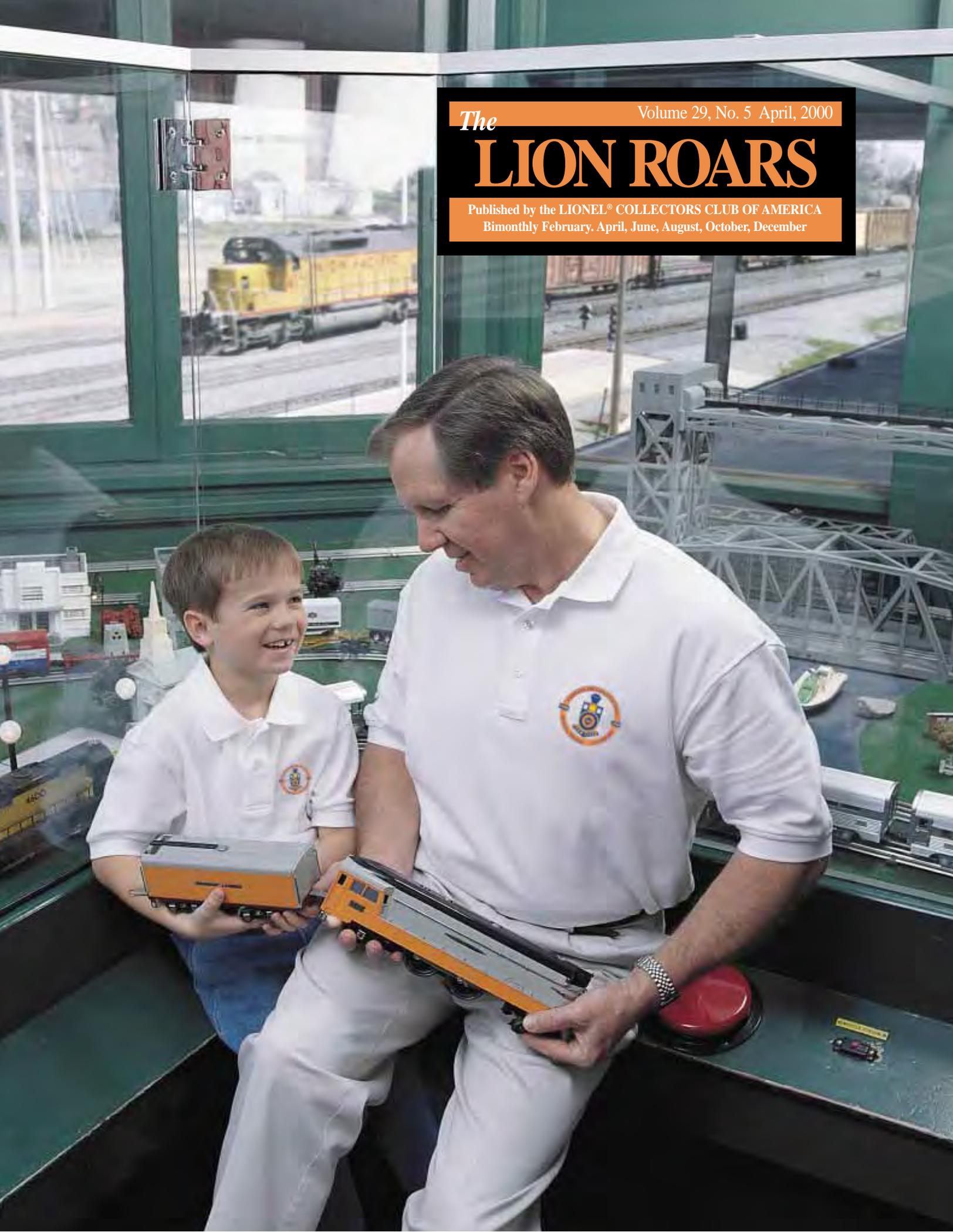


The

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LION ROARS

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The President's Report

by Al Otten

HCM 429

Year 2000 Convention



Our year 2000 convention plans are progressing nicely. There will be many surprises for all attendees in addition to all the great tours we have lined up.

Registrations are pouring in at a record pace both from our LCCA members and our LOTS friends. As I write this report on March 3rd it is obvious that most if not all of our tours will be sold out by the time you receive this issue of *The Lion Roars* in early April.

Important Convention Notes

Those of you who are planning to visit Canada during or after attending our Convention in Dearborn need to remember the following information. A driver's license is NOT acceptable proof of U.S. citizenship. Three pieces of identification will be accepted by the Canadian and U.S. Border Patrols — they are:

1. Passport
2. Birth Certificate
3. Voter Registration form.



The tables in the Trading Hall will be back to back, with aisles between the rows. The only exception to this setup will be the outside walls of each hall where there will be a single row of tables generally reserved for our dealer friends. If you need a set of tables together, please specify that on your registration form.

Lastly, there are several restrictions regarding our tours. These must be followed without exception: no child strollers allowed on any tour and no shopping bags, large purses, etc. Please don't embarrass the Club or yourself by attempting to circumvent these rules. Thanks.

Year 2000 Convention Car(s) - Maxistack

Like the LCCA Third Decade Locomotive and Caboose, the maxistack (LCCA and LOTS versions) Convention cars will be shipped to you in early October 2000.

Year 2000 Third Decade Engine and Caboose.

I am pleased to report that the sale of our metal plated, SD-40 Engine and Caboose with its unique Platinum Mist finish far exceeded our expectations. I am also pleased to announce that the Crew Talk in the SD-40 will be unique to the LCCA. Crew Talk announcements will be voiced by Neil Young. How's that for an unexpected plus!

As mentioned in the February, 2000 edition of *The Lion Roars*, we have ordered only the number of sets that we had orders for as of March 1, 2000.



Upcoming Elections

The year 2000 election slate has been approved by your Board of Directors, and the names and positions are listed below for your consideration. Voting in the election is not just a privilege, it's a duty. When you receive your ballot by mail take the time to study the nominees and their qualifications — and vote early.

Two Year Director (vote for 2)

L. Caponi	W. Schmeelk
D. DuBay	C. Sahm, Jr.
J. Ourso	A. Schwartz

One Year Director (vote for 1)

W. Button	E. Richter
J. Loventhal	

Secretary (vote for 1)

D. Clad	D. Dennis
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Local LCCA Meets

In the last issue of *The Lion Roars* I encouraged members to host a sanctioned local LCCA train meet. Additionally, President Elect John Fisher and member Leonard Hopkins wrote articles explaining how easy and rewarding it is to host a local meet, especially when you consider that the Club pays all expenses. As a member, you have an obligation to try and make your club even better than it is. Hosting a successful train meet is one way to promote the club, so jump on board! Contact John Fisher now.

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ON THE COVER:

Proudly wearing their 2000 Convention logo shirts, they show off their favorite locomotive at a local train museum.

Contacting the LCCA Business Office:

Contact the Business Office at the address below or by e-mail <lcca@cpointcc.com> or by fax: 815-223-0791.

**LCCA BUSINESS OFFICE
 P.O. Box 479
 LaSalle, IL 61301-0479**

They will take care of: applications for membership, replace membership cards, reinstatements, change of address, phone number changes, death notice, commemorative orders, convention registration and club mementos.

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People To Contact:

President - Always available and as a last resort.

President Elect - Schedule a meet.

Immediate Past President - Complaint against another member.

Secretary - Any administrative action not handled by LCCA Business Office.

Treasurer - Club finances only.

Librarian - Back issues of *The Lion Roars*.

Editor, TLR - "Make good" copy of *The Lion Roars*.

LCCA Board Meeting Minutes

October 16, 1999, York, PA

The meeting of the Lionel Collectors Club of America was called to order by President Otten at 3:03 p.m.

Secretary Lou Caponi called the roll. In attendance were: President Al Otten, Past President Harry Overtoom, President Elect John Fisher, Secretary Lou Caponi, Treasurer Eric Fogg, and Directors Bill Button, Larry Black, Don Carlson, Dienzel Dennis and Bill Schmeelk. Also in attendance was Barry Findley, Chairman of the Finance & Constitution Committee.

A motion to dispense with the reading of the previous minutes was made, seconded and approved.

Stated Business

Immediate Past President Overtoom reported he is working with the Hyatt in Lexington, Kentucky, to lay the groundwork for the Club's Annual Convention there in 2001. He also stated that further along in the meeting he would discuss the archive inventory that is being stored in Lexington.

Treasurer Fogg reported that the Club remains in good financial condition and all club bills have been paid. His report was accepted.

Secretary Caponi reported as of October 1, 1999, the club has 11,065 active members consisting of 10,514 Regular, 437 Family, 27 Charter, 2 Honorary Charter, 1 Honorary, 10 Courtesy and 74 Foreign members. We have a total of 13,965 dropped or deceased members and the last membership number assigned was 25,030. Mr. Caponi went on to report he sent out 206 reminder letters to those members who have not renewed their dues. Report accepted.

President Otten announced he would give his report as we proceed with the meeting.

Director Larry Black and member Barry Findley spoke about their New Millennium Committee and its goal to find new ways and capabilities of serving our membership base. Director Black explained this new computer technology would require some additional funding. A motion to approve further funding for this program was passed.

President Elect John Fisher gave his final report on the Ft. Worth Convention and stated that all bills were paid and all club business pertaining to the convention has been handled.

Barry Findley, Chairman of the Finance and Constitution Committee reported that the finance committee would continue to review monthly statements and scrutinize all of the clubs investments. Report accepted.

Secretary Lou Caponi, Chairman of the Product Development and Convention Car Committee, discussed some of his goals and new ideas for upcoming convention cars and special club offerings. He intends to offer exciting new products with affordable pricing. Report accepted.

President Elect John Fisher, Chairman of the Annual Convention Oversight Committee, and Director and Year 2000 Convention Host Don Carlson along with President Otten explained to the board the purpose and goals of this committee. They went on to say this committee should help to further improve and continue to provide our membership with the fine quality Annual Conventions they have grown accustomed to. Report accepted.

President Otten then gave his report on Year 2000 Locomotive and Caboose. He provided the board with a prototype of both pieces. The board then decided on the final deco. President Otten then presented pricing and payment programs to the board for approval. A motion to set the price at \$675 with a three-stage payment program was approved.

Director Button reported that the new "short form" for the *Interchange Track* has been working quite well. He also stated the new larger capacity fax machine has reduced the problems caused by the machine running out of paper as members faxed in their ads at the deadline. Report accepted.

President Otten reported the work on the new *Roster* is about complete and they will be ready for mailing very soon. Report accepted.

Past President Overtoom reported on the club's archives inventory and supplied the board members with a list. The board will be making decisions shortly as to what will be done with these items. Report accepted.

President Otten presented his report on the 1999 Stocking Stuffer. He said the Airport Hangers were about to arrive at Bachmann in Philadelphia. He explained to the Board that Secretary Caponi would inspect the product and authorize its release for mailing to the membership. Report accepted.

Barry Findley, Chairman of the Constitution and Finance Committee, reported on the status of the LCCA Procedures Manual update. He explained that the changes were made and it was almost ready for mailing to the Board and Officers. Report accepted.

New Business

The Board was joined by Dick Maddox, President of Lionel LLC, and Tom Blischok, Senior Corporate advisor. The Board thanked both Mr. Maddox and Mr. Blischok for taking the time out of their busy schedules to come and speak to them.

Mr. Maddox recapped the wonderful opportunity he had to spend time with some of our club members in Fort Worth. He said he was absolutely overwhelmed by the support and kindness shown to him and was pleased by

the passion and loyalty our members have for Lionel trains. He told the board that he is already anticipating the year 2000 Convention. He and Mr. Blischok said Lionel intends to develop, manufacture, market and service the best electric model trains and accessories in the world within a competitive environment and intends to keep the magic of the Lionel tradition living for another 100 years.

The next board meeting will be held on February 26, 2000, in Dearborn, Michigan.

Meeting adjourned at 6:15 p.m.

Respectfully submitted,

Lou Caponi

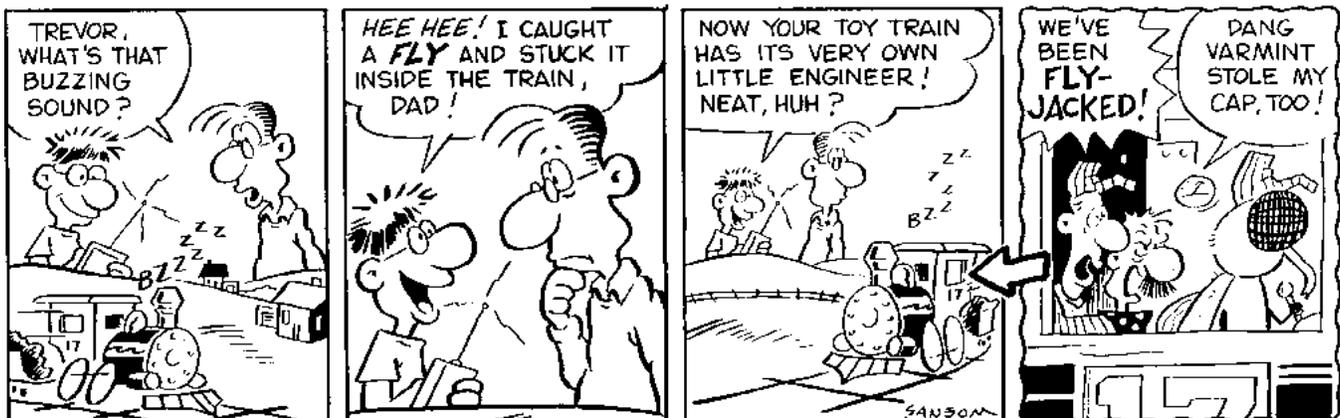
LCCA Secretary RM 8735

Meet Hosts Wanted!

Contact John Fisher
(651) 454-6644

Toy Trunk Railroad

by Erik Sansom



News from Lionel

Lionel Licenses Its Technology

Editor's Note: This announcement by Lionel LLC was presented to The Lion Roars and the train hobby press on February 11, 2000, by Bob Ryder, Vice President, Sales, Lionel LLC.

Lionel is committed to the most innovative, technologically advanced products in the train hobby marketplace. As we begin a new century, our dedication to innovation and progress remains the cornerstone of our business.

LCCA members have enjoyed a front row seat from which to view the development of the next generation of Lionel electronic locomotive control. From Toy Fair to York, from Annual Conventions to trade shows, many of you have seen the evolution of one of the most important advancements in the history of model railroading — true speed control. Lionel first demonstrated this technology in 1998 at the York Fairgrounds with a prototype Odyssey™ motor. Since then, this incredible advancement has developed into a complete system in the year 2000, known simply as the Odyssey System™.

Developed after years of research, countless hours of testing, and trips to and from the drawing board, this system offers Lionel train operators the unprecedented ability to control engine speed more realistically up and down grades, crawl or creep around the layout, and utilize motor resources more efficiently. The Odyssey System performs these tasks with existing Pullmor® and DC can motors, negating the need for specially designed, expensive, brushless DC alternatives.

“But what about the Odyssey motor the company has talked about?” you may ask. When the Odyssey motor was first introduced, the technology to allow speed control with conventional Lionel motors simply did not exist. In order to achieve the breakthrough we were looking for, a whole new motor had to be developed. But as is often the case with new technology, as one begins to work through the development of concepts and prototypes, new information is learned. Lionel engineers discovered that there might be better, less expensive ways to achieve the results of smooth operation at low speeds or constant

speed up and down grades. The electronics developed for the Odyssey motor could also be applied to high quality yet less expensive motors.

