

THE LION ROARS

MAGAZINE OF THE LIONEL® COLLECTORS CLUB OF AMERICA

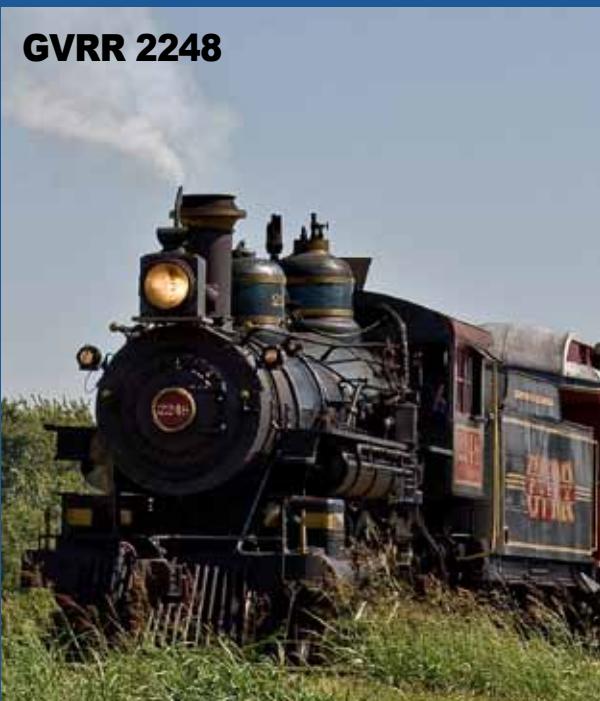
Volume 40, No. 4, April, 2011



TSRR 300

Steam through the pine woods of east Texas.

GVRR 2248



GVRR 2199



“Puffy” may appear if its rebuilding is complete.

2199 may appear as a backup to “Puffy.”

Tours on Texas Trains

Terrific Texas Traveler



Some railroad décor schemes are legendary, and we believe this is one of them! It's derived from *The Texas Special*, one of Lionel's all-time-great collectible trains. It's an appropriate selection as the LCCA 2011 Convention Car to commemorate our upcoming event in late July at Grapewine/Dallas, TX.

LCCA members who are Convention Car collectors and/or *The Texas Special* collectors/operators will want to order this car with its dramatic, accurate postwar colors and appropriate logos. The car has all the standard features of a Lionel® Standard O car and includes two milk tanks and plumbing inside.

Like the prototype, this car rests on passenger trucks for a smooth ride on express freight trains rushing from dairy collection centers to processing plants. Silver-painted accents highlight the design.

Designed by LCCA and made by Lionel LLC exclusively for club members, this item will be an attention grabber on your layout or display shelf. The production run will be limited - the total will not exceed 1,500 units. Order your car(s) now to avoid the risk of a sellout before the deadline.

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

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

DO THE MATH

____ LCCA 2011 Convention Car(s); \$69.95 each
Subtotal (in U.S. funds): \$ _____
 ____ Minnesota residents: add sales tax — 7.25% of sub-total
\$ _____
 ____ Shipping & Handling: in Cont'l U.S., add \$9.95 per car
\$ _____
 ____ S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H
\$ _____
 ____ S&H to other locations, add-on \$6 each to U.S. S&H
\$ _____
Total (in U.S. funds): \$ _____

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 2011CC/TLR-04-11 • P.O. Box 4708 • St. Paul, MN 55104-0708

Order online at: www.lionelcollectors.org — go to "LCCA Store"

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On the Cover



All aboard for two exciting train tours — one in east Texas and another from Grapevine to Fort Worth, TX, and return

Cover photographs by
TSRR, GVRR, and Bob Carter



Lincoln Michael
JM 29950
Graham Benjamin
JM 29951

Parents and grandparents are often the proud sponsors of Junior Members, but passing along the fun of the train hobby isn't limited to direct lines of genealogy. Uncle Lou and Aunt Rosemary Caponi enrolled their newborn grandnephews and fraternal twins Lincoln Michael and Graham Benjamin as Junior Members of LCCA just 10 days after the babies were born on September 1, 2010. The twins are the youngest JMs on the LCCA Member Roster.

Business Office

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

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People to Contact

Secretary — Inquiries about membership lapses and administrative support.

Membership Chair — Joining LCCA and membership questions.

Immediate Past President — Complaint against another member.

President — Always available and as a last resort.

Visit our website for
timely club news:

www.lionelcollectors.org

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Junior Member Star

Michael, the father of the twins, is the nephew of Rosemary, and he and his wife, Mary, plan to create a train layout for the twins to enjoy during future Christmas holiday seasons. When he was younger, Michael enjoyed the toy train layout at the home of Uncle Lou. Now a teacher, Michael has arranged field trips for students aboard excursion trains in the region as lessons in transportation and history.

Uncle Lou intends to be Santa's helper and will provide the first Lionel starter train set to the twins for Christmas in December, 2011, with other trains to follow in future years, perhaps a Thomas train set and the Polar Express.



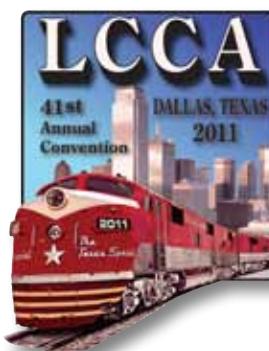
Al Kollis
RM 15902

Report from our President

HIGHLIGHT:

"Our 41st annual Convention to be held at the Hyatt Regency DFW in Grapevine/Dallas, TX, from July 25-30, 2011, is fast approaching."

I hope everyone has enjoyed running their Lionel® trains and layouts throughout this winter season. Now that we are approaching spring, it is time to start making plans for summer vacations. Our 41st annual Convention to be held at the Hyatt Regency DFW in Grapevine/Dallas, TX, from July 25-30, 2011, is fast approaching. Tours are filling up fast, but space is still available. If you have never experienced a LCCA Convention, I encourage you to attend this one as your first adventure. I guarantee you will have a great time. We have numerous train-related and non-train-related events planned for the entire family's enjoyment. Bring a friend or an extended family member and share the excitement.



A Convention-related Benefit

Back in 1995, my wife and our three-year-old son, Alfonse, attended our first LCCA Convention in Des Moines, IA. On our first LCCA tour, we sat in the back of the bus in an effort not to bother anyone with our young and energetic son. About ten minutes into the day-long tour at the Ertl factory and the Field of Dreams, my son hit the gentlemen sitting in the seat in front of us in the back of his head with a plastic airplane. After profuse and continuous apologies from me, I started a conversation with this stranger. It turned out that he then lived in Florida but grew up within a few miles from my family in Michigan. Since then, we have become lifelong friends, and our wives and children have also become friends. We have been on summer vacations together. Because of this accidental and semi-embarrassing moment at the Convention, I made a new and long-term friend – LCCA Director Ed Richter and his family. To me, that was the best and most meaningful membership benefit of belonging to this club. I will be forever grateful to the LCCA for that chance meeting. The great members of LCCA make it the best toy train club on the planet!

WGHT Shows

We have just completed a season at the World's Greatest Hobby on Tour train shows. We were very successful in introducing LCCA and the magic of Lionel trains to thousands of visitors. Our booth was located next to Lionel's layout and impressive

display built by TW Design of Dallas, TX, and attracted a new generation of potential toy train enthusiasts. Club volunteers re-introduced the hobby to people who had trains as a child. "Thank you!" to members who visited our booth, and "Welcome!" to the new members who joined the club during these shows.

An Evening to Remember

The February 26, 2011, "An Evening to Remember" event honored present and past presidents of Lionel and other leaders in the industry. This special event was held at the NJ Hi-Railers Club in Paterson, NJ, and was a big success. It was great to see fellow members and their families having fun running trains on the impressive NJ Hi-Railers' layout. Our sincere thanks go to Dick and Linda Kughn, Angela and Bob Thomas, OGR's Jim Barrett and Don Pedicini, Marie Dean and her family, Lionel's Joe and Janet Fea, Jenna Egan, Tom Nuzzo, and Jason Jeffers, Ben Fioriello, and the entire NJ Hi-Railers club. I hope we can continue to offer this type of event for the enjoyment of our members throughout the country in the future.

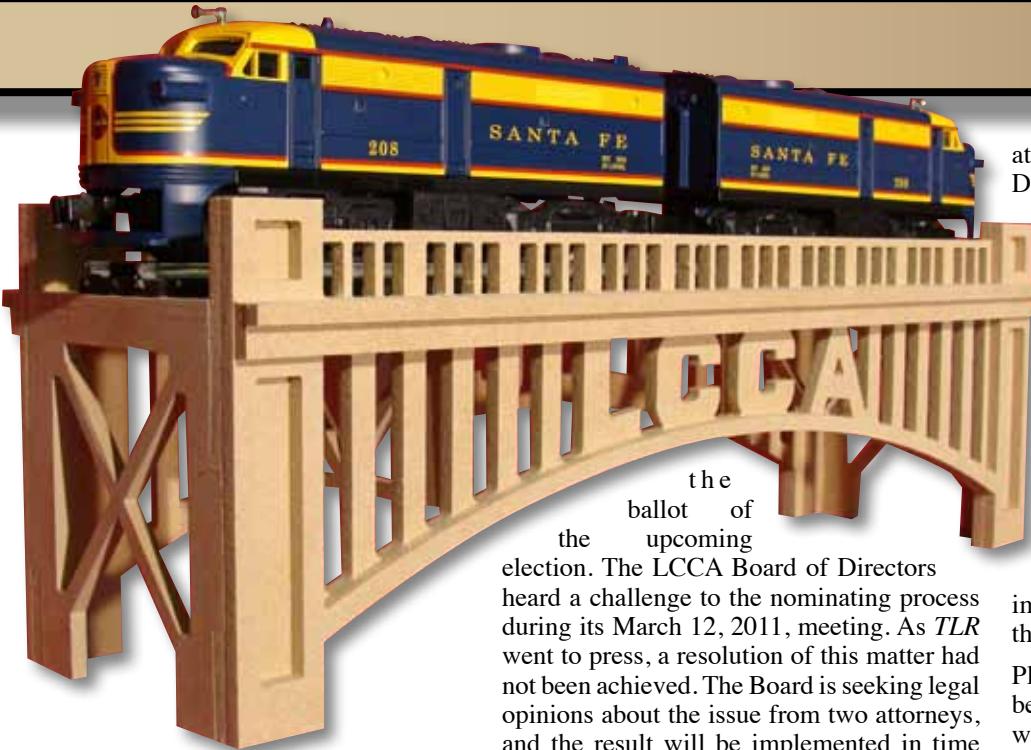
Convention Cars

By now, members who ordered the 2010 Convention Car – a UP "Flag" Cylindrical Hopper – should have received it. Thank you for your patience and understanding. These were delivered later than expected due to circumstances beyond the control of the club and Lionel LLC.

Sales of the 2011 LCCA Convention Car, the Texas Special Standard O Reefer, are going well. The order deadline is June 30, 2011. This production run will be limited to 1,500 units and may sell out before the deadline. If interested, I suggest you submit your order soon.

Convention Co-managers "Cowboy" Bob Carter and Lou Caponi and the Convention management team are planning several great surprises and special events for those who attend this event.

We are now planning to donate complimentary tickets for the Grapevine Vintage Railroad Excursion on Wednesday, July 27, 2011, to a designated child and family involved with the local Make-A-Wish Foundation (MAWF). We are also collaborating with the MAWF staff to invite children that are physically able to experience the magic of Lionel trains at the phenomenal layout on display in the lower level lobby of the Hyatt Regency DFW host hotel.



Limited Edition LCCA Bridge Kits

This unique LCCA Bridge kit can be placed on your layout or used as a display stand at your office or home. TrainWorx™ is offering LCCA members a special edition of this popular bridge kit with "LCCA" letters embedded in the structure. A portion of the proceeds of the sale of the LCCA Bridge kits will benefit the club. To purchase this product and support our club, refer to www.twtrainworx.com and watch a how-to video.

Club Election

The election for our President-elect, Treasurer, and two Directors is coming up soon.

The Nominating Committee provided a proposed slate of Officers and Directors for

the ballot of the upcoming election. The LCCA Board of Directors heard a challenge to the nominating process during its March 12, 2011, meeting. As TLR went to press, a resolution of this matter had not been achieved. The Board is seeking legal opinions about the issue from two attorneys, and the result will be implemented in time for the election.

When you receive your ballot by mail, I encourage you to vote and return your ballot promptly. This is your club. The more you take an active role, the more your needs and interests will be met. We welcome your involvement.

Convention Update: Artistic Adventures

We are planning our second Learn to Draw a Lionel Train class conducted by LCCA member and renowned artist Angela Trotta Thomas. This year she will present two classes, one for younger children and another for older JMs and adult members. If you or a young member of your family are interested in these sessions, please send an e-mail to JM Coordinator Dominic Caponi at dominic.caponi@gmail.com or Roger Farkash

at raf@twdesign.com. JM Coordinators Dominic and Roger are also planning several other activities intended for our JMs and younger family members.

Club Website Update

A redesign with significant updates to the club's website will make the site more interactive and allow our members to view videos easier and in a larger format. We believe this improvement will add to your enjoyment and enhance the web experience. IT and Web Manager Larry Black invested countless hours in this major project, and the results will soon be evident on screen and manifest as improved efficiencies "behind the screen" of the website. Thanks, Larry!

Please spread the word about the joys of being a member of the LCCA with others who may have an interest in toy trains. You can arrange a gift one-year membership in the club. Better yet, bring them as your guest to our 41st annual Convention in Grapevine/Dallas, TX.

The Kolis family is looking forward to seeing you in Grapevine/Dallas. Who knows, you may make a lifelong new friend.

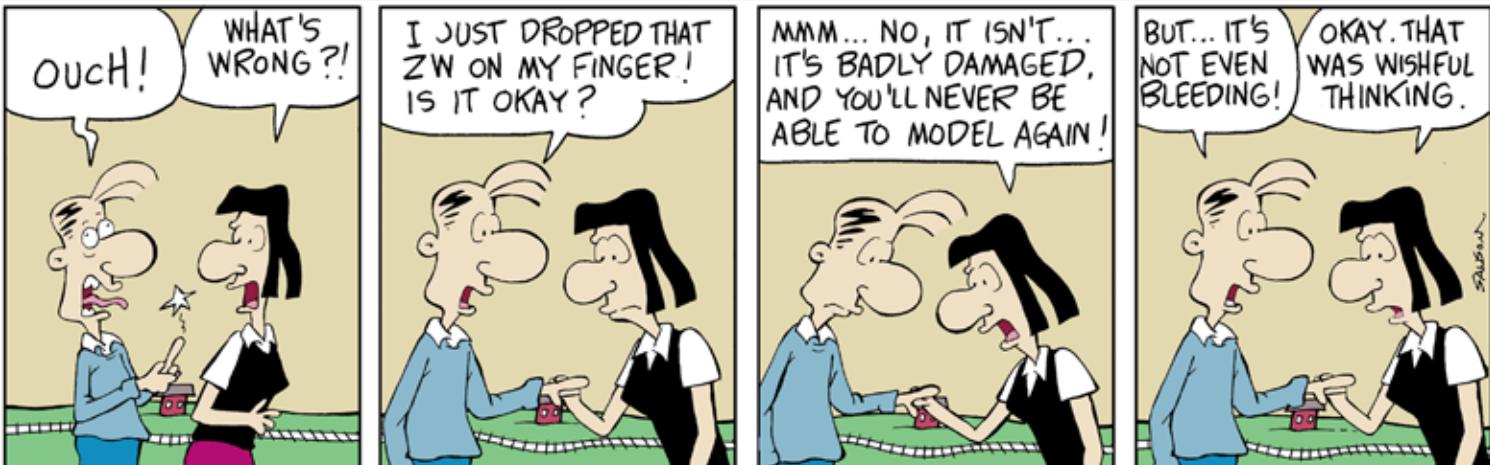
I promise you my son (now 18) will not hit you in the back of your head with a toy airplane.

