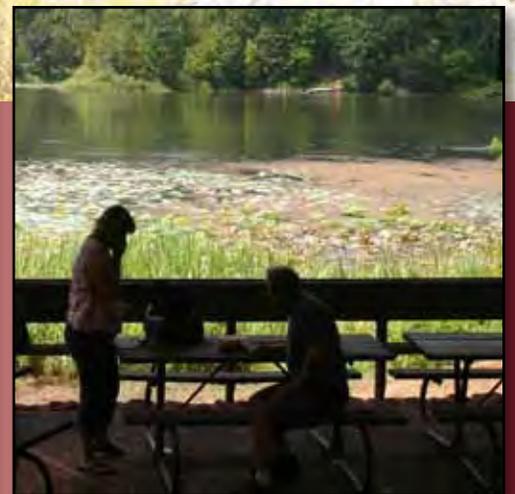


# THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 40, No. 3, February, 2011



**A Great Train Ride – A Great Convention**

# Terrific Texas Traveler



Some railroad décor schemes are legendary, and we believe this is one of them! It's derived from *The Texas Special*, one of Lionel's all-time-great collectible trains. It's an appropriate selection as the LCCA 2011 Convention Car to commemorate our upcoming event in late July at Grapewine/Dallas, TX.

LCCA members who are Convention Car collectors and/or *The Texas Special* collectors/operators will want to order this car with its dramatic, accurate postwar colors and appropriate logos. The car has all the standard features of a Lionel® Standard O car and includes two milk tanks and plumbing inside.

Like the prototype, this car rests on passenger trucks for a smooth ride on express freight trains rushing from dairy collection centers to processing plants. Silver-painted accents highlight the design.

Designed by LCCA and made by Lionel LLC exclusively for club members, this item will be an attention grabber on your layout or display shelf. The production run will be limited - the total will not exceed 1,500 units. Order your car(s) now to avoid the risk of a sellout before the deadline.

**----- MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE -----**

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

**DO THE MATH**

- \_\_\_ LCCA 2011 Convention Car(s); \$69.95 each \$ \_\_\_\_\_
- Subtotal (in U.S. funds): \$ \_\_\_\_\_
- Minnesota residents:** add sales tax — 7.25% of sub-total \$ \_\_\_\_\_
- Shipping & Handling: in Cont'l U.S., add \$9.95 per car \$ \_\_\_\_\_
- S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H \$ \_\_\_\_\_
- S&H to other locations, add-on \$6 each to U.S. S&H \$ \_\_\_\_\_
- 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 "2011CC" written on the memo line.
- Charge the total amount of this order to my credit card as shown below.
- Charge \$39.95 to my credit card now; charge the balance to the same card when shipped.
  - S&H cost cannot be combined with other orders.
  - Deadline for ordering: June 30, 2011. Fair warning to procrastinators!
  - Expected delivery in late 2011, but it may not arrive before Christmas.

Credit Card Account No.: \_\_\_\_\_ Exp.: \_\_\_\_\_  Discover  MasterCard  Visa Code: \_\_\_\_\_  
(3 digits on back of 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: \_\_\_\_\_  
 Check this box if any part of your address is new.

*Mail this order form or a photocopy to the best toy train club on the planet:*  
**LCCA Business Office • Dept 2011CC/TLR-02-11 • P.O. Box 4708 • St. Paul, MN 55104-0708**  
 Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "LCCA Store"



**National Parks Railway**  
Page 8

**Convention Preview**  
Page 16



<b>President's Report</b>	2
<b>Letter to JM Parents</b>	3
<b>Product Development Shop</b>	4
<b>Toy Trunk Railroad</b>	5
<b>NYC Christmas Experience</b>	6
<b>Lionel's Cherry Picker Car</b>	7
<b>National Parks Railway</b>	8
<b>A River Runs through It</b>	14
<b>Convention Supplement</b>	16
<b>Now I'm One of Them</b>	23
<b>Lionel News &amp; Views</b>	17
<b>The Tinplate Cannonball</b>	28
<b>Now I'm One of Them</b>	32
<b>A Lionel Puzzlement</b>	IBC
<b>Website Highlights</b>	OBGC



**On the Cover**

Conventioneers will board the Texas State Railroad for an excursion trip with a BBQ picnic lunch afterwards.

Cover photographs provided by Texas State Railroad and Bob Carter

**Business Office**

LCCA 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 at the club's website at [www.lionelcollectors.org](http://www.lionelcollectors.org), by e-mail at: [office@lionelcollectors.org](mailto:office@lionelcollectors.org), by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708.

**TLR Copyright Notice**

The LCCA is an Illinois not-for-profit corporation. Copyright © 2010, Lionel Collectors Club of America. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording for any purpose.

**USPS Notices**

*The Lion Roars* (USPS 11-994) and (ISSN No. 1079-0993) is published 5x/year in February, April, June, October and December by the Lionel Collectors Club of America, P.O. Box 4708, St. Paul, MN 55104-0708. Subscription rate of \$15 per year is paid through membership dues. Periodical postage paid at St. Paul, MN 55164-5015 and additional mailing offices.

POSTMASTER: Send address changes to:  
*The Lion Roars*  
P.O. Box 4708  
St. Paul, MN 55104-0708.

**LCCA and Lionel**

Lionel L.L.C. is a registered trademark. Lionel copyrighted materials, including Lenny the Lion (a company trademark), are used with its permission. The LCCA is not affiliated with Lionel or Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Board of Directors or the views of officers and appointed officials; nor do they indicate a club endorsement of any products mentioned.

**People to Contact**

**Secretary** – Inquiries about membership lapses and administrative support.

**Membership Chair** – Joining LCCA and membership questions.

**Immediate Past President** – Complaint against another member.

**President** – Always available and as a last resort.

**Officers**

Al Kolis, *President*  
*Membership Chair*  
4315 Saint Andrews Drive  
Howell, MI 48843-7469  
248-709-4137  
[agkolis@comcast.net](mailto:agkolis@comcast.net)

Richard (Dick) H. Johnson  
*Immed. Past President*  
8750 E. Kemper Road  
Cincinnati, OH 45249-2506  
513-469-7774  
[rhljlaw222@aol.com](mailto:rhljlaw222@aol.com)

John A. Fisher, *President-elect*  
1730 James Road  
St. Paul, MN 55118-3645  
651-454-6644  
[JFTrains@aol.com](mailto:JFTrains@aol.com)

Susan Ellingson, *Treasurer and Convention Registration Liaison*  
4100 Victoria Street  
Minnetonka, MN 55345-1963  
952-484-8061 or 952-935-1133  
[lccasue@gmail.com](mailto:lccasue@gmail.com)

Dennis DeVito, *Secretary*  
570 Brookside Avenue  
Algonquin, IL 60102-6824  
574-870-0391  
[dennisdevito@comcast.net](mailto:dennisdevito@comcast.net)

**Directors**

John Ellingson  
4100 Victoria Street  
Minnetonka, MN 55345-1963  
952-933-3215  
[jetoys@aol.com](mailto:jetoys@aol.com)

Dave P. Miller  
300 Scheivert Avenue  
Aston, PA 19014  
610-494-2556  
[davemiller21@hotmail.com](mailto:davemiller21@hotmail.com)

Ed Richter  
2008 Paprika Drive  
Orlando, FL 32837-8506  
407-851-8382  
[erichter@safes.com](mailto:erichter@safes.com)

Roger Farkash  
1300 Crampton Street  
Dallas, TX 75207-5914  
214-634-2965  
[raf@twdesign.com](mailto:raf@twdesign.com)

**Appointees**

Larry A. Black  
*IT and Web Manager*  
209 Denison Way  
Frankfort, KY 40601-0003  
502-695-4355  
[larry\\_black@email.com](mailto:larry_black@email.com)

John R. (Bob) Carter, Jr.  
*Co-manager, 2011 Convention*  
2205 Westridge Drive  
Plano, TX 75075-8314  
972-424-0678  
[bedk1@verizon.net](mailto:bedk1@verizon.net)

Dominic Caponi  
*Coordinator, Jr. Member Program*  
352 East 91<sup>st</sup> Street – Apt. 13  
New York, NY 10128  
484-432-8580  
[dominic.caponi@gmail.com](mailto:dominic.caponi@gmail.com)

Louis J. Caponi  
*Manager, Product Development*  
*Co-manager, 2011 Convention*  
610 Andrew Road  
Springfield, PA 19064-3816  
484-431-8529  
[caponilj@comcast.net](mailto:caponilj@comcast.net)

Barry Findley  
*Chair, Constitution Committee*  
*Chair, Finance Committee*  
3414 Old Cantrell Road  
Little Rock, AR 72202-1860  
501-664-8525  
[lcca@aristotle.net](mailto:lcca@aristotle.net)

**Editors**

Barrie W. Braden  
*Editor, eTLR*  
10607 Serenity Sound  
Magnolia, TX 77354-3244  
281-252-8153  
[bradenb@att.net](mailto:bradenb@att.net)

Mike H. Mottler  
*Editor, The Lion Roars*  
22 Water Oak Drive  
Conway, AR 72034-3430  
501-327-8747  
[mottlerm@conwaycorp.net](mailto:mottlerm@conwaycorp.net)

Craig Tribuzi  
*Editor, Interchange Track*  
7504 Zurich Drive  
Plano, TX 75025-3117  
972-517-2498  
[craig.diane@verizon.net](mailto:craig.diane@verizon.net)

Visit our website for timely club news:  
[www.lionelcollectors.org](http://www.lionelcollectors.org)



**Clayton Holderfield**

JM 28722

In a photo finish of a close race at the Kentucky Derby, the winner may be decided "by a nose." That situation seems an appropriate way to explain a "tie" for naming LCCA's first Junior Member. The first two JMs joined the club on the same day, but our records do not show the exact time of day for their joining. So Ryan Fiore and Clayton Holderfield are tied for first. *TLR* previously published a JM STAR segment about Ryan by applying alphabetical order; so now it's Clayton's turn to be "number one!"

Clayton is the grandson of LCCA member Bill Albright, and this issue of *TLR* includes an article about their involvement in a months-long toy train exhibit at a museum.

**Junior Member Star**

Clayton often accompanies "Papa Bill" when his grandfather's portable layout is shown in schools or at public venues. Bill also invites school children to his home train layout for an educational presentation about trains and transportation, and Clayton is a regular helper during those occasions.

Clayton has attended several LCCA Conventions with his grandparents and family. His enthusiasm for the train hobby is contagious to other kids. He's often involved with other youngsters enjoying the Lionel company layout or viewing the other layouts in the host hotel.

With hobby support from parents and grandparents, he has a growing collection of Lionel trains, and he is a skilled operator.

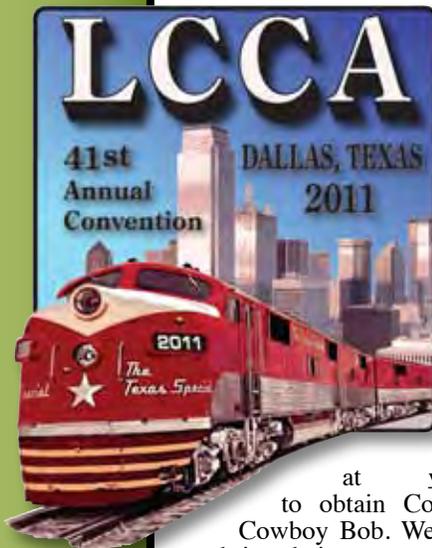


**Al Kollis**  
RM 15902

## Report from our President

### HIGHLIGHT:

“If you live in the NYC/New Jersey area, plan to sign up and attend a local LCCA dinner event to be held in Paterson, NJ, on Saturday evening, February 26.”



It is hard to believe that another year has passed. It seems like it was just yesterday that we announced and started our 40th anniversary year. As we start the beginning of our next 40 years, we have a lot of new and exciting activities planned for our members during the first six months of 2011.

### Dinner and Lionel Trains

If you live in the NYC/New Jersey area, plan to sign up and attend a local LCCA dinner event to be held in Paterson, NJ, on Saturday evening, February 26. LCCA members are invited to participate in a buffet-style dinner for only \$30/person. Meet representatives from Lionel®, current Lionel LLC President and CEO Jerry Calabrese, and Lionel’s former owner and LCCA member Dick Kughn.

LCCA member and *TLR* long-time columnist Bill Schmeelk will conduct a brief magic show. Bring your favorite train and run it on the New Jersey Hi-Railers fabulous layout. This LCCA event will be a great Lionel train and fun-filled family event. Meet with fellow members over dinner, be entertained, and run the trains. To sign up, refer to the link on the LCCA website and follow the prompts. Seating is limited, so sign up now. Bring the family and friends. Invite them join the best toy train club on the planet.

### Calling all Conventioneers

Co-managers “Cowboy Bob” Carter and Lou Caponi and their team have been working hard on our 2011 Convention to be held at Hyatt Regency DFW in Grapevine/Dallas, TX, at the airport during July 25 through 30. In this issue of *TLR*, you’ll find complete tour descriptions, the Convention Registration Form, and the host Hotel Reservation Form. Sign up early because tours and rooms will fill up fast.

Visit our website at [www.lionelcollectors.org](http://www.lionelcollectors.org) to obtain Convention updates from Cowboy Bob. We encourage members to bring their non-member friends as guests to the Convention. Just sign them up on your Convention Registration Form. If you have never attended a LCCA Convention, I can assure you that you will have fun. Bring the kids and grandchildren. They will have a ball! Come and experience the great state of Texas and have fun with Lionel® trains.

### Delivered to You

By now, all who ordered the Santa Fe #208 diesels and the Burlington #216 train set should have them. Thank you for your patience and continued support.

There’s still time to order our Texas Special Standard O 2011 Convention Car made by Lionel exclusively for LCCA members. It contains two milk tanks with plumbing inside. We believe these cars will sell out because the quantity is limited. Orders are processed on a first-come, first-served basis.

### New for JMs

We have created a new *The Lion Cub* mini-mag especially for Junior Members. The LCCA JM Program has grown dramatically during this past year because of the efforts of JM Coordinator Dominic Caponi and Roger Farkash. We intend to expand our JM program with special products and member benefits. If you know someone under the age of 18 who has an interest in Lionel trains, enroll then as a JM or give them a gift membership. We are also planning more interactive JM activities on our website and Facebook site.

### Watch the Web

The LCCA’s newly revised website will be coming online soon. This website update will be more interactive and allow members to view videos easier and in a larger format. We believe this leap forward will add to our members’ enjoyment and enhance the web experience.

