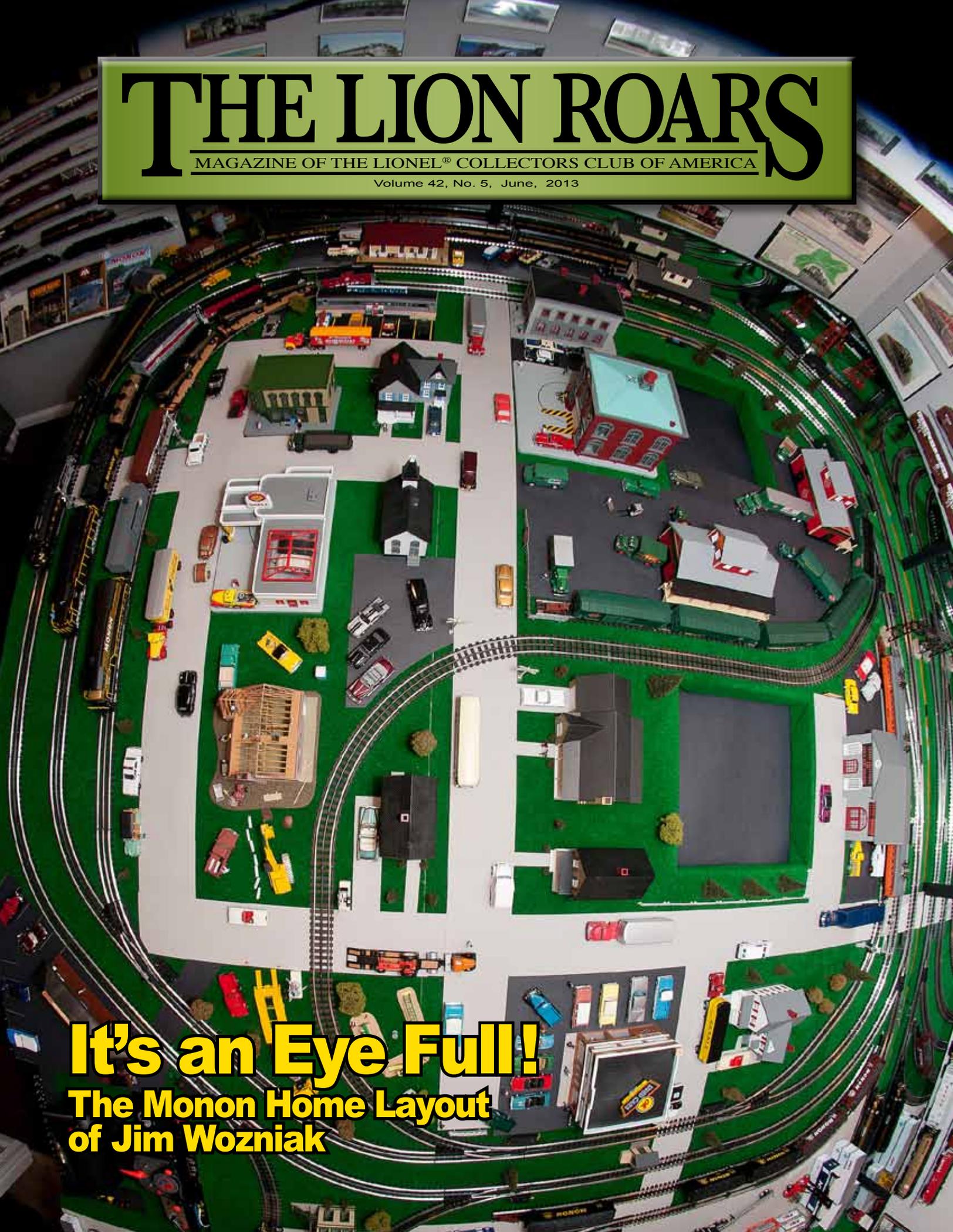


THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 42, No. 5, June, 2013



It's an Eye Full!
The Monon Home Layout
of Jim Wozniak



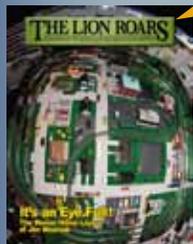
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On the Cover



James Wozniak created a homage to a home-state railroad, the Monon.

Cover photograph by Jesse Josleyn

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timely club news:
www.lionelcollectors.org

A Letter from Tim – Tim Marshbanks RM 21346

I wanted to send you [Al Kolis] a note about how impressed I am by the recent actions of the LCCA. I joined in the late '90's, and after a change in my collection from modern O gauge to tinplate, I decided to let my club membership lapse. At that time, I did not feel the LCCA was doing anything in my interest.

However, a couple years ago, I noticed a strong presence of the LCCA led by you and Lou Caponi on the *OGR Forum* with new products and what I call membership-driven activities. I'm a leader in another organization that is struggling with declining membership. Along with other groups in similar circumstances, we are doing all we can do to create programs

of interest to existing members and to attract new members. I now see that same trend within the LCCA. When the NYC Lakeshore Limited tinplate set was announced, that became the catalyst that made me come back. I purchased that set, and it has quickly become one of my favorite sets in tinplate.

Now I see Lou testing the idea of bringing the Brute back for a limited run in Standard gauge. Outstanding! Although that's a small niche in the hobby (but I believe it's growing), more attention is being paid to that segment. When Lou brought up the idea of preparing an American Flyer train, I see it as an excellent idea. I would consider buying one just for the sake of supporting the LCCA.

Bottom line is – the Officers and Board of Directors are moving in the right direction. Keep up the great work!



Dennis DeVito
RM 6758

Report from

BALLOTS DETERMINE DESTINY

“Thank you” to the candidates who volunteered to stand for election and will serve the club as elected officials. Also, thanks to members for voting and passing the proposed Constitutional amendments. LCCA elections are important for proper governance of the club, and the results “steer the ship.”

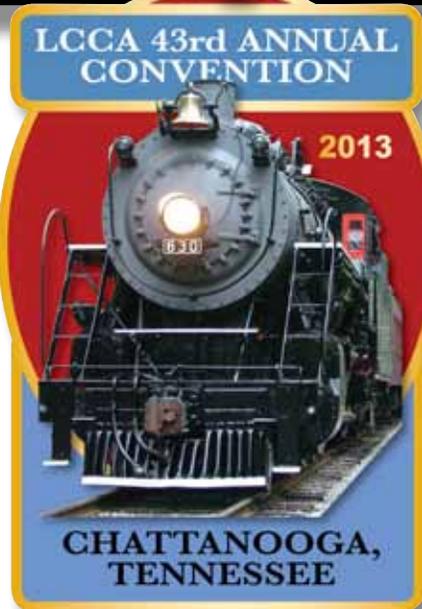
Two years. They come up quickly and fly past. Like others in similar leadership positions, I have learned that a term of service starts before one is fully ready and ends before one has accomplished everything once believed possible. I will pass the President’s torch to Lou Caponi after our Chattanooga Convention in mid-July.

I am proud to say I have built on the work of others, most recently Immediate Past President Al Kolis. Both Al and Lou, along with other Officers, Directors, and Appointed Officials, have made my time in office more productive because of their continued support and superior counsel.

I reflected on the club’s recent progress and achievements in previous issues of *The Lion Roars*. Now it would be beneficial to look ahead and present a few concepts I personally see as essential for continued growth of the club and the good of the hobby, especially for Lionel® enthusiasts.

For most of us, our continued enjoyment of the hobby is camaraderie with others who share a similar interest. LCCA is – in the parlance of our time – a social medium. Of course, one can go it alone in any hobby. However, most model train enthusiasts with a collection, an operating layout, or just an accumulation of stuff in boxes, realize that it’s more enjoyable to share it with others who appreciate what we cherish.

Those who value our hobby have an opportunity – even an obligation – to share it with others who may not have discovered it yet or may have dropped out. Yes, it is easier to rekindle the flame of enthusiasm in a person who has in the past personally participated and appreciated all the hobby has to offer. We should continually be on the lookout for individuals who may need just a



little nudge to re-enter the hobby. You could be the catalyst.

I supported hobby newbies and kids – especially the kids. I have yet to find a kid who does not like trains. Not all will join LCCA as a Junior Member or stay in the hobby for many years, but all have an initial interest. We have actively included kids, but some of us have a reluctance to do so. Whatever your point

of view, I believe there is a place for kids in our club. They need not

participate in every event or activity, but not providing an option for kids seems self-serving and short-sighted. I am proud of the LCCA Junior Membership program, its offerings, and its growth.

Many seek high-end, fully featured hobby products available today, and many of us purchase these magnificent machines. We must also remember that many in the hobby focus on well made but lower-featured, less costly, mid-range products. If LCCA focuses and extensively discusses and promotes premium products, we risk discouraging new members from entering the hobby. They may sense that the cost of entry is higher than they can afford.

Although new technology is a thing of wonder, we must remember that some do not understand it, fear it, or consider it too complicated; thus they personally do not want any part of it. LCCA should beware of overwhelming the non-adaptors with the latest digital novelty or techno gizmo.

At some point, your interest in purchasing trains may wane. That’s OK and understandable. Our hobby is alive with

I believe there is a place for kids in our club.

our President

individuals coming into it and also going out of it. Most of us have experienced seasonal spurts or life cycle changes which affect how we enjoy our hobby. Stay with the hobby, change your focus, or find an adjunct activity that keeps your interest up. There is a continued drone in the background coming from some observers as: the hobby is shrinking due to demographics, hobby participants are aging and dying, and too-small numbers of people are entering the hobby. Others have said, "We buy what we remember." I see some evidence of this, but do not necessarily accept all the tenants of the DST (Decline Syndrome Theory). Of course, the hobby is changing. There are fewer hobbyists purchasing classic Standard gauge trains, but those hobbyists have been replaced by others focused on postwar and newer, more scale-like products.

In summary, I firmly believe that our hobby and our collective satisfaction level increases in direct proportion to the extent we reach out to others. This is the basis for the LCCA Special Events Program. Many LCCA members have become involved in this program and are making it work.

It has been an honor to serve as President of the LCCA these past two years. Thanks for the opportunity to meet with members, be part of a success story within the hobby, and nurture the growth of our club. If you get to Chattanooga, look me up and say hello!

President's Scoreboard for 2012-13

Activity	Goal	Accomplished by July	Status
Special Events	2,200 members touched	2,140	Good effort against an increased goal
Number of Special Events	25 by July, 2013	29	Lots of special events of all types
Reinstatement of Members	400	136	Recovery of members a difficult task

LCCA 2013 Election Ballot Results

Officers and Directors

President-elect	For	Non-votes	Write-ins
Alphonse Kolis	2068	47	9
Al Schwartz		1	
Charles Skjeveland		1	
Dennis DeVito		1	
Eric Fogg		2	
John Rinaldi		1	
Mel Price		1	
Mike Mottler		1	
Sal Gambino		1	

John Clinton	1
Ken Egler	1
Robert Ver Hoef	3
Stuart Koppel	1
Tim Fuhrmann	1
Vince Argenzo	1

Treasurer

Kenneth J. Kelley	2070
Non-votes	52
Write-ins	2
Write-ins	
Mike Mottler	2

Directors

David Hoverstock	1178
Roger Farkash	1340
Bill Schmeelk	1571
Non-votes	148
Write-ins for Directors	11
Write-ins	
Bill Ellingson	1
Bob Blinsingier	1
Ed Richter	1

LCCA 2013 Election Results

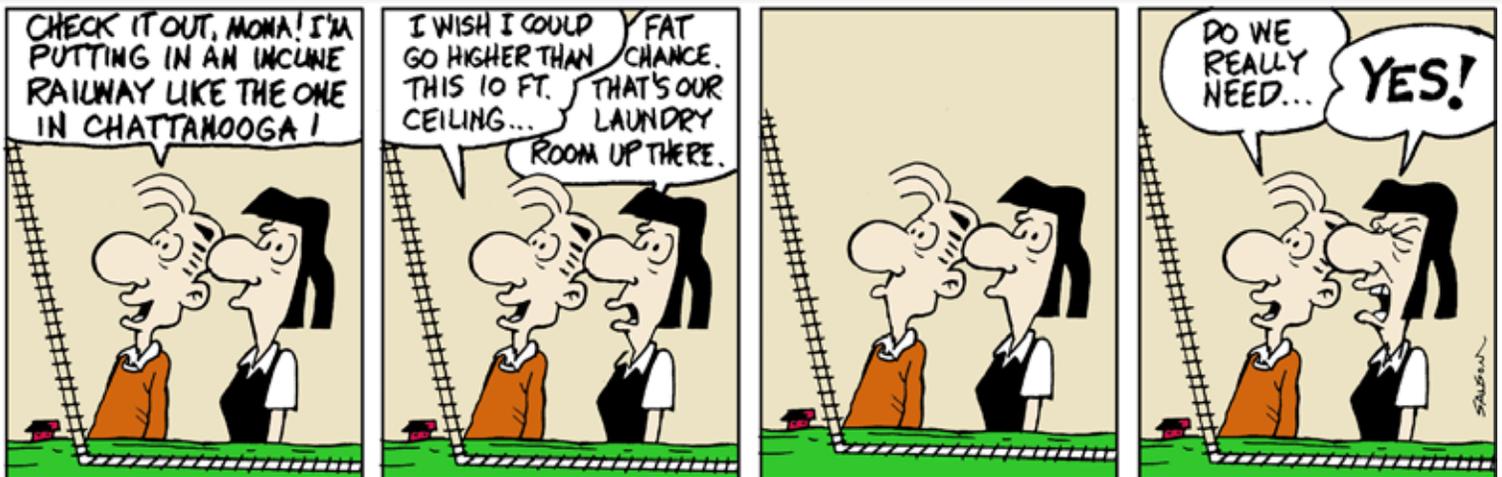
LCCA Proposed Changes to Constitution & Administrative Bylaws

Proposal 1:	Yes – 1873	No – 218
Proposal 2:	Yes – 1928	No – 160
Proposal 3:	Yes – 2004	No – 88
Proposal 4:	Yes – 1953	No – 141

Total Ballots Counted 2124

Toy Trunk Railroad

by Erik Sansom





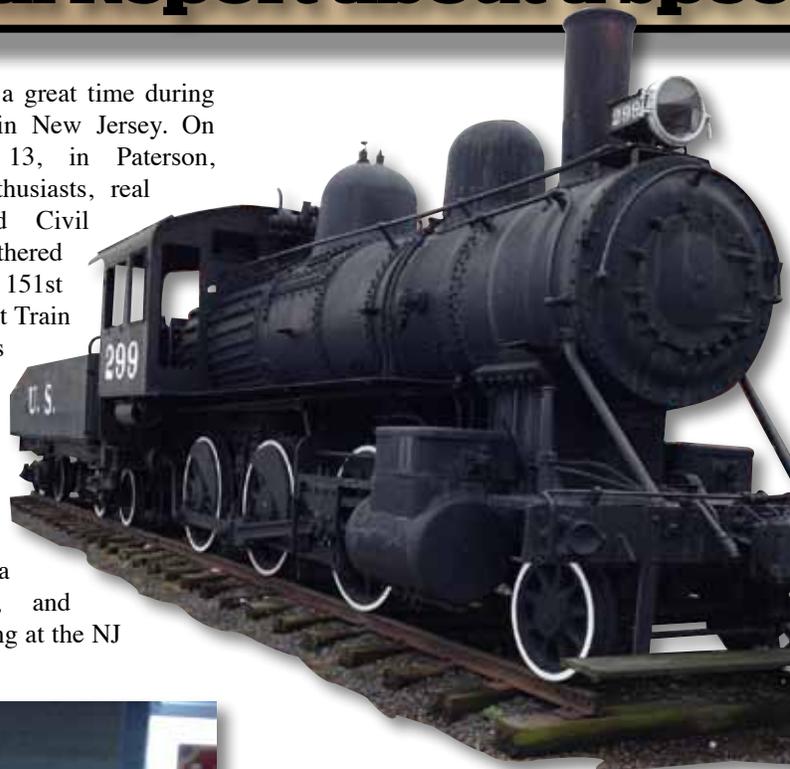
Al Kolis
HM 15902

A Special Report about a Spec

HIGHLIGHT:

“Our sincere thanks go to Bernie Callen, Ben Fiorello, John Scaravella, and the entire NJ Hi-Railers Club for their gracious support and hospitality.”

