

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 42, No. 4, April, 2013

A Memorable Red Carpet Event



Heritage Hit



The Heritage paint scheme of the merged Southern Railroad and Norfolk Southern Railway applied to the LCCA 2013 Convention Car is an eye-catching example of dynamic design celebrating a historic RR merger.

Digital Image by Lionel LLC

The LCCA 2013 Convention Car has Lionel's rounded roof design, and the car rests on die-cast metal (not plastic) trucks. Because it's a dramatic departure from reddish-brown, "plain Jane" boxcars, you'll want to add this single-door boxcar to your collection of Convention Cars or your collection rolling stock in the Heritage series by Lionel®.

For the first time in LCCA history, the Convention Car and the On-site Convention Car are "matched." The On-site Car will be offered in a reverse-logo design with double doors.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: Two cars per member.
Order Deadline: June 30, 2013 Estimated Shipping Date: Early 2014

DO THE MATH

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- Illinois residents:** add 7.5% sales tax \$ _____
- Total (in U.S. funds) \$ _____

PURCHASE METHOD

- My check is enclosed, made payable to "LCCA" with "2013CC" on the memo line.
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- No.: _____ Expiration: _____
- Discover MasterCard Visa Code: _____
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Signature: _____
By my signature, I authorize LCCA to charge my account for the amount shown according to the terms and conditions cited herein.

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 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 2013CC/IT-4-13 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.



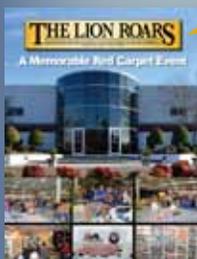
Choo Choo Hotel HO Layout
Page 18

Chasing Trains and Dreams
Page 33



President's Report	2
Special Events Are Special	4
Product Development Report	12
Toy Trunk Railroad	13
Let's Talk Transformers – Part 2	15
Choo Choo Hotel HO Layout	18
2013 Convention Tours	20
2013 Convention Schedule	24
Lionel Online	25
Lionel News & Views	26
The Tinplate Cannonball	30
Chasing Trains & Dreams	33
A Lionel Puzzlement	IBC
Convention Car Survey	OBGC

On the Cover



Hundreds of LCCA and LRRC members attended the Red Carpet Event at the Lionel facility in NC.

Cover images by Ed Richter

Business Office

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Visit our website for timely club news:
www.lionelcollectors.org

CONVENTION HOTEL PARKING & AIRPORT SHUTTLE SERVICE

LCCA Convention-goers will receive these FREE benefits as a courtesy of the host hotel. Please say "Thank you" to the shuttle driver and at the front desk for this freebie when you arrive at the hotel. FYI, these services currently have a cost to hotel guests, but LCCA members will be "grandfathered-in" at the previous no-cost rate. To arrange for the airport shuttle, contact the hotel a day or so in advance of your arrival at 423-266-5000 and provide the date and time of your arrival and the flight number. When returning home, call the front desk the day before you leave and provide your departure time.





Dennis DeVito
RM 6758

Report from

HIGHLIGHT:

“I am pleased to report that our membership has increased by more than seven percent, and we have retained our financial strength.”

An Important Election

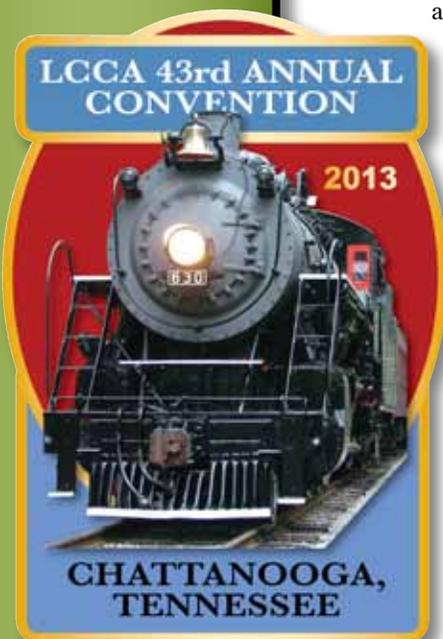
You soon will receive the LCCA election material. Read it thoughtfully and remember to vote. The Board of Directors recommends several changes to the club’s Constitution in order to match current technologies. Your affirming vote will keep LCCA at the forefront for organizational efficiency and effective operations.

“High Fives” to New Members

Welcome to new members of the club! This issue of *TLR* may be your first magazine, and there will be many more to follow. Every issue will add to your enjoyment of the hobby we love. I also want to offer my appreciation to members who attended club-sponsored or co-sponsored Special Events. It’s encouraging to see members and visitors drop by and “talk trains” with a club representative or me. As more and more SEs are held, it’s clear that members are willing – even eager – to hold a SE in their area, have it promoted in club publications, and reach out to existing and potential members.

A Convention To Remember

“Chattanooga in July” promises to be a resounding success. Great tours, wonderful activities, and renewed friendships – it doesn’t get any better than that! Our annual Convention will include the best experiences our hobby club can offer. Lionel will be present along with our small but impressive mini-layout and the LCCA/Lionel® FasTrack™ Modular Railroad. Wouldn’t it be great if members who are now building and scenicking a module would finish it, certify it, and transport it to Chattanooga so that it could be installed as a part of the modular railroad at the host hotel? I invite members to build one and bring it! Contact Bill Schmeelk for details. Remember, the Convention is a week earlier this year. Mark your calendar for July 14-20.



Update about Club Products

Unfortunately, recent shipments of club products have been delayed. LCCA’s Product Development Manager Lou Caponi and our friends at Lionel LLC have applied their best efforts to get the best possible product made in a timely manner by the factory in

China, but the process is daunting. Necessary changes to work in progress were sometimes required for compliance with our specs. While the LCCA has always provided members with the most accurate delivery information available, product ship dates may sometimes be adjusted because of production circumstances beyond the control of LCCA and Lionel.

A Note to Purchasers

Here’s a “heads up” to those who purchased the 2012 Convention Car. As of this report, a shipping date for this unique item has not been set. The club will create three Billboard Inserts, each one personalized with the name of the purchaser of this car. We will send the inserts along with a letter to buyers in advance of its delivery. Thank you in advance for your understanding. We realize that waiting for delivery can be exasperating, but your patience will be rewarded! We are taking steps to work with Lionel – which is also eager to provide deliveries on time – and to improve the process.

Three new personalized billboards are in the pipeline!

New Products in the Pipeline

Be on the lookout for new club-sponsored products from rolling stock to accessories. We will offer a number of entry level, modestly priced items in our online LCCA Store. We will also provide unique items for sub-groups of our members – Standard gauge and S-gauge collectors/operators. We realize some of these items are not for everyone. When you view these and future items that may not be according to your taste or within your budget, remember that other hobbyists will want to purchase them. The LCCA will offer diverse Lionel products in multiple gauges to cover all the bases. Select the items that “speak to you” and enhance your collection.

Key Team Players

This is a great time for the LCCA and to be a MEMBER of the LCCA! Fortunately, we now face a bright future within the train hobby. Your all-volunteer leadership group has stepped up and improved every aspect of the club. Harry Hampson and Mike Battaglia are working closely with the LCCA Business Office to answer questions and

our President

provide direct feedback to members. Mike Mottler, Barrie Braden, and the team of Al Kolis and Jenny Kraus are the drivers behind club publications. We added four pages to *The Lion Roars* this year. We also expanded the *Interchange Track* and included editorial content in it along with the usual buy, sell, and trade features. *The Lion Cub* publication for Junior Members was doubled in size. Our other communication pathway, the website, continues to add value and information for members and site visitors, thanks to Larry Black and his team.

Through the highly successful Special Events program managed by Al Kolis, we have presented dozens of events all across this great country, most recently with five West Coast events held earlier this year. Roger Farkash and the TW Trainworks® team have set-up the LCCA mini-layout as a mini-gee-whiz attraction at WGHOT shows. Dozens of LCCA members and volunteers have assisted Al with our going-and-growing SE activities. The momentum continues to build, which is a positive indication that “we must be doing something right!”

Club finances are in great shape and getting stronger under the watchful eye of Treasurer Ken Kelley. The Red Carpet event in mid-March at the Lionel facility in Concord, NC, represented a new level of teamwork with our namesake company and embodied the cooperation we expect will move it forward.

Our Special Products activity led by the unflappable Lou Caponi continues to offer new products in multiple scales and at varied price points to meet the needs and interests of collectors/operators. Bill Schmeelk and the Modular Railroad committee have established a new modular standard.

Bob Carter, Jerry Calkins, and Harry Overtoom are providing unsurpassed Convention experiences, this year in Chattanooga, TN. Convention events are already approaching “Sold Out” status.

The basic metric of any organization or club is its record of membership growth and member retention while maintaining a strong and financially secure enterprise. I am pleased to report that our membership has increased by more than seven percent, and we have retained our financial strength. WOW! I am proud to be a part of this club!

President's Scoreboard for 2012-13

Activity	Goal	Accomplished to Date	Status
Special Events	2,200 members touched	1,135	Goal increased
Number of Special Events	25 by July, 2013	23	Well on our way to this target – always looking for additional events!
Reinstatement of Members	400	78	Need club members to assist.

In Memoriam: Barry Findley (RM 10898)



This hobby is nothing if not all about making friends; most times lifelong friends. We know their favorite road name, plans for the big layout extension, and the elusive piece that's the excuse to attend train shows. But many times we don't always know much more about the rest of their lives.

Barry Findley, a long-time LCCA member, Convention volunteer, officer, and appointed official, passed away on January 30, 2013. He was well known by many members, especially those who attended club Conventions over the last dozen years.

We knew about his eclectic train collection and the layout that took up half of his garage, which meant his wife, Betty, had to park her car on the driveway! But there's plenty we didn't know about this mild-mannered Arkansas native and father of five.

- In high school, Barry was the Rocket football team halfback as well as editor of both the school paper and the yearbook
- He turned his childhood interest in building and flying model airplanes into an enlistment in the Air National Guard
- Later he became a twin-engine instrument-rated pilot
- Once he crashed his own plane with a member of the state legislature on board. Although it landed upside down, they both walked away uninjured!
- Barry was a top competitor in Sports Car Club of America (SCCA) races
- He also performed a grueling 24-hour race at the famous Watkins Glen, NY, track
- He was a high school football referee and school board president
- He was an accountant for over 60 years after joining his father's CPA firm in 1953.

And yet what most LCCA members knew about Barry were the really important things:

- He loved toy trains and he cared deeply for this club
- He was never slow to volunteer, even for the so-called “dirty” jobs
- Anything he knew he was more than glad to teach anyone else
- As Treasurer, he held that club money had to balance on the books
- He always and stubbornly believed that “2 + 2 = 4.” He followed the rules with no room for “creative accounting” on any level, on any subject, or for any reason.

The other really important thing LCCA members know is – this club will miss our friend, Barry Findley.



Al Kolis
HM 15902

Special Events Are Special

HIGHLIGHT:

“I look forward to seeing many of you at our upcoming Convention in Chattanooga, our largest LCCA Special Event of the year.

I guarantee you will have FUN!”

WOW!

That is the first word that comes to my mind when I think of the overwhelmingly positive feedback I have received from LCCA members all around the county about our Special Events. The LCCA has been present from the West Coast to the East Coast and at many stops in between with LCCA members getting together, having fun with Lionel® trains, and enjoying each others’ company. To me, that is the best part of belonging to the LCCA. The men, women, and children members of the LCCA are simply the best people! Members such as Rich Hallowell, Bob Eberley, John Rinaldi, and Victor Dusenberry are some of the many members who volunteered at LCCA Special Events in their towns.

Review: SE in CA in February

The Golden Gate Lionel Railroad Club traditionally holds its Train Show and Sale at the end of the pro football season in the San Francisco Bay area. The first show was held in 1999 in Foster City, and the club has presented 15 shows since then. Its 20x35-foot, three-loop, hi-rail modular layout is installed at train shows for all to enjoy. It’s the third layout built by club members. Over the years we have used facilities in several locations. The previous three shows were held in San Jose, CA.

Last year, Al Kolis visited this show and introduced LCCA to hobbyists in the San Francisco area. Al returned to the show as a sanctioned LCCA SE this year and provided many LCCA items for the raffle. He also recruited some new LCCA members

and showed the new LCCA/Lionel FasTrack Modular Railroad to visitors.

The Golden Gate Lionel Railroad Club with 49 members regularly displays its modular layout at charitable events and train shows throughout the San Francisco area. The club

was started in September 1986 by Gerry Brettschneider in San Francisco. There are five similar Lionel-oriented railroad clubs in the U.S. founded by Gerry.

Text and photograph provided by Mike Desing, President, GGLRRC

Review: SE in FL in March

The Bradenton Convention Center was the venue for the annual Real Rail Train Club show on March 2-3 near Tampa, FL. LCCA member Bob Eberley, President of Real Rail, prepared the way for LCCA involvement with this highly successful event. Club Secretary Harry Hampson and his wife, Bridget, staffed a booth at this two-day show. More than 40 LCCA members visited the booth during this time and received some special tokens of appreciation for their support. The Hampsons also actively recruited new members for the club and enjoyed meeting many interested O-gauge train enthusiasts and talking with them about the advantages of LCCA membership.

The club offered a number of door prizes to LCCA members in attendance and donated a Lionel Boy Scout Train Set to a local BSA troupe. The scouts were on site for a Railroading Merit Badge clinic sponsored by the Real Rail club. LCCA member Eberley headed up this program and got an able assist from other LCCA members who have prior experience in this endeavor.

The highlight of the merit badge clinic was the drawing for the winner of the train set. Nicolas Palmieri of Troop 111, Bradenton, FL, was the lucky scout. More than 60 scouts participated in the clinic.

Text provided by Harry Hampson RM 28626

Review: Co-sponsored SE in KY in March

The LCCA returned to the Bluegrass State with a joint LCCA/TCA Train Meet held in Lexington on Saturday, March 2. More than 800 members, adults, and children in attendance had a good time. The meet was hosted by club members Winfrey Adkins, Larry Black, Bob Jacobs, and Harry Overtom. About 30 LCCA members commented, “It was nice to have the club back in Lexington!”





The LCCA supplied several door prizes, which were a great addition to the success of the meet. Boy Scout Troop 859 from Lexington was present and helped vendors and guests in any way possible. The troop received \$1 of each admission to help fund their activities during the year. The scouts had a great time running some trains.

Jerry Chose brought his new layout to show what can be done with Lionel trains for a great-looking layout as well as for fun. Visitors and children (of all ages) enjoyed buying trains and watching trains in action on two operating layouts.

*Text and photograph provided by
Harry Overtom HM 1185*

Review: SEs at WGHOT Shows

The LCCA completed another successful season of introducing the hobby, Lionel trains, and the club to thousands of visitors who attended the World's Greatest Hobby on Tour shows at Fort Worth, TX, St. Louis, MO, and three cities in California: San Diego, Sacramento, and San Mateo.



We held a great Convention in Sacramento in 2009 and recent re-appearances in that state enabled us to reconnect with members there.

Several hundred members along with their families stopped by the LCCA booth and received a commemorative SE pin and an uncut Billboard Insert set. Our booth was strategically located next to Lionel's operating layout and display, which attracted thousands of visitors.

Review: San Mateo + WGHOT + LCCA = Success

Without a doubt, the maxim "Live Events Change Lives," was wonderfully evident to your team of LCCA representatives at the March 2-3 World's Greatest Hobby on Tour show at the San Mateo Events Center. This event was the last stop on the WGHOT schedule for 2013!



Roger and Dorcie Farkash, along with LCCA's Special Events Manager Al Kolis, spent the weekend greeting and meeting an enthusiastic crowd of train aficionados of all ages and sizes. All were grinning ear to ear as they watched the LCCA mini layout in action with a "Halloween" General steam loco pulling a Dinosaur Gondola on the elevated track and a Lionel Scout set on the lower level.

There is no question that the mini layout is a great conversation starter and a powerful magnet. It draws the crowd into the LCCA

display. There was an endless stream of young volunteers to run the trains with wide-eyed delight as well as smiles on the faces of even the eldest "kids" in the crowd. The excitement and buzz of everyone in our booth clearly indicated that toy trains cleverly arranged on circles of track with some fun scenery were as mesmerizing today as they were 113 years ago!

There was a lot of interest in the LCCA/Lionel FasTrack™ Modular Railroad being demonstrated across the aisle from the LCCA booth, another indication that our membership is interested in getting those trains out of the boxes and running!

Our eager efforts to engage the many visitors to the booth as well as the many positive comments regarding the LCCA made by the many current members who stopped by to say "Hello," motivated 19 attendees to join our club at this event. In all, we had 120 current LCCA members visit with us at the show, and every one of them was touched by President DeVito's message to connect at Special Events throughout the year. Better yet, each one took away some great gifts and the knowledge that they were definitely members of the best toy train club on the planet. Thanks to everyone in the Bay Area who came to enjoy this event!

*Text and photograph provided by
Roger Farkash RM 27269*

Review: SE in CA in March

In addition to the WGHOT shows in California cited above, LCCA also participated in another SE at Santa Clara, CA on March 9-10.

On Saturday, March 9, I was invited to give a presentation about the LCCA/Lionel FasTrack™ Modular Railroad during a two-day Train Show and Expo at the Santa Clara Convention Center in Santa Clara, CA. "Thank you" to Bob Burke for extending the invitation and allowing LCCA to introduce this new modular standard to West Coast attendees at this show. We believe this modular layout standard will help introduce Lionel trains and the toy train hobby to newbies. Also, it will allow people who do not have space in their home for a full-sized operating layout to enjoy Lionel trains.

Any company, group, school, city, or Scout organization can organize a group project and participate in future LCCA Special Events with this modular railroad system. We are making a lot of progress with it and receiving very positive responses from members all over the country who want to build a modular railroad section. Members in Norfolk, VA, York, PA, Tampa, FL, San Jose, CA, and Dallas, TX, are in the planning stage of developing LCCA/Lionel FasTrack Modular Railroads.

I was surprised and also pleased when many members presented ideas for hosting future SEs out west. I am certain that many of these ideas will come to fruition. Clearly, LCCA Special Events are contagious and spreading rapidly. Stay tuned for future announcements about LCCA SEs in the western part of our country. We hear you west coasters loud and clear, and we will be back!

Review: SE in MO in March

The Train Show presented by the Ozark Model Railroad Association (OMRA) in Springfield, MO, and co-sponsored by LCCA on Saturday, March 16, featured several participative activities for families with children. The FasTrack™ Layout Building Contest (FLBC) offered through the LCCA was a part of that trend.

