

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 42, No. 1, October, 2012



**The Ultimate Quest -
Shopping for Toy Trains**

LIONEL COLLECTORS CLUB of AMERICA

PRESENTS ITS UNIQUE DESIGN MADE BY LIONEL®

A unique Texas Special train set for your collection



FREE Texas Special Diamond Transport Mint Car

The initial offer of this expandable train set includes the Cow and Calf NW2 diesel pair and a FREE first-time-ever variation of the popular Mint Car. It's loaded with sparkling faux diamonds! Car is equipped with twin interior lights. This car cannot be ordered separately; it's a bonus when you order the initial set.



Ultra-cool Set Box

The packaging of this train set is as dramatic as the train itself! No wonder hobbyists consider LCCA "the best toy train club on the planet!"



Three Other Matching Products Will Be Available in 2013.

LCCA is now developing add-on cars to complete this set as shown below. Purchasers of the initial train set will receive preference when ordering the add-on cars.



Texas Special Flat Car with Helicopter



Texas Special Tank Car



Texas Special Bay Window Caboose

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: one set.

DO THE MATH

- 1 Texas Special Initial Train Set (Cow, Calf, & Mint Car)
- Plan A: one payment in full @ \$499.95 \$ _____
- Plan B: two payments: \$200 non-refundable deposit now, and the balance due later prior to shipment. \$ _____
- NOTE: This option must be paid with a credit card*
- Subtotal \$ _____
- Illinois residents: add sales tax — (7.5% of subtotal) \$ _____
- S&H&I, add-on \$25 \$ _____
- Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

- My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "TS" written on the memo line.
- Charge the amount shown to my credit card as shown below.
- Plan A – payment in full
- Plan B – a non-refundable deposit of \$200 is due now. The balance will be charged to the same credit card account just prior to shipment.

Delivery of the initial train set expected in mid 2013.
Delivery of the three add-on cars expected later in 2013.

Credit Card Account No.: _____ Exp.: _____ Discover MasterCard Visa Code: _____
 Signature: _____
 By my signature, I authorize LCCA to charge my account for the amount due according to the terms and conditions cited herein.
 Name: _____ LCCA Member Number: _____
 Shipping Address: _____ City: _____ State: _____ Zip + 4: _____
 Phone: () _____ e-mail: _____

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept TS/TLR-10-12 • P.O. Box 529 • Peru, IL 61354-0529
 Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.

Conv'tn Recap Page 18



Our Retirement Layout Page 29



| | |
|-----------------------------------|-----|
| President's Report | 2 |
| Toy Trunk Railroad | 3 |
| Secretary's Reports | 4 |
| Trains in the Basement | 9 |
| Special Events Are Special | 11 |
| Making Magic with Modules | 16 |
| 2012 Convention Recap | 18 |
| 1976 Convention Car | 25 |
| In Memoriam – Mike Braga | 26 |
| Barrel Loader Upgrade | 27 |
| Our Retirement Layout | 29 |
| Lionel News & Views | 31 |
| The Tinplate Cannonball | 34 |
| A Lionel Puzzlement | IBC |

On the Cover



The Trading Hall during the Convention is a shopping frenzy.

Business Office

LCCA Business Office services are limited to providing or processing changes of address, changes of phone number, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 815-223-0791, or by mail at: P.O. Box 529, Peru, IL 61354-0529.

TLR Copyright Notice

The LCCA is an Illinois not-for-profit corporation. Copyright © 2012, Lionel Collectors Club of America. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording for any purpose.

USPS Notices

The Lion Roars (USPS 11-994) and (ISSN No. 1079-0993) is published 5x/year in February, April, June, October and December by the Lionel Collectors Club of America, P.O. Box 529, Peru, IL 61354-0529. Subscription rate of \$15 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9801 and additional mailing offices.

POSTMASTER: Send address changes to:
LCCA *The Lion Roars*
P.O. Box 529
Peru, IL 61354-0529.

LCCA and Lionel

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

People to Contact

Secretary – Inquiries about membership lapses and administrative support.

Membership Chair – Joining LCCA and membership questions.

Immediate Past President – Complaint against another member.

President – Always available and as a last resort.

Officers

Dennis DeVito, *President*
570 Brookside Avenue
Algonquin, IL 60102-6824
847-658-8776 or 574-870-0391
dennisdevito@comcast.net

Al Kolis, *Immed. Past President*
4315 Saint Andrews Drive
Howell, MI 48843-7469
248-709-4137
agkolis@comcast.net

Louis J. Caponi, *President-elect*
610 Andrew Road
Springfield, PA 19064-3816
484-431-8529
caponilj@comcast.net

Kenneth J. Kelley, *Treasurer*
10390 S. Sierrita Mtn Road,
PMB 71
Tucson, AZ 85736-1442
520-299-3243
kjkwildcat@q.com

Harry Hampson, *Secretary*
2117 East Kendall Circle
Virginia Beach, VA 23451-1743
757-406-9636
hgh45@aol.com

Directors

Sal Gambino, Jr.
4135 Knorr Street
Philadelphia, PA 19135-2133
215-708-1504
saltrains@aol.com

Johnny Ourso
2400 N. Conestoga Avenue
Tucson, AZ 85749-8275
520-749-3750
cajun8@cox.net

Harry Overtoom
3409 Fleetwood Drive
Lexington, KY 40502-3504
859-619-7730
h_overtoom@insightbb.com

Bill Schmeelk
15 Birchwood Lane
Hillsdale, NJ 07642-1303
201-497-8179
bill@wellingtonent.com

Appointees

Mike Battaglia
Liaison to LCCA Business Office
1361 Deerfield Street
St. Joseph, MI 49085
steamengine234@comcast.net

Larry A. Black
IT and Web Manager
209 Denison Way
Frankfort, KY 40601-0003
502-695-4355
larry_black@email.com

Barrie W. Braden
Editor, eTrack & Interchange Track
10607 Serenity Sound
Magnolia, TX 77354-3244
281-252-8153
bradenb@att.net

John R. (Bob) Carter, Jr.
Co-manager, LCCA Convention
2205 Westridge Drive
Plano, TX 75075-8314
972-424-0678
bcck1@verizon.net

Jenny Kraus
JM Program Coordinator
13613 Birchwood Avenue
Rosemount, MN 55068
651-270-7430
jennysjunction@gmail.com

Louis J. Caponi
Manager, Product Development
Co-manager, LCCA Convention
610 Andrew Road
Springfield, PA 19064-3816
484-431-8529
caponilj@comcast.net

Barry Findley
Chair, Constitution Committee
Chair, Finance Committee
3414 Old Cantrell Road
Little Rock, AR 72202-1860
501-664-8525
lcca@aristotle.net

Al Kolis, *Manager, Special Events*
Membership Chair
4315 Saint Andrews Drive
Howell, MI 48843-7469
248-709-4137
agkolis@comcast.net

Mike H. Mottler
Editor, The Lion Roars
22 Water Oak Drive
Conway, AR 72034-3430
501-327-8747
mottlerm@conwaycorp.net

Visit our website for
timely club news:

www.lionelcollectors.org

Scouts and Trains

During the recent LCCA Convention in Norfolk, VA, Boy and Girl Scouts attended informational clinics that prepared them to earn the Railroading Merit Badge. More than 150 scouts benefitted from this educational activity.

Photographs provided by Shirley Hunter





Dennis DeVito
RM 6758

Report from our President

HIGHLIGHT:

“Volunteer participation is the fuel for our “vehicle” – like gas in the tank (or juice in the battery) for our journey along the Train Hobby Highway.”

Looking Back, Looking Forward

This report is the first of my second-year term as club President. Boy, the first year went by fast! As this second year begins, I’m pleased to report that the club is strong, in good financial shape, and well poised for the future. I continually review and evaluate LCCA actions and activities in the past and also look to the future in anticipation of new and exciting adventures for club members.

The main takeaway from last year is that it takes a lot of volunteer members working together as a dedicated team to accomplish what that we did. Volunteer participation is the fuel for our “vehicle” – like gas in the tank (or juice in the battery) for our journey along the Train Hobby Highway.

While most of my first-year goals were achieved, the targeted number of lapsed club members is a concern. We didn’t achieve that goal but learned that task is difficult to accomplish in the short run. WITH YOUR CONTINUING SUPPORT, I BELIEVE WE CAN BRING MORE FORMER MEMBERS BACK TO LCCA AS “RENEWERS.” The club waives the reinstatement fee and offers to resurrect the club number of lapsed members. Help us “preach the Gospel according to the LCCA” and send this clear this message to all that should hear it: “The LCCA wants you back!”

Points on the Agenda

These points define our plans for the upcoming months.

1. The primary task I see is to serve the existing membership. This is best done by continuing to provide quality publications, quality products, and timely support of member questions and issues.
2. Seek new members for the LCCA through promotional offers and personal invitations.
3. Enhance the LCCA Special Events program by increasing the number of events, diversifying their location geographically, and encouraging participation.
4. Create and implement a DMO (Digital Membership Option) for LCCA.
5. Enhance and improve the Junior Membership Program.
6. Support and grow the new LCCA and Lionel® FasTrack™ Modular Railroad initiative.
7. Continue using the LCCA website and e-blasts for timely communication. If you have not provided your e-mail address to LCCA, please consider doing so – you can do it online at our website.
8. Increase and improve the video content of the club’s website; post more videos of clinics and Special Events.

President’s Scoreboard

| Activity | Goal for August, 2011 thru July, 2012 | Accomplished During Year | Status |
|--------------------------|---------------------------------------|--------------------------|---------------------------|
| Special Events | 2,000 members touched | 2,140 | Goal exceeded by 7% |
| Number of Special Events | 25 thru July, 2012 | 34 | Goal exceeded by 36% |
| Reinstate Lapsed Members | 400 | 190 | Shortfall from goal |
| Activity | Goal for August, 2012 thru July, 2013 | Accomplished To Date | Status |
| Special Events | 2,200 members touched | 0 | Goal increased by 10% |
| Number of Special Events | 25 thru July, 2013 | 15 | Well on our way |
| Reinstate Lapsed Members | 400 | 0 | Seek help of club members |

9. Support member interest in S-gauge trains with special surprises during the year. The recent revival of interest in this gauge indicates this may become a potential growth area for LCCA members.

We are a great organization because we continue to seek advantages for our members. The items cited above and others now being planned will add yet more value to club membership. I want to convey my "Thanks!" to the LCCA members and their families and to all the volunteers that made our recent 42nd annual Convention in Norfolk a success. From the registration gift, the gatherings, the tours, the Get Acquainted Party, the Banquet, the train show, the demo layouts – what a great time!

Special Events Are Special

I'm also pleased by the pride emerging from participation in our Special Events Program. These activities bring members together to enjoy the hobby and each other's company. SE Manager Al Kolis has done a remarkable job of planning and presenting SEs all over the country. These events are more than just a train show. Each has a train theme and a Lionel focus. Participants have an opportunity to see home layouts, enjoy activities not do-able as individuals, and meet and greet hobbyists as familiar or new friends. Refer to Al's SE article in this issue or visit the website for information about upcoming SEs, and then attend an event in your area. Better yet, offer to host a Special Event! Contact Al Kolis by phone at 248-709-4137 or by e-mail at agkolis@comcast.net.



LCCA-sponsored Products

The LCCA 150th Anniversary "General" locomotives will be shipped in mid-to-late October to those that ordered this unique, historic pair.

The LCCA tinplate train set is expected to arrive before year's end. The cars are finished, the tenders are built, and the boxes are completed – along with the add-on car. The factory in China is waiting for locomotive parts, and then this set will be ready for final assembly, packing, and shipment. Thanks for your patience. We all wait with anticipation for this highly acclaimed tinplate train set.

The "Texas Tommy" train set – a NW2 switcher and matching non-powered "Calf" unit with a FREE Mint Car is already 40% sold in advance of the deadline. An add-on set of three matching cars will be offered in the December issue of *TLR* and on the club's website at that time. The complete set, plus the Texas Special 2011 Convention Car will make a great addition to anyone's collection!

The LCCA is also offering 20 products as a HOLIDAY SALE in this issue – great stuff at great prices. Our Web-based LCCA Store contains items with limited quantities available – too few to publish in the magazine or in a catalog. Check these out at www.lionelcollectors.org.

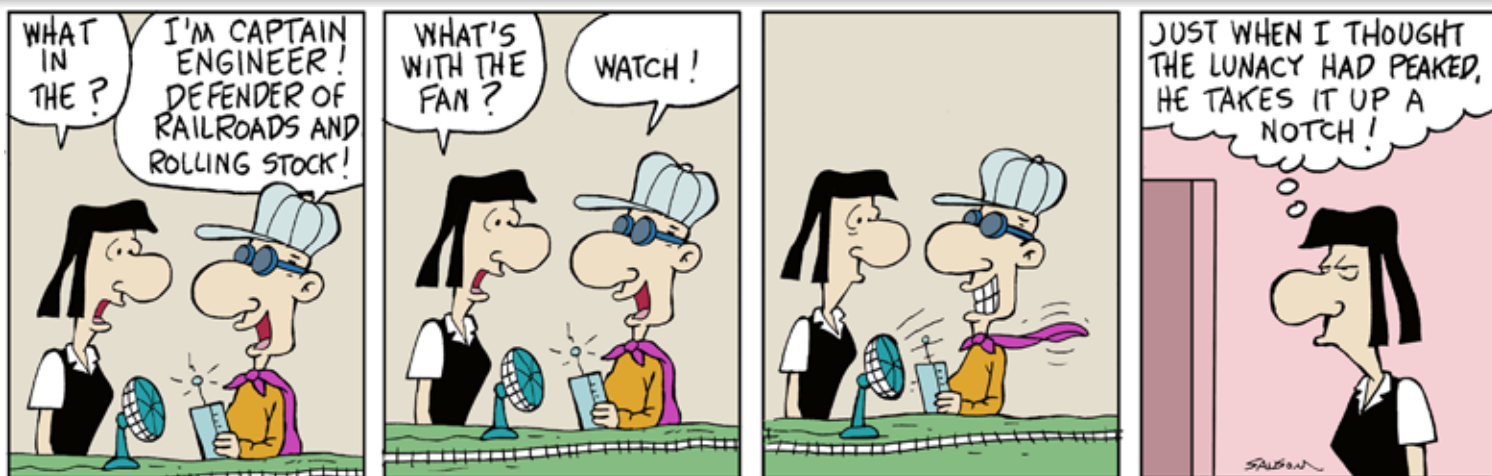
About Nominations

It will soon be time for a call for nominations for next year's election. I invite you to consider serving the club by running for an office that fits your qualifications and attracts your interest. We had a wonderful slate of candidates last year, which indicates to me that members regard the club as a worthy investment of their time and talent. Or, nominate someone you believe could move the club forward.

Your club is vibrant, healthy, and growing. You built it, and you own it. As a member, take full advantage of everything the club has to offer.

Toy Trunk Railroad

by Erik Sansom





Mark Kempfer
RM 23158

**Marriott Waterside Hotel
Norfolk, VA
Sunday, July 22, 2012**

LCCA Outgoing Board of Directors Meeting Minutes

Call to Order: President DeVito called the meeting to order at 9:08 a.m.

Roll Call: Secretary Kempfer. Officers Present: President DeVito, Immediate Past President Kolis, President-elect Caponi, Secretary Kempfer, and Treasurer Kelley. Directors Present: Schmeelk, Gambino Jr., Farkash, and Richter. Guests: Convention Co-Chairs Carter and Calkins, Harry Hampson, Harry Overtoom, Johnny Ourso, Larry Black, Mike Battaglia, and Jenny Kraus.

Reports:

Immediate Past President's Remarks

Kolis reported that one complaint was filed. He has spoken with the member and will send a registered letter to resolve the matter.

Secretary's Report

Secretary Kempfer presented membership totals. Membership as of the end of July 15, 2012, was 7,206 total members, comprised of:

- 6,968 Regular Members
- 142 Junior Members
- 52 Foreign Regular Members
- 21 Charter Members
- 14 Courtesy Members
- 8 Honorary Members
- 1 Honorary Charter Member.

President DeVito commented that membership is holding steady. The key to success is creating a positive environment so that club members won't want their membership to lapse. He acknowledged the contribution Wade and Betty Maurer made to the club by calling those whose membership had lapsed. The Secretary's report was accepted as presented.