Club members had a great time during a Special Event in New Jersey. On Saturday, April 13, in Paterson, NJ, toy train enthusiasts, real train enthusiasts, and Civil War history buffs gathered to commemorate the 151st anniversary of The Great Train Chase of 1862. Members and guests attended several activities at the Paterson Museum throughout the day, hobby-related activities throughout the afternoon, and a dinner, magic show, and presentations that evening at the NJ Hi-Railers Club.



Duncan M. (age 11) of the local Make-A-Wish Foundation was designated the Honorary Engineer of the Day at the NJ Hi-Railers Club. At 10 a.m. Duncan, our newest LCCA Junior Member, kicked off the event and started up the Standard gauge trains on the Tom Snyder layout. Duncan is an avid train enthusiast and a strong Susquehanna fan. The MAW Foundation grants the wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength and joy.

Paterson Museum was open with free admission from 9 to 5. The museum is the site of the Rogers Works Factory for the Rogers, Ketchum & Grosvenor Company where the original “General” steam locomotive of The Great Train Chase was built. The 12th New Jersey Volunteer Infantry Company “K” Reenactment group was on-site and demonstrated a military encampment and a soldier’s daily life in 1862. This group was led by LCCA member Rich Mendoza. They performed demonstrations at noon and then again at 2 o’clock. At 1 p.m., Dr. Richard Banz, Executive Director of Southern Museum of Civil War and Locomotive History in Kennesaw, GA, gave a brief, informative, and entertaining “Stealing a General in Georgia” presentation.

Back in Alexander Hamilton’s time, Paterson was the hi-tech, leading manufacturing area of our country, somewhat analogous to Silicon Valley today. Paterson played a vital role in the manufacturing of steam trains and consequently the development of our country.

In the afternoon, LCCA member and Director Bill Schmeelk conducted a demonstration about the new LCCA/Lionel FasTrack™ Modular Railroad System. This new modular layout standard utilizes Lionel’s patented FasTrack system. This mode of model railroading allows hobbyists who may not have sufficient space at home to build a standard layout to create a manageable

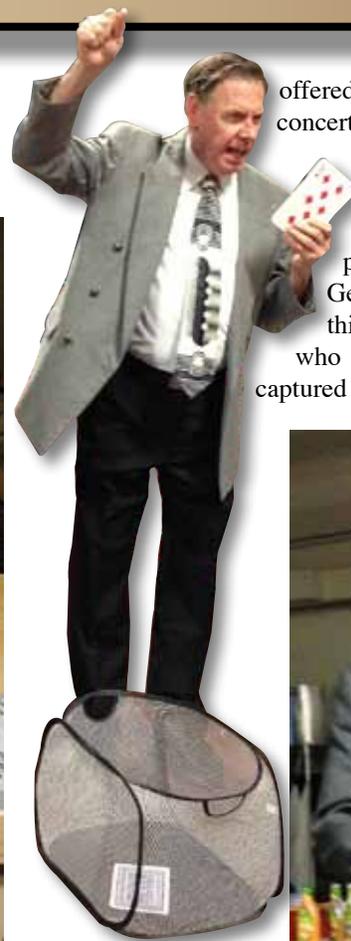
Special Event in New Jersey

module section. Then they can get together with other module makers and enjoy their Lionel trains on a layout comprised of modular sections.



We believe the LCCA/Lionel FasTrack Modular Railroad System will engage local groups such as Boy Scouts, schools, clubs, and other organizations. LCCA members in Florida, California, Virginia, Tennessee, Pennsylvania, Arkansas, Colorado, and Texas are now in the planning stage of building their own modular railroad. Members in the NJ/NY vicinity expressed interest in building a modular layout for future LCCA Special Events in that region. We invite club members to build a module section and bring it to our upcoming 43rd annual Convention to be held in mid-July in Chattanooga, TN.

The LCCA presented Bruce Balistreri, Curator of the Paterson Museum, with a LCCA Norfolk Southern switcher engine – the Convention Registration Gift for our 42nd annual Convention held last summer in Norfolk, VA. The afternoon program finished with a concert performed by the Libby Prison Minstrel Civil War Band.



offered another Civil-War-themed music concert. LCCA's Bill Schmeelk performed a magic show.

Dr. Banz offered a reprise with more details of his earlier presentation "Stealing a General in Georgia." Richard told the story of this daring adventure of Union spies who infiltrated behind enemy lines, captured a W&A Confederate locomotive,

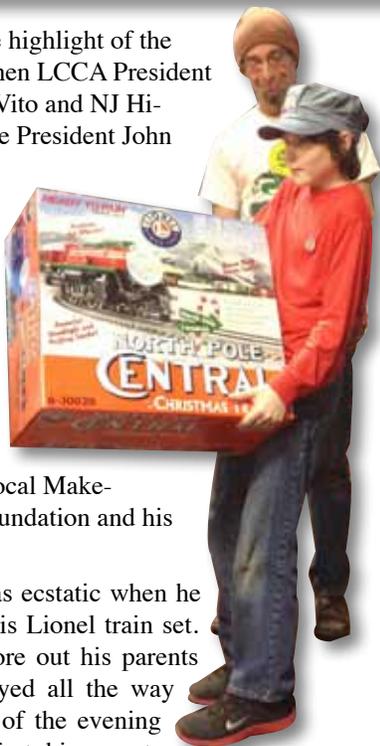


That evening, LCCA members enjoyed a private

dinner event at the NJ Hi-Railers clubhouse, which contains their highly detailed 185-foot-long toy train layout. The 12th New Jersey Volunteer Infantry Company "K" Reenactment Group presented a flag color guard, and the Libby Prison Minstrel band

and drove it northward toward Chattanooga, TN. Their exploit resulted in some of our nation's first Medal of Honor awards. He explained the raider's plan, their motives, why their scheme failed, and how the Chase is still significant 151 years later.

For me, the highlight of the day was when LCCA President Dennis DeVito and NJ Hi-Railers Vice President John Scaravella presented a new Lionel Christmas Train Set to 11-year-old Duncan M. of the local Make-A-Wish Foundation and his family.



Duncan was ecstatic when he received this Lionel train set. Duncan wore out his parents and he stayed all the way to the end of the evening events. In fact, his parents had to push for Duncan to go home. He was having so much fun that he did not want to leave. He stayed almost 11 hours on site enjoying and running the Lionel trains on the NJ Hi-Railers layout. Duncan plans to become a Cub Reporter for *The Lion Cub*, the LCCA publication for Junior Members. Junior Members will be able to read an original article authored by Duncan M. in the next issue of *TLC*.

Longtime LCCA member Marie Dean and her daughter-in-law Maryann attended the event and enjoyed the evening. Marie (or "Mrs. Lionel" as I call her) is the widow of the late "Mr. Lionel," Lenny Dean. Lenny



worked for Lionel for more than 65 years and was an avid supporter of the LCCA. Marie continues to support the LCCA by attending our Special Events and Conventions. Thank you, Marie, for your love and support of the club!

The NJ Hi-Railers Club's display was used during the filming of a season-ending episode of the HBO Cable TV series, "The Sopranos." The NJ Hi-Railers Club is also the home of the Standard gauge Lionel layout

previously owned by the late night TV talk show host and Lionel train enthusiast, Tom Snyder. After Tom Snyder passed away, his lifelong companion Pam Burke donated this layout to the club.

Our sincere thanks go to the Bernie Callen, Ben Fiorello, John Scaravella, and the entire NJ Hi-Railers Club for their gracious support

and hospitality. They provided a family-style welcome to all LCCA members and guests. If you are in the Paterson, NJ, area, I recommend that you stop by and visit with them and see this great toy-train-filled place. You will not be disappointed!

Photographs by Al Kolis





Al Kolis
HM 15902

Special Events Are Special

HIGHLIGHT:

“I have received numerous phone calls and e-mails from members who have expressed interest in hosting a Special Event in their area.”

The LCCA Special Events Program continues to grow and expand. Members from all around the country are now participating and hosting new and exciting events. I have received numerous phone calls and e-mails from members who have expressed interest in hosting a Special Event in their area. Please keep these ideas coming! This is what our club is all about – members gathering together, experiencing the camaraderie of other members, and having genuine fun with the hobby we love.

If you have any questions about the experience of hosting a SE, I suggest that you contact club members Rich Dissosway, Lou Merzacanno, Bob Eberly, John Rinaldi, Roger Farkash, Windfrey Adkins, Frank Bataglia, or other SE hosts. You will find that you receive much more than you give.

Review: Dinner and Socializing in PA in April

LCCA members gathered at Smokey Bones Restaurant in York, PA, for a casual Dutch Treat dinner event on April 17. LCCA President Dennis DeVito greeted members and provided a SE commemorative pin and uncut collectible SE Billboard Inserts. More than 65 members shared a good time and a few laughs with many LCCA Board of Directors in attendance.

The highlight of the evening was an opportunity to see the pre-production sample of the Operating Coal Ramp accessory currently in development by the LCCA. This product will be manufactured and assembled in America.

During the *OGR Forum* grandstand event at the train event in York, PA, on Friday, April 19, I had the privilege and honor to present a Lionel “General” steam loco to LCCA member Matt Horning. This gift was offered in honor of his late father, Marty Horning, an LCCA member who passed away recently



and was one of the principal owners of the NJ Hi-Railers Club. During the past two years, LCCA has held several SEs with this renowned club.



LCCA members Dick and Linda Kughn, former owners of Lionel, attended this dinner and enjoyed meeting fellow members. It was great to see Linda and Dick having so much fun. Thank you Dick and Linda for your continuing support of the LCCA.

Review: Successful SEs in CO in April

LCCA and the Colorado Toy Train Group, LLC (CTTG) co-sponsored our fifth consecutive Toy Train Auction on April 27 and 28 in Westminster, CO. Twenty-seven LCCA members and other participants bid on 846 lots of G, HO, N, and O-gauge toy trains during that weekend. More than 140 LCCA members have participated in these SE auctions during the past two years.

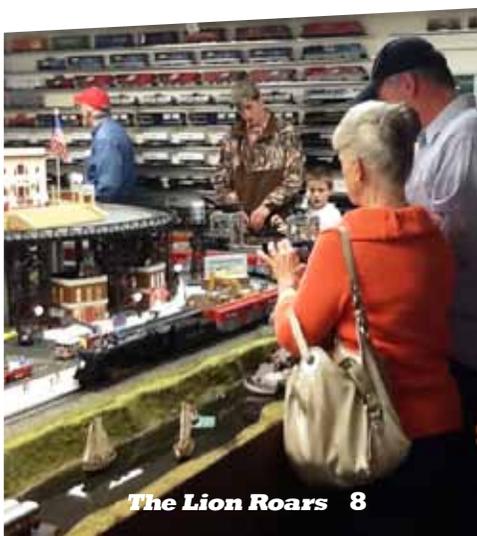


Each day, bidders had the opportunity to win a door prize donated by LCCA. Larry Lombard (RM 30508) won a Lionel caboose on Saturday, and Phil Morrow (RM 19498) won a pair of die-cast vehicles on Sunday. Mark your calendar to attend the next LCCA-CTTG Toy Train Auction on August 24 and 25 in Westminster, CO.

Text and photos provided by Steve Fowler

Review: SE in NC in April

Rich and Kathy Dissosway (RM 28158) hosted an Open House Special Event at their home in Lewisville, NC, on Saturday, April 27. Sixty-five people including 43 LCCA members and their families and friends were treated to a day-long adventure running trains and enjoying a delicious BBQ buffet from Pig n Out in Lewisville. Guests ranging in age from two to 78 years old watched 12 different trains operating at a time, including new releases such as the Lionel Motor City Express, NYC Mohawk, and the B&O EM-1 plus old and familiar favorites – the



The Lion Roars 8

Southern Crescent, N&W “J” #606, Shay, UP M10000, and SP Cab Forward.

Younger railroaders had the opportunity to operate two floor-level Lego™ trains, the Lionel® Thomas the Tank train, the Copper Range train, and many accessories. The Lionel Rocket

Launcher was the unquestionable favorite. Numerous animations included a major thunder and rain storm followed by 200 fiber optic “stars” coming out in the night sky. Visitors also viewed a major forest fire and the fireworks show over Disneyworld complete with the actual soundtracks from the Disney Magic Kingdom and Epcot fireworks shows.

LCCA members had a great chance to share information and stories about their layouts and to meet new friends who share a love of the greatest hobby in the world.

Text and photo provided by Rich and Kathy Dissosway

Review: SE in MO in May

The Lionel Collectors Club of America visited Marceline, MO, the hometown of Walt Disney, on May 4 for an all-day celebration of the Disney legacy at the Walt Disney Hometown Museum. Other attractions included an actual BNSF locomotive and train car exhibits for viewing and the Second Annual Model Train Show and Sale. Despite snow and rain conditions, several hundred people attended this family-oriented event.

According to Walt, his best childhood memories emerged while he lived there. He was inspired by hometown life so much that he modeled the Main Streets of Disneyland in Anaheim, CA, and Disney World near Orlando, FL, after Marceline’s Main Street. During our event, guests could continuously watch a Disney classic movie, “The Great Train Chase,” in the historic movie theater on Main Street in Marceline.

Members attended the ribbon-cutting ceremony of the Marceline Santa Fe station, viewed story exhibits in the refurbished Santa Fe Lunch Room, and heard the stories that connected Walt to Marceline and generated his lifelong love of railroading. Our members also enjoyed a private guided tour conducted by Kaye Malins of the museum. When Kaye was a young girl growing up in Marceline, she met Walt Disney when he visited there. In fact, Walt was an overnight guest at her parent’s home. It is not well known, but Walt hired real estate agents to buy property near Marceline with the intention of developing it as another unique Disney tourist attraction. Unfortunately, Walt became ill and passed away before his dream could be realized.



Guests walked through the new BNSF state-of-the-art locomotive, the historically significant Santa Fe Coach Car that carried President Eisenhower’s body to his final resting place in Kansas, and an observation car from the Santa Fe fleet.

During the commemorative ceremony, Al Kolis, LCCA’s Immediate Past-President and Special Events Manager, presented



Kaye Malins of the Walt Disney Hometown Museum with a LCCA gift – a NS switcher from our 2012 Convention in Norfolk, VA.

There is a long and storied history between Walt Disney and Lionel trains. Walt and Joshua Lionel Cowen were personal friends. During the Great Depression of the 1930s, Walt let Lionel produce a Mickey and Minnie Mouse handcar set. Lionel sold this item for \$1. The strong sales of this handcar were credited with saving Lionel from bankruptcy. Lionel survived the depression and continued to produce and sell toy trains because of this licensing agreement between Lionel and Walt Disney.



A Train Show inside the Walsworth Community Center contained a vast selection of railroad memorabilia and model trains for sale. LCCA members met club volunteer Keith Marquis (RM 885) of Independence, MO, at the LCCA table. Keith provided attending members with LCCA Special Event pins and uncut LCCA SE collectible Billboard Inserts. LCCA extends its sincere thanks to volunteer Keith, all the LCCA members who attended, and Kay Malins of the Walt Disney Hometown Museum.

