



The

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LION ROARS

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



All Aboard for Dinner

New 2001 Convention Car



This memento of the LCCA 2001 Convention in Lexington, Kentucky, is right for the time and the place. It will contain your memories of the Convention in thoroughbred country and will be a unique addition to your collection of club cars.

The Horse Transport Car will be produced for club members by Lionel and the decoration applied by a factory-approved vendor according to company specs. It will be marked for the regional Louisville and Nashville (L&N) Railroad. It's decorated in L&N blue with a distinctive cream horizontal stripe and prototypical L&N logo. Subtle markings for the Convention are included, and the racehorse motif includes "Lexington Kentucky Horse Sales" text in an elegant script font applied with a glossy metallic imprint. The car rests on die-cast, fully sprung trucks.

NOTE: Limit of two cars per member.

Orders must be received on or before 5-31-2001. Cars will be shipped to members after the Convention.

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Quantity	Price	S&H	Amount
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Do not combine this order with LCCA dues or any other payment to the club. Do not send cash by mail.

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**ON THE COVER:
My Old Kentucky Dinner Train is a
featured tour attraction of the LCCA
Annual Convention in Lexington, KY.**

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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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LCCA Web Site: www.lionelcollectors.org

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*.

I was young then — 15 years old in 1954 — when I gave away my trains. I had “outgrown” them and directed my admittedly limited attention span to fast cars and beautiful girls; sometimes vice-versa.

As a youngster, I had American Flyer trains. Grandma Dorothy started it with a Santa Fe passenger set for Christmas in 1948, and it grew from there with annual train hobby birthday and Christmas presents and occasional acquisitions. Dad let me build a large layout (4 foot wide x 42 feet long) along the entire length of the east wall of the basement of the house. Over the years, I added an Atlantic steamer freight set, a diesel switcher, and — best of all — an 0-8-0 Pennsylvania DC-powered steam switcher controlled through a rectifier. I spent uncounted hours in the basement with the trains, oftentimes with my neighbor and friend, Tommy — who owned Lionel trains. The two-rail vs. three-rail discussions ran on endlessly, and we loved every minute of it.

After graduating from elementary school, I attended a boarding high school in another city. The AF trains were silent, but I ran them occasionally on visits home during my freshman year. Then trains became “kid stuff,” and I packed them away. An era ended without much fanfare, and the sturdily built train platforms in the basement became storage tables.

During my sophomore year, I received a call at the academy from my dad. He explained that a neighbor kid, Russell, had rheumatic fever and was home-bound for

On Giving Trains Away

by Mike H. Mottler

RM 12354

the entire school year for bed rest and recuperation. He was three years behind me in school, and I remembered him as only a “fair” softball player and plump kid. Russell’s father and my dad were good neighbors although Russell and I were years apart. Russell’s father knew about the trains and asked my dad if I still favored them. And if not, would I consider selling them to Russell so he’d have something to help pass the time during his recovery.

It seemed a “good cause” to me, and I sensed it might open the door to a new chapter in personal transportation history — a sale for cash that could be applied to a car when I turned 16 in a year. I asked

and received \$330 for the entire package worth about \$1500 in the 1954 economy. The deal was done. Dad told me how much Russell enjoyed the trains, and I gave no further thought to adventures in two-railing.

When I withdrew the \$330 from the savings account and applied it to fixing up my first car, a 1949 Plymouth, I had transformed a hobby interest into a semi-cool, customized automobile. I knew the power of the alchemists who turned base metal into gold. I never regretted the sale of the trains.

Until 36 years later. In 1990 at age 50, I re-entered the train hobby. This time, I embraced three-rail trains. While climbing the learning curve of the hobby, I learned the current value of the AF trains I sold to Russell decades ago, and I gasped. I hope he REALLY ENJOYED those trains.

AMERICAN FLYER TRAINS



LCCA Board Meeting Minutes

February 24, 2001

Hyatt Regency - Lexington, Kentucky

The meeting was called to order at 8:38 a.m. by Immediate Past President Harry Overtoom. He chaired the meeting in the absence of President Al Otten who was unable to attend due to illness.

Dienzel Dennis, Secretary, called the roll and noted the following in attendance: John Fisher, President Elect; Dienzel Dennis, Secretary; Eric Fogg, Treasurer; Harry Overtoom, Immediate Past President; and Directors Larry Black, Bill Button, Lou Caponi, and Bill Schmeelk. Barry Findley was also in attendance as a member of the Millennium Committee and was authorized to cast Mr. Otten's vote by proxy. Mike Mottler, Editor of *The Lion Roars*, was also present.

The minutes of the last meeting were accepted as presented.

Mr. Overtoom read a letter to the Board from Mr. Otten concerning actions and expectations of the group.

Mr. Fisher reported on the local LCCA train meets that have been held and the future meets scheduled. Discussion followed on how to improve our meets and member attendance at the meets. For the year we have shown a \$2,098.01 profit from train meets. Report accepted

Eric Fogg distributed the year-end financial statement and the January statement. The club continues to be in a very sound financial condition. The sale of the year 2000 Convention car, the Dearborn Convention and especially the Decade Engine and Caboose had a great positive impact on our financial stability. An LCCA Equipment Inventory Form was distributed; it is to be completed by each Officer and Director. The Treasurer's report was accepted.

Dienzel Dennis, Secretary, gave his report. As of February 22, the last member number assigned by the business office was 25,405. We have 26 Charter Members, 1 Honorary Charter Member, 1 Honorary Member, 9 Courtesy Members, 63 Foreign Members, 393 Family Members, and 9,608 Regular Members, for a total of 10,101 active members. After 30 years, we have a total dropped or deceased number of 15,304. We are down 515 so far this calendar year. Secretary Dennis mailed out 419 reinstatement to members who failed to pay their dues this quarter. This number was 178 more than last quarter. We are also up to date on mailing out the *Roster* to new members enrolled each month. The Secretary's report was accepted.

The Product Development Committee discussed the Lexington Convention club car (a L&N horse transport car) and the sell-on-site-only R.J. Corman box car. The 2001 Stocking Stuffer car was also discussed along with the 2002 Pittsburgh Convention car. The report was accepted.

Mr. Findley presented a short Finance and Constitution Committee report. It was accepted.

The Convention committee report was given by Mr. Fisher. Our 2002 Convention will be held in Pittsburgh, Pennsylvania, at the Sheraton Station on July 23-29. The contract for these facilities will be signed next month. The tours are currently being worked out with an Amtrak trip to Horseshoe Curve as a possibility. The banquet will be held on a Riverboat with seating for 1500 available. Information has been requested from the following cities for future Convention consideration: Memphis, Cleveland, Milwaukee, Las Vegas, and Indianapolis. To be considered, a city must have ample space and free parking. The report was accepted.

All of the Dearborn Convention SD-40 Decade Engines and Cabooses have been sold.

The Lion Roars Editor, Mike Mottler, and Editor-designate, Bill Schmeelk, presented a written report. Mottler reported that the magazine was submitted to the national Communicator Award program for consideration for an award of excellence. A pro-forma budget for the magazine for the year 2000 was presented based on the parameters of the February, 2000 edition. The transition between Editors is going smoothly. The Board expressed their appreciation to outgoing Editor, Mike Mottler, for his outstanding job over the past three years, and he thanked the Board for its continuing support of the publication. Mr. Schmeelk will officially become the Editor with the August 2001 issue.

Break 10:15 to 10:33

Mr. Overtoom gave an update on the club inventory. Very little change has occurred since the last written report. The Treasurer is informed of every transaction so he can track our assets.

An update was given on our 2001 Annual Convention in Lexington, Kentucky, by Host, Harry Overtoom. Everything is in place except the entertainment for the welcome party, and this should be confirmed soon. The tours were discussed along with the Convention souvenirs. A work schedule will be distributed concerning Convention duties. There will be one change to the printed schedule. The old and new Board meetings will be held on Thursday, July 26, instead of Friday, July 27th.

The Interchange Track report was given by Bill Button, Editor. Everything seems to be going smoothly, including the change to a different printing company.

The Mane Line

by Dennis Leon Clad

RM 10430

By now, I'm sure most of the residents of Lionelville have heard the news that Lionel will close their U.S. plant and move all manufacturing to the Orient. Rather than getting caught up in the turmoil over this business decision made by Lionel's owners, let's look at how it might affect Lionel purists.

Lionel operators, get ready for a tidal wave of Lionel products to reach our shores. I would look for this to happen about a year after overseas production begins. The York meet will once again become a must-attend event for those who want to take advantage of the "Noah's Flood" of bargains awaiting collectors who visit all the Halls. If the move of our beloved Lionel doesn't push the red, white and blue patriot buttons of every red-blooded American Lionel collector and revive a coma-induced collector market, well — nothing ever will.

I think this overseas venture to China is the best thing that could ever happen to breathe life into the made-in-America MPC, Fundimensions, and LTI-era Lionel trains. Look for all the promotional sets and advertising cars made during the modern era to become the first American Lionel toys that attract and hold collector interest during a wave of renewed interest. Even the built-with-American-

pride 9200, 9700 and 9400 series boxcars will gain a new following of Lionel patriots.

I would be remiss not to mention the wonderful collector sets of the MPC era. Be sure to display with pride such train sets as the Royal, Mid Atlantic, and Continental Limited in your train room — all made in America. When it comes to class and style, let's not forget those great SD-40 sets with their "Standard O" rolling stock made in Michigan during Lionel's LTI era. For made-in-America patriots, there's no reason to be sad. They can look back at the 30-year legacy of made-in-Michigan trains that Lionel has produced, smile with pride and know that they own the very best.

Clear the Tracks for a High-balling Freight!