President-elect Report

Lou Caponi reported that there were no calls on train meets. He commented that Al Kolis did a good job on special events. He talked about the additional Diamond Mint Car that will be provided free to all that purchase the "Texas Tommy." Some members asked about purchasing the Diamond Mint Car separately, but it is not available for sale as an individual item. He mentioned that a \$50 credit would be provided with the Texas Tommy Train Set, which would be applied to the purchase of the three add-on cars for this set. The two Civil War era "Generals" pair of

locomotives is expected in the third week of September. Problems in China slowed down the shipping process. The NYC Tinplate Set should be completed in September and will be packaged and shipped from a location in the United States. Every set will be tested before shipment, and all shipping costs will be paid by the manufacturer. Because American Flyer® sales have been very strong, discussion followed about LCCA offering an AF set in collaboration with Lionel® but in a different deco, perhaps Great Northern. Possibilities for future development include a gondola with molded watermelon load. Preliminary reaction from the S-gauge community has been positive for LCCA to build AF cars catering to this clientele.

General Comments – Convention Car

President DeVito received a letter from a member stating that he was displeased with the cost of the Convention Car. Caponi called the member and discussed the product and its price. Gambino remarked that the cost of our Convention Car is comparable to similar products offered by other organizations. DeVito surveyed those present to see whether they would prefer a full-featured car (as per past practice) or a low-featured car instead. Caponi stated that a full-scale, Standard O car at a cheaper price would not be possible as it is difficult to make any car for under \$60. Larry Black stated that in the past the club had offered stocking stuffers at lower prices and they sold only marginally well.

Note: In a survey taken during the Convention, 86% of respondents requested full-featured cars rather than low-featured cars. The BOD favored continuing full-featured cars.

Treasurer's Report

Treasurer Kelley reviewed the May financials and commented on the numbers. DeVito added that LCCA is holding \$558,000 for products purchased but not yet shipped. Kelley stated that 2011 was not a good year and much of this was due to costs from the former Business Office. Moving the LCCA account to the current Business Office was initially expensive, but this change will ultimately save the club approximately \$100,000/year in expenses. The cause of financial difficulties in the past was identified and corrected. DeVito added that we would not take any long-term risks with members' money, and the Treasurer's role is to arrange the club's CDs to protect member funds on deposit. Professional fees are down because of the Business Office change. The cost of postage for the *Interchange Track* has decreased since the *IT* is now sent to members at the Periodical Mail rate. The

Special Events program incurs expenses to the club, but it creates a benefit in member satisfaction, public relations, and (hopefully) increased membership. Discussion ensued and it was stated that a budget was needed for Special Events and the Convention. DeVito mentioned that the monetary goal of every Convention was not financial gain, but to break-even. With that in mind, a budget would be difficult to prepare. The Treasurer's report was accepted as presented.

Junior Member Program Report

Jenny Kraus was appointed to the role of Coordinator of the JM Program formerly performed by Dominic Caponi. Jenny commented on possible ways to recruit new JMs. She wanted to continue producing and mailing copies of *The Lion Cub* because JMs enjoy receiving the mini-mag in the mail. Suggestions to increase membership included creating something such as a pin that JMs could collect and developing a page on the website for JMs. DeVito stated that he would like to develop a budget for the JM program. Discussion ensued on how to keep JMs interested, how to improve retention and renewal, and whether to continue the JM program. Various options were presented such as establishing a family membership and offering an online (only) JM option at a reduced cost. DeVito asked Jenny to provide the Board with a plan at the fall meeting of how club funds would be spent on the JM program. Al Kolis volunteered to work with Treasurer Kelley to develop a budget for the JM program.

The BOD recessed for lunch at 11:50 a.m. and reconvened at 1:13 p.m.

Convention Update

Jerry Calkins reported the number of persons registered for the 2012 Convention, about half of the total was club members and the remainder was family and friends.

Note: Total attendance was more than 700 people.

He gave updates on the tour schedule and reminded all to look at the white board for any subsequent tour or event time changes. He stated every tour had reached the minimum required and were going very well. He mentioned the three seminars to be held on Wednesday evening and the four seminars to be held on Saturday on the fourth floor of the host hotel. One of the raffle prizes this year will be a free trip to the 2013 Convention in Chattanooga, TN. Dennis thanked the committee for a good job well done. Al Kolis acknowledged Jerry and the committee for reaching out to local groups. Dennis stated that a member with a table on Saturday asked

Board Meetings

if the LCCA Store could be closed for a period of time so as not to compete with the Trading Hall. After a brief discussion, it was decided to keep the onsite LCCA Store open.

LCCA Website Update

Larry Black commented on the website design implemented a year ago and stated there has been a 150% increase in page views. The count of total visits shows a 30% growth, 20+ pages are viewed per visit, and people are staying at the website longer. He felt the improved content at the website has kept visitors interested. Lou Caponi added that both he and Al regularly contribute information to the OGR Forum and encourage people to visit the website. Larry stated that the "Ask the Expert" section has been successful and more people are reading the responses. Phase 2 of the re-design has been completed and Phase 3 has been postponed until the spring of 2013. Larry presented additional website improvements to the Board including photo gallery enhancements, more information tabs, and printing capabilities. So that LCCA can process credit card payments and meet PCI compliance standards, changes to the website will be required. He also mentioned the Facebook account. Al Kolis acknowledged Ed Richter for his voice on the videos and thanked Larry for his work on the website.

Business Office Update

Mike Battaglia presented hand-outs to the Board for their perusal. Mike and others have contacted members who did not renew. Mike summarized those member comments and provided his own comments with the Board. He also released statistics for those they contacted or tried to contact. Dennis acknowledged Wade and Betty Maurer for their help in contacting members who did not renew. Mike stated that the largest number of e-mails received by the Business Office related to questions about the Convention. All incoming e-mails are reviewed and distributed to the person responsible for a response. Lou Caponi remarked that he also receives many e-mails that do not go to the Business Office, and he forwards them to the Business Office for follow-up.

Special Events Update

Dennis stated that the Special Events listed on the website are doing well. No other club is doing anything like this. LCCA SEs are train events, not just a train show or swap meet.

President's Report

President DeVito made a PowerPoint presentation that included positive trends such as LCCA Special Events activities, increased website traffic, and the new LCCA/Lionel FasTrack™ Modular Railroad. He talked about member-focused trends including increased member retention,

positive feedback at the OGR Forum, and the rate of new product introduced. The category about how to increase member focus included continuing the use of personalized mailings, making better use of video features on the website, and increasing traffic on LCCA's Facebook™ page. He discussed tasks/responsibilities for the Board of Directors such as supporting the Junior Member program, participating in Special Events, and contacting members. Lastly, he mentioned areas of potential improvement including increased involvement with Lionel, improved financial controls, and an updated policy manual. He further commented that he is moving the archived product to the Business Office from the present storage site in Ohio. He asked that the Board of Directors address what to do with archived products at the next BOD meeting.

Dennis acknowledged the following members who were leaving the Board at the expiration of their terms: Secretary Kempfer, Director Farkash, and Director Richter.

Adjournment

Director Farkash moved that the meeting be adjourned. The motion was seconded by Director Richter, and was carried unanimously. The meeting was adjourned at 4:35 p.m.

Respectfully submitted,
Mark Kempfer
LCCA Secretary RM 23158



Harry Hampson
RM 28626

LCCA Incoming BOD Meeting

**Marriott Waterside Hotel
Norfolk, VA
Sunday, July 22, 2012**

Call to Order: President DeVito called the meeting to order at 4:36 p.m.

Roll Call: by Secretary Hampson
Officers Present: President DeVito, Immediate Past President Kolis, President-elect Caponi, Treasurer Kelley, Directors: Gambino, Overtoom, Ourso, Schmeelk.

Guests: Mike Battaglia, Mark Kempfer, Ed Richter, Roger Farkash, Jerry Calkins, Larry Black, Jenny Kraus.

President's Remarks

President DeVito introduced the two newly elected directors Harry Overtoom (HM 1185) and Johnny Ourso (CM 33) and the new Secretary, Harry Hampson (RM 28626).

Each one provided a brief statement about their background.

President DeVito briefly discussed his intention to continue his effort to increase the number of members he "touches" in the coming year at LCCA Special Events. He will continue to work on increasing our membership while establishing programs to retain existing members. He identified a few new and exciting plans for his next year as President including new LCCA product offerings.

Presidential Appointments

President DeVito outlined for the officers and directors his appointments for the coming year.

Open Discussion

President DeVito opened the floor for general discussion. These topics were highlighted: A special thanks to President DeVito from the officers and directors for the open and honest

manner in which he has conducted meetings and discussions.

The Convention Committee was asked to look into establishing an improved policy for volunteers.

Expense Forms

Treasurer Kelley instructed people how best to e-mail expense forms to him and to scan receipts.

President DeVito noted the next board meeting would be held in late October (date TBA) in either Chattanooga, TN, or Chicago, IL.

Adjournment

There being no further business, it was moved and seconded that the meeting be adjourned. The motion passed unanimously. The meeting concluded at 5:32 p.m.

Respectfully submitted,
Harry Hampson
LCCA Secretary RM 28626

**2012
Holiday Sale**

LCCA AND LIONEL® HOLIDAY SALE

Great products with great prices at the greatest gift-giving time of the year – it doesn't get any better than that! Kids, grandkids, or the "grown-up kid" toy train hobbyists in your family will enjoy receiving items from this holiday collection of LCCA and Lionel products. Santa knows when you reward someone nice on his list, and that qualifies you as a member of Santa's Train Team!



"Super Chief Dairy" Divco Milk Truck
\$34.95



Norfolk Southern RR Police Chevy Tahoe
\$34.95



Union Pacific RR Police Dodge Magnum
\$34.95



Texas RR Police Crown Victoria
\$34.95



BNSF RR Police Dodge Charger
\$34.95



2010 Christmas Boxcar
\$22.00



Holiday Railroad Snow Plow
\$99.00



White Pass & Yukon Ice Breaker Hopper
\$32.00



LRRC Flat Car with Pipes
\$22.00



LRRC Standard O 2-bay Center Flow Hopper
\$25.00



B&M Blue Gondola with Containers
\$23.00



Cocoa Marsh Vat Car
\$23.00



Lionel Coffee Mug
\$6.00



Passenger Shelter, Lighted w/Figures *
\$24.00



Norfolk, VA – Sign-changing Text Hand-held Fan
\$5.00



New Haven Add-on Set: Alco
Non-powered B Unit w/Two Cars *
\$129.00



LCCA Koozie Insulated Drink Holder
\$3.00



Lionel T-shirt, blue w/logo
\$10.00



Lionel T-shirt, white w/logo
\$10.00



Lionel Engineer Hat
\$10.00

ITEMS THAT WILL FIT ANY BUDGET

| Description | Select Only | Price | Notes |
|---|-------------|--------|--------------------------|
| Die-cast Vehicles | | | |
| "Super Chief Dairy" Divco Milk Truck | _____ | 34.95 | Very Limited Quantity |
| Norfolk Southern RR Police Chevy Tahoe | _____ | 34.95 | Last Item in this Series |
| Union Pacific RR Police Dodge Magnum | _____ | 34.95 | |
| Texas RR Police Crown Victoria | _____ | 34.95 | Very Limited Quantity |
| BNSF RR Police Dodge Charger | _____ | 34.95 | |
| Holiday Theme Items, w/metal trucks – Offered here at below Factory Cost | | | |
| 6-39332 2010 Christmas Boxcar | _____ | 22.00 | |
| 6-28427 Holiday Railroad Snow Plow | _____ | 99.00 | |
| 6-26422 White Pass & Yukon Ice Breaker Hopper | _____ | 32.00 | |
| Lionel Railroaders Club Cars – Offered here at below Factory Cost | | | |
| 6-26601 LRRRC Flat Car with Pipes | _____ | 22.00 | |
| 6-27058 LRRRC Standard O 2-bay Center Flow Hopper | _____ | 25.00 | |
| Odds and Ends at Blowout Prices | | | |
| 6-27800 B&M Blue Gondola with Containers | _____ | 23.00 | Very Sharp! |
| 6-39484 Cocoa Marsh Vat Car | _____ | 23.00 | |
| 6-52540 Passenger Shelter, Lighted w/Figures * | _____ | 24.00 | LCCA Legacy Series |
| Norfolk, VA – Sign-changing Text on a Hand-held Fan | _____ | 5.00 | Cool Technology! |
| <i>Note: Can be used as a neon sign atop a building</i> | | | |
| 6-52447 New Haven Add-on Set: Alco Non-powered B Unit w/Two Cars * | _____ | 129.00 | |
| LCCA Koozie Insulated Drink Holder | _____ | 3.00 | |
| Lionel Coffee Mug | _____ | 6.00 | |
| Lionel T-shirt, blue w/logo - adult sizes S-M-L | _____ | 10.00 | specify the size(s) |
| Lionel T-shirt, white w/logo - youth sizes S-M-L | _____ | 10.00 | specify the size(s) |
| Lionel Engineer Hat, adjustable Velcro rear strap | _____ | 10.00 | |

* Note: Some have minor outer shipping box damage, but inner individual Lionel boxes are OK.

Sub-total for Products Selected: \$ _____

DO THE MATH

Illinois residents: add sales tax – 7.5% of the sub-total \$ _____

Shipping & Handling in cont'l US: _____

If sub-total is less than \$99.99, add \$7.95 here \$ _____

If sub-total is more than \$100.00, add 9% here \$ _____

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

SEND YOUR PAYMENT

My check or money order for the total amount of my order is enclosed and made payable to "LCCA" with "HS2012" written on the memo line.

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

Credit Card Account No.: _____ Exp: _____

Discover MasterCard Visa Code: _____ (3 digits on back of card)

Signature: _____

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

Name: _____ LCCA Member No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

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

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

LCCA Business Office • Dept HS2012/TLR-10-12 • P.O. Box 529 • Peru, IL 61354-0529

Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.

Dino Delivery



Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR. 501-724-5326

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

Your JM can imagine that dinosaurs need transportation too; perhaps aboard a train traveling from their swampland homes to the feeding grounds. This Lionel® car brings fun to

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

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

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

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

- ___ Dinosaurs Transport Car(s) @ \$44.95 each \$ _____
- Subtotal (in U.S. funds): \$ _____
- Illinois residents only:** add sales tax — 7.5% of sub-total \$ _____
- Shipping & Handling in Cont'l U.S. — add \$9.95 per car \$ _____
- S&H to AK, HI, & Canada, add \$3 each to U.S. S&H \$ _____
- S&H to other locations, add \$6 each to U.S. S&H \$ _____
- Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

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

Credit Card Account No.: _____ Exp.: _____ Discover MasterCard Visa Code: _____
(3 digits on back of card)

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept DTG/TLR-10-12 • P.O. Box 529 • Peru, IL 61354-0529
Order online at: www.lionelcollectors.org — go to “LCCA Store.” To submit an order by fax: 815-223-0791.



John Buren
RM 19554

Trains in the Basement

HIGHLIGHT:

“The hobby kept me, my older brother, and my younger brother out of a lot of mischief.”

Editor's Note: Many LCCAers can say, "My first Lionel train was presented to me when I was a youngster, and I still have it." That's the story of John's first train, and his hobby interest has continued from that time forward.

Trains since 1938

My dad bought a #763 NYC Hudson for me in 1938 when I was two years old. I didn't play with it much at that time, but as I grew older my two brothers – an older brother and later on a younger brother – and I played with it until the wheels practically fell off. All I have left of it now is some track, four switches, and a Sunoco tank car, which is now placed on my layout next to my maintenance building. Trains have been in this house since 1938.

Other trains accompanied it. In the mid-1960s, dad purchased a Lionel #736. It was an inexpensive outfit. In the '70s, we met a fellow in Mason City, IA, and bought what he had. So we ended up with quite a variety of trains – a Santa Fe, a Wabash, and a few others.

The Layout

My older brother Burrell and I set up a bigger layout in the basement, and we played and played with it. The layout was 33 feet long. During one winter, we built the metal bridge shown in the accompanying photo. At that time, I was working on a railroad. The railroad called and told me to go to the M&StL depot here in Britt, IA, and “babysit” an idling diesel engine so it wouldn't freeze up. That was the night we built that bridge. It's made of steel and held together with nuts and bolts.

Burrell helped build the upward grade and the downward grade, but after that I did the whole works. I put up paper maché until I was blue in the face. It was a tedious job, but I would play with the trains as I built and scenicked the layout. It takes a lot of imagination to envision what the finished layout will look like when it's done. Running some trains during the construction period kept me going.

I built the layout based on a paper blueprint of what I kind of wanted. All the curves are O72, so I can run true-to-scale locomotives





The Footprint

There are three main lines, and have about 550 feet of mainline tracks. It goes 33 feet north and south, ducks behind the furnace east and west for about 30 feet, and then crosses over to the other side of the basement. I hired a carpenter to put up a wall on one side of the steps, and the tracks come back and curve behind the furnace. I have another 300 feet of yards filled with rolling stock.

I installed several operating accessories – the Chain Lift Log Loader, the Conveyor Belt Log Loader, the MI Jack for Intermodal Service, Ice Loading Platform, Hobo Jungle, Coal Loader, Coal Ramp, Barrel Loader, and some trackside accessories. I have a turntable, but it's not hooked up. I may never get around to it.