We asked ourselves, “Why build something for the sake of building it when its real value comes from what was learned in the development process?” The answer to that will soon be evident to all in Lionel locomotives with the Odyssey System — rather than an Odyssey motor — inside. In hindsight, we probably would have been better served not announcing the Odyssey motor prior to having it fully developed and operational. But without the time, money, and effort expended in its creation, we would not have today's Odyssey System.

The best part of the new Odyssey System story — beyond its ability to control locomotives — is that it's less expensive than the Odyssey motor we previously planned to produce and install in selected products. Lionel's Odyssey System will be installed in a number of locomotives scheduled for delivery in 2000. These are — the B&O EM-1, the all-new Harriman Consolidation Steam locomotives, and the new SD-90 diesels.

So don't be disappointed that the New York Central Mikado you ordered won't have Odyssey motors inside; instead, be elated that it will have the new Odyssey System with all the features you expected. It will run better and cost less! For convenience, Lionel will process orders for these items at the new, lower price. Customers will not have to make any adjustments.

The Lionel Odyssey System

Editor's Note: Lionel LLC provided this information to The Lion Roars and the train hobby press through the office of the President.

Richard N. Maddox, President and COO of Lionel LLC, announced at Toy Fair 2000 that Atlas “O,” K-Line Electric Trains, and Weaver Models have formed a partnership to license the Lionel TrainMaster® Command Control (TMCC) and RailSounds® technology.

“We are extremely pleased to form this alliance with Atlas “O,” K-Line and Weaver Models,” Maddox said. “This partnership is one more acknowledgement that TMCC and RailSounds is recognized by the toy train industry as the most realistic, highest quality sound system on the market. This joint venture will benefit the consumer by bringing compatibility of product from these industry leading manufacturers.”

Tom Haedrich, Atlas “O” President, said, “We’re pleased to be working with Lionel in this mutually beneficial endeavor that includes multiple manufacturers. Lionel’s new open approach with RailSounds and the TMCC system demonstrates that positive developments can quickly occur for the entire O-scale industry, and especially consumers, when manufacturers are willing to work together.”

“K-Line is excited to partner with Lionel and utilize their industry-leading sound and control system and technology,” said Maury D. Klein, President of MDK, Inc. “We applaud Richard Maddox for his forward-thinking approach to the electronics compatibility issue in the O-gauge market and welcome this standardization of model railroading operation for the new millennium.”

“We feel RailSounds and the TrainMaster Command Control digital operating control system are well known to be the best in the industry,” said Joseph Hayter, President and CEO of Weaver Models. “We’re very excited to be able to offer both in our products. Our number one concern is customer satisfaction, and we feel all modelers will benefit from this union as it will enable the customer to run a multitude of compatible products regardless of the manufacturer.”

The first locomotive with this licensed technology will be shipped in spring 2000.

Train Talk

by **Richard Maddox** President, Lionel LLC



Richard Maddox

I’ve just returned from the “Big Apple” where many Lionelers and I attended the International Toy Fair. This was my 42nd Toy Fair (minus three years in the army), and I’m always amazed that good old New York never seems to get old. I, on the other

hand, well ... let’s just say I can no longer take advantage of the abundant Manhattan nightlife if I’m going to answer the bell the next morning.

Lionel attends this show because it gives the company an opportunity to meet our wholesale and retail customers and show-off our latest product lines. Unfortunately, the show is closed to consumers, so there’s little opportunity for the Lionel faithful to be included. I thought it might be fun to give you an overview of the show — at least from my perspective — even though I’m the first to admit that it is biased.

Lionel displays its products with hundreds of other manufacturers in Javitz Center, a huge convention facility on the east side of New York City near the Hudson River. We’re segregated from the mainstream toy companies in an area full of hobby and related products including plastic model kits, die cast models, model planes, and of course other railroad manufacturers.

I don’t recall ever having a more satisfying Toy Fair! We were announcing and demonstrating new technology that was not shown in our new catalog to the accompaniment of rave reviews. We showed the Odyssey® System, an on-board mother speed controller that acts like cruise control to keep locomotives running at a constant speed up and down hills. This development of the Odyssey motor technology replaces this very expensive motor with smoother, more efficient operation at a fraction of the cost. We also demonstrated our new ZW YardBoss® transformer. “The Boss” includes a four-line digital window that displays a ton of information about the operation of a layout. It will operate two trains simultaneously and has a scale MPH readout. The most fun of all is the “flying handles” that react to the control throttle on your CAB 1. Customers loved watching the handles move mysteriously as if a phantom engineer was at the throttle.

What an exciting journey this is for Lionel and the Lionel enthusiast as technology moves forward at the speed of light. It’s great to be around for the trip. Sorry you couldn’t be a part of the crowd at Toy Fair.

Fiscal Responsibility and Teamwork

by Eric Fogg, LCCA Treasurer RM 12768

A Behind-the-scenes Look at the LCCA

Author's Note: People often ask about how our club is run and who is responsible for what. In this and some following editions of The Lion Roars, members will learn how the LCCA works.

Our club owes much of its success to consistency in delivering benefits and value to the members. Annual conventions, quality publications, and limited-edition collectibles are prime examples of the benefits. With fiscal responsibility and teamwork, the LCCA Officers and Board members provide these benefits at affordable cost.

LCCA holds down overhead by not establishing a national office or hiring any staff. Officers, Board members and appointed officials all serve as dedicated but unpaid volunteers. More importantly, each brings expertise from a specialized area and contributes many hours of personal time to keep the Club operating efficiently.

Officers and Board members receive a monthly report from the Treasurer on the Club's finances. They're able to track ongoing costs for the current period and the year-to-date, note trends, and consider alternatives. For example, the decision to print the *Roster* on an every-other-year time frame came from such an insight, and that change saved the Club over \$40,000 with little or no "downside." The Board also adopts and monitors special projects, like limited edition Convention cars, from the initial planning stage, through the production process, and on to final shipment of merchandise to the members. The Board judges the value of the current offering and factors that information into future projects; thus assuring cost-effectiveness and satisfaction.

Handling the finances for an 11,500-member international organization requires more than the active involvement of the Board. The Treasurer — that's me — works closely with the "LCCA Business Office," a computer service company contracted to handle our accounts and maintain our computer database. I also draw on the counsel of the Finance Committee to help set appropriate financial procedures and policy. In the strong economy we currently enjoy, this committee has been instrumental in helping direct prudent, secure investments while allowing the Club's revenue to grow.

Finally, to ensure that the Club's finances rest on a strong footing, LCCA employs an outside C.P.A. He reviews each monthly report and the complete year-end analysis, and then he provides a professional written opinion on the LCCA's fiscal situation and offers suggestions for continuing stability and financial health.

The next time you write your check for LCCA membership dues (which, by the way, have not been increased for many years), think about the return on investment you receive and the teamwork involved in handling the Club's finances responsibly.

LCCA Upcoming Train Meets

Saturday, July 1 Chattanooga, Tennessee East Ridge Retirement Centre

This annual train meet will be hosted by Club veterans Bill Stitt, 423-894-1284; George Baltz, 423-842-6094; and Ron Herman, 423-344-5799. The East Ridge Retirement Centre (formerly Days Inn) is located at 1400 N. Mack Smith Road off I-75, exit 1. Phone number at the site is 423-899-6370. Tables are \$10. LCCA members and family will be admitted free; guests \$5 each; guests with family \$7. Registration and setup, 9 to 10 a.m. Trading limited to LCCAers from 10 to 11 a.m. followed by guest trading from 11 a.m. to 2 p.m.

Saturday and Sunday, July 29-30 Dearborn, Michigan Hyatt Regency Dearborn

This event will be a special week-end feature of the year 2000 Joint Convention of LCCA and LOTS held at the Hyatt Regency Dearborn. The Trading Hall in the hotel will be open to Club members only on Saturday from 9 a.m. to 5 p.m. and on Sunday to members and the public from 9 a.m. to 3 p.m. Table rental will be \$25 each and may be reserved via the LCCA Convention Registration Form published in this (and the February, 2000) edition of *TLR*. Event co-hosts are Don Carlson, 734-462-4265, and Al Kolis, 810-229-2071.

Saturday, August 5 Avondale Estates, Georgia First Baptist Recreation Center

This train meet will be held in the Atlanta area at the First Baptist Recreation Center, 47 Covington Road in Avondale. Tables are \$6; there's no limit on number of tables. Set-up time will be 8 a.m. with members-only trading from 9 to 10 a.m. The North Georgia Tinplate Trackers modular club layout (O gauge) will be set up and running. Train club members admitted free. The event will be opened to the public at 10 a.m. Public admission is \$3 per person, \$5 for family, and kids under 12 free with adult. Advertised in the nine-county Atlanta metro area, this train meet has generated increased attendance each year.

This event will be hosted by Weyman Barber, 770-493-0037, and Ken Switay, 770-860-1148. Weyman's e-mail address is <rbarber1@mindspring.com>.

Off the Track

by Ed Richter

RM 13075

Have you ever wondered what it would be like to own an actual Lionel prototype? What if that prototype was a classic postwar piece of Lionel's production? I have often thought, "What would it be like to find one of these treasures and confirm its originality and history?"

To satisfy my curiosity, I asked my good friend, Scotty Askenas (RM 1977), what was it like to discover that he owned an actual Lionel prototype and how he had acquired it. I was ready to hear a great detective-type mystery story of intrigue and suspense! I imagined Scotty with his large magnifying glass in a fog-filled flea market with only one street lamp to light his way. He checked under the tables and searched endlessly in the boxes for rare prototype trains. OK, I have a really big imagination; don't forget, I play with trains.

The actual story of how he came to own these prototypes is actually quite UN-remarkable. They were part of an inventory purchase he made of Honig's Parkway Department store in the Bronx, NY, the largest Lionel dealer in the borough. Scotty bought the store's Lionel train inventory when they went out of the toy train business. The story I was looking for turned out to be what he did with one of the prototypes!

First a little background on my friend. He has been active in this hobby for over 60 years. I have been involved in Ham Radio almost as long as trains. In that hobby they have a term — Elmer — for a person who helps an inexperienced novice get started in the hobby. I am sure most of us remember our first "big" deal and all the excitement we felt as the purchase was made. Now, imagine that you have a friend with over 60 years in the

hobby to advise you. Scotty is my "Elmer," and it does not stop there. Scotty shares his experience with hands-on training too. I remember when I was restoring an EP-5; the poor thing was missing most of its pieces and parts. I had no idea what went where, and I became very frustrated. An easy answer to all my questions may have been found in a service manual and some good luck! But Scotty took his mint EP-5 off the shelf, handed me a screwdriver and said, "Take it apart." After we finished, I could put an EP-5 together in my sleep. That unit is still running on my layout today. He loves toy trains and our hobby.

So, now that you know a little about my mentor, Scotty, let me tell you what he did with his postwar giraffe car prototype. Take a look at the photo, and you will notice that this is the car that appears in Ron Hollander's book, "All Aboard," on page 124. It is thought that Lionel engineers used this mock-up to test the feasibility of manufacturing the car. The 3376 Bronx Zoo car came out in 1960 and is one of my favorite postwar trains. It was also



A prototype only a mother giraffe could love.

very popular with a young man who visited Scotty with his father from time to time. The young man enjoyed seeing the car when they visited the layout. During this time, Scotty had some health problems and was not feeling well. Concerned, the lad decided to make Scotty the subject of a school composition. In it he told all about Scotty and his trains and his wish for his friend to get better.

This touched Scotty deeply and needless to say the young man (now an adult) became the proud owner of that prototype. If you know Scotty as well as I do, his generosity would not be a surprise. Even though his health problems continue and his wife, Ann, is recovering from a stroke, they have moved back to New York. Scotty is still very involved in trains.

In these days when the boxes sometimes cost more than the trains that came in them, it is nice to know that there are collectors with a heart like my friend Scotty.

Double-Heading on the Cheap

by Wolfgang Kuhn

RM 11908

Ever since the prewar 1684-engine, Lionel had a little 2-4-2 "Columbia" steam locomotive in its product line.

After the first three postwar versions (1654, 1655 and 1101), the design underneath the boiler was changed radically, even though the engine still looked pretty much the same (see **photo 1**).

From that point on, the little locomotive took off. It was produced in a great many variants and in large numbers, with and without smoke and/or Magne-traction, and with a number of different reversing mechanisms.

It headed up many train sets. Essentially called "Scout-type" locomotives as a class, some had the troublesome Scout motor, some did not. They were produced almost up to the demise of the Lionel Corporation, and survived through all the following Lionel eras.

They later acquired a 4-wheel front truck, a somewhat longer boiler, and, most recently, a feedwater heater. Their descendants are produced up to this very day for use at the head of Lionel starter sets. I believe it's fair to say that no other Lionel engine type has been produced in so many different incarnations and such incredible numbers. It must have been a great "bread and butter" engine for Lionel, and maybe it still is.

I love that little engine, though not in all of its forms. My favorites are the postwar die-cast ones with the "good"

(2034-100 and 250-100) motors and the three-position reverse units. I have a goodly number of them in my roster, customized and modified, for a variety of different tasks. These locomotives are excellent runners, plentiful, easily found, readily modified, and one does not destroy a significant value by "messing" with them. While doing such "messing," I found a very cheap and simple way of double-heading those engines shown in **photo #2**.



Most of these engines have the same front truck assembly (part #1120-7, later changed to #8040 -20);

see **photo #3**. As you can see, right in back of the axle is a substantial hole. This is the key to their doubleheading potential. More recent ones have a 4-wheel front truck assembly (part #8403-20) which is interchangeable with the 2-wheel truck arrangement. It does not have that hole, but one is easily drilled (see **photo #4**).



It is easy to fashion a little drawbar that hooks into that hole, carries a knuckle coupler on the other end, and couples with the tender in front of it for double-heading (see **photos 5, 6 and 7**).



All that is needed is the following:

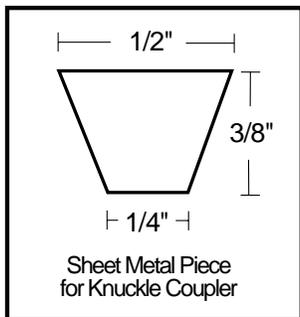
- 1.** A piece of sheet metal that can be fashioned into a 2.5" long, 5/16" wide strip (I used an old prewar tender drawbar that, except for shortening, needed little modification).
- 2.** A die-cast knuckle coupler (part #480-31).
- 3.** A 4-40 x 1/4" machine screw.
- 4.** A small piece of sheet metal (see diagram) to fit on top of the coupler head, to keep the coupler of the tender to which it will be hooked, from sliding out of the coupler head.

Narrow down the first 3/8-inch of the drawbar strip to a width of 1/4-inch; leave the rest at 5/16-inch width.

Bend the drawbar as shown in the diagram. On the thin end of the drawbar, make a hole (as shown in the diagram) big enough to accept the die-cast fastening knob on the coupler head, then slide it into place (alternatively, you could drill into the coupler head and attach the bar to it with a #2 sheet metal screw). Make another hole



on the other end where indicated in the diagram, just big enough to thread the #4-40 1/4-inch machine screw securely into it. Fashion the little sheet metal plate that will go over the coupler opening (see diagram).