Heads up, Lionel limited set collectors, because a special train set is fast approaching a station near you. The QVC TV show, "Train Collectors Junction," hosted by Lionel salesman extraordinaire, J. Don Reece, will present an



exclusive limited edition Lionel set. The “Santa Fe Shell Tank Car Set” is a complete ready-to-run set that includes a certificate of authenticity and is limited to only 500 sets.

Heading up this must-own train set is a heavyweight Hudson Jr. locomotive. This powerful, die-cast Lionel masterpiece comes equipped with — are you ready for this — operating headlight, whistle, sound, and puffing smoke. Its consist will knock your stocks off. The three Shell O-gauge single dome tank cars are decorated in a breathtaking silver and red paint scheme. Each car is a top-of-the-line tanker complete with all the collector

features like metal catwalks, handrails, wheels, axles, and die-cast trucks. Bringing up the rear of this got-to-own train is a red SP-type caboose.

The show is scheduled to be on the air in May, but at the time of this writing the day and show time was not available. J. Don told me that the day and time info will be posted on the Lionel web site at <www.lionel.com> as soon as it’s available. Like the first two Lionel QVC sets, I fully expect this assemblage to sell out the night of the show. Be sure to mark your calendar.



Imagery courtesy of Lionel LLC





6-19957 was the first car in the short-lived Ambassador Series.



A tank car collection isn't complete without this Ambassador petroleum hauler.



The box that housed the 6-19957 Ambassador caboose was as exciting as the toy itself.



The biggest change to the tanker box was the "circle L" logo was dropped and replaced with the "circle 1900" logo.



The fully lighted and detailed bunk car has class and style.



When compared to the box containing the caboose, one can see that a darker blue, orange and cream colors were used on the box.

Please Pull up a Chair – Class Is in session

Lionel LLC rewarded hard-working Lionel Ambassadors for their labors of love big time with a very special series of Lionel freight cars. The series would come in three levels: bronze, silver and gold. Points awarded for Ambassador duty were applied toward special products, with 1000 points needed each calendar year for ascent to the highest level — the gold.

Let's begin our first look at the Lionel Ambassador toys at the bottom of the series — the bronze level. The first car in the series appeared in 1997 and was a beautiful "Standard O" wood-sided caboose. No 6-SKU number or ID label was printed on the end flap of its box; this happened only with the caboose. This standout toy came in an Ambassador box. Like the rest of the series, this caboose had all the top-of-the-line collector appointments.

In 1998, a second car appeared in the series: a highly detailed and lighted Ambassador bunk car. This time, the blue color of the Ambassador box for the 6-19664 was a darker blue. As with the caboose box, there was no "circle R" mark by the orange Lionel just below the window of the box. Both the caboose and bunk car boxes have the Ambassador logo to the right of the window and the Lionel "circle L" logo to the left.



The "thank you" 6464 boxcar was a fitting finale to the end of this glorious series of Lionel toys.



The "circle L" logo was back on the last Ambassador box. If you buy just one Ambassador car, make it this one.

A wonderful single dome tank car numbered 6-16817 was offered to Lionel Ambassadors in 1999. Again the box was a dark blue, but a "circle R" appeared by the orange Lionel text below the window of the box. To the right of the window was the Ambassador logo, but to the left of the window the "circle L" logo was replaced with the circle "Since 1900" Lionel trademark. On the top of the box is a "For ages 8 to adult" notation. This representation can be found to the upper right of the box window on the rest of the toys in the series.

Sad to say, this wonderful train ended in 2000 with the 6-16820, "Thank You for your Support" boxcar. It was a full 6464 boxcar — a must-own for all Lionel boxcar collectors. The box color for this car was dark blue; a return to the "circle L" logo to the left of the window and the "circle R" was again missing by the orange Lionel text beneath the window of the box.

This very rare and oh-so-beautiful train is a must-have for the discriminating collector. Even at the bronze level, you may expect to pay a premium to add this prestigious freight train to your railroad roster.

Happy Tracks!
dennisthemenance@earthlink.net

continued on page 7

LCCA Board Meeting, continued from page 3

Larry Black gave an update on the changes in our computer software. He expressed a desire to meet a 60-day goal and a 120-day goal to realize these changes. Mr. Schmeelk offered a motion to allow Mr. Otten and Mr. Black to mutually agree to expend needed funds to rework the software for *The Interchange Track* (approximately \$2000). After a second by Mr. Fogg, the motion passed. Mr. Schmeelk also made a motion, seconded by Mr. Button, to authorize Mr. Black to work with Aristotle to upgrade our Web site. The preliminary figure for this service work was \$20,972. Motion passed.

Mr. Black made a motion for the LCCA to match a \$2000 gift by Lionel LLC for a one-time commitment to a private model railroad at Lakeside Elementary School in Apopka, Florida. They are the premiere train school in the U.S. and have their own railroad museum. Seconded by Mr. Findley, the motion passed.

The following slate of officers was presented for the election of 2001:

- Eric Fogg, for President Elect
- Dick Johnson and Bill Hourigan, for Treasurer
- Larry Black and Ed Richter, for a 1-year term as

Director

Candidates for the two-year Director positions include:

- | | |
|---------------|----------------|
| Bill Button | Barry Findley |
| Don Fraley | Al Kolis |
| Dennis Clad | Harry Overtoom |
| Johnny Ourso. | |

We are looking at ways for our club to work with the Boy Scouts of America to enhance their merit badge in model railroading. More in-depth study will be given to this undertaking.

The Board entered executive session to discuss member complaints. Upon leaving executive session, a motion was made and passed to censure Doug DuBay (RM 2266) for actions unbecoming a member.

The budget for this year was discussed and modified. Mr. Schmeelk made a motion to accept this budget as amended during discussion. Mr. Button seconded the motion and it passed.

The next meeting will be Thursday, July 26, during the Lexington Convention. The per diem rate was set, and the meeting was adjourned at 2:41 p.m.

Respectfully submitted,
 Dienzel Dennis, LCCA Secretary

The Magic of the Trains

by Wolfgang F. Kuhn

RM 11908

Editor's Note: Members of other Lionel-related local train clubs may want to rhapsodize about their "best club" and share pictures. Send your club's story — with photos — to the Editor of TLR.

Many people would tell you that the LCCA may well be the greatest train club in the world. A case can be made for this, I am sure. However, it would have to be considered to be in a close tie with the LOC — the Lionel Operating Club in Louisville, Kentucky. It surely must be the best local train club in the world!

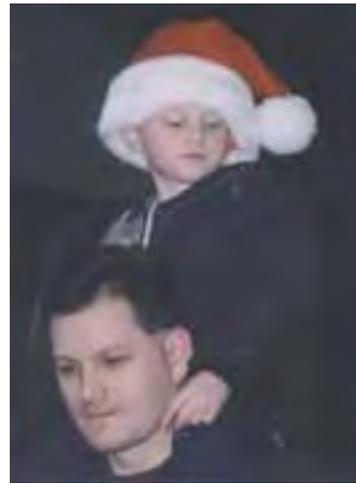
Just consider these points. It has no rules. It has no dues, fees or responsibilities. It has no membership obligations. It has no structure. It has no established roster, and I am not even sure how many active members we have. What it does have is a weekly Friday lunch meeting — attended by anyone who has the time, wants to come, and is willing to form teams to tackle tasks. The club has a modular layout stored in a church basement when not in use. It offers countless opportunities for friendship, fellowship and camaraderie. Can any club beat that?

Several times a year, we haul the layout out of storage and participate in events such as the Great American Train Show. For several years, we have been invited to take part in a Christmas gift and decoration show in December at one of Louisville's Fairgrounds halls. We usually share lobby space with The Great Man in Red himself and his team of elves.

This year, it occurred to me to take my camera along instead of my trains. Some of the results are shown here. Once again we shared lobby space with Santa and his team. As you can see, he is not too happy; neither is his elf. This is understandable — they had to work without pause while we played with trains right under their noses. Life is just not fair sometimes.

However, I concluded from the hordes of kids wanting to see the Man of the Season that his magic still worked. And so did the magic of the trains.

Photographs by Wolfgang F. Kuhn



Getting up in the world, an elf-in-training atop dad gets a bird's eye view of the club's modular three-rail layout. The youngster seems to be thinking, "Trains are pretty cool."



Both dad and lad are enthralled with the trains; two generations share a fascination with the hobby.



Caught in the act of nearly breaking the "Look, But Don't Touch" rule, a youngster tests the realism of the scenery.



This girl seems to know what she's looking for — "Where's that pink and pastel 'Girl's Set' dad keeps talking about?"



What parent could say “No” to a pretty little girl who enjoys trains as much as she does? She looks ready to make a deal, like “I’ll trade my three limited edition Barbies, two Harry Potter books, and a Little Astronomer Telescope for a steam train set!”



As a freight train rumbles by, these kids want to know, “Is it too late to amend my Christmas Wish List?”



Three members of the Lexington Operators Club — Carl, Jon, and Danny — confer like a Council of Wise Men on the operation of the layout at the hall.



LOC member, James, in command at the controls of the layout.



From across the concourse of the hall, Santa looks away from the photographer for a moment and catches a glimpse of where the real action is — around the train layout.



Here’s what this hobby is all about — kids and adults and smiles all around.



Santa’s unhappy elf wishes he could be playing with trains instead.

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

Standard Gauge Trains for Christmas 2000

While 2000 was the centennial year of Lionel, I hardly expected to find any new standard gauge under my own Christmas tree. Most of my antique Lionel tinplate was on display at Central Florida Community College, where it was seen by more than 5,000 visitors to the Webber Center during the holidays. See *TLR*, December, 2000.

