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The Lion Roars

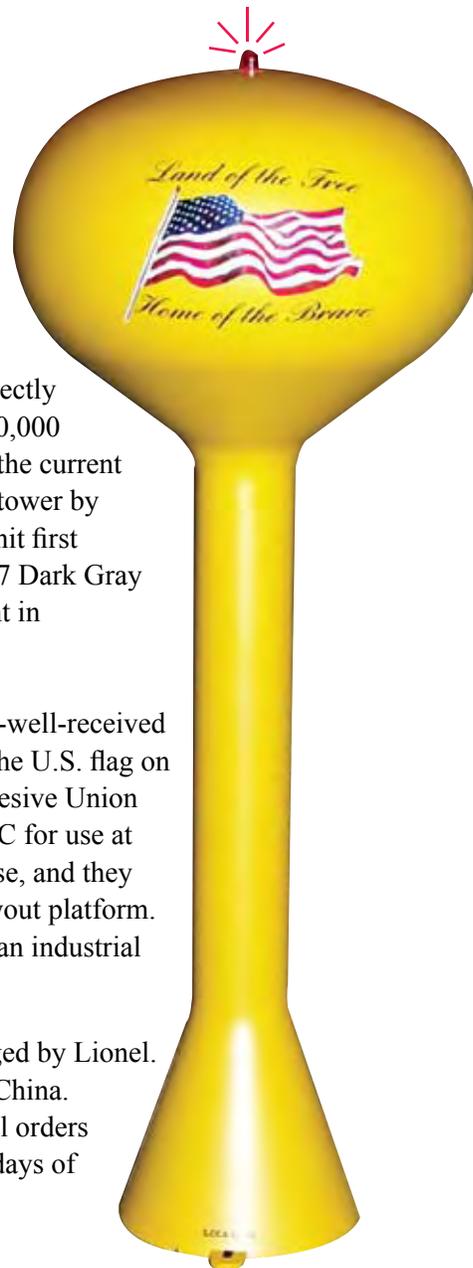


PUBLISHED BY THE LIONEL® COLLECTORS CLUB OF AMERICA IN OCTOBER, DECEMBER

Bill's "Anniversary"
of LN&V at 150



Big Yellow Quencher



Lionel first cataloged its “mushroom” water tower in 2006. More correctly described as a spherical, single pedestal tank which can hold up to 500,000 gallons, this item has appeared in various cataloged versions through the current 2008 catalogs. In 2008, LCCA convinced Lionel to modify the water tower by adding a flashing red light on top. This new-style, slow-fade flasher unit first appeared on LCCA’s 2008 Convention Registration Gift – the 6-52507 Dark Gray NYC Water Tower given to the first 400 registrants attending the event in Buffalo, NY.

All LCCA members can now purchase a different version of this very-well-received accessory as the 6-52495 Yellow Water Tower. The text surrounding the U.S. flag on the tank reads, “Land of the Free, Home of the Brave.” **ONE** self-adhesive Union Pacific decal has been included in the package courtesy of Lionel, LLC for use at your discretion. The feeder wires to the topside light are inside the base, and they can be completely hidden from view by drilling a hole through the layout platform. This is an ideal structure for use anywhere on your layout: in a town, an industrial district, or a railroad yard.

This **limited-production** accessory has never been previously cataloged by Lionel. It is currently in stock, so there’s no waiting period for production in China. It’s a perfect Christmas gift for yourself or your favorite railroader. All orders will be filled promptly on a first-come, first-served basis within 7-10 days of our receipt of your order.

----- **Order Form May Be Photocopied** -----
WATER TOWER WITH BLINKING LIGHT — LIMIT: ONE PER MEMBER.
Once submitted, LCCA will consider this is a firm order and not refundable.

Name: _____ LCCA No.: _____
 Address: _____
 City: _____ State: _____ Zip + 4: _____
 Phone: (____) _____ e-mail: _____

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

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

PURCHASE METHOD:

My check is enclosed, made payable to “LCCA” with “YWT” on the memo line.
 Bill this purchase to my credit card account.
 No.: _____ Expiration: _____
 Disc MasterCard Visa Code: _____
The 3 digits at the signature panel 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.

DO THE MATH:

ONE Yellow Water Tower by Lionel/LCCA — \$34.99 \$ _____
 (Includes S&H to Continental USA)
 Extended S&H to AK, HI, and Canada — add \$5 \$ _____
 Extended S&H to all other foreign countries — add \$10 \$ _____
 Illinois residents only, apply 7% sales tax — add \$2.45 \$ _____

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

Mail this order form to the best toy train club on the planet:
LCCA Business Office • Dept YWT/TLR-10-08 • P.O. Box 479 • LaSalle, IL 61301-0479
To order online: www.lionelcollectors.org — at the main page, click on “LCCA Store.”

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ON THE COVER

A sesquicentennial (150) celebration is significant no matter what the event – the founding of a town, state, or company. In this issue we celebrate the 150th consecutive article in the “Lionel News and Views” series by prolific author Bill Schmeelk.

Photograph by Chris Murray

Contacting the LCCA Business Office

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

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

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People to Contact

Business Office - Their role is limited to routine services.
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.

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The President's Report

by Richard H. Johnson
RM 7103

As I write this report in late August, our 2008 Convention in Buffalo is still fresh in my mind. What a great time! The part I enjoy most about our Conventions is being able to spend time with old and new friends. This year's successful event would not have been possible without all of the help and support we receive from Lionel LLC®, our Convention team, dedicated volunteers, and faithful members who truly enjoy attending The Best Toy Train Convention on the Planet. Thank you one and all! It wouldn't be possible without you!

By now, those of you who ordered the New Haven #209 set and add-on units should have received them. Member enthusiasm about these products has been fantastic, and everyone agrees that the wait was worth it. For those of you who want to operate your New Haven train outfit, Lou Caponi prepared a few operating suggestions which appear on page 6 of this issue.

Although we just had an election, we mustn't forget that in the spring of 2009 we'll need to elect a new President-elect, Treasurer, and two new Directors. These are very important positions which must be filled with qualified candidates to assure that LCCA will continue to prosper. Please take a moment from your busy schedules to reflect on whether you, or someone you know, would make a good candidate for one of these positions. If any member has any questions about running for one of these positions, please call or e-mail me, I'll be happy to answer any of your questions.

I am a huge proponent of seeking member input on club matters. For that reason, I insisted on mailing, along with the 2008 election materials, a survey of all our members rather than hiring an agency to conduct a poll of randomly selected members. A survey would reach 100% of our members at a fraction of the cost of a poll that would reach only three to five percent of members. Well, if you don't already know, the survey was a HUGE success with an unheard-of 32% response rate! We received a great deal of very useful information which will assist us as we move forward with various projects.

The survey results indicated that many of you are not examining or retaining the sheet of paper containing

your membership card. The top portion contains valuable information you need to review, correct if necessary, and save for your records. One of the things it contains is your LCCA website PASSWORD which allows you to access all of the member information contained on our website. "If you don't like the password assigned to you by our Business Office, use it to log-in at the MEMBERS ONLY panel of the website, go to the TRANSACTIONS section, and create an ALTERNATIVE PASSWORD that is easier to remember. If you didn't save this material and want to receive your initially assigned password, please e-mail our Business Office, and they'll provide it to you."

Our survey also showed that 60% of our members regularly browse various websites. It is for this reason that we continually freshen-up our website, and we completely update the membership data base every 24 hours. If you rely solely on our publications for current information about the club, please remember that these publications go to press about 30 days before you receive them in the mail. This means certain

information in print could be out of date by as much as 30 days. By contrast, club news and information is generally posted on the website within 24-48 hours of having it in hand.

Certain club information and the results of our survey also disclosed that very few of you use the *Interchange Track* to sell trains. To make it easier for members to submit ads, whether electronically or by paper, we are now in the process of making everything less complicated, easier to understand, and more convenient to use. Once these

changes have been made, we'd like those of you who haven't recently submitted an ad to give it another try. We want the *IT* to be useful for all members, not just those who enjoy using it as a price guide.

Because the survey revealed that 68% of you read *The Lion Roars* cover to cover, I won't include here several things I would normally discuss in my President's Report. Please check our latest new product offering on the inside front cover, Denny DeVito's annual Treasurer's Report (page 28), part 1 of Eric Fogg's summary of the member survey (page 3), and Lou Caponi's Product Development Shop article (page 6). All of these articles contain information that our members need or should know.

As your President, I have pledged to keep LCCA the best toy train club on the planet. We do this by running this club like a business thus maximizing your LCCA dollars. Thanks for all your support, and enjoy the coming holidays! 

*Thank you
for taking
the time to
respond
to our recent
survey.*

We Asked – You Answered

by Eric Fogg
RM 12768

LCCA Membership Survey, Part 1

For years, the club has discussed the possibility of doing a membership survey. Knowing what members need, want, and think can be invaluable, especially for an all-volunteer organization.

Late in 2007 after much discussion, President Dick Johnson gave the go-ahead to a small committee to review the purpose and goals behind a survey and design the actual questions. Dick's idea was to mail it along with the annual election ballot and include a pre-addressed return envelope. This would hold down on costs while at the same time increase the response.

Did it work? Well, somewhere in central Illinois (where the club's business office is located) there's a postman with a very sore back! The photo shows the 2,581 responses. We heard from more than 32% of the membership. Most mail experts say a 5% return is excellent.



2,581 returned surveys made quite a stack!

What Did We Learn?

Professionals will tell you that, in most cases, research tends to confirm what you already know. There's usually not a lot of "Ah-Has!" – information never thought of before. Research is the high green signal that you're on the right track. So what did we learn? Respondents told us:

- 82% get most of their information from *The Lion Roars*
- 73% consider themselves both a collector and an operator
- 69% have a permanent train display or operating layout
- 66% regularly use e-mail
- 60% use the Internet to browse for trains
- 60% have used the LCCA website.

Not only was your "check-the-box" work helpful, but the many comments you penned were equally as insightful. A majority of them were most complimentary – full of "Thank You" and "Well Done" comments.

As you may recall, the last question on the survey asked you to rank seven different areas of club activity. Two – *The Lion Roars* and the *Interchange Track* – rated, across the board, as the most popular. Hands down, you couldn't say enough good things about *TLR*; 99% said you read it, 68% said they read it from cover to cover.

When it comes to the *Interchange Track*, 79% of you use it; 62% as a price guide. Buying is the big activity (30%) as opposed to selling (3%) although 24% of you admit to using the *IT* for both.

You ranked three club programs in the next or middle group. You like our Conventions, special commemorative products (like Convention Cars), and special price breaks on Lionel products. But you also made some great suggestions on how the club can improve in these areas and what you told us is truly food for thought.

Two areas fell into a category best summarized as "Needs Improvement." When it comes to *eTrack* and the club website, your responses showed a need for more education and more "help desk" kinds of solutions.

eTrack was used by 25% of respondents, with 16% enjoying it as a price guide and 10% for buying and selling. The website has a more practical function, with 23% using it to buy club merchandise, 22% using it to access *eTrack*, 17% to renew their membership or submit address changes, while 10% register for the Convention via the website.

No one suggested we pull the plug on either program (after all, this is the 21st Century), but you made it crystal clear that we have some work to do. With so many respondents using e-mail and the Internet, it's obvious that the club needs to improve its electronic products.

But Wait, There's More

What are we going to do with all this information and how can we make our club even better? Those are big questions. In the December 2008 issue of *TLR* we will discuss what some of the next steps might look like and where we go from here.

Special thanks go to a small group of both members and non-members who helped make this research effort so successful. Included in that group are:

- The Research Study Subcommittee: Jerry Calkins, Al Kolis, Sal Gambino, Craig Tribuzi, and Eric Fogg
- Questionnaire Reviewers: club members Dick Johnson and Larry Black and Karen Fogg, ORC Macro, Washington, D.C.
- Jule A. Loy Gray, Jule's Data Solutions, Des Moines, Iowa; she personally entered all 2,581 returns and created the reports
- All 2,581 of you (you know who you are) who took time to share your thoughts and ideas with us. 🚂

Photograph by Eric Fogg

IT'S ALL ABOUT

by Paul V. Ambrose RM 9406

Our feature item for this article is a rare 1959 variation of the commonplace Lionel® 246 Scout-type steam engine.

The low-end 246 was the first release in the further cheapened 2-4-2 “Columbia” series of Scout-type engines with a newly developed (and lower cost) plastic-case motor. A typical example is designated as a Type VII or VIII body per the terminology developed for the *Greenberg Postwar Lionel Trains* series of books.

The 246 headed the introductory “starter” outfit in the 1959 Lionel Consumer Catalog, while the similar but “better” 247 model with a Type IV or V body, metal-case motor, and a blue-painted stripe on the running board was the motive power for a “medium-range” O27-gauge set. Both engines are specifically pictured because the rare 246 shares something in common with each of them.

Our rare model of the 246 has a typical Type VII body, but also has a blue-painted running board that was exclusive to the 247. Was this blue-stripe 246 a factory error or a very limited production run? We believe the latter; however, the run may have been shortened because of the cost involved. The addition of any step in the decorating process came with an inherent cost to Lionel. Painting a blue stripe on the cheapest steam engine in the product line was definitely a costly additional step for Lionel in a time when pennies counted.

This rare variation was authenticated in the mid-1990s by fellow hobbyist Don Peterson and my good friend and co-author, the late and respected collector, Harry Lovelock. To the best of my knowledge, it was first identified in print on page 24 of my *Greenberg's Guide to Lionel Trains 1945-1969, Volume I, 10th Edition*. At this time, we are aware of only three models currently in collections. We assume at least several more examples still exist, perhaps hiding in attics or basements, or better yet, unnoticed in full view within some collections. Hopefully, this not-yet-discovered locomotive may again see the light of day at some future flea market or train show.

Two of the three known examples were found as components of 1959 Uncataloged Outfit X849. At present, not enough qualified information is available to verify the actual contents of that set; some may even contain the most common solid-black version of the 246. However, two statements that we make with certainty are that both the Uncataloged Outfit and the featured item itself are extremely rare.

