

# THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 42, No. 3, February, 2013

## Step Aboard the Chattanooga Choo Choo





**Red Carpet Event**  
Page 16



**Chat-tanooga Here We Come**  
Page 18



<b>President's Report</b>	2
<b>Toy Trunk Railroad</b>	3
<b>Special Events Are Special</b>	4
<b>Product Development Report</b>	10
<b>Let's Talk Transformers</b>	14
<b>Red Carpet Event</b>	16
<b>2013 Convention Preview</b>	18
<b>2013 Convention Tours</b>	19
<b>RC Automobile Carrier</b>	24
<b>Lionel News &amp; Views</b>	26
<b>The Tinplate Cannonball</b>	30
<b>New FasTrack™ Module</b>	33
<b>Treasurer's Report</b>	35
<b>Lionel's New RC System</b>	36
<b>A Lionel Puzzlement</b>	IBC
<b>A Convention Oddity</b>	OBGC

**On the Cover**



*TVRRM steam loco 630 will be on the point for the Monday train excursion at the Convention.*

Photograph provided by TVRRM

**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](http://www.lionelcollectors.org), by e-mail at: [office@lionelcollectors.org](mailto:office@lionelcollectors.org), by fax at 815-223-0791, or by mail at: P.O. Box 529, Peru, IL 61354-0529.

**TLR Copyright Notice**

The LCCA is an Illinois not-for-profit corporation. Copyright © 2013, Lionel Collectors Club of America. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording for any purpose.

**USPS Notices**

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

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

**LCCA and Lionel**

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

**People to Contact**

**Secretary** – Inquiries about membership lapses and administrative support.

**Membership Chair** – Joining LCCA and membership questions.

**Immediate Past President** – Complaint against another member.

**President** – Always available and as a last resort.

**Officers**

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

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

Louis J. Caponi, *President-elect*  
610 Andrew Road  
Springfield, PA 19064-3816  
484-431-8529  
[caponilj@comcast.net](mailto:caponilj@comcast.net)

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

Harry Hampson, *Secretary*  
2117 East Kendall Circle  
Virginia Beach, VA 23451-1743  
757-406-9636  
[hgh45@aol.com](mailto:hgh45@aol.com)

**Directors**

Sal Gambino, Jr.  
4135 Knorr Street  
Philadelphia, PA 19135-2133  
215-708-1504  
[saltrains@aol.com](mailto:saltrains@aol.com)

Johnny Ourso  
2400 N. Conestoga Avenue  
Tucson, AZ 85749-8275  
520-749-3750  
[cajun8@cox.net](mailto:cajun8@cox.net)

Harry Overtoom  
3409 Fleetwood Drive  
Lexington, KY 40502-3504  
859-619-7730  
[h\\_overtoom@insightbb.com](mailto:h_overtoom@insightbb.com)

Bill Schmeelk  
15 Birchwood Lane  
Hillsdale, NJ 07642-1303  
201-497-8179  
[bill@wellingtonent.com](mailto:bill@wellingtonent.com)

**Appointees**

Mike Battaglia  
*Liaison to LCCA Business Office*  
1361 Deerfield Street  
St. Joseph, MI 49085-9746  
269-428-2847  
[steamengine234@comcast.net](mailto:steamengine234@comcast.net)

Larry A. Black  
*IT and Web Manager*  
209 Denison Way  
Frankfort, KY 40601-0003  
502-695-4355  
[larry\\_black@email.com](mailto:larry_black@email.com)

Barrie W. Braden  
*Editor, eTrack & Interchange Track*  
10607 Serenity Sound  
Magnolia, TX 77354-3244  
281-252-8153  
[bradenb@att.net](mailto:bradenb@att.net)

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

Jenny Kraus  
*JM Program Coordinator*  
13613 Birchwood Avenue  
Rosemount, MN 55068  
651-270-7430  
[jennysjunction@gmail.com](mailto:jennysjunction@gmail.com)

Louis J. Caponi  
*Manager, Product Development*  
*Co-manager, LCCA Convention*  
610 Andrew Road  
Springfield, PA 19064-3816  
484-431-8529  
[caponilj@comcast.net](mailto:caponilj@comcast.net)

Barry Findley  
*Chair, Finance Committee*  
3414 Old Cantrell Road  
Little Rock, AR 72202-1860  
501-664-8525  
[lcca@aristotle.net](mailto:lcca@aristotle.net)

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

Mike H. Mottler  
*Editor, The Lion Roars*  
22 Water Oak Drive  
Conway, AR 72034-3430  
501-327-8747  
[mottlerm@conwaycorp.net](mailto:mottlerm@conwaycorp.net)

Visit our website for timely club news:  
[www.lionelcollectors.org](http://www.lionelcollectors.org)

**A Meeting of the Minds**

**by Mike Mottler RM 12394**

While waiting for lunch at local restaurants, I often use the placemat or napkins as a notepad for doodling track plans. It passes the time, and sometimes the ideas are worth exploring with other club members. Or not. Oftentimes, a curious waitress will ask, "What's that?" So I will explain. Perhaps their interest is genuine, perhaps it's feigned – merely a ploy intended to boost a larger tip from my wallet. I'll explain for as long as she'll listen.

Today at lunch, a waitress who already knew from previous visits what I was scribbling commented, "More trains?" Another customer entered the restaurant, happened to be

within earshot, and overheard her remark. He came to my table and introduced himself as a local Lionel® collector and LCCA member! Then I recalled meeting him previously at a local train show and remembered his presence in my PC address book. I invited him to join me so we could "talk trains." I learned he still has his first Lionel train, has collected many trains over many years, reads *The Lion Roars* regularly, and wishes he could build a layout in his home. A chance meeting became a meeting of the minds.

After an hour or more of delightful conversation accompanied by salad, spaghetti, and pizza, we wrapped up the conversation and went our own ways. I'll meet him again at a local train show, a LCCA event, or through happenstance. Until next time, I'll consider this meeting-by-chance a serendipitous day-brightener!



**Dennis DeVito**  
RM 6758

# Report from

**HIGHLIGHT:**

“You might be one of the 667 members who joined LCCA in 2012 or one of the 66 new members that recently enrolled in 2013. We are glad to have you aboard!”

**W**ith the tree finally taken down for another year and the winter version of our layouts put away, it is time to focus on 2013 and all it has to offer.

The New Year brings exciting opportunities to the LCCA and its members. Our club is in great shape, standing strong for its fundamental principles, keeping on track financially, offering a fresh wave of Special Events, and providing members with club-sponsored, widely acclaimed Lionel® products. Meanwhile, our publications continue a tradition of excellence through the award-winning *The Lion Roars* and club website, plus the resourceful *Interchange Track*.

**Our Recent Upswing**

The reputation of the club continues to expand, as does our membership, which now includes more than 7,300 persons. Membership grew by almost 300 new members in 2012. You might be one of the 667 members who joined LCCA in 2012 or one of the 66 new members that recently enrolled in 2013. We are glad to have you aboard! The member retention and recovery program, headed by a team led by Secretary Harry Hampson, has recovered more than 100 lapsed members. Fabulous! You help the club maintain cost-effectiveness by renewing your membership when first notified. This saves time and effort and avoids additional expenses from contacting you later.

**Red Carpet Event**

Mark your calendar to attend an event to be held at the new Lionel facility in Concord, NC. Lionel will welcome LCCA members



(only) into its facility on Saturday, March 23, and will offer special discounted prices on select inventory items. Equally important,

Lionel will provide tours of the facility. The LCCA and Lionel will offer how-to clinics during the day. Refer to the pages in this issue for details and use the Pre-registration Form.

This Red Carpet Event will be FREE to LCCA members and their immediate family; however, non-member hobbyists must pay a \$35 entry fee. The savings from discounted products would likely offset that \$35. The general public will not be invited, so this is a private showing. LCCA members are encouraged to enroll their friends in the club and steer them toward Charlotte/Concord. Let’s talk up this event with friends and those in local train clubs. We believe this will be a well-attended event, and it could become an annual attraction. Register early – those who pre-register and attend will be eligible to win a high-end Lionel train set.

Related to but separate from this Red Carpet Event, the LCCA has arranged for a trip to the Spencer Railroad Museum on the preceding day – Friday, March 22 – for a museum tour and a train excursion ride plus other activities in the Charlotte/Concord area.

**Club Products Update**

By the time you receive this issue, the Texas Tommy initial train set order date has passed. I predict that this two-locomotive set and Diamond Mint Car will become another LCCA classic. Look for a new accessory – a Coal Ramp to be shown be at the Red Carpet Event in Concord, NC. Also in this issue, LCCA announces the “Prospector”, a D&RGW tinplate passenger train set.

We were quite disappointed to learn that production of our 2012 Convention Car was delayed. We hope Lionel can deliver it soon. Those who ordered this car will be pleased with the result. Although impatience can be expected given the circumstances, it will be worth the wait!

Orders are now coming in for the 2013 LCCA Convention Car, a stunning round roof boxcar decorated with the heralds of the Southern Railway and the Norfolk Southern. The On-site Convention Car with a similar décor could be regarded as a “matching pair.” Complete information about the Chattanooga Convention tours and events are listed in this issue. Plan to attend this annual celebration based in the elegantly restored Chattanooga Choo Choo Hotel – formerly the train station in that city. A word to the wise: register early

# our President

to earn the Early Registration Gift – a custom-designed Vulcan switcher. Bob “Choo Choo” Carter has a number of surprises this year. Chattanooga is shaping up as another LCCA successful Convention.

## Attractions

The Lionel/LCCA FasTrack™ Modular Railroad program continues to expand. The Junior Member newsletter, *The Lion Cub*, has been expanded from four to eight pages, doubling its size. Visit our online video gallery. There are now 113 videos posted there, and all are professional quality.

## An Online Advantage

I respect the reluctance of some members who are not comfortable in using e-mail or the Internet for communications with the club. I share many of their perceptions about technology. Although LCCA enthusiastically supports those who use USPS for transactions, the club offers much more to those who connect to the club online. Our website provides useful club info in real time, and our free *e-Track* buy-sell-swap service is always current and also operates in real time. The LCCA offers periodic e-blasts to members who provide their e-mail address to the club. These informative updates show upcoming club activities, Special Events, and club and hobby news.

**Our website provides useful club info in real time**

## President's Scoreboard for 2012-13

Activity	Goal	Accomplished to Date	Status
Special Events	2,200 members touched	820	Nearly 20% already!
Number of Special Events	25 by July, 2013	19	Well on our way to this target. Always looking for additional events!
Reinstatement of Members	400	41	Need club members to assist.

**Invite a hobbyist to join the LCCA and make a friend happy for a lifetime.**

## Seeking a Few Good Members

Soon after you read this report, nominations will be open for the 2013 LCCA elections. Consider contacting the nominating committee and running for office.

There is a lot going on in LCCA, and the club seeks qualified volunteers for its leadership corps. There will also be LCCA Constitution changes presented on the ballot. The LCCA leadership encourages you to support these changes in order to bring the club up to date with rules and regulations resulting from greater use of the Internet.

## About the Money

A word about the Treasurer's Report in this issue. I have worked closely with Treasurer Ken Kelley and the Board of Directors during this period to restore profitability to the club.

The club overcame a difficult period during 2011 as explained in that report. In 2012 the club's financial position rebounded. It remains strong today.

## Toy Trunk Railroad

by Erik Sansom





**Al Kolis**  
HM 15902

## HIGHLIGHT:

“LCCA President Dennis DeVito has established a goal of reaching out and contacting 2,200 members this year.”

*Editor's Note: The increasing frequency of our SEs may not mesh with the deadline dates for publication in TLR 5x/year. For the most current information regarding Special Events, refer to the Special Events page on our website: [www.lionelcollectors.org](http://www.lionelcollectors.org).*

**A**s we start the New Year, I am pleased to report about Special Events in the recent past and very excited to describe the Special Events coming up in 2013. LCCA President Dennis DeVito has established a goal of reaching out and contacting 2,200 members this year. Because of the successful SEs held in 2012 and the new ones planned for this year, I anticipate we will accomplish that goal. Thanks to all who hosted a LCCA SE in their area. We could not accomplish this ambitious goal without your commitment, dedication, and support. Thanks to all members for attending and participating in these club-sponsored events.

## Review: SE in South Carolina in December



During the December 7-30 timeframe, Lionel-licensed artist and LCCA member Angela Trotta Thomas (RM 13961) had a very successful, well-attended art gallery exhibition in Charleston, SC. She showed her new paintings of Lionel® trains at the Coco Vivo Gallery in a show entitled “The Magic of Toy Trains.” Angela had a small Lionel operating toy train layout on display in the front window of the gallery. This layout featured an Angela Trotta Thomas train consisting of her Lionel locomotive and boxcars.

*Photograph by Angela Trotta Thomas*

## Review: SE in North Carolina in December



Special Event co-hosts Rich and Kathy Dissosway (RM 28158) held a Christmas Open House Train Party on December 8 at their home for LCCA members and hobbyists. This event was well attended by LCCA members and their families plus guests from North Carolina, South Carolina, Virginia, and as far away as Ohio.

Guests enjoyed watching 12 trains pulling an assortment of Christmas cars in addition to Lionel favorites such as the Blue Comet and the SP Daylight.

The layout featured numerous accessories and automated animations plus full-wall murals of Yosemite National Park, the Grand Canyon, Zion National Park, Bryce Canyon, and Pilot Mountain in North Carolina.

Party guests showed their amazing generosity by donating 580 pounds of non-perishable food to the Food Pantry in nearby Winston-Salem, NC. This SE was a great way for LCCA members in the Atlantic Coast region to meet other members and share the enjoyment of our favorite hobby.

*Text and photographs by Rich & Karen Dissosway*

# nts Are Special

## Review: SE in Texas in December



TW TrainWorx and the TrainWorx Trainers presented a LCCA Special Event at the Ronald McDonald House of Dallas/Trains at NorthPark Mall on December 9. More than 300 guests, including LCCA members, their families, and friends attended this holiday-theme activity and fund-raiser



hosted by Roger and Dorcie "Train Dame" Farkash (RM 27269). Bob and Dinah Carter (RM 6620) and Immediate Past President Al Kolis (HM 15902) represented the LCCA Special Events Committee and shared Christmas and Lionel toy train cheer with a crowd of young and not-so-young toy train enthusiasts. Even my 96-years-young mom commented on the wonderful atmosphere of holiday fun, and she was pleased to see so many smiles on the faces of the attendees.

With 22 loops of track and dozens of operating accessories, there was plenty of train operating action for everyone to enjoy! An assortment of door prizes and the

opportunity to purchase Lionel trains with an LCCA member discount added excitement to this event. A special visit by Lenny the Lion was a highlight of the occasion. Everyone shared the spirit of the season and generously supported the Ronald McDonald House for its commitment to the community. In the truest spirit of the LCCA's stated purpose, "...to promote and foster interest, research, education and enjoyment of Lionel trains..." this Evening of Fun with Toy Trains at the Trains of NorthPark was a great success! Our heartfelt thanks to all who attended!

*Text by Roger Farkash  
Photograph by Bob Carter*

## Review: SE in Texas in December

Woody and Madeline Hickman hosted an Open House event at their home in Dallas, TX. Visitors were amazed by the holiday decorations – a winter wonderland with trains! Guests brought non-perishable food items for use at the Frisco Food Services Pantry. Bob "Choo Choo" Carer and his wife Dinah joined the gathering and enjoyed the Lionel trains along with the camaraderie of good friends and LCCA members. Thank you, Woody and Madeline, for inviting club members into your home.

## Review: SE in Iowa in December



The core members of TEAM IOWA – led by Robert Ver Hoef (RM 20588) and Pam Richardson (RM 29244) – wanted to do

something bigger and better than last year's event. After five months of planning it finally came together on December 15 as a triple header: a Swap Meet held across the street, a celebration with Brett, a teenaged Make-A-Wish guest, and the greatest Open House we could possibly prepare.

The activities were scheduled to begin at 11 o'clock that day; however, a large crowd had gathered so we opened one hour early. Soon the Swap Meet vendors were overcome with shoppers eager to buy trains and accessories. Train boxes flew out the door! At the Open House, guests lined up three deep to see the trains in action on the layout and peruse the shelves lined with collectibles. Coffee, cider, and homemade Christmas cookies caused smiles on all faces.



The highlight of the afternoon was a presentation to the Make-A-Wish special guest. Brett went home with a Lionel train set, a Lionel Engineer Hat, and a one-year membership in the LCCA – courtesy of the club.

A large crowd of nearly 400 persons included many happy parents and wide-eyed youngsters who stayed until 4 o'clock. How great is that? We're very happy to report that we raised several hundred dollars for the Make-A-Wish Foundation, thanks to the generosity of LCCA members and guests.

Club members John Buren, Craig Thorson, and Ray Hansen (my three elves) helped us put this event together.

The Swap Meet was a great success. We plan are to have even a bigger one next year.

LCCA provided door prizes and raffle items to help raise funds for the Make-A-Wish Foundation. Club-sponsored Special Events are great fun. With a little work we produced a lot of fun, and everyone seemed to have the time of their lives. See you all next year at the Christmas Open House in Leland, IA!

*Text and photographs  
by Robert Ver Hoef and Pam Richardson*

### **Review: SEs at WGHOT Shows in early 2013**



We started off this year with several high-visibility train hobby events in January and February. LCCA was present at several of the World's Greatest Hobby on Tour shows. Members in Texas had an opportunity to reconnect with LCCA President Dennis DeVito and Convention Co-manager "Choo Choo" Bob Carter at the Fort Worth show.

"Thank you!" to all volunteers who helped out and staffed the LCCA booth and the LCCA/Lionel FasTrack Modular Railroad Layout at the WGHOT shows in Fort Worth TX, Saint Louis MO, and San Diego, CA. Our booth was placed next to Lionel's operating layout and display. LCCA's mini layout was in operation and attracted a crowd of people. This small layout was designed and built by TW TrainWorx of Dallas, TX, to demonstrate what can be accomplished within a small space. You do not have to have a huge space to have your own operating Lionel layout.

The WGHOT shows are great ways to introduce our club to train show visitors as well as an opportunity to meet and talk with our members that live in the region.

LCCA will be present at two WGHOT shows in California; at Sacramento on February 23-24, and at San Mateo on March 2-3. West Coasters can drop by, get acquainted with club officers, and "talk trains." The purpose of our club as stated in our constitution is

to promote and foster an interest in Lionel trains specifically and toy trains in general. Several thousand visitors attend these shows each day. "Thanks!" to all members who stopped by. I also want to welcome the new members who joined our club at these events. I encourage you to get involved and participate in LCCA Special Event activities. The more you get involved, the more you will enjoy the club.

