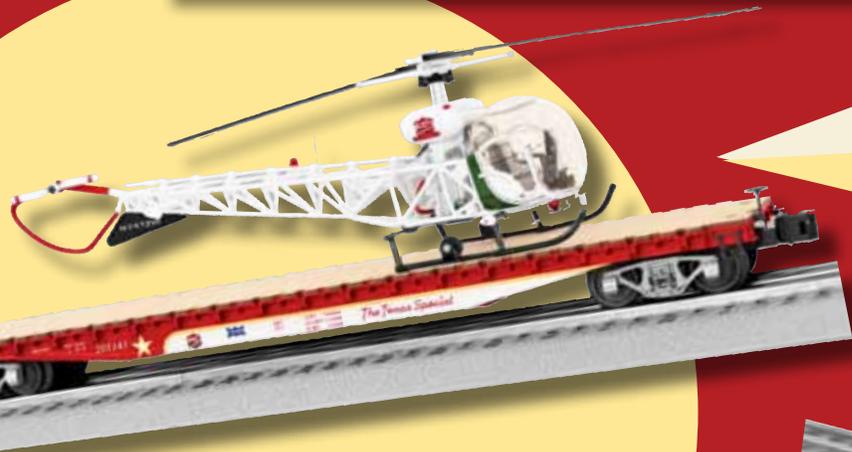


THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

Volume 41, No. 5, June, 2012



LCCA's
Very Special
Texas Special
Train Set



51 Lights for Liberty

**Deadline Imminent
June 30th**



Digital image provided by Lionel LLC

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

The car is a PS-1 O-scale boxcar (11-1/4 inches long) that celebrates a military presence with five branches of the armed forces. It includes these important features:

- A LED is placed in every star of the U.S. flag and another LED in the eye of the eagle – on both sides of the car

- Modern camo décor with a military-style insignia including slogans used by NS on their boxcar
- Interior box load images, opening doors
- Die-cast sprung metal trucks
- Metal operating couplers
- Hand-applied details
- Detailed metal underframe
- EOT device
- Estimated shipping date – late December 2012.

\$99.95 plus \$9.95 S&H
Order deadline: June 30, 2012

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

___ 2012 Convention Car Car(s) @ \$99.95 each \$ _____

Subtotal: \$ _____

Illinois residents only: add sales tax — 7.5% of subtotal \$ _____

Shipping & Handling — add \$9.95 per car \$ _____

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

SEND YOUR PAYMENT

My check or money order for the total amount of this order is enclosed and made payable to "LCCA" with "CC12" written on the memo line.

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

Estimated shipping date – late December, 2012.

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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

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

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept CC12/TLR-6-12 • 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.

Special
Events Are
Special
Page 10



**LN&V:
the ZW-L**
Page 24

President's Report	2
Product Development Shop	4
Toy Trunk Railroad	5
Texas Special Train Set	6
Secretary's Report, 7-28-11	8
Module Committee Report	9
Special Events Are Special	10
Secretary's Report, 10-22-11	14
2012 Convention Overview	16
Lionel News & Views	24
The Tinplate Cannonball	28
An REA Presence on our Layout	32
A Lionel Puzzlement	IBC
LCCA Election Results	OBC

On the Cover



LCCA offers a new train set with Texas Special décor.

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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USPS Notices

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

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

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Visit our website for
timely club news:

www.lionelcollectors.org

Terrific Toy Trains

by Mike H. Mottler RM 12394

Senior-age LCCA members can recall with clarity the memories from their boyhood of playing with Lionel® trains, the toy of choice in the 1940s and '50s. The prevailing view of the toys favored by kids in today's generation usually includes computer-enabled games, some of which glorify the dark side of human nature and seem inappropriate for youngsters.

A visit to a train show may reveal to thoughtful senior hobbyists a sometimes-obscured truism about the hobby we love. Today's kids are just as fascinated by toy trains as we were when we were younger, albeit decades ago. The amazing detail, realistic sound systems, and "gee whizz" technology incorporated into today's trains draws youngsters to the perimeter of a layout



Junior Member Star

for a look-see. When offered a turn with a CAB-1 or CAB-2 controller, they are eager to learn how to operate the trains as the junior engineer in charge.

Perhaps you've overheard a comment by a grandfather, "Jeremy can operate TMCC-equipped trains better than I can." Perhaps that comment is just one manifestation of the ubiquity of technology in our lives, but it's also an example of the staying power inherent in having fun with trains – then and now.



Dennis DeVito
RM 6758

Report from our President

HIGHLIGHT:
“As Convention events come together, I’m thankful to the club members that planned this Convention and will participate as volunteers in Norfolk.”

As this June issue goes to press, I’m pleased to report that your club is in good shape. We have a full schedule of locally focused Special Events, we are only weeks away from the annual Convention, we have just completed the sale of our first Tinplate Train Set, we have moved the LCCA module specs along to near-completion, and the LCCA has introduced what I believe will be a highly prized Texas Special Train Set. Our ongoing activities, publications, and website continue to provide exceptional contributions to our membership.

Convention plans are progressing, and registration is high. The tours are a huge favorite, and many clinics are scheduled. More than 200 uniformed Boy and Girl Scouts will be present to earn their Railroading or Transportation Merit Badges. We heard your request for more layout tours and offered two exceptional sites, the remarkable Lancaster Train Layout and Collection within the Museum on Tour 5 on Tuesday evening and the extraordinary home layout of Paul Sharp as Tours 13A and 13B. As Convention events come together, I’m thankful to the club members that planned this Convention and will participate as volunteers in Norfolk.

The NYC Tinplate Train Set was a wonderful success. Those who ordered this set will be pleased to own the set and will be delighted to receive a personalized billboard frame and two billboard inserts. I had an opportunity to see the pre-press sample and appreciate its uniqueness. I have asked the Convention committee to provide one set for the silent auction.

When I wrote this report, the LCCA election mailing

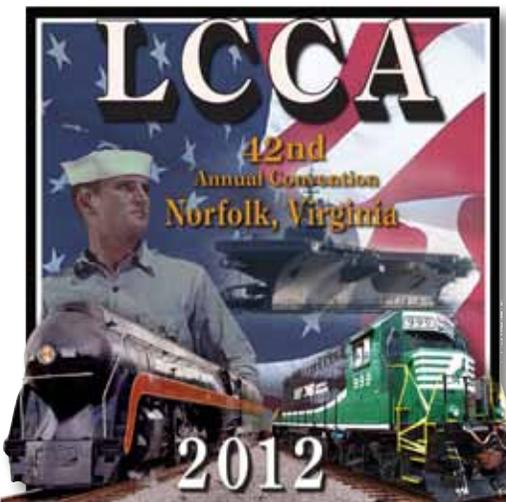
deadline was just a few days away. Now the election results are in and announced on the back cover of this issue of *TLR*. A big “THANK YOU” is due to all members that volunteered

THANK YOU!

to run for office and to those members that took the time to vote.

When you look at the numerous LCCA Special Events presented across this great country, you should thank Al Kolis, Manager of the SE Program. Al has worked tirelessly to provide fun, enjoyable activities – all with a Lionel®

train theme. These events are more than a train show, and truly are “special events.” Imagine visiting Tom McComas’s train layouts and collection. Or enjoying a special day at the NJ hi-railers. Or attending a Train Meet with Jim Gates CM 1. Or celebrating the 150th anniversary of the Great Locomotive Chase at a museum in Georgia near the site of that historic event. Or participating in a LCCA Day with Charlie Ro – details for this upcoming fall event will be released soon. I can attest that there are some wonderful events (even rides on real trains) coming up in the near future. So your takeaway is that LCCA “Special Events”



Paul Sharp's layout is the “star” of tours 13A & 13B.

are more than just a train show; rather, they define the nexus of Lionel trains, good company, and great times.



The deadline for orders for our unique 2012 Convention Car with lighted stars in the U.S. flag is approaching on June 30. Don't miss this opportunity to have another U.S. flag car in your collection.

The club continues to focus on member retention as well as new member recruitment while we simultaneously update the membership files. Our new Business Liaison, Mike Battaglia, has updated more than 300 e-mail addresses and improved the accuracy of our member database. When you log-on to the website, take the time to verify your member info, including your e-mail address. This will allow the club to send news updates and notices of Special Events to you and help eliminate problems with online member renewals or other online transactions.

We are fortunate to have two members that volunteered to call recently lapsed members, talk with them, learn why they lapsed, and ask them to reconsider the club in light of our new initiatives. Please help them by encouraging any lapsed member to renew their membership. Remember, a lapsed member can request reinstatement of his former number by contacting the Business Office.

You may have noticed that the *Interchange Track* has applied another upgrade, thanks to editor Barrie Braden. As you know, the club envisions the *IT* becoming more than a train listing for members that are active in the

marketplace. It is another way to distribute club news to and share editorial content with members. Barrie is working on a proposal to allow members to offer entire collections for sale (not to list each item, but to offer requesting members a list of items for sale). If you have an opinion, please contact Barrie.

This June issue introduces the Texas Special NW2 Cow and Calf pair and a new Mint Car. It's the first of its kind and carries a load of diamonds more pricey than gold or silver. Why bundle a diesel train set with a Mint Car? Our friends at Lionel supported the club's effort to provide a good-running and great-looking engine and offered the Mint Car as a unique LCCA piece for inclusion in this emerging train set. The Texas Special Milk Reefer (our 2011 Convention Car) will enhance this train set, and a three-car pack will make this train a stellar, distinctively collectible set. Refer to the two-page ad for this train set in this issue. Like the Tinplate Train Set, a set of personalized billboard inserts will be sent to members that purchase the Texas Special Train Set. LCCA will also provide a Certificate of Authenticity.

The LCCA is moving forward on another front. We are now investigating the feasibility of offering members the choice of a digital membership. We now have software that will enable our publications to be digitized. The Board has requested that we consider making Junior Memberships a digital-only category. I will keep you posted on the progress of this effort.

The long-awaited LCCA module standards will be released soon. A number of LCCA-owned modules will be unveiled at the 2012 Convention as our "starter" FasTrack™ modular layout. Lionel has offered to provide a few more modules to increase the number of units in this initial effort. Members will be able to participate in this project, build their own modules, and connect them to this ever-growing layout. Refer to Bill Schmeelk's article published in this issue.

I am aware that not all our members have Internet access. Some members do not want Internet access. But those members that enjoy the benefits of the digital environment realize that the LCCA website is becoming our crown jewel. It contains constantly updated current info, club history, special offers, and other club-related information. Every item mentioned in this note is or has been on the website already. Many videos are available to those who seek them out.

I sense there may be a large number of members with considerable experience in website maintenance, video production and editing, promotion, advertising, and external media support for club news and activities. If you would like to volunteer some time to the club and be involved in these areas, please contact me.

I kept the biggest surprise as the finale. I am pleased to announce that Jerry Calabrese, President of Lionel LLC, will not only attend our Convention in Norfolk, but will also participate in a panel discussion with members for an open Q&A session. I thank Jerry for allocating time to the LCCA and its members. Members not attending the Convention can submit questions to "Ask the Expert." Send your questions to: expert@lionelcollectors.org.

See you in Norfolk!

President's Scoreboard

Activity	Goal by July 2012	Accomplished	Status
Special Events	2,000 members touched	1,127	Need add'l member participation
Number of Special Events	25	34	A wonderful success story!
Reinstate Lapsed Members	400	213	Need current members to assist



Lou Caponi
HM 8735

Product Development Shop

HIGHLIGHT:

“I’m looking forward to seeing as many of you as possible at our annual get-together. There will be lots of train layouts and tons of fun for everyone.”

Pride in Patriotism

Heads up! The order deadline for the Norfolk Southern 2012 Convention car is imminent – June 30. I realize this car is relatively expensive, yet most members may not realize the steps involved during production for this complicated PS-1 car – a camouflage paint décor scheme, 51 LED lights, and the ETD device. Taking these features into account, this car is not overly expensive.



Many of you may not be aware that Norfolk Southern has a “Support Our Troops” boxcar on its roster. The LCCA Convention Car design follows that same line and honors all those brave souls who protect us and many others around the world. It pays tribute to troops in the ARMY, NAVY, AIR FORCE, MARINES, and COAST GUARD. Yes, there are others that also perform great, even if unheralded, work and keep us out of harm’s way. We appreciate their dedication and sacrifice too.

Don’t delay! Order your Convention Car today since the deadline is just weeks away. To show our support for those in uniform, LCCA will provide each of the cited branches of our armed forces with a limited number of these remarkable cars for distribution. The more cars we sell, the more we can donate.

Generally Speaking

The Civil War era “General” locomotive pair is almost ready for shipment. Three times I rejected the pre-production samples provided by the factory in China, but the manufacturer finally got them exactly right. They are to die for!

The club recently displayed pre-production samples of the locomotives at the recent train show at York, PA, and our members were smiling from ear to ear. All kept saying how beautiful they looked. Now that I have approved the cosmetic and mechanical changes, I will soon have an operating sample of the pair. Good things come to those who wait!

Looking for a Great Texas Tommy

Well you have come to right place! Yep, I’ve nicknamed our pending Texas Special NW2 Cow and Calf train set as TEXAS TOMMY. This awesome pair bears a snazzy paint scheme and includes extra detailing:

- Radiator covers
- Windshield wiper details
- Tinted glass
- All-new spark arrestors
- Marker lights and die-cast (not sheet metal) frame.

New Flywheel Motor and Front Wheel Drive

This pair is Lionel’s first-ever Calf unit with a die-cast frame. Our friends at Lionel® have



also upgraded the sound system; however, there will be no “squealing brakes” sound because of the upgrade. But that’s not bad considering what they’ve done for us. What? You want more?

A Fabulous Freebie

Here comes dessert after the main course! Included with your purchase of the pair of





Texas Tommy locomotives at NO EXTRA CHARGE is an all-new Diamond Mint Car never before produced by Lionel. The interior load will be painted diamond ice blue with sparkles added. This car will be lighted, so it will make a flashy first impression. Remember the James bond movie "Diamonds Are Forever?" This will be a car you will want to keep forever. I predict this car will become an instant collectible. At this time, LCCA does not plan to offer this car for separate sale, so acquire it now through the purchase of the Texas Tommy train set.

Add-on Cars for this Set

Three additional cars for the Texas Tommy train set are already scheduled for production. We will keep you informed when these three "completer cars" can be ordered. The unique Texas Special Helicopter Car will never be produced again by

LCCA. The helicopter will be secured to the deck with unique tie-downs. The bed of the flat car is real wood.

The colorful Texas Special Bay

Window Caboose will have a flashing red ETD device mounted under the rear roof top.

The Unibody Tank Car will have a Texas Special paint scheme and its text will read "Lionel Trains Lubricating Oil." The three add-on cars will be sold in a three-pack as a completion to the Texas Tommy train set.

