



The Lionel Legacy Users Group
April 24, 2015

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Friday April 24th 2015 7:30AM to 8:45AM

Breakfast at 7:30... Discussion begins at 8AM

Alexander's Family Restaurant

840 Carlisle Road

York, PA 17404 (717) 846-1041

One block from the fairgrounds rear entrance.

Downstairs banquet room (Ask for Paula)

The Lionel Legacy Users Group is not affiliated with Lionel Trains in any way other than sharing the enjoyment and trading of information related to operating the Lionel Legacy System.

Breakfast will be served from a selected menu of choices at a nominal fee. Gratuity and cost of breakfast is the responsibility of each individual. While we don't require you to sign up, please give us a heads up that you are coming if possible. The room is limited but so far we've only had standing room once.

Our agenda for this morning is simple.

- Breakfast at 7:30 followed by introductions.
- We will review the questions submitted via the OGR Forum and give Lionel's answer to them.
- Demo the new LCS App, a new addition to the Lionel Legacy family, and a LCS Partner App.
- Typically we are joined by members of the Lionel's team for some Q&A.
- 8:45 End.
- Afterwards folks can stay and check out what we have shown during the meeting.

The submitted questions for Lionel....

1) Is there a maximum length for a run of LCS cabling (combined length) and how many LCS devices can be supported at once?

Module to Module cable length has been tested at 100ft, and no signal concern was noted. It should easily be good for 200ft between modules. We plan to make a cable-to-cable joiner; with optional power injection. The LCS modules each have a power requirement stated in the manuals, and each module type has a different rating. The number of modules with their current draw cannot exceed the power supply rating. We realize that additional power may be needed on large setups, so this is why we will have a power injection port on the cable joiner. It is important *not* to use a power supply with higher current ratings, as the cabling would not handle the higher currents.

2) When will the STM be available and which switches/machines does it support?

This module is in production; and will be available soon. The exact date is not something engineering knows, but I would hazard a guess within 3-4 months they will land at the dealers.

3) Can you demo the correct wiring to connect multiple uncoupling tracks and/or other accessories to an ASC2 module?

Sure, I think the best would be to update the Lionel.com/LCS site with some use models.

4) Any chance that they can tell us what new features aux 3 will unlock?

Sorry, we plan to announce the functionality at some point in the future. We did receive information that the A/F Challenger reacts to this button by "boosting", we are sorry about the bug in the Challenger, so please don't use the AUX3 button on this product.

5) When in Train Link Mode and viewing/operating the linked cars in the train, can the software be modified so that the velocity knob, horn/whistle slider and the train brake operate the engine in that train? Does that make sense?

This is possible, and a bit of a problem as some train-linked product needs the throttle (Track Crane for one), we may be able to selectively control how the throttle is assigned. This is still on my list of items to explore and potentially make changes to the Cab-2 code.

6) I ask every year but I would like the Cab Interior On/Off button to be a master switch. For example when button is in the Off position the cab light will not come on when the engine stops or reverses directions. Switching moves look silly with the cab light constantly going on and off IMHO.

I reviewed the issue and sorry to say the change would involve changing locomotive software, and as such would not be possible to fix from the Cab remotes. I have extended the time after stopping before the cab light turns on, but I realize this is not what you are asking. I don't see this being changed on the products.

7) "What is the future of Legacy in light of the apparent success of Lionchief?"

This is a marketing question, and I do not have any insight on this topic. Swing by the Lionel booth at York, and ask the marketing folks their opinion. IMHO, I do believe Legacy is quite successful, so Lionel is fortunate to have many product lines and offerings we can be proud to deliver.

8) When will we see an update to the LCS app. I need more track selections. I need to triple track a curve. Only two different curves to select from and they don't make a good double track curve. Way too many approximations that look bad on my LCS app. I am not looking to do layout design with it but it needs to look good. Need to set switches so the divergent path is green and strait thru is red.