Ron Williams, OMRA Spring Show Chairman, made many promotional media appearances in advance of this event, and he often mentioned the FLBC.



One “live” TV appearance was focused on the FLBC with the newscast co-anchors trying to put an oval of FasTrack together.

Local resident and LCCA member Roger Wasson was the volunteer registrar. Two OMRA club volunteers were the timekeepers on stage. With stopwatches and calculators in hand, they were poised and ready to record the elapsed times and do the hexadecimal math. *TLR* Editor Mike Mottler was the contest coordinator, judge, and “play by play announcer” of the action on a PA system.

Teams of two to four contestants – about 95 total participants – enrolled in three preliminary rounds of competition during the morning hours in Division I (20 teams with lots of families with younger kids), Division II (8 teams), and Division III (2 teams). One family team assembled the track plan for Division I (a simple oval) in record time: 1 minute, 34 seconds. The previous record was 1 minute, 43 seconds.

After a lunch break, the winners and runners-up of each division stepped on stage for the championship round. Mike presented a Lionel logo T-shirt and an engineer hat to these competitors, and they wore this “uniform” during the championship round. The track plan for this round was a much more difficult design. The winning team, The Jayhawks, comprised of father Josh Madson and his son Isaiah (age 10), performed the best time: 6 min. and 51 seconds. They took home the Lionel train set as the grand prize. The other participants in the championship round received a LCCA SE Commemorative Pin.

Text and photograph provided by Mike Mottler RM 12394

Review: Red Carpet Event in NC in March

Lionel and the LCCA co-hosted an active Red Carpet Event in Concord, NC, on Friday and Saturday, March 22-23. This first-of-its-kind event was held at the new offices of Lionel in that city.

The Open House event provided our members with an up close and personal glimpse of Lionel’s operations there. Many members spent Friday at the Spencer Train Museum in nearby Spencer, NC. Members also enjoyed the scenic train ride at the museum.

Then on Saturday, members toured the Lionel facility and shopped for great deals on selected, discounted Lionel products. Great

deals were enjoyed by all. Lionel’s Mike Reagan entertained everyone with a talk about Lionel’s Customer Service operations. LCCA’s Roger Farkash of TW TrainWorx® in Dallas, TX, demonstrated how to create layout scenery and interesting effects. LCCA’s Bill Schmeelk introduced the Lionel/LCCA FasTrack Modular Railroad to attendees. Ed Boyle of *OGR* presented a talk about S-gauge trains.



We hope this will be the first of many more annual events at Lionel’s facility in Concord. Our sincere thanks go to Lionel’s Howard Hitchcock, Michael Phillips, Mike Reagan, Tom Nuzzo, and the entire Lionel staff for hosting such a wonderful event. Their efforts were very much appreciated by our members and volunteer management team. Photos will follow on the club’s website.

LCCA made history by promoting this Red Carpet Event in the premier episode of the first Notch6 podcast dedicated to the O-gauge hobby launched by Derek Thomas (RM 31021). For those not familiar with it, Notch 6 is the most frequently used throttle position on a diesel locomotive. To listen to this podcast, click on episode 1 at: <http://notch6.libsyn.com/webpage>.

Photograph by Ed Richter RM 13075

Review: SE in IL in April

Charter Member Jerry Dangelo (CM 67) and Brady Thor (RM 123) co-hosted a great Train Show and Swap Meet in Rockford, IL, on Sunday, April 7. Jerry is a veteran of train shows in that area, and he hopes to present more events in the future.

Preview: SE in NJ with NJHR in April

On Saturday, April 13, we will co-sponsor a very Special Event to commemorate the 151st year anniversary of the Great Train Chase of 1862 in Paterson, NJ. We will co-present several activities at the Paterson Museum throughout the day along with activities in the afternoon at the NJ Hi-Railers club followed by a private buffet dinner in the evening. Bring the entire family and enjoy an entire day of Lionel trains, real train history, and Civil War re-enactment activities and music.

The Paterson Museum is the site of the Rogers Works Factory of the Rogers, Ketchum & Grosvenor Company where the original "General" steam locomotives were built.

The 12th New Jersey Volunteer Infantry Company "K" Re-enactment Group will be camped at the site and demonstrate the daily life of a soldier in 1862. The group will schedule demonstrations at 12 noon and at 2 p.m. Come and learn more about the history of the "General" and the role Paterson, NJ, played in railroad steam engine manufacturing history. A Civil War music band, the Libby Prison Minstrels, will present two concerts for your enjoyment. Civil War history buffs will especially enjoy these activities.

We'll be at the NJ Hi-Railers Club for their "General Day" from 10 to 4. Bring your "General" train and run it on their 185-foot-long, highly detailed toy train layout. This layout was used in the filming of a season-ending episode of the popular HBO Cable TV Series, "The Sopranos." This location is also the home of the Standard gauge Lionel layout previously owned and operated by the late night TV show personality and avid Lionel train enthusiast Tom Snyder. After Tom passed away, his lifelong companion Pam Burke donated this layout to the club.

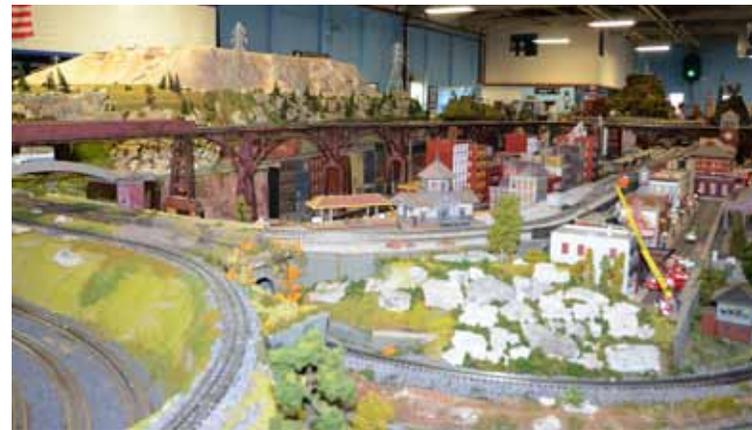
At 3 o'clock, LCCA Director Bill Schmeelk will demonstrate the new LCCA/Lionel FasTrack Modular Railroad. Come and see firsthand how this modular system can be built and enjoyed by families and shared in group set-ups.

Admission: Public \$7/adult, kids free with accompanying parent. LCCA members \$3/adult, kids free. Cash food bar.

That evening from 5 to ???, LCCA & NJ Hi-Railer members will gather for a private dinner and entertainment to commemorate the 151st Anniversary of the Great Train Chase of 1862. Just before dinner, The 12th New Jersey Volunteer Infantry Company "K" Re-enactment Group will provide a color guard. Guests will be entertained with Civil War era music performed by The Libby Prison Minstrels. LCCA's Bill Schmeelk will perform a magic act. We are certain that everyone will be entertained and well fed with the fine Italian cuisine prepared by Chef Vinnie.

Our featured guest speaker that evening will be LCCA member Dr. Richard Banz who will provide an informative and entertaining talk, "Stealing a General in Georgia," about the Great Train Chase of 1862. Dr. Banz is the Executive Director of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, which is the home of the famous "General" locomotive. His brief talk will describe the plot and drama of the Great Locomotive Chase. In this daring adventure, Union spies infiltrated behind enemy lines and captured a Confederate locomotive, which resulted in some of our nation's first Medals of Honor. What was the motive of the Raiders? How did their scheme fail? Why is the Chase still significant 151 years later?

This evening event is limited to LCCA and NJ Hi-Railers members only. For only \$35/adult, kids under age of 18 years old \$15/each, members will have a full buffet dinner accompanied by a full schedule of entertainment and guest speakers. To register for this Special Event, go to the NJ Hi-Railers Club's website: www.njhirailers.com. If you have questions, please contact Ben Fioriello at 646-335-6444 or Al Kolis at 248-709-4137. E-mail me at: agkolis@comcast.net.



We encourage you to bring your entire family and spend your whole day learning, enjoying, and experiencing some living Civil War railroad history at the Paterson Museum and experiencing the magic of Lionel trains at the NJ Hi-Railers club.

Photographs by Ed Richter RM 13075

Preview: SE and Dinner in PA in April

We will hold another Dutch treat dinner at Smokey Bones Restaurant in York, PA, at 1301 Kenneth Road (717-846-3760) on Wednesday, April 17, from 6:30 p.m. until ????. Stop by and visit the LCCA team at Lou Caponi's booth in the Orange Hall during the Train Show that weekend. This will be a great opportunity for you to meet LCCA President Dennis DeVito and some of the volunteer members of the LCCA Board of Directors.

Preview: SE Open House in NC in April

The LCCA will return to the home of Rich and Kathy Dissosway (RM 28158) on Saturday, April 27, from 3 to 9 p.m. for a toy train operating session on their large layout with trains running on five different levels through three rooms.



There are numerous scenes with accessories and automated animations throughout the layout. LCCA members can contact Richard and Kathy by e-mail at rdissosway@triad.rr.com or by phone at 336-766-3151.

Photograph by Rich Dissosway

Preview: Co-sponsored Auction in CO in April

The Colorado Toy Train Group LLC and the LCCA will co-sponsor a fifth public toy train auction on April 27-28. The auction will be held at The Ranch, 1187 Tejon Street, Westminster CO. Bidders will see an incredible array of G, HO, N, O, and S-gauge trains and accessories available for bidding with 850+ lots of toy trains. There will be 400+ lots of prewar, postwar, and modern era Atlas O, K-line, Marx, MTH, Weaver, and Williams O-gauge trains. A wide variety of O-gauge locomotives will be available, including 25 postwar and modern steam engines and 32 postwar and modern diesel locomotives. Attendees will find a tremendous assortment of Civil-War-themed engines and cars. A great selection of modern S-gauge engines will also be featured. Contact Jim Cathcart (RM 14022) CTTG Auction Co-Chairman at 303-425-1198 for the latest information. The complete auction list and registration form is available on the CTTG website at: www.lwp.com/go/cttg.

Preview: SE and Charity Activity in VA in May

Club Conventioneers enjoyed a phenomenal 42nd annual Convention in Norfolk, VA, during July 2012. The LCCA will return to Norfolk this spring for a charity Special Event on Saturday, May 4. Paul Sharp and the LCCA will host a silent auction charity event to benefit the Trains of Thought Center, a project developed by the Norfolk Initiative for Chess Excellence (NICE) in Norfolk. The Center will be housed in a 1920 trolley train station in the city, which will be updated and renovated and made available to at-risk and disabled children for learning about science, technology, engineering and math through learning experiences with Lionel toy trains and chess as teaching tools.



This event will feature the impressive model railroad and collection of arcade games at Paul's residence in downtown Norfolk. We will seek donations to help this worthwhile cause. We invite members to donate \$35 to the NICE organization so that they can provide a one year gift membership in the LCCA for an at-risk child. The NICE organization is a 501-c-3 non-profit organization, and it will provide a receipt for your tax file. Detailed information will be posted on our website at www.lionelcollectors.org as we approach the time of this event. To provide a gift membership in LCCA to an at-risk child, contact Lisa Suhay by e-mail at lsuhays2@cox.net or by phone at 757-339-1811 or Al Kolis at agkolis@comcast.net or 248-709-4137.

Photograph by Paul Sharp

Preview: SE Open House in NY in June



Lou Merzacco layout



Lou Scozzafava layout

We will return to the Buffalo area on June 1 at the home of Lou and Roseanna Merzacco at 3321 Summers Court, Wheatfield, NY, for an Open House event. Seeing Lou's layout is well worth the trip! A second train layout in the home of Lou's nearby neighbor and hobby friend, Lou Scozzafava, will be included, so this will be a "Two for One" Special Event!

The Lou and Sandy Scozzafava layout is based on a NYC theme and includes remembrances of his growing up in Niagara Falls, NY. On the backdrop, a plane pulls a banner that reads, "Mister S Coffee." That was the name of his father's coffee shop. This is Lou's sixth layout. He started making layouts as a boy when he was eight years old.

Photographs by Lou Merzacco and Lou Scozzafava

Preview: SEs in TN during the LCCA Convention in July

You will definitely want to attend our 43rd annual Convention based at the Chattanooga Choo Choo Hotel in Chattanooga, TN, on July 14-20 – which is a week earlier than usual. Plan to participate in several SEs scheduled throughout the week, including a Sunday evening casual get-together with LCCA President Dennis DeVito, the volunteer BOD, and the Convention team.

On Monday evening of Convention week, the featured guest speaker will be LCCA member Dr. Richard Banz. He will provide an informative and entertaining talk about the Great Train Chase of 1862. Dr. Banz is the Executive Director of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, which is the home of the famous “General” locomotive. A published author of transportation history and adult learning, he earned a doctoral degree in adult education from Pennsylvania State University and a Master’s degree in history from the University of Maryland. In 1971 he received his first Lionel train set and has loved Lionel trains ever since. His main interest is postwar and MPC/Fundimensions era Lionel trains. He has built several conventional layouts and currently maintains a 5x8-foot layout that he operates and shares with his wife and young son. He is also a new member of the LCCA.

Preview: SE in MO in May

The LCCA will be present in Marceline, MO – the hometown of Walt Disney – on May 4 for an all-day celebration of the Disney legacy through story exhibits at the Walt Disney Hometown Museum. Club member Keith Marquis (RM 885) will be the host at the LCCA table. Other attractions will include a BNSF locomotive, train car exhibits, and the Second Annual Model Train Show and Sale at the Walsworth Community Center (WCC).

Members can attend the ribbon-cutting ceremony of the Marceline Santa Fe station, view story exhibits in the refurbished Santa Fe Lunch Room in the Beanery building, and hear the stories that connect Walt to Marceline and his love for railroading. The museum will remain open until 5 o’clock for tours and will offer a private guided tour for LCCA members.

Calendar of Upcoming Special Events

April 13 - Paterson, NJ

“General” Day at the NJ Hi-Railers commemoration of the 151st year anniversary of the Great Train Chase of 1862 at the Paterson Museum, with Civil War re-enactors, period music, train layout operating session, and an evening dinner with guest speaker Dr. Richard Banz.

April 17 - York, PA

Gather for dinner at Smokey Bones Restaurant at 6:30 p.m.

April 27-28 - Westminster, CO

Toy Train Auction co-sponsored by the CTTC and LCCA.

May 4 - Marceline, MO

100th Anniversary Celebration of the Marceline Santa Fe Train Station and ribbon-cutting as Walt Disney’s Hometown Museum.

May 4 - Norfolk, VA

Train Open House at the home layout of Paul Sharp and a Charity Silent Auction to benefit the Trains of Thought Center.

June 1 - near Buffalo, NY

Train Open House at two layouts in the same neighborhood; one by Lou and Roseanna Merzacco and the other by Lou Scozzafava.

July 15 - Chattanooga, TN

During the LCCA Convention within the host hotel, the Monday evening guest speaker will be Dr. Richard Banz, Executive Director of the Southern Museum of Civil War and Locomotive History.

September 28-29 - Wichita, KS

The 19th annual Train Show and Swap Meet co-sponsored by the Wichita Toy Train Club and Museum and the LCCA at the Cessna Activity Center.

Near E.P. Ripley Park, BNSF will provide a static display of a new state-of-the-art locomotive, the historically significant Santa Fe Coach Car that carried President Eisenhower’s body to his final resting place in Kansas, and an observation car from the Santa Fe fleet.

At the Walsworth Community Center, a Train Show will have a vast selection of railroad memorabilia and model trains for sale. Children can ride the rails on a miniature train in E.P. Ripley Park. You can shop the craft, food, and vendor tables in the park. Merchants will offer railroad-related specials, and NOMO art gallery will present a railroad art show at the gallery located on Main Street USA. All venues are located within a three block area and are ADA compliant.

We’re on a Roll

As you can see, our members are very active and have fun at LCCA Special Events all around our beautiful country. I welcome all new members who joined the club and the

members who attended/participated in these events to consider hosting a future LCCA Special Event in your area.

I encourage you to share your Lionel train stories with other members by submitting an article to Mike Mottler for possible publication in *TLR*. Your personal train hobby adventure could also be offered to *The Lion Cub* (LCCA’s publication for Junior Members), posted at our website, or placed at the LCCA Facebook site. The more time and energy you contribute, the more enjoyment you will receive along with a rewarding sense of accomplishment and personal growth.

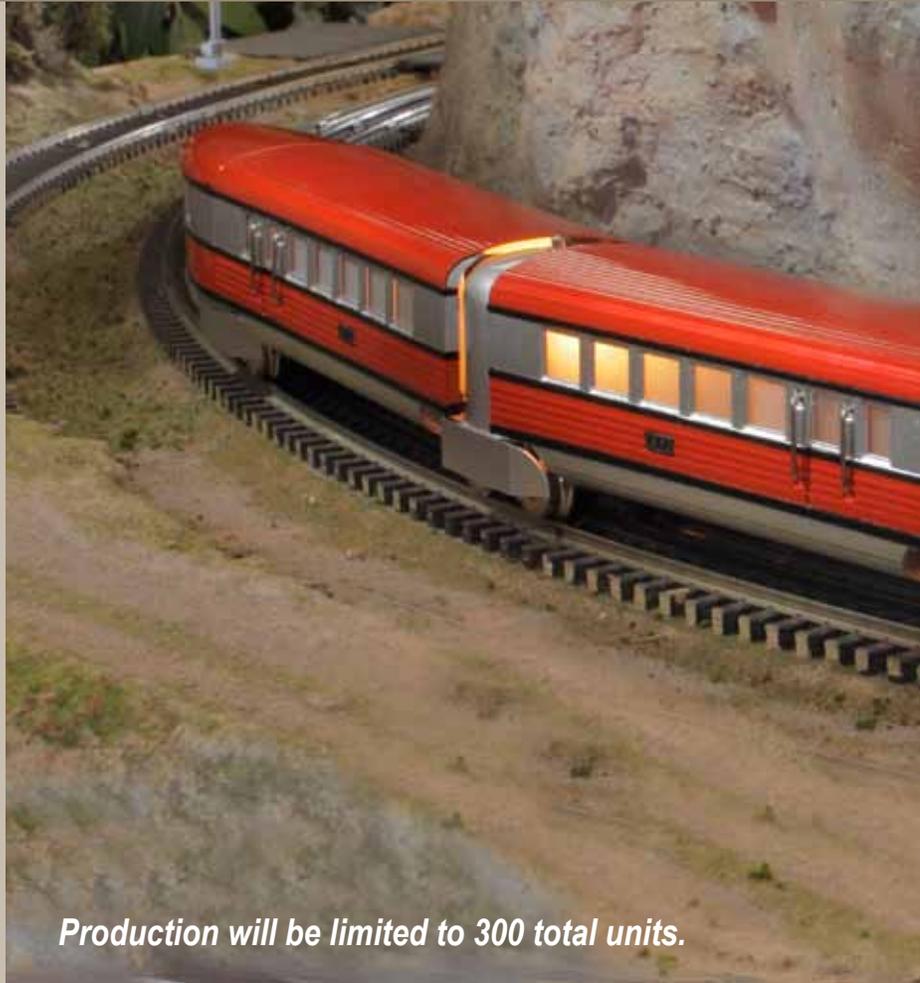
I look forward to seeing many of you at our upcoming Convention in Chattanooga, our largest LCCA Special Event of the year. I guarantee you will have FUN!