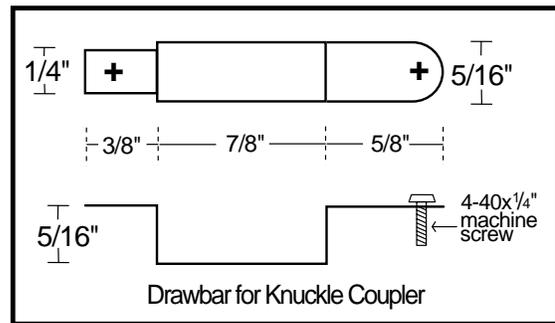


Drill a small hole into the top of the knuckle head corresponding to the little hole in the bottom where the pin normally goes which holds the knuckle closed. This will allow you to attach the small plate. Drill a small hole through it to the top of the coupler

with a #2 sheet metal screw, which will also hold the knuckle permanently closed (see **photo 7**). Spray paint the whole thing in a semi-gloss black, and you are done — for less than \$5.

To double-head, simply attach the drawbar to the hole in the front truck by inserting the 4-40 1/4-inch machine screw into it. Hook the drawbar coupler over the coupler of the tender in front of it, and you are in business! **Photo 8** shows a locomotive hauling a drag across my unfinished layout.

However, you must make sure that your two double-headed engines have identical (or very similar) motors, or it won't work correctly. When you are done, remove the drawbar, and your second engine will look again as it did before — the “front coupler” is removed and no permanent modification to the engine was made.



Essentially, this is all there is to say about my doubleheading arrangement. However, for those who, like me, are interested in modifications to the engine, let me make a few suggestions:

Parts that are usable for modification are 1666E-16 side rods, 238E-23 short hex head screws, 1684-20 long hex head screws, 238-12 spacers, 1666E-10 or 1684-9 handrails (both require 1666E-11 cotter pins), 1684-6 ornamental whistle, 1684-7 ornamental bell, 8403-20 four-wheel front truck assembly. Of the die-cast Scout-type engines, the 239 and 241 shells are wide enough to accept a 233-50 or 236-50 smoke unit. However, the small protrusion designed to extend into the Scout motor casing has to be removed from the smoke unit for it to fit into the shell with a non-Scout motor. Even shells that originally had Scout motors in them will easily accept 2034-100 or 250-100 motors, since those are the same size and interchangeable with the original motors. Lastly,



my tenders are spruced up with die-cast trucks, porthole lenses to fit on the backup lights, and handrails fashioned from some extra handrail wire — similar to those on the scale slope-back tenders.

Photographs and diagrams by Wolfgang Kuhn

Fond Memories of Special Trains

by Richard Sliwka

RM 8795

There are many reasons why people are involved with Lionel toy trains. Most just enjoy electric trains. Others are primarily concerned with making money as the price of a valued collectible rises. Some are creating a perfect collection. Still others do it for “bragging rights” for making the “best deal” or a “steal.” To others, it is for savoring the memories of the people we meet through the hobby. For my wife and me, it is primarily those fond memories of meeting people and hearing the stories about their trains that is especially enjoyable and rewarding. The fond memories associated with individual pieces in our own collection add to their “personality.”



Richard at layout.

My First Lionel Train

I grew up in the 1950s with a desire to have a Lionel electric toy train as shown in the big ads in the Sunday comics. My greatest wish was to own an F-3 diesel set. Unfortunately, my parents — living and working on a small Wisconsin dairy farm — couldn't afford luxuries like a toy train. When I finally did get a Lionel train set in 1958, I was 14 years old. It was a 2018 steamer set. I was very grateful to have it, and I have enjoyed that inexpensive set for 40+ years; but it was not a wonderful F-3 set. In 1959, I added one more car — a 3419 operating helicopter car — and then forgot about Lionel trains for many years. After college, I embarked on an Air Force career and didn't think about toy trains.

In 1979, I was reassigned to the Hampton Roads area of southern Virginia. In my search for model ship-building

materials, I visited a small hobby shop in Poquoson, Virginia. The owner was there only in the evenings. Way in the back of a drug store, I saw Lionel trains on the shelves. Over the next year or so, I got to know the owner quite well as I purchased model building items. On each visit, I would notice the Lionel trains, especially, the F-3s — a chrome Burlington, tuscan Pennsylvania, and flashy New Haven.

Hooked on the Hobby as an Adult

Finally, during one of my evening visits, our discussion turned to Lionel toy trains, and that re-ignited my interest. After reading about Lionel trains in the TM books and with further discussions with the hobby shop owner, I decided to get involved. With my purchase of the chrome F-3 passenger set on New Year's Eve in 1980, I re-entered the world of Lionel trains. At that point, I decided to collect F-3s.

A few years later, I was reassigned to the Washington, D.C. area. There, I met my wife. As it turned out, she enjoyed attending toy train shows, so it became a joint hobby. Since I had already found most of the MPC era F-3s, I decided it would be fun, and a challenge, to acquire all the postwar Lionel F-3s that I “missed” in my youth.



The Rio Grande F3 AA set of “Mr. Xxxxxx” is grand indeed.

This was in the 1983-84 time frame and most F-3s in reasonable condition were available in the \$200 to \$400 price range. We also joined the LCCA and other toy train collecting/operating organizations. Before each show, we would do a little research for the particular F-3s we were looking for. My wife would always ask the seller for some additional information about the piece, such as: how it was acquired and where did it come from?

Trains with Stories to Tell

At a Club-sponsored meet in the Baltimore area, we had a particularly fond memory. Walking the aisles, we noticed a gentleman with a number of postwar F-3s on his table. One of them was a 2379 Rio Grande, and was on our “buy” list. It appeared to be in very good to excellent condition with an asking price of \$330, so I asked if I could take it to the test track. To us, a toy train has to be operational. It operated fine, but as walked back to his table, I noticed the headlight lens had a small crack. I offered the gentleman \$300 based on the fact the headlight lens was cracked. He said, “What! Let me see that.” After closely examining the F-3’s nose, he said I was absolutely right. He told us he hadn’t noticed the crack before, and since that degraded its condition, we could have the locomotive for \$275. After recovering, I purchased the Rio Grande F-3AB set. That was the first and, probably only, time a counter-offer was less than I offered.

As the gentleman carefully wrapped the F-3, my wife asked how it had been acquired. The gentleman responded that it was his. He said he lived in the Harrisburg, Pennsylvania, area and had purchased the engine in 1957 or 1958 after Christmas. Then he went on to tell us the train had been on his basement layout ever since. It had been re-motored, and it had survived a basement flood. From the look in his eyes and the way he relayed its history as if this toy had its own diary — it was apparent that this electric train engine was more than a mere toy. It was almost a member of his family, and he didn’t really want to sell it. My wife asked why he was selling it. He responded that he and his wife would be moving into a retirement community with no room for a train layout. So he was slowly selling off his collection. He told us to take good care of “his” engine.



The F3 AB in action.

For the next several years, every time we saw him at a train show, he would inquire how “his” Rio Grande (see **photo 1**) was doing. We would always stop and visit for a few minutes. This experience made this engine very special to us, and we still fondly refer to it as “Mr. XXXXXXXX’s” Rio Grande — we couldn’t call it anything else.

For the last several years, we have acquired the rolling stock to recreate the various Lionel F-3 sets. One of the first sets completed was the 1957 Rio Grande F-3 set. Every holiday season, we place the Rio Grande on the layout we set up for our community and run it for several hours (see **photo 2**). We are adding our own special

memories to enlarge the provenance of a very special toy made about 40 years ago.

As a side note, at that same show, we purchased a Lionel 2383 F-3 AA set. One of the units was slightly different than a normal 2383 F-3 (see **photo 3**). The “SANTA FE” text was not printed on one side. The seller knew this and pointed it out. He wanted to ensure that we understood this was not a normal Santa Fe F-3 so that we wouldn’t be disappointed later. The asking price was the same as the other “normal” Santa



Warbonnet yes, “Sante Fe” no.

Fe F-3s on the table. Unfortunately, he didn’t know any more about the personal history of this F-3 AA set as it came in a collection he acquired. According to our references, the boxes and nose decals indicated this F-3 was produced during the 1964-5 time frame.

To us, these memories are the best reason to be involved with Lionel toy trains. We suppose many others also thoroughly enjoy this aspect of the hobby. Perhaps other LCCAers would be willing to share their Lionel toy train human interest stories with the readers of TLR.

Photographs by Richard Sliwka

A Trip Down Memory Lane

by Robert Mintz

RM 7849

Carail Is a Convention Attraction

Carail reflects Richard and Linda Kughn's twin passions: automobiles and trains. The museum is one of Detroit's most unique and nostalgic destinations. The museum began in the mid-1970s when local real estate developer and entrepreneur, Richard Kughn, purchased a building in northwest Detroit to house his ever-growing vintage automobile collection. At the time, it seemed spacious enough to display not only his cars and other transportation memorabilia in his collection, including model trains, toy pedal cars, antique gasoline pumps, automotive art, and more.

It soon became evident that more space was needed. In 1980 he bought the bowling alley next door and expanded Carail. When the bar was restored to its original beauty, he discovered that under the black paint was an entire room of English Oak! Today, the bar area boasts a bright red 1955 Thunderbird, an extensive Jim Beam decanter collection, antique music boxes, and a Scopitone from the 50s — the device resembles a jukebox that plays classic tunes in conjunction with film strips from the artist.

In 1992, the collection outgrew its bounds again, so the Kughns expanded Carail into a third connecting building; formerly an Oldsmobile dealership. The museum now spreads to more than 50,000 square feet of exhibit and banquet space. Of course, as the building grew, so did its contents. Today, virtually all of their diverse interests in collectibles are represented in the unique and varied displays.

Antique and Classic Cars

The collection of 130 automobiles ranks as one of the finest in the United States. About 50 vintage autos are on display at all times. Included is a 1895 Hurler, the oldest car in the collection, a 1939 Lincoln Royal Touring car built especially for Queen Elizabeth I and King George VI for their 1939 tour of North America, Jimmy Cagney's 1940 Packard, and a 1941 Cadillac used by General Eisenhower. Other great marques on display are Auburn, Cord, Chrysler, Jaguar, Mercedes Benz, Pierce Arrow, Stutz, and more.

Trains

There are over 10,000 model train items on exhibit throughout Carail. A 3,000 square foot standard gauge and O-gauge layout operates continuously with several dozen Lionel trains in motion simultaneously! There is also a quaint operating Lionel Train Snow Village scene and a number of the original Lionel display layouts from the 1950s and 60s.

Pedal Cars

These fascinating and highly detailed children's pedal cars are exhibited throughout the complex. Among the collection of 50 pedal cars are marques such as Duesenberg, Auburn, Buick, Packard and several pedal car barber chairs.

Toys and Bicycles

A portion of the antique bicycle collection, including a rare Bowden Spacelander, is displayed in a room filled with cabinets showcasing hundreds of toys from the past, such as model cars, cast iron toys, Tootsietoys, Lionel products, puzzles, cap guns, and more.

Art and Sculpture

Dick and Linda Kughn are also avid collectors of automotive art and are major patrons of two of the most well respected artists in the field, Peter Maier and Angela Trotta Thomas, as well as sculptor, Stanley Wanlass. Dozens of Maier's works can be seen, including his original done in 1989 for the celebrated Meadow Brook Concours d'Elegance. Numerous magnificent bronze automobile sculptures by Wanlass are also on display.

An exciting blend of nostalgia and contemporary reality, Carail has rapidly become one of Detroit's most sought-after venues for business conferences, receptions, and charity events. Their private museum is truly a trip down memory lane.

Action at Trackside



Kids of all ages enjoyed the trains on a modular layout at the recent Naperville, IL, train meet presented by Len Hoopkins and a dedicated team.

Photograph by Len Hoopkins

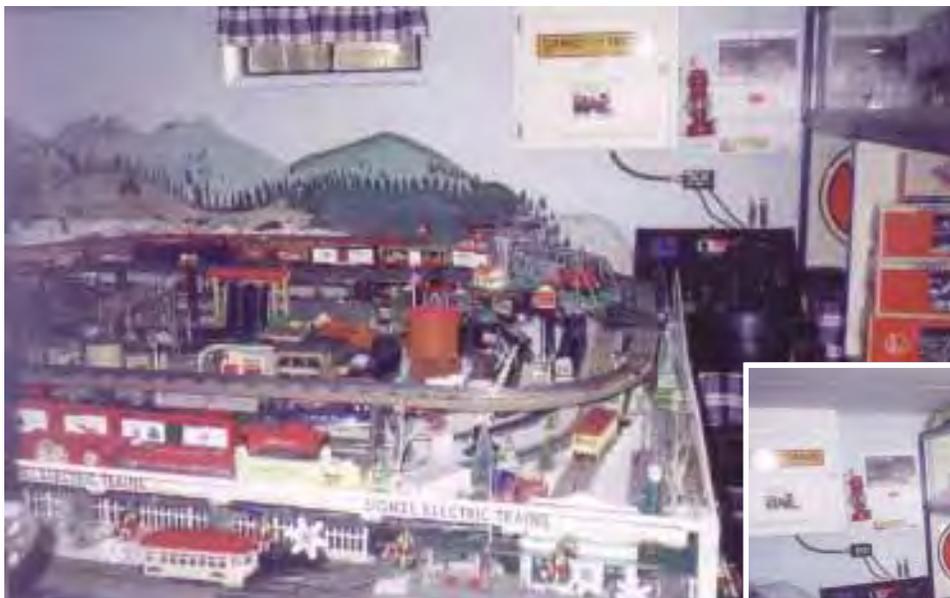
Twenty-four Years in the Making

by Darren DeSantis

RM 23440

I started this layout 24 years ago when I was 10, and I have been adding to it ever since. The layout started out as a summer scene, and I made it into a winter scene at that season. After a few years, I decided to make the winter scene a permanent feature.

I run four trains at one time and operate a trolley line. Most of the buildings are Plasticville because I enjoy their toy-like appearance. I have most of the reproduction operating accessories by Lionel.



The shelves are painted in Lionel colors and show the collector pieces.

Photographs by Darren DeSantis

The Mane Line

by Dennis Leon Clad

RM 10430

With all the wonderful niches of collecting available to us as residents of Lionelville, I've always thought Lionel collectors were the luckiest folks in the vast field of hobbies. This belief never rang more true to me than in the past few months as I "played" in child-like delight with my newest toy — a computer. Little did I know that very soon into my play world of bliss with the toy would come a realization that it must be handled with the care and respect — like that afforded the sharpest knives in mom's kitchen drawer.

As I surfed the Web, it seemed that I was sometimes diverted to a side trip through the sewer system of a major city. I found so few clean, high, and dry places. Of all the sites I stumbled into, one made me wish I owned a toxic waste suit — a "chat" site. I had no idea that there were so many unhappy and lonely people struggling through their days with little

joy. But there were also some sites on "higher ground" — the train hobby web sites of Lionel and LCCA.

Let me tell you about the latest offering from that tycoon of Lionel petroleum toys — David Shay (RM 24285). It's rare indeed to find the natural-born ability of a Lionel toy designer and the instinct of a collector in the same body. David is one of those very few. He has the ability to make his dreams a reality and fill our display shelves with highly collectable Lionel petroleum delivery trains. Dave's current oil toy is sure to be a sellout as is his wonderful 6-11957 Mobil Steam Special set. For new club members who may have missed Dave's past oil



The chase card set for Series Three.

company collectibles, now is the time to climb aboard with Lionelville history maker 6-26107 — the Tolino British Petroleum (BP) three-dome tank car. This BP toy is a historical first for Lionelville and is guaranteed to turn heads and stir excitement among Lionel tank car collectors. The licensee for BP in the United States, the Tosco Company, operates BP stations in 22 states.