### Once in 30 Years

The LCCA Board of Directors and Officers, both past and present, have worked very hard to manage the club’s business and be prudent with our club’s money. For the past 30+ years, there have been no increases in membership dues. In the past, we have been able to offset the costs of running the club with revenue from sales to members of club-sponsored products. However, costs have increased across the board, including postage, printing, website improvements, and day-to-day operation of the business office. To maintain the long-term sustainability of the club, the board has approved and will implement a modest \$5/year membership dues increase effective April 1. At that time, dues for both Junior and Regular members will be \$35/year per member. We hope all of our members will understand that this step is necessary in order to maintain and enhance club services. Fellow members, you are the reasons the LCCA is the best toy train club on the planet. Thank you for your continued support.

We have great things planned for 2011, our 41st year. Let’s continue to have fun! Are you having fun yet?



**H**i to all who have sponsored children and grandchildren as LCCA Junior Members. I'm Dominic Caponi, Chairman of LCCA's JM Program. My colleague, Roger Farkash, and I are dedicated to enhancing this program for youngsters who love trains.

The JM Program has grown faster than we imagined during the past year. Membership increased more than 40% in just eight months! That's great, but the participation initially overwhelmed our capacity to respond. We are aware that some parents may be wondering whether to renew their children's membership. Some hoped for more kid-friendly activities that would sustain their child's interest in the hobby, going beyond our initial efforts:

- a regular JM page published in *The Lion Roars* magazine
- JM-oriented activities presented during the club's 2010 Convention in Denver
- the Dinosaur Transport Car created for JMs.

We're pleased to announce the following new JM activities. Each new and renewing JM will soon receive a welcoming letter with a packet that will include:

- JM membership card
- JM membership pin
- JM membership certificate for framing and posting in the child's room or train room
- JM iron-on transfer of the official JM logo for application on a T-shirt or pajamas.

Starting with February 2011, JMs will receive a separate four-page mini-mag named *The Lion Cub* with material created especially for them: a coloring page, stories, puzzles, and JM news and photos about kids and their trains.

In addition, we will:

- develop CONTESTS for JMs, and they'll be eligible for valuable prizes
- post JM VIDEOS on the club's website
- show a fresh TRAIN-RELATED VIDEO on the website each month
- place more features in the JM section of the website
- post MORE VIDEOS on the LCCA Facebook site
- design and offer Lionel products suitable for JMs
- present selected Lionel products suitable for JMs for sale at reduced prices.

The list of kid-friendly ideas is still growing.

We believe thoughtful parents will especially appreciate this innovative concept – LCCA is currently investigating a plan to establish a SCHOLARSHIP PROGRAM for JMs with aspirations toward higher education. Stay tuned for forthcoming information about this new initiative. It will be a first-of-its-kind program within the national train hobby clubs.

Families who attend the upcoming LCCA 2011 Convention in Dallas will enjoy activities created especially for JMs at the site:

- The LEARN TO DRAW A TRAIN CLASS by “the train lady artist,” Angela Trota Thomas
- POPCORN NIGHT AT THE MOVIES
- HANDS-ON TRAIN OPERATING FUN in a special play area
- PRIZE DRAWINGS and more.

Please remember that the child's membership must be up to date for admission to these events with interactive participation. “Thank you!” for encouraging your youngsters to grow up with LCCA and become enthusiasts about toy trains as imaginative engineers of their own toy train domain.

Best wishes,  
Dominic Caponi, Coordinator, JM Program  
Roger Farkash, JM Program Liaison to LCCA Board of Directors

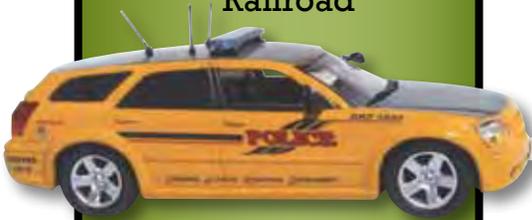


**Lou Caponi**  
RM 8735

# Product Development Shop

**NOTE:**

“Members may have overlooked one of the 2010 Convention commemoratives – a yellow and gray Dodge Magnum UP Railroad



Police Car. Here’s a heads up and fair warning – you can order one while the supply lasts.

**M**embers who ordered a Burlington #216 train set and the Santa Fe #208 diesels should have them. FYI, a signature was required at time of delivery for your protection. If you have not received your order by now, please contact me by cell phone or e-mail. My contact information is shown on page one of *The Lion Roars*.

**Latest Updates  
Convention Cars**

I approved a production sample of the 2010 Convention Car in early December 2010, and on January 13, 2011, Lionel® informed me that our cars would leave CHINA during the last week of January. The car is stunning to say the least. My hope was that this car would arrive in the states prior to January 2011, but that didn’t happen. The other train clubs are having the same delivery problems we are facing with items produced in China during a time of change – Lionel too.

The Texas Special Express Reefer 2011 Convention Car is selling like gangbusters! We were limited to only 1,500 pieces for this club-sponsored product because of limited production capability in China. Don’t be left out; send your deposit ASAP.

**216 Burlington Set**

The Burlington sets were very well done. The new front-wheel-drive Magnetraction™ design is state-of-the-art technology. These sets were late in delivery because of truck problems with the reefers in the sets.



This caused a 120-day delay. Sorry for the slippage, but the club wanted them to be absolutely right.

If you have a balance due on your #216 set, contact [office@lionelcollectors.org](mailto:office@lionelcollectors.org) immediately and provide your membership number and phone number. Don’t procrastinate. We have already gone into our reserve stock for items that were lost or damaged in shipment. Our original production order was shorted, and as a result the quantity is tight.

**208 Santa Fe Alco Pair**

LCCA is sold out of these locomotives, and the demand was unbelievable! Contact our business office immediately if there is a balance due on your order. Contact [office@lionelcollectors.org](mailto:office@lionelcollectors.org) now and include your phone and membership number. We can’t store these locomotives because of the cost of storage charges, so we must “move ‘em out!” Available units will be sold to members on the waiting list.

I have wished that Lionel had more of these to offer, but we realized there were only 400 chassis available for this item. Everyone understood that this was a short production run, and those who acted promptly got one. Thanks, fellow members!

**DON’T FORGET, Item 1**

Lube the motors and gears on both the #208 and #216 locomotives. If you don’t, you may risk overheating the motors! These Alco diesels will need lubrication prior to running them and will require a short break-in period. The factory in China uses only minimal lubrication to avoid damage to the paint décor from oil or grease.

**DON’T FORGET, Item 2**

Lionel LLC has called our attention to a common problem caused by rough handling during shipment of Alco-type diesels. This may affect some #208 and #216 train sets. The power truck includes a circuit board held in place by a nylon tie-wrap that can be loosened during shipment. If too loose, the circuit can be interrupted. Inspect your train and use a static-free cloth (not a finger) to press the circuit board firmly back in place.

**Words to the Wise**

Here’s some free advice, and worth every penny! Refer to the latest Lionel 2010



Catalog Volume 2, pages 58 and 59. Consider ordering the Santa Fe passenger four pack #6-27767, the two pack #6-27772, single add-on #6-27775, and the REA reefer #6-27771 from your favorite dealer. You'll need these cars to complement a possible new, separate sale locomotive release. If you purchased the #208 pair, these cars would make a great-looking postwar set for those locos! The cars in the catalog were produced in limited quantities because of the number of locomotives Lionel produced for the LCCA. Jump on them!

**Note to Members**

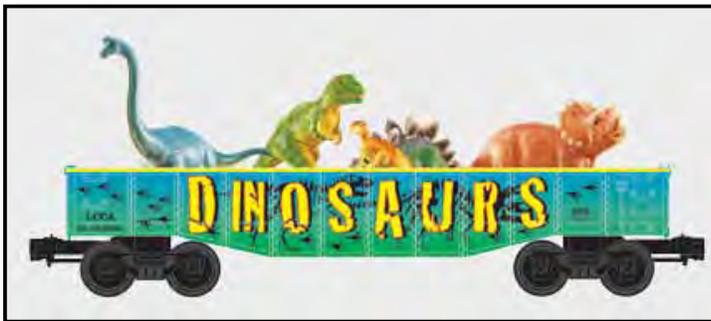
If you overlooked one of the 2010 Convention commemoratives – a yellow and gray Dodge Magnum UP Railroad Police Car – here's a heads up and fair warning. You can order one while the supply lasts. Visit the club's website and place your order for this die-cast auto through the LCCA Store online.

**40th Anniversary Sale and Savvy Santa Train Sets**

Thank you for your continued support and participation in our 40th Anniversary Sale and the LCCA offer of three train sets on sale. The club will soon introduce new and exciting membership benefits and expand our Junior Membership Program. Also, you'll soon see changes at our Conventions and be eligible for discounted offerings from Lionel and other vendors! These new and exciting changes will remind you that the LCCA is definitely the best toy train club on the planet. Visit our website for more information.

**Club-sponsored Cars for JMs**

The Dinosaur Transport Car is a hit! We will produce only 500 pieces of this car.



It's designed for our younger members. Our Junior Membership category has grown more than 43% in the last six months. In fact, it's growing faster than anyone would have anticipated, thanks to adult members who have enrolled their children or grandchildren and our hard-working volunteers.



I recently reviewed and approved the dinosaur figures that will accompany each JM Dinosaur Transport Car – two dinos in the car, plus others in the box for play value. Is that cool, or what?

The next car for JMs will be an animated gondola aimed toward older junior members. It will be limited to 500 pieces also. Remember, any member can purchase these neat-looking cars. These two new gondolas are the first Junior Membership cars to be produced by the club in its 41-year history. One third of the production run is already spoken for, so don't delay – order today.

**Possible Future Product Plans**

We are currently speaking with Lionel about their producing a separate sale LCCA-sponsored diesel locomotive based on a new style locomotive never produced before. Tooling costs are always a significant factor in developing a new product; much depends on pricing by a soon-to-be-selected manufacturer in China.

Until next time, happy railroading!

*Digital images provided by Lionel LLC*

**Toy Trunk Railroad**

**by Erik Sansom**





**HIGHLIGHT:**

“One of the elves, Dimples, made me feel like an author/celebrity by asking questions about the magazine after I mentioned *TLR* to her.”

**Macy’s Is a Holiday Magnet**

As I stood in front of Penn Station in New York City in mid-December with two carry-on bags in tow, my first thought was to visit the Lionel train display at Macy’s Department Store.

As I walked around the outside of the store, I expected to see trains on display in the storefront windows – like the pictures contained in old magazines.

Once inside Macy’s, I found my way to the eighth floor Santa Land, dragging my luggage behind me. I received Christmassy greetings from the very pretty Lady Elves.



*The elves applied their signatures to one side of the NJ Transit Car I refurbished during a 10-year time span. The staff of the NYC Lionel Pop-up Store signed the other side of the car.*

At this point in time, I had no plans to make a “production” out of the experience; that is, photos and autographs of all the Elves and Santa Claus for presenting an article in *TLR*.

However, one of the elves, Dimples, made me feel like an author/celebrity by asking questions about the magazine after I mentioned it to her. That’s how the idea for this article popped up.

**Lionel in the City**

The next day, I went to the Lionel Pop-up Store on 6th Avenue and 41st Street. I purchased some TM DVD videos and bought the limited-edition Lionel Christmas Car unique to that store. Only 1,000 of these cars were made, and purchasers had to visit the NYC store in person to buy it. I asked the employees at the pop-up store to autograph my Jersey Transit Car shown here.

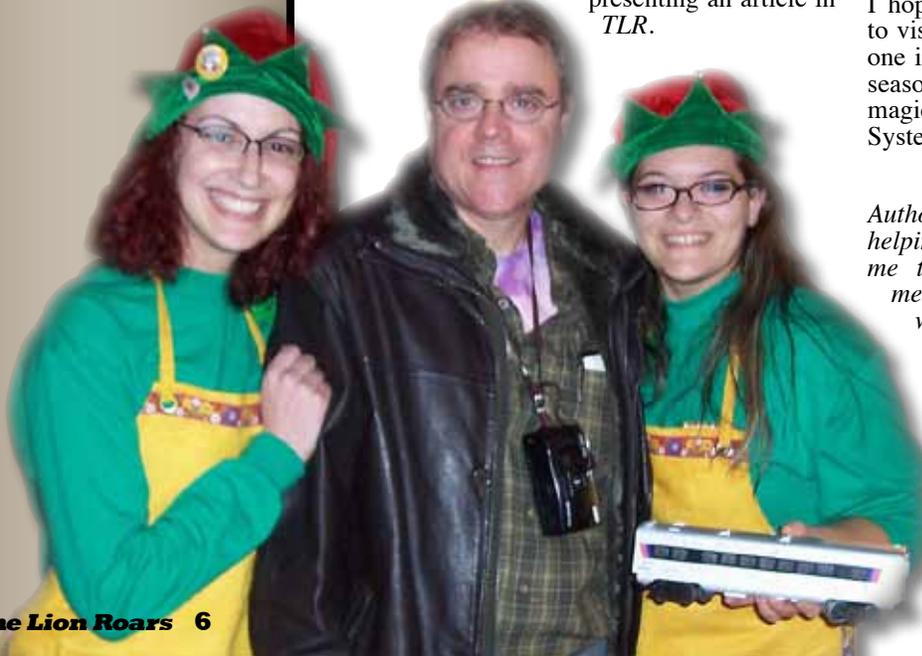
I was not sure what I would do with my own scratch-built Jersey Transit Car until I went to Macy’s on Thursday night. While in flight to LaGuardia Airport, my thought was to ask a Broadway star to sign it. It took me 10 years to find all the parts for this car at hometown (Cleveland, OH) train shows, so the car has special significance to me. I believe the frame of this car may be from Madison Hardware in NYC because it was not numbered when I found it in a collection.

I took a picture of my decorated and autographed Jersey Transit Car in celebration of visiting the Lionel Pop-up Store, riding the Jersey Transit System, seeing Macy’s Santa Land, collaborating with T W Design – Trainworks, and finding images in *Classic Toy Trains* magazine. The image of the four elves on the car was prepared made by TW Design. The boxes

were cutouts from a ’90s-era *CTT* magazine. Santa, sleigh, and reindeer were plastic scale models from Hong Kong made in the ’60s or ’70s.

I hope this article will entice more people to visit the Lionel Pop-up Store in NYC (or one in their area) during the next Christmas season, spend some holiday time at Macy’s magical Santa Land, or ride the Jersey Transit System to Penn Station.

*Author’s Postscript: Thanks to my sister for helping me take the trip to NYC and enabling me to share my experience with LCCA members. She is an artist who lives and works in Summit, NJ.*



*The elves at Macy’s Santa Land in NYC welcomed me to the outpost for Jolly St. Nick.*



**Robert H. Walker**  
RM 27981

## A Boost for Lionel's Cherry Picker

### HIGHLIGHT:

“Lionel always referred to this piece in both their catalog and online product list as the “Cherry Picker Car.”

Lionel's Cherry Picker Car #6-29839 is an interesting item of operational rolling stock. Using manual cranks, one can raise and lower the boom and extend it outward for a distance of about 10 inches.