PS: Remember rule #1 – Have fun! Are we having fun yet?

*Bridge photograph provided
by TrainWorx*

Toy Trunk Railroad

by Erik Sansom





HIGHLIGHT:

"The good news is that the income from shipping the #209 and #216 train sets in early 2011 will be reported in that fiscal year, so 2011 is poised to be a profitable year."

About the Process

This is my first financial report as LCCA Treasurer, and I am pleased to announce that our fiscal year 2009 financial results were accepted as presented to the LCCA Board. A thorough review process assured accuracy and conformity to accepted accounting standards. I prepared the monthly financial results and forwarded this data to the LCCA Finance Committee for review and acceptance. Then an independent, non-member CPA reviewed the statements and released a summary. During 2009, there was a decrease in member equity due mainly to the dates of recording revenue from sales of club-sponsored commemorative products. Please take a moment to review the accompanying financial report approved by our accountant.

2009 - Year of Transition for LCCA

- All bills have been paid, and the club books are up-to-date.
- Limited-edition club products made by Lionel® for members have set a standard in the hobby, attracted the attention of niche collectors, and boosted the club's revenue. In 2009, the manufacturing facility in China did not meet Lionel's original shipping schedules, and as a result expected income from product sales (specifically, the New Haven #209 set and the Burlington #216 set) was not received in that year; instead, it was received in 2010.
- LCCA worked with a new Business Office. The Business Office was late in sending out the 2009 membership renewal forms, so members paid club dues later than expected. That delay moved this revenue into 2010, so \$35K of member dues could not be included as income in the 2009 totals. This is not a "loss;" rather, it's a case of revenue received beyond the time span of this report.

- There was a delay in getting the 2009 closing data, and this delayed the start of the customary independent CPA review. During the July 2010 Board meeting, club officials noted a specific major cost entry and called for a review of this item. The LCCA CPA recommended a reclassification and subsequently approved these revisions.
- That review process required time to verify, review, and approve the 2009 results after all changes. Although the 2009 report was published later than usual, the financial report for the year is as accurate as we can make it.
- The LCCA Board reviewed future expenditures and recognized the continuing effect of accumulated inflation in the past 30 years. Member dues will increase to \$35 per year on April 1, 2011.

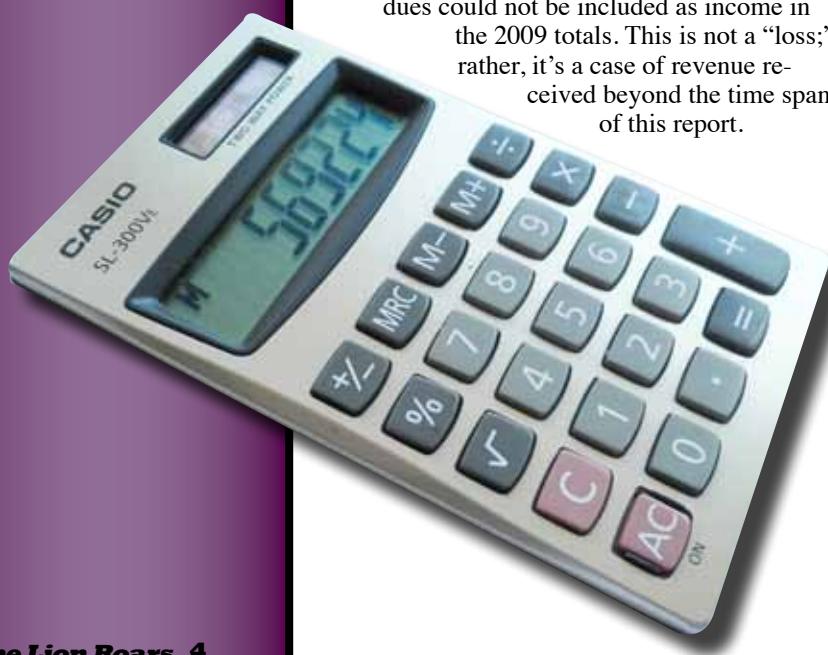
Analysis

Member equity decreased in 2009 by \$177K as a result of the delays in billing/receiving dues income and posting income from product shipments made later than anticipated for a cause beyond the control of LCCA and Lionel LLC.

Considerable work done on preliminary 2010 financials indicates that the delayed membership revenue was a one-time event. Although neither the #209 nor the #216 train sets were shipped in 2010, member sales of other club products will limit losses in 2010. The good news is that the income from shipping the #209 and #216 train sets in early 2011 will be reported in that fiscal year, so 2011 is poised to be a profitable year. This highlights the importance of club members supporting the club by purchasing club offerings.

The LCCA remains a strong and vibrant force in the hobby as we celebrate our 40th year. Our hobby is changing and our club continues to evolve. Your officers and directors continually monitor these changes, review club policies, and adjust procedures to strengthen the club and improve member value.

I am honored to have been elected and to serve as the LCCA Treasurer. Thanks to all who have supported me in this endeavor. The best to you in your hobby activities and all you do. See you in July in Grapevine/Dallas!



LIONEL COLLECTORS CLUB OF AMERICA - LCCA
Statement of Assets, Liabilities and Membership Equity
Modified Cash Basis
December 31, 2009

CURRENT ASSETS	
Cash on Hand and in Banks	\$ 178,985
Investments	500,000
Inventory - at cost	407,534
TOTAL CURRENT ASSETS	1,086,519
Equipment, net of accumulated depreciation of \$12,429	\$ 5,947
Convention and convention car advances	12,604
TOTAL ASSETS	\$ 1,105,070
CURRENT LIABILITIES	
Sales tax payable	\$ 114
Refund payable	12
Convention deposits	73,513
Convention car deposits	135,132
Burlington Set deposits	128,576
TOTAL CURRENT LIABILITIES	\$ 337,347
TOTAL UNRESTRICTED MEMBERSHIP EQUITY	767,723
TOTAL LIABILITIES AND UNRESTRICTED MEMBERSHIP EQUITY	\$ 1,105,070

**Statement of Unrestricted Revenues, Expenses
and Changes in Membership Equity**
Modified Cash Basis
Year Ending December 31, 2009

UNRESTRICTED REVENUE	
Car Sales	\$ 90,448
Dues	195,207
Convention	234,870
Interest and dividends	13,149
Initiation fees	3,120
Meet	1,388
Freight Income	4,104
Other	1,249
TOTAL UNRESTRICTED REVENUE	\$ 543,535
EXPENSES	
Program Services:	
Car sales	\$ 51,694
The Lion Roars	84,866
Interchange Track	91,793
Convention expenses	257,121
Meet expense	1,332
Website	12,076
Supporting services:	
Professional fees	59,340
Officers and board of directors expenses	43,068
Committee expenses	10,011
Insurance	6,136
Sales Tax	5,177
Depreciation	1,196
Bank and credit card charges	10,365
Membership drive expense	28,453
Membership expense	9,749
Miscellaneous expense	1,936
Printing	295
Transitional expenses	35,256
Election notices and expense	4,105
TOTAL EXPENSES	\$ 713,969
INCREASE IN UNRESTRICTED MEMBERSHIP EQUITY BEFORE FEDERAL INCOME TAX	\$ (170,434)
Federal income tax	6,955
CHANGE IN UNRESTRICTED MEMBERSHIP EQUITY	\$ (177,389)
UNRESTRICTED MEMBERSHIP EQUITY, BEGINNING OF YEAR	945,112
UNRESTRICTED MEMBERSHIP EQUITY, END OF YEAR	\$ 767,723



Dennis DeVito
RM 6758

HIGHLIGHT:
"As of September 30, 2010, the LCCA had a total membership of 7,498."

Minutes of the LCCA

Hyatt Regency DFW November 6, 2010

The LCCA Fall BOD meeting was held in the Hyatt Regency DFW on Saturday, November 6, 2010.

I. Call to Order, President Kolis called the meeting to order at 9:02 am.

II. Roll Call, by Secretary DeVito

Officers Present: President Kolis, Immediate Past President Johnson, President-elect Fisher, Secretary DeVito, Treasurer S. Ellingson, Directors: Miller, Richter, J. Ellingson, Farkash.

Presidential Committee Appointees

Present: Finance/Constitution Committee Chairman Findley, Convention Management Team Co-manager L. Caponi, IT and Web Manager Larry Black, Junior Member Coordinator Dominic Caponi.

Guests: none.

III. Reports

A. Secretary

Secretary DeVito provided a status report of current membership. As of September 30, 2010, the LCCA had a total membership of 7,498 consisting of 21 charter members, 1 honorary charter member, 8 honorary members, 127 junior members, 66 international members and 7,275 regular members.

B. Immediate Past President

Immediate Past President Johnson reported that there were two complaints, both of which were resolved satisfactorily.

The BOD moved into an Executive Session from 9:25 to 11:44 upon a motion made by Immediate Past President Johnson and seconded by President-elect Fisher to discuss club business issues.

The BOD recessed for lunch at 11:44 and reconvened at 1:03 p.m.

C. President-elect

President-elect Fisher discussed the future of LCCA support for local train shows. There were no local train shows scheduled in 2010. The traditional Naperville, IL, train show sponsored by the LCCA was not held due to local building scheduling issues, but it is expected to return in 2011. A review of LCCA-sponsored train shows will determine if there should be a renewed effort to support local shows hosted by members.

D. Treasurer

Treasurer S. Ellingson presented the financial report. The financial statements were presented and discussed. The LCCA is solvent and financially in a strong position.

E. 2010 Denver Convention Financial Update

President-elect Fisher (as 2010 Denver Convention Manager) recapped the 2010 Denver Convention.

F. 2011 Convention Update

Director Farkash (a member of the 2011 Convention Management Team) presented details of the Convention including information about tours and activities. There are a number of surprises planned for attendees. LCCA would like to work with the Make-A-Wish Foundation in Dallas similar to the successful efforts in Denver. One reason for the success the club experienced in Denver was the result of a comprehensive promotion effort. The goal for 2011 will be to apply the successful points from Denver.

G. Product Development Report

Product Development Manager Caponi reported on existing product deliveries. The 2010 Convention Car, the #216 Burlington train set, the #208 Santa Fe A-A Alco diesels are all expected by year's end. Caponi expressed caution about the schedule provided by Lionel. Lionel has resolved issues with the #216 sets/expansions and production is continuing. Caponi also discussed new and unique items that can be offered to members and a few special items for sale at the upcoming Convention.

H. Interchange Track Schedule

Motion made by Johnson to reduce the number of *Interchange Track* issues from six per year to four, effective in 2011. Web Manager Black (speaking on behalf of *IT* Editor Tribuzi) offered a number of alternative production mailing schedules to accommodate a reduction in the number of *IT* issues in 2011 and beyond. A motion by Director Richter and seconded by Johnson accepted alternative one. The production/ mailing schedule for *The Lion Roars* would not be affected. Motion approved 7-0.

I. Junior Member Program

Junior Member Coordinator D. Caponi recapped the Junior Member Program and discussed the tremendous response of Junior Members at the Denver Tech Center. The "Draw a Lionel Train" program offered by Angela Trotta Thomas was well received and discussion about future similar

Board of Directors Meeting

programs followed. Junior Membership was at 127 as of October, 2010. President Kolis added that Lionel starter sets would be present at the WGHOT shows to display our hobby to younger folks. There may be a Junior Member LCCA product offered to Junior Members although it would also be available to all members.

J. Web Usage Update

IT and Web Manager Black presented a review of web usage in the past few years. Black updated the BOD on progress made by our web host and described the major web revisions to be completed and implemented in a few months. The updated website will make navigation easier, allow the public to view (but not purchase) club-sponsored products, and provide a platform for more videos. Web usage has increased continuously in recent years with more members using the Web to pay club dues. This is consistent with increased use of the website for Convention registration. Black indicated that the website could also be used for improved communications with members. Black said the new website is compatible with social network activities, and the club will soon be able to improve our Facebook web presence.

IV. President's Remarks

A. Current Status

President Kolis presented a comprehensive review of the status of the club and its policies.

- 1) Continue developing membership value, retention, and recruiting members. Kolis highlighted we added 446 new members since Jan 1, 2010.
- 2) Support WGHOT shows to reach new members and present the hobby to visitors to these well-attended shows. These events also encourage close communication and rapport with Lionel.
- 3) Expand membership in all areas while focusing on the geographical areas of our annual Convention. Continually review new member growth from Sacramento and Denver areas while promoting the club in Dallas and Norfolk.
- 4) Continue acquiring video assets for the website and add to our growing collection of exciting and interesting videos, interviews, etc.

B. 2011 Budget

President Kolis presented a proposed 2011 budget. As in prior years, a balanced budget depends on the sale of club-sponsored products to members. President Kolis indicated that cost pressure and general inflation in the last 20 years has taken its toll and made it more difficult to maintain the financial health of the LCCA.

The BOD recessed for dinner at 6:00 and reconvened at 8:14 p.m.

C. Business Office

There was a discussion on the status of the LCCA Business Office and a review of the past transition process. Cost analysis and a review of specific issues resulted in the BOD requesting Black and DeVito to further review this relationship and evaluate performance and cost. As part of this process, they will also review postage and shipping cost options. Work will continue with the Business Office for their assistance with new member growth; for example, encouraging each existing member to get one new member. The Business Office was instructed to start sending out renewal notices via e-mail to members that have e-mail addresses on file. If members performed their renewal via the website, the cost of preparing and mailing renewal notices via USPS would be eliminated. Members should be encouraged to utilize this method of dues renewal and help the club save thousands of dollars per year.

D. Dues

After a review of 2009 actual, 2010 Forecast, and 2011 Budget figures, discussion opened on the need for a dues increase. Dues have not been increased for more than 30 years. General cost increases and inflation during this time have been offset by increases in member purchases of club-sponsored products. However, to secure the club's financial future, the BOD agreed it would be fiscally responsible to raise dues. A motion by Johnson and seconded by Ellingson proposed to raise dues from \$30/year to \$35/year for all classes of members effective January 1, 2011 (It was subsequently changed to an effective date of April 1, 2011). After discussion, this motion passed 7-0.

E. Constitution Changes

Constitution Chair Findley offered a five section change to Article VI of the Constitution. The BOD discussed the changes. A motion by Farkash and seconded by Richter was made to review the changes and provide feedback from each board member by February 1, 2011. The goal was to include any recommended changes in time for the 2011 election ballot.

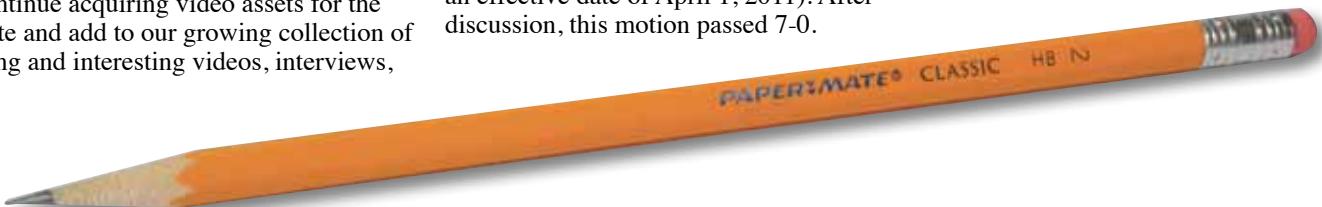
V. Next BOD Meeting

President Kolis proposed next BOD meeting on February 1, 2011, and asked BOD members to contact him about their availability. President Kolis will reserve this date and also a back-up date of 2/26/11. Based on BOD member schedules, President Kolis will finalize the date of the next BOD meeting (It was subsequently set for March 12, 2011).