In March 2001, their BP lease expires in this country. Experts feel that these BP stations will be converted to Amoco stations; as a result, the BP brand will no longer be sold in the U.S. If so, this will add to the collectability of Dave's Lionel toy — giving it a sky-is-the-limit value. Lionel made only 500 BP tankers, so that makes this car — and all of Dave's oil transportation toys — a genuine uncatalogued Lionel collectible. LCCA members can have their own BP toy for only \$59.95 plus



Only genuine uncatalogued Lionel rolling stock are your assurance of future collectibility.

\$7 for shipping by calling 1-800-724-6033. The Tosco Company and their BP dealers have spoken for 200 tankers. Another 75 cars will be mounted on a display board with track for BP executives. To avoid



When page one is placed in the album, we see an impressive array of images. One is out of this world!

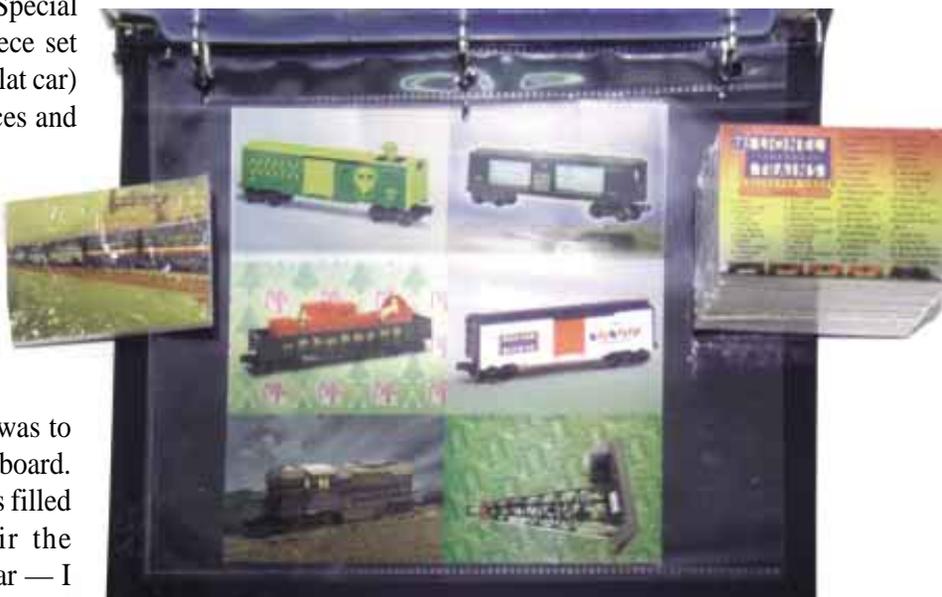
disappointment, call now. If you missed any of the 600 two-piece, add-on set to the Mobil Steam Special train, a few are still available. This two-piece set includes 6-19472 (a gas tank on a bulkhead flat car) and 6-19471, a piggyback toy. Call for prices and availability.

It's been almost three years to the day since I first met Eric Shreffler, Lionel's then-newest Associate Product Manager and newly appointed Lionel Ambassador boss. On a cold fall day at York, I remember remarking to Bob Ryder, Lionel's chief salesman, how lucky Lionel was to have this smart and clever young man on board. Since that day, when I look at Lionel catalogs filled with items to excite the heart and stir the imagination — like the King Tut artifacts car — I have proof that my first impression of Eric was right on track.

Because of Eric's shyness (reminiscent of James Stewart), I might not have discovered another one of his talents — writing. His work for Lionel licensee Comic Images is evidence of his literary gift. Lionel Legendary Trains collector cards set number three is now out and in collectors' hands. This set flowed from the creative hand and pen of Eric Shreffler, and it is a sight to behold. Eric's creation is contained in a high quality

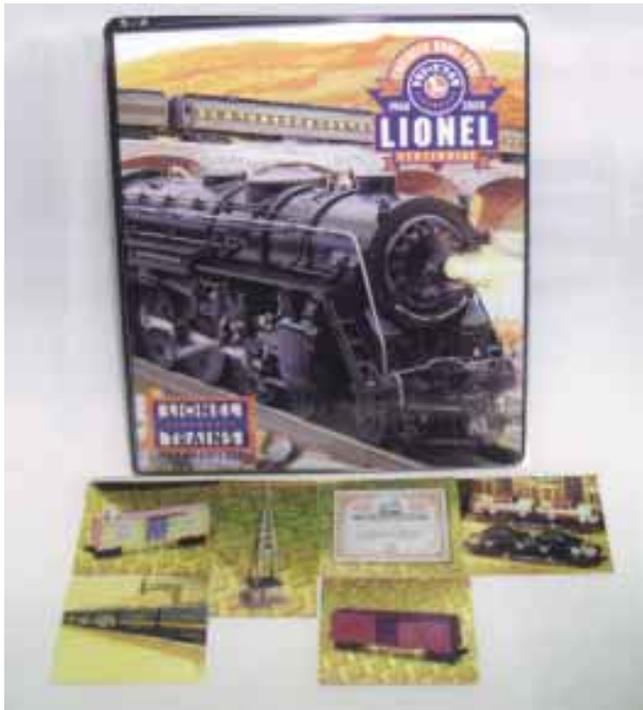
album. New York Central and J1-E Hudson fans, this album cover will bring tears to your eyes. If you're like me and think that Lionel's 100th birthday logo is the best logo you've seen since their 75th birthday, you're in for a real treat! Even if you order one set of cards, I'll bet — after you see this set — you'll want to order at least two of these gorgeous albums.

I can't help but mention the free gift included with each album — an uncut sheet of Lionel cards. Each one is totally protected in a plastic sheet protector. As a 1950s kid, I can't remember a card company offering a gift with such quality. This is a first-class card maker. As with card sets one and two, Eric's set also features 72 cards, but the similarities stop there. Fellow Lionel purist, brace yourself — this beautiful set is printed on deluxe "Metal-Tex" foil cards. Even the six chase cards are printed on "Metal-Tex" foil. Believe me, the cards in this set are so captivating you won't want to put the card-filled album down. Eric felt this set should be geared to a younger Lionel audience, so he filled the set with more whimsical offerings than the previous two card sets. This 1950s kid couldn't be happier.



Your free gift with every album is an uncut sheet of six cards, seen here with the case card set on left and an unopened deck of 72 cards on right.

Adult collectors, don't feel left out. You'll enjoy the collector images in the set. There are trivia questions and off-the-wall Lionel stories throughout Series Three. This makes it a joy to read and a treasure to own. Eric's idea may have been for this series to appeal to the Toys-R-Us kid, but all of us are that child!



Binder #3 marks the end of this great card series.

I find myself the bearer of bad news. Comic Images President, Alan Gordon, has informed me that Series Three will be the last of the Lionel Legendary Trains collector cards. I don't need to tell you what happens to the value of the last item of any series. So you might want to put a couple of card sets away for a future trade. Any way you look at it, this last set is an investment in Lionel happiness for your whole family.

A set can be yours, just call 201-794-9877 or fax to 201-794-9488 and ask for these items: 24312 the binder, 24012 the card set, and don't forget the six-card chase set, 24012CH. It would be a good idea to order a dealer box of cards, as the artwork on this box is a real standout. Ask for item: 24012BX. If you're online, check out the Dur-Cards Web site at <www.comicimages.com>. Thanks to Alan Gordon and the Dur-Cards Company for all three volumes of Lionel collector cards and for their wisdom in selecting two talented writers for the project: Eric Shreffler and Jim Bunte. Also, thank you for providing a clean and dry place on the Internet.

Here's more great news from the Lionel Railroader Club. If you're already a gold level member of the company club and thought, like me, that the 1999 kit couldn't be improved, well — we are both wrong. During Lionel's 100th birthday year in 2000, look for some changes in the member kit; starting with the carrying case. The somewhat yellowish strip around the orange case has

been changed to a gold color. A separator sheet will be added to protect all the LRRC goodies inside from injury caused by the shifting catalog. It will be printed a glossy tan with the words "Lionel Railroader Club" and the LRRC logo in the middle and gold member at the bottom.

Also new this year is the foam insert with cutout sections for each item in the kit. It was my original intent to suggest that you buy an extra LRRC gold level kit as this boxcar is a must-own add-on to the 6-21976 Centennial Starter Set. I have been told that the LRRC will make a very limited number of the 2000 gold level kit, yet the club must be sure the supply will last the entire year. If they sell multiples, the club may run out and that could mean re-ordering all kit components and trying to squeeze out another production run of the boxcars. Here's some really good news. If any kits are left over in early January 2001, LRRC will do a separate sale on a first-serve basis to current gold members. Take advantage of the enhanced 2000 gold level kit with gold level membership in the LRRC. It's the Lionel club deal of a lifetime. Call Brenda Schutow, LRRC coordinator, at 810-949-4100, ext. 1413 or visit Lionel's Web site.



Separator sheet for the LRRC Gold Level Kit is new for 2000.

Happy Tracks!

dennisthemenace@tds.net

Recruiting at Trainside

by J. Don Reece

Talking about Trains

For the past 13 years, Ray Taylor (RM 16776) has set-up and operated a large Lionel layout at the Science Museum of Virginia during the first two weekends of November. During these train shows, Ray comes in contact with thousands of potential new toy train hobbyists and enthusiasts. For most of these years, Ray did this work on his own. In the last three years, Lionel LLC has collaborated with Ray on producing these shows. Ray also attends and promotes Lionel products at both the Greenburg and Great American Train Shows when these organizations come to his area.

Dennis L. Clad, Mr. Lionel Enthusiasm, caught LCV (Lionel Collecting Virus, often highly contagious) several years ago, and his fever has remained well over 100 degrees ever since. I have never met anyone with more excitement about the Lionel company than he. In addition to contacting Lionel Dealers and setting-up "Lionel Day" promotions with them, Dennis has been an avid promoter of the Lionel Railroader Club. When Dennis works his "Lionel Day" promotions at the store of a local dealer or when he attends a train show, he sets-up his Lionel Railroader Club display and becomes an ambassador. When the day is over, there are more club members on the roster.



The LCCA tabletop display is a great new member recruiting tool, and it can be borrowed for use at LCCA-sanctioned train meets.

LCCA Directors Bill Button (at left) and Don Carlson staffed the club's tabletop display at three different toy train shows in the Detroit area. They talked with many visitors about club features, discussed the upcoming LCCA and LOTS Joint Convention in Dearborn, Michigan, and showed the 2000 Convention cars for both clubs. Bill and Don handed out several hundred applications and club publications, and they signed up a dozen new LCCAers on the spot.

New Book Is a Good Read

Toy train scholar, George E. Hoffer, has written the cover article for the final 1999 issue of *Railroad History* entitled, "A Ride on the Lionel and Other Short Lines."

LCCA members will find this article of special interest because it presents the toy train industry from the perspective of the men who were the masters of the little machines.

The 35-page article with special color illustrations is focused on Joshua L. Cowen, the founder of Lionel, whose marketing genius was short-circuited by father-son tensions and a Cold War lawyer named Roy Cohn — who was actively engaged with the House Unamerican Activities Committee. The intriguing business of making and selling miniature trains is traced through Ives and American Flyer as well as the "new entrepreneurs" — Richard Kughn, Maury Klein, Jerry Williams and Mike Wolf. All have revived the once-morbid industry.

Hoffer, who teaches at Virginia Commonwealth University, has written for *Classic Toy Trains*, *TCA Quarterly*, and *S Gaugian*, and is a legal consultant in the toy train field. *Railroad History* is the leading journal of railroading, published by the nation's oldest railroad technical society. For more information, call Mark Reutter at: 217-333-0568.

WANTED

Train articles with photos of a layout in progress from beginning to end; although we all know a layout is never "finished."

**Mike Mottler, Editor, TLR
mottlerm@conwaycorp.net**

Chief Dispatcher

by Bob Amling

RM 9116

You have made it through the winter, York is around the corner, and the Joint LCCA/LOTS Convention is on the radar scope. Things are looking up!

I have said it before, and I'll say it again, good track work is the foundation of an enjoyable layout. Many have experienced the build-up of anticipation during the months of planning a layout, building the bench work, and laying the track. With closure of the first loop of track comes the temptation to run a train. That's great. Run your train, but don't get distracted. Take the time to smooth the roadbed and properly align the track. Tinplaters or High Railers don't use track gauges as religiously as our O-scale brethren, but we take care to align the track joints. An imperfection in the bench work or roadbed — especially if right under a rail or switch joint — will cause a problem. Actually, it's not a question of "if" but "when." Also be aware of kinks; they show up with sectional track if one has previously forced a curve to meet a tight dimension. Flex track is subject to kinks if you bend it freehand. After bending flex track, take the time to make that extra cut on the longer rail for a square joint.

A Tender Problem

Here's a little story based on first-hand experience. My dad (85 years young this year) recently became re-interested in making a train layout. He built mine many years ago. Distance prohibited me from enjoying a joint effort with him, so I have become the consultant. Last week he called with a problem. One of the O27 switches caused the tender of the 2046 locomotive to derail. It happened to be the switch that couldn't be reached from the edge of the table — Murphy's Law at work again. From what Dad could see, the tender jumped the track as it was going over the switch. He requested that I send him a replacement switch, but I decided it was time to get on out there. I arrived in time for breakfast, so while I was waiting for dad to finish serving it, I peeked at the layout. He had already removed the troublesome switch from the layout and cast it aside — so much for trouble shooting! After breakfast we unpacked and installed the new switch. As we re-aligned the track, I had a minor

concern about a slight dip just one track length away from the switch turnout. As we ran the 2046 with tender in tow through the switch, it derailed. A few more attempts produced 50/50 results, but I noticed what was happening. It appeared that the tender was entering this right hand turnout with the left side of the front truck slightly elevated. I should mention that the track leading from the turnout is one length of straight, followed by a reverse curve section, followed by several feet of straight coming up an incline. So the train would come across the bridge, climb the grade and just level off and curve to the right, followed by one straight and into the turnout, which in this direction would be a turn to the left. I placed the tender (only) on a sweeping curve to the right, and as I pushed it along I noticed daylight under the front left wheel. The wheels didn't line up very well and appeared to have a little too much play. I thought the holes in the wheels were worn to a (). We spread the truck, removed the wheels, and found a slight elongation of the holes; but we also found a bent axle. We straightened the axle using a piece of discarded rail as a sleeve for the vise, and gently coaxed it back into position. The wheels were slightly worn, but not having replacements we reinstalled them in the truck frames. As we brought the truck frame back to square, I noticed that they were probably spread too wide when we started. We put the tender back on the sweeping curve, and it tracked as designed. We reconnected the locomotive and cars and ran through the switch many times without further trouble. As it was approaching the switch I noticed that there was some reaction to the dip mentioned earlier. I shimmed that spot to prevent further developments.

And now to my point, which is — although the tender needed repair, it negotiated eight other switches and several other curves without incident. Some say "stuff happens," but I submit that minor imperfections can add up to a disaster. A misaligned wheel + a grade causing extra drag on the tender + a modified S curve + a dip in the roadbed = a derailment. As you install track and run your hand over the joints, if one grabs your finger, redo it or have the wrecker ready because "stuff happens."

Berkshire Derailments

Is it incompatibility, track work, or both? Are you running a MTH Berkshire through an O72 switch? I'd like to hear from you about your experience with running this engine. I have witnessed derailments with several copies of the same engine. At best, there is either a seesaw motion or a yawing (side to side) motion when running

over these switches. Please specify the brand of track and switches that you operate. Please respond to *The Lion Roars*, Chief Dispatcher, 2023 Coyle Street, Brooklyn, NY 11229-4013 or to <pennsyfan@earthlink.net>.

switches to accomplish the same feat. The turnouts are number 688 and are completely black. Raymond asks whether anyone has information on the year(s) of manufacture of these switches.

