

Volume 39, No. 1 October, 2009

The Lion Roars



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



Trains on TV

Triple Play



Digital Images Provided by Lionel LLC

This set of three buildings was made to order for LCCA by Lionel® and named for the mythical town of LEGACY. The items are in stock, so there's no waiting for delivery. All are ready to install on your layout. Lionel has ordered several sets for installation on their company layouts, and we take that as a compliment! They love them, and so will you!

Even during tight economic times it's possible to grow your train collection with unique items that are affordable, distinctive, and fun! Populate the Amtrak Passenger Shelter with commuters in waiting, place railroad workers around

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These utilitarian structures would also look great placed in a Christmas layout under the holiday tree. They are easy to wire-up, and they light-up with a soft glow. This set of three buildings is the first of a series of planned future structures for the town of LEGACY. Let the town grow as your layout grows, especially if you are building a layout in partnership with the Junior Member in your family.

Order Form May Be Photocopied

SET OF THREE LEGACY BUILDINGS — LIMIT: FOUR SETS PER MEMBER

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (_____) _____ e-mail: _____

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

PURCHASE METHOD:

My check is enclosed, made payable to "LCCA" with "LBS" on the memo line.

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover MasterCard Visa Code: _____
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:

_____ set(s) of three Legacy buildings @ \$99.95/set \$ _____

(Includes S&H via USPS to Continental USA)

Extended S&H to AK, HI, & Canada - add \$5/set \$ _____

Extended S&H to foreign countries - add \$10/set \$ _____

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

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

Mail this order form to the best toy train club on the planet:

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To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

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ON THE COVER

The 2009 LCCA Convention in Sacramento attracted the attention of four local TV stations. They provided “live” Early Morning Show coverage from the host hotel where the new Lionel layout was in constant operation as a delight to visitors.

Photographs by Ed Richter

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: office@lionelcollectors.org, by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708

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 Al Kolis
RM 15902

Hi. I'm Al Kolis, your new President and CEO for the Lionel Collectors Club of America. I'm proud to be a member and a leader of our club. My family has been involved in LCCA since 1992, the year when my son, Alfonse II, was born. My younger son Vincent was born in April of 1996, and he has attended every Convention since then. Gina, my wife of 22 years, our sons, and I are a family of dedicated LCCA conventioners.

I'm very excited about this opportunity to serve as your president. I promise to you, I will do my best, be fiscally responsible, and work with the new volunteer Board of Directors and officials cited on page one of *TLR*. As a team, we will continue to make the LCCA the best toy train club on the planet.

My mentor and predecessor, Dick Johnson, provided outstanding leadership through many years of service to this club. He previously spent four years serving as our treasurer, another two years as president-elect, and two additional years as president. Thanks to him, I am better prepared to serve you. I'm also grateful for the time and energy invested in LCCA by outgoing board members and officers including: Lou Caponi, immediate past president; Dennis DeVito, treasurer; and directors Eric Fogg and Johnny Ourso.

During our 39th annual Convention recently held in Sacramento, CA, I outlined to the incoming officers and directors my goals for the club. I will emphasize family involvement with Lionel® trains and expand our newly created junior member category. Now is the time to walk the walk and not just talk the talk about bringing younger members into the hobby we love.

Junior Members

To expand and promote Lionel trains and the hobby to our younger members, I have created a new position – Junior Membership Coordinator Chairman – and appointed 22-year-old Dominic Caponi from Philadelphia, PA, to serve in this position. Dominic has attended LCCA conventions since he was just four years old. He will add a unique and valuable perspective to our club and will present it energetically and effectively to youngsters. He'll encourage kids to participate fully in the club, share photos and create mini-articles for publication, invent activities, and create products of interest to junior members. I believe many LCCA parents and grandparents will rally around this new center of activity and sponsor young family members as junior members. This activity will be an addition to the programs and products of interest to current regular members, not a "take-away." If you want to welcome

Dom to this new position and offer ideas to him, his e-mail address is: Dominic.caponi@gmail.com.

Website Improvements

I will provide our members with more frequent communication via our LCCA website along with our award-winning publication, *The Lion Roars*. Members with access to the Web will benefit from enhanced communications at our website. Be on the lookout for timely information about club news and events.

39th Annual LCCA Convention

As you can see from the photos in Bob Carter's recap article, this was a very successful Convention in the Radisson Resort Hotel in "gold country." A big "Thanks!" is due John Fisher, Eric Fogg, Bob Carter, and the entire volunteer team that prepared this great event. Without the assistance of many volunteers, it would not be possible for our members to enjoy themselves as much as they did. It is impossible to mention all of the volunteers in this brief article, but I want to extend my sincere appreciation to all.

Friendships

Chuck Appolson (RM 11809) introduced the phrase, "How Ya Dooing?," to LCCA members during our 2004 Convention in Milwaukee, WI, and it has reverberated at every LCCA Convention since then. It's impossible to go to a Convention and not hear this phrase circulating in the hallways and exhibit rooms. My sons Alfonse and Vincent met Chuck while doing cannonballs off the diving board and into the pool at the Milwaukee event. Since then, Chuck has become a good friend to me and my family. We have been blessed with many good friends through the LCCA. To me, valued friendships are the best fringe benefit of the LCCA. The people in our club are truly the greatest!

Family Involvement

Harry Kubiak (RM 26388) and his wife Karen (RM 29014) of Janesville WI, epitomize what family involvement in the LCCA is all about. Harry and Karen brought their five children to our recent Convention, and they signed up for a tour event virtually every day of the week and also for the Saturday Banquet. I guess that is one way of increasing your odds of winning the valuable table prizes during the Banquet! They made the LCCA Convention their family summer vacation. Harry and Karen – "Thank you!" for your commitment and dedication to our club.

THIS IS YOUR CLUB!

I want to express my sincere appreciation for your past support of our great club. I believe we can continue to move forward and make the club even better. You may contact me by e-mail at: agkolis@comcast.net.

My primary rule for LCCA members is: Rule #1 – let's have fun! This is our hobby, and as members should always have fun. Are we having fun yet? 🚂

Treasurer's Report

by Dennis DeVito
RM 6758

In this, my fourth and final report as club Treasurer, I am pleased to announce that again our Fiscal Year 2008 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 2008, unrestricted member equity increased by \$200,024 to \$945,112. Please take a moment to review the accompanying financial reports approved by our accountant.

2008 Was a Successful Year for the Club

- It was another year of increased Member Equity and with almost no loss in total membership.
- All bills have been paid; 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 recently announced Burlington #216 train set remake and three new "Legacy" buildings are the envy of the hobby.
- Special sale items offered on the club's website and in *The Lion Roars* have added value to your LCCA membership. The "Legacy" building set is offered in this issue of *TLR* and more layout structures are coming down the pike.
- Because of membership in LCCA, all members received the newest *Lionel Catalogs* and *K-Line by Lionel Catalogs* as freebies from the company.

Member equity continues to grow as 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 all for supporting the club and its ongoing activities and programs.

The LCCA remains a strong, vibrant force in the hobby as we celebrate our 39th 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. The tradition of a financially strong club continues into 2009.

I have been honored to have been elected and to serve the LCCA as treasurer. In this last report as LCCA treasurer, I thank the Board of Directors and other officials for their support, but most of all I thank all those who supported me in this and other activities. The best to you in your hobby endeavors and all you do. See you in July in Denver! 🚂

Lionel Collectors Club of America - LCCA Statement of Assets, Liabilities and Membership Equity Modified Cash Basis December 31, 2008

Current Assets	
Cash on Hand and in Banks	\$ 239,127
Investments	484,000
Inventory - at Cost	201,775
	<u>\$ 924,902</u>
Equipment, net of Accumulated Depreciation	3,555
Convention and Convention car Advances	16,680
Total Assets	<u>\$ 945,137</u>
Liabilities and Membership Equity	
Sales Tax Payable	\$ 25
Total unrestricted Membership Equity	945,112
Total Liabilities and Unrestricted Equity	<u>\$ 945,137</u>

Statement of Unrestricted Revenues, Expenses and Changes in Membership Equity Modified Cash Basis Year Ending December 31, 2008

Unrestricted Revenue	
Car Sales	\$1,073,150
Dues	236,268
Convention	248,075
Interest and Dividends	39,681
Initiation Fees	3,780
Meet	3,391
Freight Income	280
Other	718
Total Unrestricted Revenue	<u>\$1,605,343</u>

Expenses	
Program Services	\$ 768,928
Car Sales	113,558
The Lion Roars	90,589
Interchange Track	229,729
Convention Expenses	2,710
Meet Expenses	14,772
Website	51,198
Supporting Services	52,895
Professional Fees	6,165
Officers and Board of Director's Expenses	9,417
Committee Expenses	2,520
Insurance	9,789
Depreciation	26,814
Bank and Credit Card Fees	3,761
Membership Drive Expense	245
Membership Expense	1,359
Miscellaneous Expense	333
Freight Expense	7,297
Printing	1,392,079
Election Notices and Expenses	
Total Expenses	

Increase in Unrestricted Membership Equity before Income Tax	\$ 213,264
Federal Income Tax	13,240
Increase in Unrestricted Membership Equity	<u>\$ 200,024</u>
Unrestricted Membership Equity, Beginning of Year	\$ 745,088
Unrestricted Membership Equity, End of Year	945,112

New "Kid" on the Block

by Dominic Caponi
RM 12586

I'm pleased to serve our club as the appointed Coordinating Chairman for LCCA junior members. It's been only a few years since I was a junior member, and that chapter of my life experience opened my eyes to how imaginative, intelligent, and media-savvy today's youth have become.



I noticed that kids were often more attuned to Lionel's TMCC™ than many dads or granddads. The imprint of technology seems to be more deeply encoded in the DNA of today's generation than previous ones. Do you remember the first time you said "Wow!" to toy trains in action? I do. Now it's time for us to give something back to the train hobby – our enthusiasm, our energy, our creativity, our helpful spirit.

Let me tell you a little bit about myself. I hail from the great state of Pennsylvania and was raised in a suburb outside Philadelphia. I am a recent graduate of

Fordham University in New York City where I earned a B.A. degree in Communication & Media Studies. While in college, I spent my first few summers as a camp counselor, and I enjoyed reconnecting with energetic youngsters. I'm very excited about this opportunity to work with children and teenagers within the hobby we love. As chairman, I vow to develop incentives, programs, and activities geared to attract and hold the interest of youngsters and teens.

My father, former LCCA President Lou Caponi, recently told me that the first club Convention I attended was in Lancaster, Pennsylvania, when I was just four years old. Since then I've made it a priority to attend as many LCCA Conventions as I could. Some of you may remember me as the young kid always running around with my dad and constantly serving as his Right Hand Man; sometimes I was his Left Hand Man too when the schedule was very busy.

Today's young people live in a digital world, and part of my plan is to make the club accessible to all junior members through digital applications such as our website, Facebook, and Twitter. I want all junior members to be able to express themselves and share their passion for trains. By interacting with one another, we can show others what we are capable of. I want to create exciting and interesting projects for JMs of all ages to enjoy. I'll be open members' ideas sent by e-mail to me at: dominic.caponi@gmail.com.

I look forward to meeting and getting to know you through the club's website, publications, and upcoming Conventions. Thank you for your interest in the best toy train club on the planet. 🚂

Photograph provided by Dominic Caponi

Toy Trunk Railroad

by Erik Sansom



Collector Dreams

by Paul V. Ambrose
RM 9406

I. NYC Boxcars

Featured here are two #6464 series boxcars that many collectors have never previously had the opportunity to view. These two items are pre-production samples of the #6464-

Some background about these cars is in order. The -900 NYC model was introduced in 1960 and cataloged through 1966. A typical production item was painted a shade of jade green on a gray Type IV body with heat-stamped decoration. Note the shade varied by production run from light green to dark green, and the finish ran the gamut from satin to semi-gloss. Aside from a black-door model with a slightly different rectangular NYC legend, the only other distinctly different variation is an example on a rare Type III body that in the current market still commands a multi-thousand dollar price tag. We believe the models pictured here were experiments in an attempt to lower production costs to absolute rock bottom.



We assume that there are less than a half-dozen examples of these rare boxcars in existence. To avoid the cost of painting, note that these postwar Type IV bodies were unpainted brown and unpainted orange respectively. Furthermore, in lieu of typical heat-stamped decoration and to further reduce production costs, these examples were decorated totally with adhesive emblems for both text and graphics.

900 New York Central Boxcar from what I believe is the very end of the postwar Period, or possibly considered for Modern Era production circa 1970 after the demise of the original Lionel Corporation.

II. Pennsy Caboose

For your viewing pleasure here is a rare postwar GRAY Pennsylvania N5C Porthole Caboose that we believe was a factory error; i.e., a decorating mistake.

A typical production gray porthole caboose with Lehigh Valley livery was cataloged and made by Lionel in 1954 as stock number 6415-50 (caboose actually numbered "641751") and included as a component of Lackawanna FM set #2223W.

We assume a mistake was made during the decoration process. Apparently the heat-stamp plate for the Tuscan-painted #6417 Pennsylvania model was left in the tooling after a completed run of that example. Then, along comes a cart of gray-painted porthole caboose bodies that were "supposed" to be stamped with Lehigh Valley markings. Hence, a mistake. Evidently this error was

caught very quickly as only a handful of the gray porthole cabooses exist with Pennsylvania markings. 