VI. Adjournment

There being no further business, a motion to adjourn was made by Miller and seconded by Richer. The motion passed unanimously. The meeting adjourned at 10:08 p.m.

Respectfully submitted,
Dennis DeVito, LCCA Secretary
RM 6758





Chuck & Patsy Madinger RM 26885

As told to Mike Mottler RM 12394

Madinger's

HIGHLIGHT:

"I clipped train magazine articles and kept them in a binder for reference while planning and building the layout."

Editor's Note: Moving from one residence to another is an adventure and also a major logistical challenge, especially when a large train layout is part of the project. In this case, the move enabled the Madinger train layouts and collection to grow to the dimensions of their dream.

Warm hospitality inside is a great antidote to cold wintry weather outside. My visit to the Madinger home in mid-January was delightful on several levels: viewing a great layout, hearing the story of its evolution over time, and observing a family that works and plays together with toy trains across generational lines.

The Magic and Make Believe Railroad

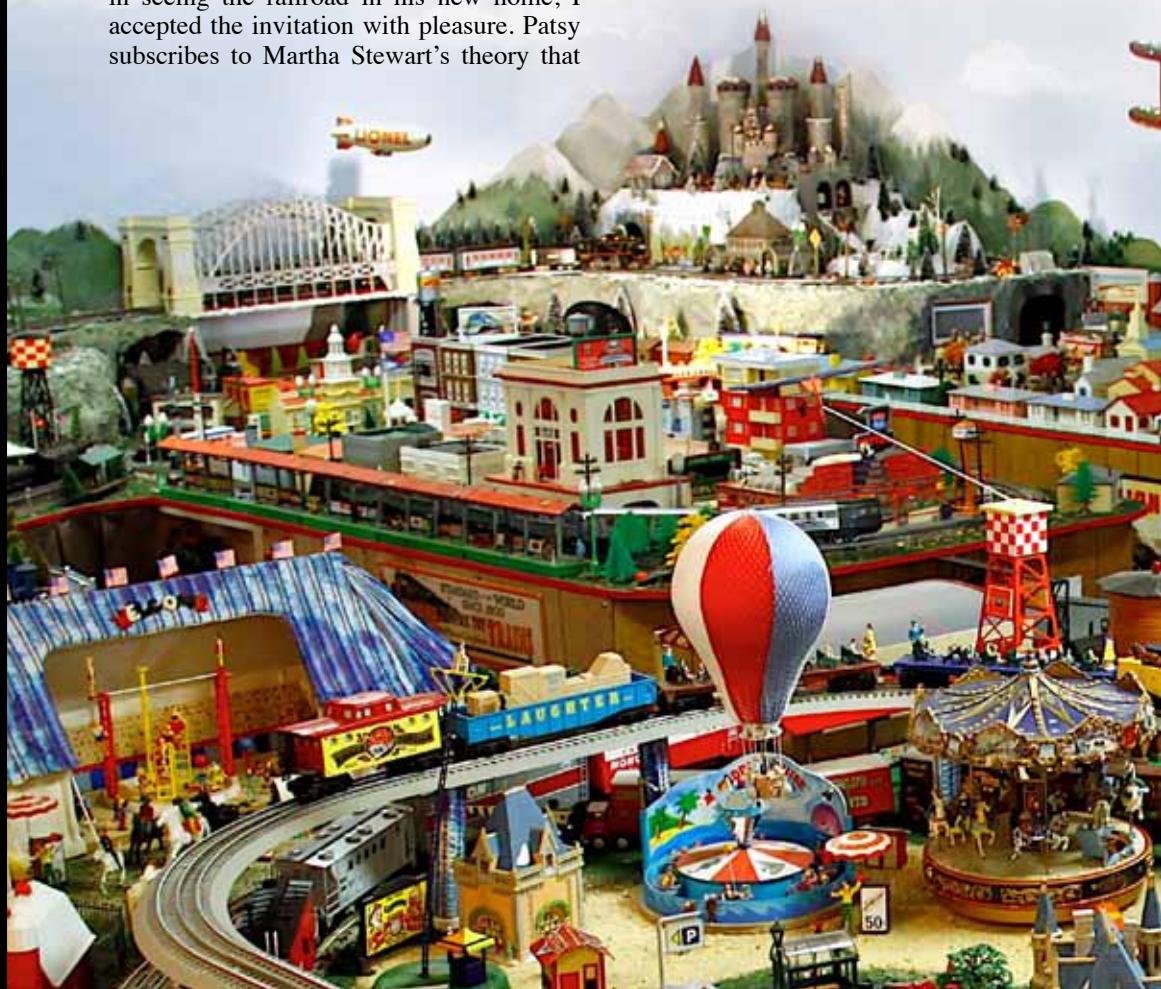
Chuck and Patsy Madinger are wonderful ambassadors for the hobby we love. They have often shared their impressive train layout with visitors, friends, and guests – including LCCA conventioneers who visited their home in suburban St. Louis during the LCCA 2005 Convention. That layout was housed in a two-stall garage behind their home, and "Jaw Drop Syndrome" affected all who saw it in action then.

When Chuck asked if I would be interested in seeing the railroad in his new home, I accepted the invitation with pleasure. Patsy subscribes to Martha Stewart's theory that

Christmas decorations need not be packed away before Valentine's Day. With trees and lights still in place when I arrived, it seemed as if the delightful spirit of the holidays lingered on. Who would want it to end?

In 2007, the Madingers moved to a new home in a 7,000 acre community about an hour's drive west of the city. It was custom designed for their lifestyle and the trains. "Toyland," which houses what they whimsically call the Magic and Make Believe Railroad (M&MBRR), is on the lower level of the house. The large downstairs family room also serves as an invitation to the wonderland beyond.

Trains and train sets are attractively displayed to advantage in this room. Some of Chuck's oldest trains are on view: a Marx® #500 military train with 12 cars; Pride Lines® Mickey Mouse train, trolley, handcar, birthday train, and Classic Motor Express; Lionel® Standard gauge #33 with cars and #385E work train with crane, gondola, tank car, and caboose. Bookcases and wall shelves revealed a KBN® windup passenger set with a German station and village, a vintage Marx freight train, a Lionel #150 electric with passenger cars, a Lionel #203 reproduction military train, and Lionel O-gauge sets #173E, 178, 236B, 261, 278E Red



M&MBRR

Comet, and 296. It is a great warm-up act to the Really Big Show beyond the doorway!

With an energetic gesture, Patsy opened the doors to Toyland with a "Ta-Tah!" flourish. My first impression when walking into the room was – borrowing a military metaphor – shock and awe. Shock because of its enormity, and awe because of its detailing. Lit only by street and yard lights, the latest version of the M&MBRR challenged my vocabulary of superlative adjectives. "Wow!" seemed a woefully inadequate description of its impact.

Improved and Expanded

This reincarnated version of Chuck's new 20x40-feet layout is significantly larger than the previous version. It fills most of the room as it twists and turns in a serpentine pattern through the space. The layout includes many discrete scenes, yet all blend into the whole. The O-gauge trains on the layout appropriately match the scenes where they are deployed – the circus, the military base, downtown, the roundhouse and turntable, the locomotive service area, the North Pole, and other areas.

Since his collection is larger than the layout could accommodate, a portion of a wall is reserved for train storage cabinets. The

storage shelves are within arm's reach of the layout, so a swap-out of cars or an entire train set is easy to do. This storage system seems much more convenient than the under-the-platform storage used by many layout owners. Poised above the storage cabinets are a #194 Blue Comet set, a #18043 Chesapeake and Ohio Streamlined Hudson with matching cars, a #18006 Reading steam engine, and a #18876 C&NW switcher, to name a few.

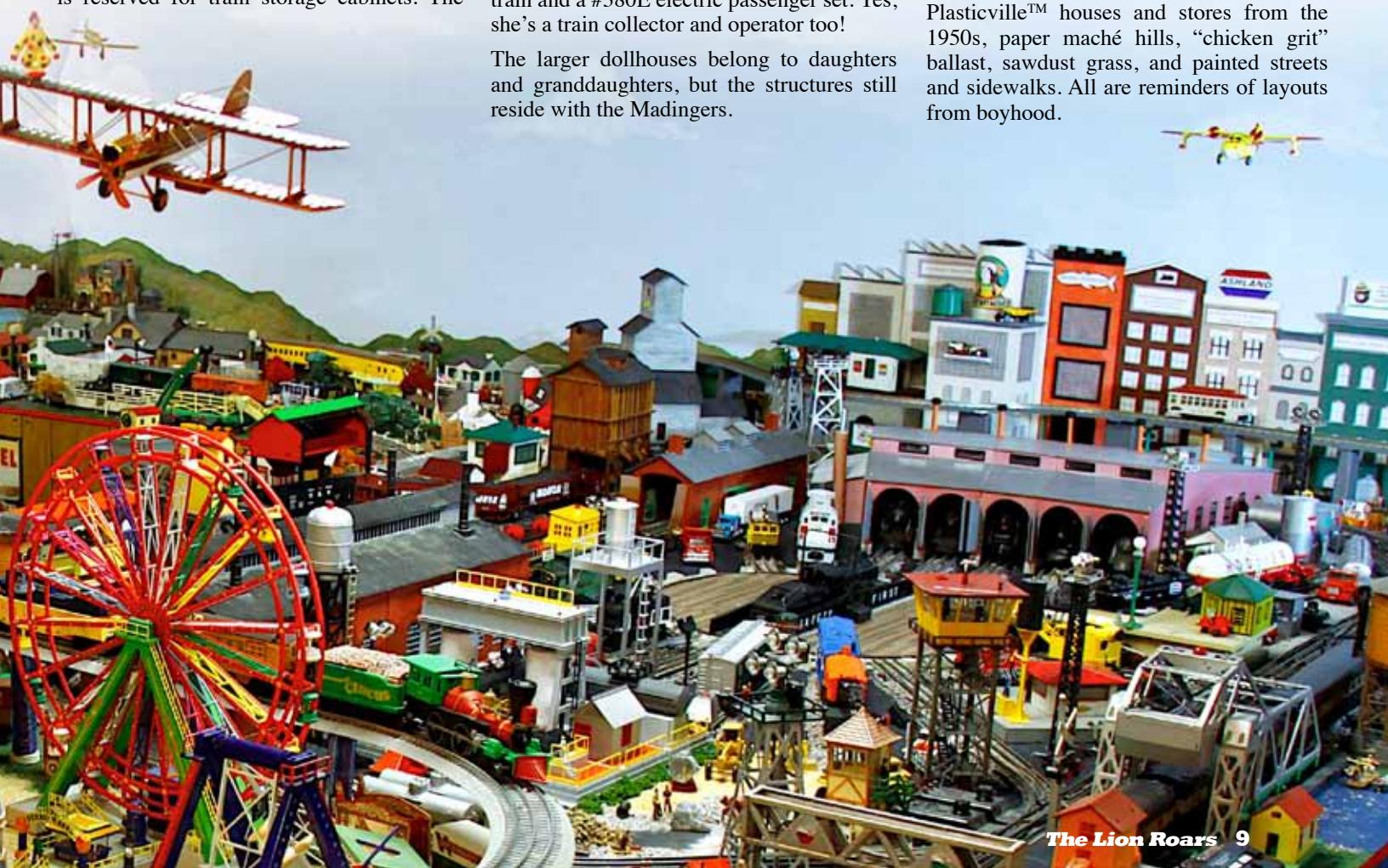
The O-gauge train layout occupies about three-fourths of the room. The remainder of the room is dedicated to Patsy's collection of vintage toys, dollhouses, and her Standard gauge train layout with a #384 steam freight train and a #380E electric passenger set. Yes, she's a train collector and operator too!

The larger dollhouses belong to daughters and granddaughters, but the structures still reside with the Madingers.



The Grand Tour

Created for children (of all ages), the O-gauge benchwork is only 29 inches high, and railroad stepstools enable visiting youngsters to activate the control buttons of all operating accessories. Chuck's desire to recreate memories of his younger days determined the play-like theme of the layout with plastic and bottle-brush trees, Plasticville™ houses and stores from the 1950s, paper maché hills, "chicken grit" ballast, sawdust grass, and painted streets and sidewalks. All are reminders of layouts from boyhood.



Several features of Chuck's St. Louis layout were retained and expanded in this reincarnation: the "old town" area including 1930s-era Schoenhut homes and businesses surrounded by original Lionel items: the #125 and #127 Stations, a #435 Power Station, a #437 Switch Signal Tower, #438 Signal Tower, #442 Landscaped Diner, and a #916 Curving Tunnel.

The circus area, now twice its original size, includes a Lionel #18716 Circus Train running on an elevated oval of FasTrack™ with circus-related products in view: a #14171 Pirate Ship Ride, a #14110 Ferris Wheel, a parade led by Hopalong Cassidy (Patsy's girlhood hero), a collection of Chipperfield® circus trucks and wagons, and a Big Top tent custom made by Patsy with three rings of action inside. The midway, including a Hot Air Balloon Ride, beckons the curious and the adventurous, and a nearby Hobo Campfire Accessory reminds a thoughtful observer that life is not always full of fun and circuses.

Many of his original Lionel postwar operating accessories are installed along the mainline not far from the circus area: the #464 Lumber Mill, #397 Coal Loader and #456 Coal Ramp, #97 Coal Elevator, #165 Magnetic Crane, #350 Transfer Table, #364 Lumber Loader, #313 Bascule Bridge, #12703 Icing Station, and #445 Switch Tower. Chuck favors the get-it-all-on-the-platform style of placement; there are no "empty" spaces on his layout, and this contributes to its total impact.

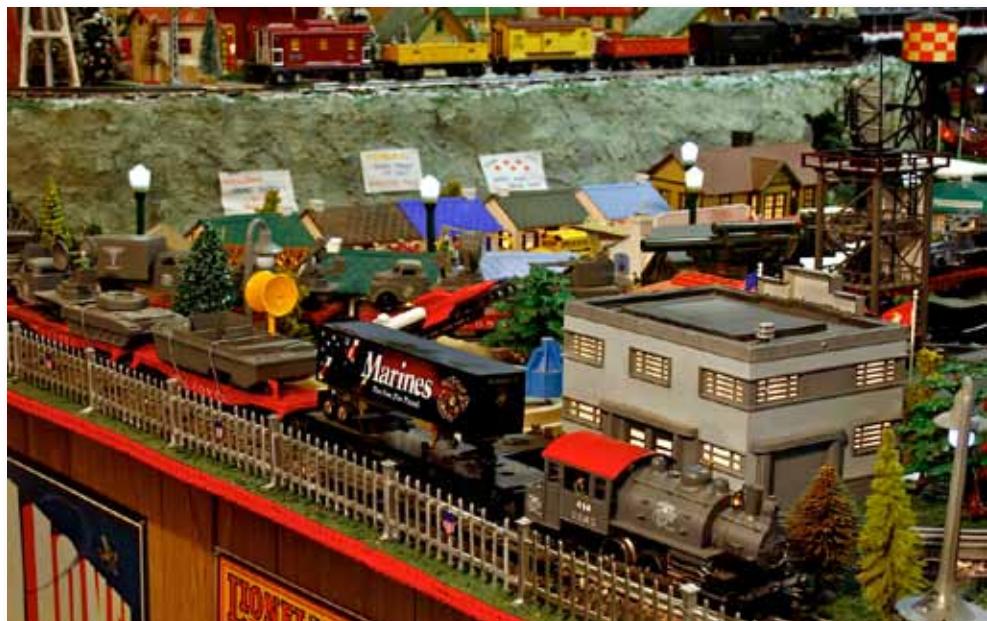
A Young Helper

Their grandson Alex suggested the idea of showing four seasons on different sections of the layout. Leaving the "old town" area,



a train enters Winter as it crosses the #3905 Hellgate Bridge, passes an aging Bing® station, and enters the North Pole with its towering castle, ski lift, toboggan run, and ice-skating pond. Under that iconic bridge, a Boy Scout troop, hikers, and fishermen are camped out in summertime. The WV Pulp and Paper Lumber Train rests under "old town," but it is ready to move out when called to service.