LCCA members who purchased the 2011 Convention Car – a Texas Special Milk Reefer – will have another car that could be included in this spectacular consist.

We expect the Texas Special Cow and Calf locomotives to sell out more quickly than our Santa Fe #208 Alco A-A pair of locomotives and the Civil War era "General" pair of

locomotives. Refer to the two-page ad in this issue and place your order now for the initial offer. Select Payment Plan A or Plan B.

Win the Tin

In the world of custom automobiles, there is a saying – when the car wins a trophy, the owner has "won tin." If you ordered the NYC Lakeshore Limited tinplate train set, you "won tin" because it's a winner. LCCA sold 250 units as projected. This was our club's first offer of an O-gauge tinplate train set. At this point in time, we have no plans to offer another tinplate train set, unless I hear your feedback. Thanks to all tinplate and vintage three-rail guys for your continued support!

The Convention Is Coming!

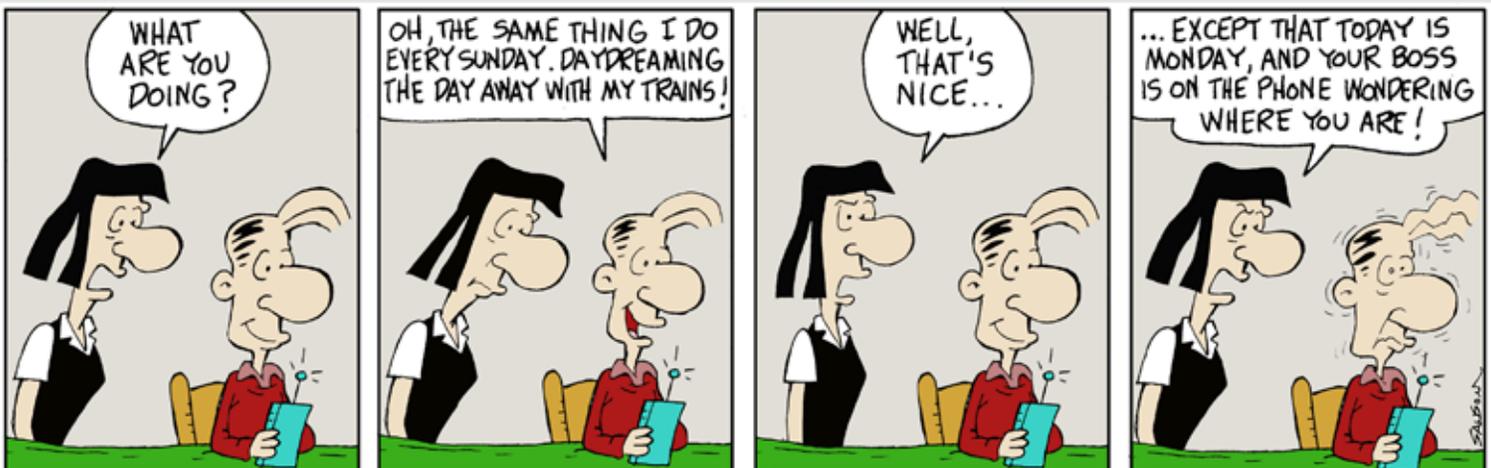
I'm looking forward to seeing as many of you as possible at our annual get-together. There will be lots of train layouts and tons of fun for everyone. Parking at the host hotel will be free. That's right, FREE! Remember the saying, "If it's free, it's for me!"

Have a safe trip to Norfolk!



Toy Trunk Railroad

by Erik Sansom



LIONEL COLLECTORS CLUB of AMERICA

PRESENTS ITS UNIQUE DESIGN MADE BY LIONEL®

Add this Texas Special Train Set to your Collection.



Pre-production photos provided by Lionel LLC

The dramatic décor of the Texas Special has never looked better!

- Die-cast metal GP9 trucks
- Die-cast metal frame from exclusive new tooling
- Smoke unit
- Flywheel drive can motor
- Operating couplers
- Updated Railsounds™
- Metal hand rails
- Authentic marker lights
- Bell sound
- Headlight
- Spark arrestors on the stacks
- Window vent shades
- Radiator cover
- Tinted glass
- Windshield wiper details

A distinctive companion to the powered NW2 diesel switcher!

- Most features on the “Cow” also applied to the “Calf” unit, as appropriate
- Collector box packaging
- Production of this initial set will be limited to 995 units
- New die-cast metal frame tooling will not be made available for use by any other club

This car is offered FREE when you order the NW2 Cow and Calf units!

- A first-time-ever product, with diamonds
- Newly designed faux diamond load inside
- Twin interior lights
- Die-cast trucks
- This unique car cannot be ordered separately

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

- 1 Texas Special Initial Train Set (Cow, Calf, & Mint Car)
- Plan A: one payment in full @ \$499.95 \$ _____
- Plan B: two payments: \$200 non-refundable deposit now, and the balance due later prior to shipment. \$ _____
- NOTE: This option must be paid with a credit card*
- Subtotal \$ _____
- Illinois residents:** add sales tax — (7.5% of subtotal) \$ _____
- S&H&I, add-on \$25 \$ _____
- Total (in U.S. funds): \$ _____

SEND YOUR PAYMENT

- My check or money order for the total amount of this order is enclosed and made payable to “LCCA” with “TS” written on the memo line.
- Charge the amount shown to my credit card as shown below.
- Plan A – payment in full
- Plan B – a non-refundable deposit of \$200 is due now. The balance will be charged to the same credit card account just prior to shipment.

Delivery expected in April 2013.

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

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

Name: _____ LCCA Member No.: _____

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

Phone: () _____ e-mail: _____

Mail this order form (or a photocopy) to the best toy train club on the planet:
LCCA Business Office • Dept TS/TLR-6-12 • 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.

More Good News for Texas Special Fans. Three Add-on Cars Will Be Announced in the December 2012 Issue of *The Lion Roars*.

Club members that purchase the initial Texas Special Train Set will have priority for ordering these three add-on cars. The three “completer” cars for this train set will make this train set a collectible.



A Bay Window Caboose will be a great finishing touch.

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



The onboard helicopter also bears the Texas Special décor.

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



This 80,000 gallon Unibody Tank Car will add heft and style to the train.

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

Members that purchased the LCCA 2011 Convention Car already own this Milk Reefer Car for inclusion in the Texas Special consist.



LCCA believes that a train set as spectacular as this one deserves a unique set box.

No wonder hobbyists consider LCCA the best toy train club on the planet!



Mark Kempfer
RM 23158

Minutes of the LCCA Annual

**Hyatt Regency Hotel,
Grapevine, TX
July 28, 2011**

Call to Order: President Kolis called the meeting to order at 2:15 p.m. and led club members in reciting the Pledge of Allegiance.

Roll Call: Secretary Kempfer called the roll. Present were: President Kolis, Immediate Past President Johnson; President-elect DeVito; Treasurer S. Ellingson; Secretary Kempfer; and Directors Miller, Richter, J. Ellingson, and Farkash.

**Reports:
Secretary Kempfer**

Membership as of the end of June, 2011 – 7,191 total members comprised of 21 Charter Members, 1 Honorary Charter Member, 8 Honorary Members, 127 Junior Members, 58 Foreign Regular Members and 6,976 Regular Members.

Immediate Past President Johnson

There were ten member complaints. Eight were resolved and two were withdrawn.

President-elect DeVito

Two LCCA Special Events were held during the year, an Open House at the New Jersey Hi-Railers and an auction in the Denver area with a sister club.

Treasurer S. Ellingson

All bills have been paid and the club is in a strong financial condition. The train car sales at shows have been successful, and the LCCA 2011 Convention Cars should be shipped within the next couple of months.

Convention Co-Manager Caponi

The Convention is running well.

Hobby seminars were tried for the first time this year and have been well attended. Member feedback is invited. If the response is positive, the seminars will be continued at future Conventions. He commended Craig Tribuzi and Roger Farkash for their efforts in setting up the seminars and a Saturday morning session for Boy Scouts to earn the Railroad Merit Badge.

Bob Carter was commended for his work on arranging great tours.

The 2012 Convention will be held at the Marriott Waterfront Hotel in Norfolk, VA. The tours

are not yet set, but Lou and Bob Carter will go to Norfolk to determine what is available.

Philadelphia, PA, or another location in the tri-state area (PA, NJ, and NY) is being considered for the 2013 Convention. This venue could include a train ride on the Acela and a possible trip to Manhattan.

Product Development Manager Caponi

The 2011 Convention Car sales set a record with 1,460 units sold. The huge response was attributed to the desirability of the Texas Special brand and its dramatic decor.

The 2012 Convention Car will be an O-scale PS-1 camouflage-décor boxcar with a “Support Our Troops” motif. Both the eagle and the stars in the U.S. flag will be lit by LEDs. A firm price has not yet been set, but \$99 was suggested. Per the LCCA Constitution, each member can purchase two cars. Lou remarked that when members buy club-sponsored products, the income helps to support the club, since membership dues do not cover all costs. Product sales provide revenue for LCCA publications, the LCCA website, etc.

To commemorate the 150th anniversary of the Civil War era Great Locomotive Chase on April 16, 1862, LCCA will produce detailed and historically accurate representations of both the General and the Texas locomotives involved in that event. Currently, 500 pairs are under contract with Lionel with an option to extend the contract to a maximum of 650 sets. The price per set is \$399.95 which includes shipping and handling. Each set will be packaged in a specially designed box and will come with a Certificate of Authenticity that includes the story of the chase. Each member can purchase one set. Order forms were available immediately following the meeting, and the ordering timeframe will continue until January, 2012, or until 650 sets have been sold – whichever comes first. Special products such as this help to enlist new members. The last “General” train set offered by LCCA resulted in 768 new members for the club. [Note: The LCCA ordered and purchased 650 “General” Sets].

The report by *The Lion Roars* Editor Mottler was presented in absentia by Al Kolis.

The format has been redesigned with contemporary elements in celebration of LCCA’s 40th anniversary. Members

were invited to write articles for the publication.

Bill Schmeelk, Dominic Caponi, Lou Caponi, and Bob Carter were recognized as regular contributors to the magazine.

Junior Member Program Coordinator D. Caponi. This is the second Convention with activities for younger members.

Junior Members enjoyed a Popcorn and Movie Night. A “Learn to Draw Thomas the Train” class with Angela Trotta Thomas is scheduled for Saturday afternoon.

President Kolis

The Convention was covered by TV channels 8, 4, 5, and 33 at various times.

Larry Black will launch the newly redesigned website soon. It is encouraging that members have the LCCA website marked as a favorite. Ed Richter is the voice behind the videos on the website.

There will be an open house at the Lionel Service Center in Canfield, OH, with Mike Reagan. Lou Caponi will represent the LCCA.

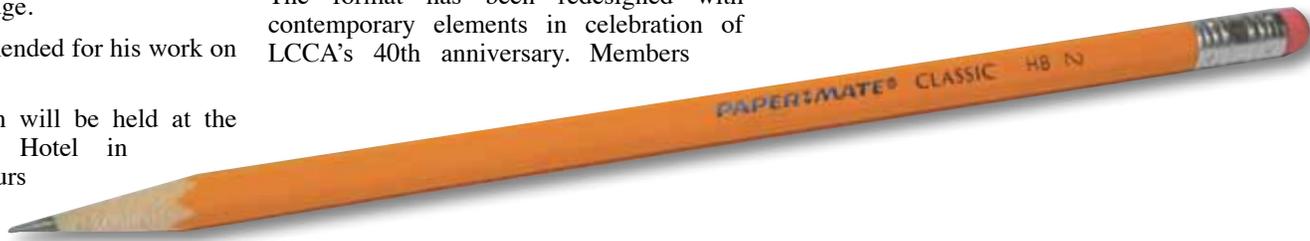
A Facebook account has been created for the LCCA. The Kubiak family has provided daily updates to that site during the Convention.

Kolis mentioned that we want to maintain a presence in the cities where previous and current Conventions were/are held. He plans to hold Special Events throughout the year to keep local members interested in and engaged with the club.

Membership retention is a big concern, and Al encouraged all members to help with recruitment.

**Acknowledgement
of Officers and Directors**

Kolis recognized and thanked outgoing members of the BOD – Dick Johnson as Immediate Past President, Sue Ellingson as Treasurer, Director John Ellingson, and Director Dave Miller. He then acknowledged new additions to the board as a result of the resignation of John Fisher. Kolis appointed Secretary DeVito as President-elect and Mark Kempfer to complete the term of Secretary. The board unanimously approved these appointments.



Membership Business Meeting

Acknowledgement of Charter Members and previous Officers and Directors

Charter Member 22, Harry Day, was in attendance. President Kolis thanked him for his years of support.

President-elect DeVito

Lou Caponi was recognized as President-elect, Ken Kelley as incoming Treasurer, and Sal Gambino Jr. and Bill Schmeelk as incoming directors.

He discussed membership issues and announced a goal of recruiting those who let their membership lapse. He asked everyone to help bring back old members and recruit new members.

He intends for outreach programs to touch 2,000 LCCA members in the next two months by meeting local clubs, conferring with other train enthusiasts, and "talking trains" with hobbyists. Check the website for specific details.

Asked for volunteers to reach out to the membership. Anyone wishing to volunteer should contact him or Al.

The newly designed website will enable increased communication.

He suggested increasing the editorial content of the *Interchange Track*.

Question and Answer Session

1. RM 26499 Sonny Schwartz suggested having a booth at the Greenberg-Edison show to increase exposure.

2. A member asked what level of control the #622 switcher would have and Lou Caponi commented that it would operate in Conventional Mode.

3. RM 16342 Burton TenBrink asked how many attendees were at the Dallas Convention. Lou Caponi responded that there were approximately 500 including guests.

4. RM 4918 Jon Dell'Antonia wanted the club to negotiate Internet access to be included with the room rate. Ed Richter responded that it would be better to have a tech room with couches where people could go to use the Internet.

5. A member asked if the club had a membership goal in mind. Al Kolis responded that if every member brought in one more member, we would double our size.

Adjournment

There being no further business, Director Roger Farkash moved we adjourn the meeting. Seconded by Immediate Past President Dick Johnson. The motion was passed unanimously. The meeting was adjourned at 3:09 p.m.

Respectfully Submitted,
Mark Kempfer
LCCA Secretary RM 23158



Bill Schmeelk
HM 6643

LCCA Module Committee Report

The LCCA Module Committee has met on a weekly basis to define standards for a module layout system. Our committee includes several club members and Lionel® representatives. Through a continuous, thoughtful process, albeit with some trial and error inherent in any new venture, we have moved this project forward. Much of our work has been completed, and we are now very close to achieving our goal of defining specifications for a new module system. As a result, any Lionel enthusiast will be able to participate in this modular layout project.