Also noteworthy, the shade of blue paint used for the stripe on the 247 and the rare 246 is the same as was used for the mid-1950s Boy's Engine and Tender, the 1960 items included with the 224 U.S. Navy ALCo Military Outfit 1633, and again on a mid-1960s Type IV issue of the 6464-475 Boston & Maine boxcar.



This photo shows the similarities yet subtle differences between the common 247 on the left and the rare 246 on the right. Both models have a black plastic Scout-type boiler, white heat-stamped cab number, and a thick, blue-painted running board. The most visible difference on this side view is the metal E-unit lever on the roof just forward of the cab on the 247, while the 246 has a fiber reversing lever for the plastic-case motor that is positioned along the center line of the roof between the sand and steam domes. The companion 247T Baltimore and Ohio tender is shown on the upper shelf; it was also detailed with a blue-painted stripe.

UT THE STRIPE



LEFT: Observe some of the details on the 1959 issue of the Type VII Scout body. One of the more notable elements on the typically unpainted black-plastic body is a see-through cowcatcher. Also note the small generator detail at the top rear of the boiler that is present on a Type VII body, but deleted from the Type VIII tooling.

BELOW: The 246 Scout-type steam engine was introduced by Lionel in 1959. At the bottom left is a typical-production, extremely common Type VIII body from 1960. However, focus your eyes on the bottom right and observe a rare 1959 Type VII example with a blue-painted running board. Shown at the top is a typical 1130T small streamlined tender that would have been paired with either engine.

Digital Images by Marc Soracco Photography



Toy Trunk Railroad

by Erik Sansom



LCCA Product Development Shop

by Lou Caponi
RM 8735

About the NH #209

By now all who ordered the New Haven #209 set should have received it. BUT IF NOT, CONTACT ME IMMEDIATELY at caponilj@comcast.net.

All I can say is WOW! The LCCA is pleased by the wonderful letters and appreciative e-mails we have received from members about this train. We kept telling you it would be worth the wait. To members who purchased the set we say, "THANK YOU!"

Here are a few operating tips you should follow.

- Be certain to grease the gear end of the armature shaft and oil the top.
- Lube all the axles on the locomotive(s) and passenger cars.
- Run the A-B-A around the track for a while after lubricating it; the motor will need break-in time. The more it runs, the better it gets.
- Please remember this single motor, stamped steel frame ALCo was not designed to pull an extensive load up a grade. Because of wheel design, the loco runs best on tubular rail.

By following these instructions, you should enjoy many hours of trouble-free operation.

By the Numbers

Some members have asked for the Lionel® SKU part numbers for the NH #209 outfit. Here they are:

- 6-52423 – NH Train Set
- 6-52447 – NH Add-on units
- 6-52471 – NH powered ALCo A unit
- 6-52473 – NH dummy ALCo A unit.
- 6-52463 – NH unpowered ALCo B unit.

2008 Convention Cars

Good news – production of these two covered hopper cars is moving forward ahead of schedule. We expect to receive them well before Christmas. I have reviewed and approved the production samples prepared by the factory in China, and we are good to go.

Go with the Flow of H₂O

Let's move along to a new and exciting product – a Yellow LIGHTED Water Tower. LCCA members have the FIRST OPPORTUNITY to purchase the new version of this accessory; a lighted version has not been shown in any Lionel catalog to date! The new, slow-fading blinker on the top is really sharp. See the ad and order form published in this issue or go to our website and find it in the LCCA STORE. Order yours today! This dynamite-looking tower will be sold with a limit of ONE per member on a first-come,

first-served basis until the supply is gone. This item is now in stock and ready to ship for only \$34.99 with S&H included to addresses in the continental U.S.

More New and Exciting Stuff

What else is on the horizon? If you attended our annual business meeting during the recent LCCA Convention in



Base not shown



Buffalo, you saw Lionel pre-production drawings of several future Lionel/LCCA products now in the pipeline. These items will be made in limited quantity during 2009 and 2010. As a courtesy, Lionel provided the concept artwork for publication in this issue of TLR as a sneak preview for members.

These four items will be quite affordable. Best of all, there will be no waiting period for production in China. When these items are advertised, they will be ready for purchase and immediate shipment. I'll save the 2009 Convention Car and "Wonderful World of LIONEL Trains" building for presentation in my next article.



Inquiring Minds Want To Know

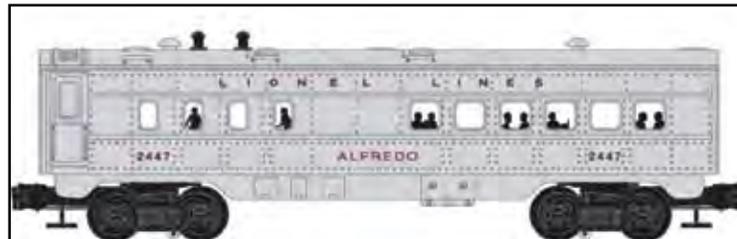
Many members have contacted me and asked, “What will be the next LCCA-sponsored train set, and how long will we have to wait?” First, let me say NOT LONG! The preliminary work for the next train set has already been done. Secondly, the next exciting, limited-edition Lionel/LCCA train outfit will be advertised and offered for purchase in the December 2008 issue of *The Lion Roars* and subsequently in *IT* and the website. We are expecting a firm price quote soon from the factory in China.

“Well, what’s the set?” you ask. Here’s the scoop. It will be a modern remake of the VERY RARE Burlington #216 ALCo set (Postwar Lionel Set number 1600) originally made 50 years ago in 1958. This great-looking set is extremely hard to find today, especially one with an undamaged locomotive and a decent silver finish. The Diesel Express Set was one of the few mixed-consist trains ever produced by Lionel. It will be a great addition to any collection. More information about this toy train can be found in *Greenberg’s Guide to Lionel Trains, Volume 3: Sets* – written by LCCA member and *TLR* author Paul V. Ambrose.

The LCCA-sponsored remake of this set will be much improved compared to its older sibling and will include some new and never-made-before add-on items: a matching dummy A unit, a custom-painted express reefer, a uniquely painted baggage car, and the Alfredo Diner Car. The entire add-on package will have newly-assigned car numbers except for the dummy A, which will retain the #216 number but be addressed with a new Lionel SKU part number. By the way, the passenger cars in this set will retain their postwar numbers but be addressed with new SKU part numbers since these cars will have new modifications.

This entire set will have the same style of packaging as the previously released New Haven #209 train. Will there be some improvements for the Burlington #216? You bet!

- The dummy A unit will have a working headlight
- The powered A unit will have additional weight to effectively increase pulling power
- Both ALCo A units will have a metal support brace behind the front pilot
- Passenger cars will have open windows in the side entry doors, with silhouettes
- Passenger car trucks will have a dull black finish – not shiny black



- Passenger car trucks will have postwar-style flat wheels.

The LCCA hopes you are as excited as we are by these new and exciting products. It is our intention to offer club members these items at the best possible price despite price increases from China.

Opinion Research about the #216

Related to the price for this set, we can specify TMCC™ for installation in the Burlington #216 train – or not. Club members who intend to purchase this outfit can express their opinions now by e-mail at caponilj@comcast.net as:

I would prefer TMCC installed in the #216 train (original version, not “Legacy”)

I would rather take advantage of lower-cost postwar pricing.

FYI, the initial response to these two options is running at about 5 to 1 in favor of TMCC on the *O Gauge Railroading* website. We’ll be guided by the majority. Those without e-mail may contact me by fax (610-543-2497) or by U.S. Mail at my address cited on the *TLR* masthead on page 1.

Until next time, happy railroading! 🚂

The Fun Factory

by Bill Schmeelk
RM 6643

Visiting Lionel, but in Print

The history of the Lionel® Company has always been of interest to me. No matter how much I've read about it, there have always been unanswered questions. I'm sure among many of us there has always been a curiosity that went beyond available information. Bob Osterhoff has taken those curiosities to the highest level. He has spent many years and traveled thousands of miles to research and document portions of Lionel's history that have heretofore been hidden in archival documents. In the process he has gathered a great deal of information, answered many questions, and dispelled some myths.

Thankfully for the hobby, Bob is sharing a wealth of this information in a new book due out this month. Bob's new book is titled, *Inside the Lionel Trains Fun Factory* and is being published by Project Roar Publications. Project Roar has previously published two very informative books in its Authoritative Guide series. This latest book, subtitled, *The History of a Manufacturing Icon and the Place Where Childhood Dreams Were Made*, is due out this November. The book deals with a history of Lionel through a look at the many factories they operated.

I've known about the upcoming publication of this book for some time and have anxiously awaited its release. Bob had promised that it would contain much new information regarding the company we all have such respect for. Would the final product live up to these expectations? I had many questions about the company – especially with regard to the 1960s.

Joshua as Tour Guide

But let's start at the beginning. Joshua Lionel Cowen first described his plant as a Fun Factory in the 1915 catalog. Cowen offered boys "a little trip through my factory" where he would "... show you why Lionel Trains are better." That statement was followed by six pages and many photos of the Lionel factory, explaining the superior manner in which Lionel trains were made. The theme was repeated in the 1917 catalog and expanded to ten pages.

After reading Bob's book I would venture a guess that many who actually worked at the plant might not have used the words fun factory to describe it.

From a humble beginning in 1900 in a Manhattan job shop on Murray Street in New York, Bob takes us on a journey through Lionel's constant expansion through its peak and its decline in the postwar period. From there the journey continues to present day. The level of detail is astounding. It's hard to imagine the time that Bob must have spent researching these details.

I found it interesting as Bob tracked Lionel's expansion that the need for more space for its operations seemed to be continuous. Each time they moved or expanded, the need for additional space was almost immediate. Often only two or three years passed before they again expanded or moved. The longest period from 1900 to 1929 between expansions was the six-year period between 1923 and 1929. The famous Hillside plant was built in 1929 and later expanded several times in the postwar period. At times, Lionel maintained space in additional locations.

Although they moved operations to Hillside in 1929, it was not until 1944 that they sold the Irvington properties.

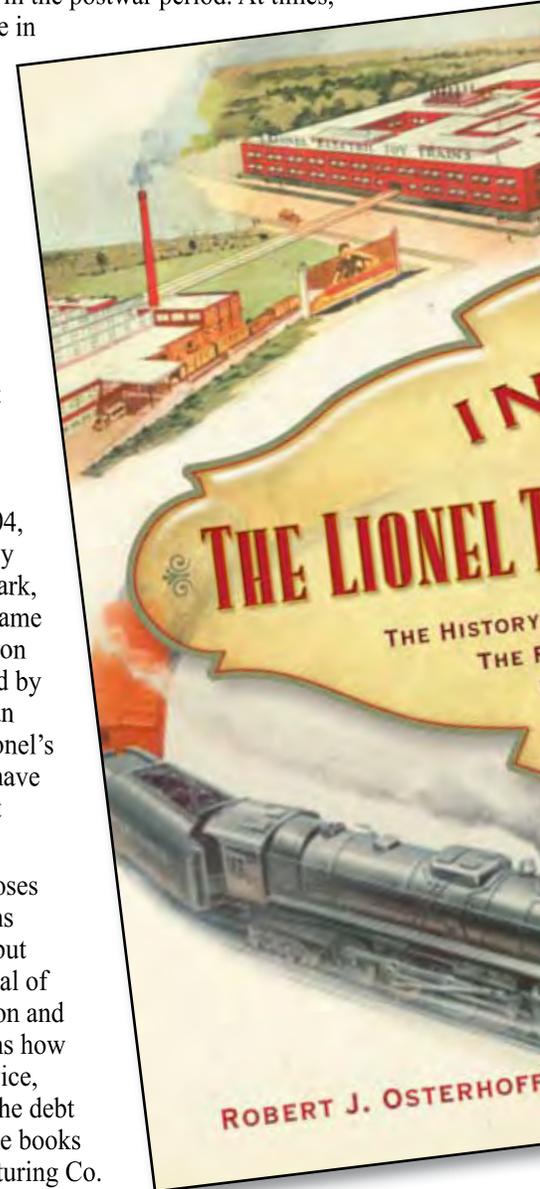
Presence of the Places

Another fact I found interesting is that until 2004, all of the 18 U.S. factories that Lionel occupied were still in existence. In 2004, Lionel's first New Jersey factory, located in Newark, was demolished. That same year parts of the Irvington complex were destroyed by fire. However, other than those two locations, Lionel's U.S. factory buildings have remained intact, but not producing trains now.

Bob not only discloses exact dates and locations of Lionel's expansion, but also provides a good deal of additional documentation and information. He explains how through smart legal advice, Lionel was able to get the debt of its new factory off the books of The Lionel Manufacturing Co. Bob points out that these practices, while commonplace today, were a pioneering approach in the early 20th century and a prudent financial tactic. For many of the locations we see actual blueprints which allow an understanding of the additions made to the Lionel plants over time.