The expanded layout included the USMC New River Air Station.



It was newly created in honor of his son-in-law now in military service. It contains missile defense, Quonset huts, on-base housing, a marching band, "Welcome Home" banners, and a #175 Rocket Launcher. On the rails he placed a Lionel #212 USMC Alco diesel, postwar USMC flatcars

with loads #6803 to #6809, a #6651 USMC Cannon Car, and a colorful U.S. Marine Corps trailer-on-flatcar produced by the St. Louis Lionel Club.

Autumn in downtown Lionelville is anchored by a #126 Station and five #156 Station Platforms, a #32998 Hobby Shop, a #128 Animated Newsstand, many vintage Plasticville buildings, and, of course, a Walmart! On closer inspection, a visitor would notice tiny paper autumn leaves scattered about, a nice detail. I love it when a second look reveals a visual bonus not seen at first glance.

Suburban Lionelville includes a vineyard, which is a tribute to Chuck's many years involved in the wine business. Now retired, he has time to invest in the train layout. This area contains a Department 56 drive-in movie theatre complex with a performing quartet which looks very much like the Fab Four, a Rico Station, and a baseball diamond with the Plasticville Giants (a clever visual pun) on the field. This area also includes a swimming club, a farm with a LCCA "See

A Timeline of the Madinger Layout

My first train was a Marx freight set, a gift from my parents when I was six years old, right after World War II. My collection was increased at Christmas and on my birthdays with the addition of a Flying Yankee, New York Central diesels, Plasticville houses, and operating accessories. I built my first "permanent" layout in the attic of our new home when I was 14. I packed it away when I went to college.

After Pat and I were married in 1962, I sold the trains to purchase a washer and dryer, and over the next few years I tried my hand at an HO-gauge layout for our son. It is in storage for future generations.

In 1982 we attended a Christmas train show and purchased a beautiful prewar O-gauge Lionel set from a friend and put it under the tree. This train, along with some rare Schoenhut homes and shops, became the beginning of our railroad empire.

I thought it would be nice to replace the sets that I had sold many years ago. First came the Flying Yankee, found in an antique shop in New Hampshire. Several years later Pat gave me the New York Central engines for Christmas in a box labeled, "To Chuckie."

Continued on next page



"Rock City" barn, an errant #23791 Cow on Track, Operating Milk Car, Horse Car, and Cattle Car. Harry Potter is running toward Track 9-3/4, and Waldo is roller skating down the sidewalk.

Trains leaving Lionelville approach a business district of storefronts representing past family enterprises: the Pathfinder Motor Car Company, Booth Fisheries, Ashland Oil and Refining, and Fryberger Hardware to name a few. Like some other layout builders, Chuck incorporated family references in his railroad empire as a psycho-emotional link between a fun and fantasy hobby world and an actual world filled with friends and family.

The train yard is anchored by an Atlas® Turntable, Scale University® Roundhouse, and a Lionel Transfer Table. Seventeen operational radial tracks transfer engines from storage to the main line. Filled with fuel and water and washed at the Lionel #12767 Steam Clean, Wash Stand, and Wheel Grind operating accessory, locomotives are ready for duty. Chuck has an affinity for Indiana-based railroads having grown up in that state. Several black and gold models of the Monon Railroad were placed in the yard. He pointed out that the décor of the Monon was derived from the university colors of Purdue University – black and gold. Some custom-painted examples of the Indiana Railroad were in view, bearing the colors of Indiana University – cream and crimson.

Young visitors like to sit on the floor and watch for the two subway trains running at near floor level underneath the layout. Trains

approach a lower level station from different directions, and each train stops to pick up or drop off passengers.

Chuck uses vintage Lionel Z, ZW, and other smaller transformers as power sources for the technically complex layout. Using hand-held remote buttons, he activates the transformers and then uses Lionel's TMCC™ with CAB-1s as he walks around the layout, Master of the Domain.

The Magic and Make Believe RR was created from distilled childhood memories. The layout is filled with action and details, and one can't see it all with just one panoramic scan. Chuck's layout is truly "the work of a lifetime" since it contains elements derived from his own life and has required years to design and build.

The Madingers always welcome Scouts, train clubs, and grandchildren of their friends to their home and often donate an afternoon of enjoyment with the train to fund-raising auctions of charitable organizations as a unique experience for families.

After my visit to the M&MBRR, Chuck answered the call to service at the world-renowned St. Louis Zoo. He drives one of its beautiful American Generals around the grounds. Life sometimes imitates art!



Continued

Our next home gave up its two-car garage to accommodate a 300-square-feet, bi-level landscaped layout visited by participants in the LCCA 2005 Convention in St. Louis.

The Magic and Make Believe Railroad was moved to our new home and placed in a room planned for our toys. Now known as "Toyland," the room contains a 400-square-feet, tri-level layout as well as a Standard gauge oval that circles our daughters' dollhouses.

From its humble beginning back in 1946, my collection now numbers over 100 engines of all types.



Digital photographs
by Julie Madinger Studio

The Madingers have created two versions of a Train Game for the enjoyment of visiting children and adults. The quiz is a fun-to-do scavenger hunt that challenges visitors to find hidden details on the layout.

Some of the questions for kids are:

How many ...

- American flags
- Cows on the farm
- Circus acrobats.

Where did you find ...

- The Beatles
- Harry Potter
- The Wienermobile.

What is the name of ...

- the drive-in movie theatre
- the toy factory
- the U.S. Marine Base.

Some of the questions for adults are:

How many ...

- Engines in the train yard?
- Workmen on the construction crew?

- Musicians in the Marine Band?
- Who owns the winery?
- Who has made great cars since 1902?

- What is the nickname of the Monon Route?

- How many trains are running today?

Chuck's Tips for Showing Your Home Layout

It is difficult to answer visitors' questions while simultaneously trying to operate trains. Prepare a brief history and description of the layout as an informative handout. This will keep the Chief Engineer from being distracted.

A "Train Game" for both children and adults is fun and adds a dimension to the experience.

Donate a "Train Party" at your layout as a charity auction item. Limit the number of visitors and specify a "mutually acceptable date" for everyone's convenience.

When entertaining guests, the Chief Engineer should recruit an assistant or "spotter." Prepare an event schedule and a plan of trains to run and accessories to activate, keeping the age of guests in mind.





Roger Farkash
RM 27269

HIGHLIGHT:

"This was an AWESOME live event that changed peoples' lives!"



I stood amongst the LCCA members and guests at the recent LCCA dinner event honoring Lionel® presidents past and present. It was co-hosted by the New Jersey Hi-Railers at their incredible layout in Paterson, NJ. I soaked up the chatter and excitement of the crowd and watched trains running on their 185x30-feet layout. As I listened to Dick Kughn talk about his favorite products developed when he was at the helm of Lionel and enjoyed the delicious dinner, I was reminded of the credit card commercial that ended with the word, "Priceless."

Could anyone measure the impact of an opportunity to sit down and talk to Dick Kughn one-on-one about his experiences at Lionel and have the chance to thank him for saving Lionel for all of us?

What price tag could anyone put on witnessing artist Angela Trotta Thomas or hearing Jim Barrett of *OGR* share how Dick Kughn's appreciation of their connection to Lionel Trains literally changed their career paths and their lives forever?

Consider the value of the opportunity for members who have never attended a LCCA Convention to get together at this event, share a one-of-a-kind experience, participate in a private showing with the creative team that built one of the finest train layouts in the USA, and bond with the people of Lionel. Few could dream of a better experience!

Surrounded by toy trains in the heart of the birthplace of tens of thousands of the locomotives that propelled this country forward, I sensed that the LCCA deeply touched existing and new members, junior members, families, and friends with the quality and value of membership in our organization. By exemplifying our core purpose "... to promote and foster interest, research, education, and enjoyment of Lionel Trains ..." we created in one evening memories that will last a lifetime.

An Evening to Remember

We believe the LCCA is the best toy train club on the planet, but it will remain so only as the club offers members other opportunities like this one. To expand the value of their membership and set the LCCA apart from other train-hobby-related clubs, we must "boldly go where no one has gone before," borrowing a phrase from adventurous explorers still active in our imaginations.

In Marketing 101 we learned that the best money one can invest in an enterprise will always be in customer retention. Events like this one will bring our members back year after year, and the news about these events will do as much or more to convince fence sitters and potential new members that LCCA is the club that delivers on its promises.

This was an AWESOME live event that changed peoples' lives! President Al Kolis had the courage to jump out of the box, deliver a new opportunity, and offer a great value to our members. Thanks too, for the conviction of the LCCA team that shared Al's vision of the potential of an event like this, which was coupled with the World's Greatest Hobby on Tour weekend in Edison, NJ.

The LCCA should never squander any opportunity to advance membership retention and develop new programs that might attract new members. It is clearly time to apply the lessons learned in NJ to future events that will take advantage of well-timed scheduling with other established toy train events. LCCA should participate in more toy train shows throughout the USA, recapture members gained in convention cities/states with follow-up events in those locations, and recruit members at toy-train-related events held at future Convention sites in advance of the start of these events.

I look forward to working with everyone who is committed to making the LCCA the BIGGEST as well as the BEST toy train club on the planet!

Photographs by Ed Richter





Joseph Westrich
JM 30050

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HIGHLIGHT:

"I became a Junior Member of the LCCA in November, 2010, when my family and I attended the World's Greatest Hobby on Tour train show in St. Paul, MN."

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Born with Trains

I've played with trains and worked on train layouts for as long as I can remember. My mother and father told me the story about when I was five days old and placed on the start of our train layout with a new Lionel® Great Northern 4-6-4 steam locomotive alongside me. I wasn't much bigger than that engine and tender combined.



My father was excited to hear about this opportunity for me to write an article for TLR. My story is different from other guys who tell the classic tale of having trains when they were kids, packing them up in their teens because of their growing interest in cars and girls, and then returning to the trains when

they were older. I suppose it might have

something to do with my being only nine years old now. Yes, dad and I wrote this together, but I would like to make sure everyone understands at the outset that any attempts at humor are his.

I became a Junior Member of the LCCA in November, 2010, when my family and I attended the World's Greatest Hobby on Tour train show in St. Paul, MN. There was a really bad snowstorm that day, but because we live in Minnesota we braved the slippery roads and went to the train show. I have three brothers and three sisters. My 16-year-old sister Maria is the oldest, and my three-year-old brother Michael is the youngest. Michael really liked riding the Thomas the Tank Engine train ride at that show. Because of the weather, there were not very many people there in the morning, so he was able to ride Thomas over and over again. I went with him three times so he would not be alone.

We saw a lot of things at the train show, and I think dad spent a lot of money there. I thought it was really cool that Lionel had trains running on bridges across the top of their display booth. Next to Lionel was the LCCA booth, and dad and I met Al Kolis there.





We didn't know he was the President and CEO of LCCA when we met him. However, dad said Al was genuinely excited about the LCCA and getting young people involved in the club. His enthusiasm convinced dad to ask me if I wanted to join as a Junior Member. I wasn't too sure because I didn't know anything about the club. Al let me watch some LCCA videos on his iPad while he talked to dad. It seemed like it would be fun, so dad signed me up as a JM.

Dad bought the LCCA collectible BNSF Railroad Police Car and the LCCA/Lionel Legacy Passenger Shelter. The police car was really cool because it had lots of details – antennas, lights, an engine under the hood, and a computer inside the car. I keep the car on my headboard, not on our home layout. It's a collectible, so I want to keep it nice.

What do I like about trains? What's not to like? I got my first engine, a Lionel Thomas the Tank train set, when I was three-and-a-half years old. When I was older I earned a diesel engine by completing some goals mom and dad set for me.

Later I wanted TMCC™, so I saved half the money needed to buy an engine we found on eBay, then mom and dad paid the other half.

We have a 13x33-feet room for our train layout at home. Mom and dad say it's a hobby, and it will never be done. We've changed it a number of times already. Dad says it started out as a 4x6-feet layout made for him by his father. Dad made a 6x7-feet layout when I was born. Today it's even larger and goes around the whole room. Matt helped dad put a hinge on a bridge so it can tip up; now we don't have to crawl under it. We can't run the trains right now because we are changing all the curves to O54 track; then we can run the Lionel engine S-3 Northern 4-8-4 #261 that

mom and dad pre-ordered. I've seen the #261 in real life, and I can't wait to see the Lionel model of it in action.

I don't like it when I can't drive the trains, but the layout will be really cool when it's ready. I helped with the bench work, the wiring, and making things. My 13-year-old brother John, Matt, and I added a spur so that we could add command control engines when the other engines are already running. My dad told John what needed to be done, and he told me how to do the wiring. We used a plastic insulator to keep power from the main line track off the spur track. I ran the wires from the transformer power block to an on/off switch, and then another wire to the insulated spur.

Matt and I made a truck-loading building out of balsa wood. We designed it ourselves, glued it together, and painted it. It has a power line, and we scratched the floor with a screwdriver to make it look like tile. We drive trucks to it and pretend to load and unload cargo for the trains.

I like driving the engines and pulling as many cars as I can. Only thing is, too many cars isn't good for the engine and traction tires. I like driving trucks, pick-up trucks, and cars around the layout. I like setting up flea markets, loading stock cars with cattle, and loading the gondolas with scrap metal with our Lionel #6-24114 Gantry Crane. I also like setting up construction crews on the layout, showing the men at work.

My brothers, sisters, and I each have our own area on the layout. I have a house, a barn, tractors, beef cattle, sheep, a skid loader, a flea market, some people, and other stuff. Katie has a place right next to mine, and she has a married couple and a big party with a lot of people everyday. Sometimes she has so many people there we can't drive past her house. No matter how loud we "honk," she doesn't move her people out of our way. That explains why Maria and my 11-year-old sister Emily, who spent a lot of time setting up their areas on the layout, call her Hurricane Katie.

One time dad and I were at a train show looking at things for sale, and the guy at a table gave me a plastic Lionel bridge for free! When we were expanding the layout, we put it over a gap we had in the bench work. We are thinking we might weather it someday, and we hope to add a river. I told dad it's like the one that crosses the Mississippi River. It's only 10 inches long, so it's a little small by comparison, but it's more fun to imagine that it's a big bridge crossing the Mississippi River.

I also like looking at real trains. One time Union Pacific Railroad had

the 4-6-6-4
Challenger
#3985



in St. Paul, MN. Dad was able to stay home from work and took us there the day it was leaving town. He let us go on top of our van so we could see it over the fence. The engineer blew the whistle right in front of us. It was really loud, but really cool.

