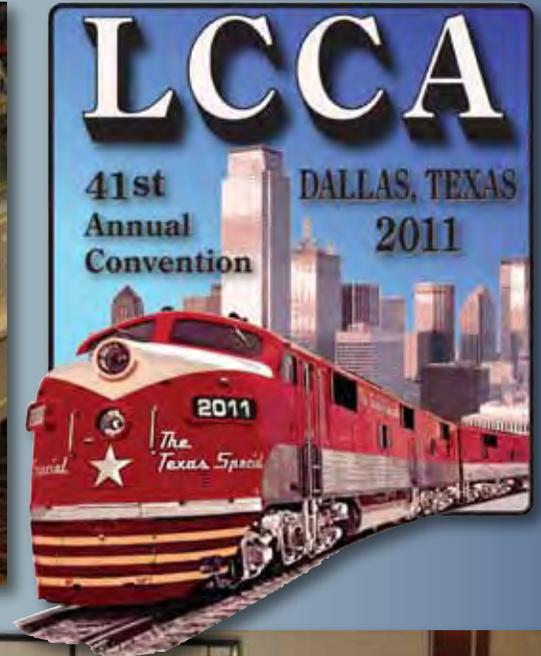


THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 41, No. 1, October, 2011



2011 Convention Report

TOUR 1: Texas State Railroad



TOUR 6: Grapevine Vintage RR





Special Events

Page 8

A Convention Remembered

Page 20



President's Report	2
Product Development Shop	4
Toy Trunk Railroad	5
Special Events Are Special	8
Double the Fun in Denver	10
Quality Lionel Cars	12
The Tinplate Cannonball	14
A Newbie's Convention Report	18
A Convention Remembered	20
Workin' on the Railroad	27
Lionel News & Views	28
Secretary's Reports	32
Our Website Wonder	36
A Lionel Puzzlement	GIBC



On the Cover

Diverse tour experiences, fun social events, and lots of trains – what a Convention!

Cover photographs by
Ed Richter

Business Office

LCCA Business Office services are limited to providing or processing changes of address, changes of phone number, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 866-541-0322, or by mail at: P.O. Box 4708, St. Paul, MN 55104-0708.

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timely club news:

www.lionelcollectors.org

An Open Letter of Thanks

Dear Mr. Kolis,

I'm George Rodriquez, father of Ryan Gonzales, the Make-A-Wish child you and your fine club selected to go on the train adventure at Grapevine, TX. I am sending this note to you with our THANK YOU for the kind and loving generosity you and your club members shared with Ryan, his brother, and me that day. The boys and I really, really enjoyed the heck out of it, and they had so much fun. Please pass along to the other club members our appreciation for the heartfelt love they shared with us that day; especially

the great folks on bus two. They were so nice to us. Actually, you all were wonderful, to tell the truth! I would also like to say THANK YOU for the great gifts your organization provided to the boys. They really enjoyed their trains.

Ryan is doing great, and it is looking up for him. It is really looking positive!

Again, "Thank You" to you and your fellow club members of the Lionel Collectors Club of America!

Sincerely,

George Rodriquez



Dennis DeVito
RM 6758

HIGHLIGHT:

“All elected officers started somewhere, and many have lost more than one election during the process of ascending to a leadership post. Put yourself out there if you are willing to serve. Jerry Calkins will soon request nominations, so do not disappoint him.”

Let me introduce myself. I’m your new LCCA President for the 2011-13 term. I am pleased to have the opportunity to serve in a leadership position of our club. Directors, other elected Officers, and a corps of appointees have committed their best efforts to the club and its members.

I joined the club in 1982, just in time for the 1983 Rockford, IL, Convention – our family’s first. Like a lot of members, our family took advantage of the club’s annual Convention each year as a vacation break. The four of us followed the club around the country at the end of each July. Our daughter, whose birthday was at the end of July, celebrated it in a different state each year – to her chagrin. She missed birthday time with her close friends back home. For four years my parents traveled with us, and the six of us shared Convention time together. I let my wife Phyllis decide the what and wherefore of the rest of the trip, but she did give me my days with the club and the trains. Since Rockford, we missed only three Conventions due to family emergencies, which is 26 of 29 Conventions attended. I enjoyed each and every one. By attending that many Conventions, I created strong relationships with members, which I’m proud to say still exist today.

About Our Conventions

Let’s talk Conventions. For those who attended the recent event at Dallas, what a wonderful time! As I looked at the faces of 597 attendees who participated in Convention week, I knew that all enjoyed the shared time and activities, just as with each of my 26 previous Conventions. Each year we have a few new attendees, but most conventioners have attended previous events at one time or another. In Dallas, many members helped make the Convention possible and successful, and all deserve the thanks presented in this issue in a note from “Cowboy Bob” Carter. To Bob’s accolades, add a big “Thank You” from me to all the members who attended our annual get-together this year.

The future for the LCCA is bright! We are a strong club, and strong in all the right places. The club magazines, *The Lion Roars* and the *Interchange Track* are not only superior, award-winning publications and ground-breaking communications, but they are also enjoyable to read (*TLR*) and resourceful to peruse (*IT*). Our newly redesigned

website has received praise from web-savvy members. I encourage each of you to visit the site.

Several new Officers and Directors were installed in office during the recent Convention:

Kenneth Kelley	Treasurer
Mark Kempfer	Secretary
Bill Schmeelk	Director
Sal Gambino, Jr.	Director.

Kenneth and Mark have never held elective office in the club before, but Bill and Sal have served in elective roles in prior years. We not only welcome these new leaders, but also express thanks to those whose terms expired. To remain vibrant, our club cannot rest on the accomplishments of previous leaders; rather, we must continue to grow, reach out, and strive to achieve even better results.

From my vantage point, I see areas where the club must and will improve.

1. Do a better job of retaining current members. In the last two years, far too many members have not renewed. We must find the real reasons for this decline in membership. I will not accept some of the so-called “obvious” reasons bandied about. To this end, I request from any current member who knows why a fellow member CHOSE not to renew to share this info with me by e-mail at: president@lionelcollectors.org. Please only offer reasons that are club-related, not personality driven. I am committed to establishing an environment where members will always want to renew their memberships.
2. Start a WWYB (We Want You Back) campaign. I will contact by letter all members who have left the club. This campaign has already started, and 25 members have returned already. My goal is to get a total of at least 400 members who did not renew in the last two years to re-up and re-claim their original member number.
3. Communicate more often with members. I plan to include more club-related information as editorial content in *IT*, going beyond product listings.
4. Promote better utilization of the website in real time. The club is moving fast, and the timeliest way to keep members informed is via the web. Info put there stays online for a while and remains available for review. I ENCOURGE ALL MEMBERS TO MAKE SURE THEIR

our President

E-MAIL ADDRESS IS LISTED AND IS CORRECT. If your e-mail address was not valid (or not provided), you would not have received the August 19 e-blast announcement about the two new locomotives in the "General" Set. Since there is no August issue of *TLR*, one of the mass communication paths available for this offer at that time was the website.

5. Increase the presence of the club by offering Special Events around the country. LCCA has already sponsored a few of these recently; one partnered with Mike Reagan of Lionel® in Ohio, one in Denver, CO, and a third in Huntley, IL – where we visited a local train club with four operating layouts.



The club will be at TrainFest in Milwaukee, WI, and we will be present at all 2012 World's Greatest Hobby on Tour shows. Look for us there, stop by, and introduce yourself to LCCA reps at our booth. My goal is for the club to reach out and touch at least 2,000 members through Special Events around the country in addition to the members that attend our annual Convention.

6. Maintain and strengthen the operation of the club. To make sure we have the best, most efficient, and member-friendly operation, we must control costs and set-up systems based on today's technology. We must continue to build our financial strength.

There are other areas where the club is growing and developing, and these deserve mention.

A. The Junior Member program continues to expand. A newly designed JM embroidered patch will be provided to JMs that renew their membership beyond the initial year. Upon joining the club, JMs already receive a frameable Member Certificate, a JM pin, and a JM T-shirt transfer. If you haven't already received these items, contact JM Coordinator Dominic Caponi by e-mail.

B. Lou Caponi designs and Lionel produces innovative club-sponsored products that are in high demand from members and receive "thumbs up" praise from hobbyists. The limited production run of the club's recent offering, the 150th Anniversary General Set commemorating the Great Locomotive Chase of 1862, is already two-thirds sold as a result of a promotional flyer distributed during the recent Dallas Convention and an e-blast e-mail message. The club expects this item to be sold out well before the announced order deadline of January 10, 2012.

C. The club's new website was introduced in mid-August with a positive response. Many thanks to Larry Black for his efforts to define, oversee, and launch the new site. All members can be proud of our state-of-the-art website. If you have not visited there yet, please check it out. Something new is posted there each week.

D. The 2012 Convention Car will be a PS-1 Norfolk Southern Boxcar with camo décor and back-lighted stars in the U.S. flag and a lighted eagle eye. It's a wonderful patriotic theme for the LCCA 2012 Convention coming up in Norfolk, VA. Given the success of the flag hopper from the 2010 Convention in Denver, we expect this 2012 Convention Car will sell very well also.

E. By the time you read this, the LCCA will have held a number of Special Events. I committed to the BOD and announced at the Convention to bring the LCCA to members, intending to "touch" 2,000 members this year. Led by Special Events Manager Al Kolis, the events held so far have been well received. Check the website for more info and for an event in your area. If you are interested in hosting a LCCA Special Event, please contact Al.

2012 Convention on East Coast

It will soon be time for LCCA to announce the details of the 2012 Convention in Norfolk, VA, and begin the registration process. The December 2011 issue of *TLR* will contain the first roll-out of information. You already know about the exiting 2012 Convention Car, but here are some tidbits about this Convention:

- The host hotel was recently refurbished and will easily handle our members. Its features exceed our Convention requirements.
- There might be an excursion train ride with very nice steam equipment.
- There might be an operating locomotive as the Early Registration Gift for the first 400 registrants – the first time a locomotive will be offered as the FREE gift.
- There might be three large modular layouts brought to the host hotel.
- The informative clinics and seminars might be back.

But this info is just hearsay, at least for now. Be sure to check our website frequently for further info. For those who attended the 2011 Convention in Dallas, I look forward to authorizing your coupons. Be sure to look me up in Norfolk.

Previous presidents have asked for members to take a more active role in the club, and I "second the motion." We will seek volunteers for the Convention and hosts for Special Events. We need to grow our own future leaders and encourage qualified members to run for elective office. All elected officers started somewhere, and many lost more than one election during the process of ascending to a leadership post. Jerry Calkins will soon request nominations.

President's Scoreboard

Activity	Goal by July 2012	Accomplished	Status
Special Events	2000 members touched	45	Need add'l member participation
Numer of Special Events	25	3	Plan at least two special events per month
Reinstate Lapsed Members	400	5	Need current members to assist



Lou Caponi
HM 8735

LCCA Product Development Shop

HIGHLIGHT:

“Thank you” to all who sent me wonderful notes and e-mails about how much you enjoyed the beautiful graphics on the LCCA 2010 Convention Car, a Union Pacific ‘Flag’ Cylindrical Hopper.

Hello fellow members! It’s a new day at the LCCA. Your President, Board of Directors, and appointed officials are developing several new projects that will enhance the value of your membership. I am working on new, innovative products never produced by other clubs and, in some cases, never produced by Lionel®.

These “Generals” Are Dynamite!



Recently the club announced a two locomotive set of “General” locomotives commemorating the 150th anniversary of the Great Locomotive Chase of 1862 during the Civil War. These locomotives are quite unique and so is the packaging. The attention to detail, special painting, sound effects, and a certificate of authenticity are just a few examples of what you can expect from this limited-edition locomotive set. Your club has contracted with Lionel to produce up to 650 pairs of these locomotives. We consider this set a once-in-a-lifetime opportunity, so acquire this collectible while it’s available. Check out its features in the ad published in this issue of *TLR*.

The initial order deadline for this special offer was January 10, 2012. These engines were first announced at our 2011 Convention in Dallas in July. From the Convention to September 13th, we sold more than half of the entire production run. I strongly advise if you have not placed an order for this special locomotive set by now,

do so immediately or risk being placed on a waiting list or going without. Based on the pace of recent sales, I have no doubt all these engines will be sold well before the January deadline.

About Products in the Pipeline

I’ve described in previous *TLR* articles how the product development process works. We ask Lionel for samples of products we intend to offer to our members.

Unfortunately, for various reasons – manufacturing cost, production schedules in China, and others – not every item will make it to the final stage of production. On more than one occasion, I’ve mentioned items – a Lionel Train Store, for example – that died an early death. This item was abandoned because of the high manufacturing cost.

The more often this happens, the more frustrating it becomes. Recently, President DeVito, Immediate Past President Kolis, and I met with Lionel President and CEO Jerry Calabrese and his executive staff at the Lionel office in New York. We discussed several issues including product concepts and production costs. I’m pleased to report that we made progress. Please be patient while decisions are implemented. Most members bear with us as proposed products move through the development process. Ultimately, our members will be the big winners.

Let’s Talk about more Trains

The sales of the 2011 Convention Car, an M-K-T Texas Special Milk Reefer, far exceeded our expectations. The club placed a limit of 1,500 pieces on the production run for this particular car, and we stopped taking orders at 1,463.



A small remainder will be reserved as replacements for lost or damaged cars and to cover any production shortages that might occur. Delivery is expected in late December as Lionel is working with a new vendor.

“Thank you” to each and every one of you who made the decision to purchase this “Texas Traveler” reefer and support your club. Members who purchase our products assure financial stability and growth for the club.

**Postscript:
About the
Burlington
#216
Extended Set**

The LCCA recently mailed \$50 coupons to LCCA members who purchased the Burlington #216 Extended Set (BOTH the powered and the dummy sets). This coupon was just released by Lionel and is good for a \$50 rebate check directly from Lionel. It can be applied to a future purchase in the next 12 months. The terms of this coupon are that the LCCA member must make a single purchase at one time for a Lionel item(s) costing \$500 or more from a Value Added Lionel dealer. Most any Lionel item is included in this offer including locomotives, rolling stock, accessories, sets, electronics, etc. Make sure to get a receipt for your purchase.