Review: SE in AR in May

Arkansas Traveler Hobbies in Bald Knob, AR, co-hosted with LCCA a National Train Day event on Saturday, May 11. The featured activity was a hands-on construction session focused on the LCCA/Lionel FasTrack Modular Railroad System.



Other hobby-related activities included a layout design clinic, a repair and maintenance station, forums on the care of older trains and today's technically loaded locomotives, and eight Operation Lifesaver classes.

Mike Mottler, Editor of *The Lion Roars* magazine, represented the club and answered hobby-related questions from newbies during "train talk" conversations. The activities took place in and around the 1915 Iron Mountain/Missouri Pacific train depot in town. The building was adapted for re-use as a train hobby shop. The Union Pacific main line runs alongside the depot, and the Memphis Subdivision begins right in front of this historic former train station.

The sponsor of National Train Day, Amtrak, provided two round-trip coach tickets good for one year on the Texas Eagle, the passenger route that connects Chicago, IL, with San Antonio, TX, and passes through Bald Knob en route. The tickets can be upgraded to sleeper accommodations by paying the upcharge.

Text by Mike Mottler RM 12394

Photograph by Craig Christiansen RM 8155

Review: SE in PA in May

The LCCA attended the third annual Train Show in the Columbia Mall in Bloomsburg, PA, on May 18. This family-friendly show was held in the Sears wing of the mall. There were plenty of model trains, railroad

memorabilia, and railroad photos for sale. LCCA Immediate Past President Al Kolis attended the event, greeted members, and invited visitors to join our great club. Members received a SE commemorative pin and an uncut sheet of collectible billboard inserts. There were two good-sized toy train operating layouts at this event, one at the Loose Ties Clubhouse and another at the center of the mall. Thank you, Andrew Hoke and the Loose Ties Club for hosting this event.

Review: SE in NY in June

We recently completed another SE in the Buffalo, NY, area on June 1 at the home of Lou and Roseanna Merzacco (RM 28545).



Lou hosted an Open House event along with his neighbor Lou Scozzafava. Both men have great operating layouts in their homes. Refer to the club's website for more photos.

Photograph by Lou Merzanco RM 28542

Preview: SEs in TN in July

You will definitely want to attend our 43rd annual Convention to be held at the Chattanooga Choo Choo Hotel in Chattanooga, TN, on July 14-20. LCCA takes pride in this event dedicated to having fun with hobby friends and trains all week long. Several Special Events are scheduled throughout the week.

A Sunday evening casual get-together with LCCA President Dennis DeVito and the volunteer BOD and Convention team will be a kick-start. Our annual Conventions are considered by many to be the best of all the toy train clubs.

On Monday evening, our guest speaker will be LCCA member Dr. Richard Banz. He'll present an informative and entertaining talk about the Great Train Chase of 1862. Dr. Banz is the Executive Director of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, the home of the famous "General" steam locomotive. Beyond his professional life, he is a new member of the LCCA, with an interest in postwar and MPC/Fundimensions-era Lionel trains. He has built several conventional layouts and currently maintains and shares a 5x8-foot layout with his wife and young son.

On Wednesday morning, a designated local Make-a-Wish child will be the Honorary Engineer for that day. The child will start the Lionel trains running on the company's operating layout and officially open the layout to public viewing. Designed and built by TW TrainWorx of Dallas, TX, this layout is a showcase for Lionel's new products. In addition, we invite all members with a Lionel/LCCA FasTrack Modular Railroad section to bring it to Chattanooga and install it within the modular railroad system.

Preview: SE in OH in August

The LCCA is proud to be part of Lionel's third annual Customer Service Center Open House on Saturday, August 17, in Canfield, OH. The LCCA and Ed Boyle of *OGR* magazine are planning to bring the new Lionel/LCCA FasTrack Modular Railroad system and the new small corner curved section to this event. If you have a module and want to bring it to Ohio and be part of this layout, please contact me at by phone at 248-709-4137 or by e-mail at agkolis@comcast.net. Mark your calendars now. Don't miss out on this great event.

Preview: SE in CO in August

LCCA and CTTG will co-sponsor the sixth consecutive Public Toy Train Auction on August 24-25 in the Denver suburb of Westminster, CO. Bidders will have an opportunity to bid on 820+ lots of N HO, O, G, and Standard gauge trains, track, and accessories.

Standard gauge collectors may bid on 24 lots of prewar Ives® and Lionel® locomotives and freight and passenger cars in addition to modern Blue Comet and Presidential locomotives and passenger cars.

O-gauge collectors and operators will discover a wide variety of engines, cars, accessories, and track for bid, including a few prewar and postwar Lionel locomotives. A large array of modern Lionel, MTH®, Red Caboose®, and Williams® steam and diesel locomotives and a vast array of freight and passenger cars to match various locomotives will be offered. Also, modern era Lionel sets 31728, 31958, 31960, and 51010 will be auctioned. This auction will also include an assortment of die-cast vehicles and farm implements, and framed railroad photographs.

The auction list, registration form, and photos of selected trains are available on CTTG's website: www.1wp.com/go/cttg. For more information, contact Steve Fowler by e-mail at coloradotoytrains@msn.com or call 303-880-3877. LCCA members receive a 50% discount on the registration fee at all LCCA-CTTG co-sponsored auctions.

Text by Steven Fowler RM 26496

Preview: SE in TX in September

Come to the second annual FREE TrainWorx® Layout Festival on Saturday, September 14, and also support the Ronald McDonald House. Meet Roger and Dorcie Farkash and the Traingineers at TrainWorx, the team that creates masterpiece train layouts. The public will also be welcome. Donations will be gifted to the Ronald McDonald House in Dallas, which provides a home away from home for families whose child is in the hospital receiving medical care for a serious illness

All who attend will be entertained and impressed by the amazing craftsmanship of the Trainworx team. Contact Al Kolis at 248-709-4137 or agkolis@comcast.net or Dorcie Farkash at 214-634-2965 to reserve your spot.

Preview: SE in KS in September

Plan to attend the Wichita Toy Train Club and Museum's 19th Annual Train Show and Swap Meet on September 28-29. There is no cost of admission for LCCA members. LCCA will donate door prizes, some for the public and some for LCCA members only.

Dates and times: Saturday, September 28, 9 to 5; Sunday, September 29, 11 to 4. Set-up for vendors and exhibitors will be Friday, September 27, starting at 5 p.m.

Location: Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS 67210. Concessions will be available at the site.

Admission: \$6 for both days. Children under 12 admitted free. After the Train Show/Swap Meet, the public may tour the Wichita Toy Train Club and Museum for 50%-off admission with a hand stamp from the Train Show that weekend. LCCA members and families will receive free admittance to the Train Show/Swap Meet AND the Wichita Toy Train Club and Museum.

Refer to the Wichita Toy Train Club and Museum's website at <http://www.wttcinc.org> or contact John Flinn by phone at 316-712-3947 or by e-mail at clrc9404@juno.com.

Preview: SE in CO in October

LCCA members in the Denver region may attend "Trains on the Plains - Model Railroad Expo" on Saturday, October 5, from 9 to 3. Early-bird shopping will begin at 7 a.m. This LCCA-designated Special Event will be held in the Exhibition Hall of the Larimer County Fairgrounds in Loveland, CO.

Visit the LCCA table and pick up your LCCA SE pin button and billboard insert. A fully-built Lionel-LCCA FasTrack Modular railroad section will be on display. While at the LCCA table, register to win a door prize donated by LCCA.

This Expo will be hosted by the Colorado Toy Train Group, LLC, where everyone will have the opportunity to buy, sell, and trade toy trains. Bring your ailing train to The Train Doctor for a free diagnosis and estimate of repair cost. Also, see toy trains on several operating layouts.

The Trains on the Plains event will be held concurrently with the Timber Dan Antique and Collectible Toy Show. Attendees will have the unique opportunity to attend both shows with one admission. Visit the CTTG website at www.lwp.com/go/cttg. For additional call the event Registrar Ray Flynn at 970-412-0002.

Text by Steve Fowler RM 26496

Preview: SE in MI in December

On Saturday December 7th, the LCCA will be at Bob's Hobby Shop, 115 N. Main Street, Watervliet, MI 49098 for a toy train auction and holiday season celebration.

The auction will start at 10 a.m. Eastern Time in the basement of the store. The entry door to the basement can be accessed from the parking lot along the east side of the building. That door will be opened at 8:30 a.m., and the main door to the store at ground level will open at 9 o'clock.

For more information and pictures of auction items, go to the "Auction Pics" section of www.bobshobbyshop.com. About 400 lots will be up for bid. There will be no advance inspection of items prior to the day of the auction, except as provided at the website.

Monitor the LCCA website for updated information about this event. Contact Mike Battaglia by phone at 269-428-2487 or by e-mail at steamengine234@comcast.net or Bob Phillips at 269-433-7452 or bobfishman@juno.com.

Text by Mike Battaglia RM 19259

SEs Now Major LCCA Activity

Our members have been very active and having fun with Special Events all around our beautiful country. I welcome all new members who recently joined the club and members who attended/participated in these events to consider hosting a future LCCA Special Event in your area. Share your Lionel train stories with other members by submitting an article to Editor Mike Mottler for acceptance for publication in *TLR*, to our Junior Member publication *The Lion Cub*, or to our website or Facebook sites. This is your club! The more time and energy you contribute the more enjoyment you will receive from it, plus the "fringe benefit" of accomplishment and personal growth.

Calendar of Upcoming Special Events

July 14 to 20 - Chattanooga, TN

LCCA 43rd Annual Convention. LCCA members will be able to purchase recent LCCA commemoratives at the onsite LCCA Store and meet LCCA officials. New members may join at this event.

August 17 - Canfield, OH

Lionel Service Center Open House

August 24 & 25 - Westminster, CO

Toy train auction co-sponsored by LCCA and the Colorado Toy Train Group (CTTG). Visit their website at www.lwp.com/go/cttg.

September 14 - Dallas, TX

The second annual TW Trainworx Layout Festival will be held at the company's facility at 2808 McGowan Street in Dallas. Proceeds will be gifted to Ronald McDonald House in Dallas.

September 29 - New Lenox, IL

The Chicagoland Lionel Railroad Club will hold a Special Event at their clubhouse in suburban Chicago co-sponsored with LCCA. For information, visit their website at www.clrctrains.com.

September 28 & 29 - Wichita, KS

Train Show and Swap Meet at the Cessna Activity Center

October 5 - Loveland, CO

Trains on the Plains - Model Railroad Expo co-sponsored by LCCA and Colorado Toy Train Group (CTTG) Inc.

October 16 - York, PA

Join this casual get-together for club members at Smokey Bones Restaurant for a Dutch treat dinner and informal social event at 6:30 p.m. The restaurant is located at 1301 Kenneth Road, off Route 30 and Loukes Road.

December 7 - Watervliet, MI

Train Auction and Christmas Party at Bob's Hobby Shop

February 9 (2014) - San Jose, CA

Train Show co-sponsored by LCCA and the Golden Gate Lionel Railroaders Club at Napredak Hall

March 1 & 2 - Palmetto, FL

Train Show and Lionel/LCCA FasTrack Modular Railroad Special Event

March 15 - Springfield, MO

OMRA Train Show co-sponsored with LCCA at the Remington Event Center

April 6 - Rockford, IL

A Train Show hosted by CM Jerry Dangelo



Lou Caponi
HM 8735

HIGHLIGHT:

“The manufacturer in China now refers to me as THE AMERICAN PIT BULL! I accept the nickname as a compliment.”

Spring is back in town with fresh air, blue skies, beautiful flowers, and allergies! I will stay inside with the AC on and play with my trains until the pollen count drops.



As spring approaches summer, the LCCA Convention captures our attention. Our Conventions are always a blast, and the tours offer railfan adventures and legacy tourism sites that keep getting better and better. Bob Carter and Jerry Calkins have done a heck of a job in this area.

Standard Gauge Items

The LCCA Board of Directors supported the concept of experimenting with club-sponsored products in different gauges. They realized that most members are collectors

car sets of matching passenger coaches sold separately. Refer to the ad on the outside back cover of this issue and place your order.

Although these pricey items do not fit every member’s budget, we shouldn’t ignore or alienate members who enjoy and can afford to acquire Standard gauge products. When *TLR* went to press, there were only five Goliath locomotives available. By the time you read this in *TLR*, the few remaining items could be sold! With a good-faith deposit, you might be able to place an order before this window

of opportunity closes on July 30. Don’t delay – order today!

The O-gauge Tinplate “Prospector”

Holy cow! This O27 train set is selling better than hot cakes. It is a dynamite-looking fantasy train with a striking D&RGW décor. We received orders for more than 100 sets in less than two weeks. With a

\$99 deposit, you can reserve this fast and fabulous train with or without sound. Refer to the order form in this issue.



and operators of the most popular sizes. However, we decided to offer Goliath, the “baby brother” to the Lionel Brute, as a Standard gauge piece. Only 50 of these will be made, and we will also provide 50 three-



Texas Special Add-on Cars

Samples of all the items I'm writing about in this article were shown at the spring Train Show in York, PA. Visitors to the LCCA booth at that event had the opportunity to see some of the three add-on freight cars to accompany the "Texas Tommy" NW2 "Cow" and "Calf" diesels. They just flipped and were amazed by the Helicopter Car. This diesel pair sold very well, and members eagerly purchased the matching rolling stock. Some cars in the set are already done, but others are still in production.

I recently received the production sample of the "Texas Tommy" NW2 switchers. Hold on to your horses! If you didn't order this pair, you may now consider it a mistake on your part. However, we are going to have some very happy campers!

2012 Convention Car with Military Motif

Thank heaven! I finally received a sample I could approve. They will hit our shores in late May and be sent promptly to members who ordered this unique car. They look and work great! Because I aggressively attended to the details of this car during its complicated production cycle, I received a new identity. The manufacturer in China now refers to me as THE AMERICAN PIT BULL! I accept the nickname as a compliment.

Operating Coal Ramp

We hope to have this action accessory available by mid-October. Yes, you read that correctly! It is currently in the testing stage. We have received samples of the Coal Train locomotive which can be used with the accessory. It is now approved too – great news! Hopefully, this means our fate is beginning to change from "later than expected delivery" to "production on schedule for on-time delivery."



2013 Convention Car

At this current time there are no production delays for this item. We may have a production sample of this car for "show-n-tell" at the LCCA Convention in mid-July in Chattanooga. Also, the double-door, on-site Southern Heritage boxcar built by Lionel will be there in time along with the Convention Early Registration Gift, the Lionel Lines Vulcan switcher.

Everything Must Come to an End

My fellow members, it is with a heavy heart that I announce my resignation as LCCA's Manager of Product Development. I WONT – AND NEVER WILL – LEAVE THIS GREAT CLUB I LOVE OR TURN AWAY FROM MY FRIENDS.

I have been battling a few health issues recently – we all do as we grow older. Other important responsibilities include watching over my wife and son, supporting their new endeavors, and maintaining commitments to my hot rod friends. I realized I was spread too thin.

I will keep a sharp eye on those I will recommend to the LCCA BOD as candidates for this position who – given BOD endorsement – would serve by presidential appointment; i.e., Past President Al Kolis and

current President Dennis DeVito. I have told them that the old Pit Bull will be watching! Members need not be concerned about the destiny of our product development program because Al and Dennis were taught well.

Another change in this important zone of club activity is that we have acquired the skill and experience of a design engineer. He will help LCCA develop new products, which have become more complicated to build. I have worked with this gentleman in the past. He is a club member and one of the best I've met. You may get to meet him at the upcoming Convention. We call him Big Jack!