With lots of trains on a large layout in my family, I have learned useful lessons about how to operate and share trains, use my limited layout space wisely, apply new skills, work with dad, and collaborate with others.

Photos provided by Dad (Steve Westrich)

TEXAS

A TRAIN CONVENTION LIKE NO OTHER

HIGHLIGHT:

“Three really exciting activities have never been done before at any LCCA Convention or other train club convention we know of.”



by **Cowboy Bob Carter RM 6620**

But What Do You Expect in Texas?

When you attend a LCCA Convention you know there will be great tours, great food, reacquainting with great friends and in general having a great time. This year's Convention, the 41st in the history of our great club, will be no exception. Members expect and deserve a great Convention, but this year's event will have some new twists and fresh highlights never offered before.

Three Opportunities of a Lifetime

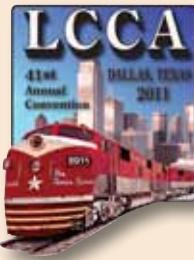
There will be three great (and free) opportunities for several lucky ticket holders. The first is a cab ride in the steam engine of the Texas State RR on Monday, July 25. A name will be drawn and that person will ride with the engineer and fireman in an authentic 1900-era steam locomotive. This engine was modified to use oil as fuel, so you won't be asked to shovel any coal! Be sure to have a camera at the ready in case your name is called.

The name of another lucky person will be drawn for a ride in the cab of the Grapevine Vintage RR loco on Wednesday, July 27. As we went to press, we anticipated that the locomotive on the point might be a diesel, but it could be “Puffy,” the steam locomotive, if a major restoration now underway is completed by then. Either way, it'll be another great opportunity for Convention-goers to share with us their experience of being a railroad engineer for a day. You might get to blow the whistle or sound the horn. How great is that?

Another treat for a lucky member will be a ride in an open-cockpit Stearman Bi-Plane. Tour participants who signed a waiver and are in good health will be eligible for that lucky ride. It's just another memory-making event of a lifetime, courtesy of your LCCA.

Now, let's see if you've been playing attention. How many times was the word “great” used in this article?

LCCA 2011 CONVENTION TOURS



Friends, families, and guests of LCCA members may attend the Convention if entered by a club member on his/her Convention Registration Form.

Tour 1: Texas State Railroad

Monday, July 25 7 a.m. – 6 p.m.
Costs: \$139 open-air car; \$159 air conditioned car (limited seating)



After a 2.5 hour motorcoach ride to the site, you will arrive at the Piney Woods of East Texas for a ride aboard a 1900-era steam train. Enjoy a photo run-by before leaving the station, see locomotive #610 (it pulled the American Freedom Train), then watch old #300 as it turns on the 1880s air-powered turntable. Tour the maintenance shop in Rusk and then climb in the cab of #300 to have your picture taken. You will enjoy some of the most mouth-watering BBQ ever under the tall pines in a pavilion, or in large tents set up just for us. This is truly a "Welcome to Texas" tour to begin your fabulous week in the Lone Star State. Some of the cars are open air, meaning covered but non-air conditioned, with a few cars air conditioned for comfort. The weather may be warm, but the shade of the forest and the movement of the train should make the trip quite



comfortable. One lucky guest 18 or older will enjoy a ride in the cab with the engineer and fireman, so be sure to wear closed-toe shoes in case you're the lucky one.

Tour 2: Mystery and Model Trains

Tuesday July 26 9 a.m. – 2 p.m.

Cost: \$99

Explore Dallas with an inquiry into the assassination of President John F. Kennedy, dine at Spaghetti Warehouse, and visit one of the country's largest permanent G-gauge model train exhibits.



This tour will begin at the Texas School Book Depository and Dealey Plaza, the site of the JFK assassination. Then it's up to the Sixth Floor Museum where Lee Harvey Oswald took the fatal shot (or did he?). You will be transported back to 1963 and JFK's trip to Dallas, the motorcade route, the "X" on the street where he was shot, the stockade fence, and the investigations that followed. You may leave with questions still lingering regarding his death.

After lunch at Spaghetti Warehouse, it's on to the Children's Medical Center of Dallas, home to the country's largest permanent G-gauge model train



display. This two-story layout was designed and built by local artist Malcolm Furlow with the intention to help the children forget, for just a small time, their pain and illness.

Tour 3: Money and Motors

Tuesday, July 26 8 a.m. – 1:30 p.m.

Cost: \$69

This tour begins with a visit to the Bureau of Engraving and Printing (BEP) Western Currency Facility in Fort Worth. You'll watch a short video and then see millions of dollars being printed as you walk



along an enclosed elevated walkway over the production floor. PLEASE NOTE: NO CAMERAS, CELL PHONES, OR FOOD/DRINK MAY BE BROUGHT INTO THE BEP.

The tour is a 40-minute walking tour and covers about $\frac{1}{4}$ -mile. After the tour, enjoy the opportunity to shop at the money store for your sheet of uncut bills.

Next is one of the world's largest and most modern sports and entertainment facilities, Texas Motor Speedway (TMS). Tours include a stop on the luxury suite level where you get a birds-eye view of the 1,500 acres that is TMS and more than 150,000 spectator seats.

You can bring your camera here for numerous photo ops, including the infield and the garage. Ride in the TMS van and negotiate the 24-degree, high-banked track. Truly an experience you'll remember and talk about!



Since there is NO LUNCH on this tour, feel free to bring snacks to eat on the bus between the BEP and TMS venues.

Tour 4: Arlington Sports

Tuesday, July 26 9 a.m. – 4 p.m.
Cost: \$134

This is truly a sports fan's delight! Take a trip to three of North Texas' premier sporting attractions – the International Bowling Museum, Texas Rangers Ballpark, and Cowboys Stadium.

First is an interactive museum filled with one-of-a-kind bowling artifacts, a unique bowling experience, and a cutting-edge glimpse toward the future of this pastime.



Second is the Ballpark in Arlington, home of the 2010 American League Champs, the Texas Rangers. Arriving at the ballpark, we'll tour the open-air stadium and see the clubhouse, press box, owner's suite, and the dugout.



After a BBQ lunch, it's on to Cowboys Stadium where a guided tour takes you through the largest domed facility in the world. You'll go behind the scenes, through the

Founders Club, Main Club, press box, scoreboard control room, locker room, interview room, and the playing field. On the field you'll be able to go to the logo star and pose for souvenir photos, but you must provide your own camera. This will be a day of sports and fun!

Tour 5: DART and MATA

Tuesday, July 26 9 a.m. – 3 p.m.
Cost: \$79

Today you will enjoy the present and the past in urban rail travel. Beginning with the exploration of the Dallas Area Rapid Transit's (DART) control room and shop, this two-level facility is the heart of the DART rail system where all the routes are controlled and all the cars are serviced.



After exploring the present and future of urban rail, you'll be taken back in history on the McKinney Avenue Transit Authority's Trolley (MATA) system. The "M" Line is the only transit line in North Texas that operates lovingly restored antique electric trolley cars running on some of Dallas' oldest original



trolley tracks. You will ride on one of the following cars – Rosie (1909), Green Dragon (1913), Petunia (1920), or Matilda (1925). After riding the entire route and watching the operator reconfigure the car for the round trip, you will take a private tour of the trolley barn and "talk shop" with those who keep these historic treasures in working order. Finally you'll have some free time in historic Uptown for lunch on your own or checking out the art galleries and antique stores.

Tour 6: Grapevine Vintage Railroad

Wednesday, July 27 9 a.m. – 3 p.m.
Cost: \$129

After a short ride from Hyatt Regency DFW to historic downtown Grapevine, TX, look for the RR turntable. We'll depart on a 10 a.m. train ride aboard the Grapevine Vintage Railroad.

"Puffy," the classic steam locomotive of the GVRR, is now undergoing major repair, and we hope it will be in service in late July. If not, diesel #2199 will be on the point.



During the 75-minute trip there will be a surprise holdup by a group of train robbers, so hold onto your women and other valuables. When the train pulls into the Ft. Worth Stockyards, you'll be treated to a longhorn cattle drive and a chance to do some cowboy boot 'n hat shopping. For lunch, it's Joe T. Garcia's, a Ft. Worth Tex-Mex icon, before heading back to the hotel.

Tour 7: Cowgirls, Science, and Salsa

Wednesday, July 27 9:30 a.m. – 2 p.m.

Cost: \$100



This tour catches the cowgirl spirit at the only museum in the world that documents the women of the West. Ft. Worth's national Cowgirl Museum and Hall of Fame features stories, tributes, and artifacts of the "can-do spirit" of cowgirls everywhere.



Next door is the new Ft. Worth Museum of Science and History, which opened in November of 2009. Exhibits include DinoLabs; Paluxysaurus jonesi, the official dinosaur of Texas; The Noble Planetarium; the Ft. Worth Children's Museum; Innovation Studios with hands on demonstrations; and the Omni IMAX Theater. Special exhibits feature some of the best interactive attractions. Afterwards, we'll do lunch at a local legend and sample some tasty Tex-Mex treats at Pappasito's before returning to the hotel. *Note: IMAX and Planetarium admissions not included.*

Tour 8: DART and MATA

Wednesday, July 27 9 a.m. – 3 p.m.

Cost: \$79

A reprise of Tour 5 for convenience.

Tour 9: Planes and Trains

Thursday, July 28 9:30 a.m. – 4:30

p.m.

Cost: \$115

This tour begins with a visit to the Cavanaugh Flight Museum where you step back in time and watch



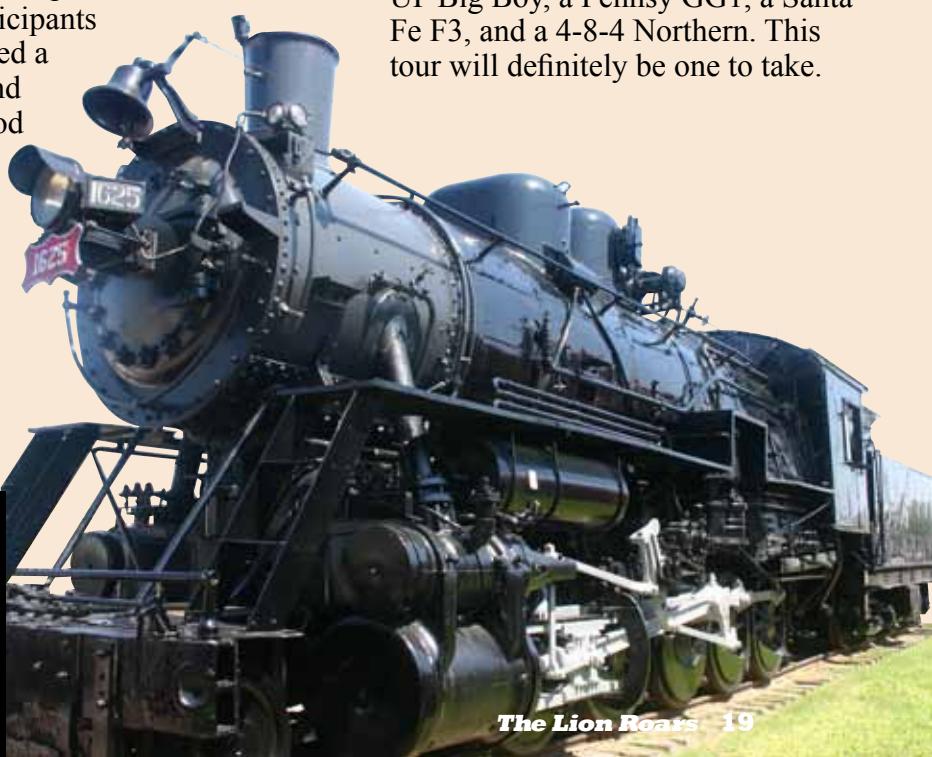
the history of aviation unfold. Walk past wood and fabric aircraft from WWI. Pass by aircraft of the 1930s and WWII, and check out the early jet planes of the '50s. A special treat for one lucky person will be a ride in an open-cockpit Stearman Bi-Plane. Tour participants who signed a waiver and are in good health



will be eligible for that lucky ride. It's just another memory-making event of a lifetime, courtesy of your LCCA.

After the flight museum, lunch will be at Babe's Chicken House. This North Texas home-cookin' favorite serves up family-style dinners of fried or smoked chicken, pot roast, and chicken fried steak with lettuce salad, green beans, creamed corn, mashed potatoes, and excellent biscuits with honey or molasses. After waddling out of Babe's, you're off to the Museum

of American Railroads (MARR) at its new location. The MARR has one of the most comprehensive heavyweight passenger car collections in the U.S. Among the locomotives in the collection are a UP Big Boy, a Pennsy GG1, a Santa Fe F3, and a 4-8-4 Northern. This tour will definitely be one to take.



**FULL STEAM
AHEAD TO
TEXAS IN JULY**

Tour 10: Money and Motors

Thursday, July 28 8 a.m. – 1:30 p.m.

Cost: \$69

A reprise of Tour 3 for convenience.

Tour 11: Arlington Sports

Thursday, July 28 9 a.m. – 4 p.m.

Cost: \$134

A reprise of Tour 4 for convenience.

Tour 12: Glass and Wines

Friday, July 29 9 a.m. – 1:30 p.m.

Cost: \$110

Today you will visit the exquisite Vetro Glass Blowing Studio and Gallery.

Vetro is a state-of-the-art facility which is nationally recognized.

Its glass

artists specialize in hand-blown works of art. After the glassblowing demonstration, guests will head to the beautiful Cross Timbers Winery



for lunch and wine tasting where you will be able to sample five delicious wines. Texas, and specifically the Grapevine area, is becoming well known throughout the wine industry.

Today you'll sample some of this "Texas Pride" for yourself. After glass-blowing, wine tasting, and lunch, you will be able to visit the many shops and boutiques in historic downtown Grapevine before returning to the hotel.



Tour 13: Mystery and Model Trains

Friday, July 29 8:30 a.m. – 1:30

p.m.

Cost: \$99

A reprise of Tour 2 for convenience.

Tour 14: Dallas Dazzles

Saturday, July 30 8 a.m. – 1:30 p.m.

Cost: \$60

Take a driving tour of downtown

Dallas and learn the city's history, including how Dallas was named and why it was founded on the banks of the Trinity River. You'll see famous sights like Pioneer Plaza and Fountain Place along with highlights like Dallas City Hall, The Arts District, the original Neiman Marcus department store, and the Old Red Courthouse.

When you get to Uptown, you'll have time for shopping, grabbing a snack, or exploring. You will even have time to take a ride on the free trolley system through the "M" streets. It's a wonderful way for the ladies to spend a Saturday morning while the men "train shop." Note: lunch is NOT included.

Notes: (1) Tours are not handicap-accessible. (2) For safety, open-toe shoes and sandals are not permitted on any tour. (3) By participating in Convention activities, attendees allow LCCA to publish their photographs in club publications.

