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The *Lion Roars*



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



Lenny Dean — 1926 - 2007

Border Trafficking



Prototypes shown above may vary slightly from the actual products.

Figures and layout features not included. Layout provided courtesy of Arkansas Travelers Hobby Shop.

The northern international border unites more than divides two great nations, and in that spirit, the Lionel Collectors Club of America (LCCA) offers these two distinctive cars of that area — “Susie Q” and Ontario Northland RR — to members. This two-car set of PS-2 covered hoppers is the 2008 Convention car offer. Limit: two sets per member.

The Susquehanna car will include the classic rendering of the “Susie Q” character never before presented on a hopper car. This pair will appeal to Susie Q and Canadian model railroaders, niche collectors seeking rolling stock of northeastern regional railroads,

and collectors of LCCA Convention cars. This production run will be limited and will include these quality features:

- produced by Lionel® exclusively for LCCA
- die-cast fully sprung trucks with rotating roller bearing caps; truck sideframes are painted to match the cars
- roof hatches actually open and close
- crisp graphics with SUSIE Q and ONR décor
- added-on (not molded-in) ladders and brake wheels
- detailed undercarriage
- discrete LCCA 2008 Convention designation on the underside.

Order Form for “Susie Q” and ONR Cars

Once submitted, LCCA will consider this a firm, non-refundable order. Deadline for ordering: June 30, 2008.

Note: UPS cannot deliver to a post office box. A street address is required.

Name: _____ LCCA No.: _____

Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (____) _____ e-mail: _____

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

2008 LCCA Convention Car

“Susie Q” & ONR PS-2 covered hoppers

1 set \$129.90, 2 sets \$259.80 \$ _____ (S&H&I included)

Extended S&H&I outside cont. U.S. \$ _____ \$19 per set

Illinois residents only, apply 6.5% sales tax \$ _____ \$8.45 per set

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

Do the Math:

Payment Plan A: My check for the full amount is enclosed made payable to “LCCA” with “TLR/2008CC” written on the memo line.

Payment Plan B: Bill my credit card for the full amount.

Payment Plan C: Bill my credit card in 2 equal installments; 1st installment due now; 2nd installment due 6/30/2008.

There will be absolutely no refunds of any payments if you subsequently decide not to complete this purchase.

No.: _____ Expiration: _____

Disc MasterCard Visa Code: _____
The 3 digits at the signature panel on back of your card

Sig: _____

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

This form may be photocopied. Mail it with your check enclosed to the best toy train club on the planet:

LCCA Business Office • Dept TLR/2008CC • P.O. Box 479 • LaSalle, IL 61301-0479

For additional information, visit our website: www.lionelcollectors.org

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ON THE COVER

The “LIFE magazine cover” style of this portrait of Lenny Dean by artist Angela Trotta Thomas is a tribute to “Mr. Lionel.” The center-spread article by Michael Braga of Lionel LLC is a memorial to his 65 years of service to the company and the hobby. *Artwork provided gratis by Angela Trotta Thomas*

Contacting the LCCA Business Office
 Members can contact the Business Office for routine services through the club’s website at www.lionelcollectors.org, by e-mail at lcca@cpointcc.com, by fax at 815-223-0791, or by mail at: LCCA Business Office, P.O. Box 479, LaSalle, IL 61301-0479.

Business office services are limited to providing or processing changes of address, changes of phone number, “make good” copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles.

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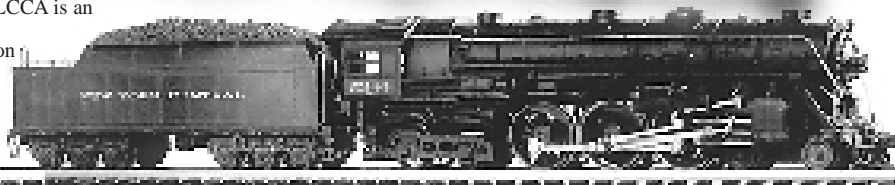
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- Secretary* - Inquiries about membership lapses and administrative support.
- Membership Chair* - Joining LCCA and membership questions.
- Immediate Past President* - Complaint against another member.
- President* - Always available and as a last resort.

The LCCA is not affiliated with Lionel or Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Board of Directors or the views of officers and appointed officials; nor do they indicate a club endorsement of any products mentioned.



The President's Report

by **Richard H. Johnson**
RM 7103



As I write this report, it's hard to believe that I'm now the president of this wonderful organization that I joined 27 years ago. It seems like it was just yesterday that I began serving as your treasurer. In fact, that was a little over six years and seven national conventions ago. My, how time flies when you're having fun!

Speaking of fun, our 2007 Convention in Chicago is now in the history books. It was a great success in all respects: great tours; a fun Get Acquainted Party; a well attended Annual Business Meeting; fantastic participation by Lionel® LLC in all respects; lots of buyers and sellers at the Train Show; and an outstanding Banquet with a silent auction. There were a record number of first-time attendees who agreed that we put on the best annual toy train convention on the planet.

I want to thank all of the volunteers whose untiring efforts made this event such a success. My sincere thanks go to Lionel LLC President Jerry Calabrese for all of his support, seen and unseen, at this year's Convention. It seemed like he sent half the employees of the company to Chicago! They were everywhere: running three operating Lionel layouts in the Atrium; putting on a great Lionel Seminar; and being present throughout the week to talk up our favorite toy trains to both LCCA members and the general public. I can hardly wait for Buffalo next year. Mark your calendars now for the week of July 20-26, and join us for more family-oriented LCCA and Lionel train fun.

My plans for the club this coming year include updating our Constitution so it reflects the way we currently conduct business and permits us to accept younger members into membership. They will someday inherit this wonderful hobby from us. I want to "grow the club" by attracting both younger and older members.

Our experience this past year at the World's Greatest Hobby on Tour (WGHOT) Shows demonstrated conclusively that there are hundreds

and hundreds of people nationally, young and old, who are unaware that Lionel trains are currently being manufactured and that there is a national train club (think LCCA) with thousands of people just like them who are devoted to collecting and operating those wonderful trains, both old and new. We recruited several hundred new members as a result of our attendance at these shows, and a number of them journeyed to Chicago in July and attended their first LCCA Convention. We intend to partner with Lionel again for the 2008 WGHOT Show season, recruit new members, and promote the enjoyment of collecting and operating Lionel trains.

You already know about the current production runs of LCCA products – our 2007 Convention Car (a C&NW / UP unibody tank car), the unbelievable NH #209 passenger train with three add-on units, and the recently announced 2008 Convention Car (a PS-2 covered hopper two-pack). Well, we'll have some more exciting surprises for you after the first of the year, so stay tuned!

While on the subject of products, we want to thank those members who have supported our various purchasing opportunities. Without your support, we would have suffered a financial shortfall because member dues cover only 69% of our non-income-generating expenses. This is what has enabled us to have had no dues increases since 1989.

Your new leadership team intends to continue running this club like a business so we can continue providing our members with value-added goods and services. Please take advantage of them. Our products are outstanding values for both collectors and operators who enjoy:

- reading interesting articles in our award-winning, 5x/year publication, *The Lion Roars* (edited by Mike Mottler)
- using our printed *Interchange Track* (edited by Craig Tribuzi) and our electronic *eTrack* (edited by Greg Elder) to buy those items you've been wanting or sell those items you've lost interest in
- looking up fellow members at the online *Membership Roster* of our website and viewing all of the other resources available there, and
- vacationing with us at our fun-filled annual Conventions.

Simply stated, we've revolutionized how train clubs are operated and how membership benefits are provided.

Copying is the highest form of compliment, and LCCA is happy to be copied.

I'm looking forward to my two years as your president. I appreciate your past support, and I hope I can count on your continuing support as your leadership team pursues its quest to remain the best toy train club on the planet. 🚂



LCCA Board Minutes

by Bob Carter
RM 6620

LCCA Board of Directors Meetings Crown Plaza Hotel O'Hare in Rosemont, IL

Outgoing Board of Directors Meeting, July 22, 2007

The meeting was called to order at 2:09 p.m. by President Caponi. All officers and directors were present plus guests John Ellingson, Al Kolis, Mike Mottler, and Johnny Ourso. The February minutes were approved upon a motion by Director Black and seconded by Director Gambino.

Convention co-chair Fisher reported that we had over 1,200 room nights booked at the Crowne Plaza resulting in some nice amenities for our members. He also stated that both Chicagoland Lionel Railroad Club and Lionel LLC would have their display layouts up and running.

Convention co-chair Fogg reported that the number of core volunteers had been reduced this year, and that meant the officers and directors would be working a little harder. Fogg also reported that next year's Convention will be at the Adam's Mark Hotel in Buffalo, NY. It's a huge hotel with large rooms for the trading hall, banquet, registration, and club store. The room rate will be \$104/night which will be an excellent benefit for our members. Fogg is currently lining up tours. **Because there will be tours into Canada, everyone on board for those tours must have a current U.S. passport.** Fogg then reported that the 2009 convention site will be Sacramento, CA, at the Radisson Hotel, a resort property with 50,000 square feet of meeting space. Tours will include the California Railroad Museum in Sacramento. In 2010, we are looking at Denver with another UP excursion trip, but no contracts have been signed as yet.

President Caponi then reported on the 2007 Convention Car. Members should expect them at year's end. The 2008 Convention car will be a PS-2 hopper two-pack featuring Ontario Northland and Susquehanna liveries. This offering will have a split payment plan: 50% on order and 50% at the deadline. He said the New Haven #209 passenger train sold very well, including the three add-ons. The "Halloween" General Set Cannon Car replacements are projected for delivery in late September. The cannons of this new car will be permanently affixed inside.

Immediate Past President Fogg reported no complaints among members. President-elect Johnson reported that no new people had volunteered to host club meets around the country. Secretary Carter reported that we have about 8,000 members; up slightly from last year. Treasurer DeVito announced that the club's financial condition is excellent.

The Lion Roars editor Mottler said that 49 authors contributed to Volume 36; about half being first-time authors. In an upcoming issue, there will be an interview with Bruce

Greenberg on how he got started with price guides, train shows, etc. Mottler also advised the board of a pre-planned visit to Children's Memorial Hospital in downtown Chicago where club volunteers will set up three layouts for kids/patients to enjoy. LCCA will donate two Lionel train sets to the hospital.

Break from 4:01 to 4:25 p.m.

The meeting resumed and Mottler presented a website report. The new website design was developed during 2006 and launched in March of 2007. According to a recent usage report, the time spent per visit to the site averaged 4.5 to 6 minutes over 23,000 visits.

ETrack editor Black reported that there were nearly 7,200 ads in May from 418 members. He added that the majority of the ads are submitted electronically.

President Caponi reported this year's election results: Al Kolis was elected as President-elect; Treasurer DeVito was re-elected for a second and final term; and John Ellingson, Eric Fogg, and Johnny Ourso were elected as incoming directors. President Caponi then welcomed the incoming board members and thanked the outgoing board members Larry Black, John Fisher, and Craig Tribuzi for their service.

Director Calkins moved to adjourn with Director Gambino seconding. Meeting was adjourned at 5:14 p.m.


Incoming Board of Directors Meeting, July 22, 2007

President Johnson called the meeting to order at 5:15 p.m. with all newly elected officers and directors present in addition to guests Black, Fisher, Mottler, and Tribuzi.

President Johnson distributed a list of his 2007-08 club appointees and recommended the reappointment of Mike Scheurich as Club Counsel and Registered Agent and Leonard Racine as Club Accountant. Director Fogg offered and IPP Caponi seconded a motion to retain these recommended gentlemen in their positions. The motion passed unanimously.

President Johnson stated how successful our participation in the World's Greatest Hobby on Tour had been in 2007, and recommended that we continue our participation in these shows with our show partner, Lionel LLC. The Board concurred. The 2008 WGHOT show schedule includes Sacramento, San Diego, Norfolk, Kansas City, and Louisville.

President Johnson next distributed copies of the current LCCA Constitution and some proposed changes for the Board to discuss at its next meeting in September. He stated that he wanted to see the club grow while continuing to have fun.

The next meeting will be in Chicago at the Spring Hill Suites O'Hare, September 28-30. With Director Fogg moving and Director Calkins seconding, the meeting was adjourned at 5:39 p.m. 

Respectfully submitted,
Bob Carter, Secretary

LCCA Annual Membership Meeting Minutes

by Bob Carter
RM 6620

Crown Plaza Hotel O'Hare in Rosemont, IL Friday, July 27, 2007

The meeting was called to order by President Caponi at 2:07 p.m. All officers and directors were present. Also present were President-elect Al Kolis, Editor of *The Lion Roars* and the LCCA website Mike Mottler, and Director-elect Johnny Ourso.

Director and Convention Manager Fisher reported that there were more than 1,000 persons attending the 2007 Convention in Chicago. Because LCCA has bargaining leverage through its permanent Convention team, the club negotiated attractive room rates, free parking, and other benefits to provide the best dollar value to our members.

Immediate Past President Fogg reported that in 2008, the Convention will be at the Adam's Mark Hotel in Buffalo, NY. This downtown hotel will provide free parking to members as well as space for all our event requirements, including the Trading Hall, Banquet, Registration Desk, and LCCA Store; plus rooms for our members at a great rate. **Fogg reiterated that U.S. passports will be needed by all members who select tours bound for Canada (Niagara Falls), so attendees should make arrangements now to get passports if they don't already have one.** He also mentioned that the Convention in 2009 will be in Sacramento, CA, at the Radisson Hotel; LCCA will reserve the entire hotel. He mentioned a tour of the outstanding California Railroad Museum in Sacramento at Old Town and at least one train excursion trip. He also mentioned Denver as the probable site for the 2010 Convention with another train trip behind a UP Heritage Fleet locomotive. More information will be provided later this year.

President Caponi reported that we enrolled 796 new members in the past year; club membership held steady at slightly more than 8,000. He reminded members that we have not had a dues increase in 17 years. He thanked all the members for supporting the club by buying the Convention-related cars and attending our Conventions.