*Photograph by Bob Carter*

### **Review: SE in Georgia in January**



We held a great event at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, on January 19. This museum is the home of the historic "General" Civil War steam locomotive from the Great Train Chase. I represented the club at that event, and on behalf of LCCA donated a commemorative pair of "General" engines produced in 2012 by Lionel exclusively for the LCCA in commemoration of the 150th anniversary of the Great Train Chase of 1862.

*Photograph by Bob Carter*

### **Review: SEs in California in January and February**

We sponsored a great Convention in Sacramento, CA, in 2009, and we were proud to return to California in 2013 for three WGHOT shows and a Train Show held on February 10 in San Jose, CA. We had an opportunity to reconnect with club members living in that area, and we were very successful in reaching out and attracting new members. Thank you, John Rinaldi (RM 21735), Mike Desing (RM 3263), and

the Golden Gate Lionel Railroad Club for hosting a great train show there.

### **Preview: SEs in Florida and Kentucky in March**

LCCA is proud to be involved with several toy train shows and swap meets this year. Many LCCA members have stepped forward and co-hosted train shows for our members. Rob Eberley (RM 15949) of Tampa, FL, is involved with a train group that will host a two-day train show in Tampa on March 2-3. LCCA will be present at this event, so drop by the club's table and "talk trains!"

Also on March 2, LCCA Director Harry Overtoom (HM 1185) and a group of volunteers will host a train show in Lexington, KY. This event will be a co-sponsored train show with the local TCA group. LCCA member Winfrey Adkins (RM 7180) hosted a great Special Event last year in the Lexington area, and we are very glad to be going back there again this year. We hope this will be the first of many LCCA train shows in that area.

### **Preview: SE in North Carolina in March**



We will co-present a very Special Event on Friday, March 22, and Saturday, March 23, in cooperation with Lionel LLC at their facility in Concord, NC. "Lionel Up Close

*If you have friends that are not club members, encourage them to join the club and attend this Red Carpet extravaganza.*

and Personal” will be a Red Carpet event open to LCCA members only on Saturday. This Open House and Train Sale event will offer Lionel items at reduced prices and include a tour of the facility. If you have friends that are not club members, encourage them to join the club and attend this extravaganza. The savings from purchases would offset the cost of a LCCA membership. On the preceding day, we’ll visit the Spencer Railroad Museum for a tour and a train excursion ride. For details and to pre-register, refer to the pages in this issue of *TLR*.

*Photograph provided by Lionel LLC*

### **Preview: SE in Missouri in April**



In collaboration with the Ozarks Model Railroad Association, LCCA will be a co-sponsor of the 35th Annual Model Train Show and Swap Meet in Springfield, MO, on Saturday, March 16, from 9 to 3. The event will be held at Remington’s, 1655 W. Republic Road, in Springfield. Admission will be \$7 per adult. Children under 12 years old will be admitted free with a paying adult. The theme of this show is “Relive the Memories.”

Mike Mottler, Editor of *The Lion Roars* magazine, will host a Lionel FasTrack™ Layout Building Contest with four age-related divisions. Participating family and other teams will build FasTrack layouts of increasing complexity on the floor in a race against the clock. A championship round will include division winners and runners-up. The winner of the championship round will win the grand prize – a Lionel train set.



Kids will have the opportunity to take control of a virtual Frisco train and will also be able to ride the Kiddie Train, which will be available for a few hours for rides around the parking lot.

Swap Meet rental table information is available from David Brashers, 1418 Rosewood, Republic, MO 65738. Phone: 417-848-1739 or e-mail him at: [dbrashers69@yahoo.com](mailto:dbrashers69@yahoo.com). For details, contact Ron Williams, 3129 S. Chambery Avenue, Springfield, MO 65804. Phone: 417-883-5350 or e-mail him at: [rwilliams3129@gmail.com](mailto:rwilliams3129@gmail.com). Refer to the OMRA website at: <http://omraspringfield.org>.

*Text and photographs by Ron Williams*

### **Preview: SE in Illinois in April**

Charter Member Jerry Dangelo (CM 67) and Brady Thor (RM 123) invite all to attend a LCCA Regional Train Show and Swap meet on Sunday, April 7, in Rockford, IL. Contact them at: [dangelo32@netzero.com](mailto:dangelo32@netzero.com) or 815-316-1979; [bradenthor@sbcglobal.net](mailto:bradenthor@sbcglobal.net) or 815-398-0874.

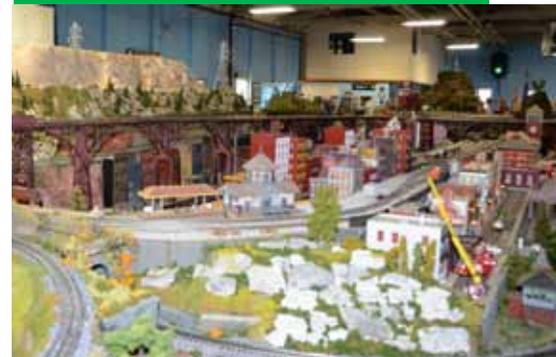
LCCA members and families will be admitted free, and the public will be admitted for \$5 each or \$5 per family. The event will be held at Hoffman House, St. Moritz Room, inside Holiday Inn at 7550 E. State Business Route 20. The timetable for this event will be:

- 8 to 9 a.m., Registration and Set-up
- 9 to 10 a.m., Member Trading Only
- 10 a.m., Public Admitted

Tables at \$15 each. Early Registration Highly Suggested.

*Text by Jerry Dangelo*

### **Preview: SE in New Jersey in April**



You will want to mark Saturday, April 13, on your calendar for another Special Event commemorating the Great Train Chase of 1862. We plan to be at the New Jersey Hi-Railers Club for their “General” Day. April 12 will be the 151st anniversary of the Great Train Chase of 1862. Bring your “General” engines and run them on the spectacular NJ Hi-Railer’s 185-foot-long layout.

We will visit the nearby Paterson Museum, where the actual “General” locomotive was built. Come and learn more about the history of the “General” and the role Paterson, NJ, played in our railroad steam engine manufacturing history.

The 12th New Jersey Volunteer Infantry Company “K,” a corps of Civil War reenactors, will attend this event in uniform at an encampment on the grounds of the museum. Members of the company will describe the role of the soldiers and provide historical background.



A Civil War music band, the Libby Prison Minstrels, will present a concert for your enjoyment. Civil War history buffs will especially enjoy these attractions. It will be a great combination – Lionel “General” toy trains, real trains, and Civil War history.

*Layout photograph provided by NJ Hi-Railers*

## Preview: LCCA in Pennsylvania in April

We will have another Dutch Treat Dinner at Smokey Bones Restaurant in York, PA, 1301 Kenneth Road (717-846-3760), on Wednesday, April 17, from 6:30 p.m. until ??? Don't forget to stop by and visit the LCCA team at Lou Caponi's booth in the Orange Hall. This will be a great opportunity for you to meet President Dennis DeVito and some of the volunteers who serve on the LCCA Board of Directors. We'd love to meet with you and hear your ideas on how we can continue to make our club even better.

## Preview: SE in North Carolina in April



Heads up – the LCCA will return to the home of Rich and Kathy Dissosway (RM 28158) on Saturday, April 27, from 3 to 9 p.m. for a train operating session on their large layout with trains running on five different levels through three rooms. There are numerous scenes with accessories and automated animations throughout the layout. LCCA members may contact Rich and Kathy by e-mail at [rdissosway@triad.rr.com](mailto:rdissosway@triad.rr.com) or by phone at 336-766-3151 for more information.

*Text and photograph by  
Rich and Kathy Dissosway*

## Preview: SE in Colorado in April

The Colorado Toy Train Group, LLC, and the LCCA will co-sponsor their fifth public toy train auction on April 27-28. The auction will be held at The Ranch, 11887 Tejon Street, Westminster, CO. Bidders will see an incredible array of G, HO, N, O and S gauge trains and accessories available for bidding within 850+ lots of toy trains.

There will be 400+ lots of prewar, postwar, and modern Atlas O, K-Line, Lionel, Marx, MTH, Weaver, and Williams O-gauge trains. A wide variety of O-gauge locomotives will be available, including 25 postwar and modern steam engines and 32 postwar and modern diesel locomotives.

Attendees will find 300+ lots of HO trains and a tremendous assortment of Civil War theme engines and cars. A great selection of modern S-gauge engines will also be featured.

Contact Jim Cathcart (RM 14022), CTTG Auction Co-Chairman, at 303-425-1198 for details and regularly updated information. The complete auction list and the Registration Form are available on the website of the Colorado Toy Train Group at: [www.lwp.com/go/cttg](http://www.lwp.com/go/cttg).

*Text by Steve Fowler*

## Preview: SE in Virginia in May

Club conventioners enjoyed a phenomenal 42nd annual Convention in Norfolk, VA, last summer. The LCCA is returning to Norfolk this spring for a charity Special Event on May 4.

Paul Sharp and LCCA will co-host an event to benefit the Trains of Thought Center Project developed by the Norfolk Initiative for Chess Excellence (NICE) in Norfolk. This Center will be housed in a 1920 trolley train station in the city. It will be available to at-risk and disabled children for learning about science, technology, engineering, and math through learning experiences with Lionel trains and chess as teaching tools.

This event will feature the impressive model railroad and collection of arcade games at Paul's residence in downtown Norfolk. We will provide further event details and announcements on the club's website at: [www.lionelcollectors.org](http://www.lionelcollectors.org). Please mark this date on your calendar. It will be a fun event for the entire family and help a worthwhile cause. To learn more about NICE, refer to their website at: [www.NiceChess.net](http://www.NiceChess.net).

## Preview: Convention-related SEs in July

We will celebrate our 43rd annual Convention this year at the Chattanooga Choo Choo Hotel in Chattanooga, TN, during July 14-



20, 2013. Please note, our annual Convention will be held **one week earlier than usual**. So mark your calendars! We will have several exciting, educational, entertaining, and fun Special Events throughout the entire week of our Convention.

We are planning to hold several Fastrack Modular Railroad Special Events in various cities around the country. The first such event will be held during our 43rd annual Convention in Chattanooga, TN. LCCA encourages all club members to bring their FasTrack modules to Chattanooga this summer for insertion in the layout.



Dr. Richard Banz, Executive Director of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, will be the featured guest speaker for our Monday evening (July 15) Special Event during the Convention. Richard is not only a recent new member; he is also an avid lifelong Lionel train aficionado. Richard will describe "The Great Train Chase" and the role trains played in the Civil War 151 years ago. You will be enlightened with his many insights into this historic event.

Further, you won't want to miss out on the Tuesday (July 16) tour of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. You'll retrace the key sights along the route of the historic train chase.

*Photographs by Bob Carter*

*We are trying to promote and foster an interest in Lionel trains in an effort to grow our club in the future.*

## **The SE Program Continues to Grow**

LCCA's Special Events program is growing tremendously fast. The positive feedback and participation from our members has been overwhelming. We appreciate this support and invite you to share your ideas for possible future Special Events in your area. Please contact me at 248-709-4137 or e-mail me at agkolis@comcast.net to discuss your ideas.

We are working with new LCCA member John Garner, Coordinator of the Spring Grove Model Railroad Club near York, PA, to establish a new local model railroad club for youth in grades 5-12.

Kids can develop a modular layout in their community. This group will share their progress at our website and the Facebook site in the upcoming months. We believe this could serve as a demonstration project for implementation all over our country. This is something every boy/girl scout organization, school, club, or organization could be involved in within our wonderful hobby. John, "Thank You" for initiating this worthwhile project. We look forward to hearing more about your group's progress.

I also want to thank President Dennis DeVito and the entire BOD for their support of the LCCA Special Event Program. This is a big financial commitment for the club. I believe the LCCA JM Program, LCCA/Lionel FasTrack Modular Railroad initiative, Special Events Program, LCCA exclusive website videos, recently updated LCCA website, LCCA Cable TV commercials, our new RM & JM Facebook sites are all examples of our commitment to making our club even better.

We are trying to promote and foster an interest in Lionel trains in an effort to grow our club in the future. We believe it is important to evolve and constantly reach out to attract new members while retaining our current members with enhanced membership value and special events. If you have any questions or concerns, please contact me at your convenience.

## **Calendar of Upcoming Special Events**

### **February 23-24 - Sacramento, CA**

LCCA will be present at the WGHOT show to be held at CAL-EXPO (CA Exposition and State Fair).

### **March 2 - Lexington, KY**

LCCA Director Harry Overtoom and volunteers in that area will host a Train Show at the Thoroughbred Center.

### **March 2-3 - San Mateo, CA**

LCCA will be present at the WGHOT show to be held at the San Mateo County Event Center.

### **March 2-3 - Tampa, FL**

LCCA will be present at this two-day Train Show.

### **March 16 - Springfield, MO**

LCCA will be present at the Ozark Model Railroad Association Train Show and Swap Meet.

### **March 22-23 - Concord, NC**

Red Carpet Event all day on Saturday the 23rd at the new Lionel facility with reduced prices, info seminars, a tour of the facility, and other activities. Come a day early on Friday the 22nd for a trip to the Spencer Railroad Museum and a train excursion run. To pre-register, use the form included in this issue of *TLR*.

### **April 7 - Rockford, IL**

Jerry Dangelo (CM 67) and Brady Thor (RM 123) will co-host a Train Show and Swap Meet at the Holiday Inn on State Business Route 20.

### **April 13 - Paterson, NJ**

A commemoration of the Great Locomotive Chase of 1862, with Civil War re-enactors attending. Bring your "General" locomotive along and run it on the NJ Hi-Railers spectacular layout.

### **April 17 - York, PA**

Gather at Smokey Bones Restaurant for dinner with LCCA members attending the toy train conclave in town.

### **April 27 - Lewisville, NC**

Open House with trains at the home of Rich and Kathy Dissosway (RM 28158).

### **April 27-28 - Westminster, CO**

A toy train auction co-sponsored by Colorado Toy Train Group (CTTG) and LCCA at The Ranch.

### **May 4 - Norfolk, VA**

Open House at the impressive Paul Sharp layout and collection as a charity fund-raiser for the Trains of Thought project.

### **July 14-20 - Chattanooga, TN**

Several SEs will be included within the 2013 LCCA Convention in Chattanooga, TN, with a presentation on July 15 about the role of trains during the Civil War. The next day, visit the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, home of the "General" locomotive.



**Lou Caponi**  
HM 8735

# Product Devel

## HIGHLIGHT:

“I’m now working on additional cars for the Generals. I thought you would want to know! They will be offered to members after 2013 because one of the complex pieces will be an operating action car.”

### About the 2012 LCCA Convention Car

I regret to report that the NS “Support Our Troops” cars are months away because of their complexity. I rejected the sample boxcar sent to me for inspection for several reasons. In my view, only items that are 100% correct according to our specs would please our members. Those of you who purchased the “General” locomotives have affirmed this high standard for LCCA-sponsored products, despite a delay in production. Please sit tight and watch for updates at the club’s website.

### 2013 LCCA Convention Car



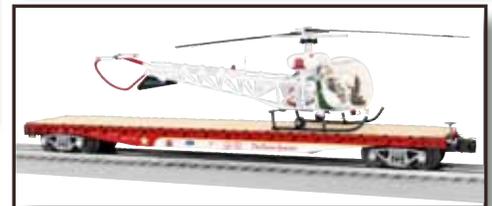
This Southern Railway round roof box car is the first of its kind. A great-looking piece of rolling stock, it will enhance your collection. This single-door version can be used with the Lionel® matching décor SD-70 Southern Railway Heritage locomotive, which can be purchased at your local Lionel dealer. It’s a perfect match for that loco and the entire fleet of SR heritage cars. Production will not exceed 1,250 cars. Delivery is scheduled for late December. I know, you’ve heard that target date before, but this car will be produced in a timely manner.

### Texas Tommy

I certainly hope you were one of the savvy members who ordered this outstanding pair of locomotives. I have seen some test samples, and they are outstanding – even to me, a hobbyist with a high threshold for making a good impression. If you thought the “Generals” were cool looking, wait until you see these babies! Those who procrastinated and did not order the Texas Special pair could

be sorry. Hey, did anyone notice that a few of the LCCA “General” sets sold for \$700 on eBay? I have the feeling these Texas Special locos will surpass that number especially with the Diamond Mint Car as a bonus.

### Three Add-on Cars



The offer of three additional matching cars for the Texas Tommy initial train set is included in this issue of TLR, and the orders are coming in. The HOFC (Helicopter on Flat Car) is my favorite.

### LCCA 2013 Convention Switcher Locomotive



This LIONEL LINES Vulcan switcher will be the FREE Early Registration Gift to the first



400 members that register for the Convention in Chattanooga, TN, stay at the host hotel for a minimum of three nights, and pick it up in person. Refer to the Convention section of this issue of the magazine for details. Heads up – the club will offer additional LIONEL LINES cars to match this switcher in the future.

## Operating Coal Ramp

A special surprise could be heading your way. Our new Operating

Coal Ramp accessory will be engineered and most likely built in the USA. Samples are currently being produced. This will be a LCCA/Lionel partnership project. I should have photos of it in the next edition of *TLR*.

## NYC Tinplate Update

Members who ordered the beautiful NYC Lakeshore Limited tinplate train set should have received them by now. One of our members commented on the LCCA Facebook page, “The club has outdone itself with this beautiful set.”

The club took a bold step and used the heaviest O-gauge tinplate cars and tender behind the #265 locomotive. We produced an item that had never been manufactured with this consist of rolling stock. It's IMPORTANT to remember – the drive wheels of this locomotive must be kept clean along with the track at all times to optimize its performance. Prewar trains were not designed to encounter grades. The proof is that there never were prewar trestles! This set was built with original equipment wheels.



## New Tinplate “Prospector” Train Set

This train set will be our next release. Judging by the picture, I can only say this D&RGW set looks dynamite. Since our previous tinplate set was rendered in the traditional fashion, LCCA is giving members who want a tinplate train with the full electronic bundle an opportunity to enjoy this new style. This set will be available with or without electronics, it's your choice. There will be no additional add-on cars produced because the actual train had only three units. The price will be substantially lower than the former tinplate release. The order form for this train set will appear in next issue of *The Lion Roars*. The sets will be made to order.