*Photographs by Bob Carter,
Grapevine Vintage RR,
Cowgirl Museum,
Museum of Science and History,
and Google Images.*

Convention Activities for Junior Members

Day	Time	JM Event
Wednesday	8–10 p.m.	Popcorn and Movie Night
Thursday	TBA	Learn to run trains at the Lionel display with Tom Nuzzo
Thursday	6–10 p.m.	Participate in JM events at the Get Acquainted Party; you might win a door prize
Thurs–Sat	TBA	Pose for a snapshot with Lenny the Lion
Friday	2–4 p.m.	Two drawing classes with artist Angela Trotta Thomas
Saturday	3–5 p.m.	Build a FasTrack™ floor layout
Saturday	7–10 p.m.	With luck, win a raffle prize at the Banquet



Answers to A Lionel Puzzlement

1. Bulb, 2. Duck, 3. Tank, 4. Coal, 5. Mail, 6. Dome, 7. Watt, 8. Bell, 9. Ties, 10. Wire, 11. Reel, 12. Rail.

LCCA 2011 CONVENTION SCHEDULE**Grapevine/Dallas, TX****July 25 – 30, 2011**

Event	Time	Notes
Sunday, July 24		
Registration Desk open	Noon – 7 p.m.	Hyatt Regency DFW (HRDFW)
Monday, July 25		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #1: Texas State RR Special	7 a.m. – 6 p.m.	With BBQ Lunch in Rusk, TX
Tuesday, July 26		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #2: Mystery and Model Trains	9 a.m. – 2 p.m.	With Lunch at Spaghetti Warehouse
Tour #3: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #4: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Tour #5: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
Wednesday, July 27		
Registration Desk open	7 a.m. – 5 p.m.	HRDFW Downstairs
Tour #6: Grapevine Vintage RR	9 a.m. – 3 p.m.	With Lunch at Joe T. Garcia's
Tour #7: Cowgirls, Science, and Salsa	9:30 a.m. – 2 p.m.	With Lunch at Pappasito's
Tour #8: DART and MATA	9 a.m. – 3 p.m.	Lunch on your own
First-time Attendees Reception	6 – 7 p.m.	HRDFW, Room TBA
Thursday, July 28		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Tour #9: Planes and Trains	9:30 a.m. – 4:30 p.m.	With Lunch at Babe's
Tour #10: Money and Motors	8 a.m. – 1:30 p.m.	Lunch on your own
Tour #11: Arlington Sports	9 a.m. – 4 p.m.	With BBQ Lunch
Get Acquainted Party	6 – 10 p.m.	HRDFW Ballroom
Friday, July 29		
Registration Desk open	8 a.m. – 5 p.m.	HRDFW Downstairs
Trading Hall set up	7 a.m. – 5:30 p.m.	For Exhibitors Only
Tour #12: Art of Glass and Wines	9 a.m. – 1:30 p.m.	With Lunch at Cross Timbers
Tour #13: Mystery and Model Trains	8:30 a.m. – 1:30 p.m.	With Lunch at Spaghetti Warehouse
LCCA Annual Business Meeting	2 – 3 p.m.	HRDFW, Room TBA
Junior Members Fun Time	2 – 4 p.m.	HRDFW, Room TBA
Lionel Seminar	3 – 5 p.m.	HRDFW, Room TBA
Trading Hall open	6 – 9 p.m.	For Registered Members only
Saturday, July 30		
Registration Desk open	8 – Noon	HRDFW Downstairs
Tour #14: Dallas Dazzles	8 a.m. – 1:30 p.m.	Lunch on your own
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.	HRDFW Ballroom
LCCA Banquet	7 – 10:30 p.m.	HRDFW Ballroom
Convention Ends	After the Banquet	

Travel Home Safely! See you next year in Norfolk, VA – July 2012



Lou Caponi
RM 8735

Product Development Shop

HIGHLIGHT:

“Several members have asked me why Lionel didn’t make matching cars for the #208 Santa Fe locomotives. Well, the answer is – they have.”



Let’s spring to life! Had enough of old man winter? Now is a great time to modify and clean up your train layout. Let’s see some motivation!

#208 Santa Fe Locomotives

All these locomotives have been shipped to members. Since only 400 outfits were available, we maintained a waiting list of about 100 or so people. The fairest way to decide who could purchase one of the few “leftovers” was to draw names by lot. Only five Santa Fe #208s were available, and those members have received their engines. Thanks to everyone for your understanding.

Matching Passenger Cars for the #208

Several members have asked me why Lionel® didn’t make matching cars for the #208 Santa Fe locomotives. Well, the answer is – they have. The passenger cars may be overlooked because individual photos were not presented in Lionel Catalog 2010 Book Two, pages 58 and 59. Contact your favorite Lionel dealer and place an order for the #6-27767 four-pack set shown here. Lionel has already shipped them to dealers.



#3428 Operating U.S. Mail Car



#2412 Santa Fe Vista Dome (two)



#2416 Santa Fe Observation

Lionel has received and distributed to dealers a dynamite-looking pair of add-on Santa Fe blue stripe passenger cars with outstanding graphics. Although not shown in the catalog, the #6-27772 two-pack includes a Baggage Car and a Diner with road numbers #2417 and #2418. A #6-27775 Santa Fe Coach lettered as #2414 is available for separate sale, as is a #6-27771 REA Reefer lettered as #6572 with passenger car trucks. Availability is limited, so act quickly.

Santa Fe #218 Alco Diesels



Also on page 59 of that catalog is an Alco Freight Set with red A-A diesel warbonnet #218 locomotives. I purchased that set along with the blue-striped passenger cars. Now I’m on the hunt for the presidential campaign sticker kit so I’ll have the 1960 campaign special. Maybe Lionel would consider remaking this kit for separate sale.

2010 Convention UP “Flag” Cylindrical Hopper



Although I rejected the pre-production samples of these cars three different times, this picture shows the great finished product. This long-awaited item should be in the hands of those who ordered it sometime in April. The box label text wrongly identified this car as the “2011” Convention Car, but the lettering on the car is correct as “2010.”

2011 Texas Special Reefer



During my 30 years of membership in the club, I have never before seen such a positive reaction to a Convention Car. The number of pre-orders in such a short time is incredible to say the least. We are already past the halfway mark of our 1,500 allocation. Don’t miss out on this great club collectible!

#216 Burlington Sets

We have been trying to reach several members regarding the balance due on their order for the #216 Burlington train set. Time is running

out! You must contact me immediately or the club will have no other alternative than to offer the sets to other members. We don't want anyone to lose their initial deposit, but these trains deserve a home! Please contact me at 484-431-8529 or by e-mail: caponilj@comcast.net.

LCCA Locomotive Proposals

I want to share with you two ideas now simmering on the back burner. This information is now at an early preliminary stage. LCCA-sponsored product proposals require LCCA Board approval prior to making a commitment to Lionel LLC Engineering. Not all hopes and dreams come to fruition, but we should hope and dream regardless.

FIRST OPTION: A #6220 bell ringing, die-cast frame SW-7 switcher with a companion die-cast frame calf in the Texas Special road name. These locomotives would have added detail similar to an expensive brass model. This venture has never done before. My hope would be to install flywheel-type motors – which would be a first for Lionel on this style of locomotive. Also, the calf unit would require some new engineering, which would need to be carefully reviewed upfront by the company. Many necessary parts are no longer available. Without careful, cost-conscious engineering, this item could become cost-prohibitive and therefore moot.

SECOND OPTION: A pair of 60-ton Lionel switchers made from the 44 tonner. My hope would be to add details to these and possibly include a flywheel drive system. They would include a basic diesel sound but would not have TMCC™ capability. This item would be responsive to member requests. Most would want it to be similar to the Postwar Classics Series. If this project becomes feasible, the locomotive would be done in the Texas Special décor.

2011 Convention Offers

Here's a sneak preview of a few items that will be available during our upcoming 2011 Convention in Texas.



Continuing the popular series of limited-edition, die-cast Railroad Police Cars, this item will be available as a commemorative.

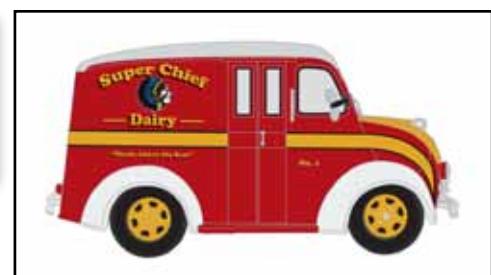


Dinosaur Transport Gondola

The first car in this series for JMs will be limited to 500 pieces. Considering the rapid growth of the JM program and the interest from older but still young-at-heart members, this dynamite-looking car is selling well. Just a note – the gondola has postwar die-cast trucks, bright colorful graphics, and several prehistoric critters for enhanced play value. This picture is the actual finished product, not an artist's rendering. This car is currently in production. Order today and don't delay!



This Early Registration Gift Car will be presented FREE to the first 400 registrants that also register at the host hotel. It will be a "Remember the Alamo" Mint Car with a cannon and cannonballs inside.



This Super Chief Dairy Divco milk delivery truck will be a tribute to Santa Fe, a railroad "in the neighborhood."



A Santa Fe Bureau of Engraving Mint Car with actual BOE shredded paper money inside will be the On-site Car and a memento of Convention tours #3 and #10.



A Divco limited-edition "desert dwelling" – an abandoned milk van with a lighted campfire and a wandering nomad – will be offered.

*Product photographs provided by;
Robert Ver Hoef,
Karen's Art,
Lionel Art Department,
Diecast Direct,
and Mark Mathews Photography*



Bill Schmeelk
HM 6643

Lionel News and Views

HIGHLIGHT:
 "I'm pleased
 to see that in
 re-introducing
 the set, Lionel
 has significantly
 raised the bar
 and produced a
 set made
 considerably
 better than the
 original."

1962 Orbitor Set Returns

This year I made my first purchase of one of Lionel's Conventional Classic train sets. The Orbitor set was first produced in 1962. I was 12 years old then and caught up in both the space age and Lionel® trains. Although Webster insists there is no such word and that the correct spelling should be orbiter, Lionel in both 1962 and 2009 insists on spelling it as Orbitor. The Orbitor set included the Mercury Capsule Launching Car, which I had back then, and still have. Due to hard usage, my original can no longer be considered a collectible.

Conventional Classic sets do not have all of the latest electronic features such as Command Control, but offer a lower price point on a set that recalls a classic postwar offering. Although very faithful to the original, the Conventional Classic version of this set offers several improvements over the postwar version. By 1962, efforts at reducing cost and a general lowering of quality were evident. Thankfully, the modern Conventional Classic version has upgraded the quality. Before looking at each individual piece, I'll make some generalizations, which apply to the set as a whole.

Observations

The color of each of the cars is painted on. This greatly improves the look of the cars. Painting hides any flow marks on the piece and removes the shiny plastic look. This requires an extra production step which postwar Lionel eliminated from many of its cars.

The original set had the molded plastic AAR or Timken trucks. **Photo 1** shows the truck on the postwar #6413 Mercury Capsule Carrying Car. The coupler was significantly cheapened and when first introduced, only the sprung portion of the knuckle was die-cast. Even that was soon replaced with a Delrin knuckle that had an integral plastic spring. The knuckle was released by pulling down on a flat, blued-steel spring. That steel

is especially prone to rust which you can see on the example I photographed. These trucks

were also riveted to the car, making their removal or replacement difficult at best. To remove the truck, the rivet has to be carefully drilled out. Because the rivet is loose in its hole, drilling it can be tricky. If the rivet gets too warm, it will easily melt the plastic. I always liked the look of the Timken truck, but not its construction.

Photo 2 is a view of the truck on the newly released Mercury Capsule Carrying Car and is typical of all the trucks in the set. This new truck has the look of the Timken trucks, but is die-cast, entirely made of metal, and borrows its operational design from the earlier postwar trucks. To my surprise, the Conventional Classic trucks even went back to the original loose axle design. The wheels spin freely on the axles and therefore are not the fast-angle type. The truck is also secured to the car with a screw, making removal a simple procedure. Another small but significant improvement is that the axles are plated, making them much more resistant to rust than the bare steel axles of even the high quality postwar trucks.

The first thing you notice when unpacking the set is that even the packaging is reminiscent of postwar. **Photo 3** shows the outer box, one of the car boxes and the packing paper along with a certificate of authenticity. The outer orange box is secured with Velcro and can easily be resealed. The car boxes even have the inner flaps, which allow for the coupler. In fact, Lionel had abandoned this by the time they went to the new style box in 1959. Each car in the set is first wrapped in a plastic bag and then wrapped in Lionel-imprinted Kraft™ paper. The Alco A unit is packed in a brown cardboard box with a folded cardboard insert, much like was done back in the day.

Photo 3





Photo 4

Photo 4 is the powered Alco A unit. The body is painted and the graphics are quite sharp. The original version came with a two-position E-unit and a battery-operated horn. This latest version is equipped with an

photographed did not have a horn, but the original #229 did have a battery-operated horn and DC relay.

One significant difference between the two is the location of the motor. Lionel determined that operation was more efficient if the front truck was motorized. The

catalog description in the 2009 catalog has two errors in its description of the Alco A-B diesel units. First, it states that the trucks are die-cast; they are

not. They are, however, greatly improved over the postwar versions. Second, it states that the Alco units have operating couplers; they do not. In fact only the original die-cast frame Alco units introduced first in 1950 had an operating coil coupler on the front end and a die-cast non-operating coupler on the rear end. Once the Alcos were cheapened in 1957 they never had operating couplers.

Compare **photo 7** of the underside of a postwar Alco with **photo 8** showing the underside of the new model. The power truck on the original was formed from aluminum, while the new

version is made of steel. Both have plastic truck sides, but they are painted on the new version. On the power truck both have one Magnetraction™ axle, and the new one also adds traction tires to the second axle.

The postwar model has metal gears driving the wheels and the new version has nylon gears. The new model adds an additional roller pickup on the powered truck in addition to the two on the non-powered truck. The postwar version has only the two pickups on the non-powered truck. The dummy couplers on both models are die-cast, but the new model uses a longer bar on the design and has an improved self-centering mechanism.

Photo 9 shows the interior of the shell on the new model. Many of the postwar Alcos did not have headlight lenses or windshields, but this new version has both. Notice also the metal plate to support the front of the shell. Although not usually supplied with the loco, Lionel made a similar metal piece for service stations when it was found that many of the front bars of the shell were being broken. Having it supplied with the loco is a sound precaution.

The stamped metal frame of the postwar Alcos was usually blackened. This process essentially left the steel black, but as bare metal. The new version is painted, leaving it with a better finish and more resistant to rust. The Alco B unit was also equipped with the die-cast fixed couplers.