\$50 CHECK

Fill out the coupon and include the product purchase receipt, and then mail it directly to Lionel. Qualifying LCCA members will receive a \$50 check directly from Lionel. Remember to write your LCCA member number on the coupon.

If you have questions about this coupon, what it applies to, or how to complete the form, please contact me by phone at 484-431-8529 or by e-mail at: caponilj@comcast.net. Please do not call Lionel.

Be advised this coupon will expire on September 1, 2012. Be sure to use it before then to claim your rebate.

Remember Decade Locomotives?

Several years have passed since the club offered a “Decade Locomotive” in the pattern of our first 30 years of existence. Many members contacted me and expressed their desire for a club-sponsored special locomotive presented every 10 years. It’s my job to listen to what our members say and try to do something about it. Watch for a subsequent announcement.

**A #622 “Bell Ringer”
Cow and Calf**

You guys probably thought I had forgotten. Lionel recently presented the price of this “Texas Special” diesel pair to us. Hopefully, we can make

HEADS UP
**Upcoming Sale of
Lionel Products**

Visit the club’s website on or about October 30th or peruse the next issue of *TLR* for an offer to purchase cool Christmas gifts for that very special person. Fair warning – many items will be extremely limited, so don’t procrastinate. When this offer is posted on our website at the LCCA Store and/or advertised in *TLR*, place your order promptly.

this happen. Again, thank you for your patience as this proposal moves through the development process.

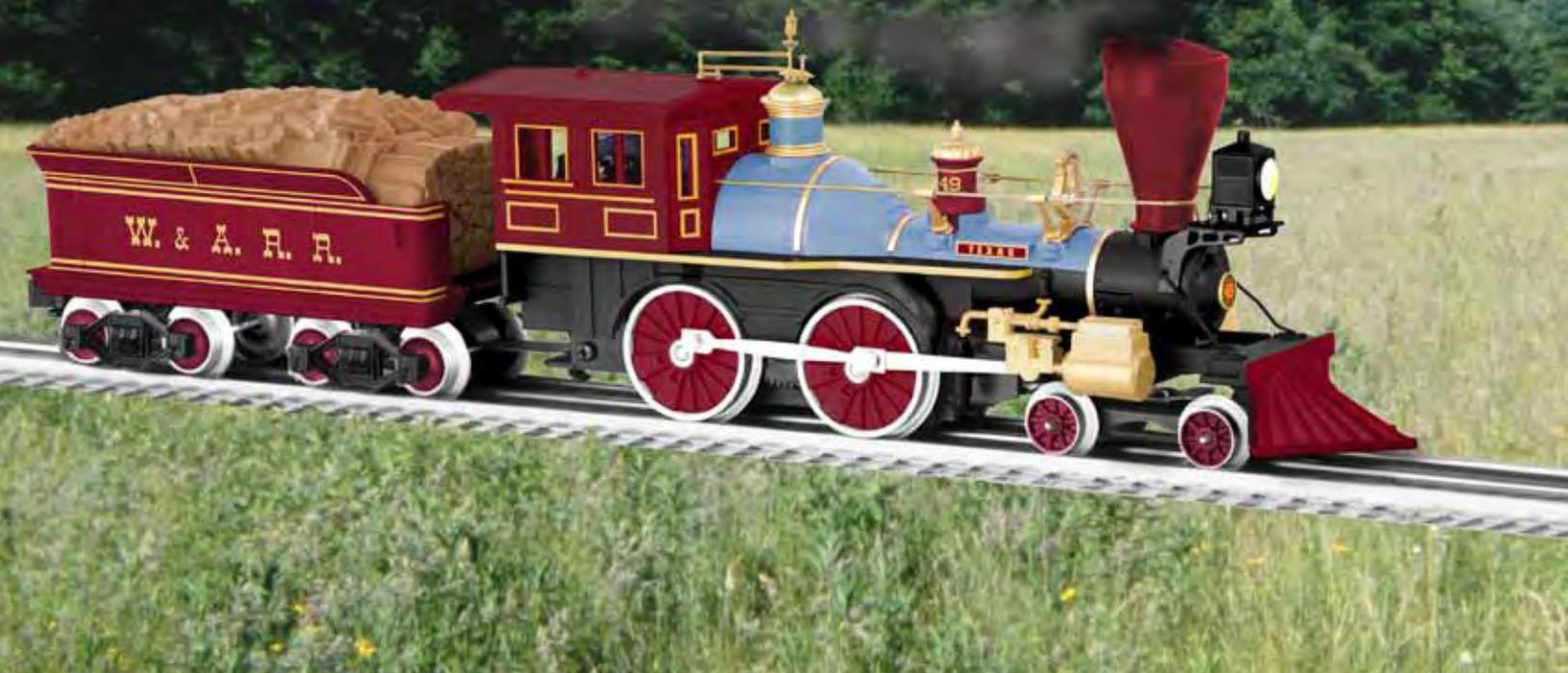
Have a fun-filled and safe Halloween!

Toy Trunk Railroad

by Erik Sansom



LCCA PRESENTS A PAIR



Production Not To Exceed 650 Locomotive Pairs

For the first time ever and in a not-to-be-reissued, two-engine set, LCCA presents these two famous locomotives in the detailed and historically accurate paint and color schemes of the originals. Since its inception, Lionel's *General* has been a desirable and collectible engine. Produced in many variations, it remains the pride and joy of many Lionel collectors.

As America recognizes and memorializes the many events of the American Civil War of 1861-65, this 150th

Anniversary Set offered exclusively to LCCA members – with the *Texas* and *General* nameplates, unique finish, and special details – may become the most coveted *General* locomotives ever created.

The concept for producing these two locomotives of the Great Locomotive Chase was developed by the Lionel Collectors Club of America and made for LCCA by Lionel LLC.

Features of the Locomotives

- Limit: one locomotive pair per member at only \$379.95 plus S&H
- Die-cast arch bar trucks on tender with operating coupler on one end
- Polished nickel style wheels
- Painted large drive wheels
- Sound system includes steam chuff, bell, whistle, squealing brakes, and puffing smoke
- First use of high gloss paint on the locos to depict a true museum restoration
- High luster side rods
- Gold or chrome plated (not painted) components, depending on the locomotive
- Headlight with builders plate
- Imitation wood tender load
- Discrete LCCA markings
- Brief history page about The Great Locomotive Chase
- Maintenance-free motor
- Limited Edition production certificate
- New style traction tire for added pulling power
- Special 150th Anniversary box



OF HISTORIC TRAINS



ORDER FORM for LCCA Two Locomotive Pair – the *General* and the *Texas*
Limit: One Locomotive Pair • Order Deadline: January 10, 2012 (or when the supply is sold)

Do the Math

- One locomotive pair @ \$379.95 \$ 379.95
 Shipping and Handling within Cont'l U.S. 20.00
 ILLINOIS residents, add \$26.60 sales tax _____
 S&H to AK, HI, & Canada, add \$20 to U.S. S&H _____

Note: This item cannot be shipped to foreign addresses

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

Send Your Payment

- My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "Loco Pair" written on the memo line.
 Charge the total amount of this order to my credit card as shown.
 Charge \$200 to my credit card now; charge the balance to the same credit card when shipped. Note: the initial deposit is non-refundable to those who fail to complete this two-step purchase.

Key Points to Remember

- Deadline for ordering is January 10, 2012; or whenever the planned production run is sold out, whichever comes first.
- Fair warning – don't procrastinate!
- Production will be strictly limited to no more than 650 locomotive pairs.
- Expected delivery: August, 2012.

Credit Card No. _____

Exp. _____

Brand of Card: Disc MC Visa

Three-digit Validation Code: _____

Signature: _____

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

Name: _____ LCCA Member No. _____

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

Phone: () _____ e-mail: _____

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

LCCA • Dept LP/TLR-10-11 • P.O. Box 529 • Peru, IL 61354-0529

Order online at: www.lionelcollectors.org at "LCCA Store" page — or by Fax: 815-223-0791



Al Kollis
HM 15902

Special Events are

HIGHLIGHT:

“The LCCA will be reaching out to members around the country through our Special Events program.”

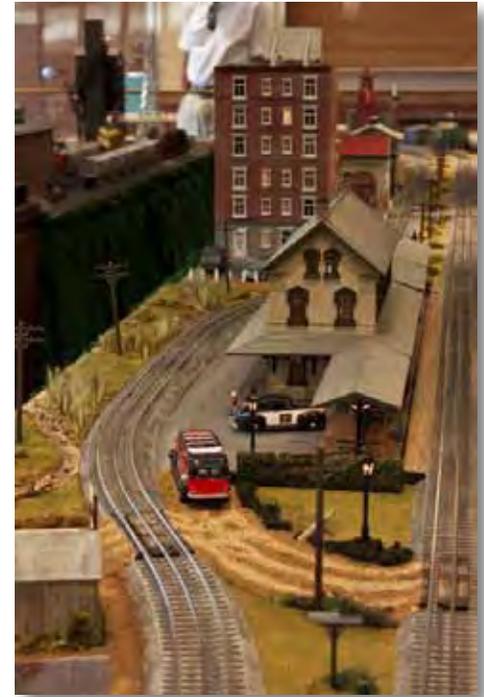
Although the LCCA-sponsored annual Conventions have for years been our most visible and participative special events, we have recently sensed the need for local, smaller-scale special events for our members. The club has recently sponsored or co-sponsored “An Evening to Remember” in New Jersey (February, 2011), an auction in the Denver area (May, 2011), the Open House at the Lionel Service Center in Canton, OH (August, 2011), and Charter Member #1, Jim Gates and his wife Josephine, hosted a LCCA Open House at their home in Perry, IA (October, 2011). We participated in the World’s Greatest Hobby on Tour (WGHOT) shows in venues across the country. Our presence is a benefit for club members, and our engagement in events “out there” promotes the magic of Lionel® trains and raises awareness of the hobby.

The club’s mega-event, our annual Convention, will continue and grow. However, the LCCA Board of Directors has endorsed a plan by President Dennis DeVito to invest the time and necessary resources in an effort to reach out to club members. The LCCA will meet and greet members around the country through our Special Events program. Special Events will include a mixture of activities including train shows, museum visits, meet-and-greets, “let’s talk trains” local gatherings, partnering with local train clubs, and many more activities.

Refer to the sidebar for our current schedule of Special Events. All LCCA members and their families are encouraged to attend these activities. Bring your friends because new members are welcome and may join the club at any of these LCCA special events.

An Evening of Fun in Colorado

The Lionel Collectors Club of America (LCCA) along with the Colorado Toy Train Group (CTTG) will co-host “An Evening of Fun with Toy Trains” in Westminster, CO, on Saturday, November 5, 2011. Bring the entire family and enjoy a buffet dinner with fellow members and friends.



This LCCA co-sponsored Special Event will feature a 40-foot-long operating modular layout that was previously displayed during our 40th Convention held in Denver, CO, in 2010. A layout for kids by the Estes Park Model RR Club will also be shown. LCCA Director Bill Schmeelk will entertain you with an exciting magic show. Special guest Mike Reagan, Lionel’s Service Center Manager, will provide an interesting, informative, and entertaining presentation.

A limited-edition, commemorative on-site boxcar will be available for purchase. In addition, selected LCCA train products will be included in a silent auction. Your entire family will have a great time. To register for this event and purchase the on-site car, use the form on page 11.

Holiday Train Show in NJ

LCCA is now planning a Holiday Train Show and get-together at the New Jersey Hi-Railers clubhouse in Paterson, NJ, on Saturday, December 3, 2011.

For more information, go to the website tab “LCCA Events” and select “Special Events Calendar.”

A McSpecial Event in Dallas

On Sunday, December 11, 2011, from 6 to 9 p.m., LCCA and Ronald McDonald Charities will co-present a fund-raiser and train-related Special Event in Dallas, TX. Guests are encouraged to participate in the great service that the Ronald McDonald House provides to the community. Donate \$5 to the House and enjoy the impressive train layout within it designed and built by TW Design of Dallas – the creative team that also built the fabulous Lionel company layout.

A Holiday Special Event in Iowa

River Bend Trains in Leland, IA, will host a Christmas Open House on Saturday, December 17, from 11 a.m. to 4 p.m. This LCCA-sponsored Special Event will be held at 403 West Broadway in Leland. Club members Robert Ver Hoef (RM 20588) and Pam Richardson will be the hosts. With door prizes, a raffle, free Christmas cookies and hot apple cider, this event will fun for young and old. Robert's impressive train layout and postwar train collection was recently featured in an article in *The Lion Roars* (June, 2011).

LCCA Wants to Visit your Town

Please contact me by e-mail at agkolis@comcast.net to discuss your idea for a Special Event. We want to create new, exciting, and fun-filled events for all of our members. I look forward to working with members in selected cities to promote and foster an interest in Lionel trains. I invite members to participate in these events, meet LCCA officers and directors, talk trains, enjoy a dinner if included, and have fun with trains. For additional and updated information, visit our website and go to the Special Events Calendar at the LCCA Events tab on the Home page.

November 5, 2011

Auction, Dinner, Magic Show, Modular Layout,
Mike Reagan of Lionel's Service Center
Westminster, CO

November 12 & 13, 2011

TrainFest in Milwaukee, WI.
The LCCA booth will be located next to Lionel.