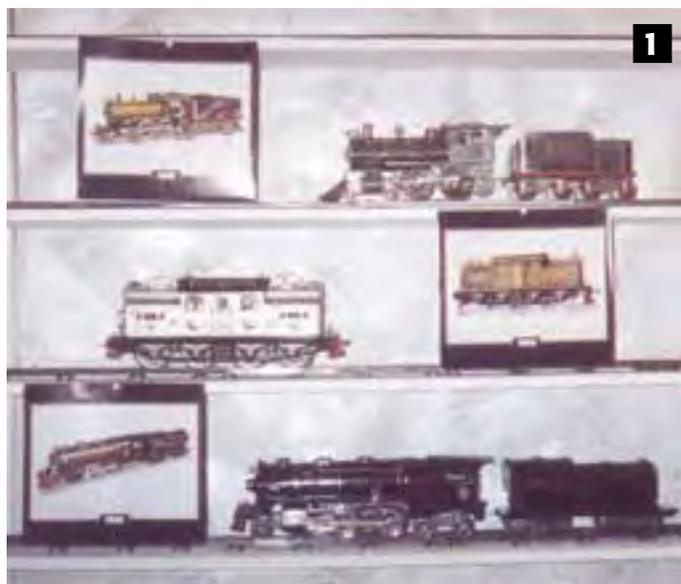
What a pleasant surprise was in store for me at home! I received not just one, but two, gifts that included Lionel standard gauge rolling stock. Among our holiday visitors were my son-in-law, Jack Bloom, and my eldest daughter, Elizabeth G. Williams. Lit teaches political science at James Madison University in Virginia and attended the 2000 LCCA Annual Convention with me in July. While I watched the trains running on the layout at the Lionel Visitors Center, she bought my first gift at the Lionel gift shop located next to the train room.

That gift was a 16-month 2001 calendar of "Lionel's Greatest Trains." It featured beautiful pictures of a 1935 400 E locomotive and Vanderbilt tender for February, a 1923 402 electric locomotive for August, and a 1920 Old No. 7 steam engine for October. The 402 has no E unit, because Lionel did not acquire that Ives reversing unit until 1927. I have these locomotives, or close copies, in my tinplate collection. See **photo 1**.

Todd R. Wagner wrote an excellent brief commentary for each illustration in this calendar. In only one paragraph for each item, he told what a person who had seen nor heard of standard gauge needed to know. I myself learned something new from his notes.

Elizabeth saw and purchased my second gift of Lionel standard gauge items at a JC Penney store. That gift was two sets of Lionel linens for the twin beds in our train room, which I make up for overnight visitors. Earlier, I simply covered them with Amtrak blankets that

Lit and I bought aboard the Auto Train. Now our berths will have fitted bottom and top sheets with a random pattern of Lionel trains printed on them, and pillowcases with a huge Santa Fe F-3 diesel engine. The 2001 calendar offers the same diesel locomotive for September. It is a copy of the incorrect black version from the 1948 Lionel catalog. The thousands of F3s that Lionel manufactured and sold are the proper silver color, with red Santa Fe warbonnets around the nose. See **photo 2**.



Three standard gauge locomotives with their portraits from the year 2001 "Lionel's Greatest Trains" calendar. Top to bottom: my Old No. 7 reproduced by James J. Cohen; an original No. 400 E and Vanderbilt fuel oil tender; and a Williams reproduction of No. 408 E, a dressed up version of No. 402.



The Lionel O-gauge Santa Fe F-3 diesel was shown in silver on the pillowcase and in black for September 2001 in the Lionel calendar. I use Amtrak blankets to make up the berths in our train room for guests. The quilted comforter with O-gauge trains at the foot goes on my own bed.

Nine pictures of Lionel rolling stock are printed on the sheets. Half are standard gauge pieces: the 400 E steam locomotive (without its tender), a 214 yellow double-door boxcar, a 216 hopper in the correct green (not red), and a red 217 caboose with a blue (not green)



3

My biggest Lionel standard gauge train as printed on the twin bed sheets: a red 217 caboose, green 216 hopper and 400 E locomotive with no tender, upper shelf; a yellow 214 box car, middle shelf. The other pictures on the sheets are Lionel O-gauge rolling stock.

roof. When “Lit” and I visited the Carail Museum in Detroit, I noticed some of their 216 hoppers had been repainted red like 516s when they were in the former Lionel Museum at Sarasota.

The coal tender on the sheets is an O-gauge New York Central with a scoop to pick up water as the prototypes did when they raced along the “Water Level Route.” The other O-gauge prints are a blue Chesapeake and Ohio

diesel engine, a silver Western Pacific boxcar, a yellow-and-green Lionel livestock car, and a red three-dome tanker. See **photo 3**.

Elizabeth gave me a comforter with what seemed to be the same trains on it for my 75th birthday. However, the images were really O-gauge pieces. They seem larger because they are nearly the same scale as standard gauge, like the two-inch-wide, three-rail track printed on the quilt. The 4-6-4 steam engine, No. 2046, has a Sunoco tank car in place of its tender. The yellow Lionel stock car and the green Lehigh Valley hopper look like the 214 and 216 cars on the sheets. The quilt has no tenders, nor any caboose, but I shall enjoy it on my own bed.

This Christmas visit with Lit and Jack was special, and their gifts were very appropriate and welcome. I was reminded that I had none of these big locomotives and cars when Liz was a child playing with my first Lionel trains. Ten years ago, she gave me two Avon ceramic pieces — a 400 E with no tender painted for the Blue Comet set, and the green 381 E electric. By sharing this hobby as well as our academic professions, my daughter and I have grown closer together through the years.

*Photos by Grandpa Nelson G. Williams
with help by Choo Choo Charley Burt*



The annual but temporary holiday layout at Mottler Station was filled exclusively with Rock Island trains. The year 2000 version of the layout contained four large modules — two 4x8 and two 4x6 foot platforms — joined by bridges with elevated trestles to ascend and descend to the different levels. With three KWs and three smaller transformers for control of lighting and accessories and a spur line, Mike ran seven trains simultaneously.



The “rug layout” under the platforms offered 042 and 072 concentric ovals for running a blue-and-white Rock GP-20 diesel-led consist of custom-painted MOW work cars and an E8 ABA Rock Island Golden Rocket passenger set with eight scale-length cars. After use during the Christmas season for the trains, the room reverted to a two-stall garage with appreciation for the “restoration to normalcy” from Mrs. Mottler.

Photographs by Michael Dupslaff

Can I Host a Train Meet?

by Gary L. Lape

RM 17436

The answer is “Yes” if you are a LCCA member. It’s fun to do, but it’s a job for a group that respects organizational skills and honors the value of energetic work. Based on our experience in Tennessee, here are some things to consider if you want to host an LCCA-sponsored train meet.

Learn by Doing

In March, my train friends and I co-hosted and presented the fourth annual train meet in Clinton, Tennessee, so we’re now “seasoned veterans.” But the first one was, well — a learning experience. I scheduled it for the first weekend in May, but unknown to me at the time, there were several other activities going on in the area: a car show, May Day activities and an air show. Oops, a classic case of “overlap!” But it was a start, and the next two train meets got better and better.

The next question I have for you is, “Have you attended a train meet?” This is a good way to gather first-hand knowledge about train meets and how to operate one smoothly. Prior to my first train meet, I attended several train meets in the region and even rented a table to get the hang of it. I wondered if I could host one. I went to the train meet host and asked some questions. He told me whom to contact in LCCA, and the rest is history.

I had a contact within the Norfolk-Southern Railroad, and I was able to arrange for NS engine #4610 to park nearby — quite a drawing card! It helped boost attendance during the first year and last year.

The Location

There are lessons to be learned from geography. A) Has there been another train meet within a 90-minute drive of your locale? B) What is the potential for drawing a good number of LCCA members and the general public to the train meet from your town and neighboring areas? C) Has there been another train meet in your town in the recent past, and was it successful?

The Date

Avoid head-to-head conflicts with other activities in the area. Consider the “competition” for people’s time and attention. If you live in or near a college town, sporting events are a major factor in drawing a crowd; that is, away from your event. If your town has high

profile Spring and Fall events, choose a date that is not in conflict with the “White Lightning Festival of Spirits” or “Miss Piggy Look Alike Beauty Contest” — or anything else of major importance.

The Place

Popular venues for train meets are a local school gymnasium, church fellowship hall, lodge hall, or civic center. A National Guard Armory might be available at a very reasonable rate. A practical concern in securing a place is the rental cost. If the hall will furnish the tables, you can avoid the expense of renting the tables. Check the atmospherics. Does the hall have heat and/or air conditioning; this can be a factor according to the time of year of the event. While LCCA sponsors train meets to promote the train hobby — not to make money — the club doesn’t want to lose money.

The Time

Scheduled times will vary from meet to meet. Some have set-up and member-only trading on Friday evening and open the doors to the public on Saturday from 10 a.m. to 3 p.m. Other hosts schedule a Saturday-only meet with 7:30 to 10 a.m. for set-up, member-only trading from 10 to 11 a.m., and public entry from 11 a.m. to 3 p.m.. Last year, I had early set-up on Friday from 2 to 6 p.m., set-up on Saturday morning from 7:30 to 10 a.m., then member-only trading from 10 to 11 a.m., and public participation from 11 a.m. to 3 p.m. on both Saturday and Sunday. This worked well for us as we had several dealers who had to drive some distance to attend the train meet.

Food Service

This is a good thing to offer. Attendees like it and dealers love it; they don’t want to leave their table unattended for a lunch break. Although LCCA sponsorship does not include food expense, you can arrange a deal with a local food vendor. They will provide this service on their own. All you have to do is allocate a suitable place for them. We were lucky to have a local country store do this for us.

Host and Co-Hosts

A train meet is a big undertaking for just one person, so engage at least two or three other co-hosts to share the workload. Organize a workable committee structure.

Finance

LCCA will advance you the money to get things started, but the Host must keep accurate records and account for all the money.

Advertising

This is a very important point because the success of the train meet depends upon your getting the word out to members and train hobbyists in the area. You can send out flyers to train friends and club members in the area and consider a two-hour driving range as the “target zone.” Contact news reporters at local newspapers, TV stations, and radio stations and present the train meet to them as a feature news story. Our group sent announcements to 27 newspapers and 14 television and radio stations.