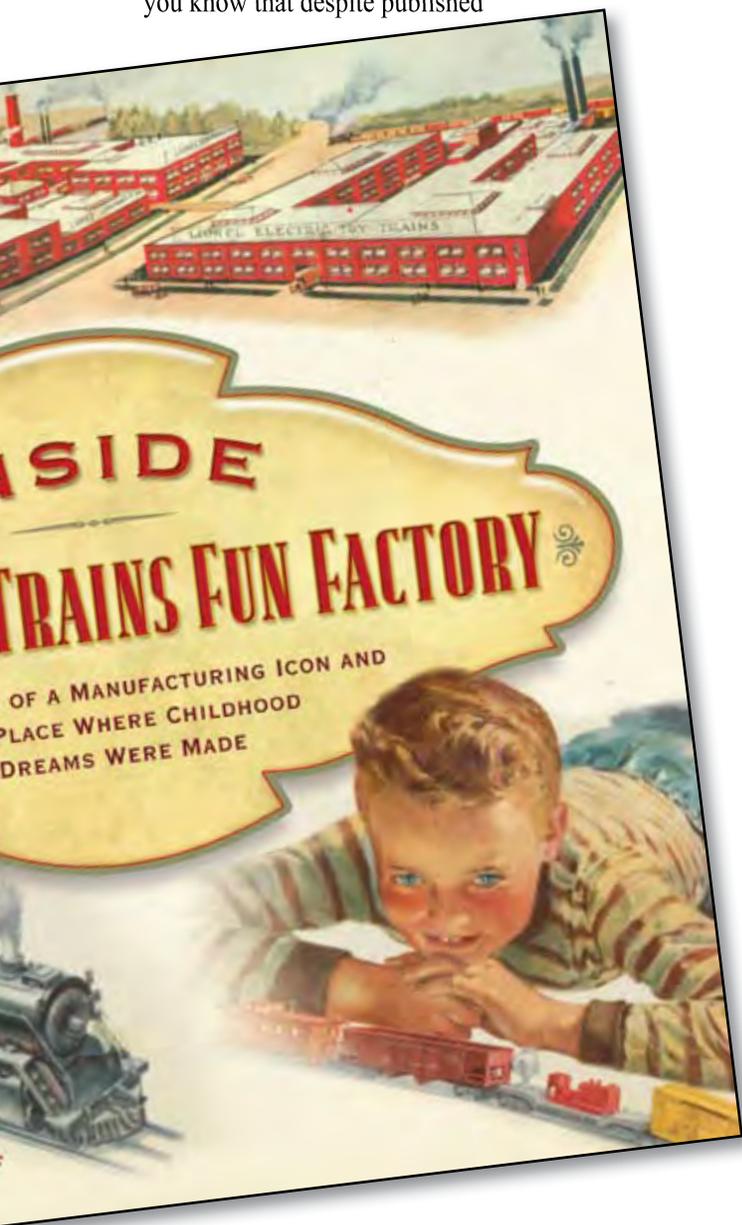
Beyond Bricks and Mortar

This is not just a discussion of buildings. The detail goes well beyond the factories themselves. Throughout the book there are about 80 sidebar stories covering a wide variety of topics. These include everything from the Lionel glassware in the cafeteria to the question about whether or



not Cowen invented the flashlight. Open the book to any page and you're bound to come upon one these sidebars. They immediately draw you into the book.

A chapter entitled The Twisted Sixties provides many answers about the downfall of Lionel in the postwar era. Did you know that despite published



reports at the time, Lionel did not purchase American Flyer? Bob details the arrangement by which Lionel acquired American Flyer. Another chapter details the selling of the Hillside factory. Another chapter details the manufacturing done at the acquired Porter factories in Hagerstown, Maryland, and the Lionel-Spear complex in Bridgeport, Connecticut.

Another chapter deals with Lionel's organizational structure and the human element of the Lionel factories. Yet another deals with the methods Lionel used to protect its intellectual property. Although Lionel was granted over 360 patents, it was not successful in getting patent protection at every attempt.

In one of my favorite chapters the subject of just how the trains were made and Lionel's sophisticated standards for manufacturing are discussed in detail. Another chapter details Lionel's work in defense of America. Work for the military was an important part of Lionel's bottom line. In 1953 a substantial addition to the Hillside factory was completed, and at that time Lawrence Cowen was quoted as saying, "At present this area is being used almost entirely for defense production."

Knowing Where to Look

Bob has gained his information from a large variety of sources including former Lionel employees – some of whom offered information but preferred to remain anonymous. The book ends with three appendices containing a list of the Lionel Factory departments, a list of Lionel's patents and a very informative timeline of Lionel's factories from 1900 to the present. This four-page, 100-plus-year timeline of factory photos and dates is being made available as a 12x36-inch poster printed on heavy stock suitable for framing. The poster will sell for \$11.95, plus shipping and handling.

I could go on and on, but I don't want to take away the thrill you'll get while reading this book. Frankly, I was sorry when I reached the end of the book. Kudos are due Bob for his relentless research and to the publisher for the brilliant design and manner in which the book was published. Clearly the publisher is hoping for sales beyond those of the train collecting community. The book is available from your local train supplier or direct from the publisher at www.projectroar.com or by calling 630-653-ROAR (7627). The book is hardbound, 248 pages, with over 575 photos and sells for \$34.95. A limited-edition, collectible version with a limited-edition dust jacket signed by the author and the editors and sequentially numbered 1 to 100 is available from Project Roar Publications for \$69.95, plus S&H.

A Significant Achievement

Reading this book was like the thrill of riding a roller coaster. And what do you do as soon as the ride ends? Of course, get back on and enjoy the thrill again. This is a book that will certainly provide more thrills during a second reading.

There aren't many who would have the drive and determination to put in the time and expense to do this research. Bob has certainly set a new standard in our hobby. As much interest as I have in this material, I could never have put in the time, the energy, and the resources that Bob has obviously devoted to completing this work.

I'm sure Bob is quite proud of this book and deservedly so. Without his diligence, much of this information would have remained buried in filing cabinets unavailable and unknown to interested collectors. In my opinion, Bob Osterhoff most certainly deserves an award of merit for his efforts in authoring this book. 🚂

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When Dinah and I left our home state of Texas on July 19 and traveled to the state of New York, it was a very warm, 107-degree-day in suburban Dallas. When we arrived in Buffalo it was a cool 86. Cooler is better! What happened later, as Paul Harvey says, is "the rest of the story."

Our week of trains, water works, food, and heritage tours began on Monday morning with the Niagara history "On the Rails" tour. We arrived at the Medina Railroad Museum, enjoyed its large HO train layout, and boarded the train for a ride along former NYC and Hudson River RR trackage. Riding in passenger cars that once worked the NYC 20th Century Limited runs, we crossed over the Erie Canal en route to Lockport, NY. We were entertained by "live" costumed characters that brought Niagara's history to life.

On the way back to Medina from Lockport we stopped at Lockport's Spring Lake Winery for a delicious BBQ buffet luncheon served outdoors under the shade trees with accompaniment by a Dixieland band and a beautiful view of the lake.

When we arrived back at the Adam's Mark Hotel, we visited the LCCA Store. The limited-edition, Convention On-site Car was available for sale - an Operating Hot Box Reefer Car. This Lionel® car was decorated with the logo and identification of the Anchor Bar in Buffalo. This famous restaurant originated the now-famous "Buffalo Wings" menu item. Although this entrée is now available nationwide, I can tell you based on my first-hand experience later in the week, there's nothing like the original!



Cool Trains, Cold Water, Warm People, Hot Wings

by Bob Carter RM 6620
with supplemental text by
Ed Richter RM 13075
Jerry Calkins RM 9418
Salvatore Gambino RM 12681
Neil Blumberg RM 16420

Notes: _____

On the Rails

At the Winery

In the Store



Erie Canal and Eerie Cave

July 2008

On Tuesday morning, we boarded deluxe motor coaches and headed for the town of Lockport, NY. We were greeted there by the nice folks at Erie Canal Tours and boarded two boats for a cruise through locks 34 and 35 on the actual Erie Canal. An engineering marvel when constructed, the remnants are still quite amazing today! This was a trip back in time. Dug by hand in the 1800s, this grand old canal connected the Hudson River with the Niagara River and linked Great Lakes commerce to New York State and the city of New York.

The original horse path could still be seen from our vantage point on the boats. At one point in time, horses pulled the watercraft through the canal, and the well-worn route peeked through some of the overgrown vegetation. We sailed under the "upside-down" railroad bridge and under two lift bridges.

After lunch we re-boarded the motor coaches and traveled to the entrance of an underground diversion channel blasted out of solid rock in the 1850s. We entered an old cave that once supplied water power for three factories. The factories closed long ago; however, the underground cave provided a breathtaking experience. We hiked a well-lighted underground wonder world and observed stalactites, flowstone, interesting geological formations, and historical artifacts of the early days. The culmination of this underground trip was billed as "America's longest underground boat ride." We floated for a short period on a very quiet pool of water that seemed both peaceful and somewhat eerie.

Another highly anticipated tour on Tuesday was the short trip to Canada and the Falls View Casino. Our passports were verified, and we received our Players Advantage Cards, then "let the good times roll." In a very brief time, bells were clanging and lights were flashing. One of our own hit a small-sized jackpot and promptly received payment in Canadian money - which could be considered an interesting souvenir or a mini-windfall, or both. We exchanged our buffet meal tickets for a wonderful dinner. Couples wandered the casino floor, checked out the shopping mall, and played some of the machines. In the evening, we took a walking tour of downtown Niagara and had a great view of the falls from the Canadian side.

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Notes: _____
On the Canal
In an old Cave
At the Casino



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What to bring
 Raincoat
 Umbrella
~~Bathing Suit~~
 Sunblock
 Waterproof
 Camera

The Finger Lakes Railway Corporation began operation in mid-1995. The investors purchased 118 miles of mainline track previously known as the Geneva Cluster from Conrail. The main track from Syracuse to Canandaigua was the New York Central's Auburn Road which dates back to 1835. Other portions of the Finger Lakes Railway were once the Lehigh Valley (Geneva to Kendaia) and the Pennsylvania Railroad (Penn Yan to Watkins Glen).

Passenger service along the Finger Lakes Railway began in 2000 with special excursions sponsored by local organizations. Excursions such as ours during the Convention will help build up its passenger service to more than 11,000 riders leading to 60+ days of excursions this year. Historic passenger depots, while not used for their original purpose, are still located along the tracks.

OH BOY - the falls were an EXPERIENCE! Even to this Texan, those were a couple of big waterfalls. We began with a look at the American and Canadian falls from the U.S. side of the Niagara River. Being up close to these world wonders was absolutely awesome. We met Jeff Herpin, a Niagara State Nature Interpreter, who brought the story and excitement of the falls to life. This young man was home from Japan where he taught English while continuing his education.

Following the tour of the U.S. side, we traveled to the Canadian side and enjoyed lunch atop the 775-foot-tall Skylon Tower with glass elevators and a revolving restaurant. This vantage point offered beautiful views of American Falls, Bridal Veil Falls, and Horseshoe Falls. We saw these wonderful sights during the day, and I can only imagine how spectacular they would look when illuminated at night.

After lunch, we boarded the "Maid of the Mist" cruise boats and moved to the base of the American Falls and then to the basin of the Horseshoe Falls where we experienced millions of gallons of water crashing into the river right in front of us. You could feel the vibration of the boat and the strain of the engines as the captain kept us from being pulled into and under these powerful falls. What a thrill! Oh yes, we also received a souvenir poncho as a keepsake of this wet and wild trip. Following our visit to the falls, we stayed in Canada and went to Table Rock, Whirlpool State Park, and the whirlpool and famous floral clock at Niagara Park.

On Wednesday evening, LCCA sponsored a "First Timers" reception to honor about 45 members who were attending their first Convention. Club officers and directors met and mingled with these members and had a good time, made new friends, and parted with "See you next year in Sacramento?"



Notes: _____
On the Rails
At the Falls
With the Virgins



Rainstorms were in the forecast for the local area, but we pressed on regardless. As we boarded the motor coaches for transport to the Buffalo harbor dock, we noticed an ominous sky overhead. We hoped for a day that would be a memory-maker; and it was, but not as expected.

We arrived at the cruise ship in the harbor on time, walked aboard the Miss Buffalo cruise boat, and cast off. After ten minutes on the water the skies opened, and a mid-morning rain shower descended on us. Thankfully, it quickly ended, and our aquatic adventure continued. But when the rain returned in earnest, our tour guides suggested that we return to the dock. We re-boarded the motor coaches and our guides improvised and narrated an architectural tour of downtown Buffalo to fill in the schedule.

Fortunately, a "happily ever after" ending emerged from this cruise. The Captain and the tour company arranged a "make good" cruise the next day for all who wanted to return to the water. On Friday, many cruisers accepted this "do right" gesture and generous gift of great hospitality. After lunch at Shanghai Red's Restaurant, we completed the pre-planned tour of the Botanical Gardens of Buffalo and Erie Counties. We left the gardens bathed in sunshine and arrived back at the hotel under clearing skies.



For our second tour of the falls, we stayed on the American shore of the Niagara River. We also experienced the rapids at Three Sisters Islands, part of Goat Island State Park, which also featured Terrapin Point, Luna Island, and other great vantage points for viewing the falls. After a wonderful lunch at Whirlpool State Park

and seeing the whirlpool, our tour continued with a visit to the New York State Power Authority Power Vista. This huge electric generating facility supplies power to cities on the eastern seaboard, including New York.

On Thursday evening, members enjoyed the meal and the fun of the annual Get Acquainted Party. This social event has become one of the highlights of our Convention week. The food was tasty and plentiful. Music entertainment from the 1950s and 60s was provided by the Radio Nation Band, and those dancing to the beat had a super time. It was also a time for visiting with others and rekindling friendships made at earlier Conventions. It was also good to see Richard and Linda Kughn - considered "Mr. and Mrs. Lionel" by club members of our generation - at the party!

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Notes: _____
Aboard Ship
Return to the Falls
At the GAP



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On Friday we enjoyed two tours: "Buffalo's Best" - a heritage tourism venture of historic, significant local sites - and a tour of "Buffalo's Religious Architecture," an odyssey that was a source of inspiration regardless of whether one is churched or unchurched.

We visited the impressive Naval and Military Park, the Pierce-Arrow Museum, the massive Buffalo Central Railroad Station (vacant but now being restored), and also cruised through the

Millionaires Row district and Forest Lawn Cemetery.

We visited the Anchor Bar for lunch, and the tour members confirmed that the restaurant's reputation for Buffalo Wings is well deserved!

The "church tour" was an eye-opener. Architecture knows no denominational boundaries, and this art form gives expression to the highest aspirations of the human family. Our guide pointed out the history and significance of Catholic, Protestant, and Jewish facilities in the city.