December 3, 2011

Holiday Train Show
Co-sponsored with New Jersey Highrainers at their Clubhouse
Paterson, NJ

December 11, 2011

Visit the train layout and participate in the charity fund-raising event for Ronald McDonald House
Dallas, TX

December 17, 2011

"Holiday Train Open House" featuring the Layout and Collection of Robert Ver Hoef
Leland, IA

December 17, 2011

"Lionels at the Library" with exhibits and a 12x24-foot operating layout at Laman Library
North Little Rock, AR

WGHOT Shows in 2012

Indianapolis, IN	January 7-8
Chicago, IL	January 14-15
Salt Lake City, UT	February 4-5
Portland, OR	February 25-26
Cincinnati, OH	March 10-11

April 12, 2012

LCCA will participate in celebrating the 150th anniversary of the Great Locomotive Chase at the Southern Museum of Civil War and Locomotive History.
Kennesaw, GA



HIGHLIGHT:

“Building on the success of the May auction and looking to the future, LCCA and CTTG have arranged a sequel.”



I. A Co-Sponsored Auction in May

After an exciting LCCA 2010 Convention in Denver, many members inquired, “When will the LCCA be back in town?” With a very active group of LCCA members in the Denver area, we sensed that an encore event would be possible. We wanted to do something out of the ordinary for Denver-area LCCA members and proposed co-sponsoring a two-day toy train auction to the LCCA Board.

With Board approval, LCCA ventured into this new activity at the Ranch Country Club in the Denver suburb of Westminster, CO, during the weekend of May 21-22, 2011. This Special Event was organized by the Colorado Toy Train Group, LLC (CTTG), whose membership includes many LCCA members from the Denver metro area. The CTTG is a Colorado-incorporated company focused on the toy train hobby.

LCCA actively participated in the auction where 721 lots of toy trains were sold to over 50 bidders. These trains were from the collections of nine owners, plus items from the LCCA Store. The owners providing trains for auction were from Arizona, Colorado, Illinois, and Wyoming.

President Al Kolis, Director Roger Farkash, and member

Jerry Calkins represented LCCA at the event, staffed the LCCA table, and bid in the auction. LCCA members from the 12 states surrounding Colorado were invited to join in the event. During the event, seven individuals joined the LCCA, including a new Junior Member.

This new Junior Member, Adam, and his grandparents actively participated in the bidding. Adam raised his bidder paddle #33 numerous times. He is well on his way to adding accessories to his toy train layout as a result of this LCCA-CTTG auction.

Income from that auction was applied to CTTG’s efforts to form a foundation that will develop and maintain a toy train building. The goal is to have space for permanently installed operating train layouts, toy train displays, and rooms to host train hobby activities.

LCCA members attending were:

- Cal Avery RM 9520
- John Busch RM 17251
- Jim Cathcart RM 14022
- Donald Davis RM 6705
- Steve Fowler RM 26496
- Larry Franzen RM 15859
- David Gahagen RM 20782
- Robert Griffiee RM 29872
- Stephen Klett RM 28844
- Steven Scalzo RM 27507
- Thomas Vogel RM 29873.

New members involved were:

- John Cullen
- Bear Owen
- Richard Wagner
- Leonard Walmsley.

Additionally, Richard Wagner, a CTTG member, recorded the auction results, and Ray Schalcosky, a CTTG Boarding Pass holder, prepared the lots for the runners to present to the auctioneer and bidding audience. Wives of members supported the toy train auction as well, from staffing the registration desk to running the items to the auctioneer and bidder audience. The energy from Sandy Busch, Patsy Cullen, Diane Gahagen, Jophie Owen, and Linda Walmsley, helped keep the auction going.

From transporting the nine collections for auction preparation, to assigning lot numbers, to storing the toy trains, to setting up for the auction each day, to recording the winning bids, to bringing the trains to the winning bidders, LCCA and CTTG members and their wives enabled this auction to be very successful. David Gahagen was the auctioneer, and John Cullen, CTTG’s Treasurer, collected the successful bids.

II. Our Success Suggested a Sequel in November

Building on the success of the May event and looking to the future, LCCA and CTTG have arranged a sequel, “An Evening of Fun with Toy Trains,” in early November. LCCA members,

in Denver

especially those in the Denver region, are cordially invited to this exclusive event co-sponsored by LCCA and Boarding Pass Holders of the CTTG. This made-for-you event will focus on having fun and enjoying toy trains.



Guests will peruse a display of premium postwar Lionel® trains, and a raffle will provide an opportunity to try your luck at going home with interesting toy train items. Michael Reagan, Manager of Lionel's Service Center, will be present to chat about Lionel trains.

Dinner will include a two-meat buffet with all the trimmings. A magician will entertain you, and you will have the opportunity to bid during a silent auction. A commemorative on-site Lionel car made exclusively for this event will be offered. Keep your calendar open on November 5th.

"An Evening of Fun with Toy Trains" - Registration Form

Co-sponsored by Lionel Collectors Club of America
and the Colorado Toy Train Group, LLC

Saturday, November 5, 2011

4 p.m. Social Time 6:30 p.m. Dinner

Location: The Ranch Country Club,
11887 Tejon Street, Westminster, CO 80234

LCCA Member Name: _____

LCCA Number: _____

Street Address: _____

Phone: _____

City: _____

State: _____ Zip Code: _____

Member Registration (includes dinner & all activities): 1 @ \$39 \$ 39.00

Family Member (includes dinner & all activities):

Number ___ x \$39 \$ _____

Family Member Name(s): _____

Children, 12 and under (includes dinner & all activities):

Number ___ x \$20 \$ _____

Children's Name(s): _____

An on-site Colorado & Southern Boxcar (two road numbers, \$60 each) can be ordered now or purchased at the event.

Take it home with you.

Total: \$ _____

Make your check made payable to "CTTG, LLC" and mail to:

Steve Fowler Attn: CTTG, LLC
15155 Thornbird Court
Colorado Springs, CO 80921



Tim Fuhrmann
RM 25937

Underappreciated but

HIGHLIGHT:

“In most cases, speciality cars are expensive and generally fetch between \$100 to \$500 or more each.”

Many hobby authors extol the virtues of what they consider “prized” Lionel® train cars in their collection. These usually include club banquet cars, uncatalogued club offerings, and low-production-run specialty cars made by Lionel for train clubs and groups. These have market-niche appeal to those who collect esoteric pieces or rare versions of rolling stock. In most cases, these cars are expensive and generally fetch between \$100 to \$500 or more each. Their appeal to collectors is well documented and supported by quality, low production runs, high asking price, and an “I’ve got to have it” mindset.

But what about the other end of the spectrum? Are there some Lionel offerings that did not achieve high sales volumes, were initially (and may still be) underappreciated, and yet have value and appeal to some collectors? I have three examples to share of “common” Lionel rolling stock that did not “do well at the box office” and were at one time or another “dumped” on the market. I have several of each of the following cars, and all are an excellent value for the modest price I paid.

UP I-Beam Flatcar

The first Lionel item is the #16380 Union Pacific Center I-Beam Flatcar with Wood Load with a

manufacture date of 1993. I first saw this piece in a bin at a train store (now defunct) at the Mall of America near Minneapolis, MN. There were several train items in a huge box that looked abandoned. I paid only \$9.95 for it in 2000 when I got back into collecting Lionel trains. This item had sprung metal trucks, metal screws, and an 18-piece wood load and bore the desirable UP road name.

We live near a huge lumber company where I-Beam cars regularly drop off lumber, so there is a real-world link to my 1:48 item. With its attractive yellow color and red lettering, this is a cool piece to own and use on a layout. I’ve seen prices as low as \$6.95 for this item. Currently, the sprung metal trucks alone go for \$19.99 at retail. This item compliments several consists on my layout and is a valued car.

L.A. Lifeguard Boat Flat Car

Another car that baffles me as to its perceived poor sales performance is the L.A. County Flatcar with L.A. County Lifeguard Boat, #16970. Made in 1996 by Lionel, this car is easily obtainable at train shows, swap meets, and on eBay. I own about a dozen of these cars because the price was right – 99 cents on eBay was the lowest price of all. The S&H cost was \$10.

The detachable yellow operating boat with red lettering is powered by two AA batteries. The boat is held in position with anchor attachments and two black elastic tie-downs. This nicely made boat rests on an orange #6424 flatcar with white lettering,



Quality Lionel Rolling Stock

sprung metal trucks, and a metal brake wheel. The official L.A. County insignia is shown on three sides of the boat. Great quality for little money! I didn't pay more than \$10 each for this super-looking car, and the boat is an exciting bathtub play toy that visiting grandchildren can enjoy!

Airplane on Flat Car

My last example of an underappreciated Lionel car is the gray Lionel Flatcar with Beechcraft Bonanza Airplane, #16969. Produced in 1996, this car does not have sprung metal trucks, but the body is die-cast metal. Other quality features include metal stakes, two metal brake wheels with die-cast stems, metal sides, and a detachable aircraft. I admit that both the flatcar and airplane are somewhat plain in a gray color. The airplane, like others Lionel has made, expands its wings. The plane is a heavy piece with obvious quality, but apparently it didn't have the aesthetic appeal some collectors expect.

I already owned this piece when Judy and I attended a Saturday banquet sponsored by another train club in Lancaster, PA, in July 2003. I happened to sit at a table with Bill Bracy, then the President and CEO of Lionel. Everyone at each banquet table received a table gift. Mr. Bracy received the gray Lionel Flatcar with Beechcraft Bonanza described above.

It was a fun evening, and we discussed many topics of interest. As we were about to leave, Bill stopped me, signed the car on the bottom, and said, "I would like you to have this." I was honored by his thoughtfulness and graciously accepted the gift. Later I joked with my wife, "Even the CEO of Lionel doesn't like this car!"

Interestingly, all three cars above were made in the 1990s. All three cars had

SKU numbers in the 16000s. I think many collectors are suspicious of Lionel products made with SKU numbers in that number range because there were some items that were not highly desired, did not have the quality, or lacked appeal. However, each car still has a special character to me, so I consider them good examples of Lionel products despite poor market performance.

Photographs by Tim Fuhrmann





Ken Morgan
RM 12231

The Tinsplate Cannonball

HIGHLIGHT:

“Whatever the motivation, die casting was now available to Lionel, and they dove in with an array of nicely detailed and realistic-looking steam engines beginning in 1938.”

Die-cast Details

A few issues back, The Tinsplate Cannonball looked at the first mass-marketed, die-cast locomotives produced by Lionel®, the streamlined Vanderbilts and torpedoes dating from 1936. There was also the big Hiawatha introduced in 1935, but that fairly expensive and specialized piece was beyond the financial reach of persons in the mass market. While these engines were nice and solid, they didn’t truly take advantage of the capabilities of the die-casting process. The level of detail made possible by this process is far beyond what’s possible with the sheet metal equipment Lionel had used in manufacturing trains for three decades.

TRIVIA: QUESTION

About the same time Lionel was big into trains with military and space themes, there was a TV series that introduced us to a classic piece of art, Rodin’s “The Thinker.” What was the show and who was the character who sat there looking like the statue?

Maybe it was pressure from the competition, American Flyer®, which had produced die-cast steamers since 1932, although those trains were relatively crude with applied brass or nickel domes, etc.

description) with more drive wheels and more detail than anything Lionel offered at that time. Or perhaps it was the Italian contacts established through the plant manager, Mario Caruso. The difficult part of die casting, other than funding the capital investment, was finding craftsmen to make the model masters from which the dies could be made. Whatever the motivation, die casting was now available to Lionel, and they dove in with an array of nicely detailed and realistic-looking steam engines beginning in 1938. In doing so, without realizing it at the time, they laid the groundwork for the postwar boom.

Uncharacteristically, Lionel was slow to pick up on their new level of detail. In 1938, the big catalog headline was “New Scale Model “OO” Gauge.” Only once – for the low priced O27 die-cast locos – did they mention “Super detailed” steam-type locomotives. By 1940, Lionel was touting “Scale Model Realism” with close-ups of the details on these locos, and “Scale detailed” engines on the later pages. This is one of the few times I can think of when Lionel under-hyped their new line.

Now that I have whetted your appetite, I’ll inject the usual trivia question before further engine evolutionary elucidation. About the same time Lionel was big into trains with military and space themes, there was a TV series that introduced us to a classic piece of art, Rodin’s “The

In 1936, Flyer introduced a much more detailed 2-6-4 (“Hudson” per their

Photo 1





Photo 2

Thinker.” What was the show and who was the character who sat there looking like the statue?

The Revolutionary Hudson 700E

Okay, back to the locomotives. Lionel’s first highly detailed die-cast engine was arguably the most famous O-gauge steam engine ever produced – the big Hudson – either the full scale 700E or the semi-scale 763E. It revolutionized the hobby as the first mass-produced, relatively affordable, full-scale locomotive targeted for the mass market.

look at the O-gauge ones. There were four of them: the #224, #225, #226, and #229. All had E-units and originally had number plates with the “E” following the number, but since pretty much the entire line had E-units, the distinction was not necessary and was soon dropped from the plates. **Photo 1** shows all four locos, three with and one without the “E.”

In my humble opinion (I don’t text, so I didn’t write IMHO), the #226 is one of the most beautiful steam locos Lionel ever made. The detailing was so nice that it was used for several postwar classics

The #224 and #225, both 2-6-2s, were first catalogued in 1938. The #229 arrived one year later and used the same casting as the #224, but as a 2-4-2. All continued through 1942 and all came in both gunmetal gray and black. All had both tinplate un-detailed tenders as well as more detailed die-cast tenders. There were also O27 versions of the #224 and #229 which shared the castings, #1666 and #1664, respectively. With a few exceptions, all of these locomotives are relatively easy to find and not too hard on the wallet. They also look really nice and generally run smoothly.