After our first train meet, we sent flyers to previous participating dealers and attendees of the last show. LCCA will place announcements of your train meet in its publications, but the club does not pay for ads in area newspapers or TV and radio stations. Most media

organizations will make “Community Calendar” notices for free, but stretch your imagination and seek on-site news coverage of the train meet with a clever angle — Lionel’s 100th anniversary is a good attention-getter. PR tip: send each reporter that shows an interest in your event a copy of the current Lionel catalog to whet their appetite.

When you’re ready to begin the process, contact the LCCA President-elect (now John Fisher) for an “official OK” to proceed. He’ll send you the information you need and a helpful list of LCCA rules and guidelines. A train meet is a lot of fun, and it can be a rewarding event for your group. See you at a train meet!

Upcoming LCCA Train Meets

The Convention at Lexington, Kentucky July 27-28, 2001

The train meet within the annual LCCA Convention is the “really big show” of the year. LCCA members registered for the Convention will be admitted to the Trading Hall on Friday evening July 27th and on Saturday morning July 28th until 1:30 p.m. at the Lexington Center, Heritage Hall East & Center, at 430 West Vine Street (adjacent to Hyatt Regency Lexington) in the host city. **Friday evening and Saturday admittance (up to 1:30 p.m.) will require full LCCA Convention registration.**

The general public and LCCA members not registered for the annual Convention may enter the Trading Hall on Saturday afternoon July 28th from 1:30 p.m. to the closing hour at 5 p.m. The Trading Hall will not be open on Sunday.

LCCA members and immediate family admitted free. Public and guests, \$4; children under 12 w/adult, free. Tables available only with LCCA convention registration. Co-hosts are Harry Overtoom (859-268-1942) and Larry Black (502-695-4355).

Wheeling, West Virginia September 15, 2001

Host Allan Miller will present a LCCA-sponsored train meet on Saturday, September 15th, at the Kruger Street Toy & Train Museum, 144 Kruger Street, Wheeling, WV. Take I-70 to Exit 5 at Elm Grove/Tridelfphia, left at this exit and left again onto Kruger Street. Registration and setup from 8 to 9 a.m. with LCCA members-only trading from 9 to 10 a.m.; public trading 10 a.m. to 2 p.m. LCCA members and families free; guests \$4; children 12 and under, free. Tables are \$10 with a limit of five. Lots of free parking, handicapped

accessible, and concessions onsite. For additional information, contact Allen at 304-243-1896; 877-242-8133; or e-mail him at: <Allan@ToyAndTrain.com>.

Chattanooga, Tennessee September 29, 2001

Bill Stitt (423-894-1284), George Baltz (423-842-6094), and Ron Herman (423-344-5799) will co-host a LCCA-sponsored train meet in Chattanooga, Tennessee, on Saturday, September 29, 2001. The event will be held at Olph Church Parish Life Center, 501 South Moore Road (I-24, Exit 184, Moore Road) in Chattanooga. Registration and setup will be from 9 to 10 a.m. with LCCA member trading from 10 to 11 a.m. Public and guest trading will begin at 11 a.m. and continue to 3 p.m.

LCCA members and family will be admitted free. Guests will be admitted for \$5; children under 18 accompanied by an adult free. Tables \$9, no limit.

Lexington, Kentucky October 26-27, 2001

Co-hosts Harry Overtoom (859-268-1942), Larry Black (502-695-4355), and Bill Crace (859-299-2423) will organize a LCCA-sponsored train meet on Friday/Saturday, October 26-27, 2001, at the Continental Inn, US 60 & New Circle Road (1.8 miles west on US 60 from I-75, Exit 110). Setup/early bird trading for LCCA members only on Friday evening from 6 to 9 p.m. and on Saturday morning from 8 to 10 a.m. The general public will be admitted on Saturday from 10 a.m. to 3 p.m. LCCA members and families will be admitted free; guests, \$3.50; children under 12 accompanied by an adult, free.

Lionel News & Views

by Bill Schmeelk

RM 6643

Toy Fair 2001

The beginning of February means Toy Fair time. As I prepared to attend this year, I couldn't help reminiscing about Toy Fairs of years ago. I would go on the first day and go early to assure being able to park. I'd go to the Toy Center on 23rd Street in Manhattan — up to the Lionel office. Lionel's postwar 26th Street address was quite visible across the park and always merited a glance. Then there was the excitement about what new product Lionel would be offering. There were always rumors, but still much uncertainty. I'd go up to the reception desk and announce my presence. Soon after, someone like John Brady would come out and escort me into the rooms of new product. My eyes would bulge and my head spin to see all the neat stuff.

Today, although there are lots of new product and some important news, most of that excitement is gone. Lionel released its catalog weeks before Toy Fair, so there was little mystery about what I would be seeing. By the time you receive this, you've probably already seen the catalog and there is little mystery about what's new. Today, the once-a-year event just doesn't justify the annual rental of an office in mid-town Manhattan. Instead, Lionel along with many hundreds of other companies sets up a temporary display for the week of Toy Fair at the Javits Convention Center.

This year, the model and hobby section occupied the area just as you enter the large floor of dealers. Lionel was in a most prominent location. Just as you came down the stairs to the display area — there was Lionel. **Photo 1** shows my initial view of the new Lionel area. This year, Lionel's large and roomy display was their largest Toy



Fair display since moving to the Javits. The spread-out design was particularly noteworthy and allowed an easy view of all the product despite crowds of people. There were even benches to sit in and mull over the catalog.

Photo 2 shows the opposite end of the display. **Photo 3** shows the rear side of the now familiar GP display. Looking like the rear of a caboose, it displayed many of Lionel's licensed products.

There was one flashback from the past. John Brady is again working for Lionel. It was great to see him

again looking much the same as I remembered him. Only the color in his hair was gone. He's still the ever-busy, full of energy, friendly chap we remember. John was pretty busy and I spent most of my time talking with J. Keeley, the new West Coast sales rep.





So What's New?

Although I'd already seen the catalog, there was a surprise. I'm assuming as I write this, that most of you already have the new catalog. For Standard Gauge fans, there's a new uncataloged Hiawatha passenger set. Lionel is calling this "A New Standard," and it certainly is. This set marks several firsts. Of course it's the first time Lionel has offered the Hiawatha in Standard gauge. This set also marks another first for Standard Gaugers. This set features the RailSounds sound system and TrainMaster Command Control system. Although made in the traditional tinplate style, this set features many true-to-life details. **Photo 4** shows the front of the loco and the removable cowling that reveals boiler front detail. **Photo 5** shows one of the four cars, each with a hinged roof revealing the passenger seating, washroom, and lounge details. The four cars consist of Tip-Top-Tap/Express car, a coach car, a diner car, and the observation car. **Photo 6** shows the famous beaver tail observation design. The train is almost 12 feet long. Other features include a die-cast locomotive frame, dual Pittman motors, and a fan driven smoke unit. The price is \$2199.95.

The new catalog is labeled *Lionel Classic Trains Volume 1, 2001* and is more

than 120 pages. If this trend continues, the catalogs will have to be bound as they are approaching a thickness that is too big for staples. *Volume 2* is due out about July of this year. As you know, Lionel is moving its manufacturing facilities to China. They expect to close the Michigan factory by August of this year. The new catalog has a wealth of new items in it. I couldn't help wondering where all the train enthusiasts are coming from. One thing for certain is that the trains are being offered in a greater variety, more detailed, and with all the latest technical features. It's also good to see that many of these technical features are working their way down to the lower-priced items. Take for example the C&NW GP-7 Command Control Special. This is a GP-7 with all of the latest electronic features including RailSounds with CrewTalk and TowerCom announcements. The loco also features a Pullmor motor, MagneTraction, die-cast trucks and ElectroCouplers. Also included is everything you need to operate the loco in Command Control. Both the Command Base and the CAB-1 are included. The total retail price for this package is \$349.95. For only \$30 more, you can get the same package in the Postwar Celebration





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series featuring a 2349 Northern Pacific with a die-cast fuel tank. Shown in **photo 7**, it brings back fond memories of the old post-war sets.

For those who are still not ready to make a jump to Command Control there are locos as low as \$69.95 for a Southern RS-3. Or, how about a throwback to the postwar era with a Virginian Rectifier in black and yellow as seen in **photo 8**. The price tag on that is \$179.95.

You can get a new RS-11 diesel equipped with the Odyssey system for as low as \$349.95, equipped with all of the RailSounds and other top-of-the line features. For another \$50 you can get the new SD-90 Mac diesel locos. These 20-1/4-inch-long locos are available in Canadian Pacific and Union Pacific.

At the other end of the spectrum, there's a lot of new items. The first two offerings in the Joshua Lionel Cowen series were so well received that two more challengers in that series will be produced, a Clinchfield and a Rio Grande. These locos require a minimum radius of O72 track. If you like large locos like the Challenger but simply don't have

the room for a layout with O72 curves, then you'll like the new Lionmaster series. The first offering in this line is a Challenger loco available in Union Pacific, Delaware & Hudson, and Denver & Rio Grande. These locos are less than half the cost of the Joshua Lionel Cowen series, and they are designed to operate on ordinary O-31 gauge track. They feature the Odyssey system and all the latest electronic features. They're driven by dual precision can motors and employ a flywheel. The tenders have the wireless tether feature and retail for \$799.95 each.

