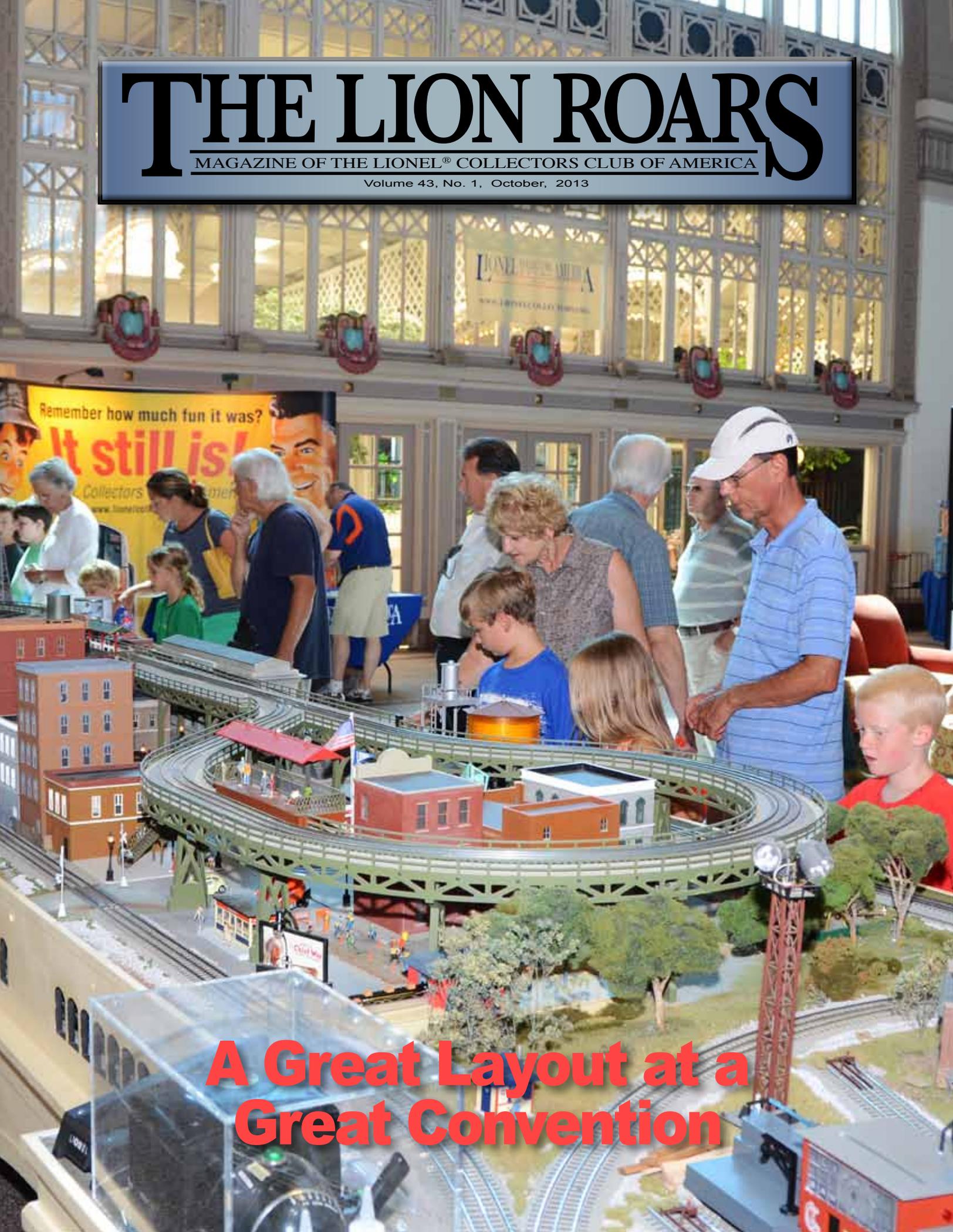


THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 43, No. 1, October, 2013



**A Great Layout at a
Great Convention**

Coal Carrier



As a FREE bonus, LCCA will include this new style billboard frame, which will be color-matched to the Coal Train Set.

Imitating reality on real railroads, many hobbyists have dedicated space on their layouts for coal mining operations and transport facilities. Now the LCCA steps up and offers the first of two products based on the coal industry. This Vulcan Switcher and two matching operating "shorty" coal hoppers can be ordered now. Assign this muscular mini-train to tasks in coal country on your layout. In the future, LCCA will announce and offer a Coal Ramp Accessory – the perfect accompaniment to this Coal Train Set.

One of last projects designed by the late Lou Caponi, this train set is painted and lettered for the Reading Mining Company and will be made for club members by Lionel®. The leading hopper has operating underbelly hatch doors, and the trailing hopper includes a simulated coal load and a lighted end-of-train device, the battery for which is cleverly hidden under the coal load. Both coal hoppers have die-cast, fully-sprung trucks and operating couplers.

Like other LCCA-sponsored train sets, the *Lou Caponi Signature Edition – Coal Train Set* will be packaged in a unique set box decorated as a tribute to Lou's creative spirit.

As a FREE bonus, LCCA will include a new style, color-matched billboard frame, a commemorative billboard insert, and a statement of authenticity for this Coal Train Set.

Production quantity will be limited to only 500 units because Lou had previously arranged for that number to be produced. Do not miss out on this highly collectible train set in a special set box with a LCCA billboard frame and insert and an accompanying statement of authenticity.

Add this iconic LCCA train set to your layout and get hauling!

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

Once submitted, LCCA will consider this a firm order and not refundable. Order deadline: January 31, 2014. Limit: One Coal Train Set per member.

DO THE MATH

1 Coal Train Set @ \$189.95 \$ _____
 Illinois residents: add 7.5% sales tax \$ _____
 S&H for Coal Train Set – add \$18 \$ _____
 Total (in U.S. funds) \$ _____

PURCHASE METHOD

My check is enclosed, made payable to "LCCA" with "Coal" 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 Coal/TLR-10-13 • 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.

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On the Cover



The Lionel® layout was one of the "Stars of the Show" at our Convention in Chattanooga, TN.

Cover photograph by Ed Richter

Business Office

LCCA Business Office services are limited to providing or processing changes of address, changes of phone number, "make good" copies of *The Lion Roars*, applications for membership, replacement membership cards, reinstatements, death notices, Convention registration, and orders for club collectibles at the club's website at www.lionelcollectors.org, by e-mail at: office@lionelcollectors.org, by fax at 815-223-0791, or by mail at: P.O. Box 529, Peru, IL 61354-0529.

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Visit our website for timely club news:
www.lionelcollectors.org

LCCA Video Earns Prestigious Telly Award

Al Kolis HM 15902

The club received an award at the 34th Annual Telly Award for its 2012 "LCCA Annual New York Holiday Video" video production. The LCCA video production team of Neil Guilarte, Ed Richter, and Al Kolis earned this award in the Non Broadcast – Hobby/Crafts Media Production category. LCCA congratulates the team for earning this prestigious award!

Telly Awards honor the very best film and video productions, ground-breaking online video content, and outstanding local, regional, and cable TV commercials and programs. The purpose of the Telly Award Program

is to strengthen the visual arts community by inspiring, promoting and supporting creativity. Judges for the 2012 Telly Awards competition received over 12,000 entries from all 50 states and five continents.

During the general membership meeting held during LCCA's Convention in Chattanooga, LCCA's photographer/videographer Ed Richter presented the Telly Award statuette to President Dennis DeVito.

Watch this award-winning video and other LCCA video productions at the "Video Gallery" section of our website at: www.lionelcollectors.org.





Dennis DeVito
RM 6758

Report from

BALLOTS DETERMINE DESTINY

“We will soon accept nominations for two Director vacancies and for Secretary. Consider this a personal invitation to participate in this election as a declared candidate.”

Check the SE Calendar for a Special Event in your area.

Adjustments in Governance

The LCCA and many club members personally lost a friend, mentor, and supporter because of the death of fellow member Lou Caponi. Lou was elected to the office of President-elect two years ago and was scheduled to become club President in July 2013 during the LCCA Convention in Chattanooga. However, his medical condition was uncertain at that time, so the BOD asked me to remain as President for at least 90 days with the hope that Lou would recover.

Lou's untimely death on July 31 presented the need to find a replacement President. In accordance with the LCCA Constitution (Article IV, Section 2, paragraph [a], "... by which the Immediate Past President is to assume the office of President for the unexpired term in the event of a vacancy in the office of President"), the BOD approved my remaining in office as President for the remainder of Lou's term. For details, refer to the Minutes of the BOD meeting of August 15, which is included in this issue and posted on our website at: www.lionelcollectors.org.

During that same meeting, the BOD also approved elevating Director Harry Overtoom (HM 1185) to the position of Immediate Past President. He will serve two years until 2015. To fill the unexpired Director term vacated by Harry Overtoom, I nominated David Hoverstock (RM 30131) to the BOD for their approval as a replacement Director. David was next runner-up in the last election for an available Director position. He served as an active volunteer for the club at the annual Convention and hosted Special Events.

The BOD acted promptly and responsibly to resolve the governance issues related to the passing of Lou Caponi. I thank the BOD for their vote of confidence in me to serve as President until 2015. I am committed to serve the club and its members and will continue to enhance its activities and add value

to membership in the best toy train club on the planet!

Election Alert

Thinking ahead, it's not too early to consider the upcoming 2014 elections. We will soon accept nominations for two Director vacancies and for Secretary. Consider this a personal invitation to participate in this election as a declared candidate. Investing time and effort in the club in a leadership role is a wonderful way to "give something back" to the club and the hobby we love. Along that same line of thought, there are numerous opportunities where your skill and experience could be utilized and appreciated. Volunteer to host a Special Event at your home, a local club, or an actual train venue. Contact Al Kolis with your idea for a SE.

An Autumnal Refresher

With fall on the horizon, it is time to refresh, renew, and revive our passion for trains. October is the informal start of the model train active winter and Christmas season, and some of the larger model train shows convene in November through February.



Clean the rails, oil the wheels, check the wiring, and have fun running your trains. If you use conventional transformer controls or apply the most sophisticated electronic interfaces, trains are trains. Enjoy the joy and fun of working and playing with what you have. It's priceless! If you only run trains on a "fantasy layout" in your mind or actually fire up the high iron, do not let this season pass without trains.

our President

From Hobbyist to Lionel Team Player

Active club member, current Director, LCCA Past President, and prodigious *TLR* author Bill Schmeelk (HM 6643) recently added another title to his portfolio – Regional Sales Manager for Lionel LLC.



Congratulations, Bill, for your appointment to a position that many members might consider a “dream job” – being involved in the Lionel organization and contributing to its success.



Billboard Frame

Sales for our new, made-in-the-USA billboard frame have been spectacular! Thanks to all members who purchased this item and confirmed the demand for USA-made products.

Proceeds will help the LCCA offer additional products, including the pending Coal Ramp Operating Accessory. Check out the new billboard frame and imagine how you could use it your layout. Order a few for use as billboards or as photo frames of your favorite billboard inserts or train-related photos. Refer to the article in this issue by Bob Harder who has suggested many creative uses for billboards.

'Tis the Season for SEs

Refer to LCCA activities during this season on the Special Events calendar included in this issue. It is filled with multiple events in all parts of this great country. The club sponsors these events for your enjoyment. Take your family along and bring friends who might become club members. Take the time to investigate the SEs

near you, adjust your schedule, and attend! I hope to meet you and your family at one of these events. I have yet to meet a member who did not have a good time at a Special Event.

About Club-sponsored Products

We still expect to have our Texas Special diesel “Cow and Calf” locos and matching cars yet this year. The Prospector Train Set and the Goliath items are also scheduled for delivery this year. Check our website for the latest updates about product delivery dates.

For those of us “Up North,” the weather will soon change, green leaves will turn yellow and brown, and the white stuff will appear. Between football Sundays, we have six days to enjoy trains. Appreciate the season, contact train friends, and hug your family!

Photographs provided by Mike Mottler, Dennis DeVito, and Bill Schmeelk

President's Scoreboard for 2012-13

Activity	Goal	Accomplished thru July, 2013	Status
Special Events	2,200 members touched	2,384	Goal Met
Number of Special Events	25 by July, 2013	42	Goal Met
Reinstatement of Members	400	215	Short of Goal

President's Scoreboard for 2013-14

Activity	Goal	Accomplished To Date	Status
Special Events	2,300 members touched	391	Goal Increased
Number of Special Events	30 by July, 2014	26 through April, 2014	Well on our way to this target.
Reinstatement of Members	300	15	Need Current Members To Assist

Answers to A Lionel Puzzlement

1. True, 2. True, 3. Freight sets surpassed passenger sets 20 to 1, 4. True, 5. True, 6. True, 7. Johnny Cash was the first member, 8. True, 9. Paper cutouts were in Nabisco Shredded Wheat cereal boxes, 10. True, 11. Airplane was introduced in 1936, 12. True, 13. True, 14. True, 15. GG-1 holds the longevity record, 16. True, 17. True, 18. Smoke pellets took 5 years to develop, 19. Joe DiMaggio was the weekly guest, 20. Irvington, NJ was the site, 21. True, 22. Gateman was first plastic product, 23. Girls' train was reintroduced in 1991, 24. True, 25. True.



Al Kolis
HM 15902

Special Events

HIGHLIGHT:

“If you are interested in hosting a LCCA Special Event in your area, please contact me by phone at 248-709-4137 and discuss your idea.”

We Met the Goal!

Last year, President Dennis DeVito and the LCCA BOD established the goal of making direct contact with 2,200 LCCA members and their families through our LCCA Special Events Program. I am proud to report that we achieved that goal when 2,315 persons participated in LCCA SEs. President Dennis DeVito recently raised the bar even higher with a goal to reach out to 2,300 members during the upcoming 12 months. What a challenge!

If you are interested in hosting a LCCA Special Event in your area, please contact me by phone at 248-709-4137 and discuss your idea. We will need a lot of help to achieve the new club goal. Remember, a Special Event does not have to be a train show. There are many ways to get together with other LCCA members and have fun with Lionel® trains or real train activity. There is no set formula for a LCCA SE – other than having fun! I hope to hear from you soon!

Review: SEs at the LCCA Convention in July

The successful LCCA annual Convention in mid-July at the historic Chattanooga Choo Choo Hotel in Chattanooga, TN, included several SEs on the schedule. Junior Member Coordinator Jenny Kraus and volunteers Phyllis DeVito and Dinah Carter hosted activities throughout the week for JMs and their families.

“Thank you,” parents and grandparents, for bringing more than 80 children to the Convention. We hope all the youngsters and the young at heart enjoyed it. After all, these youths are the future leaders of our club and the hobby.

I have enjoyed arranging appearances of Make-A-Wish families at LCCA Conventions and at some SEs. For me, a highlight of the recent Convention was meeting Jett, age 7, of the East Tennessee Make-A-Wish Foundation. He was the honorary engineer during the opening ceremony of the magnificent operating Lionel company train layout.



The local ABC network affiliate, WTVC-TV/9, captured the moment for presentation on their newscasts and their website. LCCA President DeVito and Lionel’s J. Don Reece gave Jett and his family their first Norfolk and Southern Lionel starter train set.

The Lionel layout was also the scene for another SE highlight on Thursday when six autistic children and their families from the Autism Speaks organization traveled from the Chattanooga area to the host hotel and became Honorary Engineers for that day.



Each took a turn running the trains on this spectacular layout with Lionel’s Legacy Control System™. J. Don Reece provided a private tour for them with a demonstration of the company’s layout and static display. He also showed them Lionel’s new LionChief™ remote control, the Lionel/LCCA FasTrack Modular Railroad, LCCA’s mini-layout, and TW TrainWorx Modular Railroad. Thank you, Lionel and TW Trainworx, for bringing these layouts for conventioners and our special guests to enjoy.