Caponi reported that the Cannon Car replacements and new insert for the box containing the three "Halloween" General Add-on Cars should be delivered in late September. The re-make of the Lionel New Haven #209 Passenger Train generated outstanding sales. The initial sets will be shipped in late 2007 and the three Add-on Cars will follow a couple of weeks later. They will be produced at the same time as the train so that the paint on all pieces will match. He believes the CN&W/UP Tank Car (the 2007 Convention Car) will be delivered by Christmas, 2007. The 2008 Convention Cars are now on the drawing board; a two-car PS-1 covered hopper set – one with a Canadian railroad name, and the other with an American railroad name.

Caponi then announced the election results – new Directors John Ellingson, Eric Fogg, and Johnny Ourso; President-elect Al Kolis, and Treasurer Dennis DeVito. He

congratulated those who were elected, and offered the club's thanks to those who ran and everyone who voted.

Immediate Past President Fogg announced there were no pending complaints from buy-sell-trade transactions made through club publications. Treasurer DeVito reported the club had no debt and is in excellent financial condition. The 2006 reviewed financial reports will be published in the October issue of *TLR*.

The Lion Roars editor Mike Mottler reported that Volume 36 included 49 authors; half of them were first-time contributors. This provided an interesting mix of old and new writers. He presented an inscribed recognition pen to the authors in attendance and encouraged members to continue providing articles and photos for publication. Mike also reported that the *LCCA Website* contained major improvements during the past year, and he thanked Craig Tribuzi and Larry Black for their work in building the foundation of the site at www.lionelcollectors.org. The site now includes many new photos and sub-pages. An archive section will soon be added for all LCCA Convention cars, Convention-related products, and other club-sponsored items.

Larry Black reported on the *Interchange Track* and said that about 400 members are submitting ads for each issue. Black asked for ways to improve both *eTrack* and the *IT*.

Incoming President Johnson welcomed everyone. He said he hoped everyone was having a great Convention and that if anyone had ideas to make our Conventions better, they should let him know.


A Q&A session followed. Fred Claassen (RM 14065) thanked President Caponi and the Board for making his grandson, Kenneth – a special needs child – a lifetime courtesy member of the LCCA. Kenneth was present at this event, and President Caponi presented him with a 2007 On-site Convention Car as a memento.

Chuck Madinger (RM 26885) inquired what we are doing for new members attending their first Convention. John Fisher announced that the 2008 Convention will incorporate a First-timer's Reception to welcome newcomers and introduce them to other first-timers and club officers, directors, and officials.

Doug Van Horn (RM 27927) stated that he was a new member and that we made him feel at home at his first Convention. He was happy with the club and looked forward to attending the next Convention in Buffalo, NY.

Floyd Campbell (RM 27865) asked whether the club intended to produce a cloth patch and was advised that this matter will be explored.

Owen Byrne (CM 42) asked about the possibility of producing a printed *Membership Roster*. He was advised that a printed *Roster* is no longer economical; all membership information is now accessible on our website and is updated every work day for timeliness and accuracy.

A motion to adjourn was made by Director Calkins and seconded by Director Gambino. The meeting was adjourned at 2:55 p.m. 

Respectfully submitted,
Bob Carter, Secretary

TLR Treasurer's Report

by **Dennis DeVito**
RM 6758

In this, my second report as Treasurer, I am pleased to announce that our 2006 club financial results were accepted as presented to the LCCA Board following monthly reviews by the LCCA Finance Committee and a professional end-of-year review by a non-member CPA. This thorough review process assures accuracy and conformity to accepted accounting standards. During 2006, unrestricted member equity increased by \$24,817 to \$720,532. Please take a moment to review the financial reports submitted by our accountant.

Calendar year 2006 was a successful year for the club:

- Our 2006 Convention Car (the UP Auxiliary Power Car) was a huge success
- The "Halloween" General Add-on pair was very well received
- The club announced and has taken orders for the NH #209 Alco train and three Add-on Cars
- The surprise receipt of the newest Lionel® and K-Line by Lionel® catalogs and a Legacy System™ \$30 discount coupon from our friends at Lionel LLC.

Because of member purchases, the LCCA has been able to maintain membership dues at the amount set many years ago despite a general increase in the costs of most everything the club uses and needs. Member equity continues to grow. Your officers and directors continually monitor changes, review club policies, and adjust procedures to strengthen the club and improve member value.

I am pleased to have been re-elected to serve as club's Treasurer, and I am available to address questions pertaining to the Office of Treasurer of the LCCA. The best to you in the hobby, and all you do. See you next July in Buffalo.

Lionel Collectors Club of America (LCCA) Statement of Unrestricted Revenues, Expenses and Changes in Membership Equity – Modified Cash Basis – Year Ended December 31, 2006

Revenue	
Car/Product Sales	\$115,524
Dues	235,098
Convention	394,999
Interest & Dividends	31,443
Initiation and Restatement Fees	340
Train Meets	5,746
Freight Income	2,966
Other	138
Gain or (Loss)	(206)
Total Revenue	<u>786,048</u>

Expenses	
Car/Product Sales	68,711
The Lion Roars	96,199
Interchange Track	90,612
Convention Expenses	324,275
Meet Expenses	5,105
Website	21,356
Professional Fees	38,408
Officers and Board of Directors Expenses	62,841
Committee Expenses	4,852
Insurance	8,361
Depreciation	1,956
Bank and Credit Card Charges	14,755
Membership Drive Expense	8,070
Membership Expense	7,263
Freight Expense	346
Election Notices and Expense	4,542
Miscellaneous Expense	474
Printing	412
Federal Income Tax	2,693
Total Expenses	<u>761,231</u>
Revenue in Excess of Expenses	24,817
Membership Equity at Start of Year	695,715
Membership Equity at End of Year	<u>\$720,532</u>

Lionel Collectors Club of America (LCCA) Statement of Assets, Liabilities and Membership Equity – Modified Cash Basis – Year Ended December 31, 2006

Assets	
Current Assets	
Cash in Banks	375,469
Marketable Investments	479,000
Inventory at Cost	184,745
Total Current Assets	1,039,214
Fixed Assets	
Equipment Net of Depreciation	4,371
Other Assets	
Convention Car and General Set Advances	17,197
Total Assets	<u>\$1,060,782</u>

Liabilities	
Current Liabilities	
Accounts payable	-0-
State Tax Payable	251
NH #209 Deposits	134,719
Convention Car Deposits	116,047
General Set Add-on Deposits	89,233
Total Current Liabilities	340,250
Membership Equity	720,532
Total Liabilities and Membership Equity	<u>\$1,060,782</u>

LCCA Convention Collectibles, Part 2

by Tim Fuhrmann
RM 25937

Postlude: the 2007 Convention in Chicago

As we left Chicago on I-90 West on our way home to Wisconsin, my family and I reflected on the good times we had at the Convention. We rode a vintage trolley, took a diesel train ride seven miles into a corn field near Elgin, IL, had a “gun moll” named “Big Julie” narrate our city tour of gangster sites once frequented by Al Capone, saw the evolution of human life at the Museum of Science and Industry, and danced the evening away at the Get Acquainted Party on Thursday night with a 50s rock band called Fast Eddie and The Corvettes. My daughter Marcie found a new friend Jonah. Both are age 10. They became friends and danced all evening. People watching these two hyper-grators felt very young again – or very tired out!

If you weren't able to attend the 37th Annual Convention, here's a brief description of the club collectibles you missed.

Section I — 2007 Convention-related Cars Early Registration Gift Car



The Early Registration Gift for the first 400 Convention registrants was a Lionel® P.F.E. Ice Car decorated for La Cosa Nostra Railway with a road number of 20042. An Italian flag was imprinted on each door and a picture of Al Capone was placed on the right-hand panel on both sides. This Lionel car was re-decorated by Weaver Models and included the designation “Registration Car 6” in a circle on the left-hand panel on both sides. An accompanying orange box contained 12 ice cubes; useful, perhaps, for putting someone “on ice.” This car started out as a #26834 Pacific Express Ice Car by Lionel and was originally released in 2005.

A Gift in Advance

All Convention registrants received an attractive and functional travel cooler with two zippered compartments. The bright orange lettering on its blue nylon fabric read: “LCCA 2008 Adam's Mark Buffalo — Niagara”. The bag was provided by the



2008 Convention host hotel. A LCCA Post-It Note® was inside the bag.

On-site Convention Car



The 2007 On-site Convention car was a C&O Ballast Tamper, Lionel #18483. It had the LCCA Chicago Convention logo on both sides. It was labeled “On-site Car 10” on the tool box on each side. Also it bore the designation “C&O Yards – Burnham, Illinois” in black lettering on the front of the car. There was a picture of George Washington and script that read, “C&O Home of the George Washington — the Chessie System”, located on the top of the compartment behind the cab. Lionel originally released this Ballast Tamper Car in 2004, and the additional décor made this item a distinct niche collectible.

Banquet Car

During the gala Banquet on Saturday night we heard from Richard Kughn, former majority owner of Lionel and still a member of the ownership group. Recognized throughout the train hobby as the rescuer of Lionel in the mid-1980s through 1995, Mr. Kughn presented a heart-warming talk about the loss of his friend and colleague, Lenny Dean, who recently passed away. The empty places at the President's table were marked with a beautiful red rose and ribbon (for Marie) and a somber but dignified black ribbon and a white lily, the flower symbolizing the resurrection (for Lenny). The emblems were a touching tribute!

With 10 guests seated at each table, members realized that all would get a table prize — a Lionel item or the now-collectible table centerpiece hand-crafted for Conventions by member Lewis Buchspics (RM 7690). The guest at each table with a birthday closest to Lou Caponi's selected item #1 from the stack, and the others followed in rotation around the table.



The person who received the table gift in a plain brown cardboard shipping container (which happened to be the LCCA 2001 Christmas Gondola with Canisters, #52257) was invited to the front to receive the 3rd Annual 2007 Banquet Car. It was a gorgeous bright red Lionel Cattle Car in Chicago and Northwestern livery with onboard cattle

sounds. It was re-decorated by Weaver Models to read, "Mrs. O'Leary's Dairy Farm". On the right hand side of this car was a milk can and the inscription, "Get Fired Up, Drink More Milk". Beneath it appears, "LCCA BANQUET, CHICAGO, ILLINOIS, 2007". This item started out as a Lionel New York Central Cattle Car #26795 from 2002.

I didn't win this prized item, but I received one from a LCCA member and friend later that evening. The price was right! When I installed a nine-volt battery in it to test the cattle sounds, I was pleasantly amused at what I heard. It worked perfectly and sounded like the cow was laughing as if saying, "Ha, ha, I kicked over the lantern that started the Chicago fire!" How appropriate!

Regular Convention-goers have figured out that the Early Registration Gift, the Banquet table gift, and good deals at the onsite LCCA Store and the silent action more than offset the initial cost of Convention registration.

Section II — LCCA Convention Cars, 2000-07

In my previous article (*TLR*, June 2007) I described the On-Site Convention Cars from 2000-07; this section is about the LCCA Convention Cars during that same time period. The cool thing about collecting these items is, every member can purchase these gems through club publications or online. I became an LCCA member in 2003 just in time for the Las Vegas Convention. I obtained the 2000, 2001, and 2002 Convention Cars through the secondary marketplace.

The Convention cars have a unique Lionel SKU number printed on the box flap but are uncataloged. In most cases, these cars are custom-designed by LCCA and produced by Lionel LLC; not derived from Lionel unsold stock and re-decorated. Lou Caponi and his design team have developed the recent-era Convention cars. Because of his creativity and diligence, club members have highly desirable and very collectible pieces that command the attention of collectors and carry high value in the marketplace.

Convention Car — 2000

There were two Convention cars for the 2000 event held at Dearborn, Michigan; as recognition of the first-ever joint Convention of LCCA and LOTS (Lionel Operating Train Society). The cars were the LCCA Canadian Pacific Multistack (Unit B) Lionel #52195 with road number CP



200030 and the LOTS Canadian Pacific Multistack (Unit A) Lionel #52196 with road number CP 524115.

The LCCA road number is significant when you know the code: 200030 represented that Convention year (2000) and the anniversary of LCCA (30 in that year). There were two intermodal containers on the LCCA unit. Its top container was a white "Canadian Pacific Railway" and the bottom container was blue and lettered as "CP SHIPS."

The LOTS unit was lettered as Unit A and its top container was multi-colored "CP RAIL INTERMODAL FREIGHT SYSTEMS." The bottom one was a "CP RAIL SYSTEM" with a sleeping bear logo. Each double stack car was about 12 inches long.

Convention Car – 2001

This Convention was held at Lexington, Kentucky – the land of fast horses and thirst-quenching whiskey. The Convention car was a Lionel stock car liveried as L&N 2001 and lettered "Lexington, Kentucky Horse Sales". RGS Limited Editions assembled and decorated this colorful



blue Convention car. It was dated July 28th, 2001, in white lettering and had a distinctive cream color stripe along the middle on each side. This was truly a quality stock car; it had a metal bottom frame plate and sprung metal trucks.

Convention Car – 2002

Two cars were designed and distributed for the 2002 Convention at Pittsburgh, both were Pennsylvania Railroad four-bay hopper coal cars, Lionel #52266 (car #1) and #52267 (car #2). The road numbers of these attractive coal hoppers were 707024 and 707025 respectively. The #52266 orange box bore a "CAR #1" identification; #52267 orange box read "CAR #2." A WWII-era slogan, "COAL GOES TO WAR", was imprinted in white on these cars. The Convention identification of "LCCA, 32nd Annual



Convention, Pittsburgh, PA, July 27, 2002” was also written in white on each side of the cars. These items have sprung metal trucks. A simulated coal load is provided, but it can be removed if desired.

Convention Car – 2003

On to Las Vegas, “The city that never sleeps.” I wouldn’t want to be the clock vendor in this city – I’d broke since clocks are not allowed in any of the Vegas casinos.



This Convention car fitted the identity of the city – a stunning crimson red “Lady Luck” Las Vegas Mint Car, #52299. This beautiful car had gold paint on its sprung metal trucks and roof. Its precious payload was silver-color ingots, presumably the material for making silver dollars, the coin of choice of patrons. The Union Pacific logo was placed on the right hand side of this car. Written in gold under each mint window was the text, “LAS VEGAS JACKPOT” and “SECURITY TRANSPORT.” On the bottom metal frame plate there was etched engraving (a first) that said: “LCCA 33rd Annual Convention, July 22nd, 2003 Las Vegas, Nevada”. What a special touch! This was a very successful car, and it sold out quickly inasmuch as it appealed to LCCA members, Convention goers, and Mint Car Collectors in general. I’ve seen this item sold for more than \$200 on eBay. It continues to be in high demand by collectors and is difficult to find at train shows.