Prototypes for the new system will be on display and in operation at our annual Convention in Norfolk, VA. In fact, a club member at that event will take home a completed module section via a raffle or silent auction.

LCCA intends to make this transportable modular layout available for enjoyment at designated Special Events and other venues.

The committee will publish a set of standards as a guide to club members that want to

build their own modules. We hope that Lionel will be able to offer a kit that would include pre-cut wood pieces, hardware, the correct electricals, and a template that would properly position the track and hardware for proper mating with other modules.

The ultimate goal for this modular layout system would be to encourage members all around the country to make a module according to specifications or assemble one from a kit. Members in the vicinity of designated Special Events or Train Meets could bring their modules along, gather at the site, and place them end-to-end along with others for an operating session. These ad hoc modular layouts would likely be an attraction to all event visitors. Initially, the club might have to send enough corners so that a layout could be completed as a square or rectangle. Later, more exotic patterns could be created. By this method, LCCA would not transport one large "club layout" around the country and would avoid concerns for logistics and costs.

Both LCCA and Lionel are committed to this project. We believe it will offer Lionel fans a way to join fellow enthusiasts in operating a large and expandable O-gauge layout. This new system is being designed so that a module can be easily transported in the average-size car, yet quickly and easily assembled and mated to other modules to produce a variety of layout configurations that would fit the available space at future Convention and other sites. The post-convention October issue of *TLR* will contain details and photos.

Answers to A Lionel Puzzlement

1. Tunnel	7. Nickel
2. Switch	8. Porter
3. Engine	9. Ore Car
4. Manual	10. Alaska
5. Iconic	11. Remote
6. Sunoco	12. Circus



Al Kolis
HM 15902

HIGHLIGHT:

“If you have an idea and are willing to host a family-oriented, fun-filled LCCA SE in your area, please contact me at 248-709-4137 or send e-mail to me at agkolis@comcast.net.”

The LCCA Special Events (SE) Program is expanding and growing at an ever-accelerating rate. It seems to be contagious! The enthusiasm and willingness of our members to get involved is spreading to various cities around the country. At special events, we meet members that want to contribute and host additional special events. Members want to get together and foster an interest in Lionel trains and have fun while doing it. Since our events move forward quickly, the best source for the latest, updated information will always be our website: www.lionelcollectors.org. In the LCCA NEWS section, select the EVENTS NEWS tab.

The Great Chase Relived

LCCA members gathered recently in Kennesaw, GA, to commemorate the 150th Anniversary of The Great Locomotive Chase. April 12, 2012, marked the 150th anniversary of the actual event in which James Andrews and a group of Union raiders captured the locomotive “General” in Big Shanty, GA, (modern Kennesaw) but were pursued and caught by William Fuller and Confederates using, over the course of the chase, three different locomotives, most notably the “Texas.”

chase. Members also took a private, behind-the-scenes tour of the Southern Museum of the Civil War and the rarely-seen archives.

During the evening ceremony, on behalf of the club I presented the museum with framed renderings of the upcoming Limited Edition pair of LCCA General-style trains that will commemorate the chase. These two commemorative engines will be produced by Lionel exclusively for LCCA members. When these locomotives are delivered by Lionel to the LCCA, we plan to donate a pair of them to the museum.

Member Bill Stitt (RM 259) represented the LCCA and operated LCCA’s mini layout designed and built by TW Design of Dallas, TX. A local group of LCCA members (Les Livingston and the North Atlanta O-gauge Railroad Club) had their 8x8-foot modular layout in operation throughout the day. This layout was designed specifically for the enjoyment of children in attendance.

A special “Thanks!” is in order for Lionel enthusiast and Executive Director of the Southern Museum, Dr. Richard Banz, and his entire staff for giving us so much southern hospitality. Our members truly had an enjoyable and memorable day. Most of all, sincere thanks go to the numerous LCCA members and families that attended this LCCA SE. We shared a fun, educational, and historic day.

A Get-together at York

On Wednesday, April 12, LCCA members enjoyed a fun-filled evening at Smokey Bones Restaurant in York, PA. Members from all over the country gathered together for good food, camaraderie, and genuine good fun. LCCA President Dennis DeVito (RM 6758) was on hand to give members a commemorative LCCA SE pin and a limited-edition, uncut sheet with LCCA Billboard Inserts. This is part of President DeVito’s plan to reach out and touch 2,000 members this year. We met more than 400 LCCA members during this week at York. We are planning to host a similar event in York on Wednesday, October 17, 2012. If you were unable to attend the recent event, make your plans now for October. We hope to see you there!



Photograph provided by Civil War Museum

The day started with an early morning breakfast at the Shanty Restaurant near the site of the chase. Local dignitaries were on hand for the 150th Proclamation of the Great Locomotive Chase and a commemorative cannon firing. LCCA members received a private tour aboard the CSX Executive Train, which was brought in especially for this event and parked near the original site of the

Coming Up: Another Co-sponsored Train Auction in Colorado

by Steve Fowler, RM 26496

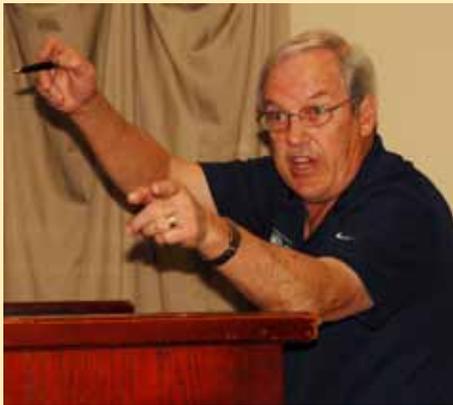
The Lionel Collectors Club of America (LCCA) and the Colorado Toy Train Group, LLC (CTTG) will offer 750+ lots of prewar, postwar, and modern era Standard gauge and O-gauge trains and accessories during a co-sponsored upcoming toy train auction. This Special Event will be held on August 25 and 26 at The Ranch Country Club in Westminster, CO. Viewing will begin each day at 8 a.m., and the auction will begin at 9 a.m. daily.

Lionel trains are featured, along with a solid offering of Ives and American Flyer Wide Gauge, early MTH-Lionel Standard gauge and O-gauge trains from Ives, Lionel, and MTH. Action accessories and signals will also be included. There will be a wide variety of Lionel catalogs and paper including *Modelmaker* magazines.

Modern-era Lionel products will be well represented with: Great Northern, Blue Comet, Southern Crescent, US Navy, Super Chief, Lake Shore Limited, engines, cars, and sets.

Also included is the 16087 NYC 50th Anniversary Set.

The complete Auction List and Registration Form are available at the LCCA website or by sending an e-mail to coloradotoytrains@msn.com or calling Jim at 303-880-3877. Register early since seating is limited to 100 bidders.



David Gahagen, CTTG Auctioneer

Photograph by Steve Fowler

Over the last year, LCCA and CTTG co-sponsored three toy train auctions and “An Evening of Fun with Toy Trains.”

provided by Craig Christiansen (RM 8155) with support from his team of hobbyists and helpers. Long Distance Awards (a Lionel logo T-shirt) were presented to Russell Derango and his brother, Dean. They drove eight hours (one way) from central IL to attend this event. Nineteen LCCA members and their families earned a SE Pin and a SE Billboard Insert as mementos of the occasion.



Photograph by Mike Mottler

These four Special Events enabled LCCA to gain 13 new members and provided 124 LCCA members the opportunity to come together

Despite rainy weather, hundreds visited the train layout in action at the former MO PAC train depot, which remains adjacent to the Union Pacific mainline. The building was recycled for adaptive re-use as Arkansas Traveler Hobbies, a train hobby store and railroad museum owned by Craig and Cathy Christiansen. Visitors entered the drawing for four door prizes, answered a Railroad Quiz in competition for a grand prize of a new Lionel train set, “talked trains” with LCCA members, stepped up to the layout and sounded the whistles and horns of Lionel trains provided by club members, and learned about the LCCA through complimentary info materials and a membership application. The grand prize was earned by Ryan Christiansen who correctly answered 41 of the 43 questions on the Railroad Quiz. Quite an achievement for a 10-year-old! Images from this SE have been posted on our website at www.lionelcollectors.org.

under the toy train umbrella.

The LCCA and CTTG will co-sponsor another toy train auction on Saturday and Sunday, August 25-26, and another “Days of Fun with Toy Trains” event on Friday, Saturday, and Sunday, September 28-30.

SEs in May in the Midwest

Celebrating National Train Day on May 12, LCCA members participated in a SE co-located on the same street as a “down home” local festival held in Bald Knob, AR. LCCA members in the state operated Lionel trains on a fully scenicked, 6x12-foot layout

LCCA/CTTG Toy Train Auctions

A sincere “Thank you!” from LCCA goes to the entire CTTG group and especially to LCCA members David Gahagen (RM 20782) and Steve Fowler (RM 26496). According to Steve, the two recent co-sponsored toy train auctions in March and April gave LCCA members the opportunity to bid on over 1,400 lots of toy trains. LCCA gained one new member as a result of the LCCA-CTTG partnership, while 57 LCCA members took advantage of these Special Events held in the Denver, CO, area to further enjoy the hobby.

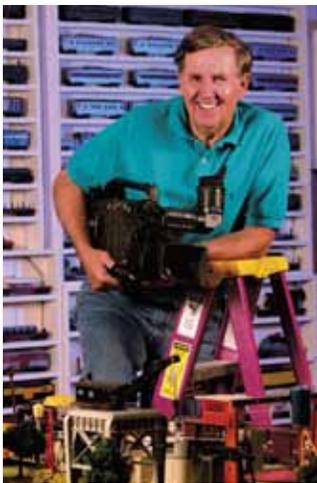
A Bluegrass Bash

Winfrey Adkins (RM 7180) hosted "Springtime in Kentucky" in Versailles, KY, on May 19. The schedule for this SE included a tour of Nostalgia Station, a visit to a basement prewar and postwar layout and an outdoor G-gauge layout, a two-hour train excursion aboard the Bluegrass Scenic Railroad, and a visit to the museum located within the BSR Depot. The club's website includes photos of this event.



Like Hollywood, but in Indiana

A news recap of the June 9 SE at the TM Books & Video facility will be provided on our website. A big "Thanks!" goes to Tom and Charyl McComas for opening their house and production center to our members. The tour included their fabulous collection of toy trains and seven operating layouts. There's no one more responsible for introducing the magic of Lionel trains to people outside the toy train hobby than Tom through his internationally famous and popular video series, "I Love Toy Trains."



Photograph by Michael Childress



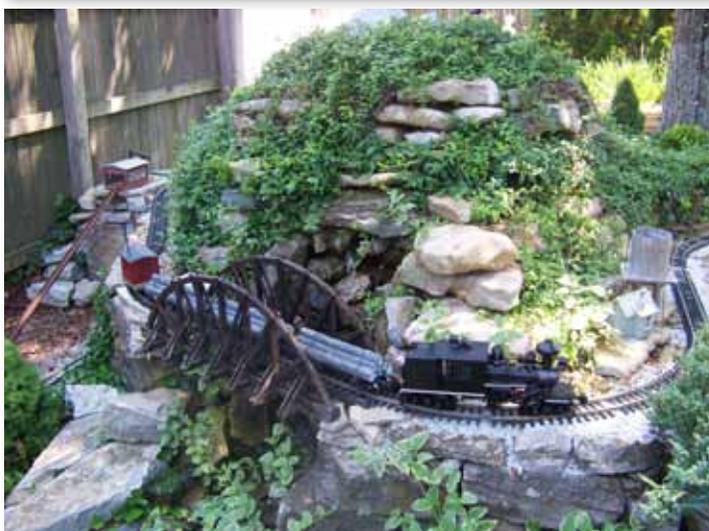
A recent addition to our Convention schedule will be a guest appearance by Lionel CEO Jerry Calabrese on Friday afternoon, July 27. LCCA members will have an opportunity to ask Jerry questions about Lionel and the hobby. If you have a question for Jerry, please submit it at: expert@lionelcollectors.org.

Summer Momentum at Three Venues

To keep the summer excitement going from the LCCA Convention, we are planning three SEs during the month of August.

On Saturday, August 18, from 8 a.m. to 5 p.m., the LCCA will participate in Lionel's Customer Service 2012 Open House at their Customer Service Center at

6655 Seville Drive in Canfield, OH 44406. Meet Lionel's Customer Service Director Mike Reagan and technicians, tour the facility, and watch trains run on their 10x36-foot test track layout.



Photographs by Winfrey Adkins

The Granddaddy SE of Them All

During our 42nd annual Convention to be held during the week of July 22-28, we will present a series of SEs at the Marriott Waterside Hotel in Norfolk, VA. We expect more than 200 Boy and Girl Scouts will attend the Convention on Saturday, July 28, visit the Train Show that day, and attend clinics that enable them to earn a Railroading Merit Badge.

Junior Members and others will attend the "Learn to Draw a Lionel Train" class conducted by Lionel Authorized Artist and LCCA member Angela Trotta Thomas.



Photograph by Frank Battaglia

Door prizes, food, and refreshments will be provided. Visit www.lionel.com or the LCCA website for current information.

On Saturday, August 25, LCCA will have an Open House Special Event in North Tonawanda, NY, in the Buffalo area. We are returning to that area for a BBQ SE and home layout tour at Frank Battaglia's (RM 15408) residence located at 1600 Sweeney Street, North Tonawanda, NY 14120. The LCCA had a very successful and popular convention in Buffalo in 2008, and we are pleased to go back to that area for a day of fun with Lionel trains. LCCA members and their families are invited to attend this summertime event. Bring your trains and run them on Frank's impressive O-gauge layout. A barbecue lunch and non-alcoholic beverages will be provided in a backyard picnic setting. The admission fee will be a modest \$12/person. We will have an outdoor tent, so we'll be prepared for sunshine, rain, or snow! To make a reservation, please RSVP to Frank at 716-692-5282 or Al Kolis at 248-709-4137 or akolis@comcast.net. We hope to see you back in Buffalo!

Meanwhile, on this same weekend (August 25-26), our friends in Colorado – the CTTG Group – will co-host another toy train auction in collaboration with the LCCA. Contact Steve Fowler at 719-487-8489 or via e-mail at sdfandslf@msn.com for additional information. Since our fantastic Denver Convention in 2010, we have made a significant commitment to involvement with and activities for our members in that area.

East and West

For those of you out east, we will have an Open House event on September 29 at Lionel's largest Authorized Dealer, Charles Ro, located in the Boston area. LCCA members that attend this event will have an opportunity to meet Charlie in person and receive a discount on the purchase of any Lionel item in his well-stocked store.