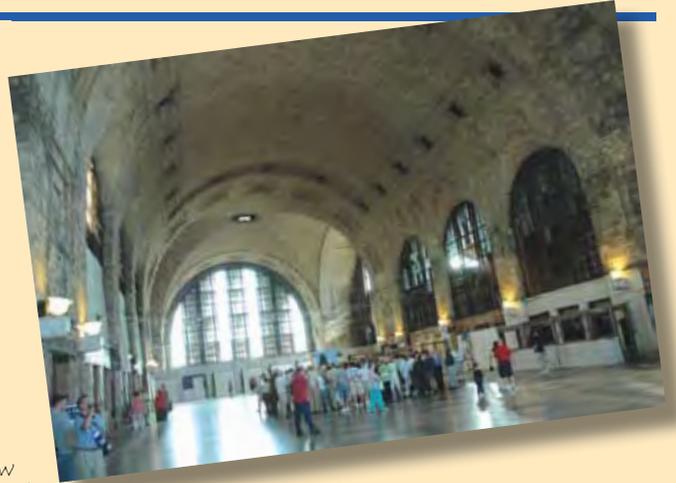
That afternoon, we participated in the club's annual meeting and afterwards packed the same room for the Lionel Seminar "starring" Jerry Calabrese, Lionel's President and CEO. For members who like postwar Lionel products because of cool remakes and novelty items, this seminar was a love fest. He said the company plans to invest resources and effort at developing LEGACY™ as a simple but powerful layout control system that will work for layouts of all sizes and complexities.

The company is indeed investigating distribution center possibilities on the East Coast, and Jerry mentioned that they are exploring in very preliminary fashion what the issues would be for assembling or even manufacturing some products domestically, given the two-fold increase in shipping costs and a four-fold-plus increase in wages in Asia. However, nothing is imminent.

Calabrese also noted that with the bankruptcy and lawsuit now concluded the company can devote money and effort to developing new products in a way they could not do during the last few years.

The new Conventional Classics products represent Lionel's commitment to reinforce their iconic, traditional conventional models. New items in this line-up will be improved in performance with traction tires, Magne-traction™, electronic E-unit, horn, bell, and whistle. These items will have a near-perfect physical resemblance to the products of the 1940s and 50s.

On Friday evening, we opened the Trading Hall to members. Bargains rolled out the door, literally, with carts stacked high with goodies. When it was time to turn out the lights at 9 p.m., there was still some negotiating going on.



Notes:
Around the Town
In Churches
At the Seminar



Trains Galore and the Banquet

July 2008

On Saturday morning, the Train Show entry door was the starting line for a last-minute dash for members only; then we opened the doors at 9 o'clock to the public.



Because of the significant coverage provided by news teams from two local TV stations, a radio interview on the local NPR station, important newspaper articles, and a visit from a TV satellite program service, we received a large turnout from the public on Saturday. About 750 admission-paying visitors joined the 1,100+ club members for a day with trains.



Visitors and members saw an impressive array of trains in a large hotel meeting room: the jaw-dropping O-gauge modular layout installed by members of the Pittsburgh Independent High-Railers club, Lionel's attractive operating exhibits and displays, and LCCA's dramatic welcome station. Fifty-four new members joined the club during this Convention - a record!

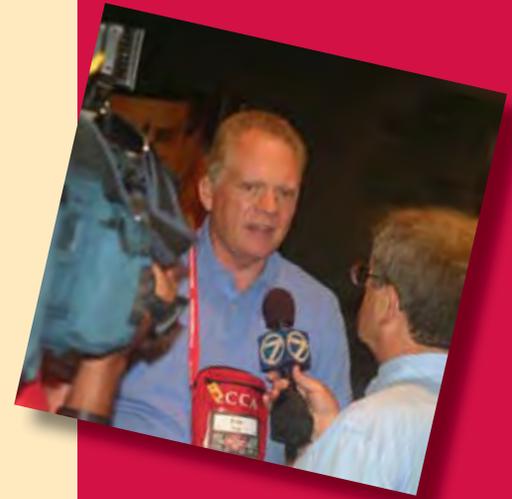
Buffalo Mayor Byron W. Brown prepared an official proclamation declaring the week of July 20-26, 2008 as "LCCA Days" in the city. This was a "first" for the club. The company's Christmas-themed layout installed in the middle of the entry foyer of the hotel was a major attention-getter and operated from Wednesday through Saturday. This fabulous layout is traditionally installed at the Grand Central Terminal Museum in New York during the holiday season and attracts more than a half-million visitors annually. A big "Thank you!" goes to the PTHR crew, Lionel LLC, and Roger Farkash and his TW Designs crew for bringing these stellar attractions to Buffalo.

On Saturday evening we enjoyed the annual Reception and Banquet. The banquet tables were loaded with orange and blue boxes, and everyone left with a treasure. Some were lucky enough to win the 2008 Banquet Car - a 1:48 scale gondola with a load of containers on board and painted with Buffalo-related graffiti. About 60 of these cars were produced, so one guest per table walked away with a limited-edition product and a big smile!

Yes, we have an outstanding Convention team and Co-managers, but our appreciation also goes to club members in the Buffalo area who were always around and asking, "How ya doin'?" Chuck, Woody, and Norm - you were great facilitators and helped make the time spent in your city thoroughly enjoyable.

After this wonderful week in Buffalo, can Sacramento be any better? I can't wait to find out. See you next year in California!

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Notes: _____
In the Trading Hall
On the Media
At the Banquet



Photographs by Ed Richter, Bob Carter, and Mike Mottler



Bill's "Anniversary" – LN&V at 150

by Mike Mottler RM 12394

An Unbroken Chain

This issue of *TLR* includes a significant benchmark in our club's communication history – the 150th consecutive article in the "Lionel News & Views" series written by Bill Schmeelk. He began writing for publication in *TLR* 36 years ago soon after the LCCA Convention which was held in Dearborn, Michigan. Bill's first

one-page article was published in the December, 1982, issue of the magazine when Fred Sanford was the Editor.

The concept for what became LN&V emerged during a conversation at that Convention when Bill and other train friends talked about the need to develop articles about Lionel® products. Bill wrote an article and soon realized, "The idea couldn't work without input and help from other club members."

Looking back on it, he said, "I never dreamed that this would continue for a string of 150 articles. I enjoyed Lionel products. Since I bought them for my own collection anyway, I wrote articles about the items that I already had on hand. After the second or third article, I began the practice of taking something apart and showing how it worked. The first dissection was a low-end Santa Fe diesel locomotive; the first Lionel diesel with a can motor built into the truck."

Fascinated by How Things Work

Bill admitted that operating devices have always intrigued him. As a kid, after he tired of playing with a toy he disassembled it to see how it worked. He tried to get them back together as much as he could. This boyhood curiosity played out in adult life as Bill disassembled and then reassembled Lionel products, especially operating accessories. He discovered and appreciated the creativity and ingenious engineering involved in making toys that were reliable, affordable, and fun. "One of my favorites was the Animated News Stand which featured four separate movements – the newsboy turned back and forth and raised and lowered his arm with the newspaper, the counterman moved back and forth, and the dog ran around the fire hydrant. All these movements were ingeniously operated by one turning wheel – a brilliant mechanical design. The raising and lowering of the arm, although designed by postwar Lionel, was not implemented until this accessory was resurrected by modern era Lionel.

Bill noted that Lionel sometimes approaches 90 percent of the way to total success and then misses the mark because of some relatively minor, yet important, point. "I remember, there was a Union Pacific diesel that everybody liked, but for whatever reason they made it with black trucks instead of gray trucks that should have been used. Also, my most recent disappointment was that current remake of the Satellite

Car didn't stay with the original postwar design. Instead, they made a few changes which in my opinion did not improve the product and made the old and the new versions incompatible."

Hobbyists will probably always wonder how the actual engineering and production processes work and why changes come about. Bill said, "Sometimes I wonder whether changes are made by someone who doesn't have a full knowledge of why things were done a certain way during the postwar period. When I see that, I'll always point it out. My hope is by pointing it out, the same or a similar mistake won't be made again."

His Favorites

Like every author, Bill has his favorite articles. Two stand out in his memory. He wrote a couple of articles on the Lionel Saw Mill because they made significant changes to it over the timeframe of its evolution. "One of my favorite articles was done with Jay Duke, an expert on the NYC Hudson. We completely disassembled the new Hudson and showed pictures of it. That was a particularly enjoyable article. In fact, it was also published in the *TCA Quarterly* with some slight changes.

Quality-wise, Bill maintains that Lionel products now being made in China are better than those made in the past in the USA, especially the steam locomotives. "The detail on the high-end stuff is amazing."

Inner Direction Determines Destiny

As a teenager, Bill confessed that he didn't enjoy high school at all. During his junior year, he discovered the machine shop at school, and he appreciated the precision required to accomplish good work. That grabbed his imagination, and all of a sudden he knew what he wanted to be when he grew up – a Shop Teacher. Bill went to college, and through his student teaching assignment he realized that although he loved the material, the type of students enrolled in the county vocational education program didn't.

While in California, he earned a Master's degree in industrial supervision and went to work for a company that made equipment for magicians. Eventually, Bill opened his own business on the East Coast as Wellington Enterprises. "Nobody was doing it on the East Coast – building props for professional magicians, custom solutions, and such," he explained.

Technology and applied engineering is an important part of Bill's daily work regimen, and the challenges energize him. His past experience and present career explain in large part why he is so well suited to the "job" of writing LN&V articles. Readers can celebrate his informative contributions to the knowledge base of the hobby at the 150 mark. Thankfully, he's not done yet. 🚂

Photograph by Chris Murray

Lionel News & Views

150th Consecutive Article in this Series

by Bill Schmeelk
RM 6643

K-Line by Lionel Milk Car, Part 1

In the last issue, we discussed the evolution of Lionel's Milk Car. In the postwar period, this was probably Lionel's most popular operating car. In a story published in *Town Journal* magazine in 1953, Lionel® reported that although they expected to pay royalties of about \$1,200 per year, they paid the inventor of the Milk Car more than \$20,000 in 1952 alone.

Competitor A.C. Gilbert must have wanted a similar product for their American Flyer® line, but it took them until 1957, ten years after Lionel introduced their milk car, to offer their own version. The action of a milk car remains popular today, and several years ago, while K-Line® was still operating independently, the company introduced a completely redesigned version. Since then, their product has appeared in several road names and remains in the current K-Line by Lionel catalog. **Photo 1** shows the car, and **photos 2 and 3** present it in two different New York Central designs.

This new version operates with two small can motors rather than a solenoid. These motors enable extremely smooth operation. The car is just slightly longer and a bit wider than Lionel's current model of the venerable Milk Car. The cans are loaded into the car through a door on the side opposite the delivery action. The loading doors are hinged





to open inward, and the doors on the delivery side are spring hinged to open outward. To load the cans you merely push them through the loading doors one at a time, keeping them in the upright position. To more easily facilitate loading, a small plastic platform is supplied and can be used to hold the doors open as shown in **photo 4**. However, using this loading platform is optional. Once the cans are loaded, you must be careful not to tip the car. There is enough room inside the car to allow the cans to fall on their sides and get out of position. When that happens, the car will not operate properly.

A Change in Technology

I'm always interested in new mechanical designs, and I was eager to see how this new car would function. I removed the shell by removing four screws from the underside of the car and examined the mechanism; see **photo 5**. The circuit board on the left side activates the car in response to the K-Line Remote Controller, a wireless device which can be used to operate the car instead of a remote control track section. We chose the more traditional method for this review.

When in operation, two small can motors inside the car go into action. One of them operates a conveyor belt and moves the cans towards the man. The second motor moves a lever on which the milkman is located – moving him back and forth. As he moves forward, he picks up a can and moves it onto the platform. A plate under the man also extends to support the can. Once the man has pushed the can off that plate, both then return into the car and the lever actuates a micro-switch to turn off the motor. **Photo 6** is a



clearer view of the mechanism, shown just before the man starts his delivery.

The uncouple magnet of the remote control track section activates the car. A sensor under the car detects the magnetic field and starts operation. With the first momentary press of the uncouple button, the conveyor motor will run for a several seconds allowing time for the loaded cans to reach the area from which the man will push them out. Then, without any further action on your part, the man will move forward pushing a can out the door, then returning into the car. A second push of the uncouple button and the man will push a second can out as the conveyor moves the remaining cans into position. After the first push of the button, the man responds as soon as the button is pressed. As long as you press the button within a few seconds, the man responds quickly. If you wait more than about 10 seconds after the

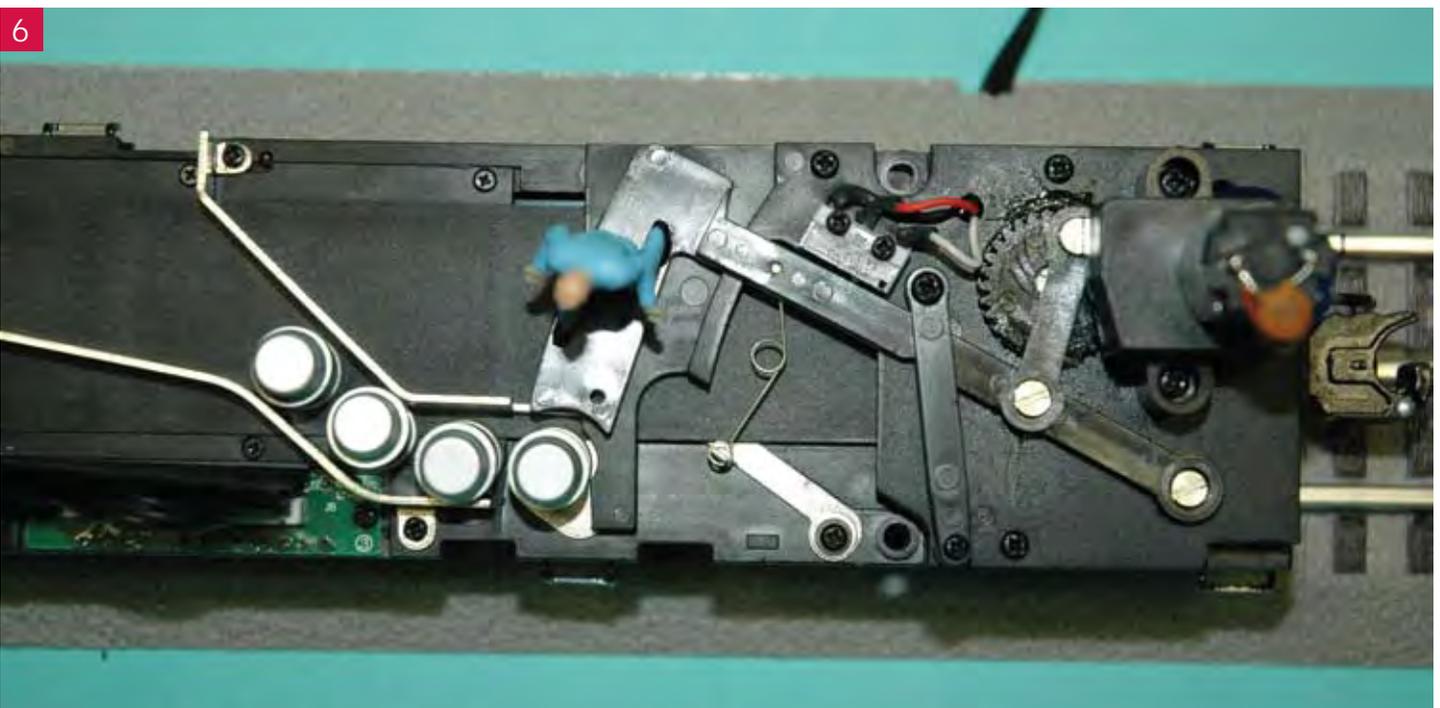
man retracts into the car, you will again get the pause while the conveyor runs.