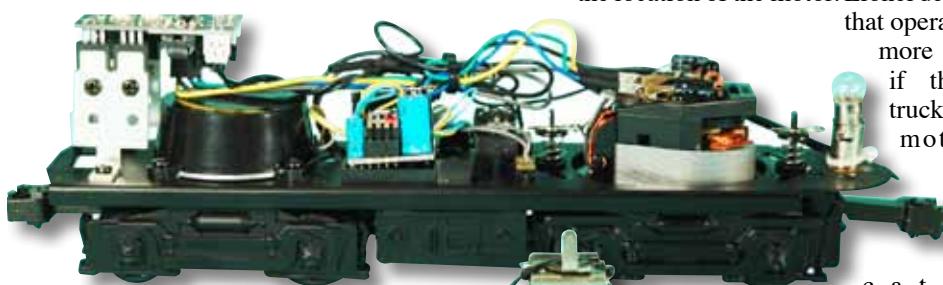


Photo 5



Photo 6

electronic, three-position E-unit, electronic horn, and bell. Removing a single screw allows the shell to be lifted off. This must be done carefully as the additional electronics make it a tight fit. The result can be seen in

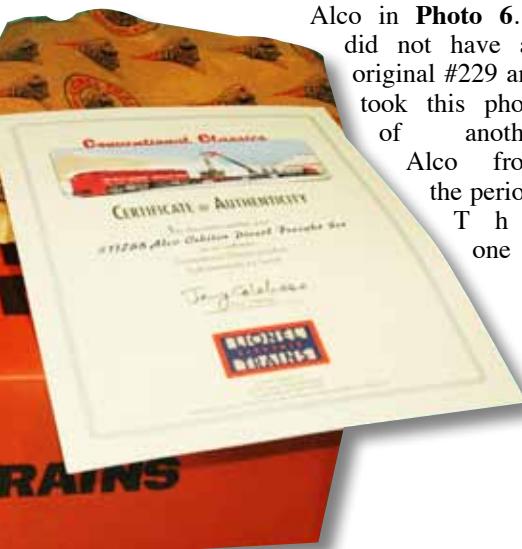
photo 5. Compare this with a postwar Alco in **Photo 6.** I did not have an original #229 and took this photo of another Alco from the period. The one I



Photo 7



Photo 8



About the Cars

The #3414 Mercury Capsule Launching Car was new in 1962 and a personal favorite when I was a kid. The new version is shown in **photo 10**. This car contained a modified launch platform from the #175 Rocket Launcher placed on a flatcar. The rocket body is of a tougher material than the fragile, easily cracked tubing used in the postwar version and comes with the string attached. The opposite end of the string is to be tied to the gray launch platform. The string essentially limits the height the rocket will reach. Once the rocket reaches the limit of the string, inertia propels the capsule and



Photo 10



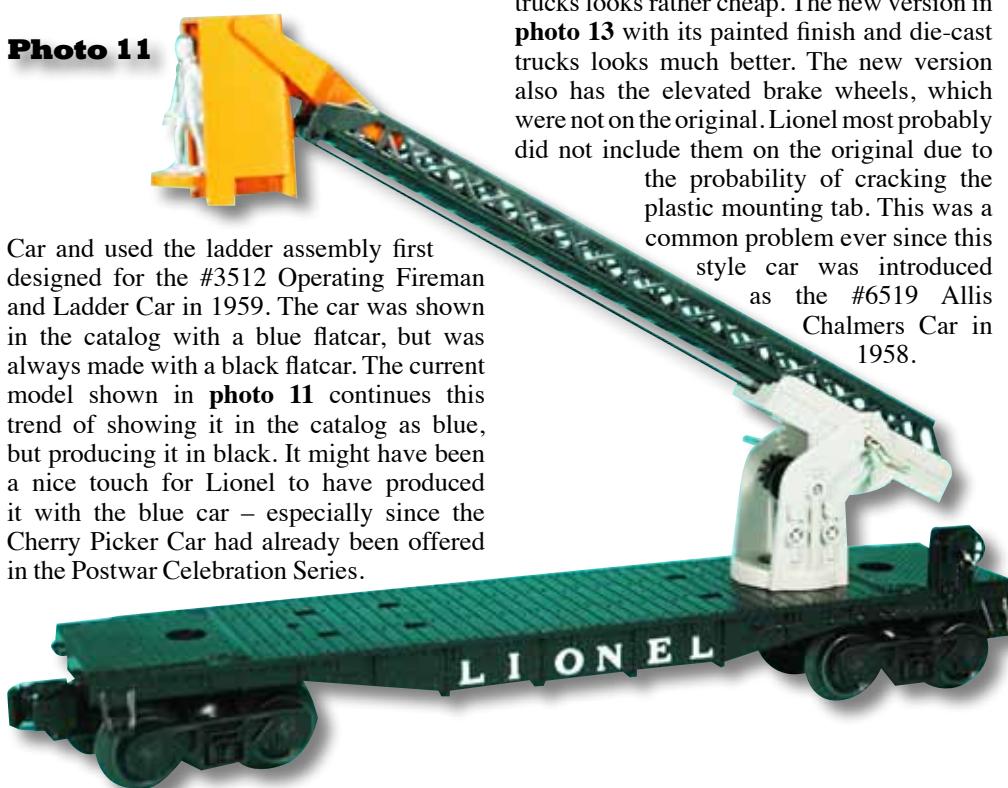
parachute from the rocket body. Rather than strings, the parachute uses thin plastic rods, which ensure that the parachute will open once propelled from the rocket body.

The #6512 Cherry Picker Car was designed to be used with the Mercury Capsule Launching

Photo 11



Car and used the ladder assembly first designed for the #3512 Operating Fireman and Ladder Car in 1959. The car was shown in the catalog with a blue flatcar, but was always made with a black flatcar. The current model shown in **photo 11** continues this trend of showing it in the catalog as blue, but producing it in black. It might have been a nice touch for Lionel to have produced it with the blue car – especially since the Cherry Picker Car had already been offered in the Postwar Celebration Series.



FACTOID

The color of each of the cars is painted on. This greatly improves the look of the cars. Painting hides any flow marks on the piece and removes the shiny plastic look.

The #6463 Rocket Fuel Tank Car is seen in **photo 14** has also been improved with the addition of the metal handrail. By 1958 the metal handrail had been replaced with a molded-in plastic handrail that went completely around the car. This new version brings the car back to its original pre-1958 look.

Finally, the #6059 caboose supplied with the original set had no deluxe features. The new version shown in **photo 15**, is painted, illuminated, has clear windows, smokestack, metal ladders and operating die-cast couplers at both ends, each with a roller pickup for the light.

In summary, I'm quite pleased with the Orbitor set. The original set was made at a time when Lionel was trying to reduce manufacturing costs by lessening the quality of their products. I'm pleased to see that in re-introducing the set, Lionel has significantly raised the bar and produced a set made considerably better than the original.

Photographs by Bill Schmeelk

Photo 13



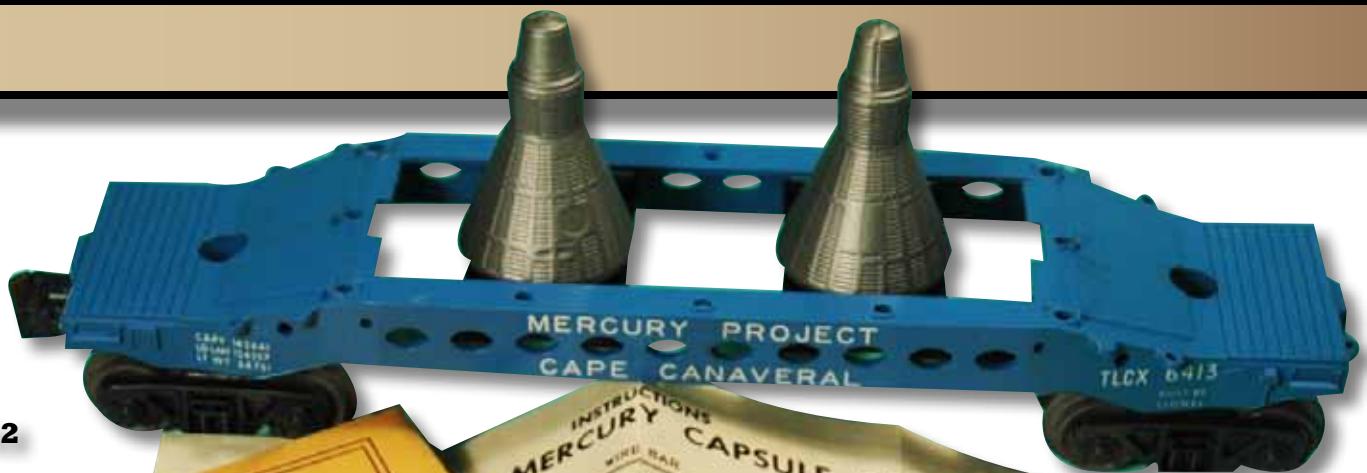


Photo 12

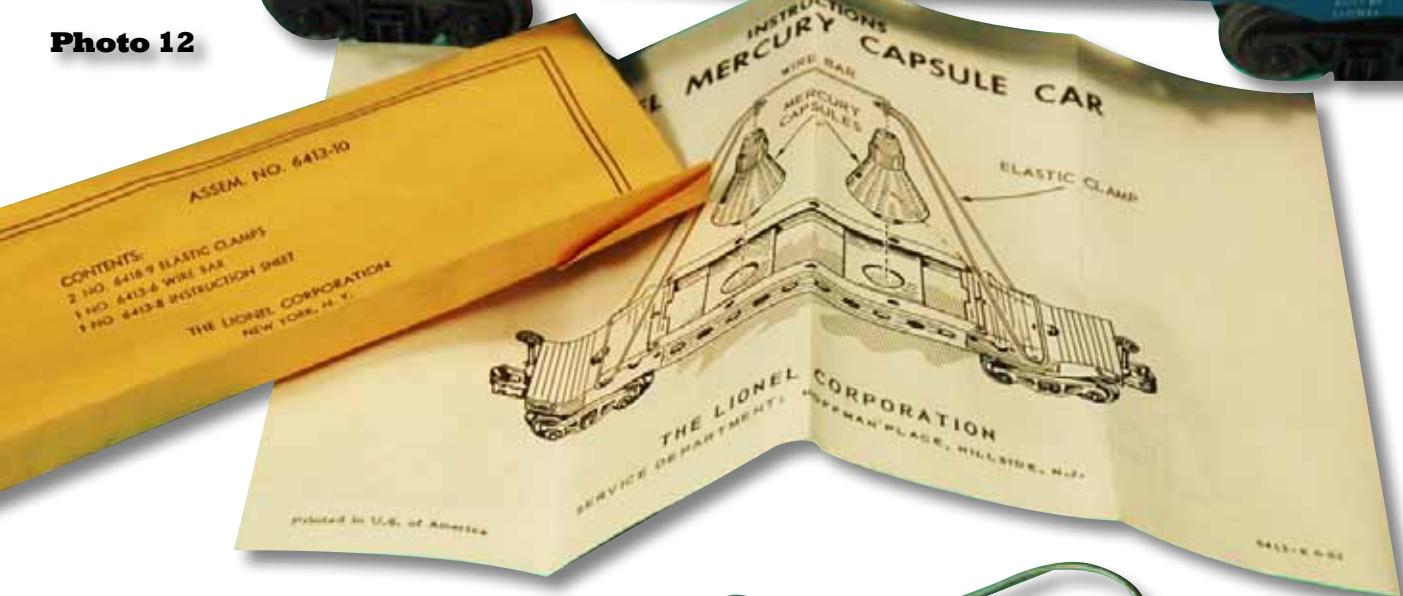


Photo 14



Photo 15



Ken Morgan
RM 12231

The Tinplate

HIGHLIGHT:

“That streamlined body was never meant to haul freight, and the tinplate passenger cars look nicely proportioned behind the loco.”

TRIVIA:QUESTION

What was the Avanti?

S tandard streamlined team of the World

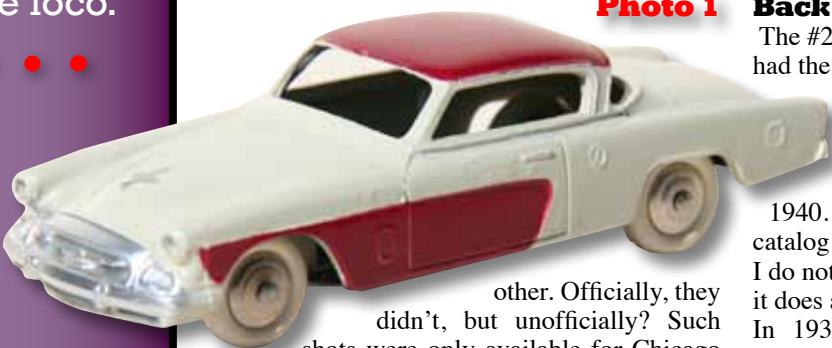
As promised last time, more streamliners, different railroad. This issue will move south to Pennsylvania, to “The Standard Railroad of the World”, as PRR billed itself. Confidence and a good self-image are wonderful. Let’s not go into the later PC and Conrail issues.

First, as usual, the trivia quiz. What was the Avanti?

Designer of Dream Machines

In 1936, Raymond Loewy, perhaps the most famous of the Art Deco streamlined designers, entered into a long-term relationship with the PRR. His first design for the railroad was a streamlined shroud for K4 Pacific #3768 to haul his new design for the 1938 Broadway Limited, the PRR’s top train. Its competitor was the NYC’s 20th Century Limited. There are some great pictures of the two trains leaving Chicago en route to New York where they appear to be racing each

Photo 1



other. Officially, they didn’t, but unofficially? Such shots were only available for Chicago departures because the routes out of New York were much too far apart. In addition to the K4s, Loewy and his studio designed the S-1, T-1, and improved the GG-1 (he said to weld it, don’t rivet it), which is why the only prototype GG-1 #4800, originally #4899, is known as Old Rivets. You can see it at the Railroad Museum of Pennsylvania, and it does look better welded!

Loewy also designed many other things, like Studebakers, including one which rates near the top of my list of “Best Looking Cars

Ever” for the 1953-55 cars. See **photo 1** for a Dinky Toy version of the ’55 and maybe you’ll agree. By the way, that is a rather rare version of the Dinky Toy. It’s far more common with only the top painted in the contrasting color. But enough about cars. On to Lionel®.

Much like Lionel’s models of some other trains, which were cutting edge in the 12-inch-to-the-foot world at the time, Ol’ Josh Cowan must have had a pipeline into the PRR design department. Loewy’s team started work on the streamlined K4s in February, 1936. Lionel introduced its first version of it in the 1936 catalog. Not bad, considering they had to design, manufacture, and ship the dies before it could be introduced. The die was made of 1050 carbon steel by Societa Meccanica le Precisa in Naples, Italy. In case you wonder how I know, it’s because I have a paperweight made from the die. I was lucky when the best toy train club on the planet made them available at one of our Conventions.

Back to the Loco

The #238, with or without an “E” – they all had the E-unit, and Lionel soon dropped the “E” distinction from the catalog and the name plates – was catalogued from 1936 through 1938 and continued uncatalogued through

1940. It came in gunmetal during the catalog years, and shifted to black. Note that I do not see the loco in the 1936 catalog, but it does appear slightly stylized on the cover. In 1937 and ‘38, it is shown with red #600/601/602 passenger cars or four #650 series freights. In 1939 it was gone from the catalog. Similar to my comment last issue, this is a passenger loco, people. While the #600s will set you back more than the #650s, I’d say go for them. This is a moderately expensive loco on the collector’s market, although the earlier gray ones seem to be dropping a bit. The loco came with a variety of tender numbers, #265/2225/2265, but they all look the same. The ones with the extra “2” have box couplers. Be careful here if you want to operate the loco. Some came with

Photo 2



Cannonball

Photo 3



Photo 4



Photo 5



high mounted box couplers, some low and that will affect what runs behind it. More on that in a future article. This was a top-of-the line O-gauge loco. It was always catalogued with a whistle tender. One other comment – this engine is a 2-4-2, the real one was a true Pacific, a 2-6-4. But who's counting! See photo 2.

The Little Brothers

Never one to ignore any portion of the market, Lionel created a second casting of the torpedo and used it for three engines. One was the clockwork #1588, a simple 0-4-0 version which is not in evidence on my BCC&PRR layout, hence no picture. It was catalogued in 1936-37, and came only in black. It had a four-wheel #1588T tender with a whistle. Not sure how that worked with a wind-up loco, but it was one of several sets Lionel sold with that capability. One of these days I'll have to look into that. Interestingly enough, this loco will cost you a bit more than the electric versions described below.