Review: SE in Ohio in August

LCCA participated in Lionel’s third annual Customer Service Center Open House on Saturday, August 17, in Canfield, OH. Hundreds of LCCA members and their families attended this fun-filled Special Event.

Are Special

As a result, we are off to a great start as we stretch toward President DeVito's ambitious reach-out goal for the upcoming year.

Lionel brought the Lionel/LCCA FasTrack Modular Railroad layout to this event. LCCA member Greg Dorsey (RM 31201) of Pittsburgh, PA, caught "Lionel/LCCA FasTrack Modular Railroad Fever" and brought his four modular sections from Pittsburgh to the site. His modules were a perfect fit because he used the Lionel template and followed online specifications during assembly. Thank you, Greg, for being a part of this exciting project!

Other members around the country are also building modular layouts:

- Bob Eberley and his group in Florida
- The Colorado Toy Train Group (CTTG) in Colorado
- John Rinaldi and the Golden Gate Railroad Club in California
- Craig Christiansen and collaborators in Arkansas
- Roger Farkash and several others in Texas are expanding their LCCA/Lionel Modular Railroads.



As you can see, modular fever is spreading from coast to coast!

LCCA member Sal Gambino, Jr. (RM 12681) volunteered for service at the LCCA table all day long, and Alan Szirony (RM 17601) stopped by and helped out. Our club table was next to the table staffed by O Gauge Railroad-

ing staffers Ed Boyle and Alan Arnold – both of whom are club members.

These lucky LCCA members won LCCA limited-edition products as door prizes:

- Ed De Gregorio, RM 20130
- Scott Davis, RM 31835
- Tom Higginbothan, RM 23948
- William Duff, RM 28052.

Members stopped by and received an uncut LCCA billboard insert with a SE marking, a collectible SE pin, and saw the new LCCA

two-sided billboard frame accessory with inserts. This item is 100% made in America, including the packaging. We hope members who asked for train products to be made in America will place orders for this limited-edition, LCCA-sponsored product at our website: www.lionelcollectors.org.

Lionel's Senior Vice President and General Manager Howard Hitchcock ran trains on the Lionel/LCCA FasTrack Modular Railroad layout all day long. Exec-



utives can play with trains too! Howard and younger guests operated Lionel's new LionChief remote-controlled Thomas train set donated by OGR's Ed Boyle. Lionel's Mike Reagan and Phil Hull and his team did a fantastic job hosting this fun event. Lionel's Tom Nuzzo presented hands-on demonstrations of Lionel's Legacy™ system on a large test track upstairs. Thank you Howard, Mike, Tom, Phil, and the entire Lionel team for your hospitality!



Lionel offered a huge sale of parts and discounted Lionel trains and accessories, and presented hourly drawings of door prizes. Lionel presented a new Vision Line™

locomotive to a lucky Grand Prize winner. Guests enjoyed great barbecue food, nice weather, and hobby-based friendships.

The LCCA seeks members who want to build and bring modular sections to the "Trains, Trains, Trains" SE scheduled for January 24 at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. Please contact me at 248-709-4137 to discuss your participation in this event.

Review: SE in Colorado in August

LCCA and the Colorado Toy Train Group, LLC (CTTG) co-sponsored their sixth consecutive toy train auction, August 24 and 25, in Westminster, CO. Thirty-three LCCA members bid on 825+ lots of G, HO, N, O, and Standard gauge toy trains during that weekend, which kept energetic auctioneer David Gahagen busy!



Each day, bidders had the opportunity to win a door prize donated by LCCA. Robert Noblett (RM 13534) won the Lionel UP Merchandise Car prize on Saturday, and Bernie Galus, CTTG Boarding Pass holder, won the die-cast UP Tractor-Trailer prize on Sunday.

More than 170 LCCA members have participated in the six LCCA Special Event toy train auctions during the past two-plus years. Mark your calendars to attend the next LCCA/CTTG toy train auction on November 16 and 17, again in Westminster, CO.

*Text by Steve Fowler RM 26496
Photograph by Donald Davis*

Review: SE in Texas in September

The September 14 Second Annual TW TrainWorx Layout Festival in Dallas, TX, now resonates in the memory of those who



attended this action-filled day. LCCA President Dennis DeVito and Convention Co-manager Bob Carter attended and greeted club members and visitors. Bob's growing collection of nicknames changes according to the locale of LCCA's annual Convention.

More than a dozen O- and S-gauge toy train layouts were in action at this SE all day long. LCCA members Roger & Dorcie Farkash arranged for the impressive BNSF corporate layout to be in operation that day. In 2012, this 8x32-foot O-gauge layout was unveiled during the Berkshire-Hathaway Shareholder Meeting in Omaha, NE. B-H is the parent company of BNSF. That showing was featured in an article and on the cover of a *Classic Toy Trains* magazine issue. When he saw this tremendous layout for the first time, Warren Buffet, B-H CEO, said, "It's a Masterpiece!"

During this event, LCCA members saw a 7x12-foot section of the Lionel corporate train layout and accompanying operating tower displays, the Ronald McDonald House of Dallas layout located at Trains at NorthPark Mall, LCCA's mini layout, and other attractions. Guests had their photo

taken with Lionel's mascot Lenny the Lion and enjoyed live and lively music performed by a local jazz band.

TW TrainWorx also placed their LCCA/Lionel FasTrack Modular Railroad Layout in operation. Club members who were unable to attend LCCA's 43rd Annual Convention this past summer in Chattanooga, TN, had the opportunity to see this modular standard in operation with a drop-down section in place. This layout now includes more details, switches, scenic effects, TW TrainWorx kit buildings, and bridges. We believe this new modular standard will introduce the magic of Lionel trains to today's generation of train enthusiasts.

This SE included model railroad vendors, manufacturer's reps, exciting raffles for great products, door prizes, gourmet food trucks, and lots of fun for the entire family. Proceeds from this event were allocated to Ronald McDonald House of Dallas, which provides a home-away-from-home for families whose children are in the hospital receiving medical care for a serious illness.

Text by Roger Farkash RM 27296

Photos by Bob Carter RM 6620

Review: SE in VA in September

The LCCA returned to the Norfolk area for the September 21 Tidewater Train Show. "Thank you" to all members who stopped by the LCCA table and met LCCA Secretary Harry Hampson and his wife Bridget. Members received a LCCA SE pin and a SE billboard insert. The LCCA table was next to the Tidewater O Gauge Association (TOGA) layout, which was one of the layouts featured at our 2012 Convention in Norfolk.

Three Great LCCA Special Events during one Weekend

The weekend of September 28 was a very busy one for the LCCA. We held events in the Chicago area, Wichita, and Orlando! That's proof that LCCA SEs are growing in popularity.

President Dennis DeVito represented the LCCA at the Chicagoland Lionel Railroad Club in New Lenox, IL. LCCA club photog-

rapher and the voice of our LCCA videos, Ed Richter represented the club during the four-day event held in the Magic Kingdom of Walt Disney World near Orlando, FL. Club Member John Flinn represented the club at the Wichita, KS, two-day Train Show held by the Wichita Toy Train Club and Museum during their 19th Annual Train Show and Swap Meet.

Review: SE in IL in September

On Saturday, September 28 at their clubhouse, the Chicagoland Lionel Railroad Club (CLRC) hosted Lionel execs who presented the company's newest technology.



Two images by Lionel LLC

CLRC President Herb Koch introduced Lionel rep J. Don Reece who in turn presented John Ricks, Technician, and Tom Russo, Product Expert, to the attendees. John and Tom showed how the new Lionel iPad™ app displayed the layout on a screen.



After the track plan was applied to the iPad, they showed how to throw a switch by touching a finger to the screen at the switch icon. The icon changed from a green (straight) to a red (curved) color to indicate the path through the switch. It's reminiscent of the lighted control panels in the command center of the Starship Enterprise. Lt. Commander Data would love this device! Similar actions turn on block sections and action accessories.

Lionel brought out three new steam locomotives and three new diesels for demonstrating the new LCS Sensor Track™. This track section can read information from the locomotives and send it to the Legacy base.



The LCS Sensor Track has its own memory. Action recordings can be made and then triggered by one or all infrared-equipped engines to sound the horn, turn on accessories, start new trains, and more. Functionality is restricted only by one's imagination.

But the day was not over. J. Don Reece presented the new remote control starter sets. Thomas the Tank, one of our favorites, came through on our 18-volt track with its own remote control. Other starter sets were also presented. All of the trains in the Thomas-related series ran with a remote unit in their own color. Unlike the original Cab-1 and the Legacy Cab-2 units, the remote controller for these and other starter sets run the trains forward with a clockwise turn of the dial and reverse with a counter-clockwise turn. No need for a reverse switch – a nice touch!

Each engine also has a whistle, bell, and an "All Aboard!" sound effect. Following the presentations, CLRC members and visitors played with the iPad controls and experimented with the new technology in action.

*Text & photographs
by Herb Koch RM 22758*

Review: SE in KS in September

Also on September 28-29, LCCA co-sponsored the 19th annual Train Show and Swap Meet at the Cessna Activity Center in Wichita in collaboration with the Wichita Toy Train Club and Museum. Local club and LCCA member John Flinn (RM 9576) was the local rep for LCCA.

Vendors offered trains for sale in all scales, and LCCA mem-



bers received free admission to the Swap Meet and to the nearby club building. Operating layouts included O, S, HO, N, and Z gauge trains in action at the Center site. Participants also visited the nearby club museum location where similar layouts were on exhibit. Lucky attendees won door prizes, some of which were provided by the LCCA.

Text by John Flinn RM 9576

Review: SE in FL in September

Because of the close proximity to a publication deadline, a recap of this SE will be presented in the December 2013 issue of *TLR*.

Review: SE in CO in October

LCCA and the Colorado Toy Train Group (CTTG) co-hosted "Trains on the Plains" as a Model Railroad Expo on Saturday, October 5, from 9 to 3 at the Exhibition Hall of the Larimer County Fairgrounds in Loveland, CO. LCCA members saw the new LCCA/Lionel FasTrack Modular Railroad in action during this event.

Preview: Dinner in PA in October

Once again, the LCCA members and friends will be gathering at the Smokey Bones Restaurant for a casual evening get together and Dutch treat dinner on Wednesday, October



16, at 6:30 p.m. The restaurant is located at 1301 Kenneth Road (off Route 30) and Loukes Road in York.

Preview: SE in VA in November

Mark your calendar for a LCCA Special Event in Norfolk, "An Evening with Paul Sharp and his S-gauge Trains" on Saturday, November 2, from 5 to 10 p.m. This SE will be a "double feature" – lots of fun with trains and a charity benefit for CHKD, the Children's Hospital of the King's Daughters in Norfolk. LCCA member Paul will host this Open House and Toy Train Auction at his home. Admission will be \$30/person for a fully catered dinner including beer or wine.

Paul has a vast collection of American Flyer S-gauge trains, two impressive S-gauge operating layouts, and a game room filled with many arcade and video games. His home was a featured layout tour during the LCCA 2012 Convention held in Norfolk. If you missed it in 2012, here's a "make up" opportunity. Don't miss this encore performance!



Paul will host this event along with the local Tidewater O Gauge Association (TOGA) whose members will volunteer time and effort as helpers. This SE will be doubly satisfying because it will engage guests in a fun-filled evening with trains and benefit a worthwhile cause.

Invitations will be mailed on or about October 1. If you intend to participate, please contact LCCA member Bruce Goettel prior to October 1. This SE will include both a live auction and a silent auction. All attendees will be invited to contribute train-related items for bidding.

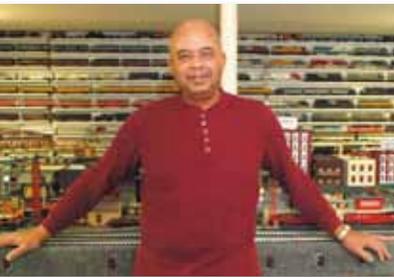
Questions and correspondence should be directed to Bruce at 1552 Seafarer Lane, Virginia Beach, VA 23454; or contact him by phone at 775-481-4972. Space is limited, so do not delay registering.

Preview: SEs in WI in November

We have two great Special events scheduled in Wisconsin this November. On November 3, attend the fourth annual First Freeze Train Show and Swap Meet in Green Bay, WI.

On November 9 & 10, the LCCA Booth and mini-layout will be set up and operational during the TrainFest 2013 Train Show held annually in Milwaukee, WI. President Dennis DeVito and LCCA Business Office Liaison Mike Battaglia will meet members who stop by and visit our booth. This is a great train show venue, and we encourage members in the Midwest to attend.

Preview: SE in TN in November



LCCA members will gather in Chattanooga, TN, as the guests of Gerald Jackson

and his wife Myra on Saturday, November 16 from 9 a.m. to 1 p.m. The Jacksons will host an Open House event open to all club members and especially for JMs and their families. We will welcome special guests—autistic children and their families from the local Autism Speaks organization.

This spectacular 14x28-foot home layout is highly computerized. Gerald will encourage hands-on operation of the Lionel trains installed in their walkout basement. The collection and operating toy trains includes nearly 800 pieces of rolling stock and 195 Lionel and MTH® toy train locomotives. He will provide several loops of Lionel track on the floor for children.

Because space is limited, we request that LCCA members and Autism Speaks families register in advance to reserve their spot for this event prior to November 1. If you are interested in attending, please contact me by e-mail at agkolis@comcast.com or by phone at 248-709-4137; or contact Gerald at gjackson070@gmail.com or call 423-710-2435.

Preview: SE in MI in December

On Saturday, December 7, LCCA members will gather in SW Michigan for a Toy Train Auction and Holiday Party at at Bob's Hobby Shop, 115 N. Main Street, Watervliet, MI. This SE will be 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 door to the basement will open at 8:30 a.m. and can be accessed from the parking lot along the east side of the building. The main doors to the store (upstairs) will open at 9 o'clock.

The store will be decorated for Christmas. Bob's Hobby shop will offer some discount sales on select store items in the shop upstairs. Bob's big Lionel train layout on the second floor has a cutout in front where Santa Claus will greet children and provide candy canes.

For more detailed information and pictures of auction items, visit the "Auction Pics" section of www.bobshobbyshop.com. Bob anticipates having almost 400 lots for bidding this December.

Check the LCCA website for additional information as this event approaches.

Contact LCCA's Mike Battaglia by phone at 269-428-2487 or via e-mail at steamengine234@comcast.net; or Bob Phillips by phone at 269-433-7452 or via e-mail at bobfishman@juno.com.

Preview: SE in IA in December

Club members Bob Ver Hoef and Pam Richardson will host their third annual FREE Christmas Season Open House event on Saturday, December 14, from 11 a.m. to 4 p.m. at 223 West Broadway, Leland, IA. Bob and Pam believe that this year's SE will be even larger than last year's event! Bob will also host a Toy Train Swap Meet in a building across the street. There will be free coffee, cookies, and cider along with door prizes provided by the LCCA.

A child from the North Iowa Make-A-Wish Foundation will be the Honorary Engineer for the day. Please spread the word about



this festive event and start your holiday season right. Call Bob at 641-420-2294 for table reservations for the Swap Meet.

Preview: SE in NC in December

Rich and Kathy Dissosway (RM 28158) will host their ninth annual Christmas Holiday Train Party and Open House at their home in Lewisville, NC, on Saturday, December 14, from 4 to 11 p.m.

All LCCA members and their families and friends are invited to attend free of charge.



The layout sprawls through three rooms in their basement, and they can run up to 12 trains at a time. This year's party will feature Lionel's models of the first 10 Norfolk Southern Heritage locomotives displayed at the Spencer, NC, roundhouse in 2012. All 20 of the NS Heritage engines will be shown if the last 10 are delivered on schedule!

