



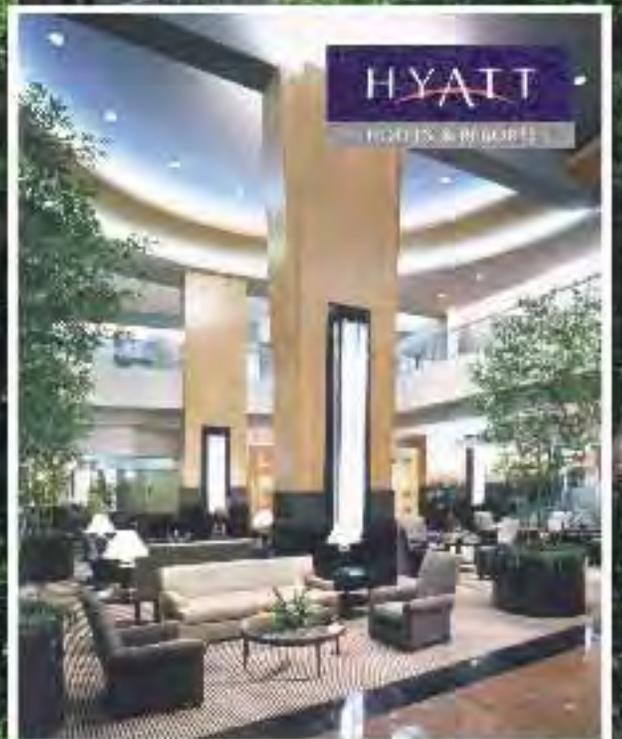
The

Volume 29, No. 6 June, 2000

LION ROARS

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Bimonthly February, April, June, August, October, December

Hyatt Is Home to the 2000 Convention



LCCA 2000 Stocking Stuffer

Up, up, and away into the wild blue yonder!



Photo by Michael Morris

This is an early prototype; actual production models may vary slightly.

Create or complete the airport on your layout with this special limited edition Airport Terminal. Produced exclusively for the Club by Plasticville™, this orange and blue building is an ideal skyport for airborne travelers.

The total number of terminals available is very small and limited to the number of LCCA airplane hangers produced previously. Avoid any last minute rush and possible disappointment by placing your order now to make sure you get this official LCCA item.

Limit of two terminals per member. The LCCA airplane in the photo is shown for effect and is NOT INCLUDED in this offer. Orders must be received on or before November 1st. Delivery date is early December.



This form may be photocopied.

MEMBER NAME _____ LCCA # _____

Charter Member Regular Member Family Member

Quantity	Price	S&H	Amount
<input type="checkbox"/> 1	\$20.95	\$3.50	\$24.45
<input type="checkbox"/> 2	\$36.90	\$3.50	\$40.40

Michigan Residents only; add 6% sales tax: _____ (\$1.47 for 1, \$2.43 for 2)
 _____ Total

NOTE: Do not combine this order with LCCA dues or any other payment to the club. Enclose payment (in U.S. funds) for this offer only, and mail to: LCCA, P.O. Box 479, LaSalle, IL 61301-0479. Make check or money order payable to: LCCA. Do not send cash by mail. Use the credit card form below for MASTERCARD, VISA, or DISCOVER. Note: UPS will not deliver to a P.O. box; street address required.

Card type: MC VISA DISC Card No. _____

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City _____ State _____ Zip _____ Expiry date: _____

Signature: _____

By my signature, I authorize LCCA to charge my account for the amount indicated above.

Stocking Stuffer 2000 IFC

The President's Report 2

Off the Track 3

Chief Dispatcher 4

Toy Trunk Railroad 5

Tinplate Cannonball 6

All Aboard for Learning 8

At Trackside 9

Commemoratives of the Lionel Visitor Center 10

Upcoming LCCA Train Meets 13

Standard Gauge 14

D&DRR 18

The Mane Line 20

A Lionel Father's Day Surprise 25

Lionel News and Views 26

Connections 28

Madison Hardware 31

Convention Supplement 34

Kid's Page.....GIBC

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**ON THE COVER:
The Hyatt Regency will be our
Convention home.**

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

**LCCA BUSINESS OFFICE
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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*.

The President's Report

by Al Otten

HCM 429

Year 2000 Convention

Well, the event of the century has finally arrived. Within approximately thirty days we will all be in Dearborn, Michigan, having the time of our lives. I would like to be able to give you the final registration and tour numbers, but I am unable to do so as this article is being written on May 5th. However, the preliminary numbers look great. There is no question in my mind that by the time you receive this June issue of *The Lion Roars*, our convention will be completely sold out. As a matter of fact the host hotel, Hyatt Regency, Dearborn, is completely booked already.

NOTE: The only way to participate in the scheduled tours is by pre-registering for the tour of your choice and by using the bus transportation supplied by the LCCA. **PERSONAL CARS WILL NOT BE ALLOWED ON ANY SCHEDULED TOURS.**

One more time for emphasis! While in Michigan if you plan to visit Canada, and I recommend that you do, understand that there are only three forms of identification that will be accepted by the United States and Canadian Border Guards and they are:

- Valid Passport
- Birth Certificate
- Valid Voter Registration.

You do not need all three of the above IDs. One will be sufficient for each person. In other words, everyone in your car will have to have his or her own ID. Your driver's license and vehicle registration will NOT be accepted at the border crossing(s).

Year 2000 Engine and Caboose and Convention Cars

The spectacular SD-40 engines and cabooses are currently in production with delivery scheduled for October 2000.

The LCCA/LOTS Maxistack convention cars are also in production with the same delivery date.

Year 2000 Elections

If you have not already cast your election ballot please do so immediately. All ballots must be postmarked on or before July 1st and received no later than July 7th to be valid.

Voting in the election is not only a privilege, it's also a duty. Please do your part by participating in this most important club matter.

Artist Angela Trotta Thomas

Ms. Thomas has prepared a special painting for our year 2000 Convention. It will be a unique, one-of-a-kind item honoring Lionel's 100th birthday, LCCA's 30th birthday and LOTS' 21st birthday. Prints of the painting will be available for sale only at the Convention site. Those purchasing the prints will have an opportunity to participate in a drawing for the original painting. See the convention registration desk for further details.

Convention Tours Availability

Those of you with access to the Internet and haven't as yet registered can determine the availability of all the tours by going to our Web page: <www.lionelcollectors.org>.

On page one of the Web site, click on "Tours" for the available dates and times.

Local LCCA Meets

Response to my previous appeals to host a local train meet are bearing fruit. If you have not as yet contacted President Elect John Fisher please do so right away. It's a rewarding experience. All expenses of the meet are paid by the club, and you will be providing a much-needed service to the club and to fellow collectors. Fisher can be contacted by phone at 651-454-6644 or at his e-mail address: <jftrains@aol.com>.

Thanks to all for your continued loyal support of the Lionel Collectors Club of America. I also encourage you to support our namesake, Lionel LLC. You do that by purchasing their products.

Al Otten — alo@aristotle.net

SPECIAL MEET NOTICE

For you very early convention attendees please note that member Ray Nikolai will be holding a local train meet on Sunday, July 23rd, in Redford, Michigan (Detroit suburb). For details call Ray at 313-277-2419.

Off the Track

by Ed Richter

RM 13075

The presidential elections are fast approaching, and from this point to November seventh we will be exposed to all types of information from the candidates. The volume of this information will steadily increase right up to 7 p.m. when the polls close.

Getting the campaign message out to the public is always a great concern, and with today's mass communication outlets the possibilities are endless. This started me thinking about some of the historic forms of campaigning. Now, being a Train Brain, as my wife affectionately calls me, the first type I thought of was the whistle-stop tour.

Presidential hopefuls would use the train to reach the public. They would give speeches from the last car of the train as it stopped in towns along the rails. Long before television and the Internet, this was a chance for people to see the candidate up close and personal. President Clinton used this type of historical campaigning during the last election when he boarded the "Georgia," a privately owned passenger car. David McArthur, a fellow

co-worker of mine, has some first-hand knowledge of this car. His brother, Gill, owns a company called G&LM Enterprises in Orange Park, Florida, that specializes in storing and restoring railroad passenger cars. The "Georgia" and its owners are Gill's clients. David was kind enough to share one of his photos that shows the car on display.



The "Georgia" at rest.

Our friends at Lionel gave us three Campaign Observation cars to choose from. The 9527 Milwaukee Road for President Roosevelt, the 9528 PRR for President Truman, and the 9529 B&O for President Eisenhower. (pictured below). These cars were produced during the M.P.C. era in 1976 and look great with their red, white, and blue bunting, flags and campaign posters.

So get the word out to the citizens of your layout to meet down at the depot and listen to what the candidates have to say. Then vote!



The 9529 decked out for Ike.

Photographs by Ed Richter and David McArthur

Chief Dispatcher

by Bob Amling

RM 9116

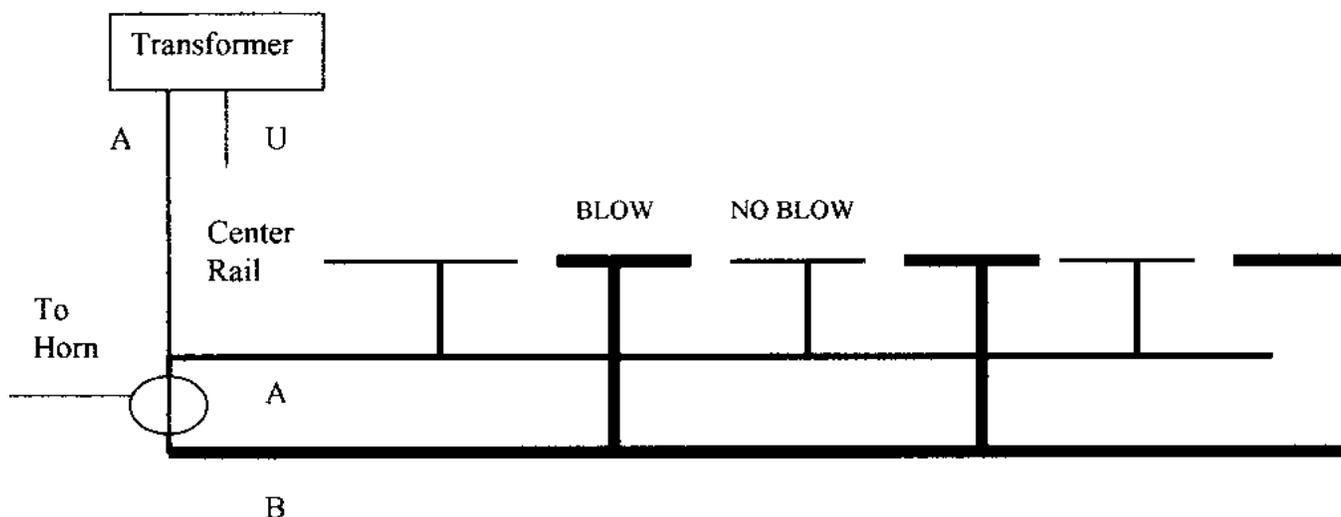
I write this at the midway point between York and the LCCA/LOTS Joint Convention. If you have never been to a York, Pennsylvania, train meet, you are truly missing an experience to savor. This York was enjoyable as always, but fruitful as well.