Then we will travel west to the Denver, CO, area with the Colorado Toy Train Group (CTTG) for another edition of "Days of Fun with Toy Trains." Join us on September 28-30 for fun and excitement with Lionel trains. Modular train layouts will be running trains from 9 a.m. to 4 p.m. on Saturday and from 9 a.m. to 3 p.m. on Sunday. A special event dinner with entertainment will start at 6 p.m. The cost will be \$42/adult and \$21/child. For

updated information, refer to our website or contact Steve Fowler at 719-487-8489 or by e-mail at sdfandslf@msn.com.

SEs in October

On October 6, the LCCA will return to Perry, IA, and will celebrate the history of the LCCA with club founder and Charter Member #1, Jim Gates. Jim and his wife Josephine will host an Open House at their home and direct visitors to a Train Show and Swap Meet at the local Community Center conveniently located across the street. The \$15 /person admission Fee includes refreshments at the Gates home, admission to the Train Show and Swap Meet, and lunch (burger or chicken, side dish, refreshments, and cake as dessert).

We will be back in York, PA, on Wednesday, October 17, for another Dutch treat dinner and informal, casual get-together at the Smokey Bones Restaurant.

Looking Ahead

Later in the year, we will go way out west on November 2-3 to Tucson, AZ, for a LCCA SE to be held at the Gadsden-Pacific Toy Train Operating Museum with an accompanying Train Show and Swap Meet. This will be our first SE in Arizona, and we look forward to meeting club members in that area.

We plan to complete the action-filled LCCA Special Events 2012 calendar with at least two events in December. LCCA will sponsor a holiday season SE event at the NJ Hi-Railers Club in Paterson, NJ. LCCA will present another McSpecial LCCA Charity Event to benefit the Ronald McDonald House in Dallas, TX.

Spread the Magic

If you have an idea and are willing to host a family-oriented, fun-filled LCCA SE in your area, please contact me at 248-709-4137 or send e-mail to me at agkolis@comcast.net.

Calendar of LCCA Special Events

July 22-28

LCCA Convention, Norfolk, VA,

- Train Show
- BSA Merit Badge Clinic
- ATT Learn to Draw
- Calabrese Q&A

August 18

Open House at the Lionel Service Center, Canfield, OH

August 25

Open House at home of Frank Battaglia, North Tonawanda, NY

August 25-26

Toy train auction co-sponsored by LCCA and CTTG, Westminster, CO

September 28-30

"Days of Fun with Toy Trains" event co-sponsored by LCCA and CTTG, Westminster, CO

September 29

Open House at Charles Ro Train Store, Malden, MA

October 6

Open House & Train Swap Meet, Jim & Josephine Gates as hosts, Perry, IA

October 17

Get-together at Smokey Bones Restaurant, York, PA

November 2-3

Train Open House at the Gadsden-Pacific Toy Train Museum, Tucson, AZ



Mark Kempfer
RM 23158

Minutes of LCCA Board

**Marriott Waterside Hotel,
Norfolk, VA
October 22, 2011**

Call to Order: President DeVito called the meeting to order at 9:40 a.m.

Roll Call: by Secretary Kempfer

Officers Present: President DeVito, Immediate Past President Kolis; President-elect Caponi; Secretary Kempfer; Treasurer Kelley.

Directors Present: Schmeelk, Carter (proxy for Richter), Gambino Jr., and Farkash.

Guests: Convention Co-Chairs Carter and Calkins.

Reports:

Immediate Past President's Remarks

Kolis reported that there were no complaints.

Convention Updates by Caponi, Carter and Calkins

2011 Dallas Recap

Bob Carter reported on the Dallas Convention. The reports were positive; the only negative mentioned was the location of the hotel. However, several commented that the hotel staff was great. There was some mix-up reported at the banquet regarding the serving of kids' meals. The seminars were added to the Dallas agenda because the hotel was isolated and Convention planners provided something for members to do. The seminars were well received and members commented that they would have attended all of them, if possible. They wanted them repeated at future conventions. Part of the success of the Dallas seminars was due to available local talent. Director Schmeelk mentioned that the seminar times should not overlap and should be advertised to improve attendance. Regarding the onsite LCCA Store, the die-cast cars and trucks did not sell well and may not be offered again. Director Farkash suggested obtaining testimonials from attendees for use as a marketing tool. Lou Caponi would like to see more up-front marketing. Kolis stated that the press releases and local input was very valuable to the Convention. The volunteers and committee all worked hard and cooperated with each other and were willing to do whatever was asked of them. Jerry Calkins suggested that a survey form be prepared and sent to attendees asking for input and suggestions.

2012 Convention Update

Jerry Calkins reported that Destination Marketing is the group setting up the tours for the 2012 Convention in Norfolk. In August, Calkins, Caponi, and Carter met with the Convention Committee to discuss the tours. Those present stated that a train tour was required for Monday. The Convention Committee is investigating the possibilities for a train ride, and they should have more details by the end of October. Caponi mentioned the Eastern Shoreline, but capacity on this train is limited to 100. He stated that Norfolk does not have many rail passenger services. The tentative tour schedule included two tours on Monday. There was discussion as to whether this would be too expensive. Other tours and activities were discussed, but none have been finalized yet. Calkins stated that as soon as the final tours were set up, he would send the list to all board members for final review. Carter stated that there are restaurants, shopping, historical sites, and parks within walking distance of the hotel. The Board is trying to establish times for the seminars, but the tour schedule makes scheduling difficult. Sunday evening and Wednesday afternoon were discussed as possible times. Another issue is finding local talent to conduct the seminars. The 2011 Convention in Dallas was the hometown for several seminar presenters, so those sessions were easier to arrange. Caponi reported that Lionel wants to repeat the TMCC seminar in Norfolk. Lionel also mentioned that they had difficulty finding attendees to assist in monitoring the layout. Caponi presented two possibilities for the Convention logo for consideration. One will be used for the Convention and the other will be used for a billboard. A logo was chosen for the Convention, but during further discussion the logo was amended to encompass all branches of the military and not just the Navy. Caponi will redesign the favored logo and resubmit it for approval. Caponi mentioned that a layout tour within a few blocks of the hotel is a definite possibility. LCCA has not done layout tours in recent years because of concern about liability risks. In the past, neighbors of home layout hosts complained about the buses on their residential streets. Immediate Past President Kolis stated that ads will be placed in OGR and CTT in February and March to promote the Convention. President DeVito suggested

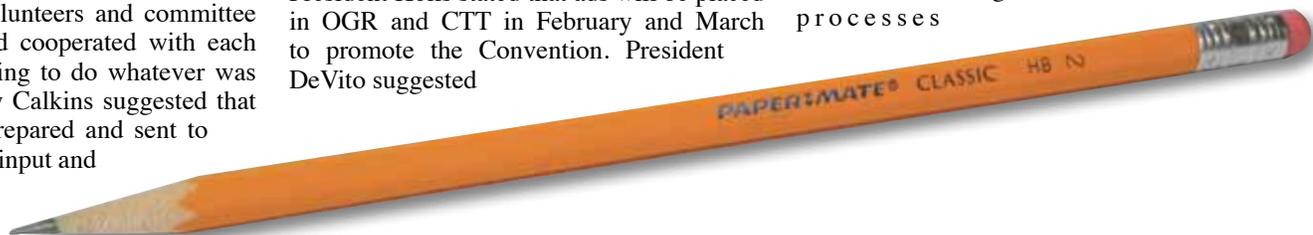
re-instituting the kids' banquet, but there have not been enough kids present at the past few Conventions to warrant this.

2013 Convention Sites

Caponi mentioned Scranton, PA, and Chattanooga, TN, as possible Convention sites in 2013. He contacted the Hilton Hotel in Scranton, but they would not offer an attractive room rate. The Radisson Hotel, which is located close to the Hilton, offered the room rate we wanted, but its capacity was not large enough to handle our Convention. Because of an agreement between these two hotels, one must offer the same rate as the other. The Board held that it would not be wise to "split" Convention accommodations between two hotels. The main positive point for Scranton is that it is definitely a "railroad town," so it could be a railroad-oriented Convention. Next, the board members watched a video prepared by Terminal Station in Chattanooga, a hotel and convention complex with all amenities. That hotel is currently reviewing our standard Convention contract. Dennis DeVito stated that our Convention contract should be revised to improve our negotiating position. It was further suggested that Caponi and Carter visit the Chattanooga site. Director Farkash stated that he has visited Terminal Station; it is a very nice facility. Dayton, OH, and Omaha, NE, were mentioned as possible sites for 2014 and 2015. President DeVito stated that the committee should continue to look for Convention venues for the upcoming years so that locations can be recommended to the board and finalized. He mentioned that 2013 has to be finalized very soon. He asked if there were any other unresolved issues.

Treasurer

Treasurer Kelley reported that to date there were no bottom line figures for the 2011 Dallas Convention. He stated that all bills received have been paid. He asked for as much advance notice as possible when a bill needs paid and requested that they be submitted to him by e-mail with a PDF of the bill attached. All LCCA financial files are secure and backed up by a third party. President DeVito stated that with the transition to a new Treasurer, this is an ideal time for all processes to be reviewed. Treasurer Kelley has been reviewing the current processes



of Directors Meetings

and making recommendations to better report the finances to the board. Calkins asked to see budget numbers for the 2012 Convention, but none are currently available. Kelley stated that the club has CDs coming due, and he would prefer to renew them for 90 days instead of 1-2 years in order to see what the market might do. The board agreed. Director Schmeelk moved that Treasurer Kelley be given permission to seek out short-term investments to transition funds with final approval for the re-investment to be given by the Finance Committee. Seconded by Director Gambino, Jr. Discussion ensued that all funds must be placed in an FDIC insured account. Following discussion, the motion passed unanimously.

The BOD recessed for lunch at 11:58 a.m. and reconvened at 3:35 p.m. following tour of the Marriott Waterside Hotel facilities.

Secretary

Secretary Kempfer provided a status report of current membership. As of 9/30/2011, the LCCA had 6,896 Regular Members; 21 Charter Members; 8 Honorary Members; 1 Honorary Charter Member; 57 foreign Regular Members; and 138 Junior Members for a total of 7,121 total members. The Business Office sent the board a list of members that have not yet renewed. Much effort is being extended to obtain correct e-mail addresses for all members and to contact members who have not renewed and encourage them to renew.

President-elect

President-elect Caponi reported that the LCCA will sponsor a one-day Train Meet in Pittsburgh in February 2012. Harry Overtoom is considering hosting a Lexington LCCA Train Show again. Caponi also stated that it was always club policy to have two of all club-sponsored cars archived, but we no longer have two of everything.

President

President DeVito stressed that directors are responsible for guiding the club. In the future, they will be expected to take a larger role in determining the direction of the club. He showed a detailed PowerPoint presentation. The first slide stated that the club is in good financial shape and product sales have been strong. Other points presented included efforts for new website and "Cloud" computing. He is excited about the tremendous opportunities currently before the club and added that the future is what we make it. He further stated that there must be a balance between the various elements affecting the LCCA: controlling costs, providing member benefits, promoting

the club, enhancing member participation, funding through dues and product sales, presenting ads and promotional materials, and budgeting costs and revenues.

President DeVito stated that he is adding a DM (Deceased Member) designation to the database. This would identify them correctly – different from a member that did not renew. The DM number would be retained for reference. He further reported that several members with low RM numbers do not have their start date recorded in the database. This needs to be corrected. There is also a need for a Club Historian to create a more detailed record of our history via written, audio, and video resources. As a club, we do not want to lose the "good stories." Historic documents about the initial formation of the club have been retrieved and placed on the Officers and Directors website area. President DeVito stated that Secretary Kempfer has offered to create a Secretary's book of critical documents. This book should contain minutes of all prior BOD meetings, election results, etc.

President DeVito noted that a 46-page policy manual written and updated in 1999 is on the LCCA website but needs to be updated to reflect current operating procedures. He asked all directors to read the policy manual and make recommendations for updating it. Director Gambino Jr. will head this effort and assign specific portions to each director. Director Schmeelk moved that there be a new LCCA policy initiated as follows: any monetary or non-monetary benefit flowing from a hotel, Convention site, or other club function (such as points, rewards, or bonuses) become the property of the LCCA and not of the member or group that received them. Points, etc. earned by individual members from spending for personal travel, whether reimbursed or not, are exempt from this policy. Seconded by Director Gambino Jr. Motion carried unanimously.

At 4:50 p.m. the BOD went into executive session. Director Gambino Jr. made a motion to have the Secretary and Treasurer present. Director Schmeelk seconded. Motion carried. No motions were made during executive session. At 6:22 p.m. Director Schmeelk moved to end the executive session with a second by Director Farkash. Motion carried.

President DeVito stated that the LCCA Business Office functions will be moved back to CCPC in IL. The move will be completed November 8, 2011. There will be no member processing for three days during this move. Various membership retention

options were discussed including coupons in the *Interchange Track*, a \$10 credit for the next LCCA-sponsored product, auctions, etc., but none were finalized. It was also suggested that a well-defined collectible card with an item picture and important details on the front or back of the card be sent with every club product.

Special Events Update

Immediate Past President Kolis stated that LCCA Special Events are posted on the website. He encouraged all members to use this tool. Among the upcoming events are the NJ Hi-Railers Christmas Train Show on December 3 and 4, 2011, LCCA Day on Saturday, December 17, 2011, within the "Lionels at the Library" two-week-long event at Laman Library in North Little Rock, AR. There are many exciting events already scheduled or being planned for the future.

Product Development Update

President-elect Caponi presented the artwork for the 2012 Early Registration Gift, the 2012 On-site Car, the upcoming JM Car (an operating skateboard car) and the Texas Special engine and calf. He talked about the new coal ramp with shed which was displayed at the fall train show at York, PA. The coal ramp will come with an operating hopper car and other cars may be available in the future. He mentioned a burning 6464 boxcar and a four-story building under destruction with a crane. Lou showed a sample of the Commodore Vanderbilt tinplate passenger train set. Some future possibilities include a covered bridge with an H.J. Heinz sign; a "23 Mile Island" nuclear plant and cooling tower with smoke, sound, and lights; and an operating freight warehouse with crates of fruit and lots of detail.

Adjournment

Director Bill Schmeelk moved we adjourn the meeting. Seconded by Director Farkash. The motion passed unanimously. The meeting was adjourned at 9:41 p.m.

Respectfully Submitted,
Mark Kempfer
LCCA Secretary RM 23158

42ND ANNUAL LCCA CONVENTION

Have Fun, but Take Notes

by Jerry Calkins RM 9418

Clinics and Workshops at the Convention

During the upcoming LCCA 2012 Convention, we will offer up to eight informative hobby workshops – four on Wednesday evening (two at 7-8 p.m. and two at 8:15-9:15 p.m.) and four on Saturday morning (two at 9-10 a.m. and two at 10:15-11:15 a.m.). Exciting topics will be presented. Best of all, there will be no admission fee to any workshop for registered LCCA conventioners.