Photo 3

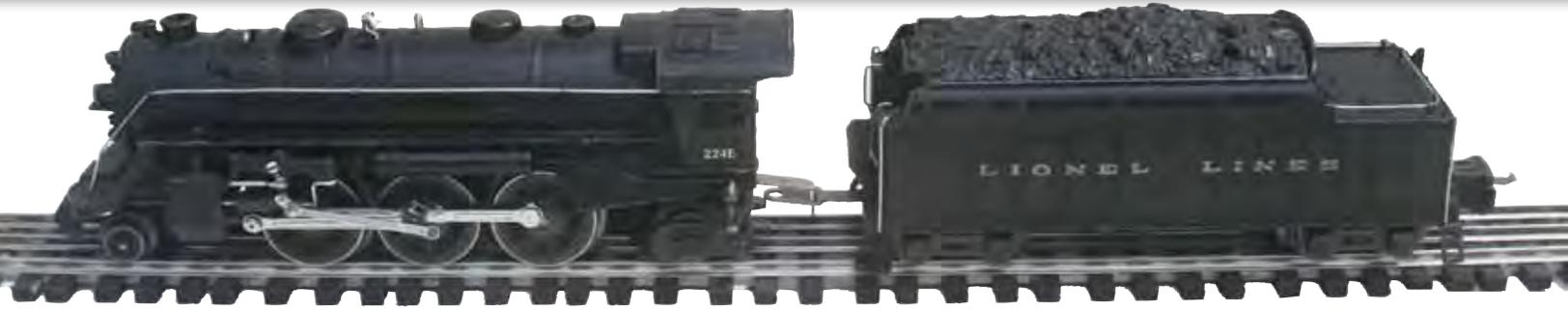


It was initially catalogued in 1937, and was a major market success. I assume Lionel expected this, since next year they introduced a catalog full of die-cast, well-detailed steam locos. And that sort of means they had them in the works before they were sure of the Hudson’s success. There were too many of them all at once to be quickly designed, masters made, and dies cut. They ranged from scale and semi scale switchers in several versions to a full line of both O and O27 road engines. This installment will

(#646, #2046, #2056 small Hudsons and #726 and #736 Berkshires). If you want more info about them, refer to my article in *TLR* Volume 25, Issue 5 (April 1998), before this column was named *The Tinplate Cannonball*. **Photo 2** is an early #226, just to prove my point on its good looks. By the way, the tender is the same one used for the #763 semi-scale Hudson. And as we will see, like the #226, the other three locos in the series also have postwar progeny.

Time for Tenders

Let’s cover the tenders first. I love Lionel’s approach to tenders. They made minor changes to the same body to hit price points or address coupler alterations. Then they might use the same tender but with a different number because they put it behind a different loco. If nothing else, it makes it interesting when buying them if you want to ensure you have the right tender behind the loco. Assuming, of course, the number is still clear on the bottom. But I digress. **Photo 3** shows all five tender styles used with these locos.



Starting on the top left, that is a #2666 plastic tender. It is the same as the #2224 and #2235 plastic tenders. The difference is only the loco; they ran with the #229, #224, and #225 respectively. I believe it is only found in black, regardless of the number.

Next is the #2689, which originated with the streamlined locos. It was cheap to make and was used with many locos, including the #224 and #229. It came in either gunmetal or black.

Next is the #2225, available only in gunmetal with the #225, but in black with the #238 and #265 streamlined locos. It also came as the #2265 in gunmetal with a high coupler. On the bottom is the #2226, black only with the #226, but either black or gray with the #763. Finally, bottom left, is the #2224. Yup, same as one of the aliases of the #2666, but it is one-half inch bigger and die-cast metal with far more detail. And it came with the #224 in both colors, and with a different number, #2235 (yes, again a duplicate from the #2666) in both colors with the #225, and finally, it could be #2245 because it had a higher coupler than the #2235, in black

only, with the #225. **Photo 5** Confused? Hey, I hope this summary helps. Took me long enough to try to get it straight! **Photo 4**, just for interest's sake, shows the different coupler heights. That's the #2226 and #2225, but who's keeping score? By the way, I found I need the #2225 to operate with my prewar Madison Pullmans, a slight disappointment because they would really look nicer behind the #226 or at least a #225 with a #2235 die-cast tender.

About the Locos

Next up, variations on the locos. Starting with the #224, it is available in gray with the #2689 or #2224 die-cast tender, and black with the #2224 in both die-cast and plastic versions. **Photo 5** is the #224 with the die-cast #2224, which is my choice for the nicest-looking version of this loco.

The #225 is found in gunmetal with the #2225 and #2265 sheet metal and #2235 die-cast tenders, or in black with the #2235 and #2245 die-cast tenders, as well as the #2235 plastic tender. **Photo 6** shows my gunmetal #225 with the tinplate

#2225 tender. I have one reference which also lists the #2245 in gray and the waffle top #2225 in black, but I cannot vouch for them. Under the circumstances, I would prefer provenance for either, especially the gray #2245. Lionel did lots of uncatalogued things, especially in the late 1930s, but the gray #225 with a die-cast tender is by a considerable margin the most expensive version of these steamers, and I would prefer to know that it is a genuine Lionel product under the circumstances.

Finally the #229 comes with the #2689 in both gray and black, and with the #2666 in black only. **Photos 7 and 8** are black #229s with a #2689 and a #2666 respectively.

In general, there is little difference in price between versions of these locos. The #229 tends to be the lowest price, and the black ones are a tad more than the gray ones, but the difference is minimal. The #229s came with or without a whistle, regardless of the tender. Figure \$100-\$125 for a presentable one, maybe up to \$25 more for a whistle. The #224 in most versions is about \$25 more than the #229, again with the whistle adding up to \$25. The gray one with the plastic #2224 is the lowest price, and the exception is the gunmetal version with the die-cast #2224, which can be quite pricey. The #225 is the next step up, again adding roughly \$50 to \$75 or so, and a whistle perhaps a bit more. The exception is the gunmetal version with the die-cast #2235 tender, or #2245 with the caveat noted above. Maybe that's why I have the waffle top sheet metal tender with my gray #225!

Trivia answer. Max Schulman's "The Many Loves of Dobie Gillis" starred Dwayne Hickman in the title role. The



Photo 4



Rich & Ellen Levow
RM 27841

A Newbie's 2011

Note: This diary-like recap of the LCCA 2011 Convention in Texas was prepared by Rich and Ellen Levow (RM 27841) who were first-time Convention attendees.

MONDAY

Tour #1 (Texas State Railroad) on the schedule was an excursion trip with the #300 steam locomotive of TSR on the point. The terminal in



Palestine (pronounced "steen" as opposed to "stein") was the boarding site for our rail adventure with a steam loco on the point. Anticipating hot weather in July, we booked seats in the air-conditioned car. However, the temperature that day was moderate. The ride along the line to Rusk, TX, brought us to the site of a wonderful BBQ lunch catered by Eddie Deen. Some participants visited the TSR shop and received a complete tour of that facility. Others remained at the depot to shop or listen to live and lively music.

TUESDAY

Tour #4 (Arlington Sports) was like visiting shrines, not of revered saints but of popular sports as America's pastimes. The other tours scheduled for today were conveniently reprised later in the week, so we didn't miss Tour #2 (Mystery and Model Trains), Tour #3 (Money and Motors), or Tour #5 (DART and MATA).

Our first stop was the Bowling Hall of Fame which was recently relocated in Dallas from St. Louis.



This museum is now in a world-class

facility with multi-media displays about the history of bowling. At the end of the exhibits, visitors could test their skill at a mini bowling alley.



Our next stop was the Ballpark at Arlington, the home of the Texas Rangers baseball team. This is a wonderful facility with architectural features that evoke old-time baseball stadiums. Our tour included private boxes, batting cages, and the dugouts. We made a phone call to the bullpen, but no one answered.

Our last stop was Cowboys Stadium. We were forewarned that the stadium was huge. The TV screen suspended



inside this building was humongous. We were shown private boxes, player locker rooms, and Dallas Cowboys Cheerleaders locker rooms, complete with life-size photos of the cheerleaders. Our last stop was the playing field where everyone received a photograph of themselves at the star logo of the team.

WEDNESDAY



Grapevine, TX, Mayor Tate attended the convention on this morning and proclaimed the day as "LCCA Day in

Grapevine" He officially opened the fabulous Lionel layout with a flourish. Lionel's Tom Nuzzo handed him the Legacy™ controller to run the trains, and the Mayor seemed like a kid on Christmas morning.



We didn't select Tour #6 (Grapevine Vintage Railroad) or Tour #7 (Cowgirls, Science, and Salsa) today so that we could participate in Tour #8 to the DART (Dallas Area Rapid Transit) and MATA (McKinney Avenue Transit Authority) facilities. So many tours, so little time; but it's better to have more choices than not enough!

At the DART facility we saw the light rail system control room, the bus operations center, and the repair shop. The repair shop was a marvel of technology. The facility manager took us aboard a car and explained the maintenance procedures. We visited the machine shop and wheel-truing machine.



At MATA, we visited the "car barn," learned the history of the line, and boarded Petunia for a ride. The motorman was a volunteer who in real life is an assistant principal at an area school. After one and a half laps around the track, we went to lunch on our own.

Convention Report

As newbies, that evening we were guests at the First-time Attendees party. President Al Kolis and the rest of the LCCA leadership team made us feel welcome.

THURSDAY



We selected Tour #10 (Money and Motors) for today. Our first stop was the Texas Motor Speedway, one of the speedways on the NASCAR circuit. We saw the Winners Circle as well as the pits and a private box.

Next stop was the U.S. Bureau of Engraving and Printing facility in Ft. Worth. We saw how money is produced from the raw paper right through to the bundling and packaging of bills. The unanswered question was, "How do they ship the money out?" No one would admit to knowing that answer. There were many hands-on displays, and BEP employees explained the high-tech printing process.



As we left the BEP, a warning beeper sounded on our bus. The driver pulled to the side of the road and discovered that one of the motor belts was shredded. Fortunately, he had a spare belt, and one of our conventioners, a mechanic, offered to help install it. After a short

delay, the new belt was on, and we were on our way to lunch at the Golden Corral.

We attended the Get Acquainted Party that evening with a menu of Tex Mex foods. It was a low-key affair with good food and good company. The Levee Singers, a Dallas fixture since 1961, provided excellent entertainment with "our kind of music."

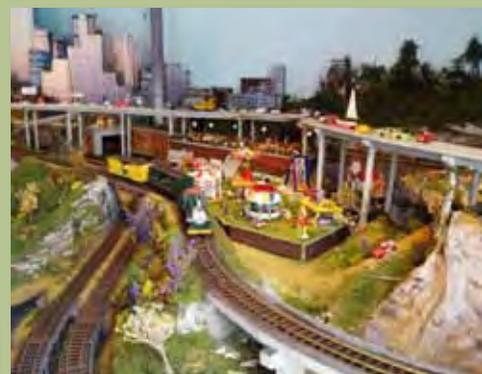


A trading card swap activity planned by Bill Schmeelk was fun to do and also served as a social mixer for conventioners.



FRIDAY

We boarded the bus for Tour #13 (Mystery and Model Trains) and traveled to Dealey Plaza in downtown Dallas, the site of President Kennedy's assassination. Our guide Juanita gave us a complete background of that historic but tragic event. The next stop was the Sixth Floor Museum within the Texas Book Depository. The museum featured multimedia displays which chronicled the events leading up to the assassination, the event itself, and its aftermath. Along with all who lived through that event in November, 1962, we still hold that memory within. It felt "creepy" to stand behind the spot where Lee Harvey Oswald allegedly fired the fatal shots.



Our second stop was Children's Medical Center, which is also the home for a large, two-stories-high G-gauge train layout. The layout had many interesting scenic features plus superheroes and Disney characters for kids/patients to enjoy.

When the Trading Hall opened that evening, everyone joined the search for the ultimate bargain.

SATURDAY

Some convention-goers chose Tour #14 (Dallas Dazzles) today, but we boarded the Grapevine Shuttle and rode to the nearby town for lunch. The afternoon was spent back at the host hotel "schmoozing" with new friends.



Saturday evening was the Reception and Banquet. This was a time for socializing and previewing the unique items in the silent auction. Once the banquet started, Al Kolis, Lou Caponi, and Bob Carter recognized those who made this event a success. Tom McComas produced and presented a video interview with Richard Kughn, former owner of Lionel Trains Inc. Each person at every table received a Lionel item, and a lucky one received the coveted banquet car – a boxcar decorated as a tribute to Richard.

Photographs by Rich Levow & Ed Richter



Good People, Food, and Fun A Convention to Remember

If you ask, “Was it hot in Dallas in July?” Well ... yes. But it was hot everywhere from New York to Florida and all points west. I heard some members say, “It feels cooler in Texas than in NYC because the humidity is a lot lower in Dallas.” So, the conclusion of all the talk about the weather is, regardless of the locale and local temps, plan to attend the LCCA Convention. It’s a great place for fun, fine food, and great fellowship. Our 42nd annual Convention will be held in Norfolk, VA, in late July, 2012, so begin making plans now for spending that time with your train hobby friends.

A Big Texas Thank You from Cowboy Bob Convention Co-Chair & Volunteer Coordinator

I’m writing this article two weeks after we closed the LCCA Store, celebrated at the banquet, packed our suitcases, and departed for home. It was a fabulous week in Grapevine/Dallas. All on the Convention committee thank all the members that attended our 41st Convention. Your presence, enthusiasm, and All-American smiles made it worth the effort. Those who told others and members of the committee how much they liked the tours, clinics, food, and all-around fun, really made our week.

It began with the first tour on Monday. The train trip, the food, and the weather all played a major part in the successful kick-off of a week in Texas. The discussion about the heat did not produce one complaint. In fact, I did not hear one complaint about anything all week. OK, maybe a few constructive comments, but no real complaints. The 41st Convention was a great one by any criteria used to define success. A number of members said it was the best Convention they ever attended. All in all, the Convention was a fantastic success! So, thank you, to the club members of the LCCA who came with your family and celebrated our happiness with trains “deep in the Heart of Texas.”