As far as I am aware, Lionel always referred to this piece in both their catalog and online product list as the “Cherry Picker Car.” They produced two versions: one was a repair service car, and the other one was a “space version.” The major difference



**Photo 1**

was the basket at the end of the boom. I have both baskets, and you can compare them in **photo 1**. The standard version was black with a yellow-suited repairman in place. The “space” version basket was orange, and the figure was a fully-outfitted astronaut wearing a silver suit.

When I acquired a Cherry Picker Car, I thought, “What an inviting mechanization project this car could be.” It turned out to be just that. When I finished the conversion, I added a

two-function wireless remote control device so that the car could be operated anywhere on my layout.

Mechanizing the boom required removing the two hand cranks and replacing them with sprocket gears. The Tamiya #70097 twin gearbox

was a perfect device for the motor drives; it almost seemed custom-made for this application!

The sprocket gears (MicroMark #84788 and #84790) are linked to each gearbox pinion sprocket gear (MicroMark #84783) by a plastic chain (MicroMark #84791).

**Photo 2** shows the boom extended to almost its full length. I left off the cover so the gearbox would be visible. The R/C receiver is the black box to the left of the gearbox. The black wire is the antenna for the receiver. Two AA batteries power the receiver and the gearbox motors. The R/C link operates at 27 MHz and its range is sufficient for large layouts.

Since I have other wireless cars running on my layout, when I finished mechanizing the Cherry Picker, the idea for adding R/C to it came on pretty fast. R/C makes sense whenever you have several functions to control, such as boom up and down and boom extension out and in.

Running the Cherry Picker around my layout and operating it by remote control has been very enjoyable.

My original incentive and inspiration to mechanize this unit came from the Lionel #345 Culvert Unloader, which has an overhead travelling magnetic hoist. The only way the hoist can be serviced is by means of a boom, which can position a repairman at the hoist. **Photo 3** shows my concept of how this task would be accomplished using the Cherry Picker. Adding remote control capability comes as second nature to me. I am an electrical engineer and have five patents in radio communications. I am presently considering some further conversions to remote control operation. As they say in radio, stay tuned ...

*Photographs by Robert H. Walker*



**Photo 3**



**Photo 2**



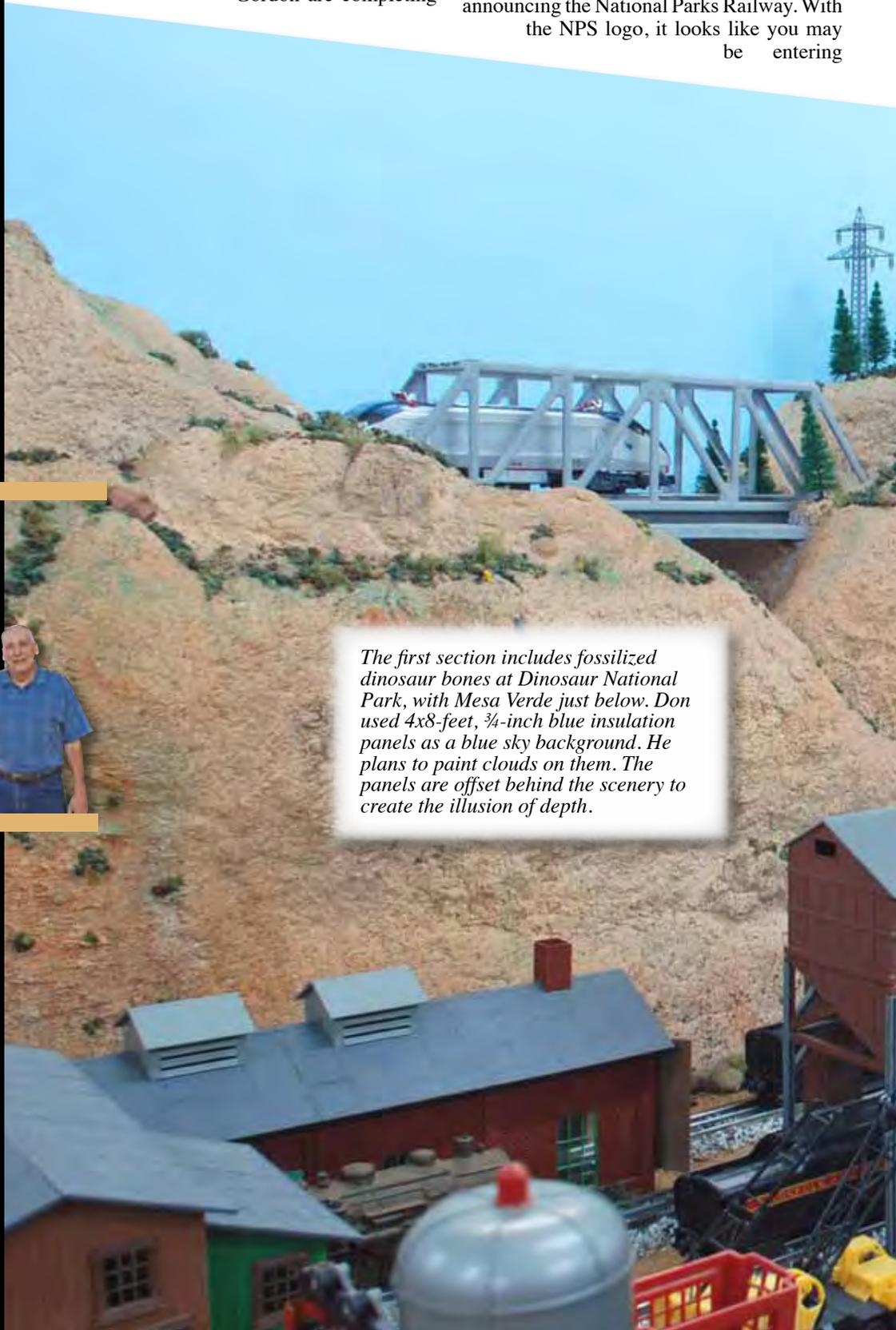
**HIGHLIGHT:**

“I clipped train magazine articles and kept them in a binder for reference while planning and building the layout.”

**V**acations as a Layout Theme  
When Don and Cynthia Hughes started taking their children on vacations 35 years ago, little did they know what a lasting impression those driving trips would have on their lives. Today their children are grown, and Don and his daughter Mindy Gordon are completing

the finishing touches to a 68x27-foot, O-gauge train layout. It features 17 national parks and historic monuments the Hughes family visited over the years.

Those who enter the rural property of Don Hughes near Fort Worth, TX, are greeted by a large sign at the entrance to the driveway announcing the National Parks Railway. With the NPS logo, it looks like you may be entering



*The first section includes fossilized dinosaur bones at Dinosaur National Park, with Mesa Verde just below. Don used 4x8-foot, 3/4-inch blue insulation panels as a blue sky background. He plans to paint clouds on them. The panels are offset behind the scenery to create the illusion of depth.*

*Don stands next to the National Parks Railroad entrance billboard by his home near Fort Worth, TX.*

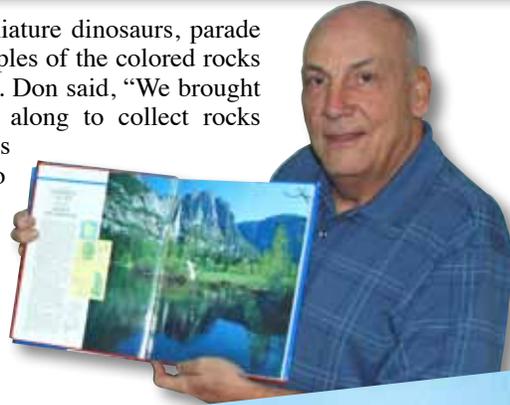
# Parks Railway

a national park. Once you step inside the 32x80-foot metal building, you start a grand tour of 17 of America's national parks and monuments in miniature on Don's O-gauge train layout. It contains more than 800 feet of three-rail tubular track with wooden ties. "Chicken grit" ballast provides a realistic look.

## Research and Recovery

Don and his family sourced the detailed props for this layout over the years as they visited the national parks. The

layout includes miniature dinosaurs, parade characters, and samples of the colored rocks unique to each park. Don said, "We brought small sample pails along to collect rocks just outside the gates of each park so we could match the colors on the landscaping." He crushed and graded the samples into three sizes for use on the layout.



*Don often worked from actual photographic references when creating his park scenes, like this book with a photo of the waterfalls of Yosemite National Park.*

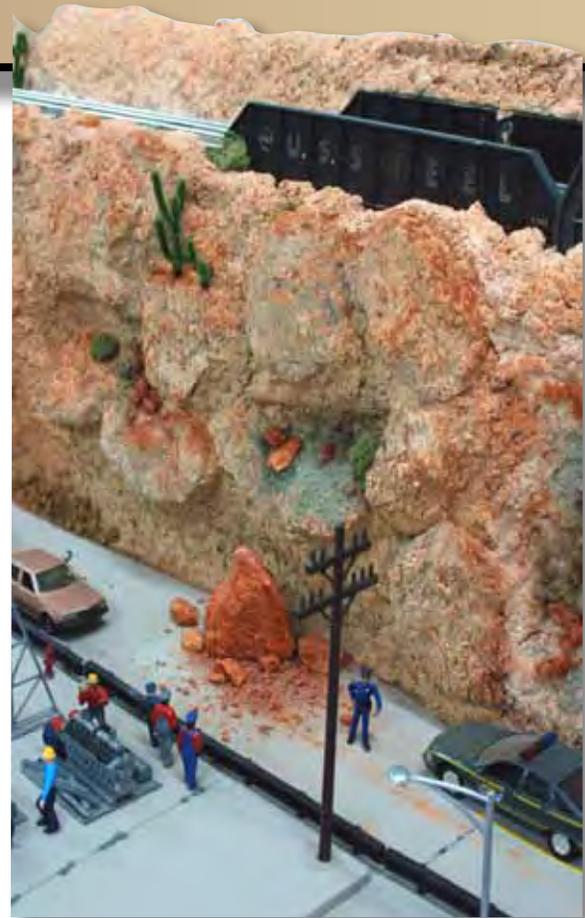


"I clipped train magazine articles and kept them in a binder for reference while planning and building the layout," Don explained. Many of his structures – including the 9-½-foot-long reproduction of the under-construction Trinity River arched bridge in Dallas – were his own scratch-built projects.

### **Suck It Up**

One of the many creative "out-of-the-box" construction techniques Don developed is his method for carving mountains. "I got tired of

vacuuming up the mess after I carved the insulation board," he said, "so I started carving with the vacuum attachment running. The mess was sucked up as I went." The carving was no small task. Don used over 100 four by eight feet sheets of ¾-inch white Styrofoam® insulation board. The carvings were covered with Structo-lite® plaster and Scultamold®.



*An actual piece of rock from one of Don's park trips was used as a prop to simulate a rock slide onto a busy highway.*



*Carlsbad Caverns is the first national park shown on the layout. Visitors see not only the outside entrance, but also the cutaways showing the cave's underground chambers.*

### **At the Beginning**

The National Parks Railway actually began in earnest about eight years ago with the entire family helping with the project. Don's wife Cynthia got the ball rolling when she suggested to Don, "You need a place to build your layout." Soon after they sold their home in Arlington and moved to a home in the country with a separate building on the property. It was big enough to contain a train layout he had so far only been able to dream about. Daughter Mindy and brother Jim helped with this construction project over the years. Today Mindy and her family live next door, and she continues to contribute to the layout.



*What layout about national attractions would be complete without including Disney World/ EPCOT Center, even though it is not part of the national park system? The National Parks Railway has a working model of the famous monorail.*

*To the right of the Teton peaks are Yosemite National Park and its famous waterfalls.*



Don grew up in Wichita Falls, TX, and received his first Lionel® train in 1949. It is still proudly displayed on his layout. He and his brother Jim have built public train layouts in Arlington and Wichita Falls for years. They designed, built, and regularly displayed a large layout during the holidays in malls, banks, and area universities. The National Parks Railroad is Don's first permanent layout.

### A Work in Progress

Don continues to work on the final touches of the layout and plans to finish it in the next year or so. Meanwhile, he brings groups from churches, schools, and area model railroad clubs to his home for the grand tour of national parks. "My first official tour was in May 2010 when I invited local TCA members for a visit," Don said. It's a hands-on tour, as Hughes provides his visitors Lionel Trainmaster Command Control™ Cab-1 remote controllers to run trains along six different circuits on his massive layout.

Don has included generous touches of whimsy throughout his work of art. "It's not completely prototypical. It is just for fun," he proudly exclaims. "It is all about the audience. The kids chase the trains and the adult men ask me lots of questions about the layout."

Other flights of fancy include a "40 Years of Cartoon History" parade with marching cartoon characters that he has collected for years and a recurring jogger that kids enjoy finding at every major scene on the layout.

Seeing 17 national parks on one trip would usually involve thousands of miles of driving, but in Don Hughes' backyard building, it's just a few steps from one park to the next.