Digital imagery by Marc Soracco Photography



On the left we show a typical production gray Lehigh Valley model of the N5C porthole caboose. Now look on the right and observe a rare gray example with heat-stamped Pennsylvania decoration that was intended for the tuscan-painted #6417 model of the porthole caboose.

Limited Run.
Order Yours with
\$125 Deposit

A Remarkable Re



Order Deadline: December 31, 2009

The Four Units of the Basic Set



The Four Add-on Units of the Extended Set



Members can now own the next-best thing to having the original 1958 Lionel® Diesel Set #1600, one of the few mixed-consist trains made by the company. A vintage Burlington #216 train in a condition worthy of collector interest is nearly impossible to find today.

The Burlington #216 can be purchased as a Basic Set of four items or an Extended Set comprised of the Basic Set plus four add-on items. The add-ons in the Extended Set cannot be purchased on their own, and they will not be offered separately at a later date.

Purchasers of the Extended Set will receive a **\$50 coupon** that can be applied to a future purchase of Lionel products. See coupon for details.

The Burlington #216 **Basic Set** includes four units: a powered Alco A unit with **new, improved Magne-Traction** and **TMCC** built in, a REA reefer, the "Clifton" vista dome car, and the "Mooseheart" observation car.

The Burlington #216 **Extended Set** includes eight units: the four Basic Set pieces plus four distinctive, never-before-produced items: a matching dummy Alco A, the Western Pacific "Merchandise Dispatch" reefer, the baggage car, and the "Alfredo" diner.

Both reefer cars rest on passenger-style, four-wheel trucks (not shown on these mock-up photos). The passenger cars have open windows in the vestibule doors. All cars have die-cast metal (not plastic) trucks with "fast-angle" metal wheels.

emake



Limited Production Run. First Come, First Served. Order Now to Reserve your Train Set!

Order Form for the Burlington #216 Train Set — May be Photocopied

ONCE SUBMITTED, LCCA WILL CONSIDER THIS IS A FIRM, NON-CANCELABLE ORDER. LIMIT: TWO COMPLETE SETS PER MEMBER.

Name: _____ LCCA #: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: () _____ e-mail: _____

NOTE: UPS cannot deliver to a post office box; a street address is required.

The product will be shipped with insurance at full value. A person must be available to sign for it upon delivery.

PURCHASE PROCESS

1) First, select the payment plan. Choose Plan A to pay the full amount with order. OR choose Plan B to pay \$125 deposit per set now; the remaining balance will be billed when shipped.

2) Then, select the payment method. Pay the entire amount, or the \$125 per set non-refundable deposit, with an accepted credit card or enclose your check or money order for the total amount shown below. *The deposit option is available to credit card purchasers only. S&H&I is included for addresses in the Continental USA only. Delivery is targeted for the second half of 2010.*

My Credit Card Account No.: _____ Exp. _____

Discover MasterCard Visa Code: _____ (The three digits on the back of your card)

Signature: _____

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

DO THE MATH

		Plan A	Plan B
<input type="checkbox"/> Basic Set of four items at \$469.95	(TWO Basic Sets for \$939.90)	\$ _____	\$ _____
<input type="checkbox"/> Extended Set of eight items at \$699.90	(TWO Extended Sets for \$1,399.80)	\$ _____	\$ _____
<input type="checkbox"/> Additional S&H&I to AK, HI, & Foreign	(\$25 for each Basic Set, \$45 for each Extended Set)	\$ _____	\$ _____
<input type="checkbox"/> Minnesota residents only: add sales tax	(\$34.07 for a Basic Set, \$50.74 for an Extended Set)	\$ _____	\$ _____
	Total (in U.S. funds)	\$ _____	\$ _____

Mail with payment to: LCCA Business Office Dep't. B216/TLR-10-09 PO Box 4708 St. Paul, MN 55104-0708

Make checks payable to "LCCA" with "B216" written on the memo line.

To order online: www.lionelcollectors.org – go to "MEMBERS ONLY" and open "LCCA Store"

Cubs and Caboooses

by Michele Childs
and Derek Childs as told to
Mike H. Mottler RM 12394



Editor's Note: Michele is the Den Mother of Cub Scout Pack #499 based at Pine Knob Elementary School in Michigan. Her 10-year-old son Derek is a member of this pack of scouts who have become train fans because of a serendipitous connection to LCCA.

Michele Childs explained to me – an “alumni” Cub Scout from the early 1950s – that the Cub Scout program now presents theme ideas for monthly pack meetings. One month, the theme was trains. She talked to the leadership of the Cub Scout group, and one of the Scout moms had worked with a gentleman involved with Lionel® trains. At the time, she didn’t know him, but that man was Al Kollis, then President-elect of the Lionel Collector’s Club of America.

Al brought a train layout to the pack meeting at the school, and the scouts played with the trains hands-on during the meeting. Al mentioned that he would be willing to arrange a donation of a train set to the pack if a host family would guide the project. Michele didn’t know anything about trains, but her husband Jeff volunteered for the task.

Derek’s dad Jeff became the designated helper for building the train layout platform because he “had experience.” As a boy, Jeff grew up with a train set in the basement of his childhood home.

Al sent a huge package to their house – the beautiful Lionel NASCAR™ set. It was like Christmas! Michele invited the scouts to open the boxes, and that “grand opening” began their involvement with trains. Four scouts were crazy about trains, and all they wanted to talk about was trains. It blossomed into an activity for the entire pack.

She organized train workshops once a month for several months, and scouts from the pack came and worked on the train layout. They put it together, painted the platform, and decorated the scene. Because it was a NASCAR train set, the scouts thought it would be cool to have a car racetrack in the

center. She picked up a racetrack so the scouts could race the cars.

They completed the train table, and the trains were up and running. She scheduled regular times for them to come to the house and play with it during the first year. Afterwards, they offered the trains and the layout to other scout families on a rotating basis so that others would have the opportunity to host the trains in their homes and invite friends over to enjoy the fun.

It has developed into quite an activity. Michele invited Al to a pack meeting to thank him for the generous donation, and the scouts presented a photo scrapbook to him that documented their fun. Michele said, “I believe the layout will continue to evolve. I’ve encouraged the boys to add their own details to the layout. They used craft sticks to make a grandstand so fans could sit and watch the races. It was built in two sections, each one five by four feet.”

There are Cub Scout merit badges for model-making, and several scouts have made models for the layout and met part of the requirements for that recognition. Her son was involved with scenery details, and he was eager to talk with me about it. Cub Scout Derek Childs is a model railroader in the making. He started with trains in second grade when he was eight years old. He’s now 10. He was quite proud of his “job performance” on the layout.

He said, “I thought there should be trees and bushes on the layout. We crumpled up some tinfoil, painted it green, and then put a craft stick into it so it looked like a tree, maybe. We used Crayola® clay to stick everything down to the platform, and all the kids made items from Popsicle® sticks – a bridge and a grandstand for the racetrack. One scout tried to make a house, but it fell apart. It needs a remodeling job. One guy made a café stand with people buying stuff. It had a TV set inside, and he made stools for the customers.”



Derek continued, “When we were all done, we took people from the stands and put them on the tracks so the train could run over them. We also put people in the little carts that had the sliding doors, and made the people jump out. My mom said, ‘It’s a boy thing.’”

Derek likes to run steam engines with smoke coming out. He has mastered the use of the CW-80 transformer to control the speed of the train, sound the whistle, and ring the bell.

“We have 56 scouts in our pack, and they all know how to run the train. We also have figures of firefighters, policemen, and even a coconut stand with leaves on the top – like a lifeguard stand,” Derek explained.

The NASCAR train set, including FasTrack™ and a transformer, was donated to Pack #499 by Lionel through LCCA by Al Kolis with an expectation of an article for publication in *TLR*. This is it!

Michele met Al at a pack meeting because he had worked with other scout moms of packs that showed an interest in trains. For many of the boys, this was their very first experience with trains. “Al offered a hands-on, have fun, touch it, play-with-it approach to enjoying the hobby,” Michele said.

She became involved in the Scout program because Derek came home from school one day and said, “This guy



Derek Childs at the CW-80 controller.

came to our school and talked about scouting.” She supported his interest and enrolled Derek in the program. Not very long after that, they told her, “We could use some help with this event” or asked, “Would you get the kids together for that.” Soon, she was the Committee Chairperson.

“When I begin to think that I’ve reached my limit, some little guy comes up to me and says, ‘Mrs. Childs, I had so much fun!’ The look on their faces is worth it, and I enjoy it immensely.”

“One scout family has a son who loves trains, and he is learning about history as seen from the vantage point of American railroads. He knows about the different trains, and he’s also learning about science and electricity in ways that transcend textbook-based learning in school,” Michele added.

The opportunity to play with trains has also helped build a sense of community. Michele knew one of the neighbors had an interest in trains, and she asked if he would be willing to show his trains to the kids. He has a very elaborate train set-up, and he allows the kids to use the controls and learn about his collection of trains. So the interest in the hobby continues to grow – as it should.

Digital images provided by Pack #499

LCCA Product Development Shop

by Lou Caponi
RM 8735

There's a lot to talk about, so let's get rolling. This report is loaded with exciting information!

Burlington #216 Train Set

The two-page ad in this issue of TLR offers lots of reasons to purchase this train set, and the deal points make it even more attractive. The Basic Set of four items is a re-make of Lionel's original #216 with some modern enhancements included for \$469.95. The Extended Set includes the Basic Set AND four never-before-made, add-on companion items for \$699.90.

You'll earn a BONUS when you purchase the Extended Set – a \$50 coupon from Lionel® that can be applied to a future purchase of Lionel cataloged items when you make a minimum purchase at a Value-Added Lionel dealer for \$500 on a single invoice within a year of delivery of the Burlington #216. If you do not purchase the Extended Set, you WILL NOT RECEIVE the \$50 coupon.

Also, take advantage of the upfront DEPOSIT OPTION when ordering this train set. There's **no requirement to prepay the total amount** for this train set when you place an order. Make a non-refundable deposit of \$125 per set when you send in your order, and then pay the remaining balance when the items are shipped. The order deadline is DECEMBER 31, 2009, but don't wait until the last minute. About 30% of the production run has already been sold after only one previous ad in TLR. Apparently valued collectibles resonate with our members!

Additional ads about the #216 will be published in club publications, at our website, and in O GAUGE RAILROADING magazine. This is a great opportunity to own a remake of one of the rarest mixed-consist trains ever produced by Lionel in the postwar era. Don't "miss the train." Orders can also be placed at the online LCCA Store on the club's website. Delivery is targeted for the second half of 2010.

Three Legacy Buildings

In this issue, refer to the ad for the new three-piece Legacy™ building set: the Legacy Switch Tower, Crossing Shanty, and Amtrak Passenger Shelter. These items were designed by LCCA and produced and decorated by Lionel exclusively for club members. Lionel was so impressed with these structures they purchased several sets for use on their display layouts. All the buildings are lighted. This set will be a colorful addition to any layout.



These items are IN STOCK and ready to ship, so there's NO WAITING. Orders placed now by mail or at the online LCCA Store will arrive in time for Christmas giving.

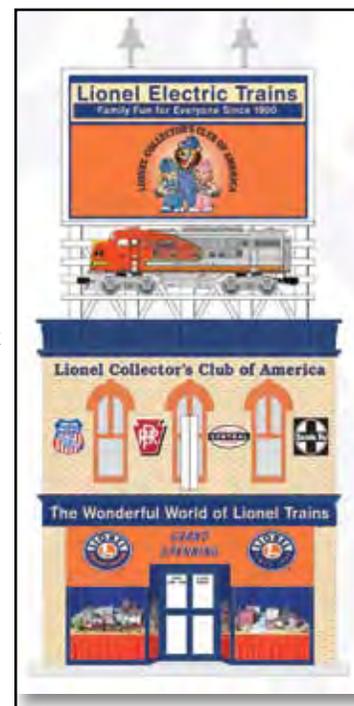
The supply is limited, so DON'T DELAY.



These three buildings will complement other Legacy structures to be offered soon by Lionel in their catalog to the public.

Heads Up

Other buildings are headed our way – one of which will be the WONDERFUL WORLD OF LIONEL TRAINS HOBBY SHOP. This item is not yet in production, but it's in queue for 2010. Since inquiring minds want to know, here's a sneak preview of the preliminary artwork of the train shop. A small F3 Santa Fe A-unit is on display on the roof with a billboard.



This is the last call for ordering the Yellow Water Tower. Refer to the ad on page 32 of this issue or visit the online LCCA Store at the club's website to order this useful item. It would be a fine addition to your layout or a great orange-and-blue gift for the LCCA junior member in your family.

2009 Convention Car

Members who ordered the 2009 Convention Car will have not only a memento of the event but a niche collectible also. Other than what will be set aside to cover lost or damaged cars in transit, this item has sold out. About the niche – Lionel will include a new Ice Cold Express train set in their 2010 catalog, and the LCCA 2009 Convention Car will match that set. Only LCCA members will own the mechanical refer car intended to enhance and “complete” that unusual (and frosty) train set. This car is scheduled for delivery in late December 2009, and we believe it may increase in value in a short period of time because of its position as a “missing link” in the forthcoming Lionel train set.