On Collecting

I've collected more than 20 of the LCCA annual Convention Cars and other products that have been offered along the way. I have a complete "Halloween" General Set, the complete New Haven #209 set, and the blue and yellow #208 Santa Fe diesel pair.



like the UP Veranda and the C&O streamlined steamer. The only thing I messed up was not taking fully into account the "offset" of the larger locomotives like the UP Challenger as they rounded a curve. I laid the track too close to the wall at two-and-one-half inches. I should have allowed three inches.

This will be my last layout. My son isn't very involved with trains, but my 13-year-old grandson and 10-year old granddaughter are both involved, especially when I'm there with them. They like to use the command control.

Scenic Effects

I created one tunnel on a curve in one corner of the train room and the tiers of the layout create height in some areas. I installed a radio station on top of one of the mini-mountains. Otherwise, it's a relatively flat landscape. I modeled it after the railroads where I formerly worked, especially the M&StL and its successor, the C&NW. Later UP bought that railroad.

Railroads have always fascinated me, which is why this hobby fascinates me. The hobby kept me, my older brother, and my younger brother out of a lot of mischief.

My living room is full of trains. I can sit there in the evening and admire them. I bought complete sets of the UP Heritage Fleet trains – the six railroads they bought to create the current system. However, as far as the modern stuff goes, I think I'm done buying modern engines and sets. I'll keep buying the LCCA-sponsored items for as long as I can afford it.

I've met many new friends through the hobby and LCCA. We all understand that our collecting is focused on trains, but "collecting friends" along the way is a wonderful benefit of club membership.

Photographs by Robert Ver Hoef



Al Kolis
HM 15902

Special Events Are Special

HIGHLIGHT:
“Nothing exemplifies what this great club is all about better than the spirit of volunteerism and generosity exhibited by our members.”

The LCCA Special Events (SE) program continues to gain momentum and generate excitement among club members. We had a great summer and early fall filled with Special Events in Indiana, Virginia, New York, Colorado, Ohio, Massachusetts, Iowa, and Pennsylvania. Members gathered together and experienced the magic of Lionel® trains in the company of fellow members. The frequency of Special Events is now at a pace that exceeds our ability to support and adequately report them all in *The Lion Roars*. For the most current information about our SE programs, visit the “Events” tab on our website: www.lionelcollectors.org.

Nothing exemplifies what this great club is all about better than the spirit of volunteerism and generosity exhibited by our members. Most recently, members Marty Fitzhenry of Dedham, MA, Frank Battaglia near Buffalo, NY, and Rich and Kathy Dissosway in North Carolina invited LCCA members as guests in their homes to enjoy their operating toy train layouts and collections. Great people make the LCCA the best toy train club on the planet! Members such as William Haas in Mississippi, Bob Leonowicz in Green Bay, WI, and others have volunteered to host SEs in various cities all around our beautiful country. The Colorado Toy Train Group, Robert Ver Hoef, Mike Mottler, Roger and Dorcie Farkash, John Rinaldi, and club founder Jim Gates (CM 1) have hosted or plan to host repeats of now-annual Special Events.

a warm and friendly welcome from Tom and Charyl McComas during the June 9 Special Event at the home of TM Books & Video® in Michigan City, IN. LCCA Directors Ed Richter and Roger Farkash attended and helped with this event. President Dennis DeVito greeted members and provided sheets of uncut LCCA Special Event billboard inserts and accompanying frames, which is part of his plan to reach out and touch 2,000 members this year.

Mike Reagan, Director of Lionel’s Customer Service Center in Canfield, OH, entertained the crowd and answered service-related questions. Members took a behind-the-scenes tour of the TM Books & Video operation and saw seven impressive operating toy train layouts in action. Visitors had a rare view of Tom McComas’ personal collection of trains including the Tom Snyder C&O Hudson. After he passed away, Pamela Burke, his lifelong companion, gifted this train model to Tom McComas. Snyder was an avid collector and operator of Lionel trains. Tom McComas shared many anecdotal, humorous stories with us. Our members then traveled to the nearby Hesston Steam Museum and enjoyed riding aboard “live steam” trains.

Members from Florida, Texas, and as far away as Nevada came to Indiana and participated in this rare event. Thank you, Tom & Charyl, for your generous hospitality and opening your facilities to us. We appreciate Lionel and Mike Reagan for being there and supporting this LCCA-sponsored event.

Recap of Recent Past Special Events

SE at TM Books & Video

LCCA Members and their families received



Special Event Activities at Norfolk

SEs at the LCCA Convention

During our 42nd annual Convention in July at Norfolk VA, conventioners enjoyed wonderful tours and participated in numerous Special Events during Convention week. Ed Boyle of *O Gauge Railroading* magazine made a brief presentation about S-gauge trains, Lionel CEO Jerry Calabrese conducted Q&A session with our members by phone, and Lionel-licensed artist Angela Trotta Thomas conducted a “Learn to Draw a Lionel Train” art class.



More than 150 Boy and Girl Scouts earned a model railroading merit badge during our Convention.

On Friday afternoon, July 27, Lionel's President and CEO Jerry Calabrese was the guest presenter to LCCA members via phone conference call for a Q&A session. LCCA members from all over the country had an opportunity to ask Jerry any question they wanted to ask.

Ed Boyle's S-gauge presentation on Saturday, July 28, was a concise overview of 1:64 scale trains. He explained why two-rail S-gauge hobbyists will become more important to the LCCA, will play a prominent role in our activities, and will enrich the toy train hobby experience for all. A big "Thank You!" to Ed Boyle for his informative presentation.

At the Museum

During the evening of July 24, the LCCA held a great Special Event at the Children's Museum of Virginia. Cameron, age 5, a child involved with the Make-A-Wish Foundation, was the Honorary Engineer during that evening.



Cameron and his family enjoyed playing with the trains of the Lancaster Collection within the museum and meeting LCCA members. LCCA President Dennis DeVito presented



Skip Novak of the museum staff with a LCCA Norfolk and Southern Vulcan switcher as a memento of the occasion. Thank you to the Children's Museum of Virginia for providing access to a wonderful setting and enabling an enjoyable evening.

"LCCA Day" in Norfolk

Norfolk, VA, Mayor Paul D. Fraim attended the Convention on Wednesday morning, July 25, and performed the role of "Official



Starter" of the Lionel operating train layout. This fabulous layout was designed and built by TW Design of Dallas, TX, and was on public display within the Norfolk Ballroom of the host hotel during Convention week.

The public cheered the Mayor as Engineer for a Day. Cameron served as Honorary Conductor during this opening ceremony. Lionel donated a train set to Cameron's family for year-round enjoyment. Thank you, Lionel. You have a heart of gold!

SE at the Lionel Service Center

On Saturday, August 18, Lionel conducted the second annual Open House event at their Customer Service Center in Canfield, OH. About 1,500 guests visited this facility and took part in fun-to-do programs, raffles, and discount offers. Participants saw the

parts inventory kept in more than 110,000 individual bins, the workrooms, and the massive test layout. LCCA members had an opportunity to meet and ask questions of the staff that make Lionel Customer Service the best in the business.



Lionel's Tom Nuzzo demonstrated the LEGACY system on the expansive, operating test layout. OGR's Ed Boyle and Allan Miller supported Lionel in this event and accommodated LCCA members in attendance. Lionel and the LCCA provided several door prizes with multiple product raffle winners throughout the entire day.



Attendees took full advantage of a 50% discount on parts purchases. People carried boxes and boxes of Lionel products in their arms and waited patiently to purchase these great deals at checkout.

A huge thank you to Lionel's Mike Reagan, Tom Nuzzo, and the entire Lionel staff for their hospitality and service. LCCA members were entertained, informed about Lionel products and services, and enjoyed operating Lionel trains on the layouts all day long.

More than 100 LCCA members and their families stopped by the LCCA booth to visit and "talk trains" with LCCA President

Dennis DeVito, President-elect “Captain Chaos” Lou Caponi, and Immediate Past President Al Kolis. Our team successfully introduced guests to our club and explained the multiple benefits for belonging to the LCCA. More than 25 new members signed up.

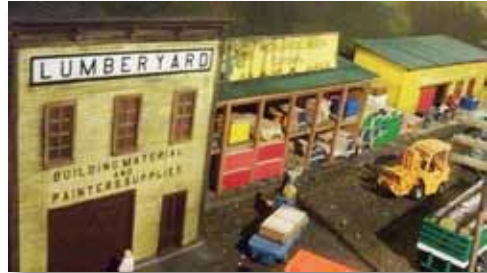
SE at LCCA - CTTG Joint Train Auction

LCCA and the Colorado Toy Train Group, LLC (CTTG) jointly held a train auction on August 25. This event featured 750+ lots of prewar, postwar, and modern-era Standard gauge and O-gauge trains and accessories. Members had a great time socializing and picked up great deals on auction items.

SE Open House at Frank Battaglia’s Home Layout



Meantime, back east on the same late August weekend, our members gathered at the home of Frank Battaglia in North Tonawanda, NY, and enjoyed his spectacular layout. Walter Baumann and his wife Marilyn made the



journey to New York State from Florida for this event. We learned that Frank’s layout will be featured in a future issue of *Classic Toy Trains* magazine.

SE in the Denver Area

In late September, LCCA returned to the Denver area for “A Day of Fun with Toy Trains.” LCCA members and their families attended an exclusive event for members and Boarding Pass Holders of the Colorado Toy Train Group on Friday, Saturday, and Sunday, September 28-30. On Friday, Lionel’s Mike Reagan conducted a “How to Wire a Layout with Lionel’s Legacy System.” On Saturday, eight operating toy trains were fully operational for the crowd, and the fun was followed by an evening dinner with music entertainment. The show concluded on Sunday with eight operating toy train layouts. The magic of Lionel trains enthralled everyone.

SE “Double Header” in Boston Area

On Saturday, September 29, members gathered at Lionel’s largest train dealership in the country, Charles Ro Supply Company in Malden, MA, from 10 to 5. Lionel representative Tom Nuzzo conducted hands-on demonstrations of Lionel’s Legacy™ Command Control System. LCCA members received a 10% discount on all purchases made at the store. Some lucky attendees won LCCA limited-edition product door prizes.

That evening, club member Marty Fitzhenry held a SE Open House at his home in nearby Dedham, MA. Marty designed and built one of the premier home model train layouts in the country, and he owns a phenomenal collection of toy trains dominated by Pennsylvania Railroad trains, structures, and an operating catenary system. His layout has been featured in *TLR*, many other train magazines, and as videos produced by TM Books & Video.

SEs SCHEDULED IN OCTOBER

Saturday, October 6 Perry, IA

Members traveled to Perry, IA, and celebrated the history of the LCCA with club founder Jim Gates (CM #1). Jim and wife Josephine and daughters hosted an Open House at their home and a train show and swap meet at the Community Center across the street.

Wednesday, October 17 York, PA

Members will meet at Smokey Bones Restaurant in York, PA. President Dennis DeVito and members of the LCCA BOD will gather with fellow members for a casual BBQ dinner.

Saturday, October 27 Dallas, TX

TW Design in Dallas has arranged to show the new BNSF corporate toy train layout in operation during TrainWorx’s Train Layout Festival to be held at their facility on Saturday, October 27, from 9 to 5 CST.

This LCCA Special Event will include the 8x32-foot O-gauge layout that was recently unveiled during the Berkshire-Hathaway (the parent company of BNSF) shareholder meeting in Omaha, NE, and featured on the cover of an issue of *Classic Toy Trains* magazine. Warren Buffet, Berkshire-Hathaway CEO, said, “It’s a Masterpiece” when he saw this tremendous layout for the first time.

LCCA members will also have a rare opportunity to see the Lionel Grand Central toy train layout display. It is operational at NYC’s Grand Central Terminal during the holiday season. These two layouts may never again be shown together at one site.

In addition to these two great layouts, the Rosenbaum Pecos River High Bridge Layout, the LCCA/Lionel FasTrack Modular Railroad, and the Hellgate Bridge Layout by TrainWorx will be on display and fully operational.

Members who were not able to attend the recent LCCA 42nd annual Convention in Norfolk, VA, will now have an opportunity to see this new modular standard in operation. We believe this new standard will introduce the magic of Lionel trains to an entire new generation of train enthusiasts. TW TrainWorx may even have some LCCA/Lionel

FasTrack Railroad module kits available, so you can place an order for one or more. Donations will be accepted at the door to benefit the Ronald McDonald House in Dallas. The Ronald McDonald Foundation provides a home away from home for families with a child in the hospital as a patient receiving medical care for a serious illness. Plan to attend the TrainWorx Train Layout Festival and help Ronald McDonald House. Meet fellow LCCA members, Roger & Dorcie Farkash, and the Trainengineers at TrainWorx that create these masterpieces. Bring the entire family, we are certain all who attend will be entertained and impressed. Contact me by phone at 248-709-4137 or send an e-mail note to agkolis@comcast.net and reserve your spot.

SEs Have Come of Age

LCCA members have fully embraced the Special Event philosophy – getting together, fostering an interest in Lionel trains, and having fun while doing it. We have exceeded President DeVito's goal of reaching out and touching 2,000 members this year.

I extend my sincere thanks to the members who hosted or participated in these Special Events. I personally welcome the new members that joined our club during one of these events. I encourage you to become involved with our club. The more you invest in the club, the more benefit you receive. I believe everyone has at least one good train story to share with other members, so please contact *TLR* Editor Mike Mottler to share your story. Earn "15 Minutes of Fame" as an author!

If you have an idea for a SE and are willing to host a family-oriented, fun-filled event in your area, please contact me.

YEAR-END SPECIAL EVENTS

November 2-3 Tucson, AZ

The LCCA will be out west for a Tucson Train Meet & Show on Friday and Saturday and a Saturday afternoon/evening Open House at the Gadsden-Pacific Toy Train Operating Museum. A \$6 admission fee covers both events on both days, and LCCA members will receive a \$1-off discount by showing their LCCA membership card.

The Meet and Show will be held at the Tucson Expo Center, 3750 E. Irvington

Road (off I-10). Friday hours: 2 p.m. to 7 p.m. Saturday hours: 9 a.m. to 2 p.m. Vendor tables (8 feet) are available for \$35 each; a fourth table is free with a reservation of three tables. Hotels are within walking distance of the Tucson Expo Center.

Later on Saturday, the LCCA Special Event Open House will be held within the museum starting at 4 p.m. and continuing until midnight. We'll have a full-size caboose from the Denver & Rio Grande Railroad and a 7.5-inch gauge layout outside the museum. This event will be a fundraiser for Gadsden-Pacific Division Toy Train Operating Museum. Visit their website at: <http://www.gpdtoystrainmuseum.com> or make contact by e-mail: TucsonTrainShow@gmail.com.

November 3 New York City, NY

The LCCA will host a Special Event in the east Saturday, November 3, 10 to 5. Kenny Bianco will be the host for a LCCA Open House event at the family-owned train store, Trainland in New York. Our website www.lionelcollectors.org contains the most current information.

November 4 Green Bay, WI

LCCA member Bob Leonowicz (RM 30670) and the Northeastern Wisconsin O-Gaugers will host their third annual First Freeze Train Show and Swap Meet in Green Bay, WI, on Sunday, November 4, from 9 to 4. If you are in that area, consider attending this event at the Riverside Ballroom at 1560 Main Street. This will be a good opportunity to meet fellow LCCA members and start the holiday season off with fun with Lionel trains. Info for dealers is posted on the Web at: www.newogaugers.org. For more information, visit: http://www.rllines.com/Train_Show_Page.html or contact Bob by e-mail at: cinbob1981@sbcglobal.net. Adults \$3 at the door, children 12 and under will be admitted free. This event will include old, new, and collectible trains of all scales, huge Lionel parts dealer on hand, free appraisals of old trains, more than 100 tables, operating train layouts, train races, and hourly door prizes. Food and beverages will be available.

November 17 Jackson, MS

A LCCA-sponsored Train Show will be held at the Mississippi Agriculture & Forestry Museum, 1150 Lakeland Drive, Jackson, MS, from 9 a.m. to 2 p.m. This will be the

third year for a train show at this museum, but the first one sanctioned by the LCCA. The museum houses four very large operating model railroads (two O, an HO, & N scales). The \$5 admission entitles you to (1) tour the



entire 37 acres of the Mississippi Agriculture and Forestry Museum and (2) to attend the model railroading event.

For more information and/or to register for this SE, call Bill Haas at 601-825-5650. Admission fee: Adults \$5, Seniors \$4, Youngsters 5-18 \$3, Children 3-4 \$1.