About the Platform

The cans are very similar to Lionel's later version; i.e., molded plastic with a metal base plug. The milk platform onto which the cans are deposited is heavy and will stay put on the layout. **Photo 7** shows a bottom view of the platform. It appears to be cast from plastic resin, which accounts for its weight. The platform lacks a height adjustment feature. I used FasTrack™ – which is the same height as tubular O-gauge track – and discovered that the platform was too

low. **Photo 8** stops the action just before the man is about to push the can off and as you can see it is quite high off the platform. This is even apparent in the catalog photos of the car. With the platform set up in this way, every can fell on its side as it was delivered. Raising the platform not quite 3/8 of an inch solved the problem nicely. I did this with a piece of 3/8-thick birch plywood (which actually measures just over 5/16-inch thick).

The car operated well and performed as it was supposed to. There is certainly a different feel to it. The action is a smooth delivery, not a “milk can toss.” The catalog ad touts



this feature with the line, “No Flying Milk Cans.” There is a slight hum from the motors, but this sound is much quieter than the solenoid used in Lionel’s Milk Car.

Two Remote Control Options

We did not try using the car with the K-Line Remote Controller. This controller resembles a TV remote and has a range of 20 feet. The underside of the car includes two sets of small switches marked as A, B, C and as 1 to 9 for selecting a two-part alpha-numeric address code for the car, such as: A1, B2, etc. The hand-held controller has a corresponding row of A, B, C buttons and a panel of numeric buttons. Simply press the appropriate two-button combination to control this and other K-Line operating cars equipped with this nifty wireless feature.

Right Side Up

The K-Line Milk Car functioned well and offered a viable alternative to the traditional solenoid-operated car. However, I suggest that you remove the screws which secure the body of the car to its frame. Set these screws aside; the car will work fine without them in place. Although neither the Lionel nor the K-Line Milk Car should be turned upside down with the milk cans loaded, the K-Line car is more likely to have a can tip over or get out of place inside the body shell. By lifting the body off the car, you could quickly and easily correct any mishap. Just be sure to replace the body on the frame correctly so that the doors, which open outward, are positioned on the side with the milkman. Turning it around and reinstalling it backwards would cause problems.

We’ll Make It Work

In the next issue we’ll look at the K-Line Milk Loading Depot. This unique accessory will actually reload the K-Line Milk Car. The catalog states that milk cans can be unloaded

onto the depot’s loading conveyer to repeat the cycle. We found that a continuous operation of loading and unloading would not work as supplied. The good news is that we worked out a method to make it work, and we’ll examine that in the December issue. 

Photographs by Bill Schmeelk

Email Bill at:
bill@wellingtonent.com



My Convention Experiences

by Vincent Kolis
RM 28776

Editor's Note: Vincent has actively participated in our club Conventions practically all his life – from toddlerhood to the threshold of his teenage years. He is a new LCCA Junior Member.

Over the years I have attended many LCCA Conventions. It started months after I was born in April of 1996. The following July, I was in Grand Rapids for that Convention because my father took up the hobby of toy trains, joined the LCCA, and attended Conventions regularly with his family. I am proof that the LCCA is “family friendly.”

Every summer since I can remember, we packed up our things and headed to club Conventions all over the country. What kept me coming back are the people, the trains, and the atmosphere. Every year is a new adventure and an exploration of a new city. I'm now 12 years old, and I always meet someone new and learn about other people from totally different places at every Convention. I wish I could get credit in school for geography because of my travels!

I love to volunteer for “work” during the Conventions – setting-up, selling raffle tickets, talking to people, and helping anyone that might need it. I also enjoy seeing the friends we have met over the years. My older brother, Alfonse (RM 28777), met Mr. Ed Richter at a Convention before I was born. Alfonse was on a tour bus in Iowa and hit



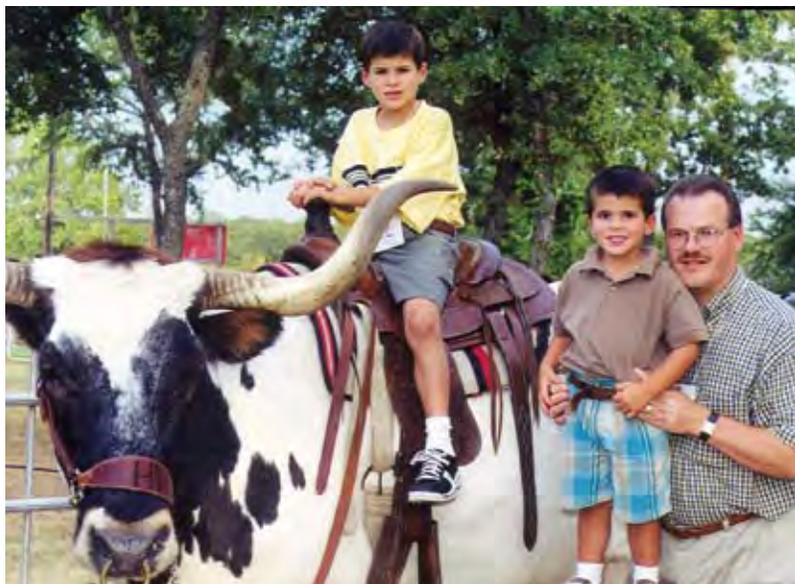
The Kolis kids never found a train they couldn't love.

Ed was born in the same city as my dad. They had never met before, but they grew up in the same area just minutes away from each other. Today we are best friends.

We met another friend at the Milwaukee Convention. Mr. “How Ya Doin’?” Chuck Appolson saw my family having fun in the pool and joined us for a cannonball competition. Then many others entered the fun. We have been friends ever since and see each other often.

Overall, I am glad my parents found out about the LCCA and introduced me to trains. I have had nothing but great experiences as a member of the LCCA. My parents at first were nervous about bringing their small children to a Convention, but when the family arrived at the hotel, it was the exact opposite. The volunteers and members loved us and encouraged us to come back. It is one of the best experiences of my life, and I thank my parents for letting me experience the LCCA. There has not been a bad Convention yet, and each one gets better and better. See you in Sacramento! 🚂

Photographs provided by Al Kolis



(L to R) Alfonse, Vincent, and dad at the club Convention in Ft. Worth, TX.

Mr. Ed on the back of the head with a toy airplane. Instead of getting upset, Mr. Ed turned around and told him that he reminded him of his family at home. It turned out that Mr.

THE LEGACY GP7 AND

by Erol Gurcan RM 26800

The Next Generation Is Here

In the February 2008 issue of *TLR*, Eliot Scher and I reviewed the Union Pacific Big Boy, the first Lionel® locomotive to run with its Legacy™ remote control system. In this issue, I'm reviewing two of the first Legacy diesels, the GP7 and Union Pacific Heritage series SD70ACe.

The Big Boy locomotive retails for \$1,700 with a “free” Legacy set (valued at \$300) included. The GP7 lists for \$440 and the SD70ACe for \$450. These two Legacy diesels are much lower in price than the Big Boy, and this will make them more affordable to many hobbyists.

Part I: The GP7

In its 2007 Catalog Volume 1, Lionel presented several GP7s, including New York Central (6-28561), Union Pacific (6-28567), and Rock Island (6-28565) road names. Pennsylvania (6-28573) and Denver & Rio Grande Western (6-28570) versions of this locomotive were offered in both 2008 Catalogs. These diesels were scheduled for release in September.

I tested the New York Central and Union Pacific versions of the GP7. The first UP geep sent to me by Lionel was defective out of the box – the sounds were accompanied by intermittent static. The replacement unit worked fine, and my findings are detailed below.

Lots of Features

These locomotives feature Legacy control and sounds, LED directional lighting, operating marker lights, front and rear ElectroCouplers, two motors with momentum flywheels, a fan-driven smoke unit with adjustable smoke output, illuminated number boards, and cab interior. The UP version had a blinking light above the cab, but the NYC loco did not.

Ease of Set Up

The locomotive has two panels located on top. The one closest to the cab houses the Railsounds™ battery. The one located near the smoke stacks allows access to the master volume control. Both panels are held firmly in place by magnets, but are easily removed. This is the first time I have seen this on a Lionel locomotive, and it's an excellent way to hold the panels in place. Frankly, it is also a welcome and long overdue solution to what I thought was a problem gaining access to the inside of earlier Lionel locomotives without completely removing the shell. For example, My 2003 Santa Fe F3 (6-24529) requires removing

a roof panel held in place by tabs that were difficult to detach. After pulling on it several times to replace dead or weak Railsounds batteries, the piece on the panel broke, requiring me to glue it back in position. The new panels held in place by magnets should solve the prior problem. Nice improvement, Lionel!

Although there are two access panels located on top, oddly, four important buttons – for smoke, Odyssey™ (Lionel's speed control system), Railsounds, and run/program – are located on the bottom of the locomotive under the front trucks. They are difficult to reach; one must use a screwdriver. This begs the question, “Why couldn't these buttons be located on top when there are two access panels available to house them?”



There's another problem with the buttons being placed on the bottom. The lettering for them is hard to see. The small lettering is outlined in the black metal frame and is the same color. I needed a flashlight to make out the lettering. One way to improve this situation would be to make the lettering for each button a different color than the metal surrounding it. Hopefully, Lionel will make such an improvement in the future since many train enthusiasts are older than the general population, and can benefit from larger and different-color lettering. The cost of making these improvements should be minimal.

Excellent Paint and Detail

The multi-color paint application on both the NYC “lightning stripe” and UP GP7s was first rate. See **photo 1**. There are numerous vents on both sides of the shell and hoses on both pilots. The trucks on the NYC version are black, silver on the UP (see **photo 2**). The rails on both ends have chains. Both the front and rear walkways have a drawbridge that flips out past the safety rail on each end. My concern is that these could break off if not handled carefully. They arrived broken on the first UP locomotive sent to me by Lionel. The second one had the two drawbridges protected by plastic tabs for shipping. It was perfect out of the box.

D SD70ACE DIESELS



On The Test Track

Although this is a scale locomotive, its short 14- $\frac{1}{4}$ inch length allows for a minimum curve of O31. It ran smoothly on both Lionel tubular track with O31 curves and Fastrack™ with O36 curves. It ran smoothly and slowly on Ross Custom® and Atlas 21st Century Track® switches with no stalling or derailling. Its two powerful can motors, each with two pickup rollers, easily pulled 15 freight cars. It should have no problem pulling 25 or more. Stops were smooth, gradual and quiet, just the way I like them.

One of the advanced features of Legacy locomotives is slower running speeds. Under both TMCC™ and Legacy control, the locomotive ran very slowly, in the 3-5 scale miles per hour (SMPH) range. I was especially impressed by how slow I could run it with the CAB-1™ set to high (200 speed steps with momentum control) since that is a less advanced system than Legacy. In fact, with the speed control (Odyssey System) on and using TMCC set to high momentum, I could hear the brake squeal engage when the loco ran slowly around curves.

Lights, Smoke, and Sound

The GP7 locomotive features LED directional lighting (see **photo 3**). Simply stated, these are the best headlights I have ever seen on a Lionel diesel locomotive. Both have a blinking MARS light, a feature not advertised in Lionel's catalogs. They also have side marker lights that change color.

When the locomotive is running, in either conventional or under command control, they are green. After the direction button is pressed and the loco comes to a stop, they change color to red. What a cool feature! The cab interior and number boards also light up. Overall, the lighting effects are excellent.

In conventional mode, smoke output was adequate for a diesel locomotive. Command mode is where things became interesting. Under Legacy control, smoke can be adjusted easily to low, medium or high with the CAB-2 remote by pressing the smoke icon on the keypad. Even more impressive is that the loco's advanced technology allows the smoke to also be adjusted to low, medium, or high using the TMCC CAB-1 remote. To access this feature, you must press:

- 1) AUX 1
- 2) AUX 2
- 3) #9 on the keypad (smoke "on")
- 4) the low, medium, or high momentum buttons under the covered panel at the bottom of the remote
- 5) AUX 2 again.

After this is done, you need to press the desired low, medium, or high momentum button to reset the desired momentum. Smoke output was weak in low, average in medium, and strong in high. Most hobbyists will opt to adjust their locos to medium or high depending on how much of the white stuff they like.