2010 Convention Car and More

Members who attended the 2006 Convention in Denver know that it was the talk of the town. Not only was it a great event, but many of the mementos for sale at the Convention have since become highly sought-after items.

We decided to give everyone a sneak peak of the items that could be offered for sale related to the upcoming 2010 Convention to be held in Denver. At this point in time, we don't have firm commitments or pricing for these items from the factory in China, but these cars are in the works. Here's a preliminary list and accompanying artwork for them.



Union Pacific Cylindrical Hopper – 2010 Convention Car



Union Pacific Gondola w/pipe load – 2010 free Registration Gift to first 400 registrants



D&RGW Uranium Mint Car (lighted) – 2010 Convention On-site Car

Other club-sponsored products in the pipeline include:

- Die-cast Railroad Police Car – to be announced
- LCCA Special train trip commemorative – to be announced
- Banquet Car – I'll never tell
- And maybe one or two special surprises!

New Possibilities

LCCA is now developing two possible cars for junior members. One car will be targeted to the under-10 crowd, and the other will be aimed to those aged 10+. The club is



experiencing growth with younger members, and President Kolis mentioned this activity in his President's Report in this issue. For the record, members of any age may purchase these cars. After all, we're all kids at heart!

40th Anniversary Sale

In early 2010, members will receive an announcement with an impressive listing of Lionel products for sale at prices well below factory cost. That's right – below factory cost!

This is one more example of how the club enhances the value of your membership in the best toy train club on the planet. Most of the items will have NO LIMIT, so you can buy as many of them as you want.

The prices will be so low you won't be able to resist. There are no \$1,000 locomotives or high-end items, but this listing includes good quality, affordable traditional items such as Thomas the Tank products, passenger car sets, and smaller traditional locomotives and freight cars. Monitor our club publications or website for information about this sale. All items will be in stock and ready to ship, so these special products will be delivered in a timely manner. 🚂

*Digital Images provided by Lionel LLC
Photographs of Legacy buildings by Ed Richter*

REED JACKSON

1955 – 2009



At various train shows you often see a vendor who sells signs. One of them reads, “As a matter of fact, it is always about trains!”

Anybody involved in this hobby knows there’s more to it than that. Granted, trains are the common denominator that brings us all together. But it’s the people that really make this hobby the great force in all our lives.

Anyone who rode the magnificent Union Pacific steam train at the 2006 Convention in Denver will remember our conductor, Reed Jackson. A man with serious work to do and hundreds of people to protect, he was never without his infectious, mischievous smile.

Who wouldn’t love being in charge of that great big train? But for Reed, it was more than that. He had a drive to share this rolling museum of our collective past. Everywhere he went, every person he met, every town he visited, he wanted them to know as much about historic railroading as he could possibly communicate to them. See it, feel it, smell it, and yes, even taste it.

Next year’s convention is in Denver. And at the top of our list is riding

behind a UP steam locomotive! Only this time Reed won’t be with us. He died from complications following brain surgery on Saturday, August 15th. Only 54 years old, Reed began working for the Union Pacific at age 18. His was an incredible 36-year career, 27 of them as a conductor.

That loss – for Reed’s family and many, many friends, for the UP, for the Steam Crew, for LCCA, and for railfans everywhere – is impossible to measure. Words can’t even begin to describe it. It hurts too much.

There will be other train rides, other steam engines, and yes, other conductors. But there will never be another Reed Jackson. In this hobby, it’s the people that matter.

In July 2010, we’ll ride behind UP Steam like we planned, just like he would have wanted us to do. But if you listen carefully – above the noise and laughter as that train pulls out of the station – you’re sure to hear a crisp and clear “All Aboard!” from Union Pacific Conductor Reed Jackson. 🚂

by John Fisher RM 6541
and Eric Fogg RM 12768

In Memoriam

At the funeral, Steve Lee, Director of the UP Steam Program, announced that the “Sherman Hill” concession car in the consist of the Heritage Fleet will be renamed as the “Reed Jackson” in honor of Reed’s many contributions to the UP and the success of the Steam Program.

A Makeover for a NW-2 Switcher

by Robert H. Walker
RM 27981

Starting in 1949 and continuing through 1999, a period of 50 years, Lionel produced about 60 individual models of the NW-2 switcher diesel locomotive. With such a level of activity, it may be safe to assume that hobbyists really liked this particular locomotive and Lionel liked responding to their interest through this ubiquitous workhorse.

Interestingly, production of the NW-2 switchers over that five-decade time period seems like a saw tooth waveform, bobbing up and down between as follows:

the 1950s – 14 models
the 1960s – 6 models
the 1970s – 12 models
the 1980s – 7 models
the 1990s – 19 models.



For the record, Lionel covered the waterfront and manufactured many NW-2s: 24 different road names, three U.S. military services, and six private company brands not including versions packed with sets.

The pattern above suggests a start-and-stop yet ongoing love affair. Even though there were differences between Lionel's NW-2 switcher and the prototype SW-2 switcher, for the sake of simplicity, I refer collectively to all the Lionel models as NW-2s.

Plenty of Them Around

Over the past years, I have collected, restored, operated and traded many versions of the Lionel NW-2 switcher and have always had a soft spot in my heart for these little locos. They run well on any version of O-gauge track and have substantial pulling power.

The brilliant orange and white color scheme of the Illinois Central has always held an attraction for me. Perhaps it is because Illinois is my home state, and I rode the IC as a college student. I thought, "Surely Lionel would have the market insight to produce a NW-2 with IC decor," but my research indicated, "Nope."

Décor Details

I explored the feasibility of creating my own custom-painted NW-2 switcher in the snazzy IC orange and white paint scheme with the distinctive rail-in-profile IC logo.

I reviewed the available Lionel NW-2 models and discovered that a #8111 DT&I (Detroit, Toledo & Ironton) locomotive shown in **photo 1** would work best. This model seems to pop up at many train shows, so it would be relatively easy to obtain. I was right; a #8111 soon came my way.

I applied three coats of Scalecoat1 #S27 IC Orange to the entire body shell and completely covered all the markings and graphics on the #8111. I planned to apply the white accent color afterwards.

In order to decide where to place the horizontal dividing line between white and orange, I reviewed a number of

IC offerings by several manufacturers and consulted the IC Historical Society magazine. I discovered that the break line was located almost anywhere. As a result, I elected to place the break line at the horizontal piping that runs the length of this body shell. This location would make the paint-masking job easier. I used Scalecoat1 #S80 BNSF White, which closely matches the IC White. Finally, I applied the IC decals by Micro Scale® and re-installed the removed trim parts.

I took one further liberty when I reassembled the shell to the motor frame. The #8111 frame used a low cost motor with a direct worm gear drive. Since I had access to a number of NW-2 motor frames with superior drive trains, I used one of them to obtain more pulling power and smoother operation. See **photo 2** for a "builder's portrait" of the final product. 🚂

Photographs by Robert H. Walker

Answers to A Lionel Puzzlement

1>2) Kit, 1>3) Vat, 1>5) Tin, 2>3) Pin, 2>4) Ice, 2>5) Leo, 2>7) Arm, 3>5) Log, 3>6) Red, 3>8) Bay, 4>5) Ore, 4>7) Box, 5>6) Cab, 5>7) Air, 5>8) Two, 5>9) Dog, 6>8) Out, 7>8) Toy, 7>9) Zoo, 8>9) Oil.

OUR 2009 "TOP TEN LIST"

by Richard H. Johnson RM 7103
Immediate Past President

LCCA Products Released at 2009 Convention

LCCA Convention-goers were treated to numerous LCCA product surprises as soon as they began arriving in Sacramento, CA. All attendees who picked up their Convention packets received the eagerly anticipated #6-52514



James Marshall Mint Car pictured in the June issue of *The Lion Roars*. This car (photo 1) was even more beautiful than its photograph. This rare collectible has been selling on eBay for more than \$300! Only 400 of these "totally Lionel® produced" cars were made, so Conventioneers have a unique trophy to cherish.

All attendees received a nifty LCCA tote bag (photo 2) which was designed



to hold six Lionel freight car boxes. These bags became invaluable to LCCA Store shoppers. Attendees who registered for the Napa Valley Wine Train trip on Monday also received a LCCA flash/screwdriver (photo 3).

One Trolley, Two Versions

This year's Convention On-site Car was a #6-28421 Fort Collins trolley redecorated by Weaver Models as a "Sacramento Rapid Transit" trolley. This handsome operating car came in two versions: 250 pieces as the standard car with a tan roof (photo 4) and 12 pieces with a maroon roof



(photo 5) awarded to all outgoing LCCA officials as the club's thanks for their service to the club.

Two New Firsts

This year marked two new "firsts" for LCCA: (1) an annual commemorative Convention pin (photo 6); and (2) the premiere of a die-cast vehicle series produced especially for LCCA by Diecast Direct, Inc. of Frankfort, KY. Diecast Direct is owned by longtime LCCA mem-



ber Kevin Black (RM 2201). The 2009 release was a First Response "Premier Series" 2009 Dodge Charger Railroad Police Car (FR-PR-104) decorated in the colorful paint scheme of the BNSF Railroad. This dark green and orange



beauty (**photo 7**) was on sale throughout the week in the LCCA Store. Beginning with this issue of *The Lion Roars*, the remaining orange and green police cars will be offered to LCCA members who were unable to attend the Convention.

They will be available on a first-come, first-served basis for \$29.95 each with S&H included in the Continental USA. This is a much more affordable price than the \$100+ bids they have attracted on eBay. As a FREE bonus, the first 115 purchasers of this car will also receive the 2009 Convention pin as a memento. Use the form on this page to place your order for this police car. 744 of these cars were made.



A special run of only 48 (FR-PR-105) BNSF Railroad Police Cars were produced in white (**photo 8**) and presented to all elected and appointed club officials as LCCA's thanks for their efforts on behalf of the club.

The Banquet Car

Each year, all Convention attendees eagerly await the banquet on Saturday evening to discover what item was selected for the annual Banquet Car. This year it was a #6-27019 IMCO two-bay hopper with special graffiti added



by Weaver Models (**photo 9**). Only 60 of these cars were produced, so they are destined to become a coveted collector's item. Upon examining the banquet cars in Sacramento, a slightly different variation of this car was discovered (**photo 10**). Only 18 were produced. Rather than destroying or returning them, they were given to key convention team members as a one-time special gift.



As we've said time and time again, our annual conventions are full of fun, surprises, and rewards for all who attend. But then, what else would you expect from "the best toy train club on the planet"? 

Photographs by Ed Richter & Mike H. Mottler

----- **Order Form May Be Photocopied** -----
BNSF ORANGE & GREEN RAILROAD POLICE CAR – LIMIT: FOUR CARS PER MEMBER
Once submitted, LCCA will consider this is a firm order and not refundable.

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

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

PURCHASE METHOD:

My check is enclosed, made payable to "LCCA" with "BNSF" on the memo line.
 Bill this purchase to my credit card account.
 No.: _____ Expiration: _____
 Discover 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:

_____ Car(s) per member @ \$29.95 each \$ _____
 (Includes S&H via USPS to Continental USA)
 Extended S&H to AK, HI, & Canada - add \$3 each \$ _____
 Extended S&H to foreign countries - add \$6 each \$ _____
 Minnesota residents: add 7.25% sales tax, \$2.17 each \$ _____
 Total (in U.S. funds) \$ _____

Mail this order form to the best toy train club on the planet:
LCCA Business Office • Dept BNSF/TLR-10-09 • P.O. Box 4708 • St. Paul, MN 55104-0708
To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

A Firsttimer's Report



by David Dunlop RM 10710

I joined LCCA in March of 1987, so obviously I'm not a newcomer. However, I haven't previously attended a LCCA Convention, so this year was the perfect time for me to get with the program and attend the event in Sacramento, which is only 50 miles from my home. Convention Co-managers Eric Fogg and John Fisher provided excellent and enticing advance information about this event in issues of *The Lion Roars*, so I was primed and pumped-up for it. This week-long Convention met and exceeded my expectations!



Signing In

Checking into the Radisson Sacramento Hotel was efficient and pleasant. The staff was courteous and helpful, and it was evident that they really enjoyed our event and were pleased to have us at their facility. Way-finding signs directed members to the Registration Desk, the LCCA Store, and to the fabulous Lionel® layout and Trading Hall.

Meeting the Convention Team at the Registration Desk was a delight. I connected several of the names I've read about or heard about to the actual persons. All the paperwork was in good order. My name tag contained the schedule of events on the backside – a handy reference. The Convention Team members wore Hawaiian-style, California-theme shirts, and they were always asking if they could help in any way. The team included elected officers, directors, and appointees, plus spouses and other volunteers.

Plugging into the Grid

On Wednesday evening at 6, I joined other first timers at a welcoming reception for "Convention Virgins" as pictured above. We enjoyed a light buffet meal with a Mexican flair, socialized with members of the Convention Team, and learned about the programs of LCCA. It was a contribution to my education about the club!