Fast and Fabulous

This #616 O-gauge passenger train set is licensed by Lionel LLC for production exclusively

Touted in the 1935 Lionel® catalog as the finest streamliner produced since Lionel's model of the Union Pacific M10000, the Flying Yankee train of the Boston and Maine Railroad featured an articulated design with two adjacent cars mounted at the vestibules atop a shared connecting truck. The famous B&M speedster raced from Boston to Portland every morning. The Flying Yankees were offered in a number of different liveries.

LCCA offers this fantasy version rendered in Denver & Rio Grande Western décor and named for the Prospector, a first class streamliner that ran from Denver to Salt Lake City in 1941 and '42. This new Lionel Tinplate Train Set is available in two versions: as a contemporary, sound-equipped train or as a traditional train with AC motor and e-unit without a sound system.



Production will be limited to 300 total units.

The Prospector Train Set **with sound** includes these features in the #616 power car:

- 3.0 sound system
- Passenger station effects
- Electronic reverse unit
- Streaming smoke, vibrant whistle, and clanging bell (available in this version only)
- Flywheel-equipped motor
- Smooth drive train to pull the metal cars
- Die-cast metal and tin body
- Die-cast chassis
- All-metal wheels and gears
- Speed control
- Operating headlight

The Prospector Train Set **without sound** includes these features in the #616 power car:

- Build-a-Loco AC motor
- Conventional mode operation
- Die-cast metal and tin body
- Die-cast chassis
- Operating headlight
- All-metal wheels and gears

Features of the Passenger Cars (both versions):

- A Passenger Car and an Observation Car
- Die-cast metal and tin bodies
- All-metal four-wheel trucks
- Metal wheels and axles
- Constant voltage lighting
- Interior lighting built-in to each vestibule

Fantasy Flyer

for members of the LCCA.

Layout provided courtesy of Arkansas Traveler Hobbies, Bald Knob, AR



MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: One train set per member.
Neither train set includes track or a transformer. Order deadline: July 31, 2013. Delivery anticipated in December 2013.

DO THE MATH

PLAN A – Payment in Full

- Prospector Train Set, 3.0 version @ \$549.95 \$ _____
- Prospector Train Set, Conv'tnl version @ \$549.95 \$ _____
- IL residents**, add sales tax of 7.5%
- Sub-total: \$ _____
- Shipping, handling, & insurance @ \$29.95, both version \$ _____
- Total (in U.S. funds): \$ _____

PLAN B – Down Payment Deposit

- \$99.95 is due when the order is placed through this option by credit card only. The remaining balance will be due when the train set is shipped. The remaining sum will be charged to the same credit card. The initial deposit is not refundable or transferable to other products. I understand that my upfront deposit represents a good faith commitment to follow-through on this purchase of a Prospector Train Set.

PURCHASE METHOD

- If a check is enclosed, make it payable to "LCCA" with "Prospector" on the memo line.
- Bill this purchase to my credit card account.
- No.: _____ Expiration: _____
- Discover MasterCard Visa Code: _____
- The 3 digits on back of your card*

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

Name: _____ LCCA 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 P/TLR-4-13 • P.O. Box 529 • Peru, IL 61354-0529
Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.*



Lou Caponi
HM 8735

HIGHLIGHT:

“The LCCA has decided to design a younger brother to the brute – Goliath – and offer it exclusively to club members.”

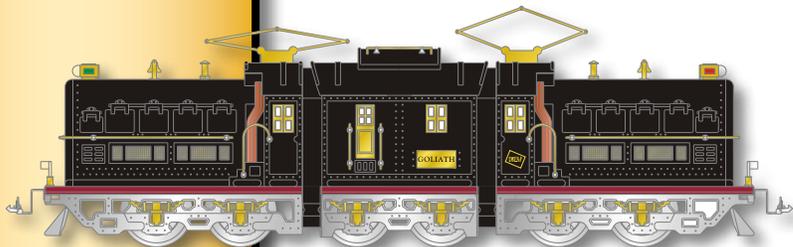
It's Big. Really Big!

Members, please back off your keyboards, put down the phone, and save those postage stamps! What I'm about to discuss may send some of you into orbit, but hear me out. Your club Board hasn't lost their minds, but their mindset has drifted close to the edge – to a boundary of the hobby, that is!

Keep in mind that Lionel® has produced O, S, G, HO, and Standard gauge trains. Remember, this is a train club for all to enjoy, including all sizes of trains within the boundaries of the varied Lionel inventory since 1900.

The club has received many requests to expand LCCA-sponsored products in tinplate, S-gauge, and operating accessories. We have heard you loud and clear. Our first venture into O-gauge tinplate trains worked out quite well. The success of the NYC Lakeshore Limited train set is now an “I got one!” story for members who purchased it, but an “I missed out” lament for those who didn't.

LCCA will now test the Standard gauge market. We know. A Standard gauge electric locomotive (called a “motor”) is not for everyone. So we won't offer very many of them. This first-ever Standard gauge item will be a bold step forward.



Members and other hobbyists who love this category of trains know about a monster-size locomotive from the 1920s named the Brute. That particular locomotive required track even larger than Standard gauge and weighed nearly 50 pounds! It was enormous. The LCCA has decided to design a younger brother to the brute – Goliath – and offer it exclusively to club members.

This locomotive will be limited to only 50 pieces. It may be ordered in

either Conventional or Electronic versions. Goliath will run on Standard gauge track. Fair warning – this engine will be very expensive and will not fit everyone's budget. A member can order one (and only one) Goliath.

LCCA is not moving away from our O-gauge offers of the past 40-plus years. This market test will be presented on a first-come, first-served basis and will be available for delivery on or about mid-October, 2013. A non-refundable and non-transferable good faith deposit will be required. Refer to the ad offer and order form in this issue of the magazine.

What Are the Prospects?

The LCCA is proud to announce its second O-gauge tinplate train set. We have adopted the Lionel version of the classic Flying Yankee train and re-invented it as

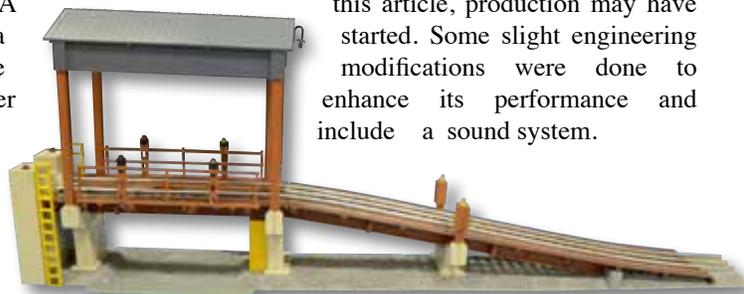


an imaginary D&RGW Prospector train set with a striking paint job. This item will be limited to a production number of 300 pieces worldwide. This particular set is very attractive and quite affordable.

Delivery is expected in December 2013. Our first tinplate train set arrived very close to the projected schedule for delivery. Refer to the order form in this magazine for more information. With a \$99 down payment, you can reserve this dynamite-looking set for running on your layout or sunning on a display shelf. This offer is limited to one train set per member.

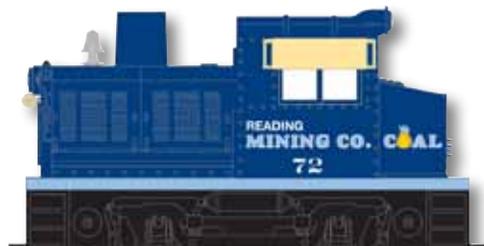
What about the O-gaugers?

I have some exciting news. We now have an operating production sample of our new Coal Ramp accessory. By the time you read this article, production may have started. Some slight engineering modifications were done to enhance its performance and include a sound system.



opment Shop

Oops! I almost forgot. A matching, quite affordable coal train set will be available to members soon. The engine for that set has already been produced. Wait until you see this cool-looking train set up close and in person with all its detail!



2012 LCCA Convention Car

My hope is that at the time you read this article, this long-awaited item will be “on the water” as they say in the oceanic shipping biz. Many corrections needed to be made to this admittedly complex car with intriguing lighting effects and camo décor. However,

taking manufacturing vagaries into account, this commemorative product is dynamite and worth the wait. Both Lionel and LCCA have apologized for the delay, but we insisted this car must be done right.

Update: The Decade 60-Tonner Locomotive

The club and Lionel are back-logged with pending orders and everything is way behind schedule. However, that is not necessarily a bad thing, except perhaps for the extremely impatient. A temporary delay may give members, including me, time to regroup our funds. From a production standpoint, the 60-tonner will be our next O-gauge release.

It will match postwar and Standard O rolling stock. This stunning Union Pacific locomotive will be the pride of your locomotive fleet. Delivery will be in 2014.

The Texas Tommy Pair

The club has ordered 500 “Cow” and “Calf” diesel pairs. That number is 150 less than our Civil War era “General” steam locomotives. LCCA was able to obtain only 500 sets of add-on cars because they are being produced at multiple plants. We didn’t want to offer more locomotives than the quantity of matching add-on cars available.

If you purchased that locomotive pair you are automatically entitled to a \$50 discount on the three matching add-on cars. Don’t delay, order these add-on cars today. Refer to the ad and order form in this issue of *TLR* on the outside back cover. Heads up – more than 50% of the available three add-on cars are already spoken for.

The 2013 Convention Car

This Southern boxcar is selling better than expected. Production will be limited to 1,250 pieces. We should achieve that sales number with ease. This new full-scale, round-roof boxcar is gorgeous.

Full-Scale, O-gauge Cars

The cost differential between producing a 6464-type car and a full-scale car is now minimal.

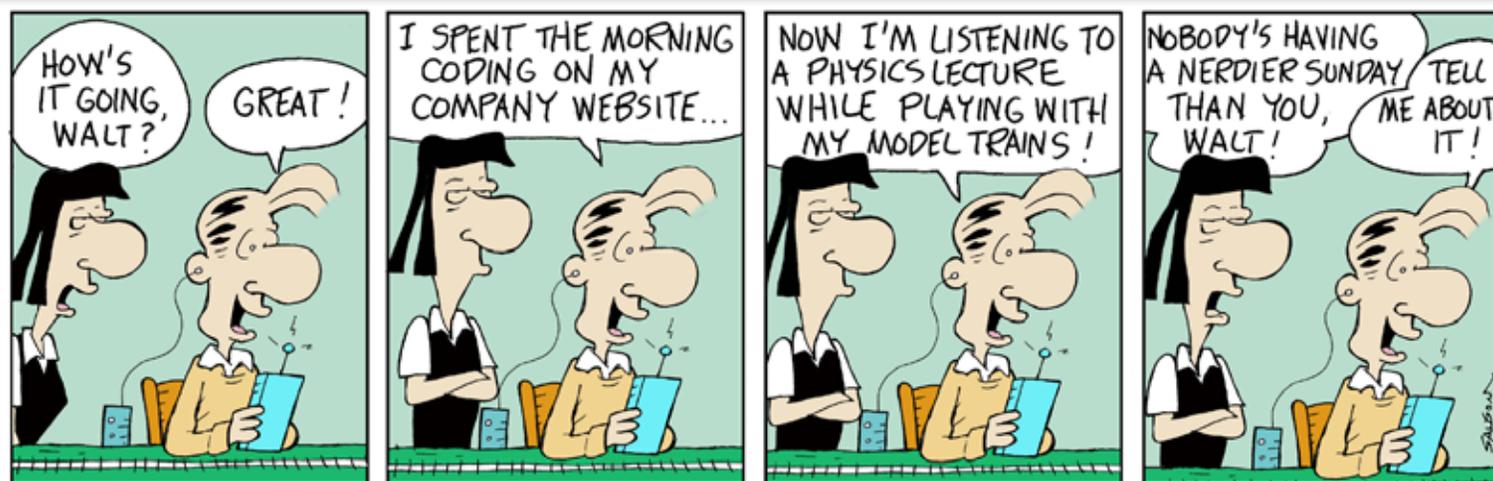
Our 2013 Convention Car was originally planned as an American-made, 6464-style boxcar, but the manufacturer encountered financial problems and shut down. I decided to contact the factory in China and arranged for production of a full-scale boxcar instead. We will make postwar-size cars sometime in the future.

Images provided by Lionel LLC



Toy Trunk Railroad

by Erik Sansom



Big, Bold, and Beautiful



Goliath – the “Little Brother” to Lionel’s Brute

Decades before McDonalds made “supersizing” a buzz word, Lionel applied the “bigger is better” hype to the toy train hobby with its aptly named locomotive, the Brute. That electric loco surely would have inspired some of the greatest flights of fancy in the ad biz and on a Lionel® catalog page IF it had actually been manufactured. Hand-built in Italy around 1927, the pre-production model of the Brute would later be transformed into Lionel’s largest and flashiest Standard gauge electric, the 381E.



special track more than three inches wide. Impractical but incredibly impressive, that one-of-a-kind engine was displayed in Lionel’s showroom for many years. Later it passed into the hands of a renowned train collector and subsequent owners.

While the original Brute never turned a wheel on an actual layout, the recently re-resurrected model will run on Standard gauge track. The LCCA version of the current Brute – Goliath – is painted high-gloss black with brass trim and chrome accents.

The original Brute was way over the top. At 28 inches in length – a foot longer than the production 381E – the prototype was a “toy” that few children could even pick up. Like Lionel, other tinsplate manufacturers built electric locomotives based on the Milwaukee Road’s Bi-Polar electrics, but only the Brute duplicated the actual engine’s articulated body. Originally designed with three motors, the Brute was intended to run on

- Height of Goliath; 9-1/4 inches
- Weighs nearly 50 pounds
- Articulated frame in three sections
- Production limited to 50 units
- FREE shipping if ordered on or before July 10, 2013

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: One Goliath per member.
Order deadline: July 30, 2013. Estimated shipping date: September, 2013.

DO THE MATH

Plan A: Payment in full up front by check or credit card. \$ 1,595.
 Plan B: Non-refundable and non-transferable deposit at time of order. \$ 250.
 This purchase option available by credit card only. The balance due will be charged to your same account when shipped.
 Illinois residents: add 7.5% sales tax \$ _____
 Sub-total \$ _____
 S&H: Orders received on or before 7-10-13 FREE
 S&H: Orders received after 7-11-13 through 7-30-13 \$ 95.
 Total (in U.S. funds) \$ _____

PURCHASE METHOD

If check is enclosed, make it payable to “LCCA” with “GOL” on the memo line.
 Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover MasterCard Visa Code: _____

The 3 digits on back of your card

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

Name: _____ LCCA 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 GOL/TLR-4-13 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to “LCCA Store.” To submit an order by fax: 815-223-0791.

HIGHLIGHT:

“The 1953 version of the TW was unique in that this was the only year this transformer was produced with seven different voltage posts.”

Lionel®, That Is ...

Editor's Preface: In part two of his two-part article, Robert shares information based on his 40 years of experience in servicing transformers.

The whistle circuit of the LW and SW transformers provides negative DC to the variable post. Surprise! Even though advertised with different wattages, these two transformers are internally electrically identical and contain the same transformer core. These transformers have the advantage of providing two optimum voltage common ground circuits: 14 and 19 volts.

LW 125 Watts - 5.5 amps

(A to #2; U to #1)

A-U 8-19 volts, A-B 19 volts, A-C 14 volts. Other fixed voltage: B-C* 5 volts. [Refer to the footnote for an explanation of my use of asterisks in this article].

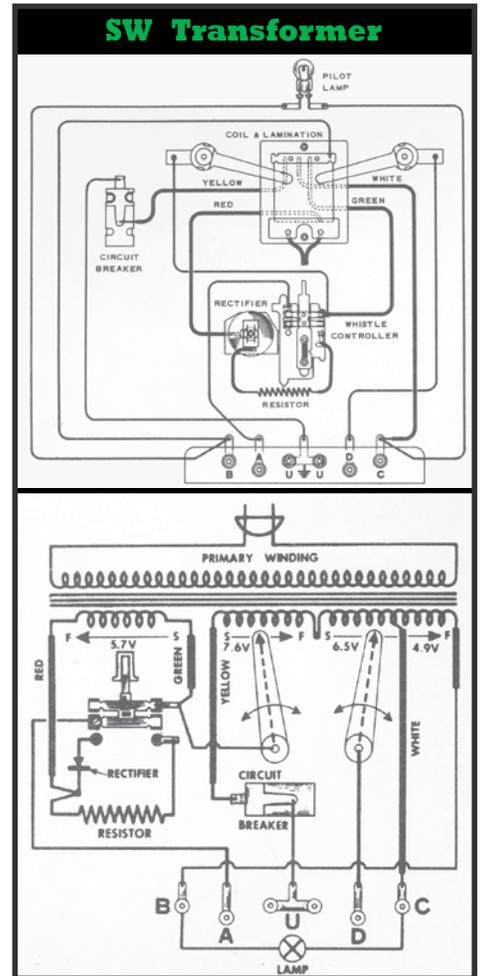
SW 130 Watts - 5.5 amps

(U to #2; A or D to #1)

U-A 8-19 volts, U-D 8-19 volts (no whistle), U-B 19 volts, U-C 14 volts. Other fixed voltage: B-C* 5 volts.

Note that “U” is the common post, “A” and “D” are variable, “B” and “C” are fixed. There is also the possibility of using the “D” with either “C” or “B” to obtain other variable voltages. The voltages obtained in this manner would not be protected by a circuit breaker, nor would they taper from “low” to “high.”