### The Parks

1. Yosemite National Park, CA
2. Yellowstone National Park, WY
3. Zion National Park, UT
4. Bryce Canyon National Park, UT
5. The Grand Teton National Park, WY
6. Arches National Park, UT
7. Saguaro National Park, AZ
8. Mesa Verde National Park, CO
9. Independence Hall National Historical Park, Philadelphia, PA
10. Devils Tower National Monument, WY
11. Mount Rushmore National Memorial, SD
12. Christ of the Ozarks, Eureka Springs, AR
13. Statue of Liberty National Monument, NY & NJ

14. Dinosaur National Park, CO
15. Hoover Dam, NV
16. Carlsbad Caverns National Park, NM
17. Grand Canyon National Park, AZ

### The Attractions

1. Cape Canaveral, FL
2. Disney World and EPCOT Center, Orlando, FL
3. Grand Central Terminal, NY
4. A circus parade in the streets
5. The Bates Hotel
6. Dallas, TX – Trinity River Bridge
7. Recreation of an actual bear cub rescue on Donner Pass wooden trestle

### Specifications

Building: 32x80 feet

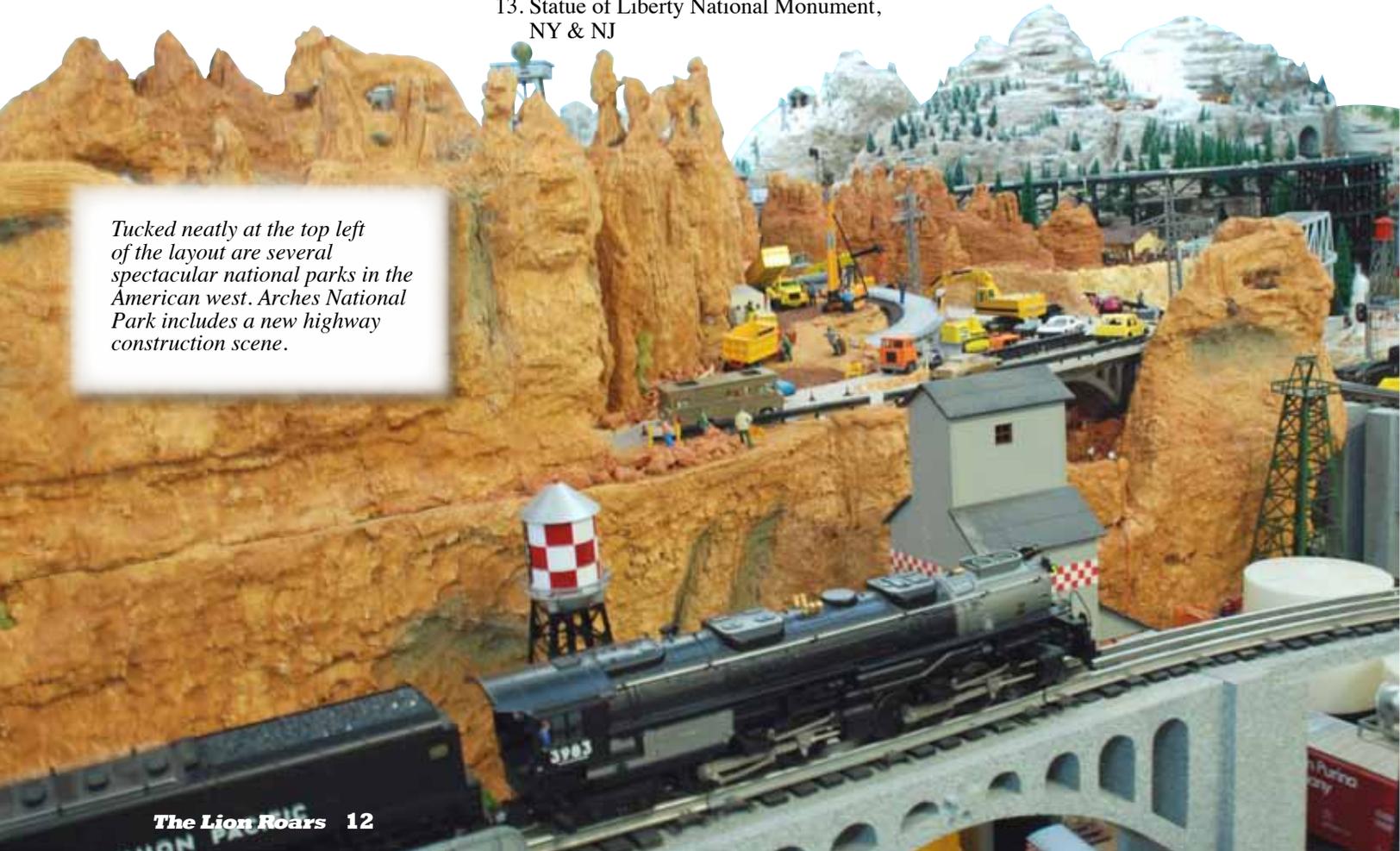
Track type: Tubular 3-rail with added wooden ties

Power: Eight Lionel ZW transformers and four Lionel Z transformers

Minimum Curves: O72 (except on the trolley line).

*Photographs by Don Hughes*

*Tucked neatly at the top left of the layout are several spectacular national parks in the American west. Arches National Park includes a new highway construction scene.*



# Anytime Gifts for your JMs



G-Scale "Polar Express" Train Set 7-11022  
Sale price \$69.95 – List \$139.99  
Save 50%

## Polar Express G-scale (Large Gauge) Train Set

- Giant locomotive with SOUND, BELL, WHISTLE, and HEADLIGHT
- Battery operated, batteries included
- Handsomely detailed passenger cars
- Easy to handle remote controller
- 55x72-inch oval of track
- Ready to run



"Little Lionel" Train Set 7-11163  
Sale price \$46.95 – List \$59.99  
Save 22%

## "Little Lionel" 49-piece Train Set with Sound

- A great starter set for your young engineer
- Pieces snap together for a wonderful layout with a 38-1/2x43-inch footprint
- Choo-choo sound and whistle
- Forward/reverse operation
- Infra-red control system
- Requires six AAA batteries (not included)



Lionel "Scout" Train Set 6-31027  
Sale price \$129.95 – List \$199.99  
Save 35%

## Lionel "Scout" Train Set

- Powerful die-cast metal O-gauge loco with SMOKE, WHISTLE, HEADLIGHT, and OPERATING COUPLERS on the tender and cars
- 40x60-inch oval of Lionel FasTrack™
- Power Pack
- Ready to Run



A gift of toy trains is right any time of the year, including the arrival of the new year, an upcoming birthday, or a special occasion. Kids care about the trains more than the reason for a gift! Delight the JMs in your immediate or extended family with these best-selling Lionel train sets.

At these deeply discounted prices, gifting to kids is even more fun; especially since the purchase quantity limits are generous. Proceeds benefit LCCA's JM program.

Visit LCCA at [www.lionelcollectors.org](http://www.lionelcollectors.org) to place your order.



**Mike H. Mottler**  
RM 12394

# A River Runs

**HIGHLIGHT:**

“Laman Library confirmed the total attendance as more than 3,200 visitors, a new record.”

**T**he cities of Little Rock and North Little Rock in Arkansas are adjacent to each other but separated by the Arkansas River – the same river that flows from Colorado through the Royal Gorge and into the heartland. However, during the 2010 holiday season, the cities were joined by a common bond – operating displays of toy trains in two local institutions.

**The Albright Layout at HAM**

Patricia Grant, the Curator of a series of “Eclectic Collector” exhibits at the Historic Arkansas Museum in downtown Little Rock, has for nine years prepared a series of months-long exhibits of items loaned to the museum from Arkansas-based collectors for the enjoyment of the public. In 2010, the featured collector was LCCA’s Bill Albright (RM 24506). Toy trains from his collection of Lionel®, American Flyer®, and other brands were the “stars” of the show on display in many exhibit cases at a gallery in the museum. During December, Bill’s traveling layout with O-gauge and S-gauge trains was also on display and in operation.

Grant explained, “Nose prints on the surfaces of the display cases are a valid form of feedback about and interest

**A Generational Legacy**

Bill’s three daughters, including Tammie, the youngest, grew up in the Albright family and were always immersed in their dad’s hobby. The sisters learned how to operate the trains and ran them often at home.

Tammie said, “We raced the trains around the track. I’d catch the train in mid-air when we ran it off the platform. We ran two trains on a figure eight, and they’d just barely miss each other. We grew up having fun with trains, and I’m still a train kid at heart!”

The “train gene” has been passed along to the next generation in Tammie’s son, Clayton Holderfield (JM 28722), and he is an ambassador for the train hobby along with his grandfather. When Clayton was about four years old he received a train from “Papa” Bill. Clayton’s interest in trains has stayed with him to this day. Bill, a retired teacher, has a large train layout at his home, and he regularly invites school groups to see it in action. He explains train transportation, railroad history, and arranges a safety presentation to young listeners by an Operation Lifesaver spokesperson. Clayton often helps out with these “show and tell” presentations.



in the collection. Bill’s trains gathered lots of nose prints!” She remembered a toy train in her family, but she wasn’t allowed to touch it when she was growing up. The Lionel Girl’s Train of 1957-58 may have been created to appeal to families with girls like her of that generation.

# through It

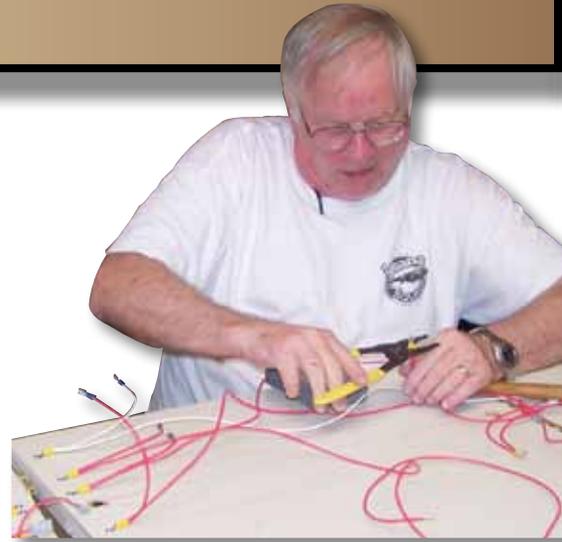
## Across the River and through the Woods

Last year in December 2009, Bill presented his layout at Laman Library in North Little Rock. The number of visitors to the library then set a record for Exhibit Hall attendance when more than 1,200 visitors enjoyed his trains and displays. Sensing community interest in the world's greatest hobby, the library sought an encore performance in December 2010.

In response, a group of LCCA members in central Arkansas designed, built,

buildings from the "North Pole" and "Christmas in the City" series. The trains, operating accessories, lighted buildings, and 1:43 scale autos were loaned from the collections of Mike, Craig, and Robert. The two main lines were installed in a dog bone pattern with TMCC™ applied to Track One and conventional operation on Track Two. Three Lionel KWs provided the power to the trains and all operating accessories.

The Director of Laman Library is a grown-up "train kid" too, and he enabled the train display through



LCCA provided a Lionel "Scout" train set and the library offered a Lionel Polar Express train set as free raffle prizes. The winning families took home a train set as a memory-making Christmas gift of a lifetime.

Debra Wood, Director of Exhibits at Laman Library, confirmed the total attendance as 3,255 visitors, a new record.



and operated a 12x14-foot modular Lionel layout. Led by Mike Mottler (RM 12394), the group of LCCAers included Robert Lewis (RM 27374), Craig Gerard (RM 15198), Michelle Snyder (RM 29170), Bill Albright, Clayton Holderfield, and some train hobbyists in the area. Volunteer operating engineers reported for assigned shifts during regular library hours and collectively worked 302 hours.

## A Kid-friendly Layout

The layout was designed with hands-on involvement of kids foremost in mind. It had a 30-inch platform height, included a "Lionel orange" perimeter fascia board with pushbuttons for the operating accessories on the layout, and showed Department 56 lighted

staff support, media outreach by its PR office, and hospitality to all who visited the facility. The library also presented a tabletop display of train-related books and videos in its collection.

*Kevin Newsom won the raffle prize provided by LCCA.*



# TEXAS

## Beckons You to the 2011 LCCA Convention

by **Al Kolis**

RM 15902

Fellow Member, President, and CEO



### **HIGHLIGHT:**

The tours will be something special. You'll enjoy them all and a very special raffle, one that has never been offered at any convention of any train club before!

Be sure to mark your calendar, if you haven't already, and plan to attend the LCCA's 41st Convention to be held at Hyatt Regency DFW at the airport. This centrally located convention facility in Grapevine/Dallas, TX, will be the host hotel for an outstanding LCCA Convention. I believe it will be remembered as one of our best in recent history, since it blends the ambiance of a modern urban center with the charm of a historic town.

If you fly into DFW, there'll be no need to grab a taxi or rent a car to get to this beautiful hotel.

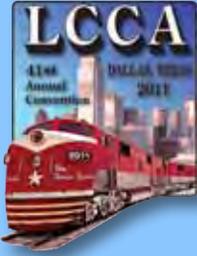
Hyatt Regency DFW provides 24/7 courtesy shuttle service to all DFW terminals. After arrival at the airport, LCCA members may contact the hotel via courtesy phones located in baggage claim areas and request complimentary pick-up. Hyatt vans are blue with white lettering and are accessible on the lower level of the terminals.

If you drive, go through a public lane, retrieve an airport toll ticket, and ask the hotel to validate it. You'll enjoy free parking at the hotel with in/out privileges.

The tours will be something special. You'll enjoy them all and a very special raffle, one that has never been offered at any convention of any train club before!

The tours are described in this issue of *The Lion Roars* along with the Convention Registration Form and the Hotel Reservation Form for convenience. Don't become a procrastinator and wait until the last minute – you might miss out on what promises to be one of the "funnest" LCCA Conventions ever!

# LCCA 2011 CONVENTION TOURS



*Friends, families, and guests of LCCA members may attend the Convention if entered by a club member on his/her Convention Registration Form.*

## Tour 1: Texas State Railroad

**Monday, July 25** 7 a.m. – 6 p.m.  
*Costs: \$139 open air car; \$159 air conditioned car (limited seating)*



After a 2.5 hour motorcoach ride to the site, you will arrive at the Piney Woods of East Texas for a ride aboard a 1900-era steam train. Enjoy a photo run-by before leaving the station, see locomotive #610 (it pulled the American Freedom Train), then watch old #300 as it turns on the 1880s air-powered turntable. Tour the maintenance shop in Rusk and then climb in the cab of #300 to have your picture taken. You will enjoy



some of the most mouth-watering BBQ ever under the tall pines in a pavilion, or in large tents set up just for us. This is truly a “Welcome to Texas” tour to begin your fabulous week in the Lone Star State. Some of the cars are open air, meaning covered but non-air conditioned, with a few cars air conditioned for comfort. The weather may be warm, but the shade of the forest and the movement of the train should make the trip quite

comfortable. One lucky guest 18 or older will enjoy a ride in the cab with the engineer and fireman, so be sure to wear closed-toe shoes in case you’re the lucky one.

## Tour 2: Mystery and Model Trains

**Tuesday July 26** 9 a.m. – 2 p.m.  
*Cost: \$99*

Explore Dallas with an inquiry into the assassination of President John F. Kennedy, dine at Spaghetti Warehouse, and visit one of the country’s largest permanent G-gauge model train exhibits.



This tour will begin at the Texas School Book Depository and Dealey Plaza, the site of the JFK assassination. Then it’s up to the Sixth Floor Museum where Lee Harvey Oswald took the fatal shot (or did he?). You will be transported back to 1963 and JFK’s trip to Dallas, the motorcade route, the “X” on the street where he was shot, the stockade fence, and the investigations that followed. You may leave with questions still lingering regarding his death.

After lunch at Spaghetti Warehouse, it’s on to the Children’s Medical Center of Dallas, home to the country’s largest permanent G-gauge model train



display. This two-story layout was designed and built by local artist Malcolm Furlow with the intention to help the children forget, for just a small time, their pain and illness.

## Tour 3: Money and Motors

**Tuesday, July 26** 8 a.m. – 1:30 p.m.  
*Cost: \$69*

This tour begins with a visit to the Bureau of Engraving and Printing (BEP) Western Currency Facility in Fort Worth. You’ll watch a short video and then see millions of dollars being printed as you walk



along an enclosed elevated walkway over the production floor. PLEASE NOTE: NO CAMERAS, CELL PHONES, OR FOOD/DRINK MAY BE BROUGHT INTO THE BEP. The tour is a 40-minute walking tour and covers about ¼-mile. After the tour, enjoy the opportunity to shop at the money store for your sheet of uncut bills.