After the First-timers Reception, I attended an informative forum led by Larry Black, LCCA's IT and Web Manager. He and other colleagues described *eTrack*, our online buy-sell-swap service, and showed the capabilities of the club's website. I discovered features of the website I didn't know existed; for example, how to search for club members who live in your area. What a great way to find new friends and hobby buddies!

Taking the Tours

All the tours during the week were well planned and professionally managed. On each day of Convention week, there was at least one tour involving trains, cable cars, or light rail. It was a train-lover's dream come true.

A professional tour guide accompanied each bus. I earned a masters degree in California History, and I can be a tough judge of presentations in the area of my expertise. I was impressed with the knowledge of our guides. They were well versed about the locale, the topics, and the legacy of the area. I especially enjoyed the trip to San Francisco with a tour of San Francisco Cable Car Museum, a ride on the California Street Cable Car, and an eight-course meal at the Empress of China Restaurant in Chinatown. Our adventure continued with a cable car ride from Market Street to Van Ness Avenue. Would you believe we got three busloads of people on two cable cars?

On Friday afternoon, I attended the LCCA Annual Meeting and the Lionel Seminar "starring" company execs and the latest trains. Everyone wanted to see the new Lionel company layout in action, and I made several pilgrimages to the site. It was a magnet to all conventioners and visitors, and the room was never empty.

Meeting New Friends

Although veteran conventioners knew what to expect at the two major social events – the Get Acquainted Party and the Saturday Reception and Banquet – these were new to me and lots of fun.

I've "been there and done that" with hotel-based banquet events sponsored by other organizations, but the Reception and Banquet were way out of the ordinary. The walls were lined with tables and filled with interesting silent auction items. Everyone received an advance description of these items in their Registration packet, and many had already "marked their scorecards." Timely announcements reminded all bidders to attend to the items they were interested in. After the meal, the gifts on each table were distributed according to cleverly devised instructions. The process was as much fun as getting a gift. Because of a last-minute twist of fate, the number three person at each table received the Banquet Car, a coveted prize.

I describe this Convention as a class act. Great company, great food, great facility, and great events – it doesn't get any better than that! 🚂

Photographs by Ed Richter and David Dunlop

Lucky with Lionel

by Aimee Johnstone RM 29323
and Bramley Benton
as told to Mike Mottler RM 12394

Editor's Note: Some are born lucky, some get lucky, and some have good luck thrust upon them. Young Bramley Benton attended our recent Convention in Sacramento. At the Banquet he won one of the great raffle prizes.

Bramley Benton got started in the hobby with wooden Thomas™ trains and later switched to LGB® large-size trains. Later, his attention shifted to Lionel® O-gauge trains.

A Hand-me-down Train

According to Bramley's mom Aimee Johnstone, his Uncle Tim had a Lionel Santa Fe train set from 1959 but didn't want it. She found it in the garage and brought it to a local train store for restoration. That train set included a helicopter launching car – but no helicopter – and a hobo car that was later replaced with a newer version. That train is now a part of Bramley's growing collection of Lionel trains.

"My first new train set was the Pennsylvania Flyer as a Christmas present. It had drive wheels and the little piston rod that goes back and forth. I like the sound and the whistle. It's pretty loud. Steam engines have a lot more action," Bramley said. He's quite enthusiastic about the steam era of railroading even though the golden age of that technology peaked long before he was born. However, he is thoughtfully discovering that part of the American transportation saga through reading, research, visits to train museums, and railfan trips.

Growing his Collection

Later, he received a Polar Express train set. He wants to add more cars to it for a longer, more interesting train. He also has a Hogwart's Express train set and a Pacific steam loco. A Mikado and the Area 51 train set followed. He is especially proud to own a "General" locomotive from The Great Train Robbery set.

"My grandpa went into the Trading Hall at the Convention and we found an original 'General' set. It's the famous engine from the Civil War story of a stolen train." Bramley knows and understands railroad history, including the golden spike ceremony at Promontory, Utah. "I've been there on the California Zephyr," he said.

Bramley's family lives in Sacramento, and the California State Railroad Museum in the city feeds his interest in trains. "We used to go to it once a week, but now we go twice a month, probably" he explained – obviously not "tired of it" at all. He has lots of books about trains, and the continuing process of discovery unfolds with every page.

A Winning Ticketholder

At the Saturday evening Banquet, Bramley was the lucky winner of a unique train – a Santa Fe A-A diesel set with custom-painted graffiti applied to it. This rare collectible will be an addition to his collection and will probably grow in significance as he grows up and understands the value of it."

"I have a train layout at home," he explained, and we have decided to make a big layout with a mountain and a bridge.

His wish list includes the Union Pacific #844, the Challenger, and even a Big Boy. When he's older and can do the math, he'll be able to calculate how much allowance will be required to purchase Really Big Steam!

Experiential Learning about Trains

Bramley already knows that the UP #3985 Challenger is the largest steam locomotive in operation in the country. When I mentioned the upcoming 2010 Convention in Denver with the real Challenger up front for an excursion run, he wants to see the Challenger at work and ride on the train. Bramley is probably already "lobbying" mom and dad for that adventure.



Bramley continues to collect Lionel trains, train information, and train experiences – enough to last a lifetime. Much of what he's learning about "real" trains will inform his efforts as a Lionel train operator and guide his thinking as a train collector.

I had to ask, "What do you want to be when you grow up?" Without hesitation, his answer was, "I want to be an engineer for the #844 or a member of the crew." Clearly, this youngster has trains on his mind. "Trains on the brain!" he said. 🚂

Photographs by Ed Richter and Aimee Johnstone

Sentiment

by Bob Carter RM 6620
in collaboration with Jerry Calkins RM 9418

Living a Dream

The LCCA Convention in Buffalo last July turned out to be more than visiting Niagara Falls and feasting on original Buffalo wings. For me, it was the birth of a dream.

During the banquet, Jerry introduced the idea to folks sitting at his table of taking Amtrak from Denver to Sacramento for the 2009 Convention. Everyone agreed that it would be a fun thing to do. To our good fortune, Steve Fowler (RM 26496), happened to be sitting at the table and suggested that a private rail car might be a better way to travel; also, he knew someone who owned one. He gave Jerry the contact information and the rest, as they say, is history.

Shortly thereafter, Jerry contacted Johnny Ourso (CM 33), Craig Tribuzi (RM 10207) and me. He asked, "How would you guys like to take a private rail car from Denver to Sacramento?" We had talked earlier about taking Amtrak to the Convention, but a private car – that's an opportunity which doesn't come along very often.

After researching the car, talking with the managing owner Dave Pitts, and gathering the details, in January e-mails began flying back and forth between Jerry and the other six couples he had talked to about Amtraking to Sacramento. All seven couples signed on, and the com-



mon reaction was, "It sounds like the opportunity of a lifetime."

Our Home on the Rails

The private rail car "Colorado Pine" was built in 1953 for the L&N Railroad and saw service throughout the south. It

has been lovingly restored to its 1953 Pullman standard, along with some modern updates. The car has both single and double bedrooms with their own toilet and lavatory. It was also equipped with a dining and lounge area as well as a shower and a complete but small well-equipped galley. The car would be coupled to Amtrak's *California Zephyr*,

and we'd have our own private vestibule for enjoying panoramic views of the countryside.

On Thursday, July 16, we all arrived at Denver International Airport and traveled with Jerry and Connie Calkins to Union Station in downtown Denver. We got our first look at our home for a 32-hour ride to Sacramento.

When we boarded the "Colorado Pine" and put our luggage away, we were interrupted and surprised by a very special train on the track next to ours. It was the Denver Post Special arriving from Cheyenne, WY. Our UP friend, engineer Lynn Nystrom (CY 27136), waved to us from the baggage car as he went by. This year the DP Special had a consist of 23 cars pulled by the #844 FEF steam locomotive and the #6936 Centennial diesel. What a sight! We grabbed our cameras and went to inspect the train and greet our friends. Jerry mentioned that there would be surprises for us, but nothing like this.

We boarded our car again, had beverages and hors d'oeuvres, dined at the famous Chop House, and returned for a good night sleep prior to our departure the next morning. The local crew moved the *Colorado Pine* to the Amtrak staging track, and we waited in anticipation of the arrival of the *California Zephyr*. We weren't disappointed. The Amtrak train arrived, coupled the private car to the end of the train, and departed for Sacramento to nearly on time.

The onboard staff of the car was Manager/Chef Gerry Lemmons and Steward Tina Kluesner. They provided excellent food and service. When was the last time you had fresh baked breads, a Denver omelet, crispy fried bacon, chicken salad with assorted crack-



al Journey



ers, berry pie a la mode, roast leg of lamb, mashed potatoes, green beans almandine, and fruit sorbets all in one day on a moving train?

Time Travelers

The time on the train passed quickly as we listened to music of the late 40s: Margret Whiting, Ray Anthony, The Ink Spots, Bing and the Andrews Sisters transported us into a time

warp to nearly 70 years ago. The ladies played “Farkel” and “Spite and Malice” while the guys talked layouts and trains and stood on the vestibule taking pictures. Our agenda was a pleasant mix of reading, snacking, and taking it easy. What a way to travel! Jerry’s “Dynamic Travelers,” as he called us, were: Connie and Jerry Calkins, Fran and Johnny Ourso, Carol and Ken Kelly (RM 1308), Peg and Eric Hofberg (RM 28605), Diane and Craig Tribuzi, Fred Hunter (RM 25936) and Dinah and Bob Carter.

Because of track repairs in progress on the western slope of the Rocky Mountains in Colorado, the dispatcher diverted the train through southern Wyoming. At Speer, WY, we turned west and moved to Track 2 through beautiful country over the famous Sherman Hill, the Summit (the highest point on the UP system), through the Hermosa Tunnels, and into Laramie. We crossed the Red Desert through famous UP towns of Rawlins and Green River, and then pulled into Salt Lake City. We arrived two hours ahead of schedule!



Rails as Rough as the Countryside

By now, evening was upon us, and we retired for what we hoped would be a good night’s sleep lulled by the rhythm of the rails. However, crossing Utah and Nevada deserts at night was a jolting experience! The track was rough, and staying in bed was a challenge. The sway of the bunks did not rock us to sleep. Fred claimed that his internal organs had shifted; however, our hardy band of fearless travelers survived.

The next day we passed through Reno, climbed over Donner Pass, went through Truckee, CA, and cruised into Sacramento arriving nearly on time. We took the limo to the hotel and prepared for the festivities of the Convention.

Returning Home – the other Half of the Fun

After a week of toy trains and Convention frolic, we were ready to return to the “Colorado Pine” and home. Getting to the SP station from the hotel was another interesting footnote to our adventure. Jerry arranged for us to take a shuttle bus from the hotel to the station. A 55-passenger bus pulled up to the portico, loaded all 14 of us and our baggage, and transported us to the train station in time to catch the *California Zephyr* for our return trip to Denver.

On the return eastbound trip, we were also surprised by Eric Fogg and John Fisher who met the train at Truckee, CA. They were driving a van with Convention registration supplies and LCCA store items back to the LCCA Business Office. At Winnemucca, NV, Eric and John left a LCCA sign for us. We found it on a post where it may have covered a “No Parking Sign.”

We crossed the Nevada and Utah deserts and into Salt Lake City. To our good fortune the UP had completed the maintenance on the track and we continued east through the Colorado Rockies. The scenery through Colorado was spectacular with interesting sights along the route, including the “mooners” rafting on the Colorado River. We traveled through Glenwood Canyon, Winter Park, the Moffat Tunnel, and nearly 30 additional tunnels down the Front Range into Denver. We arrived in the evening and spent a quiet, peaceful night on board the “Colorado Pine” parked at the station.