Legacy Railsounds are state of the art and the best in the O-gauge hobby. The Towercom™ and Crewtalk™ announcements are excellent and are a big improvement over Railsounds 4.0, which was the standard just about five years ago. Once the keypad buttons which control this feature are pressed, the Towercom and Crewtalk announcements are instantaneous. Earlier versions of Railsounds took several seconds after the applicable buttons were pushed. My only small gripe is that I would have liked the master volume control to allow for higher top volume of sound. Overall, the sound was sufficiently loud. The locomotive also shifts through eight RPM levels of diesel roar depending on the speed and load it is pulling. I lowered the volume of the diesel roar (button 4 on the TMCC keypad) so I could better hear the Towercom and Crewtalk communications.

In sum, this is a first-rate diesel locomotive that runs great, has top-notch lighting, and includes state-of-the-art sounds. The smoke is good as well. More importantly, in both Legacy and TMCC command modes, the level of smoke output can now be adjusted. I would, however, like to see Lionel address the button location issue if that is feasible. At a minimum, they need to make the lettering for the buttons easier to read by colorizing them and making them larger.



Part II: The SD70ACe Heritage Series Locomotive

In September 2006, Lionel settled a lawsuit brought by the Union Pacific Railroad for trademark infringement involving use of the railroad's paint schemes and logos. As part of the settlement, Lionel agreed to manufacture six UP-

Putting the panel back on was even more difficult than taking it off; it required more strength. The sides of the removable panel needed to be pulled apart so it would fit over the top of the loco. The directions in the instruction booklet are poor regarding how to take the panel off and put it back on. If only the roof panel came off as easily on the SD70ACe as it did on the GP7, Lionel would have had



related fallen flag road names of SD70ACe diesels, including the Missouri Pacific (6-28261), Western Pacific (6-28262), KATY (6-28263), Denver & Rio Grande Western (6-28279), Chicago and North Western (6-28280), and Southern Pacific (6-28261). The Union Pacific "Building America" flag logo (6-28264) was also offered. It's available with a separate sale dummy unit (6-28263) costing \$170. Each locomotive in the series retails for \$450. The KATY, Missouri Pacific, Union Pacific and Western Pacific have already been released. The others will arrive in hobby stores over the next several months. I reviewed the Missouri Pacific version (see **photo 4**).

In its current catalog, Lionel has also offered a Kansas City Southern (6-28287) and BNSF (6-28302) SD-70ACe road names. However, these locos will retail for \$495 (\$45 more than the UP Heritage series locos) even though they are essentially the same. The locomotive's long list of features is very similar to those of the GP7 reviewed above.

Ease of Set Up

In order to access the smoke on/off, speed control (Odyssey), Railsounds, and run/program buttons, a panel (which has two fans) on top of the locomotive needs to be lifted up. It's located on the opposite end from the cab. It was difficult to pull up on the panel as it was very tight and required more than a reasonable amount of effort. While pulling, I thought I was going to break something if I pulled any harder. There is a magnet on only one end of the panel. The other end does not have one; it would block access to the Railsounds battery. Once the panel is removed, there is easy access to the four buttons, master volume control, and Railsounds battery compartment. Each button is easy to identify as the lettering is white against a black background.

a winner here, since the buttons are located just under the panel, and not underneath the locomotive. Lionel's product planners/engineers need to rethink the current design.

Appearances

The first thing you notice about the SD70ACe locomotive is its size (see **photo 4**). This scale beast is 17-½ inches long and only three inches longer than the GP7. However, it dwarfs the other when the two are side by side. This is the "Big Boy" of modern diesel locomotives.

The light and dark blue, two-tone paint job was nicely and evenly applied with no defects. The rear and side rails are dark blue. The front handrails are light blue. The trucks are silver with black wheels (see **photo 5**). The lettering, UP logo, and bird emblem were clear and crisp. Overall, the detail was very good.

There was no noticeable gap between the bottom of the frame and trucks. The windows for the cab slide open, a nice touch.



On The Test Track

The minimum radius for the SD70ACe is O36. When the locomotive was first cataloged, the minimum curve was listed as O31. Out of curiosity, I ran the loco on O31 tubular track. It made it around the curves without any problems,



but looked awkward because of the large overhang. It ran fine around Lionel FasTrack O36 curves. There was some overhang, but the locomotive looked much better on that curvature.

The locomotive's two powerful can motors had no problem pulling 15 freight cars. I estimate it should easily pull 30-40 freight cars. Low speed control in both TMCC (with momentum set to high) and Legacy modes was excellent. The locomotive was able to pull the freight cars smoothly and slowly in the 3-5 SMPH range with speed control (Odyssey) on. That's one of the great things about Legacy control. Stops were smooth and gradual.

The locomotive made it through Ross Custom Switches® and Atlas 21st Century® switches at slow speeds without derailling. It wobbled a little bit when passing through the switches. I did have to turn the train brake off in Legacy mode to get it to make it through the switches without stopping.

Lights, Smoke, and Sound

One of my favorite features of this locomotive is the front ditch lights. They oscillate when the horn button is pressed in both conventional and command modes. That's cool. The front trucks even have ground lights, a feature I have not seen on any previous diesels. Lionel Chief Technology Officer John Zahornacky is certainly making an impact at the company. The front LED headlights are located above the cab window.

Smoke output in conventional mode was good. In command mode, smoke output was also good in the medium setting, in part due to the wide, fan-driven smoke unit opening (see **photo 6**). Set to high in command control, smoke output was strong. Like the GP7, smoke output can be adjusted in both TMCC and Legacy mode. The process for adjusting the smoke unit in TMCC mode is the same as for the GP7.

As with the GP7, Legacy Railsounds was excellent – especially the clarity of Towercom™ and Crewtalk™. The diesel roar sound was very realistic, just like the real thing. The sound and volume of the horn varied when pressed several times over a short period.

Like the GP7, the SD70ACe greatly benefits from its new Legacy technology. If future Lionel diesel locomotives run and sound like the ones reviewed here, Legacy truly represents a new generation of control and sound. Also impressive about Legacy is that it is backwards compatible, greatly improving TMCC operation because these locomotives ran very slowly with it, and the smoke output can be adjusted.

Overall, the SD70ACe is a great locomotive that many operators who run modern diesels will want to add to their collections. However, Lionel does need to resolve the access panel issue on this locomotive by making it easier to remove and put back on. 

Photographs by Eliot Scher

TO SANTA'S HELPERS

If your family holiday tradition includes toy trains on a home layout decorated for the season, LCCA invites you to share this important part of your celebration with other club members through *TLR*.

Send ONE photo and a brief caption for consideration for publication in the upcoming December 2008 issue.

Digital images may be sent to mottlerm@gmail.com. 4x6-inch color prints may be sent to the Editor at the address cited on the masthead (see page 1 of this issue).

We'll favor shots that include family members (especially kids) enjoying the trains. Archival shots are welcome, including you receiving a train as a kid. Santa would be pleased!

DEADLINE: Monday, November 3, 2008.

The Tinplate Cannonball

by Ken Morgan
RM 12231

Eight Great Freights

As I have noted before, Lionel® products of the prewar era were not prototypical in many ways, particularly in the relative dearth of varieties of its freight cars vis-à-vis its passenger cars. The classic period Standard gauge lineup carried eight varieties of passenger cars (more, if you want to count different trucks and numbers on the same bodies), but only two sets of freights, one large, one small. Guess which size fits the classic budget category? If you guessed “large,” go stand in the corner. Next time, do your homework!

Speaking of homework, who was the meek science teacher at Jefferson Junior High who carried enough books to assign a lifetime of homework back in the early 1950s?

The Large Freights

Back to the freight yard. The large freights are all numbered in the 200 series. That number is near the starting point of the current prices in U.S. dollars for the cheapest ones in decent condition (borderline VG), so I will deal with the cars in the 500 series, which are much gentler on the wallet.

If you were paying attention at the title above, you may assume that there were eight of them, and you would be sort of right. There were eight numbers for nine cars. Some other day I will write about how eight and freight did more than merely rhyme on the Lionel Lines, but for this installment, I'll just stick with the 500 series.

The 500 Series

They were numbered as follows, 511 flat car, 512 gondola, 513 cattle, 514 boxcar, 514 refrigerator (later 514R), 515 tank, 516 hopper, and 517 caboose. These are the basic eight cars, and the 520 floodlight car was the eighth number but the ninth car. Unlike American Flyer®, which seemed to take vicarious glee in reusing numbers (perhaps just to confuse collectors later on), Lionel was usually quite careful about not doing so. But in both the 200 series and 500 series, the “four” (as in 214 and 514) was used for both the boxcar and the reefer. If I had to guess, it stems from the earlier series of freights. Both the 100 series and 10 series used the “four” for the boxcar. There was no reefer catalogued with those cars. When the classic cars were introduced, the 214 was a boxcar. There was no reefer. The 514 was a reefer. There was no boxcar, but it looked pretty close. So everything was cool – literally and figuratively.

A few years later (1929), both sizes of freights filled in the missing body styles, and the 214R refrigerator car and the 514 boxcar joined the roster, with the reefer changing its number to 514R. If you assume, therefore, that the 214R and the 514 boxcar are more expensive on today's market, you'd

be half right. The 214R is (except for rare color variations) one of the most expensive items in the 200 series. In today's marketplace, the reefer body, whether 514 or 514R, is the most costly item in the 500 series.

The first 500s were catalogued in 1927. They were the 511, 512, 513, 514 (reefer), 515, and 517. The 516 joined in 1928. Then in 1929, the 514 boxcar was introduced, and the reefer became 514R. That's the basic eight. The 520 didn't hit the rails until 1931. The cattle car ran through 1938, the gondola through 1939. The others lasted until the 1940 catalog.

Like the passenger cars, the freights originally had nickel journals, then copper beginning about 1931, and back to nickel in 1935. Early trim was brass, but in the late production, starting probably around 1935, this was replaced with nickel trim and aluminum name and number plates. They came only with latch couplers. All of them had black frames, except for the flat and hopper which had no frames. Or rather, in the case of the flat car, essentially it was only a frame with stakes and brake wheels. For most of these cars, color variations do not drastically affect the current price. When they do, it is usually the late (1935) colors which command a premium. So much for the basics. Let's look at four of these cars in numerical order.

511 Flat Car

This car always came with a lumber load and was always green. Dark green is the most common color, sometimes so dark that it looks almost black. Maybe they were trying for PRR Brunswick green. Others are a brighter green. **See photo 1** for the basic dark green. The lumber load for most of the production is a single piece of wood scored to look like 15 stacked planks. They also have notches to fit inside the stakes. **Photos 2 and 3** show the original lumber load. You can see the milling to simulate planks and the notch for





the stakes. Check **photo 1** for that lineup. I have no idea why the circular cutouts are there on the bottom. Late production had eight individual planks. Yes, you will pay a few dollars more for the original lumber load, but not too much. Lettering was minimal, rubber stamped “Lionel Lines” on the fish belly and the number (usually) underneath. **Photo 4** shows the number plus the normal oil instructions, which were usually there, but not always. Lettering may be either gold or silver. No difference in price for any of the variations. I have heard of a version stamped 1771 instead of 511. That is the number Lionel used when it acquired Ives and sold the same car as an Ives unit. It may be priced at about 25% more.

512 Gondola

As usual with prewar freights, this item was the most common car around, hence, the least expensive. It was included in nearly every freight set, and had play value since the owner could easily load and unload it – perhaps (if he were lucky) by using the 219 derrick car for the task. But I digress. Originally peacock (see **photo 5**), the late cars were the same light green color used on many accessories. Sources vary, but the light green may command a slight premium. If so, it is minimal and would probably be lost in the discussion over condition or how many gondolas are at the train meet where you’re shopping. Some 512s came with barrels, but as I look at my catalogues, probably not until the early 1930s. I would expect to find them separately.

513 Cattle Car

This car offers a bit more variety and color for the collector. It was always two-toned with the roof and door guides contrasting with the body color. Originally available in olive green with orange trim (see **photo 6**); it was later catalogued in orange and pea green, then finally cream and maroon. Aim for the orange one; it’s the easiest on the bank account. The olive green will

run about 50% more, although it’s not a wallet buster. Skip the cream one; it’s usually priced outside our budget range.

514 Boxcar

Clearly based on the cattle car, this item looks like Lionel just filled in the spaces between the slats of the 513. Even the crossbraces are there, making it an outside braced boxcar, the only one Lionel made in the prewar period. Like the cattle car, the body was one color and the roof and door guides another. The early version is cream and orange, while the late boxcar is yellow and brown, as shown in **photo 7**. This is one time when I decided that the prettier car was worth the difference in price. It commands about a 50% premium.

Aspects of Pricing

Rough pricing information based on a couple of guides and what I have seen in places like our LCCA website is offered for some idea of what sellers of these cars are currently asking. As always, the final answer is what the buyer and seller agree upon. Condition, regardless of how specific the published definitions, is always somewhat subjective.

For common colors in VG condition, the flat car, gondola, cattle car, and caboose are roughly the same price as the contemporary small passenger cars, around \$40-60. The boxcar and tank car list for a little less than \$100, the searchlight a few dollars more. Next up is the hopper and the 514 reefer starting at around \$125. The most expensive is the 514R reefer which in some color variations can seem financially painful. There is also a rare and expensive version of both the hopper and the caboose. So my budget-conscious advice is to duck the high-end cars and stick with the basic ones. You could run a long colorful freight train to make up for the revenue the “varnish” doesn’t bring in.

Trivia answer: the science teacher was Mr. Peepers, starring in the show of the same name. If you guessed Our Miss Brooks, she taught English, not science, and at a different school and on a different TV show. Eve Arden played Miss Brooks. Wally Cox was Mr. Peepers. He later played the same type of meek character in *The Adventures of Hiram Holiday*, but with a twist: when facing danger, he was a tiger, using his umbrella to out-duel anything this side of Errol Flynn. If you got this one right, go to the head of the class.