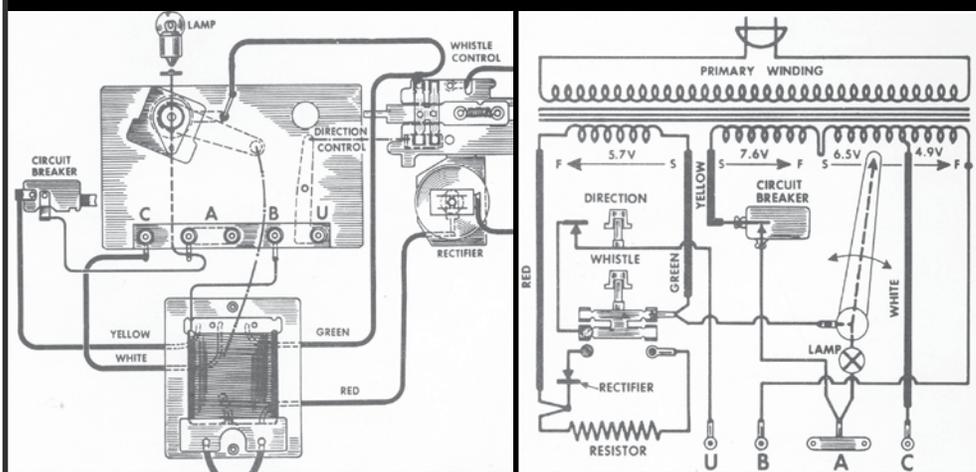
In certain applications that require a fixed voltage setting, the U-D circuit of the SW has a distinct advantage since it does not utilize carbon rollers. Why, you may ask? If a carbon



roller is left at a specific setting to supply a “fixed voltage” to a circuit with a current draw more than one amp, over a period of time the carbon roller will harden and deteriorate since the electrical path through it would never change. For transformers with carbon rollers it is a good practice to “zero” all fixed voltages when the layout is not in use and reset them each time one powers-up the layout. I suggest varying the setting by +/- .5 volts.

The LW was cataloged from 1955 to 1966. In the 2013 Pocket Price Guide by Greenberg, the editor listed the catalog dates as 1955-1956. The SW, utilizing the same case as the TW, took the place of the TW in 1961 and was cataloged through 1966. Beginning in 1964, Lionel included the LW transformer in some O-gauge outfits. Wisely, it was not included with outfits which consisted of a twin-motored diesel engine and four illuminated passenger cars, since that combined current draw of 4.5 amps would leave very little room for layout expansion before the LW reached its limit of 5.5 amps.

LW Transformer



The LW is another transformer for which Lionel “approximated” the voltage listings. The LW was advertised as having (and its backlit dial reads) a 6-20 volts variable range, with 14 and 18 volt fixed-voltage commons. In actuality its variable range is 8-19, with 14 and 19 volt commons. Subsequently, when Lionel produced the SW, the specifications were correct, and the SW utilized the larger size terminal posts. The SW has a second variable post (without a whistle control), and this allows for a third common voltage. This is especially handy if you have a “vibrator” accessory which seems to operate best at 10-12 volts. Granted, the SW lacks a direction button, but this can be easily remedied by installing an aftermarket momentary current interruption button. In my opinion, the SW and the VW are the two most flexible medium-sized transformers Lionel ever built. I consider the KW to be a large transformer. The TW in reality is comprised of two smaller transformers, wired in phase, and linked at the “A” post. Refer to my discussion of the TW below.

TW 175 Watts

(A or B to #2, U to #1)

Two independent transformer cores (one variable; the other, fixed), wired in phase, and internally connected at the “A” terminal. Rated approximately four amps each – for amperage, refer to my comments below.

B-U 0-11 volts, B-C 11 volts, B-A* 7 volts, inter-coil B-F 18 volts, B-D* 7 volts, B-E* 5 volts

A-U 7-18 volts, A-C 18 volts, A-F 25 volts, A-D 14 volts, A-E* 12 volts, A-B* 7 volts.

Other fixed voltages: E-F 14 volts, D-F* 11 volts, D-E* 2.5 volts, “inter-coil” C-F 8 volts, C-D 3.5 volts, C-E* 6 volts.

With its introduction in 1953, the TW was touted as an ideal transformer for a good-sized layout. Lionel described it in 1953 and 1954 as “...designed for the railroader who wants plenty of accessories on his pike. Power for operation of train is completely isolated from the accessory voltage so that regardless of the number or accessories used, train will not be affected.”

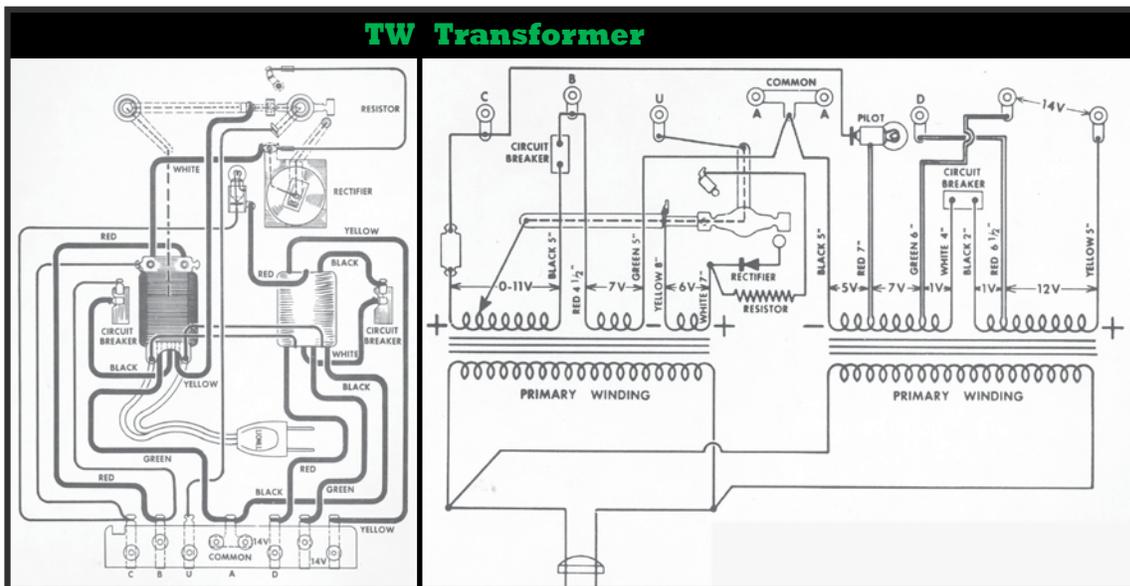
In 1955 and 1956 it was described as “Ideal for an extra-busy one train layout.” By 1957, other than “Two Independent Power Circuits,” no mention was made of its capacity for operating a layout. One must remember that each of the two “power circuits” is approximately a 90-watt transformer. This is fine for operating a one-motor engine; however, operating a twin-motor engine with five lighted passenger cars would draw 4.9 amps on the variable circuit. (Source: How to Operate a LIONEL TRAINS and Accessories.) Yet on page 53 of this booklet, one of the transformers Lionel recommends for such a consist is a TW transformer. Clearly, the author of this section of the booklet was not aware of the internal design of the TW. There is a similar “error” in the Bantam Book, *Model Railroading*.

The 1953 version of the TW was unique in that this was the only year this transformer was produced with seven different voltage posts. There are two “A” posts, so there is a total of eight posts. The 1954-1960 versions did not contain a “B” post. The elimination of this post does not significantly affect the utility of this transformer, since the primary use of the “B” post was to facilitate a low variable voltage of 0-11 volts. The electrical placement of the variable coil’s internal circuit breaker is also different in the 1953 version.

Because the TW had five (or, in the 1953 version, six) fixed voltage posts, there are numerous fixed voltages available if one is willing to compromise the independence of the two circuits. I listed these as “inter-

coil” fixed voltages. This plethora of fixed voltages makes the TW an ideal second or third transformer for operating independent accessories and/or supplying lighting on a layout. When wired in phase with your main transformer, its 18 volt fixed voltage circuit, which was erroneously labeled as “16 volts” in the 1953 instructions, can be utilized to supply power for O22 switches and similar accessories requiring a common ground circuit. The variable circuit may be used to operate a trolley or other motorized units with a low amp draw. As one can see, the TW has more “common ground” fixed voltages than any of the transformers discussed in this article, which often makes it the ideal transformer for finding just the right voltage for running lights and accessories. Here’s a tip. If you need two bulbs to illuminate something, wire two identical 14 volt bulbs in series and use the A-F (25 volt) circuit to power them. Each bulb will receive less than 13 volts thus increasing their lifetime. If one does not use the TW to run a train, the variable voltage post “U” in combination with one of the other posts offers yet another range of voltages available! Use a voltmeter and experiment. Just be sure to include an appropriate external circuit breaker.

NOTE: The following transformers – KW, VW, and ZW utilize carbon rollers in their variable circuits. The use of carbon rollers facilitates smoother operation and less wear on the transformer coil itself, since a “contact finger” is not sliding across face of the coil. The one disadvantage of carbon rollers was discussed previously in the last paragraph concerning the SW transformer.



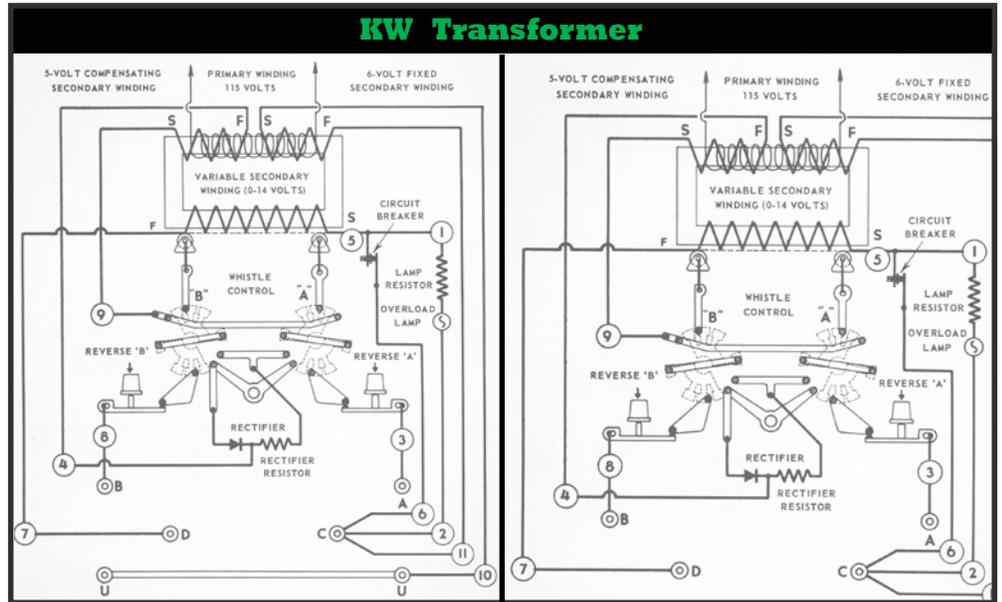
KW 190 Watts - 8 amps

(U or C to #2, A or B to #1)

C-A 0-14 volts, C-B 0-14 volts, C-D 14 volts,
C-U* 6 volts

U-A 6-20 volts, U-B 6-20 volts, U-D 20
volts, U-C* 6 volts

The KW was catalogued from 1950 to 1965. The earlier models (1950-1956) differ internally from the units produced from 1957-1965 and incorporate two different transformer coil and lamination assemblies, which are not interchangeable. I have noticed that the actual variable voltage output differs between the two types. The earlier models produce a variable voltage of 6.7-20 volts. The later models provide only 6.7 - 19 volts. Also, the maximum fixed voltage is 19 volts. Since the earlier models provide a fixed voltage of 20 volts from the A-D posts, the instructions supplied with the O22 switches contained the following advice: "With D post of KW transformer, it is advisable to use an adjustable 5-ohm, 25-watt resistor to avoid



overheating the lamps." In my opinion, the newer coil/lamination assembly has a more usable 19 volts as the maximum voltage output in order to minimize problems with O22 switches.

ZW 250 or 275 Watts - 12 amps

(U to #2, A or D to #1)

U-A 6-20 volts (whistle circuit)

U-D 6-20 volts (whistle circuit)

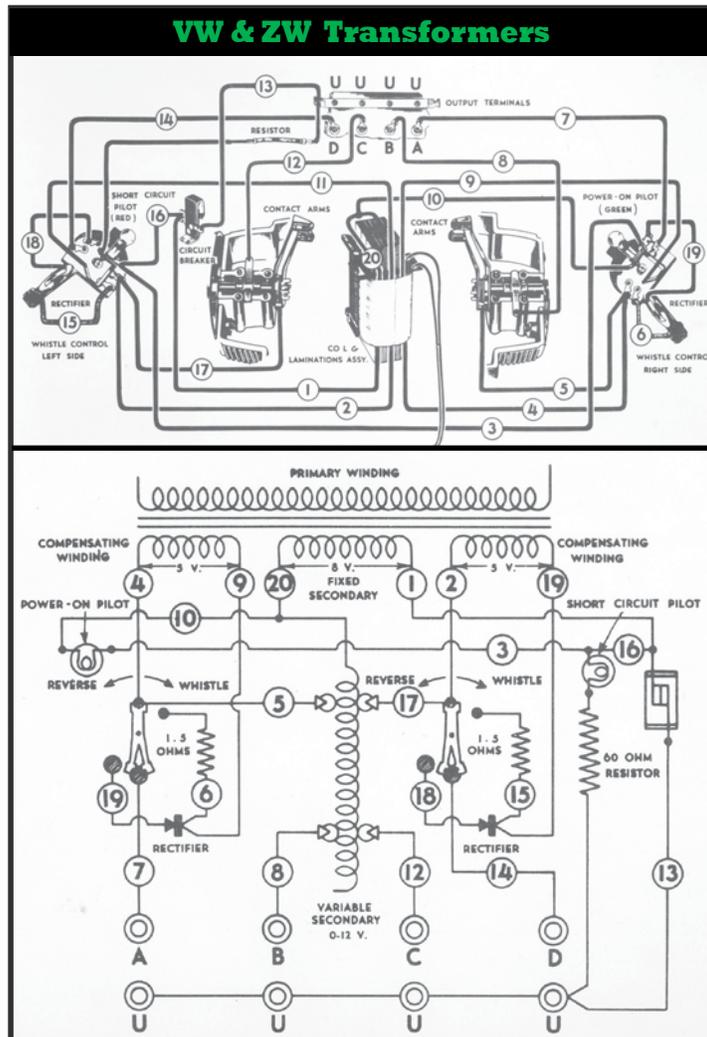
U-B 6-20 volts (no whistle circuit)

U-C 6-20 volts (no whistle circuit)

For years I've heard and read discussions in various model railroading publications that there are no discernable electrical differences between the earliest 250 watt and 275 watt ZW transformers. My own observations have shown me that both of these earliest versions with the specification plate above the terminals and just an "L" on the badge located on its top have a consistently higher voltage output than the subsequent ZW models where the specifications are listed in the badge on the top of the transformer. Observable variable voltages have been 7-21 volts for these earliest models and 6.5 to 20 for subsequent units.

Footnote: I listed the posts with voltages PROTECTED BY AN INTERNAL CIRCUIT BREAKER in descending order of voltage supplied. After these, I listed the fixed voltage posts NOT PROTECTED by an internal circuit breaker. These unprotected circuits are marked with an asterisk () and may be utilized ONLY if one has properly wired an external circuit breaker (rated at approximately four amps) to protect the transformer in event of an overload on this individual circuit. Since the items usually operated on a fixed voltage circuit rarely short out, you may install a three to five amp automobile fuse instead of a circuit breaker.*

Figures provided by Bill Schmeelk



VW 150 Watts - 6.6 amps

(U to #2, A or D to #1)

U-A 6-20 volts (whistle circuit)

U-D 6-20 volts (whistle circuit)

U-B 6-20 volts (no whistle circuit)

U-C 6-20 volts (no whistle circuit)

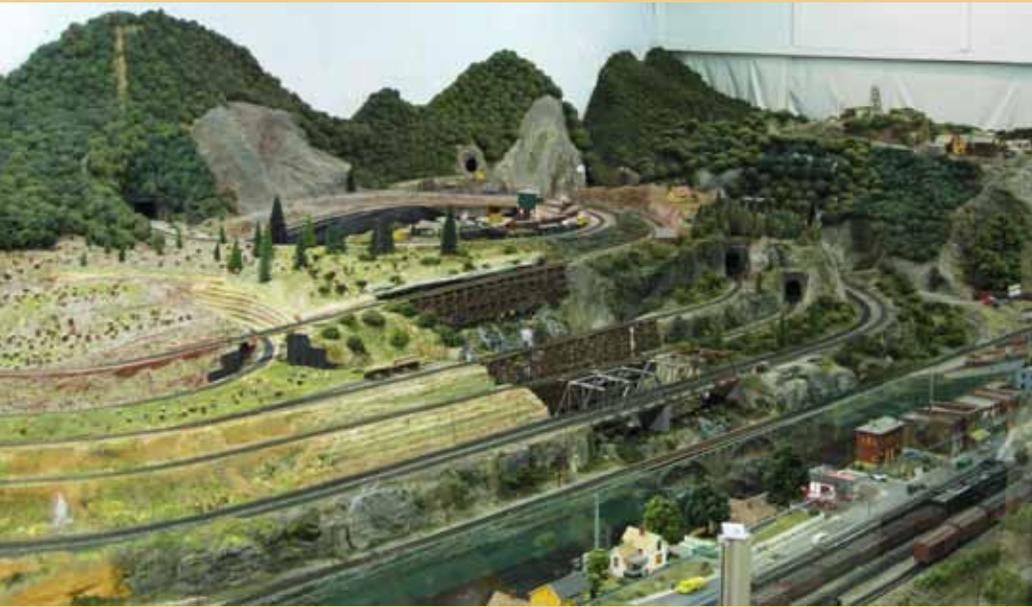
In appearance, this transformer is virtually identical to the ZW; however, it has only about 60% of the electrical capacity. It was catalogued only from 1948 to 1949, and was replaced by the KW in 1950. The actual variable voltage I have noted in most samples is 7- 20 volts.

Destination Chattanooga

A Spectacular HO Layout in the Host Hotel

This model railroad display was first built in 1973 as a joint venture between the Chattanooga Area Model Railroad Club and the Chattanooga Choo Choo Hotel and Conference Center. It has been expanded and modified over time to become the incredible display seen today. Now one of the largest and most complete model railroad displays in the U.S., it is open to the public 363 days a year and to LCCA Conventioneers in mid-July!