The next morning after breakfast, we said goodbye to our home on rails and our dynamic traveling companions. We boarded the Calkins shuttle bus to the airport and returned home. I considered the 2,720 total miles as pure elegance on rails. It certainly was a *memory of a lifetime*. 🚂

Photographs by Bob Carter

I Left My Heart

(with an Apology to Tony Bennett)
by Bob Carter RM 6620

Monday



We kicked off the week with a ride on the famous Napa Valley Wine Train. This leisurely trip took us through the lush and fertile fields of California's famous wine region. Pulled by restored ALCo FAs built in 1959 and run at about 20 MPH, the train rolled along the beautiful rolling hills covered with grapevines as we enjoyed the refurbished elegance of Pullmans converted into lounge, dining, and barbeque cars. The

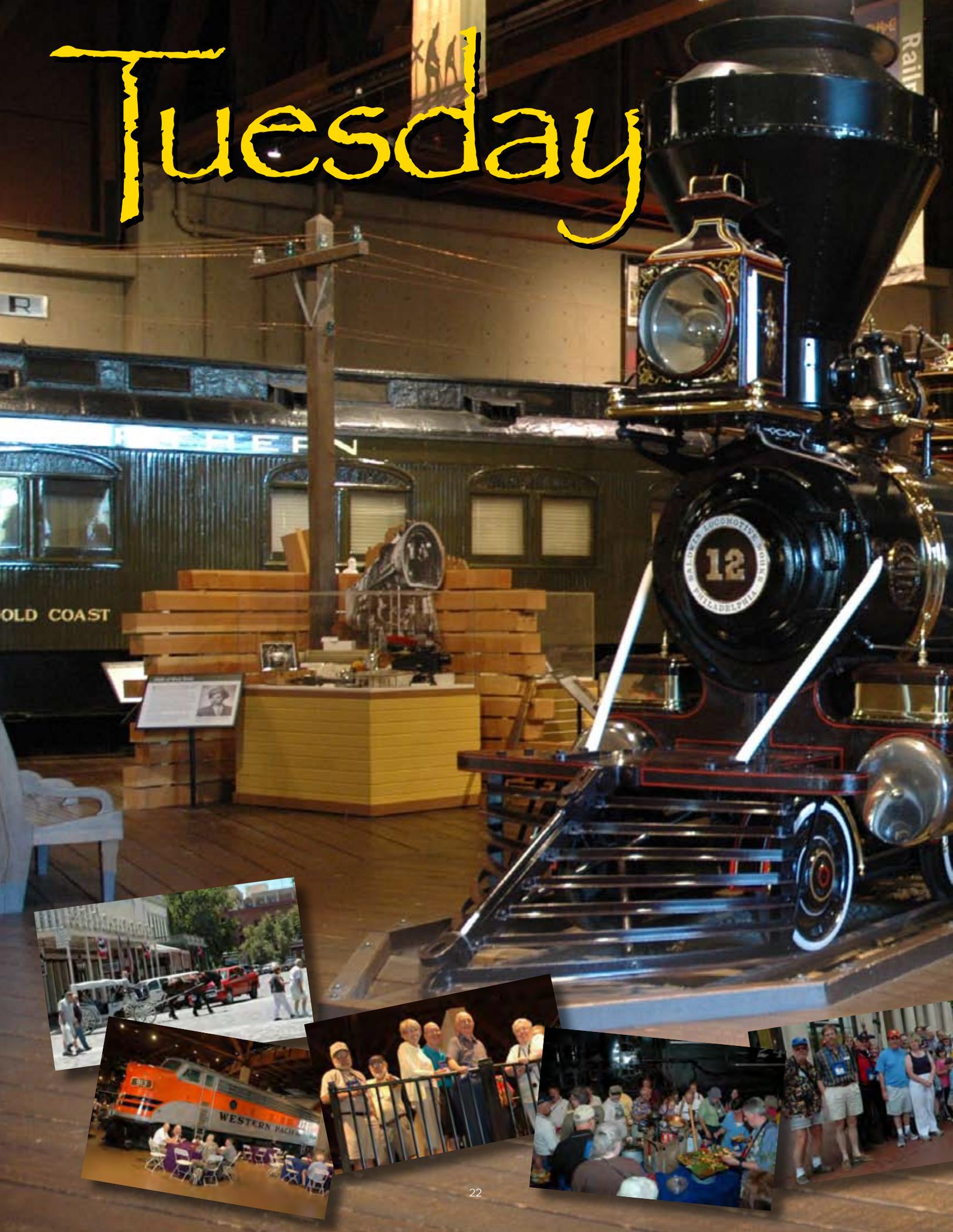
gourmet meal was wonderful, and whether you had sole, tuna, beef, or chicken, the comments I overheard were unanimous: "absolutely delicious."



t in Sacramento



Tuesday



This day was filled with tours, and the adage “so much to see, so little time” was literally true. Tour #1 included the Bay Area Rapid Transit (BART) system and streetcars and tours #2 and #3 offered tours of Sacramento’s legendary sites. We visited Sutter’s Fort, the state capitol and International Gardens, and the waterfront district with a concentration of gold-rush-era buildings. Tour #2 also included the Cathedral of the Blessed Sacrament, which has no equal in size and elegance west of the Rockies. To top off this tour, we enjoyed lunch at Casa Gardens, a restaurant in a beautiful



garden setting. Tour #3 of Sacramento also included the capitol. No, we didn’t see the Governor. That tour included a visit to the California Auto Museum with over 160 vehicles on display. Lunch on this tour was served on the deck of the paddle wheeler, The Delta King, which is permanently docked on the Sacramento River in the downtown district.



For me, the highlight of this Convention was the three-hour, after-hours reception held at a premier railroad site: the California Railroad Museum. The museum staff hosted a private reception for the club. We climbed aboard several trains, got a personalized and detailed description of the operation of an SP Cab Forward, and visited an RPO car and a dining car. Also on display was the tremendous collection gifted to the museum by Thomas W. Sefton and presented as “Small Wonders: The Magic of Toy Trains.” This Standard gauge collection was impressive, to say the least, and quite complete. It’s operational when you push the buttons.



Wednesday

Conventioners boarded the Sierra Railroad Luncheon Train for a 32-mile trip through unspoiled, natural countryside. Scenes from this area have been used in several movies and TV shows. It was accompanied by a delicious onboard lunch. Considered one of the top dinner trains in the west, it got its start by using the Santa Fe's "Super Chief" as its model. It's named the "Supper Chief."

On Wednesday evening, about 100 first-time Convention attendees met club officers, directors, and appointees at a reception with a Mexican-theme light dinner. This event is designed to acquaint "newbies" with LCCA programs, products, and people.



Thursday

Three coach loads of semi-sleepy conventioners left at 8 a.m. for a two-hour ride to San Francisco. Everyone enjoyed the cool 53-degree weather as we visited Nob Hill, Coit Tower, Lombard Street (the curviest street in the world), the Presidio, and the famous Fisherman's Wharf with seals resting on Pier 39. We hopped aboard for a cable car ride, and we enjoyed an oriental multi-course lunch at the famous Express of China Restaurant. At day's end, we headed back to Sacramento across the Oakland Bay Bridge for the Get Acquainted Party.

Thursday night is a bright spot in week-long event because of the popular and entertaining Get Acquainted Party. The food on a spectacular buffet represented a taste of California, and the musical group California Dreamin' provided the entertainment.



Friday

We closed the tour schedule with two tours: the Western Railway Museum and Electric Train Ride or a ride to the historic city of Folsom on a light-rail train. At the Western Railway Museum we enjoyed an outstanding collection of historic electric railway artifacts plus one of the most complete collections of interurbans, streetcars, PCCs, and related products. We experienced California as it was 100 years ago when we took an electric train trip through the Montezuma Hills.



The ride to Folsom was a leisurely 45-minute ride from Sacramento aboard the Sacramento Light Rail Train. In Folsom, we strolled along the old Sutter Street shops of this quaint town.



After the club's Annual Business Meeting and the Lionel Seminar, we opened the doors to the Trading Hall for Convention attendees. All available tables were sold out and orange and blue boxes contained goodies from the rare and pricey to the current and affordable. All in all, there was something for every taste and budget. Trading hall activity continued on Saturday, and the public was admitted at 9 o'clock. Thanks to Mike Mottler, LCCA's advertising/media guy, we attracted lots of local media attention through live-shot TV, newspaper coverage, radio, and web postings.



Saturday

In addition to the conventioners-in-residence, more than 400 visitors streamed into the Trading Hall on Saturday. Many of them walked out with their arms full. Sixty-four visitors joined the club as new members at the site – a record for LCCA. More than a third of the “newbies” were young junior members, and this validates the appeal of trains to kids of this generation.

The Saturday Reception and Banquet was the fantastic finale of the Convention. The meal was excellent, and it was clear that the hotel staff had taken good care of us! Incoming president Al Kolis presented outgoing president Dick Johnson with a Lionel® *President's Special* B&O steam locomotive and tender with this engraved text: “With appreciation from the LCCA for the past two years of leadership.”

The banquet offered goodies galore – on the tables, in the silent auction, and by the raffle – all part of the fun. The winners of the raffle drawing for two special Lionel products were announced: a member won the UP FEF #844 steam engine and tender, and a youngster won a pair of Santa Fe ALCo diesel locos decorated with graffiti.

You might ask, “How could LCCA top this next year?” We’ll find a way! In 2010, our Convention will be held in Denver, the site of our 2006 event. A Union Pacific steam train excursion will be a tour you won’t want to miss. Mark your calendar now for July 26-31 and plan to attend the 40th annual Convention of the best toy train club on the planet. I’ll see you there!

*Convention photographs
by Ed Richter*



Lionel News & Views

by Bill Schmeelk
RM 6643

On Getting Around To It

Okay – over the years you’ve bought all these neat trains and they’re still in the boxes. You’ve had that plan in your head to build a layout and operate your trains. So let’s make this the year you finally build that layout. Well, at least that’s how I have felt. I really want to get the trains out of their boxes and rolling on the track. So what’s the first road block to actually building the layout? Once you’ve got an area in which to build it, the first obstacle to overcome is the construction of the benchwork. I’m an experienced woodworker, but just couldn’t get excited about constructing the benchwork in the basement – dragging the 2x4s and 1x4s into my garage and sawing them to size and then assembling the table. One of the obstacles for me was settling on exactly what size I would make the layout.

One of the pieces of advice I’ve heard several times is that you shouldn’t try to make your first layout your final layout. My ideal layout would be a 16x32-foot layout that mimicked some of the features I saw in 1961 when my dad took me into New York to visit the display at the Lionel® showroom. I was 11 years old at that time, and those images and the excitement they stirred in me remain burned in my memory. Building a 16x32-foot layout as my first project seemed a bit ambitious and good sense seemed to lean towards starting with a smaller layout and learning through the construction process about changes I would eventually implement on the dream layout.

Although that’s good advice, starting with a smaller layout might mean that eventually the benchwork would have to be expanded or rebuilt as a dream layout evolved. That was just another reason to put it off. At a recent train meet, I was intrigued by a display set up by Mianne Customizable Benchwork. Advertised as *The Fast Track to Layout Construction*, the concept triggered my curiosity and I investigated its advantages. After seeing one of their benchwork designs set up and studying their catalog, I was sure that this was a system worth some serious consideration. Some of the advantages that instantly came to mind were the fact that the entire construction required no cutting (i.e., no sawdust in the house). The construction technique would easily allow the benchwork to be expanded in the future. Thus I could start with a layout much smaller than my final dream plan and increase its size without having to completely rebuild the benchwork. The benchwork is designed as a series of legs and I-beams



1

that connect together to form one unitized structure that allows for easy expansion in the future. The design also allowed unlimited shapes. My interest piqued, I contacted Tim Foley, the manufacturer, and received a 4x8-foot table to get hands-on experience.

Thoroughly Pre-engineered Benchwork

Photo 1 shows the box containing all the parts for a 4x8-foot bench. The shipping box measures just over eight inches square and four feet long. The content consists of legs, beams, and hardware. The components are assembled in a manner similar to knock-down furniture; however, there were some important differences. The parts were all there, everything fitted together as it should, and the instructions were written by someone proficient with the English language.

The basic wooden parts are legs and beams. In addition, you receive a box of hardware for assembling the parts. **Photo 2** shows a sampling of the different types of hardware. The only tools you will need are a number 2 and a number 3 Phillips screwdriver and a hammer. The instructions suggest a rubber mallet, but I found a regular carpenter’s hammer more efficient.

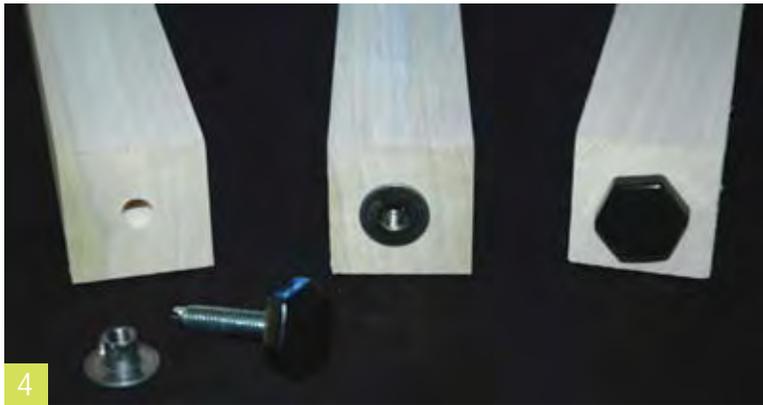


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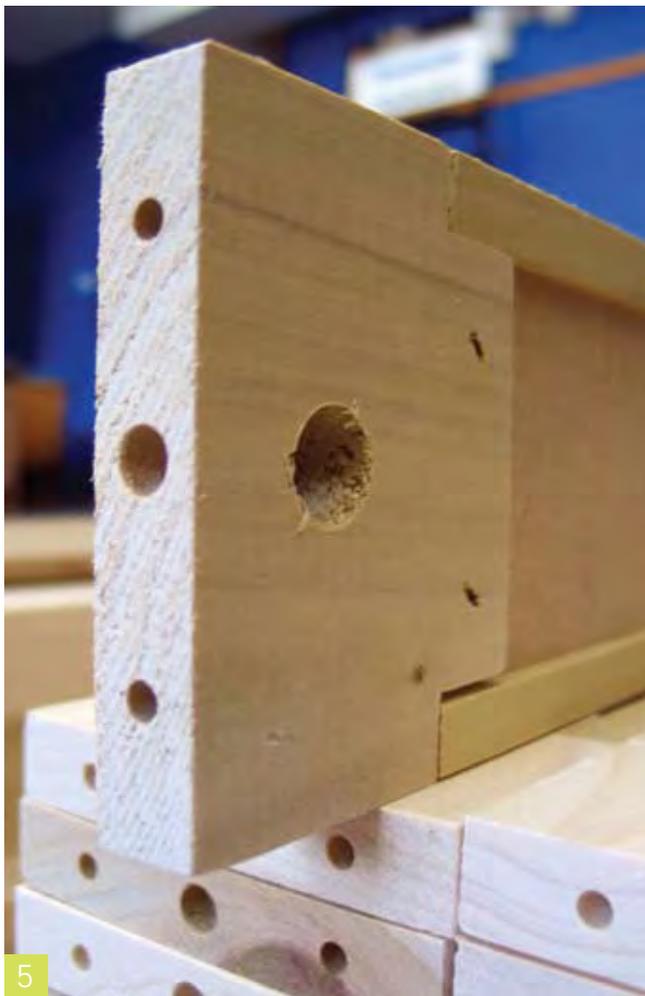
3

The legs are 1- $\frac{3}{4}$ -inch-square poplar wood. The top of each leg has been cut to an octagonal shape as in **photo 3**. The first step is to install “T” nuts into the bottom of each leg.