I hope to be able to stay on and serve as the Convention Co-Chair. Honestly, Co-Chair Bob Carter, President DeVito, IPP Al Kolis, and Tour Manager Jerry Calkins have done a wonderful job in my absence from the Convention team this year.

Thank you for purchasing LCCA-sponsored products and supporting my creative endeavors during the past 33 years. I will continue to work with this club until the Man Upstairs invites me to build a one-of-a-kind O-gauge train for Him on site.

Images provided by Lionel LLC





John Mateyko
RM 23791

Shorty Observation

HIGHLIGHT:

“After many months of looking, cutting and watching the paint dry, the car was completed.”

Many years ago, Walters® offered a kit for a single truck observation car. A kit for the interior was sold separately. Currently, a ready made short observation car is available at the lower price range of our hobby.

Before that car was offered, I wanted a short observation car to run behind our Fast Mail Train made up of heavyweight baggage express, express reefers and express box car. The lengths of our trains are restricted by the lengths of our passing track, so only eight inches were available.

A retired jeweler has worked on three full-length cars for me, so I approached him with the idea of using a K-Line by Lionel® full-length observation car and kit bashing it into a Shorty Observation Car. He said he would do it with the stipulation that it had a furnished and lighted interior. After many months of looking, cutting and watching the paint dry, the car was completed. If you look closely at the roof, you may see one spacing between the ribs which is not equal to the others – a sign of a kit-bashed item.

Other than that, it is as good as any factory product but is a one-of-a-kind item. Our railroad is the Lansing, Calumet City and Atchison so our private cars carry an LCCA reporting mark. Please notice the lettering on the drum head. First shown at the LCCA Swap Meet in Rockford, it attracted a lot of people.



Photographs by John Mateyko



Bob Harder
RM 30129

Build a Portable-Storable Train

HIGHLIGHT:

“This size layout can be assembled in less than 30 minutes and taken down/stored just as quickly!”

After many years remembering my childhood Lionel® train, I decided to bring the fun of model railroading back into the family ... “for the grandkids!”

I wanted to design a layout system that was easy to set up and take down for storage, one that did not require wiring under the layout, and one with lots of trains and action stuff the kids (and everyone) would enjoy.

After considering many ideas and options, I decided on a simple system. I chose to use 4x4-foot plywood sections (4x8-foot plywood sheets cut in half for me by the home improvement store), supported by two plastic folding sawhorses (or plastic file crates for close-to-the-floor-play) also from the store. Using Lionel O-gauge FasTrack™, I figured that I could run and hide wiring under the track itself and string the wiring so it all went back to the transformer, switches, and other control devices. Adding buildings, operating accessories, and simple decorations (backdrops, free-standing trees, cars, people, etc.) would complete my layout.

Note: After this basic layout, one can easily expand it by adding more 4x4-foot modules in any configuration (bigger 8x12-foot layout, ‘L’ or ‘U’ shaped layouts, etc.). My own layout somehow grew to six 4x4-foot sections (plus a few 1x4-foot and 2x4-foot extensions), with lots of room for track, switches, engines, cars, accessories, vehicles, people, free-standing trees, and more. You can quickly move, rearrange, and even remove your layout anytime you want since everything – track, trains, wiring, etc. – sits on top of the plywood!

This layout system is easy to make, easy to set up, and easy to store. Here are the steps I used.

Buy a 4x8-foot sheet of plywood and ask the store cut it in half for you (usually, no charge). Cut the corners round for safety (to avoid “you’ll poke your eye out” accidents). A spray paint can or cap is a convenient radius size. Sand the plywood surfaces and edges to prepare it for paint.

Paint the plywood a color of your choice – tan or green are good choices for the ground. You can give the layout greater interest if you then randomly spray paint the surface with earth tone colors – tan, brown, green, and stone-like texture paint work well. You can use some old sawhorses, trash cans, etc. to support the plywood while you paint. If you use the new sawhorses you get for the layout, just be careful when you paint!

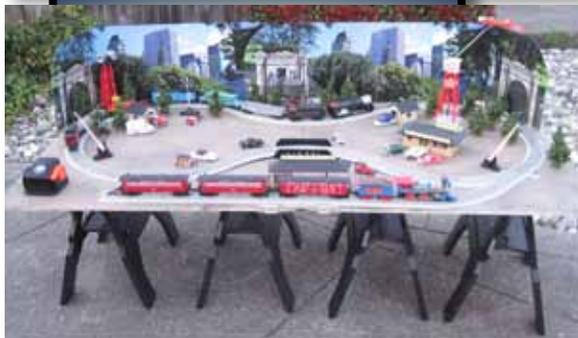
Buy four plastic sawhorses (or eight plastic crates) and arrange them to support your layout in the location you have selected. Place the plywood sections side-by-side on top of the sawhorses or crates. Connect the sections together with a bracket on the underside of the layout or by any other method of your choosing. One simple way to do this is with four paint-stirring sticks and four large binder clips. Paint the sticks and clips to match your layout. At the seam where the two 4x4-foot sections come together, place the paint sticks on the top and the underside of the plywood and hold them in place with the binder clips on either side of this seam. Then remove the binder clip handles and your layout will be secure.

Install the track and switches and let your imagination be your guide! Add buildings, cars, people, accessories, backdrops, and scenery to create the layout theme you want to have – Steam? Diesel? Freight? Passenger? Modern? Vintage? A mixture? With this system, you can make any changes you want, anytime you want!

When you are ready to put your layout away, place the trains, track, buildings, etc. in sturdy plastic tote boxes. Put the easy-to-carry sections, sawhorses/crates, and boxes in your storage location. This size layout can be assembled in less than 30 minutes and taken down/stored just as quickly!



Photographs by Bob Harder





Robert H. Walker
RM 27981

Three-function

HIGHLIGHT:

“The availability of small, low-RPM, reversible gearboxes is a key factor and makes projects like this possible and fun to do.”

One of the comments I received from readers of *The Lion Roars* about the R/C Crane Car article published in the December 2011 issue was, “How about a rotatable #2460 Crane Car?” I elected to start from scratch with an MTH® American-style Crane Car that was already in my collection.

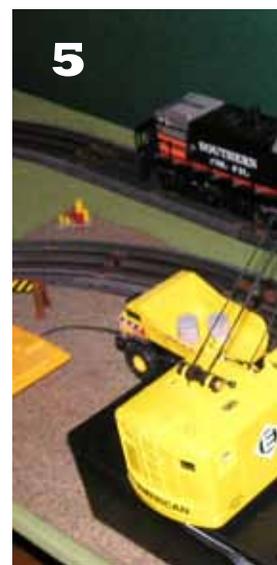
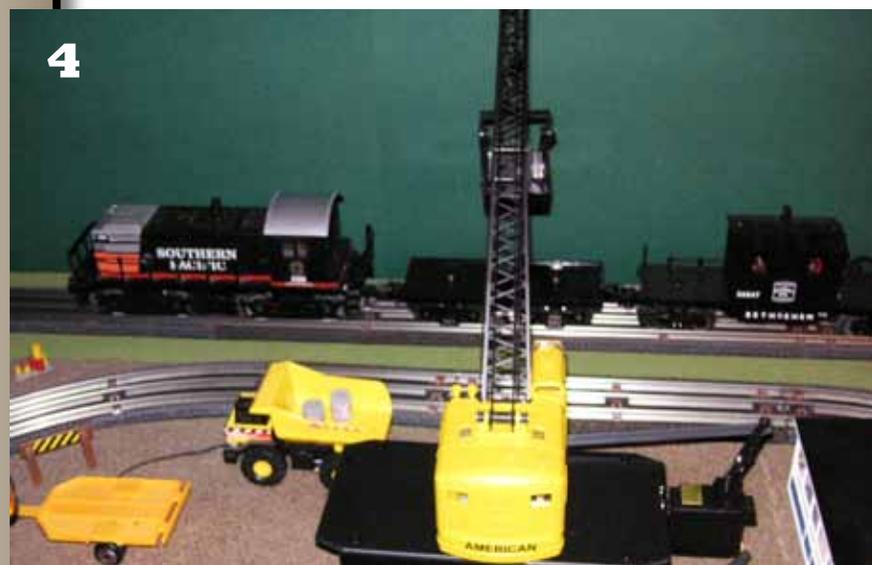
It quickly became obvious that the American-style crane had a smaller cab body than the Lionel #2460 model, so it was a challenge to mechanize both the hook and the boom inside a smaller footprint. Fortunately, the Tamiya #70103 gearbox is small enough for two to fit inside the cab as shown in the topside view of the crane body in **Figure 1**. These gearboxes are useful, easy to assemble, and inexpensive.

Next I had to figure out how to rotate the cab, which was the whole point of the project! After a number of starts, I decided to move

the crane car body to a fixed mounting and placed it on top of a 6x4x2-inch plastic project box which also houses the R/C receiver. A plastic arm is attached to the cab at one end. The opposite end is connected to a short arm on a third mini gearbox which is bolted to the project box. Energizing the third gearbox motor causes the crane cab to rotate.

This series of photos was taken on my demo layout to illustrate the operation of the rotation link while the crane is picking up a load and moving it over a waiting train car for transport.

A 27 MHz three-channel R/C receiver is housed within the project box which is the platform for the crane. The receiver provides three separate reversible polarity DC outputs that independently control each of the three gearbox motors for hook, boom, and cab movements.

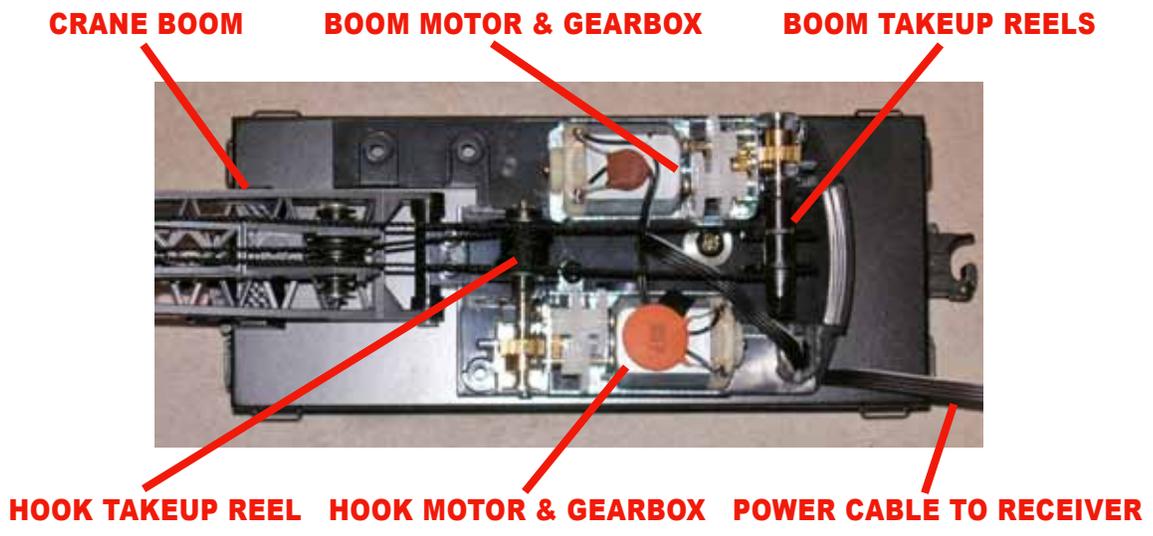


R/C Crane Car

The availability of small, low-RPM, reversible gearboxes is a key factor and makes projects like this possible and fun to do. Modelers are limited only by their imagination and willingness to spend the time to modify and expand the range of actions of our existing rolling stock.

Photographs by Robert Walker

Figure 1: Mechanized Crane Gearbox Detail



Destination Chat

UPDATE: Tours at the LCCA 2013 Convention in Chattanooga



Jerry Calkins

RM 9418 – Convention Tour Manager

Registration for tours during the upcoming is at feverous pace. We mentioned in the February and April issues of TLR that some tours have limited capacity. Tour 4A has already sold out and registration for several other tours is nearing maximum capacity. A word to the wise – register now by mail, fax, or at the club's website.

We made some changes and additions to some tours. Tours 4A & 4B now include a visit to the Misty Mountain Model RR and Museum and also a visit to Jim Steed's Great Georgia Central & Southern Railroad. Shortly after we announced this change, Tour 4A sold out! However, there are a few seats available for Tour 4B on Thursday.

For folks who are interested in Civil War history and battlefields, consider Tour 3. This tour was arranged especially for LCCA conventioners. The guide for this tour is a well-known historian of the Battle of Chickamauga and Chattanooga. You will be able to relive the events that took place here over a century ago.

Tour 9 is another unique once-in-a-lifetime event arranged specifically for LCCA conventioners. In the morning, you will take a trip on the famous TVRR Missionary Ridge Local followed by lunch and a live matinee performance at the famous Buttonwillow Church Dinner Theater. This theater has a local, regional, and national reputation for the rich history lessons provided by their unique performances. This performance is a special event for LCCA. The theatre does not generally schedule matinee presentations. Seated capacity is limited.

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 per 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.tvrail.com.

Tuesday, July 16

TOUR 2

Great Locomotive Chase – Kennesaw, GA
8:30 a.m. – 5 p.m.

Package Price: \$95 per adult; \$89 per child

Re-experience a Civil War event made famous by a classic B&W movie and a Walt Disney feature film. Package price includes: transportation, admissions, lunch, and gratuities. For more information, visit www.southernmuseum.org.

LCCA 43rd
CONVE



Chattanooga in 2013

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TOUR 3

Civil War Experience – The Battles for Chattanooga

8:30 a.m. – 5 p.m.

Package Price: \$94 per adult; \$88 per child

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 information, visit www.nps.gov/chch

and www.lookoutmountain.com.



TOUR 4A

Misty Mountain Special and the GGC&SRR Layout

9 a.m. – 6 p.m.

Package Price: \$80 per adult; \$72 per child



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. We'll also visit another fine train layout in Blairsville, the Great Georgia Central and Southern Railroad by Jim & Gayle Steed. Package price includes: transportation, admission, lunch, and gratuities. **Handicap access not available. The capacity is limited to 1 motor coach.** For more information, visit www.mistymountainmodelrailroad.com.

TOUR 5

Southern Belle Riverboat Cruise

6:30 – 9 p.m.

Package Price: \$74 per adult; \$50 per child

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.



Wednesday, July 17

TOUR 6

TVRRM Hiwassee River Adventure

8 a.m. – 3:30 p.m.

Package Price: \$135 per person



Step aboard for another enjoyable steam 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.

TOUR 7

Jack Daniels Distillery – A Tennessee Legend

8 a.m. – 5 p.m.

Package Price: \$95 per 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.

Thursday, July 18

TOUR 8

Lookout Mountain Adventure: Incline Railway, Ruby Falls, Rock City

8 a.m. – 2:30 p.m.

Price Package: \$119 per adult; \$91 per child

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.



TOUR 9

TVRR Missionary Ridge Local and Buttonwillow Church Civil War Dinner Theater

8 a.m. – 4:30 p.m.

Package Price: \$129 per 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. **Fair warning: very limited seating in the theater (only 100 seats).** For more information, visit www.tvrail.com and www.buttonwillowchurch.com.



TOUR 4B

Misty Mountain Special of the GGC&SRR Laysan

9 a.m. – 6 p.m.

Package Price: \$80 per adult; \$72 per child

A reprise of Tour 4A for conventioners who were unable to enroll in Tour 4A. Here's another opportunity to visit a famous train layout featured in both OGR magazine and video. DVDs are available for separate purchase at the Museum.

