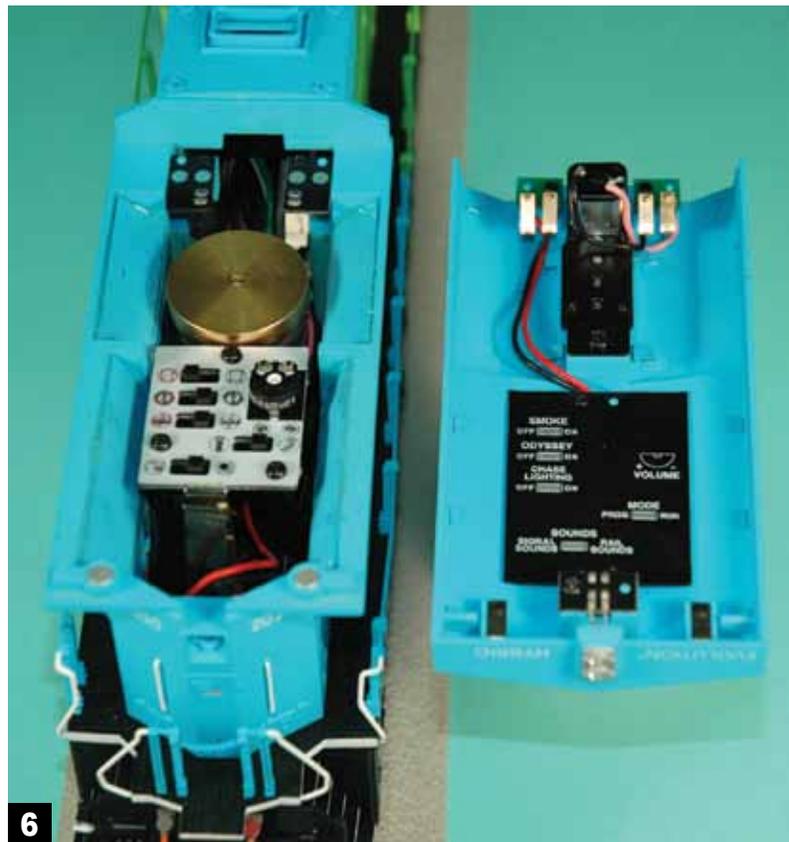


position. **Photo 4** shows the open access door at the front of the loco. The entire body of the loco is die-cast, so it is electrically grounded to the frame. For this reason, plastic stanchions were used to support the metal railing that also serves as the antenna to receive Command Control signals.



Other details include separately applied builder's plates and radiator vents. The cab openings have windows that can slide open or closed. A section of the cab roof lifts off for a view inside the cab as seen in **photo 5**. The lighting mounted within this roof panel disconnects via sprung metal contacts which restore the circuit when the panel is replaced. The cab interior is lighted and features enhanced panel detail.

At the opposite end of the engine is a much larger die-cast roof section. It lifts off as shown in **photo 6**.



From here you have access to a variety of switches allowing you to easily change settings such as smoke on/off, program/run, Odyssey II™ speed control, chase lighting, sounds, and volume. Most of these settings can also be changed with the Legacy™ CAB-2 remote. Some can also be accessed with the CAB-1 remote. The brass flywheel atop the rear motor is also visible.

At the rear of this opening is where you install a nine-volt battery. Although the battery is not necessary to run the locomotive, it allows continuity of sounds should there be an interruption of power. At this point we must make the obligatory statement – do not leave this battery in place when storing your locomotive. The easy access leaves no excuse for leaving a battery in the loco during storage.

Circuit connections on this section are also maintained with spring contacts when reassembled. Look carefully at the underside of this piece in **photo 6** and notice the small DC motor. It operates two small radiator fan units visible through the top vents. These fans begin operating at rev level three. The smoke unit is fan driven and capable of producing large quantities of smoke. The smoke level can also be adjusted with the CAB-2. Both removable roof sections are held in place magnetically.

Though not mentioned in the advertising, this is the first loco to feature Lionel's new RailSounds VI™. Upgraded sound features include TruRail Dialog™. Interestingly, the communication sounds between the engineer and the tower will change depending on the operation of the loco at the time they are activated.

For example, these audio exchanges will be different depending on whether the loco is moving or idling. TruRail Signals™ features a quilling horn, which can be activated by a slider on the CAB-2 controller.