There is space for only 24 tables, which are available at no charge with first priority given to LCCA members. Tables must be reserved in advance. In order to accommodate as many dealers as possible, there will be a limit of only one table. If you seek more than one table, Bill will call you back on Friday, November 16, and advise you if additional tables are available.

If you travel to Jackson, MS, on I-55, take exit 98B, which is the Lakeland Drive exit. The Mississippi Agriculture & Forestry Museum is located at the intersection of I-55 & Lakeland Drive on the East side of I-55 and the north side of Lakeland Drive. If you travel to Jackson, MS, on I-20 or U.S. 49, stay on that highway until you reach I-55. Then, take I-55 north and follow instructions above.

December 8 Lewisville, NC (near Winston-Salem)

LCCA member Rich Dissosway (RM 28158) and his wife Kathy will host an Open House Train Party at their home in Lewisville, NC, from 4 p.m. to midnight. Their home contains a 1,000 square foot layout that runs through three rooms in their basement and handles up to 12 trains at a time. The Dissosway layout includes numerous scenes, animations, and accessories on five different levels. A full dinner buffet will be served at no charge. LCCA members and their families in the Mid-Atlantic Region can get together, celebrate the holidays, and have a great night running trains with lots of food and fun for kids of all ages. Please call Rich and Kathy Dissosway at 336-766-3151 or send an e-mail to rdissosway@triad.com for more information and directions.

December 9 Dallas, TX

On this Sunday afternoon, the LCCA will host a second annual charity event to benefit Ronald McDonald House in Dallas at the NorthPark Mall train layout and display. Refer to the website for the latest information.

December 13-31 North Little Rock, AR

A group of LCCA members and Lionel loyalists in the heartland are now busily preparing for the fourth annual "All Aboard: Lionels at the Library!" free holiday event. This Special Event began in December 2009 as an operating layout of toy trains at Laman Library in North Little Rock, AR.



It has steadily grown to become one of the longest-running and most-visited LCCA-sponsored SEs of them all. LCCA members Mike Mottler (RM 12394), Craig Gerard (RM 15198), and Robert Lewis (RM 27374) are on point for this 18-day event. They will guide an energetic group of local hobbyists as members of Santa's Train Crew for set-up and take-down, perform as Operating Engineers, and take the role of Ambassadors for the hobby. The dramatically increasing

trend of attendance indicates that more than 6,000 visitors may visit the layout in December. The resourceful winner of a Model and Actual Railroading Quiz will receive a Lionel train set provided by the LCCA. Cyber-savvy youngsters may use wireless devices to search the Web for answers to the quiz questions. The work will be worth the prize!

December 15 Leland, IA

LCCA members Robert Ver Hoef and Pam Richardson will host their second annual FREE Christmas Season Open House event on Saturday 11 a.m. to 4 p.m., CST. Their location is 223 West Broadway in Leland, IA. This year's event will be even larger than last year's event

Bob will also host a Train Swap Meet in a building across the street. They'll provide free coffee, cookies, and cider along with door prizes provided by the LCCA. The best new addition for this year's event will be a child from the North Iowa Make-A-Wish Foundation to serve as Honorary Engineer for the day. Call Bob Ver Hoef at 641-420-2294 for table reservations for the Swap Meet. Please spread the word and bring your entire family and friends to start your holiday season right.



Wednesday, October 17 - York, PA

Informal dinner for club members at Smokey Bones Restaurant.

Saturday, October 27 - Dallas, TX

TW TrainWorx Train Layout Festival at the new TW TrainWorx facility will be a benefit for Ronald McDonald House in Dallas.

Friday and Saturday, November 2 & 3 - Tucson, AZ

Train Meet and Show with an Open House Saturday evening at the Gadsden-Pacific Toy Train Operating Museum.

Saturday, November 3 - New York City, NY

Open House at Trainland in NYC.

Sunday, November 4 - Green Bay, WI

First Freeze Train Show & Swap Meet.

November 9 - 11 Milwaukee, WI

TrainFest Weekend.

Saturday, November 17 - Jackson, MS

Train Show at the Mississippi Ag & Forestry Museum.

Saturday, December 8 - Lewisville, NC

Open House Train Party "starring" the 1,000 square foot layout in the home of Rich and Kathy Dissosway.

Sunday, December 9 - Dallas, TX

The NorthPark Mall train layout will be the site of a charity event for Ronald McDonald House in Dallas.

December 13-31 - North Little Rock, AR

18 days of fun with Lionel trains at "All Aboard: Lionels at Laman" with a large, two-level layout in operation in the Exhibit Hall of Laman Library during regular library hours.

Saturday, December 15 - Leland, IA

Christmas Season Open House at the home of members Robert Ver Hoef and Pam Richardson. Home layout tour and a Train Swap Meet.



HIGHLIGHT:

“Building a module involves assembling the platform, wiring it, laying the track, and decorating it.”

I'm pleased to report that the FasTrack™ Module Committee has made significant progress. Final specifications were approved, and the club commissioned Roger Farkash of TW TrainWorx™ to build several modules for display at our recent Convention in Norfolk. Lionel® has been our partner in developing this system, and they commissioned four additional modules from TW TrainWorx. Each was fully decorated in four different themes. All the available modules were set up and operational during the Convention, and I was eager to get reactions from our members.

Photo 1 shows the assembled modules set up as an impressive display. I was quite pleased with the response from conventioners. We saw a genuine enthusiasm for the concept.

The system consists of three different types of modules: the straight module, the full corner module, and the reversible corner module. Each module type was designed so that anyone could easily transport a module to an event without a need for a van or truck. The reversible corner module lacks some platform space for scenic decoration but allows both inside and outside corners in the system, so we can plan a variety of module layout patterns.

Getting Started

The LCCA is already planning events at which the Lionel FasTrack Module Railroad will be installed and operated. Lionel has already committed to making a module layout part of its exhibit at the World's Greatest Hobby on Tour shows. Members in the area of one of these events will be invited to bring their modules to the site and participate in the fun.

The specification manual with drawings is now available online at both the Lionel and the LCCA websites. The modules are designed for Lionel's FasTrack. Curves on the two outer loops and all switches are restricted to O72 and O84 curves, thus ensuring that all Lionel locos can be operated on the assembled layout. Because of the unique design of this system, a wide variety of layout footprints can be installed at designated future sites.

We'll add some suggested layout patterns to our website soon.

Two Ways to Build

Members and hobbyists can build modules as an assemble-it-yourself module or purchase a fully decorated module from TW TrainWorx. Building your own module can be done in two ways.

1) Lionel will offer module railroad kits for both straight and corner modules. These kits will contain the necessary hardware, electrical, and pre-cut wood framing for the table. Refer to **photo 2**. You supply the plywood top and the 2x2-inch legs. A video showing the elements of the kit can be seen on the LCCA website.

2) If you have the talent and tools necessary, you can build your own module from scratch according to the module specification manual.

Lionel will also offer a FasTrack Module Template which is recommended whether you build from scratch or from a kit. This precise template will ensure proper placement of the track and the rotolock latches so that your module will connect properly with others. Once your module is built, you can decorate it with scenery as you see fit – an industrial scene, a residential neighborhood, a farmstead, or anything you desire – including operating accessories.

Building a module involves assembling the platform, wiring it, laying the track, and decorating it. Sharing the work with family members can be a great way to involve the whole family in a fun-to-do project.

Although the Module Specification Manual is now available for download, we expect it to be a living document. We'll add to it as time passes and as our collective experience may indicate. Monitor the Lionel and LCCA websites for announcements about events that will include a module layout activity and learn how you can participate. We expect the Lionel FasTrack Modular Railroad to be an expanding activity of LCCA. Consider being a part of it!

Digital images by Ed Richter and George Nelson



Photo 1

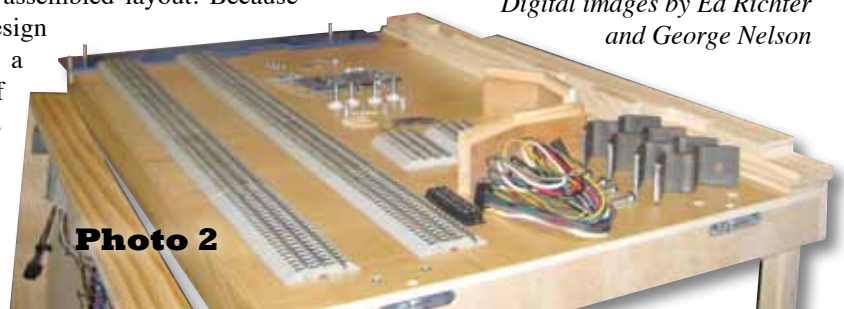


Photo 2

A Really Big Idea

LCCA and Lionel LLC announce the “next new thing” in O-gauge model railroading – a commitment to build the world’s largest Lionel® FasTrack™ Modular Railroad. LCCA members and other hobbyists can build a module from scratch according to details in an instruction manual with narrative text, photos, and scale drawings. That document is now available as a PDF document at the LCCA website: www.lionelcollectors.org.

Here’s another option for those who may be “modularly challenged.” Members and hobbyists can purchase one of three pre-packaged modular kits offered by Lionel. Kits include pre-cut and pre-drilled wood, all hardware, electricals and two five-inch sections of FasTrack. You supply the plywood top and 2x2-inch legs. The three module types are: Straight, Full Corner, and Reversible Corner. Lionel will also sell the FasTrack Module Template, a very useful tool! These items are available online at www.lionelstore.com.

- The module railroad design plan specifies O72 and O84 FasTrack curves so that full-scale steam behemoths and powerful diesel lash-ups can be accommodated.
- Lightweight and easy to transport in the back seat of a car – no trailer or SUV required.
- Easy match-up with adjacent modules; all built to the same tech standards.
- Simple to build – the geometry is already figured out!
- The four different Accessory Bundles shown here are available at the on-line Lionel company store: www.lionelstore.com. They are named as: ‘Tis the Season, Rail Yard, Welcome Home, and All Aboard. Each Accessory Bundle includes the buildings and structures for the module(s) you select.
- Module technical standards and run dates will be published at the LCCA website.
- A great solo project or a club-sponsored adventure.
- Module makers can be included in future local, regional, and national runs at Train Shows. The modular railroad will be shown in action at York, PA, in October.
- Participation in this new adventure is encouraged for hobbyists and LCCA members that are eager to be “workin’ on the railroad” in a modular mode.
- Build and bring your Lionel FasTrack module to TrainFest in Milwaukee and/or a WGHOT show in your area.



LCCA Inspired the Lionel FasTrack Modular Railroad Concept

www.lionelcollectors.org

“The Best Convention



**“Captain Bubba”
Bob Carter**
RM 6620

That comment was heard all during Friday and Saturday as the LCCA Convention week came to a close, and certainly this convention provided something for everyone. Let’s take a quick look and review an outstanding week of food, fun, and fantastic activities.

SUNDAY

The week began with a first-time-ever President’s Welcome Party on Sunday evening. This event was a dessert-only function for members that arrived early for the Monday morning train rides. Fresh-baked cookies and brownies filled several platters, and everyone had a chance to mingle and get reacquainted with old friends before they entered the onsite LCCA Store for a Sunday evening shopping spree.



We've Ever Attended"

MONDAY

TOUR #1 departed Norfolk as a Norfolk Southern Executive Train bound for Petersburg, VA. The other train trip that day was a regularly scheduled Amtrak train headed for Richmond, VA. Both trains offered scenic views of southern Virginia. The NS trip was a round trip aboard vintage equipment that was polished and buffed for LCCA passengers. The one-way Amtrak ride de-boarded its LCCA passengers at the old Main Street Station in downtown Richmond, and then members boarded a bus and toured the famous triple crossing, the Old Dominion Railroad Depot, and the Broad Street Station, which is now a science museum.

After returning to the host hotel, members boarded the *Spirit of Norfolk* cruise ship for an evening cruise in the harbor as **TOUR #2**. All enjoyed the outstanding cuisine and also marveled at the sheer size of the ships "parked" at

the nearby naval base at Norfolk, which is the world's largest.



TUESDAY

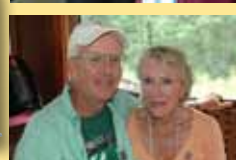
TOUR #3 included a stop at the Mariner's Museum in Newport News, one of the largest and most comprehensive maritime history museums in the world. The museum recently added a \$30 million exhibit featuring the USS Monitor. This first iron-clad ship, made famous during the Civil War in a battle against another iron-clad, the CSS Virginia, is here for all to see and study.

We all enjoyed a delicious lunch at The Boxwood Inn and went to our next stop, the U.S. Army's Transportation Corps Museum at Ft. Eustis, VA.

This museum includes exhibits depicting the modes of Army transportation from colonial days to the present. Some highlights were the DUKW (Duck) landing craft from WWII and newly opened outdoor static displays featuring railroad equipment including

several locomotives and rolling stock.

Participants in **TOUR #4** arrived at the Virginia Beach Airport and saw the Military Aviation Museum, which is home to one of the largest and most extensive private collections of WWII and Korean War era fighters, bombers, trainers, and seaplanes. The aircraft have been restored to their original condition and are still used for flight demos, static display and



movie productions. We then toured the Oceana Naval Air Station. This facility is the East Coast's only



Master Jet Base and home for the Navy's fighter/attack squadron – the screaming F-14 Tomcats and the F/A-18 Hornets. Following lunch on base and some free time at Virginia Beach's beautiful Boardwalk, we visited the old Cape Henry Lighthouse. It is still standing guard to the entry of Chesapeake Bay just as it has since 1792.



That evening, we visited the Children's Museum of Virginia in Portsmouth, as **TOUR #5**. Junie Lancaster gifted his marvelous collection of more than 10,000 trains and toys to this museum, and many of those trains were on display. The layout designed by Skip Novak, Museum Director of Trains, depicted areas of Virginia from the Appalachian Mountains to the Atlantic coastline.



Many tried out some of the learning activities available. I heard one say that he'd wish this kind of educational resource was available when he was younger because it "would have made physics easier."



WEDNESDAY

This Convention oozed American colonial history, and **TOUR #6** on Wednesday included visits to Colonial Williamsburg and the

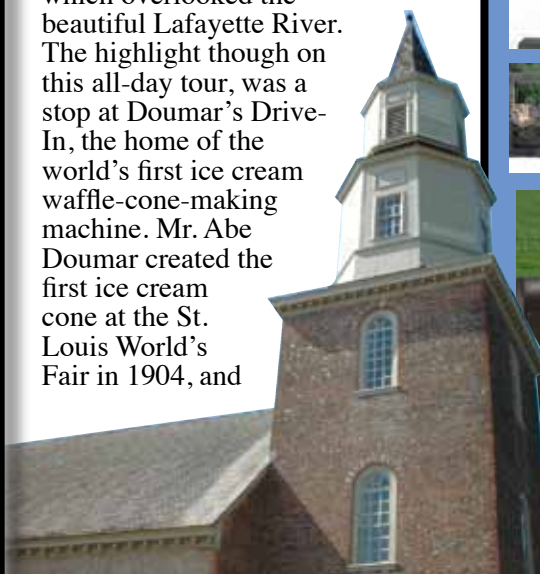


Williamsburg Winery. We stepped off the bus and stepped into the 18th century. A historical interpreter helped us understand the events of the past and how they shaped the history of our country. Reenactors in costume brought the past alive.

TOUR #7 offered a ride through the historic district of Norfolk. We saw the magnificent homes along the Hague, old St. Paul's Church, the MacArthur Memorial, the historic Freemason District, Nauticus: The National Maritime Center, and



the Battleship Wisconsin. We also stopped at the Chrysler Museum of Art and the Norfolk Botanical Garden. We enjoyed lunch at the Norfolk Yacht and Country Club, which overlooked the beautiful Lafayette River. The highlight though on this all-day tour, was a stop at Doumar's Drive-In, the home of the world's first ice cream waffle-cone-making machine. Mr. Abe Doumar created the first ice cream cone at the St. Louis World's Fair in 1904, and



the family still makes these cones on the same machine today.

While two tours were in progress on Wednesday morning, the Mayor of Norfolk, Paul Fraim, came by the hotel and offered an official welcome to Conventioneers. LCCA presented a Lionel® logo engineer's hat, and he officially started the trains in motion on the Lionel layout along with Cameron, a Make-A-Wish child who was the honorary conductor that day. Both the Mayor and Cameron had a great time running the trains on the Lionel layout, blowing the horns, and ringing the bells.



The annual First Timers Reception was held that evening, and about 80 attendees met President DeVito and other officers and directors.

That evening was the first visit to the incredible S-gauge displays at the home of Paul Sharp. His home is filled with games, neon signs, juke boxes, soda shop booths with juke box wall boxes,



Coke® machines, and three rooms of American Flyer® and S-gauge trains in action and on display. It was a 10-year-old boy's dream come to life.