Convention Car – 2004

Wonderful Milwaukee — home to beer, brats, cheeseheads, and The Milwaukee Road – was the site of this Convention and its two Convention cars. Both were Lionel’s newly designed milk cars. The #52343 Hiawatha Milk Car with road number 79019 had special orange and red coloring and bore the familiar The Milwaukee Road and Hiawatha logos. It had red-painted trucks and a gray roof. The other Convention car was a Lionel #52344 TMR Milk Car with road number 79018 with décor of blue paint with white lettering and the traditional TMR red logo on each side and a black roof. Both cars rode on newly redesigned sprung metal trucks with hidden uncoupling tabs and separately applied details. The roof panel was removable, so one can see the



The Lion Roars



two milk tanks and assorted plumbing inside. The detailing was quite amazing. Each car included white lettering on the bottom that read, “LCCA, 34th Annual Convention, July 2004, Milwaukee Wisconsin”.

Convention Car – 2005

“Meet me in St. Louie” was the theme of this Convention in the heartland along the Mississippi River. The Convention “Car” was actually a three-piece set – #52396 – a Frisco Flatcar with two Speeders onboard – a significant first for our club and the company. Lionel had never offered this type of car before in either cataloged or non-cataloged production. Each of the three pieces of the set had its own orange box and SKU number. The Frisco flatcar #52395 was a silver-painted, Standard-O car with unique metal tie-down



chains. The road number on this flatcar was 7253005 with “M of W” imprinted in black letters on the car sill. Its sprung metal trucks were also painted silver.

The M-K-T non-powered speeder bore Lionel number 52393 with mostly yellow décor and black lettering. It had a brown roof and a red light atop the cab with road number 730.

The Frisco powered speeder, Lionel #52394, was decorated in red on the body and silver on the roof. It was marked as “The Texas Special” with 725 imprinted on the sides in cream color. It included a red operating strobe light atop the cab, interior lighting, and a maintenance-free motor. Both units had two crew figures. The bottom of both speeders contained the traditional identification text: “LCCA 2005”. All three orange boxes in this unprecedented set are housed in a “master” brown outer shipping container. AWESOME, WONDERFUL, and FANTASTIC are appropriate words to describe this set as a winning combination!

Convention Car – 2006

The Mile High City was the locale and majestic snowcapped mountains were the backdrop for a truly great Convention at Denver, Colorado. Attendees took an excursion train trip with a Union Pacific Heritage Fleet steam locomotive on point and restored passenger cars in tow from Denver to Cheyenne, WY. In my view as a collector, LCCA pulled out all the stops for this event.

The Convention car was a handsome UP Auxiliary Power Car, #52412 with five “fish-eye” windows and double doors supported by metal rails. A silver-painted, highly detailed diesel generator was placed inside the car, which



was decorated with UP yellow paint and red lettering. The road number was 9336. The UP “Overland” logo – used with special permission of UP – was placed on both sides of the car. Its sprung metal trucks were painted silver as an accent for this eloquent car, which represented the actual power cars in the consist of the real train. The bottom of this car had two realistic fuel tanks for the diesel generator inside – like the real cars. The identifying text was written in white lettering on the bottom metal plate of the frame as “LCCA 36th Annual Convention, July 23rd through July 29th, 2006, Denver, Colorado”. Another outstanding club-sponsored product, without question!

Convention Car – 2007

The car for our recent Convention in the Windy City will be a dual-road tank car with C&NW and UP markings. More about the significance of that in a moment. I always thought Chicago was called “The Windy City” because of windy weather conditions arising from Lake Michigan. WRONG! The nickname came from Chicago’s windbags – local politicians.

I hope you ordered this gem. A prototype by Lionel was displayed in the Trading Hall on Saturday, and it drew a crowd. Because this car has not been manufactured yet, it doesn’t have an assigned SKU number. It will be a Standard O Chicago & Northwestern tank car with green and yellow décor of that fallen flag with a high-gloss finish applied by Lionel. This car also bears the Union Pacific shield, and the proposed road number will be 52455. This car will appeal to collectors of LCCA Convention Cars, tank cars, and those who intend to purchase the Heritage Series Lionel SD-70ACe diesel locomotive with C&NW and UP blended



décor. The car trucks will be painted silver. Lou Caponi described a special metallic finish to the green color on this exclusive item. I believe it will be worth the wait!

The Thrill of the Chase

Most of these LCCA-sponsored cars are available for purchase in the aftermarket. I see potential for some of these Convention cars to increase in value, although I realize most members purchase them as a permanent addition to their collections, not for price speculation. 🚂

Photographs courtesy of Mike Battaglia, Tim Fuhrmann, Lou Caponi, and LCCA Store

UPDATE

“HALLOWEEN” GENERAL SET

A replacement box liner for the three add-on cars to this train set was mailed in mid-September to members who ordered these cars. The cut-outs of this replacement liner are slightly larger than the original, and it will accommodate the three cars in the box carton without tearing the liner.

The replacement Cannon Cars were mailed in late September – only to those members who previously reported their damaged car according to directions provided by LCCA. The cannons in this new car are permanently affixed to the car body.

NOTE: Members may keep their original Cannon Car. Do not return it to LCCA or to Lionel LLC. That car can not be repaired, and “replacement parts” do not exist at Lionel or LCCA. You may use the car for spare parts or a special project.

Thanks for your patience and understanding.

TLR

“My Kind of Town, Chicago Is ...”

by Bob Carter
RM 6620

Those lyrical words sung by Frank Sinatra seemed a constant echo in the hallways of the host hotel during the week of July 22 to 28 at an event sponsored by the greatest toy train club on the planet – the LCCA. The 2007 Convention week is the shortest one of the year because it’s packed with a flurry of activities, food, friendship, and fun.

It began on Sunday afternoon with a quarterly meeting of the Board of Directors. On Monday, a group of club volunteers transformed a hotel meeting room into the LCCA Store by moving tables into position and placing trains, shirts, and cash registers at the ready for a grand opening on Tuesday afternoon.

Monday at the Museum

From 1:30 to 9:30 p.m. on Monday, LCCAers enjoyed the Illinois Railroad Museum in Union, Illinois. We saw the Burlington Zephyr, interurbans, electric busses, trolleys, and various steam and diesel engines. The real treat was when the park closed to the public at 4 p.m. but remained open for us. We enjoyed a delicious BBQ meal of pork chops, chicken, beans, slaw, potato salad, and apple cobbler. Everyone ate ‘til they were

about to pop, then topped off the evening with twilight runs provided by the IRM staff on a heavyweight interurban. This vintage car revved up to about 40 mph, and the ride was a step back in time. Even after eight hours at this excellent working museum, I heard comments from some who wanted to stay longer. I guess it’s true as they say, “Leave ‘em wanting more.”



Illinois Railway Musuem





Two for Tuesday

On Tuesday morning we awoke to find Santa and his helpers had come during the night and set up Lionel's fabulous Christmas-themed Grand Central Terminal layout in the atrium of the hotel. The guys from TW Design in Dallas spent the night installing this huge layout from 10 p.m. to 4:30 a.m. A big THANK YOU goes to both Lionel and TW Design for providing this excellent, crowd-attracting, and kid-pleasing operating display.



Conventioneers selected two very different opportunities to enjoy Chicago sights and history on Tuesday. One tour group went to the Fox River Trolley Museum, where FRTM volunteers rebuilt and refurbished vintage electric trolleys and operated them for visitors. The volunteers who guided us through their passion and shared with us their love of trolleys were Jim Gonyo, motorman; Don MacCorquodale,

conductor; Don MacBean, director of community relations and Dan Zedan, museum docent and conductor. Thanks, gentlemen. Your 12:1 toys were wonderful!



The other tour on Tuesday was the Architectural Cruise. This 90-minute outing on the Chicago River with accompanying narration by our guide brought the city's skyline to life. We heard how this area, originally called "Wild Garlic" and then "Mud Lake," became a vital link to the Mississippi River, the Great Lakes, the heartland, and the Atlantic coast. In a short span of time after the great fire, Chicago was transformed from a city without landmarks and a regional rail station to a major center of world-class architecture and the busiest rail nexus on earth.

Fox River Trolley Museum



Chicago Architectural Cruise



Wow! on Wednesday

Wednesday's tours were both winners. The first outing was to the impressive Museum of Science and Industry, where we saw the restored Pioneer Zephyr. For many years this train was parked outside the building and endured the elements, but the train was moved inside during a major modification to the building and parking garage. The seats of this train were occupied with "talking" manikins that interpreted to us its Denver to Chicago journey that set a land speed record in 1934.



We also saw an incredible HO-scale layout – a spectacular 3,500-square-foot beauty that depicted train travel from Chicago to Seattle. A tall model of the Sears Tower and the Space Needle dominated the two cityscapes. The layout was populated with about 1,500 little people.

Another highlight within this wonderful museum was the U-505 submarine, the only German "U-boat" captured by the US Navy during WWII. This exhibit was totally refurbished and recently re-opened for public viewing. It was filled with interactive activities that allowed us to dive to the depths of the Atlantic and seek targeted ships with an attack periscope.

The other Wednesday tour was the Chicago Loop "L" train ride. Although local commuters may be jaded by daily travel on these urban trains, we rode in a private train for a 45-minute ride around the Loop. Our guide explained the famous architecture of Chicago's business district and the history of the city's elevated train system. It was a morning of tight curves and singing wheels topped off with lunch at Maggiano's Restaurant.



Museum of Science & Industry



Chicago Loop "L" Train Ride



Thursday Highlights

On Thursday afternoon more than a hundred convention-goers visited the Chicago History Museum. Their “Crossroads of America” exhibit began with a static display of “L” car #1, the city’s first elevated train car, cosmetically restored to its 1893 appearance. It was a great opening bit for train lovers! We also learned about the Great Fire of 1871 and the ongoing Sox/Cubs rivalry.



On Thursday night we enjoyed entertainment by Fast Eddie and the Corvettes, a 1950s-oriented rock-n-roll band, during the Get Acquainted Party. The very-50s



menu of pasta, grilled chicken, hamburgers with all the fixin’s and warm, fresh-baked chocolate chip cookies and brownies filled our tummies.

The spirit of Elvis appeared with scarf and costume and left the crowd feeling his “Burning Love.”



Get Acquainted Party



Triple Play on Friday

Friday morning began with three popular tours. All motorcoaches left the hotel parking lot at 9 o'clock, but each offered a different destination. The "City of the Big Shoulders" tour visited Chicago's Union Station. This magnificent structure once handled 300 trains and 100,000 passengers per day when the city was the undisputed rail center of the country. The station's ornate waiting room, the Great Hall, has a vaulted skylight, staircases, and balconies.

The "Gangland, Guns, and Bathtub Gin" tour let us relive the roaring 20s when gangsters ruled Chicago. We saw the St. Valentine's Day Massacre site and the headquarters of the North Side Gang.

The last tour garnered a lot of comments. The one heard most often was, "I could have stayed here hours longer" at the Chicago Botanic Gardens with a grand G-scale model railroad occupying a whopping 7,500 square feet outdoor area. The trains ran across bridges, ducked in and out of tunnels, and passed such American landmarks as Wrigley Field and Yellowstone National Park. The trains, the flora, and the fauna all melded together into a spectacular tour.

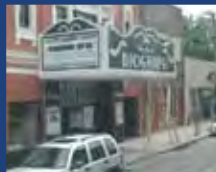


Chicago Botanic Gardens photographs by Robin Carlson

City of Big Shoulders



Gangland, Guns & Bathtub Gin



Chicago Botanic Gardens



Lionel Seminar

The Lionel® seminar is always a highlight of the annual LCCA Convention. The large contingent of staff from Lionel included Mike Braga, Matt Ashba, and J. Keeley. They began the seminar by showing us some of the new items introduced in the latest catalog, so Conventioneers were among the first to see them

We were introduced to Jon Zahornacky, Lionel's new CTO. At first Jon thought he was hired to be the Chief Train Operator, but actually the CTO stands for Chief Technology Officer. Jon's responsibility includes oversight of the new technology incorporated into Lionel trains.

Jon and fellow Lionel engineer Richard Mosher demonstrated the lashing feature of the new Legacy system. Two locos were placed on the track, but spaced about a half-inch apart. Using the new Legacy CAB-2™, they lashed the two locos together as a train and operated them around a loop of track with the gap maintained as they moved.

Jon explained that each loco in a lash-up knows its position when addressed as a train. The lead loco proceeded at normal speed, but the loco behind actually traveled at a very slightly lower rate. This allowed constant tension on the couplers and was an improvement over the previous operation where there might be some jittering between the couplers of two locos.

Seminar text by Bill Schmeelk



The Finale on Saturday

On Saturday morning at 8 a.m., the Trading Hall re-opened for members and at 9 a.m. the event was opened to the public until 3 p.m. Members found some items they couldn't live without, and a continuous wave of orange and blue spilled out of the hall.

Saturday culminated with the ever-popular Banquet that evening. Louie "Big Guy" Caponi made his final appearance as our president along with his lieutenants dressed in Chicago mobster regalia for the evening. Lou even carried a violin case as a gangland – not musical – accessory!



The silent auction tables around the perimeter of the room offered many special items for bidding.

Every table contained 10 gifts for the seated guests, but one car, the LCCA Christmas Gondola with Canisters, included a surprise fringe benefit. Recipients of this car walked to the podium and learned they had won the Banquet Car, a specially decorated Mrs. O'Leary's Dairy Cattle Car with sound. This limited-edition, highly collectible car put a smile on the faces of the new owners, and it closed the week with a bang – rather than a blaze.

Chicago is now a memory and Buffalo is on the horizon, so make plans now to get your U.S. Passport and "Shuffle off to Buffalo" in 2008. 🚂

Photographs by Bob Carter, Al Kolis, Mike Mottler, Ed Richter, Tour Venues, and Chicago C&VB

Lionel Seminar



Banquet



TLR

Working with my Friend, Lenny Dean

by Michael Braga
Lionel LLC
RM 10593

Service with a Smile

My very first conversation with Lenny was way back in the mid-70s when I worked at Lionel® in the Michigan facility. Lenny was based in New Jersey then and ran the service department there. General Mills® purchased Lionel in the late 1960s and decided to close customer service in New Jersey and consolidate everything at the customer service department in Mount Clemens, Michigan.