There are a couple of small changes from items listed in the catalog. The convertible car in the Ford Mustang GP-7 set although shown in black on page 59 will be produced in red with a black interior. The folks at Lifesaver have done it again. You might remember back in the Fundimension days, that Lionel had planned a Pep-O-Mint car as a follow-up to the Lifesaver car. At that time, the Pep-O-Mint car was shown in the advance catalog, but for whatever reason, permission was not given. The Lifesaver tank car shown in the catalog will not be produced. **Photo 9** is a very interesting car and should look somewhat familiar to long-time club members. Our club's first decade train included what I believe was one of our most beautiful cars — the



9



10
 Corning Hopper. Ours was a quad hopper and had more color than this new Lionel version, but the new one is still a smart looking car. For American Flyer fans, four cars are being offered. The Borden's flatcar shown in **photo 10** hasn't been made for over 30 years.

One of the first places I look in the catalog is in the accessory section. I certainly wasn't disappointed this year. Most of my train dollars will probably be spent in this section. American Flyer's Gabe the Lamplighter is finally coming out. This version will be made from some of the original tooling. It will operate in much the same manner as the original with a slight variation. On this new version, Gabe will inch up the ladder and once he reaches the top, the lights will go on. This will be an automatic feature and will not require a separate button as the original did. To turn off the light, Gabe must make another trek up the ladder to turn off the lights. Just as Lionel had its loyal employees delivering milk, diesel fuel, and coming out of a shack with a lantern, American Flyer had Gabe. Now Gabe is working for Lionel and should prove even more reliable at his job on the light tower. Another great Flyer accessory premiering this year is the Seaboard coaler. This bucket loader has always intrigued me, and I'm thrilled that I will soon be able to add it to my layout.

There'll be lots of accessories returning from the postwar days. The 128 News Stand returns along with the 282R Triple Action Magnetic Crane. It's interesting that Lionel has chosen the "R" suffix that Lionel used to indicate a revision to the mechanism in the postwar model. And, finally, the 350 Transfer Station is returning. I'll be anxious to see the improvements in the drive system

that Lionel makes. Even the table extensions are being made available again.

As we had hoped, the Lionel Heliport is back with some new features that were not on the original. The original came out at a time when Lionel was severely cutting costs. The original Heliport had no illumination, no interior insert, and required you to hook up a string to operate it remotely. All of these faults have been corrected in the new version which adds an "R" to the original 419 number. You'll be able to launch the helicopter remotely, and the insert and illumination will be included.

The Lionel Hobby Shop returns this year after its recent debut. This time it's made up as Madison Hardware.



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 In addition to bringing back some of the postwar accessories, there are also lots of brand new ones. Railroad modelers have always enjoyed building an amusement park for their layout. Now Lionel is offering two accessories that could be the highlight of any amusement park — a carousel and a ferris wheel.

Lionel was also touting a new feature on its website — the Product Navigator. **Photo 11** shows the logo for this new search engine that allows you to search

for specific products past and present, or for a range of products in a category you select. I tried it and found that items from the new catalog are not yet in the database.



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We're still hearing talk of a new track system, but no details are available. **Photo 12** shows this year's Toy Fair car. Interestingly, we were told that the cylindrical hopper featuring Happy, the postwar Lionel Lion, or Lenny, the modern era Lionel Lion shown in **photo 13**, was to have been the Toy Fair car. The car looked so good it was finally decided to put it in the line instead. I personally am a fan of anything with the Lionel Lion on it.

Well, another Toy Fair has come and gone. My thanks to all the folks manning the Lionel display, Richard Maddox, John Brady, Bob Ryder, J. Keeley, Steve Terry, Chuck Horan, Julie Laird, and the others whose names I didn't get. Thanks to you all for your help and our best wishes for a banner Lionel year.

Lionel Legends 2 - The Hudsons

After visiting Lionel at Toy Fair, I took a walk through the displays and came upon Tom McComas with a display of his TM Books and Videos product. I've since had a chance to view his new "Lionel Legends 2: The Hudson" video, **photo 14**. This new video is devoted entirely to Lionel's production of its most famous locomotive. The video starts with some facts about the development by

The answer is 32 including catalog shots of two Lionel Hudsons yet to be made. This is surely the only place you can see all of these Hudsons. Throughout the



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New York Central of new locomotive capable of handling the new heavier passenger cars and with a large fire pan for extra power. The resulting Hudson locomotive was truly a breakthrough in both performance and design. There's even an interview with Al Stauffer, a name that any New York Central fan will recognize as an authority on the New York Central railroad. His books are classics. From there the video traces Lionel's production of the Hudson from its first introduction in 1937 to the newly released gold-plated Hudson. Can you guess how many Hudsons that is?

tape, several prominent collectors are interviewed. Lionel employees John Brady, Mike Braga, Lenny Dean and others are also interviewed. Throughout the tape each of the Hudsons is shown and most are operated. I had never before seen the special case made for the Hudson to

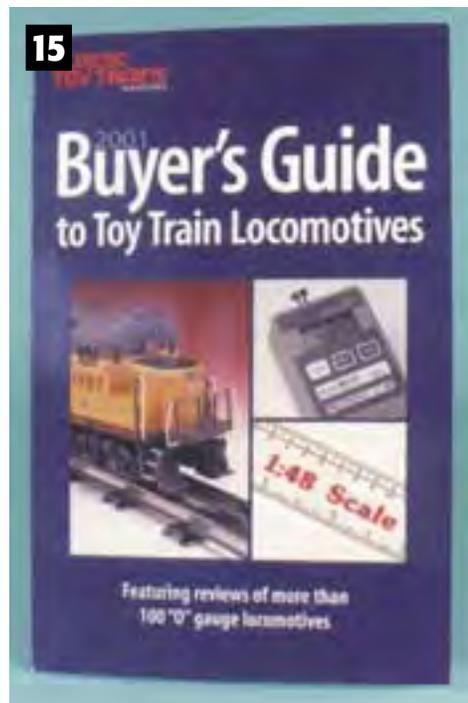
allow salesmen to carry them around to show the dealers and actually operate the locomotive. Cases were also made for the OO gauge Hudson including a separate case for the transformer. This was also the first time I'd seen an OO Hudson in operation.

Throughout the discussion there is a wealth of interesting behind-the-scenes facts about the decisions made as each Hudson was produced. The discussion also includes Hudsons that were never produced including the Empire State Express J3a Hudson. This one is scheduled to be produced in the Century Club II series. For the C&O Hudson we're shown many of the mock-up models that went into making the final tool.

The tape runs a full hour and is sure to please any Lionel fan. The price is \$19.95 plus shipping. You can purchase it from your dealer or direct from TM Books and Videos at 1-800-892-2822.

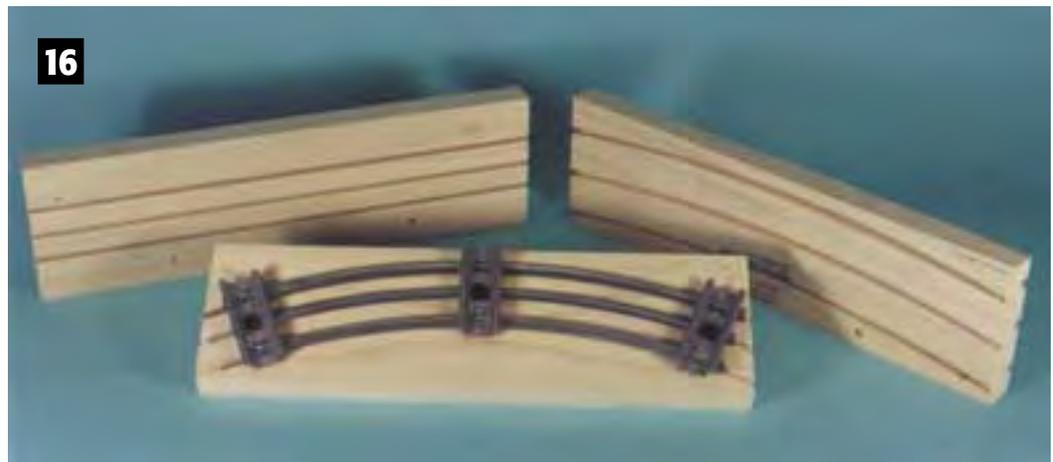
Toy Train Buyers Guide

New from Kalmbach Publishing comes *2001 Buyer's Guide to Toy Train Locomotives*. This handy guide, shown in **photo 15**, compiles 10 years of reviews by *Classic Toy Trains* of the most notable



O - g a u g e locomotives produced from 1991-2000. The reviews cover a wide range of manufacturers including of course, Lionel. Although the original purchase price and the current Greenberg

value are listed, this book is considerably more than a price guide. It's like a Consumer Reports on locomotives. A full page is devoted to each of 107 locomotives and includes critical commentary, information on the prototype of the loco and vital statistics including size, weight, minimum radius and drawbar pull. It's quite unlike any book before it. The book is 5-1/4x8 inches, softbound, 160 pages with 32 color photos. The price is \$12.95 plus postage and can be purchased from your local dealer or direct from Kalmbach at 1-800-533-6644.



Cut and Bend

Photo 16 shows three bending and cutting jigs put out by Van's Trains. Each jig is cut for a specific type of track and is grooved on one side to accommodate a straight section and a curved section on the other. They can be used to hold the track as you cut it to a specific length or help you bend Gargraves track to a consistent radius. The jigs are available in sizes to fit all the standard tracks including Lionel's 042, 054, 072, and other manufacturers such as Ross and Atlas. It's also available in Standard Gauge. The jigs are made of poplar and sell for \$19.95 each or any three for \$49.95. The price includes shipping. You can order by calling Van's Trains at 1-201-797-3116.

Bill Schmeelk
201-358-1955
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Photographs by Bill Schmeelk



DINNER ON WHEELS ON RAILS

by **Mike H. Mottler**

RM 12394

Good food, good company, in a great environment. It doesn't get any better than that! Well, for train fans, it could be made more perfect — as a dinner aboard a wonderfully restored train.

My Old Kentucky Dinner Train is a special attraction in its home state, and it's a featured tour of the LCCA Annual Convention. This is a ride — and a meal — you won't want to miss. During late February, the LCCA Board visited Bardstown, Kentucky — the home of this train-based experience — for a preview of its service and cuisine, and I came along for the ride and the meal.