Off the RPO

Raymond M. Connolly III (RM 513) responded to the August '99 Chief Dispatcher column in which I described an "interlocked" passing siding on the NLOE (Nassau Lionel Operating Engineers) in Nassau County, NY. As a refresher, power is only applied when the turnouts are aligned with the siding. Switches at each end of the siding must be aligned to the same track. This prevents a train from leaving the siding, running the whole circuit, and returning to rear end the train waiting on the main. Raymond wrote that he has been using Chicago Flyer Narrow-Gauge-O



David Fortney's layout and "Department 56" neighborhood.

David Fortney (RM 7517) sent along photos of his 9x15-foot home layout. David uses an O54 minimum curve with O72 outside rails. There is plenty of action on David's layout, with five tracks making up the main with yards in front of Main Street. David has used Department 56™ buildings to decorate his layout. Note the rust treatment on the rails, as well as the additional ties to add realism to the track. Nice job, David, and thanks for sharing!

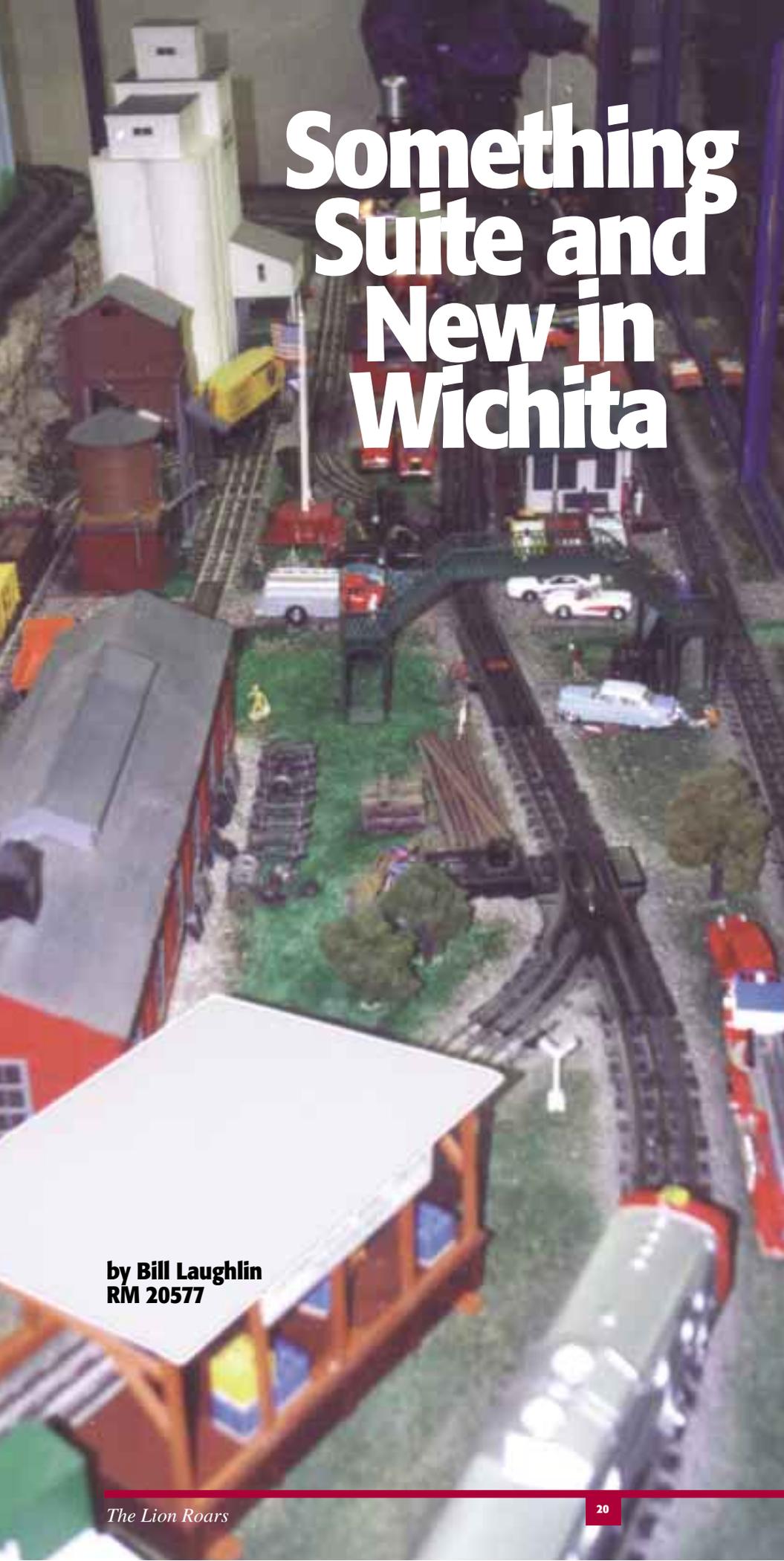
On a Personal Note

At the time I wrote the column about bringing modules to the year 2000 LCCA Convention, a gentleman from New Jersey contacted me about building a module with his young son. We also spoke about driving to the Convention together. Sir, I have lost my notes and would appreciate a call or e-mail to Bob Amling, 718-934-5313, or <pennsyfan@earthlink.net>.



Trains and ceramics. A good mix.

Photographs by Dave Fortney



Something Suite and New in Wichita

by Bill Laughlin
RM 20577

Part 1: Moving Heaven and Earth and Trains

For over a year, the Wichita Toy Train Club (WTTC) was keenly aware that by the end of year 1999 the Children's Museum in that city would be closed. The club realized that the 12x16-foot, O-gauge layout built and installed there in 1986 would have to be dismantled and re-located. Fortunately, the layout was originally assembled on five 4x8-foot tables, so the platforms could be separated without performing "major surgery."

The Last Run

On Thursday, December 9, ten members of WTTC met at the museum at Lewis and Water Streets and began the process of dismantling the layout. For about an hour, we ran the trains one last time while *Wichita Eagle* reporter Paul Soutar and photographer Craig Hacker recorded the event on paper and film for posterity.

By the close of the evening, all five tables were apart and most small items were removed and boxed for transit. Those present included Vice-President Bill Taggart, Treasurer Thad Evans, Norval Alliston, Chris Crombie (prospective), Jim Hickman, Henry Jones, Bill Laughlin, Gene Rasler, and Adolph Weigand. WTTC's Junior Division was represented by President Daniel Baker and Treasurer Daniel Laughlin.

Workin' on the Railroad

One week later, most of the same members met again. With two cargo trailers in tow, in two trips they moved the layout from the museum to its new home

in Suite 620 of the Pawnee Plaza Mall at Pawnee and Broadway.

There's an interesting story behind Suite 620, dubbed "Train-Mania." Train clubs and hobby organizations across the country have pursued a trend for acquiring



public space for operating layouts in a vacant suite in a shopping mall. Bill observed the success of the Houston



train club in several publications, and spoke with that club's President, Jim Herron, on several occasions. The trains-in-the-mall concept proved to be a very successful association for both the clubs and the malls. Laughlin approached mall operators in the Wichita area. Through his efforts

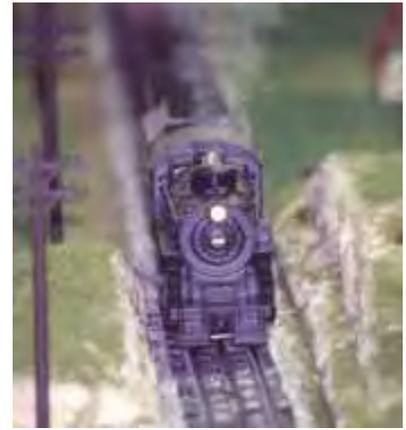
WTTC was rewarded with a 1500-square-foot empty suite in Pawnee Plaza Mall, home of the club's first three annual swap meets held in 1995 through 1997.

The New Home Suite Home

WTTC set Saturday, February 19, 2000, as the target date for opening the train suite at the mall. The club members re-installed the former museum layout by that date, updated it, and test-ran it. They also installed the club's 22-module, 12x40-foot, portable layout in the suite, so it now has a semi-permanent home. This enables the members to update, repair, and improve it — electrically, mechanically, and scenically. Some of these layout

changes were long overdue, according to Vice-President Taggart.

Various parts of the modular layout will still be trailered to train shows in the area and to other events. The Junior Division's 8x20-foot modular layout may make appearances as time permits. The club also plans to create collector's displays and operate a 4x8-foot floor layout for children.



Part II: Train-Mania Grand Opening

On February 19, 2000, Train-Mania opened to the public in Suite 620 of the Pawnee Plaza Mall. Several members of WTTC gathered at the site before the noon opening time,

prepared the layouts for operation, and attended to last-minute details. At a table outside the suite, club members greeted visitors and offered Lionel and MTH catalogs. Visitors enjoyed free hotdogs and a s s o r t e d beverages.



Attracting Publicity

WTTC President Bill Laughlin (RM 20577) promoted the event with a call to Gene Countryman on the "Countryman's Kansas" Saturday talk show on radio station KNSS. The Train-Mania opening received a boost from coverage by TV station channel 53. At twelve o'clock sharp on four of the five main lines of the combined two layouts, trains rolled down the tracks.

Visitors saw an exciting mix of trains from the latest to the classics. Running trains on the "recycled" museum layout, Jerry Kerschen controlled his RailKing Santa Fe

RDCs on track two. Track one was occupied by a train made up of the club's blue steamer and three passenger cars. On the upper loop, a lonely S-gauge loco paced the line without a consist. The club is in need of some S-gauge rolling stock, and it seeks donations of cars from anyone willing to give the little engine something to pull.

Trains Galore

Jerry also treated the crowd by running his Lionel Pennsy Centercab and combining Mark Mason's



New York Central Dreyfuss streamlined steam locomotive and his Pennsylvania Railroad 2-8-0 consolidation. Adolph Weigant ran his postwar Lionel steam locos, and this showing was a reminder of just how special Lionel steam really is. Henry Jones (RM 24221) was full of surprises, running some lesser-seen equipment. Henry also ran his Lionel

Chicago & Northwestern GE Dash 8 and his Soo Line SD-60. Both were controlled with Lionel's Trainmaster Command Control throttle. This was a great demonstration for the spectators, many of whom had never seen or heard of this technology.



RaiKing Santa Fe A-B-A set with his O27 Lionel passenger cars — taking the place of the blue steamer and passenger train. Mike Miller and Thaddeus Evans kept the layout running throughout the day.

Norval Alliston ran his new Amtrak Genesis unit on point with new Amtrak superliner cars. Thad Evans ran his 1800s Civil War set, complete with cannon car and showed guests yet another dimension of the O-gauge hobby.



On the club's modular layout, Mel Jones displayed his new Pennsylvania Railroad starter set train on track one. Bob McMillen's Marx 1940s-era articulated Steamliner scorched the rails on track two.

As the day progressed, various trains entertained the crowd on the large layout. Mark Mason ran his



A Regular Presence

Visitor attendance was quite good. While the suite was never filled to capacity, the club enjoyed a steady flow of fans throughout the entire time.



Several former club members visited the event and expressed interest in possibly returning to the club. In short, opening day at Train-Mania was a success. A large number of people were introduced and exposed to the excitement and fun of the hobby we love.



Train-Mania will be open every Saturday from now on, noon to 5 p.m. Club members also congregate on Thursday evenings from 7 to 10 p.m. for informal runs and maintenance. Other times may be arranged by appointment — contact one of the club officers: President Bill Laughlin, 316-744-2527; Vice-President Bill Taggart, 316-263-8414; Secretary Mark Mason, 316-267-7668; or Treasurer Thad Evans, 316-267-4075.



Acknowledgements: Author Bill Laughlin is President of WTTTC. Mark Mason also contributed to this article. All photographs provided by John Carter.

NOTICE Hyatt Regency Hotel Dearborn

The Hyatt Regency Dearborn Hotel registration form in the February 2000 edition of *The Lion Roars* had a minor misprint. The correct room rate per night should have read \$99 — not \$97 as printed on that form. When you depart the hotel you will be billed at the \$99 rate. *TLR* apologizes for the error.



Cat on the Loose

Looming over Plasticville, this monster cat seems curious about the contents of the building or a model car. "Is Meow Mix stashed in there?" the cat may be wondering.

Photograph by Joe Vigo

Lionel News and Views

by Bill Schmeelk

RM 6643

Toy Fair 2000

For Lionel's 100th birthday one would expect something special from them at Toy Fair in New York City. Well, this year's 100-page catalog is the largest in Lionel's 100-year history. The new catalog opens with an appropriate quote from Joshua Lionel Cowen in 1902 — "Our goods should not be conflicted with any other on the market — they are in a class by themselves." Lionel fans would certainly agree that this quote still holds true. The catalog is loaded with nostalgic quotes from Lionel's advertising through the years from 1909 to 1994.

At Toy Fair, Lionel had an all-new display reminiscent of the 156 Station Platforms. Each station featured double-sided displays that presented new Lionel products. The display was capped off at one end by a full-size diesel nose and at the other end with a fully landscaped operating layout — probably the best way to show off trains. A new Lionel transformer — the ZW YardBoss, was operating the layout. This is so new that it was not in the new catalog; more details on that later.

Photo 1 shows Lionel's Chuck Horan demonstrating Lionel's TrainMaster Command Control. **Photo 2** is a view of the new Station Platform display. I met Lionel



1



2

President, Richard Maddox, Lionel's vice president of sales, Bob Ryder, and several other Lionel folk there. Was the display a success? Was it well received? In **photo 3**, check out the smiles on the faces of Lionel's director of research and development, Ken Silvestri; Lionel's west coast sales manager, Darrell Grani; and Lionel's southern sales manager, J. Don Reece. Judging by their happy faces, Lionel was pleased with its Toy Fair show. Bob Ryder confirmed that the line was well received.



3

By now you've probably seen the new catalog, so I won't go into all of its contents. I will touch on some of the highlights, though. **Photo 4** shows the new Lionel Village Trolley. This trolley is one of only two items in the catalog that feature the Lionel Centennial Logo as part of the graphic design.



4

This trolley is special because it features seven famous (or infamous) Lionel leaders and employees. In the first seat is Lionel's founder, Joshua Lionel Cowen. Seated behind him is his son, Lawrence. Young Lawrence was featured on set boxes of the prewar era. Next is one-time Lionel owner, Roy Cohn. Roy purchased a controlling interest in the company from Joshua Cowen and family. Good thing he's not steering the trolley because he was never able to keep Lionel on track. Behind Roy is General John Medaris — hired by Roy in the 1960s with the hope that he would help the company garner some military contracts. Since the General had some disagreements with the military, he was of little help in that regard. (I told you Roy couldn't steer well.) Next is Thomas Pagano, assistant superintendent in charge of parts production. Behind Tom is Mark Harris, Lionel's first sales manager. In the last seat is Ronald Saypol, the man who decided to sell the business to General Mills.

This trolley comes with a transformer, two track bumpers, and four sections of straight track. The trolley route sign says, Memory Lane Route. As we know, some of the trackage along that route was in pretty sad shape, and some of these passengers actually derailed progress. Speaking metaphorically, it's amazing that this trolley can stay on the track! It's a trolley I have to own for the irony of seeing its passengers together. I wish that RailSounds could provide us with a hint of what these passengers are saying to each other. Perhaps RailSounds peak volume isn't up to the job.

Incidentally, the other item that bears the centennial logo is the Centennial Starter Set. This is a limited edition set with only 2000 being produced. The logo appears in white on the steam chests and in full color on the boxcar and the SP type caboose in the set.