Wednesday Evening

Two workshops will be sponsored by Lionel® on this evening. From 7-8 p.m., Mike Reagan, Director of Customer Service for Lionel, will provide an update of the progress the service department is making in cataloging service parts for current and previously produced Lionel products. He will also discuss other services the department provides and answer any questions you may have pertaining to Lionel service.

From 8:15-9:15 p.m., Tom Nuzzo, assisted by LCCA's Bill Schmeelk (HM 6643), will demonstrate how to use Lionel's Command Control™ system.



For the second workshop from 7-8 p.m., you are in for a real treat. This workshop will be conducted by John Wood (RM 17618) and is titled: "LCCA Collectibles." John is one of the most knowledgeable LCCA members about Convention Cars, On-site items, Registration Gifts, Banquet Cars, and other LCCA items of interest. This will be a rare opportunity for you to chat with an expert and learn about LCCA commemoratives and memorabilia.

Saturday Morning

From 9-10 a.m., join Mike Reagan as he explains the finite details on how to use Lionel Command Control and Legacy™ products on your railroad. He will discuss what devices are required and how to wire them for any product on your railroad. This is the clinic to attend if you have questions on how to wire your railroad, or to adapt Lionel Command Control components (ASC, AMC, TPC, ZW-C, ZW-L, etc.) to your railroad. We recommend you bring a notepad and take notes. If you have previously been reluctant to ask a question, this is the clinic for answers!

The second workshop from 9-10 will be conducted by David Cohen (RM 30349) and will be titled "Amusement Park Accessories from Milk Cartons." His recent LCCA layout video highlighted several scenic components constructed with household materials costing little or nothing. During this workshop David will share some of the ideas that produced these items and effects. Several structures for the amusement park on his layout came from the grocery store: milk cartons, lemon juice bottles, and plastic ice cream bubble containers. He will demonstrate how to



make and decorate a game stall, a lemonade stand, and an ice cream stand from as-found parts to the finished products. He will also show several homemade animated signs constructed with the same "on the cheap" philosophy.

On Saturday morning from 10:15-11:15, Ed Brooks (RM 30886) will conduct a workshop titled "Repair Hints for Postwar Lionel Locomotives: Basics of Cleaning, Repairing, Restoring, and Maintenance." Ed has conducted several workshops in the past at various Greenberg Train Shows. During this workshop, he will demonstrate how to remove the electric motor mechanism from a locomotive body and the side rods, including the front and rear truck assemblies. This will be followed by cleaning, testing, and lubricating the motor armature, field winding, brush plate/brushes and gear train lubrication. The "E" unit will be removed for cleaning/repair, and its operation will be explained briefly. He'll discuss how to service the older postwar pill smoke unit in steam locomotives, including how to replace the pill element with a modern fluid element. The locomotive will be reassembled for a quick demo run. During the remaining time, he'll show you how to clean and maintain a whistle-equipped steam locomotive tender. Your notes will guide you at home when you prepare to transform that old die-cast shell into a looks-like-new (almost) item!

Boy Scout Railroad Merit Badge Clinic

LCCA will offer the BSA Railroading Merit Badge Clinic during this year's Convention on Saturday from 8:30 a.m.-2 p.m. at no charge to Scouts. Girl scouts are also welcome to join the event. The purpose of the clinic is to help Boy and Girl Scouts fulfill the requirements for earning their respective badges.

More than a dozen LCCA members and spouses will be assisted by Norfolk and Southern staff, Operation Lifesaver volunteers, and Colonial Virginia and Tidewater Council, District, and local scout leaders. All will provide support and instruction to scouts that want to earn this merit badge and other awards. Because of time and space constraints, this clinic will be limited to 250 participants.

Scouts must pre-register by July 15. Scouts should send an e-mail to the LCCA Business Office at office@lionelcollectors.org with "BSA RR Clinic Registration" entered in the e-mail title area. Entrants must include in the e-mail message their name, full address, telephone number, and e-mail address; along with their Scout Council, District, and Troop – including the name of their Scoutmaster.



LCCA Convention Cars 1972 - 2012



Year: 1972 Stock #: 9701
B&O Automotive Car
Year & member ID stamped on frame



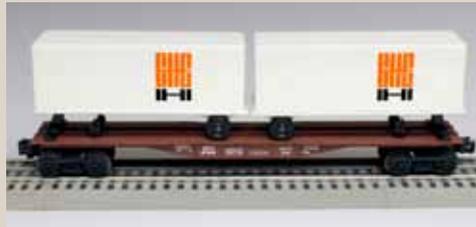
Year: 1973 Stock #: 9727
TAG Boxcar
Year & member ID stamped on frame



Year: 1974 Stock #: 9118
Corning Cvrd Quad Hopper
Year & member ID stamped on frame



Year: 1975 Stock #: 9155
Monsanto Single-dome Tank Car
Year & member # stamped on tank ends



Year: 1976 Stock #: 9212
SCL Flatcar w/2 H'way Express Vans
Flat Car printed on one side only



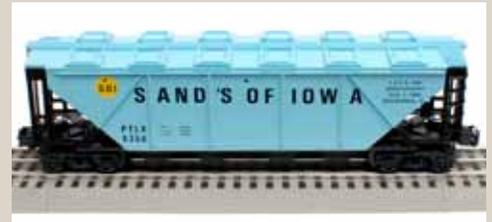
Year: 1977 Stock #: 9259
Southern RR Bay Window Caboose



Year: 1978 Stock #: 9729
Union Pacific Cattle Car
Yellow doors: black doors available



Year: 1979 Stock #: 9733
Airco Boxcar w/Tank inside
Tank car body inside boxcar



Year: 1980 Stock #: 9259
Sands of Iowa 4-Bay Hopper



Year: 1981 Stock #: 9435
Central of Georgia Boxcar



Year: 1982 Stock #: 9460
D&TSL Automobile Boxcar



Year: 1983 Stock #: 6112
Commonwealth Edison Hopper



Year: 1984 Stock #: 7403
LNA&C Boxcar



Year: 1985 Stock #: 6567
Illinois Central Gulf Crane Car
Six-wheel trucks



Year: 1986 Stock #: 6323
Virginia Chemicals Single Dome Tank Car



Year: 1987 Stock #: 17870
East Camden & Highland Boxcar
First Standard O car



Year: 1988 Stock #: 17873
Ashland Oil Tank Car



Year: 1989 Stock #: 17876
Columbia, Newberry & Laurens Boxcar
Standard O



Year: 1990 Stock #: 17880
D&RGW Caboose
Matches the second decade locomotive



Year: 1991 Stock #: 17888 2-Pak
Conrail Flat w/Ford & Armstrong Trailers
2-pak, Standard O



Year: 1992 Stock #: 190
NASA Tank Car
Standard O



Year: 1993 Stock #: 2601
D&TS 2-Bay Hopper
Standard O



Year: 1994 Stock #: 360794
Southern RR 3-Bay ACF Hopper
Standard O



Year: 1995 Stock #: 197095
Iowa Beef Packers (IBP)
Standard O



Year: 1996 Stock #: 71996
Pere Marquette Double Door Boxcar
Standard O



Year: 1997 Stock #: 71997
C, StPM, & O Boxcar



Year: 1998 Stock #: 71998
Amtrak Express Baggage Car
Black top & ends



Year: 1999 Stock #: 52176
Burlington FW&D Boxcar
Standard O



Year: 2000 Stock #: 524115
Dbl. Stack Car w/2 Containers, #1 of 2
Unit A for LOTS; LCCA could buy it



Year: 2000 Stock #: 200030
Dbl. Stack Car w/2 Containers, #2 of 2
Unit B for LCCA; LOTS could buy it



Year: 2001 Stock #: 2001
L&N Horse Transport Car



Year: 2002 Stock #: 707024
PRR Quad Hopper w/Coal, Car #1 of 2
with "Coal Goes to War" slogan



Year: 2002 Stock #: 707025
PRR Quad Hopper w/Coal, #2 of 2
with "Coal Goes to War" slogan



Year: 2003 Stock #: 52299
Las Vegas Mint Car
First Mint Car by LCCA, w/silver ingots



Year: 2004 Stock #: 79019
The Mil Rd Hiawatha Milk Car, orange
Car #1 of 2, with milk tanks inside



Year: 2004 Stock #: 79018
The Mil Rd Milk Car, blue
Car #2 of 2, with milk tanks inside



Year: 2005 Stock #: 52396
Frisco Flatcar w/2 Speeders
Three pieces in this offer



Year: 2006 Stock #: 9336
UP Auxiliary Power Car
with UP Overland Shield



Year: 2007 Stock #: 52445
C&NW - UP Unibody Tank Car
Standard O, green metallic paint



Year: 2008 Stock #: 20081
PS-2 Covered Hopper Car, #1 of 2
Dark blue w/yellow logo & lettering



Year: 2008 Stock #: 20082
PS-2 Covered Hopper Car, #2 of 2
Dark green w/"Susie Q" logo



Year: 2009 Stock #: 52543
BNSF Mechanical Reefer
Ice Cold Express, Pearl White paint



Year: 2010 Stock #: 58599
Union Pacific Cylindrical Hopper
"Flag" décor



Year: 2011 Stock #: 52581
Texas Special Milk Reefer
Plumbing and milk tanks inside



Year: 2012 Stock #: 58509
Norfolk Southern Boxcar
Camo Paint with 51 LEDs

*Photographs by Robert Ver Hoef
and Ray Hanson*

Text by Johnny Ourso

LCCA 2012 Convention Tours

The Hampton Roads Experience

MONDAY, JULY 23

TOUR 1: Norfolk Southern Train Excursion

8 a.m. – 11 a.m.

Package Price: \$125 per person

SOLD OUT

LCCA gratefully acknowledges a gift in kind from Norfolk Southern Railroad for a portion of Tour 1. NS underwriting of this excursion train trip will add value to the Convention experience for club members participating in this activity.

TOUR 14: AMTRAK Excursion to Richmond, VA

7:15 a.m. – 4 p.m.

Package Price: \$125 per person

Because the limited number of tickets for Tour 1 (the Norfolk Southern Executive Train Excursion) sold out in record time, LCCA has added another train excursion to the schedule as Tour 14 on Monday, July 23. Seating aboard the AMTRAK train for Tour 14 is limited to 175 persons, so LCCA suggests that you register now.

NOTE: Persons on the waiting list for Tour 1 may request a transfer to Tour 14 by contacting the LCCA Business Office by e-mail, fax, or U.S. Mail.

After a short drive by motorcoach to the AMTRAK terminal in Newport News, VA, we'll board the train for a 1.5 hour ride through the scenic Virginia countryside to Richmond, the state capitol. Upon arrival at the historic Main Street Station in downtown Richmond, we'll transfer to motorcoaches and travel to local sites during the day.

The Triple Crossing

The Triple Crossing in Richmond is believed to be the only place in North America where three Class I railroads cross at different levels at the same spot. At ground level are the tracks of the original Richmond and York River Railroad which was extended after the Civil War to connect with the Richmond and

Danville Railroad. Later, this line became a part of the Southern Railway System and is now a part of Norfolk Southern. The line runs east to West Point, VA.

The middle level was the main line of the Seaboard Air Line Railroad, now a part of CSX Transportation and known as the "S" line, just south of Main Street Station.

At the top level is a three-mile long viaduct parallel to north bank of the James River built by the Chesapeake and Ohio Railway in 1901 to link the former Richmond and Allegheny Railroad with C&O's Peninsula Subdivision to Newport News and export coal piers. The viaduct is now owned by CSX Transportation.

Science Museum of Virginia

We'll visit this museum housed within the original Broad Street Train Station. Designed by New York architect John Russell Pope and built in 1913, this museum pays allegiance to its railroad heritage with displays of renovated train cars, a railroad-themed IMAX movie, and other rail-related displays.

You will enjoy learning about the restoration of Car One, the executive coach for the RF&P Railroad, and other rail cars which will be opened especially for LCCA conventioners. During an architectural walking tour of the building, we'll learn about the choices that John Russell Pope made when designing the train station. A catered lunch will be provided at the museum.

Old Dominion Railway Museum

The recently renovated and expanded Old Dominion Railway Museum is housed in a restored Railway Express Agency car and features artifacts from the area's railroad history. You will enjoy a behind-the-scenes look at the Maintenance and Storage Facility which houses an operating steam locomotive.

We will be transported by motorcoach back to the host hotel in Norfolk in plenty of time to prepare for the scheduled dinner cruise (Tour 2) in the evening.

TOUR 2: Evening Spirit of Norfolk Dinner Cruise

7 – 10 p.m.

Boarding begins at 6:30 p.m.

**www.spiritofnorfolk.com/Norfolk/dinner
Package Price: \$109/adult;
\$69/child [3-11]; NC for children
under 3**

This will be a great way to unwind from the excitement of the day. The package price includes a three-hour casual evening cruise of the Hampton Roads Harbor viewing many sites from the water side, dinner, entertainment, shuttle bus, and informative cruise narration.

TUESDAY, JULY 24

TOUR 3: Hampton Roads Peninsula

9 a.m. – 4 p.m.

Package Price: \$109 per person

What a great way to visit the Hampton Roads Peninsula. The package price includes a full day [six hours] visiting the Hampton Roads Peninsula including The Mariner's Museum and the U.S. Army Transportation Museum at Fort Eustis. Also includes lunch at the historic Boxwood Inn, motorcoach transportation, tour guide narration, admission fees, plus gratuity for lunch.

TOUR 4: Virginia Beach from the Air to the Sea

8:30 a.m. – 4:30 p.m.

Package Price: \$99 per person

The package price includes a full day [seven hours] visiting Virginia Beach including The Military Aviation Museum, Naval Air Station Oceana, Virginia Beach Riding Tour, Old Cape Henry Lighthouse, and strolling the Virginia Beach Boardwalk. Also includes lunch on the base and gratuity, motorcoach transportation, tour guide narration, and admission fees.

TOUR 5: Dinner, Model Trains, and Tapas at the Children's Museum

6:30 – 9:30 p.m.

Board buses at 6 p.m.

www.childrensmuseumva.com

Package Price: \$99/adult; \$59/child [3-11]; NC for children under 3

After spending an exciting day at the Hampton Roads Peninsula or the Virginia Beach area, relax at a special private LCCA evening at the Children's Museum. Enjoy the many attractions including a special program featuring unique pieces from the fabulous Lancaster Antique Train Collection and layout. The package price includes a southern-style BBQ dinner, motorcoach transportation, museum staff presentations, interactive museum displays, and the admission fee. Fair warning: space at this museum is limited, so register early.

WEDNESDAY, JULY 25

Tour 6: Colonial Williamsburg and Williamsburg Winery

8:30 a.m. – 4:30 p.m.