We constantly improve the LCS and iCab apps, and take suggestions to heart. Understand LCS is not a layout tool, but more of a virtual control panel tool, as you noted. Why do you want the divergent path green? What if we made the color, say blue, for both directions? The real visual message is the straight line or curved line, right?

9) What happened to the 3rd party apps for LCS?

We have some serious developers on many levels. Not all development is centered on an app. I believe you will be seeing some handiwork of our developer folks at this LUG meeting!

10) Any plans for a block status monitor BSM?

Not at this time.

11) End of train detection?

Currently in our product architecture, and marketing permitting some ideas have been submitted for development and productization.

12) A way to ID for older locos?

Yes

13) Will there be an app that will control the automation?

Are you volunteering?

14) Is there any potential danger/problem, electronics-wise and beyond normal wear, to running Legacy engines for prolonged periods, say 4-6 hours at a stretch (keeping them properly lubricated and smoke units filled, of course)? (Like overheating.)

I would say that environmental conditions are a big factor, such as temperature, track voltage, load on the loco, etc. If you are pulling 100 rolling stock cars VS 10 rolling stock cars, the answer would be different as to the recommendation of the running session. In general, I like to recommend 2-3 hours and then give the loco a break.

15) My question is using the new ser-2 are the ASC's used in his test (from last year's LUG answers) the older 24 asc's Lionel is currently selling?

I am not sure what the question is, but I provided the picture of the 24 ASC's connected to the SER2. The ASC's were currently in the customer's possession for some time before I helped them wire up the SER2. I am not sure Lionel is selling ASC's, but I have a few I would like to sell!

If so will lionel be marketing newer asc's not requiring any add on electronic resistors so the one ser-2 can run all 24 ASC's?

I made a design change to the SER2 after my experience with the 24 ASC project. However, if any person experiences drive level issues, we can help folks resolve the problem. One of the frustrations is the older IC Control product lines had different serial loading requirements, therefore all situations are unique and not easily resolved in a "one design fits all". This is why we engineered and resolved all of the loading/booster needs/cable frustrations with the new LCS modules.

16) Also as of right now how many older Lionel devices will a ser-2 actually run connected to the Legacy Base as is no other electronic gizmos needed?

See my above answer, basically this question cannot be answered. Each of the older modules are unique and present different loading. We priced the SER2 low to help folks make a minimum investment to resolve their serial bus loading issues on the older modules, especially with the Legacy base serial drive level problems folks have experienced. Use as many SER2's as you need to drive your older modules.

17) Can it work 12 bpc's and 8 tpc's as is right now?

If this configuration worked on the BASE-1, then I should work on the SER2 as the serial driver circuits are the virtually the same.

18) Follow-up question from 2014 fall meeting: I asked if there are plans to update the LCS APP to control AMC's and OTC's with both operating and uncouple functions. Response was that Jon would ask Rudy to make a list of currently non-supported modules and that with time and revisions to the LCS APP we may be able to support some of the non-supported modules functions. Question is: Any progress on supporting the currently non-supported modules in the LCS APP?

We have not made significant progress on this goal. We are, in some cases, unable to support the older modules as the commands are not conducive to the newer command sets and presenting a good User Interface. We will endeavor to keep improving the support in this area.

19) Would Lionel release an external card-writer (for purchase) that we could plug a railsounds card into to flash the card with a downloaded file sound set? This external writer could plug into a laptop via USB cable. Lionel could host the file sets on line and customers could download the file set (perhaps for a fee) to the laptop and then install it on their railsounds cards. Clearly this would be a lot of work for Lionel because they would have to host the file sets and create multiple versions to entice downloads. They could make money on the external writer and downloads though. Maybe they could create engine number specific file sets with cab

dialog that people could purchase or NO cab dialog file sets for those that are bothered by them.

I know we would not be able to select a specific whistle or bell but would rather have to select and download a complete file set, but I still think it would be cool.