Next is one of the world’s largest and most modern sports and entertainment facilities, Texas Motor Speedway (TMS). Tours include a stop on the luxury suite level where you get a birds-eye view of the 1,500 acres that is TMS and more than 150,000 spectator seats.

You can bring your camera here for numerous photo ops, including the infield and the garage. Ride in the TMS van and negotiate the 24-degree, high-banked track. Truly an experience you’ll remember and talk about!



Since there is NO LUNCH on this tour, feel free to bring snacks to eat on the bus between the BEP and TMS venues.

#### **Tour 4: Arlington Sports**

**Tuesday, July 26** 9 a.m. – 4 p.m.

*Cost: \$134*

This is truly a sports fan's delight! Take a trip to three of North Texas' premier sporting attractions – the International Bowling Museum, Texas Rangers Ballpark, and Cowboys Stadium.



First is an interactive museum filled with one-of-a-kind bowling artifacts, a unique bowling experience, and a cutting-edge glimpse toward the future of this pastime.

Second is the Ballpark in Arlington, home of the 2010 American League Champs, the Texas Rangers. Arriving at the ballpark, we'll tour the open-air stadium and see the clubhouse, press box, owner's suite, and the dugout.



After a BBQ lunch, it's on to Cowboys Stadium where a guided tour takes you through the largest

domed facility in the world. You'll go behind the scenes, through the Founders Club, Main Club, press box, scoreboard control room, locker room, interview room, and the playing field. On the field you'll be able to go to the logo star and pose for souvenir photos, but you must provide your own camera. This will be a day of sports and fun!

#### **Tour 5: DART and MATA**

**Tuesday, July 26** 9 a.m. – 3 p.m.

*Cost: \$79*

Today you will enjoy the present and the past in urban rail travel. Beginning with the exploration of the Dallas Area Rapid Transit's (DART) control room and shop, this two-level facility is the heart of the DART rail system where all of the routes are controlled and all the cars are serviced.



After exploring the present and future of urban rail, you'll be taken back in history on the McKinney Avenue Transit Authority's Trolley (MATA) system. The "M" Line is the only transit line in North Texas



that operates lovingly restored antique electric trolley cars running on some of Dallas' oldest original trolley tracks. You will ride on one of the following cars – Rosie (1909), Green Dragon (1913), Petunia (1920), or Matilda (1925). After riding the entire route and watching the operator reconfigure the car for the round trip, you will take a private tour of the trolley barn and "talk shop" with those who keep these historic treasures in working order. Finally you'll have some free time in historic Uptown for lunch on your own or checking out the art galleries and antique stores.

#### **Tour 6: Grapevine Vintage Railroad**

**Wednesday, July 27** 9 a.m. – 3 p.m.

*Cost: \$129*

After a short ride from Hyatt Regency DFW to historic downtown Grapevine, TX, look for the RR turntable. We'll depart on a 10 a.m. train ride aboard the Grapevine Vintage Railroad. You will think you've just stepped into an old



western movie when you are greeted by friendly saloon gals. During the 75-minute trip there will be a surprise holdup by a group of train robbers, so hold onto your women and other valuables. When the train pulls into the Ft. Worth Stockyards, you'll be treated to a longhorn cattle drive and a chance to do some cowboy boot 'n hat shopping. For lunch, it's Joe T. Garcia's, a Ft. Worth Tex-Mex icon, before heading back to the hotel.

**Tour 7: Cowgirls, Science, and Salsa**

Wednesday, July 27 9:30 a.m. – 2 p.m.  
Cost: \$100



This tour catches the cowgirl spirit at the only museum in the world that documents the women of the West. Ft. Worth's national Cowgirl Museum and Hall of Fame features stories, tributes, and artifacts of the "can-do spirit" of cowgirls everywhere.



Next door is the new Ft. Worth Museum of Science and History, which opened in November of 2009. Exhibits include DinoLabs; Paluxysaurus jonesi, the official dinosaur of Texas; The Noble Planetarium; the Ft. Worth Children's Museum; Innovation Studios with hands on demonstrations; and the Omni IMAX Theater. Special exhibits feature some of the best interactive attractions. Afterwards, we'll do lunch at a local legend to try some tasty Tex-Mex treats at Pappasito's before returning to the hotel. Note: IMAX and Planetarium admissions not included.

**Tour 8: DART and MATA**

Wednesday, July 27 9 a.m. – 3 p.m.  
Cost: \$79

A reprise of Tour 5 for convenience.

**Tour 9: Planes and Trains**

Thursday, July 28 9:30 a.m. – 4:30 p.m.  
Cost: \$115

This tour begins with a visit to the



Cavanaugh Flight Museum where you step back in time and watch the history of aviation unfold. Walk past wood and fabric aircraft from WWI. Pass by aircraft of the 1930s and WWII, and check out the early jet planes of the '50s. A special treat for one lucky person will be a ride in an open cockpit Stearman Bi-Plane. Tour participants who signed a waiver and are in good health will be



eligible for that lucky ride. It's just another memory-making event of a lifetime, courtesy of your LCCA.

After the flight museum, lunch will be at Babe's Chicken House. This North Texas home-cookin' favorite serves up family-style dinners of fried or smoked chicken, pot roast, and chicken fried steak with lettuce salad, green beans, creamed corn,

mashed potatoes, and excellent biscuits with honey or molasses. After waddling out of Babe's, you're off to the Museum of American Railroads (MARR) at its new location. The MARR has one of the most comprehensive heavyweight passenger car collections in the U.S. Among the locomotives in the collection are a UP Big Boy, a Pennsy GG1, a Santa Fe F3, and a 4-8-4 Northern. This tour will definitely be one to take.



**Tour 10: Money and Motors**

Thursday, July 28 8 a.m. – 1:30 p.m.

Cost: \$69

A reprise of Tour 3 for convenience.

**Tour 11: Arlington Sports**

Thursday, July 28 9 a.m. – 4 p.m.

Cost: \$134

A reprise of Tour 4 for convenience.

**Tour 12: Glass and Wines**

Friday, July 29 9 a.m. – 1:30 p.m.

Cost: \$110

Today you will visit the exquisite Vetro Glass Blowing Studio and Gallery.

Vetro is a state-of-the-art facility which is nationally recognized.

Its glass artists specialize in hand-blown works of art. After the glassblowing demonstration, guests will head to



the beautiful Cross Timbers Winery for lunch and wine tasting where you will be able to sample five delicious wines. Texas, and specifically the Grapevine area, is becoming well known throughout the wine industry. Today you'll sample some of this "Texas Pride" for yourself. After glass-blowing, wine tasting, and lunch, you will be able to visit the many shops and boutiques in historic downtown Grapevine before returning to the hotel.



**Tour 13: Mystery and Model Trains**

Friday, July 29 8:30 a.m. – 1:30 p.m.

Cost: \$99

A reprise of Tour 2 for convenience.

**Tour 14: Dallas Dazzles**

Saturday, July 30 8 a.m. – 1:30 p.m.

Cost: \$60

Take a driving tour of downtown Dallas and learn the city's history, including how Dallas was named and why it was founded on the banks of the Trinity River. You'll see famous sights like Pioneer Plaza and Fountain Place along with highlights like Dallas City Hall, The Arts District, the original Neiman Marcus department store, and the Old Red Courthouse.

When you get to Uptown, you'll have time for shopping, grabbing a snack, or exploring. You will even have time to take a ride on the free trolley system through the "M" streets. It's a wonderful way for the ladies to spend a Saturday morning while the men "train shop." Note: lunch is NOT included.

*Notes: (1) Tours are not handicap-accessible. (2) For safety, open-toe shoes and sandals are not permitted on any tour. (3) By participating in Convention activities, attendees allow LCCA to publish their photographs in club publications.*

*Photographs by Bob Carter, Grapevine Vintage RR, Cowgirl Museum, and Google Images.*



# LCCA 2011 CONVENTION SCHEDULE

**Grapevine/Dallas, TX      July 25 – 30, 2011**

<b>Event</b>	<b>Time</b>	<b>Notes</b>
<b>Sunday, July 24</b>		
Registration Desk open	Noon – 7 p.m.	Hyatt Regency DFW (HRDFW)
<b>Monday, July 25</b>		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #1: Texas State RR Special	7 a.m. – 6 p.m.	With BBQ Lunch in Rusk, TX
<b>Tuesday, July 26</b>		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #2: Mystery and Model Trains	9 a.m. – 2 p.m.	With Lunch at Spaghetti Warehouse
Tour #3: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #4: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Tour #5: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
<b>Wednesday, July 27</b>		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #6: Grapevine Vintage RR	9 a.m. – 3 p.m.	With Lunch at Joe T. Garcia's
Tour #7: Cowgirls, Science, and Salsa	9:30 a.m. – 2 p.m.	With Lunch at Pappasito's
Tour #8: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
First-time Attendees Reception	6 – 7:30 p.m.	HRDFW, Room TBA
<b>Thursday, July 28</b>		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Tour #9: Planes and Trains	9:30 a.m. – 4:30 p.m.	With Lunch at Babe's
Tour #10: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #11: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Get Acquainted Party	6 – 10 p.m.	HRDFW Ballroom
<b>Friday, July 29</b>		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Trading Hall set up	7 a.m. – 5:30 p.m.	For Exhibitors Only
Tour # 12: Art of Glass and Wines	9 a.m. – 1:30 p.m.	With Lunch at Cross Timbers
Tour #13: Mystery and Model Trains	8:30 a.m. – 1:30 p.m.	With Lunch at Spaghetti Warehouse
LCCA Annual Business Meeting	2 – 3 p.m.	HRDFW, Room TBA
Junior Members Fun Time	2 – 4 p.m.	HRDFW, Room TBA
Lionel Seminar	3 – 5 p.m.	HRDFW, Room TBA
Trading Hall open	6 – 9 p.m.	For Registered Members only
<b>Saturday, July 30</b>		
Registration Desk open	8 – Noon	HRDFW Downstairs
Tour # 14: Dallas Dazzles	8 a.m. – 1:30 p.m.	Lunch on your own
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. – Done	
LCCA Reception	6 – 7 p.m.	HRDFW Ballroom
LCCA Banquet	7 – 10:30 p.m.	HRDFW Ballroom
Convention Ends	After the Banquet	

*Travel Home Safely! See you next year in Norfolk, VA – July 2012*

## Convention Clinics and Seminars by Craig Tribuzi RM 10207

The upcoming Convention in Dallas will feature new experiences and enrichments to the event – practical clinics and informational seminars intended to educate and entertain. All the FREE clinics and seminars will be one hour long and were chosen to meet varied interests. They will include train and train-related sessions and non-rail clinics for those not engaged in train collecting. The clinics and seminars will be scheduled on Monday, Tuesday, and Wednesday evenings

after four groups return to the host hotel and on Saturday during the day.

The current schedule of events is shown in the table below. The sessions noted as “TBA” did not yet have a presenter as we went to press, but the topic is either in the planning stages or is on track but not finalized. Some of the presenters at these clinics are Master Model Railroaders in the Lone Star Region of the NMRA. These MMRs have layouts

and conduct operating sessions on several of the finest train layouts in the Dallas/Ft. Worth area. Some of the hands-on clinics will include a modest fee to cover materials, but attendees will keep what they create.

When all clinics and seminars have been confirmed, the specific days and times will be announced. The final schedule of these events will be included in the Convention Timetable distributed to each Convention registrant.

Lionel/LCCA	Scenery	Layout/Prototypical	Non-Rail Clinics
LCCA Web Seminar (Larry Black)	Making a Great Model (TBA)	Logging Operations (Bart Bartholomew)	Railroad Sewing & Quilting (TBA)
eTrack/IT Seminar (Barry Braden/Craig Tribuzi)	Setting the Scene (TBA)	Modeling Prototypical Industrial Details (TBA)	Railroad Cuisine (TBA)
Your Claim to Fame: Reporting for <i>The Lion Roars</i> (Mike Mottler)	Making Foam Scenery (Jerry Hoverson)	Experience with Public Display Layouts (Ban Bywaters & Roger Farkash)	Railroad China/Silver (TBA)
Lionel Legacy/TMCC Basics (Tom Nuzzo)	Carving Mountain Scenery (Roger Farkash)		BSA Railroading Merit Badge (Jerry Calkins)
Lionel Legacy/TMCC Advanced (Tom Nuzzo)	Building a Static Grass Generator (TBA)		Using RR Track (Fred Hunter)
Lionel's Repair Facility & Services (Mike Reagan)	Making Lodge Pole Trees (S. Hunter, F. Ourso, C. Calkins)		
Std Gauge Setup & Operation (Ban Bywaters)	Making Inspirational Point (Craig Tribuzi)		
	Using Free Photo Editing Software to Make Background Buildings (Chris Atkins)		
	Scratch Building Easy Pine and Aspen Trees (Duane Richardson & Charlie Kirk)		
	Using/Caring for an Airbrush (Hank Whyte)		

### Answers to A Lionel Puzzlement

ACROSS. 2. Dump, 5. Smoke, 6. Watt, 8. Post, 9. Switcher, 10. Coin, 12. And, 14. Pantograph, 15. Newsstand, 16. Hen, 17. Rectifier, 19. Canister, 21. Mickey, 23. Cattle.

DOWN. 1. Ton, 2. Derrick, 3. Interurban, 4. ZW, 5. Station, 7. Lockon, 9. Sunoco, 11. Hopper, 13. Transformer, 16. Horn, 18. Navy, 19. Coal, 20. Ice, 22.



**Brianna Gambino**  
JM 29895

## Now I'm One of Them

### HIGHLIGHT:

"I hope Grapevine/Dallas will be on my go-to travel list in 2011."



*Editor's Note: With the 2011 Convention just months away, this flashback to the 2010 Convention in Denver – as seen through the eyes of a teenager – may bring back some memories and build expectations.*

During the last week of July 2010, I went on a trip to Denver, CO, with my pop-pop and his wife. They wanted to bring me with them to share his hobby of collecting trains. He is a member of the LCCA (Lionel Collectors Club of America) and now, so am I.

On the first day of the 2010 LCCA Convention, I went on a steam locomotive train trip to Cheyenne, WY. The engine was black, and it was very long. There was a run-by in Nunn, CO, where my pop-pop and I, along with the other passengers, got off the train to take pictures of the train as it rushed by. There was a second run-by near Cheyenne, but we stayed on the train in the open car for that one.