We must also thank all who took the time to send e-mail notes. It gave Lou and me a warm and fuzzy feeling to know that you appreciated what we did this year. It encouraged us to carry on next year. Those who posted notes on the OGR Forum, even during the Convention, told Forum readers how wonderful it was this year. That’s the best advance advertising for our 2012 Convention in Norfolk, VA. Yes, we had a good time, and it was because of all of you

Who else to be thanked? The volunteers, of course. They made the Convention a success through their team effort. Volunteers gathered the bus tickets, worked in the LCCA Store, helped at registration, offered help for the clinics, provided security for and worked in the Trading Hall, worked with the Boy Scouts, and set-up the silent auction and banquet. Without them, the week would not have been a smoothie. To all of the volunteers, THANKS for a job well done!

Anyone who would like to serve on the volunteer team for the 2012 Convention in Norfolk, VA, should get in touch with Sal Gambino, Jr., by e-mail at saltrains@aol.com. Just say, “I’d like to help!” He’ll get your name and e-mail address and let you know how you could assist. Giving something back to the club is very rewarding. See you next year!

MONDAY

This year's event began with a wonderful ride on the Texas State Railroad antique steam train from Palestine to Rusk, TX, under a very welcome cloudy sky in east Texas. How fortunate could we be? We had a little cloud cover, a little sprinkle at Maydelle as we watched the 1890 air-powered turntable do its thing, and continued clouds along the way to Rusk where we enjoyed mouth-watering BBQ from Eddie Deen, Dallas' most famous caterer.



Mary Lee Dunn, the lucky winner of the cab ride from Palestine to Rusk, graciously let her husband Joe climb aboard at Maydelle and enjoy the rest of the ride to Rusk. You have never heard such happiness from a lady except when she's talking about her first grandchild.

Most passengers went to the maintenance shop at Rusk for a first-hand look at the restoration and maintenance of the vintage engines and passenger cars. Afterwards, we explored the oil-fired steam engine and had pictures taken.



When we arrived back at the host hotel, it was "LCCA Store Time," and everyone crowded into the store and gathered excellent bargains. The Convention On-site Car was a Mint Car with Santa Fe markings filled inside with shredded U.S. paper money from the Bureau of Engraving and Printing.



Informative (and free) clinics provided a learning experience for members and spouses throughout the week. This evening, the "Railroad China" and "Cooking on the Rails" clinics – intended for wives while their husbands shopped at the LCCA Store – produced a surprise. After shopping in the store, the guys attended it too. Two other clinics filled the seminar room. Roger Farkash carved mountains out of foam and Chris Atkins made background buildings with free software.

TUESDAY

Some members selected a tour of the JFK Memorial, the Texas Bookstore Depository, and Children's Medical Center in Dallas. A fabulous two-story, G-gauge layout filled the former lobby of the hospital. Even though the lobby was relocated within the facility, the train layout is a meeting place for young patients who are ambulatory, can mingle with the public, and – at least for a brief moment – can be distracted from their illness.



The other tours included “Arlington Sports,” where we had pictures taken near the star at the center of the playing field of Cowboy Stadium, in the dugout of the Texas Rangers Ballpark, and at the International Bowling Hall of Fame. Also included in this tour was a trip to the country's latest high-banked track, the Texas Motor Speedway (TMS). We went to the pit area, visited the garage, and saw some NASCAR-type cars. We were scheduled to ride a TMS van on the high-banked track for a real thrill, but the speedway was closed then for necessary maintenance.



The final Tuesday tour was of the DART and MATA urban rail systems. As I looked at the large wall display in the DART control room, I thought of the movie, “The Taking of Pelham 1-2-3.” We could see all the trains on the system and watch the signals change as the trains progressed along the tracks.

We toured the car barn of the McKinney Avenue Transit Authority. We learned how those old streetcars were lovingly cared for and updated with air conditioning. We rode Matilda, the newest and largest air-conditioned streetcar in the fleet.

Returning to the host hotel, it was clinic time again. Larry Black explained the LCCA website and how to use it. Mike Jobe showed us how to build an electrostatic grass generator for \$30 as an alternative to \$160 models shown in scenic catalogs. Jerry Hoverson, an NMRA Master Modeler, described how to make foam-based scenery. Our own Craig Tribuzi demonstrated how he scenicked “Inspiration Point,” and Ban Bywaters explained how he built and operated train displays for the public in support of Ronald McDonald House in Dallas. Then he opened the doors to a room filled with his Standard gauge trains and let the children run them using Lionel's TMCC™ and CAB-1™ system.



WEDNESDAY

The day began with a morning visit from Mayor William D. Tate of Grapevine, TX, who welcomed the LCCA and Lionel LLC to the city and proclaimed the day as LCCA DAY in Grapevine. Another special guest, Ryan (age 4), a Make-A-Wish child, yelled "All Aboard!" and officially opened the Lionel layout for operation. Then Ryan and his family boarded the Grapevine Vintage Railroad for a memorable trip.



Most conventioners went to the Grapevine Vintage Railroad and toured the maintenance shop where "Puffy" the steam engine was undergoing repair. Adjacent to the shop area was an actual baggage car currently being outfitted with a three-rail model train layout by the Lone Star Hi-Railers. We saw the 55-foot-long straightaway then under construction. We can't wait to see a progress report in future issues of *The Lion Roars* from Hi-Railers President Mike McLintock. After these side trips, we climbed aboard GVRR vintage coaches and headed west to Ft. Worth. This ride also provided one lucky member a chance to ride in the cab of the locomotive. The winner of the experience was Pam Richardson. The ride was not without incident. No sooner had we reached the halfway point along the route when some surly men rode up on horseback to rob the train. Thank goodness the law was close by and took the ruffians into custody. Most of the men were relieved they still had their belongings. A few saloon gals stroked their hair (if they had some) and resistance quickly melted. However, there was no complaining.



After the First Timers Reception that evening, it was clinic time again. Lionel's Mike Reagan described the company's Service Center in Ohio, and Lionel's Tom Nuzzo described the Legacy/TMCC™ system. In another room, Chris Norris, a BNSF Dispatcher, described the "Eyes of BNSF" and how the central control system operated.

Master Modeler Duane Richardson demonstrated how to make scratch-built trees. How detailed were his trees? Pretty detailed! It takes him about one day to make a tree.

Wednesday night was also party night for Junior Members. They gathered to watch the movie "CARS" and devour popcorn. There was an activity for everyone that night!

THURSDAY

Thursday included a reprise trip to the BEP and TMS and “Arlington Sports,” but the main treat this day was the “Planes and Trains” Tour. We went to Cavanaugh Flight Museum and saw planes of every vintage: fabric planes from WWI, Mustangs from WWII, jets from Korea and Vietnam, and even a Sherman tank and a B-24 bomber. However, the highlight was a ride in a Bell “bubble” Korea-era helicopter as seen in the M-A-S-H movie and TV series. Phyllis Wiese was the lucky rider and she was excited! If you’ve been paying attention, you realize that all three special (and free) rides were won by women.



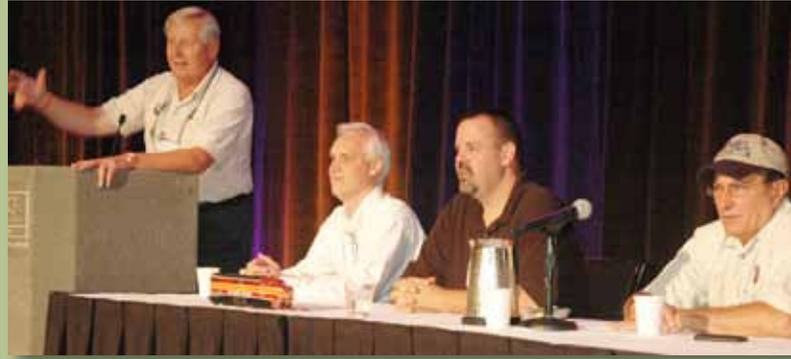
The Thursday night Get Acquainted Party included a revival of a favorite activity, the trading card swap. Bill Schmeelk researched the pictures and data about Lionel® items that were never produced as initially shown in the catalog. This was the fifth set in the series, and all attendees ended up with a complete set of cards.

The entertainment for the evening was a Dallas entertainment icon for the past 50 years, the Levee Singers. They had us clapping our hands, stomping our feet, snapping our fingers, nodding our heads, and laughing and singing along with them. It was easy to see why this group has been popular since 1961.



FRIDAY

One of the tours was a repeat of “Mystery and Model Trains,” and the other tour was a trip to Vetro Glass Blowing and the “Art of Glass and Wines.” Vetro is a modern state-of-the-art facility specializing in hand-blown works of art. After the demonstration and an opportunity to purchase glass art as a collectible, we visited the Cross Timbers Winery for lunch and wine tasting. We sampled five delicious wines from Texas, and some were specifically from the Grapevine area.



When we returned from the tours it was time for a presentation by Ed Boyle of *OGR* magazine. The annual LCCA business meeting followed, and our new officers and directors were introduced. After that meeting, Lionel reps came to the stage, presented new products from the company’s line-up, and held informal Q&A sessions around the head table.



The Trading Hall opened for members only that evening. Vendors at more than 100 tables offered trains and related items for sale to our members. Based on my seeing armloads of “stuff” leaving the Trading Hall, I’d say the vendors had a good night.

While adult members attended the business meeting and Lionel seminar, Junior Members gathered around popular artist Angela Trotta Thomas and learned how to draw a train. She conducted two classes, one for youngsters and another for “older kids.”



SATURDAY

The “Dallas Dazzles” Tour competed with the Trading Hall, and those who went on this tour visited the original Neiman Marcus store and Dallas’ modern-style City Hall. The tour ended in Uptown where some rode the trolley system and had lunch on their own in trendy West Village.

Those not aboard this tour shopped in the Trading Hall and observed more than 150 uniformed Boy Scouts gather the information necessary to earn the RR Merit Badge. Jerry Calkins was the point man for that clinic. It was so popular we were asked to do it next year in Norfolk, VA.

Other clinics on Saturday included our own LCCA “Tree Ladies” (Connie Calkins, Fran Ourso, and Shirley Hunter) showing how they make evergreen trees; “Prototypical Logging” with Bart Bartholomew showing the methods used by early loggers to cut and transport trees to the saw mills; Craig Tribuzi presenting information about the LCCA’s *Interchange Track* and *eTrack*; and Bill Schmeelk conducting a clinic on reporting for *The Lion Roars* as “paying your dues” while practicing for a future Pulitzer Prize.

Saturday evening concluded with the ever-popular Banquet with the tables piled high with prizes. The Hyatt food was outstanding, and the tables full of cars were, as always, a big hit. The Banquet Car this year was a boxcar with an Angela Trotta Thomas painting of former Lionel owner Dick Kughn. In a video, he told how he got interested in trains and Lionel in particular. In another video, Dick accepted a 2011 Banquet Car from the club in recognition of his contribution to Lionel and the hobby we love. President Al thanked everyone for coming and extended an invitation to all to come to Norfolk next year for the 42nd annual LCCA Convention – July 23-28, 2012.



LCCA presented plaques as recognition to persons who have made positive contributions to the hobby.

1. Tom McComas of TM Books and Videos
2. Ed Boyle of *OGR* for their *OGR Forum*
3. Roger Farkash and Dominic Caponi for directing the JM Program
4. Lou Caponi for club service as 2011 Convention Co-manager
5. “Cowboy Bob” Carter for club service as 2011 Convention Co-manager.



Photographs by Ed Richter & Rich Levow



Jerry Calkins
RM 9814

Workin' on the Railroad

On Saturday morning of Convention week, more than 150 Boy Scouts and their leaders participated in the first LCCA/BSA Railroading Merit Badge Clinic. The purpose of the clinic was to help scouts fulfill the requirements for earning this badge. Nearly 100 boy scouts completed the requirements that day. In addition, LCCA conducted a free raffle for the scouts. Johnny Ourso (CM 33) conducted this activity. A BSA train set donated by Lionel LLC was the very appropriate raffle prize!

Thirteen train-hobby-related clinics offered to club members during Convention week included how-to and informational presentations in a schedule that readily accommodated the merit badge activity for scouts. Boy or Girl Scouts were invited to participate. Some scouts arrived early at 7 o'clock although the official time period was from 8:30 a.m. to 3 p.m. Each scout needed approximately three hours to complete the requirements by visiting eight stations and successfully completing the necessary work. Upon completion of the requirements, each scout was required to pass an examination administered by an official merit badge counselor.

This venture was truly a dedicated group effort. The clinic chairman, Craig Tribuzi (RM 10207), started the effort by contacting the BSA Councils, Districts, and Troops in the Dallas area. Bob Oursler (RM 2919) has conducted similar clinics in the Denver area, and he provided information and guidance for conducting this clinic. Jerry Calkins (RM 9814), a registered Railroading Merit Badge Counselor, was the chairman of the committee. He was assisted by LCCA members Don Davis (RM 6705), John Ellingson (RM 22768), Barry Findley (RM 10898), David Hoverstock (RM 30133), Fred Hunter (RM 25836), and Chris Norris from BNSF.

Photographs by Pat Snyder





HIGHLIGHT:

Lionel's oldest continuously working "employee" has received special recognition from the "employer."

Long-term Lionel Employee Shuns Retirement

Lionel's oldest continuously working "employee" has received special recognition from the "employer." We're talking about the Lionel Gateman, who in 2010 celebrated his 75th anniversary with Lionel®. He's always been a giant of a man, standing at a scale 11 feet tall, but he rarely gets an argument from residents of Lionelville. How he got so tall remains a mystery, but personally, I think he's been working too close to the radioactive waste cars going through town. The radiation may have given him height, but the enjoyment he's given so many over the years has given him longevity. Lionel celebrated his many years of faithful service by gold plating his small gatehouse and upgrading his outfit. As you can see, he's looking the best he ever has. We can now see that he does indeed have eyes and hands, and just look at that spiffy outfit he's wearing. Age has only improved him. We can hope that the gateman remains in service for another 75 years!