4

Photo 4 shows the leg before installation, after the “T” nut is hammered in place, and finally with the leveler installed. The leveler allows an adjustment of up to 1-1/4 inches. The legs in my set were designed to make a table 36 inches high. Legs in several sizes up to 48 inches are available. Additional custom-made sizes are also available.



5

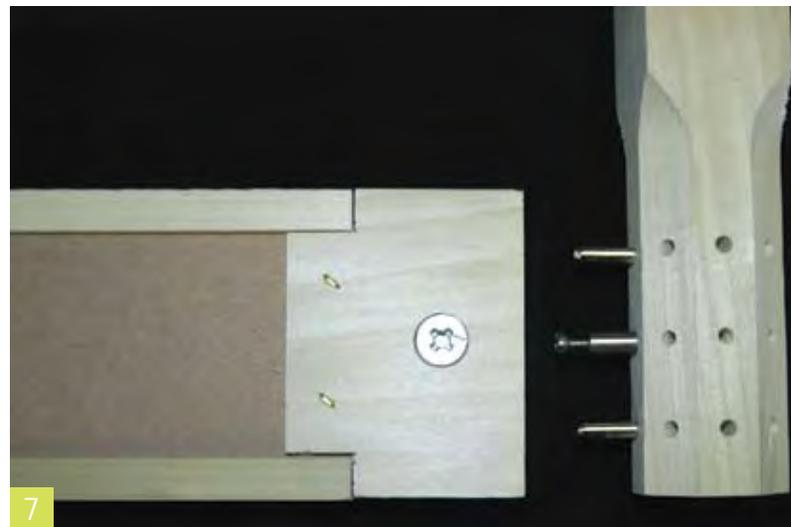
The beams which make the actual benchwork are unique in their design. Rather than solid wood, each beam is constructed with five pieces of wood. **Photo 5** shows the end of one of the beams. The center section of the beam is 1/4-inch medium density fiberboard (MDF). This piece is capped on its two long edges with poplar strips grooved to accept

the MDF. The ends are also capped in poplar and machined to accept the hardware needed to assemble the beams to the legs or to other beams. This clever construction accomplishes several desirable features. The beam is far more dimensionally stable than a solid wood beam and unlikely to warp. All of the beams in my set were absolutely straight. A further advantage is in weight. These beams are lighter than a solid wood beam would be, yet exceptionally strong. This “I” beam type construction has been used in the manufacture of floor joists in new home construction for years.

My kit included beams of three different lengths. The color coded instructions were quite

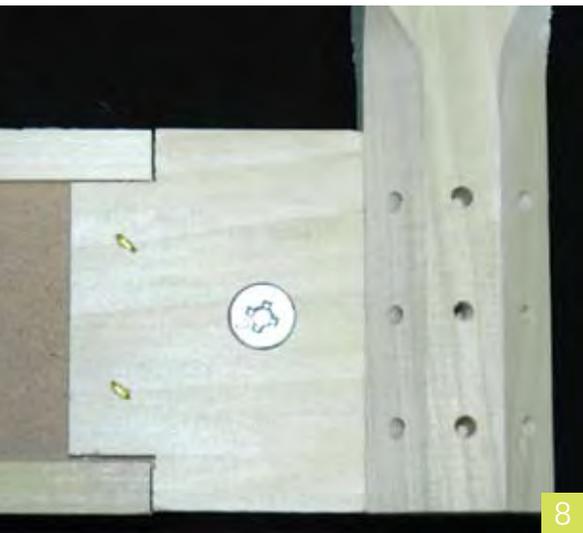


6



7

satisfactory in identifying the correct beams to use in each location. First, you insert a cam lock into the end of each beam, and then rotate it so that the arrow on it faces the correct direction. **Photo 6** shows the beam and the cam lock before and after installation. Construction begins by assembling leg and beam sub-assemblies. **Photo 7** illustrates the manner in which beams are secured to legs. You insert two steel pins into predrilled holes and screw a cam dowel into the leg. The beam is then inserted onto these pins and the cam lock previously inserted into the beam is given a 180 degree turn with the screwdriver. This draws the leg and beam tightly together yet allows them to be easily



8

disassembled should you ever redesign your benchwork. **Photo 8** shows the assembled beam and leg. Beams are used both at the top and further down towards the bottom of the legs, making a very secure section.



9

Next, these sub-assemblies are assembled together using more beams to make the outside rails of the top. **Photo 9** shows the construction at this point. Next, more beams are added to the interior parts of the table resulting in a grid of beams to further solidify the benchwork. During this process, beams need to be connected to other beams and special hardware allows this. **Photo 10** shows the connection of one beam at right angles to another beam. The same type of cam lock is used, along with an adapter block. Again, all of the needed holes are predrilled.

A Surprisingly Quick Process

This completes the benchwork as seen in **photo 11**. One of the lines in their advertising states that you can assemble the benchwork for your dream layout in less time than it takes to get to your local lumber yard and back. The 4x8-foot table that I set up took less than two hours to complete in a leisurely pace. I actually found it bit exhilarating to see



10



11

it completed so quickly. Due to the fact that the center of the beam is used to reference the dimensions, the actual width of the top measured 48-5/8 inches x 96-5/8 inches. This is necessary should you ever expand the top as it would allow one beam to support the edge of two pieces of plywood. This is further evidence of a well-thought-out design.

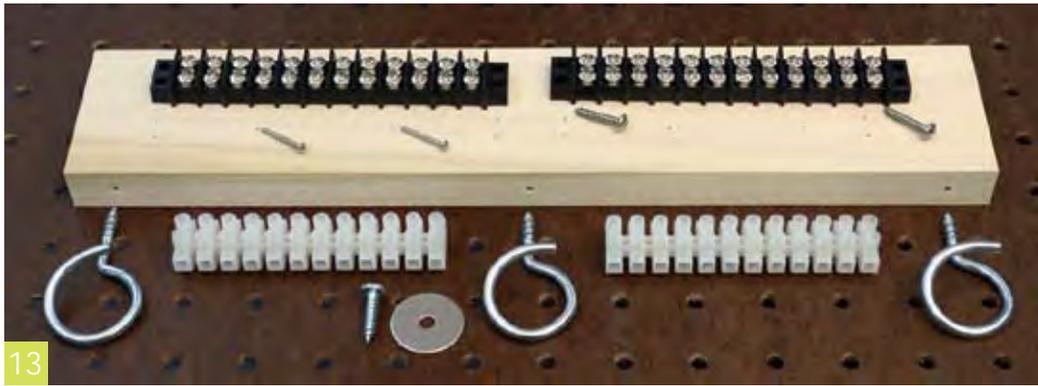


12

Another club member, Bill Beatty, was also suitably impressed and decided to use Mianne Custom Benchwork for his store layout. Bill's benchwork was considerably more ambitious than mine. Bill sent his design for a 16x12-foot L-shaped layout to Mianne and purchased a custom designed kit. Bill spent about 5-1/2 hours assembling his kit and photographing his progress. The results can be seen in **photo 12**.

Thinking ahead to the challenge of wiring his layout, Bill designed an additional part to help ease the job.

Photo 13 shows a section of 3/4-inch pine cut to fit between the top and bottom cap of the beams. The pine board is 2-1/2 inches wide by 13 inches long.



13

Into the lower edge, Bill secured three metal loops as guides for wires. These loops are open so that wires can easily be added or removed. On the face of the board, Bill added two



terminal strips. The installed piece is shown in **photo 14**. This is secured to the face of a beam with one screw and a fender washer using an existing beam hole.

The last step would be to install a top. You are supplied with small plastic angles; one can be seen at the bottom right of **photo 2**, which are secured to the leg with a single screw. The top will be the only piece of wood you'll have to cut to size. As far as what you put on top of the benchwork, there are many differing opinions on that. Bill has a unique solution that I'll let him explain in a future article. The benchwork was quite solid and stable.

14



An Impressive Hobby Innovation

As you have probably guessed by now, I was quite impressed with the Mianne Benchwork system. It was easily assembled and once assembled was quite solid and sturdy. I was able to do pull-ups on the beams with no sign of deflection. Adding a top will

only add more stability. I'm very impressed with the design of this system. Tim Foley has thought this out well and produced a product well worth your consideration. In addition to the ease of assembly, this system offers several advantages. Chief among these for me was the ability to easily change or expand the benchwork, and also knowing that should I ever move – it can be easily disassembled and reassembled. This system has removed the road blocks to starting a permanent layout.

A Mianne bench will cost you more than purchasing wood at a lumber yard, but will save you many hours of time and frustration and result in an excellent final product. The "I" beam construction is clearly one of its strong points and far more stable than pine or fir 1x4s. I might also add that all of the parts were splinter-free.

Mianne's catalog offers a wide variety of bench sizes. All of the parts are available separately making a change or expansion of the benchwork easily accomplished. The catalog also offers several expansion kits. If you don't see a size that meets your needs, the company offers custom-designed kits. Increments of six inches are possible without custom-made parts, and there is no extra charge for a custom kit designed to your needs. The company's 20-page catalog can be downloaded from their website at www.miannebenchwork.com. To receive a printed copy, send \$1 to:

Mianne
78 Holman Street
Attleboro, MA 02703.

You can also check out their website to see the wide variety of kits and parts they have available. 🚚

Photographs by Bill Schmeelk

**LAST CALL
FOR ORDERS**

H₂O for Christmas

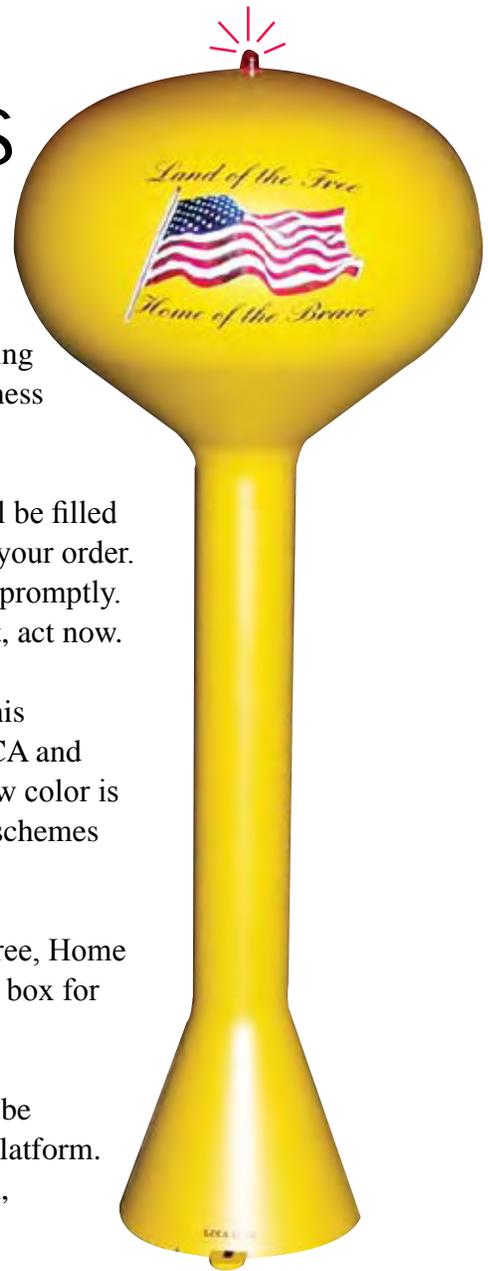
This limited-production item is currently in stock and ready for delivery to members, so there's no waiting time for production. It's a perfect Christmas gift for yourself, your favorite railroader, or junior members eager to have more cool stuff to put on an emerging layout. Every blink of the top light is a reminder of your thoughtfulness in providing a hobby-related Christmas gift.

LCCA has a very limited number of this item remaining. Orders will be filled on a first-come, first served basis within 7-10 days of our receipt of your order. If we are unable to fulfill your order, your payment will be returned promptly. Fair warning: if you intend to re-ship these to others on your gift list, act now.

Although this accessory has appeared in various Lionel® catalogs, this uncataloged version of a "mushroom" water tower designed by LCCA and made by the company has a slow-fade flasher unit on top. The yellow color is unique and quite a departure from black, grey, or white décor paint schemes traditionally applied to water tanks.

The text surrounding the U.S. flag on the tank reads, "Land of the Free, Home of the Brave." A self-adhesive Union Pacific decal is included in the box for use at your discretion.