In addition to the several trip rotations to Paul's home, LCCA presented several informational clinics that evening by Mike Reagan, Tom Nuzzo, Bill Schmeelk, and John Wood.



THURSDAY

Those that signed up for **TOUR #8** toured Virginia's Historic Triangle, the historic Virginia Peninsula and the Hampton Roads area, and then returned to Williamsburg and strolled through the streets of that historic Colonial city. We continued on to Jamestown, established in 1607 as the first permanent settlement in the New World. After lunch at the Jamestown Café, we enjoyed a guided tour of the recreated village of Jamestown as it was in the 17th century with the confluence of the Powhatan Indian, English, and west-central African cultures. Later, we visited the Yorktown Victory Center and saw exhibits relating to the Battle of Yorktown, the last major decisive battle of the American Revolution.

TOUR #9 on Thursday was a visit to the James River Plantations. After a 1.5 hour motorcoach ride, we arrived at Charles City County and toured the Berkeley Plantation, which is considered Virginia's most historic plantation. It's known as the site of the first official Thanksgiving in 1619. Costumed guides hosted a tour of the property and showed us the birthplace of Benjamin Harrison, a signer of the Declaration of



Independence, as well as President William Henry Harrison. A delicious southern-style lunch was served at the nearby Charles City Tavern. We also visited Virginia's oldest plantation, the Shirley Plantation, founded in 1613, where descendants of the Carter family welcomed us to



the oldest family owned business in America.

On Thursday evening, we gathered for the Get Acquainted Party (GAP). Norfolk's icon, Doumar's Drive-In, brought their waffle-cone-making machine to the hotel and provided freshly-made waffle cones to all comers. Randy Doumar



cooked and scooped for a couple of hours, and even sent out for more ice cream as the supply ran low.



Dom Caponi stepped into the spotlight to kick off the musical entertainment. Dom is well-known for his role with the club's Junior Member program, but he is also a musician. He grabbed his guitar and, accompanied by the house band, belted out a couple of tunes.



The evening's featured entertainment, The Tributes, took the stage and presented songs made famous by Patsy Cline, Bobby Darin, Neil Diamond, Roy Orbison, Buddy Holly, and the king himself – Elvis. They performed the music we grew up with, and Rock and Roll was alive and well in Norfolk that night.



FRIDAY

Second in popularity only to Monday's train excursions, **TOUR #10** included a visit to Naval Station Norfolk, home of



the world's largest Naval Base. It is home port to 78 ships from subs to carriers, and it is the headquarters of the Atlantic Fleet. More than 100,000 military personnel call this base home. We had hoped to visit an active duty ship, but learned that after 9/11 visits were not possible. Still, it is an impressive base and quite a sight to see. We had plenty to eat at the buffet lunch at the Breezy Point Officer's Club on base.

We also visited the newest National Park, Ft. Monroe and the Casemate Museum. Ft. Monroe is the largest stone and masonry fort in the U.S. It served as an active Army base from 1819 until 2011, which made it the longest-serving military installation in our history. At Ft. Monroe the Casemate Museum housed some of the cannons responsible for defending the Hampton Roads area from the Civil War up to and including WWII. Also on view is General Robert E. Lee's living quarters and the prison cell that once held Jefferson Davis.

TOUR #11 was a visit to the

Virginia Aquarium and Marine Science Museum. This tour provided hands-on exhibits and a behind-the-scenes look at



Animal Adventures. We met some of the Animal Ambassadors and discovered how we can all make a difference in conserving wildlife and their habitats.



THE BANQUET

Tour-goers returned to the host hotel in time for the LCCA annual business meeting, a phone



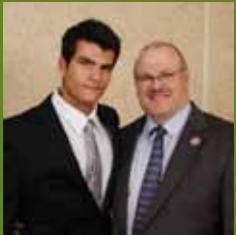
Q&A with Lionel President Jerry Calabrese, sales rep extraordinaire J Don Reese, and our own Ed Richter, followed by the Lionel Seminar. After this three-hour information session and a brief dinner, it was Trading Hall time. As soon as the doors opened at 6 p.m., the hall was crowded.

SATURDAY

On Saturday morning the final TOUR #12 departed by motorcoach and headed to the Hermitage Foundation Museum. The women on board enjoyed a delicious lunch at the Freemason Abby Restaurant and browsed the unique shops in the Ghent neighborhood.



Meanwhile, the men shopped in the Trading Hall or made a last call to Paul Sharp's home to see his "mancave." Several informational clinics were scheduled then also.



The final event of the week began that evening at six o'clock. Banqueters saw

tables piled with orange and blue boxes and knew that Santa had arrived.

After a delicious meal of filet or grouper, Christopher Thomas, Executive Chef of the Marriott

Waterside Hotel, was introduced to the crowd not only as chef but also as a newest member of our club! All wanted to see what was in the boxes on the tables. At each place setting there was a gold-color billboard frame. On the back of each was a blue dot with a number.

Convention Co-chair Bob Carter asked young people in the audience to pull a card from his hand and read the number. The member holding the billboard matching the pulled number then selected their gift first from the stack on the table. At the end of the round, there were no more prizes left on the table, but one person was left without a prize. Those persons were the lucky winners of the 2012 Banquet Car, which was a NS Vulcan locomotive like the Registration Gift, but this unique version was lettered in GOLD (not white like all the rest). Because of its rarity, this limited-edition switcher was an instant collectible.



I understand that offers were being made that night to winners – upwards of \$150 per switcher. The big winner of the night was Don Pagel (RM 18320) who won the raffle prize – a free 2013 Convention in Chattanooga, TN. His registration, GAP, Banquet, all selected tours and hotel accommodations are covered for two participants. Hey Don, congratulations!

A Giant Serving of “Thanks”

There is no way I can wrap up this article without thanking Lionel for bringing their outstanding layout to the event. They provided this wonderful layout for display during the past seven years to inspire us and the public into either getting started or re-started on our own train layouts.

Also, thanks to the Pittsburgh Independent Hi-Railers and the Tidewater O-Gauge Association (TOGA) for bringing their large, spectacular layouts. They amazed thousands of visitors during the week. And how can we finish without saying a word of thanks to Anne and Brooke of Phillips Destination Management Services? They were our partner in coordinating the venues for the tours, buses, and lunches.

A special thanks goes to the Ronald McDonald House of Norfolk that provided Ronald for a personal appearance and photo op at the hotel. Our members and the public generously gave more than \$400 to the RMDH Charity. Lionel and LCCA provided a Thomas train set to the Norfolk Ronald McDonald House for use by siblings staying at the house while a young family member is in the hospital as a patient.

As we left the coastal city of Norfolk, we began making mental plans for a Convention week in Chattanooga, TN, home of the famous Moon-Pie and the Incline Railway. We are looking forward to seeing you next year, one week earlier than usual – July 15-20, 2013 – at the famous Chattanooga Choo Choo Hotel. Have a great year, and be safe. See you on Track 29!

Photographs in the Convention Recap provided by Ed Richter, George Nelson, Rich Levow, and Shirley Hunter



Thank You, LCCA Convention Volunteers

Just a brief note to say a big “Thank You” for all you did at the LCCA 2012 Convention last month. Your willingness to jump in and assist was a big help in making this Convention a big success. I hope you had a great time and did not feel overworked because that was not our intent. We’re looking forward to your volunteering again in Chattanooga, TN, next July. We will contact you in early 2013 for your availability for the next Convention.

Sal Gambino, Jr. RM 12681 – LCCA Volunteer Coordinator

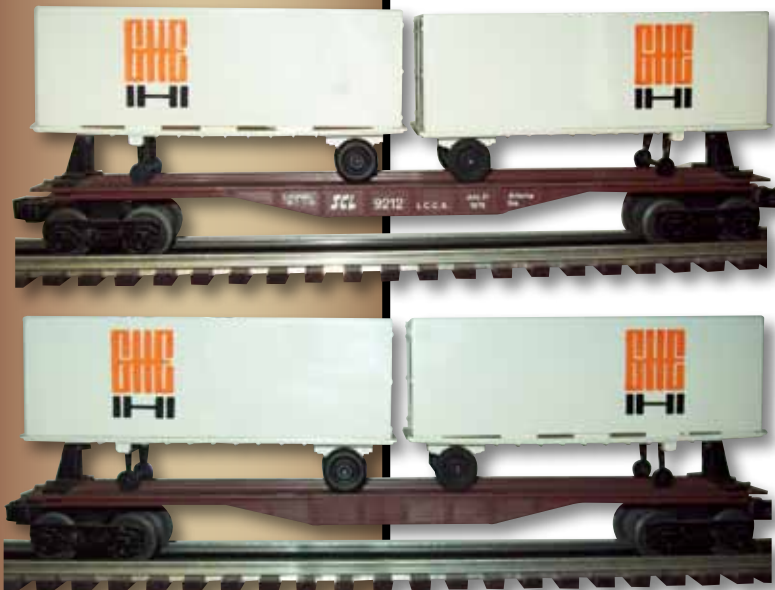


Jerry Dangelo
CM 67

A "Different" Convention

HIGHLIGHT:

"Therefore, we have two versions of this car. I'm sure that flat cars with stamping on both sides are rare, since not all members sent the item back for re-stamping."



The 1976 LCCA Atlanta Convention Car was a rather controversial item (to say the least) at that time for several reasons. It was a "first" for many things and became a concept for other programs to follow regarding our Convention cars. I'll include more info about this flat car later in this article.

The white van trailers were a story in themselves. These were made by another vendor according to specs stated by Lionel®. This vendor was the CM Corporation, and Internet connections led me to Minneapolis, MN, as its headquarters/home office. It is my understanding that production of the trailers took place in Tennessee as CM Corporation was a large plastic molding company with plants scattered over the U.S. The acronym on both sides of the trailers (GHE in orange and black lettering) represented Georgia Highway Express.

The bottom of each of the two trailers per flatcar had molded lettering as follows: "L.C.C.A. 1976" and "For use with Lionel no. 460 Piggyback" as well as "Trailer by CM Corp". It is my understanding that Lionel never used this trailer again, and I'm not sure if that would work with the "460" accessory.

These trailers had a tendency to warp at the split line of the frame and body. Many members resorted to either gluing them back together or (in my case) using a tie or rubber band to hold them together.

In the early years from 1972 to 1983, the LCCA pre-ordered the Convention cars and shipped them to arrive at the Convention site in time for members to pick them up at the door. The remaining cars were mailed during the following week.

This pre-Convention estimate was done without an indication of how many we would sell. In effect, the LCCA was "gambling" with this concept. The club could have a surplus or a famine. If a surplus, the LCCA always needed a few extra cars for the archives, replacements for damaged units, etc.

It came up in the board meeting in Atlanta that we would be short for our requirements. Then-president Chuck Seddon gave the order to the board that the chances were good that some members would be selling the cars right after picking them up at the distribution room in the host hotel. Board members had permission to purchase the cars for no more than \$25 each, and the club would reimburse them. I remember finding two of them on trading hall tables at Atlanta for the LCCA.

Then another problem surfaced. For whatever reason, the flatcars were printed on one side only, an obvious error at the factory. The board decided at the time to accept them and work out the difference with Lionel down the line. Lionel stated at the time that they could not re-stamp the cars on the other side because the trucks were riveted to the body – not attached with plastic pins. It would be difficult to remove the metal rivets to accommodate the stamping machine, which required the trucks be off the frame.

As it turned out, later in the year Lionel adapted the fixture to accept this flat car with the trucks on. It could now re-stamp the other side of the flat car. I cannot remember all the details, but members could send the car(s) back to Lionel for re-stamping. I do not recall the cost at that time or if it was done gratis by Lionel.

Therefore, we have two versions of this car. I'm sure that flat cars with stamping on both sides are rare, since not all members sent the item back for re-stamping.

It has been reported that 3,580 of these 1976 convention cars were produced. I'm not sure of this number for a couple of reasons.

In 1976, LCCA had about 2,400 members including family members as a separate classification. Granted that all members could purchase two cars, I do not think everyone bought these cars for all members of the family. The fact remains, we had prewar collectors in our club as well as those who had no interest (and still do not) in our Convention cars.

The fact that we ran short at the Convention and the board had to search and purchase cars off the tables at Atlanta for our archives and as replacements for damage tells another whole story.

It was certainly not an eye-catching car. It was lightweight and had plastic trucks. It was top heavy, and the oversized trailers made it difficult to keep them on the car when in motion on the track, as those who liked to run them soon discovered.

As a result of ordering Convention cars ahead of actual orders from members and “guessing” at the right number, the LCCA started a new policy in 1983. Working with

Lionel, the club produced only the number of Convention cars ordered beforehand. Production of Convention cars dropped to about 2,500 units and stayed in this zone with an exception or two. This was a drop of about 1,000 cars even with an increase in membership. That was a significant number of cars!

The only huge increase came in 1993 when 5,100 cars were ordered for the Dearborn, MI, Convention. I cannot give any reason for that year’s increase – a dramatic jump of 2,100 to 2,600 cars, up from 2,500/3,000 cars in previous years.

The largest production run of Convention cars during the 1972/1996 era was the 1979 Airco

boxcar from the Convention in Wheeling, WV. About 6,000 units were produced.

Going back to the Atlanta car, this was the first car produced with the month/day/year on it. Previously, Convention cars had only the year on it. The Atlanta car came in a plain, unmarked white box with an open window but without plastic or cellophane across the opening.

In closing, I wrote this and previous articles with facts and documents in my possession as well as my direct participation as an officer/director. Any corrections are most welcome. We all gain from access to knowledge about our club.

Photographs by Jerry Dangelo

In Memoriam – Mike Braga

A Sad Day Illuminated by Wonderful Memories

By Laura A. Dannecker

It’s a sad day for the world of Lionel® and its collectors and operators when a long-time employee of the company and a well-known figure at LCCA events stepped aboard an express train bound for Grand Celestial Terminal at the end of the line. Mike Braga passed away on September 24. Mike will always have a place in the hearts of those he touched during his years of service to the company and the hobby. He will forever live on in the hearts of all who knew him or met him.

By Lou Caponi HM 8735

LCCA members, an all-around great guy and a friend of many of us in the hobby passed away recently. Mike Braga – many of us referred to him simply as Mike – succumbed to a long illness.

Mike was in charge of Lionel parts and service activities. He also assisted Lenny Dean with product development. I’m thankful that I had the opportunity to work with both Lenny Dean and Mike Braga on LCCA product development concepts since 1980. Mike’s last position with the company was as a regional sales representative. His son, Tony, still works for Lionel and now follows in his dad’s footsteps.



Mike Braga (left) and Lou Caponi share an on-duty shift during a Train Show with a little help from Laine Grunst, the grandson of Lionel employee, Karen Bowen.

Let’s all say a prayer for his family. God bless you, Mike, and thanks for all the great times you shared with Lionel loyalists over the years. Your kindness and great smile will truly be missed. May you rest in peace, buddy.

By Mike Mottler RM 12394

Mike Braga often led the traditional Friday afternoon Lionel Seminars during LCCA Conventions and presided over the Q&A sessions that followed. His encyclopedic knowledge of the past, present, and upcoming Lionel catalogs informed his responses to questions from curious LCCAers that wanted to know – everything. I once approached the microphone and asked if Lionel would soon offer items in my favorite roadname, Rock Island. Without giving away any company secrets, he said, “You’ll like what you see in the upcoming catalog.” He was right. That catalog included not one, not two, but three RI pieces. I bought them all!

By Al Kolis HM 15902

I had the privilege and honor of knowing Lionel’s Mike Braga since 1992. I was a frequent visitor to the Lionel factory and Visitor Center located in Chesterfield, MI. Mike was a true gentleman, always polite, courteous and patient with all of my questions about Lionel and their upcoming or current product. Mike supported the LCCA during all of our Conventions until he retired from Lionel for health reasons and to take care of his wife. His devotion to his family and Lionel was unending. The LCCA has lost a good friend, but I am certain he has gone on to a better place. Our sincere thoughts and prayers go out to Mike’s family in this difficult time.



Robert H. Walker
RM 27981

A 1952 Trackside Accessory Update

HIGHLIGHT:

“One of my kicks from model railroad-ing is to redesign and rebuild products offered from Lionel and other manufacturers and (hopefully) make them work better.”

TIn 1952, Lionel® introduced its 362 Barrel Loader trackside accessory shown in **Figure 1**. Like many accessories that moved various items, the 362 used a vibrating ramp. It eased barrels up an inclined ramp eventually to be deposited into a gondola waiting at trackside. One of my kicks from model railroading is to redesign and rebuild products offered from Lionel and other manufacturers and (hopefully) make them work better.



Figure 1

So, here goes. This article describes an updated version of this interesting operating accessory and employs more recent technology. Specifically, four small servomechanisms

are positioned along the ramp. Each servo has an arm which sequentially guides the barrel up the ramp and eventually dumps it into a waiting gondola.