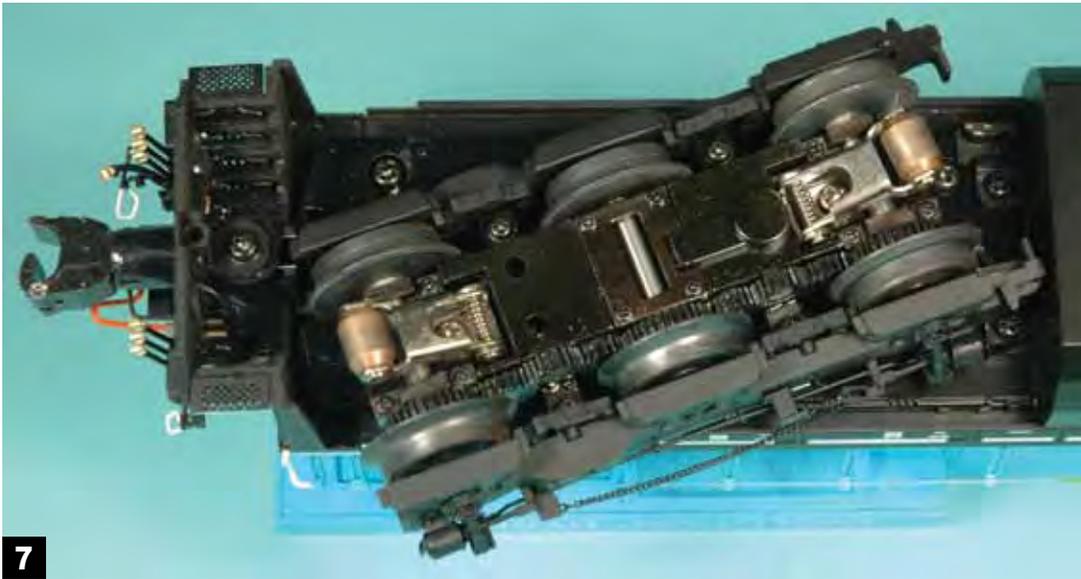
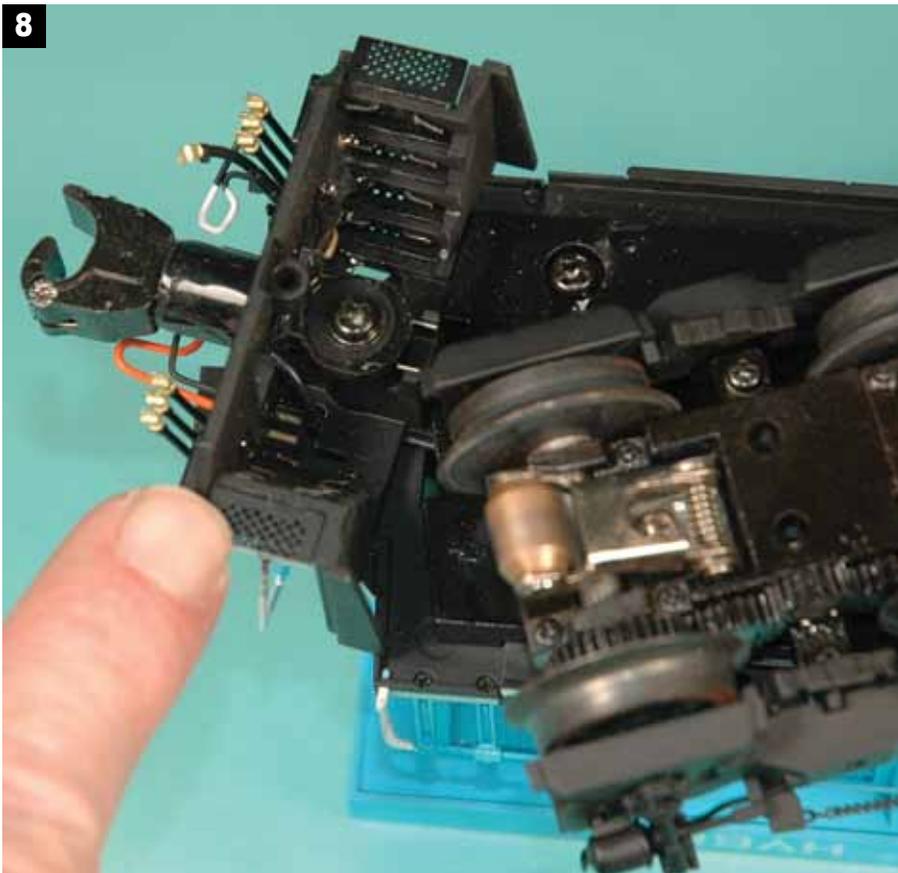


Photo 7 shows one of the two motored trucks. Notice that the coupler is not attached to the truck. **Photo 8** illustrates how the section in front of the truck also pivots, along with the coupler itself.