When we got off the train in Cheyenne, we boarded buses and went to a parking lot full of boxcars. There I saw the Challenger. It's the oldest steam locomotive running today! Sadly, it was being repaired then, so we didn't get to ride behind it. In the afternoon we went to lunch at the Holiday Inn for a BBQ lunch. I had a pulled pork sandwich and an Oreo

cookie brownie. After lunch we took a bus back to the Marriot Tech Center Hotel in Denver where the Convention was held.

The next day we enjoyed the pool at the hotel. That night we left on a bus for the moonlight dinner train through the Rocky Mountains. We looked high and low trying to find snowcaps on the mountains, but we didn't find any because it was the summer. We thought the dinner was supposed to be served on the train, but it was in a barn. Good thing, because it was an open air car and it began to pour, so we didn't get to go on the train. The Rocky Mountains were still amazing and beautiful. Although it was freezing and raining, I had a good time.

On Wednesday we went to the Frontier Days Rodeo in Cheyenne by bus. We saw bull fighting, bareback horse bucking, and steer wrestling! There was a bunch of tents set up holding souvenir shops, face painting, and western clothing such as belt buckles and

cowboy hats. There was an Indian Village that showed how they cooked and lived. In the village there was a souvenir shop full of jewelry made by real Indians. There was a delicious BBQ lunch. They had ribs, pulled pork, turkey legs, and mashed potatoes plus live country music. It was so much fun!

Later in the week I met Angela Trotta Thomas, an artist. She is also known as "The Train Lady" because she does a lot of train drawings. She taught



an art class on Friday afternoon. My friend Krysti and I helped little kids draw the Santa Fe train out of basic shapes. When the Santa Fe train was finished, Angela had a harder-to-do lesson for anyone who wanted to stay. Krysti and I stayed and attempted to draw a steam locomotive.

On Saturday, the last day of the Convention, I helped Dom Caponi, the LCCA Junior Member Coordinator, sign up new club members. There were trains running on the floor of the hotel atrium for little kids to play



with. The first eight parents or grandparents who bought a Junior Membership for their youngster received one of the eight train sets awarded free by Lionel through LCCA.

Saturday night was the banquet. They served salad, steak, and chicken. For dessert they gave out cheesecake. During the banquet a slideshow of pictures of the entire Convention played on a projector screen. There were train items to bid on and the President of the club told stories about the club's history.

I'm really interested in attending again, and I hope Grapevine/Dallas will be on my go-to travel list in 2011.

*Photographs by Ed Richter*



## HIGHLIGHT:

“The layout was funded and partially built and designed by Lionel. Captain Jensen had pitched the idea to Lionel and they agreed to help.”

### **L**ionel Layout 60th Anniversary

Back in 1961 when I was an 11 year old, I was excited to send in the coupon on the back cover of that year’s pulp Lionel Accessory Catalog. “As the owner of a Lionel Train ... You too can be come an honorary stockholder.” At the time, I didn’t realize the true meaning of the word honorary. In addition to your name and address, the coupon asked you to fill in a space labeled, “I would like to see in next year’s Lionel Line ...” I filled out the coupon along with my suggestion for a new item I’d like to see. My suggestion was a helicopter launching platform. The ad promised that as a stockholder you’d receive a stock certificate in the Lionel Rail Road Company, an attractive membership button, the 1962 catalog in September, and a 64-page booklet filled with interesting information on how to have more fun with Lionel Trains.

When the 1962 catalog arrived, I was especially surprised to see the new Lionel Heliport. Surely my suggestion must have been taken seriously – or at least that’s what an 11-year-old thought. The 64-page booklet was the latest “How to Operate Lionel Trains and Accessories” booklet. I was surprised to also receive the 384-page Bantam paperback book, *Model Railroading*, “revised by Lionel experts.” The book contained a wealth of information. Chapter 19 was devoted to model railroading as a civic project. In this chapter, the work of Captain Henry Jenson is documented. He decided back in the late 1940s that a model railway would be a great way to teach youngsters how to think straight and plan carefully. This chapter goes into great detail about the “Model Train Heaven” that was built, including many photos of the completed project. The railway was completed in October of 1950 with the then-Governor of New York, Thomas Dewey, hammering in a golden spike. The chapter included 24 pages of descriptions, layout plans, and photos. I particularly remember one photo that included a scene in which a television set was built into a mountainside to provide a drive-in movie screen.

Although the chapter provided many details about the layout, it omitted a very interesting fact. The layout was funded and partially built and designed by Lionel. Captain Jensen had pitched the idea to Lionel and they agreed to help. The room in which the layout resided was built by the city department of public works. The exterior of the room was constructed to look like the observation car of the New York Central’s “Empire State Express,” complete with a rear platform and an original drumhead and rear marker lights. All of these features still exist today.

The interior of the room was designed by the Lionel Corporation. Representatives were sent to Rochester to assist in building the scenery and setting up the track, accessories,

and trains. Lionel donated all the original track, trains, transformers, and accessories, totaling \$5,000 in 1950. In today’s dollars that would amount to about \$46,000! All of the locomotives were Pennsylvania GG-1s. I find it curious that Lionel makes no mention of their participation or donation in their story about the design and construction of the layout. Perhaps the company did not want to encourage a flood of additional requests for similar assistance.

Over the years, the layout began showing its age. By the end of the ’50s, the Police Athletic League had been disbanded and interest in trains waned in the ’60s. The entire layout was turned over to the City of Rochester’s Department of Parks and Human Services. The city of Rochester, facing the financial problems that most cities throughout the country are now facing, found itself unable to budget money to maintain and upgrade of this historic exhibit. The exhibit is now funded entirely by donations and maintained by a group of dedicated volunteers.

This past year marked the 60th anniversary of the layout and the occasion was celebrated during Thanksgiving weekend with a re-opening of the layout to the public with special presentations by community leaders and members of the volunteer group. By happenstance, I found myself celebrating Thanksgiving with my sister who happens to live in a suburb of Rochester. We were able to attend the special anniversary celebration. After several speeches and a ribbon-cutting ceremony, visitors were given a tour of the operating layouts. See **photo 1**.

The layout has been meticulously refurbished. The scenic backgrounds, originally painted by members of the Rochester Art Club have been preserved, and their colorful renditions belie their age. The exhibit consists of four layouts that operate independently using conventional control. Each layout represents a different area of the Rochester, NY, region and each is scenicked according to one of the four seasons of the year.

**Photos 2 and 3** show the first layout you see when entering through the observation car. This is the summer layout and is L-shaped. **Photo 4** shows the control panel and track plan. In an article in the June 1991 issue of *Classic Toy Trains*, Arthur Zirul explained that he along with Lionel experts Bob Sherman, Bill Vollheim, and Steve Paganuzzi were assigned the job of assisting those in Rochester and teaching them the scenic techniques they developed in building the 1949 New York showroom layout. The four-foot-long cargo ship shown in **photo 5** is one of the projects scratch built by Arthur Zirul and remains a prominent part of the summer scene.

From the summer scene visitors walk into the fall scene, shown in **photo 6**. This layout features that memorable scene with the TV set. As seen in **photo 7**, this has been updated with a flat screen television containing a DVD player which happened to be showing the Lionelville DVD.

Next, in **photos 8, 9, and 10** we see the winter scene, which is also a nighttime scene. Santa's sleigh can be seen flying overhead. From there we enter the final spring scene shown in **photos 11 and 12**.

Although this appears to be four separate layouts and each can be run independently from the others, they are all connected and trains can be routed from one scene to the next. However, you can view only one scene at a time. Each of the four scenes has its own power and control panel. Some still use the original ZW transformers donated by Lionel 60 years ago. These scenes are not merely simple loops of track. In fact, there are over a hundred switches throughout the four scenes allowing a variety of routes for the trains to follow. Operating the trains between layout scenes requires several "engineers" along with careful planning and precise communications – skills worthy of cultivation in the young engineers that the layout was originally designed to help.

I was especially impressed with the condition of this 60-year-old train layout. Our engineer caps are off to Lee Wood, the volunteer curator and members of the Edgerton Model Railroad Club for the terrific job they did in preserving this historic layout and continuing to maintain and upgrade it. You can gather more information about the layout and make plans to see it by visiting the club's website: [www.edgertonmodelrailroadclub.com](http://www.edgertonmodelrailroadclub.com). The website posts a schedule showing when the layout is open for viewing and also offers a variety of videos and photos of the layout.



**Photo 1**



**Photo 7**



**Photo 2**



**Photo 8**



**Photo 3**



**Photo 9**



**Photo 4**



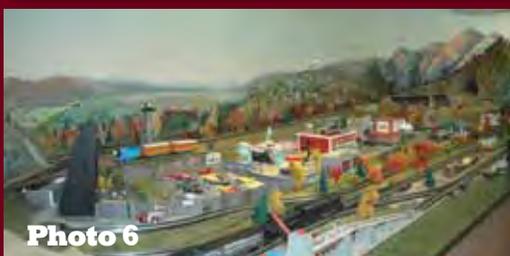
**Photo 10**



**Photo 5**



**Photo 11**



**Photo 6**



**Photo 12**

### Limited Edition LCCA Bridge

T W Train Worx is offering LCCA members some special editions of their popular bridge kits. We reviewed their B-54 Lionel Bridge in the October issue and found it a very enjoyable project. The new special editions have been made with our club letters LCCA emblazoned across the bridge. **Photo 13** shows the thirteen pieces of the B-51 kit. Due to the precise manner in which the parts are cut from MDF board, assembly is straightforward – everything fits as it should. The main pieces are tabbed to assure proper placement. All that is needed is to break the edges of these tabs with a small file; the file is even included with the kit.

The pieces are assembled with carpenter's glue and the completed assembly is quite a solid structure. Once the basic bridge structure is complete, additional decorative pieces are applied to both sides. These elements really put the finishing touches on the completed bridge. **Photo 14** shows the finished product. In addition to making a great addition to a layout, these bridges also make a great base on which to display that special car or loco. The B-51 Bridge measures 20 inches long by 6-3/4 inches tall. The track deck is 5-1/2 inches tall which matches the height of Lionel's tallest trestle. At 4-1/2 inches wide, the track deck will handle a wide variety of track widths. The B-51 Bridge sells for \$89 plus \$7.98 shipping.

Also offered with a LCCA design is the B-54 Bridge which is similar in style but measures 40 inches long with a triple arch design. The B-54 Triple Arch Bridge sells for \$149.99 plus \$13.98 shipping.

For a limited time as a special bonus for club members, each of the LCCA Bridges is also available with a double wide roadbed to accommodate two trains for an additional \$19. This offer is strictly limited; only 500 B-51 and 500 B-54 bridges will be made in the LCCA design. These will be sold on a first-come, first-served basis. You can see more photos and place an order at [www.twtrainworx.com/LCCA](http://www.twtrainworx.com/LCCA) or call 214-634-2965 Monday through Friday from 9 a.m. to 4 p.m.

**Photo 14**





**Photo 13**

*Photographs provided by T W Design*



**Ken Morgan**  
RM 12231

# The Tinsplate

**HIGHLIGHT:**

“That streamlined body was never meant to haul freight, and the tinsplate passenger cars look nicely proportioned behind the loco.”

**Photo 1**



**Photo 2**



**TRIVIA:QUESTION**

Before Dick Clark, who was the most famous host of New Year’s Eve festivities broadcast from New York?

I hope all your holidays were happy with trains making an appearance for the festivities. Nobody in my family would think of celebrating Christmas without trains around the tree. Isn’t that just what Josh Cowan wanted?

In view of the season just passed, here’s today’s trivia question. Before Dick Clark, who was the most famous host of New Year’s Eve festivities broadcast from New York?

**Roman Helmets on the Water Level Route**

Back to the tracks. I’m going to go a bit beyond the usual time period for “The Tinsplate Cannonball,” but I’ll stick to steam, as promised last issue.

As World War II came to a close, Lionel®, like nearly everybody in the industrial sector, wanted to return to normal operations in a world at peace. Clearly, they rushed into production using mostly prewar stock, but they did add the new knuckle couplers and puffing smoke, plus several new engines.

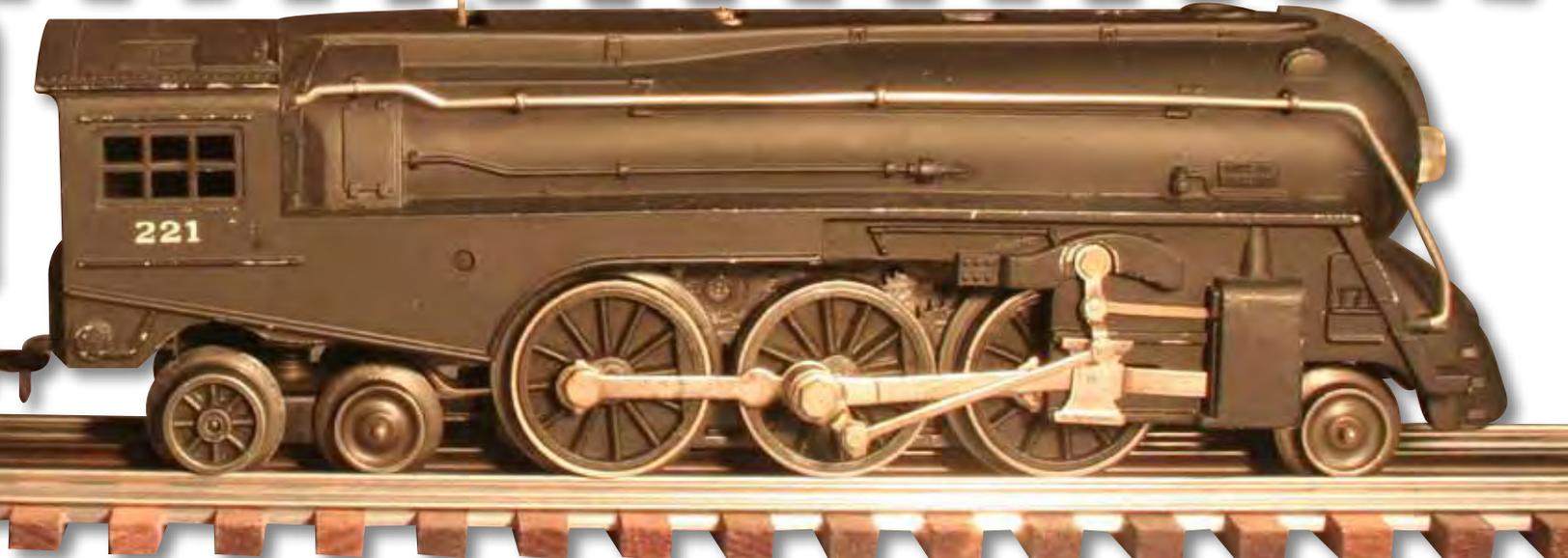
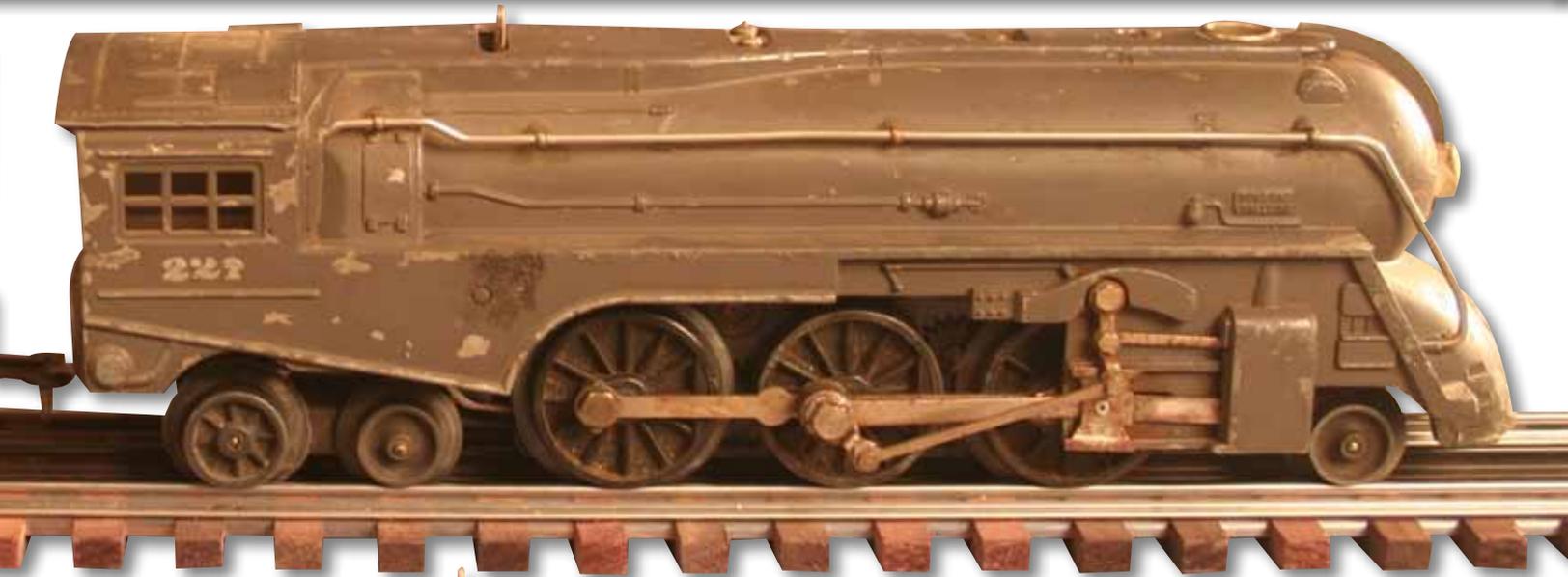
Most of what was new I can understand, but one locomotive always puzzled me.