While we're in the neighborhood, we'll also visit the GGC&SRR home layout by Jim and Gayle Steed.

Package Price includes: transportation, admission, lunch, and gratuities. **Handicap access is not available. The capacity for this tour is limited to one motor coach.** For more information, visit www.mistymountainmodelrailroad.com.



FRIDAY, July 19

TOUR 10

Trains and Automobiles

7:30 a.m. – 1 p.m.

Package Price: \$97 per person

This half-day tour will be of interest for members who like automobiles and trains. Since each of these



sites is “one of a 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, [visitwww.tvrail.com](http://www.tvrail.com). Google: Coker Tier Museum and International Towing and Recovery Museum.

TOUR 11

Exploring the Top of Lookout Mountain

8 a.m. – 1:30 p.m.

Package Price: \$78 per adult; \$70 per child



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.

SATURDAY, July 20

TOUR 12

Charming Chattanooga – Chattanooga City Tour

9 a.m. – 1:30 p.m.

Package Price: \$90 per person



A fun outing after a busy week! Package Price includes: motor coach transportation, admissions, lunch, and gratuities. For more information, visit www.chattanooga.com/attractions.

TOUR 13 A, B, C, D

Gerald Jackson's Home Layout Tour

8 a.m. – Noon

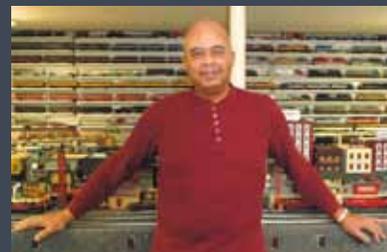
A: 8 to 9, B: **SOLD OUT** to 11, D: 11 to Noon

Package Price: \$10 per person

Visit this “Gee Whiz” home layout and bring your camera! 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.



SEEKING VOLUNTEERS

The “secret ingredient” for successful LCCA Conventions is VOLUNTEER SUPPORT. When club members rally ‘round the flag and donate some time and energy to our annual get-together, everyone benefits and takes home positive memories. To volunteer, contact Sal Gambino, Jr., by e-mail at: saltrains@aol.com or by phone: 215-708-1504.

Day/Description	Time	Notes
Sunday, July 14 Registration Desk Open Welcome Reception	Noon – 7 p.m. 7:30 – 9 p.m.	Choo Choo Hotel (CCH) CCH
Monday, July 15 Reception Desk Open TOUR 1 TVRRM Summerville Steam Special SEMINAR SESSION 1 Dr. Richard Banz SEMINAR SESSION 2 Ed Boyle	7 a.m. – 5 p.m. 8:30 a.m. – 6:30 p.m. 7:45 – 8:45 p.m. 9:00 – 10:00 p.m.	7-5 Tues; 8-5 Wed-Fri; 8-12 Sat Chattanooga to Summerville, GA The Great Locomotive Chase of 1862 What's new & old in American Flyer
Tuesday, July 16 TOUR 2 Great Locomotive Chase TOUR 3 Civil War Experience TOUR 4A Misty Mountain RR and GGC&SRR TOUR 5 Southern Belle Riverboat Cruise	8:30 a.m. – 5 p.m. 8:30 a.m. – 5 p.m. 7:45 a.m. – 6 p.m. 6:30 – 9 p.m.	Kennesaw, GA Chickamauga Military Park Blairsville, GA On the TN River
Wednesday, July 17 TOUR 6 TVRRM Hiwassee River Adventure TOUR 7 Jack Daniels Distillery – A TN Legend Reception for Conv'tn First Timers (only) SEMINAR SESSION 3 Roger Farkash SEMINAR SESSION 4 Lionel's Mike Reagan and Tom Nuzzo	8 a.m. – 3:30 p.m. 8 a.m. – 5 p.m. 6 – 7:30 p.m. 7:30 – 8:30 p.m. 8:45 – 9:45 p.m.	Lynchburg, TN CCH A how-to talk on scenery techniques New Lionel products
Thursday, July 18 TOUR 8 Lookout Mountain Adventure TOUR 9 TVRRM Missionary Ridge Local TOUR 4B Misty Mountain RR and GGC&SRR Get Acquainted Party	8:30 a.m. – 2:30 p.m. 8 a.m. – 4:30 p.m. 7:45 a.m. – 6 p.m. 6 – 10 p.m.	Buttonwillow Dinner Theater Blairsville, GA CCH
Friday, July 19 TOUR 10 Trains & Automobiles TVRRM Missionary Ridge Local TOUR 11 Exploring the Top of Lookout Mountain LCCA Annual Business Meeting Lionel Seminar Trading Hall Open	7:30 a.m. – 1 p.m. 8 a.m. – 1:30 p.m. 2 – 3 p.m. 3 – 5 p.m. 6 – 9 p.m.	Coker Museum, T&R Museum CCH CCH For Members Registered at CCH
Saturday, July 20 Trading Hall Open Trading Hall Open TOUR 12 Charming Chattanooga City Tour TOUR 13 Home Layout Tour – Select A, B, C, or D Trading Hall Take Down LCCA Reception LCCA Banquet Convention Ends	8 a.m. – 9 a.m. 9 a.m. – 3 p.m. 9 a.m. – 1:30 p.m. Four one-hour tours 3 p.m. – Done 6 – 7 p.m. 7 – 10:30 p.m. After the Banquet	For Members only For Members and the Public Spouses Day Out Gerald Jackson Residence CCH CCH



James Wozniak
RM 20899

Movin' on the Monon

HIGHLIGHT:

“The one piece of advice I give to newcomers to the hobby: build your table, lay the track, and then start buying rolling stock.”

My First Lionels

I started in the hobby when I was about eight years old. My parents bought me my first train, a Lionel® steamer. I really enjoyed it, but I had no place to put it at that time. My mother placed protective pads on the mahogany dining room table, and I set up the track and ran the train on that table. When my grandma lived with us, the doctor would come to the house and attend to her, then he would sit down for 20 minutes and play with the train alongside me at that table.

Later, my dad bought a 4x6-foot sheet of plywood as a platform for a train layout. We placed it on top of our old kitchen table in the basement and covered it with green oil cloth. The track was screwed down at that point. It was much a better arrangement than the dining room table upstairs, and it got me out of mother's way.

When I was 12, I received a Santa Fe diesel switcher. At 14, I received the #1517W Texas Special train set for Christmas. I still have it on display on the wall in my train room. It's a

complete set with the outside cartons, the original billboards, everything. With those three locomotives, I felt like I had died and gone to heaven!

I was drafted into the Army when

I was 23. The layout was still set up at the family homestead then, and I placed plastic sheeting over it. I married when I was 24, and we packed the trains away at that time. I still had about 90 percent of the original cartons of everything. However, I didn't have the foresight to take it out of my parent's basement and put it in a better environment. Fortunately, the items didn't deteriorate much in spite of the chronic dampness in that basement.

Living with Space Limitations

The house we built prior to having three kids was only 1,050 square feet on the main floor. Later it became rather cramped for a family of five. I finished the complete basement with a bedroom, a bathroom, a TV room, a laundry room, and an office. But that didn't leave any space for trains, so they stayed packed away for quite a few years.

When we built our current house in 2000, I provided space for a train room. A few years later, I had the basement finished, so I finally had a train room. That got the ball rolling again.

Originally, I covered the walls with all my Monon paraphernalia, historical stuff, and my entire train collection. After the wall displays were completed, I designed and built the platform for a layout. I realized that the layout must be limited to 10x15 feet, because I needed the rest of the space in the room for a home office. Prior to my



retirement as a salesman on the road, I spent time in this office. Actually, the size of the office determined the space that remained for the layout.

The layout is an around-the-walls configuration. Because I can't walk around the perimeter, I created three access hatches in the layout. I can crawl underneath the layout and then reach most things.

Spontaneous Planning

I didn't sketch an actual layout plan, but I knew that I wanted space between two main lines for a passing siding with a passenger station placed between the tracks. I acquired a complete Monon passenger train set, which is as rare as hen's teeth. I knew that would be placed on the layout no matter what!

I sat on top of the layout platform during set up. The stout table would support a Mack truck! I played around with different positions of the tracks and created two complete loops for running two trains at the same time. The two loops were connected by a crossover. However, I didn't think far enough ahead. The Monon passenger cars are 18 inches long and require an O54 curve. The inner loop has an O42 curve. I can travel from the inner loop to the outer loop with most of my trains, but I can't route the Monon passenger train from the outer loop onto the inner loop. So I just live with it – a geometry problem of my own making.

Making Magic with Monon

Monon has been in Indiana since the late 1800s. I picked up a book about this railroad and was fascinated by the history of the Monon. The railroad was ahead of its time. It developed skills in remodeling and building their own equipment in Lafayette, IN. I joined the Monon Historical Society, and I'm still a member today. They offered various HO-scale model kits, but nothing in O gauge

with the Monon herald on them. The society goes for super-detailed models. If they ever provided O-gauge Monon items, the pieces would be Standard O or 1:48 scale trains, not Lionel traditional-sized O-gauge trains.

My Challenge Was to Find any Type of Monon O Gauge

At one time, I had every Monon train O-gauge piece of rolling stock out there – about 40 different pieces. However, I didn't keep all of them because I was upset with incorrect graphics on some of the boxcars. They had the word "Hoosier" split in half because they put no lettering on the door of the boxcar. I sold all those cars.

Lionel made an incorrect-color U36B Monon diesel. For some reason Lionel painted the locomotive dark blue and gold instead of black and gold. The railroad applied the black and gold school colors of Purdue University, which is located in Indiana, to its fleet of diesels. I repainted engines by painting over the blue and applying black instead. I have also acquired three other diesels that do not bear Monon décor but are diesels that were on the Monon roster. I'm now seeking someone to re-paint them in correct Monon colors. Once that's done, I'll own every type of diesel on the Monon roster.



I attended Purdue University at their extension campus in Hammond, IN, so the Monon is, for me, an appropriate home-state railroad to love. My son also graduated from that campus. I lived near the

Monon track that ran through Hammond. I grew up in a neighborhood on the Illinois side of the state line in Calumet City, IL, which is adjacent to Hammond. It was common to see both Monon passenger and freight trains running through Hammond.

One of the major industries served by the Monon was the stone quarries in central Indiana. They also intended to get into coal freight service and bought a fleet of hopper cars to ship coal to Michigan City, IN, but that deal fell through.





Layout Features

Another interesting feature of the layout is the mirrors around the perimeter of the table – 12x48-inch dressing room mirrors instead of a scenic backdrop. When visitors look at the walls, they are actually looking above the mirrors so they don't see themselves. It's not obvious that they are mirrors, and it creates the illusion that the layout goes on forever.



The Monon passenger service included a train named "The Hoosier." Another train was called "The Tippecanoe" named after the river in Indiana.

I also have Monon piggyback cars, which they called Trailer Made Rail Service with 20-foot trailers on flat cars. Those cars were offered by MTH®. I created an intermodal service area on my layout to reflect that heritage. I had the MI-Jack piece of trailer loading equipment, which was hard to find. But when I placed it on it on the layout, I didn't like it because it seemed so big, clumsy, and out of scale. I sold it and made a profit on the transaction. I now have three loaders that grab intermodal containers from the top and set them in place in my intermodal yard along with a Lionel gantry crane straddling a track. That zone is paved while the rest of the layout is covered in "putting green" carpet installed on ¼-inch polystyrene foam for noise abatement.

lighting in all my buildings, flood lights in the intermodal yard, and a couple of the Miller® neon-like signs. I have two police cars with rooftop lights, headlights, and taillights flashing like an actual police car. Of course, the locomotives, passenger cars, and cabooses are lighted.

Looking Ahead

As everyone says, you never finish a layout. It's always a work in progress. My things-to-do list includes installing more details and people figures in various areas. With the benefit of 20/20 hindsight, I now wish I would have made the layout with a walk-in center area so visitors could appreciate the

details up close – the people figures and other stuff.

When the grandchildren come to visit from Texas and Maryland for a few weeks in the middle of the summer, they want to operate the trains and action accessories. My wife had other interests – cross-stitching, sewing, and cooking. She was an expert seamstress and loved sewing doll clothes for American Girl® and Cabbage Patch® dolls. She gave the doll clothes to friends, relatives, and friends of relatives.

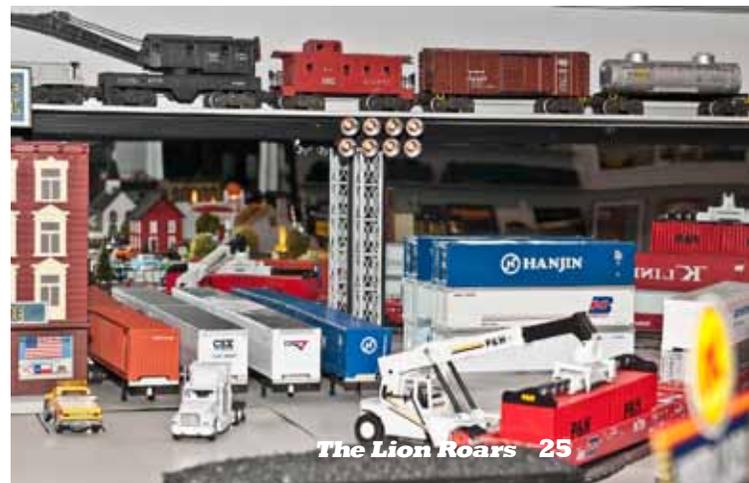
I'm a "runner" of trains. I'm not into simulating real railroad operations with scheduling and all those details. I have five different trains on the layout but can only run two simultaneously. I also like to run my trains in the dark. I have

Neighbors love to stop in and see the trains in action. Two youngsters from across the street often come by with their mom and dad. When relatives, brothers-in-law, nieces, nephews, and the like are in the area, they drop by. It's all about fun, and it's so enjoyable. My wife passed away a year and a half ago, and at that time the trains had "therapeutic value" for me as temporary relief from her doctor visits, hospital appointments, and ongoing cancer treatments. Then, as well as now, I come to the layout and just putz around.

The one piece of advice I give to newcomers to the hobby: build your table, lay the track, and then start buying rolling stock. Everybody I talk to at the various train shows says the reason they're selling it is they bought too much, and they don't have enough room for it all. I attend small train shows in cities around here. One can rent a banquet-sized table for \$20 and sell off the pieces no longer of interest. At the same time, you'll meet other hobbyists with new and interesting ideas and also make new friends.

What a great hobby!

Photographs by Jesse Josleyn





Bill Schmeelk
HM 6643

HIGHLIGHT:

“Lionel’s new SensorTrack™ adds a whole new dimension to running your Lionel trains. I look forward to incorporating them on my layout.”

A Finishing Touch

In the previous issue we upgraded a Lionel® traditional diesel for operation under TMCC™ using components from Electric RR™. The final step in this conversion was to replace the 14-volt headlight bulb in the diesel. A necessary step because the loco would subsequently be operated with 18 volts constantly applied to the track. The first trick was to find a similar bayonet bulb with a higher voltage rating. We checked out Town & Country Hobbies on the Web and found several choices. A traditional type bulb and two LED bulbs that looked exactly like the bulbs we were replacing. I liked the idea of using an LED bulb and spoke to owner Craig Kober about them. They are completely self-contained without the need to add a resistor. They look just like a regular bulb, but contain an LED. Just place it in the bayonet socket and you’re ready to go. Craig did mention one warning. The LED bulbs emit their light in a beam from the top of the bulb. The regular incandescent bulbs radiate light in all directions. In this diesel, the bulb is mounted vertically next to the headlight lens. So in this particular case, the LED bulb was not the best choice; little of its light would be directed out the front headlight lens of the loco. So we went with the 18-volt version of the traditional incandescent bayonet bulb. That worked well with an expected headlight beam from the front of the loco.