Lenny's department in New Jersey had all kinds of service items and train parts on hand. His group had the older train parts from early-era Lionel trains up to the time when the company relocated to Michigan. He served customers, repaired trains, sold parts, and sent hobbyists the items they ordered. Meanwhile, the service department in Michigan provided service and parts for Lionel trains currently being produced at the Michigan facility.

Because I was in charge of the Receiving Department in Michigan then, I worked with Lenny and arranged shipping and receiving all the items from New Jersey to Michigan. There were truckloads of classic Lionel items – F3s, Hudsons, GG-1s, Berkshires, and Pennsy Turbines going back as far as the 1930s. You name it, we had it.

It was said that Lenny could take apart and put together a locomotive by telling you every part by its number. It was true! He was able to convert a lot of the parts to our new 10-digit numbering system so they could be shelved right away. Other parts weren't identified, and that's how Lenny and I began our working relationship; combining the old with the new.

A New Role

When the transfer of parts was completed and the facility in New Jersey was closed, Lenny's assignment changed. Lionel (now a division of General Mills) realized how important it was to maintain a link to our past, and the company offered him a job at our Michigan facility. He could not move his family away from home and friends, so he arranged commuting from New Jersey to Michigan nearly every week. At that time I saw him occasionally in the hallways of the main building in Mount Clemens. We'd say "Hi" to each other, but that was the extent of it.

Time passed, and then in 1985 I was offered the job of Lionel Marketing Product Manager. The first person I saw when I walked into that area was Lenny Dean. John Brady, Vice President of Marketing, said, "Lenny is going to show you the ropes."

Memories of York

In October of 1985, I participated in my first York Train Meet with Lenny. He attended the events at York for many years as a "one-man-band" and sole representative for Lionel. I first saw him behind a small glass counter with a smattering of Lionel products on top of and inside the counter/case. A crowd of hobbyists gathered around him, and I thought, "How does he do it?" He hardly had time to take a breath before someone asked another question. I saw how politely and proudly he represented Lionel. At that point early in our relationship I knew he could teach me a lot about Lionel trains. He talked to people and handed out catalogs. Lenny hadn't missed a York Train Meet since the 1970s. When I joined him at York, the two of us stood behind the counter, talked to attendees, and answered questions. At subsequent York events and at other train meets and national conventions, we asked questions, took notes, and listened to what customers wanted us to make. Basically, it was market research.



The Product Line

Later, when the time came to assemble the next year's product line, we had those ideas from our notes – what to add, what to change, how to replace this locomotive with something else, and so on. We wrote up the future product line on official "product releases" which were then issued to engineering as the start of the official process of adding product to the line. We sequestered ourselves either in the Lionel product library or off-site with cases of books and notes. At that time we didn't have personal computers, so we wrote out the product line by hand. We put together a product line projection, like a business plan of the product line. We spent several days compiling all the data gathered for a whole year. With the future year's product line committed to paper on official product releases, our next step was to present it to the VP of Marketing, John Brady, for review and changes. Then we would present it to the board of directors of the company.

The first presentation I made to the board as the product manager along with Lenny was also the first one made to the new board of directors in April, 1986. The head of the company was the new owner of Lionel, Richard Kughn. Dick knew a lot about the product, and he brought many good ideas to that and future sessions. The meeting would usually last all day and sometimes run for two days. As you



might imagine, there were a lot of questions from everyone. As I presented the line, John would support our recommendations and Lenny would be there to answer a myriad of questions. The board expected us to “do our homework,” and we did!

Lenny and I worked together on a regular basis. He was a valuable resource, and we spoke often while putting together Lionel’s future product lines. He explained the how and why of the process. This was very beneficial to me. Although I had some Lionel marketing knowledge, I didn’t have all the Lionel product knowledge he possessed.

Later, when the products were in production, we’d go to the plant nearby, review paint schemes, check the deco work, run locomotives, etc. We could go right to the people who produced the trains and make sure produced items matched the drawings and everything worked as expected. Conceiving the ideas, writing catalog copy, going to the production facility and reviewing newly made product – we did it all.

Lenny the Italian

When Lenny was in town we would often go to dinner together. Lenny is Italian – me too – so guess what kind of restaurant we selected? He loved pasta. Lenny was very likeable, and at dinner he would charm the waitresses, and they loved his compliments. They all knew him on a first name basis, and he was one of their favorite customers. After the meal, he’d always have an espresso and then his favorite after-dinner drink – Sambuca. When the liquor series cars were developed Lenny made sure one of the cars produced in that line-up was Sambuca. Lenny and I were always “talking shop,” even at dinner. We would discuss new product ideas and how to add them to future product lines.

Service Station Sets

In early 1990, the company implemented a reorganization plan. That same year I was named Director of Consumer Services, so our paths didn’t cross as often. After Lenny’s role in the marketing department changed to more of an advisory status, and I worked in the Lionel Customer Service Department. He came to Michigan several times a year, and we would get together when we could. He enjoyed

helping me configure the “Service Station Special” train set, which we offered once a year to Lionel Authorized Service Stations only. That was a special product to Lenny because he developed it years before. Those sets had what we called “break-up value” and could be sold intact or as separate items. Lenny and I laid out a particular configuration, talked about it or let it sit there for a while, and changed it around until we decided it would be a winner. We both looked forward to getting together and assembling these sets.

Stories from the Archive

One of the duties of the service department was to keep the Lionel archive. Actually, there were two archives at Lionel – one with older products from the very early days up to about 1969. The other one included newer products from the 70s to present-day items. I wanted to incorporate the old with the new, and I asked Lenny if he would be interested in putting together a plan to incorporate the two, help with the layout of the archives, and work out the logistics of actually getting the product moved. He was excited about the project. I remember how he couldn’t wait to get started. I believe he really wanted to have another look at some of the vintage treasures. As he was working on the project, he would often come across an item with an interesting history. Then he would stop, find me, and share an interesting story about it. Those were some of the best of times with Lenny. He was our link to the past, and had a wealth of knowledge. He had worked directly with Joshua Lionel Cowen. Not too many employees could make that claim!

Until the day he passed away, Lenny filled a unique consulting/advisory role. He had tremendous knowledge of Lionel history and products; he was the corporate memory. He didn’t come in every day of the week like in the 70s and 80s, yet he was available by phone. In recent times when Lenny and I would see each other at York, we would try to get together for dinner and reminisce about old times.

Lenny the Family Man

Over the many years I knew Lenny, I came to know him as a dedicated family man, and I also got to know Marie, his wife. They were a perfect match, made for each other. They loved each other very much. I attended his funeral and saw how much his children and grandchildren loved him. It was a deeply moving experience. Two of his grandchildren spoke during the Mass and read a collection of memories gathered from all his grandchildren. Clearly, they would miss being with and talking to grandpa. It brought tears to many eyes.

Lenny’s Legacy to Lionel and the Hobby

Lenny was the greatest ambassador Lionel ever had. He was the face of Lionel to countless hobbyists. Even Richard Kughn called him “Mr. Lionel.” Lenny married the past with the future. He was the link that tied the old and the new together, and he kept Lionel traditions alive. He was the Keeper of the Flame. He worked at Lionel for 65 years. That is his legacy to the history of the company and the world’s greatest hobby. He will be greatly missed by a great many – family, friends, coworkers, and nearly three generations of hobbyists. 🚂

Imagery provided by Lionel LLC

October, 2007

New Kids on the Block

by Erol Gurcan
RM 26800

For this issue, I have reviewed two new, inexpensive conventional locomotives – one diesel and one steam.

I. The Baby Trainmaster

In its 2007 Volume 1 Catalog (page 85), Lionel® introduced an all-new locomotive, the Fairbanks Morse H16-44 in New York Central décor, commonly known as the Baby Trainmaster (6-18385). The loco arrived in stores in June 2007. It is also shown in the current 2007 Volume 2 Catalog (page 95).

A Long List of Features for the Money

This \$285 locomotive features an electronic diesel horn, directional lighting including LED headlights, front and rear operating couplers, dual motors with momentum fly wheels, four traction tires, fan-driven smoke unit, die-cast metal trucks, fuel tank and pilots, illuminated marker lights, illuminated cab interior, and engineer and fireman figures. The catalog also listed Magne-traction™ as standard equipment. However, I was not able to feel the magnetic effect when taking the loco off the track.

The locomotive tested here bears cab number 7001. Lionel also offers a matching dummy unit with road number 7002 (6-18386), so operators/collectors with a penchant for an A-A configuration should be doubly delighted.

Black and Gray and White

The locomotive is mostly black with white NYC “lightning stripes” running along the entire length of both sides (see **photo 1**). There are also diagonal white stripes on both front and rear pilots (see **photo 2**). The NYC lettering is surrounded by a gray area. There is sufficient detail in the plastic shell including vents, etc.

I especially liked the yellow handrails. There is also a large fan protected by a screen on the top and at the end of the loco opposite the cab (see **photo 3**). It’s a cosmetic feature and does not spin; I did not expect a spinning fan in a locomotive in this price range.

On the Test Track

I tested the locomotive on both Lionel tubular track with O31 curves (the minimum track radius cited for this *The Lion Roars*

loco) and FasTrack™ with O36 curves. I used an MTH® Z-4000™ transformer and a Lionel CW-80™ transformer (the transformer offered with most Lionel starter sets) for the tests. The locomotive ran smoothly in both forward and reverse modes on both track systems, including minimum-radius curves, and it responded well to both transformers. I also ran the locomotive with several boxcars in tow on Atlas® 21st Century™ track with a variety of switches. It ran smoothly through them without derailling or stalling out.



The locomotive has two powerful motors. It easily pulled 10 scale and traditional-sized boxcars on my small layout. I estimate it could pull 25 or more cars on a larger layout. The flywheel-equipped motors allow the locomotive and consist to glide to a smooth stop. It was dead quiet when in neutral, a stark contrast to MPC Era Lionel locomotives, some of which had loud buzzing E-units that emitted the familiar “angry mosquito” noise.

Sounds and Smoke

The only sound coming from this Baby Trainmaster was a diesel horn; no Railsounds™ or its less costly cousin, Trainsounds™. This was my biggest disappointment with the locomotive. Other Lionel conventional steam locomotives – such as the mini-Berkshire (\$260) and Mikado Junior (\$260) – cost less than the H-16-44 but are equipped with Railsounds. This locomotive should have Trainsounds at least. The horn was adequately loud when the

loco was in neutral. I prefer a higher volume level while the train is in motion, but there is no sound adjustment on this locomotive.

The Berk and Mikado do not have two motors like the H16-44, so apparently the trade-off of features versus price is a matter of motors versus sounds. There is no bell sound. This seems particularly unusual in this day and age of electronic sounds. I can't imagine it would cost very much to provide the bell sound in it. If Lionel continues to offer this locomotive in other road names in the future, a bell sound should be added.

As a side note, if you were interested in this locomotive but reluctant to buy it because it does not have an elaborate sound system, another option is to buy a Trainsounds diesel boxcar or caboose and put it behind the loco. The boxcar lists for \$110 and the caboose for \$160. Those cars contain a bell, diesel horn, squealing brakes, operator controlled multi-part crew dialog, and engine revving sounds. In Lionel's 2007 Volume 1 Catalog (pages 150-51), Santa Fe (6-26861) and Baltimore and Ohio Sentinel (6-26860) boxcars are offered as well as Lionel Lines (6-29834) and Southern Pacific (6-29835) bay window cabooses.

Thanks to its fan-driven motor, the locomotive has very good smoke output, even at only 12 volts. To produce strong smoke output, add more smoke fluid than is recommended by Lionel in the instruction booklet, which states, "...add 10-15 drops at first, and then four to eight drops when smoke production decreases." When smoke output dropped during my tests, I continued to add 10-15 drops because I prefer ample smoke. If you want less smoke output, use fewer than ten drops as recommended.

It was difficult to add smoke fluid because of the small size of the two holes at the top of the body shell (see **photo 3**). They are smaller than the typical stack openings of a steam loco. There is an on-off switch at the bottom for operators who do not want their locos to smoke.

In sum, this is a great locomotive with a nice list of standard features for the money albeit without a Railsounds or Trainsounds package. The greatest strengths are its two powerful motors which enable it to run well, pull long loads, and come to a smooth stop. Lionel did a nice job of creating a conventional engine at an attractive price point.

II. The Mikado Junior

In its 2007 Volume 1 Catalog, Lionel offered several new conventional Mikado locomotives in several road names – Baltimore and Ohio (6-28683), Union Pacific (6-28684), and Lionel Lines (6-38608). It also cataloged two TMCC™ versions in Pennsylvania (6-11100) and New York Central (6-38609) road names. The Pennsylvania, New York Central,



and Lionel Lines locos remained in the 2007 Volume 2 Catalog. Two new "holiday" offerings are now available as conventional models, one in red (6-28699) and the other in green (6-38626); both list for \$260. Lionel has also added a ready-to-run Pennsylvania Super Steam Freight Set (6-30050) in its current catalog (pages 46-47) with a TMCC-equipped Mikado listing for \$450 in the lead.

With all these new Mikados

highballing down the main line, I thought it was time to review one of them. I selected the Union Pacific version. I believe all the other conventional Mikados, including the new holiday versions, should perform similarly.

List of Features

This \$260 19-inch-long locomotive and tender features a single motor with momentum flywheel, operating front headlight, die-cast locomotive and tender body and trucks, operating coupler on the rear of the tender, two traction tires, puffing smoke unit, and engineer and fireman figures in the cab. It also includes the Railsounds sound system with crew talk, synchronized chuffing, brake squeal, steam whistle, and bell.

A Good Level of Detail

The engine is mostly black with a grey smoke box. Like most relatively inexpensive Lionel steam locomotives, it has a good level of detail including rivets, hand rails, piping that can easily be seen (see **photo 4**), and side rods (see **photo 5**). There is a brass-color bell and whistle. There is glass in half of the cab window, a nice touch. The tender has a realistic looking coal load (see **photo 6**).