We all know Joshua Cowan loved steam locomotives; hence, he delayed introducing diesels and offered the #671 turbine immediately in 1946. That loco was the PRR’s attempt to extend the life of coal-fired steam in a new, hopefully more efficient, form. Cowan was probably rooting for it to succeed. It sure did, but only as a Lionel model, not in PRR revenue service! But why the little #221, which is the subject of this monograph?

**The Beginning of the End of Steamers**

The era of the streamlined steam locomotive was rapidly closing. Most of the real railroads were moving as fast as possible into colorful diesel streamlined passenger trains. They were modern and efficient. But Lionel didn’t introduce them until 1948 when what was probably the best selling and most widely recognized Lionel loco of all time, the Santa Fe F-3 in “war bonnet” décor, finally made

# Cannonball

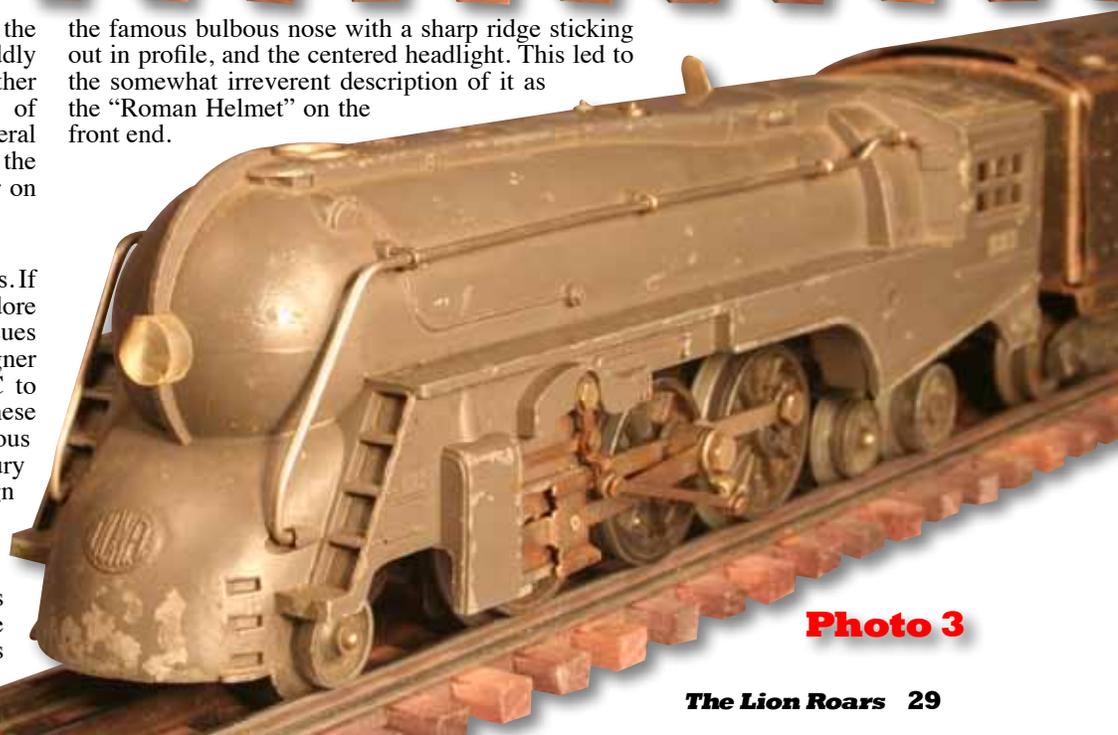


its debut. But even then, it didn't make the catalog cover; it was depicted rather oddly in a war bonnet with a black body rather than silver. Hence the recent plethora of those strange looking beasts from several manufacturers. I guess it's similar to the Internet now. If it was in the catalog (or on the web) it must be real. But I digress.

## Roots in the 1930s

The #221 was a throwback to the late 1930s. If you return to the discussion of the Commodore Vanderbilt steam locomotive two issues ago, you may recall that industrial designer Henry Dreyfuss was hired by the NYC to modernize their fleet of Hudsons. These stalwarts pulled the railroad's most famous trains, notably the "Twentieth Century Limited." He did so by creating the design applied to 10 J-3a Hudsons, numbered 5445-5454. Later, the J-1a Commodore Vanderbilt itself, number 5344, was reworked into a similar appearance. This is the gray engine with a dark gray stripe with pin stripes on the tender that has

the famous bulbous nose with a sharp ridge sticking out in profile, and the centered headlight. This led to the somewhat irreverent description of it as the "Roman Helmet" on the front end.



**Photo 3**

As originally produced in 1938, the locomotive's shrouding covered the drivers, which looked great, but made maintenance difficult, so it was removed just about as WWII was starting for America. The result was the more familiar version we recognize, including Lionel's #221. But just as Lionel was introducing the #221 after the war, the real NYC engines had their shrouding completely pulled off, and they were returned to their more mundane un-streamlined look.

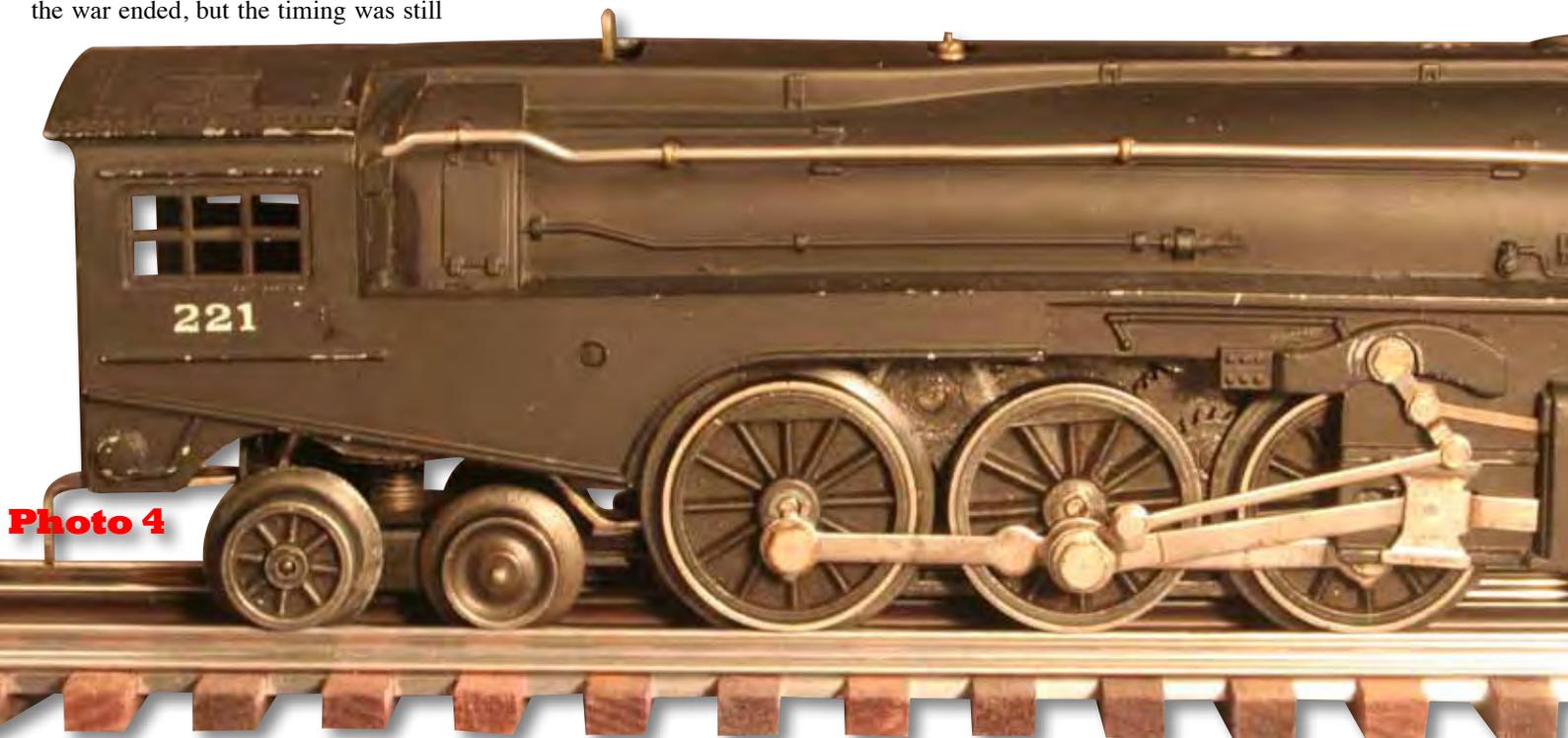
I'm sure Lionel had the plans in hand before the war ended, but the timing was still

from its association with the "Empire State Express" which, while not as well-known as the "Twentieth Century Limited," was a famous train also hauled by the prototype.

Both sets were offered with tenders with or without whistles. **Photos 1 and 2** show the #221 in both colors, but the rather ratty-looking gray one has the wrong tender. It should have a decal similar to the black one rather than the "Lionel Lines" plate. The black one was restored many years ago.

1939 World's Fair. The Roman Empire had a more lasting impact on history than that fair, so I'll stick with the helmet descriptor.

When I looked closely at the loco while preparing this article, I assumed that at least some of the common parts were reused by Lionel as was their usual practice, but I was surprised to see that many parts are unique to this engine. That added to my question earlier – why they chose to model it. Obviously the body was a one-shot deal. No other railroad ran anything like it. But look at **photo 4**.



**Photo 4**

odd, which may explain why it only stayed in the catalog for two years, 1946 and '47. As introduced in 1946, it was gray, like the real one, but was changed to black in 1947. Both years it came with the same consist: either three revamped prewar stamped steel blue and silver passenger cars (#2430/30/31) or as a freight set with a #2411 flat car with pipes, a #2465 oil car, and a hold-over #2457 tinplate caboose. It was referred to as the NYC "Empire State" locomotive, presumably

Obviously, the gray one is in need of at least an overhaul, if not a restoration. I'll have to get after the management of the Basement Carpet Central & Pacific Rail Road down in the workshop!

**Photo 3** clearly shows the "Roman Helmet" of the front end of the design. I'm sure Dreyfus thought of it in terms of a "cutting edge to the future," and the design is rather reminiscent of much of the art deco architecture of the

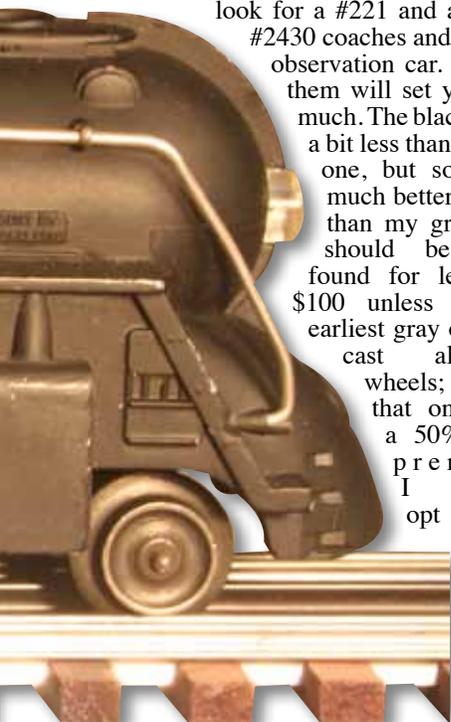
That's a fairly detailed valve gear, but as far as I could find looking at other steamers from around the same time and into the '50s, it was never reused. The part that really surprised me is the trailing truck. It looks like the one on the late #2025 and #2035 "Pacific" (the wheel arrangement is backwards, but they are clearly based on the PRR K-4 Pacific. Maybe they're "Cificaps"), and the various slightly smaller #2018/2026/2037, etc.

**Photo 6**



But the wheelbase is different. So is the part number. It's 221-25 for the NYC loco and 2035-14 or 2036-10 for the others. **Photo 5** shows the rear truck on a #221 and #2035 for a view of the difference in wheelbase on what initially seemed to me to be a pretty-much-identical part. The entire motor assembly, drive rod, and front truck also have unique part numbers that don't ever seem to have been used on other locos. Go figure.