Calendar of Upcoming Special Events In 2013

A full dinner buffet will be served. Call Rich and Kathy Dissosway at 336-766-3151 or e-mail them at rdissosway@triad.rr.com for more information and directions.

Looking Ahead: LCCA Special Events in 2014

We will start the New Year off with four World's Greatest Hobby on Tour events. We will be in Cleveland, OH, on January 4 & 5, in Houston, TX, on January 11 & 12, in Philadelphia on January 18 & 19, and near my hometown area of Novi, MI, (near Detroit) on February 22 & 23.

The LCCA display will include club-sponsored products and our operating mini-layout. Our booth will always be located next to the Lionel operating layout and display at every WGHOT Show. I recommend that you try to attend one of these family-oriented shows if they come to a city near you.

These shows are a great opportunity to introduce Lionel trains to a new generation of kids as well and to re-connect to the hobby those who had a Lionel train as a youngster years ago. There are plenty of layouts and something for the entire family to enjoy.

Special Events Are Contagious!

SEs have become quite frequent and popular, so it is a challenge to maintain the flow of up-to-date information about all of them in our club's hardcopy publications, which have fixed deadlines. Use our website www.lionelcollectors.org to obtain the latest information about LCCA SEs. We hope you and your families can attend and participate in these family-friendly, fun activities. If we have not yet scheduled a SE in your area and you would like to host a Special Event, please contact me by phone at 248-709-4137 or contact me by e-mail at agkolis@comcast.net.

Note: LCCA members will be able to purchase some recent LCCA commemoratives and LCCA Store merchandise and meet LCCA officials at these events. New members may join at any event.

October 16 - York, PA Casual "Dutch treat" dinner and social event at Smokey Bones Restaurant, Wednesday at 6:30 p.m. 1301 Kenneth Road (off Route 30) and Loukes Road in York

November 2 - Norfolk, VA Open House Charity Event and Silent Auction at Paul Sharp's home

November 3 - Green Bay, WI Fourth Annual First Freeze Train Show and Swap Meet

November 9 & 10 - Milwaukee, WI LCCA will appear at TrainFest 2013

November 16 - Chattanooga, TN Open House event at Gerald Jackson's home with Autism Speaks families as special guests

December 7 - Watervliet, MI Toy Train Auction and Holiday Party at Bob's Hobby Shop

December 12-31 - North Little Rock, AR Large train layout and displays in the Exhibit Hall of Laman Library with hands-on fun for families and kids during library hours

December 14 - Leland, IA Christmas Open House with Bob Ver Hoef and Pam Richardson

December 14 - Lewisville, NC Christmas Holiday Train Party and Open House at the home (and fabulous large layout) of Rich and Kathy Dissosway

In 2014

January 4 & 5 - Cleveland, OH LCCA will be present at this WGHOT Show

January 11 & 12 - Houston, TX Look for the LCCA booth at this WGHOT Show

January 18 & 19 - Philadelphia, PA LCCA will be on site for this WGHOT Show

January 25 - Kennesaw, GA "Trains Trains, Trains!" Train Show at Southern Museum of Civil War and Locomotive History

February 9 - San Jose, CA LCCA will join the Golden Gate Lionel Railroaders Club for a Train Show

February 22 & 23 - Detroit, MI LCCA will be present during the WGHOT Show

March 1 & 2 - Palmetto, FL Special Event

March 15 - Springfield, MO Ozark Model Railroad Association (OMRA) Train Show at the Remington Center with prizes for winners of the LCCA-sponsored FasTrack™ Layout Building Contest

March 15 - Owosso, MI Inaugural run of Pere Marquette 1225 Steam Locomotive from Owosso to Clare, MI. Imagery of this engine was digitized and used in the popular "Polar Express" movie.

April 6 - Rockford, IL LCCA will return to Rockford for an annual Train Show hosted by Jerry Dangelo

April 23 - York, PA Casual "Dutch treat" dinner and social event at Smokey Bones Restaurant, Wednesday, at 6:30 p.m. 1301 Kenneth Road (off Route 30) and Loukes Road in York



Don Heimburger
GUEST AUTHOR

An American Flyer

HIGHLIGHT:

“I look forward to the new S-gauge products coming out and to more trains and new accessories.”

Editors' Note: Immersed in American Flyer and S scale trains nearly all of his life, Don is an advocate for S scale as a journalist and publisher and editor-in-chief of S Gaugian magazine. With Lionel active with AF and MTH recently engaged with S, he believes the future looks great for S.

At Home with American Flyer

I was born and raised in Tolono, a small town in central Illinois, during the 1940s and '50s. My dad then had an on-the-side job as a dealer for The A.C. Gilbert Company. In advance of the Christmas season, he received packages of American Flyer® steam locomotives, red and green heavyweight passenger coaches, operating accessories, and the freight cars of the '50s: boxcars decorated for State of Maine, Missouri Pacific Eagle Merchandise Service, B&M, Central of Georgia, and the M&St.L. Those were very colorful cars, and I remember them distinctly. I grew up with

American Flyer trains and enjoyed a big layout in the basement. Dad and I would go down there after supper every night and operate the trains.

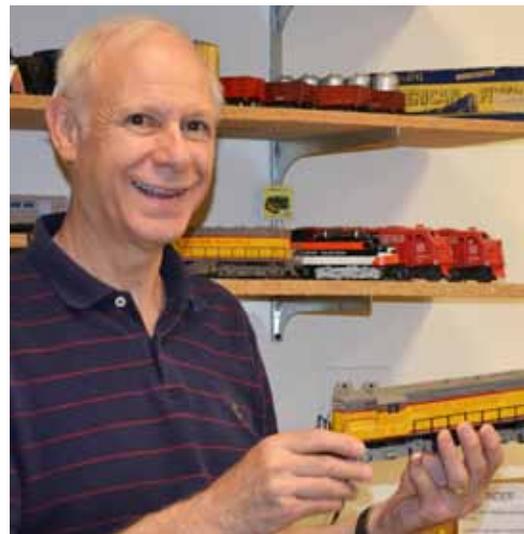
I didn't lose interest in S gauge or American Flyer, but I changed to S scale and sold all of my previous American Flyer. So for a time I didn't have one single piece of the original AF trains. Later I looked back and said, "I shouldn't have done that. I should have kept everything." I was able

to find and re-acquire a lot of those trains, and I now have now a fairly large American Flyer collection. I bought them back, but at higher prices!

My Favorites

The six-axle heavyweight passenger coaches were my favorites like the heavyweights, the #953 Niagara Falls combine, and the #954 Grand Canyon with an observation platform on the back. I also liked the freight cars of the '50s, the #984 orange New Haven box, the blue and orange #980 Baltimore & Ohio box, and

#24077 Pig Palace stock car – which were great cars. I've got a couple of the later five-digit cars: Baker's Chocolate tank car #24323 and the Penn Salt tanker #24319. I also liked the big 4-8-4 steamers, but who didn't? I bought a lot of my trains using money earned from my paper route.



I was intrigued by the colorful diesels of the '50s. The Illinois Central and the Wabash came through our town. Since the Wabash was already dieselized, I saw a lot more diesels than I did steam. I considered the diesels of that time frame as really cool.

A Young Organizer and Editor

During grade school and the first years in high school, I organized a small train club in Tolono. I was the president and invited hobbyists to join along with others who weren't modelers. It was basically an S-gauge club. We "tolerated" one person who liked HO and had a layout in that scale. As a spin-off of that club, I started an S-gauge-oriented magazine, which continues to this day as the *S Gaugian*. I celebrated its 50th year a few years ago. That boyhood entrepreneurial venture has grown into the publishing company I own and manage today as publisher and editor-in-chief. The company now includes a line of books, and we publish a European travel magazine, all digital. We've become the largest S-scale dealer in the U.S.

I've always wanted to write. I had no other desire to do much else than be a journalist. My first "job" was working on the *S Gaugian* magazine, and my first commercial position was with the News-



Kid Grows Up

Gazette newspaper in Champaign-Urbana, IL. I was a reporter and learned the trade while I attended school at the University of Illinois.

I have enjoyed writing about trains and have had a wonderful career. Eighty-five percent of Americans say they don't like to go to work in the morning. It's completely different for me. I love to go to work. I don't feel that I'm actually at work. It's like being paid to play! There are stacks of articles that I have not been able to publish yet. I've got drawers full of photographs that I've gathered through the years. I have a lot of contacts as information sources if I need more information on a topic. There's always something happening news-wise in S gauge.

S Gauge now in the News

Lionel® has produced American Flyer trains for years, and that product line is growing. The new American Flyer SD-70ACe locomotives are a prime example of brand new tooling that's just incredible. At its peak, A.C. Gilbert could not have produced S-gauge trains with the intricate tooling that Lionel is now using for its new AF trains. We'll soon see diesels with new tooling and also different kinds of freight cars and operating accessories.



Mike's Train House® recently acquired S-Helper Service®, so the year 2013 is going to see a big boost in the number of S-gauge products. MTH will bring even more products to the marketplace. I think we're going to find that we may have way too much to buy – lots of engines, cars, and track.

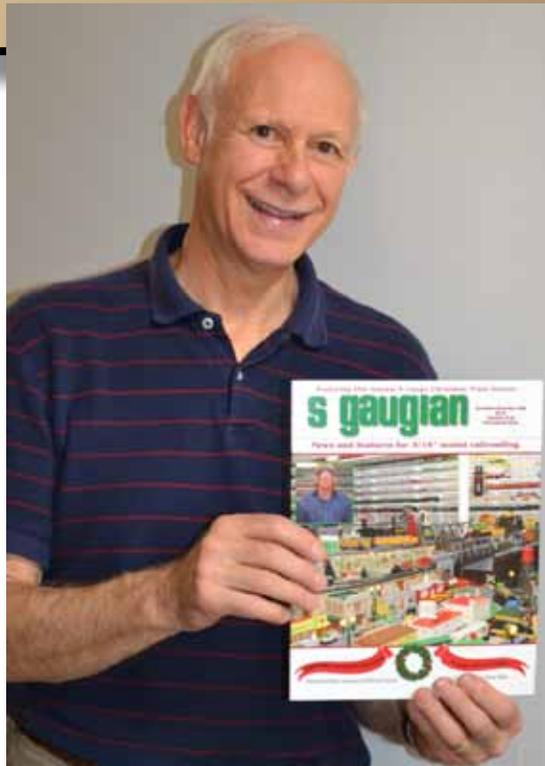
Both Lionel and MTH will probably do the research to find hobbyists who could be drawn to S by discovery of S scale or

re-discovery of S. I think both companies are now thinking long-term by selling complete sets and starter sets. They want to get people involved and get kids involved with their dads. Then families will purchase additional accessories, cars, and locomotives for a lifetime of involvement with S-gauge trains. In my opinion, S gauge has always been the scale to start out with because it's a mid-size scale. It's not too big, it's not too small. It's just right.

The Legacy Control System™ now available in AF trains from Lionel is an incredible advancement. The ES44AC and SD-70 locomotives have a sound system that offers tower communications, crew talk, horn, and bell. Other Legacy features add interest, such as smoke coming out of the diesel stack. There are all sorts of interesting prospects for the future. I think this is just the beginning.

The brand new Lionel FasTrack™ in S gauge is a great improvement in appearance of the track, and there are different types of track sections for variety and flexibility – a transition track, half straight track, half curved track, and a terminal track. The company now produces a 45-degree crossing, a 90-degree crossing, and lighted bumpers. Lionel also offers a wide radius curve, so it's clear they're thinking about the future of S. They'll soon offer a grade crossing with gates and flashers. These products are much more refined and realistic. The path to the future seems headed toward a complete S-gauge line and operating system – not just some track and a locomotive – which will make S-gauge model railroading fun.

When two major train-making companies get into the same field, competitive realities come into the mix. They say a high tide



lifts all boats, and I think that the new products coming from these companies and other companies will lift up the entire field.

Market Niches for S Scale

I see three market potentials for S gauge trains. First, hobbyists who are already into S. Many already have a layout, but they may want to make it larger. That's the base of customers

right now. Second, people who are now in other scales but could be drawn into S, because S is a better scale (if I may say so without incurring the wrath of others). The third category of people are those who are not into model railroading at all but might attend a train show, see the size of an S-gauge model, and say, "I like this."

The current presentations of Lionel-made American Flyer trains have exceeded my list of wants and needs. However, I would like to see more passenger cars, which admittedly is a personal preference. Some of the latest tooling for S-gauge heavyweight passenger cars has not been as realistic as I would like. I think realism is what sells trains, and that is a high priority for me. I believe they could sell a lot more sets by bringing out more roadnames as well.

MTH is just getting started with the tooling from S-Helper Service, and that's what they'll be using for a number of years. They could use the tooling they have, amortize the cost over several years, and then launch new products based on market feedback.

Looking Ahead

I look forward to the new S-gauge products coming out and to more trains and new accessories. I think the next couple of years for S gauge will be pretty tremendous in terms of availability of products and decorating. I think it's going to be great being in S gauge in the next few years.

Photographs by Marilyn Heimburger



Bob Harder
RM 30139

Billboard Inserts

HIGHLIGHT:

“Your train layout billboards can reveal your favorite memories and may prompt your visitors to listen to the story behind them.”

Whether you run a toy train layout or beautiful hi-rail pike, landscape scenery and structures provide extra details. Billboards are a simple and effective way to add interest and reveal a personal signature to your layout.

Lionel® has offered its classic billboards for many decades. These portrayed a wide array of subjects: famous trains, household products, automotive services, and more. These have been as simple as static signs, as well as illuminated, flashing, and operational animated displays.

Billboards can be even more interesting when you tell your own unique stories with billboards about friends and family, favorite trains, train-related adventures, and more. Your billboard scenes and pictures can reflect your wide variety of train interests to show and share with those who visit your layout. Your train layout billboards can reveal your favorite memories and may prompt your visitors to listen to the story behind them. Here are some of the stories I

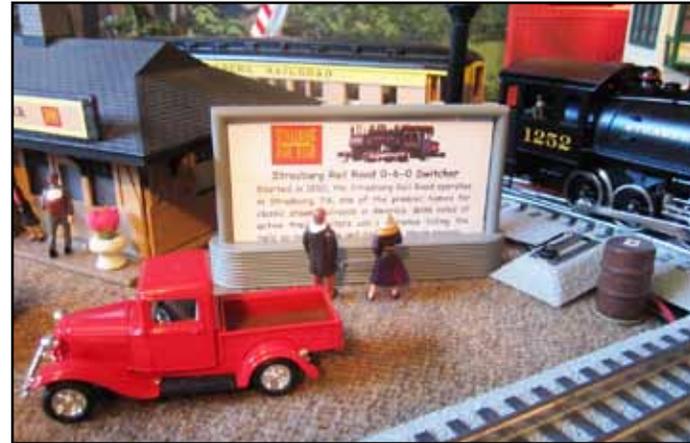
have told with my own billboards.

Train Club Signs

LCCA has periodically offered billboard inserts that fit within a classic Lionel billboard frame, and very recently the club created its own new style billboard frame. The LCCA billboard inserts show club-sponsored

products, convention-related themes, or a limited edition image as a collectible commemorative.

With all billboards, it usually looks best if your billboard insert is stiffened – put another billboard insert on the reverse side and you can tell two stories with just one billboard!



Special Trains on my Layout

A number of trains that I operate have interesting stories and histories of their own. A billboard with a good picture of your train and a few lines of text can make your trains come alive for your visitors.