On the Test Track

As with the Baby Trainmaster, I tested the Mikado using both Lionel tubular track with O31 curves and FastTrack with O36 radius curves. The minimum track radius for this 2-8-2 locomotive is cited as O27. I used a MTH Z-4000 and a Lionel CW-80 as power sources for this loco, and it ran well on both track systems and transformers. I also ran it on Atlas 21st Century track with switches of varying radii. The locomotive ran fine on this track and through switches without derailing or stalling.

The locomotive easily pulled seven to ten freight cars at 13-15 volts. It should have no problem pulling a dozen or so cars. Its momentum flywheel brought this train to a gradual stop, realistically mimicking real-world railroading.

The front headlight was bright even at 13 volts. I noticed that the front marker lights are not illuminated, they are jewels. The marker lights on the Chesapeake and Ohio 2-8-4 Berkshire in my collection do light up.

Sounds and Smoke

The Railsounds Crew Talk™ feature works when the loco is in neutral, which is the normal pattern for this sound system. If the whistle button is pushed shortly after the engine is cycled into neutral, you'll hear the words, "Engineer please hold." When the whistle button is pressed after the train has been sitting for about 15-20 seconds, you'll hear, "Engineer, go for the green." While the Mikado remains in neutral, other sounds emerge – background crew talk and other locomotive sounds.

The loco's synchronized chuffing has a hefty bass tone. Its volume can be adjusted by a set screw at the bottom of the tender. It protrudes just enough below the bottom of the tender; it can be adjusted without a screwdriver. These are the types of useful details that I always like to see. I liked the sound of the whistle, but the whistle button occasionally and unintentionally activated the bell sound. The bell is hard to hear when the locomotive is moving because of the relatively louder chuffing sounds. It can be heard when the locomotive is in neutral. In order to activate the brake squeal, the locomotive must be run at moderate to fast speeds, and

then the voltage decreased to the eight-to-ten-volts range. I thought the sensitivity needed to activate the brake squeal could have been better.

The smoke output from the smoke stack was average when the locomotive was moving at a moderate pace and pulling seven cars. I would have liked about 50% more output with a smoke plume going higher in the air. The one place where the smoke output excelled was from the loco's front side rods. I have noticed this effect in other Lionel steam locos, such as my C&O and the Polar Express Berkshires. Oddly, I have never seen Lionel advertise this feature in its catalogs. The combined output from the smoke stack and side rods made a realistic and acceptable level of smoke overall.

The smoke on-off (as well as a separate directional) button is located inside the cab of the locomotive, usually a good place so it can be turned on or off without taking it off the track. However, the cast-in detail inside the cab prevents moving this control with a finger. A small screwdriver or pen is needed.

Overall, this is another nicely detailed Lionel locomotive which runs well and is reasonably priced. I would like to see Lionel improve the smoke output from the stack and push it higher in the air.

Lastly, I would like to thank my friend and fellow LCCA member Charlie Hirschberg (RM 237), owner of Nassau Hobbies in Freeport, New York (516-378-9594) at www.nassauhobby.com for generously providing the locomotives for review in this article. After the review was completed, both locos were returned to the store. Also, thanks to my friend Eliot Scher for the use of his layout for some of my testing. 🚂

Photographs by Eliot Scher

Toy Trunk Railroad

by Eric Sansom



Product Review: E Unit Cycler

by Bob Amling
RM 9116

Editor's Note: For members who have mastered Wiring 101, graduated to TMCC™ or DCS™, and entered exotic, high-level electronic applications for the toy train hobby, this challenging article is for you. Those still pondering the significance of the black wire and the red wire ... strap on your seatbelts!

What do you do when you have come very close to completing your initial layout plan? Most will look for ways to enhance the existing layout – add a table extension, squeeze in another yard, or install another level.

The Path to Electronic Control

I had designed a friend's layout to meet his initial needs of staying close to the wall while having O72 curves; and, oh yes, no duck-unders. We ended up with a track plan based on two bent dog bones; the lower level is O72 at both ends while the upper level is O42 at one end and O54 at the other end. The other criterion was the capability to reach all the wall displays in the room.

After laying the track and running trains on that layout, Ed became disgruntled with the incompatibility of "Big L" switches with "Little M" scale engines. We decided to replace all the tubular track and switches with Ross® products. While we were in the middle of the track and switch upgrade, the Tuesday Night Trains (TNT) group gave Ed a MTH® TIU™ for his birthday. So we started rewiring the layout to conform to MTH wiring plans. We spent many hours on several issues that in the end were attributed to a defective TIU, but that is another story.

When we were near completion of the track replacement, Ed mentioned that he would like to run Budd cars on a point-to-point track above the existing layout. We discussed how we could have three sets of cars with a yard at each end. I had experience with using relays to control train movements, but controlling the reversing mechanisms was going to take some doing. While I was working on a practical plan, one of the men suggested that we should use one of those electronic boards now on the market.

The Search

I had a few discussions at York and over the phone with various electronic

suppliers, but couldn't find a circuit board that would do all I wanted; i.e., run three trains over a single point-to-point track with a passing siding in the middle of the straight run. Once started, the three train sets would run continually without operator input. The switch at each end would be non-derailing.

The sequence would start when Budd set one on the north end would head south and terminate in the vacant yard on the south end. The Controller would shut down Budd set one. The Controller would then energize and sequence Budd set two on the south end to run north and terminate in the yard just vacated by Budd set one. The controller would then send Budd set three on the north end to terminate in the vacant yard left by Budd set two on the south end. This operation should continue uninterrupted.

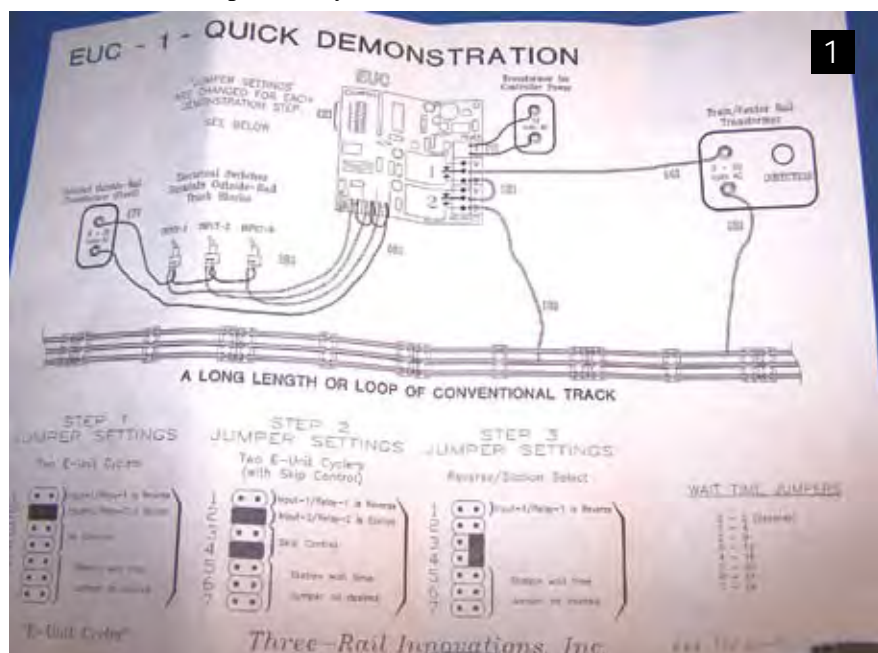
But wait, I mentioned a passing siding! Stopping the sets intermittently at the midpoint station would add variety. One set could be held in the passing siding while another ran through on the other track. Each control board vendor told me that they didn't have all those options available. One may have offered a conglomeration of boards to achieve my idea but said, "I'll have to think about it."

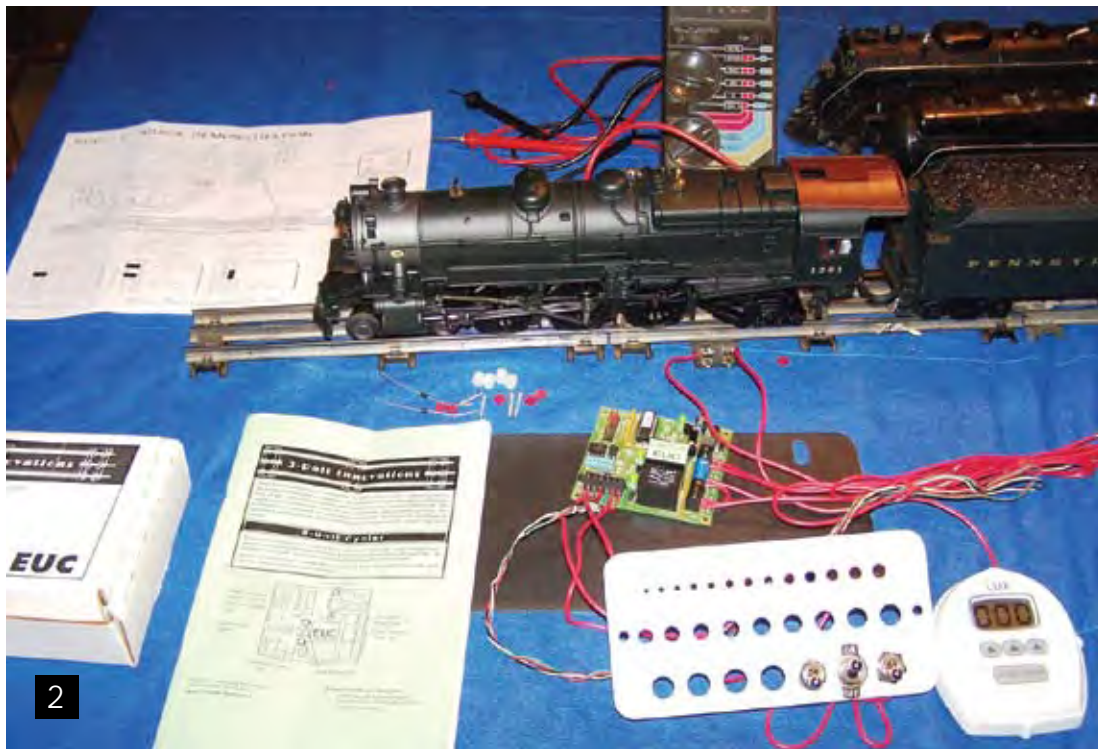
A Path Forward

I recently read an ad in *CTT* regarding Three Rail Innovations® (TRI) offering a board that sounded very promising. I had a conversation with John Kerklo to confirm that his EUC could indeed accomplish all that I wanted. I decided that I would do a full evaluation of the EUC before we installed it on Ed's point-to-point Budd line. That evaluation became the basis for this article.

The Test

TRI supplies a wiring plan and directions for a quick demonstration of the EUC capabilities – see **photo 1**. I decided to run that demonstration as the first part of my test.





Since I don't have sufficient space in the shop, I set up my laboratory test bench on the dining room table (shown in **photo 2**) and tested the EUC according to pages three to five of the *EUC Manual*. My lab test bench consisted of the EUC device, a test track, a Volt Ohm Meter (VOM), a timer, three toggle switches, a postwar Lionel® #736 Berkshire, an MPC #611 J, and a K-Line® #1361 K4 equipped with Lionel's TMCC™. I used a Lionel Z transformer as the power source.

The manual is a 30-page, soft-cover booklet. TRI gives you the option of purchasing an EUC without the manual. The manual is a few dollars and well worth the investment if you don't already have one. The manufacturer advises, "Review 'E-Unit Cyclers' before making any connections." While there are separate sheets supplied for the quick demonstration, two reverse tracks, reverse track with station stop, reverse track with selected stop, and yard manager, the manual provides much more information.

The directions suggested the use of three different transformers. Because I had the Z available, I opted to use it instead of searching for three individual transformers. I assigned the "A" post for controller power, the "B" post for isolated outside rail power, and the "D" post for track power. I used the VOM and set "A" to exactly 12 volts AC as stated on the instructions, and marked the dial. I then set "B" to 15 volts AC and marked the dial – the instructions called for 8-20 volts AC. The instructions listed track power as variable 0-20 volts AC; I set "D" as required to move a particular engine. I cleaned my test track to avoid introducing a stall during the test, and proceeded to run the 736 back and forth to ensure that it was ready for duty.

With all transformer power off, I wired the EUC as per the quick demonstration sheet and used a jewelers screwdriver set to tighten the connections on the EUC. 18-gauge wire fits nicely in the connection. The EUC package

includes jumper plugs and one is needed on position two for step one.

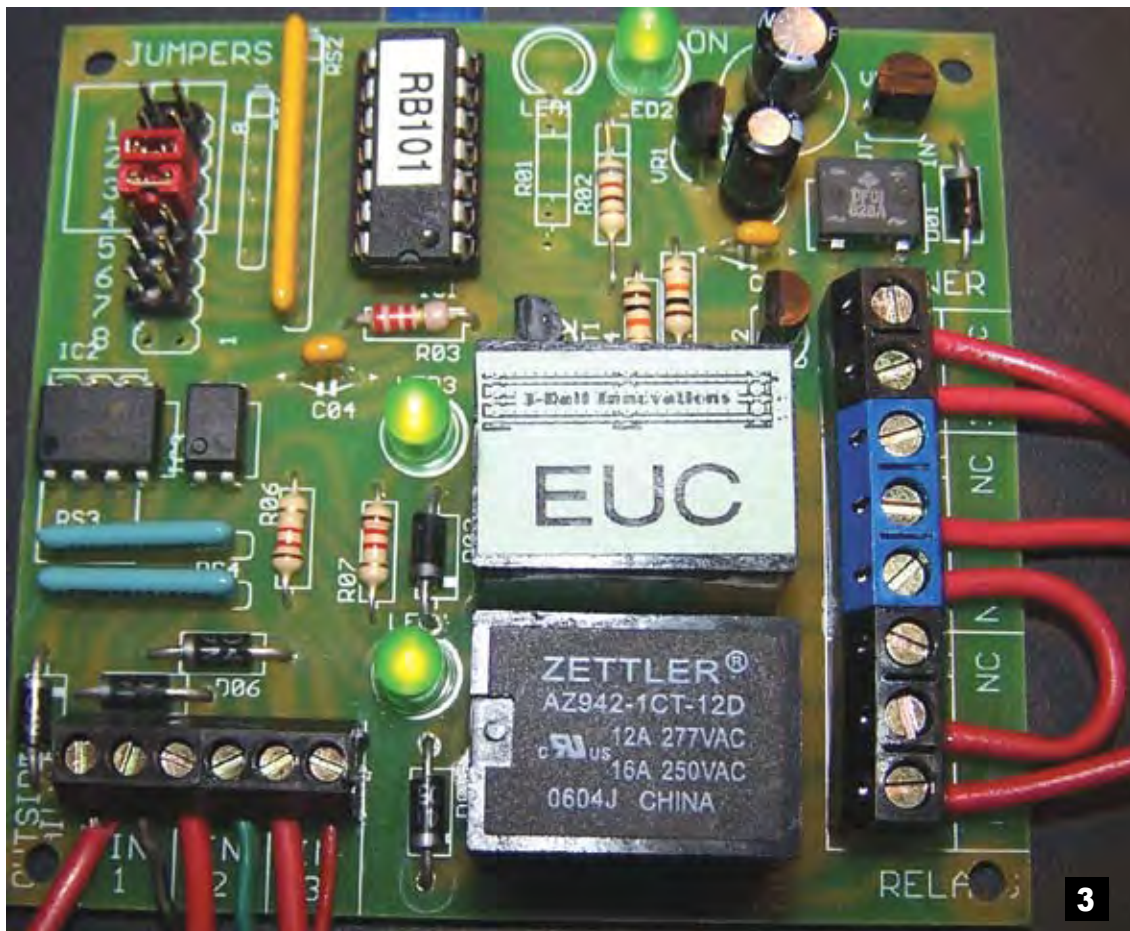
I powered up "A" to 12 volts and the power diode lighted. Relay indicators one and two also lighted, and then clicked when I turned up "B." I turned up "D" and cycled the #736 e-unit using the transformer. The three toggles were off. I was ready to start the four tests in step one. I cycled the #736 to move forward and as it was moving, turned on input one.