So I give up on explaining Lionel's motivation, but if you want a cost-effective transition set, you may want to look for a #221 and a pair of #2430 coaches and a #2431 observation car. None of them will set you back much. The black loco is a bit less than the gray one, but something much better looking than my gray #221 should be easily found for less than \$100 unless it's the earliest gray one with cast aluminum wheels; even that only rates a 50% or so premium. I would opt for the



passenger consist instead of the freights, although they too are readily and inexpensively available. That streamlined body was never meant to haul freight, and the tinplate passenger cars look nicely proportioned behind the loco.

Before I answer the trivia question, here is a bit of real railroad and Lionel trivia. Neither the real railroads nor Lionel wanted to abandon the steam loco, even shrouded ones.



Norfolk & Western was even more dependent upon coal hauling than the PRR, and they built many of their own engines (as did PRR). N&W, in one last attempt to breathe life into big steam, built the last large major railroad streamlined engines in the U. S. in their Roanoke, VA, shops in 1950. These were the last three J-1 engines, numbered 611-613, and were modeled by Lionel as the #746 from 1957-60, not to mention subsequent releases. It's a really nice but not totally accurate model whose running gear was produced by modifying that from the #736 Berkshire. As I noted, Lionel often reused earlier parts to save money. See **photo 6** for a #746. It's a lot better looking than my gray #221! The Berk, by the way, had the longest cataloged run for any loco Lionel made. Starting as the #726 in 1946, it became the #736 with the advent of Magnetraction™ and was still in the catalog through 1968. Looks like ol' Josh Cowan's love of steam engines hung around long after he did. Then again, we are all still buying them!

### The Trivia Answer

Guy Lombardo, whose orchestra, the Royal Canadians, played at the "Roosevelt Grill" in the Roosevelt Hotel on 45th Street just off Madison Avenue in New York City from 1929 to 1959, offered "The Sweetest Music This Side of Heaven" as a major part of New Year's celebrations across North America. Even after Lombardo's death in 1977, the band's New Year's specials continued for two more years on CBS. As a Long Islander, I am also familiar with him as the impresario who staged many shows at the Jones Beach Marine Theater and raced hydroplanes based at Freeport on the south shore of the island. His lead singer was Kenny Gardner, who was a well-known operator of, you guessed it, Lionel trains.

**Photo 5**



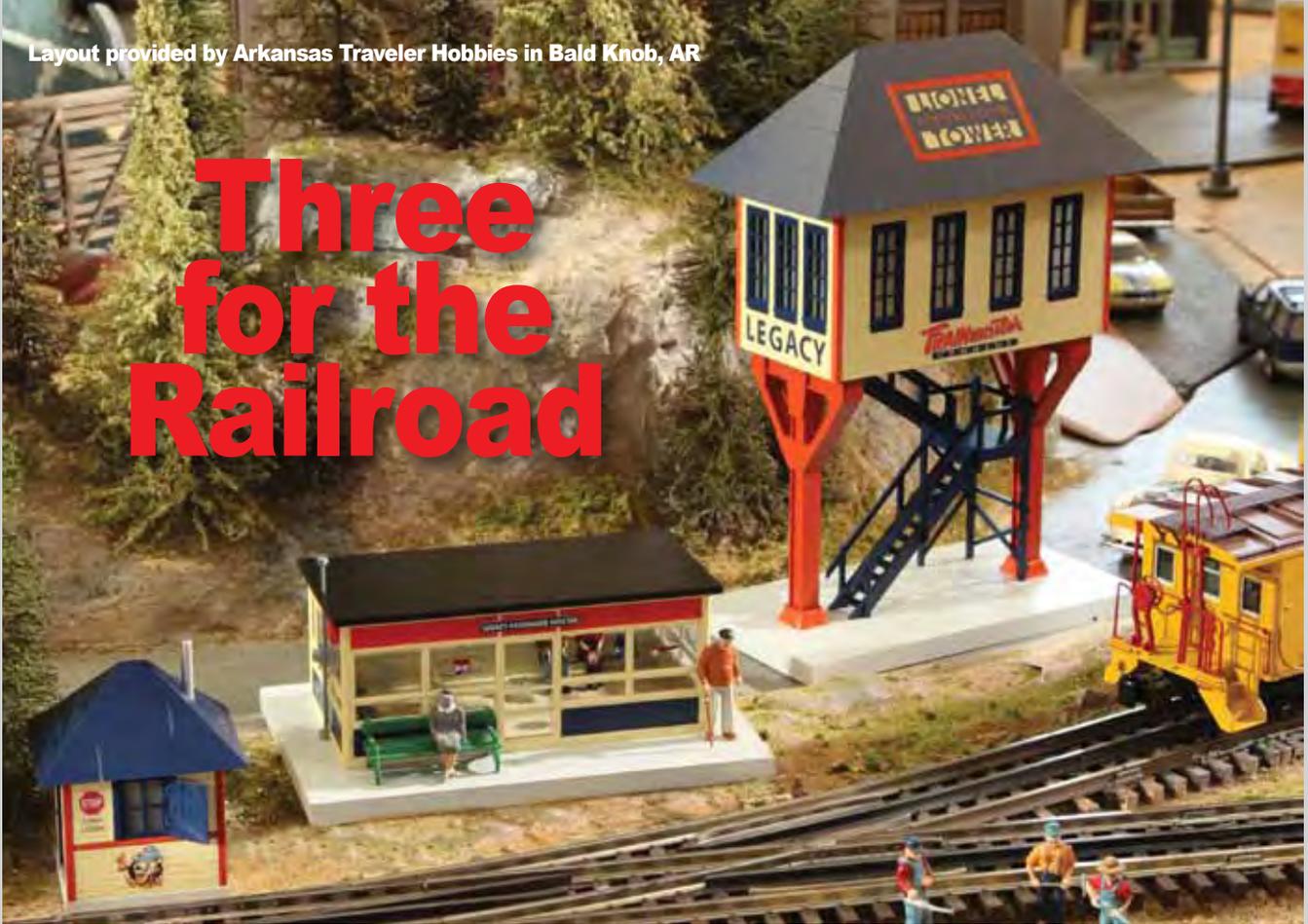
### About The Water Level Route

Oh yes, The Water Level Route. That was how the NYC advertised its main line from New York City to Chicago. The claim was that it offered a smoother ride than the competing PRR route over the mountains. Of course, the Pennsy had The Horseshoe Curve. I can't personally vouch for the ride, but my grandmother always took the NYC when travelling west to visit relatives. She said it was a smoother ride. And I would never question Grandma!

See you next issue with more streamlined steam, but from a different railroad.

*Photographs by Ken Morgan*

# Three for the Railroad



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 Member 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 back of 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 Shipping & Handling to continental USA)*

Additional S&H to AK, HI, & Canada — add-on \$5/set \$ \_\_\_\_\_

Additional S&H to foreign countries — add-on \$10/set \$ \_\_\_\_\_

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

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

*About S&H — this order cannot be combined with other orders.*

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

**LCCA Business Office • Dept LBS/TLR-02-11 • P.O. Box 4708 • St. Paul, MN 55104-0708**

Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "LCCA Store"



**Crossword Uncovered**

Crossword puzzles come in a variety of styles and shapes. Some designs, like this puzzlement, look like they have been through a full-body scanning machine. Place your answers one letter in each box. Enjoy!

**ACROSS**

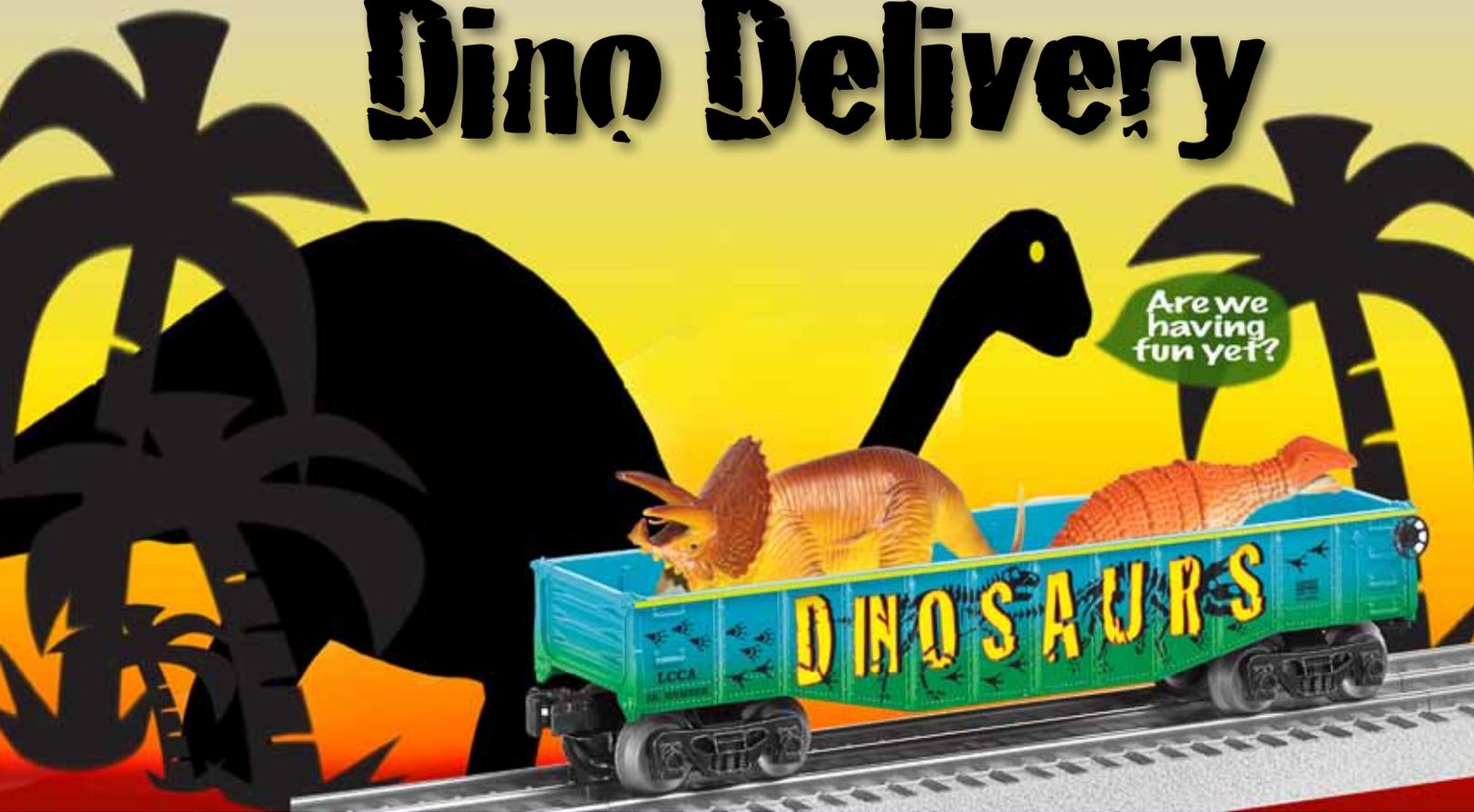
- 2. Twin-bin \_\_\_\_\_ car
- 5. Puffs from pill or fluid
- 6. Unit of power
- 8. Thumb nut tightens clockwise on the \_\_\_\_\_
- 9. Locomotive assigned to yard duty
- 10. Slot on Lionel Savings Bank boxcar roof for a \_\_\_\_\_
- 12. Gulf, Mobile \_\_\_\_\_ Northern
- 14. On roof of GG1
- 15. Accessory where puppy circles hydrant
- 16. Fowl in barnyard set
- 17. Device that changes AC to DC
- 19. Stores radioactive material for gondola travel
- 21. Rodent on handcar
- 23. Car for active bovines

**DOWN**

- 1. 44-\_\_\_\_\_ diesel locomotive
- 2. Bubbling pipe inside oil \_\_\_\_\_
- 3. High speed electric trolley between cities
- 4. Classic power source
- 5. "Lionelville" placards on roof
- 7. \_\_\_\_\_ has snap clip for center rail
- 9. Filled with Shell or \_\_\_\_\_
- 11. Car with operating bottom gates
- 13. Renders voltage relatively harmless
- 16. Whistle is to steam as \_\_\_\_\_ is to diesel
- 18. U.S. \_\_\_\_\_ Yard motorized unit
- 19. Elevated \_\_\_\_\_ storage bunker
- 20. Blocks through reefer roof hatches
- 22. Bumper marks \_\_\_\_\_ of the tracks

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

# Dino Delivery



Creative play is the “work” of children, and thoughtful parents and grandparents can provide an imaginative stimulus for playful adventures. Your LCCA Junior Member could be the rescuer of dinosaurs at the brink of extinction to the safety of a zoo park, be the enabler of migratory treks of dinosaurs from winter to summer climates for survival, or be the conductor for a family of dinosaurs on a vacation trip.

This and many other JMs can imagine that dinosaurs need transportation too; perhaps aboard a train traveling from their swampland homes to the feeding grounds. This Lionel® car

brings fun to creative play! Designed by LCCA and made by “Big L,” this production is limited to only 500 pieces.

LCCA offers its first car made especially for our JMs and also for those who are young at heart: the Dinosaurs Transport Car includes two dinosaur figures. The selection of dinosaurs will be mixed for the sake of variety. The gondola has metal (not plastic) trucks and bears a colorful design.

Heads up: another JM-oriented car will be announced in 2011 – an animated car with skateboarders in action intended for older JMs.

## MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

### DO THE MATH

\_\_\_ Dinosaurs Transport Car(s); \$44.95 each \$ \_\_\_\_\_  
 Subtotal (in U.S. funds): \$ \_\_\_\_\_  
 **Minnesota residents:** add sales tax — 7.25% of sub-total \$ \_\_\_\_\_  
 Shipping & Handling in Cont'l U.S. — add \$9.95 per car \$ \_\_\_\_\_  
 S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H \$ \_\_\_\_\_  
 S&H to other locations, add-on \$6 each to U.S. S&H \$ \_\_\_\_\_  
 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 “DTG” written on the memo line.  
 Charge the total amount of this order to my credit card as shown below.

• S&H cost cannot be combined with other orders.

**Order deadline is June 30, 2011,  
 with delivery expected in early 2012.**

Credit Card Account No.: \_\_\_\_\_ Exp.: \_\_\_\_\_  Discover  MasterCard  Visa Code: \_\_\_\_\_  
(3 digits on back of 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: \_\_\_\_\_

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

Mail this order form or a photocopy to the best toy train club on the planet:  
**LCCA Business Office • Dept DTG/TLR-02-11 • P.O. Box 4708 • St. Paul, MN 55104-0708**  
 Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to “LCCA Store”