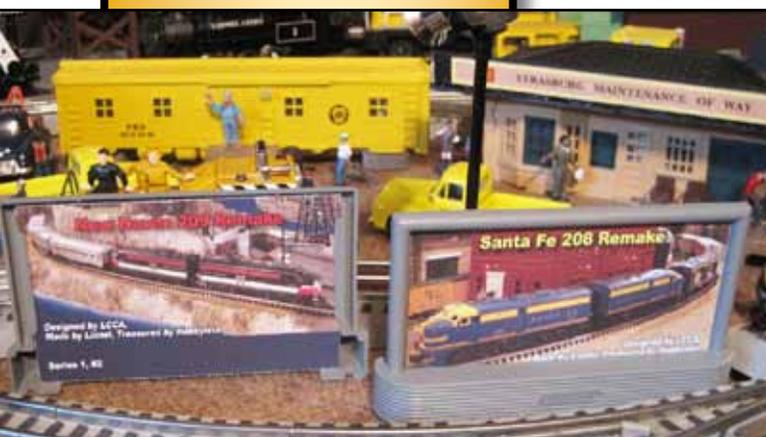
Billboards using enlarged versions of the business cards from your favorite train stores, service repair experts, and scenery artists make great billboard displays and keeps their phone numbers and e-mail addresses always close at hand.

Train Rides and Museums

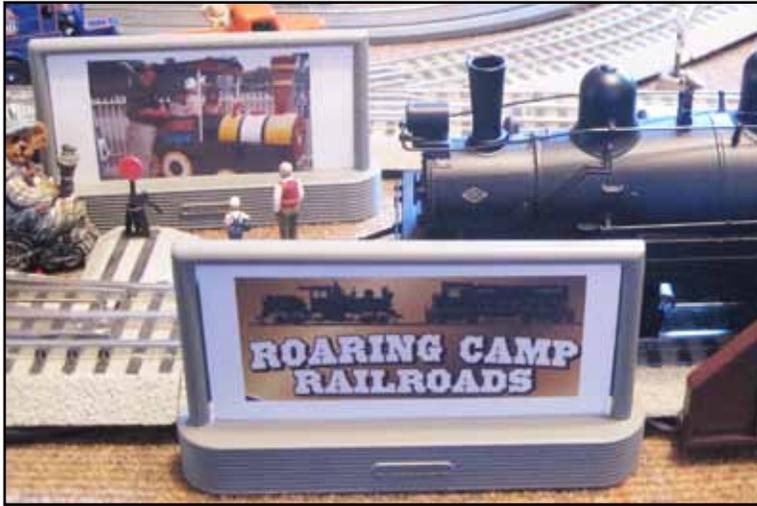
Train hobbyists enjoy riding on excursion trains, visiting train layouts, and visiting train museums. Keep lasting memories of these great adventures with some billboards. You can use brochures, postcards, and your own pictures to tell the story to all who ask.

Pictures of Friends and Family at Train Events

Whether it's a train show, amusement park with a train, or climbing all over a static train at a local park, someone is sure to be “trigger happy” with their camera. Get a copy of the photo and put it on display within a billboard frame.



with a Personal Touch



Train Layout Scenes and Themes

When many of us build our layouts, we enjoy modeling a particular story or theme: the New York area in the 1940s, modern freight operations in the Midwest, or a specific logging road at the turn of the century. Often our trains travel from one community to another, or our layouts include an action-packed circus, a busy freight terminal, or a large passenger station complex. Each of these themes and scenes are perfect opportunities to use billboard signs to distinguish and identify these special areas which can be especially informative for your layout visitors.

My own layout depicts four major themes:

- Strasburg Rail Road Visitor Center and Museum
- Strasburg Rail Road maintenance-of-way yard
- Lionel Train Town with a Lionel Hobby Shop, accessories, and a trolley to get from place to place
- Howarth Park (a local city park) with an amusement park complete with a carousel, train ride, petting zoo, and pony rides!



or have historic and interesting stories of their own. A billboard can be a great way to have these train displays come alive for you and your visitors.



All such areas can be highlighted with their own billboards.

Shelf Displays

Whether we currently have an operating layout or not, we all often have a train or two displayed on shelves around the house. These trains are particularly meaningful to us

How to Make a Billboard Insert

Making a billboard insert is easy! The inserts measure 3x5 inches – just like the classic 3x5 index card. You can cut out the 3x5-inch areas from magazines, brochures, larger photos, or just about anything that has a picture you want on your layout or display.

To use digital pictures from your camera, a friend's e-mail, or something from the Internet, import/copy/transfer/upload the picture into your computer's photo program (iPhoto™ for MACs, Photo Gallery™ for PCs, or the photo editing program you prefer). When you crop (trim) it, constrain the size to 3x5 inches. This will give you a picture properly proportioned for your billboard. Print it out on heavyweight glossy photo paper, and you will be ready to go!

Important Note!

The bottom 3/4-inch of your front-side billboard insert will be hidden behind the bottom of the billboard frame. You should confine your front billboard picture or message to 2x5 inches so all of it will be visible. The billboard insert for the back of your billboard frame can be the full 3x5-inch size.

With these examples and many more of your own, your railroad layout billboards can reflect your favorite train memories and stories and lure your visitors into listening to your very own tall tales!

Photographs by Bob Harder



Harry Hampson
RM 28626

Minutes of LCCA Board of Directors

**MEETING, MARCH 16, 2013
CHOO CHOO HOTEL
CHATTANOOGA, TN**

The LCCA BOD meeting was called to order promptly at 8:30 a.m. by President Dennis DeVito.

A call of the roll showed these members as present:

- Dennis DeVito, President
- Al Kolis, Immediate Past President
- Ken Kelley, Treasurer
- Sal Gambino, Director
- Johnny Ourso, Director
- Harry Overtoom, Director
- Bill Schmeelk, Director
- Bob Carter, Co-manager Conventions
- Jerry Calkins, Co-manager Conventions
- Mike Battaglia, Business Office Liaison
- Ed Richter

Absent were:

- Louis Caponi, President-elect
- Harry Hampson, Secretary
- Larry Black, IT and Web Manager
- Mike Mottler, Editor, *The Lion Roars*
- Barrie Braden, Editor, *eTrack* and the *IT*.

Reports:

Immediate Past President:

Al Kolis reported that since our last meeting we have had two member-on-member complaints filed with him. The member's concern was that LCCA had shared our e-mail list with the subject vendor. During the ensuing discussion, the BOD found no method to verify the source of the e-mail sending. As a matter of policy, the LCCA does not release the membership list to commercial vendors.

Convention Updates:

Bob Carter and Jerry Calkins provided an informative update on the 2013 Convention to be held in Chattanooga, TN, as well as the 2014 convention to be held in Indianapolis, IN, and potential sites of the 2015 Convention and beyond. They emphasized that members arriving for the 2013 Chattanooga event through the airport should call the Choo Choo Hotel (1-423-266-5000) for complimentary shuttle service to the hotel. A representative of the Chattanooga tour operator provided the attendees with an overview of the various tours planned for the Convention.

Treasurer's Report:

Ken Kelley provided an overview of the latest financial information for the club. The latest financial statements (as of 12/31/2011) were published in *TLR* and showed a loss of \$140,562. Most of this loss was attributable to expenses inherent in moving the Business Office to another service provider in Peru, IL. Ken is pleased to report that although the 2012 statements are not yet complete, the club is now on more solid financial footing and he expects to provide a positive report at the Convention in Chattanooga.

Secretary's Report:

President DeVito reported for Harry Hampson, Secretary. Highlights of the report included an overview of the efforts to respond promptly to all member e-mails sent to the Business Office. During all of 2012 the Business Office received over 800 e-mails and through the first 69 days of 2013 there were 211. The Secretary and Business Office Liaison are striving to provide prompt customer service by responding to all e-mails within 24 hours.

The Secretary reported that through 3/13/2013 the club's membership totalled 7,551 in the United States and 68 international members for a total membership of 7,619. 75% (or 5,700) of the members live east of the Mississippi River.

Lastly, Dennis reported on the work the Secretary and Business Office Liaison Mike Battaglia have undertaken to provide follow-up calls and e-mails to all members whose memberships have expired. Supported by a dedicated group of volunteers, they have been successful in retaining many members and demonstrating to our membership we are willing to go the extra mile in making contact with them. This effort has received many positive comments from members either verbally or by return e-mail.

President-elect's Report:

Mr. Caponi reported that there is another LCCA Train Show scheduled for Rockford, IL, on April 7 and that LCCA had been part of 30 or more Special Events in the past year. Additionally the club had been participating with Lionel® at the WGHOT and at TrainFest in Wisconsin.

As Product Development Manager, Mr. Caponi reported that the 2012 Convention Car sold very well. Due to production problems, delivery has been delayed.

He also indicated that an order has been placed for the 2013 Convention Car. The Texas Tommy switcher sold very well, and an order has been placed with Lionel LLC. Other pending products include the Prospector tinplate train set, The Goliath Standard gauge locomotive, the Coal Ramp with a matching coal train, a 60-ton decade switcher, and various buildings.

President's Report:

Mr. DeVito offered a proposal to change membership pricing. Regular Membership would continue at \$35 which would include a hard copy of *The Lion Roars* and the *Interchange Track* sent to all RMs. Digital and Junior Memberships would be \$20. A digital option of a Regular Member would not include a hard copy of *TLR* nor *IT*. The JM members would receive a hard copy of *The Lion Cub*. The board discussed this option at some length; however, no specific action was taken at this time.

With the approach of the 2013 election, Mr. DeVito proposed a motion that all existing Directors of the club be permitted to run for re-election. This is permitted by the club's constitution should the BOD pass a motion to that effect. Mr. DeVito's motion was prompted by the few names which have been submitted for candidacy. The motion was seconded and passed unanimously.

IT and Website Manager Report:

Mr. DeVito reported for Larry Black that work continues on various aspects of the website redesign including a website "cloud."

Business Office Liaison Report:

Mike Battaglia provided a report of his activities since the last BOD meeting, including:

Discussion of e-mail delivery failures for various membership cycles.

Outline of memberships renewed from the calling/e-mail efforts mentioned in the Secretary's report. A highlight of this report was that 36 members renewed their membership as a result of the extra effort by our volunteer calling group.

E-blast delivery failures were discussed and the methods used to correct our e-mail records from 1/1/2012 through 3/31/2013.

A new "President's Welcome Letter" was presented and discussed by the BOD. It was approved for immediate use. Mike Battaglia

will work with Mike Mottler to complete this project.

A new membership renewal notification process was presented and discussed by the BOD. This new process includes a step-by-step process to be followed for each renewal cycle. The notification process was approved by the BOD.

Update on the Junior Member Program:

Al Kolis provided an update on the Junior Member program.

Updates about *The Lion Roars* and *Interchange Track*:

Mr. DeVito provided an overview of the written reports provided to the BOD by Mike Mottler, Editor of *The Lion Roars*, and Barrie Braden, Editor of *e-Track* and the *Interchange Track*.

Regarding *TLR*, he reported our vendors continue to provide stable pricing and excellent service. The major makeover of the magazine implemented during the LCCA's 40th anniversary year continues in use and has been well received. Four additional pages have been authorized for the magazine by President DeVito with BOD approval. The magazine now contains 36 pages plus cover plus ghost cover. New and prospective members are often introduced to LCCA by receiving a complimentary copy of *TLR* at a Special Event. As a result, some new authors have stepped forward and provided articles for publication in the magazine. Mike maintains a backlog of articles for publication in future editions. As digital cameras improve with higher resolution capability (300 dpi is the industry standard for publications like *TLR*), authors have provided better quality photos to accompany their articles. Some photographs submitted for publication do not meet this standard, and it is difficult – often impossible – to upgrade them for use in *TLR*.

Through Braden's report, the BOD learned that 103 members are using the e-Track online service and four new members were added this month. Also, Barrie converted four members to managing their own ads this month. Barrie will submit the *Interchange Track* to President DeVito for review prior to the publication going to print.

Special Events Update:

Al Kolis reported that Special Events continue to be highly successful as a means of recruiting new members for LCCA and introducing the club and its products to prospective members. Since December 1, 2012, LCCA has held 14 Special Events, including five in the month of December alone. Of the 14 events mentioned, five were at WGHOT shows in Fort Worth, TX, Saint Louis, MO, San Diego, CA, Sacramento, CA, and San Mateo, CA. The new Lionel/LCCA modular layout was a highlight at these events. By participating in these events, the club has a wonderful opportunity to meet and greet our local members and introduce the club to the many show visitors. Mr. Kolis thanked all of those club volunteers who assisted LCCA at these events. Bringing LCCA to these events takes a great deal of coordination and hard work, and our member/volunteers have stepped up make these events a great success for the club.

Current Club Status Discussion:

Following lunch and a tour of the convention hotel, President DeVito led a discussion of the following points:

- Development of a digital membership
- The club's ongoing relationship with Lionel LLC
- The modular railroad system and related standards for same (discussion led by Director Bill Schmeelk).

Potential Constitutional Changes:

President DeVito led a discussion of six proposed changes to the club's Constitution. These included changes to Article III and Article IV which require clarification or change as a means to bring them into line with the club's by-laws or into compliance with the laws of the State of Illinois. An in-depth discussion followed; however, action on these potential changes was deferred until a later date.

Following the foregoing discussion, President DeVito led a discussion of a Five Year Strategic Plan for the club as well as a general open discussion for the BOD and officers.

After completion of the agenda points, the meeting was adjourned by President DeVito.

Respectfully submitted,
Harry Hampson, Secretary
LCCA RM 28626

MEETING APRIL 2, 2013 VIA CONFERENCE CALL

This meeting was called to order promptly at 7 p.m. CST by President Dennis DeVito. Secretary Harry Hampson called the roll with the following members present:

President, Dennis DeVito
Immediate Past President, Al Kolis
Treasurer, Ken Kelley
Secretary, Harry Hampson
Director, Harry Overtoom
Director, William Schmeelk
Director, Sal Gambino
Director, Johnny Ourso
Editor of *TLR*, Mike Mottler, joined the meeting already in progress.
Absent: President-elect, Lou Caponi (due to a recent death in his family).

President DeVito outlined the twofold purpose of the meeting -- to consider several potential changes to the Constitution of the LCCA and to approve the slate of officers and directors for the approaching annual club election.

The first constitutional change to be considered was to eliminate the term "permanent" from Article III, Section 6 and add back in "Any member reinstated to membership shall be ineligible to hold office."

After a full discussion of this potential change the question was called and the Secretary polled the members of the BOD. The vote was 5-0 in favor of the change. Affirmative voters were Mr. Kolis, Mr. Overtoom, Mr. Schmeelk, Mr. Gambino, and Mr. Ourso.

The second constitutional change to be considered was to eliminate classification of members from the Constitution and place them in the By-laws of the LCCA. It was proposed that Article III, Section 3 be changed to read:

Classification of Members: Classes of membership shall be determined by the Board of Directors as provided in the By-laws.

An in-depth discussion ensued with regard to this proposed change. It was pointed out that restraint by the Board of Directors should be applied to avoid creating a myriad of meaningless categories. The import of

this proposed change is to make it easier to change/add categories for our Junior Member program and/or adding types of digital membership.

The question was called and the Secretary polled the members of the BOD. They voted 5-0 in favor of the change. Affirmative voters were Mr. Kolis, Mr. Overtoom, Mr. Schmeelk, Mr. Gambino, and Mr. Ourso.

The third constitutional change to be considered was to add the position of Immediate Past President to the duties of officers in Article IV, Section 1. It is proposed that this should read: The Immediate Past President; The President on completion of his term in office, shall instantly become the Immediate Past President (IPP) and serve in this capacity for two years. The IPP shall address all disputes as in Article X-C. The IPP is a member of the Board of Directors and is entitled to one vote on the Board.

Currently this office is not defined in the Constitution of the LCCA.

After a thorough discussion the question was called and the Secretary polled the members of the BOD. They voted 5-0 in favor of the change. Affirmative voters were Mr. Kolis, Mr. Overtoom, Mr. Schmeelk, Mr. Gambino, and Mr. Ourso.