I’ll cover the remaining cars in a future installment. The next edition of *The Tinplate Cannonball* will be a Christmas special. 🚂

Photographs by Ken Morgan

LCCA Business Reports

I. Treasurer's Report

by Dennis DeVito, Treasurer RM 6758

In this, my third report as club Treasurer, I am pleased to announce that again this year, our Fiscal Year 2007 club financial results were accepted as presented to the LCCA Board. A thorough review process assured accuracy and conformity to accepted accounting standards. I prepared the monthly financial results and forwarded this data to the LCCA Finance Committee for review and acceptance. Then an independent, non-member CPA reviewed the statements and released a summary.

During 2007, unrestricted member equity increased by \$24,556 to \$745,088. Please take a moment to review the accompanying financial reports approved by our accountant. The following points show that 2007 was a successful year for the club.

- We had another year of increased Member Equity and almost no loss in total membership.
- All LCCA bills have been paid and the club books are up to date.
- Limited-edition club products made by Lionel® for members have set a standard in the hobby, attracted the attention of niche collectors, and boosted the club's bottom line. Convention Cars and unique outfits like the New Haven #209 ALCo passenger set and its three add-on units have affirmed the consensus of members, "They were worth the wait."
- Other special sale items offered on the club's website and in *The Lion Roars* have added value to your LCCA membership. This month a new Yellow Water Tower was announced, and more products are coming down the pike – a series of layout structures and a remake of a rare train.
- Because of membership in LCCA, all members receive the newest Lionel and K-Line by Lionel catalogs as a freebie from Lionel LLC; it's a significant value as well as a "wish maker."

Revenue from member purchases of club-sponsored products has enabled LCCA to maintain membership dues at the level set many years ago despite a general increase in the cost of most everything the club uses and needs. Thanks to you for supporting the club and its ongoing activities and programs.

Member equity continues to grow. The LCCA remains a strong, vibrant force in the hobby as we celebrate our 38th anniversary. Our hobby is changing and our club continues to evolve. Your officers and directors continually monitor these changes, review club policies, and adjust procedures to strengthen the club and improve member value.

I have been honored to have been elected and to serve the LCCA as Treasurer. As I enter my final year in this office, I remain available to address questions pertaining to the Office of Treasurer of the LCCA. The best to you in your hobby endeavors and all you do. See you in July 2009 in Sacramento!

Lionel Collectors Club of America - LCCA Statement of Assets, Liabilities and Membership Equity Modified Cash Basis

December 31, 2007

Current Assets	
Cash on Hand and in Banks	\$ 793,165
Investments	679,000
Inventory - at Cost	132,837
	<u>\$1,605,002</u>
Equipment (net of Accumulated Depreciation)	5,127
Convention and Convention Car Advances	46,035
Total Assets	<u>\$1,656,164</u>
Liabilities and Membership Equity	
Sales Tax Payable	\$ 399
209 Set Deposits	575,849
209 3-Unit Add-on Deposits	207,061
2007 Convention Car Deposits	107,373
2008 Convention Car Deposits	20,394
	<u>\$ 911,076</u>
Total Unrestricted Membership Equity	745,088
Total Liabilities and Unrestricted Membership Equity	<u>\$1,656,164</u>

Statement of Unrestricted Revenues, Expenses and Changes in Membership Equity Modified Cash Basis

Year Ending December 31, 2007

Unrestricted Revenue	
Car Sales	\$ 246,482
Dues	234,432
Convention	233,208
Interest and Dividends	54,262
Initiation Fees	770
Meet	1,741
Freight Income	654
Other	258
Total Unrestricted Revenue	<u>\$ 771,807</u>
Expenses	
Program Services	
Car Sales	\$ 156,667
The Lion Roars	97,794
Interchange Track	92,007
Convention Expenses	217,279
Meet Expenses	1,476
Website	21,621
Supporting Services	
Professional Fees	36,498
Officers and Board of Directors Expenses	42,294

Committee Expenses	2,427
Insurance	3,154
Depreciation	2,079
Bank and Credit Card Fees	18,780
Membership Drive Expense	25,793
Membership Expense	10,062
Miscellaneous Expense	1,057
Freight Expense	95
Printing	477
Election Notices and Expenses	6,098
Total Expenses	<u>\$735,658</u>
Increase in Unrestricted Membership Equity before Income Tax	\$36,149
Federal Income Tax	11,593
Increase in Unrestricted Membership Equity	<u>\$24,556</u>
Unrestricted Membership Equity, Beginning of Year	\$720,532
Unrestricted Membership Equity, End of Year	745,088

II. Secretary's Report

Outgoing Board of Directors Meeting
July 20, 2008
by Bob Carter RM 6620

The meeting was called to order by President Johnson at 2:10 p.m. at the Adam's Mark Hotel in Buffalo, NY. Present were President Johnson; Immediate Past President Caponi; President-elect Kolis; Treasurer DeVito; Secretary Carter; and Directors Calkins, Ellingson, Fogg, Gambino and Ourso. Also present were guests Barry Findley, Ed Richter, Dave Miller, Mike Mottler, John Fisher, and Craig Tribuzi.

After approval of the March 29, 2008, minutes, IPP Caponi reported that there had been no complaints from members. President-elect Kolis reported there were two scheduled train meets: one near Chattanooga, TN, in Ringgold, GA, at the Catoosa Colonnade on October 25; and the other in Naperville, IL, at the Naperville Central High School on December 6. Secretary Carter reported that the membership has been holding steady around 8,000. Treasurer DeVito reported that the club is financially sound with the officers and directors expenses being reduced by about a third from the previous year. This emphasizes that the club is continuing to be run more like a business and is very conscious of our members' dues dollars.

The Lion Roars and Website Editor Mike Mottler spoke about several significant articles in the upcoming issue of *TLR* where home train layouts will be featured. Mottler thanked President Johnson for enlisting Paul Ambrose as a regular contributor. There were a remarkable 58% of first-time writers to accompany Bill Schmeelk who will have contributed an unprecedented 150 consecutive articles with Volume 38, Number 1. Mottler also proposed that the club investigate the feasibility of preparing four CDs, each with a decade of *TLR* issues. President Johnson asked Mottler, Bill Schmeelk, and Larry Black to pursue this possibility and inquire about the cost and time needed to bring it to fruition.

Mottler then thanked Larry Black, Craig Tribuzi and web host Aristotle Inc. for their support in making improvements this past year to the club's website. These included a photo gallery and a separate navigation button for easier access to the LCCA Store.

Interchange Track Editor Craig Tribuzi announced that Barrie Braden is the new *eTrack* Editor. Braden replaces former Editor Greg Elder who encountered work-related time constraints preventing him from continuing in his position. Thanks, Greg, for all you've done these past years.

President Johnson announced the results of the recent voting and member survey. Constitutional changes: Yes 2,327; No 198; Secretary Jerry Calkins, running unopposed, with 2,504 votes; and two new Directors: Bill Schmeelk (2,072) votes and Ed Richter (1,998) votes. He extended our thanks to Dave Miller (1,709) votes and Michael Halebian, Jr. (1,431) votes for agreeing to run as Directors. There were 2,568 responses to the member survey which is about 32% of our membership. Eric Fogg will prepare a two-part article for *TLR* to explain the survey results. A big thank you goes to all who took the time to vote and voice their opinion.

Convention Co-Chairs Fisher and Fogg are looking forward to a fun time in Buffalo where we are giving members a real value at the hotel with a rate of \$104 a night versus the regular rate of \$169-\$189 per night at any other downtown facility. They also announced that, for the first time, we were offering first-time Convention attendees a reception so they can meet and greet other first-timers as well as the officers and directors. This reception will be held as the result of a suggestion made at last year's Convention. Next year's site, the Radisson Resort Hotel, Sacramento, is a resort property of 18 acres with a lake, and we will have the entire facility. A couple of tours being worked on include the California State Railroad Museum and a lunch tour on the Napa Valley Wine Train. Fisher and Fogg suggested that we register early for the best rooms. Other Convention sites include Denver in 2010 and possibly Dallas in 2011. Other possibilities for future sites include Indianapolis, St. Louis, and Kansas City.

At 4 p.m. there was a 20-minute break.

The meeting resumed at 4:20 p.m. with Product Chairman Caponi reporting that the 2008 On-site Car would be a NYC hotbox reefer marked with the Anchor Bar logo, home of the famous Buffalo Hot Wings. Only 250 will be available for sale. The NH 209 set left China on June 23 and is going to have TMCC plus horn and bell sounds. These were included by Lionel as a thank you for our patience with the delay in production of the set. There are other products in the works, and our members should keep checking the website for the latest additions.

President Johnson then thanked Secretary Carter and Directors Calkins and Gambino for their service as they leave the Board, and he extended a big thanks to Calkins for his help in developing the club's medical emergency response plan for implementation at our host hotels.

The meeting was adjourned at 4:46 p.m. on a motion by Director Gambino with a second by Director Ourso.

III. Secretary's Report

LCCA Incoming Board of Directors Meeting
July 20, 2008
by Jerry M. Calkins RM 9814

The meeting was held at the Adam's Mark Hotel in Buffalo, NY, on Sunday, July 20, 2008.

Call to Order

The meeting was called to order by President Johnson at 4:50 p.m.

Roll Call

The roll was called by Secretary Calkins. Officials Present: President Johnson; Immediate Past President Caponi; President-elect Kolis; Treasurer DeVito; Secretary Calkins; and Directors: Ellingson; Fogg; Ourso; Richter; Officials Excused: Director Schmeelk with proxy given to President-elect Kolis; Guests: *The Lion Roars* Editor Mottler; former Director: Gambino; former Secretary Carter; *Interchange Track* Editor Tribuzi; and Constitution Committee Chairman Findley.

2008-09 Appointments

In accordance with the LCCA Constitution, President Johnson recommended the following appointments for approval by the Board:

1. In accordance with Article 1, Section 2: Upon a motion duly made by Director Fogg and seconded by Director Ourso, the Board adopted the following resolution by unanimous vote: RESOLVED, that Michael Scheurich be reappointed as the Registered Agent of the club for 2009.
2. In accordance with Article 5, Section 2G: Upon a motion duly made by Director Fogg and seconded by Director Richter, the Board adopted the following resolution by unanimous vote: RESOLVED, that Michael Scheurich be reappointed as the club's attorney for 2009.
3. In accordance with Article 5, Section 2D: Upon a motion duly made by Director Ourso and seconded by Director Ellingson, the Board adopted the following resolution by unanimous vote: RESOLVED, that Leonard T. Racine be reappointed as the club's CPA for 2009.

President Johnson also announced the following appointments which were confirmed by the Board of Directors:

- | | |
|------------------------------------|------------------------|
| 1. <i>The Lion Roars</i> Editor | Mike Mottler |
| 2. <i>Interchange Track</i> Editor | Craig Tribuzi |
| 3. Electronic Information Manager | Larry Black |
| 4. <i>eTrack</i> Editor | Barrie Braden |
| 5. Website Editor | Mike Mottler |
| 6. Advertising Manager | Mike Mottler |
| 7. Constitution Chairman | Barry Findley |
| 8. Business Office Liaison | Larry Black |
| 9. Product Development Chairman | Lou Caponi |
| 10. Archivist | Dick Johnson |
| 11. Nominating Committee Chairman | Lou Caponi |
| 12. Business Office Contact | Ron Borelli
C. Rios |

- | | |
|--------------------------------|--|
| 13. Club Photographer | Ed Richter |
| 14. Finance Committee | Barry Findley, Chair
Dick Johnson
Dennis DeVito |
| 15. Website Sales | Lou Caponi, Chair
Dick Johnson |
| 16. Convention Management Team | John Fisher
Eric Fogg
Lou Caponi
Dick Johnson
Al Kolis |
| 17. Membership Chair | Al Kolis |
| 18. Director of Volunteers | Bob Carter. |

Discussion

President Johnson opened the meeting for general discussion and topics of interest to Board members.

Website Improvements: Director and Survey Committee Chairman Fogg indicated that the survey results revealed that improvements would be required to make our website and *eTrack* more attractive and useful to our members. These would include, but not be limited to, making the site more user friendly and useable. One suggestion to assist in accomplishing this would be to develop an educational article/program on how to use the website and *eTrack*. This will be addressed again at the next Board meeting.

Conventions: Co-convention Managers Fisher and Fogg recommended ways to provide additional membership benefits for future Conventions. In an effort to make Convention attendance more enjoyable for attendees, it was suggested that members be permitted to bring members of their extended family (as opposed to just immediate family) as guests. Extended family means relatives, not friends. The Board agreed to implement this beginning in 2009. Convention data clearly suggests that if a member attends one Convention, there is a very high probability he will attend another. Thus, beginning in 2009, the Board agreed that any member who brings to the Convention another member who has registered and never attended a prior Convention will receive a free registration. Finally, it was announced that Betsy Kennedy, a representative from the Sacramento Convention and Visitor's Bureau, will be in Buffalo this coming week to answer questions about Sacramento.

Next Meeting

President Johnson set a tentative date for the next Board of Directors meeting for October 25 in Dallas, Texas. Director Fogg will see if the hotel submitting a proposal for a future Convention there would be available on that weekend.

Adjournment

President Johnson asked for a motion to adjourn. The motion was made by Director Ourso and seconded by Director Richter. The meeting was adjourned at 5:55 p.m.

IV. Secretary's Report

LCCA Annual Business Meeting
July 25, 2008
by Jerry M. Calkins RM 9814

The meeting was held during the 2008 LCCA Convention at the Adam's Mark Hotel in Buffalo, NY, on Friday, July 25, 2008.

Call to Order

The meeting was called to order by President Johnson at 2:05 p.m.

Roll Call

The roll was called by Secretary Calkins. Officials Present: President Johnson; Immediate Past President Caponi; President-elect Kolis; Treasurer DeVito; Secretary Calkins; and Directors Fogg and Ourso. Officials Excused: Directors Ellingson, Richter, and Schmeelk.

Reports

A. President's Report

1. 2008 Election Results: The newly elected LCCA Secretary is Jerry Calkins. The newly elected Directors are Ed Richter and Bill Schmeelk. President Johnson extended his congratulations to those elected and thanked those who ran as well as everyone who voted. All changes to the LCCA Constitution were overwhelmingly approved: 2,327 for and 198 against. President Johnson stated that the results of the Membership Survey which accompanied the ballots would be presented later by Director Fogg. He commented that, surprisingly, more completed survey forms were returned (32%) than ballots cast (31%). He also noted that for this type of survey, the usual expected return is 5%. For both the election and survey, the response indicates that our members are more than willing to provide valuable information that can be utilized to improve the member benefits of this organization.