Insulated Rail Wiring

Lionel's 1921 Catalog folder was the first to include a track-operated accessory. The new Nos. 69 and O69 Warning Signals were a railroad crossing post which would ring a bell as the train passed. The signal was offered for both O and Standard gauge, but the only difference between the two was the special section of track included with the crossing. This was a special piece of track on which the two outside rails were insulated from each other through the use of insulating material between one of the outside rails and the metal track ties – in much the same way that the middle rail was insulated. Insulating one of the outside rails has long been a preferred method of controlling an accessory. Lionel has supported this method since its introduction in 1921. This ingenious method allowed the track to be used like a single pole single



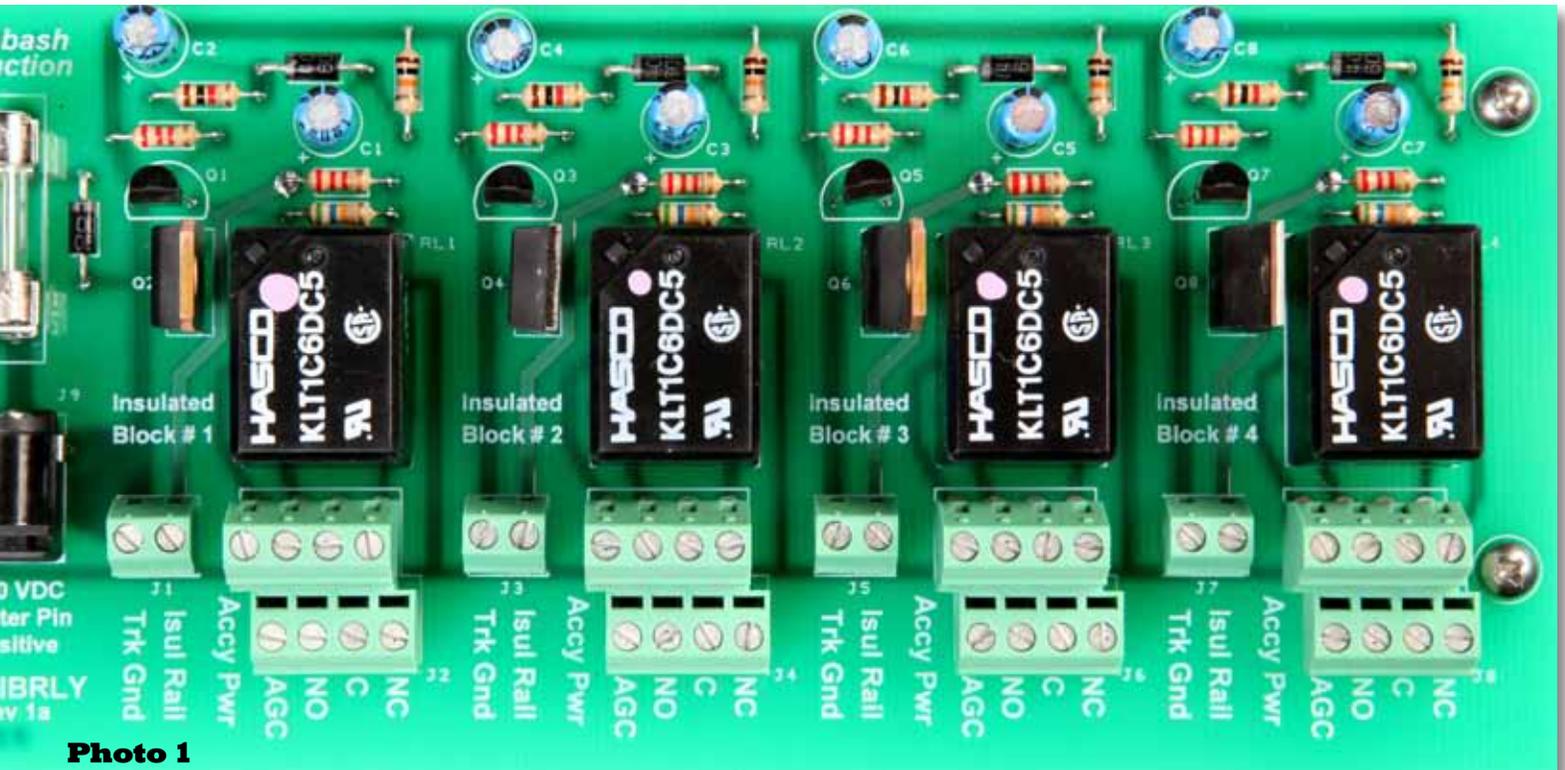


Photo 1

throw (SPST) switch, which turned an accessory ON as the train passed. When the metal wheels and axles of the loco and rolling stock passed over this insulated rail section, they connected the two outside rails and completed a circuit.

The insulated rail track remained the only method for automatic operation of accessories until the 1936 catalog when the No. 41 Contactor was introduced. The contactor was a spring-loaded SPST switch that was placed under the track and relied on the weight of the train to close two contacts. The contactor essentially duplicated the SPST function of the insulated rail. The amount of spring tension was adjustable. Since the No. 41 was made to accommodate both Standard and O gauge track, accessories no longer needed a separate catalog number for Standard and O gauge. Lionel continued to offer insulated rail track sections for separate sale, but all accessories were now packaged in smaller boxes with the No. 41 Contactor. Despite these cataloging and packaging advantages, the contactor was a less efficient method for performing automatic operation.

Lionel introduced the No. 153 Automatic Block Controller in 1940 along with the 153C Contactor. This contactor was

designed specifically for O-gauge track and allowed more control than a simple open or closed contact. The 153C was a single pole double throw (SPDT) switch – it opened one contact while closing another. This would allow a signal to turn OFF a green light and turn ON a red light on a block signal, for example. A SPDT contractor would allow automatic control of a second train by opening one block of track and cutting power to another. The contactors worked, but they were not as reliable as the insulated rail method in that they had to be adjusted so that the lightest car in a train would press the contactor down. As lightweight plastic cars entered Lionel toy train consists, this became quite a challenge.

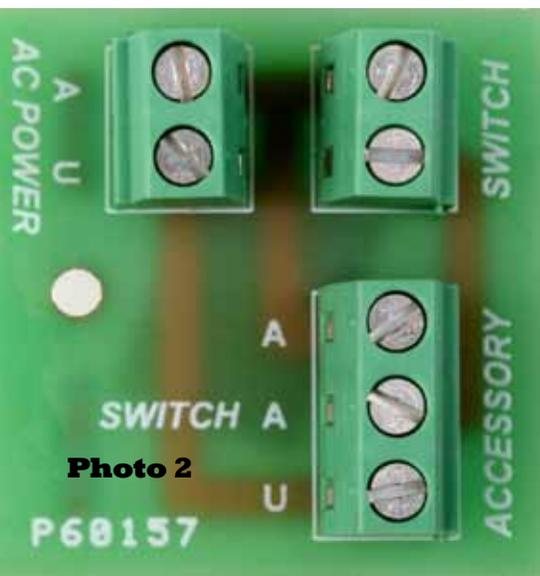
Although the 153C Contactor is still made today and is included with several accessories, an insulated rail is a much more reliable method to operate accessories and block controls. For FasTrack™ users, the 153C contactor is not a practical solution and Lionel makes the Track Activation Set to handle track-activated accessories in FasTrack. This is an insulated rail solution and works well for ON-OFF accessories such as the Automatic Gateman or the Banjo Signal, but will not operate a device requiring an

SPDT switch such as the Dwarf Signal or others with both a red and green lamp. To have an insulated rail section perform the functions of a SPDT switch, a SPDT relay must be added to the circuit. With the relay in place, the insulated track section activates a relay with additional contacts available.

From member Bill Beatty and his Wabash Junction comes a new and simplified way to add insulated-track-controlled relays to your layout. Bill has been building a good-sized layout at his Lionel Service Station, and he has devised some products that efficiently hook-up accessories and switches. **Photo 1** shows the IBRLY, which stands for Insulated Block Relay circuit board. The board comes equipped with four separate SPDT relays that are individually triggered by an insulated rail. Each relay offers one set of SPDT contacts, but the output has been wired to two sets of screw terminals allowing you to easily wire a pair of red and green signal lights, one at each end of the insulated block section. Another important feature is that the board is powered by its own five-volt power supply. This means that the accessory will operate without track power applied to it. Arcing between the

wheels and track is eliminated. Each of the relays is equipped with six-amp contacts – enough to handle any Lionel accessory. The circuitry also includes built-in, short-circuit protection. Each board can handle four separate block sections.

After studying the board and its functions, it's obvious that Bill has done his homework in designing this board. The board is well laid out and would be a very useful tool for large layouts. You can view the instruction manual on his website at www.wabashjunction.com. The package includes the IBRLY circuit board, power supply, mounting hardware, and template. It sells for \$124 plus S&H. To purchase, call 217-787-4855.

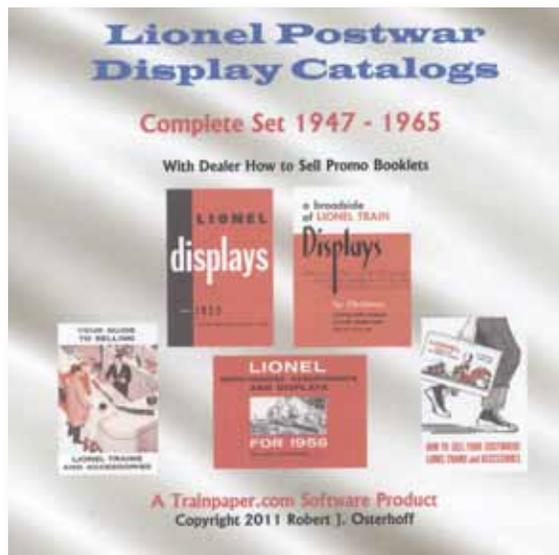
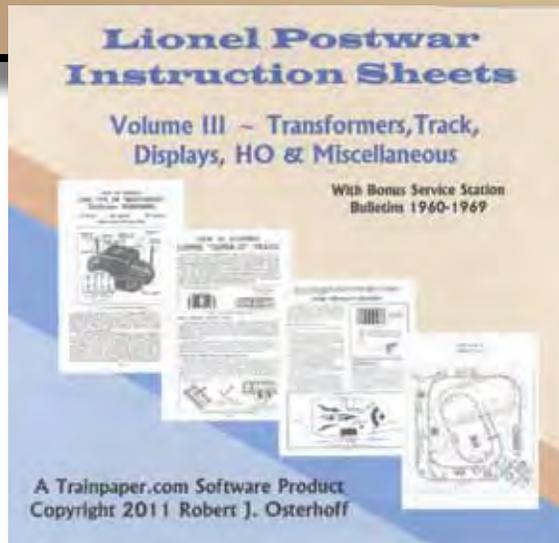


Bill also offers another specialty board called an ATB (Accessory Terminal Block). This small circuit board, shown in **photo 2**, measures 1-3/8 inches square and allows transformer power, operational switch/switches, and the accessory to have a common physical location where all wires are connected together. This board sells for \$16 plus S&H. You can check out the details at his website.

More on the Digital Front

Robert Osterhoff has released the third volume of his digital series of Lionel Postwar Instruction Sheets. This third volume contains 123 instruction sheets dealing with transformers, track, dealer displays, HO, and other miscellaneous

sheets. A bonus section includes 170 pages of Lionel service bulletins from 1960 to 1969. I found these to be especially interesting. These bulletins were designed for Lionel Service Stations, not for the public. In one for example, Lionel acknowledges an error in sending out E-unit drums which were not designed for trains. In another, Lionel includes “An announcement of special importance to you.” This announcement advises Service Stations of Lionel’s purchase of Spear Products (phonographs, etc.) and the great opportunity this presents to them. “It’s going to be big, so get aboard you Service Specialists and listen to the cash register RING!” Another proclaims that Helios 21 “will be the most sought-after item this year.” Beginning in 1965, these letters to service stations were sent by Lenny Dean. In one, he asks how many would purchase the correct die-cast tender for the 773 loco being offered in 1966. A comment from Lenny Dean in the May 1969 bulletin states, “The General Mills people have been working with us, showing great enthusiasm, and I’m sure their interest in Lionel will prove itself in the future.” I think you get the idea. These bulletins make very interesting reading. This disk sells for \$14 plus \$2 S&H and can be purchased through PayPal at www.trainpaper.com or by sending your order to Bob Osterhoff, 1622 Garden



1947 through 1956 and contains photos and descriptions of the store displays and layouts. Another from 1965 contains merchandise displays that held Lionel products. Beginning in 1957, the dealer displays were included in the advance catalogs. Also on this disk is a complete collection of Lionel’s “How to Sell” booklets. These booklets, each about 40 pages, were published every year from 1946 to 1960 and then again in 1965. They offer tips on how best to answer questions from customers and highlight that year’s new line and features. Acquiring a set of these 16 booklets is not easy and would cost a substantial amount. Having them all on one disk provides a convenient and inexpensive way for many collectors to have access to these rare booklets. A bonus section on this disk includes some advertising brochures and mailing envelopes. This DVD sells for \$40 plus \$2 S&H. If you order more than one DVD, the S&H is \$3.50. An original copy of any one of the items on this disk would cost more, some substantially more, than the price of this disk.

Valley Drive, Wildwood, MO 63038. Also from Osterhoff is a DVD archive of Lionel Postwar Display Catalogs. This disk includes a complete set of the separate display catalogs that Lionel sent to dealers from 1947 through 1956 and contains photos and descriptions of the store displays and layouts. Another from 1965 contains merchandise displays that held Lionel products. Beginning in 1957, the dealer displays were included in the advance catalogs. Also on this disk is a complete collection of Lionel’s “How to Sell” booklets. These booklets, each about 40 pages, were published every year from 1946 to 1960 and then again in 1965. They offer tips on how best to answer questions from customers and highlight that year’s new line and features. Acquiring a set of these 16 booklets is not easy and would cost a substantial amount. Having them all on one disk provides a convenient and inexpensive way for many collectors to have access to these rare booklets. A bonus section on this disk includes some advertising brochures and mailing envelopes. This DVD sells for \$40 plus \$2 S&H. If you order more than one DVD, the S&H is \$3.50. An original copy of any one of the items on this disk would cost more, some substantially more, than the price of this disk.