The model railroad is 154 feet long and 33 feet wide at its widest point. It has more than 3,000 feet of track with up to eight trains running constantly on separate loops. It has 500+ buildings, 300 automobiles and trucks,



and at least 2,000 figures. To make the layout come alive, there are thousands of lights and dozens of animated features. To keep the trains running, members of the Chattanooga Area Model Railroad Club maintain more than 150 locomotives and 1,000 freight and passenger cars.

Members of the Chattanooga Area Model Railroad Club have over the years invested over 60,000 hours building and maintaining the display. To replace this display would cost nearly \$1,000,000 and require about two years of full time effort to complete.

Some Historic Features of the Layout

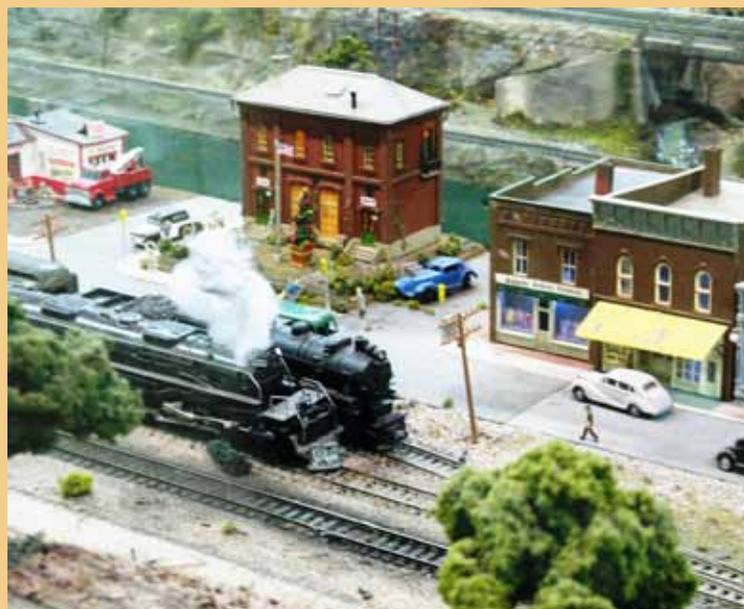
While not an actual copy of the city, it represents some of the significant aspects of Chattanooga and environs. LCCA convention-goers who visit this HO-scale layout should be on the lookout for these and many other points of interest.

The Chattanooga Terminal Station was built in 1909 as the main station in Chattanooga for the Southern Railway, the Central of Georgia Railway, and the Tennessee, Alabama, and Georgia Railway. It has the

highest freestanding dome in the world and the brick arch on the front of the building is the largest freestanding, non-supported arch in the world. The station had daily train service and was served at one time by 52 passenger trains a day. The station was closed in 1970. In 1973, the station reopened as the Chattanooga Choo Choo Hotel and Conference Center and is now on the National Register of Historic Places.

In the background is Missionary Ridge, named for the "Mission to the Cherokees" established in 1835 by Dr. David Brainerd on

Chattanooga in 2013



top of Vinegar Hill (now Brainerd Hill.) This ridge was almost an insurmountable obstacle for the early railroads. Too steep to build over, the early railroads to Chattanooga blasted a 986-foot tunnel through it using black powder explosives and slave labor. Completed in 1856, it is still used by the Tennessee Valley Railroad Museum.

Small business operators (Tennessee moonshiners) usually got into the business because it was more profitable than sharecropping, despite federal revenuers coming around and busting-up their stills on a regular basis.

Some Fun Features of the Layout

Waverag Junction is typical of a small railroad town in the Cumberland Valley/Plateau Region of Tennessee and Kentucky. The town represents the major commerce of the day; coal, lumber, and the railroad. The town's name is derived from the practice, prior to building the depot, of flagging down the train with a red bandana as a signal to stop for passengers.

The wedding party leaving the church is what we call a Tennessee formal wedding. The

father of the bride is the gentleman in the blue shirt. His shotgun is painted white.

The Knott & Splynter Lumber Company has been a big employer in Waverag Junction for decades, but some folks are muttering that the trees are about to give out. The mill consists of the logging pond, the rough-cut mill, the drying yard, and the planing mill. The company offices are upstairs from the warehouse for the logging operations. When old man Splynter is gone for the day, workers don't goof off; the telescope on the roof of his mansion is there for a reason.

One bad thing about the new highway is those darn tourists who come to see Bearpaw Falls. The story the tourists are told is that it is named after a local Indian chief. The real story is that the town founder, John Digge, was skinny-dipping in the creek upstream one day when he got swept over the then-unnamed falls. His son thought that was so funny he named the falls after his dad's trip; in other words, Bare Pa Falls. The name stuck, but when the engineers from the Works Progress Administration (WPA) came through to survey the new highway, they heard it wrong and put it on the maps as Bearpaw Falls.

Photographs & text provided by the Chattanooga Choo Choo Hotel and the Chattanooga Area Model Railroad Club

Real Trains, Toy Trains, Civil War History, and Track 29

We have an exciting selection of tours for LCCA Conventioneers in July, 2013! Tours will begin on Monday, July 15, and end on Saturday, July 20. **Note: the 2013 Convention is scheduled a week earlier than usual.**

There will be something for everyone this year – excursions aboard several trains from the Tennessee Valley Railroad Museum (TVRRM), trips to historic Civil War battlefields, a famous model train layout, and many local points of interest. After publishing initial Convention information in *TLR*, we added a home layout tour on Saturday morning. Several tours are priced for both adults and children [<16]. Some tours have limited capacity. A word to the wise: register early by mail, fax, or online at the club's website.

Monday, July 15

TOUR 1
**TVRRM Summerville Steam Special:
Chattanooga, TN, to Summerville,
GA**
8:30 a.m. – 6:30 p.m.
Package Price: \$175/person

All aboard! Many LCCA Conventions begin with a day-long excursion train ride, which is a highlight of our week-long get-together. The 2013 Convention will offer an historic ride from Chattanooga, TN, to Summerville, GA, with TVRRM steam locomotive 630 scheduled at the point. We will board at either the Choo Choo Hotel or Grand Junction Station. We'll fly past Chickamauga-Chattanooga National Military Park and through Chickamauga, Rock Spring, LaFayette, Trion, and onward into the heart of Summerville. Upon arrival, we will explore the town of Summerville and visit the historic turntable in Dowdy Park. After lunch, we'll re-board the train for the return trip to Chattanooga.

Tuesday, July 16

TOUR 2
Great Locomotive Chase
"General" Locomotive, Kennesaw, GA
8:30 a.m. – 5 p.m.
Package Price: \$95/adult; \$89/child [<16]



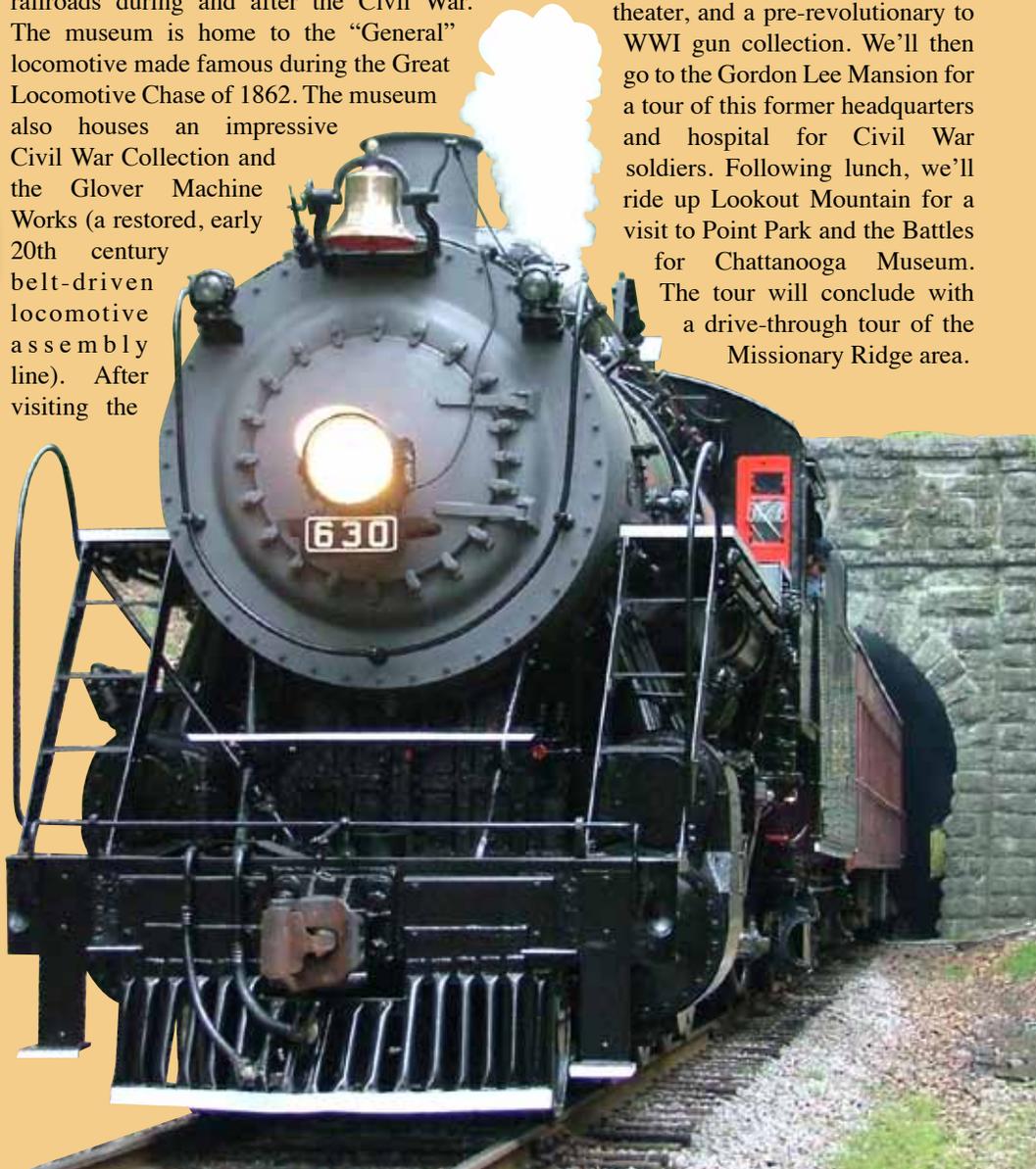
We will experience the dramatic history of railroads and the War Between the States at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. A prestigious Smithsonian Affiliation member, this museum provides a unique perspective into the strategic and economic use of railroads during and after the Civil War. The museum is home to the "General" locomotive made famous during the Great Locomotive Chase of 1862. The museum also houses an impressive Civil War Collection and the Glover Machine Works (a restored, early 20th century belt-driven locomotive assembly line). After visiting the

"General," we'll stop for lunch in Cartersville, GA, at Grand Oaks before our final stops along the route of the Chase at Tunnel Hill and also visit the monument and cemetery sites south of Chattanooga.

TOUR 3
Civil War Experience
The Battles for Chattanooga
8:30 a.m. – 5 p.m.
Package Price: \$94/adult; \$88/child [<16]



For Civil War history enthusiasts and those interested in legacy tourism, this tour will take you through the history of the United States during the time of the Civil War. The tour will begin with a stop at Chickamauga Battlefield to tour the Visitor Center, museum, theater, and a pre-revolutionary to WWI gun collection. We'll then go to the Gordon Lee Mansion for a tour of this former headquarters and hospital for Civil War soldiers. Following lunch, we'll ride up Lookout Mountain for a visit to Point Park and the Battles for Chattanooga Museum. The tour will conclude with a drive-through tour of the Missionary Ridge area.



Tour 4A – 2nd Layout Added

Misty Mountain RR and
Great Georgia Central & Southern RR

7:45 a.m. - 6 p.m.

Package Price: \$80/adult; \$72/child [<16]



Misty Mountain RR and Museum



GGC&SRR layout

Here's an opportunity to visit two famous O-gauge train layouts! This tour was recently improved. It now includes a trip to the high-rail-style Misty Mountain Model RR in Blairsville, GA, and also a visit to the 1950s-style layout of Jim and Gayle Steed, the Great Georgia Central & Southern RR. Thanks to the hospitality of Jim and Gayle and the helpfulness of our tour folks, we will be able to include a visit to the Steed's layout at no additional charge to conventioners!

This change will require a time shift. We'll leave the Choo Choo Hotel at 7:45 a.m. instead of the previously published time of 9 o'clock.

The theme of Misty Mountain layout is reminiscent of the Southern Appalachian Mountains, while the Great Georgia Central & Southern RR is a more traditional three-rail layout. We will have lunch along the way.

TOUR 5

Southern Belle Riverboat Cruise

6:30 p.m. – 9 p.m.

Package Price: \$74/adult; \$50/child [<16]

The Southern Belle is Chattanooga's very own dinner cruise riverboat! True Southern hospitality prevails in the old tradition aboard the climate-controlled riverboat.



You'll enjoy sights along Moccasin Bend as well as gorgeous nighttime views of Lookout Mountain as you cruise along the Tennessee River. Entertainment will be offered as well. Roundtrip transportation will be provided for this special cruise from the hotel to the Belle.

Wednesday, July 17

TOUR 6

TVRRM Hiwassee River Adventure

8 a.m. – 3:30 p.m.

Package Price: \$135/person

We will take a scenic bus trip from Chattanooga to Etowah, TN. The Hiwassee Loop is a 50-mile round trip of the lower Hiwassee River Gorge.

This loop takes approximately 3.5 hours and departs from Etowah. On this trip, you can look forward to traversing the "Hiwassee Loop" where the train tracks cross over themselves and corkscrew up the mountain near Farner, TN. We'll stop for lunch at the Farmhouse Restaurant before returning to Chattanooga.



TOUR 7

Jack Daniels Distillery

8 a.m. – 5 p.m.

Package Price: \$95/person



We'll travel from Chattanooga to Lynchburg, TN, and visit the oldest whiskey distillery in the United States! Jack Daniels Distillery is where Mr. Jack first crafted the recipe for Old No. 7. The location is at the site of pure, iron-free cave spring water used as the fundamental ingredient of the product. Every drop of Jack Daniel's Tennessee Sippin' Whiskey is still made there today, even though Lynchburg is located in a "dry" county!

Following the distillery tour, we'll go to Miss Mary Bobo's Boarding House for a delicious home-cooked lunch. Miss Mary Bobo's began as a traveler's hotel in 1867 where Jack Daniel took his noonday meals. Miss Mary Bobo ran her boarding house until her death in 1983, one month shy of her 102nd birthday. The boarding house stands today as a welcoming home to visitors.

Thursday, July 18

TOUR 8

Lookout Mountain Adventure
Incline Railway, Ruby Falls, Rock City
8 a.m. – 2:30 p.m.
Price Package: \$119/adult; \$91/child [<16]



Explore the sights and treasures atop Lookout Mountain, including a visit to Rock City and Ruby Falls. At Rock City you'll see more than 400 native plant species and view the panoramic landscape at the "Seven States" point on Lover's Leap. You will explore the Fairyland Caverns and Mother Goose Village. Ruby Falls is a massive underground waterfall. At 1,120 feet underground, Ruby Falls is one of the largest and the deepest commercial cave in the world. After the climb out of Ruby Falls, we will take a restful ride up and down the Incline Railway. Believe it or not, the trolley-style car travels up the side of Lookout Mountain at a steep 72.7% grade! Sit back, relax, and enjoy the views of historic St. Elmo as you rise to the top of the mountain! We'll grab a bite to eat before returning to the hotel.

TOUR 9

TVRR Missionary Ridge Local
Buttonwillow Church Dinner Theater
8 a.m. – 4:30 p.m.
Package Price: \$129/person

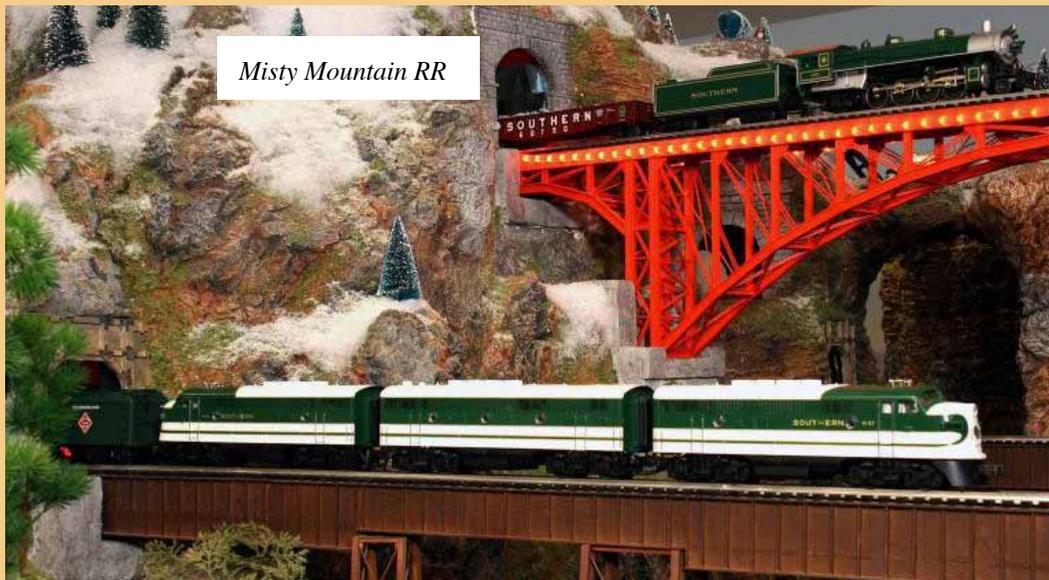


The Missionary Ridge Local is the most popular trip offered by the Tennessee Valley Railroad! This ride will depart from Grand Junction Station and travel along the original railroad lines in Chattanooga. With stops in East Chattanooga (to see the locomotive rotating on a turntable) and a guided tour at the railroad restoration shop, this trip will allow travelers to cross four bridges and go through the pre-Civil War 1858 Missionary Ridge Tunnel. You will have time to tour the TVRR Museum. We'll depart for the famous Buttonwillow Church Civil War Theater for a delicious lunch and a live matinee performance that will provide a rich history lesson!

TOUR 4B – 2nd Layout Added
Misty Mountain RR and
Great Georgia Central & Southern RR
7:45 a.m. – 6 p.m.
Package Price: \$80/adult; \$72/child [<16]
A reprise of tour 4A.