This simulated the engine entering a block with an isolated outside rail. The engine stopped and the e-unit cycled; the locomotive reversed its direction. I turned input one off. Test one was successful.

I transformer-cycled this locomotive again, and it ran forward down the track until I turned on input two which simulated a station stop. The #736 stopped, and the EUC interrupted track power off and on four times. The #736 should have continued in a forward motion, but it remained in an idle state with lights on. I turned input two off and backed up the #736 to run the test again. As I attempted to transformer-cycle the e-unit, the locomotive failed. I certainly don't want to use a flaky e-unit while running a EUC test! I introduced the J 611 and ran it through several transformer reverses to my satisfaction. As the J started down the track, I once again turned on input two. The J stopped, the EUC counted, and then the J continued forward. I turned off input two and considered test two a success.

Arranging Wait Time

At the end of test two, the manual has a note explaining that wait time can be introduced. The wait time can be set for zero to 28 seconds in eight steps of four-second increments. The note refers to page 11, section 5.1: "Jumpers for Feature and Timing Selection." This was a little confusing. The EUC demonstration sheet had brackets indicating that positions J5-J7 are used for station wait time. Page 11 showed the configuration for J5-J7 with all the combinations of zero to eight. I didn't see the relationship of J5-J7 to the zero to seven, three-row configuration right away. I found a sheet in the package labeled "Jumpers for Configurations" that shows a cyclers wait time chart directly below the J settings. It finally sunk in. As an example; if you want to introduce 16 seconds wait time, that is position four. Position four requires a jumper on J5 with J6 and J7 clear. If the wait



Step three required a jumper to be set vertically between J3 and J4. Powering down once more (I keep stressing this because when you are working with electronic components a short could blow the board), I removed the jumpers from J2 and J4 while installing the vertical jumper between J3 and J4. With the J moving forward once again and with all switches off, input two is turned on and a reverse cycle is initiated. Setting all switches off and restarting the J while input

number is 24, then you need position six with jumpers on J5 and J6 with J7 clear. The “jumpers section” of the board is shown in **photo 3**.

I powered down and installed a jumper on J5, which equals a timer value of four; i.e., 16 seconds. I powered up and sent the J down the track. I turned on input two and started the timer; 17 seconds later the J continued in a forward motion. I powered down again and installed a jumper on J6 while leaving the jumper on J5; this equates to timer position six; i.e., 24 seconds. I powered up and sent the J down the track once again. I turned on input two and hit the timer; 23 seconds later the J continued in a forward motion. Considering a margin of error in my hitting the timer as well as a variable introduced by the temperature of the components, these were successful tests.

Controlling a Skip Sequence

I powered down again and removed the jumpers from J5 and J6. Step two requires a jumper on J4 for skip control. I powered up once again and sent the J down the track. Input three was turned on followed by input two turned on. The J did not stop because input three introduced a skip cycle control and negated input two. Another successful test.

The last line in step two suggests changing J3 and J4 jumpers to demonstrate the enable and hold cyclers two controls. Since J3 had not been previously mentioned, I questioned John about it. He said that it would be better to leave it alone while in my current setup because it would require more track. We agreed that I would test it when the Budd line was built.

three is turned on followed by input two, the J stops and runs through a station cycle. This successfully completed the tests in step three, and I was at the end of the EUC quick demonstration.

Retesting with a Modern Loco

Wait, I mentioned that the K4 was part of the lab test. To be thorough, I wanted to test a modern locomotive containing an electronic e-unit. I powered down, changed engines, and set the jumpers for step one, test one. When I powered up, the K4 came up in traditional mode. I cycled this locomotive through several reverse sequences and all was OK. I ran the K4 through all of the tests that were completed for the J. The K4 responded beautifully, so all the tests were completed successfully.

There are many features available on the EUC, and I hope to present a future article on the operation of the EUC when trains are setting the triggers instead of the test input switches.

While I was speaking with John, I mentioned that the flickering lights in the Budd Cars could be troublesome. I asked John if a constant lighting circuit would interfere with the EUC. John said that it wouldn't, and he offered to work with me to build a constant lighting circuit for the Budd cars. He believes the constant lighting package now on the market wouldn't work in this application. I will add that to my list of future articles. 🚂

Contact Bob Amling at: rea.ra@verizon.net
Photographs by Bob Amling

Train Time Is the Best Medicine

by **Alphonse A. Kolis**
RM 15902

We've been told that laughter is the best medicine, but I believe it is about time to re-think that maxim and make an exception to the rule. I believe Train Time is the best medicine. For the past three years, I have had the privilege and honor to work with a team of LCCA volunteers on a community service project sponsored by LCCA on Tuesday mornings of Convention weeks in the host city.

It's for the Children

Train Time emerged from the involvement of LCCA member Jere Pugh (RM 19334) with University Children's Hospital in Columbia, South Carolina. TLR editor Mike Mottler and his wife Carol developed a spin-off of his idea and presented it to kids/patients at Arkansas Children's Hospital in Little Rock, Arkansas, as a "test run." At ACH they learned how to adapt the idea to the special needs of very sick and non-ambulatory children.

When the idea was "ready for prime time" in 2005, Mike presented it to our president at that time, Eric Fogg. He embraced the concept, approved the project, and enabled its implementation. LCCA offered the idea to the Child Life Office at St. Louis Children's Hospital as a benefit for their kids/patients. During the 2005 LCCA Convention week, the hospital invited selected patients and their families to play with the trains on the carpeted floor of their playroom.

The Train Time Team

For the past three annual Conventions, a core group of LCCA volunteers have visited children's hospitals in St. Louis, Denver, and most recently in Chicago. An LCCA team of volunteers – comprised of a conductor, station agents, coaches, and a photographer – arrived before the announced start time, set up train layouts at a designated rug or floor area, installed the wiring, placed the trains on the rails, and tested the system for safety and readiness. The team used Lionel's THOMAS AND FRIENDS™ trains – Thomas, Percy, and James – CW-80™ transformers, FasTrack™, and operating action cars. The recent team in Chicago included LCCA members Al Kolis as conductor and coach; John Ellingson and Mike Mottler as coaches; Connie Calkins, Phyllis DeVito, and Faye Ourso as station agents.

The conductor greeted the children upon their arrival at the site, punched their souvenir Train Time ticket, and directed them to the station agents for "suiting up" with a paper engineer's hat and a bandana.

Seated at the CW-80 transformers, the coaches showed the children how to operate the trains at each layout — an oval, a figure 8, and a "pretzel." At the outset, the kids were hesitant to even touch the transformer.

But they quickly learned how the trains responded to the neutral, forward, neutral, reverse cycle, and after a few minutes they were running the trains. It was a joy to see their eyes light up as they smiled from ear to ear.

Good Play is Good Medicine

There was something therapeutic about the sights and sounds of a Lionel train in motion. The children glowed with excitement. Probably the most difficult part of the experience for the children was turning over the controller to another patient waiting in line. They didn't want to stop or leave Train Time!

I've noticed that the children/patients in a hospital are at a point in their lives when they have somewhat of a helpless feeling. The medical procedures administered to them are beyond their control and often beyond their understanding. However, running the trains empowered these children, and they gained control over a portion of their lives. For at least a few hours that day, they were able to live outside their situation and be kids having fun playing with trains – instead of being "another case on a chart."

After the children completed their rotation with all three train layouts, the station agents presented a personalized Whistle Blower Certificate to each participating guest engineer and demonstrated the congratulatory secret Railroader Handshake. If I told you about the handshake, it would no longer be our secret!

Leave Something Behind

When the two-hour Train Time event ended, the LCCA donated two new, sealed Lionel starter train sets to the hospital. Typically, the hospital will either set up the trains for use in the playroom or offer the train sets as items for bid in their next fundraising event or silent auction. The money raised from these train sets will benefit future children/patients at the hospital.

We left the hospital with positive feelings and appreciative comments from the staff. It's good to leave something behind in the host city as a memento of the hobby we love – good memories created by "those nice train people."

Photographs by Mike Mottler



Lionel News & Views

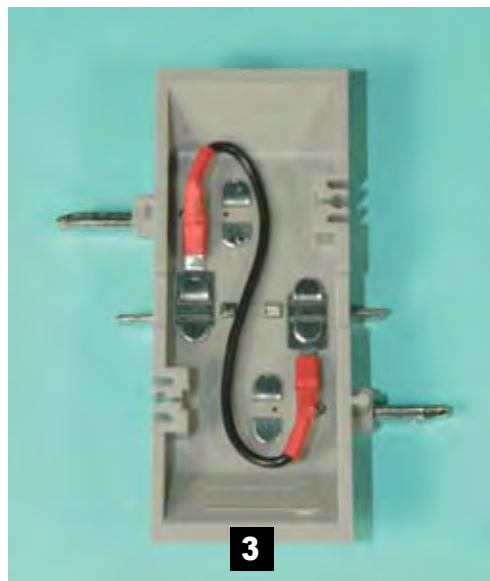
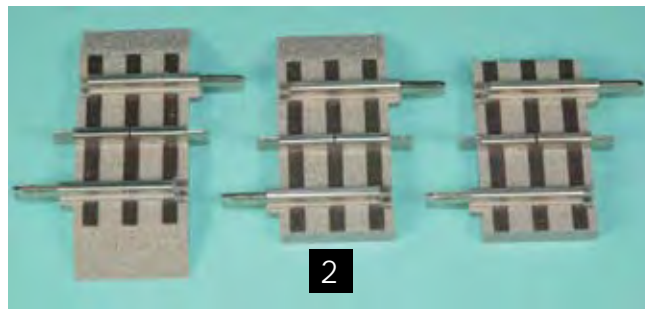
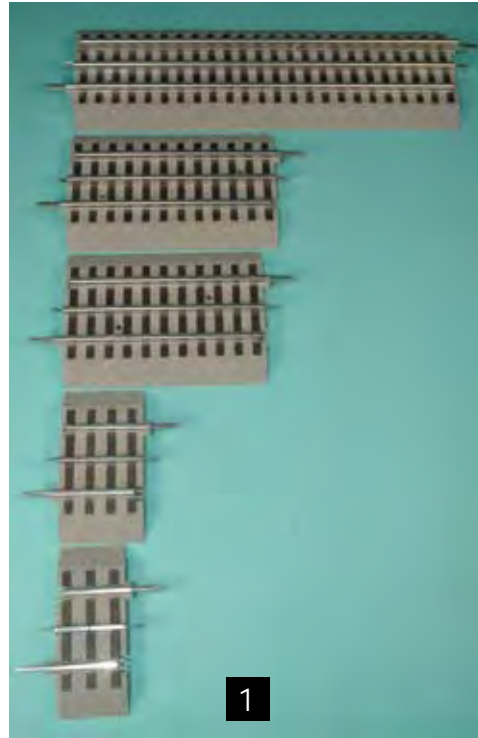
by **Bill Schmeelk**
HM 6643

New FasTrack Section

Lionel's FasTrack™ system is an engineered track system and is less forgiving than tubular track. Add to that the availability of five different radii, and the design possibilities are endless. As a result, a wider variety of straight track lengths are required to complete many layout designs. Lionel® anticipated this need and provided in addition to the standard 10-inch length, three additional shorter lengths: 5-½ inch, 4-½ inch, and 1-¾ inch. The popularity of FasTrack quickly exceeded Lionel's expectations. When FasTrack switches came out, two special 1-3/8 inch sections were made. One had no roadbed and the other had roadbed on one side only. These sections were helpful in connecting switches together and were supplied with the O72, O60 and O48 switches.

Lionel continues to add to its FasTrack line. Users have found a need for a section of track not previously offered by Lionel. A **straight** section of 1-3/8 inches in length was a popular request. Lionel listened and has responded by adding this section to the FasTrack line. **Photo 1** shows a standard 10-inch section and the four available shorter lengths.

This new 1-3/8-inch section features roadbed on both sides, and – like the short sections supplied with the switches – has a cut center rail along with a wire connection underneath. As supplied, the wire essentially bypasses the break in the center rail and the track can be used as any other section of track. Removing that wire allows you to break the center rail. This can be useful in certain wiring schemes which we won't discuss now. **Photo 2** shows the three types of 1-3/8-inch sections. **Photo 3** shows the underside view that all three share.



How Long Do You Need?

I was curious as to just how helpful the addition of this short section would be and set out to make a chart of all possible track lengths that could be made using a combination of available lengths. I had seen just such a table designed by R&S Enterprises®, the developer of RR-Track™ software. However, that table was created before the availability of the new shorter length.