Anybody thinks this would be worthwhile?

This is a tough one to say yes, as Lionel believes the number of folks who would open the loco and reprogram the sounds are fairly few and far between. I do not believe this idea will come to pass.

Oh, and pass along a BIG THANK YOU for updating the LSU with switches, trains and routes...that is great and much appreciated!!

You are most welcome, and now I feel bad I could not do more to accommodate your first request!

13) When the LCS APP boots up, any block power icons come up in the ON position. I think it would be nicer if they boot up in the OFF position. This is true no matter how the BPC2 is programmed, that using the feature of the BPC2 coming up in the position of how they were set on power down.

This used to work, and I will look into what happened for the next LCS update.

The track switch icons come up in the OFF position. It seems perhaps there needs to be a monitor for these other functions like the STM2 that is being proposed. Any comments? At least that is how my LCS APP is working.

Also as the BPC2 above, this should work, as long as the switch configuration type is the ASC2/BPC2, etc. Some of the older module support would be limited in this area.

This question also relates to my earlier comments about supporting older modules and having them fit into the operational UI and user experience. We simply can't deliver a good UI with some of the older technologies. We could make more "monitor" modules, however we think it may be more cost effective to simply buy a newer module instead of a monitor module for an older IC Controls product.

Thanks to Paula and Alexander's for our meeting place.

The Legacy Users Group would especially like to thank Jon Zahornacky, Mike Reagan, Rudy Trubitt, Phil Hull and the entire Lionel team for their continued support.

Dave Slie for recording and editing the presentation!

A special thank you to the Legacy users for sharing your experiences. We all learn a great deal from each other and that is what it's all about.

Your Legacy Users Group Hosts are Will Allen, Chris Bojanower, and Marty Eibeck.

**Keep reading to see
the flyers for the new
LCS Partner Apps
and computer
program!**

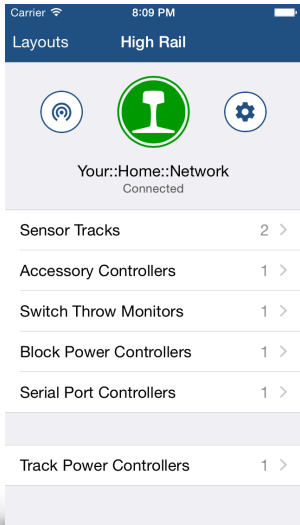


High Rail

highrailcompany.com

spring 2015 for iPhone and iPad

Manage LCS Modules

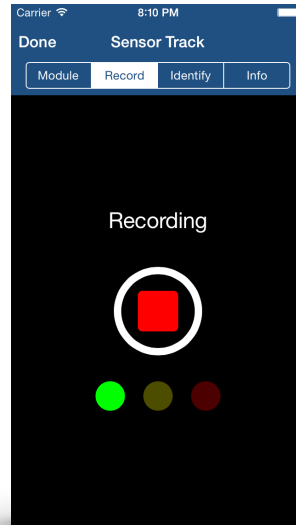


dynamically discovers connected LCS modules

Legacy Base integration

turn track power on/off (requires TPC or PowerMaster)

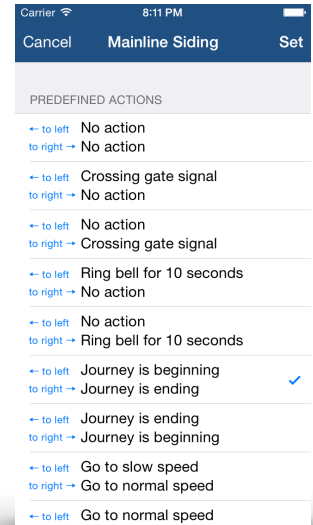
Record



start a recording **without** pushing the Sensor Track "hardware button"