Next up is the Lionel Jr. version of the torpedo, which was the #1688. Like its big

brother, the #238, it was a 2-4-2 and came in black or gunmetal gray. Like the #238, it's hard to find in the catalog in 1936. You have to look for a small picture on page 44, which shows a #1698EW whistling Lionel Jr. "Torpedo" outfit. It must have been quite a project to get from design to production and shipping in time for the catalog. This was the only time I could find a picture of this loco in a catalog. Other than the #1588, this was the bargain version. It had a single rod for running gear and came with the #1689 or #2689 tenders, with or without a whistle as shown in photo 3. The loco ran in sets from 1936 through 1941. Again, the change from "1" to "2" in the number means a change to box couplers.

Last is the fancier O27 #1668. Lionel added a set of drivers, and the 1937 catalog makes sure you know it: "NEW SIX-WHEEL DRIVERS" right up at the top of page nine. This engine and the big Hudson, also debuting in the 1937 catalog, were Lionel's first engines with six-coupled drivers. It, too, came in both gunmetal and black, and again,

gray first, black later. From 1937 to 1940 it was catalogued with either three lithographed red #1690/90/91 passenger cars or three #1680 series lithographed freights. In 1941 the passenger set changed to a two-car blue #1630/31 pair. The freight stayed the same. Both were among the missing in 1942. Same advice as before about which cars to operate with this steamer. Photos 4 and 5 show both colors of the #1668. Look carefully again at photos 3 and 4 and check the levers for the E-units. The locos have different motors which made for differences in the castings.

Most price lists show little difference between any version of the smaller torpedoes which agrees with my experience, but the latest *TM Guide* says they're going up, especially the gray ones. Personally, I see them all over. Lionel must have sold them like crazy. I've seen more of these around than anything else in prewar steam from Lionel. In fact, my first prewar loco was the gray one pictured in this issue. Heck, I didn't even know it was prewar when I bought it! It just had that strange coupler.

Multi-Level Marketing

These locos are interesting because they clearly demonstrate how Lionel targeted all segments of the market. Beginning with the clockwork #1588, they progressed up through the Lionel Jr. #1688, the O27 #1668, and the O-gauge #238. Each step added detail and better motors, and the move to O gauge resulted in a second, larger casting. Their prices reflect this. The #1588 sets were \$2 to \$2.50. I don't have a price for the #1688 since it was uncatalogued, but the #1668 started at \$9.95 without a whistle, \$13.75 with it for either passenger or freight. More expensive sets added track and a pair of switches for about \$5 additional. They went down about \$3 per set in 1938, up about a dollar in 1939, and up again in 1941. Sets with the #238 were \$21.75 in both 1937 and 1938.

So what did you get for your money? **Photos 6, 7, and 8** show how the running gear became a bit more detailed as Lionel moved from the #1688 to #1668 to #238 respectively. **Photos 6 and 7** also show more differences in the castings required for the different motors noted earlier. Look at the screws on the #1688 and the blanked-out spots on the #1668. In **photo 9**, the increase in size for the #238 is obvious, and in **photo 10** you can clearly see the difference in the quality of the motors and pickups, etc. Differences in the tenders are shown in **photos 11, 12, and 13**, particularly the size and detail on the big tender for the O-gauge version.

Photo 9



Photo 6



Photo 7



Photo 8

By the way, it's not just collectors who refer to these engines as torpedoes. So did the PRR.

Trivia Answer

In case you ever get to compete with Watson on Jeopardy and need to know, the Avanti was the last model Loewy and his shop designed for Studebaker. Like his earlier designs, it was well ahead of its time. See **photo 14**. Introduced in 1962, it failed to end the slow decline of the corporation, but it was far more stylish than the Larks rolling off the production line at the same time.

See you next issue along the rails of the Tinplate Cannonball.



Photo 14

Photographs by Ken Morgan

Photo 11

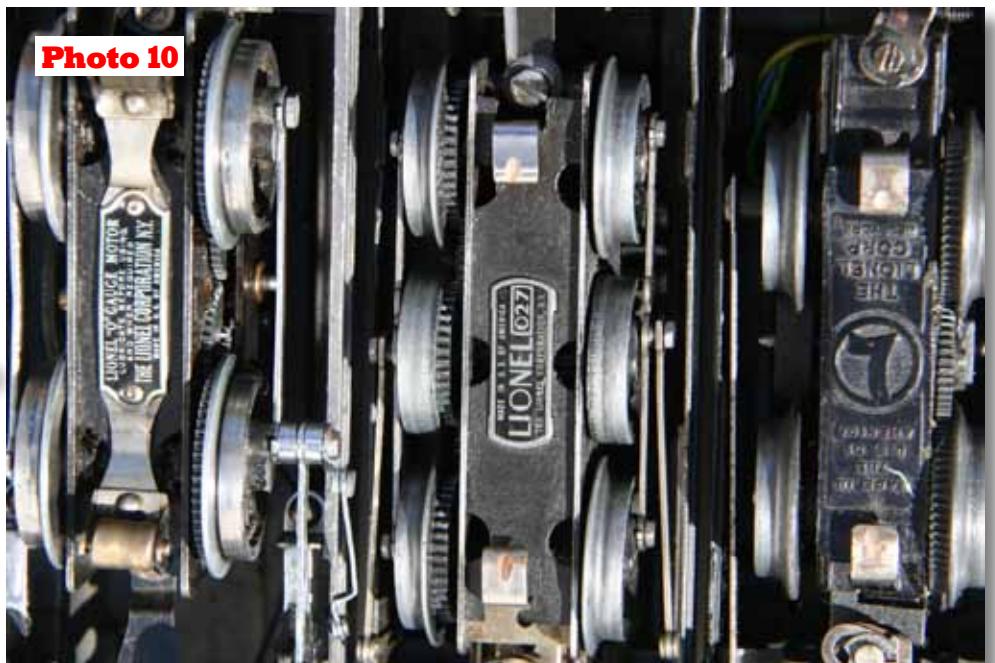


Photo 12

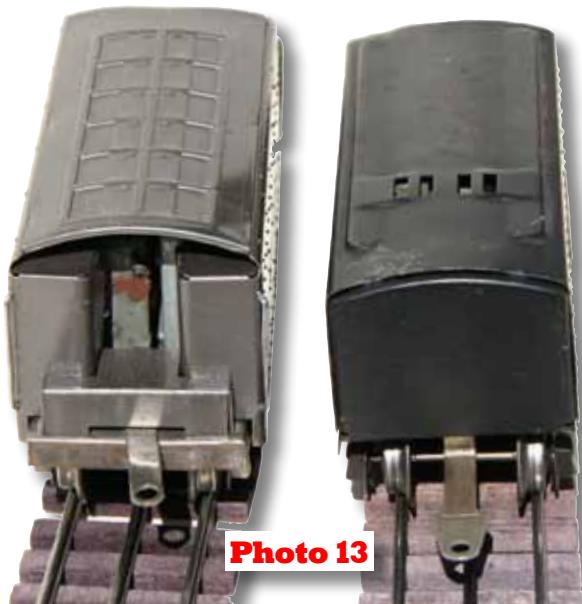


Photo 13



Bob Carter
RM 6620

LCCA & WGHOT - a Dynamic Duo

HIGHLIGHT:

"We described the activities for youngsters and our family-friendly events: steam train rides, interesting museums, tours of fascinating places, typical Texas food, fun social events, and the Lionel Seminar."

L to R: Bob and Angela Trotta Thomas and Linda and Richard Kughn dropped by the LCCA booth at the WGHOT show at Edison, NJ.

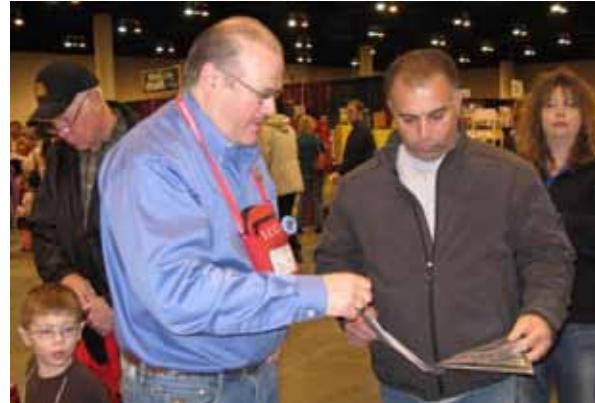


It's been another successful year as neighbors for LCCA and Lionel®. Once again, we were display booth neighbors at the spectacular series of train shows organized by the World's Greatest Hobby on Tour group based in the suburban Chicago area.

The 2010-11 Season

LCCA appeared at train shows at St. Paul, Columbus, Omaha, Atlanta, Edison (NJ), and Tampa and fascinated children of all ages. At our booth, visitors enjoyed the fun of Lionel trains and heard our story about the LCCA.

Youngsters from 2½ to about 10 years old "drove" the battery-powered "Little Lionel" steam train set along its track on a floor layout. The big grins on their little faces showed the thrill of running the little train up the hill, over the bridge, down the slope, and around the curves as the engineer in charge. Many of the kids were so engaged with the train that they did not notice their parents or grandparents were purchasing this train set as an upcoming birthday or Christmas gift.



President Al Kolis explained the benefits of LCCA membership to a visitor to the LCCA booth at the WGHOT show at Omaha, NE.

A Grandpa in Georgia

A grandfather, who was also an exhibitor at this show, bought a "Little Lionel" set for his grandson who was coming for a visit. After the show on Saturday night, grandpa took the train set home, put it together, and had fun running it himself. He said he wanted to check it out and make sure it worked. If that's his story, we'll stick with it! But don't we all know the real deal?

A Record-breaking Year

This year was another successful effort in recruiting new members to LCCA during these train shows, which is the main reason we participate.

The WGHOT series of train shows is an effective way to present LCCA to those that otherwise would not hear about us. We exceeded the records of previous years because more attendees are interested in Lionel and the train hobby. Also, I believe we're getting better at presenting our story to those who visit our booth. Some have said, "For \$30, why not? I spend that much on several trips to Starbucks in a month but don't get much more than a cup of coffee!"

All enrollees received a current copy of *The Lion Roars*. Some remarked about the variety of the articles and photos and the quality of the magazine. We told them, "You haven't seen anything yet! Join us at the Convention in Dallas this year, meet hobbyists like you from around the country, and make some new friends." We described the activities for youngsters and our family-friendly events: steam train rides, interesting museums, tours of fascinating places, typical Texas food, fun social events, and the Lionel Seminar.

If the WGHOT shows continue next year and we visit a city near you, be sure to stop by and say "Hi" as many members did this year, including the club's founder, Jim Gates. We'd love to see you and "talk trains."

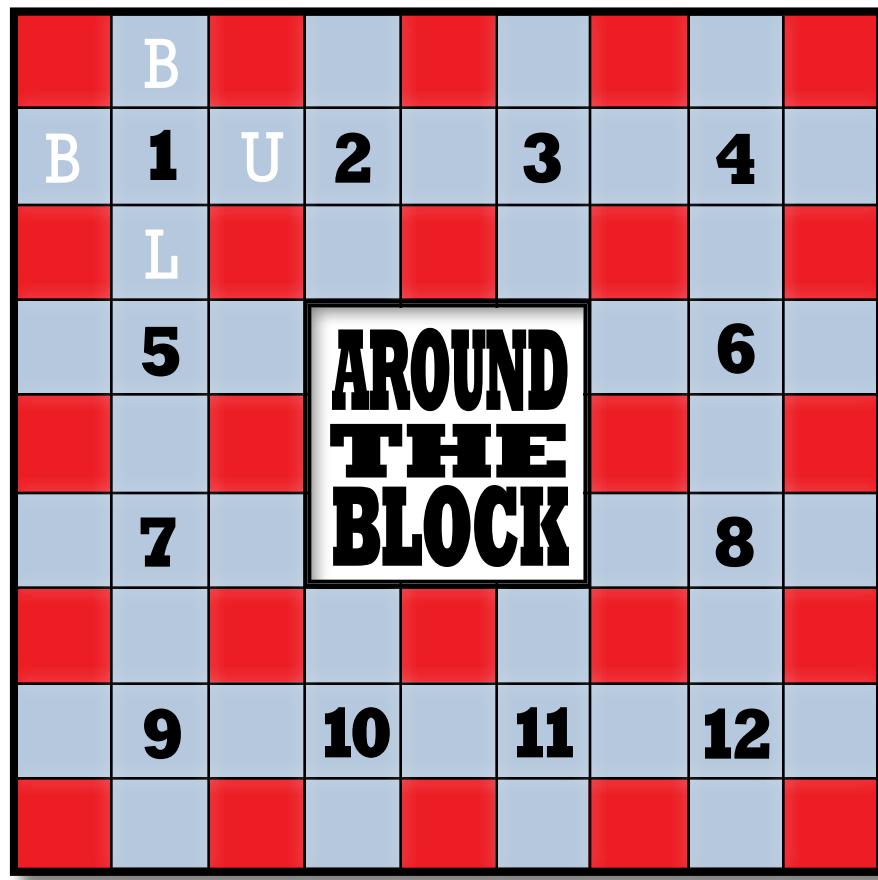
Photographs by Bob Carter and Ed Richter



The answer to each clue is a four-letter word that is to be placed in the boxes encircling the corresponding number.

Note that some words will be entered clockwise (c) and some counterclockwise (cc).

The first word has been entered to help you get started and letters in adjacent boxes will help you determine in which squares the letters go.
Enjoy!



Clues.

1. Inside searchlight (c)
2. Disney _____ with three nephews (cc)
3. Water _____ held up by trestle (c)
4. Lifeblood of the steam era (c)
5. Western & Atlantic baggage car carried _____ (cc)
6. Vista-_____ (cc)
7. Unit of power (c)
8. Locomotive warning device used when coming into a station (c)
9. Normal section of Super O track has 16 _____ (c)
10. 18 gauge hook-up _____ (cc)
11. Cable wound on an orange _____ (c)
12. Third-_____ roller (cc)

Dino Delivery



Train layout provided by Arkansas Traveler Hobbies in Bald Knob, AR. 501-724-5326

Creative play is the “work” of children, and thoughtful parents and grandparents can provide an imaginative stimulus for playful adventures. Your LCCA Junior Member could be the rescuer of dinosaurs at the brink of extinction to the safety of a zoo park, be the enabler of migratory treks of dinosaurs from winter to summer climates for survival, or be the conductor for a family of dinosaurs on a vacation trip.

Your JM can imagine that dinosaurs need transportation too; perhaps aboard a train traveling from their swampland homes to the feeding grounds. This Lionel® car brings fun to

creative play! Designed by LCCA and made by “Big L,” this production is limited to only 500 pieces.

LCCA offers its first car made especially for JMs and also for those who are young at heart. The Dinosaurs Transport Car includes several dinosaur figures. The selection of dinosaurs will be mixed for the sake of variety. The gondola has metal (not plastic) trucks and bears a colorful design.

Heads up: another JM-oriented car will be announced in 2011 – an animated car with skateboarders in action intended for older JMs.

MAIL THIS ORDER FORM OR PLACE YOUR ORDER ONLINE

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

DO THE MATH

Dinosaurs Transport Car(s) @ \$44.95 each

\$ _____

Subtotal (in U.S. funds):

\$ _____

Minnesota residents: add sales tax — 7.25% of sub-total

\$ _____

Shipping & Handling in Cont'l U.S. — add \$9.95 per car

\$ _____

S&H to AK, HI, & Canada, add-on \$3 each to U.S. S&H

\$ _____

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Total (in U.S. funds):

\$ _____

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(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.

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

Phone: () _____ e-mail: _____

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