My initial thought for the update was to use the original Lionel 362 structure, disable the vibration mechanism, and then add the servos to the frame. I subsequently decided to set the 362 aside and construct a completely new unit from scratch. Fortunately, there is a nice selection of plastic structural pieces available through Plastruct Inc. from which a suitable ramp could be built.

Figure 2 is a view of the finished servo-actuated barrel loader mounted trackside at a spur on my portable mini-layout which I use for giving talks about model railroading. Compare my updated version to the original Lionel unit and you'll notice that my version requires less real estate on a layout. The plastic ramp was fabricated from scratch

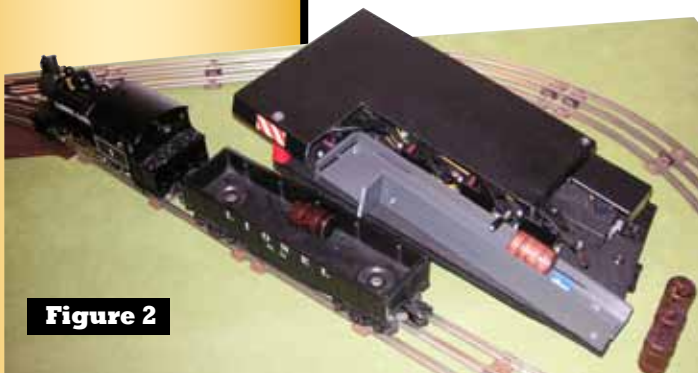


Figure 2

and is quite visible. Most of the internal working parts are hidden by the cover, so let's take a look under the cover.

With the cover now removed, **Figure 3** shows the electronics and servomechanism configuration with all of the components identified. Each of the first three servo arms

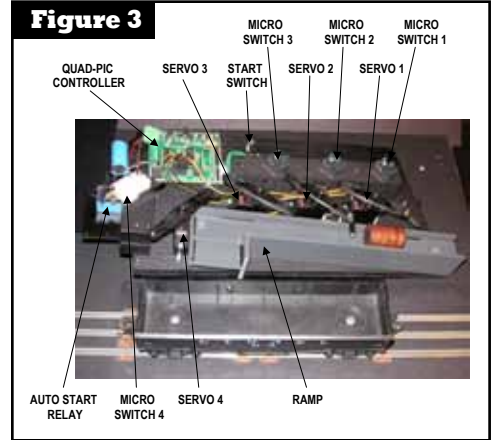


Figure 3

sequentially move the barrel up the ramp until it reaches the top, at which point the fourth servo arm moves it sideways and dumps it into the gondola as shown in **Figure 4**.



Figure 4

The start switch shown at top center in **Figure 3** is the manual on-off switch and is used to start the action sequence. When switched off, at any time, the on-off switch will reset all four servos to their starting positions and shut down the action. The start switch can be located anywhere that is convenient.

Note in **Figure 4** that as each servo arm rotates fully, the backside of the arm operates a snap action switch which signals the controller to actuate the next servo in line until all four of the servos have been actuated and a barrel is dumped.

When the fourth servo dumps the barrel, it operates the fourth switch which initiates a five-second delay, resets all four servos and then restarts the servo sequence via the auto-start relay. This is an optional feature and can be left out if manual-only operation of the loader is preferred.

Shown separately in **Figure 5** is the ramp

fabricated from several cut pieces of Plastruct

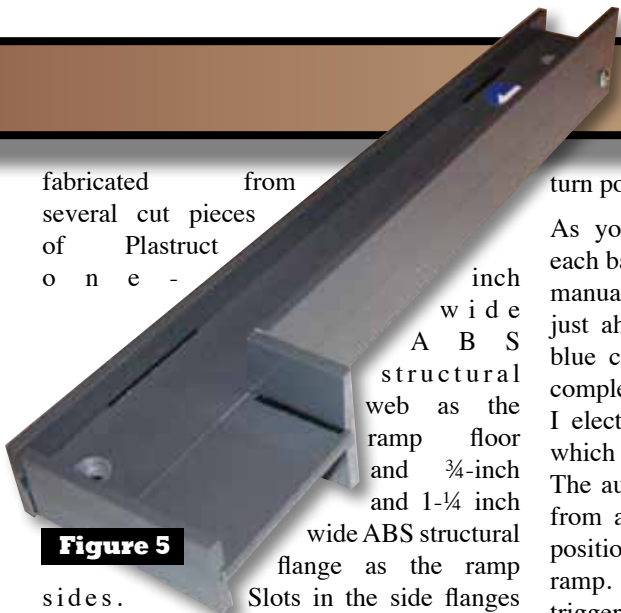


Figure 5

one-inch wide ABS structural web as the ramp floor and 3/4-inch and 1-1/4 inch wide ABS structural flange as the ramp sides. Slots in the side flanges fit easily with the web floor and all pieces are glued in place to maintain the proper shape. The finished ramp is 10 inches long overall, which is somewhat shorter than the active ramp area of the Lionel 362.

The barrel loader circuit diagram is shown in **Figure 6**. All of the components are readily available (refer to the Parts List at the end

turn powers the servos.

As you can see in **Figure 2**, each barrel to be loaded must be manually placed onto the ramp just ahead of the arrow in the blue circle on the ramp. After completion of the barrel loader, I elected to add an autoloader which is shown in **Figure 7**. The autoloader mechanism was from a previous project and is positioned perpendicular to the ramp. When the auto loader is triggered by the fourth servo completing its swivel action, it tilts downward as in **Figure 8** and deposits the next barrel to the correct spot just ahead of the first servo arm as it is starting its movement. This is, of course, an optional addition.

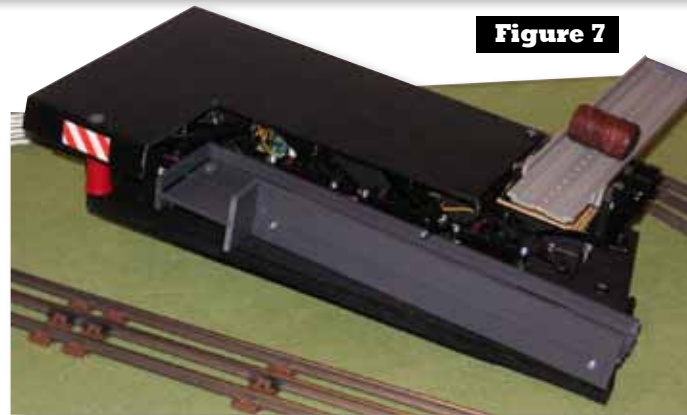


Figure 7

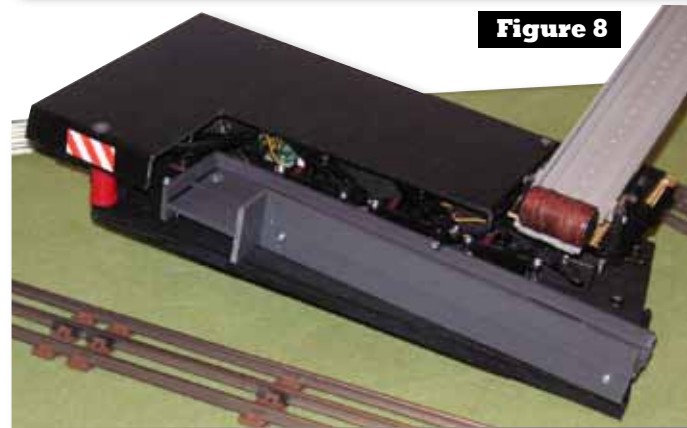


Figure 8

cars. It seems only natural that model railroaders learn to take advantage of these neat, easy-to-use devices.

Photographs by Robert H. Walker

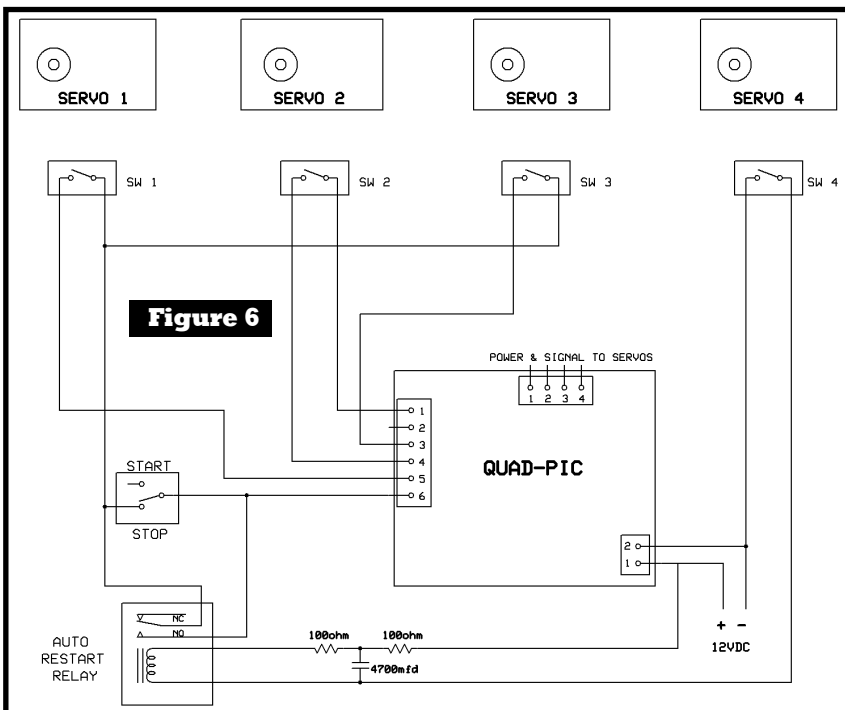


Figure 6

of the article) at nominal cost. The Quad-Pic servo controller board is available from Tam Valley Depot in San Diego, CA. The Quad-Pic can control four servos and really does all the work. The Quad-Pic comes with easy instructions for programming the servo movements, and you can set the speed of barrel movement to whatever you like. The plug-in connectors on the circuit board make wiring a simple task. A 12vdc supply is required to power the controller which in

When in action, the steady deliberate action of the barrel loader as it moves the barrels up the ramp and dumps them out is quite mesmerizing. Also, gone is that loud buzz associated with vibration mechanisms and their sometimes unwieldy behavior. Servomechanisms are used extensively to animate robots and control model airplanes and

PARTS LIST

- | | |
|---------------------------|-------------------|
| 4 Servomechanisms | Hi-Tec HS-81 |
| 4 Servo Arms | Hi-Tec HD-IL |
| 3 Microswitch SPDT | All SMS-220 |
| 1 Microswitch SPDT | All SMS-196 |
| 1 Slideswitch SPDT | All SWS-53 |
| 1 Quad-Pic Controller | Tam Valley Depot |
| 1 100ohm 1/8watt Resistor | |
| 1 4700mfd 25v Capacitor | |
| 1 Relay 12v SPDT | All RLY-461 |
| 1 1-inch ABS Web | Plastruct SAW-32L |
| 1 3/4-inch ABS Flange | Plastruct SAF-24L |
| 1 1-1/4" ABS Flange | Plastruct SAF-40L |
| 1 Cover | Serpac WM-091BK |
| 1 12vdc Power Supply | All PS-1251 |

Note: All = All Electronics Corp.



HIGHLIGHT:

“Standing in awe of their realism and seeing the products now available, we could embellish our childhood memories.

We heard what seemed to be a subliminal message, “Get your trains on the tracks.”



At Schesny’s Clubhouse Station

My wife Doris and I retired in 2011. In preparation for that transition, we built a new home in Pennsylvania in 2005, which we called “Schesny’s Clubhouse” and moved there from New York State in December, 2011, for retirement living. I am a graduate Mechanical Engineer and worked as a design engineer, facility manager, and a construction manager. Doris was a teacher’s aide and a school crossing guard.

In the process of moving from our long-time Pleasantville, NY, home, we brought out of our basement store room my original 1951 Lionel® trains. In my last position as a construction manager, I worked with two gentlemen who happened to be Lionel train hobbyists. Their interest, energy, and comprehensive knowledge of their trains and the Lionel Company overwhelmed me. They provided me with a multitude of publications about Lionel products. In essence, they revitalized my interest in the hobby.

The interest carried over to Doris. We could both relate to Christmastime fun with trains when we were youngsters. We remembered the enjoyment with the trains when our dads set up and ran them for a month during the Christmas season.

After we sold our home in New York State after 38 years of residency, we realized there was no time better than the present to re-start our hobby in an “adult phase.” We settled in our home in Pennsylvania and soon afterwards made a visit to Grzyboski’s Trains in Moosic, PA. Once inside the store, we felt waves of nostalgia and excitement take hold of us. Standing in awe of their realism and seeing the products now available, we could embellish our childhood memories. We heard what seemed to be a subliminal message, “Get your trains on the tracks.”

The First Consideration

“Where could we put a train table?” Our Pennsylvania home was initially built without available train space, except our recreation room, which unfortunately was not an option since there is a beautiful pool table in the center of that room.

Our garage had sufficient space in a 600-square-foot, second floor storage room, but where would we relocate the storage? The next challenge we addressed was how to avoid building a train table from scratch. Our intention was to have an operating train table within a short time frame so that we could enjoy as many facets of the hobby as Lionel could offer.

When we again visited Grzyboski’s Trains, we purchased a Lionel D-148 Display. This table came in two sections, so we could bring it to the garage attic and set it up in that room. The trestle-style legs allowed free access for under-the-table storage.

I placed my original locomotives, cars, and operating accessories in position, and soon we were up and running. The table was prewired, and that made it easy to install the operating accessories. Doris likes scenery development, and it didn’t take long for her to set up her Department 56 collection as a Christmas Village appreciated year-round,



not just during the holiday season. Doris continues to enhance the village with scenery additions, lighting, theme buildings, and figures.

I contacted TW Design® in Dallas, TX, the manufacturer of this display, asked electrical questions about it, and inquired about its history. I corresponded with Roger Farkash, who reinforced our commitment to the hobby. The imprinting on the underside of this table confirmed that it was the last D-148 built by TW Design for Lionel.



One Is Not Enough

Looking at the available space in our garage attic, Doris and I reviewed what we could do next to advance our hobby ambition. During a shopping visit to Grzyboski's Trains for a new locomotive, we decided to purchase a Lionel D-147 display as a "companion piece." I again corresponded with Roger at TW Design, and he confirmed that this D-147 was also the last one of its type built by his company for Lionel. This additional display enabled us to double our enjoyment of the trains by setting up operating accessories in a his-and-hers environment.

Two Tables, One Large Layout

Our next challenge was to integrate both displays without making counter-productive modifications to the existing tracks and wiring. Both displays incorporated many details and displayed the precise craftsmanship for which TW Design is well known. We felt any modifications could detract from the quality of workmanship by its designers.

We developed a solution based on a raised trestle perimeter track around both tables and a trolley line along one side. Utilizing single and double trestles with a half-inch birch veneer rail bed, we built a 46-foot perimeter track and a 15-foot trolley track. We can now experience the realism of real train acoustics when operating six engines simultaneously. The D-147 and D-148 are separate tables, and bridges span the gap between them. We can duck under that area with sufficient clearance.

Keep on Building

With two active operating train displays in operation, we felt it was time to take another step forward—construct from scratch our own original train table. The floor space available

was approximately 6x15 feet. With consideration for walk-around space, we decided on a 45-inch by 144-inch table. We saved the shipping crate wood from the D-147 and D-148. Its ¾-inch plywood, 2x4s, and 1x4s were of good quality, so we were able to frame and trim a table from that stash. The plywood sheets were

43 inches wide and provided a solid tabletop base. We also used the shipping crate fasteners. We purchased ¼-inch tempered Masonite™ as our only new purchase for the table top. Its rough side faces up and provides a visual grass effect. We utilized multiple layers of red rosin paper between the plywood underlayment and the Masonite. The Masonite floats on the red rosin paper and isolates it from the table, which enhances the acoustics of the trains traveling on the two tracks.

We painted the top with the same green paint left over from painting the trim of our garage. For roads, we utilized flat black paint with automotive pin striping as a center line. Our mountain was constructed by laminating two-inch pink dense foam board. Rock features were created by using a lap disc on an angle grinder. This material was left over from our home construction, so we consider it an "eco-friendly" train table. We painted the trim and legs the same color as the D-147 and D-148 by applying color-matching technology available at the local Home Depot® store.

The track layout is now two concentric rectangular ovals with the perimeter track as FasTrack™ and the inner track as O-gauge tubular track. The FasTrack sections came with a train set we purchased but did not utilize on either the D-147 or D-148. This track enhances a display, and we wanted to utilize it. I installed a switch leading to a dead-end siding which allows the operating accessories to be near the control table. I

wired the table with underground exterior low voltage wire and connectors. There are four fused circuits, and the power source is a used ZW transformer.