From John Holtmann comes the final edition in his Lionel Magazine Archive series. Previous volumes included Lionel's *Model Builder* magazine, and *The Lionel Magazine*. This latest edition deals with



publications from Lionel's Railroader Club begun in 1976. The goals of the club were expressed in a letter from Fundimensions president Ted Betker as an attempt to "bring model railroaders of all ages together to share in the fun of 'riding the rails,' to learn and grow together through a common and fascinating experience and to communicate with each other." The first issue featured Johnny Cash who became the No. 1 Railroader Club member, much the same as Radio personality Uncle Don had become member number one back in 1929 when Lionel introduced the Lionel Engineer's Club. The magazine was initially titled, *Keep On Trackin'* but in 1982 became *The Inside Track* and in 1996, simply *Inside Track*. A bonus section includes images of the welcome letters, images of the various membership cards and badges and more. A special section also includes images of the different buttons that were included in each year's membership package. The archive includes all issues from 1976 through 2006. Also included are all the issues of *Kid's Station*, from the short-lived Kid's Club. The price is \$35 plus \$5 S&H per order. You can place your order online at www.hsline.com or by calling 800-779-2802.

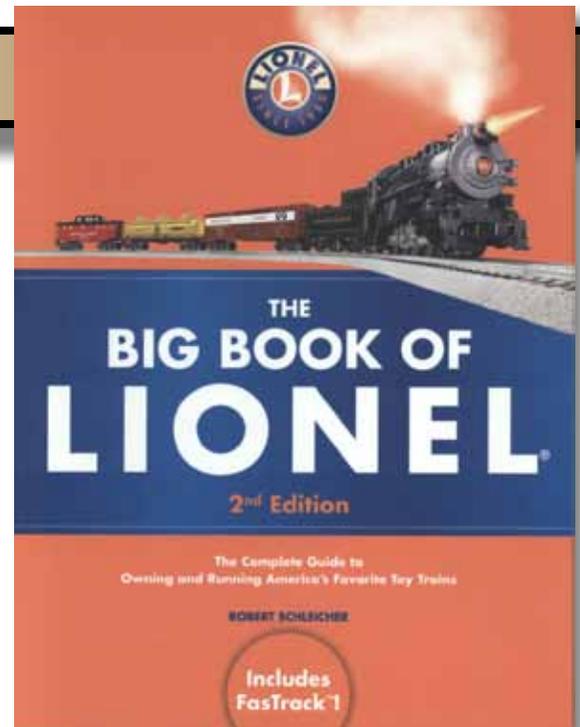
Big Book of Lionel

The *Big Book of Lionel* by Robert Schleicher is the latest revision of the book first published in 2004. This second edition is virtually identical to the previous edition plus the addition of two chapters, one dealing with FasTrack™ and the other with Legacy™. This brings the page count from 239 to 272

pages. The book is printed on coated stock with many color photos and diagrams. The information is primarily geared for those new to Lionel trains and covers a wide variety of topics including building your layout, scenery, locomotives and rolling stock, FasTrack, and Legacy.

New material in the book is supplemented with information many long-term Lionelers will recognize from previous Lionel publications. Though touted to include more than 30 track plans, all are tubular track designs. In fact, much of the book deals with tubular track rather than FasTrack, which is now used exclusively in ready-to-run train sets. For FasTrack plans, the author refers the reader to his previous book devoted to FasTrack. We found however, that plans in both previous FasTrack books were only good for inspiration. The track lists and plans were inaccurate and would frustrate someone trying to use them as drawn. We decided to check one of the tubular track plans in this book and attempted to assemble it using RR-Track software. Unfortunately, we found the same problem – the plans are not accurate. The author has obviously not attempted to actually assemble these plans. One track plan suggests that it could be used for O27, O, or FasTrack. The plan, however, uses 42- and 54-inch radius track – neither of which are available in the FasTrack product line. Even using tubular O-gauge track, the plan could not be assembled as illustrated.

While there is much information in this book that would be useful to someone setting up a Lionel layout, the layout plans would only frustrate hobbyists who tried to copy them. Any purchaser should be warned that these plans can only be used for inspiration. Those attempting to build them will have to make considerable changes. The book is



8-1/2 x 11 inches and sells for \$29.99. It is available from Lionel dealers.

Just My Opinion

In my humble opinion, Lionel would significantly benefit by producing an inexpensive book of practical FasTrack layout plans which included accurate drawings and track lists. The book should include a wide variety of layouts from those that could be built on a 4x8-foot board to larger layouts that would inspire a youngster to expand his layout. If a ready-to-run set is sold and never expanded, it may quickly become boring. Nothing would encourage expansion better than a book with accurate plans and a few photographs of completed, scenicked layouts – especially larger ones which include Lionel accessories. A book of maybe 48 pages, selling for about \$10 would be a great help to hobby stores selling Lionel trains. Dealers could offer the book at no charge to first-time train set buyers as an investment in future sales to avid customers. An eight-page brochure included with sets, showing perhaps eight to ten track plans of varying sizes would also be helpful. A coupon could be included and sent to Lionel as an order for the layout book at reasonable cost. I remember my first Erector™ set. As a boy, nothing encouraged me more to expand the set than seeing the models in the instruction book that required a larger set or more parts to build.

Photographs by Bill Schmeelk



Dennis DeVito
RM 6758

Minutes of LCCA Board

Fairfield Hotel, Dallas, TX - March 12, 2011

The LCCA spring BOD meeting was held in the Fairfield Hotel in Dallas, TX, on Saturday, March 12, 2011.

I. Call to Order: President Kolis called the meeting to order at 8:54 a.m.

II. Roll Call: by Secretary DeVito

Officers Present: President Kolis, Immediate Past President Johnson, President-elect Fisher, Secretary DeVito, Treasurer S. Ellingson.

Directors Present: Miller, Richter, J. Ellingson, Farkash.

Presidential Committee Appointees

Present: Finance/Constitution Committee Chairman Findley; Convention Management Team Co-manager Carter; Electronic Information Manager Black; *TLR* Editor Mottler; *Interchange Track* Editor Tribuzi.

Guests: None.

Approval of Minutes:

A motion to accept the Minutes of the November 6, 2010, meeting was made by Johnson, seconded by Richter, and approved (7-0). Johnson noted that the minutes did not accurately reflect the disagreeable tenor or tone of that meeting.

III. Reports

A. Treasurer

Treasurer S. Ellingson presented the financial report. Preliminary 2010 financial statements were presented and discussed. The LCCA is solvent and financially in a strong position. The club will amend the 2009 tax return and verify that the tax reporting status is current. S. Ellingson/DeVito presented preliminary 2010 year-end financials and discussed these comparing 2009 and 2010 results. The process used by the business office to record sales was discussed as was methods of shipping product to members and cost of these shipments. DeVito presented a breakout of the WGHOT show data and costs of these shows to the club. Justification

for attendance at the shows is to have member contact and to recruit new members. In spite of the opportunity to get higher interest rates, decision was made to keep all club funds in FDIC insured accounts.

B. Secretary

Secretary DeVito provided a status report of current membership. As of 3/9/2011, the LCCA had 7,074 RMs; 8 Honorary Members; 21 Charter Members; 1 Honorary Charter Member; 122 Junior Members; and 64 members located in foreign countries – 7,290 total members. The club also has 19 Courtesy Members. Almost 500 new members signed up in 2010. Richter asked if it was possible to determine how long a member was a member before he quit the club. Business Office is sending out letters to members who do not renew. Proposal was made by Mottler to use *TLR* and the website to request current members to “re-recruit” their associates and friends who are no longer an active member of the LCCA. DeVito distributed the official copy of the LCCA Constitution. Black will verify the Constitution posted on the website is current. DeVito said we need to review a “corporate book” and make sure the necessary historic, legal, and other current documents are protected and available. Black said the website has a secure section where this information and data can be stored. (Subsequent to the meeting, it was verified that the correct Constitution is on the website.)

C. 2011 Dallas Convention Update

Bob Carter presented the most recent Convention and hotel member counts. “Cowboy Bob” presented the timetable Convention handout while he spoke of Convention specifics and details. He is trying to locate the source of the blue badge holders used in the past. Cowboy Bob was wearing the 2011 Convention volunteer shirt while he discussed the Convention tours, clinics, and seminars. This is the first year for organized clinics and seminars, and they have been well received by members signing up for them. Carter said with the Convention being as big as Texas, he is contacting members to volunteer and assist. Both Carter and Kolis stressed

the need for member safety on tours and during the entire Convention week. Richter pointed out that the Conventions are budgeted as break-even events and should not encumber club funds. Most of the club’s income is from sales of club products.

The BOD recessed for break at 10:43 AM. and reconvened at 11:04 AM.

D. Constitution Changes

Director Farkash, Constitution Chairman Findley, and Secretary DeVito presented a review of the constitutional changes originally submitted at the November 6, 2010 meeting. Director Farkash read a proposed constitutional change request. Motion to submit constitution change to membership for vote made by Farkash, seconded by Richter. The Board indicated there are sections of the Constitution which should be reviewed by the Constitution Committee (post meeting it was suggested that the Constitution be reviewed to see if it complies with Illinois state law). Fisher requested the constitutional changes be deferred to the Dallas Convention BOD meeting. Kolis stated that to defer this proposed change to July would mean the proposal would miss the 2011 election cycle. Kolis also stated that the directors had adequate time since the 11/6/2010 BOD meeting to discuss the change and requested we move forward. Johnson requested that the constitution committee be tasked to review and propose changes by the 2012 election date. After discussion, Directors Farkash, Miller, Richter voted for; Director Ellingson, IPP Johnson and PE Fisher voted against. President Kolis broke the tie and voted for (final approval 4-3). The Constitution change proposal will be placed on the spring ballot.

E. The Lion Roars

Mike Mottler spoke of the new design of *The Lion Roars* and shared some of the compliments received. Mottler reported there will be no change in the vendor lineup to produce *TLR*, its due dates, or processing procedures. The total cost to produce the magazine is lower now than five years ago. Recent

of Directors Meetings

issues included articles submitted by Junior Members, a welcome addition. The BOD provided positive comments about the articles, the balance of interests in each magazine, the editing, the pictures, and overall quality. The attendees expressed their appreciation in making *TLR* the bar setter in the train club universe. Mottler spoke about the LCCA membership application sheet to be placed in Lionel set boxes and confirmed that Lionel has the new business office address to put on those sheets.

The BOD recessed for lunch at 12:13 PM. and reconvened at 1:07 PM.

F. Junior Member Program

Director Farkash discussed the Junior Membership Program and explained that a welcome pack was being prepared to give to new Junior Members. The status of the program was discussed including JM activities at the Denver Convention and proposed activities at Dallas. There was discussion about providing recognition when a JM signs up for his/her second year, perhaps a patch. There must be a connection between the JM, the club, and the parents to highlight the value of a JM to a child. It was pointed out that there are two age groups in JM, the pre-10-year-olds and teenagers – each has different interests and needs.

G. Business Office RFP Update

Secretary DeVito offered a brief historic view of the Business Office and presented a list of goals and specific defined objectives, which must be met by the LCCA Business Office. Listed were issues and observations of the current situation and the need for cost reductions and service improvements. A PowerPoint presentation was made demonstrating the proposed Business Office Proposal and the required computer support to achieve the stated goals. While several valid bids were received to get LCCA business, the group offered a different solution. It was felt that to reproduce the business office in the image of prior business offices was not the correct answer. Rather it was proposed we update 30-year-old computer programs allowing for real

time processing of data from members and real time processing of credit cards, neither of which are done now. In fact, most data is entered twice. It was proposed the LCCA consider “cloud” computing, designing an updated computer system to incorporate a number of cost saving web technologies while vastly improving member experiences on the web. Black pointed out this is how *eTrack* works and the LCCA has been “in the cloud” for five years already. Black also expressed the age-old issue facing organizations whether to buy an existing system or to go out and develop a unique system customized for the LCCA and its specific needs. As part of this presentation, Black/DeVito suggested the club might be better served by having a business office independent from a shipping (or fulfillment) house. Both a business office facility and a fulfillment house might offer a lower cost and better performance than one combined facility. The BOD approved Black/DeVito to solicit bids and to provide cost and performance detail on this program and to design the correct business arrangement and business model for the LCCA. Black/DeVito will continue to review alternatives, get quotes, and provide feedback to the BOD on this matter.

H. Product Development Report

Product Development Caponi was unable to attend, and Director Miller presented the Product Development Report.

The BOD recessed for break at 3:10 PM. and reconvened at 3:27 PM.

I. Website

Larry Black continued his presentation highlighting the increased usage of website by members to conduct club business and to view videos. In September, video moved to the website so that when a video was watched, it was on our site. Viewers did not leave our site to view videos. The new website cost \$42,000, and migration of data is underway. Black gave a comprehensive

demo of the website and improvements of content and navigation. A big advantage of the new site is the ease of updating content and data on the site. We can update this info ourselves and do not need to pay web houses to add or change data. This will be a major cost savings going forward. The new site will allow for more content. There will be continual need for new content to keep the site fresh. The new site is slated to be operational by the Convention

J. Immediate Past President

Dick Johnson reported on a single complaint regarding improper shipping of product. This complaint was successfully resolved and there were no further complaints.