2. Current Status of Club: President Johnson indicated that LCCA is financially sound and has a strong membership with a very positive attitude. He enthusiastically commented, "This is fantastic!"

3. Product Status: The NH #209 sets were shipped from China on June 23 and have arrived in Seattle. Once they have cleared customs, they will be shipped to LCCA for distribution to those members who purchased them. Just as with the add-on cars, a signature will be required. The 2008 Convention Car order date has passed with sales going smoothly. These cars should be delivered before Christmas.

B. Immediate Past President's Report

IPP Caponi announced that there had been no member complaints.

C. President-elect's Report

President-elect Kolis reported that there will be two LCCA sponsored train shows later this year. One will be near Chattanooga, Tennessee, on October 25 in Ringgold, Georgia

at the Catoosa Colonnade on Old Mill Road. The other will be on December 6 at the Naperville Central High School in Naperville, Illinois.

D. Secretary's Report

Secretary Calkins reported that our current membership is 7,941. Since the start of this Convention, we have added a number of new members with more expected to join before the Convention ends.

E. Treasurer's Report

Treasurer DeVito reported the club is in excellent financial condition and has no unpaid debt. The 2007 review of our financial reports found everything to be in order. Unrestricted membership equity increased \$24,556 to a current total of \$745,008.

F. 2008 Convention Report

Convention Co-Manager Fisher presented an update on the 2008 Convention. However, before doing so, he made several general comments regarding goals, policy changes, and new activities. He announced that the goal for the upcoming Conventions is to increase participation. To assist in accomplishing this goal, two policy changes have been made and activities have been added. First, extended family members can now attend Conventions. Secondly, for any member who brings to a Convention another member who has registered and never attended a prior Convention, the host member will receive a free registration. Thirdly, this year, a very successful reception sponsored by the Board of Directors was held for first-time Convention attendees and their families. This was very well received and will continue.

Fisher stated that this Convention has been very successful. He thanked everyone for their participation and attendance at the various events. Thanks to the efforts of Advertising Manager Mike Mottler, media coverage for the Convention has been phenomenal. Ms Betsy Kennedy from the Sacramento Convention and Visitors Bureau is on site and has an information table located outside the Registration Room where she will answer questions about Sacramento. The 2009 Convention will be held at the Radisson Resort Hotel in Sacramento. There will be a drawing for free registration for the 2009 Convention at her table. There is room on the Shopping Tour on Saturday. Don't forget to get your tickets for the Raffle and to bid on the Silent Auction items at the Banquet. There will be UPS shipping outside the Trading Hall on Friday evening, all day Saturday, and Sunday morning from 7 to 10 a.m.

G. 2009/10 Conventions Report

Director and Convention Co-Manager Fogg summarized the sites for the upcoming LCCA Conventions. For 2009, LCCA will meet in Sacramento. Numerous events and activities are being considered and planned, especially a tripto the California Railroad Museum. For 2010, we will return to Denver and the Marriot at the Tech Center. A UP steam excursion is on the agenda with one or both of the famous UP steam locomotives 844/3985 pulling the

LCCA Special from Denver to Cheyenne. He indicated that although sites for 2011 and beyond have not been selected, he has received proposals from Dallas, St. Louis, and Kansas City. Indianapolis is also being considered. Stay tuned!

H. 2008 Survey Report

Director and Survey Committee Chairman Fogg presented a brief summary of the results of the Member Survey that accompanied the election ballot this spring. A volunteer committee was formed to develop the survey and professionals provided the tabulation and analysis of the data. Since a more detailed report will appear in an upcoming issue of *The Lion Roars*, he presented only the highlights.

The survey contained 20 questions and also allowed written opinions/comments. A total of 2,581 members, or 32% of the voting membership responded, which, as President Johnson indicated earlier, is well above the usual response for this type of survey. Of those who responded, 82% receive most of their information about LCCA from *The Lion Roars*. 66% of those responding regularly send and receive email, and 60% browse the Internet for model train information. Of the seven member benefits listed, LCCA membership ranked *The Lion Roars* as the number one benefit followed by the *Interchange Track* with 62% of the respondents using it as a price guide. Conventions, club merchandise, and Lionel deals were ranked next. Based upon the survey results and comments, it is apparent that we need to improve the following: make the LCCA website more user friendly; promote member use of *eTrack* since only 25% use it; develop educational programs for better utilization of “electronic LCCA,” and possibly create a help desk where members can receive assistance.

Some of the other suggestions and recommendations expressed in the survey are being implemented. These include allowing the extended family of a member to attend Conventions and improving the club’s website.

I. Products Report

Immediate Past President and Product Development Chairman Caponi presented information on current LCCA products and those under consideration or in the works. He thanked the members for their support and patience with the NH #209 sets. The members who ordered them should be receiving them in the very near future. Signatures will be required by the UPS delivery person. The major reason for the delay has been getting a quality product that everyone will be proud to own. This set will have several unique features including the boxes.

The first 400 registrants for this year’s Convention received a blinking NYC Water Tower. This was a first for Lionel. Another blinking water tower is in the works. It will be yellow with patriotic decorations – the American flag and “Land of the Free, Home of the Brave” lettering. A Union Pacific decal will accompany it for those who want to add it to the tower. A train store and diner as well as other structures for placement on layouts are being developed.

There was a good response to the 2007 tank car and the 2008 PS-2 hoppers. A reefer with a figure inside holding a case of grapes (using a magnet) is planned for Sacramento as well as a special Sacramento registration gift.

A Burlington #216 ALCo set is being designed. The set would have add-on units. Prices are currently being negotiated. A straw poll was taken to determine the desirability of TMCC, and the response was overwhelmingly in favor of TMCC even with a higher price point.

Question and Answer Session

Robert Patterson (RM 13125) led off the session by expressing his concern about the level of hotel services that he had received. Convention Co-Chairman Fisher stated that he, Co-Chairman Fogg, President Johnson, and others meet daily with the hotel management to ensure that the hotel is fulfilling its contract. He requested that anyone having hotel-related problems see him personally.

Norman Della Coletta (RM 5662) inquired about the possibility of a printed LCCA roster. President Johnson responded that a printed roster is not possible at this time because the cost is prohibitive. In addition to cost, keeping a printed roster current once it is published is impossible.

Arthur Kristofik (RM 1153) suggested that the Convention Committee consider the possibility of having a hospitality suite to enable attendees to have a place to meet and visit while at the Convention. Co-Chairman Fisher stated that this would be considered for future Conventions.

Henry Day (CM 22) inquired about individuals who might be able to repair his trains. Several individuals were recommended.

Richard Hallowell (RM 27489) inquired about the possibility of implementing an email newsletter. This idea, which had been mentioned previously, will be considered by the Board along with other suggestions made in the survey answers.

Adjournment

There being no further business, President Johnson adjourned the annual business meeting at 2:55 p.m. 

Answers to Lionel Puzzlement

1.Q, 2.R, 3.O, 4. L, 5. I, 6.T, 7.N, 8.P, 9.D,
10.M, 11.V, 12.A, 13.H, 14.B, 15.J.

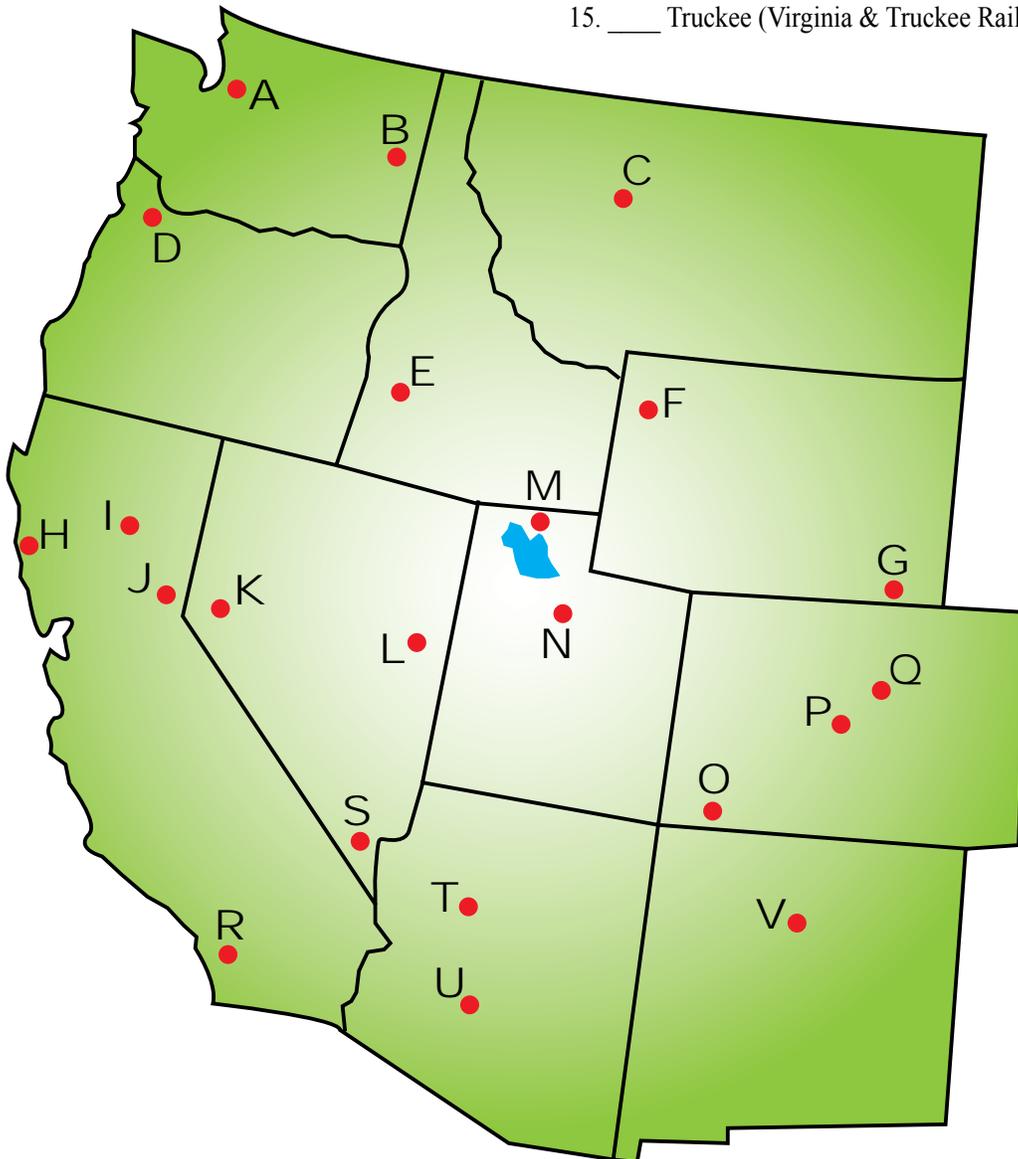
A Lionel Puzzlement

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

Western Geography

Test your map skills with these place names and road names found in the 11 western states. Place the letter from the map beside the number. Note that some additional locations on the map have been added to challenge the inner geographer. Enjoy! 

1. ____ Denver (Denver & Rio Grande)
2. ____ Disneyland Railroad
3. ____ Durango (Durango & Silverton Narrow Gauge RR)
4. ____ Ely (Nevada Northern Railway)
5. ____ Feather River (Western Pacific)
6. ____ Grand Canyon (Grand Canyon Railway)
7. ____ Heber City (Heber Valley Railroad)
8. ____ Pike's Peak (Manitou & Pike's Peak Railway)
9. ____ Portland (Spokane, Portland, and Seattle)
10. ____ Promontory Summit
11. ____ Santa Fe (Atchison, Topeka, and Santa Fe)
12. ____ Seattle (Spokane, Portland, and Seattle)
13. ____ The Skunk Train (California Western Railroad)
14. ____ Spokane (Spokane, Portland, and Seattle)
15. ____ Truckee (Virginia & Truckee Railroad)



Answers are published in TLR... somewhere.

My Favorite Photos

by Ed Richter RM 13075

For the past 17 years I have had the privilege of photographing our Convention. I'm often asked, "Who selects the images that go into *The Lion Roars*?" That task goes to Mike Mottler, LCCA's creative magazine Editor; however, it got me thinking about my favorite images from the recent Convention in Buffalo, NY. I selected a few photos and prepared comments to share with you. After you check out my picks it will become apparent why Mike does the editing! Thank you for sharing some of your convention time with me. I hope to see you in Sacramento next year – through the lens and in person.



Photo 1: Chuck Appolson (RM 11809), a member who lives near Buffalo, runs at two speeds: full throttle and full stop. This is full stop.

Photo 2: Sometimes you just can't control your feet and you gotta dance!

Photo 3: This club member seems to be saying, "We've got sun block but we need water block!"

Photo 4: Along with other club members aboard the Maid of the Mist cruise boat, I was "completely misted" by the spray of the falls. Nobody told me to put the poncho on beforehand. It's difficult to look cool wearing a blue garbage bag!

Photo 5: These young members discovered that if you don't have a train to play with, you can always play with a bug.

Photo 6: This man is using his his brand new I-phone to capture video of a train on the Pittsburgh Independent High Railers modular layout. I thought Rail Scope was high tech!

Photo 7: President-elect Al Kolis (RM 15902) demonstrates his breakdancing prowess during the Get Acquainted Party.

Photo 8: Lou Caponi (RM 8735) discovers that happiness is getting a BIG jar of his favorite brand of made-in-Buffalo mustard hand-signed by hobby friends. Banquet table guest, the "Train Lady Artist" Angela Trotta Thomas (RM 13961), may consider this jar a lifetime supply. Maybe it would be only be a week-end supply if Lou sponsored a really big backyard cookout.