Lots of Accessories

I was thrilled to see that Lionel is bringing back the 264 Operating Forklift Platform. I always admired the engineering of this accessory, and I'm still amazed at how much action Lionel engineers derived from a single rotary motion. The catalog states that this will be made from the original 1957 tooling. I am not sure whether it will include upgrades, such as a can motor to replace the vibrator motor used in the postwar era. I'll find out and report back.

Along with the Forklift Platform comes four - count 'em, four — postwar accessories not yet manufactured in the modern era. These include the 364 Conveyor Lumber Loader, the 362 Barrel Loader, the 397 Operating Coal Loader, and the 456R Operating Coal Ramp. Finally, all those operating hoppers can be put to use. I will find out how these accessories are improved and will report back next issue.

Photo 5 shows the new, embossed Aluminum Rico Station. When sold, the station will be painted in full detail including decorative pewter enhancements, frosted windows, an opening door, and interior illumination.



One interesting omission from the catalog is in the track section. Lionel's new O gauge switches are gone and have been replaced by O22 switches. These are "old faithful" products, and it's good to see them back. I liked some of the features of the newer switch design —

the ability to remove short sections for tighter spacing of yard trackage — but these switches were apparently fraught with mechanical difficulties. I'd personally still like to see a new modern track system and I'm not giving up hope.

Competitors Partnering with Lionel

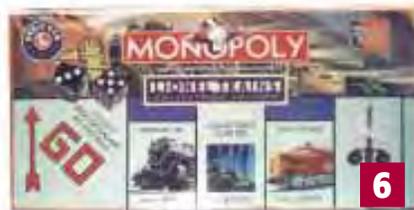
At Toy Fair Lionel announced it was partnering with Atlas "O," K-Line, and Weaver Models. Lionel will license TrainMaster Command Control and RailSounds technology to these companies. The entire press release is presented in this edition of *TLR* in the NEWS FROM LIONEL section. Lionel President, Richard Maddox, said, "We are extremely pleased to form this alliance with Atlas, K-Line, and Weaver Models. This partnership is one more acknowledgement that TrainMaster Command Control and RailSounds is recognized by the toy train industry as the most realistic, highest quality sound system on the market."

Odyssey Motor becomes the Odyssey System

The other news at Toy Fair concerned Lionel's Odyssey motor — which we have been anxiously awaiting for more than a year. There's good news and bad news. The bad news is that the Odyssey motor will not be made. The good news is that the technology learned from the developmental work on the Odyssey will be applied to Lionel's other motors. The R&D work on the Odyssey motor has led to what Lionel is now calling the Odyssey System. See the NEWS FROM LIONEL section where Bob Ryder fills-in the details.

A Lionel Monopoly?

No, it's not what you think. Lionel is not being sued by the Justice Department for copyright infringement of this popular board game, but they have licensed the use of Lionel's name and graphics for use on a special version Monopoly game. Instead of buying Park Place or Boardwalk, you buy a Santa Fe 2000 or a Berkshire 726. All of the traditional Atlantic City landmarks — well known to players of the game of Monopoly — are replaced with Lionel landmarks. As seen in **Photo 6**, there's even a collector's club fee of \$75 on one square of the board. I'll be anxious to see the tokens for the players and how the Chance and Community Chest cards are made appropriate for a Lionel setting. Sounds like fun, and it should be available as this edition is delivered to you.



A Mini ZW?

Although the new 80BW transformer was announced in the last catalog, I saw the finished model. It offers a feature I'd like to see on other Lionel transformers.

Photo 7 shows the new 80BW in operation.

What impressed me the most can be seen in the rear view shown in **photo 8**. Notice the wire terminals — these are called five-way binding posts and



are far superior to the usual knurled nuts. This type of connector allows you easily to insert a wire through a hole in the post, and then tighten the connection. If you'd like to get a little more sophisticated, you can use banana jacks. They are a great way to make wire connections, and they allow easy changes and unconnections. This 80-watt (5 amps) transformer supplies enough power to run more than a basic layout, and it also provides a 12-volt fixed accessory voltage terminal. **Photo 9** shows the lock-on supplied with it. The retail price is \$99.95, but you should be able to find it for less. This transformer is also supplied with three sets, starting at \$299.95.



For Your Coffee Table

A new book entitled, "Lionel - A Century of Timeless Toy Trains", by Dan Ponzol is due out any day now. Lionel officially licensed this centennial edition book in celebration of their 100-year anniversary. This will be a large book measuring 12 by 11 inches, and it is loaded with color photos, catalog artwork, and advertising art. The book has 160 glossy pages with 140 full-color photographs, and it spans the years 1877 to 2000. The price is \$35. Although the literature advertising the book assumes a February 2000 publication date, as of March the book was not out. The local distributor could not give me a definite date, so watch for it.



Unique Hellgate Bridges

Lionel also displayed their preschool line, called Little Lionel, at



Toy Fair. **Photo 10** is an arch bridge that certainly was inspired by the larger Lionel model. While visiting the Lionel Visitor layout, I spotted another special Hellgate Bridge. **Photo 11** shows a gold-plated version of this Lionel Classic.

ZW - Part 2

In the last edition of *TLR*, I reviewed Lionel's new ZW transformer and promised more info this issue. Steve Ramsdell (RM 6359) had a few questions about the new ZW. I spoke with Lionel engineer, Bob Grubba, and got answers to these questions.

Q Can one use a combination of 135 and 190 watt PowerHouses?

A Yes, you can use any combination of these two "bricks."

Q Will one ZW do the work of four PowerMasters?

A This would allow you to address four different tracks. PowerMasters allow you to control the track voltage with the CAB-1 controller. This is how you can operate older Lionel locos with the new system. So the answer is yes. Separate PowerMasters are not needed; the new ZW has this capability built in.

Q Is there an improved compatibility with QSI products and ProtoSounds?

A Yes, this is also true. Bob Grubba explained that there is one older version of software from 1995 or 1996 that requires the use of a bipolar capacitor added to the layout. Steve would also like to see Lionel put out an upgrade to the original PowerMaster to bring it up to the level of the new ZW. Bob conceded this was unlikely, but the addition of the capacitor mentioned above would solve the problem.

I loaned the ZW to Glenn Patsch, LCCA's resident electronics expert, and he put it on an oscilloscope and compared it with the original ZW. Glenn sent back an array of diagrams and provided more information than you need to know for operating your trains. In short, the

postwar ZW produces a smooth sine wave and raises or lowers the amplitude to change the voltage. The new ZW works like a lamp dimmer; it uses pulses instead of a smooth sine wave. Changing the size of the pulse or pulses changes the voltage. If you don't understand this, just plug in the ZW — new or old — and run your trains. Thanks Glenn, for your help.

The latest news concerning the new ZWs comes from Lionel. The new catalog offers a digital readout that can be added-on to an existing ZW. There are two versions available, one for the new ZWs and one for the postwar version. The meter attaches to the ZW and provides an accurate digital readout of both voltage and amps on all four channels.

Even bigger news was available at Toy Fair this year. On display was the new ZW YardBoss controller. Though not in the new catalog, this latest version is slated for production in the year 2001. The ZW YardBoss doesn't eliminate the need for the regular ZW, but it offers some interesting additions.



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First, the YardBoss has the functions of two CAB-1 controllers built into it. This means that you can address two separate engines at the same time without readdressing. **Photo 12** shows the new YardBoss. When hooked up with a Command base, the buttons on the top can be used to access all the Command Control features. The liquid crystal display on top shows you exactly how your engine lash-ups are connected, engine speed in scale miles per hour, switch positions, routes, and the engines being addressed. For example, if you lashed two Geeps together, the display will show you the direction of each loco. So you can see on the screen that you have the locos on the track with the front one cab forward and the rear one with the cab at the end. If you wanted to change one of the locos, you would physically turn one of them around and then with the press of a button, let the Command Control system know how you have placed them on the track. The YardBoss will then correctly display the loco's orientation. Although two sets of CAB-1 type controls are available at the top of the ZW, you can, of course, use the CAB-1 to control the trains away from the YardBoss. If you do that, the YardBoss will respond. Its handles are servo controlled and will respond to changes in speed that you make on the CAB-1. So, if you're at the opposite

end of the layout, you can control the handles of the ZW. This provides a visual indication of the locomotive speed. **Photo 13** is a closer shot of the top of the ZW YardBoss.



13

We don't know the price yet, but keep in mind that the ZW does have some things that the YardBoss does not. The ZW has four variable outputs, the YardBoss has two handles — not the two inner controls of the ZW.



14

Photo 14 shows a view of the connection side of the YardBoss. A maximum of two PowerHouse

transformers can be added to it for a total of 380 watts of power. The regular ZW will take up to four for a total of up to 760 watts of power. On a large multi-transformer layout, you might use one YardBoss and several regular ZWs.



15

Finally, **photo 15** shows this year's Toy Fair boxcar. I hope you're all making plans to attend this year's annual convention in Dearborn at the Lionel factory and Visitors Center. This will be a perfect way to celebrate the 100th birthday of our favorite toy train maker. I hope to see you there.

Bill Schmeelk

(201) 358-1955

e-mail: bill@wellingtonent.com

We're Celebrating One Hundred Years of Lionel Toy Trains



**Convention Golf Shirt
with embroidered emblem**



Convention Souvenir Pin

Mark Your Calendar Now

Make plans to meet with your toy-train friends from around the world in Dearborn, Michigan, this summer. The Co-Hosts of both clubs and the 2000 Convention Committee invite you and your entire family to the combined Convention of the Lionel® Collectors Club of America (LCCA) and the Lionel® Operating Train Society (LOTS). What a wonderful way to celebrate Lionel's 100th anniversary!

Convention Golf Shirt and Pin

Take home these souvenirs from the Annual Convention as mementos of a once-in-a-century celebration. The Convention logo will be produced as a medallion-like pin and will be rendered in stitched embroidery on a fine quality golf shirt. When you wear them, everyone will know where you were in July.

Tours and Attractions

- Lionel Visitors Center and Factory
- Madison Hardware
- Carail Museum
- Henry Ford Museum and Greenfield Village
- Lunch at The Whitney
- Rouge River Boat Cruise
- Frankenmuth, Bronners, and Junction Valley.

The Detroit Convention and Visitors Bureau has information about attractions in the area. Call toll-free 1-800-DETROIT (338-7648), or visit their website at: www.visitdetroit.com.

Register early and join us July 25-30, 2000, in Dearborn and celebrate Lionel's centennial year!

Lionel® Collectors Club of America 30th ANNUAL CONVENTION - REGISTRATION FORM

Form may be
photocopied

Pre-Registration Fee of \$39 must be received on or before May 30, 2000.
If received after May 30th or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2000 — Please Print or Type.

Name: _____ LCCA#: _____
(First) (Middle Initial) (Last)

Address: _____ Phone #: _____

City: _____ State: _____ Zip Code: _____ Are you a dealer? Yes No

Spouse's Name (if attending*): _____

(*If spouse is a Regular Member and wants the complete Convention Commemorative package, a separate, full registration fee must be paid.)

Children's Names and Ages (if attending): _____

If you want your table next to a specific Member**, indicate:

Member's Name: _____ LCCA#: _____

****Please send your form and the other Member's form (with separate checks/money orders) in the same envelope.**

Member Pre-Registration (includes non-Member spouse and children) _____ @ \$39 = \$ _____

Tables — Each with one chair _____ @ \$25 = \$ _____

Electrical Hook-up — per registrant _____ @ \$50 = \$ _____

Get Acquainted Party _____ @ \$14 (Adults) _____ @ \$20 (Adults) _____ @ \$6 (Children) = \$ _____
(Hyatt Guests) (non-Hyatt Guests)

Banquet — Make your entree choice (includes salad, vegetable, coffee/tea/milk & dessert)

Adult: _____ Chicken Marsala -or- _____ Roast Prime Rib _____ @ \$45 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$20 = \$ _____

Tours Selections — Enter the sub-total cost of the tour(s) selected on the work sheet here: \$ _____

List the tours by number and seats (e.g., Tour #1, 2 seats, etc.) below:

GRAND TOTAL: \$ _____

Make check/money order (in U.S. funds) payable to: 2000 LCCA Convention.
To charge it to your credit card, fill out the information below.

CARD # _____ [] VISA [] MASTERCARD [] DISCOVER

EXP. DATE _____ SIGNATURE _____

Send this form or a photocopy with
check/money order or credit card info to:
2000 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.

Arrival Date: _____ Departure Date: _____

REGISTRATION, HOTEL RESERVATIONS, TRADING HALL, BANQUET and OTHER INFORMATION

Convention Registration

The special, early registration fee is only \$39 if received on or before May 30, 2000. Registrations received after this date or at the door will be \$54. All pre-registrants will receive confirmation by mail.

Each registrant will receive a registration packet and a special Convention Souvenir. Pre-registered Members may pick up their packet at the Registration Desk by showing their current membership card. Those who register but do not attend will receive their souvenir and packet by mail after the Convention. Under both Clubs' Convention rules, guests are not allowed — only your immediate family (spouse and children under the age of 21) are admitted with your registration. Tickets will be provided with your registration packet and are required for all tours and other events. Register early to get the tours, events and tables you want.

Accommodations

The Hyatt Regency Dearborn is filling up, so call now. It is across from Fairlane Shopping Center and close to several major expressways, Dearborn's Amtrak Station and Detroit's two airports. Call the Hyatt Regency Dearborn at 1-800-233-1234.

Trading Hall and Tables

This 30,000+ square foot area will accommodate more than 600 6 ft. x 30-inch tables. Tables are available for \$25 each with no limit on number. If you want your table(s) next to another Member, please indicate in the area provided on the Registration Form and send both forms with separate checks in the same envelope. Tables with an electrical outlet are available for an additional fee of \$50. No flashing lights, sirens, blowing horns, etc.

Unloading and set-up will be on Friday, July 28th, from 10:00 a.m. to 9:00 p.m. and on Saturday, July 29th, from 7:30 to 8:45 a.m. Trading is not allowed during set-up times. Violators will be asked to leave and disallowed from selling at the Convention. Security will be provided from 10:00 a.m. on Friday until 3:00 p.m. on Sunday. Tables reserved will be held until noon on Saturday, after that they will be sold at the door. If all tables are sold, your name will be placed on a waiting list and assigned after noon on Saturday. All train and train-related items must be clearly marked and priced.

The Trading Halls will be open to the public on Sunday, July 30th, from 9:00 a.m. to 3:00 p.m. Table holders are expected to stay until closing time.

Shipping

On-site shipping service will be available for attendees who want to ship their trains. This service will be available outside the Trading Hall on Saturday, July 29th, from 10:00 a.m. to 6:00 p.m.

Transportation

AIR — Detroit Metro Airport and Detroit City Airport are both served by major airlines with hundreds of direct flights daily arriving from over 200 cities. The Hyatt Hotel is just 20 short minutes away, and there is shuttle service.

AUTO — Dearborn is close to I-75 and I-94.

RAIL — Amtrak travelers will find the Dearborn Station just 2 miles from the Convention Hotel.

Banquets and Entertainment

Celebrating 100 Years of Toy Trains will be the theme of the Banquet on Saturday, July 29th. The cocktail reception will begin at 6:00 p.m. and dinner will be served at 7:00 p.m. in the beautiful Hubbard Ballroom. Adults may select beef or chicken entree. Children will have their own Banquet with lots of their favorite foods. During and after dinner, you'll enjoy entertainment, souvenirs and special table favors. You won't want to miss this! There are 950 adult seats and 400 kid seats for these great events, so register early to reserve yours.

Get Acquainted Party

At 6:30 p.m. on Thursday, July 27th, the clubs will present a festive beginning to the Convention. It's also an opportunity to renew old and create new friendships. With a Tastes of the World theme, this celebration of great toy trains, good friends and delicious food will be a memorable moment!