To start, I tried to figure every length that could be made from 1-3/8 inches to 20 inches, in eighth-inch increments. So I got my calculator and started adding every combination of track lengths. I later mentioned this project to member Glenn Patsch. Glenn earns his living writing software and he very quickly developed a program to generate such a table and provide every possibility – a table that is almost 12 pages long! So we decided to print an abbreviated table showing only the most efficient way (using the fewest number of track pieces) to make each track length.

For example, let's say you needed a section 14-½ inches long. The chart shown here suggests that you connect a 10-inch section and a 4-½-inch section. The complete chart would show seven different ways to make the same length. For example, you could also achieve that length by using eight 1-3/8-inch sections and two 1-¾-inch sections; a total of ten sections. Considering the cost of each section, it won't take you long to understand that using two sections makes financial as well as common sense. The price of a section of FasTrack is not proportional to its length, so a 1-3/8-inch section costs the same as a five-inch section and only slightly less than a 10-inch section.

In a few cases, there is more than one method; although using the same number of pieces. In those cases both combinations are listed. The orange sections of the chart indicate lengths which were not possible before the availability of the 1-3/8-inch section. Sizes not listed cannot be assembled from any combination of available sizes. These lengths can be achieved in other ways – read on.

Lionel Fastrack Size Table

Length	1 3/8	1 3/4	4 1/2	5	10	Pieces
1 3/8	1					1
1 3/4		1				1
2 3/4	2					2
3 1/8	1	1				2
3 1/2		2				2
4 1/8	3					3
4 1/2			1			1
4 7/8	1	2				3
5				1		1
5 1/4		3				3
5 1/2	4					4
5 7/8	1		1			2
6 1/4		1	1			2
6 3/8	1			1		2
6 5/8	1	3				4
6 3/4		1		1		2
6 7/8	5					5
7		4				4
7 1/4	2		1			3
7 5/8	1	1	1			3
7 3/4	2			1		3
8		2	1			3
8 1/8	1	1		1		3
8 1/4	6					6
8 3/8	1	4				5
8 1/2		2		1		3
8 5/8	3		1			4
8 3/4		5				5
9			2			2
9 1/8	3			1		4
9 3/8	1	2	1			4
9 1/2			1	1		2
9 5/8	7					7
9 3/4		3	1			4
9 7/8	1	2		1		4
10					1	1
10 1/8	1	5				6
10 1/4		3		1		4
10 3/8	1		2			3
10 1/2	4			1		5
10 3/4		1	2			3
10 7/8	1		1	1		3

Lionel Fastrack Size Table

Length	1 3/8	1 3/4	4 1/2	5	10	15
11	8					
11 1/8	1	3	1			
11 1/4		1	1	1		
11 3/8	1				1	
11 1/2		4	1			
11 5/8	1	3		1		
11 3/4		1			1	
11 7/8	5			1		
12		4		1		
12 1/8	1	1	2			
12 1/4	2		1	1		
12 3/8	9					
12 1/2		2	2			
12 5/8	1	1	1	1		
12 3/4	2				1	
12 7/8	1	4	1			
13		2	1	1		
13 1/8	1	1			1	
13 1/4		5	1			
13 3/8	1	4		1		
13 1/2			3			
13 1/2		2			1	
13 5/8	3		1	1		
13 3/4		5		1		
13 7/8	1	2	2			
14			2	1		
14 1/8	3				1	
14 1/4		3	2			
14 3/8	1	2	1	1		
14 1/2			1		1	
14 5/8	1	5	1			
14 3/4		3	1	1		
14 7/8	1		3			
14 7/8	1	2			1	
15				1	1	
15 1/8	1	5		1		
15 1/4		1	3			
15 1/4		3			1	
15 3/8	1		2	1		
15 1/2	4				1	
15 5/8	1	3	2			
15 3/4		1	2	1		

Lionel Fastrack Size Table

Pieces	Length	1 3/8	1 3/4	4 1/2	5	10	Pieces
8	15 7/8	1		1		1	3
5	16		4	2			6
3	16 1/8	1	3	1	1		6
2	16 1/4		1	1		1	3
5	16 3/8	1			1	1	3
5	16 1/2		4	1	1		6
2	16 5/8	1	1	3			5
6	16 5/8	1	3			1	5
5	16 3/4		1		1	1	3
4	16 7/8	5				1	6
4	17		4			1	4
9	17 1/8	1	1	2	1		5
4	17 1/4	2		1		1	4
4	17 3/8	1	4	2			7
3	17 1/2		2	2	1		5
6	17 5/8	1	1	1		1	4
4	17 3/4	2			1	1	4
3	17 7/8	1	4	1	1		7
6	18			4			4
6	18		2	1		1	4
3	18 1/8	1	1		1	1	4
3	18 1/4		5	1	1		7
5	18 1/4	6				1	7
6	18 3/8	1	2	3			6
5	18 3/8	1	4			1	6
3	18 1/2			3	1		4
4	18 1/2		2		1	1	4
5	18 5/8	3		1		1	5
5	18 3/4		3	3			6
2	18 3/4		5			1	6
7	18 7/8	1	2	2	1		6
5	19			2		1	3
4	19 1/8	3			1	1	5
4	19 1/4		3	2	1		6
2	19 3/8	1		4			5
7	19 3/8	1	2	1		1	5
4	19 1/2			1	1	1	3
4	19 5/8	1	5	1	1		8
4	19 5/8	7				1	8
5	19 3/4		1	4			5
6	19 3/4		3	1		1	5
4	19 7/8	1		3	1		5


What if It's not on the Chart?

What about sizes that are not listed on the chart? Lengths not listed could not be made by assembling standard sections. For example, suppose you needed a section 7-1/2 inches long. There is no combination of sections that will provide that length. Your options are to either use the next available size then force the sections to fit or, better yet, make a custom-length section of FasTrack.

Stay Tuned for Part Two

Sometimes a specific size might be listed, but it's not practical. For instance, let's say you just finished assembling your layout and discovered that you need a track section 8-1/4 inches in length. You could make that section by connecting six 1-3/8-inch sections. While that is possible, a short section with six joints is neither efficient nor economical. In this case, the best solution is to make a custom-length section. Cutting FasTrack is a bit more complicated than cutting tubular track. You can't simply cut a piece off the end. If you did, that section would not mate with any other FasTrack section, with the possible exception of the O-gauge transition piece.

There is a better way. In the next issue of *TLR*, we'll show you step by step exactly how to make a custom length of FasTrack.

Thanks again to Glenn Patsch for his assistance in generating the FasTrack table so efficiently. 

Photographs by Bill Schmeelk

Contact Bill at (201) 497-8179
or by e-mail: bill@wellingtonent.com

**Answers to the Lionel
Puzzlement in this issue:**

- 1. B, 2. C, 3. B, 4. A, 5. A,
6. C, 7. A, 8. B, 9. B, 10. C.**



The Tinplate Cannonball

by Ken Morgan
RM 12231

Budget Classics – Part 1

In the past few installments, I looked at the early Standard gauge low-budget choices. For the next few articles, I'll conduct a tour of the Classic Period low-budget options. To briefly review, the early Lionel® offerings were arguably more realistic in appearance since they used actual railroad names and presented such information as capacity data. Also, the cars tended to be relatively drab in color.

In the middle of the 1920s, roughly from 1923 to 1927, the entire Lionel product line changed. Gone were

In the Engine Shed

Now, this way to the trains. With the exception of the #408, which was just a fancier #402 (lots of added trim), every Lionel classic electric loco was a step up in size. In order, they were #8, #10, #318, #380, #9, #402/408, and #381 starting at 11 inches for the #8, then 11-1/2, 12-1/2, 13-1/2, 14-1/2, 17-1/2, and 18 inches respectively. Yup, the big ones dwarfed the little #8. All four of the smaller locos were 0-4-0s regardless of the wheel arrangements of the prototypes. The #9 came as either a 0-4-0 or a 2-4-2, the dual-motored #402 and #408 were 0-4-0 + 0-4-0s and the #381 was a 4-4-4. The Tuohy-McComas Volume 3 book on Standard gauge has a good, single-page picture with all of these locos so you can see the differences in size. Meanwhile, **photo 1** shows the three covered in this series, from left to right, the #8, #10, and #318. Please don't ask; I have no clue how Lionel came up with the number sequence!



railroad names; “Lionel Lines” emerged instead. The palette expanded greatly and the company added many bright colors and flashy brass and nickel trim parts. These were not “exact reproductions of real trains” – no matter what the catalogs claimed over the years. They were eye-catching, well-made toys which clearly appealed to a wide audience. It wasn't long before Lionel's competitors were forced to react or fail. It's called the Classic Period for many reasons, but classic marketing was a part of it.

The Growth of the Electric Range

The variety of locomotives offered also changed. Gone were the Standard gauge steam engines. There was no classic steamer until 1929, but the range of the electrics expanded to add styles more familiar to those outside NYC territory. All pre-classic electrics were based on the NYC S-type. For the new line, Lionel went with three prototypes; the S-type stayed, but a generic box cab and representations of the CMS&P bi-polars joined the roster. Each came in more than one size in order to fit more than one budget. The smallest was the box cab #8, which had a big brother in the #9. The new bi-polar was the second smallest with the #10, and the larger #380 plus the magnificent (and expensive) #381. Finally, the S-types had the third in size #318, plus the dual motored #402 and the fancier version of that, the #408. Over the next two installments, I'll conduct a tour of the three small locos, the #8, #10, and #318, since they both fit the low-budget category and cover all three body types.

But first, as usual, we'll test the little gray cells (thank you, Hercule Poirot) with this trivia question: What was the railroad that went to sea?



Photos 2 and 3 show the basic #8 loco in two color variations; there were many others. The olive green one is quite common. The red one is a bit rarer and may have been a department store special since it came in a set with two coaches and an observation car. Catalogued sets had one of each. But in the absence of the original box or Macy's oval on the obs, that cannot be proven. Nevertheless, it looks rather nice with the contrasting cream bead along the bottom. This type of trim is found on just a few color variants of Lionel's many locos, but it certainly has more eye appeal. According to a couple of sources I checked, the olive

#8 dates from 1928-29, the red one from 1930-32. My 1927 catalog shows the #8 in olive, and mine clearly has transition couplers (see several of the accompanying photos, especially **photo 4**), which leads me to believe it predates what the books say. My vote is for 1927. My 1926 catalog is a B&W repro, so I can't vouch for the color in it.

More Colors and “Electrically-Controlled” Locomotives

Like all Classic Period electric locos, the #8 was also available as a #8E with the new pendulum reverse mechanism, which Lionel touted as “Electrically-Controlled,” enabling the operator to reverse the locomotive “at any distance from the track.” Presumably “any distance” referred to the operator, not the train! But more about that beast in the next issue of *TLR*. The #8 itself was introduced in 1925, the #8E in 1927. Both were catalogued through 1932. Colors include maroon, dark olive green, mojave (a slightly grayish dull medium brown), olive green, red (with or without the cream bead), peacock, and pea green. They appeared in pretty much that order, so you can see the introduction of brighter colors over time. The bodies were symmetrical all around, so looking at the one end in **photo 4** shows you what the other looks like. The only difference



would be that one end has a pantograph on top, the other a whistle. Look back at **photos 2 and 3** to check this point. The slot for the reverse lever is present at both ends, so it makes no difference which way the body sits on the frame.

With the exception of the peacock and pea green versions, which were only department store specials, or a possible maroon or red one with a proven (the box) provenance as a DSS, none of these locos will cost as much as any current full-featured diesel loco. Unless you want near pristine condition, they're readily available for \$200 or so. Expect repro wheels on Classic Period Standard gauge items. As far as I'm concerned, the wheels should make no difference unless you get way up into the highly desirable – and pricey – stuff. If you intend to operate the trains, you'll surely want repro wheels. Metal disease is an insidious

villain – to quote something I have said previously!

The catalogued sets with the #8 were quite consistent over time. The 1926 catalog shows the #8 in two passenger sets and a freight set. The cheaper passenger set still has the old #35/36 coach and obs. It listed for \$18 east of the Mississippi, \$21.25 west of the Father of Waters. As usual, Pony Express was costly! The better set had the new #337/338 coach and obs. It was \$20 east of the river, \$23.50 farther west. Both had the same eight curved and two straight tracks, wires, and a lockon. No transformers. Lionel was still talking about providing wires “for transformer or battery connection.” Thomas Edison's discoveries hadn't penetrated that deeply across the American landscape yet. The better set also was available with the #8E for \$24.50 or \$28.75. That's \$4.50 for reverse unit in the east, \$5.25 in the west. It wasn't that heavy. The freight set still had the old #112/114/117 cars. Same tracks, \$18 and \$21.25 or with the #8E, \$22.75 and \$26.50. Now the reverse unit was \$4.75 east but still \$5.25 in the west. Go figure! I love these old catalogs. They sometimes read more like a mystery novel than a catalog.

Geography and Pricing

In 1927, the old freight and passenger cars were gone. Apparently the cost of shipping west of the Mississippi didn't matter anymore, because the same #8 with the #337/338 was \$20, with the #8E, \$25.50. Looks like patience was a virtue out west, but the difference in price for the e-unit went up – either a buck or a quarter, depending upon which side of the river the train came to rest. The freight set had the new #511 lumber (flat) car, a #512 gondola, and a #517 caboose. Otherwise the same as last year, the price was now the same as the passenger set. But there was lots of brass trim and bright colors on those new freight cars. The consist for sets remained the same in all the catalogs I have on hand through the end of the listing in 1932. But reflecting the economic condition of the nation, the price for the passenger set was down to \$19 for the #8, \$23.75 with the #8E. The freight set was the same price as in 1927. Lotsa fancy trim on those freight cars – and you can play with them!