## A Useful Product

OK, don't laugh! It's called “Bullfrog Snot.” It looks “realistic,” but it's intended for use with toy trains. If you are having traction problems when your locomotives try to pull a large consist of cars, this helpful product will solve that problem. I applied some to the ALCo locomotive driving wheels of my

#209 New Haven train set, and it pulled the initial consist, the matching B unit, and two additional passenger cars with no problem. It works great on two-rail brass locomotives and for all other scales. Refer to their web page and place an order. You will be glad you did. I felt this was worth passing along, even though its name is semi-gross.

## Additional Cars for the “Generals”

I'm now working on this project. I thought you would want to know! They will be offered to members after 2013 because one of the complex pieces will be an operating action car. Do I have you thinking?

Well folks, I have got to run. I'm always available to answer your questions, so feel free to contact me at anytime. It could be a few days before I answer because I'm often on the road attending to club business. May all of you have a healthy and happy 2013.

*Digital images provided by Lionel LLC*

# Add these Three Matching Cars to the Texas Special Initial Train Set.



## The onboard helicopter will bear the Texas Special décor.

- Matching paint decor
- 50-foot flat car has real wood deck
- Die-cast metal trucks, painted silver
- Lots of added details
- Onboard helicopter is full scale



## This 8,000 gallon Unibody Tank Car will add heft and style to the train.

- Matching paint decor
- Die-cast metal trucks, painted silver
- Contents marked as "Lionel Lubricating Oil"



## A Bay Window Caboose will be a great finishing touch.

- Bay Window style
- Matching paint decor
- Marker lights
- Die-cast metal trucks, painted silver
- Blinking red light under the rear roof

*All photos provided by Lionel LLC*

### MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

#### DO THE MATH

Texas Special Add-on Cars @ \$289.95 \$ \_\_\_\_\_  
 I did not purchase the initial train set, but I want these cars

Texas Special Add-on Cars @ \$239.95 - **SAVE \$50:** \$ \_\_\_\_\_  
 I previously purchased the Initial Train Set

Sub-total: \$ \_\_\_\_\_

Illinois residents: add sales tax (7.5% of subtotal) \$ \_\_\_\_\_  
 S&H for the three add-on cars @ \$29.95 \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

#### SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "TS+3" written on the memo line.

Charge the amount shown to my credit card as shown below.

Plan A – payment in full

Plan B – a non-refundable deposit of \$150 is due now. The balance will be charged to the same credit card account just prior to shipment.

**Deadline for ordering the three add-on cars: May 1, 2013.  
 Delivery of the three add-on cars expected later in 2013.**

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: \_\_\_\_\_

Mail this order form (or a photocopy) to the best toy train club on the planet:  
**LCCA Business Office • Dept TS+3/TLR-2-13 • P.O. Box 529 • Peru, IL 61354-0529**  
 Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "LCCA Store." To submit an order by fax: 815-223-0791.

## HIGHLIGHT:

“During my experience of servicing transformers for more than 40 years, I noticed that the specifications published with a given transformer do not always coincide with the actual output.”

### Lionel, That Is Part 1 of 2

During the past century, Lionel® manufactured many different types of transformers. This article will primarily discuss postwar transformers rated at or more than 80 watts which include at least one built-in whistle (or horn) controller. Because of their similarity to the #1033, the 75-watt #1032 and the Modern Era #4090 90-watt transformers are also included.

In the discussion of each transformer, the heading will list in bold print the type(s) of transformer, its wattage, and its amperage output for at least four hours of continuous operation which is crucial in determining the workload the transformer can sustain. In your reading elsewhere, you may come upon amperage ratings of Lionel transformers which are somewhat higher than what I have listed. These ratings are the initial amperage available before the transformer has lost some of its capacity due to “heating up.” After all the specifications, we will list the appropriate wiring connections to a CTC lockon.

The second and subsequent line(s) will list the variable voltage circuits available for train operation. A semicolon will separate these from the available “common ground” circuits. The first letter in a pair is the “common ground.” It is attached to the #2 clip on a CTC lockon. “Common ground” circuits are usually fixed voltages, but with the SW and KW they may also be variable voltages. All circuits in a VW or ZW are variable.

If there are other fixed voltages available not associated with a “common ground,” they will be listed last. In the case of common and fixed voltages, I will first list those which ARE PROTECTED by an internal circuit breaker in descending order of voltage supplied. After these, I will list fixed voltage posts which are NOT PROTECTED by an internal circuit breaker. These “unprotected” circuits are followed by an \*, and may be utilized ONLY if one has properly installed an external circuit breaker rated at approximately four amps to protect the transformer in the event of an overload on this individual circuit. Since the items usually operated on a fixed voltage circuit rarely “short out,” you may install a three to five amp automobile fuse instead of a circuit breaker.

For the most part, the variable post on a Lionel transformer is labeled “U,” and the fixed voltages post are labeled “A” and upwards in the alphabet. However, in the SW, VW, KW, and ZW this is not the case. These latter four transformers have either two or four variable posts and are labeled in a different manner which I’ll discuss within their respective entries.

During my experience of servicing transformers for more than 40 years, I noticed that the specifications published with a given transformer do not always coincide with the actual output. In those cases I have endeavored to list the actual specification(s) obtained from copies of Lionel Service Manuals. Bear in mind that if the household voltage is less than 120 volts, the transformer voltage output will decrease proportionately. The voltages listed are “nominal” or “no load” readings. As the current draw increases, the maximum voltage obtained will decrease. The greater the amperage rating of the transformer, the less it is affected by current draw. Even so, a current draw of three amps can drop the voltage on a ZW by nearly two volts. Since the amount of current supplied to the track is dependent upon the gauge of the wire used to connect the transformer to the track, it is wise to use at least 18 gauge wire for that purpose. In addition, “jumper” connections (lockons) should be installed every 10 tracks distance from the initial connector (lockon) to reduce current loss due to the resistance inherent in steel track.

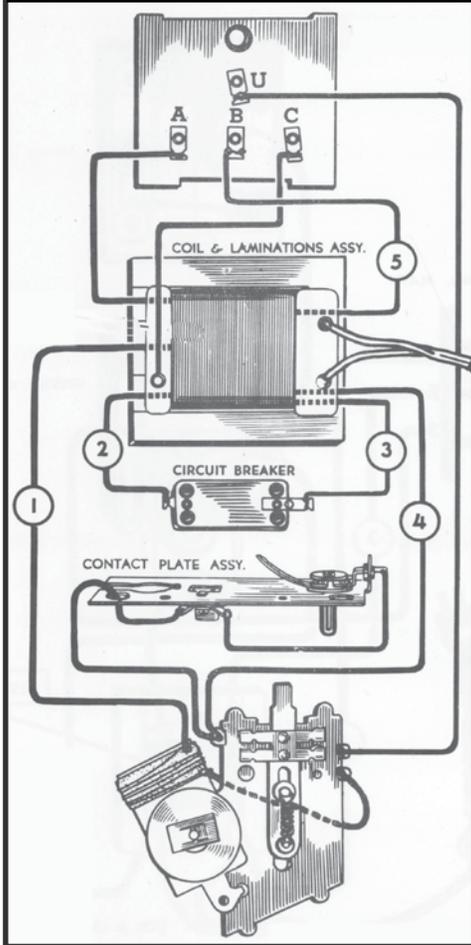
The following guidelines may be used to calculate the current draw of a train layout:

- 1.25 amps for each electrical motor**
- 0.2 amp for each steadily burning lamp.**

Don’t forget to include the bulbs associated with your turnouts both at the track and in the controller. Each vibrator motor (like in the Aquarium Car) and a smoke unit both draw 0.2 amps. You do not need to calculate the power requirements of any momentary operating devices such as turnouts (switches), semaphores, uncoupler tracks, dump cars, or any device that is only in use when the train is not running.

Of course, you must calculate all continuously running accessories, such as animated news stand, oil derrick, etc. If you have numerous such accessories, it is often wise to wire them to a separate transformer.

## S Transformer



## S (not SW) 80 Watts 3.75 amps

(A or B to #2; U to #1)  
 B-U 5-14 volts; B-C 14 volts, B-A\* 5 volts  
 A-U 10-19 volts; A-C 19 volts, A-B\* 5 volts

Greenberg (after my repeatedly calling the publisher) finally listed this transformer in the *Pocket Price Guide* in 2007. However, they had listed it in the “large” book. It was only produced in 1947 and, as far as I know, only included with some O27 sets and not catalogued for separate sale. It is often a better choice than a #1033, #1044, or #4090, especially if you are running an engine which demands higher voltage to reach an acceptable top speed. In addition, the 19-volt common facilitates a better “snap” when operating of O22 switches. Furthermore, most independent accessories run better at 14 volts than 16. Of course, how much can you operate on 3.75 amps!

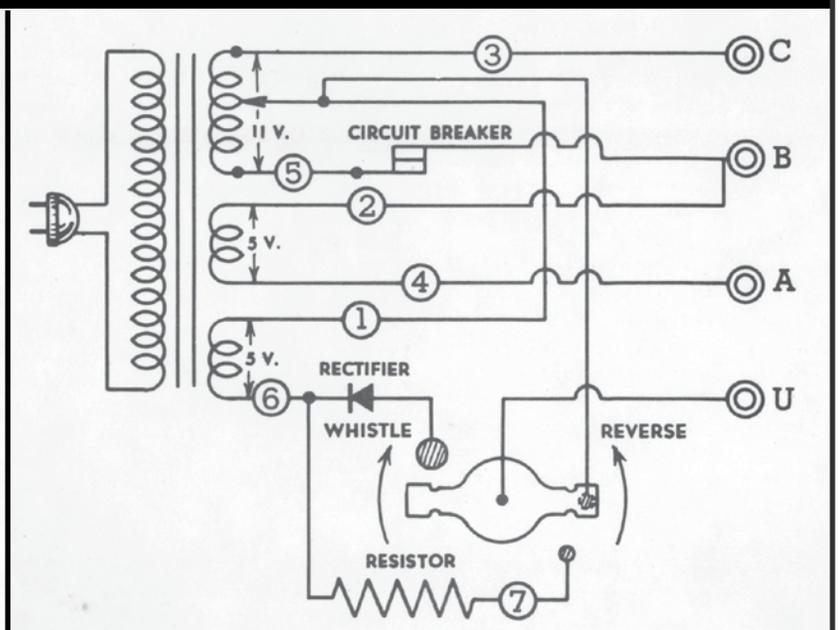
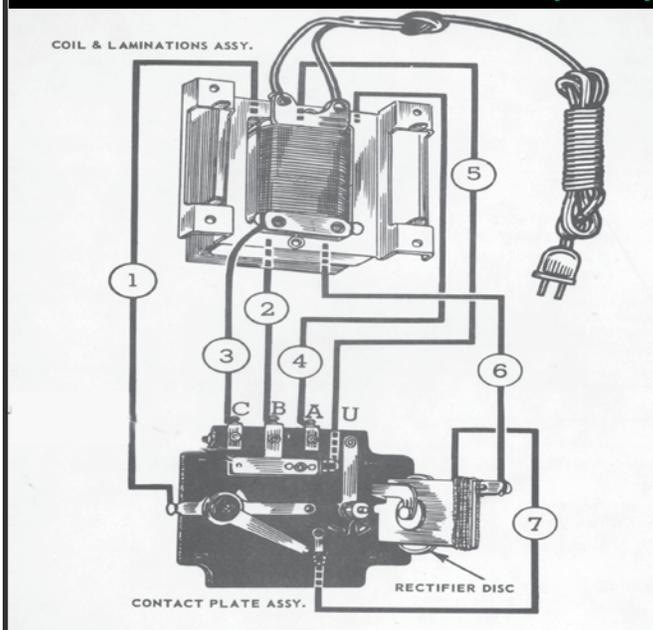
It should be noted that although Lionel produced transformers of the highest quality in their era, these are not precise machines. In my experience, the actual tested voltage output may vary by as much as 7% between identical models.

## 1033, 1044, 4090 90 Watts 4 amps

(A or B to #2; U to #1)  
 B-U 0-11 volts; B-C 11 volts, B-A\* 5 volts  
 A-U 5-16 volts; A-C 16 volts, A-B\* 5 volts

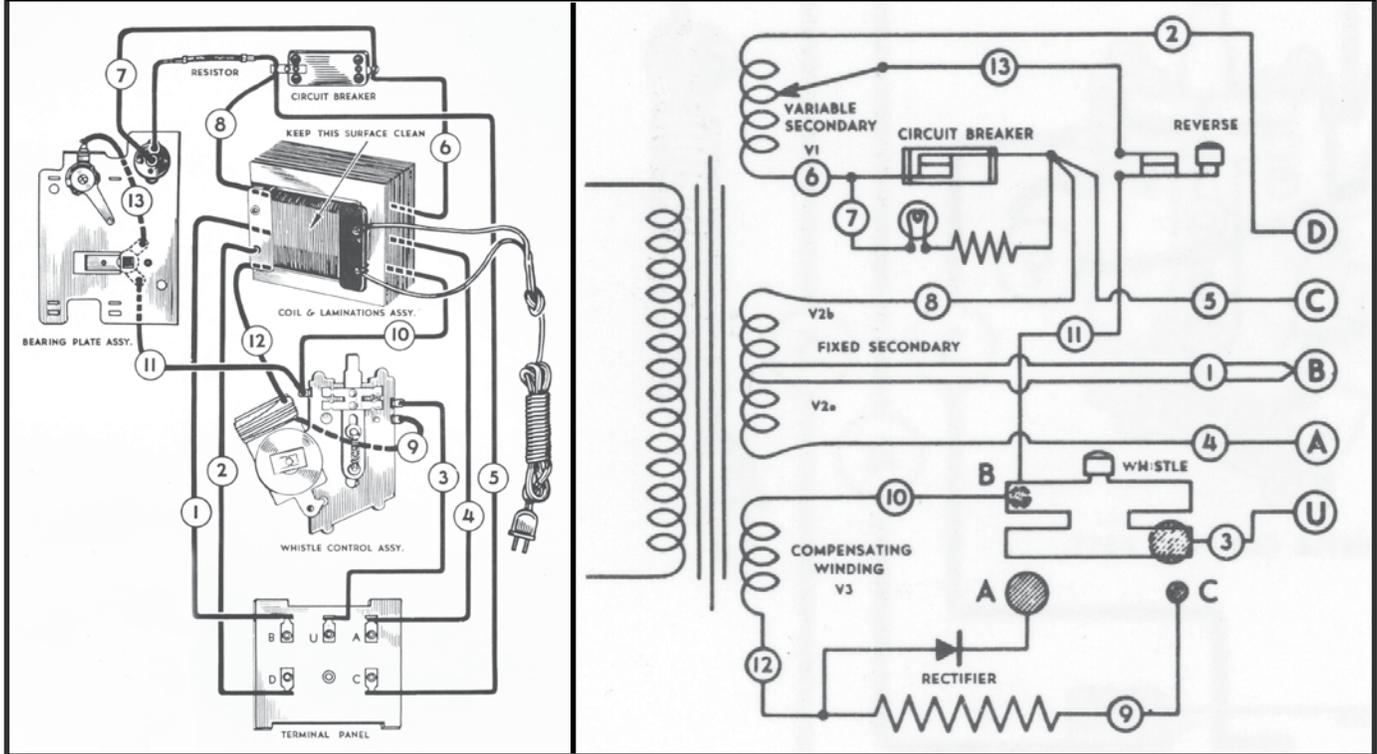
This is probably the most common “Multi-Control” transformer Lionel ever produced. The #1033 was catalogued from 1948 to 1956. In 1957 it received a facelift and was designated the #1044. After the postwar era, it was listed as the #4090 and survived until 1984. There is essentially no difference in the output of these three transformers. All are excellent workhorses for low to medium voltage demands. The #1032, 75-watt transformer is identical in design, but it contains a smaller core, and hence a lower amperage rating at 3.5 amps. However, there is some speculation that Lionel ran short of these smaller cores and that many #1032 transformers were actually produced with #1033 transformer cores.

## 1033, 1044, 4090 Transformers



In part two of this discussion, I'll describe Lionel's LW and SW transformers and the TW, VW, KW, and ZW models.

## RW Transformer



### RW 110 Watts 5 amps

(A, B or C to #2; U to #1)  
 C-U 0-10 volts; C-D 10 volts, C-A\* 9 volts,  
 C-B\* 6 volts  
 (None of these were listed by Lionel)  
 B-U 6-16 volts; B-D 16 volts (labeled as  
 15), B-C\* 6 volts, B-A\* 3 volts  
 A-U 9-19 volts; A-D 19 volts, A-C\* 9 volts,  
 A-B\* 3 volts

This could well be the second most common "Multi-Control" Lionel transformer ever produced. It was catalogued from 1948 to 1954, and was replaced by the LW in 1955. Like the "S", it is often a better choice instead of a #1033, #1044, or #4090 since it has virtually the identical low and medium variable voltages available in addition to a high variable voltage. This is the first transformer in which I noticed that Lionel "approximated" their listed voltage outputs. The B-D posts are labeled at 15 volts, when they are actually 16 volts. Perhaps this was done to more closely approximate the 14 volt fixed voltage often recommended for independent accessories.

### About the Whistle Circuit

Let me explain how the built-in whistle controller works. When an operator activates the whistle controller, a circuit containing a rectifier disc applies (approximately) an additional five volts DC to the AC voltage which the transformer is already supplying to the track. The DC activates the whistle relay, and the additional voltage compensates for the "current draw" of the horn or whistle motor.

In almost all Lionel postwar transformers, the "+" side of the DC is supplied to the variable post, and the "-" side of the DC is supplied to the common post. **HOWEVER, THIS IS NOT THE CASE IN THE LW AND SW TRANSFORMERS**, where the "-" is supplied to the variable post and the "+" is supplied to the common post. When wiring a Lionel layout, the variable post is wired to the center rail, and the common post is wired to the outside rails. This reverse application of the DC current to the track is of no consequence with the prewar and

postwar whistle/horn circuits. However, in the late '80s, the use of solid state features (such as Railsounds™ introduced in 1989) allowed for the whistle to be activated when the "+" is supplied to the center rail, and the bell to be activated when the "-" is supplied to the center rail. The whistle button on an unmodified LW or SW should activate the bell. So, if you use either an LW or SW transformer with trains equipped with modern sounds, you must either modify the transformer by replacing the internal rectifier disc with a diode wired so that the "+" is supplied to the variable post) or utilize a Railsounds activation button. It is wired opposite from the method described to activate a "bell" in order to activate the whistle or horn.

In part two of this discussion, I'll describe Lionel's LW and SW transformers and the TW, VW, KW, and ZW models. Stay tuned!