LCCA Annual Membership Meeting

This event will be held in the Hubbard Ballroom at 3:00 p.m., Friday, July 28th.

Lionel Seminar

This presentation by Lionel executives will be a highlight of the Convention. The Lionel Seminar will be held from 4:00 to 5:00 p.m. on Friday, July 28th, in the Ballroom. Get the inside scoop directly from Lionel.

LOTS Annual Membership Meeting

This Club's meeting will be held in the Hubbard Ballroom at 5:00 p.m., Friday, July 28th.

Public Displays

Operating layouts and displays will be set up for all to enjoy — including the latest products from Lionel!

Form may be photocopied

CONVENTION TOURS WORKSHEET

Limited seating - First come, first served. YOU SNOOZE, YOU LOSE!
IMPORTANT NOTE: ALL TOUR TIMES ARE EASTERN DAYLIGHT SAVINGS TIME

Name: _____ MEMBER#: _____
(First) (Middle Initial) (Last)

Instructions: Circle the tour(s) of your choice. Allow at least one hour between tours on the same day. Fill in the number of seats and dollar amounts across from each tour you want to attend. Also, please list the tour number and quantity of seats on the front of this form. If the tour(s) selected are filled, you will be scheduled in the next closest time slot.
Note that all travel to/from tour sites is by motorcoach only. No personal vehicles.

Tuesday, July 25th

Lionel Visitors Center and Factory _____ @ \$25 = _____

- #1 6:45-11:25 a.m.; #2 7:45 a.m.-12:25 p.m.; #3 8:45 a.m.-1:25 p.m.;
- #4 9:45 a.m.-2:25 p.m.; #5 10:45 a.m.-3:25 p.m.; #6 11:45 a.m.- 4:25 p.m.;
- #7 12:45-5:25 p.m.; #8 1:45-6:25 p.m.; #9 2:45-7:25 p.m.; #10 3:45-8:25 p.m.

Madison Hardware _____ @ \$15 = _____

- #11 9-11 a.m.; #12 10 a.m.-12 noon; #13 11 a.m.-1 p.m.; #14 12 noon-2 p.m.;
- #15 1-3 p.m.; #16 2-4 p.m.

Carail Museum _____ @ \$15 = _____

- #17 9-11 a.m.; #18 10 a.m.-12 noon; #19 11 a.m.-1 p.m.; #20 12 noon-2 p.m.;
- #21 1-3 p.m.; #22 2-4 p.m.; #23 3-5 p.m.; # 24 4-6 p.m.; #25 5-7 p.m.; #26 6-8 p.m.

Wednesday, July 26th

Lionel Visitors Center and Factory _____ @ \$25 = _____

- #27 6:45-11:25 a.m.; #28 7:45 a.m.-12:25 p.m.; #29 8:45 a.m.-1:25 p.m.;
- #30 9:45 a.m.-2:25 p.m.; #31 10:45 a.m.-3:25 p.m.; #32 11:45 a.m.-4:25 p.m.;
- #33 12:45-5:25 p.m.; #34 1:45-6:25 p.m.; #35 2:45-7:25 p.m.; #36 3:45-8:25 p.m.

Madison Hardware _____ @ \$15 = _____

- #37 9-11 a.m.; #38 10 a.m.-12 noon; #39 11 a.m.-1 p.m.; #40 12 noon-2 p.m.;
- #41 1-3 p.m.; #42 2-4 p.m.

Carail Museum _____ @ \$15 = _____

- #43 9-11 a.m.; #44 10 a.m.-12 noon; #45 11 a.m.-1 p.m.; #46 12 noon-2 p.m.;
- #47 1-3 p.m.; #48 2-4 p.m.; #49 3-5 p.m.; #50 4-6 p.m.; #51 5-7 p.m.; #52 6-8 p.m.

Henry Ford Museum and Greenfield Village _____ @ \$35 = _____

- #53 9:00 a.m.-5:00 p.m.

Lunch at The Whitney _____ @ \$35 = _____

- #54 10:00 a.m.-2:00 p.m.

Thursday, July 27th**Lionel Visitors Center and Factory** _____ @ \$25 = _____#55 6:45-11:25 a.m.; #56 7:45 a.m.-12:25 p.m.; #57 8:45 a.m.-1:25 p.m.;
#58 9:45 a.m.-2:25 p.m.; #59 10:45 a.m.-3:25 p.m.; #60 11:45 a.m.-4:25 p.m.;
#61 12:45-5:25 p.m.; #62 1:45-6:25 p.m.; #63 2:45-7:25 p.m.; #64 3:45-8:25 p.m.**Madison Hardware** _____ @ \$15 = _____#65 9-11 a.m.; #66 10 a.m.-12 noon; #67 11 a.m.-1 p.m.; #68 12 noon-2 p.m.;
#69 1-3 p.m.; #70 2-4 p.m.**Carail Museum** _____ @ \$15 = _____#71 9-11 a.m.; #72 10 a.m.-12 noon; #73 11 a.m.-1 p.m.; #74 12 noon-2 p.m.;
#75 1-3 p.m.; #76 2-4 p.m.; #77 3-5 p.m.; #78 4-6 p.m.; #79 5-7 p.m.; #80 6-8 p.m.**Henry Ford Museum and Greenfield Village** _____ @ \$35 = _____

#81 9:00 a.m.-5:00 p.m.

Rouge River Boat Cruise _____ @ \$35 = _____

#82 10:00 a.m.-2:00 p.m.

Friday, July 28th**Lionel Visitors Center & Factory** _____ @ \$25 = _____#83 6:45-11:25 a.m.; #84 7:45 a.m.-12:25 p.m.; #85 8:45 a.m.-1:25 p.m.;
#86 9:45 a.m.-2:25 p.m.; #87 10:45 a.m.-3:25 p.m.; #88 11:45 a.m.-4:25 p.m.;
#89 12:45-5:25 p.m.; #90 1:45-6:25 p.m.; #91 2:45-7:25 p.m.; #92 3:45-8:25 p.m.**Madison Hardware** _____ @ \$15 = _____#93 9-11 a.m.; #94 10 a.m.-12 noon; #95 11 a.m.-1 p.m.; #96 12 noon-2 p.m.;
#97 1-3 p.m.; #98 2-4 p.m.**Carail Museum** _____ @ \$15 = _____#99 9-11 a.m.; #100 10 a.m.-12 noon; #101 11 a.m.-1 p.m.; #102 12 noon-2 p.m.;
#103 1-3 p.m.; #104 2-4 p.m.; #105 3-5 p.m.; #106 4-6 p.m.; #107 5-7 p.m.; #108 6-8 p.m.**Saturday, July 29th****Frankenmuth, Bronners, and Junction Valley Railroad** _____ @ \$65 = _____

#109 9:00 a.m.-5:00 p.m.

TOURS SUB-TOTAL: = \$ _____

Please enter tour numbers, quantity of seats,
and total cost on the Annual Convention Registration Form.

TOURS BACKGROUND AND INFORMATION

IMPORTANT NOTE: ALL TOUR TIMES ARE EASTERN DAYLIGHT SAVINGS TIME.

Lionel Visitors Center and Factory

This is your best opportunity of a lifetime to see and visit the home of the toy trains we all love! You'll travel to Lionel's headquarters in Chesterfield, Michigan, and see the Visitors Center with its fantastic displays and layout and gift shop filled with wonderful items exclusively available there! Then you'll walk through the factory and observe the actual production of Lionel products. Cost includes your ride on a video-equipped motorcoach, a light snack lunch and a pair of Lionel safety glasses — required while in the factory, and yours to keep as a souvenir! Tour takes about 4-1/2 hours round-trip from hotel.

When: Tuesday, July 25th through Friday, July 28th, with ten departures daily each hour from 6:45 a.m. to 3:45 p.m.
#1-10 on Tues.; **#27-36** on Wed.
#55-64 on Thurs.
#83-92 on Fri.
 Cost: \$25 per person.



The Lionel factory in full production mode.

resource for toy train collectors. It's a treasure trove for those seeking a special item and a place where operators can find that missing piece needed to put their favorite train back on the tracks. Walk through the aisles of racks filled with Lionel trains, accessories and parts. An added bonus is a large number of vintage automobiles to see along with all the toy trains. There are also operating layouts on display — one is over 920 square feet! This tour lasts about 2 hours round-trip from the hotel.

When: Tuesday, July 25th through Friday, July 28th, with six departures daily each hour from 9:00 a.m. to 2:00 p.m.
#11-16 on Tues.; **#37-42** on Wed.; **#65-70** on Thurs.; **#93-98** on Fri.
 Cost: \$15 per person.

Carail

See article on page 12 for information about this special attraction.

When: Tuesday, July 25th through Friday, July 28th, with ten departures daily each hour from 9:00 a.m. to 6:00 p.m.

#17-26 on Tues.; **#43-52** on Wed.; **#71-80** on Thurs. **#99-108** on Fri.

Cost: \$15 per person.



The layout at the Lionel Visitors Center

Madison Hardware

Since 1987 — when it was moved from its original location in New York City to the current site near downtown Detroit — Madison Hardware remains a prime

Henry Ford Museum, Greenfield Village, and Spirit of Ford

You can see 200 years of American history unfold during a visit to the many displays contained at these fabulous complexes. The stories of the lives and works of our country's most famous inventors are told here, along with the saga of U.S. transportation. There are numerous interactive stations for all to enjoy, including a train ride headed by a 1868 steam engine as well as a 1913 carousel. The Spirit of Ford site offers one-of-a-kind action for participants and the Automobile Hall of Fame presents photos of classic and modern vehicles. Cost includes transportation and admissions. Also on location is an IMAX Theater with its fantastic 3D visualizations. Admission to IMAX Theater as well as lunch are on your own.

Tour #53 Wednesday, July 26th, 9:00 a.m.-5:00 p.m.

Tour #81-Thursday, July 27th, 9:00 a.m.-5:00 p.m.
Cost: \$35 per person.

Lunch at The Whitney

For a truly wonderful dining experience, there's no place greater than one of Detroit's premiere five-star restaurants. The setting is fabulous — a former lumber baron's estate — and the cuisine is fantastic. You'll enjoy a unique atmosphere as you dine with friends. Seating limited to the first 110 enrollees. Cost includes motorcoach transportation and your meal.

Tour #54 Wed., July 26th, 10:00 a.m.-2:00 p.m.
Cost: \$35 per person.

Rouge River Boat Cruise

This excursion cruise passes by Ford Motor Company's giant Rouge facility including its private railroad, Rouge Steel, Zug Island's Delray Connecting Railroad and sites of Norfolk Southern (formerly Wabash) and Grand Trunk/Canadian National car ferry docks. You will also pass CSX's Rougemere Yards and have a rare close-up view of the Boblo steamers at rest at Nicholson Terminal. The tour will be narrated by Ken Borg, a noted railroad photographer. The on-board snack bar will be open for purchases. Seating is limited to 110. Cost includes transportation and admission. Lunch on your own.

Tour #82-Thursday, July 27th, 10:00 a.m.-2:00 p.m.
Cost: \$35 per person.

Frankenmuth, Bronners, and Junction Valley RR

With its Bavarian village theme, Frankenmuth is one of Michigan's top tourist attractions. Couple that with a chance to shop at Bronners, the world's largest Christmas store, makes this tour an experience all will enjoy. Lunch will be at Zehnders, a restaurant known for its delicious German-theme food. There's even a stop at a one-quarter scale railroad to see and ride some unique miniature equipment! Cost includes transportation, tour guide, all admissions and lunch.

Tour #109-Saturday, July 29th, 9:00 a.m.-5:00 p.m.
Cost: \$65 per person.

CONTACTS AND DIRECTIONS FOR CONVENTION TRAVELERS

REGIONAL MAP



PEOPLE TO CONTACT

For general questions and information:

LCCA Co-Hosts: LOTS Co-Host:

Don Carlson Joe Wilhelm

(734) 462-4265 (734) 453-2232

Al Kolis

(810) 229-2071

For registration questions/information:

Susan Ellingson (612) 931-0853

PLEASE NOTE

Form may be photocopied

RESERVE ROOM(S) WITH A CREDIT CARD
OR MAKE CHECK/MONEY ORDER PAYABLE TO:
HYATT REGENCY DEARBORN
DO NOT SEND CURRENCY.

ORGANIZATION: LCCA/LOTS

FUNCTION: 2000 Convention

DATES July 25 to 30, 2000

ALL REQUEST FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2000

Please reserve accommodations for: *Please print or type*

NAME _____ COMPANY LCCA/LOTS

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH DAY
ARRIVAL DATE		DEPARTURE DATE	

CHECK IN TIME: AFTER 3:00 P.M.
CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT A CHECK FOR THE FIRST NIGHT'S DEPOSIT OR YOUR CREDIT CARD#. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 1-800-233-1234.

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER
EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-333-333 FOR RESERVATIONS.

PLEASE RESERVE _____ NO. OF: SINGLE TRIPLE LOCAL RATES ARE: \$99 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
 SMOKING ROOM DOUBLE QUAD PLUS APPLICABLE TAXES.
 NON-SMOKING ROOM

THE SPECIAL LCCA CONVENTION RATES WILL BE HONORED BOTH 3 DAYS BEFORE JULY 25TH AND 3 DAYS AFTER JULY 30TH FOR THOSE WISHING TO COME EARLY OR STAY LATE. IF RATE OR ROOM TYPE IS NOT AVAILABLE, NEAREST AVAILABLE RATE WILL BE ASSIGNED. ROLL-AWAY CHARGE \$15.00. AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES OF 13%. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.