The feeder wires to the topside light are inside the base, so 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.



Order Form May Be Photocopied

YELLOW WATER TOWER WITH BLINKING LIGHT — LIMIT: FOUR UNITS PER MEMBER

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

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (____) _____ e-mail: _____

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

PURCHASE METHOD:

My check is enclosed, made payable to "LCCA" with "YWT" on the memo line.

Bill this purchase to my credit card account.

No.: _____ Expiration: _____

Discover 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:

_____ Yellow Water Tower(s) @ \$34.99 ea. \$ _____

(Includes S&H to Continental USA)

Extended S&H to AK, HI, and Canada — add \$5 ea. \$ _____

Extended S&H to all other foreign countries — add \$10 ea. \$ _____

Minnesota residents: add 7.25% sales tax of \$2.54 ea. \$ _____

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

Mail this order form to the best toy train club on the planet:

LCCA Business Office • Dept YWT/TLR-10-09 • P.O. Box 4708 • St. Paul, MN 55104-0708

To order online: www.lionelcollectors.org — at the main page, click on "LCCA Store"

Secretary's Reports

by Jerry M. Calkins
RM 9418

Minutes – Outgoing LCCA Board of Directors Meeting

The meeting was held at the Radisson Sacramento Hotel, in Sacramento, California, on Sunday, July 19, 2009.

I. Call to Order

President Johnson called the meeting to order at 9:12 a.m.

II. Roll Call

Secretary Calkins called the roll.

Officers Present: President Johnson; Immediate Past President Caponi; President-elect Kolis; Treasurer DeVito; Secretary Calkins; and Directors Ellingson, Fogg, Ourso, Richter, and Schmeelk.

Appointed Officials Present: Director of Volunteers Carter; Finance Committee Chairman Findley; Convention Manager Fisher; *TLR* Editor Mottler; and *IT* Editor Tribuzi.

Guest Present: Director-elect Miller.

III. Approval of October 25, 2008, Minutes

A motion to approve the minutes as published in the October, 2008 issue of *TLR* of the Board of Directors Meeting held at the Hyatt Regency Hotel at the DFW Airport, in Dallas, Texas, on Saturday, October 25, 2008 was made by Director Fogg and seconded by Director Ourso. Motion passed.

IV. Reports

A. President

1. Election Results

The official notarized election results were noted for the record and delivered to the Secretary. The results were: President-elect: **John A. Fisher** – 1,325, Dennis R. DeVito – 1,080. Treasurer: **Susan K. Ellingson** – 1,549, John R. Carter, Jr. - 858. Directors: **John Ellingson** – 1,989, **David P. Miller** – 1,917.

2. Financial Review

The formal financial review conducted by the LCCA Review Accountant was distributed and discussed. The review indicated that everything was in order and within generally accepted accounting and auditing standards. The club's income tax returns for 2008 were also reviewed and discussed.

3. Business Office

The business reasons for changing the business office of the club were presented and discussed. Although the decision to take this action was difficult, it was felt that such a change was in the best business interests of LCCA and its members. The transition from Peru, Illinois, to St. Paul, Minnesota, is scheduled to occur on September 1, 2009.

4. Investment Bank

Upon the recommendation of the LCCA Investment Manager, the LCCA has satisfactorily transferred its investment accounts from Bank of America-Merrill Lynch to Wells Fargo-Wachovia.

The new business office, whose bank of record is Wells Fargo-Wachovia, also supported this action.

5. LCCA Constitution

President Johnson stated that every elected and appointed official should have in their possession a copy of the latest version of the LCCA Constitution and By-Laws.

B. Immediate Past President

Immediate Past President Caponi reported that there were no complaints from members this past year.

C. President-elect

President-elect Kolis reported that there would be only one LCCA sponsored train show this year. It will be near Chattanooga, Tennessee, on October 31, in the Catoosa Colonnade on Old Mill Road in Ringgold, Georgia. For logistical reasons, the Naperville, Illinois, Train Show will not be held this year, but is planned to return next year.

D. Secretary

Secretary Calkins provided a status report of the club's membership. Currently, LCCA has a total membership of 7,799 consisting of 22 charter members, 17 courtesy members, 1 honorary charter member, 6 honorary members, 54 junior members, 65 foreign members, and 7,634 regular members.

E. Treasurer

Treasurer DeVito presented the Treasurer's Report. The financial statements that were presented had been reviewed previously by the LCCA Finance Committee and the Review Accountant and were found to be in order. The LCCA is solvent and financially in a strong position with a substantial increase in member equity. This increase is largely due to the cumulative effect of product sales occurring in calendar year 2008. It was also noted that operating expenses have continued to rise, and this increase in expenses should be offset by the sale of club products. It was further recommended that to cover this continued increase in operating expenses, the BOD would need to consider ways to increase revenues and/or reduce expenses. The transfer of the treasurer position and its responsibilities to the incoming treasurer has begun and should be seamless. Treasurer DeVito thanked the BOD for its assistance during his term of office. The BOD formally thanked him for his four years of service as treasurer.

F. The Lion Roars

Editor Mottler presented a status report of *TLR*. All of the vendors involved with production of *TLR* have agreed to continue their services at the current prices for Volume 39. Unfortunately, USPS will be increasing its costs in May, 2010. Volume 38 contained several significant articles about home train layouts. Paul V. Ambrose continued his series of articles on rare collectibles. There were several articles by young authors. Regular contributor Bill Schmeelk celebrated the 150th anniversary of his "Lionel News and Views" column. Ken Morgan also achieved a benchmark of 50 "The Tinplate Cannonball" articles. President Johnson, Director Fogg, and several members of the Board commended Editor Mottler for his efforts for not only as *TLR* Editor, but also as Advertising Manager in connection with publicity generated for this year's Convention.

A brief report on the publicity planned for this Convention was presented. A press package was distributed in advance to the local media. Several TV stations have expressed an interest in news coverage and are planning to conduct "live" on-location interviews.

G. *IT* and *e-Track*

Editor Tribuzi reported on the status of the *Interchange Track* and *e-Track*. *IT* was transitioned to a new printer. New postal regulations included a First Class Mail rate increase and a requirement for relocating the position of the postal permit on the back cover. Layout changes included reorganized instructions and ad forms. The LCCA Special Items category has been a successful improvement, and more and more members are using this category.

Utilization of *e-Track* is currently averaging at nearly 6,500 ads from 360 members. Based upon the recommendation of the Website Advisory Committee, the *e-Track* ads search interface has been completely redone. A special "Mfg" category for products issued by LCCA has also been added. A "novice" level *e-Track* interface has been created for new users. An *e-Track*/Website forum will be conducted at this Convention on Wednesday evening.

H. Website

A brief report on the status of the website was given by Editor Tribuzi for Web Manager Black. LCCA has acquired the www.lionelcollectors.com URL and captured the "Lionelcollectors" Facebook name for possible future usage. The maintenance of the majority of the website pages has been transitioned to St. Paul. As a result of the 2008 membership survey, a Website Advisory Committee was organized to assist with improving the usability of the website. At the last membership business meeting, a request was made for a printed membership directory. It is now possible to obtain a complete, printed LCCA Membership Directory in a PDF format by downloading it from the website. *TLR* back issue PDF files were reordered for easier access.

I. Convention Managers

Convention Managers Fogg and Fisher provided a review and update of the 2009, 2010, and 2011 Conventions. The 2009 Convention in Sacramento will be, by all indications, a huge success. Kudos to the Convention team and other Convention volunteers!

For the 2010 Convention, LCCA will return to Denver and the Denver Marriott Tech Center Hotel. The UP excursion will be on Monday with the possibility of two steam locomotives - #3985 and #844 - providing the motive power. A few of the previous tours and activities will be included, but with noticeable improvements. New and different tours are being planned such as an excursion on the Leadville and Southern. Although similar to the 2006 Convention, the 2010 Convention will be basically a completely new event.

The 2011 Convention will be held at the Hyatt Regency Hotel at the DFW Airport in Dallas, Texas. Future Convention sites have not yet been determined.

J. Product Development Chairman

Chairman Caponi reported on the status of various LCCA products that are in process as discussed in *TLR*.

A limited number of Burlington #216 train sets will be made. The deadline for ordering the #216 set will be December 31, 2009. An optional \$125 deposit may be paid at the time the order is placed.

Of the four Legacy structures announced at the Convention last year, the Amtrak Passenger Shelter, the Switch Tower, and Watchman Shanty are ready for sale to members. Production problems need to be resolved before The Luxury Diner can be made available. A neat new billboard is being designed for the top of the LCCA Business Office/Train Store building.

Present plans for 2010 are as follows. The Registration Gift will be a UP Gondola bearing the UP Overland shield and containing modified

American Flyer stakes and a pipe load insert. The 2010 Convention Car will be a UP hopper with the American flag along the entire side of the car. The Convention On-site Car will be a lighted AEC uranium mint car. There is a surprise coming in connection with the 2009 Registration Gift, but more on that at the Annual Business Meeting. As a result of rapidly increasing production and shipping costs, the costs of all future LCCA products will have to increase.

V. Open Discussion

President Johnson reminded the BOD to meet and mingle with Convention attendees and pay particular attention to welcoming new members and first-time Convention attendees. There are many new products in the LCCA Store this year. A Sacramento commemorative pin will be available. In addition, we will be offering a new BNSF Railroad Police Car especially designed for LCCA by Diecast Direct in authentic colors. If successful, additional police vehicles will be forthcoming. In the store, California sales tax will be included in the price of all items.

VI. Recognition of Outgoing Officials

President Johnson acknowledged and commended the service to LCCA provided by outgoing Immediate Past President Caponi, President-elect Kolis, Treasurer DeVito, and Directors Ellingson, Fogg, and Ourso. Each was awarded a special commemorative Sacramento trolley as a token of the club's appreciation for their service.

President Johnson thanked all the officers, directors and appointed officials for their help and assistance during his term of office.

On motion by Director Fogg, seconded by Director Schmeelk, and unanimously approved, the Board gave President Johnson a standing recognition for his service as president during the past two years.

VII. Adjournment

The meeting was adjourned by President Johnson at 12:00 p.m.

Minutes - LCCA Incoming Board of Directors Meeting

The meeting was held at the Radisson Sacramento Hotel, Sacramento, California, on Sunday, July 19, 2009.

I. Call to Order

President Kolis called the meeting to order at 12:20 pm.

II. Roll Call

Secretary Calkins called the roll.

Officers Present: President Kolis, Immediate Past President Johnson, President-elect Fisher, Treasurer Sue Ellingson, Secretary Calkins, and Directors: John Ellingson, Miller, Richter, and Schmeelk.

Guests: Director of Volunteers Carter, Finance Committee Chairman Findley, Convention Manager Fogg; *TLR* Editor Mottler, *IT* Editor Tribuzi, Past Treasurer DeVito, Past Director Ourso, and Product Chairman Caponi.

III. 2009-2010 Appointments

In accordance with the LCCA Constitution, President Kolis called for a motion to approve certain constitutionally mandated appointments. Immediate Past President Johnson made a motion, seconded by Director Schmeelk and unanimously approved by the Board, that:

1. In accordance with Article 1, Section 2: RESOLVED, that Michael Scheurich be reappointed as the Registered Agent until the next annual meeting of the Board.

2. In accordance with Article 5, Section 2G: RESOLVED, that Michael Scheurich be reappointed as the Attorney of Record until the next annual meeting of the Board.

3. In accordance with Article 5, Section 2D: RESOLVED, that Leonard T. Racine be reappointed as the Review Accountant until the next annual meeting of the Board.

President Kolis also announced the following appointments for consideration by the Board of Directors:

1. *The Lion Roars* Editor – Mike Mottler
2. *Interchange Track* Editor – Craig Tribuzi
3. Electronic Information Manager – Larry Black
4. *e-Track* Editor – Barrie Braden
5. Website Continuity Editor – Mike Mottler
6. Advertising Manager – Mike Mottler
7. Product Chairman – Lou Caponi
8. Constitution Chairman – Barry Findley
9. Business Office Liaison – Larry Black
10. Product Development Chairman – Lou Caponi
11. Archivist – Dick Johnson
12. Nominating Committee Chairman – Eric Fogg
13. Business Office – L.J. Taugher
14. Club Photographer – Ed Richter
15. Finance Committee – Barry Findley, Chairman, Al Kolis, Susan Ellingson
16. Website Sales – Lou Caponi, Chairman, Al Kolis
17. Convention Management Team – John Fisher, Eric Fogg, Lou Caponi, Al Kolis, Dick Johnson
18. Membership Committee – Al Kolis
19. Director of Volunteers – Bob Carter
20. Junior Member Coordinator – Dominic Caponi
21. *IT/e-Track* Database SKU Manager – Johnny Ourso.

IV. President's Remarks

President Kolis began his remarks by thanking Immediate Past President Johnson for his help and assistance. He further acknowledged the help given to him by other officers, directors, and appointed officials.

President Kolis outlined the items that he felt were essential for LCCA to continue to be an outstanding organization. Goals for his term include:

- Be fiscally responsible to maintain our current financial status
- Emphasize family involvement without alienating existing core membership
- Maintain and expand membership numbers
- Expand junior membership
- Create revenue-generating opportunities
- Improve communication with members and make a concerted effort to make our website current and provide members with a reason to use the website for information
- Ensure a smooth business office transition by the end of this year.