Control of a Diesel Horn Shed

The top item on my York list was to come up with a way to control a diesel horn shed on my dad's layout. His layout isn't elaborate. The most expensive engine is a 2046. I say this because some might be thinking, "Why not have an on-board diesel horn?"

At Christmas, one of the kids wanted a gift idea for grandpa. I gave them my copy of *CTT* and showed them the Train World (Brooklyn) ad. I marked off accessories that ranged in price from \$15 to \$50 and allowed them to shop within that price range. They settled on the Lionel Diesel Horn Shed. Just before York, dad called and said that he wanted the horn to blow automatically as the train ran by. I started thinking about a Lionel #145-C track contactor or an insulated outside rail. Using the 145-C would require a lot of loose track. Each horn sequence would require four 145-Cs. I dismissed the insulated outside rail because each passing car in the train would also blow the horn.

Diagram A



I stopped by the Dallee Electronics table at the rear corner of the Yellow Hall at York to discuss my project. At first it looked grim, but then the gentleman said, "Why not use the center rail as the control rail?" This was a forehead slapper! Why didn't I think of that? So off I went with a Dallee track detector and regulated power supply. Problem solved. The hard part will be determining the correct length of rail for a short and long blast of the horn. The wiring is fairly simple. The center rail will be cut in segments. These segments will have to be at least long enough to contain both pickup rollers of a double roller truck.

As the diagram indicates, lead (A) is wired directly to the transformer. Note: Terminals (A) and (U) are for illustration only, your transformer may use different letters. Lead (B) passes through the induction coil on the track detector and then connects to the transformer at the same terminal as lead (A). When the engine draws current through lead (B), the induction coil will energize, operate the relay, and blow the horn. More on this in the next issue, after I cut some track.

Digital Control of Individual Cars

Hang on as we leap to the latest technology. As an operator at heart, I was mesmerized by what I saw in the Gold Hall at York. A gentleman from DCC was running a train on a simple oval with a passing siding. What first caught my eye was a seemingly elaborate controller for this layout. But then he started explaining and showing what he could do. There was a run-of-the-mill crane car that started moving! I did a double take. First the cab turned off center, then the boom was raised and the hook lowered. He picked up a drum with a loop attached to it

and swung it over a gondola and gently set it down. He then showed us a side dump car operating anywhere he pleased. There was also uncoupling at will and multiple engine operation. Of course, we have seen the uncoupling and multiple operation before, but an operating crane car?

The gentleman showed us the circuitry added to the cars. The board fits over the axle between the wheels. He said that the axles must be cut and insulated. The crane has at least four micro-motors. I was ready to purchase the crane car, and asked the obvious, "How much is the crane car?" The gentleman replied that the car was not for sale. He said that he had spent thousands developing the technology. He said that his company is selling the controls and is anticipating that the manufacturers will build the cars. Sit back for a minute, and imagine all the possibilities. This little circuit board could bring any car to life anywhere on the layout. How about dropping milk cans at more than one place, dropping ballast trackside, package delivery, a coal dock, crane and searchlight cars at a wreck, not to mention all the military cars. OK, so let's get out there and let the Big Three know that we operators want animation!

Toy Trains and Education

I have mentioned before that my friends and I made a donation in memory of John Forcenito to the children's activity center at the Railroad Museum of Pennsylvania. We stopped in on the way to York to see how the project was progressing. I was elated. The room is completed, and they are making finishing touches on the displays. The room is built as a station building complete with a platform and a 12-inch-to-the-foot scale train outside. They are anticipating opening it during the summer. There are several layouts, one of which is a G-scale switching layout. Children and adults will be able to try their hand

at switching and making up a train. Some of the highlights are:

- Interactive and hands-on experiences
- Railroad power demonstrations
- Dioramas of Pennsylvania railroading
- Instructional activities
- School tours
- Boy Scout railroading merit badge activities.

If you would like a flyer about the Railway Education Center 2000, or other information about the Railroad Museum of Pennsylvania, contact David Dunn, Railroad Museum of Pennsylvania, P.O. Box 125, Route 741, Strasburg, PA 17579; or call 717-687-8628; or point your web browser to <www.rrmuseumpa.org>.

I hope to see you at the LCCA/LOTS Convention!

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

Toy Trunk Railroad

by Erik Sansom



The Tinplate Cannonball

by Ken Morgan

RM 12231

The Saga of the 608

In the last issue, I ended by telling you to remember that I was just setting up this installment of “The Tinplate Cannonball.” For those of you who forgot and don’t want to go back to the last issue, I’ll recap briefly.

My first prewar set was a 253 electric with a hand reverse unit, three 607 coaches, and a 608 observation car, all in red with cream trim inserts. One roof and the observation platform were missing. Many years after my initial purchase, I found out that the red set was a relatively rare department store special. Hence, despite the condition, which I will generously describe as approaching very good, I still treasure it. Besides, it was my first prewar train, and it got me started hunting more prewar equipment. Now, remember what I said about setting up the next column, and that missing roof and obs platform.

Obviously, something had to be done to rectify these discrepancies. So I set out to find a single car, specifically, a 608 observation car in red and cream. I didn’t care about the condition of the body, as long as it had a roof and the observation railing in decent condition. Simple, right? We all know that observation cars are in much greater supply than coaches. Right! Poor innocent me did not recognize that I had embarked upon an odyssey. I was about to become obsessed with 607/608 passenger cars, and, as a complication, their running mates, the 603/604s. Let me present my experience as a case study so you know what

to look for lest this happen to you.

Shortly after this happened, I discovered train collectors meets and started to haunt them. Where was my observation car? When you know it’s there, but you cannot find it, you develop traces of anxiety. Trust me on this point. It is critical that you understand this: the obsession is setting in and you are now in danger of doing something rash. I began to feel like the red 608 did not exist. I became desperate to find something close. An inspiration: I would settle for a junker obs, as long as it had a roof and the platform railing. Easy, right? Same answer. It was not to be found. So, another compromise was in order. I would buy a couple of cars, one with a suitable roof, another with the platform if necessary. I could repaint the roof if need be.

Finally, I found a three-car set at an acceptable price. Let me digress. My opinion of what was “an acceptable price” had risen with my sense of frustration! It’s one of the dangers of the obsession. I purchased the set and brought it home. Now that the hunt was over, inertia set in and a dilemma. I had a reasonably good three-car set. And a rather attractive one at that, with three cars decked out in Stephen Girard green, dark green roofs, and cream inserts. What was I going to accomplish by stripping a roof and painting it red, plus removing the obs railing? That would solve one problem, but introduce another. I would have a second partial set! This left me in a quandary. I just couldn’t do it, so I went back to the hunt.

Now let me digress again. I worked for many years for New York Telephone, subsequently known as NYNEX, now Bell Atlantic. One of my earliest acquaintances there was Bob Amling, aka The Chief Dispatcher. We soon found a common interest beyond employment; how to divest ourselves of discretionary



income by buying Lionel trains. Our collecting interests became a regular source of conversation, not to mention a long-term friendship. Isn't that what this hobby of ours is about?. Anyhow, I discovered prewar before Bob did, and he gleefully watched the tale of the 608 as it unfolded. It got so bad that he started to accuse me of trying to corner the market on these cars! Especially when I came up with another set in the Stephen Girard colors. I think Bob began to wonder if there would be any left for him, assuming he ever moved into prewar. Besides, I was probably inflating the market, at least in the Long Island area.

But I kept on nosing around meets, especially in those boxes under the table where the junkers reside. No luck. Maybe I should have repainted one of those green sets. But I had already presented one son with a prewar set (small freights), and it was time for my youngest to get a similar set. Into the Christmas boxes went three green cars.

Next up was the realization that the 603/604 cars were eligible for my purposes. They're the same things, just without lights and in different colors. Remember, all I wanted was a roof to paint and an obs platform. So I found a really nice-looking 604 in dark red with a black roof and cream inserts and a pair of badly dinged up 607/608 cars in peacock and orange. I bought the bunch as a package deal. Then there was the repainted red and cream one. Finally, I stripped a car with the peacock 608. Now I could finish off the red set.

And I did. But that obsession wouldn't let me go!

I found a beautiful 603 in its original box to go with the 604. Of course, then I wanted another one to make a three-car set. The closest I came was a mediocre 603 in

orange with terra cotta roof and cream inserts. And another well-used peacock set. And a red 607 which allowed me to put an original roof on the 608 that started the whole thing.

Do you detect a pattern here? Do you understand why Bob feels I have a problem?

Bottom line for the 607/608s: I now have five cars for the first (red) set, the three-car green set (plus the one I gave my son), and a peacock set with a matching 253 with the orange bead on the bottom which I repainted and tagged as such. Let me remind all members of the need to identify restored trains.

About the 603/604s: I have the three-car dark red set, a three-car orange set, and a complete (repainted) Red Comet set to which I added the first 603 in red. Of course, three have air tanks and one has a fish belly, but they do look nice. And I have a stripped and primed Pullman and obs ready to go.

The photos show the color combinations I described, with the 603/604s on page six and the 607/608s on page seven; note the matching three-car set in S.G. green and three cars in various colors.

These cars usually came in three-car sets, although cheaper sets, especially with the 252 electric, sometimes had only two cars and specials often had either two or four.

So am I done? I hope so. But then, there are a few color combinations I don't have, not to mention the 609/611s in blue and aluminum, lights, no journals or air tanks, but the same car bodies. And I don't have any of them.

Yet.

Photographs by Ken Morgan

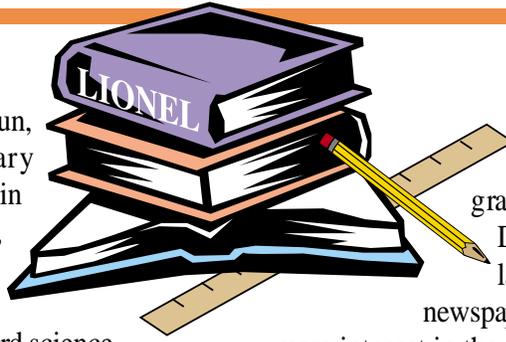


All Aboard for Learning

by Jerry C. Burnett

RM 19731

Most train hobbyists are in it for the fun, but the students at Groves Elementary School in Groves, Texas, see toy trains in larger terms as they learn math, science, and creative writing with Lionel trains. The clickety-clack noises emanating from the lab aren't a by-product of a weird science project to crack the atom; it's the sound of trains.



attended by about 300 children, parents, and grandparents. The students, George, David, and I were featured in a large front-page article of the area newspaper, and that release generated yet more interest in the train hobby.