The fourth change to the Constitution as proposed was to exclude non-dues paying administrative and courtesy members from voting in LCCA matters. Therefore Article III, Section 4F should read: "Charter members, Regular Members, Honorary

Members and such other classes of members as may be permitted from time to time by the Board of Directors, shall have the right and duty to vote in elections of Officers and Directors and on issues, resolutions, and amendments to the constitution. Members who are delinquent in payment of dues, fines, or other obligations to the Club may pursuant to rules adopted from time to time by the Board of Directors, have their right to vote suspended pursuant to such rules."

The purpose of the change is to assure that only dues-paying members and honorary members should be allowed to vote. After thorough discussion of this proposed change the question was called and the secretary polled the BOD. They voted 5-0 in favor of the proposed change. Affirmative voters were Mr. Kolis, Mr. Overtoom, Mr. Gambino, Mr. Schmeelk, and Mr. Ourso.

There were three other proposed changes to the Constitution; however, President DeVito determined that each of them merited in-depth study and further consultation with the club's attorneys. Consequently, these were not discussed.

The second item on the agenda was the proposed slate of officers and directors for the upcoming 2013 elections.

The following individuals have been proposed for office:

President-elect: Al Kolis

There were no other nominees.

Treasurer: Ken Kelley

There were no other nominees.

Director (two to be elected):

Roger Farkash

Dave Hoverstock
Bill Schmeelk.

Should they be re-elected, Mr. Kelley and Mr. Schmeelk are able to succeed themselves in office because they have agreed to stand for re-election and the BOD has voted to allow them to run for re-election.

The BOD discussed the individuals who have agreed to run for office and all received very positive and supportive comments. The board, however, did indicate its wish that more members could be found to seek office for club service. Although additional nominees were sought, few members were willing to serve. After further discussion, the question was called and the Secretary polled the BOD. They voted 5-0 to submit the foregoing slate of officers/directors to the membership in April/May, 2013. Affirmative voters were Mr. Kolis, Mr. Ourso, Mr. Schmeelk, Mr. Overtoom, and Mr. Gambino.

Following the foregoing vote, Mr. DeVito and Mr. Mottler conducted a brief discussion with regard to the preparation of the 2013 election ballot which will be handled by Mr. Mottler. He was given authority to use his best judgment which vendors to select for producing, printing, and mailing the ballot.

There being no further business to come before the BOD, the meeting was adjourned at 8:02 p.m. CST.

Respectfully submitted,
Harry Hampson, Secretary
LCCA RM 28626

Toy Trunk Railroad

by Erik Sansom





Gary Richman RM 30332
Lionell's Train Club Liaison and Editor of *Inside Track*

AREA 51

HIGHLIGHT:

“Over the years Area 51 has become the vortex of space-related conspiracies from hiding aliens and their spacecraft to faking the moon landing.”

Recent August 15 headlines read, “CIA Admits Existence of Area 51.” As news stories go, this one was more yawner than blockbuster. The map the CIA released looked much like what you get when you type “Area 51” into Google Maps. It seems as if the super-secret government facility known as Area 51 at Groom Lake, within the giant Nevada Test and Training Range, has been part of our collective consciousness and popular culture for decades, at least since November 1989.

UFO Conspiracies

That was when Bob Lazar told his story on the local Eyewitness News in Las Vegas. He claimed to be an MIT-trained engineer employed by a government contractor at Area 51 to reverse engineer the anti-gravity propulsion system of a flying disc, one of nine such saucers stored there. One night, through a small window in a hallway door he saw a grey alien with a large head standing between two men in white lab coats.

Regardless of his questionable credibility, Lazar’s story was immediately woven into the UFO tapestry of mystery and conspiracy that are its warp and weft. Lazar’s Area 51 tale explains what happened to the debris that crashed onto W. W. Brazel’s ranch near Roswell, NM, in July 1947. It was turned over to the local Army Air Station whose initial press release reported the flying disc was being inspected. Three hours later a second statement declared the first one incorrect and identified the debris as from a weather balloon.

The tangle of Roswell, Area 51, flying saucers, and aliens is rich with details, from the tantalizing to the outlandish. These are explored in Annie Jacobsen’s *Area 51: The Uncensored History of America’s Top Secret Military Base*. There is a pair of fugitive Nazi scientist brothers sought by the CIA and Stalin and hovering saucers marked with Cyrillic lettering. There are eyewitness accounts from Roswell of a sudden military presence in 1947,

sightings of child-size humanoids with large heads and big oval eyes and a request for child-size coffins that could be hermetically sealed.

Military Secrets

The primary focus of Jacobsen’s 2011 book is documenting the terrestrial secrets of Area 51, what the CIA’s admission this summer generally confirmed. Area 51 is where the CIA developed the U2 spy plane and other aerial surveillance programs. When test flights generated “UFO sightings” all over the west, the explanations by military press officers could not admit the existence of the spy planes, so the flimsy cover stories fueled speculation about what was really being hidden. Over the years Area 51 has become the vortex of space-related conspiracies from hiding aliens and their spacecraft to faking the moon landing.

And the Fun Stuff

While there are people who will pursue the saga of Area 51 and Roswell through all its maze-like twists, turns, and dead-ends, Nevadans and Lionel have had a lot fun with Area 51. Along Nevada state highway 375, which sports road signs, Extraterrestrial Highway, you’ll find unlikely tourist accommodations such as The Little A’Le’Inn where you can stock up on alien-green coffee mugs and other souvenirs.

Our Area 51 favorites are six new alien-themed billboards (6-37853) and the new LionChief™ Area 51 Ready-to-Run Set (6-30206). The LionChief remote lets O gauge engineers control the locomotive’s speed and direction and generate a variety of sounds with the three sound buttons that – like seemingly all things related to Area 51 – range from realistic to out of this world.

The Area 51 set performs on video on the October 15 New Product Spotlight posting on the Lionel® blog: www.lionellc.wordpress.com. Well worth a look and a listen.

Digital images provided by Lionel LLC



A First-timers Report

by Karen Richmond RM 31678

In July, I had the pleasure of attending my first LCCA Convention. Perhaps the first thing you may be thinking is, "She attended with her husband as a tag-along." In our case, I am every bit as much of a train enthusiast as he is! Maybe even more so!

We decided to attend the Convention and planned to arrive on Thursday of convention week. On Wednesday night we downloaded the Notch6 podcasts and listened to those "radio reports" while driving from Memphis, TN, to Chattanooga. I've discovered a common thread in hobby conversations in the two years we've been involved in the hobby. Many men say their wives don't want them to spend large amounts of money on trains. Some wives seem not to understand the dynamics of the hobby. Well, the opposite is true in our family! I sent an e-mail note about this point to Derek Thomas, the podcast producer/reporter. He wrote back and asked if I would speak with him about being a female involved in the hobby, and I happily agreed. That conversation led to an invitation to write something for TLR, so here's the result!

I've always liked trains. My father liked trains too. He had a Standard gauge train while he was growing up, and I had a HO-scale train when I was growing up. I had a basic N-gauge set while in college, and I ran it in the dorm. That train was stored away for years. About 10 years ago, the N-gauge train came out of the closet and I re-opened the small layout. I never really finished it, but is any layout ever finished? It was left unattended for a while.

What I really wanted was an O-gauge train, in fact, I always wanted an O. About two years ago when I had space available, I talked my husband into taking the plunge! It didn't take long before we added an extension and a third is now in the works. We also leaped into Command Control. We created a layout around the Christmas tree as a replacement for an old battery-operated train.

When I was asked, "What are you looking forward to the most about the Convention?" I really wasn't sure how to respond. I enjoyed meeting people who didn't mind listening to me talk about my trains. I have not yet exhausted the patience of my friends and acquaintances when I pull out the train pictures I carry around for show-n-tell! I enjoyed seeing all the layouts – the Lionel one, the modular one, and the one installed in the host hotel. The train ride with the steam engine (yes, I am absolutely a steam person) and train shopping were other memory-makers. I brought home three large orange shopping bags of wonderful stuff!

Because we arrived later in the week, we missed the workshops. The how-to clinics at a basic and an advanced level create interest and expand the skill sets of club members, both for newbies and experienced hobbyists. The event organizers did a great job of arranging tours of interest to the whole family.

My thought on seeing the hobby continue to grow and thrive, is for manufacturers to offer a variety of items in a range of prices so it is approachable and affordable to everyone. Kids are now able to get into the hobby even if their parents aren't train enthusiasts, and they could stay in it for a lifetime. Parents and grandparents already in the hobby have their own railroad to run. They often inspire youngsters as junior engineers by showing them their more expensive "toys."

My granddaughter loves my train, but she also likes to be more hands-on instead of just blowing the whistle or watching Thomas run around my layout. Now three years old, she enjoys her wooden push toy trains and Lionel Little Lines trains. I am sure these toys will soon be replaced by more "advanced" trains.

Being female, I'm in the minority in the hobby. I do get a good laugh when we go to hobby shops or train show/sales together and they find out I am the one who is more willing to spend more money for purchases!

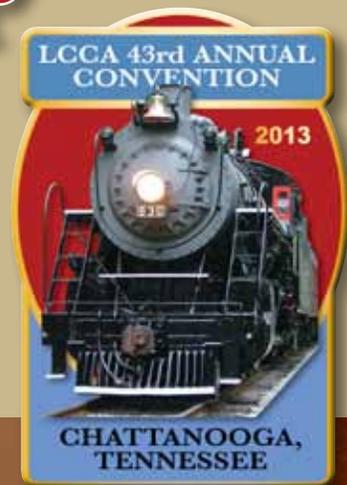
It is a hobby we enjoy together, so I think wives who don't get involved are missing out. We jointly plan the track. I tend to do more in the scenery department, rock making, painting, and that sort of thing. Our inventory of rolling stock is a mixture of what we both like, however, engines are another story. I thoroughly enjoy running three or more steam engines and filling the room full of smoke with the diesels left on the shelf.



Chattanooga Recap

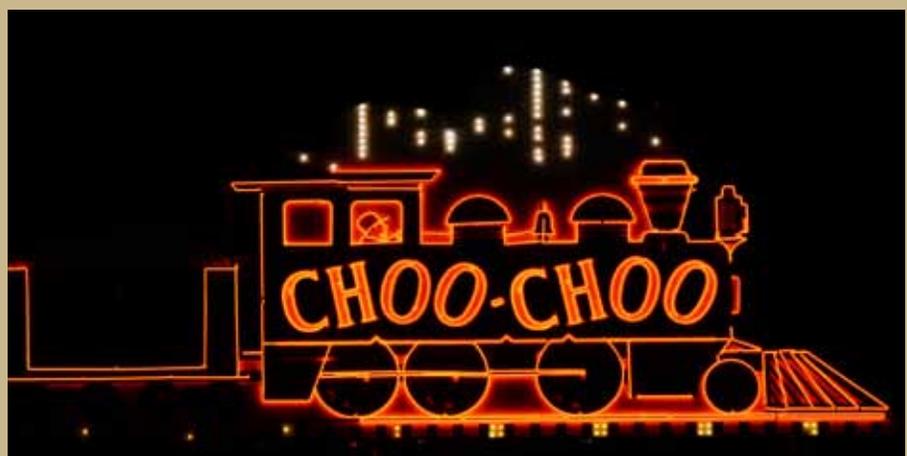
Bob Carter RM 6620
Jerry Calkins RM 9418

We enjoyed another successful Convention July 14 – 20 in Chattanooga, TN, when about 700 LCCA members and guests gathered at this charming southern city. Each registrant received two free gifts when they arrived at the site and picked up their registration packet. The first 400 registrants who registered for at least three nights as guests at the host hotel received a Lionel® orange and blue Vulcan switcher and a “Choo Choo” neon-type sign made by Miller Engineering. This distinctive commemorative item was commissioned exclusively for the LCCA, and we are proud that this famous iconic sign was a product of our creative effort.



Sunday

The week's activities began Sunday evening with the President's Reception. During this 1-1/2-hour event, President DeVito had the pleasure of meeting and greeting about 270 members who arrived early to board the steam train for a ride to Summerville, GA, on Monday. When he took office two years ago, DeVito set a goal of making direct contact with 2,000 members. He made great strides forward and accomplished the goal.



Monday

On Monday morning, after five years of inactivity, the tracks at the Choo Choo Hotel once again were alive with the sounds and smells of a coal-fired steam engine. An ALCO 2-8-0 Consolidation with a passenger consist from the Tennessee Valley RR Museum [TVRRM] picked up 250 riders for a scenic ride through the forests of Georgia to Summerville. As passengers enjoyed a home-cooked meal, they viewed an antique turntable, which was installed by the city to turn the engine. When we returned to the hotel, we noticed many onlookers at road crossings capturing images of the passing train with their cameras.



That evening after dinner, conventioners visited the LCCA store to purchase the on-site car and a special car for those choosing to travel by rail to Summerville. Many attended a couple of clinics. The first session featured Dr. Richard Banz, Executive Director of the Southern Museum of Civil War and Locomotive History in Kennesaw, GA. He held the audience spellbound as he described the Great Locomotive Chase which included the General locomotive, currently on display at the Kennesaw Museum.



Following Dr. Banz, Ed Boyle of *OGR* magazine presented a history of Lionel's American Flyer line. He described its introduction by Lionel with only three cars and continued his narrative to today's Legacy-equipped AF models. Completing his talk, Ed discussed Lionel's latest reissue of the Union Pacific 1950 Anniversary passenger set and compared it favorably with the 1950 and 1995 versions.



Tuesday

The first tour buses left the hotel very early this morning and traveled to Blairsville, GA, to visit two renowned train layouts: the Great Georgia Central & Southern RR of LCCA members Jim and Gayle Steed. After lunch at the famous Steve's Steak House, we went to Charles Griffin's Misty Mountain O Gauge RR and Museum. The folks taking these tours have many memorable moments.

The second tour on Tuesday focused on the Great Locomotive Chase that was discussed on Monday evening. The participants saw the famous "General," had lunch at the famous 1902 Stock Exchange Restaurant, and retraced the actual path taken by the "General." We stopped at several historic locations including Tunnel Hill and the National Cemetery where nine of "Andrew's Raiders" were buried.

The third tour for Tuesday was created especially for Civil War enthusiasts. It featured a driving and walking tour of the battlefields located in the Chattanooga area. The guides for this tour were historians from the area including a National Park Ranger. This tour included lunch at the historic Gordon Lee Mansion.

As the day ended, we boarded the Southern Belle Riverboat, cruised on the Tennessee River, and enjoyed a delightful dinner with entertainment.



Wednesday

Wednesday was another busy day of tours. A second TVRRM excursion called the Hiwassee River Adventure started the day. This is a scenic trip of the lower Hiwassee River Gorge where the train tracks cross over themselves and corkscrew up the mountain. Lunch was served at the famous Farmhouse Restaurant.

One of the first tours to sell out this year was the trip to the Jack Daniel's Distillery. The location is at the site of pure, iron-free cave spring water used as the fundamental ingredient of "Jack." Every drop of Jack Daniel's Tennessee Sippin' Whiskey is still made there today, even though the distillery is located in a "dry" county. Following the visit, a home-cooked lunch was served at the famous Miss Mary BoBo's Boarding House.

On Wednesday night, about 70 first-time convention-goers enjoyed the finger food and beverages and met LCCA officers and directors.

After the reception, many visited the scheduled clinics by Lionel's Tom Nuzzo and Mike Reagan. Later, Roger Farkash explained how he creates scenery for train layouts.



Thursday

Thursday started in a similar manner as Tuesday with another group of early risers heading to Blairsville, GA, for a visit to the home layouts of Jim and Gayle Steed and Charles Griffin.