The clear LED bulbs are offered in a warm white or the usual bluish tint beams. Although they were not the best choice for this particular diesel, there are many applications where the LED bulb would be a good choice. They are also offered in both red and green and with either a bayonet or screw base. They are reasonably priced at only \$2 each. One advantage of using an LED bulb is that they produce no heat and stay cool to the touch. The same bulb can be used to replace anything from a 6 to 18 volt bulb. You can check out a wide variety of bulbs for trains and accessories at the company’s website at www.towncountryhobbies.com.

Lionel’s New SensorTrack™

One of my favorite features at our recent Conventions is the clinics presented by those with expertise in a particular area. One of the presenters at last year’s Convention in Norfolk was Lionel’s Tom Nuzzo. Tom previewed a new Lionel innovation that

had not yet appeared in the catalog. This was a preproduction prototype of the Lionel SensorTrack, which was officially announced in Lionel’s 2013 Signature Edition Catalog. I was assisting Tom with his presentation and had an opportunity to try the SensorTrack. The evening before Tom’s presentation, Lionel sent one of the software engineers that helped develop it to set it up and brief us on its operation. After trying out many of its features, I was sure it was something I would want to add to my layout.

The SensorTrack is part of the Legacy LCS™, short for Layout Control System, and allows some very interesting operational control features for all Vision and recent Legacy locomotives. These Legacy locos and all future ones feature an infrared transmitter on the underside of the loco. The SensorTrack has two infrared receivers that read information from the loco. Simply running the loco over the track allows the CAB 2 to automatically acquire the engine’s roadname, number, and correct touchpad options. This eliminates the need for you to use the orange module to load this information. But that’s only the beginning.

The SensorTrack has preprogrammed track actions that can be accessed using a CAB 1L, CAB 2 or the LCS iPad app. These actions will occur each time the loco passes over the track and are also directional. So for example, place the SensorTrack near a crossing and you can cause the horn to blow at a grade crossing. Once programmed, the action will automatically occur when an IR-enabled loco passes over that track. A different action can be programmed for each direction as well. There are 10 pre-programmed options – 0 through 9. Eight of these are actions that the loco will perform as it passes the SensorTrack – bell rings, horn blows, four different dialog options, and uphill and downhill labor sounds. Dialog options allow the loco to announce its current speed, fuel level, and speak arrival dialog. In its default setting it will allow you to program the engine’s info into the Legacy CAB 2 or CAB 1L and send the engine status to the LCS iPad app. The iPad will identify each Legacy engine as it passes the SensorTrack. Check out Jon Zahornacky’s article in this issue of *TLR* for information about the LCS iPad application.

News and Views

For me, of the 10 options of the SensorTrack, the most exciting is its ability to record and playback any actions that you perform with the CAB remote. For example, let's say you place a SensorTrack several feet before a passenger station. You activate the record function on the SensorTrack and then bring you train over the track and to the station. Using your CAB, slow down the train, blow the whistle, start the bell ringing, activate arrival dialog, stop the train, then after a few seconds start the train on its way, turn off the bell, and finally blow the whistle. Press the record button again to end this recording. The next time the loco crosses the SensorTrack, it will repeat all of those actions automatically. These actions can also include throwing switches, making direction changes, uncoupling, and any other action you perform with the CAB. Recorded programs are easily erased and new ones entered.

The SensorTrack shown in **photo 1** has two buttons, a red and a green LED, and two infrared receivers. The two receivers allow the track to know which direction the train is headed and allow the actions to operate only when the train is headed in the direction in which the actions were recorded. In this way, you can program a different action for each direction that the train crosses the SensorTrack. You can have several SensorTracks in various locations on your layout. Lionel's new SensorTrack adds a whole new dimension to running your Lionel trains. I look forward to incorporating them on my layout. The device is due out by the end of this year.

Questions about O31 FasTrack

Dealers now have the latest addition to the FasTrack line – O31 curves. This curve matches the traditional O-gauge tubular track radius and breaks from the established FasTrack geometry. I've seen some posts on the Internet with folks asking whether an O31 curve will work nested within the FasTrack O36 curve. The answer is NO. FasTrack was designed with diameters that increment by 12 inches, from O36 up to O84. **Figure 1** is a scale representation of the different diameters offered. The 12-inch difference between diameters allows curves to run parallel to each other with a distance of six inches from center rail to center rail. The new O31 track was introduced make it easier to build a FasTrack layout when available space is limited. This new section will also allow you to use the many layout plans that were previously designed to operate with traditional O-gauge tubular track. At the

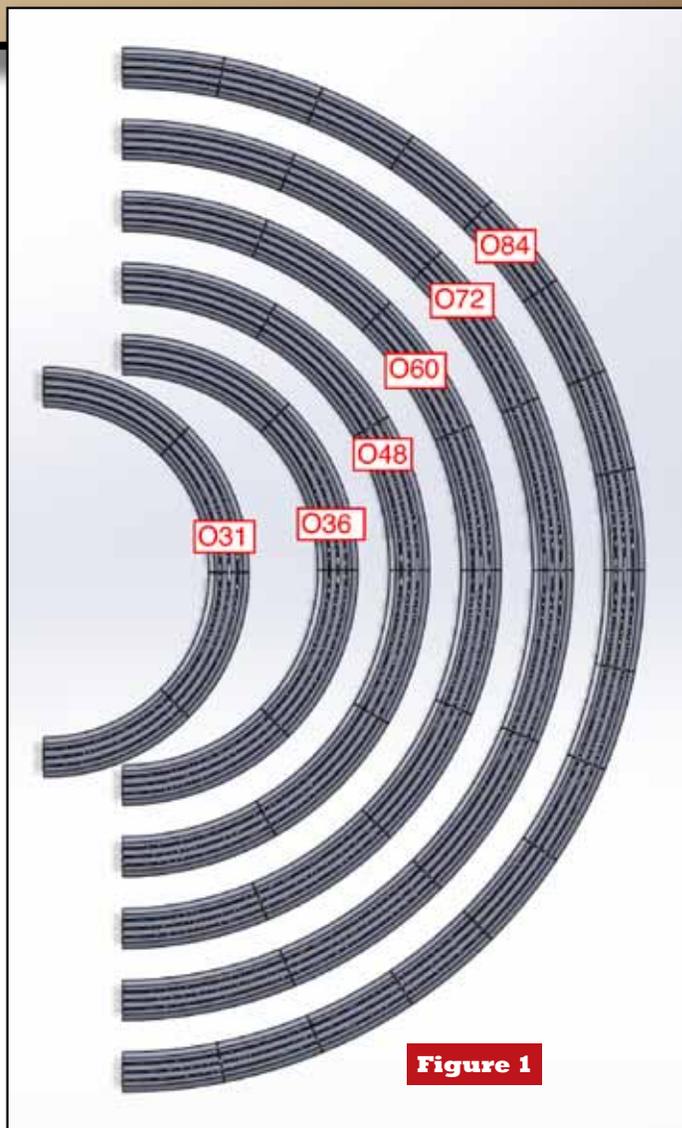
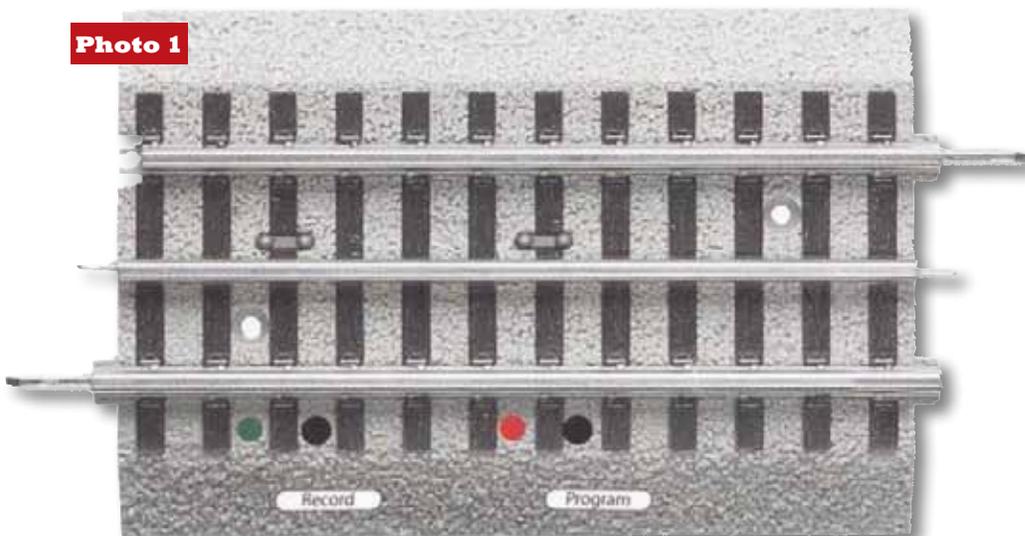


Figure 1

Photo 1



present time, however, any of those layouts requiring switches (turnouts) would have to transition to tubular O22-type switches. Lionel's Matt Ashba advised that O31 FasTrack switches are being considered for the future.

Sounds from the Golden Era

Beginning in 1947 Lionel offered sound records as part of their catalog promotions. A comic page ad offered a four-inch sound effects record, the 32-page full color catalog, a 32-page "Fun with Lionel" book, a RR Guide wall chart, and an ideal layout blueprint. This "grand package" was offered for a mere 25 cents. The record had two sides, one offering an explanation of different whistle signals and the other a blatant ad for Lionel trains. Bob Osterhoff has just released a new DVD containing audio recordings and historical information about this material released to Lionel consumers and dealers.

Lionel Postwar Promotional Records with Audio



With Bonus
Colber Record &
Documents



A Trainpaper.com Software Product
Copyright 2013 Robert J. Osterhoff

is a recording by radio broadcaster and spokesman for Lionel, Uncle Don Carney, promoting Lionel trains and the short-lived Electronic Set from 1946. A surprising, but welcome addition to the disk is a section on the Colber Company. They were located in Irvington and offered accessories for Lionel trains in the early '50s. They also marketed an excellent sound effects record which was included in their catalogs. Both the recording and four of their catalogs are reproduced in their entirety on the DVD. I have seen some recordings offered in the past for the Lionel consumer records, but this disk also includes some very rare material at a very reasonable price.

The disk plays on your computer and is available from Bob Osterhoff on the Web at www.trainpaper.com or by snail mail at 1622 Garden Valley Drive, Wildwood, MO 63038. The price is \$16 plus \$2.50 for shipping. Pay by check, money order, or Paypal.

More Rare Paper Digitized

Bob Osterhoff has also released two new disks of Lionel paper. Both are part of his Lionel Postwar Instruction Sheets series.

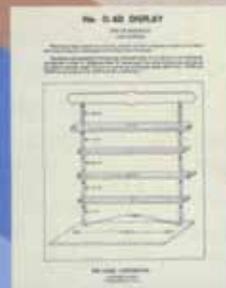
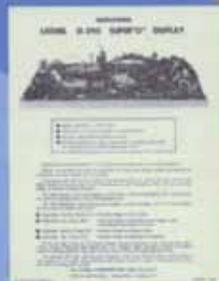
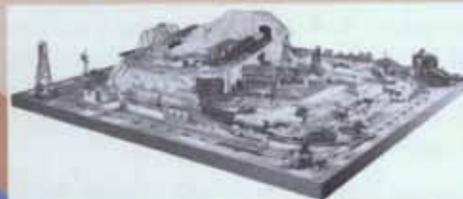
While I have several of the small consumer records, I have never actually played them. Today, phonographs are certainly not as popular as they were back in the 20th century. The DVD contains the consumer recordings from the 1940s and '50s. There are basically three different records, but Bob has included four different variations of the 1947 version, the 1949 version, and two variations of the record offered from 1951-54.

In addition to the recordings offered to consumers, the DVD also contains other recordings that were made specifically for dealers. In 1949 Lionel offered a record of sound effects for dealers to use in their stores. I was not aware of this record and enjoyed listening to it. This record was not the small flexible type offered to consumers but a full 10-inch 78 RPM record that was offered to dealers for \$1. Another smaller recording was sent to dealers in 1955, and this too is on the DVD. In addition to the actual sound recordings, the DVD features scans of the consumer folders these records came in and the ads offering them for sale.

The bonus section of this DVD offers some very rare items. First, a record that Bill Vagell produced and sold through his train store, the Treasure House, in Garfield, NJ. Also featured

Lionel Postwar Instruction Sheets

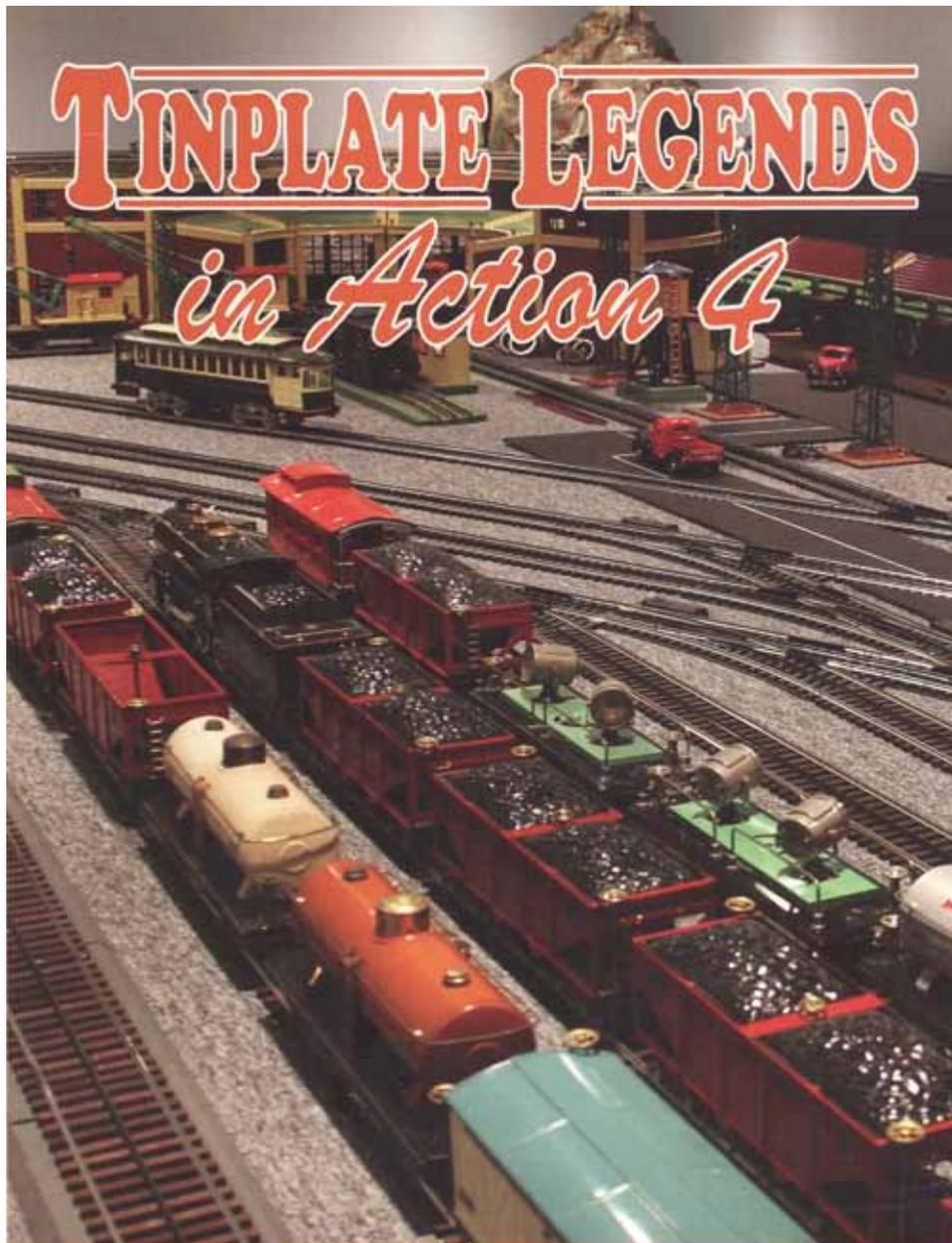
Volume IV ~ Dealer Displays with Advance Catalog Promotional Pages



A Trainpaper.com Software Product
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Bob has issued a Version 2 of Volume III, expanding it to 400 pages on instruction sheets covering Transformer, Track, HO, and Miscellaneous. This disk also contains Lionel Service Bulletins from 1960 to 1969. This disk sells for \$14.