*Figures provided by Bill Schmeelk*

**RED CARPET  
EVENT**

# Lionel® Up Close and Personal

**CO-SPONSORED BY LCCA**



**Q: What's more exciting for LCCA members than holding a Golden Ticket for a tour of the Wonka Chocolate Factory?**

**A: An opportunity to visit the NEW Lionel® trains and NASCAR® die-cast facility in Concord, NC, for private showings.**

### Red Carpet Activities

- Facility Tours
- Lionel Operating Layouts
- Informative Professional Seminars on HOBBY ELECTRONICS, REPAIR SERVICE, MODULE MAKING, and SCENERY BUILDING
- LCCA member-only pricing on currently inventoried products
- Take advantage of the wide variety of Lionel products offered at reduced prices
- Limited to inventory on hand – sorry, no rain checks
- Limited Sneak Peek at 2013 Lionel products
- Rail Excursion Trip
- Spencer Railroad Museum Tour, and more.

**The Lionel LLC office location:  
6301 Performance Drive, Concord, NC 28027**

### Free Red Carpet Event Pre-Registration for LCCA Members

Photocopy and mail this form so we'll know how many participants to expect.

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_

NOTE 1: LCCA members and their immediate family members will be admitted FREE to the Red Carpet Event. Show your valid club member ID card at the entry desk.

NOTE 2: Other hobbyists may participate by paying a \$35 fee at the entry desk and be considered members for one year with access to all club benefits.

Fees to be paid in advance of arrival (for preferred placement) or at the door:

<input type="checkbox"/> Round Trip bus transportation to Spencer RR Museum on Friday, per person:	\$ 25
<input type="checkbox"/> Entry to Spencer RR Museum, which includes a train excursion ride	
Prices: \$12 adults, \$10 Seniors, \$8 Kids, Kids under age two, free	\$ _____
<input type="checkbox"/> Entry to the Red Carpet Event on Saturday, if not a LCCA member:	\$ 35
Total:	\$ _____

Make check payable to "LCCA". Or provide credit card info here:

Discover  MasterCard  Visa Code: \_\_\_\_\_ Acct No.: \_\_\_\_\_  
Expiration: \_\_\_\_\_ Signature: \_\_\_\_\_

Mail this form with payment to: LCCA Business Office, P.O. Box 529, Peru, IL 61354-0512  
Or provide this info at the club's website: [www.lionelcollectors.org](http://www.lionelcollectors.org). Refer to "Red Carpet."

# LIONEL COLLECTORS CLUB of AMERICA

EST 1970

Mark your calendar for March 22-23 and plan to attend this two-day Red Carpet Event that will be a memory-maker! This first-of-its-kind co-sponsored event will be a private showing of the Lionel facility presented to LCCA members exclusively. The general public will not be invited.

## Friday – Arrive a Day Early for a Train Excursion and Museum Visit

Visit the Spencer Train Museum in Spencer, NC. Buses will leave the Lionel facility at 9 a.m. sharp on Friday morning for the museum. A ROUND TRIP bus ticket will be \$25 per person, except for children under two years old, who will ride free. The bus trip is approximately 35 minutes each way. Refer to the Pre-Registration Form for the price of museum admission and a train ride. A “Ride with the Engineer” is available when the museum is running the F3 locomotive.

## Saturday – The Red Carpet Event

The Red Carpet Event at the Lionel facility will start that morning at 8 o'clock and will continue until 7 that evening. There'll be lots of time to take in all the activities! Food service will be available at the site for an additional charge. LCCA members, a spouse, their children, or a significant other will be admitted FREE. A guest – such as a member's buddy – must pay a \$35 entry fee to be admitted. Lionel dealers who are members of the LCCA as defined in our Constitution will be admitted FREE. Participants will receive a bag of Lionel-related goodies. LCCA will provide a special commemorative to the first 500 participants.

Non-members must pay a \$35 entry fee at the door, but because of the special pricing on Lionel products they will likely get their \$35 back in the form of savings. The \$35 will also provide a one-year membership in the LCCA, which will be accompanied by all club benefits. LCCA will staff the entry door and handle admissions. Kids will receive a FREE Lionel Engineer Hat at the door. Door prizes will be awarded every hour on the hour. On this day only, members will enjoy guided tours of the Lionel facility, which is located near the NASCAR Charlotte motor speedway, and the Z-Max Four Lane Dragway.

## Informative, Interesting Seminars

- Lionel's Mike Reagan, on parts and service for your Lionel trains
- Roger Farkash of TW Design in Dallas, TX, on scenery tips and effects
- LCCA's Bill Schmeelk, on the new Lionel/LCCA FasTrack™ Modular Railroad System.

## Important Freebies

Persons who spend \$500 or more will qualify for FREE shipping of purchased items back home in the continental USA by UPS Ground Service. Plan to stay at a nearby partner hotel and use the FREE shuttle service provided to/from those hotels to the Lionel facility on FRIDAY and SATURDAY beginning at 7 a.m. Participants in the Red Carpet Event will be entered FREE for a drawing for a Grand Prize: a Lionel train set.

## An Option to Shop

The Concord Mills Shopping Mall is about two miles from the Lionel facility. It's one of the largest outlet malls on the East Coast and is a destination venue. Spouses and SOs could enjoy going to the mall while club members are at the Lionel facility.

## Accommodations and Restaurants

Modern hotels are located less than a mile from the Lionel facility. A list of nearby hotels is posted at the LCCA website for convenience in making your own reservations. To receive the best rate, make hotel reservations ASAP. Rooms will sell out quickly. Many restaurants are adjacent to the hotels and have reasonable prices.

## List of Hotels in the Vicinity

These hotels are located around or on Bruton Smith Blvd. For convenience, accommodations at all the hotels shown below can be arranged at this one booking number: 1-866-577-4817. Free shuttle service will be provided by Lionel on Friday and Saturday to/from the partner hotels (shown in red text below) and the Lionel facility.

Courtyard Charlotte/Concord (SOLD OUT)

Embassy Suites Charlotte/Concord Golf Resort

Residence Inn Charlotte/Concord

Great Wolf Lodge Concord

Suburban Extended Stay Concord

Hampton Inn Suites Concord/Charlotte

Wingate by Wyndham Concord

Holiday Inn Express Hotel & Suites

**A Word to the Wise:** *Make hotel reservations ASAP to receive the best rate. Rooms may sell out very quickly because two major public attractions are also scheduled this weekend in Charlotte/Concord.*

**NOTE: A list of interesting area attractions is provided at the LCCA website. Check them out at:**

**[www.lionelcollectors.org](http://www.lionelcollectors.org)**

# Destination Chat



## Looking Back, Looking Forward

by Jerry Calkins RM 9418 and Bob Carter RM 6620

If you have never attended a LCCA Convention, 2013 could be your year! The host hotel in Chattanooga, TN, is a former train station creatively adapted for re-use as a train-themed hotel. The “Chattanooga Choo Choo” train made famous in a popular song stopped at this historic site.

### We’ve Come a Long Way in 43 years

The first Convention of the LCCA was held in 1971 in Des Moines, IA. From then and to the present, our annual get-together has evolved into a major highlight of club membership. Many families plan their summer vacation to include the Convention Week. Held in a major city across the nation each July, each event is filled with family-oriented fun and train-related activities. Along with social, club business, and membership meetings, there are tours of local sites and attractions, a

Get Acquainted Party, a festive Banquet

*Lover’s Leap*



on Saturday night with gifts for all, as well as a Trading Hall packed with tables filled with toy trains to buy, sell, and trade.



At our second Convention in 1972, LCCA began the practice of offering a souvenir Convention Car to the members. This pattern has continued each year, and many of these cars are now considered prized collectibles because of their rarity and quality. Manufactured by Lionel® exclusively for the club, each car represented the region of the Convention with distinctive decoration and a discreet notation of the locale on it. The LCCA has expanded its Convention Car program to include other unique Lionel items available to members only.

Many participants will arrive on Sunday evening in readiness for the start of the Convention on Monday, which now includes a significant attraction – a train excursion trip. The Convention will end after the banquet on Saturday evening. However, some participants will arrive and leave throughout the week, so the total number of participants will vary day by day.



### Our Family-friendly Philosophy

Convention tours are planned for family participation – railfan trips, riverboat dinner cruises, unique local attractions, historical sites, and train layouts. The Friday afternoon Lionel Seminar is always well-attended; typically, there’s standing room only. Lionel execs show new products in the pipeline and conduct a lively Q&A session. We welcome “First Timers” to a Convention with a reception especially for them. The social and business events during the week provide a varied experience for all, including youngsters who are Junior Members.

# Chattanooga in 2013

## Real Trains, Toy Trains, Civil War History, and Track 29

We have an exciting selection of tours for LCCA Conventioneers in July, 2013! Tours will begin on Monday, July 15, and end on Saturday, July 20. **Note: the 2013 Convention is scheduled a week earlier than usual.**

There will be something for everyone this year – excursions aboard several trains from the Tennessee Valley Railroad Museum (TVRRM), trips to historic Civil War battlefields, a famous model train layout, and many local points of interest. After publishing initial Convention information in the December issue of *TLR*, we added a home layout tour on Saturday morning. Several tours are priced for both adults and children (<16). Some tours have limited capacity. A word to the wise: register early by mail, fax, or online at the club's website.

### Monday, July 15

**TOUR 1**  
**TVRRM Summerville Steam Special: Chattanooga, TN, to Summerville, GA 8:30 a.m. – 6:30 p.m.**  
**Package Price: \$175/person**

*What great way to start the week! Package price includes: train excursion, lunch, gratuities, and additional transportation*



*as required. Handicap access is limited. For more information, visit*

*[www.tvrrail.com](http://www.tvrrail.com).*

*All aboard!*

Many LCCA Conventions begin with a day-

long excursion train ride, which is a highlight of our week-long get-together. The 2013 Convention will offer an historic ride from Chattanooga, TN, to Summerville, GA, with TVRRM steam locomotive 630 scheduled at the point. We will board at either the Choo Choo Hotel or Grand Junction Station. We'll fly past Chickamauga-Chattanooga National Military Park and through Chickamauga, Rock Spring, LaFayette, Trion, and onward into the heart of Summerville. Upon arrival, we will explore the town of Summerville and visit the historic turntable in Dowdy Park. After lunch, we'll re-board the train for the return trip to Chattanooga.

### Tuesday, July 16

**TOUR 2**  
**Great Locomotive Chase "General" Locomotive, Kennesaw, GA 8:30 a.m. – 5 p.m.**  
**Package Price: \$95/adult; \$89/child [<16]**

*Re-experience a Civil War event made famous by a classic B&W movie and a Walt Disney movie. Package price includes: transportation, admissions, lunch, and gratuities. For more information, visit [www.southernmuseum.org](http://www.southernmuseum.org).*

We will experience the dramatic history of railroads and the War Between the States at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. A prestigious Smithsonian Affiliation member, this museum provides a unique perspective into the strategic and economic



use of railroads during and after the Civil War. The museum is home to the "General" locomotive made famous during the Great Locomotive Chase of 1862. The museum also houses an impressive Civil War Collection and the Glover Machine Works (a restored, early 20th century belt-driven locomotive assembly line). After visiting the "General," we'll stop for lunch in Cartersville, GA, at Grand Oaks before our final stops along the route of the Chase at Tunnel Hill and also visit the monument and cemetery sites south of Chattanooga.

**TOUR 3**  
**Civil War Experience The Battles for Chattanooga 8:30 a.m. – 5 p.m.**  
**Package Price: \$94/adult; \$88/child [<16]**

*This tour will be of interest to Civil War history buffs. Package price includes: transportation, admissions to various sites at Chickamauga National Military Park and Battlefield; Gordon Lee Mansion; Lookout Mountain-Point Park, Battles for Chattanooga Museum; lunch, and gratuities. For more information, visit [www.nps.gov/chch](http://www.nps.gov/chch) and [www.lookoutmountain.com](http://www.lookoutmountain.com).*



For Civil War history enthusiasts and those interested in legacy tourism, this tour will take you through the history of the United States during the time of the Civil War. The tour will begin with a stop at Chickamauga Battlefield to tour the Visitor Center,

**NOTE:** Not all tours are handicap accessible. [1] TVRRM excursions can accommodate individuals using fold-up walkers but not wheelchairs. Individuals requiring wheelchairs can board the train but must leave the wheelchair behind and retrieve it upon return. [2] Handicap access is not available at the Misty Mountain Model RR & Toy Train Museum. [3] Lookout Mountain – Incline RR is handicap accessible, Rock City is a walking tour and handicap accessible for walkers only! Ruby Falls is not handicap accessible. However, there is a viewing deck that is accessible to persons with handicaps. [4] The Jackson train layout is in a private residence and has some limitations – refer to the Tour 13 description. If you have special dietary requirements and plan on eating lunch with us on any of the tours, let us know so that special arrangements can be made. For your safety, we encourage you to wear close-toed shoes on all tours.

museum, theater, and a pre-revolutionary to WWI gun collection. We'll then go to the Gordon Lee Mansion for a tour of this former headquarters and hospital for Civil



War soldiers. Following lunch, we'll ride up Lookout Mountain for a visit to Point Park and the Battles for Chattanooga Museum. The tour will conclude with a drive-through tour of the Missionary Ridge area.

**TOUR 4A**  
**The Misty Mountain Special**

**9 a.m. – 6 p.m.**  
**Package Price: \$80/adult; \$72/child [<16]**

*Here's an opportunity to visit one of the famous train layouts featured in both OGR magazine and video. DVDs are available for separate purchase at the museum. Package price includes: transportation, admission, lunch, and gratuities. Handicap access not available. The capacity for this tour is limited to one motor coach, so LCCA suggests that interested members register early. For more information, visit [www.mistymountainmodelrailroad.com](http://www.mistymountainmodelrailroad.com).*



We will travel from Chattanooga to Blairsville, GA, and visit the Misty Mountain Model RR and Toy Train Museum, which is home to a 3,400 square foot layout with more than 14 O-gauge trains traveling over bridges, trestles, and through 15 tunnels! The scenery is reminiscent of the Southern Appalachian Mountains and features a six-foot-long bridge that moves to allow visitors into the

display. The layout features look-alike areas that resemble the Georgia Mountain Fairgrounds, Blairsville, Stone Mountain Park, and Brasstown Valley Resort.



We'll learn about the time and materials that went into making this fabulous layout possible. There will also be time for viewing an extensive O-gauge collection. We'll have lunch along the way.

**TOUR 5**  
**Southern Belle Riverboat Cruise**

**6:30 p.m. – 9 p.m.**  
**Package Price: \$74/adult; \$50/child [<16]**

*This cruise will be a relaxing way to unwind from the excitement of the day. Package price includes: a casual evening cruising on the Tennessee River, dinner, entertainment, shuttle bus service, and an informative cruise narration. For more information, visit [www.chattanoogariverboat.com](http://www.chattanoogariverboat.com).*



Welcome aboard the Southern Belle, Chattanooga's very own dinner cruise riverboat! True Southern hospitality prevails in the old tradition aboard the climate-controlled riverboat. You'll enjoy sights along Moccasin Bend as well as gorgeous nighttime views of Lookout Mountain as you cruise along the Tennessee River. Entertainment will be offered as well. Roundtrip transportation will be provided for this special cruise from the hotel to the Belle.

**TOUR 6**  
**TVRRM Hiwassee River Adventure**

**8 a.m. – 3:30 p.m.**  
**Package Price: \$135/person**  
*Step aboard for another enjoyable train trip into new scenic vistas. Package price includes: train excursion, lunch, gratuities, and motor coach. Handicap access is limited. For more information, visit [www.tvrail.com](http://www.tvrail.com).*

We will take a scenic bus trip from Chattanooga to Etowah, TN. The Hiwassee Loop is a 50-mile round trip of the lower Hiwassee River Gorge.



This loop takes approximately 3.5 hours and departs from Etowah. On this trip, you can look forward to traversing the "Hiwassee Loop" where the train tracks cross over themselves and corkscrew up the mountain near Fanner, TN. We'll stop for lunch at the Farmhouse Restaurant before returning to Chattanooga.

**TOUR 7**  
**Jack Daniels Distillery**

**8 a.m. – 5 p.m.**  
**Package Price: \$95/person**  
*This tour is designed for folks that are interested in Americana and an icon of the beverage industry in the USA. Package price includes: motor coach transportation, distillery tour, lunch, and gratuities. For more information, visit [www.jackdaniels.com](http://www.jackdaniels.com).*



We'll travel from Chattanooga to Lynchberg, TN, and visit the oldest whiskey distillery in the United States! Jack Daniels Distillery

is where Mr. Jack first crafted the recipe for Old No. 7. The location is at the site of pure, iron-free cave spring water used as the fundamental ingredient of the product. Every drop of Jack Daniel's Tennessee Sipping Whiskey is still made there today, even though Lynchburg is located



in a "dry" county! Following the distillery tour, we'll go to Miss Mary Bobo's Boarding House for a delicious home-cooked lunch. Miss Mary Bobo's began as a traveler's hotel in 1867 where Jack Daniel took his noontime meals. Miss Mary Bobo ran her boarding house until her death in 1983, one month shy of her 102nd birthday. The boarding house stands today as a welcoming home to visitors.