The second tour to leave the hotel included another TVRRM Excursion – the Missionary Ridge Local. This is one of the most popular train rides in the area. After the train trip, the group was treated to lunch at the famous Buttonwillow Civil War Dinner Theater and a live matinee performance. The performance provided the audience with a rich history of events that are usually not covered in the history books.

The third tour of the day was an adventure to Lookout Mountain including the Incline Railway, Rock City, and Ruby Falls. This tour got off to a slow start with buses being significantly delayed as a result of a hazmat spill on the highway forcing it to close for over an hour. Even with the delay, this tour will always remain as one of the most memorable in LCCA Convention history.

We wrapped up Thursday with the Get Acquainted Party. This yearly convention highlight has become a must-go-to event, and this year was no exception. The sound of the “clapper” announced another fishbowl drawing was about to begin. Anticipation was high as tickets were drawn and prizes awarded. The Sweet Georgia Sound band played “Chattanooga Choo Choo” and other big band music of the ‘40s and ‘50s. The photo booth was busy as individuals, couples, and the entire eight-person team from Lionel crammed into the booth and mugged for the camera.



Friday

What would a LCCA Convention be like without a tour involving cars and trains? The first tour of the day included a short train ride on the TVRRM Missionary Ridge Local and a visit to both the Coker Tire Museum and the International Towing and Recovery Museum.

The other Friday tour was a much shorter trip to Lookout Mountain and a visit to the Incline Railway.

As is our custom, the Friday tours are half-day tours so that participants can get back in plenty of time for lunch and attend the LCCA Annual Meeting and the Lionel Seminar hosted by company execs.

The Trading Hall opened on Friday evening for the first wave of shoppers.



Saturday

The Charming Chattanooga City Tour began with a walking tour of the Bluff View Art District with a stroll through art galleries and coffee at Rembrandt's. This was followed with a cooking demonstration and lunch on the famous Delta Queen riverboat.

A second tour was co-hosted by LCCA members Gerald and Myra Jackson who kindly opened their home for a layout visit for over 120 members. Because of Gerald's background in computers, the group saw a fully automated layout including sequencing accessories.

About 80 Junior Members were on board for this Convention week, and they enjoyed a scavenger hunt based on the features of the Choo Choo Hotel's onsite HO layout (which was open all week to members for viewing), a JM movie with popcorn and candy, a piñata party, and Bingo.

We held the Trading Hall event in the 12,000-square-foot Track 29 building at the back of the property. To make access to the site more convenient, LCCA provided three six-passenger golf carts to supplement the hotel's "taxi service" graciously provided to members. The trolley from the main building to the Trading Hall ran all day on Saturday for members and the public. LCCA placed donation buckets in the main lobby and at the trading hall entry. The contributed funds – more than \$615 – were gifted to Erlanger Children's Hospital Foundation of Chattanooga.

The traditional Saturday night banquet event ended this outstanding week of trains, friendship, food, and fellowship – elements that make the LCCA Convention a yearly must-attend activity. We distributed a stack of Lionel items on each table with a delightfully different twist. As usual, one person at the table was "shorted" a blue and orange box, which also meant that person received the coveted Banquet Car – a box car with the slogan, "Lionel, pulling for you for over 100 years" on it. A limited number of these cars were made, so this item became an instant collectible.

All in all, this week in this scenic southern city and at the historic Choo Choo Hotel with its railroad ambience, was a perfect venue for our 43rd Convention. If smiles tell a story, then this was a very successful week.

Next year, Indianapolis, IN, will be our Convention locale, and the Marriott Indianapolis East facility will be our host. Mark your calendar now for July 20-26, 2014.



Photographs by Ed Richter and Rick Lavov



HIGHLIGHT:

“I can’t wait to see some of the creative programs that operators come up with. The SensorTrack is expected to be available early 2014.”

As you may have read elsewhere in this issue, I have joined the Lionel® team as Regional Sales Manager. My articles for *The Lion Roars* will continue, so I’ll continue to report on new Lionel items and provide additional details and insights into Lionel product.

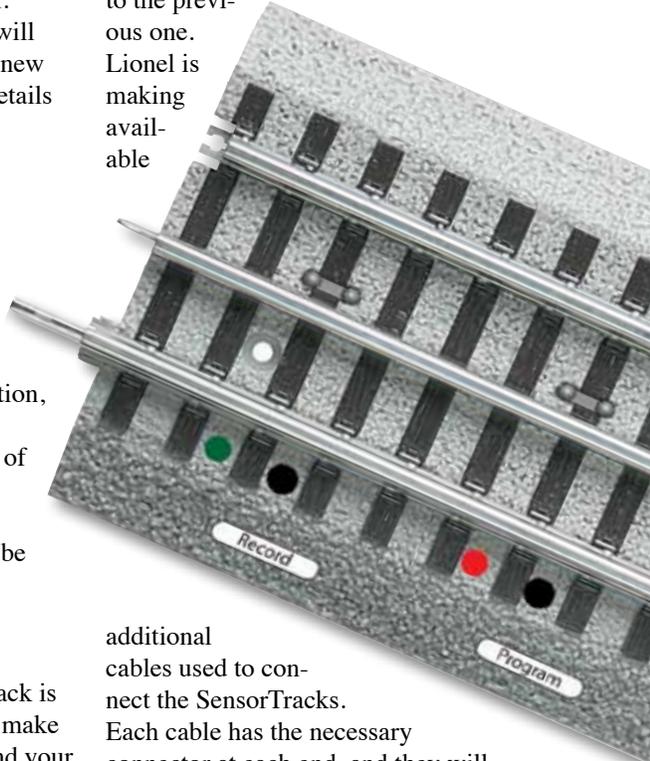
Product Update - SensorTrack

Last issue I reported on Lionel’s new SensorTrack™ and its ability to program a sequence of events triggered when an infrared-equipped Legacy™ or Vision™ loco passes over it. Just as the SensorTrack enters production, Jon Zahornacky and his staff added a significant new feature. The sequence of events you program into the track can now be made loco specific. This adds an additional level of actions that can be performed.

Setting up the SensorTrack

The first step in setting up a SensorTrack is to install the track on your layout and make the necessary connections to power and your Legacy base. For this connection you’ll also need the LCS Power Supply with DB9 Cable. The DB9 plug connects to your Legacy base. One cable from that DB9 plug goes to a wall wart type power supply which plugs into any 110 outlet. This power supply provides enough power to operate many SensorTracks and only one is needed. Another cable from the DB9 plug is connected to the SensorTrack. If you are adding additional SensorTracks, each of them is connected in series using special cables. In other words, the first SensorTrack connects to the second

and the second to third and so on. Each additional SensorTrack is connected in a chain to the previous one. Lionel is making available



additional cables used to connect the SensorTracks. Each cable has the necessary connector at each end, and they will be available in one, three, ten, and 20 feet lengths. These cables can also be joined together to achieve different lengths.

Assign IDs

Once the SensorTrack(s) are installed you now use the CAB 2 or CAB 1L remote to assign each SensorTrack a unique Accessory (ACC) ID number, allowing you to address each one independently. You are now ready to program the SensorTrack to perform some specific actions. The SensorTrack has two buttons and a pair of LEDs. The red LED is associated with the PROGRAM

button and the green LED to the RECORD button. To assign an ID number, you first press the button next to the red LED. This will cause the red LED to blink slowly, indicating you are in program mode. Next, press the ACC button on the remote then press the ID number you wish to assign and press the SET button.

Number	Action Command Description
0	No action will happen
1	Crossing gate horn will blow
2	Turn on bell for 10 seconds
3	Engineer says speed
4	Engineer says fuel level
5	Forward: Say “Train is arriving” Reverse: Say “Train is departed”
6	Opposite direction as above
7	Forward: If steam, set labor = 28 (or +16 current value) If not steam, set RPM run level 6 (or current value +2) Reverse: If steam, set labor = 8 (or -16 current value) If not steam, set RPM level 2 (or current value -2)
8	Opposite direction as above

and Views

You can now set one of the seven actions to occur every time an infrared equipped loco passes over the track. To set an action, you first address the SensorTrack you wish to program by pressing the ACC button and the ID. Next, press the AUX1 button and the action number you wish to program – zero through eight.

These actions are listed in the table below. As you can see, the SensorTrack can tell which direction the train is moving and perform accordingly.

An Exciting Feature

For me, the most exciting feature is the ability to record actions that will play whenever the loco passes over the track. And now, this action can be made

specific to the loco used to make the recording. This adds new possibilities to what you can program. Let's suppose you have a passing siding for passenger trains off your main line. By installing the SensorTrack before the switch for the siding, you can program actions that will only affect your Legacy passenger train.

So, for example, you set your SensorTrack into program mode by pressing the record button next to the green LED. The LED will

blink indicating record-ready mode. Next press the SET button on your remote. The next passing train or engine ID will be the ONLY one that will trigger the playback of the recording you are about to make. Now drive your passenger train over the track. As the train passes over the track, you will hear a single bell strike. From this point, every command you send via the remote to the engine or train ID of the passing loco is recorded. Your recording can include any action you can take on your CAB 1L or CAB 2, including the operation of switches as well.

In this example, you can program the passenger train to operate the switch allowing the train to enter the siding, then blow its horn or whistle, pull up to the station and stop, reset the switch, activate the CrewTalk™, sound the horn again, and begin moving on its way. To end your record-

ing, press the Record button a second time. Each time your passenger train passes over that SensorTrack, the same sequence will occur, but when your freight or any other loco passes over it the train will continue and not take the siding. If you wish every loco or train to perform your recording, you simply do not press the SET button at the beginning of your recording.

Lots of Possibilities

With the ability to enter up to 250 commands in your recording, there are endless possibilities. Just imagine what could be programmed in a switching yard where your recorded commands might include opening couplers and reversing the locomotive direction. I can't wait to see some of the creative programs that operators come up with. The SensorTrack is expected to be available early 2014.

Lionel's Scale Auto Carriers

While assisting in setting up the Lionel display at our recent Chattanooga Convention, I had a chance to give Lionel's new Auto Carrier Cars a good look. These cars are accurately scaled to 1:48 proportions from the prototype car which is 89 feet long. Coupler to coupler, these cars are almost 24 inches long. **Photo 1** shows the Union Pacific version of the car.

Photo 2 is a close-up of the end of the car. You can see the fine details, and both ends are equipped with doors that open. Inside are two levels of racks that will hold scale model cars.

Photo 3 shows an end with the doors open.

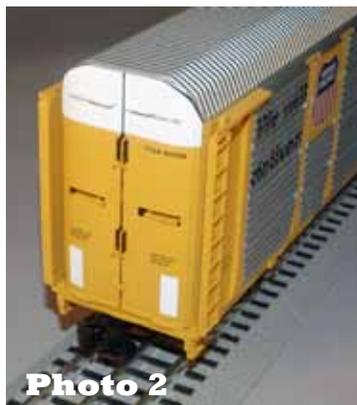


Photo 2



Photo 3

Photo 1



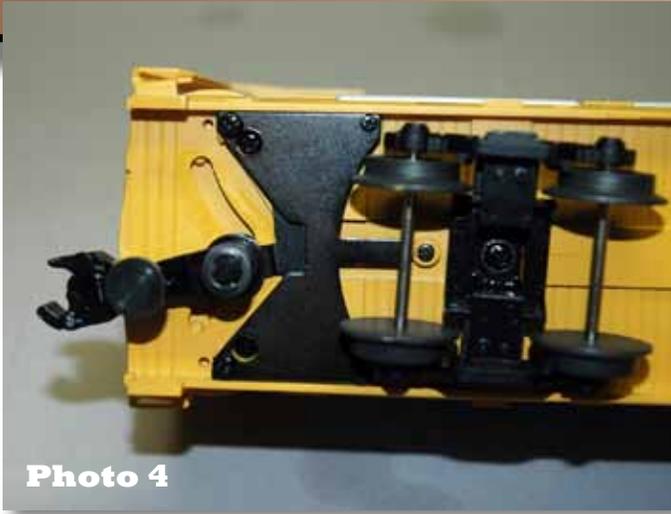


Photo 4

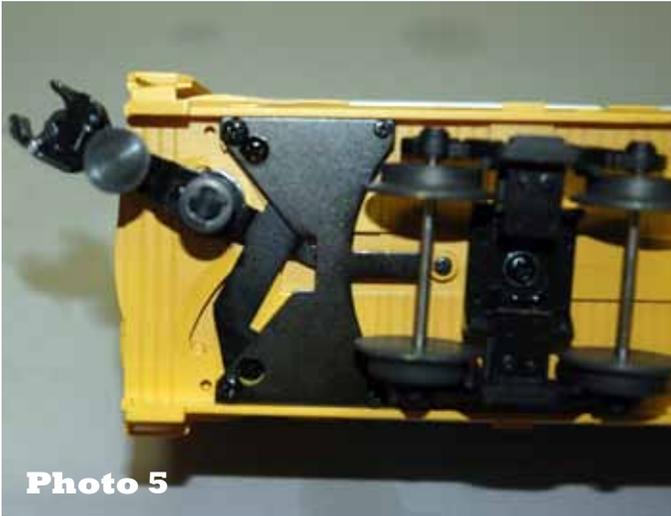


Photo 5



Photo 6



Photo 7

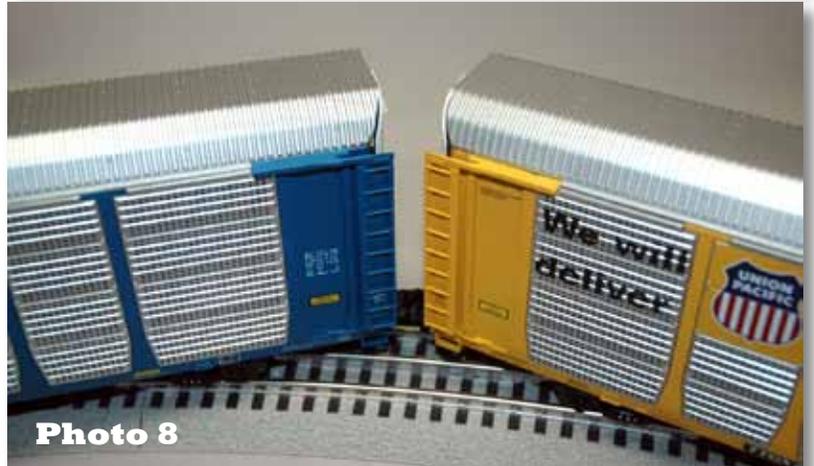


Photo 8

New Coupler System Design

In order to remain true to scale, some special considerations in its design were necessary. Due to the fact that the trucks on these long cars are set in quite a ways from the ends, a traditional Lionel truck and coupler could not be used. An entirely new coupler system was designed. As on the real thing, the couplers are not connected to the trucks, but operate independently. **Photo 4** shows the underside of the car revealing details of the unique coupler system. **Photo 5** shows how the coupler is able to move to allow the cars to be used on non-prototypical radii that model trains must negotiate. The coupler movement is guided by a wide Y-shaped track in the bottom of the car. It is spring loaded to bring it to center when not being pulled to one side. What this coupler design accomplishes is that it allows the cars to be closely spaced when on a straight section of track. **Photo 6** shows two of the cars coupled together on a straight section of track. The coupler also allows the additional space required to make a turn. This design allows these auto carriers to operate on a radius as small as O54. **Photos 7 and 8** show two of the cars rounding an O60 FasTrack™ curve.

The design of these new trucks did preclude the inclusion of two features mentioned in the catalog – the hidden uncoupling tabs and the rotating bearing caps. I think you'll understand that the unique design of these trucks and couplers is worth the sacrifice.

Lionel will offer these cars singly, in two-packs, and as part of the Motor City Express set. The set includes four of these scale auto carriers, each in a different road name: Union Pacific, Grand Trunk, CSX, and Burlington Northern Santa Fe. The BNSF auto carrier is unique to the set as it is the only one made with an end-of-train device (EDT).