Lionel recommends operation on a minimum O54 curvature. The loco will actually negotiate O42 curves, but you might have a problem if the first car coupled

to the loco is a postwar car with bar end trucks. On O42 track, it is likely that the car will be derailed on a curve. Although it's probable that someone running this scale loco would not have a small postwar car

coupled to it, the problem can be easily solved by simply coupling a modern car to the loco and any other cars to that.

Don't Go There

My next goal was to remove the die-cast body by removing eight screws. After removing them, I found I could only lift the shell about a half-inch off the chassis before meeting

some resistance. Not wanting to risk damage to my new loco, I spoke with Lionel's Director of Customer Service, Mike Reagan. He advised that the RailSounds audio board prevented the body shell from coming off. He made some suggestions, but I was not able to comfortably remove the shell. I got it almost off, but could see that continued lifting would bend the soundboard and tear it off its mounting posts. I decided it would be best not to risk damage and chose not to make any further attempts to remove the body shell. One must be constantly mindful of the railings on the outside while handling the loco. It's easy to inadvertently put pressure on the railing.

The Test Run

The next step was to see just how the loco performed under power. With my dream layout not even on paper yet, I brought the loco and my Legacy set for a test run on Otto Shade's sophisticated modular floor layout. We hooked up the Legacy Command Base, used the orange memory module supplied with the loco, and loaded its information into the CAB-2. This is a quick and easy step to ensure that you will have access to all of the Legacy features. The LCD

screen was immediately emblazoned with details of the GE Hybrid. Lionel's version has a cab number of 2010, which corresponds exactly to the GE prototype.

The loco ran smoothly. For those who favor scale speed operation, this loco has the ability to crawl at a very slow speed. I'm one who tends to run my locos faster than the true scale operator and the loco performed quite smoothly at any speed. The lighting features on the loco include the number boards, headlights, and ditch lights – all are LEDs and are especially superb. The ditch lights are activated when you blow the horn and light alternately ON and OFF for several seconds after you release the quilling horn.

The most notable and unique lighting feature of this loco is the charging lights, which chase along the sides of the loco. On the prototype, the direction of these chasing lights indicates whether the loco is charging the batteries or using their power. Though these green chasing lights are quite prominent on the loco, they were difficult to photograph under the lights necessary to get a good exposure. **Photo 9** was my best attempt, but it doesn't really convey the brightness. These lights are probably the first thing anyone watching the loco for the first time will notice. When the loco idles, the direction of these lights reverses to simulate the use by the loco of the stored battery power.

The sounds were great, but I was most impressed when after several minutes, I lowered the volume with the CAB-2 and then turned them off. I was surprised at how quietly the engine ran. Sometimes it's nice after hearing all the sounds to turn them off and appreciate the silence with which this engine operates.

One of the features mentioned in the manual is Rule 17 lighting for both headlight and rear light. This would dim the lights when the engine is idling for about 30 seconds. Mike Reagan advised us that this feature would not function until the release of Legacy version 1.3.

One Problem

Look carefully at **photo 8**, and you might notice a small amount of rust on the wheels. Although this appeared to be very minor, it was an indication to Lionel that there was a problem and that the wheels were not up to their specifications. Mike Reagan advised that Lionel is going to send replacement wheels and axles to all registered owners of the Vision GE Hybrid loco. While an exact date was not known, Mike is hoping to have these replacements out by the end of May.

In the meantime, you can use a cotton swab with a bit of WD-40™ (or a small amount of smoke fluid) applied to the wheels. Because of the construction of the trucks, the wheels and axles can be removed by removing screws. The replacement pack will include six wheel and axle assemblies and some additional screws in case one gets away from you. If you own any of the Vision Line locos, be sure to visit Lionel's website at www.lionel.com and click on Locomotive Registration at the bottom of the opening screen to register your loco by entering its unique serial number. This will ensure that you are included in any updates.

I was quite impressed with this loco. Its smooth operation and especially fine details are, well ... impressive. The lighting on this particular loco is quite unique and makes it a standout on any layout. My special thanks to Otto Schade for allowing me to use his layout for the road test and to Mike Reagan for answering our questions and giving us some additional details for this article. 🚂

Photographs by Bill Schmeelk

9



The Tinplate Cannonball

by Ken Morgan
RM 12231

Commuters and Stonework

In the previous issue of *TLR* I looked at homes and landscaping in Lionelville™. Given that Lionelville in the prewar period was heavily suburbia-biased, I assume many of the residents would be commuters. While Lionel® never catalogued a specific commuter train in prewar O gauge, I have a candidate and a printing lesson.