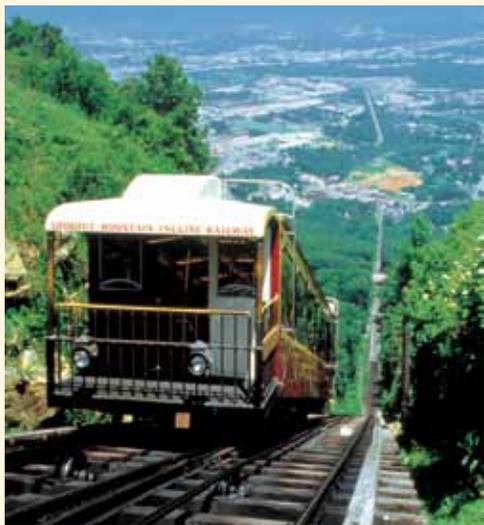
## Thursday, July 18

### TOUR 8

**Lookout Mountain Adventure  
Incline Railway, Ruby Falls, Rock City**  
8 a.m. – 2:30 p.m.

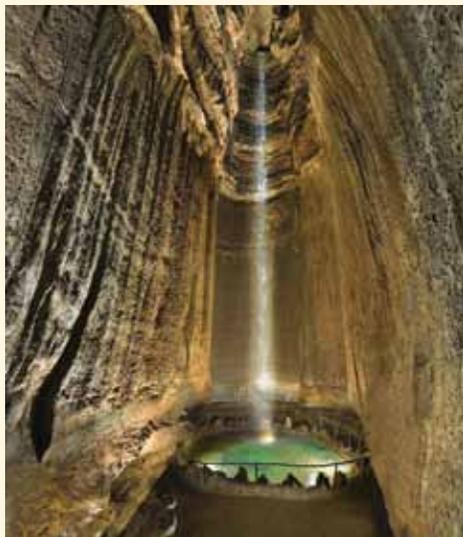
**Price Package: \$119/adult; \$91/child [<16]**

*No trip to Chattanooga would be complete without a visit to Lookout Mountain including the Incline RR, Rock City, and Ruby Falls. Package price includes: motor coach, admission for Incline RR, Rock City, Ruby Falls, lunch, and gratuities. Handicap access is limited. For more information, visit [www.lookoutmountain.com](http://www.lookoutmountain.com).*



Explore the sights and treasures atop Lookout Mountain, including a visit to Rock City and Ruby Falls. At Rock City you'll see more than 400 native plant species and view the panoramic landscape at the "Seven States"

point on Lover's Leap. You will explore the Fairyland Caverns and Mother Goose Village. Ruby Falls is a massive underground



waterfall. At 1,120 feet underground, Ruby Falls is one of the largest and the deepest commercial cave in the world. After the climb out of Ruby Falls, we will take a restful ride up and down the Incline Railway. Believe it or not, the trolley-style car travels up the side of Lookout Mountain at a steep 72.7% grade! Sit back, relax, and enjoy the views of historic St. Elmo as you rise to the top of the mountain! We'll grab a bite to eat before returning to the hotel.

### TOUR 9

**TVRR Missionary Ridge Local  
Buttonwillow Church Dinner Theater**  
8 a.m. – 4:30 p.m.

**Package Price: \$129/person**

*This unique tour encompasses a train trip followed by a live afternoon performance at a well-known local dinner theater. Package price includes: motor coach, theater admission, lunch, and gratuities. Because of the very limited seating available in the theater (100 seats), we suggest that you register early. For more information, visit [www.tvrail.com](http://www.tvrail.com) and [www.buttonwillowchurch.com](http://www.buttonwillowchurch.com).*



The Missionary Ridge Local is the most popular trip offered by the Tennessee Valley Railroad! This ride will depart from Grand

Junction Station and travel along the original railroad lines in Chattanooga. With stops in East Chattanooga (to see the locomotive rotating on a turntable) and a guided tour at the railroad restoration shop, this trip will allow travelers to cross four bridges and go through the pre-Civil War 1858 Missionary Ridge Tunnel. You will have time to tour the TVRR Museum. We'll depart for the famous Buttonwillow Church Civil War Theater for a delicious lunch and a live matinee performance that will provide a rich history lesson!

### TOUR 4B

**The Misty Mountain Special**

9 a.m. – 6 p.m.

**Package Price: \$80/adult; \$72/child [<16]**

*For conventioners who were unable to enroll in Tour 4A, here's another opportunity to visit this famous train layout. Package Price includes: transportation, admission, lunch, and gratuities. Handicap access is not available. The capacity for this tour is limited to one motor coach, so LCCA suggests you register early. For more information, visit*

*[www.mistymountainmodelrailroad.com](http://www.mistymountainmodelrailroad.com).*



## Friday, July 19

### TOUR 10

#### Trains and Automobiles

7:30 a.m. – 1 p.m.

Package Price: \$97/person

*This half-day tour will be of interest for members who like automobiles and trains. Since each of these sites is “one of kind,” a unique mix of trains and cars is available for your enjoyment. Package price includes: motor coach, train excursion, and admissions. For more information, visit [www.tvrrail.com](http://www.tvrrail.com). Google: Coker Tire Museum and International Towing and Recovery Museum.*



This half-day tour will commence with a tour of the Coker Tire Museum!

Following that tour, we'll board the TVRR Missionary Ridge Local. The train trip will follow the same route as in Tour 9. We'll finish off the day with a walking tour at the International Towing and Recovery Museum and return to the hotel. Lunch will be on your own.

### TOUR 11

#### Exploring the Top of Lookout Mountain

8 a.m. – 1:30 p.m.

Package Price: \$78/adult; \$70/child [<16]

*This is a fun-filled half-day trip to a Chattanooga landmark – the top of Lookout Mountain. Package price includes: motor coach transportation, admission to the Incline RR and parks. For more information, visit [www.lookoutmountain.com](http://www.lookoutmountain.com).*

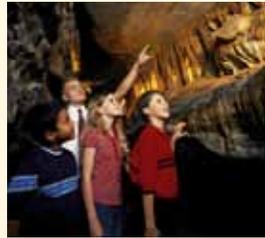


This half-day tour will be spent at the top of Lookout Mountain. It will begin with a ride to the top via the Incline Railway, starting in St. Elmo. Believe it or not, this trolley-style car travels up the side of Lookout Mountain at a steep 72.7 % grade! Once we arrive, we'll visit the Battle



for Chattanooga Museum and take a walking tour of Point Park, which was completed in 1905 to commemorate the

“Battle above the Clouds.” Point Park is part of the Chickamauga-Chattanooga National Military Park and offers sites for viewing some spectacular scenery. We will finish the day with a motor coach tour of the area on our way back to the hotel. Lunch will be on your own.



## Saturday, July 20

### TOUR 12

#### Charming Chattanooga City Tour

9 a.m. – 1:30 p.m.

Package Price: \$90/person

*A fun outing after a busy week! Package Price includes: motor coach transportation, admissions, lunch, and gratuities. For more information, visit [www.chattanoogaafun.com/attractions](http://www.chattanoogaafun.com/attractions).*

Begin the day with a walking tour of the Bluff View Art District! Stroll through the art galleries and grab a steaming hot cup of coffee at Rembrandt's. After the guided tour, you'll board the Delta Queen for a cooking demonstration and lunch before returning to the hotel.

### TOUR 13 A, B, C, D

#### Gerald Jackson's Home Layout

8 a.m. – Noon

A: 8 to 9 B: 9 to 10

C: 10 to 11 D: 11 to Noon

Package Price: \$10/person

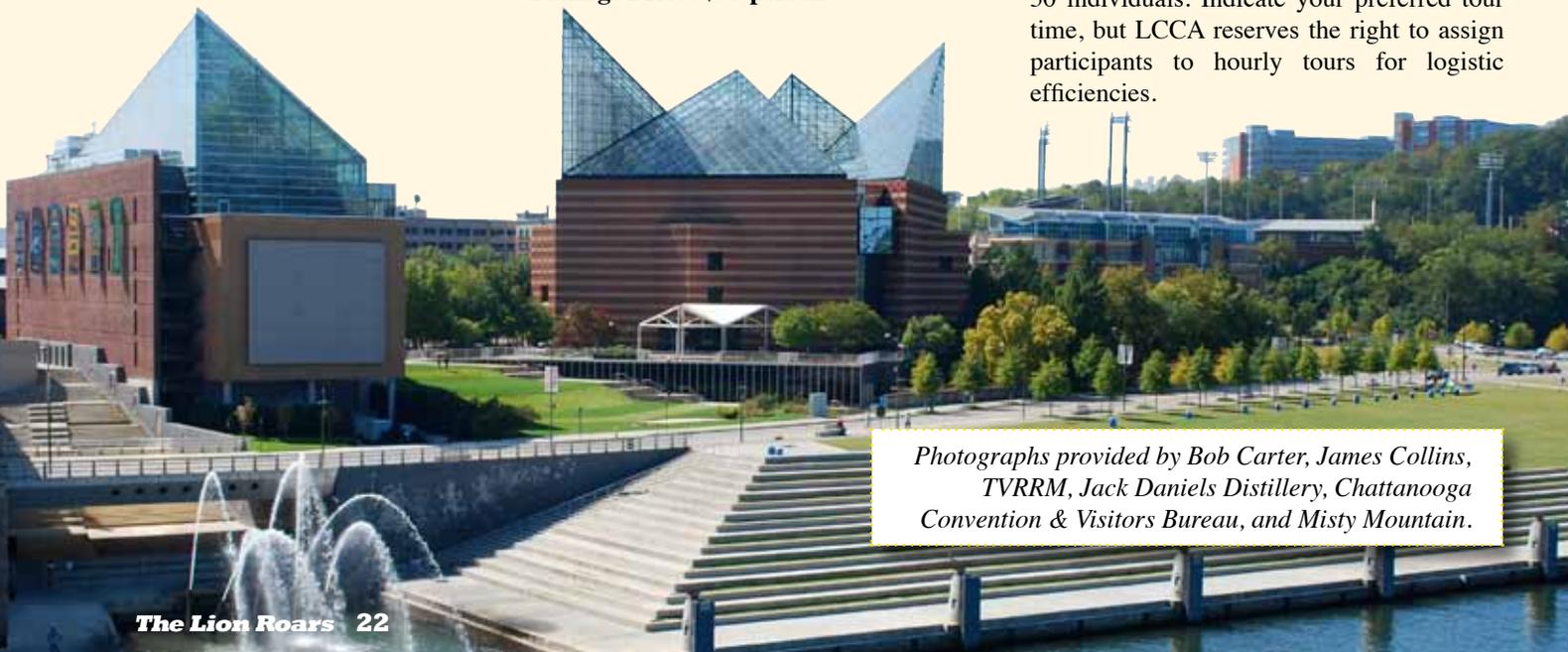
*Package price includes motor coach transportation. This residence has limited handicap access.*

*There is an incline walkway from the street to the entrance*

*of the walkout basement. Walkers and wheelchairs can be accommodated in three-foot-wide hallways.*



We all enjoy seeing another member's layout. The Jacksons have invited us to their home for a spectacular layout tour. The layout table measures 14x28 feet and is located in their walkout basement. The collection and operating trains consist of nearly 800 pieces of rolling stock and 195 MTH and Lionel O-scale locomotives. Transportation to their residence will be provided. There will be four one-hour tours; each can accommodate 50 individuals. Indicate your preferred tour time, but LCCA reserves the right to assign participants to hourly tours for logistic efficiencies.



*Photographs provided by Bob Carter, James Collins, TVRRM, Jack Daniels Distillery, Chattanooga Convention & Visitors Bureau, and Misty Mountain.*

# LCCA 2013 Convention Schedule - Chattanooga, TN

Day/Description	Time	Notes
<b>Sunday, July 14</b>		
Registration Desk Open	Noon – 7 p.m.	Choo Choo Hotel (CCH)
Welcome Reception	7:30 – 9 p.m.	CCH
LCCA Store open for Reception-goers	9 – 11 p.m.	CCH
<b>Monday, July 15</b>		
Reception Desk Open	7 a.m. – 5 p.m.	7-5 Tues; 8-5 Wed-Fri; 8-12 Sat
<b>TOUR 1</b>		
TVRRM Summerville Steam Special	8:30 a.m. – 6:30 p.m.	Chattanooga to Summerville, GA
<b>Tuesday, July 16</b>		
<b>TOUR 2</b>	8:30 a.m. – 5 p.m.	
Great Locomotive Chase		Kennesaw, GA
<b>TOUR 3</b>		
Civil War Experience	8:30 a.m. – 5 p.m.	Chickamauga Military Park
<b>TOUR 4A</b>		
The Misty Mountain Special	9 a.m. – 6 p.m.	Blairsville, GA
<b>TOUR 5</b>		
Southern Belle Riverboat Cruise	6:30 – 9 p.m.	On the TN River
<b>Wednesday, July 17</b>		
<b>TOUR 6</b>		
TVRRM Hiwassee River Adventure	8 a.m. – 3:30 p.m.	
<b>TOUR 7</b>		
Jack Daniels Distillery – A TN Legend	8 a.m. – 5 p.m.	Lynchburg, TN
Reception for Conv'tn First Timers (only)	5:30 – 6:30 p.m.	CCH
<b>Thursday, July 18</b>		
<b>TOUR 8</b>		
Lookout Mountain Adventure	8:30 a.m. – 2:30 p.m.	
<b>TOUR 9</b>	8 a.m. – 4:30 p.m.	
TVRRM Missionary Ridge Local		Buttonwillow Dinner Theater
<b>TOUR 4B</b>		
The Misty Mountain Special (Reprise)	9 a.m. – 6 p.m.	Blairsville, GA
Get Acquainted Party	6 – 10 p.m.	CCH
<b>Friday, July 19</b>		
<b>TOUR 10</b>		
Trains & Automobiles	7:30 a.m. – 1 p.m.	
TVRRM Missionary Ridge Local		Coker Museum, T&R Museum
<b>TOUR 11</b>		
Exploring the Top of Lookout Mountain	8 a.m. – 1:30 p.m.	
LCCA Annual Business Meeting	2 – 3 p.m.	CCH
Lionel Seminar	3 – 5 p.m.	CCH
Trading Hall Open	6 – 9 p.m.	For Members Registered at CCH
<b>Saturday, July 20</b>		
Trading Hall Open	8 a.m. – 9 a.m.	For Members only
Trading Hall Open	9 a.m. – 3 p.m.	For Members and the Public
<b>TOUR 12</b>		
Charming Chattanooga City Tour	9 a.m. – 1:30 p.m.	Spouses Day Out
<b>TOUR 13</b>		
Home Layout Tour – Select One	Four one-hour tours	Gerald Jackson Residence
A: 8 to 9 a.m.		
B: 9 to 10 a.m.		
C: 10 to 11 a.m.		
D: 11 to 12 p.m.		
Trading Hall Take Down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	CCH
LCCA Banquet	7 – 10:30 p.m.	CCH
Convention Ends	After the Banquet	



**HIGHLIGHT:**

“My stable of remotely controlled operating cars which pair up with the more or less universal R/C control car is now up to two pieces.”

**Photo 1**



**M**any LCCA members and readers of *The Lion Roars* enjoyed my articles about remote-controlled accessories: the crane article published in the December 2011 issue and the barrel loader article published in the October 2012 issue. So here's another adventure – an automobile carrier.

The control car described in the crane article provided remote-controlled power to the crane car could also be used to activate any operating car with two motorized functions. That project was the inspiration for this current project.

Over the years, I have used various components from ServoCity.com. They recently introduced a line of very compact micro gearboxes with a large selection of output shaft speeds. The gearbox shown in **Photo 1** is only 1.14 x 1 x .5 inches, has two mounting holes, the output shaft extends .4 inch, and it uses reversible DC motors. All in all, it's an ideal item for toy train projects. I previously converted servomechanisms in order to obtain small gearboxes, but these new units are easy to use and cost only \$14.99.

The operating voltage range for the micro gearboxes ideally matches the 5 VDC output voltage of the RC control car. Placing a 100 ohm trimpot in series with the power feed to the

gearbox allows for the operating speed to be adjusted to whatever is needed.

To take advantage of this new gearbox, I constructed the remote controlled operating automobile carrier shown in **Photo 2**. I was drawn to this particular piece of rolling stock because there were two versions of it (one new) listed in the Lionel 2012 Ready-to-Run Catalog, and I already had two in my collection inventory.

The action of the auto carrier includes a ramp which swivels (**Photo 3**) and then tilts downward (**Photo 4**) to unload a vehicle at a waiting trackside platform. After delivery, the ramp tilts back up to a horizontal position (**Photo 5**) and then swivels back parallel to the flatcar body (**Photo 6**) so that the train can continue on its way. Note in the photos



**Photo 2**



**Photo 3**



**Photo 4**



**Photo 5**



**Photo 6**

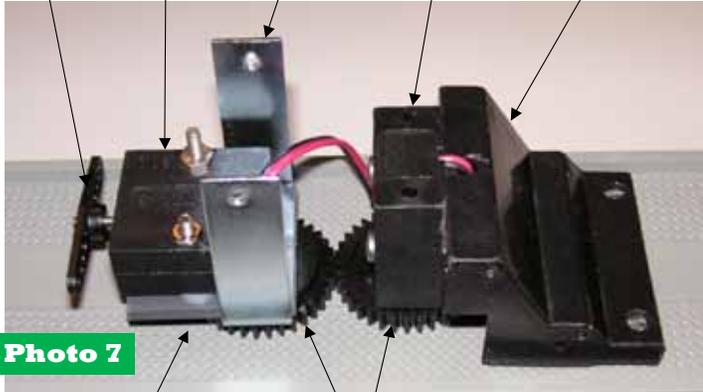
that the R/C control car is to the left of the auto carrier.

I used two new 90 RPM version of the micro gearboxes – one to swivel the ramp and another to tilt the ramp down and up.