Photographs by Bill Schmeelk

An Idea Whose Time Has Come

When members select an efficient and less costly method for membership renewal, the entire club benefits as a result.

Dennis DeVito
LCCA President

The LCCA has progressively used Web-based technology to improve services to its members and reduce costs. The club's website is one of the most sophisticated in the hobby community, although most of its "horsepower" is working behind the scenes and unnoticed. We are constantly encouraged by the many members who have jumped on board over the last 10+ years and have realized the benefits from our uses of technology. Thank you!

Many members use computers in the course of normal day-to-day communication, including e-mail which enables us to print documents from the Internet. This article is addressed principally to members in that PC-friendly group who have yet to experience what we have built for membership convenience and benefit. We hope this article will encourage them to try it.

If for any reason you are a member who prefers to not use computers, feel free to read about this change. Most likely, it will not pertain to you, nor will it have an effect on how you renew your membership annually. The LCCA respects the preference of members who chose to not use computers or the Web. We will offer the same courteous service to all members.

Applying useful technology, the LCCA has for more than 10 years sent news, information, and notes by e-mail to members who have shared their e-mail addresses with the club. Recently, the club enhanced these e-mails and included a link directly to the specific member's renewal page. This enabled single-click access to the renewal function at the club's website. The information on this renewal web page is what the Business Office has on file for you; it is the source for what was mailed to you in the past. You can easily make corrections to this information (a new home address, for example) during the renewal process. You may renew instantly on this page OR print-out the page, fill it in, and mail it to the BO

along with your check or credit card data. Online membership renewal offers benefits and conveniences for you:

- no postage required
- lightning-fast renewal in real time
- no waiting.

In addition, the club benefits from lower mailing and administrative costs. Our website is capable of doing this task with little or no cost to the LCCA.

When the LCCA delivers the same information to members via the Web verses sending that same information by mail via USPS, the savings can be as much as \$2.35 per member, a gross savings of more than 6% of the annual dues. The LCCA uses these savings to improve membership benefits. For example, we recently added four pages to each issue of *The Lion Roars*. To improve readability, we plan to increase the font size of the *Interchange Track* listings next year.

Remember, once you receive a renewal notice by e-mail, you have the choice to either print a renewal form from the website and mail it in OR submit the renewal directly online. It's YOUR CHOICE. But in either case, your quick response to membership renewal requests and willingness to use the renewal request form via the Web greatly reduces LCCA costs and enhances the benefit of membership.

In summary, members are NOT REQUIRED to use the online renewal process but are encouraged to use it for their convenience and for the club's benefit. When you receive your first renewal notice by e-mail (assuming your e-mail address is already on file with the BO) or by USPS mail, a prompt response would be much appreciated.

With thanks in advance,

*LCCA Membership Committee
and
Dennis DeVito RM 6758
LCCA President*



Ken Morgan
RM 12231

The Tinplate Cannonball

HIGHLIGHT:

“The set picture in 1942 shows the rear car as a #2624, but the description says four #2623 coaches. The car was never made as an observation car. Don’t buy a “rare” one. Similarly, avoid green ones. Lionel® didn’t make them.”

TRIVIA: QUESTION

“Plastics.” Good advice or bad advice offered to whom in a classic scene from one of the more memorable films from Hollywood? To whom was it offered and in what movie? Bonus: who offered this advice?

I’m b-a-a-ack, and it’s nice to return to the pages of *TLR* after a one-issue hiatus. Not to mention getting back to my trains, which have been much neglected lately. But before heading into trains, here’s my usual trivia question for you. “Plastics.” Good advice or bad advice offered to whom in a classic scene from one of the more memorable films from Hollywood? To whom was it offered and what movie? Bonus: who offered this advice?

Speaking of plastics, Bakelite (polyoxybenzylmethylenglycolanhydride) was one of the first commercially successful plastics. The name comes from the chemist who invented it, Leo Hendrik Baekeland, and it is certainly easier to remember, and sell, than the 36-letter monstrosity which describes its chemical qualities. It is a thermosetting resin, which means when heated to a critical temperature, generally around 400°F, it cures, or sets, permanently. It cannot be reheated and recast. It is non-conductive, leading to its use in electronics and things like telephone sets – think of the old style black rotary phones, if you’re of a certain age – but also for things like pipe stems, toys, and jewelry. No accounting for people’s taste! While researching this plastic, I came across an interesting comment. The retro appeal of old Bakelite products has made them collectibles. So what does Bakelite have to do with some of our favorite things? Go back to the preceding paragraph and note three words: electronics, toys, and collectible. Voila! Lionel® trains!

The Ascent of Bakelite

Over the past few years this column has covered Lionel’s transition from stamped steel and tinplate to die-cast locomotives. One of the major drivers was the need to add detail and produce trains which were more accurate models of the real ones. This was done with metal castings, which has both advantages and disadvantages. Costs and the high heat required are among the disadvantages. Lionel also positioned itself as a leader in the field of technology.

Ah – plastics! Bakelite was then relatively new and also popular. And it lent itself to

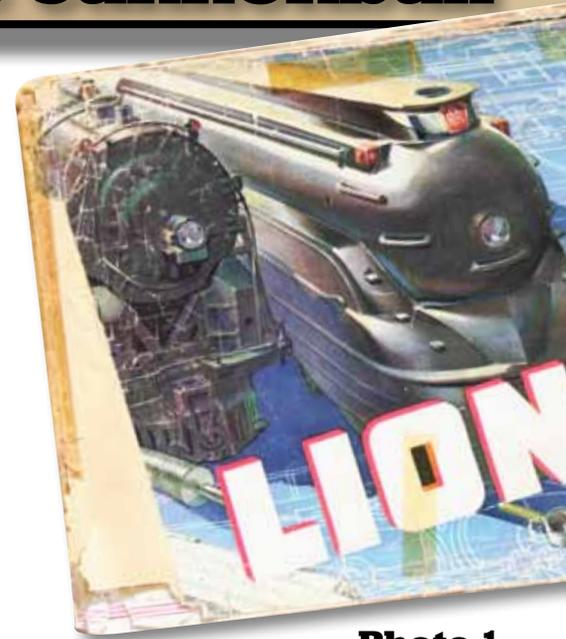


Photo 1

some very nice details in the cast products. And it could be cast at lower temperatures than metal. So to produce something for those new die-cast steam engines to pull, Lionel turned to Bakelite. It just took a bit longer than the introduction of the locos. But the first offering was a true collectible classic, which, like the steam engines, has many descendants. Of course I am referring to the “Madison” cars. Or, more properly, heavyweight passenger coaches, which were the standard for long distance travel at the time of their initial appearance in the catalog.

While the die-cast steamers were first shown in the catalogs with the introduction of Lionel’s masterpiece, the #700/#763 Hudson in 1937, this was followed by the floodgates opening in 1938 with a growing line of them in many sizes and castings. But adequately detailed rolling stock did not appear until 1941. And the 1941 catalog stressed this. Page five shouted “REALISM!” and described their “scale-detailed reproductions made from real railroad blueprints”, including the “new, accurate Lionel scale passenger car”. This promised car appeared in three sets, one behind a #225 with a #2235W tender, one with a #226 and a #2226WX tender, and the third, behind a #763 with the same #2226WX. The two smaller sets were depicted with two #2623 Irvington coaches and one #2624 Manhattan coach. The big set had three #2623 Irvingtons and one #2624 Manhattan. What, no Madison? Nope, postwar only for that name, but it was forever after ingrained in toy train lore.



Interruption of Production

The 1942 catalog had only the big set. Why? Well, the inside of the front cover talks about reality, not realism:

“Lionel goes to sea ... to help win the war”.

It’s a short catalog.

Speaking of catalogs, did Lionel offer coming attractions?

Photo 1 is the cover of my somewhat worn 1936 catalog,

the year before the

#700E pulled in. The loco on the left is surely a die-cast steamer, which, while it doesn’t exactly match anything arriving in the next couple of years, bears a strong resemblance to the Hudson.

Irvingtons and Manhattans

Now back to the subject of this article. The contents of the sets pictured in the catalogs are interesting, and provide a caveat for basing all our conclusions on the printed pages. There are 10 cars shown in the sets,

Photos 3 & 4



#2623s tend to run about 50% more than the #2623 Manhattans, but you can easily get a set of three of either #2623s for less than a single #2624 Manhattan. That car comes under my heading of Buyer Beware, so be very careful about the provenance of the piece.

So what did Lionel actually produce? Pretty close to what they claimed. Certainly scale detailed, although a tad small to be called true scale models. These cars are roughly 14 inches long which equates to 56 feet.

The real ones were typically about 72 feet long. Nevertheless, they were beautiful, well detailed, accurate representations of the state-of-the-art, 12-inches-to-the-foot railroad passenger cars. If not scale, they

3 and 4. Of course, that’s not the better looking #2235W tender with the #225. But the #226 just has more size to go with the big coaches. When you look at **photo 5**, you

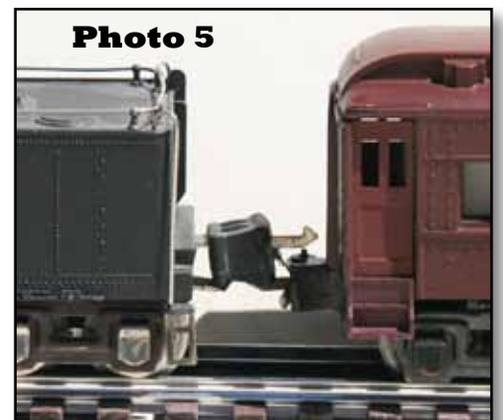


Photo 2



plus one in the separate sale section. Eight of them are #2623 Irvingtons; only two are #2624 Manhattans. And the small detail picture by the scale details descriptions was #2623. But the vast majority of the production, at least based on the current market, personal observation, and every source I have found, was that the common car is the #2623 Manhattan. Yes – the Irvington number, but the Manhattan name. And the prices reflect this. The Irvington

were well proportioned and looked right. Surely, light years ahead of anything Lionel produced before. **Photo 2** shows my set of three #2623 Manhattan cars.

These cars are noted by Lionel as “close coupling” which is more realistic than the usual rolling stock. And they are. They also have low couplers. That’s why the #226 set has the #2226WX tender. And why I want one! I think they look better with the #226 than with the smaller #225. See **photos**

can see that Lionel’s claim of close coupling was justified. Check out how much further the tender coupler extends beyond the body. It also shows why I need a #2226WX tender. The difference in coupler height is enough to derail the train.

A Flaw at the Steps

The bodies of these cars are pretty rugged. The two issues with them are paint, as in – how much is there – and the steps, which is the weak point of the castings. They are commonly broken and can decrease the



Photo 6

value of the car by upwards of 50%. My opinion is that the flaw has two causes. Clearly, the steps are somewhat exposed. But I feel there must either be some stress in the cast at the point where the top step joins the underside of the vestibule casting or the designer should have addressed the weak point. Clearly, it's thin here, and whether it's a design flaw or stress, to have this be such a common point of failure is the one real problem with these otherwise magnificent cars. **Photo 6** shows a repaired vestibule with the steps epoxied back in place. Reproduction vestibules are available, but they should be noted if applied. Remember what I said about the price. **Photo 7** shows a repro

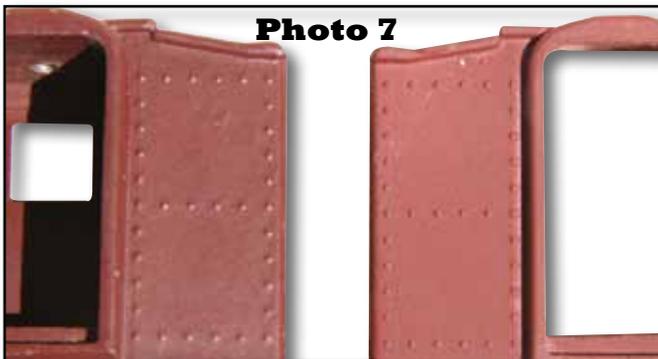


Photo 7

vestibule. Note how the casting is a little less detailed. That is likely due to the use of an original vestibule as a master, not the original die. And while I cannot say all such repros are the same, it is a point to check. I was fortunate to find a dealer selling original vestibules from damaged cars. That's why I have the repair to show you, but a clean

car to operate. I was even more fortunate to find the vestibule in such good condition. No, it was not cheap! By the way, the vestibules in the

Lionel cars are cast metal, not Bakelite. That is not the case on some of the more modern production Madison cars. The early Williams® ones at least, are plastic.

the trucks and couplers. **Photo 9** shows both from underneath. As you can see, everything else is the same. The minor attempt at underbody detail, the fish belly brace, is the same, as is the cast piece which is what I assume to be Lionel's interpretation of a brake cylinder. It shows up on a myriad of cars, both prewar and postwar. I believe both it and the ubiquitous pick-ups are Bakelite.

Final Notes

In the 1941 catalog all the listings for the #2624 Manhattan car call it an observation car. So does the 1942 catalog in the rear where it is listed for separate sale. The



Photo 9

Postwar Entry of the Madison Car

As noted earlier, these cars returned to the Lionel lineup in the postwar era. Other than cosmetic changes including renumbering and the addition of the name Madison, plus later silhouettes in the windows,

the only physical changes were the trucks and couplers. **Photo 8** shows the ends of a prewar and postwar car with a good look at

set picture in 1942 shows the rear car as a #2624, but the description says four #2623 coaches. The car was never made as an observation car. Don't buy a "rare" one. Similarly, avoid green ones. Lionel didn't make them. Madison Hardware in NYC probably did, and anyone can repaint one. This applies equally to the postwar versions which have many subtle variations, but green and observation platforms are not among them until much later production, well after the postwar period ended.

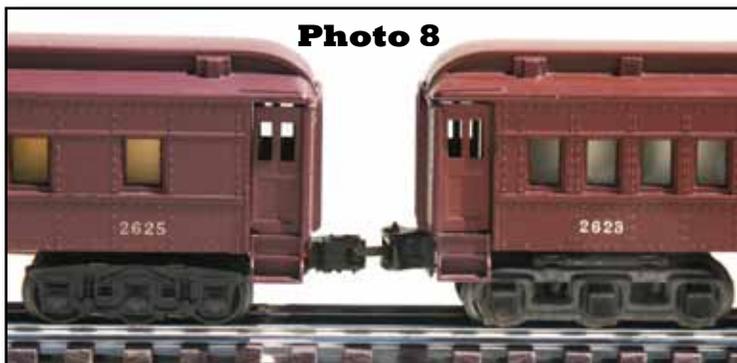


Photo 8

Trivia answer – cue the Jeopardy music! Who was Benjamin Braddock (Dustin Hoffman), The Graduate, to whom family friend Mr. McGuire offered the advice "Plastics" as the way to go for his career? Whether this was meant to make money in the field of plastics or to be plastic – i.e., fake – was a good question. In answer to Simon and Garfunkel's related question, Joe DiMaggio went from the baseball field to the field of advertising for Mr. Coffee. While still a Yankee, he also publicized Lionel trains. And there is the link to trains in today's trivia episode!



Mike McLintock
RM 27393

A Baggage Car Filled with Trains

HIGHLIGHT:

“We’re running trains inside an actual baggage car. How fitting!”



Visitors on opening day

The loco and baggage car on static display

A Grand Opening

The Lone Star Hi-Railers Club officially opened their new O-gauge layout to the public on September 12 in conjunction with the annual Grapefest event in Grapevine, TX. Club members designed and built the layout inside a 75-foot-long heavyweight baggage car coupled to the 771 Baldwin 2-8-2 “Mikado” steam engine on static display in the city’s historic rail yard area.

In the weeks preceding the opening, the Grapevine Vintage Railroad (GVRR) painted a baggage car burgundy red to match the rest of its fleet of heavyweight passenger cars and constructed a new stairway and deck that spanned both side doors of the car. This ambitious project required several years to complete.