The dinner train offers a 1940s dining experience, and the Bardstown train station is a gentle reminder that a time warp has begun. The train is parked alongside, with two sleek F7A units on point. The 1940s/50s passenger cars are elegantly restored and modified as dining cars with tables and chairs. I was seated with two friends at a table for four in a dining car with wood paneling, cushy carpeting, tailored window curtains, and spotless tablecloths beset in a formal style with flatware, fancy place settings, and shimmering glassware. “Not too shabby,” I thought silently.

Frieda, our server, introduced herself graciously and made everyone feel comfortable at the four tables under her command and control. As we settled in, we became aware that she regarded us as participants in a shared, very special outing. Supported by her friendly demeanor and constant attention to detail, the ambiance of this dining room on wheels on rails wafted over us. This was

no “Want fries with that?” kind of joint!

She recorded and delivered our order for drinks. Happily, they had in stock my favorite beverage — Coors Light. The soup course was a chicken-based, gumbo-like creation. My test for a really great soup is ... will the spoon stand up in it? Which, in this case, it did. It was delicious; not too spicy for this culinary coward. The salad was a

green, crispy delight with an excellent ranch dressing. I liked the big croutons with flavor.

Then the train got underway with a gentle tug forward. The Kentucky grasslands rolled slowly by the window as a pastoral background for pleasant dinner conversation with other train fans and Lionel loyalists. Frieda presented the elements of the meal without brusque intrusion and with a pleasant down-home smile and



LCCA Editors (L to R) aboard My Old Kentucky Dinner Train are Bill Button, The Interchange Track; Mike Mottler, The Lion Roars; and Bill Schmeelk, Editor-designate for The Lion Roars.



As My Old Kentucky Dinner Train rolled smoothly over a high trestle in the woodlands, the dinner guests on board enjoyed a sumptuous meal.

cheerful disposition. Her choreographed movements with the food trays were aesthetically in sync with the rhythm of the train in motion. I considered her “performance” a fringe benefit of the total train experience.

We soon observed through the windows a local feature of the Kentucky landscape — corrugated-metal-clad, four or five story windowless barn-like buildings. These are rack houses; warehouses with thousands of barrels of Kentucky whiskey inside — each batch quietly resting for years and gathering character during the carefully controlled aging process. Along the route, we passed a Jim Beam distillery — the source of the barreled-up libations-in-waiting. This is the region of the country

where the citizens believe water is for bathing and whiskey is for drinking.

Then came the main course. My choice — a temporary deviation from my weight control program — was prime rib. Others in the party selected chicken or salmon entrees. Everyone in talking range pronounced their meal choice as “excellent.” The hefty slice of prime rib was a generous portion — one-inch thick. I considered it a challenging meal and a reminder that southern hospitality takes fully into account guests who come to dinner hungry. I asked for “medium” treatment, and others offered their variations. Each serving was “done” exactly right. Clearly, the chef in the onboard kitchen knew what he was doing.

As darkness fell, we entered a woodland forest, and the undercarriage lights of the coaches illuminated our way as we rolled along toward the end of the line — about a 17-mile run, one way.

Frieda offered three choices for dessert, and the bourbon-flavored boulee seemed to me to be geopolitically correct. It was delicious. The coffee was excellent and served with cream; not the powdery stuff as mere “whitener.”

At the end of the line, the engine performed a run-around maneuver, and we soon headed back to Bardstown. With dinner service completed, the train ran at a faster rate of speed on the return leg of the trip. The smokers in the group enjoyed their trips to the vestibules — to look at the landscape and savor a nicotine hit.

Meals on board a train are always special for me. In mid-Kentucky, I remembered why. In a reflective moment, I recalled an earlier train trip from Chicago to Spokane with my Grandma Dorothy in 1952 aboard the Great Northern’s “Empire Builder.” Then 11 years old and in 6th grade, I ordered Trout Almondine — an adventurous choice for a kid. The dinnerware was marked with the logo of the railroad, and the silverware was heavy and “real.” We wrote our order on the meal slip and a Black waiter in a crisp white jacket attended to us with dignity that I could only compare to “being in church.” It was wonderful and memorable. My Old Kentucky Dinner Train is still making those kinds of memories.

The Race Is on to Lexington



Mark Your Calendar Now

Make plans to meet with your toy-train friends from around the world in Lexington, Kentucky, this summer. The Co-hosts of the 2001 Convention Committee invite you and your entire family to the Lionel® Collectors Club of America (LCCA) annual convention.

This will be a return visit to Lexington where one of the club's best conventions was held in 1988. But this one is planned to be even bigger and better! We have secured the same outstanding facility, and it will enable club members to treat their spouse and family to a luxurious stay at a very affordable price. Use the Hotel Reservation Request Form in this section to get the special, low room rate of \$97 for the Convention.

Tours and Attractions

- Scenic Bluegrass Tour — includes horse farm tour, toy museum, and bourbon distillery
- My Old Kentucky Dinner Train excursion
- Private horse farm tours and Keeneland Racecourse
- Lunch at the Glitz, antique gallery, and tour of Henry Clay Home
- Get Acquainted Party with all the Kentucky barbecue you can eat
- Huge public display area with multiple layouts and displays

The Lexington Convention and Visitors Bureau has information about the area. Call toll-free 800-848-1224, or visit their website at: <www.visitlex.com>. Register early and join us July 25-29, 2001, in Lexington.

Form may be
photocopied

Lionel® Collectors Club of America 31st ANNUAL CONVENTION - REGISTRATION FORM

**Pre-Registration Fee of \$39 must be received on or before June 1, 2001.
If received after June 1st or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2001 — 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 _____ @ \$30 = \$ _____

Get Acquainted Party _____ @ \$14 (Adults) _____ @ \$20 (Adults) _____ @ \$8 (Children) = \$ _____
(Hyatt Guests) (non-Hyatt Guests)

YOU MUST INDICATE A MEAL SELECTION BELOW

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

Adult: _____ 6 oz. Filet @ \$39 -or- _____ Honey Bourbon Chicken _____ @ \$34 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$19 = \$ _____

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: **2001 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:
2001 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.
Use the separate form to make your reservations at the
Hyatt Regency Lexington and mail your request directly
to their address listed on the form.
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 June 1, 2001. 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 by mail after the Convention. Under club 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.

NOTE: All Convention activities and events (with the exception of the public display and trading during the general public admission time frame) are open only to properly registered, badge-wearing attendees, their spouses, and minor children. Extended family members are not included in this definition.

Accommodations

The Hyatt Regency Lexington is the Convention hotel for this event. This is a first-class hotel with a large number of rooms set aside for the Convention. It is in the same complex, and the banquet and trading halls are within easy walking distance inside air-conditioned comfort. Use the separate Hotel Registration Form to submit your hotel reservation request. Mention the LCCA when requesting reservations by phone or fax.

Parking

Valet parking and self-parking are available at the hotel. Self-parking is adjacent to the convention center for ALL conventioners by picking up a free parking pass with your convention registration package.

Trading Hall and Tables

30,000 sq. ft of Trading Hall space has been set aside that will accommodate 400 tables. Tables are available at \$25 each with no limit on number. If you want your table next to another member, please so indicate 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 \$30. No flashing lights, sirens, blowing horns, etc.

Unloading and set-up will be on Friday, July 27th from 10 a.m. until 4:45 p.m. and on Saturday, July 28th from 7:30 a.m. until 8:45 a.m. Trading is not permitted during set-up times. Violators will be told to leave and disallowed from selling at the Convention. Security will be provided. If all tables are sold, your name will be placed on a waiting list. All train and related items must be clearly marked and priced.

This year we will organize the Trading Hall in a very different way with trading starting on Friday night at 5 p.m. for **registered convention attendees only**. This registered-only trading will continue until 9 p.m. and resume on Saturday from 9 a.m. until 1:30 p.m. At 1:30 p.m., we will open the Trading Hall to the general public until closing at 5 p.m. NO teardown will be allowed prior to 5 p.m. The Trading Hall will close at 5 p.m. until 6:45 p.m. for teardown and again on Sunday from 8 until 10 a.m. There will be **NO trading on Sunday** as has been done in the past.

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 only.

Transportation

Lexington is served by American, Comair, Continental, Delta, Northwest, United, and USAir airlines. The airport is approximately 15 minutes from the convention center site and the host hotel offers courtesy pickup service. In addition, Louisville and Cincinnati airports are within reasonable commuting distance.

Cocktail Reception and Banquet

Our cocktail reception will be Saturday July 28, from 6 to 7 p.m. The banquet will start at 7 p.m. and will run to about 10 p.m. Unlike the Dearborn Convention there will be no separate dining area for the children. We will all be in the same banquet room. Tables may be selected and reserved by signing up at the registration desk in advance starting on Wednesday, July 25, 2001. These will be maintained in our computer and each table of ten will require names and registration numbers to reserve a table seat. Members will sit in their pre-reserved seats only. This computer sign-up list will be available at the banquet to resolve any questions on the spot. Anyone not seated in their correct seat will be told to vacate it. Those wishing to reserve an entire table must fill-in all names and

convention registration numbers at least 24 hours in advance of the banquet.

Adults will choose from either a 6 oz. filet or honey bourbon chicken accompanied by salad, vegetables, dessert, and drink. The child's plate will be chicken fingers, fries, a selection of vegetables, cookie, and drink.

As always, the banquet is one of our more popular events with plenty of prizes and give-aways. This one will be no exception! There will also be a silent auction during the evening, and auction items may be redeemed immediately after the banquet. In addition, raffle tickets will be sold throughout the Convention and winning tickets will be drawn and posted immediately after the banquet.