K. President-elect

John Fisher stated that he believed the entire nominating process was unconstitutional because the provisions of Section 3 of Article VII had not been followed. President Kolis produced a letter from Club Counsel Scheurich stating that the procedure employed comported with LCCA’s By-laws and the recommendations of the nominating process should stand. After much discussion, the matter came to a vote, Directors Farkash, Miller, and Richter voted to adopt the recommendations of the Nominating Committee, and Directors Ellingson, Fisher, and Johnson voted not to accept the recommendations. President Kolis broke the tie and voted to accept the recommendations. Directors Fisher and Johnson requested that the club obtain a second legal opinion. Farkash made a motion, seconded by J. Ellingson, that the club obtain the legal opinion of a second attorney. The motion was approved. (Subsequent to the meeting, the club sought and received the opinion of another Illinois attorney. He concluded that despite a number of procedural irregularities throughout the nominating process, the Board validly



ratified the recommendations of the Nominating Committee which were placed on the 2011 election ballot).

L. President

President Kolis stressed the club must be goal oriented. Reviewing the financial trends of 2009-10 within the current Business Office costing structure, the club is not long-term sustainable. President Kolis requested Dennis DeVito be added to the Finance Committee. Motion approved 6-0.

Discussion about the introduction of Junior Members followed. There must be a balance between JM and RM to maximize the member benefit to both without sacrificing the value of either group. The club must stabilize and grow membership and membership retention is critical. We have had many folks join the club at the WGHOT and other venues, but many have not renewed. Recently, the club sent e-mail renewal notices to members with a large number of members using this reminder to renew. The club continues to investigate push e-mails to encourage and increase personal involvement of members. 27 new members joined the club at the NJ WGHOT show and the New Jersey Highrailer event. The Highrailer had 80 LCCA members attending and the event was well-received. The club has a larger presence at the WGHOT and has increased the size of the booth there. There has been an effort to sell LCCA commemorative items to offset the costs of the show. President Kolis stressed the importance of continuing Special Events and requested the BOD approve a Special Events Committee to set-up, stage, and run Special Events in upcoming months. President-elect Fisher requested this proposal be tabled until later in the meeting.

President Kolis discussed video in general, video on the LCCA website, and the future of video as one of the 'more important club assets. Club videos had over 38,000 hits in *OGR Forum* and 682 comments. President Kolis requested the BOD approve a Video Assets Committee consisting of Director Richter, Mike Mottler, and Bob Carter. Motion passed 6-0. President Kolis went on to discuss the potential

of a membership incentive program to encourage new members. Director Farkash spoke to consistency in branding of the club and in messaging. The group discussed the new LCCA *TLR* Masthead and animating the club logos. President Kolis requested the LCCA Board create a Graphics committee consisting of Director Farkash (chair), Mike Mottler and Pat Snyder (graphic designer). Motion passed 6-0. President Kolis spoke about providing an LCCA function on the West Coast. Also discussed were new technologies Facebook and Twitter – we have an active Facebook page. President Kolis said the LCCA relationship with Lionel remains solid. Looking forward, President Kolis said that we need to get \$150K income from inventory sales, reduce inventory costs, continue to improve communications, and focus on membership retention.

IV. Open Discussion

All discussion points were raised during individual reports. There were no other issues raised at this time.

V. Final Remarks

President Kolis thanked the BOD, Officers and Appointed Officials for their thoughtful and honest dialog. He expressed his thanks to the whole convention committee and offered to provide whatever assistance they require. The entire group expressed a similar sentiment and all are excited about this year's Convention and the addition of seminars and clinics.

VI. Expense reimbursement

President Kolis announced that all attendees will get three days Per Diem at approved rates

VII. Next BOD meeting

President Kolis set the next BOD meeting on Sunday, July 24, 2011, at the DFW convention hotel in Dallas, TX. (Subsequently four BOD members requested a special telephone BOD meeting May 5, 2011 and on July 14, 2011).

VIII. Adjournment

There being no further business, the meeting was adjourned at 6:29 p.m.

Respectfully submitted,
Dennis DeVito, LCCA Secretary

Special Phone Meeting "Go to Meeting" (via Web) Conference Call – May 5, 2011

President Kolis called for a special telephone BOD meeting on May 5, 2011. All Officers and Directors were notified of this special BOD meeting in a timely manner.

I. Call to Order: President Kolis called the meeting to order at 7:05 p.m. EDT.

II. Roll Call: by Secretary DeVito.

Officers Present: President Kolis, Immediate Past President Johnson, President-elect Fisher, Secretary DeVito, Treasurer S. Ellingson.

Directors Present: Miller, Richter, J. Ellingson, Farkash.

Guests: None.

III. Purpose of Meeting

President Kolis called this special telephone BOD meeting held on May 5, 2011, to discuss internal communications among club officials.

BOD members provided input and discussion followed. After lengthy consideration, it was agreed that all officers and directors will work to improve communication efforts. No votes were taken at this informational meeting.

IV. Next BOD meeting

President Kolis reminded all that the next scheduled BOD meeting will be on July 24th in Dallas. (Subsequently, a phone BOD meeting was called by four directors for July 14, 2011).

V. Adjournment

There being no further business, a motion to adjourn was made by J. Ellingson and seconded by Richer. The motion passed unanimously. The meeting adjourned at 8:29 p.m.

Respectfully submitted,
Dennis DeVito, LCCA Secretary

Special Phone Meeting Conference Call - July 14, 2011

The LCCA BOD held a special telephone board meeting on July 14, 2011.

I. Call to Order: President Kolis called the meeting to order at 7:06 p.m. CDT.

II. Roll Call: by Secretary DeVito.

Officers Present: President Kolis, Immediate Past President Johnson, Secretary DeVito, Treasurer S. Ellingson.

Directors Present: Miller, Richter, J. Ellingson, Farkash.

Members Elected in 2011:

These members will take office at the Convention: Kelley (elected Treasurer), L. Caponi (elected President-elect), Gambino (elected Director), Schmeelk (elected Director).

Guest: IT Manager Black.

III. Agenda Items

Because of the resignation of John Fisher from the office of President-elect on July 5, this office was vacant. President Kolis noted that while there were a number of qualified candidates, he recommended Dennis DeVito be appointed to serve in this office. The BOD approved DeVito to fill the remaining few weeks of the term of the President-elect. DeVito will also assume the office of President at the upcoming Convention and will, two years later on, become Immediate Past President. Kolis reminded the BOD that DeVito ran for the President-elect office in the spring of 2011, is currently the LCCA Secretary, was Club Treasurer for four years, and has served in multiple appointed roles. Dick Johnson made a motion to approve DeVito, and it was seconded by Miller. After brief discussion, Kolis confirmed he had reviewed the process for elevating an elected officer to President-elect with the club's attorney, who acknowledged that once done, this action would not prevent DeVito from running for office at some future date. A roll call vote was taken and DeVito was approved unanimously (6-0) as

President-elect. Kolis and the BOD congratulated DeVito and pledged their support to him. DeVito thanked Kolis and the BOD for their confidence and support.

Kolis noted that the Secretary position was now vacant. President Kolis recommended that Mark Kempfer be approved by the BOD to fulfill the remaining weeks of the term of Secretary. Richter made a motion to approve Mark Kempfer as replacement Secretary, and it was seconded by J. Ellingson. After a short discussion, a roll call vote was taken. Kempfer was unanimously approved as Secretary (7-0). The entire BOD offered congratulations and support to Kempfer.

Lou Caponi presented a proposed new LCCA-sponsored product, a two-piece set of "General" locomotives commemorating the Great Locomotive Chase as a 150-year commemorative of this April, 1862, event during the Civil War. The pair will sell for \$399.95 (including shipping and handling). No more than 650 pairs will be made. The set will be boxed in a style similar to the LCCA "Halloween" General. Given the expected popularity of this offer, members can purchase only one set. The offer is limited to club members only, but with the new technology now available at our website, a non-member visitor may join the club and order this set within the same online session. Caponi requested approval to place an order with Lionel. If done now, the set may be in production by late December with an early spring 2012 delivery date. Farkash made a motion for approval; it was seconded by Miller. After brief discussion, a vote was taken with DeVito, Farkash, Miller, Richter, and Ellingson voting for and Johnson voting against. The motion was passed 5-1, and Caponi was authorized to begin negotiation with Lionel.

President Kolis updated the BOD on the upcoming Denver Special Event with CTTG. LCCA's goal is to hold follow-up events in previous Convention cities as a method for member retention. Lionel may send a representative to the event. Richter requested Kolis and Farkash monitor this project. Motion

made by Richter and seconded by Miller to hold this event. Motion passed unanimously (6-0).

Black reported that the new web design will be online and active as early as Tuesday, July 19. The site should be up and running by the Convention. Black described a few features and benefits of the new site and requested all BOD members review it at the test site. Black will be available for one-on-one sessions at the Convention to support members needing web assistance. The LCCA goal is to have the most progressive website in the hobby.

DeVito presented an update about status of the LCCA Business Office. All order-taking has been stopped at NPS. All shipping from NPS has been stopped. Items to be used in Dallas have been identified and will be shipped to Dallas. Any remaining material at NPS will be removed and relocated. By this action, LCCA will end shipping and storage costs from this vendor. Kolis and DeVito have made a handshake agreement with CPCC to take all General Set orders.

Caponi described a property in Elizabeth, NJ, as a potential site for the 2013 Convention. Because of its location, it could be a true tri-state Convention with many possible train-related events and tours in New York, New Jersey, and Pennsylvania. The BOD requested that Caponi continue negotiations with the hotel and seek a reduction of the room rate to members. Caponi will continue to talk with the hotel, but is prepared to contact other properties.

IV. Adjournment

There being no further business the meeting was adjourned 8:29 p.m. CDT.

Respectfully submitted,
Dennis DeVito, LCCA Secretary



Larry Black
HM 240

Our Website Wonder

HIGHLIGHT:

“The Members Only area of the site is reserved for those transactions that are exclusively reserved for members.”

After more than a year of planning, designing, and upgrading content, the LCCA launched its newly redesigned website on August 9th. There was no fanfare or glitzy rollout. Rather, we provided a low-key implementation of a “new look” and a new technology base from top to bottom. The old design was basically unchanged for nearly a decade – which seemed like an eternity in the constantly evolving cyber-environment.

Time for a Change

The 40th anniversary of the club celebrated last year was a great reason to do a major make-over of the website.

Since we have been with our web-hosting vendor, Aristotle, Inc., of Little Rock, AR, from day one of our website presence, that company was the logical choice for the project. They have broad experience in this field and have designed sites for many clients across the country including the Elvis Presley Museum and travel websites for a number of states.

Our Main Objectives

One of our major objectives was to create a new technology base upon which to build the site. We wanted the capability for club leaders and support volunteers to quickly and easily perform routine website maintenance themselves for cost savings and timely updates. To accomplish this, Aristotle provided a content management system for all of our content. It enables online text and image editing similar to any word processor.

In addition, the club was looking for simpler navigation and bringing forward as much content as possible without “hiding” it for members only. Further, we wanted to bring to the Home page our investment in video content for greater use and enjoyment. LCCA news items organized by “channels” were also put in place. The most recent club-sponsored promotional products and upcoming events are now a part of the Home page with enhanced visual appeal. The related details of the promotions are just a click away.

The LCCA Store is now fully viewable to members and non-members alike. Non-members can go “window shopping,” immediately join the club, and

simultaneously purchase club-sponsored offers.

Changes for Members Only

The Members Only area of the site is reserved for those transactions that are exclusively reserved for members. At this time, these actions are not real-time processes, but that capability will be implemented by year’s end. In the meantime (as previously done), the transactions are captured and picked up by the LCCA Business Office several times per week and processed. Members must use their member number as their member ID and the club-assigned password or member-created alternate password to access this section of the site. You can login from any page of the site using the upper-right-hand area of the page.

Forgot your password? First, refer to your membership renewal card sent to you by mail. It’s presented there. Or, there is an opportunity to have your club-assigned password sent to your e-mail address of record with the club. This should occur within minutes depending on your e-mail service. If you have never created an “alternate” password, this would be a good thing to do when you first visit the Members Only section.

Other Features

We plan to enable most transactions with the club (i.e., change of address, membership renewal, store purchases, joining the club or giving gift memberships) as real-time transactions including credit card processing with confirmations. There is more content to load on the site; in particular, more video content.

Best Browsing

In a very few cases we have encountered some members with issues with their unique software/hardware configurations when using our new website. Most common occurrences include accessing the site from an Apple IPAD™ which does not support Adobe Flash™, which is used by LCCA and most other websites to some extent. Older browsers can also have problems. I have found that the Google Chrome™ browser works very well with our – and most other – websites with the fewest issues.



Get Acquainted Party



Trading Hall



Banquet



Around and About



Lights and Action



To celebrate our annual Convention and the locale, the club presents a unique car made by Lionel®. The 2012 Convention Car will be a Norfolk Southern boxcar with a patriotic theme and spectacular lighting effects.

The car is a PS-1 O-scale boxcar (11-1/4 inches long) that celebrates the military presence in that area. It includes these important features:

- LEDs placed in stars of the U.S. flag and eye of eagle
- Camo décor with military-style insignia

- EOT device
- Interior box load images, opening doors
- Die-cast sprung metal trucks
- Metal operating couplers
- Hand-applied details
- Detailed metal underframe
- Estimated shipping date – late December 2012.

\$99.95 plus \$9.95 S&H. Limit: two cars

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

<input type="checkbox"/> ___ 2012 Convention Car Car(s) @ \$99.95 each	\$ _____
Subtotal (in U.S. funds):	\$ _____
<input type="checkbox"/> Illinois residents: add sales tax — 7% of subtotal	\$ _____
<input type="checkbox"/> Shipping & Handling — add \$9.95 per car	\$ _____
Total (in U.S. funds):	\$ _____

SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "CC2012" written on the memo line.

Charge the total amount of this order to my credit card as shown below.

Estimated shipping date – late December, 2012.

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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form or a photocopy to the best toy train club on the planet:
LCCA Business Office • Dept CC2012/TLR-10-11 • P.O. Box 529 • Peru, IL 61354-0529
Order online at: www.lionelcollectors.org — go to "LCCA Store"