At the Open House in the school's science lab, students and parents watch the trains in action.

George Tait (RM 20647) and I refurbished a stored 4x8-foot Lionel layout, added some new features, and installed it in the upstairs science lab at the school for enjoyment and education. Principal David Jones, a fan of Lionel trains since childhood, accepted the layout as a special project for holding student's attention and teaching them basic skills. Gary and I also donated a number of Lionel accessories for the layout, and we are excited about applying our hobby to enrich the lives of the local school children.

In March, the school held an Open House that was

The layout is comprised of postwar Lionel trains and accessories. It has a working miniature Texaco oil derrick, a flying plane, and an animated refreshment stand — all controllable by the students in interactive play.

Jones said, "The toy trains are lots of fun, but the students are using them in such a way that they are learning hands-on about mechanics and design. It pushes them to be creative and to work together."

In Groves, Texas, the school has added to the three Rs the triple Ls — Lots of Learning through Lionel.



(L to R) Jerry Burnett, Principal David Jones, and George Tait admire the layout as a teaching tool.

Photographs provided by Jerry Burnett

At Trackside

LCCA Members in Action

Little Rock, Arkansas

Along with the LCCA table-top display on view in a prime location at the GATS event in late April on the grounds of the Arkansas State Fair, Mike Mottler put down a 12x12-foot carpet and installed two large ovals of track. He invited kids and families to experience the fun of hands-on operation of a Lionel Rock Island steam locomotive and a GP20 diesel with freight loads. LCCA President Al Otten dropped by to meet show-goers and distribute complimentary copies of *TLR*.

A local cub scout group on a field trip to GATS enjoyed the LCCA action display. All scouts took a turn at the controls of KW transformers and commanded the



The scouts at the controls. They put the whistle and horn circuits to the test.

trains. Although a merit badge couldn't be awarded for this adventure, each scout enjoyed the trains. Some of the scouts said they had a train set at home.



Several young girls wanted to run the trains too. Who says trains are a "guy thing" only?

Photographs by Mike Mottler and Harry Overtoom

Lexington, Kentucky

In early March, the LCCA sponsored a bi-annual show at the Continental Inn in Lexington, Kentucky.



Harry Overtoom (RM 1185) and a team of train fans in the heartland of America presented this sold-out train

Part of the train meet staff gathered for the obligatory group shot for the scrapbook. Back row, L to R: Winfred Adkins (RM 7180), Harry Overtoom (RM 1185), A.K. and Bill Crace (RM 3066). Front row, L to R: Brenda Drake (wife of Dave Drake - RM 2304) and Jessie Gladd (wife of Dave Gladd - RM 10894, who was on the trading floor). Team member Larry Black (RM 240) was in Paris, France, at the time of the show.

meet. More than 700 members and guests attended the event. The next LCCA train meet in Lexington is scheduled for November 25, 2000.



This is part of the portable standard gauge layout by Joe Holbrook (RM 9556). Sometimes he allows American Flyer prewar trains on the tracks.



"Window shopping" at Bill Stitt's (RM 259) train table were (L to R): Wendell Murphy (now a new member of LCCA), Bill Heron (RM 11562), and Harvey Coggin (RM 11990).

Commemoratives of the Lionel Visitor Center

CHECK IT OUT AT THE YEAR 2000 CONVENTION

by Dennis Leon Clad

RM 10430

While some may say, “the company archives at a long-ago-vacated building in a northern New Jersey city,” this Lionel purist believes the heart and soul of our beloved Lionel is now located at the company’s Visitor Center. Maybe that’s why the toys and souvenirs of The Lionel Visitors Center (LVC) have been at the top of my must-have Lionel dream list. If you’re lucky enough to visit this sacred piece of hallowed ground during the LCCA / LOTS 2000 Convention, I bet you’ll want to own every memento created to honor this Mecca for Lionel devotees.



6-19920. The Grand Opening boxcar is just a hint of the excitement to come in this must-have series.

The best place to begin your Visitor Center collection of keepsakes is with the very first boxcar offered to the public. Oh, what a special toy 6-19920, the Grand Opening boxcar, is. What makes this car my favorite of all Visitor Center rolling stock issued to date is the car’s graphics of a pair of scissors cutting a ribbon with the official Lionel Visitor Center opening date February 19, 1992. To the left of the car’s door is the circle (L) logo. As hard as it is for me to believe, this car can still be found very reasonably priced in the \$40 dollar range.

The second car in the series 6-19927 would again showcase to the left of the car’s door the circle (L) logo but to the right would be the first of three artists renditions of different views of the Lionel Visitor Center layout. This sub-series of artists renditions within a series would last for only two more cars.



6-19927. Our second toy is the first of the artists rendition sub-series.

1994 would be an exciting year for series collectors as we would be offered two great Visitor Center pieces. With our first two boxcars the body sides remained the same tan color but with 6-19932 the main body of the car would be painted a bulkhead gray.



6-19932. The first major change in the LVC paint scheme signaled the end to color boredom

This third car in the series, in addition to being the second boxcar to provide us with an artist’s view of the layout, would be historic for another important reason. It is the last time that a Visitor Center boxcar displayed the circle (L) logo to the left of the door. The 1994 car would be the first car to have its SKU number pad printed on itself. This would not be repeated in the train for this decade.

Our second surprise for 1994 would be the 6-12860 Visitor Center tractor-trailer. This 18-wheel, gray- smoke-belching, black-ribbon-traveling monster would introduce to the world the new Visitor Center logo and also a new Lionel motto: “The Magic Lives On.” This new logo would be in banner style with the circle (L) logo



The 6-12860 motto is so true they're worth repeating on this handsome highway hauler.

positioned in its center. If you only buy one Visitor Center item, make it this handsome highway hauler.

The decade half-way point would again bring two different Center souvenirs, the first being 6-19934, the last boxcar in our train. To the left of the door is a map of



The 6-19934 is a car every Lionel fan that resides in the state of Michigan can admire with pride.

the home state of Lionel. A Chesterfield pennant marks the location of the Visitor Center and company headquarters at the bottom of the "thumb." To the right of the door is the last and best of the artists mini-series. All three artist-view cars contained an ATSF war bonnet F-3 in the rendition. While the first three boxcars had a date printed on them, this last of the artist-rendition cars would be the first Center car to have a Lionel built date. Like its older brother, 6-19932, our 1995 boxcar carries the text "When empty return to Chesterfield."



6-12882. This layout friendly LVC toy may be the hardest to find of the made-by-Lionel Center souvenirs.

Our second treat for 1995 would be 6-12882, the lighted billboard. This Center momento would turn out to be the first and only of the Center's public sale souvenirs made by Lionel to earn collector demand status. Strange as it may seem, the other Visitor Center items to reach this lofty goal are licensed Lionel Visitor Center keepsakes.



The 6-19944 tanker oozes Lionel's patriotic pride in its Made in America motto.

1996 would signal the end of LVC boxcars for this decade with a single dome tanker. In all-American colors, 6-19944 proudly displays Old Glory with the "An American Legend" motto beneath the flag. To the right of this symbol of independence, is for the second time, the LVC logo and a new motto below it, "A Magical Tour." This offer for 1996 reached a collectors high of \$60, but it now can be found in the \$30 to \$40 dollar range.



The 6-19948 Visitors Center Flatcar w/ trailer makes a happy return to this wonderful series.

For 1997 we would see the return of an old friend in a slightly different dress. 6-19948 is a very sharp LVC trailer on a flat car TOFC. The blue flat car carries the year offered (1997) and so does our familiar friend from 1994 — the trailer part of the 6-12860 LVC tractor-trailer. This time the date (1-1997) is pad printed on the trailer's roof in black. With a trailer so good-looking, this collector was happy to see it return in the form of a TOFC. My collector instincts tell me that this piece must have been made in large numbers because it was offered again — in of all places — two cataloged sets for the year 2000.

One of my favorite pieces of Lionel rolling stock is the hard-working gondola. Long known as the backbone of commercial haulers, when dressed up with coil covers and a sharp paint scheme the “wall flower” of Lionel’s freight line is a good-looking car. For 1998 there are no



The 6-19955 Lionel work horse, when dressed in top hat and tails, is worthy of admiration and a prominent place of pride in your collection.

better words than “good looking” to describe 6-19955, the LVC covered coil gondola. The coil covers are a deep Lionel blue with a totally new Lionel Visitor Center logo in silver. This new logo for the LVC has a Lionel (L) inside a circle made up of 3-rail track and the words Lionel Visitor Center; quite a stylish logo! This newly minted marquee would be repeated on the car body but in blue against a field of silver.

The final LVC car to be offered in this first decade train would again be one of my favorite pieces of Lionel payload movers, the vat car. The beautiful silver and deep blue of the 1998 car must have been a hit, because this paint scheme was repeated in reverse colors on 6-19772,



The 6-19772 marks the end of the first Lionel Visitor Center train and is the finale for novelty cars in this series.

the 1999 LVC offering. The four canisters are painted Lionel orange with the LVC track logo pad printed in the center of each. There is no doubt what year this toy was offered; 1999 is printed four times above and below the track logo on each canister. Sadly, this last car of the first decade train marks the end of the novelty Visitor Center pieces.

The year 2000 brought a big change. Now the wonderful and whimsical freight movers of the first decade are side-railed, abandoned, and forgotten in favor of prototypical road names with a small, almost hidden Lionel Visitor Center logo.

Maybe the creative geniuses at Lionel feel this new direction will make the Visitor Center mementos appeal to more than just one collector group. If that is so, I back them all the way by buying and admiring with pride my first of a new LVC’s train, a beautiful Grand Trunk plug-door reefer.

Due to time and space restraints I’ll save the telling of the non-layout Lionel Visitor Center souvenirs for another article. Disney World and Disneyland, been there and done that. The Lionel Visitor Center is to me a mind-blowing thrill ride down the rabbit hole ... like accompanying Alice.

Happy Tracks!
dennisthemace@tds.net

Train Meet Hosts Wanted!

To present a train meet,
contact LCCA
President Elect, John Fisher,
at jftrains@aol.com
or call 651-454-6644.



Upcoming LCCA 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 weekend 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>.