Package Price: \$125 per person

What more could you ask for than spending a day (seven hours) at historic Colonial Williamsburg and the Williamsburg Winery. The package price includes lunch and gratuity at the historic Colonial Tavern, motorcoach transportation, tour guide narration, and admission fees to the walking tour and winery. Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 7: A Taste of Norfolk

9:30 a.m. – 4 p.m.

Package Price: \$125 per person

Take advantage of visiting the intriguing facilities offered for this tour. The package price includes lunch at the Norfolk Yacht and Country Club and dessert at Doumar's Ice Cream with gratuities, motorcoach transportation, tour guide narration, and admission fees.

TOUR 13A: Evening Visit to the Paul Sharp Collection

6:30 – 9:30 p.m.

Price: \$23 per person

Paul Sharp has invited us to visit his private facility which houses extensive collections of autos, toys, games, neon signs, AC Gilbert American Flyer/Modern S Gauge trains, and two operating layouts. Local transportation to/from the site will be provided. Three one-hour tour times will be available beginning at 6:30, 7:30, and 8:30. Because of space limitations, LCCA will select and assign your tour at the Convention. Limit: one tour visit.

Note: Another visit to Paul's facility will be offered on Saturday morning from 9 a.m. to noon as Tour 13B.

THURSDAY, JULY 26

TOUR 8: Virginia's Historic Triangle

8:00 a.m. – 5:30 p.m.

Package Price: \$129 per person

Visit three of our nation's most historic colonial sites: Williamsburg, Jamestown, and Yorktown during this tour. Package price includes motorcoach transportation to the three sites, lunch at Jamestown Settlement, tour guide narration, and admissions to the facilities.

Note: fees to specific Williamsburg exhibition facilities are not included.

TOUR 9: James River Plantations

8 a.m. – 4:30 p.m.

Package Price: \$125 per person

Spend a full day [nine hours] visiting colonial plantation estates and one of the most historic scenic areas in this part of the country while taking steps back into early American history. The package price includes motorcoach transportation, lunch at the historic Charles City Tavern with gratuity, admission fees, and tour guide narration.

FRIDAY, JULY 27

TOUR 10: Norfolk's Military Heritage

8 a.m. – 1 p.m.

Package Price: \$95 per person

Take this opportunity to visit one of today's most active Naval Bases and historic Fort Monroe. LCCA has requested a visit to an active duty ship, but no guarantee can be made. Ample time has been allowed

so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes lunch and gratuity on base, motorcoach transportation, tour guide narration, and admission fees.

TOUR 11: Virginia Aquarium and Marine Science Museum

9 a.m. – 1:30 p.m.

Package Price: \$115 per person

Here's a unique opportunity to spend the morning experiencing the famous Conservation Quest Behind the Scenes Program. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events. The package price includes a box lunch at the museum, motorcoach transportation, tour guide narration, and admission fees.

SATURDAY, JULY 28

TOUR 12: Spouse's Day Out

9:30 a.m. – 2 p.m.

Package Price: \$69 per person

For those who want to do something special yet different, this Saturday morning tour combines some unique opportunities. The package price includes motorcoach transportation to the Hermitage Foundation Museum and Historic Ghent, lunch and gratuity at the Freemason Abbey Restaurant, tour guide narration, and admission fees. Ample time has been allowed so that you can return to the hotel and participate in the afternoon and evening LCCA scheduled events.

TOUR 13B: Morning Visit to the Paul Sharp Collection

9 a.m. – Noon

Price: \$23 per person

Note: A previous visit of three one-hour tours to Paul's facility was offered on Wednesday evening from 6:30 to 9:30 p.m. as Special Event Tour 13A.

TOUR 14: AMTRAK Trip

Refer to page 19. Note: This tour was added as a supplemental rail fan activity because Tour 1 sold out quickly.

LCCA 2012 CONVENTION SCHEDULE
Norfolk, VA July 22 – 28, 2012

Day/Description	Time	Notes
Sunday, July 22		
Registration Desk open	Noon – 7 p.m.	Marriott Waterside Hotel (MWH)
Welcome Reception	7:30 – 9 p.m.	MWH, Room TBA
LCCA Store open for Reception-goers	9 – 11 p.m.	MWH, On-site LCCA Store
Monday, July 23		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #1: NS Vintage Train Excursion	8 a.m. – 3 p.m.	Box lunch on board
Tour #14: AMTRAK Train Excursion	7:15 a.m. – 3 p.m.	Catered lunch at museum
Tour #2: Spirit of Norfolk Dinner Cruise	7 p.m. – 10 p.m.	Boarding at 6:30 p.m.
Tuesday, July 24		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #3: Hampton Roads Peninsula	9 a.m. – 4 p.m.	Lunch at Boxwood Inn
Tour #4: Virginia Beach, Air to Sea	8:30 a.m. – 4:30 p.m.	Lunch on Base
Tour #5: Dinner, Trains & Tapas at CM	6:30 p.m. – 9:30 p.m.	Southern BBQ, Board Bus at 6 p.m.
Wednesday, July 25		
Registration Desk open	7 a.m. – 5 p.m.	MWH
Tour #6: Colonial Williamsburg & Winery	8:30 a.m. – 4:30 p.m.	Lunch at a Colonial Tavern
Tour #7: A Taste of Norfolk	9:30 a.m. – 4 p.m.	Lunch at Norfolk Yacht & Country Club
Reception for Conv'tn First-timers (only)	5:30 – 6:30 p.m.	MWH, Room TBA
Tour #13A	6:30 – 9:30 p.m.	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Seminar: "LCCA Collectibles"	7 – 8 p.m.	MWH, Room TBA
Seminar: "Lionel Service Center"	7 – 8 p.m.	MWH, Room TBA
Seminar: "Lionel TMCC"	8:15 – 9:15 p.m.	MWH, Room TBA
Movie and Popcorn Night for JMs	8 – 9:30 p.m.	MWH, Room TBA
Thursday, July 26		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #8: Virginia's Historic Triangle	8:30 a.m. – 5:30 p.m.	Lunch at Jamestown Settlement
Tour #9: James River Historic Plantations	8 a.m. – 4:30 p.m.	Lunch at Charles City Tavern
Get Acquainted Party	6 – 10 p.m.	MWH Ballroom
Friday, July 27		
Registration Desk open	8 a.m. – 5 p.m.	MWH
Tour #10: Norfolk's Military Heritage	8 a.m. – 1 p.m.	Lunch on Base
Tour #11: VA Aquarium & Marine Science	9 a.m. – 1:30 p.m.	Lunch at the Museum
LCCA Annual Business Meeting	2 – 3 p.m.	MWH, Room TBA
Junior Members Fun Time	2 – 4 p.m.	MWH, Room TBA
Lionel Seminar	3 – 5 p.m.	MWH, Room TBA
Trading Hall set-up	9 a.m. – 5 p.m.	For Exhibitors & Crew
Trading Hall open	6 – 9 p.m.	For Members Registered at MWH
Saturday, July 28		
Seminar: "Command Control & Legacy"	9 – 10 a.m.	MWH, Room TBA
Seminar: "Amusement Park Accessories"	9 – 10 a.m.	MWH, Room TBA
Seminar: "Repair Hints"	10:15 – 11:15 a.m.	MWH, Room TBA
Registration Desk open	8 – Noon	MWH
BSA Railroading Merit Badge Clinic	8:30 a.m. – 2 p.m.	MWH, Rooms TBA
Tour #12: Spouse's Day Out!	9:30 a.m. – 2 p.m.	Lunch at Freemason Abbey
Tour #13B	9 a.m. – noon	Paul Sharp Collection & Layouts <i>[Three tours, one hour duration]</i>
Trading Hall open	8 – 9 a.m.	For Members Only
Trading Hall open	9 a.m. – 3 p.m.	For Members and the Public
Trading Hall take down	3 p.m. – Done	
LCCA Reception	6 – 7 p.m.	MWH Ballroom
LCCA Banquet	7 – 10:30 p.m.	MWH Ballroom
Convention Ends	After the Banquet	



HIGHLIGHT:

“This is truly the king of all train transformers, and I believe it is the most powerful train transformer currently available.”

Lionel's Trainmaster Transformers

Lionel® Trainmaster™ transformers were introduced in 1939 and were Lionel's first units with an infinitely variable voltage control without the use of a separate rheostat. The largest of these was the Z which was listed at 250 watts and sold for \$12.50. Other transformers in the new series were the V, R, and Q. All but the Q returned in the postwar period.

The year was 1948, and Lionel introduced a new line of transformers. The company replaced its previously offered R, V, and Z transformers with new designs designated as RW, VW, and ZW. These were the first, along with the 1033 model, to offer a built-in whistle controller, which explains the “W” in the designations. The original ZW transformer

transformers – finest in performance – most powerful output of any train transformer built.” In 1951 the ZW price was increased to \$29.95 and the KW to \$22.50. The 1952 catalog lowered the ZW price to \$27.95, but the price went back to \$29.95 in 1953.

The year 1957 brought more internal changes to the ZW that did not change the specs, but apparently improved production efficiency. This is the ZW(R), but this designation was not indicated in catalogs. Prices were not listed in the 1955 - 1957 catalogs, but when prices returned to the catalog in 1958, the ZW was now \$39.95 and the KW was \$32.50. The ZW remained at \$39.95, but the KW was reduced to \$29.95 in 1959, and then went back to \$32.50 in 1960. The ZW went up to \$40 in 1965 where it remained and made its last

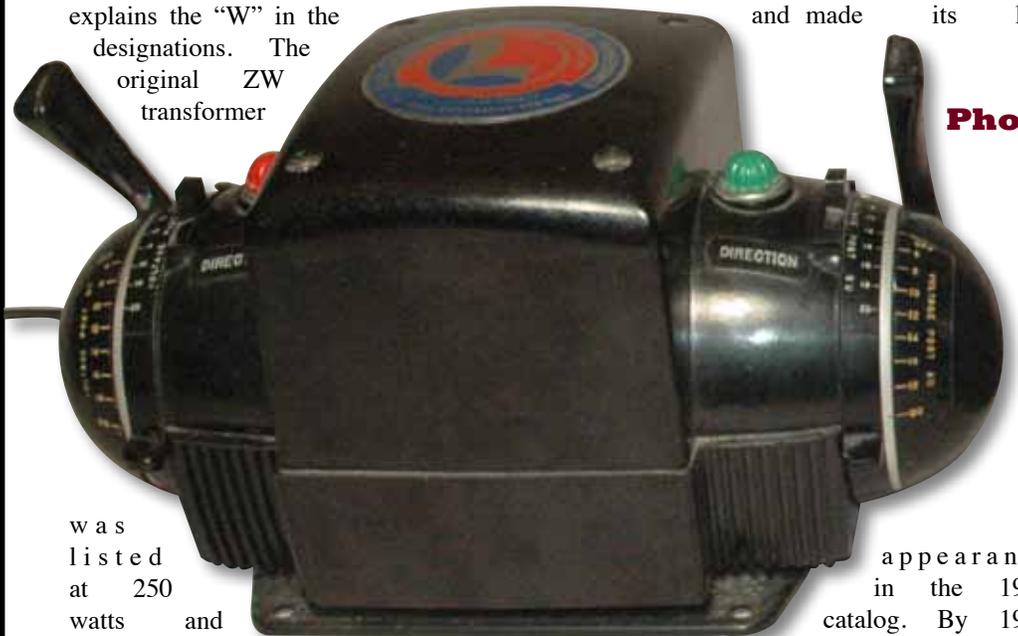


Photo 1

was listed at 250 watts and bore a price tag of \$25. The

Z transformer that it replaced sold for \$20 a year before. The VW looked almost exactly like the ZW but had only 150 watts and was priced at \$22.95. The VW was sort of an odd duck that was priced only \$2.05 less than the ZW but had only 60% of the power. The VW also had the four variable outputs of the ZW, but with only 150 watts of power, using all four was not really practical.

By 1950, the VW was replaced by the KW which offered more power (190 watts) at a lower cost of \$17.95. Only two years after its introduction, the internal design of the ZW was completely updated. The 1950 and later versions featured an improved coil design and more power – 275 watts. Lionel touted the ZW as “the king of all model train

appearance in the 1966 catalog. By 1968 the Lionel “catalog” offered only the 1044 – a 90-watt transformer priced at \$20.

Modern Era ZW

Lionel's 1991 Book Two Catalog optimistically announced the return of the ZW as the ZW-II with improvements such as a bell activation button, but this product was not manufactured. Whether due to UL restrictions or some other reason, the ZW-II was never produced.

To overcome UL restrictions, Lionel took a different approach. The ZW case became a controller and power was supplied by up to four Powerhouse units. Since the ZW case controlled low voltage, only the Powerhouses needed UL approval. When this ZW was first offered in 1998, Powerhouses were available

at 135 watts with an output of 18 volts. Later, Lionel announced the 190 watt Powerhouse in the 1999 catalog. Once again Lionel was thwarted by UL restrictions and the power was reduced to 180 watts. This new ZW was available with two 135-watt Powerhouses for \$299.99 or with two 180-watt Powerhouses for \$399.99. By the end of 2001, it was only offered with the 180-watt Powerhouses. The price was increased to \$499.99 in the 2003 Volume Two

Catalog and remained in the line through the 2009 Volume I Catalog. A new feature was added to the ZW so that

and provides proof of product compliance to North American safety standards, UL among them. This testing is done by a company called Intertek, which provides an alternate source for testing and certification. One of the services they offer is a more rapid turnaround. You can read more about them on the internet at www.intertek.com/marks_etl/faq. Lionel has announced that the ZW-L will ship this July. I was able to check out one of the pre-production prototypes for this review.

ZW on Steroids

The words used by Lionel when it introduced the ZW can be used again today.

This is truly

the king of all train transformers, and I believe it is the most powerful train transformer currently available. Once again, the ZW-L is a self contained unit with more than three times the power of a postwar ZW. When unpacked, this unit made a very impressive sight. As you can see in **photo 1**, the new ZW-L is larger than the original, but with the same styling. The retro design really hits the mark. The vertical line design on the front of the case was derived from the prewar Trainmaster transformers. Its new features include something unique to Lionel transformers of the past – a power switch that allows you to turn off the transformer without unplugging it. Also new to this design are the four analog meters indicating both voltage and amperage – a feature postwar Lionel considered in prototype designs of later transformers. The idea never made it to the production stage. The meters indicate the voltage and amperage for each of the two engineer handles of the ZW-L. Just as with the original ZW, these handles are designated AU and DU. These same meters will also indicate the voltage and amperage on the inner dials (BU and CU), but in a unique way. The transformer senses when the inner dials are being touched and connects the meters to read their voltage and amperage. The meter lights become brighter while the inner dials are being touched. Once you let go of an inner dial, the meters show the readings of the engineer handles.