Volume IV of the series is devoted to postwar dealer display instruction sheets and includes over 150 pages. For each display, the instruction sheet for setting up the display is included, along with the wiring diagram and also the image from the Advance Catalog which offered the display for sale. These sheets are particularly rare as they were only sent to dealers who purchased a display. This is probably the only means by which you can view so many of them. Anyone interested in restoring or building one these Lionel display layouts will find a wealth of information needed to accurately complete the job. Of particular interest were the instructions for the D-27 Disappearing Train Layout. This layout demonstrated MagneTraction™ with a train of 13 gondolas that entered a small mountain only to be absorbed by it and eventually emerge. The two pages of instructions clearly indicate how the layout was wired with four different voltages using green, black, yellow, and blue wires, specific lock-on locations, and fiber pins. A special switch was also included. When turned off, the switch caused the train to stop in a particular location which was best for restarting. Even the makeup of the train was critical with a bold warning to make no substitutions or changes and that



the first three gondolas of the train must be ballasted with six barrels in each car. This disk sells for \$18 and is available from Bob at the above address.

Tinplate Train Action

Tom McComas has released the fourth video in his Tinplate Legends in Action series. This latest release features three large tinplate layouts. First is Dimitri Economides' two-level layout featuring both American and European O and Standard gauge trains. Dimitri especially likes the tin stations of several manufactures and there are over a 100 different ones on the layout.

Next is the huge 2,500-square-foot Standard gauge layout of Caryl Pettijohn. This layout has more than 2,500 feet of track and 78 switches for the 17 loops on which he can run 20 trains at once. The yard alone is larger than most layouts, measuring 60 feet long by 12 feet wide and uses 40 switches and three sets of ladder tracks. On its 700 feet of track, he can store 150 freight cars. The yard has its own control panel – one of three used on the layout.

Finally we see the layout of Clyde Easterly who not only enjoys trains, but also building sets. His layout includes many Erector and Meccano constructions including Mr. Magic, a mechanical robot that performs a magic trick.

For those with a tender spot for prewar trains, there's much to enjoy on this video. The video sells for \$14.99 plus shipping. You can order it online at www.tmbv.com.

Photographs by Bill Schmeelk

Answers to A Lionel Puzzlement

“Real enough for a man to enjoy – simple enough for a boy to operate.”



Jon Zahornacky
Chief Technology Officer, Lionel LLC

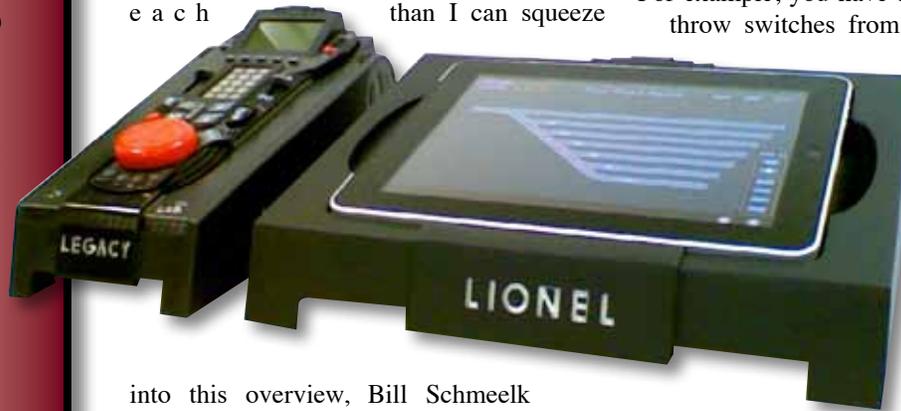
Legacy Layout

HIGHLIGHT:

“The LEGACY Layout Control System™ – or LCS – is the name we have given to a family of new components that integrate layout and locomotive control.”

Throughout 2013, Lionel® is introducing some exciting new control products to make the full power of LEGACY simpler to access, easier to operate, and even more fun. This means more control of switches, track power blocks and accessories; better real time display of locomotives' location, speed and fuel information; and the choice to run your trains from either your CAB controller or your iPad screen.

What follows is a perhaps teasingly brief overview of some new items that are available and more that are in the pipeline. While there is much more to say about each than I can squeeze



into this overview, Bill Schmeelk has provided an in-depth review (beginning on page 26 of this issue) of the breadth of functionality of one new Lionel item, the LCS SensorTrack™.

Layout Control System

The LEGACY Layout Control System – or LCS – is the name we have given to a family of new components that integrate layout and locomotive control. LCS is a truly modular environment; you pick an LCS component you need today and expand later and they integrate seamlessly with your existing LEGACY layout control components. Our first generation of LCS components includes the Controller, SerialLink, and SensorTrack. The LCS WiFi opens an exciting new alternative avenue, letting you operate your layout and locomotives from an iPad using the LCS App. It forms the heart of LCS and like most

things Apple, the iPad App is graphical and cool. So let's start there.

The iPad Application

The LCS WiFi connects the iPad to the LEGACY Layout Control System through either the LEGACY Base or BASE-1L. Once connected, you have the choice to control layout and locomotive functions from either the CAB-2 or the iPad – either is a wireless remote controller. For some functions we think you will find the iPad easier and more intuitive, for others you may like the tactile feel of the CAB-2 controls.

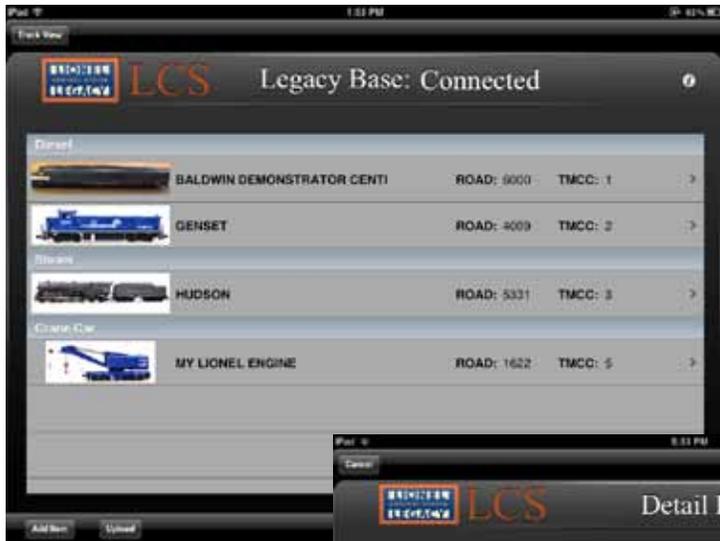
For example, you have always been able to throw switches from CAB-1 or CAB-2 controllers via an ASC, SC-2 or similar device, but you had to have either a good memory for switch ID numbers or a handy crib sheet. The iPad App's Virtual Control Panel is a graphic representation of your layout that is reminiscent of the control panels of the pre-command days, those



classic handmade panels with colorful tape for the track and toggle switches at junctions or marking power blocks.

Want to throw three switches in your yard on your LEGACY layout? There's no need to enter three ID numbers into the CAB-2 or

Control System



remember the route ID. Just tap, tap, tap on the switches on the screen. Similarly, you can activate uncoupling tracks and power layout blocks up or down. If your layout is too large for one screen the Virtual Control Panel can model sections – a yard, a station, an industrial area – which you can move among with the swipe of a finger.

Another iPad App function is a graphical Engine Roster. It functions just like the LEGACY System Utility (LSU) does with a PC. You can store and edit the road name, number, and keypad operating options for each of your locomotives plus include their photos.

LCS SensorTrack

LCS SensorTrack reads the infrared information beamed from passing locomotives to acquire the engine's road name, number, operating data and preferred touchpad options. Recent LEGACY locomotives and all Vision locos have this infrared capability. The SensorTrack replaces the need to upload data from the orange data module into the LEGACY base and CAB-2. The SensorTrack also has some pre-programmed locomotive functions – horns, bells, plus speed, fuel and water levels, and direction announcements that mimic the functions of the Action Recorder Controller (ARC) – triggered when the engine passes over. Bill's article has a lot more detail on this very rich feature set.

The LCS SensorTrack works with the iPad's Virtual Control Panel to display each engine's location, speed and fuel levels. And if you would rather, you can run your locomotives from the iPad, controlling throttle, direction, firing couplers, and

The LCS SerialLink™, another plug-and-play box, boosts the LEGACY signal to Track Power Controllers (TPCs) or ASCs and other serial devices on your layout to optimize their performance. One SerialLink connects to all the devices in the bi-directional daisy-chain; it doesn't matter where in the chain it's positioned. And it has its own power supply to support multiple devices for virtually unlimited expansion.

CAB-1L

The CAB-1L can be incorporated into the Layout Control System. It is a great way for current command operators to easily adopt LEGACY and for current LEGACY operators expand.

For operators who run TMCC locomotives with a CAB-1 controller, the new CAB-1L will look and feel strikingly familiar. If not for the blue case it might be hard to tell them apart, at least until you try the CAB-1L. It gives TMCC operators access some of the favorite features of LEGACY locomotives, especially the quilling horn or whistle, responding to variations in fingertip pressure on the horn/whistle key. And it's your choice; using the set key you can toggle between the traditional TMCC horn or whistle, or the quilling version.

If you want an entry level path to LEGACY or you currently run TMCC and want to get more from your LEGACY locomotives just add the CAB-1L/Base-1L Command Set and you ready to run both. If you already run your layout using the LEGACY CAB-2 controller and want to add operators, then just add as many CAB-1Ls as you want. If you are operating a layout at a show with other command layouts, the CAB-1L gives you access to nine frequency channels with the push of two buttons to find a conflict-free channel. The CAB-1L is simple, cost effective, and all the CAB-1Ls will work with your layout's existing LEGACY base unit.

Whew! That was a lot of information in a small space and it is just the beginning of the many possibilities that are opening up with our new LEGACY Layout Control System.

Images provided by Lionel LLC



triggering horn, bell and announcements. Coming next to the iPad App: graphical interface control for multi-function accessories with LCS built in.

More LCS Components

LCS Controller in engineering terms is a relay box. On your layout it functions like an Accessory Switch Controller (ASC) or Block Power Controller (BPC) or Operating Track Controller (OTC) or other TMCC-era components that have been available to perform specific functions. LCS Controller lets you assign the function when you wire it into the layout. Speaking of wiring, all LCS devices are plug-and-play. Whichever one is first added to your layout connects to your LEGACY Base or Base-1L using a pre-wired cable—no wire stripping or matching wires to screw terminals. You add the next LCS component in a daisy-chain fashion to the previous device using pre-made cables, available in a variety of lengths.



HIGHLIGHT:
“In more recent times there seem to be fewer and fewer variations coming from the factory. The tendency is to notice products with errors in decoration.”

What Do They Really Mean?

Through the years the hobby has developed a collection of descriptive words used to describe train hobby items. Some terms accurately describe a product, but other words seem to have little or no bearing on the subject and are often used by different people or groups for their own purposes.

Variation

This term may be one of the oldest still in current use. In both prewar and postwar production Lionel® made multiple runs of the same product. As a result, some differences emerged from time to time as subtle color changes or parts. I liken this to the so-called “running change” we see in the automotive or appliance industries; i.e., some differences in parts are the result sourcing from multiple suppliers or applying a different (not necessarily better) way of assembling their product.

Examples in the toy train industry would be a different boiler front or cowcatcher on a Hudson or Berkshire locomotive, color variations on rolling stock, or different door mountings on boxcars. With the postwar advent of plastic injection molding, it was not unusual for multiple tools or tool combinations to be used for a specific product. We see a lot of this in boxcar molds. Sometimes they have rivets but at other times no rivets. The tooling number (usually found on the inside of the item) may be different. This difference comes both from different tooling and also tooling modified to meet specific production needs.

Unfortunately, there is not an accurate source of information as to how many of each product was actually produced. It is difficult to determine if there is a true difference; i.e., enough to make a difference in its market value.

In more recent times there seem to be fewer and fewer variations coming from the factory. The tendency is to notice products with errors in decoration. I will address this later in the Factory Errors section.

I, for one, have never felt that minor product variations were an area for concern or a reason for collecting. I realize my opinion may offend those with an interest and/or expertise in this specialized area. However, since so much is unknown about variations,

it is difficult to assess the actual market value of true variations.

Factory Error

This term is applied to products that probably should not have left the factory but slipped past the final inspection or quality assurance staff. Or perhaps the product was altered sometime after leaving the factory.

Examples of likely true errors are items with missing decoration or with a double stamp that were not culled out during the inspection process. Others were caught and junked but somehow got legs of their own and resurfaced outside the factory.

Through the years, I have owned several double-hot-stamped items that I bought as new. Examples would be the #8777 Santa Fe B unit and a Florida East Coast Bay Window Caboose. I have seen less of this in recent years, probably a result of improved production methods and more rigorous inspection.

It is not unusual to find missing hot-stamped text or decoration on products. I find this most prevalent in boxcars, which usually contain multiple colors. I have also found it on more than one 0-4-4 “General” locomotive where the nameplate is stamped on only one side. I don’t consider these errors “special.”

From time to time you may see boxcars with alternate color doors. I sincerely believe these were most likely changed after they left the factory because the original door was broken or lost or the original owner wanted to differentiate a series of cars running on the layout.

If you decide that these products are of interest, make sure you can document either the Variation or Factory Error. If/when you opt to sell the product in the future, you will have confirmation that they are real.

Prototype or Approval Car



This Kraft reefer was pictured in Lionel’s 1979 Advance catalog. Only one was made and the car was never produced.



This Pep-O-Mint Tank car was shown in the 1980 Advance catalog but was never produced. Only the prototype exists.

When a new item is considered for production, oftentimes a prototype is made for in-house approval. Most likely you may see these as cars used in photographs for possible use in company catalogues or used to gain marketing approval for actual production. These cars may be different than the actual production item, so I caution anyone who is interested in these cars to somehow verify authenticity prior to considering a purchase.

Like automotive and appliance manufacturers, Lionel has at times made limited pre-production runs to validate that they can mass manufacture an item or produce some for use (as in olden days) as “salesmen’s samples.” These cars may vary slightly from the actual production runs. Again, I would caution getting involved with these unless you can validate authenticity.

Approval Cars are just that – cars that were custom-made either for internal or external approval by the registered owners of the logos applied to the car. I was involved in the process for the Shell #6107 Hopper Car. I have what I call Car #1 – the car which received Shell approval of the proper usage of registered Shell trademarks and logos. This car is no different than any other production car and the only way I can differentiate it is that I marked the box number as #1, and it remains in that box. I have no other valid proof or identification that it is the actual Approval Car. Even to me, this car has no different value than any other #6107 hopper car.