# Automobile Carrier

## DETAIL OF RAMP SWIVEL & TILT MECHANISMS

RAMP TILT CONTROL WIRE ARM  
 RAMP TILT MOTOR  
 U BRACKET RAMP SUPPORT  
 RAMP SWIVEL MOTOR  
 SWIVEL MOTOR MOUNT

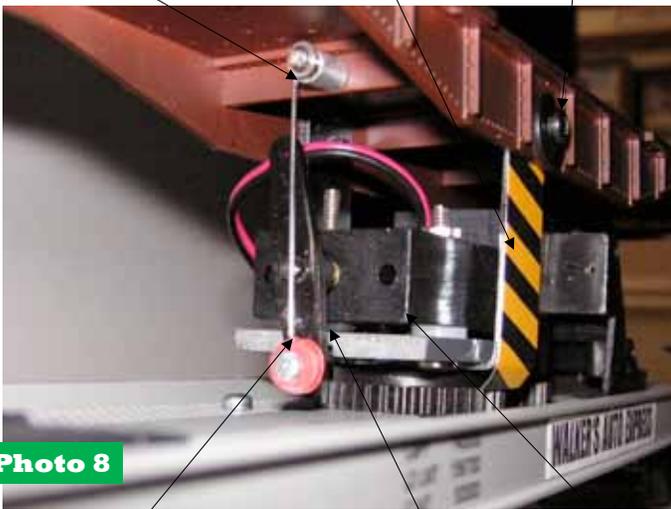


**Photo 7**

FLAT CAR FRAME  
 RAMP SWIVEL GEARS

## DETAIL OF RAMP TILT MECHANISM

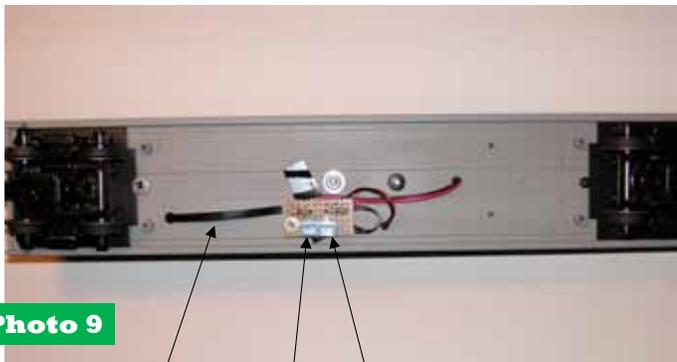
RAMP TILT CONTROL CONTROL WIRE TOP  
 U BRACKET RAMP SUPPORT  
 RAMP TILT BEARING



**Photo 8**

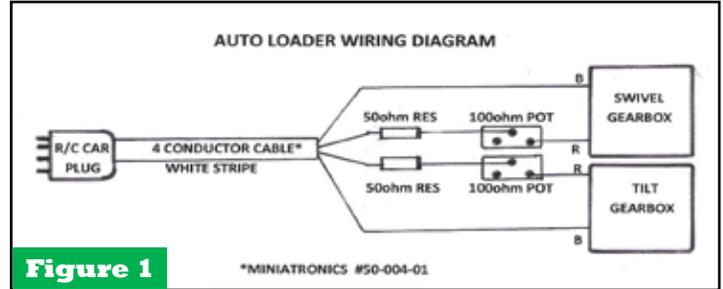
RAMP TILT CONTROL WIRE BOTTOM  
 RAMP TILT CONTROL WIRE ARM  
 RAMP TILT MOTOR

## FLAT CAR FRAME SHOWING SPEED ADJUSTMENTS



**Photo 9**

4 CONDUCTOR POWER CABLE TO R/C CAR  
 SWIVEL SPEED ADJUST  
 TILT SPEED ADJUST



**Figure 1**

The details of the ramp mounting and swivel/tilt mechanisms are shown in **Photo 7**. **Photo 8** is a close-up view of the tilting mechanism which is basically a three-foot-long piece of semi-stiff wire attached to a small crank arm on the gearbox. The speed adjustment trimpots on the underside of the flatcar can be seen in **Photo 9**. The very simple wiring diagram is shown as **Figure 1**.

Two reversible polarity five VDC outputs are provided by the control car which are ideal for control of the auto carrier ramp swivel and tilt functions.

Like my previous crane car, I used a four-conductor plug-in cable to interconnect the auto carrier to the R/C control car. Details of the control car (which derives its power from the track) were outlined in the December 2011 issue of *TLR*.

The tiltable ramp is the frame of a Lionel 6-9129 auto carrier from which the upper assembly decks and the trucks were carefully removed. As an alternate approach for the ramp, a suitable plastic piece (like from Plastruct, Inc.) could have been used here. An MTH flatcar (20-98605) was used for the basic car frame upon which the gearboxes are mounted. This model was chosen for the frame because its length is 13 inches, which is slightly longer than the ramp length.

The ramp mounting bracket was fashioned from 1/2-inch wide x 1/16-inch stiff metal stock bent into a "U" configuration with sharp bends. The two ramp mounting screws are metal self-tapping and are screwed tight just to the point where the ramp can tilt easily.

The companion R/C transmitter has two levers, one positioned up and down and the other side to side. I set the side to side lever to control the ramp swivel motion and the up and down lever to control the ramp tilting action, which made the most user friendly sense.

My stable of remotely controlled operating cars which pair up with the more or less universal R/C control car is now up to two pieces. I am currently searching for an idea for the next new project. Any suggestions from *TLR* readers would be most welcome!

*Photographs by Robert H. Walker*

Watch a video of Robert's Automobile Carrier in action at the LCCA website: [www.lionelcollectors.org](http://www.lionelcollectors.org)



## HIGHLIGHT:

“After an absence of 64 years, the scale Merchandise Car has returned. Lionel has made a very faithful reproduction of the most desirable of all the Merchandise Cars – the #3854 scale version.”

### Lionel Operating Cars

The year was 1938 when Lionel® introduced a single operating car, the #3859 Dump Car. As best I can tell looking through Lionel’s prewar catalogs, this was Lionel’s first electrically operated car. It didn’t resemble any prototype car but offered dumping action to go along with its new #97 Coal Elevator. This was also the year that Lionel introduced the electrically operated box couplers and the special RCS Remote Control Section to operate them. This was the start of Lionel’s long tradition of offering operating cars and accessories to add to the fun of model train operation.

The next year Lionel introduced three new operating freight cars. These included the #3651 Log Dump Car, the #3652 Operating Gondola and the #3814 Merchandise Car. Improved versions of each of these cars would be offered in the postwar era. All but one would be continued right up into the modern era. The Merchandise Car is the exception. The prewar version was tin, but after WWII Lionel introduced much more realistic versions of this car with an improved mechanism.

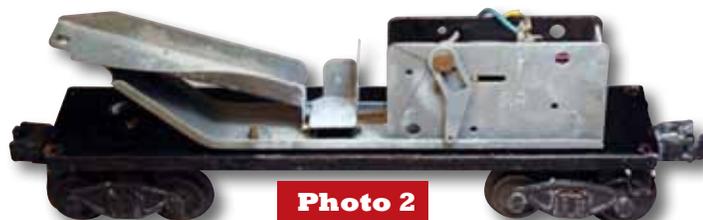


**Photo 1**

Lionel introduced two new models of the Merchandise Car in 1946. The #3454 was made with the small 9-1/2 inch boxcar shown in **photo 1**. A scale version, the #3854 was also offered and used the #714 scale boxcar that Lionel sold to compliment the #700E Hudson before the war. Although the scale car was 2-1/4 inches longer, both cars used the same mechanism to perform the action.

The mechanism is shown in **photo 2**. This was an improved design over the prewar version. Both versions are credited in two separate patents to Frank Petit. These cars required the RCS Remote Control Track to operate. When

activated by pressing the Unload button, the door opened and a package was tossed out of the car. The door remained open and each subsequent press of the unload button ejected



**Photo 2**

another package. As the sixth package was ejected, the door closed. To operate the car again, the six Bakelite Baby Ruth packages had to be reloaded through a hatch on the roof.

By 1947 Lionel offered six electrically operated cars. But after only two years in the catalog, both merchandise cars disappeared. They were probably displaced by the new and even more exciting #3462 Operating Milk Car introduced that year. I suspect one of the reasons that the Milk Car was more popular is that it included a man who brought the milk cans out of the car. The Merchandise car simply threw the boxes from the car. We can debate which version is the more realistic, but the fact is the Merchandise Cars were never offered again in the postwar period.

**Photo 3** shows the underside of one of the trucks used on the #3454, the smaller Merchandise Car. This early postwar truck used coil couplers and did not have the armature

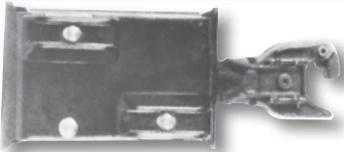
plate, which was introduced later when the electromagnetic coil coupler was replaced with the magnetic coupler. Note the position of the sliding shoe. Its location on the truck was near the coupler end. When



**Photo 3**

these trucks were used on the scale #3854 Merchandise Car, the distance between the two shoes was longer than the control rails of the RCS track. To correct this, a special

# News and Views



**Photo 4**

special truck from Volume II of the Tom McComas classic series, "Lionel – A Collector's Guide and History." The extra shoes were placed at the opposite end of the truck, which allowed both trucks to have a shoe on the control rails of the RCS track. To the best of my knowledge, this two-shoe truck was never used again.

The #714 prewar scale boxcar and the #3854 were molded in a unique way. Unlike any of the other Lionel boxcars, it was made in two halves – each the full length of the car. The underside of the car was included in the mold, rather than the formed metal bottom we are so used to. The original #3854 is a most unique postwar car and hard to acquire today.

## The Merchandise Car Returns

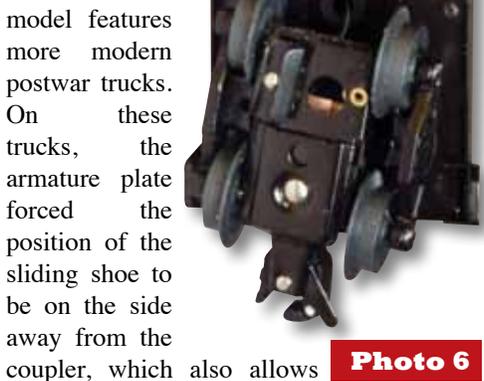
After an absence of 64 years, the scale Merchandise Car has returned. Lionel has made a very faithful reproduction of the most desirable of all the Merchandise Cars – the #3854 scale version. This new car, shown



**Photo 5**

in photo 5, matches exactly the graphics of the original 1946 version. Although pictured in the postwar catalogs with Pennsylvania markings on the left side of the door, the car was not produced that way; it was labeled Automatic Merchandise Car instead. Even the confusing built and new dates on the car match the original. I say confusing because the car has a BLT 3-35 on the right side of the car and a NEW 3-27 on the left side. The #714 scale boxcar was introduced in the 1940 catalog.

**Photo 6** shows the underside of the car. This car is molded in a more typical fashion which makes for a much cleaner look as there are no seams showing on the car. This new



**Photo 6**

model features more modern postwar trucks. On these trucks, the armature plate forced the position of the sliding shoe to be on the side away from the coupler, which also allows the car to operate on a standard UCS or FasTrack™ operating section. Just as in the originals, the doors are die-cast metal. Only the very early models of the original had a door painted to match the car. Most examples found today have a chemically blackened door. For this new model, Lionel chose to use the painted door version which is the preferred and more prototypical.

As seen in photo 7, the mechanism to operate the car has been completely retooled and improved. The original operated in a manner similar to a mechanical e-unit. Each time

the unload button was pressed, a solenoid was energized and pulled a pawl which turned a small cam. The new version replaces the solenoid with



**Photo 7**

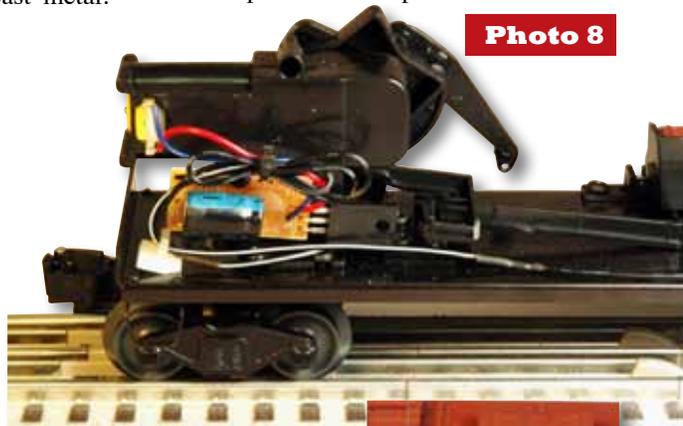
a DC can motor which has been geared to reduce its speed. The motor turns a larger cam wheel that pulls open the door and tips the small platform on which the packages come to rest. The packages on this new model are more gently handled. Rather than being thrown from the car, they are simply



dumped out.

The operation of the new car is also a bit different. With the car centered on a FasTrack Operating Track or a UCS track, you press and hold down the Unload button. The door will open, one at a time four packages are dumped out, and then the door closes. As soon as the door closes, you release the unload button and the action stops. **Photo 8** shows a rear view of the motor drive and the circuit board which includes a voltage regulator that maintains a constant speed regardless of the track voltage.

A hatch opens on the top of the car as seen



**Photo 8**

in photo 9 to allow the packages to be reloaded. The car comes with six packages which can be seen in photo 7. You can load all six into the car,

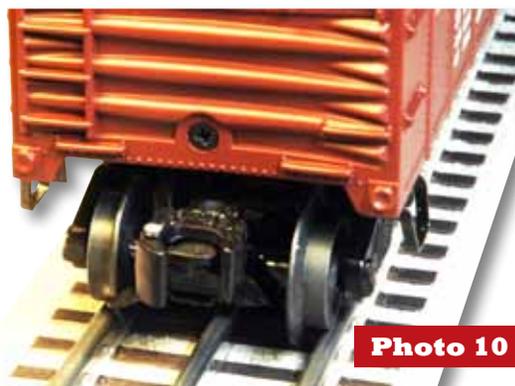
although each cycle uses only four. These are molded plastic, while the originals were Bakelite. The original postwar packages were labeled for Baby Ruth, but today companies expect to be paid rather than pay to have their name used on a train product, so the new packages

are not labeled. In a YouTube video a modeler demonstrated the original car and made unique packages. This was amusing as the car threw out the packages without regard to the Fragile or This Side Up markings the modeler had on the small packages.



**Photo 9**

The new car functioned flawlessly. The DC drive is much quieter and smoother in operation than the original car. The instructions accompanying the car however are misleading and incorrect. The car functions quite well if you disregard the instruction manual's cautionary note – that only one truck must be on the operating track. The car will only function with BOTH trucks on the operating track.



**Photo 10**

### One Fault

I was very pleased with this new Merchandise Car. The detail on the car is top notch and as seen in **photo 10**, even the steps are present on the metal frame – a practice Lionel abandoned early in the postwar period. I also thought that this car was attractively priced, considering that its cost is only slightly more than a regular scale boxcar. I believe it will be a popular car combining accurate scale detail and operating action. However, I was a bit concerned with the gauge of the wheels on the truck. I noticed when I placed the car on the track that there was play back and forth. **Photo 10** is a view of the truck and you can see the amount of space between the wheel and the inside of the rail. I checked other cars, both postwar and modern and found that the measurement from flange to flange on this car is less than on other cars. In my opinion, this allows for too much play between the wheels and the track.

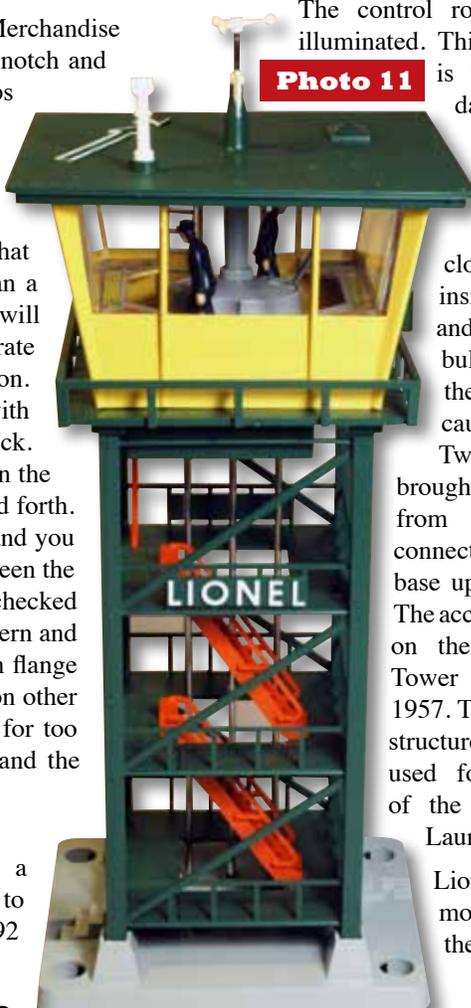
### Color is Important

For the postwar collector, a particularly difficult accessory to find in mint condition is the #192

Lionel 192 Control Tower Accessory								
Color								
Year	Number	Roof	Booth	Platform	Tower	Stairs	Base	Motor
1959	192	Green	Yellow	Green	Green	Orange	Gray	Vibrator
1983	6-2318	Red	Yellow	Gray	Black	Red	Gray	Vibrator
1995	6-12878	Gray	Red	Gray	Black	Red	Gray	Vibrator
1999	6-32988	Black	Red	Black	Gray	Red	Black	DC with gearbox
2009	6-24153	Black	Red	Black	Black	Red	Gray	DC with gearbox
2012	6-37996	Green	Yellow	Green	Green	Orange	Gray	DC with gearbox

Control Tower. Lionel reintroduced this accessory in 1983, but in colors quite different from the postwar model. I held off buying it, hoping that the next version would be in the correct postwar colors. The chart lists the six versions that have so far been produced. The 2012 version finally returned to the postwar colors and can be seen in **photo 11**.

The original #192 Tower first appeared in the 1959 catalog. The #192 used a vibrator motor to turn a platform with two men walking in a circle inside the tower. Also attached to that platform was a rod that extended through the roof and had a wind vane and an anemometer attached. These turned with the platform.



**Photo 11**

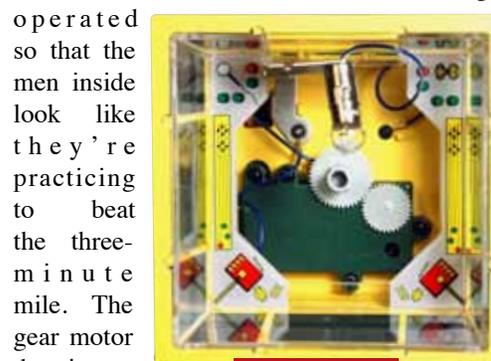
The control room was also illuminated. This illumination

is the cause for damage to many of the postwar examples. The bulb is extremely

close to the inside of the roof and heat from the bulb softened the plastic and caused distortion. Two bus bars brought electricity from the wire connections in the base up to the tower. The accessory is based on the #197 Radar Tower introduced in 1957. The same tower structure was next used for the gantry of the #175 Rocket Launcher in 1958.

Lionel's new model, along with the two previous

models, does away with the vibrator motor and replaces it with a DC gear motor drive. The result is smoother operation and less noise. I've often seen the earlier models being operated so that the men inside look like they're practicing to beat the three-minute mile. The gear motor drive allows a more realistic operation at a reasonable speed and less noise. Bill Beatty, who operates a Lionel Service Station, reduced the noise further by opening the gear box and replacing the grease with Labelle's #106 grease with PTFE. **Photo 12** shows the interior of the tower with men removed.



**Photo 12**

**Photo 13** shows the roof and the platform with the men. Another interesting change is that the rod running up through the roof is no longer attached to the platform with the men. Instead, it is turned separately by the center gear seen in **photo 12**. The platform is turned by the secondary gear. What this does is turn the men in a clockwise direction and the rod in the opposite direction – an interesting

longer attached to the platform with the men. Instead, it is turned separately by the center gear seen in **photo 12**. The platform is turned by the secondary gear. What this does is turn the men in a clockwise direction and the rod in the opposite direction – an interesting



**Photo 13**

effect. This comes with one small caveat. The anemometer is technically spinning in the wrong direction. The cups on this small piece should be facing in the opposite direction. I doubt this would be noticed by anyone and in fact I had not realized it until it was brought to my attention by Bill Beatty. I figure that if you give a clip board to a visitor to your layout and ask him to make a list of things he sees that are wrong, this item will not be on the list he returns. Notice also in **photo 13** that the interior of the roof has a metallic surface applied to disperse heat from the bulb. The bulb is right up against the roof and cannot be bent further down as it would then obstruct the path of the men.