November 25, 2000 Lexington, Kentucky Continental Inn

Harry Overtoom will host another LCCA semiannual train meet in the Bluegrass state - the home of fast horses, beautiful women, and terrific toy trains - is that a correct description? Co-hosts will be Winfrey Adkins (606-873-3714), Larry Black (502-695-4335), and Bill Crace (606-299-2423). Tables will be \$15 for LCCA members; contact Bill Crace for reservations. Adult guests will be \$3.50; children under 12 free with parents. Set-up and "early bird" trading for LCCA members only will be 6 to 9 p.m. on Friday, November 24, and 8 a.m. to 10 a.m. on Saturday, November 25; then the meet will be open to the public from 10 a.m. to 3 p.m. on Saturday. There will be several operating layouts, vendors, and 175 trading tables available. The Continental Inn is at US 60 and New Circle Road. For more info, call Harry Overtoom at 606-268-1942.

December 2, 2000 Naperville, Illinois Naperville High School

Santa's helper, Leonard Hopkins, and his regional team of train fans will offer train-related holiday assistance to the Rotund Red-suited Guy through a LCCA-sponsored train meet at Naperville High School. This well-ordered show has generated outstanding media coverage in the past and is an affirmation of the team's ability to tell the story about our hobby to the public through the press and at the meet. More info to come in this column in *TLR*.

Standard Gauge

by Grandpa Nelson G. Williams RM 14064

How Do Antique Lionel Work Trains Compare to the Latest Buddy “L” Trains?

As *TLR* readers know, I have the Lionel work trains in both 2-7/8 inch and standard gauge. I want to compare them to the new Buddy “L” industrial train that came out last year. It surprised me that some features of the very first Lionel train would be improvements if applied to my newest work train. The new Buddy “L” was built in 1999 by T-Reproductions of Johnson City, Tennessee. The consist is five units — a “Mack” style switch engine, a power supply car for its 12 volt battery, two construction cars, and a work caboose. Each unit is 12 inches long over the couplers. The industrial train is less than half the length of the huge Buddy “L” work train my grandchildren and other kids rode several years ago. See **photo 1**.



The new Buddy “L” industrial train is only half as long as my T-Reproduction of the original Buddy “L” work train, but both are built to run on 3-1/4-inch T-gauge track outdoors.

Of the new train, only the construction cars (and the troublesome knuckle couplers) are licensed reproductions of the Buddy “L” products of the 1930s. The construction car is somewhat larger than the Lionel 218 dump car and works by a



The mechanism of the original Lionel 2-1/8-inch dump car (left) is a worm gear with two knobs on one end, while the Buddy “L” construction car uses levers to dump its load.

system of levers instead of the knobs and worm gears of the 218. See **photo 2**. Norman Thomas designed the Mack engine, power supply car, and work caboose, and he plans to build a limited edition of 100 train sets. You need only a pair of pliers and a Phillips screwdriver to install the optional Dayton motor and chain drive in the Mack engine.

About 70 years ago, the original Buddy “L” Company built a small industrial or mine train. It had a non-powered locomotive and a string of heavy steel cars about six inches long. A child was supposed to push or pull it by hand around a circle of two-rail track about two inches wide, perhaps Gauge II. The treads of its cast iron wheels are wide enough to run on Lionel standard gauge track. The axles are close enough, and their unique couplers have enough play to negotiate the tight curves. Unhappily, that is not true of the new Buddy “L” train.

This industrial train is a bit shorter than the standard gauge Lionel work train of 1928-40. See **photo 3**. But the Buddy “L” is wider and was built to operate on the same 3-1/4-inch, two-rail track as its big brother. Since a circle of “T-gauge” track has a diameter of 25 feet, Buddy

“L” was truly an outdoor railroad. My layout is only half that size, so I looked for ways to run it indoors.

How to Modify Track for the New Buddy “L” Train

How else could one operate the new Buddy “L” industrial train? You might run the Buddy “L” on an indoor



3

The Buddy “L” industrial train is about the same size as the Classic Lionel work train behind it. A fourth rail has been added to some Lionel 2-1/8-inch standard gauge track on my home layout for Buddy “L.”

layout if you re-gauge your track with an outside rail. It is easy to add such a rail with straight Lionel 2-1/8-inch standard gauge track. You just remove the center rail and one outside rail, then flatten the tabs and slip the metal ties under the ties of a regular straight section. When their holes line up, screw both ties to the roadbed and there will be 3-3/16-inches between the outside rails. That’s close enough on a tangent.

Curved sections are tougher. Eight sections of standard gauge track make a tight circle with a 42-inch diameter, and the Buddy “L” really needs wider radius curves. You could buy new track up to a six-foot radius, or bend old standard gauge curves to any wide radius that suits you. I added an extra section of Lionel curved track to turn a 90-degree corner with a radius of 28 inches. To fit the curves to the new arc, remove both outside rails and bend all three rails separately before you put the two non-insulated rails back in the slots of the metal ties. The outside rails will become too long and the inside ones too short. I cut 3/4ths-inch off the long rails and 3/8ths-inch off the center rails at both ends of my arc to square them up where they join the tangents.

My wider radius curves were still too tight. Just as real railroads do, I tried to “ease the gauge” to allow the rigid wheels of the Buddy “L” cars to negotiate these curves. I pulled the ties of the outside fourth rail out until I could not see their holes, then drilled through the hole of the three-rail ties to get a gauge nearly 3-3/8-inches. See **photo 4**.



Corners of track with an outside Lionel rail eased to a gauge of 3-3/8 inches so the rigid Buddy “L” cars can negotiate a 90-degree turn. An extra curved section of Lionel track has been inserted for standard gauge (front), but the G-gauge track (at rear) is already wide radius.

Even that was hardly enough since the Buddy “L” wheels have small flanges and there is almost no play in the knuckle couplers. To get more play, I disengaged their built-in crank and pin mechanism, and locked the knuckles closed with 1 inch 8x32 bolts or 5/32 cotter pins instead.

If you operate on G-gauge track, you could add an outside Lionel rail on half-ties for the Buddy “L” work train. Put the screw holes outside the Lionel rails, so the metal half-ties do not touch the electrified G-gauge rails. It might be worth cutting G-gauge track in half for the outside rail, although with so many plastic ties it is harder to get the 3-1/4-inch gauge. G-gauge track already has a wide radius, and the small flanges of the Buddy “L” wheels hold better on its flat rail heads than on tubular rails. You still need to “ease the gauge” on the curves.

Operating Problems with the Buddy “L”

A second problem with the Buddy “L” knuckle couplers is that they may open while the train is in motion. The coupler system of the Lionel 2-7/8-inch train (1901-08) offers a better solution. Those big Lionel cars have coupler pockets cast at each end of their frames. Two 1-3/4x3/8-inch pieces of thin fiberboard joined by a rivet are held in the coupler pockets by cotter pins. The rivet lets them swivel to an acute angle on curves and straighten out on tangents. There is



My reproduction of the Lionel 2-7/8-inch gauge train is virtually the same size as the new Buddy “L” — its construction cars even have the same 4-1/4 inches between their fixed axles as the earliest Lionel cars did.

so much play in these couplers that I have run my Lionel 2-7/8-inch train on a circle with the same 42-inch diameter as standard gauge. See **photo 5**.

You could use this early Lionel system with the Buddy “L” cars. Put the fiber strips over the knuckle couplers, and secure them with 3/32-inch cotter pins that you open at the bottom to stay in place. See **photo 6**. This should solve both problems: you can get maximum

No. 5,” it is too lightweight to pull more than itself and its power supply car. An industrial engine should run slow but steady. To improve its tractive effort, the Mack engine needs extra weight over both axles. I filled two 35mm film canisters with nuts and bolts, taped the lids tight, and put them inside the empty spaces where the motors would have been in the diesel yard goat. I stripped the paint off the treads of the four drive wheels, because bare

metal gives better adhesion to the rails. I also cut out a shield of styrofoam to protect the 3-way switch in the power supply car from damage by the five-pound storage battery inside it. If you correct those problems, you probably can ignore the fact that the axles of



Notice that the Lionel couplers for the 2-7/8-inch gauge train (foreground) can be used over the Buddy “L” knuckle couplers (rear) to solve two problems — they give incredible flexibility on curves and will not open.

play with the Lionel couplers and need not rely upon the closure of the knuckle couplers when you run the train. You could probably buy a handful of these couplers from Joe Mania of Freehold, New Jersey, who reproduces the Lionel 2-7/8-inch trains now. If that is too much trouble, you could unbend and use large paper clips instead.

Another problem is the Mack engine in the Buddy “L” industrial train. Like the 2-7/8-inch Lionel “B O

the engine, power supply car, and work caboose are six inches apart. Since they are rigid, that is very long to negotiate tight curves. However, the axles of the original Buddy “L” construction cars were exactly the same 4-1/4-inches apart as those of Lionel 2-7/8-inch cars. Did they copycat Lion “L” or was that just a coincidence?



7

Three work trains on my shelves. Top, Lionel standard gauge (1928-42) with a Williams reproduction of the 381E locomotive. Center, James Cohen reproduction of the Lionel 2-7/8-inch gauge train (1901-06). Below, the new 1999 Buddy "L" industrial train by Norman Thomas of T-Reproductions.

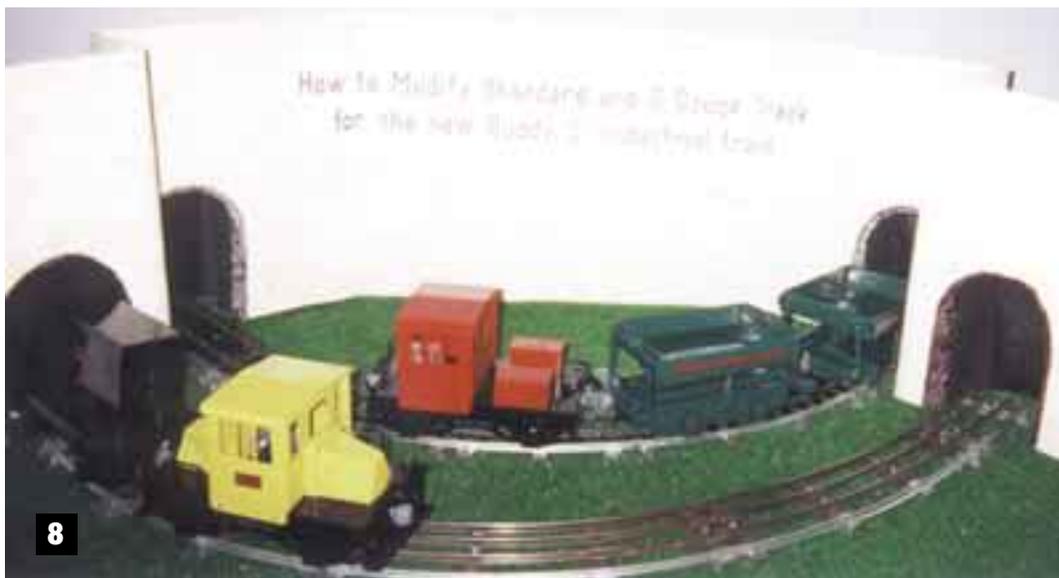
How to Have More Fun with Broad Gauges

The major differences between Lionel and Buddy "L" arose from what each manufacturer intended to achieve. Lionel wanted to build electric trains that boys could operate many holiday seasons with the fewest problems. My own are more than 60 years old, and run better than I did at their age. Buddy "L" built bigger and stronger toys and trains without motors for outdoor play by boys who could actually ride on some of them. Neither company foresaw that later collectors might buy such toys to display on shelves without ever playing with them. See **photo 7**.