Fill out all necessary information and mail directly to:

HYATT REGENCY DEARBORN
Attn: Reservations Department, Fairlane Town Center, Dearborn, MI 48126
Phone: 313-593-1234 or 1-800-233-1234 Fax: 313-982-6884

YEAR 2000 CONVENTION TIMETABLE

IMPORTANT NOTE: ALL TIMES EASTERN DAYLIGHT SAVINGS TIME

Monday July 24, 2000

12:00 noon to 9:00 p.m. Registration Desk Open for Early Registration

Tuesday July 25, 2000

6:00 a.m. to 9:00 p.m. Registration Desk Open
 6:45 a.m. to 8:25 p.m. Tours - Lionel Factory, Madison Hardware, and Carail Museum

Wednesday, July 26, 2000

6:00 a.m. to 9:00 p.m. Registration Desk Open
 6:45 a.m. to 8:25 p.m. Tours - Lionel Factory, Madison Hardware, and Carail Museum
 8:00 a.m. to 5:00 p.m. LOTS Board of Directors Meeting
 9:00 a.m. to 5:00 p.m. Tour - Henry Ford Museum and Greenfield Village
 10:00 a.m. to 2:00 p.m. Tour - Lunch at the Whitney

Thursday, July 27, 2000

6:00 a.m. to 9:00 p.m. Registration Desk Open
 6:45 a.m. to 8:25 p.m. Tours - Lionel Factory, Madison Hardware, and Carail Museum
 8:00 a.m. to 3:00 p.m. LCCA's Old/New Board of Directors Meetings
 8:00 a.m. to 5:00 p.m. LOTS Board of Directors Meeting
 9:00 a.m. to 5:00 p.m. Tour - Henry Ford Museum and Greenfield Village
 10:00 a.m. to 2:00 p.m. Tour - Rouge River Boat Cruise
 6:30 p.m. to ?? "Tastes of the World"- Get Acquainted Party

Friday, July 28, 2000

6:00 a.m. to 6:00 p.m. Registration Desk Open
 6:45 a.m. to 8:25 p.m. Tours - Lionel Factory, Madison Hardware, and Carail Museum
 10:00 a.m. to 9:00 p.m. Trading Hall Available for Unloading/Set-up
 3:00 p.m. to 4:00 p.m. LCCA Annual Membership Meeting
 4:00 p.m. to 5:00 p.m. Lionel Factory Seminar
 5:00 p.m. to 7:00 p.m. LOTS Annual Membership Meeting

Saturday, July 29, 2000

7:00 a.m. to 6:00 p.m. Registration Desk Open
 7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up
 9:00 a.m. to 5:00 p.m. Trading Hall Open (Club Members only)
 9:00 a.m. to 5:00 p.m. Tour - Frankenmuth, Bronner's, and Junction Valley Railroad
 6:00 p.m. to 7:00 p.m. Cocktail Reception - Cash Bar
 7:00 p.m. to 10:00 p.m. "Celebrating 100 Years of Toy Trains!" Adult's & Kid's Banquets
 (Convention officially closes after Banquets)

Sunday, July 30, 2000

7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up
 9:00 a.m. to 11:00 a.m. Registration Desk Open
 9:00 a.m. to 3:00 p.m. Trading Hall Open - with Public Participation
 3:00 p.m. Trading Hall Closes - Safe Travels Home

See you at next year's Conventions!
LCCA in Lexington, KY: July 24-29, 2001 • LOTS in Baltimore, MD: July 11-15, 2001

Travels with Andrew

by Jim Herron

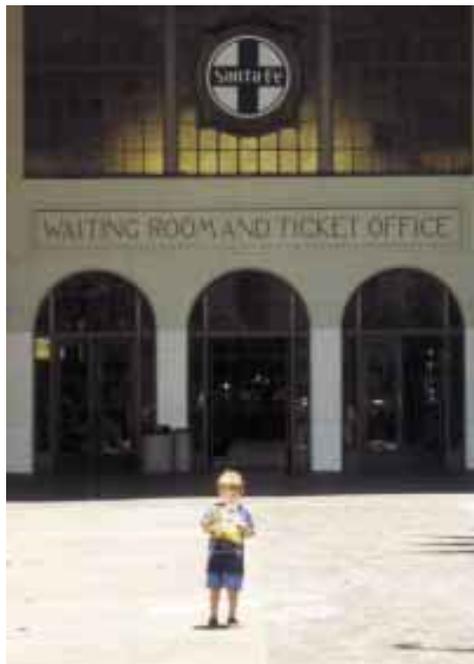
RM 24025

Ten Best Train Vacation Venues

As the seasons now turn toward summer vacation time, train hobbyists may be choosing a vacation site. This year, Dearborn, Michigan, will be on the itinerary for many LCCAers and LOTsers for the 2000 Convention and a tour of toy train “Mecca.” Before or after that adventure, train fans may seek out other train-related sites.

In the span of five short years, my son, Andrew, and I have embarked on many railroad adventures. We have traveled across the country from Maine to California and visited many sites; sometimes expecting less yet often receiving more than anticipated. There seems to be a growing number of Club members engaged in “heritage tourism,” and our fascination with trains can be linked to early railroading at restored sites — as if traveling back in time. Here are — IMHO — the ten most popular train-related scenic and historic places to visit in America. Your kids will enjoy these sites as much as Andrew and I did. Get out the travel planner, and let your imagination soar through railroad history.

1. My personal favorite is the Durango & Silverton Railway in Colorado, a narrow-gauge steam train ride through the mountains to Silverton’s famous silver mines. It is probably the most scenic train ride in America. It’s about a 90-mile trip and takes a whole day. Reservations are recommended.



2. A train operator’s dream is a weekend in Pennsylvania Dutch County, home of the Amish. The “time warp” feeling is quite real with horse-drawn carriages on the streets. Homes and farms get along nicely without depending on electricity. You can spend a night or two in one of the 50 or so modified “motel” cabooses at the Red Caboose and eat at the Red Caboose Victorian Restaurant. Kids love it. Close by is the Choo-Choo Barn, a massive model railroad layout of about 1,700 square feet. Begun over 50 years ago, it is now loaded with lively animation and wonderful details. Also nearby

is the National Toy Train Museum at Strasburg, the Railroad Museum of Pennsylvania — a 90,000 square foot museum with 19th and 20th century trains of all kinds — and the Strasburg Railroad, a nine-mile, 45-minute excursion to Paradise behind a Baldwin steam locomotive.

3. Down Tennessee way at the Southern Railroad terminal in Chattanooga are 48 old Victorian train cars that are part of a hotel. It contains dining cars, a bar, a formal restaurant and banquet room. A trolley takes visitors on a tour and to the Downtown Arrow. Enjoy a nine-mile steam locomotive ride through Chattanooga.

4. Steamtown USA in Scranton, Pennsylvania, is a National Historic Site — and deservedly so. A day spent here is well worth the time. Visit an operating roundhouse, museum, operating maintenance facility, and enjoy train rides. The hotel is in the old passenger terminal and a restaurant serves great meals. It is open all year.

5. The San Diego Model Train Museum is a 24,000 square foot display of model trains in all scales. The Lionel Room itself makes this visit especially memorable to toy train collectors and operators. The

nearby old Santa Fe train station looks the same as it did in 1930.

There you can catch a trolley for a ride through San Diego, travel to Tijuana, Mexico, or catch the Coaster or Amtrak.

6. Moving across the maps on the kitchen table to the northeast, consider visiting the Conway Scenic Railroad in Conway, New Hampshire, and the Mt. Washington Cog Railway — it's just 30 minutes away. Both are well worth a visit. A journey on the Conway Scenic Railroad begins at a 1874 railroad station. There you board a Pullman car or a dining car pulled by either steam or diesel locomotives for a trip on former B&M trackage. The Cog Railway was the world's first mountain climbing railway and was completed in 1860. It is steam powered, and the passenger cars are pulled up 37 degree slopes. The train travels to an elevation of 6,288 feet. Bring a sweater — sometimes snow showers occur in July! Just ask Andrew.



7. Moving to middle America, check out the National Railroad Museum in Green Bay, Wisconsin. You'll see an eclectic variety of trains, a museum, a depot, and a restaurant. The collection contains about 65 pieces of equipment, including a Pennsy GG1, a UP Big Boy, and the unique but ill-fated mid-50s Aerotrain in Rock Island livery.



8. Running on former Denver & Rio Grande narrow-gauge trackage is the Cumbres & Toltec Scenic Railroad high in the Colorado and New Mexico Rockies. During a 64-mile steam excursion, passengers cross Cumbres Pass at 10,000 feet and traverse the Toltec gorge. It passes through tunnels, climbs over high bridges, stops for an old-timey lunch, and returns. This "Rocky Mountain High" experience is as scenic a train ride as can be found in America. To me and Andrew, it was a must-do thing. This railroad is a great weekend trip for the family.

9. Moving northward in Colorado, visit the Georgetown Loop Railroad; it's just west of Denver on I-70. Another narrow-gauge railroad, at one time it catered to the silver and gold mining community of Silver Plume. The engine on the Loop is a steam-powered 2-8-0, and it snakes around tight curves for six and a half miles during a 90-minute trip. The "loop" is the winding trackwork of the railroad, and this scenic adventure is a very special train ride. Close by is the Colorado Railroad Museum in Golden, and your visit can be completed with a tour of the state's Railroad Heritage Museum.

10. The last of my ten best places to visit is the Virginia Railroad Museum of Transportation in Roanoke, Virginia. Founded in 1960 and dedicated by the Commonwealth of Virginia in 1983, this facility recognizes the quality and diversity of the Norfolk & Western Railroad. The equipment on display includes a number of diesel, steam, and electric engines, plus an extensive collection of passenger cars, freight cars, trolleys, antique automobiles, and a N&W J-484, #611. It rates in the top ten category because of the number of pieces in the collection. If you pass through this area, stop by and see a real J.

Photographs by Jim Herron

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

Lionel Classic Freights

While the Early Lionel standard gauge trains in my previous articles may not be well known, every collector should recognize those made in the Classic Era from 1926 to 1942. They were the dream trains of childhood for us



Lionel Classic Era 500 series freights behind a 385E locomotive. The cast metal coal tender was designed by Ives but built in the 1930s by Lionel.

“old timers,” and we hope our children and grandchildren may value them as “Grandpa’s trains.”

Like the Early period, Lionel produced two series of freight cars in the Classic Era. The most common are the smaller 500 series, with frames 11-3/8 x 3-1/2 inches, on trucks which carry them 1-1/8 inch above the rails. The larger 200 series have 12-3/8 x 3-3/4 inch frames, and they ride 1-1/2 inches above the rails. This difference in height makes it difficult to run 200 and 500 cars together although they use the same type of latch couplers.

Every 500 series car has a big brother, usually identical in design. The 214 box car is an exception. It has double doors on each side and was sometimes called a furniture or automobile car. It seems odd that the bigger 217 caboose has only two windows on a side, when the smaller 517 has four.

Other than size, the 211-511 flat cars are the same.

The green 212-512 gondolas came with barrels that often got lost in play. The gray 212 gondola in the work train carried a tool box, and a maroon 212 gondola had three LCL (less than carload) containers aboard, which Lionel made under license from the LCL Corporation. The 219 derrick lifted them in and out of the gondola.

In each series, all the parts of the livestock cars, box cars, and reefers are cut from the same patterns except for their side panels. The 213 and 513 livestock cars have horizontal slats punched out of their sides and vertical slats in their doors. The 214 and 514 box cars have solid sides and doors. The refrigerator cars have small hinged plug doors but no ice hatches in their roofs. They were late additions to each series, and an “R” was added to distinguish them from the box cars with the same numbers. The 214R was never included in any set, and is much rarer than the 514-514Rs.

There were several different 515-215 tank cars in each series. The early ones have Lionel nameplates, but the late 215 and 515 silver tankers have Sunoco decals. My 515 silver Sunoco tanker has a brass dome and caps, and may have been assembled from parts at Madison Hardware when Lionel could not make trains during World War II. The rarest 500 series car is an orange tanker with Shell logos. These tankers are the only Lionel



Lionel Classic Era 200 series freights behind a 400E locomotive with a 12-wheel Vanderbilt oil tender.

standard gauge Classic freight cars that carry the names of other companies, who paid a small fee for each copy sold.

The red 516 hoppers were available in freight sets and in the coal trains, with or without rubber stamped

capacity data on the side and/or metal “coal loads” that also got lost in play. Early Lionel 517 cabooses were green, and later ones red; both with red roofs. The rare red coal train caboose with a black roof was made only in 1929, and there are many repainted fakes. All the larger 216 hoppers were dark green in color. The originals had no coal loads although some “replacement loads” for them have been sold. The 217s, other than the orange/brown work train caboose, were red with red or green roofs.



A trio of Lionel 212 gondolas with reproductions of their correct loads, barrels (green), tool kit (gray), and LCL containers (maroon), and a 219 derrick at work.

American Flyer Wide Gauge

American Flyer was Lionel’s major competitor during the Classic Era, when both companies made trains for O-gauge and 2-1/8 gauge track. W. O. Coleman called these “narrow” and “wide” gauge, to avoid a legal battle with Lionel about the term “standard gauge” for toy trains. As the smaller trains are half sized, their difference is really in scale rather than gauge. “Wide gauge” is still used in this sense by the American Flyer Collectors Club, most of whose members prefer 7/8-inch S-gauge. AFCC became dormant in 1999 because of the visual impairment of its founder and longtime editor, Frank C. Hare.

The decade when Flyer made wide-gauge trains is perfectly described in the first words of A TALE OF TWO CITIES — “It was the best of times. It was the worst of times.” Starting in 1925, W. O. Coleman offered big electric type locomotives and passenger cars at lower prices than Lionel, and Flyer sold thousands of them before the stock market crash of 1929. By 1932, the

market for big toy trains was gone, and Coleman decided to abandon wide gauge. Flyer used up its inventory by 1936, and left Lionel standing alone as the maker of standard gauge trains until after World War II.

Wide-gauge freight cars were not of much interest to American Flyer. Its first ones in 1926 were made by putting Flyer trucks under obsolete Early Lionel bodies, grinding an “ear” off their hooks to fit a slot in the Flyer couplers. Thus the Lionel 12 gondola became a Flyer 4017 sand

car, the 13 became a 4005 stock car, the 14 became a 4008 box car, and the 17 became a 4011 caboose. The Lionel bodies still had their original colors with rubber stamped road names and numbers on their sides. “American Flyer Lines” and their new numbers were stamped under the frames.

1927 catalog introduced “five” new wide gauge freight cars of their own design. But only four were actually made and pictured — a new sand car, box car, and caboose, and a brand new 4012 flat car. The missing “fifth” car was the 4006 hopper, which was not made until 1931 and is hard to find. The



Lionel 515 tank cars. The orange Shell car is an Otto Gall restoration.

first Flyer yellow cabooses with five windows are very rare; the later yellow or red ones have six windows.

The next year, Flyer added the 4010 tank car and 4020 stock car, and the box car became a 4018 automobile car. My box car is numbered 4018, but does not have ladders at the corner as the automobile car should. The flat car was called a 4022 machinery car after 1928 and a 4023 log car (with a sawed block of wood like Lionel’s) in

1934. Not counting the early Lionel bodies, Flyer could list ten freight cars on paper but a string of only seven on track could show them all.

These new Flyer cars were longer and stronger than any Lionel series. They were made of heavier steel, at first riveted and later spot welded. Their frames are 14 x 3-1/2 inches, and they ride 1-1/2 inches above the rails. However, they cannot be coupled to Lionel 200s. You cannot even couple two Flyer cars together unless both are headed in the same direction, as one end of each car has a “male” coupler which fits into the “female” coupler of the next car. Flyer electric locomotives had two male couplers, and cabooses had two female couplers, so they could link up to either end of a string of cars. The Flyer wheel flanges were too deep for Lionel turnouts, and often derailed. When each company used its own couplers and turnouts, it helped to enforce brand loyalty. However, Flyer and Boucher both sold Lionel off-track accessories to go with their trains.

Two years after the last wide gauge in the Chicago plant, A. C. Gilbert bought the American Flyer company in 1938 and moved it to New Haven, Connecticut. Following World War II, Flyer became the world’s major manufacturer of two-rail, S-gauge trains. American Flyer gave Lionel O gauge a run for its money before both collapsed in the late 1960s. Like Ives 40 years earlier, Flyer became a Lionel property. However, Lionel Trains, LLC, has not joined in the recent efforts by others to revive S-gauge.



Four Lionel 10 series cars which became the first American Flyer wide gauge freights—L 12 gondola (AF 4017), L 13 cattle car (AF 4005), L 14 box car (AF 4008), and L 17 caboose (AF 4011).

The only standard gauge, electric “American Flyers” in current production are the new high speed passenger sets being built by Bombardier for Amtrak. By the end of 2000, they will be running under the

wire between Boston and Washington, D.C., as the Acela Express. If the original American Flyer company in Chicago sold “millions” of trains before World War II, there might still be plenty of their wide gauge freight cars



American Flyer wide gauge freight train behind a 4692 locomotive.

It is ironic that the first Flyer wide gauge freight car bodies were early Lionels, and a few years later both Flyer and Lionel bodies became “Ives transition” rolling stock. These rare cars made with diverse parts may seem like ugly ducklings to those who have none, but Chuck Brasher has collected every one of them.

out there somewhere. Just keep hunting, and you may get lucky enough to find a rare blue or “Air Service” Flyer tank car.

Photographs by Grandpa Williams