But first, the usual trivia test. As you read this, a name may occur to you that sort of bridges the topics in this issue. What is it and why?

Lithography is defined as a process for printing from a flat stone or metal plate by a method based on elementary physics – oil and water don't mix. The word is derived from the two Greek words for stone and write (lithos and graphein). First, the design, drawn as a mirrored image of the original artwork, is placed on the solid surface – originally stone, later metal – using a waxy or greasy material like a crayon. Then an oil-based ink is applied to the plate. It bonds with the greasy crayon lines. Water is then wiped onto the remaining unpainted areas to discourage the ink from smearing. A sheet of paper, or in the case of toy trains, a sheet of tinned steel, is placed over the plate and put into a press. With light pressure applied, some of the paint is transferred to the tinplate sheet. Assuming there are multiple colors, this process is repeated several times. The result can be a highly detailed, two-dimensional picture. That is how many early tinplate trains were decorated.

Lionel and Lithography

Marx® used this method extensively and so did American Flyer®, Hafner®, and others. Lionel tended to dismiss lithography and advertised the superiority of its enamel-finished equipment. Nevertheless, rich detail and accurate railroad heralds often appeared on competitors' trains using lithography. Lionel did deign to use the process in some of its lower-priced offerings in the 1930s, which is a long way of getting around to

the cars in this installment of The Tinplate Cannonball.

Lionel introduced lithographed cars to their electric train market in 1933. Both freight and passenger equipment were offered, always targeting low-end consumers and originally referred to as “Lionel Junior.” Later this gave rise to an extensive line of product as O27 trains. Note that Lionel also offered the “Winner Lines” lithographed cars in clockwork sets in 1930-32.

The passenger cars came in two sizes. The smaller cars were six inches long, had only four wheels, and were essentially variants of the Winner Lines cars. The larger ones were eight inches long and had a pair of standard four-wheel trucks. These cars are the subject of this article.

They came in three basic variations, none of which are hard to find in the current market. They are not long on detail, but apparently sold very well when introduced. I cannot identify a specific prototype, but just based on the layout of the windows and the nearly featureless flat roofs, they remind me of generic, mass-produced commuter equipment. Hence the introduction earlier. Hey, the residents of Lionelville had to have some way of getting to work in an era before cars appeared in their garages!

Beauty Contestants

My choice as the prettiest version was numbered 1690 Pullman and 1691 observation. They usually came in three-car sets. First offered in 1933, they were dark red with brown roofs and yellow windows and doors. They have fish bellies, journal boxes, and separately applied handrails. See **photo 1**. The earliest production models had copper journals and brass handrails, but these were changed to nickel in 1935. The upper window sections are punched open. From 1936 to 1942, using the same number, the colors were changed to lighter red with a red roof and cream windows. Some had fish bellies and handrails, others lack both. See **photo 2** for a “non-collector quality” pair. For the last three years of production, the journals were black rather than nickel. These cars have closed upper window sections, with a red/black mottled curtain or shade filler. For a contrast between the two red variations, see **photo 3**.

The third variant is in between: it had handrails but no fish bellies. They came either with nickel journal boxes or no journal boxes. Numbered 1692 and

1





2

1693, they were uncatalogued and were produced in the 1937-39 timeframe. Sources vary on specific dates. They were blue with pale yellow (also called cream in some sources – refer to my comments on cream and yellow a few issues back) windows and doors. They have closed upper windows with mottled blue/black trim. See **photo 4**.

No Litho

Despite the fact that lithography lends itself to a very high level of two-dimensional detail, Lionel apparently did not choose to go that route with these cars. Remember, these were bottom-of-the-line offerings. Many competitors offered exquisite rivet detail, wooden

3



4



slats, and real railroad names. Lionel merely lettered their cars with “Lionel Lines,” and the only rivets were represented by two rows of circles on the ends. See **photo 5**. Also a sign of low-end placement is the attention to detail – rather, the lack thereof – in the construction of the cars. **Photo 6** shows the red and blue observation car ends. Note that both have red ends. That is very common.

If you need spare parts, these cars use the same trucks, journals, and handrails as their enameled brethren, so they are easily obtainable. The couplers are unique to the low-end cars, but they are available in the marketplace. Rather than twist upward into the body, they were slotted through a piece extending down from the base and twisted down. See **photo 7**. I assume this was for ease of assembly.