As a grown-up boy myself, I enjoyed the challenge of trying to run the new Buddy "L" industrial train as I do my old Lionels. It was almost a success. My display of the modified tracks and this train got a

Second Class red ribbon at the November meet of the Southern Division of TCA. See **photo 8**. The changes I have made in the engine and couplers since then have much improved the operation of my new Buddy "L."

I thank my friends Norman Thomas and C. J. Repasi for their help and advice during this project.



No, this is not a long freight train chasing its own caboose through spiral tunnels in a mountain. It is both ends of the new Buddy "L" industrial train on home-made wide radius Lionel standard gauge track in front and G gauge track in the rear.

Photographs by Grandpa Williams

D&DRR

The Dad and Daughter Railroad

by Michael Alan Thomas

RM 23006

The year-round layout at the Thomas home is all Lionel. My railroading outfit is fitted with the Lionel logo, and my daughter, Ashlee, has Lionel gear too.

I enjoy teaching her how to control the trains and run the railroad. I love Lionel trains and this club; I'll be a member 'til I die. Then in heaven I'll look for the LCCA Afterlife Chapter of the club!

A feature of many Lionel layouts, the Rico station is set at the center of activity. Note the classic cars in the parking lot at the station and the police car nearby. Yes, Michael likes trees.



It's a busy layout with lots of track, accessories, and structures in the scene.



Daughter Ashlee - with RR cap and gloves - seems to have control of the situation through KWs and older Z transformers.

Dad Micheal "in uniform" at the winter scene of the layout.

Photographs by Michael Alan Thomas



0 gauge layouts will be in operation during the upcoming Convention in Dearborn, Michigan.

Bring your camera!

The Mane Line

by Dennis Leon Clad

RM 10430

During Lionel's centennial anniversary this year, let's look back to another very special year for the company, 1975, and view some of the birthday souvenirs offered to attendees of Lionel's 75th birthday party.

Souvenirs as Collectibles

I make no secret of the fact that what I know about real railroads and railroadiana would not fill a thimble, so I take the magazine ad at face value when it stated that the first two Lionel souvenirs shown below were genuine railroad pieces. The tin lantern is a working railroad piece as is our LCCA lantern of a few years ago. The tin lid is

stamped Lionel with a (circle R) by the name. The ad also stated that the globe would be red, yet red globe lanterns are extremely rare. All but two lanterns I've seen had clear globes. Unlike our LCCA lanterns, the Lionel 75th anniversary lantern came without the embossed Lionel globe and in a plain white corrugated box. I've seen collector prices as high as \$700 for this souvenir piece, and that was the clear-globe model.

To my surprise, the brass railroad lock and key attracted the most collector interest. This souvenir, when compared to a real railroad lock and key, passed the

reality test, including its metal chain. I have yet to see another souvenir lock and key for sale since I acquired one long ago. That fact, combined with the number of requests I have received for aid in obtaining one, leads me to believe this may be the hardest-to-find souvenir on the agenda today.



The large Lionel 75th Anniversary gold seal.



The 75th birthday patch is hard to find in unsoiled condition.

rather common, or so I thought, until I recently saw e-Bay bids for this patch at the \$50 mark.



Lionel's 75th Anniversary belt buckle is becoming hard to find.

Two gold seals of the peel-off type were to be applied to the rolling stock boxes and set box of the 75th anniversary set. Dealers had the small seals in a small white dispenser box. I have yet to see the box for the large seals, though.

The patch is rather large and beautifully embroidered. It is a perfect match for the pin-back button. Both of these pieces are

The round silver belt buckle arrived in a plain, clear plastic bag and is smaller than the Lionel Rail Roder Club buckle offered a short three years later. To my eye, its not as attractive as its oval cousin, the LRRC belt buckle.

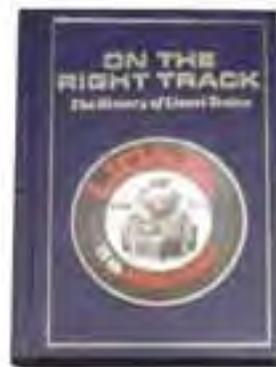
The small hardback book, although very attractive, does only an adequate job of telling Lionel's 75-year history. It came in a plain white box. The beautiful cover makes it a must-own 75th anniversary souvenir.



The oh-so-rare Lionel 75th Anniversary RR lantern with its red globe.



Rarely found is the Lionel 75th birthday RR lock sealed in its original bag.



This Lionel hardback book is a must-own for its attractive cover.



The 75th Anniversary money clip & knife in its original sealed bag.



The 75th Lionel key ring.

The next piece is a combination stainless steel money clip and penknife. It has the 75th circle logo glued onto it, and it came in a clear plastic bag.

Finally, the stainless steel key ring, like the railroad lock and money clip, came with the small pewter-type 75th logo glued onto it and packaged in a clear plastic bag. The key ring, like the other 75th anniversary souvenirs, is gaining collector interest, so it is well worth your effort to add them to your Lionel memorabilia collection. To quote Eddie Murphy, “No journey is too great when one finds what he seeks.”

Boxes for Your Stuff

I must say that I scratched my head for a long time to solve a Lionel memorabilia dilemma in my toy room; that is, what to do with my Lionel, LCCA, LRRRC and LOTS patches and buttons. These wonderful, highly collectible pieces of memorabilia are to me so beautiful they beg to be displayed. They deserve first-class protection. After years of searching, I’ve found nothing better for protecting my investment while enjoying the beauty of these souvenirs than the BoxWare professional display boxes made and sold by the Streamwood Company. The size (A) display box, made famous by Boy Scout patch collectors, is warranted for one year and is perfect for your LRRRC membership buttons and those nearly impossible-to-find Lionel patches from the LTI era. You’ll hear “Ooohs” and “Aaahs” from visitors to your toy room when they see your collection arranged in these display boxes. You’ll consider the \$14.95 cost per box as minuscule. Call Streamwood at 864-859-2915 to order. Be sure to ask for your Lionel 15 percent discount on a case of the size (A) display boxes and a 25 percent discount on each Ultimate Carrying Case, which holds six size (A) boxes.



This carrying case holds six boxware display boxes.

Shipping and taxes will be added. Display box (A) can hold 12 LRRRC membership buttons. If you’re like me, you’ll go through a case in no time. Or get together with a friend, place an order, split the cost and enjoy the discount.

More Stuff to Collect

Specialty car collectors, heads up! And reach for your charge cards. This year marks the 80th birthday of the Lionel-sponsored Miniature Railroad and Village at the Carnegie Science Center in Pittsburgh, Pennsylvania. There’s no better way to celebrate the joy that so many have experienced from their visit to this magical land of Lionel than with a



With only 500 cars to be made don’t fail to take advantage to order one of your very own.

birthday boxcar designed by museum layout curator and fellow LCCA member, Patty Everly. Sorry, the 6+SKU number was not available to me at press time. It is the second car in what I hope will be a continuing series. Lionel donated all 500 cars produced to the center and 100 percent of the proceeds will be applied to maintain this gotta-see exhibit. Here’s exciting news for LCCA members who place an advance order for this instant collectible. Call 412-237-3418, place your order for this genuine uncataloged Lionel toy, and you’ll get it for \$49.95 plus shipping and taxes.

Attention Quaker Oats Express set owners! The second add-on to this wonderful promotional set has been



The Life Cereal boxcar is an eye-catcher.

released from the creative design shop of Bill Davies. He has hit another home run at bat in the World Series of uncataloged Lionel cars. The Life Cereal 6-36200 item is a 9700 series boxcar made available only to Quaker Oats employees who placed their order by the April 17, 2000, deadline. This car, like Patty's birthday car, is a genuine Lionel product and is decorated by Lionel at their Mount Clemens facility.

For educational purposes, I'll overcome my inner reluctance to tell you about this last car. It isn't a genuine uncataloged Lionel car; accordingly, it carries no Lionel-issued production (SKU) number. BCK-OH-25-9910 is



This boxcar may be of interest to LCAC COM car collectors.

a Lionel "Standard O" boxcar with decor designed by Buffalo Creek Graphics and applied by Pleasant Valley Processing in honor of this decorator's 30 years in business. Each end of the Lionel box contains a bold label with Buffalo Creek Graphics and a non-Lionel production number. I was told that this car was not stripped and repainted; rather, it was assembled from virgin parts and painted by this off-site, but Lionel-approved, decorator. The artwork and paint job is nicely done. I was also told that only 43 cars were made. Each car comes with a Certificate of Authenticity; albeit a rather plain one.

Members of the Lionel Collectors Association of Canada (LCAC), the following car might be of interest to you because the designer and decorator have produced several great LCAC Lionel commemorative cars in the past. COM cars the club calls them. Sad to say, this year LCAC is offering its members another non-Lionel COM car. As I look at what will be the third empty slot in my LCAC train, I'm reminded of a quote by Harpo Marx at the death of John Barrymore. He said, "It's sad when a great man dies. It's even sadder when the greatness dies before the man."

LCCA members who took advantage of the special price on the Case Knife Lionel Express train set from Hamilton Hardware check your mailbox and get ready



Happy the Lionel Lion never looked so proud as on this Case Knife bandana.

for a colossal surprise. As a special "Thank You" for buying your train from the designer, Bill Robertson, you'll receive a Case Express Lionel bandana featuring Happy, the Lionel Lion, the Case logo, and the serial number of your train set embroidered on the bandana. Bill has created a Lionel masterpiece again. Each bandana comes in a display box with a certificate of authenticity. Call Hamilton Hardware at 1-800-754-2411 for great available sets and prices.