V. Open Discussion

Former Treasurer DeVito inquired about continuing hospital visits to children's wards during the LCCA Convention and recommended that this activity be considered for future conventions.

Immediate Past President Johnson introduced L.J. Taugher from the new business office. Mr. Taugher will be responsible for the

LCCA account. He will be working with LCCA to identify new and cost-effective programs that will reduce our expenses.

Immediate Past President Johnson reported on the World's Greatest Hobby on Tour shows. LCCA has been working closely with Lionel and has been very successful in attracting new members.

Product Chairman Caponi reported that the first Junior Member Car will be an animated gondola with kids on skateboards. He also indicated that he has been working with Lionel on a World's Greatest Hobby on Tour train set and a special LCCA/Lionel membership car.

VI. Next Meeting

President Kolis indicated that the next BOD meeting is tentatively scheduled for the last weekend in September at St. Paul, Minnesota. Details will be finalized later.

VII. Adjournment

President Kolis asked for a motion to adjourn. A motion was made by President-elect Fisher, seconded by Director Schmeelk, and passed. The meeting was adjourned at 1:15 p.m.

Minutes – LCCA Annual Business Meeting

The meeting was held at the Radisson Sacramento Hotel, in Sacramento, California, on Friday, July 24, 2009.

I. Call to Order

President Johnson called the meeting to order at 2 p.m.

II. Roll Call

Secretary Calkins called the roll. The following officials were present: President Johnson; Immediate Past President Caponi; President-elect Kolis; Treasurer DeVito; Secretary Calkins; and Directors Ellingson, Fogg, Ourso, Richter, and Schmeelk.

III. Reports

A. President

1. Election Results

The official notarized election results were noted for the record. The results were: President-Elect: **John A. Fisher – 1,325**, Dennis R. DeVito – 1,080. Treasurer: **Susan K. Ellingson – 1,549**, John R. Carter, Jr. - 858. Directors: **John Ellingson – 1,989**, **David P. Miller – 1,917**.

2. Current Status of LCCA

The revisions updating the Constitution that were approved last year have been implemented. Junior membership in the club is now at 54 members. Suggestions made in the membership survey, such as encouraging the participation of extended family members at the Convention and recognizing first time Convention attendees at a special reception, have also been successfully implemented. The club's relationship with Lionel, LLC is very positive. Our financial position is the strongest that it has been in the 39 years that LCCA has been in existence. These accomplishments are attributable to the efforts of everyone: the elected and appointed officials; the Convention volunteers; and especially the members. The business office is relocating from Illinois to Minnesota. Although the mailing address, fax number, and e-mail address will be changed, the process should be seamless for everyone. The deadline for the 2009 Convention Car has passed. The car should be available before the end of this December. The Burlington #216 train set order deadline is December 31, 2009. The release of the Legacy buildings will begin before the end of this year.

President Johnson expressed his thanks to everyone for making his two years as president so successful.

B. Immediate Past President

Immediate Past President Caponi reported that in the two years he served in this capacity, there has been only one member complaint. This speaks highly of the quality of the transactions made by club members.

C. Product Development Chairman

The 2009 Convention Registration Car is a 100% Lionel-made car, not a redecorated item. Chairman Caponi advised everyone to keep this car because the club anticipates offering a #1605W train set with the blue Alcos following the release of the Burlington #216 train set. This car will match the cars in the future set. The Ice Cold Express 2009 Convention Car will be advertised by Lionel as a car that matches a new Ice Cold Express train set that the company will produce in 2010 for sale to the public. This year, the Diecast Direct Company has created a new BNSF Railroad Police Car that was especially made for LCCA in authentic colors. For next year, a UP Chevrolet Impala police car is being considered as the next car in this series. The exact number in the series is undecided.

Caponi introduced new JM items. A new "Lenny the Lion" design will be adopted as the JM logo, and an animated gondola with skateboards will be the first JM car.

A decision was made to announce in advance the Convention-related cars for 2010. The 2010 Registration Gift will be a UP Gondola bearing the UP Overland Shield with modified American Flyer stakes and a pipe load. The 2010 Convention Car will be a UP Hopper with the flag along the entire side of the car. The Convention On-site Car will be a lighted AEC Uranium Mint Car.

D. President-elect

President-elect Kolis reported that there would be one LCCA sponsored train show later this year. It will be near Chattanooga, Tennessee, on October 31 in the Catoosa Colonnade on Old Mill Road in Ringgold, Georgia. For logistical reasons, the Naperville, Illinois, show will not be held this year but will return next year.

Kolis thanked everyone for their support and is looking forward to serving as the next president. One of the goals for his term is to expand junior membership and encourage more family involvement. Dominic Caponi has been appointed as the new Junior Member Coordinating Chairman and will assist in developing the JM program.

E. Secretary

Secretary Calkins provided a status report of current membership. Currently, LCCA has a total membership of 7,799 consisting of 22 charter members, 17 courtesy members, 1 honorary charter member, 6 honorary members, 54 junior members, 65 foreign members, and 7,634 regular members.

F. Treasurer

Treasurer DeVito presented the treasurer's report. The financial statements have been reviewed by the club's accountant and were found to be in order. The LCCA is solvent and remains in a strong financial position. A more detailed report will be printed in the October issue of the *TLR*. The transfer of the treasurer position and its responsibilities to the incoming treasurer has begun and should be seamless. Treasurer DeVito thanked the BOD and members for their assistance during his term in office.

G. 2009 Convention Update

Convention Manager Fisher presented some general comments and an update on the 2009 Convention. He thanked everyone for attending the Convention. He commented that hotels want us to come back because they realize that the LCCA is a classy, family-oriented group. Members' conduct is testimony to that. Susan Diamond, Director of Marketing at the Denver Marriott Tech Center Hotel, has set up an information table in the registration room with many goodies for everyone. The silent auction at the Banquet has something for everyone. This year our UP steam friends donated an owner's plate from the Centennial #6929, one of the largest diesel locomotives ever made. It is the only thing that remains of this engine. Special recognition was given Mike Mottler for his efforts in obtaining fabulous media coverage for the Convention.

H. 2010/11 Conventions

Convention Manager Fogg summarized the sites for the upcoming LCCA Conventions. For 2010, LCCA will return to Denver and the Denver Marriot Tech Center Hotel. A UP steam excursion is on the agenda with the #3985 Challenger steam locomotive scheduled as the motive power for the LCCA Special from Denver to Cheyenne. Some of the previous tours and activities will be included; however, new and different ones are being planned such as an excursion on the Leadville and Southern. Although similar to the 2006 Convention, the 2010 Convention will basically be a completely new event. Fogg stated that the 2011 Convention will be held at the Hyatt Regency Hotel at the DFW Airport in Dallas, Texas. Sites for 2012 and future years have not yet been determined.

I. Website Update

A brief report on the status of the website was given by IT & Web Manager Black. He indicated that someone will be available at the LCCA membership table outside the Trading Hall to answer questions about the website. As a result of the 2008 membership survey, a Website Advisory Committee was organized to assist with improving the usability of the website and *e-Track*. At the last membership business meeting, a request was made for a printed membership directory. It is now possible to obtain a complete, printed LCCA Membership Directory in PDF format by downloading it from the website. There are many new changes and renovations coming to the website.

IV. Open Discussion with Q&A

President Johnson recognized the appointed officials and newly elected officials. He encouraged members to visit the LCCA Store in the hotel and buy the Convention On-site Car (a Sacramento Trolley) and the new Diecast Direct BNSF Railroad Police Car made especially for LCCA with authentic markings. Also available are a LCCA flashlight/screwdriver and a LCCA Sacramento pin that will surely become a collector's item.

V. There being no responses from the membership in attendance when asked for questions or comments, President Johnson adjourned the meeting at 2:48 p.m. 

David's Delightful Discovery

by John Fisher RM 6541
and Eric Fogg RM 12768

As many of you know, your club began participating in the World's Greatest Hobby on Tour (WGHOT) a few years ago. These



weekend shows are family-oriented and are especially targeted to young couples with children as well as toy train lovers of all ages. After the first year of club involvement in WGHOT, we encouraged our friends at Lionel® LLC to participate also. Since then, we have partnered with them at the six shows held in cities around the country from November through June.

Earlier this year we met an engaging young man at the Cleveland WGHOT who came to see the incredible Lionel display. It's the anchor "magnet" for every WGHOT show. He wanted to learn more about the club located adjacent to the huge display that proclaimed: "If you love the trains, join the club."

One thing led to another and, after a fun discussion of LCCA's member benefits, David Starre decided to join our club on the spot. He became RM 29131. Several weeks after that show, we received an e-mail note from David. It's presented below.

It's about at this point that we would normally tell you that if you missed the Sacramento Convention, you missed a really, really, really good time, but we think you get the message. All we can add is: "Thank You David!" See you next July in Denver, CO, for the 40th edition of the greatest toy train convention on the planet. 🚂

Photograph provided by David M. Starre

Dear John,

I want to thank you for the pleasant conversation I had with you a few months ago. As a result, I decided to attend the Convention in Sacramento, CA. You were very friendly, and I have found that the members of LCCA are very enthusiastic about the club. I have found only helpful people since joining at your LCCA booth in Cleveland's IX Center several months back. I feel you have top-notch people in your organization that I am happy to be a part of. After talking to you, if you recall, I decided to have a table at the Convention and will attend the banquet on Saturday. I have already purchased a 1996 Grand Rapids station platform from one of the members and special LCCA automobiles in four different colors. The members are sooo full of information about Lionel. I have been collecting since I was 14 years old and love Lionel!!! I hope this note brightens up your day! It is this club's policies and thoughtfulness to people that has made it so successful.

Fast forward now to July of 2009 in Sacramento when David arrived (by train, what else?) at his first-ever LCCA annual Convention. What follows are David's words regarding that experience. We feel his words express better than we ever could the fun and joy of our annual Conventions.

Earlier this year I decided to attend the World's Greatest Hobby Show in Cleveland, my home town. I learned that Lionel was going to have their display setup and I wanted to see it. My first stop was the Lionel display, of course, and after admiring the train layout, I noticed the LCCA booth next door. I proceeded to converse with two of the gentlemen. I had told them that I have been collecting Lionel trains since I was 14 years old and would be interested in joining the LCCA. The guys were very congenial and mentioned the benefits of the club, and I did not feel any high-pressure sales pitch. So I decided to join.

I had thought of vacationing in San Francisco this year and after hearing that the LCCA was planning their Convention in Sacramento, it would be a joy to spend time in both cities. I always dreamed of attending a train show in California. As I was making phone calls regarding the trip, I decided to call John Fisher with a few questions. He explained to me that the club would love to have me attend the event and would work with me to help make it possible. He even mentioned a special Registration Car produced for the event that would be given to the attendees. That in itself was a surprise. Yes, I like surprises!! After the kind conversation, I had made my final decision to attend.

I decided after spending four days in San Francisco, I would take the Amtrak Capital Corridor to Sacramento. It was a fun prelude to what would be a great experience.

When I reached the Convention, I found many enthusiastic people. I discovered the club is very generous regarding Lionel and LCCA merchandise offered at attractive prices in the LCCA Store during the week. The Convention was exciting with raffles, a silent auction, and best of all, surprises at the banquet. I felt like a 48-year-old child seeing the rolling stock on all the tables!! It was like Christmas time for me!! It was fun how the prizes were given away at the Banquet.

Since joining LCCA, all of the members I have come in contact with share such love for Lionel trains. I have been able to acquire hard-to-find parts for some of my repairs through LCCA members. In my opinion, the reason why this club so is successful during this tough economic climate is because of the focus on its members' well-being and good management decisions.

Regards, David M. Starre

It's in the Book

My Favorite Photographs
by Ed Richter RM 13075

The 2009 annual LCCA Convention is in the history book, and what a great Convention it was! It was my first visit to California, and I learned a lot about climate and temperature. You can imagine my surprise when I left Sacramento at 102 degrees and arrived in



San Francisco two hours later at a temperature of 57. This image is memorable for me because we piled onto the cable car not to break the world record for group occupancy on one cable car but to keep warm!

Chuck Ap-
pelson was eager to
start his "big lunch."
I hoped he finished
all that food!



I was amazed
by this Ford
dealership in San
Francisco; the cars
are stored on the
upper floor with
the showroom on
the ground floor.
Being from the
Midwest, I am
used to car lots;
what a great use of
space.

"Groovy Man"
– enough said!



The Kubiak family drove from Wisconsin to Sacramento with five children in a minivan. Quite a challenge, but enough said about that. This family can dance too.



Jim Rahm traveled to/from the Convention on his motorcycle/trailer from the Midwest – no small feat for a man 72 years young. He didn't start motorcycling until he was 55!

Finally, the Brysons told me they enjoy doing something different at each Convention. This year they rented two Vespa scooters in San Francisco and drove them back to our hotel in Sacramento and then returned to San Francisco via the small towns and back roads the following day. They said the scenery was breathtaking.



Thanks again for letting me tag along and capture some of the fun. I had a really great time behind the camera and in the action!