**Photo 14** shows the base where the wire connections are made. This new model adds a third bus bar going to the base, allowing

One question that has come up often concerns the protrusion on the top of the tower portion. The #197 Radar Tower included a radio antenna which was inserted in that protrusion. Despite illustrations in the postwar catalogs, this antenna was not supplied with the original #192 Tower and it is not supplied in the latest version. Thanks to Bill Beatty and Glenn Patsch for help in identifying all of the Control Towers.

### **For Hi-Rail Fans**

For those who favor near-scale operation, check out the fourth volume of TM Video's "World Class Hi Rail Layouts" wherein we first see John Mueller's 35x40-foot layout along with his very large collection. To save time, John had this layout professionally constructed. Although it's clearly a hi-rail layout, he has managed to incorporate some Lionel postwar accessories.

Next it's on to Norm Charbonneau's 19-1/2 x 22-foot layout. Norm has modeled a general Midwest region used by the Pennsylvania

Railroad. His layout includes many scratch-built structures and shows off his preference for a weathered look for his locos and rolling stock.

Finally, we see the largest home train display in America, Charles Griffen's Misty Mountain Railroad. This 3,200 square ft.

layout includes 14 trains running on a mile of track and over 16 bridges and through 15 tunnels. One prominent feature is a scratch-built operating lift bridge that measures seven feet tall with a six feet span. Charles is 80 years old and can't imagine anyone else his age having more fun. Along with some still photos of the layouts, a bonus section on the DVD features Norm Charbonneau demonstrating his loco weathering techniques. This video sells for \$19.99 and is available from the TM Books and Videos website at [www.tmbv.com](http://www.tmbv.com).



*Photographs by Bill Schmeelk*

### **Answers to A Lionel Puzzlement**

1. J, 2. I, 3. F, 4. G, 5. C, 6. A, 7. H, 8. D, 9. E, 10. B.



**Ken Morgan**  
RM 12231

**HIGHLIGHT:**

“The New York Historical Society has just wrapped up a special display of vintage toy trains from the Jerni Collection. It is part of the same collection that was offered, but not sold, by Sotheby’s Auction House a while back.”

**TRIVIA: QUESTION**

Something we all know and presumably love is about to celebrate its 10-carat diamond anniversary. What is it?

**Electric Locos and Toy Trains Part 1**

**A**fter a one-issue hiatus from *TLR*, I’m back! However, the 60-foot spruce tree that Hurricane Sandy tried to shove through my house is – fortunately – not back! It is long gone. After it was cut down and cut up (there’s a neat juxtaposition of terms for you) but before it was picked up by the local sanitation department, I had this giant tree kit about four feet high, maybe eight feet deep, and more than 40 feet long occupying all available street parking spaces in front of my house. That’s almost a full vintage boxcar load.

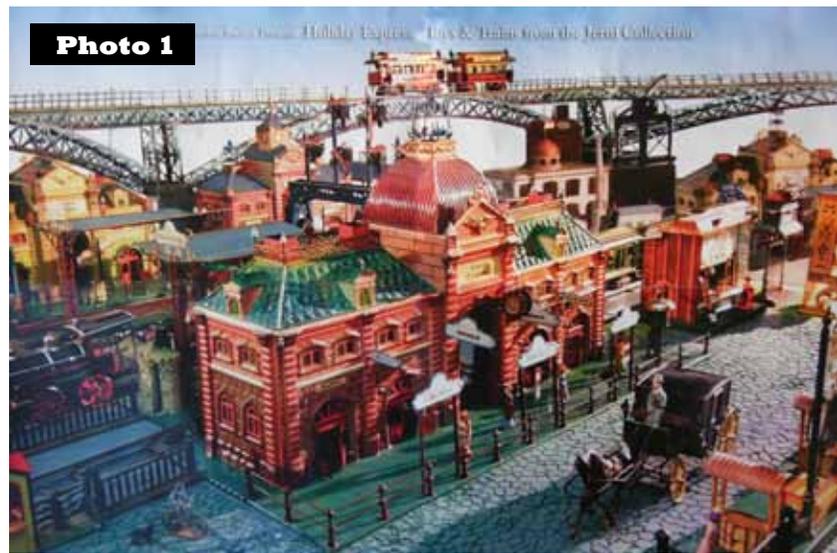
Here’s today’s trivia question. Something we all know and presumably love is about to celebrate its 10-carat diamond anniversary. What is it?

The New York Historical Society has just wrapped up a special display of vintage toy trains from the Jerni Collection. It is part of the same collection that was offered, but not sold, by Sotheby’s Auction House a while back. This is a collection that must be seen to be appreciated. It is mostly European, and the Society’s display was heavily oriented toward train stations, but it contained lots of trains in many gauges plus other accessories. Many are “the only one known to exist” and all are in marvelous condition, especially considering most of them date back to the turn of the century. Not the recent one – the previous one!

If you ever hear of it and have an opportunity to see it, even if just a small sample as this was, I recommend that you see it. The craftsmanship and the details in these pieces make them true works of art as well as toy trains. I wish I could have taken a picture, but photography was not permitted. I was, however, clever enough to save the flyer I received in the mail. **Photo 1** is a shot of it, which will give you some idea of what I

am talking about. Notice that the only main line loco in the picture is a steam engine. The only other train is electric, but it’s a tram on the elevated railway. That was common for the earliest trains, especially in Europe. That was where most of them were made, the locos tend toward steam, with lots of what we now call “light rail” for variety. They were also powered mostly either by clockwork (wind-up) or live steam. Yup. Light a fire in the loco and wait for the pressure to build, and then let ‘er rip around the parlor carpet. I wonder what OSHA would have to say about that!

Shortly after the turn of that previous century, electricity made inroads to both real railroads and homes, especially in the United States. This led to a difference between American



**Photo 1**

and European toy trains. The proportion of toy trains powered by electricity rapidly surpassed clockwork and live steam toys in the United States, while in Europe, it took a lot longer. Since America was a market for European manufacturers, they introduced electric powered trains for export in proportions that exceeded their European offerings, at least as far as I can tell from the current market, limited though it may be.

Simultaneously, American manufacturers,



# Cannonball

Photo 2



including the new Lionel® Manufacturing Company got on board. I'll ignore the original 2-7/8-inch stuff, but Standard gauge originally offered two steamers, several trolleys, and a few years later, a number of electrics. When O-gauge trains were introduced, all Lionel offered was electrics. And what did they use as a prototype for both Standard and O-gauge trains? The same thing all New Yorkers saw coming into Grand Central Terminal, the NYC S class locos. They were built in response to a New York City ordinance forbidding steam locos in most of Manhattan, notably along Park Avenue leading to GCT. The residents objected to the clouds of unbreathable smoke, ashes, and the inconvenience of occasional fires.

Not only Lionel, but most of the other competing firms offered the same shape of loco body. Ives®, Märklin®, Bing®, et al, all produced S type locos, originally in 1 gauge (and some larger), later O and, for Ives, "Wide Gauge" so as not to be "confused" with Lionel's "Standard gauge" trains. Other than some steam engines, that is pretty much all they sent here, although for the domestic European market they added steeple cabs.

See **photo 2** for an example of a Märklin O-gauge steeple cab. Yes, the hole is for the key to wind it up. But what they sent here were S types. It is interesting to note that while only the NYC operated S type motors, toy trains based on them were lettered for variations of NYC, PRR, and New Haven at least, and I believe I have seen a reference to B&O. Sales trumps reality. But the S motors were so ubiquitous that boys in the 1910-25 era must have felt all electric motors were all S types. Just as when I was young, I thought all electric locos looked like fore-shortened GG-1s.

Because this is an LCCA publication, we'll look mostly at Lionel's equipment, but for reference I'll add a few comments about other products to more fully cover the turf. For example, **photo 3** shows two Ives O-gauge S types. The little 3200 on the right pre-dates Lionel's O gauge. It's from about 1914, but the first 3200 dates from 1910. It is also cast iron, which was used by many manufacturers. Originally used for motorless floor trains, cast iron was rapidly adapted for powered trains running on tracks. Bing and Ives used it extensively, and their locos, both electric and steam, are often nearly indistinguishable

from each other by many observers. The larger 3255 is from 1929. The first 3255 trains in 1925 had cast iron frames with stamped steel bodies. The frames changed to stamped steel in 1928 and ran through 1930. The steel seems to be of a slightly heavier gauge than Lionel's, but both are quite substantial. By the way, Lionel's catalogues made a big deal over their use of stamped steel which would not shatter when dropped – unlike other (unnamed) manufacturers' locos whose cast iron engines presumably would break if dropped.

Lionel entered O gauge in 1915. The original locos were all S types, numbered 700, 701, 703, and 706. There were also two specials (728 and 732), but they were just a 700 and 701 respectively lettered "Quaker" instead of New York Central. They were soon replaced in 1917 by the locos shown in **photo 4**, the 150 series. The major differences are that the 700s had pedestal, or perhaps slide-on headlights (I have seen pictures both ways, although most sources cite only pedestal headlights), and the ventilators were painted gold on the earliest 700s. This was dropped in the second year of production. With the possible exception of the earliest production which may have had pedestal headlights (they overlapped in their use); the 150s had strap headlights and never had painted ventilators. There is also a major difference in current availability, which leads to a significant price differential on the current market, which is why you don't see a picture of a 700 here. As a quick aside, yes, Lionel certainly did reuse the number 700 on one of its most famous engines, a rare re-use of a number for Lionel, which, unlike American Flyer®, usually did not repeat numbers, which made life a bit easier for collectors. All 700s are "Lionel Manufacturing Company" products. Since Lionel incorporated in 1918, the 150s

Photo 3





**Photo 4**

can have either “Manufacturing” or “The Lionel Corporation” plates. Corporation plates are much easier to find, and, consequently, generally a bit less expensive.

Going back to **photo 4**, the bottom shelf has a dark green 156 and a maroon 156X. Same loco, but the 156X tracks better without the better-looking leading and trailing trucks. Note that the “X” is for catalog purposes only. It is not on the loco. I don’t think there was collector vs. operator distinction back then, but extra wheels came off, formally by Lionel making it a 156X, and often by owners, making it an ex-156. If you are unsure, check for wear on the frame bottom which would indicate the presence of wheels when produced and removal by the owner after frustration! The 156 is the same basic loco as the earlier 703.

On the middle shelf (L to R) are a 154, 153, and 152. The 154 is the middle-sized version. The 153 and 152, for most of their existence, were the same except that the 153 had a hand reverse capability (the rod sticking out the front end) and the 152 did not until the very latest production. On the top shelf are a black 158, the bottom of the line, with only dummy headlights, the anomaly, the 203 armored loco, and a maroon 150, the basic illuminated version. All the 150 series locos except the armored loco and 156X are most common in dark green unless noted differently below. Other colors varied, as did the frame lengths over the years. Paint loss, as clearly seen, is common. They were not primed. The first 150 replaced the 700 in 1917. In 1918 it was shortened a bit and ran through 1925 in many colors including brown, dark olive, mojave, peacock, and maroon – which is the most common. The 152, which maintained the

size of the early 150 and is also the direct descendant of the 700, and ran the longest, 1917-1927 in dark olive, both light and dark gray, peacock, and mojave. At the end of its run, it added a hand reverse unit. The 153 ran only in 1924-25, in dark olive, gray, and mohave. It was a 152 with a hand reverse. The 154, was the replacement for the 706, which was a 701 with a hand reverse unit. It was available from 1917-23 in dark olive. The 156, which as noted earlier, replaced the 703, ran from 1917-23. Colors were maroon, olive, and gray. The 156 also ran without trailing and lead trucks in 1922 only and had no color variants. It was recatalogued as the 156X for 1923-24 and was the only 150 loco for which I can find no record in dark green. It is most common in maroon, but also is found in olive and gray. I have only seen the 203 armored loco in gray, although I have references to it in olive, but never dark green. I would be careful about one in olive. It is hard enough to find this item in gray.

With the exception of the very last of these locos, the brushes are an odd combination of one solid and one wire-wound piece fitted into cups on the end of what I believe are sprung phosphor-bronze arms. They are much shorter than later brushes, and the wire ones in particular often wear irregularly resulting in scoring of the commutator plates. Consequently, I recommend great care in their operation. Replacement brushes

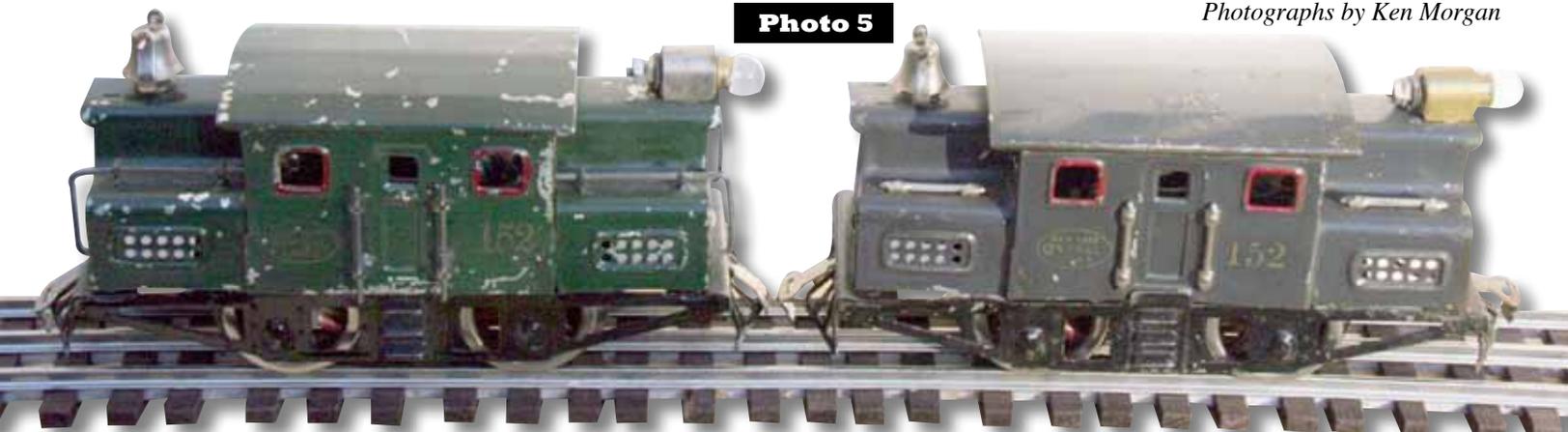
do appear on the parts market, but installation is more involved than for later motors.

The trim also evolved over time. **Photo 5** shows an early and a late 152. Look at the handrails. The early dark green loco has labor-intensive long handrails inserted in Y-shaped brackets. The late version has the stamped pieces common throughout most of the later prewar period. Nothing except relative rarity of color and condition seems to affect current prices. With the exception of the variations on the 156, none of the 150s are budget busters. Interestingly, the modest 158 seems a bit tougher to find than most of the lighted ones. The 150 and 152 are the easiest to find and you should have no trouble locating one, especially if you’re not picky about the paint.

Now, the trivia answer. Grand Central Terminal in New York City turned 100 on February 2, 2013. Happy anniversary to the most famous railroad terminal in the country! It is the largest in terms of the number of platforms and tracks! Yes, it is properly named a “Terminal” and not a “Station” because it is the end of the line. There are no through trains in GCT. At least not NYC, NH, Metro North, or someday to come, LIRR. Only the NYC subway runs through, and those trains technically are not residents of GCT. They’re part of a complimentary rapid transit system which conveniently offers transfers without having to go outside and face the weather. The next time you see a Lionel #115 or #116 “Station,” note that its design is based roughly on GCT.

More on electric locos and toy trains in the next issue of *TLR*. For those who remember and care – no, I have not replaced the wheels on my #253 discussed in the last article. When I do, you’ll see the process.

*Photographs by Ken Morgan*



**Photo 5**



**Bill Schmeelk**  
HM 6643

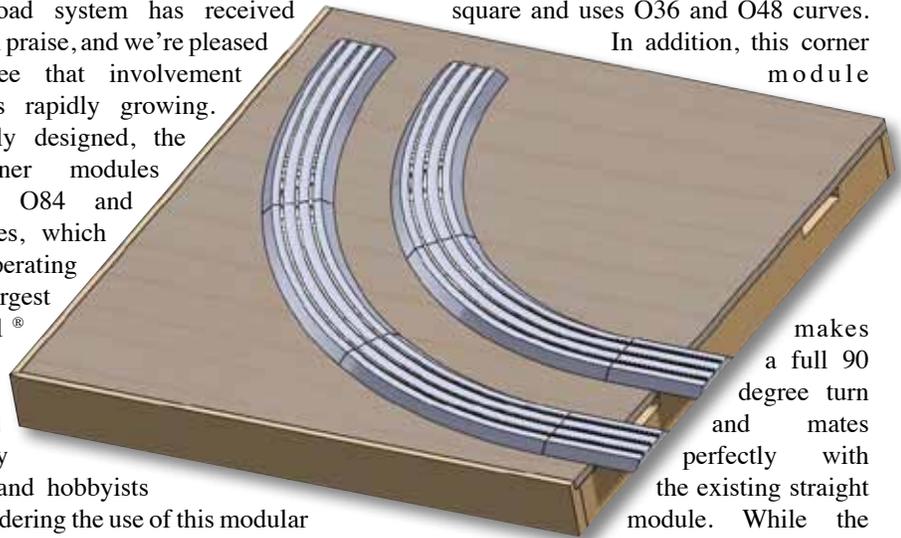
# New FasTrack™ Module

**HIGHLIGHT:**  
“A new Small Radius Corner Module has been designed and the specifications for it have been included in the latest update to the Lionel FasTrack Modular Railroad Specification Manual.”

The Lionel/LCCA FasTrack™ Modular Railroad system has received much praise, and we're pleased to see that involvement with it is rapidly growing. As initially designed, the two corner modules employed O84 and O72 curves, which allowed operating even the largest Lionel® locos. However, we found that many members and hobbyists were considering the use of this modular system in their homes or in areas where space would not permit the large sweeping O84 curves.

The module committee discussed the possibility of offering a smaller radius corner module that could be used in such situations. I'm pleased to announce that a new Small Radius Corner Module has been designed and the specifications for it have been included in the latest update to the Lionel FasTrack Modular Railroad Specification Manual. Lionel is also adding this module to its offering of module kits which can be purchased at [www.lionelstore.com](http://www.lionelstore.com).