GGC&SRR layout



Friday, July 19

TOUR 10

Trains and Automobiles

7:30 a.m. – 1 p.m.

Package Price: \$97/person



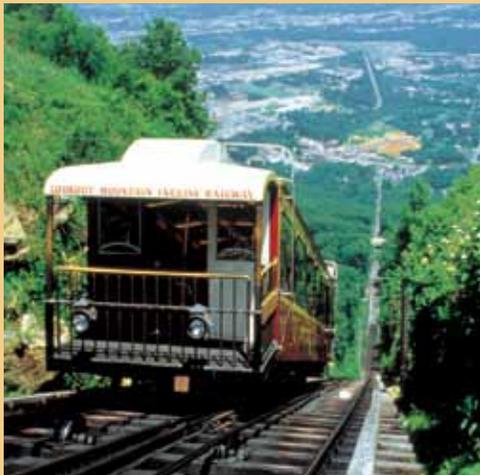
This half-day tour will commence with a tour of the Coker Tire Museum! Following that tour, we'll board the TVRR Missionary Ridge Local. The train trip will follow the same route as in Tour 9. We'll finish off the day with a walking tour at the International Towing and Recovery Museum and return to the hotel. Lunch will be on your own.

TOUR 11

Exploring the Top of Lookout Mountain

8 a.m. – 1:30 p.m.

Package Price: \$78/adult; \$70/child [<16]



This half-day tour will be spent at the top of Lookout Mountain. It will begin with a ride to the top via the Incline Railway, starting in St. Elmo. Believe it or not, this trolley-style car travels up the side of Lookout Mountain at a steep 72.7 % grade! Once we arrive, we'll visit the Battle for Chattanooga Museum and take a walking tour of Point Park, which was completed in 1905 to commemorate the "Battle above the Clouds." Point Park is part of

the Chickamauga-Chattanooga National Military Park and offers sites for viewing some spectacular scenery. We will finish the day with a motor coach tour of the area on our way back to the hotel. Lunch will be on your own.

Saturday, July 20

TOUR 12

Charming Chattanooga City Tour

9 a.m. – 1:30 p.m.

Package Price: \$90/person

Begin the day with a walking tour of the Bluff View Art District! Stroll through the art galleries and grab a steaming hot cup of coffee at Rembrandt's. After the guided tour, you'll board the Delta Queen for a cooking demonstration and lunch before returning to the hotel.



TOUR 13 A, B, C, D

Gerald Jackson's Home Layout

8 a.m. – Noon

A: 8 to 9 B: 9 to 10

C: 10 to 11 D: 11 to Noon

Package Price: \$10/person



We all enjoy seeing another member's layout. The Jacksons have invited us to their home for a spectacular layout tour. The layout table measures 14x28 feet and is located in their walkout basement. The collection and operating trains consist of nearly 800 pieces of rolling stock and 195 MTH and Lionel locomotives. Transportation to their residence will be provided. There will be four one-hour tours; each can accommodate 50 individuals. Indicate your preferred tour time, but LCCA reserves the right to assign participants to hourly tours for logistic efficiencies.

Photographs provided by Bob Carter, James Collins, TVRRM, Jack Daniels Distillery, Chattanooga Convention & Visitors Bureau, Misty Mountain RR, GGC&SRR, Buttonwillow Dinner Theatre.

**Historic Hotel
Train Excursions
Historic Sites
Train Layouts
Social Events
Lionel Seminar
Activities for Kids
Reception & Banquet**



LCCA 2013 Convention Schedule - Chattanooga, TN

Day/Description	Time	Notes
Sunday, July 14		
Registration Desk Open	Noon – 7 p.m.	Choo Choo Hotel (CCH)
Welcome Reception	7:30 – 9 p.m.	CCH
LCCA Store open for Reception-goers	9 – 11 p.m.	CCH
Monday, July 15		
Reception Desk Open	7 a.m. – 5 p.m.	7-5 Tues; 8-5 Wed-Fri; 8-12 Sat
TOUR 1		
TVRRM Summerville Steam Special	8:30 a.m. – 6:30 p.m.	Chattanooga to Summerville, GA
Tuesday, July 16		
TOUR 2	8:30 a.m. – 5 p.m.	
Great Locomotive Chase		Kennesaw, GA
TOUR 3		
Civil War Experience	8:30 a.m. – 5 p.m.	Chickamauga Military Park
TOUR 4A		
Misty Mountain RR and GGC&SRR	7:45 a.m. – 6 p.m.	Blairsville, GA
TOUR 5		
Southern Belle Riverboat Cruise	6:30 – 9 p.m.	On the TN River
Wednesday, July 17		
TOUR 6		
TVRRM Hiwassee River Adventure	8 a.m. – 3:30 p.m.	
TOUR 7		
Jack Daniels Distillery – A TN Legend	8 a.m. – 5 p.m.	Lynchburg, TN
Reception for Conv'tn First Timers (only)	6 – 7:30 p.m.	CCH
Thursday, July 18		
TOUR 8		
Lookout Mountain Adventure	8:30 a.m. – 2:30 p.m.	
TOUR 9	8 a.m. – 4:30 p.m.	
TVRRM Missionary Ridge Local		Buttonwillow Dinner Theater
TOUR 4B		
Misty Mountain RR and GGC&SRR	7:45 a.m. – 6 p.m.	Blairsville, GA
Get Acquainted Party	6 – 10 p.m.	CCH
Friday, July 19		
TOUR 10		
Trains & Automobiles	7:30 a.m. – 1 p.m.	
TVRRM Missionary Ridge Local		Coker Museum, T&R Museum
TOUR 11		
Exploring the Top of Lookout Mountain	8 a.m. – 1:30 p.m.	
LCCA Annual Business Meeting	2 – 3 p.m.	CCH
Lionel Seminar	3 – 5 p.m.	CCH
Trading Hall Open	6 – 9 p.m.	For Members Registered at CCH
Saturday, July 20		
Trading Hall Open	8 a.m. – 9 a.m.	For Members only
Trading Hall Open	9 a.m. – 3 p.m.	For Members and the Public
TOUR 12		
Charming Chattanooga City Tour	9 a.m. – 1:30 p.m.	Spouses Day Out
TOUR 13		
Home Layout Tour – Select One	Four one-hour tours	Gerald Jackson Residence
A: 8 to 9 a.m.		
B: 9 to 10 a.m.		
C: 10 to 11 a.m.		
D: 11 to 12 p.m.		
Trading Hall Take Down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	CCH
LCCA Banquet	7 – 10:30 p.m.	CCH
Convention Ends	After the Banquet	



Ryan Kunkle
Lionel LLC

Lionel Online

HIGHLIGHT:

“Our social media channels highlight important announcements and updates and allow us to take the conversation farther.”

Editor’s Note: Ryan Kunkle is the Social Media Manager for Lionel LLC. Meet him online through the Web-based channels cited below. He can often be found at Lionel events and trade shows. Ryan is also the Model Trains Guide for [About.com](#), President of the Conrail Historical Society, a volunteer on the Middletown and Hummelstown Railroad, and a talented railroad modeler.

Over the past two years, Lionel® has developed its voice across several social media channels to better reach both long-term faithful fans like you and reach out to newcomers to the hobby. Our social media channels highlight important announcements and updates and allow us to take the conversation farther. From model railroading tips to fun facts about railroad history to sharing the hobby with family and friends, you’ll find lots of great information across these channels. One of the greatest advantages of this new media is that our communications are not a one-way track. We read every comment/question posted and respond as quickly as possible.

The Lionel Blog

www.lionelcorp.wordpress.com

The blog is the best forum for getting in-depth stories. The blog is updated two or more times per week. Every Monday, *New Product Spotlight* highlights the features of one of our new products. *Freight Car Friday*, another weekly feature, looks at railroad rolling stock stories you can use to enhance operations on your own rail empire.

In addition to regularly updated posts, the blog has permanent pages that cover useful modeling information, including our very popular layout wiring series developed with Mike Reagan. Other permanent pages

focus on scenery and weathering tips, and an entire set of pages for the Lionel FasTrack™ Modular Railroad.

Facebook

www.Facebook.com/pages/Lionel-Trains

This is our most popular online home. In the past two years the number of fans has grown more than 1300%! Here you’ll get the latest announcements on catalog releases, new products, events and more. We invite you to share your photos, thoughts, and questions as well. We’re also starting a new page dedicated to our American Flyer® fans. Refer to (www.Facebook.com/pages/American-Flyer).

Twitter

www.twitter.com/lioneltrains

Twitter is great channel for up-to-the-minute news and announcements. Where the blog offers great depth, our Twitter feed is straight to the point. Follow us on Twitter and you will never miss a beat.

Google +

www.Google+/Lionel_Trains

www.Google+/American_Flyer_Trains

We have a pair of Google+ pages, one for Lionel Trains and one for American Flyer. Google+ has become quite popular in certain circles, particularly internationally. We highlight blog content as well as news and events on our Google+ pages.

YouTube

<http://www.youtube.com>

Currently, Lionel has several YouTube channels, but by the time you read this a single consolidated channel should be available. There you will find videos by Customer Service including a growing library of product overviews, tutorials, and instructional programs as well videos on topics from getting starting in the hobby to the latest locomotives strutting their stuff on a layout.

Pinterest

www.Pinterest.com

Go to Pinterest and then search for Lionel Trains. Lionel fans – and perhaps more importantly, potential fans – will find enticing images of family fun with Lionel trains paired with links to more information. Whether you follow us across all of our channels or just one or two, you’ll be up to date on all things Lionel. These channels let you easily share the news and fun with your friends too. We hope we’ll be hearing from you there soon!





Bill Schmeelk
HM 6643

Lionel

HIGHLIGHT:
“Installation will require some mechanical skill in mounting the components and soldering the connections. If that doesn’t scare you, you’ll find that these kits bring modern functionality and realistic sounds to locos from the postwar era.”

A Leap from Conventional to TMCC

Among my favorite Lionel® pieces are those which bring back childhood memories from the 1950s and ‘60s. Because of that interest, I’ve been a fan of the products in Lionel’s Postwar Celebration Series™. These were remakes of Lionel trains from the company’s Golden Era with modern features added to them – electronic horn or whistle and TMCC Command Control™. In many cases, these pieces were also improvements on their postwar brothers. Items which in the late ‘50s came with plastic trucks and unpainted plastic bodies were re-made with new die-cast trucks and painted bodies. In recent years, the Postwar Celebration Series has given way to the Conventional Classics™ series. These items, while still quality pieces, have been designed to satisfy a lower price point and as a result do not come equipped with TMCC or Legacy™.

However, Lionel has offered a way to upgrade locomotives which were not initially equipped with TMCC technology. Ever since 2008, Lionel’s full-line catalogs have devoted a page to upgrades by Electric RR™. The Electric Railroad Company was founded by Jon Zahornacky. When Jon was hired as Chief Technical Officer at Lionel, the Electric RR technology came with him.

These technology upgrades allow you to add several of Lionel’s electronic features to locos produced before those features were available and for products in which they were not initially installed. This includes everything from postwar locos through current models, such as the Conventional Classic line. Electric RR products enable toy train hobbyists to install upgrades that provide TMCC control, RailSounds 4™, and Cruise Control™. There is a wide variety of boards available according to what features you wish to add. I wanted to give this option a try. Jon suggested that I decide what

loco I wanted to upgrade and then call the number in the catalog. The folks at Electric RR need to know whether one is upgrading a steam or diesel loco, the type of motor inside, and when it was made. I decided I would upgrade Lionel’s 1994 re-issue of the 1950 Union Pacific Alco A-A diesel.

A Little History

In 1950 Lionel introduced a new diesel designed primarily for O27 sets. The F3 had proven so popular that a smaller, less expensive loco seemed appropriate for O27 sets. Although the Alco was intended to meet a lower price point and has been much maligned for being so much shorter than scale proportions, it was mechanically very well designed and an excellent runner. The loco featured a heavy die-cast frame, a powerful motor that could be removed from the die-cast truck, and MagneTraction™ on two axles. The loco also incorporated an excellent method of securing the shell to the frame – allowing its removal without any separate screws. This original design disappeared from the catalogs after 1954. When the Alco reappeared in 1957, it was transformed into a bottom-of-the-line loco. The die-cast frame was replaced with a stamped steel frame. The motor system was replaced with one in which the field assembly became an integral part of the truck and only one axle had MagneTraction. The lowest forms of this loco had two-position e-units and no front coupler. Some had a diesel horn, but it was now necessary to remove the shell to replace the battery. The ingenious design for removing the shell was gone and now required the removal of a screw for access. Lionel’s service manual advised dealers that all parts from the earlier version were not compatible with this new version.

I was thrilled when in 1994 Lionel reintroduced the original die-cast frame design. This model included an electronic horn and all the features of the postwar model, except one. Although an operating front coupler was shown in the 1994 catalog photo, the pull-down button on it looked very out of place. When the engine was produced the coupler was there, but it did not operate and the pull-down button was eliminated. The original 1950 version had a coil coupler on the front end. Initially I planned only to upgrade the loco for TMCC, but later decided to add RailSounds 4 also.

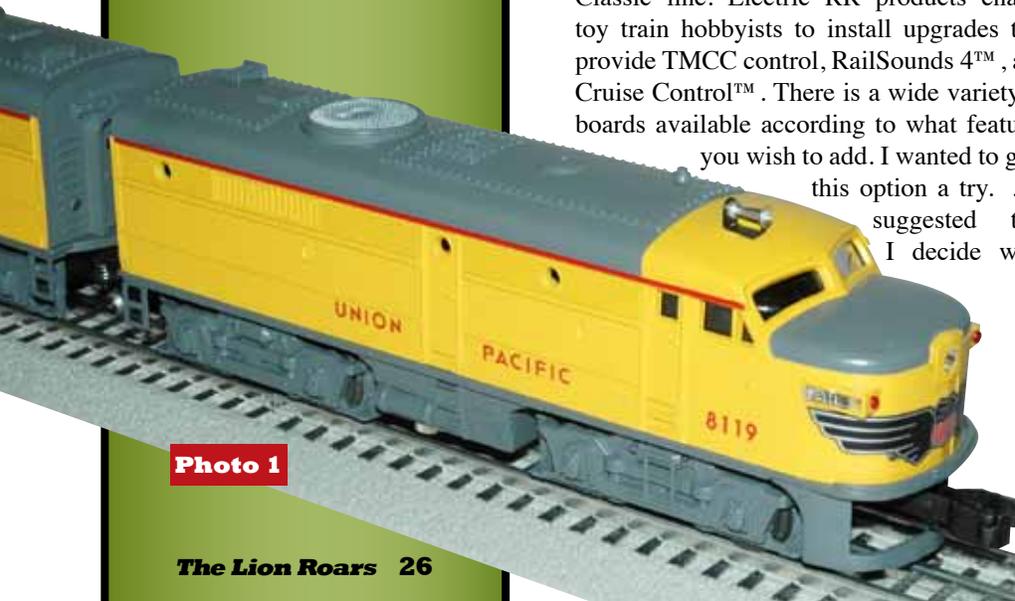


Photo 1

News and Views

A Techno Agenda Emerges

After calling Electric RR, I decided that I needed their AC Commander™ to upgrade the diesel to TMCC and the RailSounds Commander™ for the sound. Legacy upgrades are not available, but any TMCC loco can be operated with a CAB-1, a Legacy CAB-1L, or a CAB-2 controller. **Photo 1** shows the

frame of the Alco. I substituted a longer one, but found that the original hole had to be enlarged to allow clearance for the larger screw head. **Photo 3** is a view from the bottom and shows the screw in place, holding the new board. Removing one screw from the bottom of the power truck allowed me to remove the motor and truck for more clearance.

A Tight Fit, but Do-able

My original intention was to mount the

RailSounds Commander board in the non-powered Alco A unit. However, after reading the manual I realized that because the RailSounds board needs motor speed input, the best way to get that would be to mount that board and speaker in the powered A unit. This would allow a direct connection from the Railsounds board to the motor. For steam locomotives, there is a way to mount the board in the tender and receive speed input by cementing a magnet to one of the tender wheels. Diesel loco trucks do not have the clearance necessary to install a magnet, so placing the RailSounds kit inside the powered A unit was the best bet. I certainly didn't want a wire tether between the two A units.

The RailSounds kit includes a speaker and two small boards which nest. Finding room in the short A unit for the speaker and the RailSounds board along with the AC Commander board proved to be a challenge. I found that by moving the Commander board closer to the motor, I could make just enough room for everything. There was enough room to move the Commander board about a half inch towards the motor and still have clearance for the motor truck to turn. Looking back at **photo 3**, you can see there is a large hole and in order to move the board, I made a small aluminum plate with a hole in its center to cover that hole and then used it to remount

the AC Commander board. **Photo 4** shows the result. The extra half inch provided enough space to position both the speaker and RailSounds board on the frame – but let's get the AC Commander working first.

Most of the wire connections are made to mini-screw terminals, so you'll need a very small flat blade screwdriver for this task. To operate your loco in TMCC mode, you'll need to install the supplied Program/Run switch. This loco already had a

switch installed to lock-out the E unit, so I re-used that existing switch since the original E unit would no longer be used.

The next step was to prepare the motor by adding a bypass capacitor across each of the brushes to suppress RF noise. These were the only connections that required soldering for TMCC operation. Illustrations in the manual make the connection points clear.

Next, wires from the motor are connected to the mini-terminals on the board. Power and ground wires are also connected. The colors of the wires on my loco all matched the illustrations, but you are warned that this may not always be the case. It would be best to trace the wires from their connections to be sure the wires are connected properly.

A strip of mini-terminals on the opposite end of the board allow you to connect a smoke unit, directional lighting, and electro-couplers if these features are present on your loco. Connecting them to the board allows them to be controlled from the CAB controller. This is also where the wires from the Program/Run switch connect.

Next came the antenna. The antenna wire is supplied with a socket mounted on one end. This socket allows the antenna to be easily connected to a pin on the board and also to be easily disconnected if you later have to work inside the loco. For a diesel with a plastic body shell, it was recommended that the antenna wire be secured to the inside roof of the shell. I'm not a fan of hot glue, but in

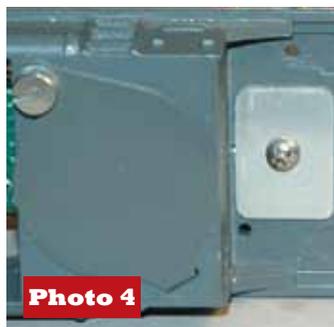
Photo 2



Photo 3



Photo 4



1994 Union Pacific Alco and **photo 2** shows it with its shell removed along with the parts included in the AC Commander kit. The board already on the loco is the electronic E unit that came installed on it. In addition to items supplied in the kit, you'll need some basic tools – a soldering iron, jeweler's screwdriver, wire strippers, etc.