The baggage car was originally built by the Pullman Company for the Lackawanna and Western Railroad. Later, a printing company in Fort Worth, TX, converted the car and outfitted it with a complete kitchen often

used to serve dinner to customers who spent evenings proofing their printing projects.

Background

The Lone Star Hi-Railers Club has been involved with the GVRR for many years. The club set up its 12x28-foot “portable” train layout for events like “Day Out with Thomas” and “North Pole Express Christmas” events held on the grounds of

the railroad. When club members began looking for a place to build a permanent layout, they started at the Grapevine Convention and Visitors Bureau (GC&VB). Grapevine is centrally located in the DFW Metroplex and north of the DFW Airport. The GVRR operates a steam and diesel excursion train to and from Fort Worth. The train and the rail yard are great attractions for railroad enthusiasts.

A Model Railroad inside a Baggage Car

In 2005, club members approached the GC&VB with the idea of having a permanent O-gauge model railroad layout in the city. That group liked the idea; however, space in this growing DFW suburb was at a premium, and public buildings must be kept open for a variety of events.

To our surprise, the head of the GC&VB, P.W. McCallum, asked if we would build a layout within a passenger car if they could locate one. After discussion, club members determined a passenger car configuration would not work for an O-gauge layout. Viewers would have to enter and exit from the ends of the car. With O72 or larger curves installed, there would be no room to pass between the layout and the windows. So the club turned down that idea.

Club member Mark Coleman drove by the Saginaw, TX, rail yard (just north of Fort Worth) and noticed a baggage car in use as an office. The proverbial light bulb went on over his head. At the club’s next meeting, Coleman asked if the club could build a layout in a baggage car because the doors are on the sides; thus there might be room at either end of the car for the large-radius curves we would need for our trains. We measured a baggage car and determined the inside width was slightly larger than



9.5 feet. Armed with that information, club leaders asked the GC&VB if they would consider acquiring a baggage car as the home for the layout. They agreed, and a search for a baggage car started.

Mike McLintock, then the club's president, spent hours on the Internet and made phone calls all over the country trying to find an available car that could be moved to Grapevine. Then, out of the blue, someone at the GVRR heard about two heavyweight cars in nearby Fort Worth for sale by a local printer. They made an offer on the baggage car and also tried to buy a beautiful heavyweight parlor car, but missed out on the parlor car by a matter of days.



events including Grapefest in September, Main Street Days in May, the North Pole Express event, and on Saturdays and Sundays of weekends when the GVRR operated its excursion train.

Our Wish List and Layout Standards

Early on, several members prepared layout designs and presented them to club members for discussion. These speculative layout plans helped members understand the challenges and possibilities of a layout with an unusual "footprint" – a long, skinny baggage car interior. When asked to present their own list of requirements for the layout for incorporation into the design, members suggested 16 want-to-have features. Most of their ideas were subsequently incorporated into the final layout plan prepared by the club's layout designer Roger Farkash. His design was presented for review by club members and approved with only a few minor adjustments.

Have A/C - We'll Build a Railroad

Once GC&VB installed electricity, hooked up the heating and air conditioning

system, removed the existing kitchen, installed entry and exit doors, and built a temporary entrance ramp, the work on the layout began in earnest.

We applied drywall sheeting to the long back wall and painted a sky pattern on it. We built the framework for the layout table and installed track upon the platform.

Small teams worked on the layout on different days, and some worked at home. Some members did not even see each other for weeks at a time. Club President Eric Haist said, "We could not have built this layout without e-mail. Each committee communicated to others via e-mail as the process developed so people would know what to do next. There were many glitches and several steps had to be redone because of misunderstandings. Nevertheless, it all came together beautifully."

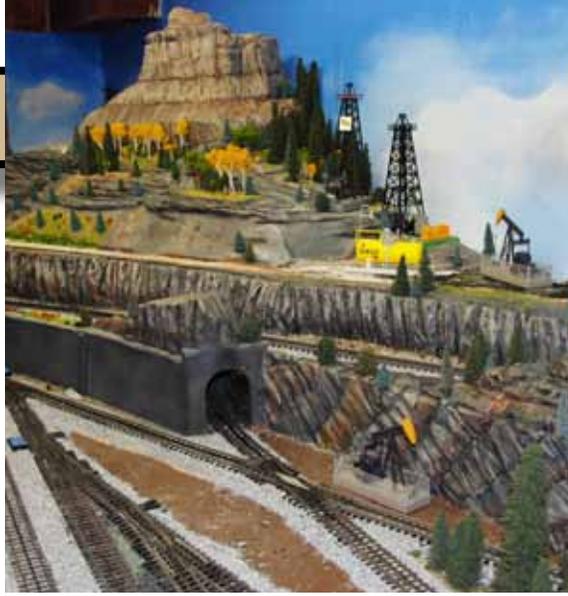


Ironically, the baggage car was moved from Fort Worth to Grapevine – a 20-mile drive – on a flatbed truck, not by rail. A crane lifted the baggage car off its trucks, set it on the flatbed truck, and later reset the car back on its trucks at a section of track prepared in advance in Grapevine. Club members helped lay the rails and spread the ballast for that track section.

The Paperwork

The Lone Star Hi-Railers worked with members of the GVRR and the GC&VB to hammer out a contract that would allow the club to occupy the car, build its layout inside it, and run its trains. The club agreed to very equitable terms, which included running their O-gauge model trains on the layout at each of Grapevine's street





Making a Mountain

One of the biggest mountains to overcome was “the mountain.” This monster mountain – inspired by a real mountain in west Texas – was made of carved foam with a summit more than four feet high. The base of the mountain covered almost the entire 9.5 feet width of the car.

“It was overwhelming at first, but once I got my plan in mind and chose the right tools, I got into a groove and it went pretty well,” said Mike McLintock, head of the Scenic Committee and Main Man for Mountain Making. “Encouragement from club members and friends kept me on track. Several club members helped with the mudding and painting. Dave (Mac) MacGregor kept me focused,” according to

Mike. Dave painted rocks, helped with the trees and performed other fine details of the structure. Mike’s secret tool for this project was a dull bread knife someone left in the baggage car. “I think I will mount the knife on the wall in the car when I get a chance,” Mike quipped.

Once the mountain was finished and Dave completed the center section yard and river, the scenery crew stepped up. They completed the industrial siding area at the east end of the car and then focused on the west end. It featured a rail yard with a turntable, wind turbines, a suburb, a replica of the iconic Grapevine concrete grain elevators, and a model of the baggage car itself. “We had to do a model of the baggage car and the steam engine that rests behind

it. It just would not have been complete without it,” Haist said.

Homage to Main Street

One focal point is a long series of late 1800 and early 1900-era buildings similar to those in historic downtown Grapevine. The crew built and placed appropriately crafted buildings that captured the look and feel of the city’s historic Main Street, including a streetcar line like the

one that once ran from the historic Cotton Belt station north to the center of town.

Finished, yet never Finished

Although the baggage car layout is now complete and open to the public, Haist commented, “As with all layouts, we will continue to add details and make it even better. We planned to include a catenary system on one track loop, but unforeseen delays in product availability caused a postponement of that feature until early next year. We are very proud to be a part of the historic rail yard area of Grapevine. We’re running trains inside an actual baggage car. How fitting!”

Digital images provided by Mike McLintock



In Memorium – Louis J. Caponi

LCCA President Infiniti 1951 - 2013

As President-elect, Lou Caponi was expected to ascend to the Presidency of the LCCA at the annual LCCA Convention held in July at Chattanooga. Regretfully, he was bedridden since mid-May because of a lingering illness, so he could not attend the Convention and be installed to the office of President at that time. Due to the then-uncertain state of his medical situation, the LCCA BOD asked me to continue as Acting President. Days afterward, Lou died peacefully on July 31.

Lou was a long time leader of the LCCA and was the creator of the wonderful, highly successful LCCA Convention Cars and specialty products designed for LCCA. These were subsequently produced for club members by Lionel LLC. His recent projects included the Standard gauge Goliath locomotive and accompanying Showroom cars, the tinplate Prospector train set, and the Texas Special diesel switcher and matching cars. His last efforts were the Tennessee Valley Train Excursion Car and the 2013 Convention On-site Car, which matched the 2013 Convention Car. His very last effort was the as-yet-unannounced operating postwar Monon boxcar, which LCCA will dedicate to his legacy.

We honor Lou for the great times, the memories, the stories, the excitement, the leadership, the guidance, and the friendship he offered to the club.

Dennis DeVito RM 6758 – President, LCCA

Our good friend, long-time Lionel Collectors Club of America (LCCA) member, officer, and ascending President of the club, Lou Caponi, passed away on Wednesday, July 31, due to complications of diabetes. Lou's club passion was product development. His fertile mind created many desirable, collectible LCCA commemorative train items. Those unique LCCA/Lionel products will be enjoyed for generations to come. Quite a legacy!

He was like the Pied Piper when relating to children during LCCA's annual Conventions. An entourage of children followed him wherever he went. Lou was devoted to creating enjoyment for children through the hobby and making the LCCA Junior Membership program a success.

Lou spent his adult lifetime enjoying the toy train hobby and hot rod cars. Lou once owned Loco Louie's and co-owned Train99 Hobby Shop in Pennsylvania. Lou and his family hosted the 1998 LCCA Convention in Philadelphia. We knew him as Loco Louie and Captain Chaos. Production Managers at the factory in China called him the "American Pit Bull" because of his tenaciously pressing them to "get the project done right." He accepted that nickname proudly!

Our deepest sympathy goes to Rose, his wife of almost 38 years (September 20th would have been their 38th wedding anniversary), and their adult son Dominic. Although Lou is no



longer with us in this world, I am certain his presence will be felt within LCCA for many years to come. His example will be a source of inspiration for future initiatives.

LCCA President Dennis DeVito issued a proclamation bestowing posthumously upon Lou the honorary title of LCCA President Infiniti. Lou will always be remembered for being a devoted father, loving husband, Italian, friend to many, and a President of the LCCA.

*Al Kolis HM 15902
"Brother from another Mother"
President-elect, LCCA*

The LCCA lost a best friend. From the very first day I met him, I can't think of a single time that I was in a conversation with Lou Caponi that "What we got to do for the club ..." wasn't almost immediately the focus of the discussion.

From the incredible, desirable products he created for our events or limited-edition collectibles to endlessly promoting membership in our organization, Lou was truly the heartbeat of the LCCA. I am going to miss that heartbeat.

I know each of us will find a personal way to memorialize Lou's impact on our lives, but we can't do much better than to honor him by sharing the love of toy trains as Lou did with everyone – especially with kids.

Thank you Lou, for sharing so much, caring so much, laughing so much, and loving Rose, Dom and family, friends, trains, cars, your country, and the Philadelphia Eagles so very much.

Rest in peace my friend and smile down on us often. You will always be in my prayers. You were the only guy that called me "Rog," and I was OK with that.

Roger Farkash RM 26269 – Director, LCCA

Every LCCA-sponsored product designed by Lou also included a marketing and advertising program intended to effectively present it to club members and hobbyists. During the development process, Lou thought far ahead about concepts for ads in club publications – *TLR*, the *IT*, and the website – and oftentimes about ads for downstream placement in commercial publications *CTT* and *OGR*. As I collaborated with Lou on these advertising projects, I was amazed and sometimes challenged by his marketing insights. He invented the approach now a standard feature of many LCCA product ads – artfully staging "a beauty shot" of the product shown to advantage on a detailed, fully scenicked layout. Many projects were sell-outs, which I considered the ultimate marketplace affirmation of his creative imagination.

Mike Mottler RM 12394 – Editor, TLR



Do You Believe?

Here are statements from an old Lionel® trivia desk calendar.

Indicate whether you believe each statement is true or false.

1. ___ In 1902 Lionel issued its first catalog.
2. ___ Over 300 million feet of wire is used each year to produce Lionel products.
3. ___ In 1954 freight sets surpassed passenger sets by four to one.
4. ___ Some Lionel products, especially Lionel steam locomotives, may use up to 500 separate parts.
5. ___ The first electric train was powered by a sulfuric acid wet-cell battery.
6. ___ In 1928 Lionel designed metal homes based upon their executives' residents to compliment their train sets.
7. ___ The Lionel Railroad Club was established in 1976 and was honored to have Frank Sinatra as its first member.
8. ___ The Mickey & Minnie mechanical handcar was priced at \$1 for Depression-era families.
9. ___ A marketing campaign of the fifties included Lionel paper cutouts in boxes of Kellogg's Rice Krispies.
10. ___ The Lionel Range was Lionel's first entry into manufacturing toys for girls.
11. ___ Lionel introduced a submarine to its product mix in 1936.
12. ___ In 1971 Lionel produced 3,000 locomotive sets daily, and expanded facilities 150% to meet the overwhelming demand for their product.
13. ___ The 1966 Lionel catalog was comprised of leftover inventory that the company wanted to liquidate.
14. ___ By 1921 Lionel had manufactured one million train sets.
15. ___ The Lionel F3 holds the record for longevity.
16. ___ Lionel introduced its first diesel engine in 1948.
17. ___ On Father's Day in the 1940s, Lionel had closed their showroom to children to allow fathers an opportunity to shop by themselves.
18. ___ The smoke pellets used to produce smoke in Lionel trains, cost \$17,000, and took two years to develop.
19. ___ Babe Ruth was a weekly guest of Lionel's television show, "The Lionel Club House," which was aired every Saturday afternoon.
20. ___ The longest lived and biggest Lionel manufacturing site was based in Chesterfield, MI.
21. ___ In 1954, 2,500 Lionel workers went on strike because Lionel reduced employee wages by seven cents an hour.
22. ___ The first plastic product manufactured by Lionel was a water tower, and was made out of Bakelite plastic.
23. ___ In 2001 Lionel attempted to reintroduce the Girls Train Set, and the set failed as it did in 1957.
24. ___ There are over 20,000 different tools that go into the making of Lionel products.
25. ___ In 1969 Lionel featured a Japanese locomotive in its catalog.

Answers are published in TLR ... somewhere.

An Advertising Adventure

**NEW LCCA PRODUCT
Made in the USA**



Photo Location Credit:
Kishwaukee Valley
& Eakin Creek Model Railroad Club

Designed by LCCA and made with pride in the USA, this new billboard frame is the first new product of its kind since the 1940s. This unique product is now available with immediate shipment to all hobbyists.

This item is not only made in the USA (Illinois) but is also presented in packaging made in the USA (North Carolina and Missouri) – not China. The rectangular base of this billboard frame is the first of several styles to be released. A simulated light bar is included for snap-in installation at the top of the frame.

The billboard frame accepts the standard size classic billboard inserts produced by Lionel® and new inserts to be offered by LCCA. The frame will accommodate dual-sided billboard inserts and store several inserts for convenience.

Place these on your layout, at trackside, or on rooftops as a vintage or contemporary accent. Create your own billboard inserts with computer software and celebrate your own model railroad, family birthdays, and special occasions. Have fun as your own advertising tycoon!

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE
 Once submitted, LCCA will consider this a firm order and not refundable. Immediate Shipping.

DO THE MATH

- 1 LCCA Billboard Frame @ \$14.95 each, plus \$3 S&H \$ _____
- 2 LCCA Billboard Frames @ \$26.95, free S&H; receive a second billboard for less than \$10! \$ _____
- 3 LCCA Billboard Frames @ \$40.00, free S&H \$ _____
- 4 LCCA Billboard Frames @ \$50.00, free S&H \$ _____
- Illinois residents:** add 7.5% sales tax \$ _____
- Total (in U.S. funds) \$ _____

PURCHASE METHOD

- My check is enclosed, made payable to "LCCA" with "BBF" 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: _____

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