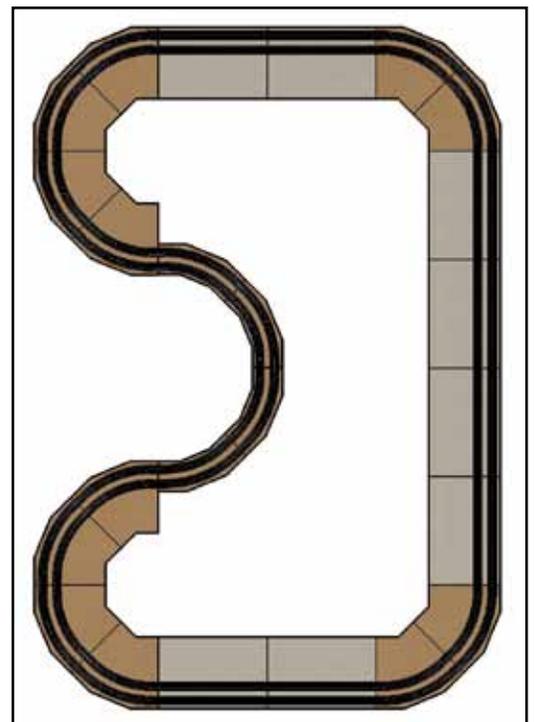
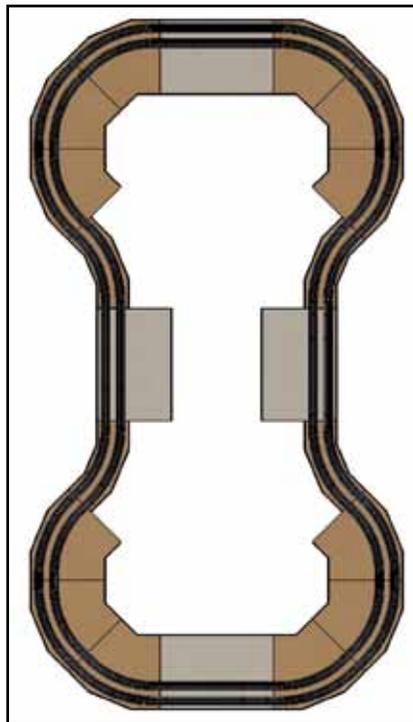
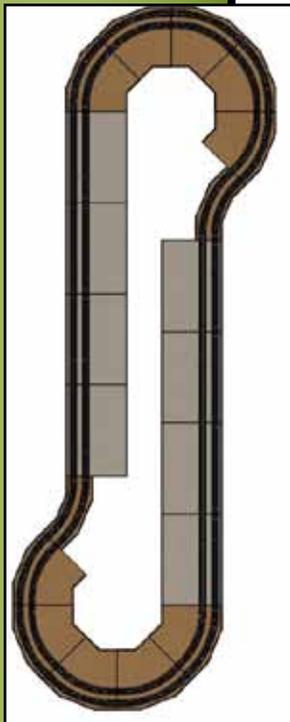
This new module measures only 30 inches square and uses O36 and O48 curves. In addition, this corner module



makes a full 90 degree turn and mates perfectly with the existing straight module. While the larger radius modules will still be the standard for the LCCA/Lionel events, this new module expands the module system for use in homes. Straight modules used in a home layout could also be used to participate in a local module event.

The new manual also includes some layout suggestions that can be made with the modules. The unique design of these modules allows a variety of shapes to be made. Some examples are shown here. For all the details, you can download Version 2 of the Module Specification Manual from the club's website at: [www.lionelcollectors.org](http://www.lionelcollectors.org).

*Digital images provided by Lionel LLC*





**HIGHLIGHT:**

“Looking to 2012, we have some very interesting products in development, including items that are beyond anything we have ever tried before.”

The attached financial report covers calendar year 2011, which was a roller coaster ride for the LCCA. Fortunately, our club has a cohesive and hard-working leadership group that serves the best interest of the organization and its members. That spirit is often most evident during tight financial times when expenses must be trimmed and some past practices made more responsive and cost-effective.

In 2009, the LCCA transferred its Business Office to a service provider based in Minnesota. Although that change seemed warranted at the time, LCCA soon realized that the vendor was unable to deliver promised software improvements. As a result, the cost of their services far exceeded expectations. Further, the services provided by this vendor did not align with our changing needs. LCCA was billed for services that we didn't need or use and for development of financial tools that did not materialize. Significant expenses were incurred for LCCA-sponsored product storage, shipping, and delivery. The remaining costs were related to revenue timing and member renewal process booking issues.

When President DeVito and the BOD assumed office at the Dallas Convention in mid-2011, the existing service contract with that vendor was in place. The leadership team tried to work under the terms of the existing contract with the hope that necessary changes could be made and our immediate needs could be met. Meanwhile, taking the reality of an unsatisfactory situation into account, we sought an amicable termination of that service contract.

At that time, LCCA worked out a new service agreement with a vendor in Illinois – a company that had previously served LCCA for many years. That company could provide the services that we needed along with a flexible plan tied to our current needs and variable according to the amount of activity we actually used. By the end of calendar year 2011, LCCA successfully transferred all financial and administrative support functions to the Illinois-based service provider. It became (and now remains) the LCCA Business Office.

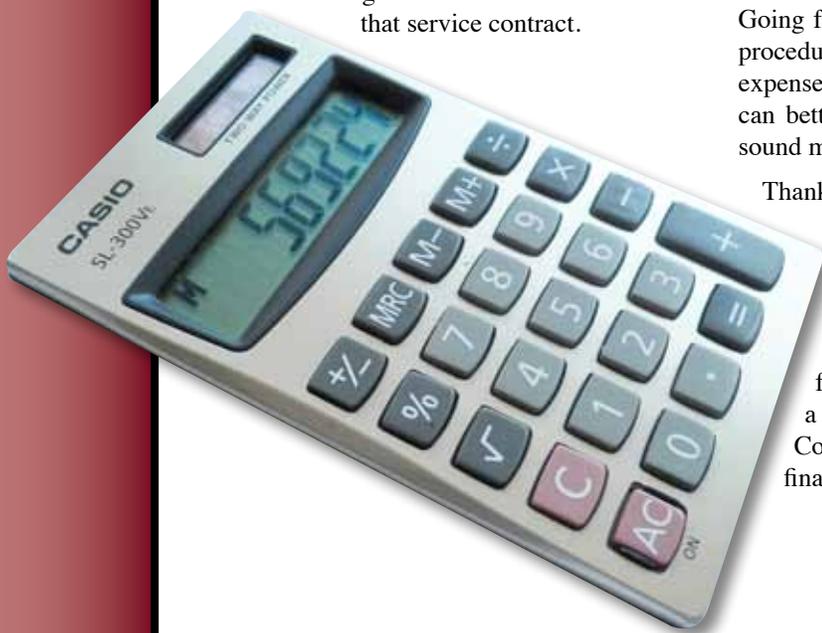
During and subsequent to this change, substantial cost savings were implemented. IT postage costs, automated computer processing, more efficient transaction costs, and use of discount freight club contracts have generated positive results. We have “turned the ship around.”

The previous association with the vendor in Minnesota generated costs and caused waste that accounted for well over half of the loss posted in 2011. The BOD found ways to cut costs in several areas and covered the balance of that loss.

The website and transactions attached to it have provided direct services to members with savings derived from efficiency. Pesky bugs are corrected as they are discovered. Quick action saves money.

Member retention has improved. Further, the high level of Special Events is a positive note for us. This is important to our overall well-being as an organization poised to meet the needs and expectation of members. Going forward, I am working on improving procedures for reporting income and expenses to the officers and BOD so that they can better manage the club in a financially sound manner.

Thankfully, the LCCA has now fully recovered from the operating loss in 2011. Even though the December 2012 results are not yet fully reported to me, I can state that we have corrected the main problems from the past. I will be able to give a positive report at the Chattanooga Convention regarding the state of our finances in calendar year 2012.



# Report

## LIONEL COLLECTORS CLUB OF AMERICA – LCCA

### Statement of Assets, Liabilities and Membership Equity

Modified Cash Basis

Year Ending December 31, 2011

#### ASSETS

Current Assets	\$ 383,386
Investments	210,000
Inventory at Cost	230,882
TOTAL CURRENT ASSETS	<u>824,268</u>
Equipment Net of Depreciation	5,329
Convention and Advances	75,488
TOTAL ASSETS	<u>\$ 905,085</u>

#### CURRENT LIABILITIES

Sales Tax Payable	(37)
Convention Car Deposits	125,620
150th Anniv. General and other	177,024
TOTAL CURRENT LIABILITIES	<u>302,607</u>
TOTAL UNRESTRICTED MEMBERSHIP EQUITY	<u>602,478</u>

TOTAL LIABILITIES AND UNRESTRICTED MEMBERSHIP EQUITY	<u>\$ 905,085</u>
--	-------------------

### Statement of Unrestricted Revenues, Expenses and Changes in Membership Equity

Modified Cash Basis

Year Ending December 31, 2010

#### UNRESTRICTED REVENUE

Car Sales	\$ 649,628
Dues	216,195
Convention	207,349
Interest and Dividends	4,070
Initiation Fees	2,459
TOTAL UNRESTRICTED REVENUE	<u>\$ 1,087,711</u>

#### EXPENSES

Program Services:	
Car Sales	\$ 477,326
The Lion Roars	88,843
Interchange Track	66,866
Convention Expenses	219,150
Website	61,657
Supporting Services:	
Professional Fees	31,696
Business Office Expense	140,580
Officers and Board of Directors Expenses	69,950
Committee Expenses	19,692
Insurance	4,871
Depreciation	1,659
Bank and Credit Card Charges	27,991
Membership Drive Expense	14,757
Membership Expense	2,165
Miscellaneous Expense	1,070

TOTAL EXPENSES	<u>\$ 1,228,273</u>
----------------	---------------------

INCREASE IN UNRESTRICTED MEMBERSHIP EQUITY BEFORE FEDERAL INCOME TAX	\$ (140,562)
--	--------------

Federal Income Tax	-
--------------------	---

CHANGE IN UNRESTRICTED MEMBERSHIP EQUITY	<u>\$ (140,562)</u>
--	---------------------

UNRESTRICTED MEMBERSHIP EQUITY, BEGINNING OF YEAR	743,040
---	---------

UNRESTRICTED MEMBERSHIP EQUITY, END OF YEAR	<u>\$ 602,478</u>
---	-------------------



**Gary Richman**  
RM 30332

## Lionel's New Remote Operating System

### HIGHLIGHT:

“The system opens a kid-centric door that expands the hobby for younger and older operators.”

*Editor's Note: With this article, TLR reopens an editorial link to Lionel LLC. Gary Richman is Lionel's liaison to the LCCA and other hobby clubs and the Editor of The Inside Track, the quarterly newsletter of the Lionel® RailRoader Club. This is his first article in a planned series of newsy and informational reports via Lionel from the inside out. Yes, Gary is also a LCCA member.*

**E**ven if you pay close attention to the Lionel® catalogs – as LCCA members do – you just might have missed the introduction of a real gem in the 2012 Christmas Catalog, the new Lionel Remote Operating System. This new control system debuted in just one set, the Thomas & Friends™ Ready-to-Run Set (6-30190), an unsurpassed combination of value and operating fun. The system opens a kid-centric door that expands the hobby for younger and older operators alike. The engineering team of Bob LaParl, Rich Mosher, Bob Bosman, Hugo Choi, and Tony Braga led the work on this project, so let me brag a bit on the creative work they have done.

### Value and Fun

Let's start with value. This is a complete set for under \$200 with Thomas the Tank Engine, his faithful coaches Annie and Clarabel, and a generous oval of FasTrack™. Then it gets new and very cool. Instead of the traditional CW-80 transformer, power for this train set comes via a new wall pack. It looks like a phone or printer DC adaptor or a cell phone charger. Just plug it into a wall outlet and insert the single pin connector at the end of the wire directly into a receptacle on a FasTrack section. Instant plug-and-play!

There are oodles of fun features built into the locomotive and the hand-held remote. The remote is a cousin of the CAB-1 and CAB-2 controllers, and it gives young operators total control of Thomas. This simple remote is perfect for a generation accustomed to handheld devices as the primary way to control entertainment and communications gear. The throttle rotates to increase and decrease speed in both forward and reverse.

The red light at the top of the remote is a speed indicator; steady when in neutral and blinking faster as the train accelerates.

The rate of steam chuff sounds is in sync with Thomas' speed, and it originates realistically in the locomotive, not in the remote. Similarly, the chuffs start when the wheels are rolling and not before. There are three sound buttons on the controller for young railroaders to activate. In the Thomas locomotive it is a bell, whistle, and an "All Aboard!" announcement in the voice of the actual Sir Topham Hatt.

### Kid Oriented and Family Friendly

The engineering team incorporated kid-centric technology into the new remote system. With a range of 60 feet or more, Bob LaParl says you can probably run it from the neighbor's yard! The remote accepts three AAA batteries and has a battery-lifesaving "sleep" feature – just in case a young engineer does wander off to play in the neighbor's yard.

The new remote is also a gateway to family railroading. When a young railroader starts eyeing dad's or granddad's layout and asks, "Can I run Thomas?", the answer is, "Absolutely!" On any TMCC or LEGACY layout the junior engineer commands Thomas from his blue remote while the senior engineer runs his trains with a CAB-1 or CAB-2.

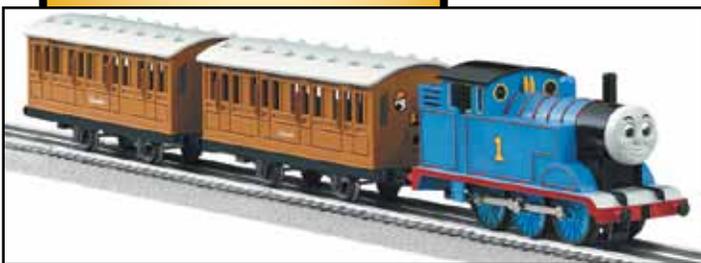
It doesn't even have to be a command layout. The little blue remote will control Thomas on any layout with a standard transformer putting out 18 volts.

### Product Previews for 2013

Without ruining all the 2013 surprises, let's peek inside the door the new remote opens. The system has multiple usable frequencies, so you'll see sets and locomotives featuring remotes color-coded to Thomas' friends – a red remote for James, green for Percy, and Diesel with a black one. Beyond the Island of Sodor we are incorporating the Remote Operating System into traditional railroad Ready-to-Run sets. The sounds are locomotive specific. The bells and whistles of a Berkshire won't sound like an 0-8-0. Announcements will be specific to freight or passenger trains and appropriate to whether the loco is idling or in motion. On the themed sets, you just might be able to toggle between railroad realism and Jingle Bells, a hearty "Ho Ho Ho," and carols. I will leave to your imagination the train set that sounds like an otherworldly theremin.



Easy plug-and-play with the wall pack in an AC outlet and a one pin connector to FasTrack.



In addition to Thomas & Friends™ (6-30190), in 2013 some traditional Ready-to-Run railroading sets like the Pennsylvania Flyer (6-30233) as well as new themed sets will come with the new Remote Operating System.

Photographs provided by Lionel LLC





**EMOTICONS**

Facial expressions shown by punctuation marks and letters are called "Emoticons." Match the facial picture to the mood of each numbered statement. Enjoy. :- )

**Statement.**

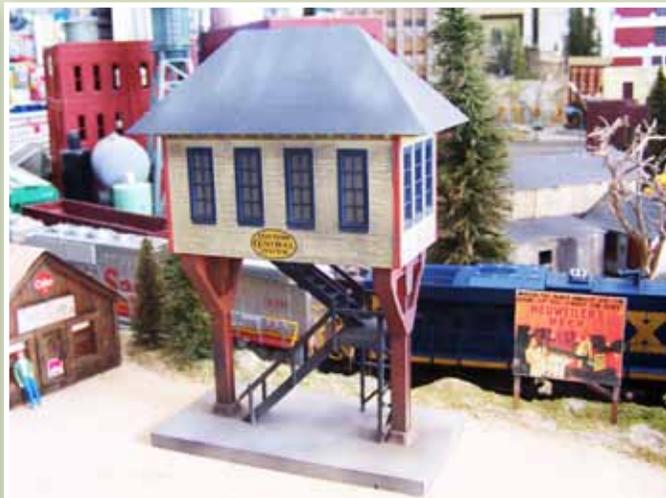
1. I'll trade you my 44-ton locomotive for your MPC reefer. \_\_\_\_\_
2. Wow! I never expected a NYC Lakeshore Limited tinplate for my birthday. \_\_\_\_\_
3. I am real sorry that I ran your new 4-4-0 General W&ARR off the layout. \_\_\_\_\_
4. I'll never tell that you stayed home from work to play with your trains. \_\_\_\_\_
5. I don't understand your interest in handcars and snowplows. \_\_\_\_\_
6. Don't touch my new Lionel Texas Special Train Set or I may pop you one! \_\_\_\_\_
7. I think your new ZW transformer is pretty cool. \_\_\_\_\_
8. Who is that old guy playing with prewar vintage trains? \_\_\_\_\_
9. Thanks for the beautiful Plasticville Independence Hall. Mom, you're the best! \_\_\_\_\_
10. I love the new layout that dad and I built! \_\_\_\_\_

**Emoticon & Expression**

- A. **#(** [Band aid on nose]
- B. **:-D** [Big smile]
- C. **:-/** [Confused]
- D. **:-}** [Grandpa]
- E. **:-\*** [Kiss]
- F. **:-(** [Sad face]
- G. **:-X** [Sealed lips]
- H. **:-)** [Smile]
- I. **:-O** [Surprised]
- J. **;-)** [Wink]

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

# TWO FOR YOU



## Select The Roadname(s) You Prefer.

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

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

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

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

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

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

#### DO THE MATH

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

#### PURCHASE METHOD

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

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

Name: \_\_\_\_\_ LCCA No.: \_\_\_\_\_

Shipping Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ e-mail: \_\_\_\_\_

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

Mail this order form (or a photocopy) to the best toy train club on the planet:  
**LCCA Business Office • Dept LRHH/TLR-2-13 • P.O. Box 529 • Peru, IL 61354-0529**  
 Order online at: [www.lionelcollectors.org](http://www.lionelcollectors.org) — go to "LCCA Store." To submit an order by fax: 815-223-0791.