A Big Deal

Attention LCCA and LOTS 2000 convention attendees! There will be a special package deal available only to you. Joint Convention-goers who buy both the Carail 6-52188 anniversary auto display car and the 6-52187 Madison Hardware 90th anniversary piggyback



This limited edition billboard is offered to customers as a thank you for their order.

flat car will receive three special gifts. The first is a limited edition 2000 Convention billboard, a Carail lapel pin, and a Madison Hardware lapel pin. This special package will be available exclusively to attendees at only \$125 plus tax; a saving of almost \$20. If you already bought these two Lionel treasures, calm your collector nerves. Mr. Kughn has not forgotten you. Just bring your invoice as proof of purchase, and the billboard and two lapel pins will be presented to you free.

Also still available (but supplies are low) are the three souvenir T-shirts from the 1993 LCCA Convention. These can be added to your collection only by attending the 2000 Joint Convention and visiting Madison Hardware. Previous LCCA souvenirs have escalated in value, and the give-away price of only \$5 plus tax per shirt is a bargain. Don't make the mistake of failing to add these swell souvenirs from time past to your collection.

Lionel Licensee Alert

Taylor Made Trucks has produced another in their series of Lionel tractor-trailers. This toy is not only beautiful and wonderfully constructed, with lights and sounds it is a bargain in the toy truck world. You can buy



Due in time for Father's Day.

it direct from Taylor Made Trucks at 1-800-685-0333. Each rig is \$39.95 plus \$6.95 shipping. The folks at Taylor Made will give each LCCA member who buys a truck a one-year free membership in their Toy Truck Collectors Club. This toy will make a swell Fathers Day gift, so dads out there I suggest that you leave this page of *TLR* open on the coffee table for the family to see and take the hint.

I finally had the chance to see the musical water globes made for Lionel by the Westland Giftware Company. These globes are really classy and would stand



Each of the Lionel water globes by Westland have the added treat of a music box.

out in any collection. The star of the set is the New York Central globe that plays the song "New York, New York." I have a feeling that all these globes will be in short supply. So call Westland at 1-800-424-3233, ask for the dealer nearest you, and ask for item numbers 2279, 2280, 2281, and 2282.

Finally, Enesco Company, a Lionel licensee for the past two years has introduced a wide range of Lionel items to dress up almost every room in your home. Now your office can be a "show-n-tell" venue and a demonstration to all that you're a Lionel fan. One series in the Lionel



Who would have thought these figurines would become a hit.

Enesco line that I thought had no chance of success was Mary's Moo Moos. Wow, I never could have been more wrong. These Lionel figurines of cows in railroad dress are a big hit and not just among Lionel admirers. The



The best price on your Lionel Hawaiian shirts can be found at Knolls.

cows have a large following. When you see the display of the interior of a train station with the Lionel logo on the floor, you will want these cows displayed in and around it. IMHO, the best place to start your search for these and other Lionel licensed items is at the world's



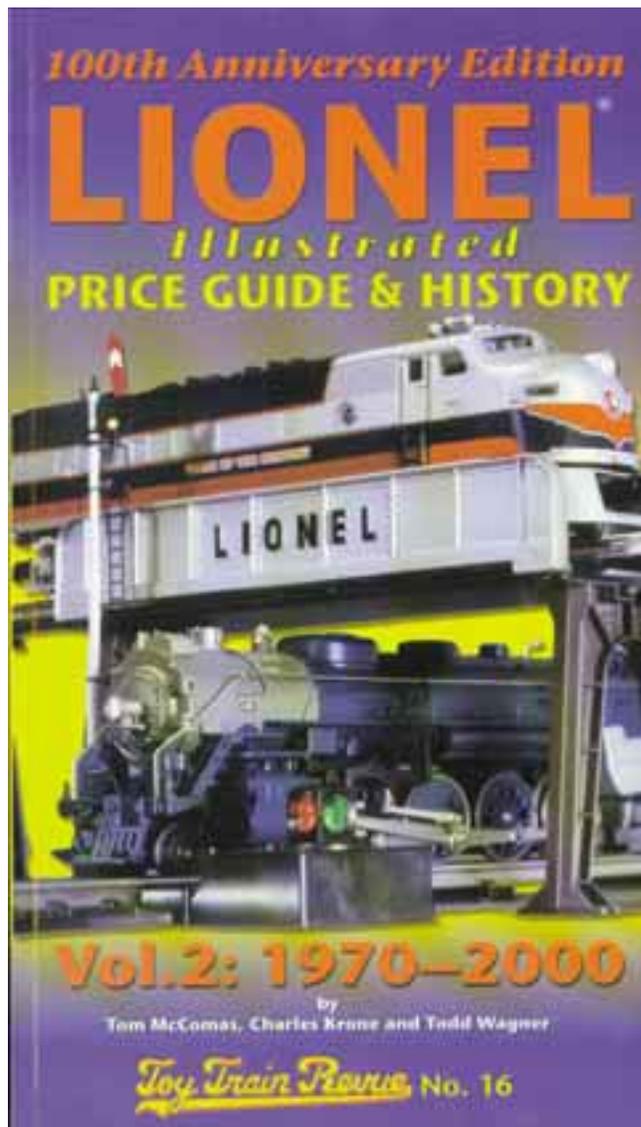
Just a few of the over-flowing shelves of Lionel licensed items at the Knolls Pharmacy. Ask for your LCCA discount.

largest dealer of licensed Lionel items Knolls Pharmacy at 1-310-454-6000. Be sure to ask for your LCCA discount on all Lionel licensed items. This discount has really been a saving for me and for other LCCA members.

With more and more Lionel products being made off shore, be sure to ask the Knoll's staff for the availability of the hard-to-find Lionel Uncle Sam pieces. This licensed item is offered by the folks who gave Century Club members a super-good-looking clock, the Ace Company. The product came to and went off the shelves so fast that it has rapidly become an object of desire among Lionel memorabilia collectors.

Lionel Book Review

By this time, the excitement about our 2000 Joint Convention has increased to a full crescendo. Like me, you may be preparing your sea bag for shipping out with orders to report to Port Dearborn. If so, make this item the last thing you pack so it's within easy reach. I'm referring to the Blue Jacket Manual for Lionel three-rail sailors: the 100th Edition of *Vol.2: 1970-2000 Lionel Illustrated Price and History Guide* by Tom McComas and Charles Krone. What attracted me to this book was the stunning cover with her Majesty the Queen of the LTI era, the Texas & Pacific steam locomotive, properly honored. The pleasure doesn't stop at the cover. Inside you'll find a sea chest full of clean, crisp, sharp photos. I was happy to see many of the rare toys I have covered for the five-year life span of this column. The dedication to Mr. Kughn was appropriate and very true. Because of its larger size you will find this guide much easier to use than past editions. The only place this book falls short is



The video to watch during the centennial year.

in the telling of Lionel's history. The writing is textbook-ish, and I found myself stopping to ask, "Why am I reading this?" The flashbacks to non-Lionel events in time like the "O.J. circus trial" seemed totally out of place in a book about our hobby.

The TM video on the history of Lionel and the 1982 Cowen steam train tells this important story in a much better way. But don't let this section, a very small part of the book, keep you from buying it; the important parts are well done. Call TM at 1-800-892-2822 for your copy and ask them about the History of Lionel Trains and the Making of the Lionel Scale Hudson videos. You'll be glad you did. This pictorial guide to Lionel's modern era is essential for survival on the toy train trading floor.

Happy Tracks!

dennisthemenace@mail.tds.net

A Lionel Father's Day Surprise

by Tracy Chiapetta

Editor's Note: Mrs. Chiapetta is one of the few TLR authors blessed born female. Her story may inspire other women to write about the train hobby from their perspective. Let's hear from the ladies!

Christopher Chiapetta grew up with a love for trains. His father, Louis Chiapetta, worked in Chicago for many years for the Santa Fe Railroad, and the family took many cross country trips on the train. As a boy, Chris spent many hours playing with Lionel trains on a layout set up in the family basement.

In June 1994, we stopped by Reeds Hobby Store, an authorized Lionel dealer in La Mesa, California. As we walked through the store, Chris' eyes soon fixed on a used pair of Lionel 2353 Santa Fe F3s in great condition. It was a model of the very locomotive that powered the real trains on boyhood vacations with his family. It was also the diesel he longed to add to his toy train stock as a child, but his family could not afford to buy the set.

How he wanted that train set. I never saw him get as excited about anything else. Unfortunately, Chris recently endured back surgery and was not working during the recuperation — so we couldn't afford it now either. Reluctantly, he left the shop, but he talked about the trains all the way home. Later in the day we went to College Grove, which housed the Three Rail Train Club. We walked in and Chris' eyes bugged out. There were three operating layouts, nine different tracks loaded with Lionel trains, and operating accessories at work. For years, I told him he needed a hobby, and by watching him I knew, "How true." While Chris cruised around the layouts like a kid in a candy store, I talked with club President, Dallas Dixon, about the trains.

A couple of weeks went by. We regularly stopped at Reeds to see if the Santa Fe train set was still there. At home all he could talk about was how much he wanted those trains.

The Sunday before Father's Day, Chris went to church by himself. I told him I didn't feel good. Right after Chris left, Matthew, my son, and I went to Reeds and bought the F3



The Santa Fe F3 AA diesel set given by Tracy to her husband, Christopher (RM 20639). Matthew was in on the best-kept secret for Father's Day.

set without Chris knowing about it. We swore the owner to secrecy and promptly returned home. Chris came home about noon. He wanted to exchange to the correct size some clothing he previously bought for me, so off we went to the store.

After exchanging the clothes, Chris insisted on visiting the Hobby Shop. When we arrived he went directly to the display case and saw that the F3s were gone. He looked

devastated. To Chris' questions, the owner answered, "I believe they were sold on Saturday" and "No, I'm not likely to get another set because they're rare and hard to find." He played the game beautifully. Chris was quite disappointed, and he sulked all the way home. "A lifetime dream lost," he grumbled. There was no cheering him up once we arrived at home.

Matthew and I decided we should celebrate Father's Day a few days early. So I suggested to Matthew that he ask his Dad out back for a moment — create a long-enough diversion so I could retrieve the trains. I gathered them from behind the driver's seat of our truck, put the trains in the bag with the clothes we brought home, casually carried them inside, and then placed the merchandise and the treasure on the bed.

When I asked Chris if we would put away my clothes in the closet, he was still shaken by the loss of "his" engines, but he reluctantly agreed to perform a "Honey do" task. When he lifted the clothing bag, the Santa Fe F3s tumbled out of the bag and onto the bed. My husband, Chris Chiapetta, cried real tears. This Vietnam era vet, this Tank Platoon Sergeant in the California National Guard was crying over the trains.