Cataloged Versus Uncataloged Cars

For many years Lionel produced and distributed one catalog and most all of the yearly production items were shown in that

catalog. However, when opportunities arose, they produced special cars or sets that were not included in the annual catalog, thus the term “uncataloged.”



Lionel regularly makes Dealer Appreciation Cars, like this one from 2011.

In postwar days most of these items were either cars or special sets made specifically for a retailer but not available to the public for general sale. One of the most memorable of these is the Gifts Galore Halloween “General” train set. In the postwar era many national department store chains had Lionel make special train sets for exclusive use in their stores or in catalogs like the Sears Christmas “Wish Book.” These products may have included something not offered in a Lionel cataloged set, such as an add-on car. I have never seen a list that accurately documented all of these potential variations.

Special Cars

Through the years Lionel produced an ever-increasing number of Special Cars. These cars were given to people who were deemed important to Lionel or its marketing program. The recipients may have been presented to famous people (Johnny Cash for the train named for him), to executives of railroads (F3 diesels to GM-EMD, Santa Fe, and New York Central), or to high-volume customers. Generally these items were mounted for display. Little is known about these items. If you consider items in this category to have value beyond ordinary production, be sure to validate authenticity. Something you find at a garage sale is likely not as special as you may think.

Reissue

These items are reissued versions of earlier production. Through the years Lionel has reissued many items based on a desire to fill a perceived demand and/or generate additional revenue from customers that “missed” the first production run – perhaps because they weren’t yet born then! Most reissue items have a different product number on the packaging, but some may have the same

product ID stamped on the product. They may be the same color or different colors. Buildings and accessories have been reissued the most times. Understand that each carries its own value.

During the last decade, current Lionel owners have undertaken an aggressive program to reissue most of the items produced in the period between 1946 and 1970. Some of these products use the original tooling for re-manufacture, and some use new or revised tooling. The three areas with the most notable differences are locomotive power (AC Pullmor vs. DC can-type motors), the type of trucks used, and newer electronic e-units and sound systems. Lionel may have produced more Santa Fe F3 trains in the last 20 years than its total postwar production.

A one would expect, every time Lionel reissues a product the value of the older item generally decreases with the rare exception of a truly mint item. Many of the reissues actually look and run better than the originals because of improved production techniques. It is up to you to determine whether you want the original version or a reissue.

Reproductions

I believe this terminology first appeared in the art market and has since become a common term in many other areas including Lionel train collecting. Reproductions of Lionel trains have been available since at least the mid-50s when dealers would buy available parts from Lionel, assemble them, and sell them as an original Lionel item. I remember seeing a pile of several thousand Santa Fe F3 shells during a tour of the Madison Hardware Detroit facility on an LCCA tour. Also high on the list of reproductions are some of the early Fairbanks Morse Trainmaster diesels. I remember reading an article a few years back in a major hobby publication about the possibility of there being more reproductions of some paint schemes than actual factory production.

Aluminum passenger cars may also be a reproduction. The colored décor stripes used on the Presidential Set, Santa Fe, Pennsylvania, and Canadian Pacific train sets have been available from Lionel and aftermarket producers since the 1950s. While it is possible to tell the differences, most hobbyists cannot confirm if they are actually original unless the items came to them through the family from an original purchase

with the original boxes. More information about reproductions follows within the section about Fakes.

Some reproductions are a real value. Lionel has discontinued production of many parts, and a cottage industry has emerged to produce replacement parts. This is a great service to those who need parts to fix or repair older trains. In many cases the parts are equal to or better than the originals. Most importantly, they are available. My only look-out here is they should be so identified so the buyer can make an informed choice when purchasing it.

Limited Editions

This interesting term is often heard in train hobby advertising and conversations, but rarely do you hear exactly how many units were actually made. Sometimes the term is merely a marketing and sales phrase, not an indicator of actual production numbers or a statement about current or future market value. Lionel has guidelines for minimum production. As you would expect, they generally make more of their lower-end items and train sets than their more expensive collector items. I have found that these items often have no more value than similar regular catalog items. Sad to say, many people, including the author, have purchased these items new only to realize they were not as “limited” as described. With regret, owners may sell them at a loss a few years later. Buy them because you want them in your collection, not as a potential investment. Further, be aware that “limited production” may also mean that a production run was “limited” to the number of trains sold upfront to customers prior to placing a factory order for production.

Aftermarket Production

In the last decade there has been an explosive growth of what I call aftermarket items. These are generally specially produced items where an outside vendor (not Lionel) is responsible for decorating the cars. These items may be based on a blank body shell made by and purchased from Lionel, but are decorated downstream by another vendor. Over-stamped or repainted items are sometimes the result of this “born again” process. If an initial production run by Lionel did not sell as well as hoped, the “leftover” items may be sold at distressed prices to move them off the company’s inventory. The items may have

value to others. Some of the cars offered by train organizations (including LCCA) may come from this category. I am not trying to downplay these products as a viable sector of the market, and most hobby organizations identify them appropriately. Some purists would say they are not totally Lionel-made products. Although that’s true, when the end result is significant to collectors/operators, it’s a keeper in an orange and blue box with a Lionel SKU number.

Private Sale and Club Cars

For many years Lionel was reluctant to make special cars beyond their normal production runs. Then they produced cars for various train clubs (LCCA and others) and have now expanded to produce cars for many



This tank car designed by LCCA and produced by Lionel bore a lustrous metallic paint scheme with C&NW décor as the 2007 Convention Car.

others. Finding this a lucrative market, the company now makes cars for many different organizations. One of the more unusual train sets was produced for a medical center in New Jersey. They could make cars for you if you meet their minimum production run requirement.

Fakes

I wrote earlier about reproductions. If clearly identified as such, they have a place in the toy train marketplace. The problem is some trains are passed off as “the real deal.” Some inexperienced buyers are duped every day. If an item offered for sale seems too good to be true, it probably is – let the buyer beware. Collectors involved with Lionel trains for many years are a good source of information on fakes. Some fakes are “good copies,” but most are easy to spot upon close inspection. Know what you are buying and don’t be taken. Most of the fakes I have seen are clearly different than the real original production.

In postwar days it is my understanding that Lionel would clean out their warehouse and

sell (generally to larger dealers) excess parts or work-in-process inventory. Some of these items were completed according to Lionel’s original plan but outside the factory, so it is very difficult to tell any difference. Some might say there is no difference except for the site of final assembly.

Also be careful of the so-called rarer production items – both locomotives and rolling stock. It could be possible some were modified outside the factory to take advantage of high market values.

Rare

I have saved this term for last because it is the most overused and misrepresented term in collecting Lionel trains. I have asked sellers at train shows why they use the term, and they sometimes respond, “It helps business.”

Guess What! I have never seen a “rare” actual production Lionel item produced since 1946. I don’t believe there is anything in regular production that meets the definition of “rare” as applied to the Hope Diamond, a 1909 Indian Head Penny, or a Moon Rock. If there is something, I would be happy for someone to point it out to me!

Yes, there are hard-to-find Lionel items in the categories cited in this article, many of which were produced for train clubs or other organizations. These are not “rare” since many were produced (even if the quantity was limited as a minimum production run), and none were rare because of status as a one-of-a-kind item.

The McFarland Train Set is “rare” because only one train set was made and presented to Mr. McFarland. The marvelous Grand Central Terminal building prototype made by Lionel is “rare” because only one was made and then shelved. However, neither one was an actual production item. Don’t be fooled by this overused word. Likewise, the number of potential buyers for so-called “rare” items is limited.

Future Articles in this Series

I sincerely hope those who are new to the model train hobby have learned from and enjoyed this series of articles. Is there a topic you would like me to write about? If so, I will put it on my TTD list.

Editor’s Postscript: e-mail Chuck Walker at: thunderonthemtn@sbcglobal.net

Photographs by Bill Schmeelk

“However, due to the sheer volume of these cars, production variations and/or factory errors did occur. For example, some giraffes were unintentionally produced without spots, and some cars were heat-stamped on one side only.”

The Operating Giraffe Car was produced in 1960 by Lionel as #3386-1 when boxed for many promotional sets such as X-526NA, X-565NA and X-574NA. When unboxed, Lionel assigned it as #3386-25 and placed in sets 1109, 1111, 1117, X-549NA, X-586NA and X-575.

The #3386 used the same mold as the popular #3376 made during 1960-66 and returned to the production line-up in 1969. Apparently multiple production runs were required to meet the unforeseen demands for some of the above sets (most notably the promotional sets) because several shades of blue polystyrene for mint-in-the-box cars have been observed over the years by authoritative collectors. Also, some giraffes appear shinier than others. To date, there is no difference in value for these “variations.”

Both the #3386 and #3376 cars operated in the same manner

But another more subtle difference is the #3386 was fitted with two non-operating arch bar trucks while the previously manufactured #3376 utilized two operating ARCH trucks.

Many collectors “pass” on the #3386 cars, which may be justified by the fact that, according to Lionel production files, more than 60,000 units were produced. This car has a somewhat common rarity rating of four on a scale of 1-10 with one being the most produced and 10 being the fewest produced.

Many collectors are not aware of the fact that the vast majority of the #3386 cars came in sets and were unboxed. The #3386-1 boxed versions were placed in an orange perforated box with a tuck flap showing #3386-10. This box is very difficult to find in collectible condition today. A like new #3386 by itself is rated a four, but when combined with the original box in similar condition with all of its original contents it becomes a nine!

But the story becomes even more interesting and challenging. Prior to 1960, rarely did Lionel offer for separate sale a car with two dummy couplers. During the waning years of the 1960s, Lionel was trying to reduce material and operating costs.

According to renowned collectors Joseph P. Algozzini & Emanuel F. Piazza, “Apparently Lionel had too many unboxed #3386 cars in stock, so they took advantage of its cute style of operation and over-stamped some of the leftover #3376 boxes with #3386-10 in dark blue ink and reduced inventory accordingly.” For an example, refer to **photo 2**.

These two authors further state that **t h i s** #3386-10 over-stamped **box**



Photo 1

with a bobbing giraffe molded in yellow polystyrene with spots on its neck and face as intended for production, according to Lionel production files. However, due to the sheer volume of these cars, production variations and/or factory errors did occur. For example, some giraffes were unintentionally produced without spots, and some cars were heat-stamped on one side only. These variations generally command a slight premium in price.

Oddly enough, both #3386 and #3376 cars were packed with the same 3376-118 manila envelope. Lionel did not create a new, specific operating instruction sheet and parts envelope for the #3386, which probably indicated an attempt to cut material costs whenever and wherever possible. Refer to **photo 1**.

At first glance, the obvious difference between the two blue cars is the numbers: #3386 versus #3376, which were heat stamped in white on both sides of these cars.



Photo 2

ranks as a ten with fewer than 25 produced by the Lionel factory! Knowledgeable collectors believe only a very small handful (perhaps only two to four) of the over-stamped #3386-10s in mint condition are known to exist; i.e., the one shown here and another one in Algozzini's/Piazza's collection.

Photographs by Sterling W. Myers II



1927 Magazine Ad

To solve this puzzle, move selected letters in each column and place them, one letter per box, to reveal the text of this 1927 Lionel magazine ad. Enjoy!

S	A			
A	I	R		
M	E	M		
A	P	B	A	
L	L	N	O	
Y	E			
T	E			
E	T	N	O	
O	O	N		
E	O	U		
N	U	G	O	
G	P	H	J	
E	P	O	H	
Y	R	F		
F	O	A		
O	R	-	T	
E	R			

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

Fast and Fabulous Fantasy Flyer

Order Deadline
July 31

This #616 O-gauge passenger train set is licensed by Lionel LLC for production exclusively for members of the LCCA.

Layout provided courtesy of Arkansas Traveler Hobbies, Bald Knob, AR

The Prospector tinplate train set is available in two versions – as a contemporary, sound-equipped train or as a traditional train with AC motor and e-unit without a sound system. Production will be limited to 300 total units.

Prospector with sound

- 3.0 sound system
- Passenger station effect
- Electronic reverse unit
- Streaming smoke, vibrant horn, bell
- Flywheel-equipped motor
- Speed control

Prospector without sound

- Build-a-Loco AC motor
- Conventional mode operation
- Die-cast metal and tin body
- Die-cast chassis
- Operating headlight
- All-metal wheels and gears

Features of the passenger cars of both versions: a Passenger Car and Observation Car, constant voltage lighting, interior lighting built-in to each vestibule.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Limit: One train set per member. Neither train set includes track or a transformer. Order deadline: July 31, 2013. Delivery anticipated in December 2013.

DO THE MATH

PLAN A – Payment in Full

- Prospector Train Set, 3.0 version @ \$549.95 \$ _____
- Prospector Train Set, Conv'tnl version @ \$549.95 \$ _____
- IL residents**, add sales tax of 7.5%
- Sub-total: \$ _____
- Shipping, handling, & insurance @ \$29.95, both version \$ _____
- Total (in U.S. funds): \$ _____

PLAN B – Down Payment Deposit

- \$99.95 is due when the order is placed through this option by credit card only. The remaining balance will be due when the train set is shipped. The remaining sum will be charged to the same credit card. The initial deposit is not refundable or transferable to other products. I understand that my upfront deposit represents a good faith commitment to follow-through on this purchase of a Prospector Train Set.

Name: _____ LCCA No.: _____

Shipping Address: _____

City: _____ State: _____ Zip + 4: _____

Phone: (_____) _____ e-mail: _____

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

PURCHASE METHOD

- If a check is enclosed, make it payable to "LCCA" with "Prospector" 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.

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept P/TLR-6-13 • P.O. Box 529 • Peru, IL 61354-0529
Order online at: www.lionelcollectors.org — go to "LCCA Store." To submit an order by fax: 815-223-0791.

Even a Giant Needs Company

Order Deadline
July 30



Add three Standard gauge Cars for Goliath – the LCCA Version of Lionel’s Brute

Hand-built in Italy around 1927, the pre-production model of the Brute would later be transformed into Lionel’s largest and flashiest Standard gauge electric. Although the original Brute never turned a wheel on an actual layout, this recently resurrected model will run on Standard gauge track.

These three matching passenger cars are painted high-gloss black with brass trim and chrome accents. Each car is aptly named SLINGSHOT, WARRIOR, and DAVID – derived from the biblical epic. When placed on Standard gauge track, this train set is more than 10 feet long.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE FOR GOLIATH AND THREE CARS

Once submitted, LCCA will consider this a firm order and not refundable. Limit: One Goliath and one three-car set per member.
Order deadline: July 30, 2013. Estimated shipping dates: Goliath: September, 2013 Three Cars: December, 2013.

DO THE MATH

- Plan A, Goliath: Payment in full up front by check or credit card. \$ 1,595.
 - Plan B, Goliath: Non-refundable and non-transferable deposit. \$ 250.
 - Plan A, Three Cars: Payment in full up front by check or credit card. \$ 1,595.
 - Plan B, Three Cars: Non-refundable and non-transferable deposit. \$ 250.
- Plan B purchases by credit card only. The balance due will be charged to your same account when shipped.
- Illinois residents:** add 7.5% sales tax \$ _____
 - Sub-total: \$ _____
 - S&H: Orders received on or before 7-10-13 FREE
 - S&H, Goliath: Orders received after 7-11-13 through 7-30-13. \$ 95.
 - S&H, Three Cars: Orders received after 7-11-13 through 7-30-13. \$ 95.
 - Total (in U.S. funds) \$ _____

PURCHASE METHOD

- If check is enclosed, make it payable to “LCCA” with “GOL” 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 GOL/TLR-6-13 • P.O. Box 529 • Peru, IL 61354-0529
Order online at: www.lionelcollectors.org — go to “LCCA Store.” To submit an order by fax: 815-223-0791.