Get Acquainted Party

At 5 p.m. on Thursday evening, July 26th, we will board buses for a short trip to the new Lexington Legends Minor League Baseball stadium. The Lexington Legends are affiliated with the Houston Astros. This is a state-of-the-art stadium that can be toured during the evening from 5 to 7 p.m. The party will run from 6 to 9 p.m. with bus service to and from the Hyatt from 5 to 9:30 p.m.

The menu for the evening consists of all-you-can-eat BBQ pulled pork, BBQ ribs, and BBQ chicken plus baked beans, potato salad, garden salad, and assorted desserts plus Pepsi Cola products to drink. An open cash bar will also be available. For adults staying at the Hyatt, the costs will be \$14; adults not staying at the Hyatt, \$20; and

children (under the age of 12), \$8. The Get Acquainted Party requires an admission ticket and a proper convention badge for admittance and NO food or beverages will be permitted to be taken from this event. No food coolers or food containers will be allowed. For you and your children, there will be a batting cage, base running, speed pitching, a carousel, and a play-ground to use.

Special entertainment will be presented for your enjoyment during the evening.

LCCA Annual Membership Meeting

This event will be held on Thursday, July 26th, at 2 p.m.

Lionel Seminar

This presentation by Lionel executives will be a highlight of the Convention. The seminar will be held from 3 p.m. until 4:30 p.m. on Friday, July 27th. Get the inside info from Lionel!

Public Displays

This promises to be one of the largest public display areas we have ever had at a Convention with multiple layouts on display. There will also be a scale steam engine for kids to ride. In 1988 we saw over 10,000 public visitors come through the display area. We expect even more this time! The public display area will be open on Saturday only, from 11 a.m. to 5 p.m.

Relive the golden days of railroad dining aboard My Old Kentucky Dinner Train.



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 or club supplied van only. No personal vehicles.

Wednesday, July 25th

#1 & #2 Scenic Bluegrass Tour _____ @\$31 = _____
 #1 Departs 7:30 a.m. and #2 departs 12:30 p.m.

#3 My Old Kentucky Dinner Train* _____ @\$82 = _____
 Departs 3:30 p.m.
Note: You must make a meal selection; shown below:
 Number of entrée selections desired: ___ Prime Rib au jus ___ Fresh Salmon ___ Boneless Breast of Chicken
 * Children under age of 8 not allowed due to safety reasons.

4 & #5 Margaret Woods Horse Farm Tour _____ @\$24 = _____
 #4 Departs 7 a.m. and #5 departs 1 p.m.

Thursday, July 26th

#6 & #7 Scenic Bluegrass Tour _____ @\$31 = _____
 #6 Departs 7:30 a.m. and #7 departs 12:30 p.m.

8 & #9 Margaret Woods Horse Farm Tour _____ @\$24 = _____
 #8 Departs 7 a.m. and #9 departs 1 p.m.

Friday, July 27th

#10 Scenic Bluegrass Tour _____ @\$31 = _____
 #10 Departs 7:30 a.m.

11 Margaret Woods Horse Farm Tour _____ @\$24 = _____
 #11 Departs 7 a.m.

Saturday, July 28th

12 The Glitz and Irish Acres Antique Gallery Tour _____ @\$48 = _____
 #12 Departs 10:45 a.m.

TOURS SUB-TOTAL: = \$ _____

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

YEAR 2001 CONVENTION TIMETABLE
IMPORTANT NOTE: ALL TIMES EASTERN DAYLIGHT SAVINGS TIME

Tuesday July 24, 2001

3:00 p.m. to 7:00 p.m. Registration Desk open for early registration

Wednesday July 25, 2001

6:00 a.m. to 7:00 p.m. Registration Desk open
 7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
 7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
 1:00 p.m. to 4:30 p.m. Margaret Woods Horse Farm Tour
 12:30 p.m. to 5:30 p.m. Scenic Bluegrass Tour
 3:30 p.m. to 9:00 p.m. My Old Kentucky Dinner Train

Thursday, July 26, 2001

6:00 a.m. to 6:00 p.m. Registration Desk open
 7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
 7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
 8:00 a.m. to 2:00 p.m. LCCA Old/New Board of Directors Meetings
 1:00 p.m. to 4:30 p.m. Margaret Woods Horse Farm Tour
 12:30 p.m. to 5:30 p.m. Scenic Bluegrass Tour
 5:00 p.m. Board Buses for Get Acquainted Party
 6:00 p.m. to 9:30 p.m. "Tastes of the Bluegrass" — Get Acquainted Party

Friday, July 27, 2001

6:00 a.m. to 7:00 p.m. Registration Desk open
 7:00 a.m. to 11:00 a.m. Margaret Woods Horse Farm Tour
 7:30 a.m. to 12:30 p.m. Scenic Bluegrass Tour
 10:00 a.m. to 4:45 p.m. Trading Hall available for unloading/set-up
 2:00 p.m. to 3:00 p.m. LCCA Annual Membership Business Meeting
 3:00 p.m. to 4:30 p.m. Lionel Factory Seminar
 5:00 p.m. to 9:00 p.m. Trading Hall **open to registered Convention attendees only**

Saturday, July 28, 2001

6:00 a.m. to 3:00 p.m. Registration Desk open
 7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up
 11:00 a.m. to 5:00 p.m. Public Display Area open
 9:00 a.m. to 1:30 p.m. Trading Hall **open to registered Convention attendees only**
 10:45 a.m. to 3:00 p.m. Tour — Glitz and Antique Gallery
 1:30 p.m. to 5:00 p.m. Trading Hall open to the General Public*
 5:00 p.m. to 6:45 p.m. Tear-down in Trading Hall
 6:00 p.m. to 7:00 p.m. Cocktail Reception — Cash Bar
 7:00 p.m. to 10:00 p.m. "Bluegrass Horse Affaire Banquet"
 (Convention officially closes after banquet)

Sunday, July 29, 2001

8:00 a.m. to 10:00 a.m. Tear-down in Trading Hall

* Non-registered LCCA members will be admitted free of charge after 1:30 p.m. Saturday by showing their current membership card.

See you at next year's Convention!
LCCA in Pittsburgh, PA July 24-27, 2002

TOURS BACKGROUND AND INFORMATION

IMPORTANT NOTE: ALL TOUR TIMES ARE EASTERN DAYLIGHT SAVINGS TIME

Scenic Bluegrass Tour

This grand tour is designed for you to see the Bluegrass! Leaving by motorcoach from the convention hotel, you will be taken directly to the outskirts of Lexington where a real horse farm awaits you and where some of the finest horses in the racing industry are raised.



Enjoy seeing where beautiful horses are pampered and trained. Ride along the bluegrass countryside where the fields are dotted with lavish barns and enclosed with white plank fences. It is just beautiful! While on the motorcoach you will stop for a guided tour of the Labrot & Graham Distillery where Woodford Reserve Bourbon is produced and see their beautiful gift shop and museum. Finally you will visit Nostalgia Station Toy and Train Museum in the old L&N depot at Versailles, Kentucky, where toys and trains await you including a 1950s store display. This tour is guaranteed to give you a taste of the beautiful bluegrass. You will return to the Convention hotel in time for either lunch or dinner depending on the tour taken. Tour takes about 4-1/2 hours round-trip from hotel. All admissions are included. You will also receive a small gift as a souvenir from the tour.

When: Wednesday, July 25th, with two departures; Thursday, July 26th, with two departures; and Friday, July 27th, with one departure.
Cost per person is \$31.

My Old Kentucky Dinner Train

One of the great pleasures of the railroads was dining aboard a train as it moved across America's railroad landscape. This tour will allow you to enjoy that experience in the style of the bygone days of railroading. We will motorcoach to Bardstown, Kentucky, where you'll enjoy an opportunity to see the Bluegrass from a



railroad car and experience dining as it was meant to be! You will depart from an 1860s train station that houses a gift shop and restrooms. The restored luxurious interiors of the 1940s dining cars will greet you with white table cloths and fine china. Tuxedoed attendants will escort you to your assigned seats. Your pre-selected choice of entrée will already be in preparation as the train departs the station over the private rails of the R.J. Corman Corporation's trackage. A leisurely evening will begin with appetizers before the main course is served. The service will be outstanding and the food no less! As you ride, you will venture through the Bernheim Forest and see the backside of Kentucky. Along the old L&N trackage you'll ride over the Jackson Hollow trestle. At the end of the evening we will return to the Bardstown station where a small gift shop will await you. It should be noted that this tour would be most appreciated by adults because of the cost. Children under the age of eight cannot be accommodated for safety reasons. Sorry, we are not able to offer children's menu selections. The excursion is limited to 136 seats. This tour lasts about 5-1/2 hours round-trip from the hotel. Dinner selections must be pre-ordered and you may choose from the following: prime rib au jus, fresh salmon, or boneless breast of chicken.

When: Wednesday, July 25th. If sold out we will book you automatically on an additional tour for Tuesday, July 24th.
Cost: \$82 per person.

Margaret Woods Horse Farm Tour

See the horse capital of the world as it is meant to be seen! Most central Kentucky horse farms are closed to the public except by private tour. Native Kentuckian, Margaret Woods, provides the best of these. She has made special arrangements to access two of the premier farms from such names as Gainesway, Claiborne, Stone, Buckram Oak, Donamire, and Calumet. You will also



travel by air-conditioned modern vans to see the famous Keeneland Racecourse where the best thoroughbreds race leading up to the Kentucky Derby as well as see Thoroughbred Park in downtown Lexington. At Keeneland you'll see the paddock area, the betting windows, and the race track itself. The morning tour will also allow time to get breakfast at the track on your own. (No meal available on the afternoon tour.) The goal of



this tour is to take you inside the plank fences and down shady lanes of central Kentucky where you will see horses just home from the track, previous winners, in-foal broodmares, weanlings, yearlings, and maybe some newborn foals. You will see the daily procedures and inner workings of the farms. Traveling in a small van will allow the group to get the most personal tour possible and see

to these beautiful horses. This tour is not suggested for small children. This tour lasts 3-1/2 to 4 hours. Each tour is limited to 39 seats. If the tour requested is sold out, the next closest tour to the requested time will be assigned automatically.