Matthew and I were as thrilled as he was. Chris told me he has never been so surprised and happy as on that Father's Day. We all considered it a day to remember for years to come.

The three of us continue to collect and love Lionel trains. We have since spent thousands of dollars on old and new Lionel trains, and we will continue to do so. Chris says, "Lionel trains are the only true trains," and Matthew and I agree.

Photograph provided by Tracy & Christopher Chiapetta

Lionel News and Views

by Bill Schmeelk

RM 6643

A Century of Lionel

Last issue we mentioned that a new “coffee table” type book celebrating Lionel’s centennial was about to be released. Well, the book has been released, and I got one just as soon as it came out. *Lionel: A Century of Timeless Toy Trains* is an officially licensed book that tells the story of Lionel’s first 100 years. As we mentioned last issue, it starts with the year 1877 and runs to the year 2000. Can you guess why they started at 1877? Yep, that’s the year — on August 25th — that Joshua Lionel Cohen (later to become Cowen) was born.

The author clearly states that this book was not conceived as the definitive work on the history of Lionel trains, but rather as an overview of the company’s development and the way its products reflect the eras in which they were produced. Except for the index and the bibliography, there isn’t one page without a photo or illustration on it. The photos are all in full color and it’s laudable that all of the photos in this book are new, taken expressly for this book. What bothered me a little is that many of them employ a soft focus that I believe takes away from the beauty of the trains. In some of the photos, only the very front of an engine is in focus; the depth of field is very shallow. Some of the models photographed are not in the best condition — many show multiple chips and rust marks as well as dust on the item. Although I would have chosen a different style of photography, some may find this “artsy” look pleasing.

In addition to the trains, there are photos of Lionel literature, including catalogs and advertising paper. Here again some of the items photographed were not in the best of condition. Several of them had the year penciled-in on them. With today’s computer publishing

technologies, these markings could easily have been removed from the photos, or better originals could have been photographed. It was also interesting to see a photo of the Lionel Halloween mask promotion of 1956. The caption calls it the Lenny the Lion Halloween mask. Actually, the Lion’s name then was “Happy.” Richard Kughn, former owner of Lionel, renamed the mascot Lenny in the early 90s in recognition of Lenny Dean for many years service to the company. At the back of the book there is a list of independent clubs. Three clubs are listed: LOTS, TTOS, and TCA. For whatever reason, the largest independent club devoted exclusively to Lionel trains, the Lionel Collectors Club of America, was not listed.

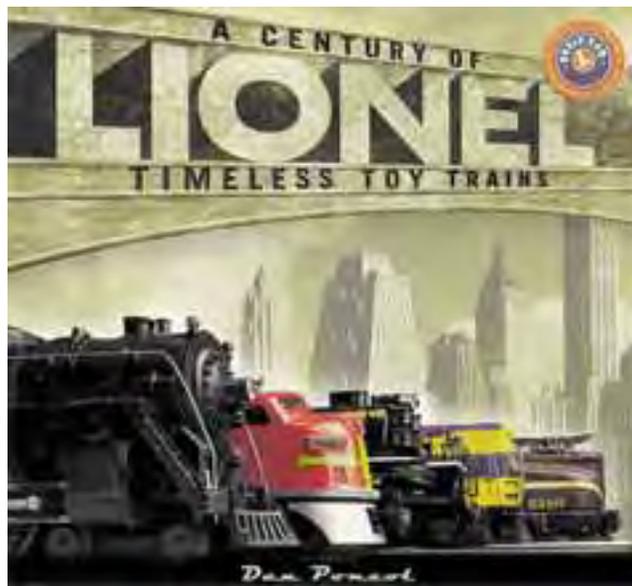
In spite of these criticisms, the book is well produced and certainly any Lionel fan would want it on the coffee table. As your visitors look at it, you’ll have the perfect

chance to start talking Lionel trains and showing your collection. The book is cloth bound, has 160 large 12x11-inch glossy pages, and sells for \$35.

Several New Books from Kalmbach

Since the very beginning of Lionel’s production of trains, it was well known that the best way to stimulate interest and sell the products was to display them in operation. From its early days, Lionel made merchandise displays and operating train display layouts available for

purchase by dealers to help stimulate sales. In fact, as you may know, the original purpose for which Joshua Lionel Cowen sold his trains was for use in store windows to attract passers by to the other merchandise displayed in the window. During the postwar period, these display layouts changed every year, adding new accessories and train sets. Some of them were quite sophisticated. When “Super O” track made its debut, new displays featured its use. Some of these layouts were the largest and most elaborate Lionel had ever produced. The advance catalogs offered these beauties for sale to the dealers at attractive prices. The displays included the transformers and all of the accessories. The trains were to come from the dealer’s inventory. The ads even mentioned that the dealer could



The book cover is a classic image reminiscent of the 1950s.

easily sell the display at the end of the season and recover his expense in purchasing it. Perhaps you're one of those lucky few that purchased one from a dealer who merely wanted to get rid of it after the Christmas season. Nothing brings back the magical memories of Lionel Trains in the postwar period than seeing one of these layouts that has been preserved and cared for by a collector. Roger Carp of Kalmbach publications has been working for more than six years on a book documenting these displays and offering track plans and wiring diagrams to make it easier to reproduce one of these nostalgic display layouts.

I'm pleased to say that he has completed this book, and it is now available from Kalmbach or your local train store. The book is entitled *Classic Lionel Display Layouts You Can Build*. The book includes plans for 23 of the postwar displays that Lionel offered from 1953 to 1962.

These great layouts were efficiently designed and showed a lot of equipment in a small amount of space. They were also designed to spur an interest in trains. Perhaps one of these layouts had that effect on you when you were a kid. The layouts range in size from 4x6-feet to 5x9-feet to giant ones eight feet square. Some of the information provided in the book comes from the instruction sheets that were supplied with the displays. I have never seen one of these instructions sheets. The book shows a photo of the layout and includes a listing of the merchandise originally supplied with it, a track plan, and a wiring diagram.

The book also has a section explaining the history of these layouts and the work that went into designing and manufacturing them. Roger acknowledges the help he received from over a dozen Lionel employees and their families. This gave the author insights that are interesting and revealing to read. In addition to the black and white catalog ads for each of the 23 displays, one chapter is filled with full color photos of some of these displays through the years. In all, the book presents about a dozen of these layouts in color.

Other chapters give tips and advice on how to build these layouts. Some of this material includes articles that have appeared in *Classic Toy Trains* magazine. I found the book full of memories and couldn't help trying to choose the display that I would want to make. Even if you have no plans to build one of these, having all of the original advance catalog illustrations of these layouts is worth the price of the book, even if you just want to sit back and relish the memories. The book is has 95 large format pages, is soft-cover bound, and sells for \$16.95.

Another Kalmbach book, *Track Plans for Toy Trains*, provides a wide variety of sizes and complexity in its 63 track plans specifically designed for toy trains. This is not a reprint of older material, but rather newly created layouts for you to consider in designing your railroad empire. Of these 63 layouts, 21 of them are specifically designed for S gauge. These layouts are not restricted to the use of Lionel sectional track and some of the larger ones require track or switches other than Lionel's. The layouts range in size from a simple oval to the 16x32-foot Lionel 1949 showroom layout. Each of the layouts includes a complete list of track requirements.

The layouts have been drawn with computer software, "RR-Track," by R&S Enterprises. We have reviewed this software in a past issue and it provides an excellent way to draw out a layout plan. Even if you don't use these plans exactly as laid out, there's a lot in this book to inspire you to create your perfect layout. The book has 48 large format pages, is soft bound, and sells for \$9.95. Kalmbach books are available at your favorite train or hobby store or call them direct at 1-800-533-6644.

Lionel Lamp Guide

Did you ever want to replace a bulb in a Lionel accessory and not know the replacement bulb number? Craig Kober of Town & Country Hobbies in Totowa, New Jersey, has posted on his website a handy Lionel Lamp Guide. The address is <www.towncountryhobbies.com>.

When you get to the site, click the box at the bottom labeled "Lionel Lamp Guide." What you'll get is a listing of all of Lionel's equipment from 1970 to 1992 that uses a light bulb. The list includes the Lionel number for the item, a description, the Lionel lamp number, and the Town & Country lamp number. Although Craig stocks any train bulb you might need, you can download this list with no obligation to buy. Craig is continually updating the list and would be interested to hear from anyone who has any additions or corrections to his list.

That's It For Now

In the next edition, we'll dissect the new Lionel Culvert Unloader and compare it with the postwar version. I hope to see many of you at the annual Convention in Michigan. If you're there, please come up and introduce yourself. This convention promises to be a memorable one.

e-mail: bill@wellingtonent.com
(201) 358-1955

Photograph used by permission of the publisher

Connections

by George Nelson

RM 13073

Connecting with the Next Generation

In the August 1999 issue of *The Lion Roars* I wrote and provided photos about connecting with the next generation. The photos that accompany this column illustrate some of the ways that I and my local train club, South West Alabama Railroad Modelers (SWARM), have tried to connect with kids and their families in the Mobile, Alabama, area during this past year. Check our Web site, < <http://community.al.com/cc/swarm>>, for more information about our club and for our photo gallery (lots of Mobile area layout photos) and links.

Also on the theme of connecting with the next generation, *O-Gauge Railroading*, Run 172, April 2000, pp. 84-88, featured two small portable layouts built by Dave Thomsen. One layout is 4x8 feet and the other is 4x5 feet. Both feature at least two trains running in opposite directions, plus an elevated track and lots of scenes to attract more interest. According to author, Steve Armstrong, Dave is asked to take his creations to train shows

and meets as well as shopping malls, conventions, trade shows, schools and churches. He runs lots of trains before large appreciative audiences without using any of his own household space.

One of the better Web sites that I have looked at recently is dedicated to a cat — a now deceased calico cat that gave its name to a fictional town, Calico, Texas, and to the Web site, <<http://www.calicomeadows.com/cm140.000.htm>>. Owner of the Web site, J. R. Carathers of Kilgore, Texas, was one of the dealers at our 2000

Fairhope train show. J.R.'s link to the Longview train show held in March of this year has good photos and shows his concern for reaching others. Each of the layouts shows the public all that the hobby has to offer. The kids can learn carpentry, a little bit about electricity, and some design engineering. The hobby also teaches you how to landscape with trees, buildings, grass, mountains, tunnels and rivers. At this show kids are encouraged to run trains and operate trackside accessories on a 8x16-foot tabletop display layout.