What about Power?

Back when the original ZW was made, wattage ratings were shown at peak levels. Although the ZW was listed at 275 watts, you really could not use all that power. Some of it was given off as heat and not available for actual use. In their instruction booklets, Lionel suggested a maximum draw of 12 amps for the ZW. Although that 12 amps was available from any of the four outputs, only a total of 12 amps could be used. So if you were running one train with the first handle and using, let's say, six amps, you only had another six amps to be shared among the remaining three outputs.

When initially announced, the ZW-L was to have 720 watts. The method used today to indicate wattage is a more accurate indication of available power. As produced, the maximum wattage on the ZW-L is 620 watts. To overcome this reduction in power, the ZW-L has incorporated a unique system of dynamic sharing. Each output is limited to a maximum of 180 watts, but any power not being used by one output is available to another up to the maximum draw of 10 amps. Each output is equipped with a 12 amp circuit breaker – four in all. Up to 180 watts is available on any of the outputs as long as the maximum of 620 watts is not exceeded. Using the formula for power, Power (P) = Voltage (E) x Current (I), if you were running in Command Mode with 18 volts on the track, the 180-watt maximum would provide 10 amps on one output.



operators could control

its output remotely using a CAB-1 TMCC hand-held remote device.

The ZW-L

Lionel first announced a new ZW-L transformer in its 2010 Volume One Signature Edition Catalog. This new ZW-L was again entirely self-contained and did not require separate power bricks. The “L” stands for Legacy™, and this new transformer fully supports the 200 speed steps of the Legacy Command System. The transformer was initially announced as having 720 watts – equal to four 180-watt Powerhouses. The new transformer is ETL, rather than UL, listed. ETL is an alternative source for testing

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Photo 2



Photo 3

Because this sharing is dynamic, anytime power is not being used on one output that power is available on another output. Should the maximum be reached, the output that tried to take more power will be limited in order to maintain the 620-watt rating. The red light on the transformer will blink while the output is being limited. When this happens, the transformer will continue to run indefinitely and not shut down. Should more power become available due to a change in the demand from the other outputs, it will automatically be given to the limited output.

Additional protection is achieved through a “fold-back current limit” feature. The current on all four outputs is continuously monitored. Should a severe overload or short circuit occur (a derailment or objects falling on the track), the voltage on that output will be reduced in a fraction of a second to hold the current at 10 amps. If the short is not corrected within three seconds, the transformer will turn off power to that output. All other outputs will remain

operational. During the three seconds the red light will flash. Once the output is shut down, the red light will come on continuously, and the meter designated for that output will turn off, identifying

which output is the problem.

The transformer can then be reset after the problem is corrected by bringing the handle for that output to the OFF position. For Command operation, simply press RESET or enter AUX1, 0 on the CAB 2/CAB 1.

Command Operation

The output of each handle can be controlled using your TMCC CAB 1 or Legacy CAB 2 remote. The ZW-L is supplied with two Legacy modules to update your Legacy Command Base and CAB 2 remote to version 1.4. This will allow you to address more than nine Track IDs, up to a max of 99. A Powermaster or TPC unit is not required. Their functions are built into the ZW-L. As you would expect, 200 speed steps are supported for Legacy. Even the CAB 1 can access the 200 speed steps. Using the L, M, and H momentum buttons you can set the speed steps for the CAB 1 to 32, 100, or 200. **Photo 2** shows the back side of the ZW-L. The option to connect your Command Base directly to the ZW-L is provided by a special binding post seen on the right side just under the electrical cord. The output voltage of each output can be independently set. You can also activate the direction, whistle, and bell functions on any of the four outputs using the CAB 1/CAB 2 remote.

Back Panel Switches

Photo 3 shows a closer view of a portion of the back. Here you can see the program/run switch used to set ID numbers for each output. The middle switch allows you to choose between Conventional and Command Mode operation. When in Conventional Mode, the

transformer will not look for a TMCC signal to control its output. TMCC can, of course, still be used to operate the trains, just not the transformer output when in this mode. The third switch allows you to choose between one channel or four channel operation. In the 1-CH position, the AU throttle lever will control the voltage to all four outputs. The maximum level for each of the other three outputs can be set by adjusting each throttle to the maximum output desired. In this mode, as throttle AU is increased, the output voltage of the other three throttles will also increase up to the maximum set by each throttle. The A whistle, direction, and bell controls will effect all four outputs. For these back panel switch settings to take effect, they must be set before power to the transformer is switched on. On the very left of the back there is a covered socket. The cover has been removed in **photo 3**. This socket is not referenced in the instructions and is used for factory programming and testing. It is not intended for use by the consumer.

What's Inside?

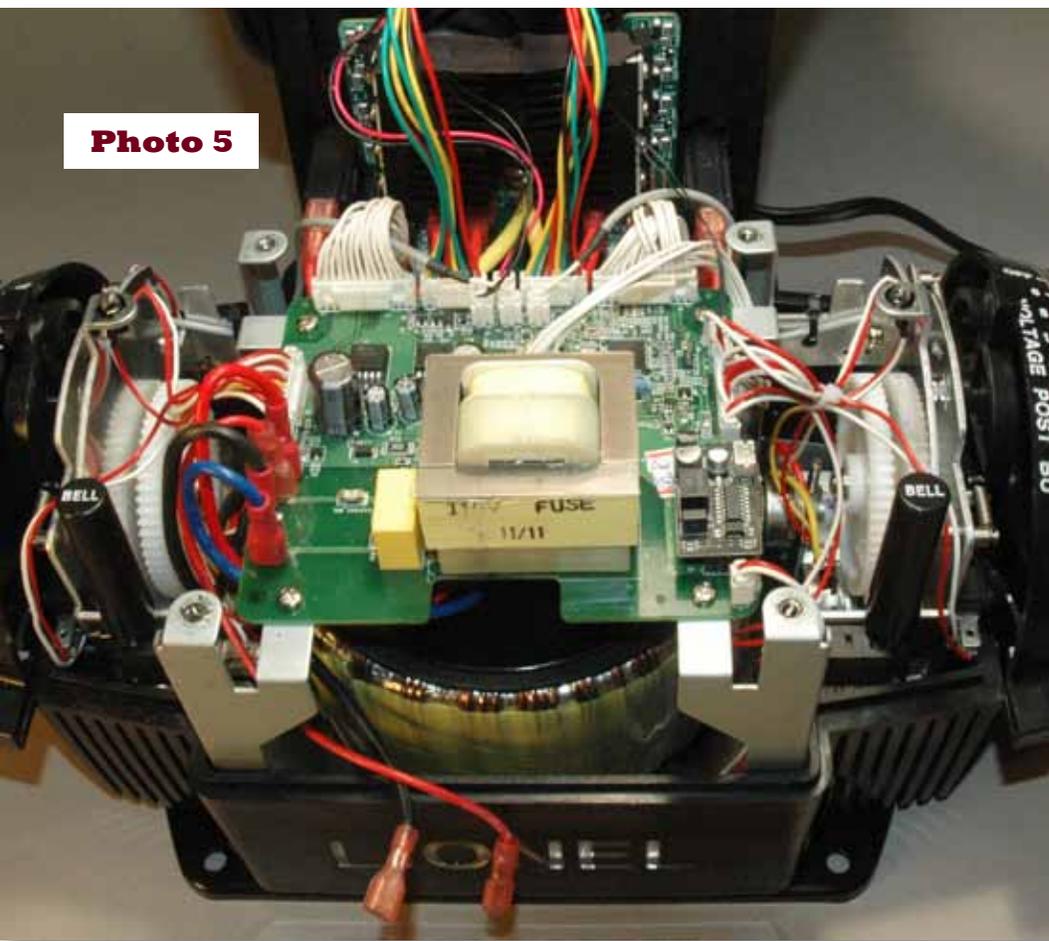
This new ZW-L has no user serviceable parts inside – no carbon rollers or copper rectifier disks. Other than curiosity, there is no reason to open up the case. In fact, the possibility of doing damage to the many electronic components is significant. Nevertheless, I was curious to see what made this new ZW-L so different from earlier models. Clearly, the case was not designed to be opened by the consumer. One of the requirements for the safety rating was that security screws be used to assemble the case. Hopefully, my opening the case and showing the innards will satisfy your curiosity. A good example of how much more safety regulation we have today is exemplified by the warnings posted on the box and instructions – “This product is not recommended for children under 14 years of age.” I was eight years old when I received my ZW back in 1958. I guess it’s a miracle that I survived my childhood and avoided electrocution!

The case disassembles much like the original ZW except that a special security Philips screwdriver is required. Once the four screws are removed, the cover can be carefully lifted and three wires must be disconnected. Two of these are on the ON/OFF switch located on the front of the



Photo 4

Photo 5



case, and the third connects to a metal antenna. The antenna wire has a plug which connects to a small circuit board near the front right of the transformer. The top of the case can now be carefully lifted up. Wires connected to the four meters remain connected and the top must be folded around and supported behind the ZW-L. **Photo 4** shows the inside of the top after being removed. You can see the two connections for the ON/OFF switch and the unplugged antenna wire.

Photo 5 is a view inside the main body of the ZW-L. The red and black wires in front are the ones that were disconnected from the ON/OFF switch. Obviously this is entirely different from the ZW. Notice the large coil inside the bottom of the case. This is a toroidal transformer coil. Unlike the original ZW coil, a toroidal coil is wrapped around a doughnut-shaped core. The result is a more efficient but more expensive transformer. Three distinct advantages are that they are smaller in size, run cooler, and do not have the “hum” that less expensive types have.

Notice in **photo 5** that the gears operated by the two throttles are considerably larger than in the previous ZW. The throttles operate smoothly with just the right amount of resistance. There is no play in the gearing and no chance of the gears slipping or skipping a tooth. The two engineer throttles are die-cast metal and should prove to be quite rugged. The whistle/direction control operates smoothly and precisely. It has a feel different from the original ZW, and operates by pressing one of two microswitches. Springs on each side return it to its center position. Notice also that LED lights are used to illuminate the red and green domes seen on the outside of the case. The bell button also operates a microswitch.

Photo 6 is a view of the back portion showing the rear circuit board and the cooling fan. The large black piece in front of the fan is a metal heat sink with thermal sensors. The fan only turns on when needed. When I plugged in and turned on the ZW-L, I was immediately impressed by the fact that there was no sound – no “hum.”



Photo 6
Overall Impression

From the moment I unpacked the new ZW-L, I was impressed. Once looking inside I was reassured that this is a great product that transcends its good looks. This product appears to have been well thought out and designed. Perhaps this is why it took two years to bring it to the marketplace after the initial announcement. Besides offering unmatched power, I found the ZW-L to be very well constructed. The throttle controls have improved 100% from those on the previous models. The feel on them is just right.

Now that Lionel has introduced a ZW worthy of today's technology, they should consider designing a medium-sized integrated transformer – something between the 80-watt CW-80 and the 620-watt ZW-L. Something in the 250 watt zone would be perfect for those who want to expand their starter set, add a second train, and place accessories on their layout.

Our special thanks to Lionel's Matt Ashba, Remy Convery, Mike Reagan, and Jon Zahornacky for their help in making this review possible. Be sure to check out the Lionel channel on YouTube. Simply go to www.youtube.com and enter LIONELCS2011 in the search box. You'll get about 85 videos of service tips and info on Lionel's latest releases. You'll find Mike Reagan with much technical information on operation, Command Control, accessories, and the latest Lionel releases. Mike adds to these often and you can subscribe to this channel and be informed whenever something new is added. By the time you read this article, Mike will have posted a video that describes the features of the new ZW-L.

Photographs by Bill Schmeelk



Ken Morgan

RM 12231

The Tinplate

HIGHLIGHT:

“Lionel was ordered to end the production of metal toy trains and concentrate on war-related items.”

Lionel Goes to War

There are three categories or time frames for Lionel® production: prewar, postwar, and modern era. And despite having many wars from which to choose, the “war” in this instance is World War II. Now these periods cover nearly all of the twentieth century, plus all of the 21st century to date. But something is missing – World War II. So the question becomes, what did Lionel do during that war?

But before I answer that, here is the expected trivia question. Richard Rodgers is a famous American composer. When we think of Rodgers and Hammerstein or Rodgers and Hart, we immediately recall some of the best known and most successful Broadway shows ever produced: Pal Joey, The King and I, The Sound of Music, South Pacific, etc. But if you grew up in the 1950s, you may be familiar with other music he wrote for a TV series. What was it?

Now back to World War II and Lionel. The United States officially went to war on December 8, 1941.

TRIVIA: QUESTION

ALCO was ordered to build steam locos because they had many years of experience with steam locomotives, and GM did not. How do you suppose that affected their postwar success?

December 7 may live in infamy, but the declaration was delivered the next day. Lots of rules and regulations followed. That war required the total effort of all citizens and businesses. So business as usual was out of the question.

For example, many of us remember the Grumman TBF



Photo 1



Photo 2



Photo 3

Cannonball

Avenger, the famous Navy torpedo bomber designed by Grumman. But to maximize production, General Motors built more than 75% of them, and I don't think Grumman shared in GM's profits from that. Similarly, both ALCO and GM had viable early road diesel locomotives before WWII (as did a few others), but the War Production Board said only GM could build them. ALCO was ordered to build steam locos because they had many years of experience with steam locomotives, and GM did not. How do you suppose that affected their postwar success?

But I digress. The War Production Board ordered many producers to do things they did not normally do. Specifically, Lionel was ordered to end the production of metal toy trains and concentrate on war-related items. Consequently, 1942 saw the last "prewar" catalog – yes, they had one that year, and 1946 was the first full postwar catalog. Again yes, there was a folder issued in 1945, and it did indicate that Lionel expended some effort on toy trains during the war – it touted the new knuckle couplers and solid wheels, but the first postwar full catalog was the 16-page 1946 issue. By the way, Lionel was only ordered to cease production of metal toy trains, which meant they could still produce toy trains made of other materials. And so they did. They were printed on thin cardstock around 1943. Axles were wooden. So that is why you may see the Lionel Paper Train occasionally listed for sale. Not easy to build, not easy to play with, and not easy to find, but they made them. Reproductions are available.

So what was Lionel ordered to do with their metal working capability? Go to work for the U.S. Navy. At that time, I was ordered to do that, too. Maybe that's another reason why I feel simpatico with Lionel, which made navigational equipment for ships – compasses, bearing circles, azimuth circles, taffrail logs. Taffrail logs? What?