- lots of recording space
- limited recording space
- wrap up the recording

Change Sensor Track Action

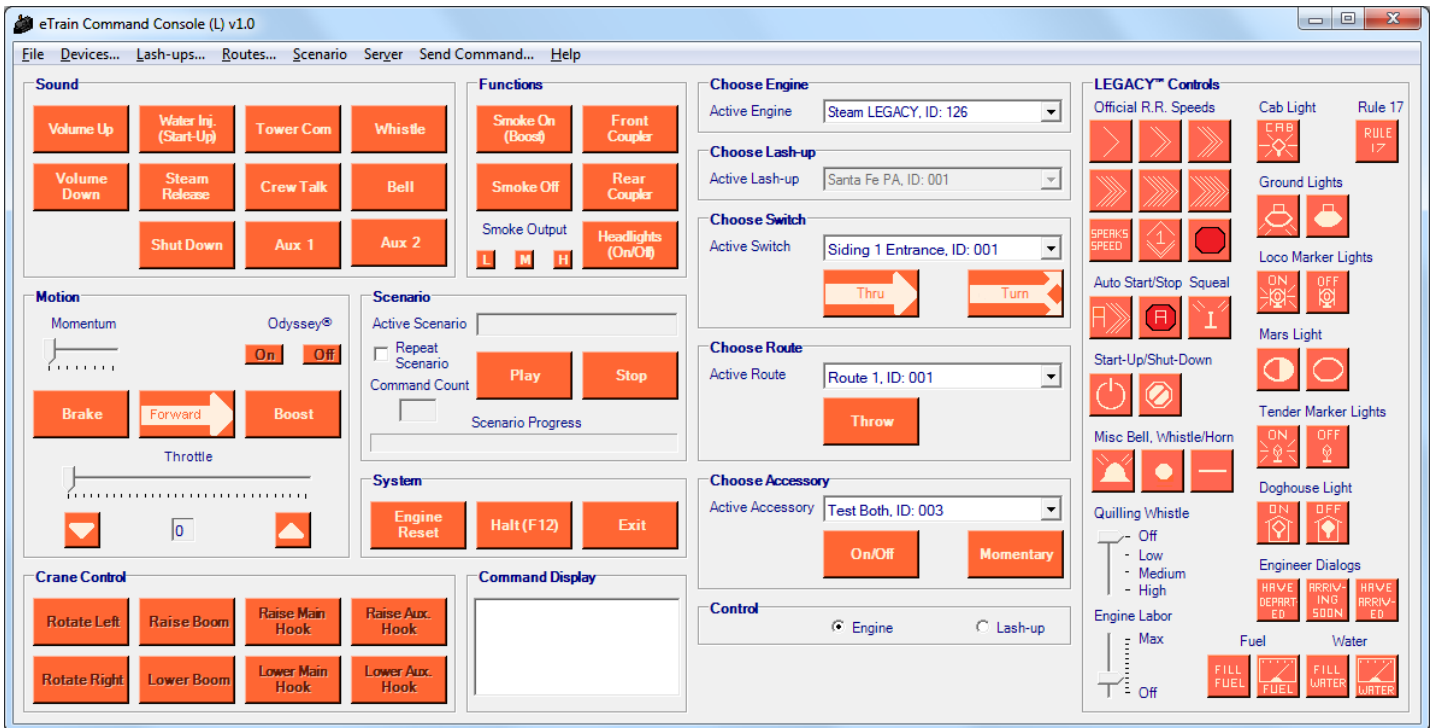


quickly change predefined action

eTrain Command Console (L) v1.0

eTrain Command Console (L) is a Windows application used in conjunction with your Lionel LEGACY Control System and your Lionel Layout Control System available on ebay. With this application you will be able to control almost everything you do now with your CAB-2 Remote. I also have a strictly TMCC version called eTrain Command Console, also available on ebay.

Also available is an Android companion app that can be found on Google Play. Just search for eTrain Command Mobile.



To purchase or for more information please email Harvy at eTCCSupport@Comcast.net

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