More Browsing the Internet

Another Web site that you should not miss is that of the Houston Tinplate Operators Society, <<http://www.netservers.com/~htos/>>. Many of you met HTOS for the first time at our 1999 convention in Fort Worth where they displayed and operated



Sixth grade social science students at Fairhope, Alabama, get hands-on experience with Lionel and other trains as they learn how railroads helped open the West. SWARM/LCCA member, George Nelson, talked with four different classes, and provided trains, a transformer and loop of track, and some history lessons on trains, early American railroads and cattle drives.



Once again the small hands-on Lionel layout was a hit at the Fairhope train show in March 2000. This layout and instructions on how to build one like it are posted in the photo gallery of SWARM's web site, and instructions with the web site address were handed out at the show.



Books and early (1920s - 1950s) Lionel trains occupied two lighted (and locked) display cases at the Fairhope Public Library throughout the month of March. George Nelson's display replaced the previous month's display of treasures a Fairhopian had collected during a nine-year stay in Riyadh, Saudi Arabia. Both displays were featured, with a photograph, in the newsletter published by the Friends of the Fairhope Public Library.

their modular layout. Among the items you'll find at their site is the *Lionel 2000 Classic Catalog*, as well as the *1999 Classic 3 Catalog*, plus some excellent information about model railroading and links to more.

One of my favorite Web sites, of course, is the site I maintain for SWARM. In addition to the photo gallery, I have added some links I like and should be interesting and helpful to model railroaders in any scale. The links include LCCA and LOTS, the O-Gauge Toy Train Page, the NMRA Directory of World Wide Rail Sites, RailServe: The Internet Railroad Directory, the <railroadbuilders.org> site and several related magazines. The last two links that I added were: Steam Valley — or "Steam in the Valley, A History of the Tennessee Valley Railroad Museum" — a photographic book written by LCCA's John Coniglio (remember our Chattanooga convention?) and The Train Station.

I visited The Train Station Web site after learning from one of our SWARM members in Texas (via e-mail; a great way to stay connected) that The Train Station had posted a copy of the *Lionel 2000 Classic Catalog*. I

logged on and ordered a hard copy of the catalog. Their automated order confirmation system wasn't working that day. When I inquired about the status of my very small order, I received an e-mail reply from Don Shaw, president, telling me that my order had been received and shipped. That kind of personal service deserves a pat on the back, or at least a link on our Web site!

Two other Web sites that I recommend are (1) a layout tour posted by Bob Davis showing Lionel trains with the beautiful scenery he completed this winter on his NPF (Northern Pacific Freelance) Railway, <<http://www.nwlink.com/~bobdavis/railroad.htm>>, and (2) the National Railway Historical Society Bluewater Michigan Chapters site with rail events in the Detroit area that may be of interest to our Convention goers, <<http://www.concentric.net/~Bmcnrhs/>>.

Another Look at Auctions

"Connections" in the December 1999 issue of *TLR* visited the subject of on-line auctions. Time Digital (supplement to Time, your personal guide to technology), dated May 2000, featured the best auction sites on the

Web. Among the listings was a list of auction search sites that allow you to enter the item you want and they will search a variety of individual auction sites for that item. I tried four of them.

Auction Rover.com, <<http://www.auctionrover.com>>, is said to include the first licensed search of e-Bay, along with Amazon, Yahoo and others. It works for sellers as well as for buyers. When I looked at this site and searched for “Lionel” I got a listing of 744 items in Global Auctions, but I was invited to click on tabs that separated these into Yahoo! (628 Lionel listings), Amazon (47 Lionel) and e-Bay (100 of the 5,770 Lionel listings on e-Bay). Next I searched Auction Rover Global Auctions for “Lionel 736” and found only one item — it was in Yahoo! I found the same listing when I used the Yahoo! tab. The Amazon tab showed no 736s, whereas the e-Bay tab showed seven 736 listings (all that were on e-Bay when I checked it directly at <<http://www.eBay.com>>).

Auction Watch, <<http://auctionwatch.com>>, lets you search 300 auction sites, per Time Digital. A search for “Lionel” came back with 6,586 items. The first page of the list displayed nine Lionel items on Yahoo, one on Amazon and 40 on e-Bay. I searched for “Lionel 736” and found eight listings; one on Yahoo and seven on e-Bay.

Next I searched Bidder’s Edge, <<http://www.biddersedge.com>>, which is said to search 77 online auctions, and found 7,629 Lionel items. Seven of the 25 items on the first page were on Yahoo with the remainder on e-Bay. My search for “Lionel 736” came back with eight items — one on Yahoo and seven on e-Bay.

Finally I looked at Search-Auction, <<http://www.searchauction.com>>, which is said to hit most of the biggies, including Amazon, Yahoo and e-Bay. My search for “Lionel” came back with 59 items, all on e-Bay or YahooAuctions. An earlier search found one Lionel item on AuctionAddict.com, <<http://www.auctionaddict.com>>. Here I also searched for “Lionel 736” and got seven hits; one on YahooAuctions and the rest on e-Bay.

As I was preparing this column for *TLR*, I looked back over the Web sites that I have bookmarked. One of them is TM Books & Videos on-line magazine, Toy Train Revue, <<http://www.toytrainrevue.com>>. The current (February 2000) edition includes an article by Joseph Strachler, “A Collector’s Guide to Surviving the Internet, Part One: On-line Auctions.” If you are at all interested

in what I’ve written, I recommend you read what this author has to say. In addition to e-Bay he mentions two other auction sites and gives hyperlinks to reach them. They are The Train Station Auction, <<http://www.trainstation.com>> and Collector Auctions, <<http://www.collectorauctions.com/oswelcome.stm>>. The Train Station Auction is growing and is worth checking, as is Collector Auctions, which had 33 pages of Lionel items when I checked it. Collector Auctions is affiliated with Stout Auctions.

I also looked at Amazon.com directly, <<http://www.amazon.com>>, and found 206 Lionel items listed, plus 723 Lionel items in their zShops and two in <sothebys.amazon.com>. When I looked again a day or so later, Amazon listed only 99 items, zShops 723, and Sothebys 29. zShops is a place where retailers and independent sellers place “storefronts,” and you can make direct purchases from them (not an auction). I took a look at one of the items on the sothebys.amazon site — a prewar 259 locomotive and tender (photos provided) with starting bid of \$100, being sold by Sothebys of London, with estimated shipping cost of \$52 to the United States! Yahoo! Auctions, <<http://auctions.yahoo.com>>, listed 1118 Lionel items. Both Amazon and Yahoo seem to have a high percentage of collectibles compared to the “real thing.”

So, e-Bay at <<http://www.eBay.com>> still gets my vote as the best auction site for Lionel trains, but others are certainly worth looking at. Also, you may want to use one or more of the auction search sites in addition to looking directly at e-Bay, etc.

Last Page

J. R. Carathers of Kilgore, Texas (mentioned earlier), sent this Web site to me: <<http://www.1112.net/lastpage.html>>. For those of you who may have read this far but don’t want to look it up on your computer, the page says simply, Attention: You have reached the very last page of the Internet. We hope you have enjoyed your browsing. Now turn off your computer and go outside and play.

That’s good advice for a lot of us!

Photographs by George Nelson

MADISON HARDWARE COMPANY



by Don M. Carlson

RM 6766

History and Background

Joshua Lionel Cowen produced his first Lionel® toy train around 1900. Nine years later, a firm opened in New York City called Madison Hardware Company and began repairing Lionel Trains.

In 1919, the company moved to 105 East 23rd Street. From that location for many years, Madison Hardware became the Lionel operator's haven for parts and repairs. For many old and discontinued items, Madison was the last and best hope of finding a needed part. Oftentimes, when a customer came into Lionel's New York City showroom with a train in need of parts no longer in stock, they were sent to Madison which was only a few blocks away.

On occasion, some customers were told that the part would have to be brought over from the warehouse which many thought was located in Brooklyn. As it turns out, there were four storage areas all located within several blocks of 105 East 23rd Street. Over the years, Madison served many famous people — Jackie Gleason and Frank Sinatra to name a few. Madison is the oldest Lionel



Service Station and has stocked Lionel items for over 90 years.

The Transition

Mr. Richard Kughn purchased Madison Hardware from Lou Shur and Carl Shaw in July, 1989. The purchase agreement was literally a lock, stock, and barrel deal as everything (including the front door and overhead sign!) was packed into 16 semi-trailers and trucked to Detroit, Michigan. Upon arrival, the trailers were unloaded and the process of sorting was begun. Almost two years after

the transitional move, Madison Hardware Company was again able to fulfill the needs of the Lionel train enthusiast.

Madison Hardware Today

The new company with the old name is now located in an 18,000 square foot



area near the top floor of a five-story warehouse building close to downtown Detroit. Items are stocked on rows and rows of storage racks 10 feet high. The inventory includes many pieces ranging from prewar, postwar and modern Lionel (1970 and up) along with large amounts of parts. Because it is near the top floor of the building, it is difficult to operate the business as a direct retail outlet. The majority of its business is conducted via mail orders or the fax machine.

The process of writing up an inquiry, checking to see if the requested item is in stock, and replying back to the customer takes about three weeks. Order fulfillment and shipping takes another two weeks to complete. There is also a repair shop in Madison which performs customer service work.

Walk-through tours for a limited number of people

are available Monday through Thursday by appointment only. During a tour, if you see something that you need (or just want!), fill out one of the request forms and a reply will be sent to you.

Also, there is a 60x16 foot O-gauge operating layout along with four smaller ones for you to enjoy. The proud service tradition associated with Madison Hardware Company continues!



Photographs by Don Carlson

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 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 full, but there are other facilities near that location.

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 1989 — 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 an 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.

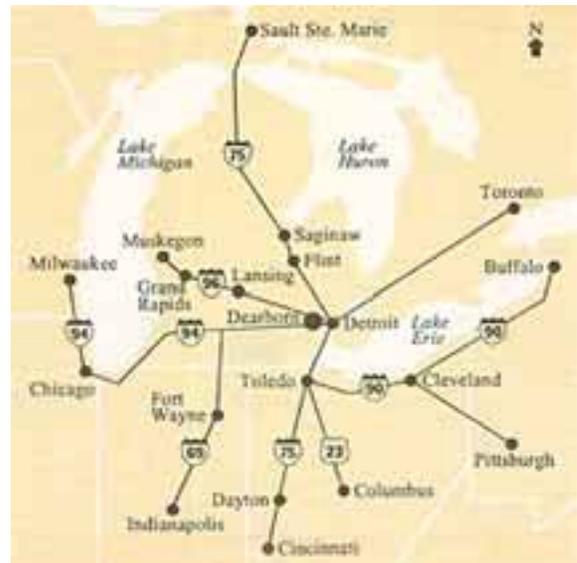
Frankenmuth, Bronners, and Junction Valley RR

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

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