Our layout themes are a coal yard with multiple operating coal accessories, a rural village, a mountain top farm, a golf course hole, and a Halloween scene. We continue to enhance this table between rounds of golf this summer. Doris continues scenicking the table layout and landscaping the mountain. We will



continue adding items to the table since there is plenty of area available for landscaping, buildings, and operating accessories. Our future plan is to extend the trolley track that now travels across the D-147 and D-148 tables to the new table via a new bridge with a station stop at the mountain at the far end of the new table.

With our three tables now in operation, we see no end in sight to the enjoyment and appreciation of our hobby at Schesny's Clubhouse Station. When our daughters and their husbands visit they also can enjoy our trains in between golf matches.

Photographs provided by John Schesny



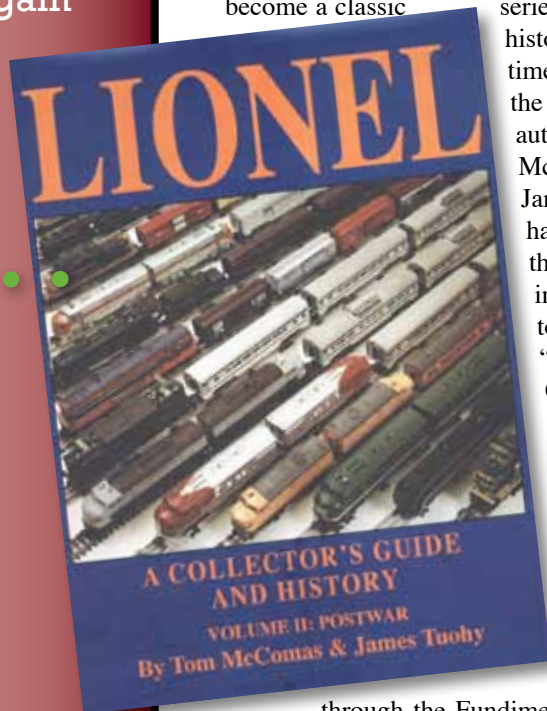
HIGHLIGHT:

“I’m thrilled to see that digital technology has enabled this classic series to become available again for Lionel enthusiasts to enjoy.”

A Classic Returns

Back in 1979 when my childhood interest in Lionel® trains was rekindled, I joined the LCCA and developed a strong interest in learning more about Lionel and its products. My knowledge was restricted by my experience in the late 50s and early 60s. I clearly remember my disappointment when the 1963 catalog came out. Full color appeared only on the front and back cover. Inside there were no exciting new products. That was the last catalog I saw until my interest was revived after my college years as I walked through a California swap meet where someone was selling postwar Lionel catalogs.

Now my appetite for more knowledge was voracious. An excellent source of information could be found in what has now become a classic



series on Lionel history. By the time I discovered the series, two authors, Tom McComas and James Tuohy had published three volumes in their classic tome, Lionel – “A Collectors Guide and History”. By 1981, this series had expanded to six volumes covering Lionel from its earliest

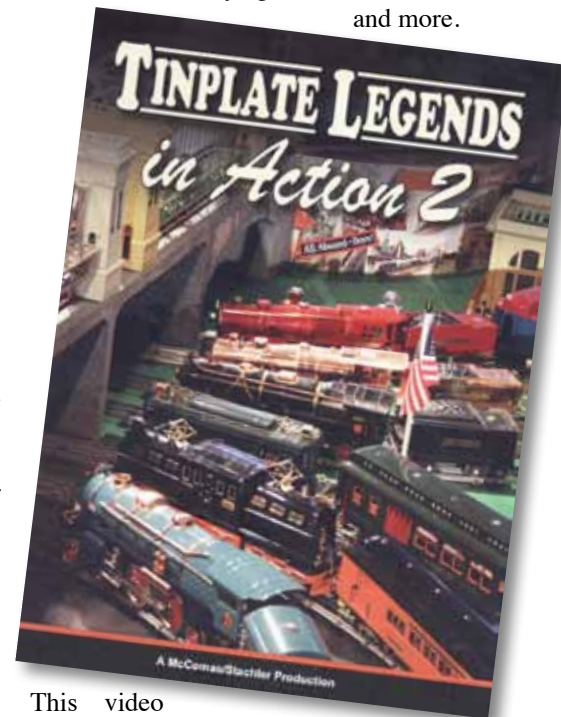
days through the Fundimensions period. The series was the first to offer color photos, history, and a guide to collecting Lionel trains. Although the series has been republished several times, it has been out of print for some time.

I’m thrilled to see that digital technology has enabled this classic series to become available again for Lionel enthusiasts to enjoy. TM Books and Videos® has released the first three volumes of this six-volume set in digital form. Volume I deals with prewar O gauge, Volume II with postwar, and Volume III with Standard gauge and also touches on OO and HO. Each of these volumes is loaded with color photos and includes information

not found elsewhere. The digital versions include a scan of each page and all of the photos and text of the hardbound books. Hopefully, we’ll see the remaining three volumes offered as well. The remaining volumes deal with Fundimensions, the Lionel archive, and Lionel advertising. Although initially published in the late 70s, the information in these books is still relevant today, and I still refer to them when questions arise. The new digital editions each sell for \$14.95 – less than the books sold for 35 years ago, and are available from TM Books and Videos at www.tmbv.com.

More Videos from TM

The second video in the tinplate series, *Tinplate Legends in Action 2*, is sure to please those with an interest in prewar tinplate trains. First, there are visits to three tinplate layouts. Dave Corbett started with postwar Lionel, but fell in love with American Flyer wide gauge. We see his layout as Dave explains his love of prewar American Flyer. Chuck Brasher’s layout, updated from previous videos, features original examples of tinplate trains – no reproductions here. Then there’s Jim McCarthy’s layout, which features many of today’s reproductions of Standard gauge classics, such as the Brute, National Olympian, Black Diamond, and more.

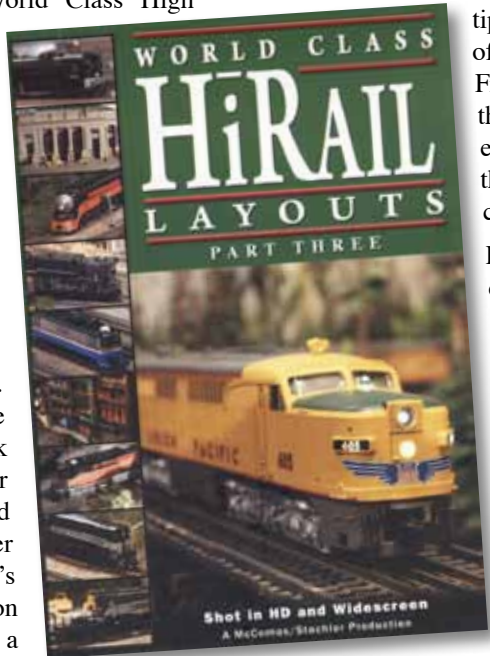


This video also presents a start-to-finish look at the building of TM’s 46-foot-long tinplate layout, followed by some impressive scenes of tinplate trains running on it. The video

also includes a slide show of Standard gauge classics and is peppered with lively discussions about tinplate trains.

Part three of the World Class High Rail Layouts series features layouts that are sure to inspire. Two of the large layouts were built by Armando and Dan Vargas and they are spectacular. One features scenes from around the country including New York City and Hollywood. They also built a fine layout for Jeff Silk using a large number of Lionel locos and great scenery. Another of the brother's layouts was built on a smaller scale as a beautifully decorated 9x9-foot layout. It's a great showpiece and demonstrates what can be done when space is limited. Also featured is the layout of the Ocean County Society of Model Railroaders in Lakewood, NJ. Then there's a trip to the National NY Central Railroad Museum in Elkhart, Indiana. In addition to many prototype pieces including a real Mohawk steam loco and an EMD E-8 diesel loco, this site includes an operating 24x24-foot layout. This is a great video to watch when planning your layout as a source of great ideas and inspiration.

The eighth and final video in TM's Lionel Nation series has been released. Highlights include a visit to the Lionel Railroader Club of Milwaukee where the large layout features a 28-foot-long replica of New York's Hellgate Bridge. You'll also see an original Lionel D-191 dealer display layout in operation.



The third part in the action and animated cars department deals with dump cars used with Lionel accessories. As with previous videos in this series there are operating tips and scenes of some of Lionel's latest releases. Frankly, I'm sorry to see this series come to an end, but I'm guessing that Tom McComas will create a new series soon.

Each of the videos described above sells for \$19.95 and is available at the TM Books and Video website: www.tmbv.com.

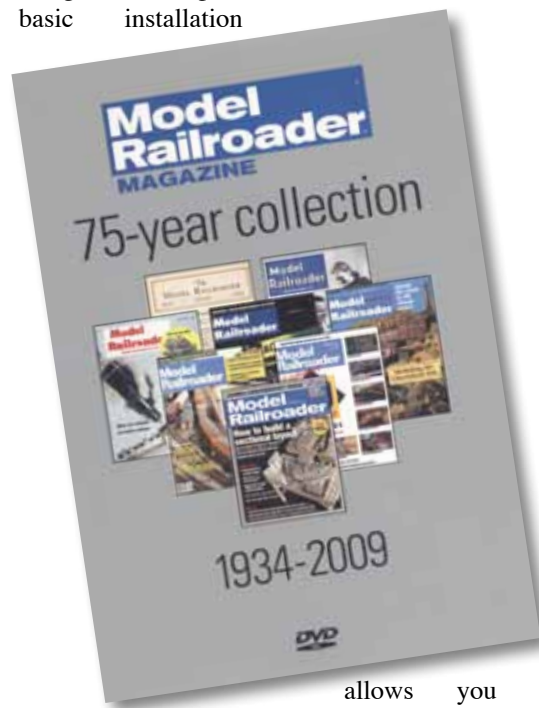
75 Years of Model Railroading

Today it seems everybody is embracing digital technology. As a result, information that was previously lost to many has become available. Kalmbach Publishing has released a 75-year collection of Model Railroading magazine in digital form. This collection begins with the very first issue titled, The Model Railroader, which came out January 1934, and was only 12 pages. It didn't take long for the magazine to grow both in size and circulation to become the leading magazine for model railroaders. By October 1945, the word "The" was dropped from the title. Almost four years before The Model Railroader began, Lionel published a magazine devoted to model railroading. Called The Lionel Magazine, it was subtitled, The Model Railroad Magazine for Every Boy. When The Model Railroader began, it was clearly aimed at the adult model railroader whose interest was in scale operation. Lionel's magazine had no advertising other than for their products. By 1937, Lionel changed the format of its magazine, and it became The Model Builder. Aimed at adults, it was available on newsstands and accepted ads from other manufacturers. By 1949, Lionel had clearly

decided that its market was in toy trains and the publication no longer met its needs. Lionel ceased publication of The Model Builder in April of 1949 after presenting a total of 80 issues. All subscriptions were completed by an arrangement with Kalmbach Publishing.

The early issues of The Model Railroader did not deal with three-rail operation. In 1949 when subscribers to Lionel's The Model Builder began receiving Model Railroader magazine, Kalmbach welcomed the new subscribers and added a new tinplate and hi-rail department to the magazine. Further, they asked the new subscribers to let them know what they would like to see in the magazine and suggested sending an article. Of course, we know the rest of the story. Model Railroader continued to grow and became the leading magazine for model railroaders, a position it holds to this day.

The files come on three DVD disks and you are given two options for installation. The basic installation



allows you to load only the cover thumbnails and the searchable index. You then insert a disk to read a particular issue. Downloading all files to your hard drive results in faster operation and the disks can be put away for safekeeping. The cost on the computer is about 25 gigs on your hard drive. I had the space on my drive, and that's how I decided to install it. The downloading of tens of thousands of pages onto the drive took some time, but once on the computer every issue was immediately available for browsing. When you open the program you first see

an image of every cover. Of course, to see every issue cover requires you to scroll down many screens. Resting your mouse over any cover shows the month and year of that issue. Double click on the magazine you want to open, and you have a choice of single-page or double-page view. You can also enlarge the view for easy reading. The menu allows you to print any page you wish. I was not able to print pages and discovered that there is apparently a problem printing from HP inkjet printers. A call to Kalmbach resulted in a very acceptable alternative. In Windows 7 there is a snipping tool located in the accessory folder. This tool allows you to easily capture any page or even a portion of a page and print it or save it as a separate file.

The software also has a search feature, but I found that this was not always successful in finding what I was searching for. Sometimes the searched-for item was a page or two away from the page where the search directed me. Sometimes the search failed to find something I knew was there. I'm guessing that the search uses some form of OCR (optical character recognition) and while it may find items you're searching for, it may also miss some of them or not find it at all.

The quality of the scans is generally very good. Some of the earlier issues show signs of wear, but even so the material was easily read. I also found that some of the fold-out pages in the early issues were not complete.

I've been going through each issue, and there certainly is a wealth of information. I have a friend who owns a complete file of Model Railroading. Due to the space that 900 issues (more than 100,000 pages) takes up on a bookshelf or bookshelves, he stores them in boxes – not conveniently available when you might want to refer to something. With

this digital version, the shelf space is reduced to half an inch, and the information is easily accessed. While you won't find information about hooking up three-rail switches, there is a wealth of information that would be useful to any type of model railroader. You'll find articles on structures to build, scratch building tips, scenery techniques, layout visits, track plans, prototype drawings, benchwork,

Publishing and sells for \$199.95. You can watch Editor Neil Besougloff demonstrate the product at <http://www.youtube.com/watch?v=qvK3W05yMj0>. Orders can be placed by calling Kalmbach at 1-800-533-6644.

New From Lionel

At our annual Convention in Norfolk, Lionel introduced some new items. Last issue we looked at Lionel's new ZW-L and suggested that Lionel needed a middle transformer between the 80-watt CW-80 and the 640-watt ZW-L. Lionel introduced a new transformer that fits the bill - the GW-180. The case looks like a CW-80, but this model uses a PowerHouse to bring its wattage up to 180.

Lionel also announced a new Legacy CAB-1L. This CAB looks very much like the original CAB-1, but includes Legacy controls such as the quilling whistle and 200 speed steps. This product could be considered "Legacy Lite." It will offer many of the Legacy features but lacks the LCD screen of the Legacy CAB-2. This new product will make these Legacy features available at a lower price point.

Big-Bang Theory

Those of you who are fans of the CBS TV show, "The Big Bang Theory," know that its lead character, Sheldon Cooper (played by Jim Parsons) loves trains. Observant viewers might have noticed several Lionel trains on his dresser in several shows. While working on a production in which he starred on Broadway, I had a chance to ask him whether Jim Parsons was interested in electric trains, or was that just Sheldon Cooper. Meanwhile I'm thinking how great it would be to have him join the LCCA. Unfortunately, his answer to the question was, "No, that's just Sheldon." In spite of this lost opportunity, the show remains one of my favorites.

Photographs by Bill Schmeelk



electricity, and much much more. In addition to the technical information, I also enjoy looking at the ads. I found it interesting to watch the growth of different gauges from the magazine's 1934 starting date through the decade that followed. You clearly see the decline of OO gauge and the increase in popularity of HO. The letters to the editor over the years give you an interesting take on the development of the hobby.

This digital archive provides so much information that would otherwise be difficult to access. We viewed the archive on a PC, but it also works on a Mac. The set is available directly from Kalmbach



Ken Morgan
RM 12231

The Tinplate

HIGHLIGHT:

“When I queried the seller, his reply was, “prewar excellent.” Really? That difference in the definition defies explaining. I will admit to being a tad more lenient on my requirements for prewar purchases than postwar, but that phrase was a major stretch.”

TRIVIA: QUESTION

There was a popular TV show that ran through the 60s, “My Three Sons.” What were the names of these sons?

A Tale of Three Locos

Enough of Lionel® going to sea. Let’s get back on land and on track(s). Charles Dickens wrote A Tale of Two Cities (Paris and London, to save you the trouble of looking for the Cliff’s Notes). I’ll go him one better. This is a tale of three locomotives. And to paraphrase another well-known English author, I’ll sub-title it “To be done or not to be done.”

First, the expected trivia question. Given that three is the current theme, there was a popular TV show that ran through the 60s, “My Three Sons.” What were the names of these sons?

Three locos, well, one loco actually but three thereof. All are common #253 box cabs in peacock. I restored the loco in **photo 1** several years ago. **Photo 2** is a recent acquisition which is in pretty nice shape – very very good or near excellent depending on how much one wants to quibble – except for a few missing parts and the wheels (more on that to come).