The AC Commander comes with a 12-page black and white instruction manual. The first thing I would suggest to wannabe technocrats is to download the color PDF version at their website: www.electricrr.com. The color version is definitely more helpful in identifying the wires and the proper places to connect them. I printed out this color version and used it during the installation. The manual warns you several times that mis-wiring a circuit board can result in fatal damage. You can view and download the manuals for their many boards at the website.

The first step was to remove the existing electronic E unit. One self-threading screw from underneath released the board and I simply snipped the wires close to the board and removed it. The underside of the heat sink on this unit had heat-conductive grease applied, which I wiped off with my finger and applied to the metal heat sink of the new board. The new board had a 6-32 threaded hole, but I found that the supplied screw was not long enough for use with the die-cast

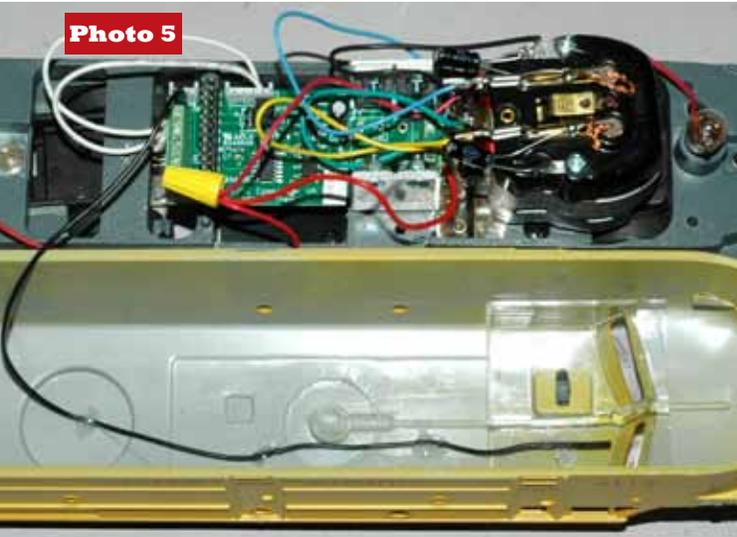


Photo 5

this case it is the perfect solution. I simply applied several dabs to secure the wire as seen in **photo 5**. I made sure to allow enough wire so that I could remove the shell and lay it down next to the loco.

With all the connections made and checked, the next step was to install the R2LC receiver board onto the Commander board. You can see the completed wiring in **photo 5**, ready for the receiver board. You can also see how close the board was mounted to the motor, allowing space for the RailSounds board and speaker. The receiver board simply plugs into the Commander board. You must be sure that you don't miss by one pin to either side as



Photo 6

this would certainly damage components on both boards. **Photo 6** shows the completed installation.

Installation of the AC Commander allows you to change the default number of speed steps from 32 to 100, which allows a lower initial voltage and a finer adjustment by the throttle. You can now set the engine's ID and feature code. These are all set using the CAB controller. The settings remain intact until changed.

Before proceeding with the installation of the RailSounds kit, I tested the TMCC operation of the loco and found that it worked as expected. I assigned the engine an ID number and controlled it with my CAB-2.

Adding RailSounds

The RailSounds Commander kit adds RailSounds 4 to a loco and has both a command and a conventional mode. **Photo**

7 shows the components

of the kit. The manual for this kit is 31 pages because there are many different types of locos that can be wired-up. The manual clearly guides you to the correct wiring chart to use for your specific application. The kit is also specific as to loco or diesel type. Here again, a call to Electric RR before ordering will prove helpful.

The sound board was considerably smaller than the AC

Commander and was mounted to the frame with the use of a double strip of dense, double-sided foam tape. I positioned it almost against the end of the AC Commander board. The manual describes several ways to mount the speaker. There was a convenient hole near the opposite end of the loco frame, and I used a single 1/2 inch long

4-40 screw with nut and washer to mount it. The speaker supplied was high quality and included a matching baffle into which it is secured. The manual suggested that this speaker was most likely of higher quality than the originally-installed speaker. The original horn sound board would be disconnected. The speaker is supplied with wires attached and a small socket which plugs directly into the board. The speaker must be mounted to

allow the sound to come out of the loco. In this instance there was a large open area in the frame so no further work was necessary. Some installations might require you to drill holes in the frame to allow the sound to radiate.

The RailSounds board needs a motor sense connection. This feeds speed data to it so that the sounds change appropriately in sync with the speed of the loco. This can be accomplished in several ways depending on the type of loco. For diesel locos, the most convenient method is a direct connection from the motor wires to the sound board. A two-position socket with wires is supplied.



Photo 7

After cutting it to the appropriate length, I stripped the ends and soldered them to the motor wires. I removed the motor wire connection from the AC Commander board and slipped on a one-inch piece of the supplied heat shrink tubing. Then I cut a section of the insulation away so that I could solder the ends of the two-wire cable, one to each lead of the motor. The result can be seen in **photo 8**. The blue and yellow wires are the ones from the motor. I was then able to slide the heat shrink tubing over the connection and using a heat gun, shrink it tight, as seen in **photo 9**.

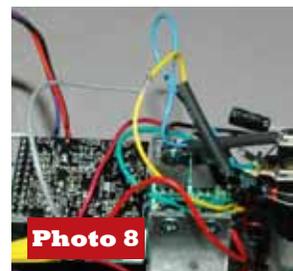


Photo 8

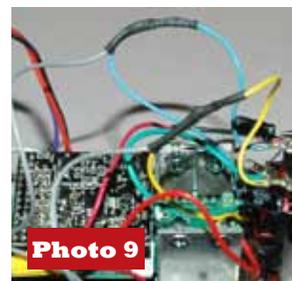


Photo 9

You have the option of adding a RailSounds/SignalSounds switch. If this switch is not added, the board defaults to RailSounds. The switch would allow you to switch to SignalSounds, which means only the horn and the bell. I decided to add the switch. I used the switch that I didn't need from the AC Commander kit. Mounting the switch is probably the most challenging part. In addition to the two mounting holes, you'll



Photo 10

also need to cut a small rectangular hole for the slider of the switch. For the Alco, I decided to place the switch next to the Program/Run switch. That switch was mounted to a plastic plate which was easily removed.



Photo 11

Photo 10 shows the installed switch. As you can see, I needed to

remove the AC Commander board to do this.

The final result after assembly is shown in **photo 11**. The wires from the switch connect to another cable which plugs directly into the sound board. Two other wires on that cable



Photo 12

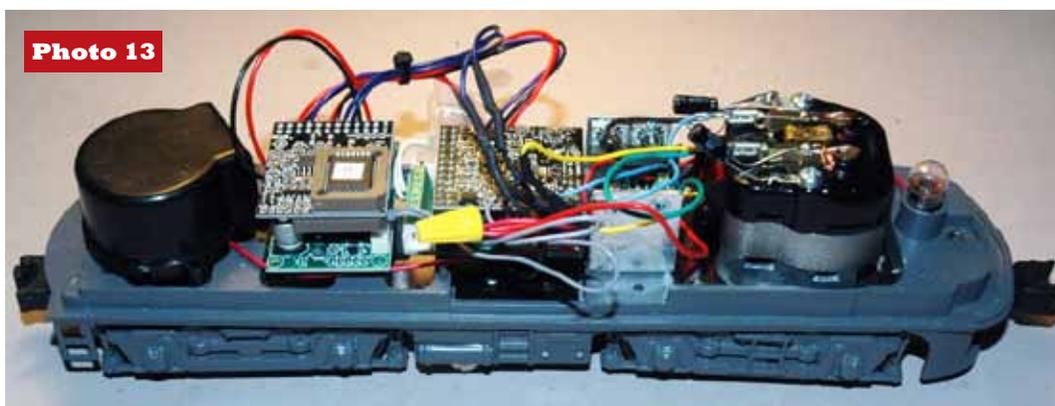


Photo 13

connect to a nine-volt battery connector. Because of space restrictions, I decided not to install a battery. As suggested in the manual and seen in **photo 12**, I wrapped the battery clip in plastic and secured it with one of the supplied cable ties to prevent it from making contact with any other connections. **Photo 13** shows the completed installation just prior to connecting the antenna socket and replacing the body shell.

One more important point is to change the light bulb at the front of the loco. When running the loco in TMCC mode, up to 18 volts will be applied to the track constantly. The bulb supplied with this loco is rated at 14 volts, so it would run hotter than usual and have a shortened life at 18 volts. I'm looking into some bulb options and will discuss them in the next issue. I also disconnected the original sound board in the non-powered A unit since its functions will be replaced and expanded by the new RailSounds board.

How Does It Work?

Happily, when I first applied power to this loco, the diesel start-up sounds could be heard and the diesel roar functioned properly, increasing as the diesel speed ramped up. Horn and bell sounds were impressive. The original 1994 loco had only an electronic horn and the new horn sound was many times better than the electronic buzz produced by the board it replaced. Everything functioned as I hoped! Now my UPAlco can be operated in TMCC mode with modern sound effects. Although this diesel has only one motor, the AC Commander board is capable of handling a twin-motored loco.

The Electric RR kits work well, but installation should not be

attempted by someone who isn't willing to disassemble his loco. The instruction manual must be carefully followed. The boards come packed in static-free packaging; take care in handling them. As I learned during my HeathKit™ days, a static charge can damage some of the components on the board. Safe practice is to touch something that's grounded to release any static charge before handling the boards. Also, handle them from their edges. You should certainly avoid working on carpet during the installation. Some mechanical skill will be required for mounting the components and soldering the connections. If that doesn't scare you, you'll find that these kits bring modern functionality and realistic sounds to locos from the postwar era. I'm very pleased with the results in my Alco.

The TMCC kit sells for \$99.99 and the RailSounds kit for \$119.99. Electric RR offers a variety of upgrade kits including one that adds Cruise Control to your locos. They are available for both steam and diesel locos. Adding a number of these to one loco can get costly, but in most cases, just adding TMCC capability would be enough to satisfy me and allow me to operate some of my favorite locos with Command Control. You can check out the different boards available and download the instruction manuals at www.electricrr.com.

Photographs by Bill Schmeelk

**Answers to
A Lionel Puzzlement**

1. Leo, CEO; 2. Chief, Chef; 3. Water, Waiter;
4. Bobber, Robber; 5. Goat, Boat;
6. Truck, Trunk; 7. Crane, Crank; 8. Frames, Flames; 9. Table, Cable; 10. Feather, Father;
11. Track, eTrack; 12. Tank, Bank;
13. Cats, Vats; 14. Cold, Gold, and Sold;
15. House, Horse, and Morse.



Ken Morgan
RM 12231

HIGHLIGHT:

“I have seen many references trying to pin down what the actual prototypes were for the various Box Cabs made by the toy train manufacturers, but the very fact that there was so little to distinguish them makes this problematic.”

TRIVIA: QUESTION

Why would a train buff care about a TV show called “The Wild Wild West?”

Electric Locos and Toy Trains, Part 2

What is probably, at least externally, the simplest locomotive ever made and also the prototype for many early electric toy trains? The Box Cab.

Essentially, it’s just a metal box covering all the electrical equipment above the frame with work space for its crew, of course! The toy train versions were almost always a four-wheeled, relatively short locomotive. In 12-inches-to-the-foot scale, the Box Cab came in all sizes, often with multiple trucks and – especially in mainline service – often in semi-permanently-mated multiple units. In most cases there wasn’t much more than trucks below the body or much on the roof other than pantographs. Oh, yes, some wires and such, but no steam domes, no sand domes, no stack, and usually no drive rods.

Of course, there were exceptions. **Photo 1** shows a LIRR DD-1, which was built by PRR for its LIRR subsidiary. From the frame up, it’s a Box Cab. Below the frame, it looks like a steam loco. Neat! The lack of detail made it a natural for toy train



Photo 1

manufacturers. Consequently, after all the toy train makers discovered the S-type and also discovered that all companies were making them, they started manufacturing Box Cabs to meet more markets. But why just four wheels when many of the prototypes had multiple trucks, both powered and unpowered? Cost, for one thing.

Return to the previous installment of TPC in *TLR* (February, 2013) and re-read the section about the 156 and 156X. The leading and trailing trucks were too light and caused tracking problems. In geometry class we learned that three points (wheels) determine a plane as a flat surface, as in how we hope our rails lie. Presumably that would result in all wheels on the rails. But I suspect four

wheels provided much better traction and balance. Although more wheels might be more realistic, they add to the problem of getting them all on the rails and going around tight curves on toy train layouts; hence the later proliferation of blind drivers. But I digress. By the mid-1920s, both Lionel® and American Flyer®, and briefly Ives®, discovered Box Cabs.

However, before we do so, here’s a trivia question. Why would a train buff care about a TV show called “The Wild Wild West?”

Ubiquitous Box Cabs

Box Cabs came in many versions. So did the toy ones. I have seen many references trying to pin down what the actual prototypes were for the various Box Cabs made by the toy train manufacturers, but the very fact that there was so little to distinguish them makes this problematic. As noted, most of the real ones had many wheels.

Box Cabs by AF

Think of the beautiful NYC P-motors. American Flyer clearly did. The real ones were 2-C-C-2 electrics. Quick lesson in nomenclature. Steam locomotives count all the wheels – both sides. Electrics count them on one side, or if you prefer, they count the axles. And they use numbers for unpowered wheels and letters for powered ones. Hence, the P class has a leading truck with two unpowered axles, then two powered trucks with three axles each, then an unpowered trailing truck with two axles. If it was a steam loco, we would call it a 4-6-6-4. American Flyer actually made a rather nice model which I think can reasonably be traced to this loco. It was their top-of-the-line loco in O gauge, the #3020. You can see it on the right in **photo 2**. A tad short on the C-C part, but it has the slightly rounded contours of the real P class and leading and trailing trucks. Which, I might add, don’t track very well. This might explain why Flyer also offered the #3015, #3019, and #3115, all basically the same loco, but without the unpowered trucks. The other loco in the picture is #3011, a more generic Box Cab of uncertain

Cannonball

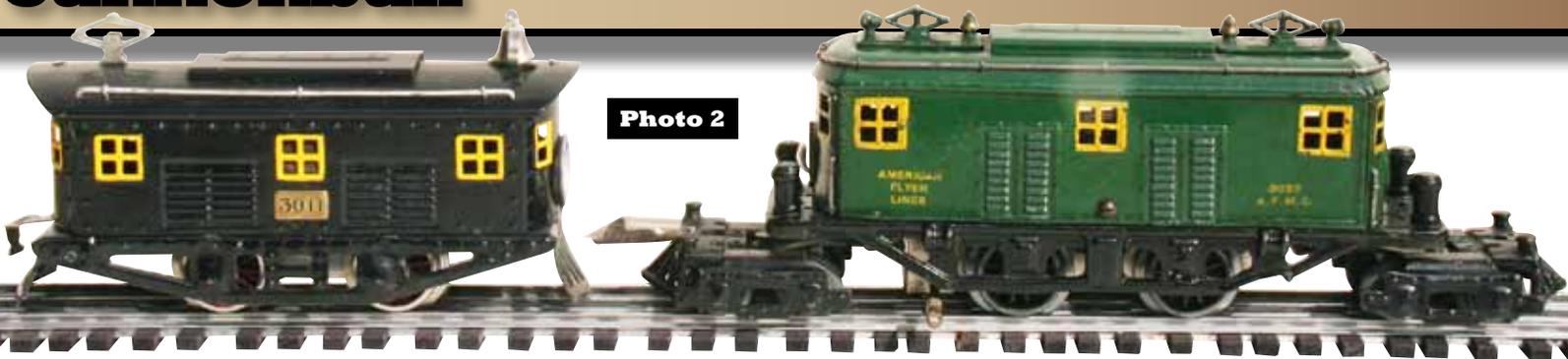


Photo 2

lineage. That little roof overhang at front and back is typical of many Box Cabs. Among others, PRR, GN, B&M, MILW, NH, and N&W had this type of roof in many wheel arrangements. In fact, the rounded ends are much more limited in prototype practice, NYC and PRR, as we will see, had them, but the overhanging roof, or eaves, was clearly more common. This loco was Flyer's middle-sized Box Cab. It came in many versions, with the same basic body mounted on different frames with different colors and numbers. Some were enameled, some were lithographed, as was Flyer's wont for their small and medium-sized Box Cabs. There were also a couple of smaller Box Cab bodies from Flyer, one with rounded ends, one with an overhang.

Box Cabs by Lionel

Now let's look at Lionel's O-gauge Box Cabs. **Photo 3** shows most of them. From top to bottom, the big #256 is the grand daddy of Lionel's dual-motored O-gauge locos. That wouldn't appear again until the postwar F3. This loco is atypical in that it likely does have an identifiable prototype. The Boston & Maine Railroad commissioned Westinghouse to build five of them for service hauling trains through the 4.75-mile-long Hoosac tunnel, probably greatly pleasing the engine crews. The real one is a 1-B-B-1, with more windows, but with the same body shape, roof overhang, and the twin air tanks up top. Plus two pantographs, which Lionel included on later versions of the #256. This is an early one.

After reading the introductory section of this installment, you understand the lack of leading and trailing trucks.

Now for the others. The middle track shows the #251, a generic round roof Box Cab and the #253, which is the generic version with eaves. On the bottom are the little #248 and the tiny #1010, about which more later. Missing from this family portrait is the #1651, which looks similar to the #1010, but it's bigger with an O-gauge motor and lettered as Lionel-Ives.

The #256 came only in orange and never had a remote reverse. These are relatively expensive on today's market, reflecting their top-of-the-line status. Expect to pay northward of \$600 for any of them. Watch for reproductions. The #251 comes in red or gray with a hand reverse (HR) and as a #251E. Red tends to be a tad more expensive. Prices appear to be dropping, so an offer of

something less than \$250 should land a very nice one. One quick comment about this loco. All of the O-gauge locos used the same motor. This is a tall loco with a high center of gravity; hence it has an unfortunate tendency to roll over at high speed. Crank the throttle down for more prototypical speeds on your layout.