The Innards

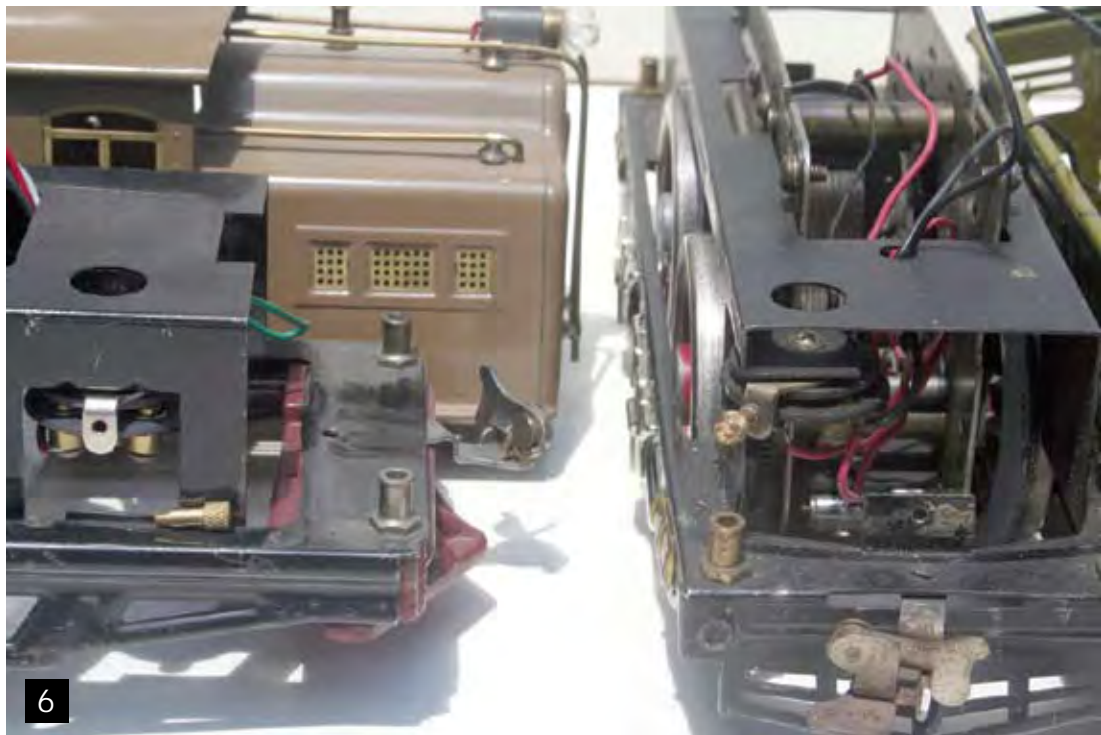
Before answering the trivia question, let's take a quick look inside the #8 and see how that manual reverse mechanism works. **Photo 5** shows the olive loco from the bottom, giving you a look at the hand reverse mechanism. All it does is shunt power by moving the upper disk 90°. **Photo 6** shows the reverse unit looks from a side view.



That's a #318 on the left, an #8 on the right. The #8 has the hand lever in place, the #318 has the little lever which projects out of the slot in the body removed so you can see it better. It's lying on its side on the frame. It goes in the screw hole staring you in the face.

To get the body off the frame, this lever has to be removed as well as one screw at each end of the loco. You can see the screw at the end in **photo 4**; however, they are small. Take care not to lose them when


performing surgery on the loco. The brass cylinders in the picture are actually cups. They have springs inside and make putting the assembly together fun, since all four of them have to be in place. They are the contacts behind the screws seen in **photo 5**. The springs provided the pressure to ensure good contact was made when the upper disk was rotated over the lower one. The disks, by the way, were made of fiber. On the bottom of the upper disk were two curved brass plates, or quadrants.



those connections, which reverses the flow of current through the motor and, hence, the direction of the loco.

Seafaring Trivia

And now for the railroad that went to sea. Long before Florida became a refuge for northeasterners fleeing wintry weather, Henry Flagler took over a narrow-gauge railroad at Jacksonville, renamed it the Florida East Coast Railway, and built south as far as he could – and beyond. He ran out of land at the southern tip of the Florida peninsula, so he extended the railroad over the water on a series of bridges all the way to Key West. Hence, the railroad that went to sea. A hurricane knocked out the railroad in 1935, but the current highway to Key West utilizes the same route and much of the original railroad structure. I'm sure Key West resident Ernest Hemingway appreciated the effort!

If you were wondering about the reference to Hercule Poirot, he is one of Agatha Christie's detectives who credited his "little gray cells" – his brain – for his deductive prowess as a crime solver. In this installment of the TPC, you get two trivia items for the price of one! 

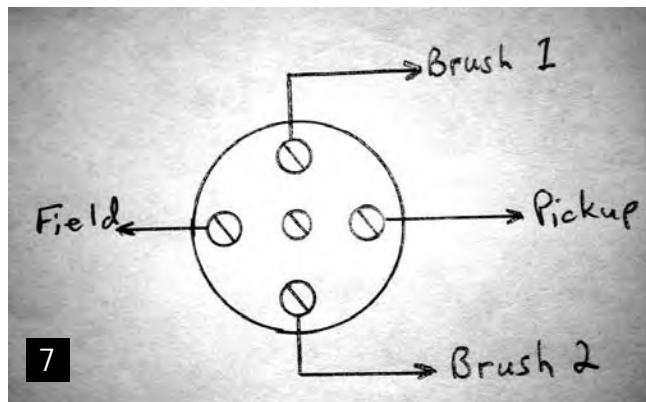


Photo 7 shows my artwork for the schematic of the bottom disk. It doesn't move. The matching upper disk does. Its schematic is in **photo 8**. The drawing shows the fixed disk with a lead to each brush opposite each other on the disk; one to the pickup, and one to the field (ground) in the other two positions. The movable disk has two brass quadrants which bridge one brush to the pickup, the other to the field, and which, when rotated, just reverse



Photographs by Ken Morgan

Postscript for Lenny

Lenny Dean was a wonderful man. His many productive years at Lionel, his memories and eagerness to share them, and his dedication to the train hobby are a legacy to all hobbyists and especially to members of LCCA. He had the patience of a saint while listening to us, posing for pictures, and signing autographs. Although he was linked to Lionel, he was a true ambassador for all toy trains. I am privileged to have known him. We will all miss him.

TLR At Trackside



LCCA Members in Action

Summer Train Show Chattanooga Area, TN Saturday, August 18, 2007

The Catoosa Colonnade in Ringgold, Georgia was the site of an annual LCCA Train Show in the Chattanooga area held on Saturday, August 18. The temperature reached 100 degrees outside but there was a lot of activity inside



Lewis Collier (RM 11944) actively participated in the train show.

that included toy trains of all eras and manufacturers. The selection of postwar and older trains was of excellent quality which enhanced the trading activities. A large parts dealer attended the show, and a small layout attracted the attention of youngsters and also served as a test track.

More than 80 tables were occupied in the trading hall. Trading began at 9 a.m. among LCCA members and the public was admitted at 10 a.m. Many transactions and discussions about trains occurred until the 1:30 p.m. closing time.

Seventy-three LCCA members plus 24 family members attended the show; some came from as far away as Minnesota, Louisiana, and Florida. The 67 paying public guests and their 15 family attendees brought the total attendance to 179.

Co-hosts George Baltz (RM 14094) and Ron Herman (RM 1767) assisted with advertising, registration, and table layout. Jack Ellis (RM 14155) handled the outside directional sign placement, took orders for 31 lunches prior to 10 o'clock, and delivered the meals to hungry traders

before noon. The member door prizes were announced and distributed by Raymond Siler (RM 18796) who also photographed the event. Gwen Siler did her usual outstanding job at the registration desk. Many thanks to the LCCA officers who provided excellent support for this show.

Text by Bill Stitt RM 259

Photograph by Raymond Siler

Holiday Train Show Naperville, IL Saturday, December 1, 2007

The holidays, Santa Claus, and Lionel Trains – what a wonderful combination! Join Paul Flood, Chuck Prock, Zigmund Zemba, Lou Rosetti, Craig Chidester and co-hosts Len Hopkins and Larry Brongel for the 2007 LCCA Christmas Train Show on Saturday, December 1st, at Naperville Central High School, 440 West Aurora Avenue in Naperville, Illinois, 60540.

Registration and set-up begins from 7 to 8:30 a.m. LCCA members-only trading is from 8:30 to 10 a.m. The public will be welcomed from 10 a.m. to 2:30 p.m. Refreshments will be available, and there will be an operating train layout for the kids. Santa Claus will give away Lionel® and MTH® catalogues between 11 a.m. to 12:30 p.m. to all children who visit him.



Co-host Len Hopkins presented the 2006 grand prize, a Lionel train set, to Russ and Matt Brzecek of Worth, IL.

LCCA members and their families are admitted free. Adult guests are five dollars with children under ten free with accompanying adult. Tables are \$15 each and early table reservations are strongly suggested.


For more information and/or to register, contact co-hosts Len Hopkins at 630-420-9066 or Larry Brongel at 708-784-1894. 🚂

Text and photograph provided by Len Hopkins



A Lionel Puzzlement

Guinness Rail Facts and Feats – Part II

The word “FEAT” is defined as “a striking act of strength, skill, or cunning.” Try your cunning skills with these questions from the *Guinness Book of Rail Facts and Feats* (1979). Enjoy! 

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

1. The world’s largest steam locomotives were the ALCO “Big Boys.” What was the wheel arrangement for these 25 Union Pacific locomotives?
A. 4-12-2 B. 4-8-8-4 C. 2-10-10-2
2. The Erie Railroad used three 2-8-8-2 Mallet locomotives between 1914-29 to pull freight cars up the 1 in 67 Susquehanna incline in Pennsylvania. How many freight cars could these powerful locomotives pull?
A. 100 B. 175 C. 250
3. The highest railway in North America is the Manitou & Pike’s Peak Railway in Colorado. What is the summit of Pike’s Peak?
A. 13,109 feet B. 14, 109 feet C. 15,109 feet
4. Two of the longest preserved railways in the world are in Colorado. Which of these tourist trains is the longer?
A. Cumbres & Toltec Scenic RR B. Denver & Rio Grande Western RR: Durango-Silverton
5. The world’s largest station is the Grand Central Terminal, New York. Built in 1903-13, it has two levels of platforms, with 41 tracks on the upper and 26 on the lower level. How many platforms are at Grand Central Terminal?
A. 44 B. 52 C. 67
6. The fastest train speed in the US was recorded at Princeton Junction, NJ on May 24, 1967 by a test train built as part of the Northeast Corridor Project. What was the speed it reached?
A. 256 mph B. 206 mph C. 156 mph
7. The world’s first successful railway suspension bridge was built across the Whirlpool Rapids above Niagara Falls by John A. Roebling. What was the year this bridge opened between the US and Canada?
A. 1855 B. 1870 C. 1885
8. The most northerly US railroad is the Alaska Railroad. Where is the northern terminus?
A. Anchorage B. Fairbanks C. Nome
9. The first train from the Atlantic to the Pacific consisted of Pullman “Hotel Cars” and was sponsored by the Boston Board of Trade in 1870. How many days did it take to complete the trip from Boston to San Francisco?
A. 6 days B. 8 days C. 10 days
10. In the Great Locomotive Chase on the Nashville Chattanooga & St. Louis Railroad during the Civil War (12 April 1862), Yankee raiders seized the Confederate Rogers *General*. It ran out of fuel 87 miles later. What is the wheel arrangement of this famous engine?
A. 2-4-2 B. 4-4-2 C. 4-4-0

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

Extend Your NH Train

**Deadline Imminent
10-30-2007
Place Order Now**



Photographs by John Gardberg, Center Rail Productions

Enhancing a Train Set of the Late 50s

When Lionel® offered “The Merchant’s Limited” passenger train set in 1958, no additional items were subsequently provided for it. Nearly 50 years afterwards, LCCA now offers the opportunity to extend the consist of this remake of the rare NH #209 passenger train with three unique add-on cars: a matching unpowered New Haven B unit, a REA Baggage Car #2437, and a Combine Car #2438 lettered as “East Hartford.”

Limited to NH #209 Train Buyers

Only club members who recently purchased the Lionel remake of the 1958 NH #209 passenger train are eligible to buy these three add-on cars. Use this order form or visit the club’s website and place your order online for this terrific trio before the deadline of **October 31, 2007**.

A Compliment from Lionel

When this train was initially presented to members during the club’s 2006 Convention in Denver, Lionel President and CEO Jerry Calabrese told the audience, “What a great set!” The initial response to this purchase opportunity proved that this train

“struck a nostalgic nerve” and resonated with collectors who recognized the rarity of the NH #209 A-A diesel locomotives on point.

We Captured the Details

- Couplers fixed on the B unit; operating on other two cars
- Postwar-style trucks with metal wheels
- Lighted interiors within and roof ventilators atop the two cars
- Produced by Lionel at the same time as the NH #209 train; the paint colors will match
- Delivery of the NH #209 train in very late 2007 with these add-on cars scheduled to arrive about two weeks later.

A Hefty, Longer Train

This purchase will extend the train to an impressive consist. The powered Alco A unit of this remake will include MagneTraction™ on two axles and may have more pulling power because of additional weight onboard with TMCC™ components inside. All the passenger cars will have fast-angle wheels.

This order form may be photocopied.

ORDER FORM

Only LCCA members who purchased the NH #209 passenger train can order these cars.

Add-on Units for the Remake of the 1958 NH #209 Passenger Train

Deadline for orders: **October 31, 2007**. Limit: **ONE** add-on package per member.

Once submitted, LCCA will consider this a firm, non-refundable order. Note: UPS cannot deliver to a post office box. A street address is required.

Name: _____ LCCA No.: _____

Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

PAYMENT

Payment in full. Charge my credit card account for the total amount shown.

Or, my check is enclosed made payable to “LCCA” with “NH-AO-TLR” written on the memo line.

There will be absolutely no refunds of any payments if you subsequently decide not to complete this purchase.

Discover MasterCard Visa

Acct. No. _____

Code No. _____ Expiration: _____

The last 3 digits at the signature panel on back of your card.

Sig: _____

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

DO THE MATH

New Haven #209 Add-on Cars \$189.90

S&H&I to continental USA (Included)

Extended S&H&I to AK, HI, and foreign; add \$32 \$ _____

Illinois residents only, apply 6.5% sales tax; add \$12.34 \$ _____

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

Mail with payment to:

LCCA Business Office Dept NH-AO-TLR

P.O. Box 479

LaSalle, IL 61301-0479

For more info and/or to order online, visit: www.lionelcollectors.org

Log on at MEMBERS ONLY, select TRANSACTIONS, then select LCCA STORE.

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