And then there is the one in **photo 3**. Not so good. More on that later, too! By the way, the difference in color for the restored loco may be due more to the fact that peacock is notorious for fading than for the failure of Train Enamel to match the original. It is closer to the chip chart in the TCA book than is the original loco. But then, the inside of the original, which should be less faded, is close to the outside, rather than to the restoration. “C’est la vie,” as Parisians in Dickens era would say.

You will also notice that two of the locos have an orange bead around the bottom. The peacock #253 came with or without this, but it sure looks better with it. Hence the restoration has it. It does not seem to affect the price.

All about Wheels

Now refer to **photo 4**. This is a great example of metal fatigue. It affects many of the early metal train and other toy products. Dinky Toys®, which I also collect, are particularly notorious for this in their prewar models. For Lionel, it is especially noticeable in the train wheels. As I have noted before, Standard gauge seems to be even more affected, perhaps because the wheels are bigger. Therefore, the wheels



Photo 1

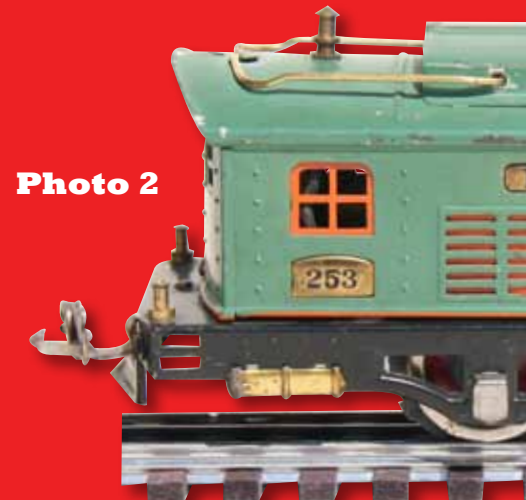


Photo 2

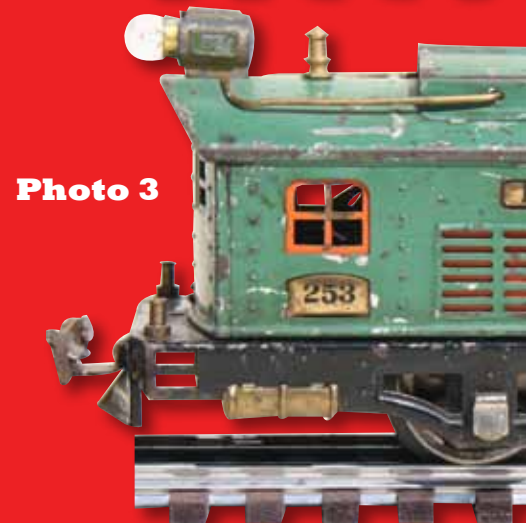


Photo 3

contain more metal to expand and bind either against the rails or, in the case of steam engines, against the running gear. I am able to operate some O-gauge locos with wheels with minor to moderate fatigue, but not often Standard gauge. In my collection I have

Cannonball

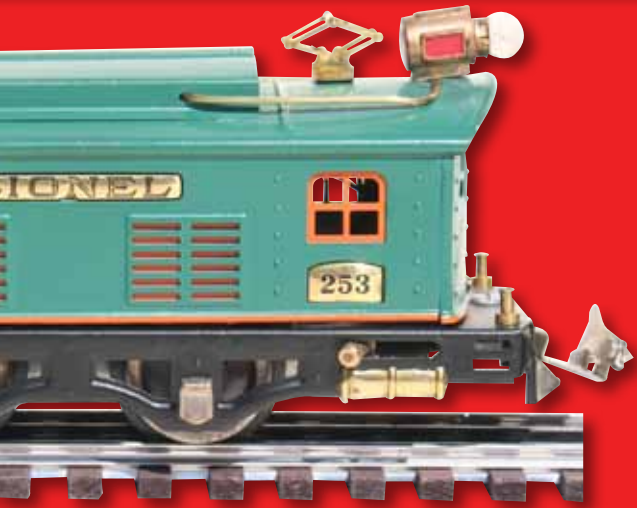


Photo 1

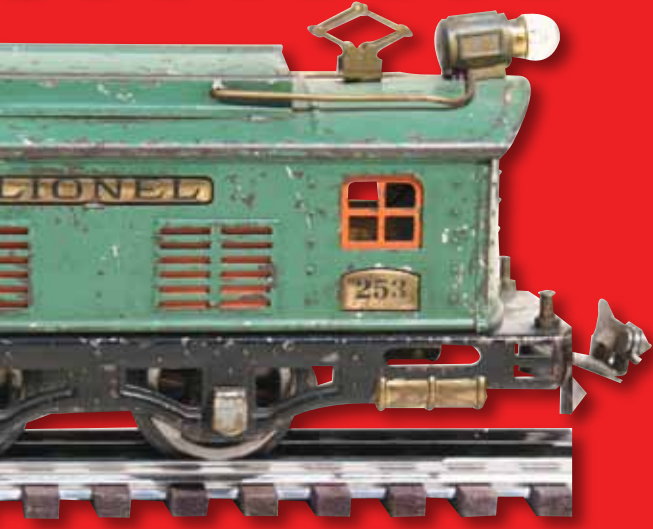


Photo 4



Photo 5

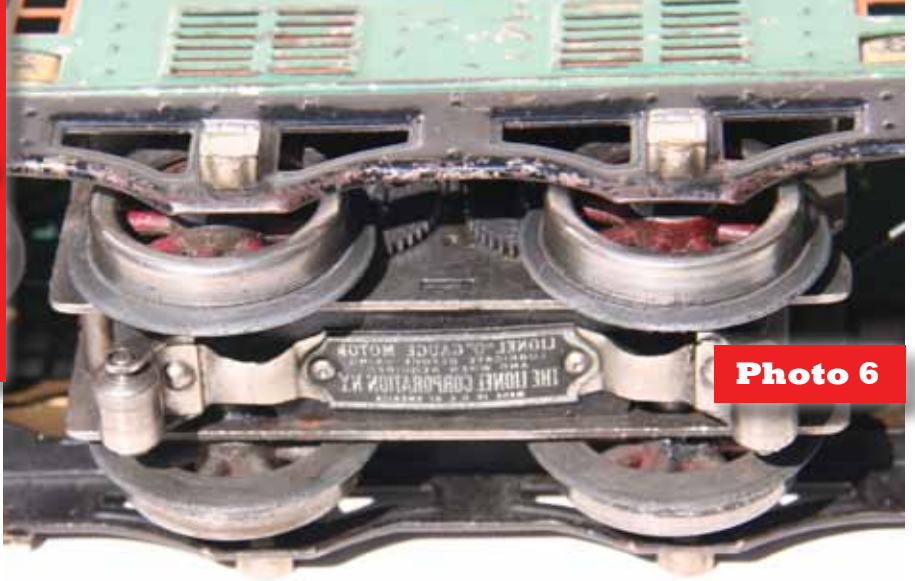


Photo 6

more of the latter with replacement wheels. This may be just my feeling, but I think it is relatively common. Since I operate my trains, I don't mind replacement wheels on most locos, especially the common ones.

I have been too short on time to actually make my decision and do the work, but when I do, I'll let you know. But don't hold your breath!

I recently made an offer on a Standard gauge train set in excellent condition with the boxes, but the wheels on the loco had been replaced. I actually offered more than a previous bidder, but I was turned down anyway. I explained to the owner that operators won't object to replacement wheels, but they won't want to pay a premium for the boxes. The purist collectors want the boxes, but will expect to pay less because of the wheels. I will add that this train set was not a rare set, which could change some of that argument. But I digress.

The wheels on my latest #253 clearly need to be replaced. Look closely at **photo 5**. The wheels you can't see are properly set on the far rail. You can see the nearer ones. Obviously, even if the wheels didn't further self-destruct; the loco will never run with them in place. In fact, they bind against the frame, too. So they will be replaced.

Now look at **photo 6**, which shows the wheels on the third loco. Could I use them? Good question. I think I can pull them off the axles, but I'd rather not take the chance. Also, they are spoked, not solid. Now it gets even more interesting. Bruce Greenberg's books go into more detail than any others I know. Per his latest prewar O-gauge book, peacock #253s ran from 1928

through 1930. That is documented in other sources, too. But then he goes into which motors were on them at what times and what are their characteristics. In 1928-29, they had Type 6 motors. In 1930, they had Type 7. So far so good. My latest acquisition was a Type 7. The other two were Type 6. Except for one thing. The Type 6 should only have solid wheels, not spoked. My loco with the spoked wheels is unquestionably a Type 6, and its wheels sure look original. Could they be? Maybe. 1928 was a transition year. That was the year Lionel went from the Type 5 to the Type 6 motor and from spoked to solid wheels. And like I have said before,

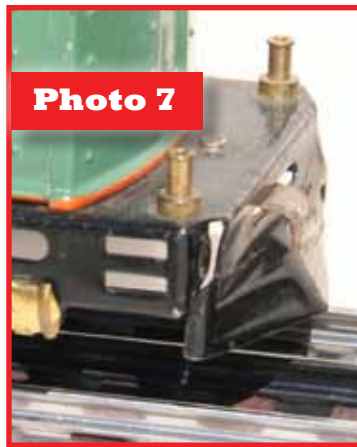


Photo 7

Lionel was not averse to using whatever parts were on hand. So, could this be an early 1928 production piece using old wheel stock? Could be, but I'll never know for sure. So do I just swap motors? To be done or not to be done! I haven't quite decided yet, but one motor will get new wheels. The question is, which body will it sit under.

Part of my decision process will involve the other missing parts. As you can see in **photo 2**, the loco is missing a headlight. In **photo 7**, you'll see that a replacement coupler is needed. I could use a headlight from the third #253, and, of course, its

coupler. But the rivet would still be new. This layer by layer list of "coulds" is rapidly getting out of hand! It is a common loco, after all. In any case, all the parts needed are available and on hand. **Photo 8** contains the coupler and the rivet, plus the headlamp, mounting screw and insert for the electrical connection to the bulb, plus four wheels. Look closely at the two on the right. They have a square boss which will secure the gears when I pull them off the wheels on the loco. The gears are cut steel. They don't suffer from fatigue.

On Buying and Selling

Some thoughts on condition and buying and selling trains. Look at **photo 9**. That is the underside of the loco I restored. It has a TCA sticker identifying it as a restoration. Only the TCA specifically requires this. Frankly, it is usually fairly obvious if you know what to look for. But I require it when I deal with anyone. My personal feeling is that if a seller has an obvious restoration and doesn't have it so identified, I choose not to deal with him. Then there is another person with whom I will not deal. The loco in **photo 3** was sold to me years ago via a listing in a club publication. It was part of a set which had several pieces that I was interested in. It was listed as "excellent." As I said earlier in this article, we can discuss whether my latest #253 is very very good or near excellent, but it takes considerable chutzpah to call this loco "excellent." When I queried the seller, his reply was, "prewar excellent." Really? That difference in the definition defies explaining. I will admit to being a tad more lenient on my requirements for prewar purchases than postwar, but that phrase was a major stretch. I keep a list of names of sellers with whom I will not deal. The seller of this train is on it.

Trivia answer. Well, actually, there were four sons. Mike, Robbie, and Richard, better known as Chip. But Tim Considine, who played Mike, left in the middle of the decade and was replaced by Ernie, who was adopted to replace him. Bonus points for knowing there were four of My Three Sons. By the way, I also have three sons. None bailed out. None adopted.

Until next time, to paraphrase Roy and Dale, Happy Trains to You, until we meet again!

Photographs by Ken Morgan



Photo 8



Photo 9



Gene Russell, Ed.D.

RM 24608

A Lionel Puzzlement

LCCA LIMERICK CONTEST

WINNERS

Here are sample entries from the Limerick Contest announced in the April 2012 issue of *TLR* in the "Lionel Puzzlement."

A tip of the Lionel cap to our intrepid po-8s! Each RM participant will receive a Lionel logo engineer hat.

A lonely hi-railer one day
Wished for friends with whom he
could play;
So he used his head
And went on the web,
And discovered the LCC of A.

Bob Lee RM 4957

He ran his trains every day
Much to his wife's great dismay;
She gave her decree,
"It's those trains or me,"
Now she lives many miles away.

Bob Spivock RM 10300

There once was a Californian
named Jake
Who displayed trains for goodness
sake;
One day there was a terrible
rumble.
Jake picked up pieces of plastic in
the jumble.
My O my! How his trains did
shake.

Paul Guaraglia RM 14942

There is a modeler in Canada
named Ken
Who runs his Lionel trains of C.P.
and C.N.
Over gorges so deep, and through
mountains so rough,
His diesels do roar, and steamers do
puff,
Pulling freight cars that operate,
with all those blue men!

Ken Schultz RM 23575

Every day I get up with the sun
To have myself a train-load of fun;
Coal dumpers, barrel loaders,
sawmills too,
Diesels and steamers to name just a
few,
Lionel and LCCA are my number
one.

John Jakoby RM 28788

The Lionel train under the tree
makes Christmas merrier,
But the presents don't make a good
barrier.

The engine and cars still derail
As she leaves a destructive trail.
Thus is the saga of a Boston terrier.

Scott Sprowle RM 30936

My trains all ran on three rail,
From the engine on back to the tail;
I cranked up the juice,
The third rail she blew loose,
So I think I'll go two-rail scale.

Martin Kirwan RM 30938

Editor's Note: LCCA offered an engineer hat AND a Lionel logo T-shirt to JM limerick writers, but there were no entries from JMs in this round of the contest.

TWO FOR YOU



Select The Roadname(s) You Prefer.

These two trackside RR buildings – a useful shanty and a switch tower – can be weathered and re-branded for your favorite railroad. Many railroad names are available for \$99.95 per pair, with FREE shipping and handling in the continental U.S. Custom-lettered railroad names are also available for an additional charge. For more information about special-order RR names, contact Lou Caponi at: caponilj@comcast.net.

The customizing work on these utilitarian structures will be performed for LCCA members by award-winning model maker and club member Harry Hieke. Please allow four to five weeks for preparation and delivery. Each pair will be made to order.

- | | | |
|--------------------------------------|--------------------------------------|------------------------------------|
| <input type="checkbox"/> ALASKA | <input type="checkbox"/> D&RGW | <input type="checkbox"/> NP |
| <input type="checkbox"/> AMTRAK | <input type="checkbox"/> EBT | <input type="checkbox"/> PRR |
| <input type="checkbox"/> B&O | <input type="checkbox"/> ERIE | <input type="checkbox"/> P&LE |
| <input type="checkbox"/> BNSF | <input type="checkbox"/> GN | <input type="checkbox"/> READING |
| <input type="checkbox"/> CP RAIL | <input type="checkbox"/> GT | <input type="checkbox"/> STRASBURG |
| <input type="checkbox"/> CHESSIE | <input type="checkbox"/> KATY | <input type="checkbox"/> SCL |
| <input type="checkbox"/> C&O | <input type="checkbox"/> L&N | <input type="checkbox"/> SOUTHERN |
| <input type="checkbox"/> CLINCHFIELD | <input type="checkbox"/> LONG ISLAND | <input type="checkbox"/> SOO |
| <input type="checkbox"/> CNJ | <input type="checkbox"/> NYC | <input type="checkbox"/> SP |
| <input type="checkbox"/> CNW | <input type="checkbox"/> MOPAC | <input type="checkbox"/> UP |
| <input type="checkbox"/> CONRAIL | <input type="checkbox"/> NS | <input type="checkbox"/> VIRGINIAN |
| <input type="checkbox"/> CSX | <input type="checkbox"/> N&W | <input type="checkbox"/> WP |
| <input type="checkbox"/> D&H | <input type="checkbox"/> NH | |

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

SET OF TWO TRACKSIDE BUILDINGS — LIMIT: FOUR SETS PER MEMBER

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

DO THE MATH

- [] _____ Matching pair(s) of Trackside Buildings @ \$99.99 each \$ _____
 (Includes S&H via USPS to Continental USA)
- [] I've checked the roadname(s) I'm ordering for my layout
- [] Or, the special road name(s) I want are:
 1) _____ 2) _____
- [] The price quoted to me by Lou was: \$ _____ each pair \$ _____
- [] S&H&I to AK, HI, & Canada – add \$5/pair \$ _____
- [] S&H&I to foreign countries – add \$10/pair \$ _____
- [] **Illinois residents:** add 7.5% sales tax \$ _____
- Total (in U.S. funds) \$ _____

PURCHASE METHOD

- [] My check is enclosed, made payable to "LCCA" with "LRHH" on the memo line.
- [] Bill this purchase to my credit card account.
- No.: _____ Expiration: _____
- [] Discover [] MasterCard [] Visa Code: _____
- The 3 digits on back of your card*

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (_____) _____ e-mail: _____

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

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

LCCA Business Office • Dept LRHH/TLR-10-12 • P.O. Box 529 • Peru, IL 61354-0529

Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.