5



The bodies are one piece: the sides, ends and roof are all one piece bent and tabbed together. Once the car was assembled, it would be

difficult to mount the couplers in the normal fashion. If replacement handrails are needed, you’ll face a challenge. You can’t get the roof off, so you’ll have to use long-nosed pliers or a thin screwdriver to spread the tabs inside the body.

6



7



Motive Power

When first introduced, the red cars were catalogued with the small 1651 box cab electric or the equally small 1661 2-4-0 steam loco or the same thing in red numbered 1681. None of them are expensive, but they are not as easy to find as the cars. When the small streamlined locos were prominently featured in 1937, these cars were listed with the 1689 Commodore Vanderbilt, and from 1937 through the end of production with the die-cast 1668 Torpedo, which is one of the most ubiquitous prewar locos around. The blue cars came with the 1689, but were not in the catalog.

Affordable Today

None of these cars command wallet-crunching prices. Given their low-end status and what that

often means to their care and treatment, they are very common and in mediocre condition. In very good condition, they are still easy to find. A set should be in the \$100 range, maybe a tad more for any of the red versions. The blue set averages about \$10 per car more.

Litho Leaders

The trivia answer. The name is Ives. Nathaniel T. Currier was a printer who partnered with his bookkeeper James Merritt Ives and formed one of the best known firms in commercial art during the latter part of the nineteenth century. You have probably heard of them as Currier & Ives. Their iconic lithographed prints of rural Americana are highly collectible today. Edward Ives, a descendant of William Bradford, the governor of the Plymouth colony, founded a well-known toy manufacturing company eponymously named the Ives Manufacturing Company which was later led by his son, Harry C. Ives. Many of their trains were lithographed. Their O-gauge box cars in particular are great examples of the detail made possible by the process.

In a final note, the same principles of lithography are now used in hi-tech. Photolithography is a direct descendant of the process described earlier, and it's how circuit boards are produced. Some day you may be a contestant on "Jeopardy" and need to know this stuff. You heard it here first!

See you in Denver, and in the next installment of *The Tinplate Cannonball*. 

Photographs by Ken Morgan

A Tall Drink of Water

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 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 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.

Layout provided by Arkansas Traveler Hobbies in Bald Knob, AR



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: _____

(Three digits on 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 or a photocopy to the best toy train club on the planet:

LCCA Business Office • Dept YWT/TLR-04-10 • P.O. Box 4708 • St. Paul, MN 55104-0708

Order online at: www.lionelcollectors.org — go to "LCCA Store"

A Lionel Puzzlement

by Gene Russell, Ed.D.
RM 24608

Convention City Nicknames

City nicknames help to establish civic identity and promote civic pride. Place the letter of the sobriquet (nickname) by the LCCA Convention city to form a match. There will be six extra nicknames as these cities have yet to host a LCCA Convention. Hope to see you in “Broncoville,” “Queen City of the Plains,” and the “Mile High City” in July 2010. Enjoy! 🚂

LCCA Convention City

1. Atlanta, GA (1976) _____
2. Buffalo, NY (2008) _____
3. Chicago, IL (1997) _____
4. Cincinnati, OH (1977) _____
5. Corning, NY (1974) _____
6. Des Moines, IA (1971, 80, 95) _____
7. Fort Worth, TX (1999) _____
8. Grand Rapids, MI (1996) _____
9. Huntsville, AL (1973) _____
10. Lancaster, PA (1991) _____
11. Las Vegas, NV (2003) _____
12. Lexington, KY (1988, 2001) _____
13. Louisville, KY (1984) _____
14. New Orleans, LA (1985) _____
15. Orlando, FL (1992) _____
16. Philadelphia, PA (1998) _____
17. Pittsburgh, PA (2002) _____
18. Rockford, IL (1983) _____
19. Sacramento, CA (2009) _____
20. St. Louis, MO (1975, 2005) _____

City Nicknames

- A. City of Big Shoulders
- B. City of Brotherly Love
- C. Cowtown
- D. Crossroads of America
- E. Derby City
- F. Furniture City
- G. Gateway to the West
- H. Hartford of the West
- I. Horse Capital of the World
- J. Jewel of the Prairie
- K. Queen City
- L. Railroad City
- M. The Athens of the South
- N. The Big Easy
- O. The Big Orange
- P. The Big Tomato
- Q. The City Beautiful
- R. The City of Five Seasons
- S. The City that Never Sleeps
- T. The Cradle of Liberty
- U. The Crystal City
- V. The Forest City
- W. The Nickel City
- X. The Red Rose City
- Y. The Rocket City
- Z. The Steel City

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

Triple Play



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 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.

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: _____

(Three digits on 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) \$ _____

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