Along with my other duties in the Navy, I was a navigator. I actually used the stuff produced by Lionel. Well, not the taffrail log. I have one, but I never met anyone who used one. It was a tool for measuring speed through the water and involves a long line of rope, a rotator assembly, linkages, a flywheel, and a register assembly (dial). **Photo 1** shows the components of a taffrail log. If you have an hour or so some day, I'll explain how to use it and why it wasn't used very often. But look

very closely at **photo 1**. The big brass thing with fins is the rotator assembly. Below it is the register assembly. Below it are two small orange tubes. Yup, Lionel train lubricant. The tubes are about 2-1/2 inches long, including the caps. They're still sealed, so unlike the lubricant on your postwar trains, the contents are still pliable, not congealed.

Let's go on with the stuff I, and lots of other members of Uncle Sam's Canoe Club, used often – many times a day – if you were on bridge watch or every time you entered or left port as part of the navigation team.

Lionel made compasses in several sizes, smaller ones for launches and lifeboats, larger ones (roughly 10 inches in diameter) for ships. It didn't matter what size ship – a destroyer or a battleship – that one size fit all. **Photo 2** shows this compass. The green color is corrosion. The polished stuff is brass. Yes, I polished it. I have enough sailor left in me for that. It is brass, not iron or steel. This is a magnetic compass, so iron would be a no-no. Someday I'll tell you about how it is mounted in the binnacle (the stand which holds the magnetic compass and ancillary adjusting equipment) and why it has those big iron balls on either side and what sailors called them. Because this is a family publication, I'll hold off on that.

Look closely at the lettering. US NAVY BU SHIPS (Bureau of Ships) STANDARD NO.1 COMPASS MK (Mark) 1 MOD (Modification) 1, 1943 THE LIONEL CORPORATION N.Y.



Photo 4



Photo 5



Photo 6

That's standard Navy nomenclature for what it is and who made it to what specification (the MK and MOD) and when the spec was issued by BU SHIPS. The fluid in it is oil, which enables the compass rose (the part with the N-E-S-W, etc) to float freely on the needle bearing. Some of the oil has clearly evaporated from this veteran, and it is discolored. It should be clear.

Ships tend to pitch, yaw, and roll – movement up/down lengthwise, slue left and right, and rock from side to side. Hence *mal de mer*, or seasickness. No, I never was seasick. I considered it undignified for a Naval Officer. But it does affect the compass. You need to have it stable to get a true reading. Yaw doesn't matter much, but pitch and roll do. Therefore, it is both heavy (over 30 pounds) and mounted in gimbals, which let it stay pretty flat relative to the true horizon, regardless of the ship's physical motion. **Photo 3** shows how this is accomplished. Facing you is one of the gimbals. It has a mate directly opposite. It's under that little strap of metal. As you can see, the ring into which it fits is at a slight angle relative to the compass itself. The compass bowl is essentially free to move in that mounting. At 90o to that gimbal pair, seen on the left, is one of the complementary gimbal pair, but unmounted. It's the little piece sticking out. The bottom tapers to a chisel point, and is mounted to the binnacle structure. That pair provides motion in the other plane. So the two pairs of gimbals allow the compass to remain steady as the ship pitches and rolls.

Next is the azimuth circle. One of them is contained in the box shown in **photo 4**. The box says "Bearing Circle," and it is not a Lionel product. But the contents are actually an azimuth circle, as seen in **photo 5**. And it is Lionel, although I do not know if this was made for the U.S. Navy. Note that it does not have the BU SHIPS or MK/MOD notations. Also, it is slightly different from the ones I used. It does say Lionel Azimuth Circle, but it is bare brass, not the painted versions with which I am familiar. They all looked like the bearing circle seen in **photo 6**. Note how carefully this is packed. It will only fit in one orientation (see the padded area at the bottom and note the bracing strap on the circle). This piece is mint, and I was pleased to find it at an LCCA Convention years ago! **Photo 7** shows the label on the box. This is by Lionel and it is correct. This is a bearing circle, not an azimuth circle. It is also manufactured to

a different specification – it is a MK 1 MOD 2. No, I don't know what the change was. They are often very minor.

Now, what is the difference between an azimuth circle and a bearing circle? See **photo 8**. Both have the same sighting vanes. The peep vane is the one at the bottom, at 180 degrees. The far vane is opposite and has the wire through it. I used these all the time to shoot navigational bearings and to track the relative motion of other ships. They were mounted on a gyrocompass, not a magnetic one, although either could be used, especially for navigation. The gyrocompass just meant fewer corrections had to be made. The gyrocompass shows true north, rather than magnetic north. It doesn't wander as much as the magnetic pole does, nor does your position on the earth's surface matter, as it does for magnetic north. The main gyrocompass resides in the bowels of the ship. It is powered and fully stabilized. All the ships I served on had four gyrocompass repeaters on the bridge – one on each bridge wing, one on the centerline, and one for the helmsman who steered the ship. But that's more than you need to know right now, unless you visit a ship and want to look for them.

The extra equipment on the azimuth circle is used to measure the azimuth (bearing, or compass direction) of a celestial body, especially the sun. On the azimuth circle, at the upper right is a mirror whose angle can be adjusted to reflect the sun's light into the prism directly opposite. The mirror allows the user to adjust for the angular height of the



Photo 7



Photo 8

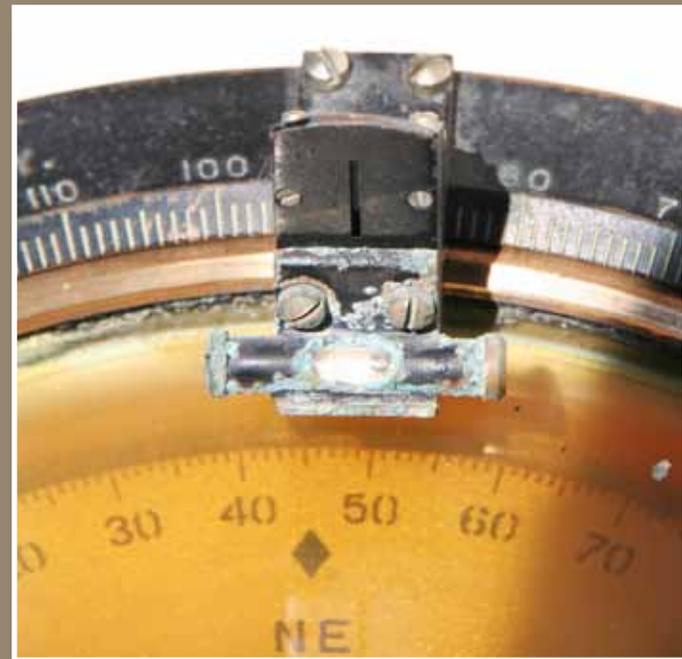


Photo 9

sun. Remember, we need to keep the circle absolutely horizontal (the gimbals). Under the prism is a level, to assist in so doing. There is also a small slit which is shown on a somewhat more corroded azimuth circle in **photo 9**, which projects the light from the sun as a bright line onto the compass rose and that is how you get the reading of the sun's bearing. You never want to look directly at the sun, so you can't use the bearing circle.

Either the azimuth circle or the bearing circle can be used interchangeably for all the other roles, but only the azimuth circle enables you to read the sun's azimuth. Duh!

Both circles are mounted on the compass in the same fashion. **Photo 10** shows the bearing circle on the compass. How do you use it? You look through the peep vane and line up the wire in the far vane with the object whose bearing you are shooting. It may be a lighthouse (if you are entering port) or a ship at sea. For relative motion, one critical measurement is this bearing. If it does not change, and the ship keeps getting closer, you are going to collide, which is not career enhancing. Hence the warning CBDR (constant bearing, decreasing range), which tells the Conning Officer he needs to do something to change that. Photo 11 shows what this looks like. It is taken through the peep vane and the opposite wire is centered in the peep vane slot and on the center of the target ship. You would read the bearing down below on the compass rose. By the way, if you saw this in WWII, you would be in deep doo-doo. The ship with all turrets pointed directly at you is the HIJMS Yamato, the biggest battleship ever built. Sayonara!

In case you are wondering, yes, most navigation and tracking is now done electronically, but the MK 1 MOD 0 eyeball is still required. Last time I looked at The Nautical Rules of the Road, which governs ships at sea, the excuse that you trusted the electronics and didn't use your eyeball leaves you at fault if you missed the correction to CBDR.

I will note that my first ship was decommissioned, and I wish had grabbed one of the bearing circles before I left, but no such luck. Somehow I missed the maker's name then! All these came later, but they are out there, and they are a significant part of Lionel's heritage, as well as our military history. Let me add that Lionel was awarded the "M" award by the United States

Maritime Commission in recognition for its outstanding contributions to the war effort. Per the Fundimensions® booklet *On the Right Track*, Lionel received more stars added to the award than any other organization. A star represents a subsequent award.

If you attend the upcoming LCCA Convention in Norfolk and you take a tour one of Uncle Sam's ships, see if you can get a look at the bridge equipment. Maybe Lionel will still be there!

Now that you know what Lionel did during the war and recognize the linkage of Lionel to the U.S Navy, you can understand the tie-in to the trivia question. Did any of you watch "Victory at Sea" on NBC? That may be one of the reasons why I joined the Navy. I loved the TV series and the music. Dum dum dum de dum dum dum – as the waves rolled. Richard Rodgers composed that music. The stage show, *South Pacific*, fit right into *Victory at Sea* – it was about the U.S. Navy in the Solomon Islands. Part of the music of the *Victory at Sea* Suite, "Beneath the Southern Cross," was played during some of those episodes. It came back later as the tune for "No Other Love Have I."

Until next time, from the bridge, fair winds and following seas to all!

*Photographs by
Ken Morgan*



Photo 10

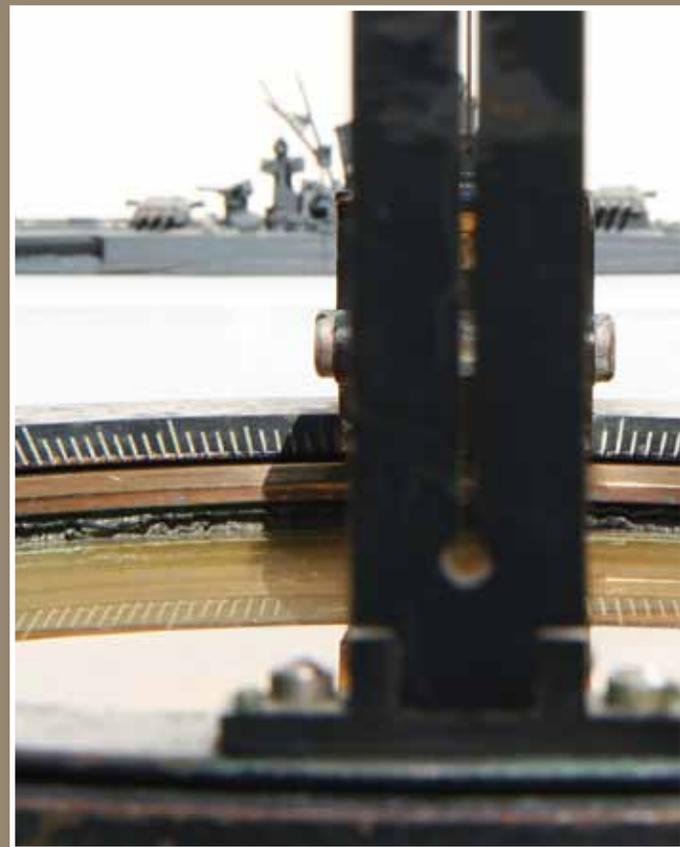


Photo 11



John Mateyko
RM 23791

REA Trucks on our Layout

HIGHLIGHT:

“From their beginning, American railroads could handle anything for shippers from small packages to full carload shipments.”

If your layout spans 1920 to 1970, your streets could have the ubiquitous REA green delivery trucks on them. From their beginning, American railroads could handle anything for shippers from small packages to full carload shipments. With the formation of mail order companies, there was a need to deliver packages from manufacturers or warehouses directly to retail outlets or homes. Sears, Roebuck and Co., Spiegel, Western Auto, Montgomery Ward, and others relied on the railroads for nationwide delivery of their products. This spawned express package companies which in turn joined as

Railway Express Company during World War I. REA was tasked with accepting shipments from live thoroughbred animals to birthday or Christmas presents from grandmother to little Johnny. Thirty-five percent (35%) of passenger revenue was express traffic.

Express cars were unloaded at transfer stations and the shipments placed on a variety of styles and sizes of trucks for local delivery to the consignee. REA had one of the largest truck fleets in the world and was probably the first company to use trucks with cabs that allowed the driver to step into the cargo



compartment without leaving the truck. When a new batch of trucks arrived, the old ones were kept for parts and those still operable were used during the Christmas rush. REA 1920-era trucks would be appropriate for placement on your 1950s-era diesel engine layout.

The first photo is a Walthers kit as an REA building which was on my Cincinnati layout and is now on Janet's Junction (refer to TLR July 2010). About ten years ago, Walthers offered an REA transfer building in HO scale. The second photo shows my interpretation of their model using foam core with paper brick

for the exterior. The third picture shows most trucks currently available from several manufacturers. Two Ertl® trucks are shown with Lionel® ad panels on their sides. Other manufacturers have released similar REA trucks with Lionel ad panels. The last photo shows a Lionel REA milk car (6-17334), an Athearn 1:50 Ford C truck, and a First Response REA Supervisor's Car. If you care to repaint and decal a model, Scale Art Models has decals and peel-and-stick side panels. They also have O-scale kits for four models of REA delivery trucks.

Photographs provided by John Mateyko



WORD BALCONIES

Twelve six-letter words complete this Puzzlement.

When done correctly, there will be three familiar words in the vertical "word ladder."

Enjoy!

CLUES

1. Between the portals
2. Also known as a "turnout"
3. Steam _____
4. Opposite of "automatic"
5. Madison Hardware Company – the _____ Lionel dealership
6. Silver tanker with yellow diamond
7. _____ Plate Road
8. Carries luggage
9. Shortened hopper for minerals _____
10. Northernmost U.S. railroad company
11. _____ - control switch
12. Uses white stock cars

						1					
2											
						3					
4											
						5					
6											
						7					
8											
						9					
10											
						11					
12											

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

LCCA Election Results

Directors

348	Steven P. Scalzo
216	John E. Clinton
388	Tim Fuhrmann
735	Roger A. Farkash
903	Johnny Ourso
753	Harry Overtoom
309	David Osborn
489	Dienzel Dennis
305	Bruce Goettel
5	Write-ins for Director
143	Non-votes

Write-ins

1	Barrie Braden
1	Bob Carter
1	Charles Skjeveland
1	John Jay
1	Ken Egler

Secretary

1126	Harry G. Hampson
1081	Fred Hunter
1	Write-ins for Secretary
89	Non-votes

Write-ins

1	Steven Scalzo
---	---------------

2297 *Total Ballots Counted*