The #253 comes in many colors in both the HR and the E versions. Most colors are quite inexpensive, so particularly for #253s in excellent condition you might want to watch for repaints of the exotic colors. Common colors are all under \$150 for representative examples. The #248 never had an E unit. It was the bottom of the O-gauge line. It, too, came in several colors and I offer the same caveat for rarer colors and the same price range as the #253s. Finally the tiny #1010, light orange as pictured, and its cousin the #1030 which is the same except

darker orange. These locos are actually relatively hard to find, but nobody seems to care, so they are inexpensive. Maybe \$100. They are also lithographed and made of very light gauge metal, so scratches are rather permanent. The tabs holding the box onto the frame are delicate, so repairs to the motors are somewhat problematic. These were marketed as "Winner" line to avoid tainting the quality of Lionel's name. They were brought over from the Ives line Lionel and Flyer jointly produced after Ives' bankruptcy.

So the bottom line is, until you hit the #251 and #256, you should have no trouble finding a decent Lionel Box Cab for \$150 or less.



Photo 3



Box Cabs by Ives

Now on to Ives. This company was running out of steam by the mid-1920s. They only offered one little Box Cab of their own, the #3258. It is small and has eaves. But I don't have one to show as a picture. As Lionel and Flyer took over Ives, the #248 body was used on an Ives frame and the lithographed #1651 and #1010 were produced under the Ives name. Clearly, Lionel and Flyer did not wish to lose the Ives piece of the market, but they also wished to cheapen the product and wean people over to their brands. There was one other Lionel-produced, Ives-named loco, the big #1694. It is a 2-B-2 with the overhang. It is a rather nice-looking loco, though short on detail. It is difficult to find, but it has been reproduced several times.

Despite Limitations, still Likeable

When reviewing the Box Cabs, it is clear that scale proportions were irrelevant, perhaps even more than for steam engines. Steam locos generally had leading trucks and often trailing trucks despite the tracking issues. The Box Cabs were just that – a box with a motor and wheels. What Lionel and Flyer did was

produce different sizes to meet different price ranges. To see how wide a range of prices, look at photos 4 and 5. Photo 4 is the #248 and #256.

They are both O-gauge and run on the same track. In fact, they have essentially the same motors. Photo 5 is a Standard gauge #8 on top and the slightly bigger O-gauge #256 below. So it overlapped the larger line of trains. Truly an impressive loco, both for size and its twin motors!

So now, having discussed the lack of attention to scale and the difficulty in pinning down a prototype, let me offer a suggestion for at least the small generic rounded roof



Box Cabs. Return with me to The Standard Railroad of the World, the mighty PRR, and look at its smallest electric loco, the B-1. This little switcher originally operated in semi-permanently mated pairs, later as single units. See photo 6. Its proportions just about match those of the toy versions. It has only one truck,

albeit a C, not a B, and it was just across the river from Lionel headquarters in New York City in the Sunnyside Yards switching both PRR and LIRR equipment for Penn Station.

Trivia Answer

“The Wild Wild West” TV series ran from 1965-69 and combined the popularity of westerns which still dominated TV with the rising popularity of spy stories, especially James Bond. Think of it as James Bond meets “Gunsmoke.” The show starred Robert Conrad as secret agent James West and Ross Martin as Artemus Gordon, like “M” from James Bond. Conrad supplied the good looks and the spying stuff, and Martin provided gadgets and disguises for Conrad.

Bond's Aston Martin was replaced by a train, but not just any train. It was a luxury train named Wanderer and fully equipped to support the two agents – all their supplies, a lab to analyze clues and fabricate clever devices, and even a stable for horses. Shades of the Barnum and Bailey Circus train!

Still more on electric locos and toy trains next time. And no, I have not yet replaced the wheels on my #253 discussed two installments ago. Too many other demands on my time right now. But when I finally do, you'll be among the first to know.

Photographs by Ken Morgan



Susan & Wayne Ruland RM 30494

Chasing Trains and Dreams

HIGHLIGHT:
 “The Ruland hobby heritage, acquired knowledge, and craftsman skills have now been recycled and re-installed into Ruland Junction Toy Train Museum in Heber Springs, Arkansas.”

Direct Experience

As she did years earlier with their father (Ed), Grandmother Ruland began taking Wayne and her other grandchildren to Penn Station in Newark, NJ, and to the airport, the amusement park, and so on. In the days before television, teaching kids about the rest of the world was a hands-on experience. Today we call that method experiential learning.

Penn Station offered many new and different sights and sounds: steam trains, electric and diesel trains, trolleys, horse-drawn freight wagons, porters and conductors, engineers and brakemen, kids in knickers, servicemen, and families with dozens of suitcases, clickety-clack, clickety-clack ... and dreams.

By the time Wayne was six, his dad (Big Ed) was building a small Standard gauge layout in the basement of their home in West Caldwell, NJ. With a Lionel® Standard gauge train given to him by a co-worker, scrap wood and metal scavenged from a local factory and business dumpsters, and a curious, eager child as a helper, Ed created a train layout that would become the main attraction at a museum to be located decades later in the heartland of America. But more about that facility later on.

From Trash to Treasures

Ed’s small layout grew from Standard gauge to O-gauge and HO-scale layouts complete with workbenches, display shelves, and models. The leaky, dusty, moldy basement became the setting for thousands of hours of fun and fancy, creative work,

and learning about railroad history, toy train history, and skill with proper use of tools. Ed fashioned a boxcar from a cheese box while Wayne made a tank car from a sink drain pipe. They transformed an old copper toilet float into a hot-air balloon placed above a scene on the layout.

The collection grew slowly but steadily. Friends and family learned of Ed Ruland’s passion for trains. Oftentimes, someone would knock on the door and greet Big Ed

with, “Look what I found at the dump,” or “in the ashes of a fire,” or “at a thrift shop.” Raising four kids put considerable constraints on the hobby budget, so fire-damaged, “rust bucket” items became teaching tools for Wayne to learn how to repair, restore, and “make-do” with what was on hand. These skill sets enabled him to help his dad expand



Apprentices Jamie Swain, Daniel Hipp, and Joseph Rose listen attentively as museum owner Wayne Ruland describes the Lionel #402E. Daniel holds a 1927 Lionel Trains Catalog that features the #402E on its cover, which is the loco placed on the layout in front of the boys. It was definitely a “Goliath” of its day. The boys are outstanding spokesmen for the engineers-in-training program at Ruland Junction.

the layouts. Some projects involved heating a soldering iron on the stove, running back and forth from stove to workbench, workbench to stove. It was a practical way to learn patience, pay attention to details, and savor important accomplishments. Those outcomes are seldom experienced by young people today. “It would be great to turn all this into a museum someday” became his recurring dream.

Wayne and his friends often visited and sometimes camped out at railroad sites. On many Friday nights, Wayne joined Ed and his rail fan contemporaries “camped” at the Denville Train Station and counted boxcars, checked time tables, and chatted with the tower men.

While his contemporaries were cruisin’ Main Street, Ed’s teenage son, Wayne, was





cruising the city streets and countryside, chasing trains. His '56 Chevy Handyman Wagon (complete with permanently attached twin trolley poles) carried him from West Caldwell, NJ, to Port Jervis, to New York, or to Pond Eddy, PA.

Fast Forward 40 Years

The Ruland hobby heritage, acquired knowledge, and craftsman skills have now been recycled and re-installed into Ruland Junction Toy Train Museum in Heber Springs, AR. Construction began in 2005. Despite delays caused by health and financial issues, the museum is now open to the public. The museum is filled with vintage displays of train cars and operating locomotives, many of which were fashioned by Ed when he was a boy and later handed down to Wayne.

Visitors come by to watch a dozen or so trains and trolleys in operation. They can see the layout scenery and wiring plan develop as work continues (as if such projects can ever be complete). Designed on the exterior to resemble an old-time train station (its eyebrow windows are a tribute to Lionel), the interior of the building houses a unique collection of operating layouts, vintage display cases, libraries, children's play area,

dozens of artfully arranged antique metal figures, train memorabilia, and toys old and new. And, of course, trains, trains, and still more trains.

Downstairs

The first floor of the museum houses the libraries and the large Standard gauge layout. The track design allows for running

two trains simultaneously, both routes are capable of reversing the direction of trains as they travel through town and countryside and around or into the train shed. Sidewalk cafes, farmers baling hay by hand, and dozens of other scenarios could be enjoyed by imaginary passengers riding the trains and by actual visitors walking around the layout.

The two most-frequently-operated trains are a Lionel #390, 2-4-2 steam locomotive with three or four #19 Pullman green coaches. The coaches are 100 years old. The second train is a Lionel #384, 2-4-0 steam locomotive with seven or eight #500 series freight cars. The freight cars were chosen for their vivid colors. They provide a great re-creation of the clickety-clack, clickety-clack of real freight trains.

The library areas are multipurpose spaces for recreation, education, or research. Some youngsters may become bored (say it isn't so!) while grandpa reminisces with the Station Master. A hands-on play zone for youngsters seemed essential. Books to read (many, but not all, about trains), pictures to color, puzzles to solve, blocks to build, stuffed animals to cuddle, little trains or dolls to enjoy – offer an hour or more of quality quiet time. Harry Potter, How Things Work, or History of Trains, may appeal to older readers. Adults can take advantage of



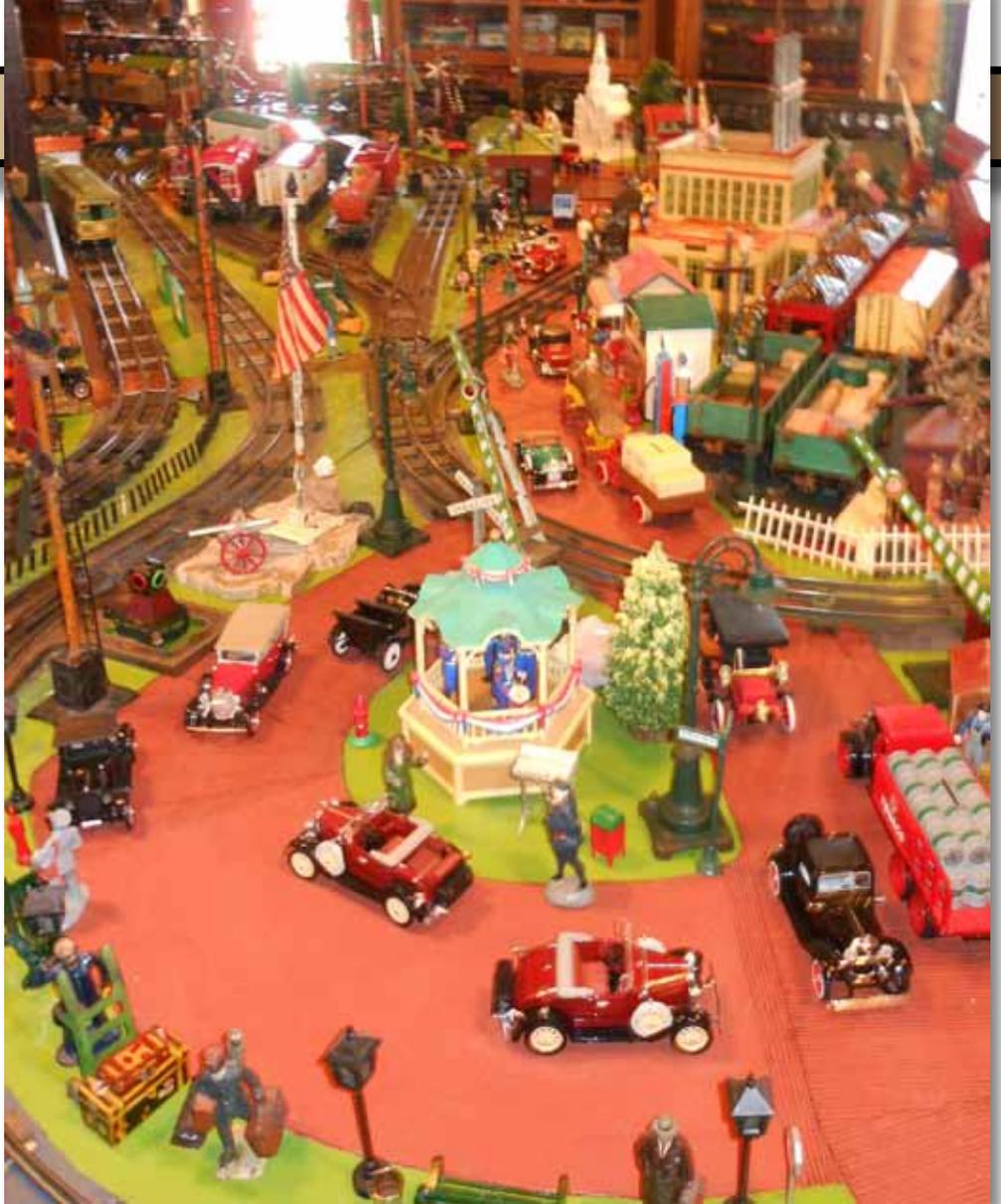
a wide selection of books, periodicals, and paper train memorabilia, most are focused on trains, transportation, modeling, and related history. The large library table provides a place to play, read, work, relax, dream.

Upstairs Is another World

The second floor includes a large perimeter 24x48-foot, two-track layout for O-gauge trains, featuring Lionel products of the 1950s and 60s. Passenger and freight trains travel from crowded industrial areas to rustic country scenes. A roundhouse, a circus, a road under construction, a wedding party gathered by a country church are some of the many sights fantasy train passengers would encounter while riding the rails. Two 5x8-foot platform extensions located at each end of the room provide loops for trains, trolleys, and larger cityscapes. Lower-level shelves below these extensions offer displays of American Flyer® S-gauge, Marx® O-27, HO, and N gauge trains. Homemade, kit-built, and store-bought, Tootsie Toys™, and Plasticville™ pieces are placed there too. The shelves below the perimeter platform are crowded with toddler trains, train sets, and individual cars still in their original boxes. Straw-plastic-wood-metal-cardboard houses and snow-covered buildings are ready for use in a holiday display.

Lots of Fun, but Educational Too

In addition to showcasing trains, the museum is all about education. Visitors learn about the history of transportation and the impact of



railroads on the development of our country. Wannabe hobbyists, who would like to build their own layout but have a limited budget, can learn how to make homemade track

switches or use a portion of a Popsicle stick to create a cemetery tombstone for placement beside a church. Children can learn the story of “The Little Engine that Could.”



When a parent buys a train set for a child (of ANY age), they get a train, a transformer, and a circle of track. The second floor of the museum has four tabletop layouts, each with a train, a transformer, and a circle of track. Children have learned how to operate a train on one circle of track. As their skills improved, they learned how to integrate two trains from two different tables and then “graduated” from the tabletop layouts to the outside main lines around the perimeter. Like running a real railroad, they can assemble a coal train on the East Coast (the east wall of the building)



See the video of this layout at:
www.lionelcollectors.org.

railroads were to American history. We get to see the joy, amazement, and memories generated within our guests as a “rub-off effect” of the toy train industry.

A Time Warp

One thing is obviously missing from the museum – modern technology. There is no digital clock in the station tower, no neon sign flashing time and temperature. There’s no computer-synchronized train schedule, no fiber-optic trees at the Christmas scene. No laser light show. We have tried to create the kind of displays that Joshua Lionel Cowan may have had in mind when he began manufacturing toy trains. If an occasional track switch must be flipped by hand, if the hot air balloon is not hovering holographically, if the library books have not been Kindled, then you know you have stepped back in time. We like to think that Mr. Cowan would be proud.

and send it to the Midwest or to the West Coast, or ship a load of raw materials to Detroit for manufacturing at automobile factories. Then they can bring a load of cattle cars from the west back “home” to supply East Coast cities with meat. By learning how to operate a toy railroad, they learn lessons about history and commerce and how our nation developed and grew.

A Family Legacy

Wayne’s dad had a passion for Standard gauge trains and passed it along to Wayne. Ed was blessed with friends and family, especially his wife, Margaret, who encouraged and contributed to this hobby. Visitors to the museum reap the benefits of 90 years of collecting, refurbishing, scratch-building, kit building, hand painting – countless hours of dedicated work. Most guests are surprised and delighted by the Standard gauge layout. Many have never seen these large-size trains in operation; others didn’t even know they existed. Wayne likes to tell youngsters who often share stories about their Thomas trains, “These big trains are Thomas’ grandparents.”

Time-tested durability is the next big surprise for visitors who often say, “I simply cannot believe that a 100-year-old toy is still in operation!” It’s a compliment to the founders of the toy train industry. Their pride in workmanship, attention to detail, artistry, and high standard of design for models is obvious. As they watch an early 1900s



Lionel Standard gauge steam locomotive with a string of coal cars wend its way across the layout, we can see their wonderment about a toy in motion 107 years after it was made. When guests see an antique passenger train carrying commuters from the rural countryside to the big city and back, they begin to understand how important the

Editor’s Note: Ruland Junction Toy Train Museum is located at the corner of 12th and Walnut Streets in Heber Springs, AR. The museum is open on Fridays and Saturdays, 10 a.m. to 4 p.m., and on Sundays 1 to 4 p.m.

Photographs by James Jackson



One Letter Apart

The answers in each set of clues is a single word, but different by one letter.

For example, if the clues were: A.) Inside Saskatchewan cylindrical hopper and B.) Lionel Electric Passenger _____; the answers would be GRAIN and TRAIN. Enjoy!

Clue.

1. A. Lionel mascot _____
B. Jerry Calabrese, Lionel _____
2. A. Santa Fe warbonnet _____
B. Dining car cook _____
3. A. Tower for steam locomotives _____
B. Dining car worker _____
4. A. Two axle caboose _____
B. Pinkerton gondola runner _____
5. A. Great Northern mascot/logo _____
B. Lionel flatcar load _____
6. A. Wheel and axle assembly _____
B. Grand _____ Western
7. A. Car with big hook _____
B. Raises and lowers hook _____
8. A. Louisville & Nashville flatcar with trailer _____
B. U.S. Army fire ladder car to help put out _____
9. A. Turn _____ by roundhouse
B. _____ reels in gondola
10. A. Western Pacific logo _____
B. _____ and son on Lionel catalog cover
11. A. Fas _____
B. Internet listings _____
12. A. Thomas the _____
B. Lionel Savings _____ boxcar
13. A. Pluto and _____ animated gondola
B. Heinz pickles in _____
14. A. Inside PFE refer _____
B. Mint car contents _____
C. _____ through Intertrack
15. A. Tinplate bungalow _____
B. Cargo on General flatcar _____
C. Lackawanna Fairbanks-_____ Train Master diesel

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

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