When: Wednesday, July 25th, with two departures; Thursday, July 26th, with two departures; and Friday, July 27th, with one departure.
Cost: \$24 per person.

The Glitz, Irish Acres Antique Gallery, and Henry Clay Home Tour

This tour will take you to Nonesuch, Kentucky, where an old schoolhouse awaits you. Inside is no schoolhouse, but one of the finest antique galleries you have ever seen. There you will see some 32,000 sq. ft. of American and European furniture, glassware, china, crystal, linens, dolls, jewelry, rugs, decorative accessories, and international giftware. There are 50 themed rooms decorated to the hilt with tiny white lights and crammed with every kind of antique you can imagine. This is unlike any ordinary antique store. In the basement is a most unusual and rewarding luncheon dining experience. The food is excellent, but it is the ambiance that makes it a luncheon to remember. The dinnerware is the finest and the décor is beyond anything you have ever seen. Lunch is included with the tour. Also the tour will stop at the Home of Statesman Henry Clay in Lexington called Ashland before returning to the Hotel.

When: Saturday, July 28th
10:45 a.m. — 3 p.m.
Cost: \$48 per person.

Hyatt[®] Regency Lexington

Form may be photocopied

PLEASE NOTE

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

ORGANIZATION: LCCA

FUNCTION: 2001 Convention

DATES July 25 to 28, 2001

ALL REQUEST FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2001

Please reserve accommodations for:		<i>Please print or type</i>	
NAME _____	COMPANY <u>LCCA</u>	PRICE <u>\$97</u>	
ADDRESS _____			
CITY _____	STATE _____	ZIP CODE _____	
SHARING ROOM WITH _____		NO. OF PERSONS _____	
SIGNATURE _____		PHONE NUMBER _____	

MONTH	DAY	ARRIVAL TIME	MONTH	DAY	DEPARTURE DATE
ARRIVAL DATE			DEPARTURE DATE		

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

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

CREDIT CARD # _____ AMEX DINER'S CLUB VISA MASTERCARD DISCOVER

EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-233-1234 FOR RESERVATIONS.	
PLEASE RESERVE _____ NO. OF:	<input type="checkbox"/> SINGLE <input type="checkbox"/> TRIPLE LOCAL RATES ARE: \$97 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
<input type="checkbox"/> SMOKING ROOM	<input type="checkbox"/> DOUBLE <input type="checkbox"/> QUAD PLUS APPLICABLE TAXES.
<input type="checkbox"/> NON-SMOKING ROOM	
THE SPECIAL LCCA CONVENTION RATES WILL BE HONORED BOTH 3 DAYS BEFORE JULY 25TH AND 3 DAYS AFTER JULY 28TH FOR THOSE WISHING TO COME EARLY OR STAY LATE. IF RATE OR ROOM TYPE IS NOT AVAILABLE, THE NEAREST AVAILABLE RATE WILL BE ASSIGNED. ROLL-AWAY CHARGE \$15.00; AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES OF 12.4%. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.	

Fill out all necessary information and mail directly to:

HYATT REGENCY LEXINGTON

Attn: Reservations Department, 401 West High Street, Lexington, KY 40507

Phone: 859-253-1234 or 800-233-1234 Fax: 859-254-7430

CONTACTS AND DIRECTIONS FOR CONVENTION TRAVELERS

Hyatt Regency Lexington

Convention Headquarters Hotel
 Phone: 859-253-1234 or 800-233-1234

Lexington Bluegrass Airport (LEX)

GENERAL DIRECTIONS TO HOTEL FROM NORTH OR SOUTH

Follow I-75 South or North to Lexington — Exit at Paris Pike exit #113. Follow Paris Pike which becomes North Broadway to downtown Lexington for about three miles to High Street. Turn right and the hotel is on your immediate right.

FROM EAST OR WEST

Follow I-64 East or West to Lexington — Exit at Paris Pike exit #113. Follow Paris Pike which becomes North Broadway to downtown Lexington for about three miles to High Street. Turn right and the hotel is on your immediate right.

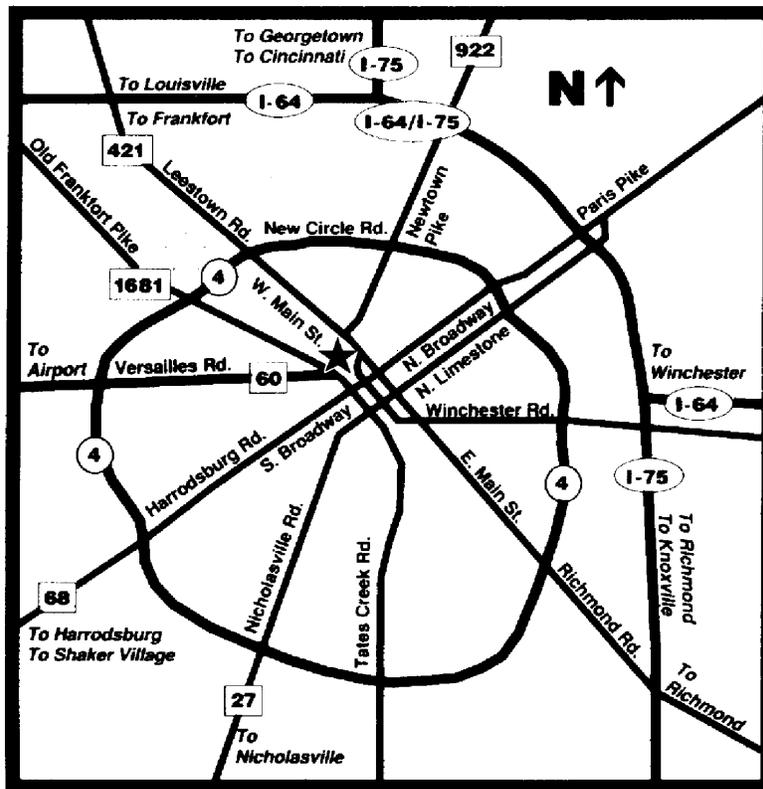
FROM AIRPORT

Exit Airport to your left. At stoplight, turn right onto Versailles Road. Follow Versailles Road for about six miles to downtown Lexington. Turn left on Broadway for one block and then left on High Street. Hotel is on your immediate right.

PEOPLE TO CONTACT

For general questions and information:
 LCCA Co-Host: LCCA Co-Host:
 Harry Overtoom Larry Black
 859-268-1942 502-695-4355

For registration questions/information:
 Susan Ellingson
 612-931-0853



100 Words for 100 Years

Lionel Announces the Winners of its Essay Contest

As part of the Lionel centennial celebration, Americans were invited to tell in a short essay how Lionel trains and accessories brought happiness, joy, fun, and excitement to their family, relatives or friends. The contestants were asked to write a 100-word essay based upon some actual historic event using Lionel products and explain how trains impacted their life. Each essay was judged anonymously by a committee according to creativity, originality, life impact, historical accuracy and Lionel product use. The company recently announced the winners, and their essays are reprinted here.

What Lionel Means To Me

by J. Mark Rhoads, USNR-Retired of San Diego, CA
First Place

As a child of the Depression, home and security meant everything. Home was loving family, security, my Lionel train. As an Ensign during the Korean War, I was stationed aboard the heavy cruiser USS Los Angeles. The first day at sea my assignment was to the bridge, a very junior officer of the deck. Trying to be inconspicuous, I positioned myself in a corner by a compass repeater. On its face were the words: LIONEL CORPORATION, IRVINGTON, NEW JERSEY. There was a wave of relief. I was home, with family and security. The USS Los Angeles was "Built by Lionel!"

Rhoads won a Lionel Lines 4-6-2 Pacific steam locomotive autographed by Richard Maddox, worth about \$500.

What Lionel Means to Me

by Warren R. Morgan of Dayton, NV – Grand Prize Winner

There's a century
Of tales to tell -
The toy train legends
Of LIONEL.

My tale began
In twenty-eight
With a loop of track
And a short, fast freight.

"The trains" each year
Grew up with me
And brother Jack
Who joined the spree.

"The Great Depression"
Years were tough
But LIONEL trains
Had just the stuff

To nurture joy
And entertain:
Our ever-growing
Electric train.

Through all the years
Until this day
The magic trains
Kept cares away.

Bonding Dad and Mom and me
And Jack, our kids,
And their progeny.

Treasured mem'ries
We share and tell
Of 72 years
With LIONEL.



Morgan received a gold-plated 700 E Hudson steam locomotive with display case autographed by Richard Maddox, President and COO of Lionel LLC. He also won a limited edition official 100th anniversary commemorative poster. The total value of this prize package is more than \$1400.

What Lionel Means to Me

by John Neumann, Sidney Center, NY
Second Place

On Christmas Eve in 1927, a woman gave her husband \$25 to get a winter coat he badly needed. Walking to the clothing shop, he saw a Lionel passenger train in a hardware store window. Returning home, he placed the wrapped "coat" box under the tree. On Christmas morning his four children were joyful. Their mother was surprised. You guessed why. The husband and wife were my grandparents. Over 70 years later, that Lionel still circles a family Christmas tree. These cherished Lionels have become an enduring family tradition and symbol of a father's sacrifice and love for his children.

Neumann won a lighted birthday boxcar and a limited edition official 100th anniversary commemorative poster with a total value of over \$80.

What Lionel Means To Me

by Richard B. Hayes, Sanford, NC
Third Place

Favorite shops are boarded up, mom and pop long gone ... except when I hold Lionel engine 2025. Shazam! Powerful memories come rushing back. 'Twas Christmas 1945, when the magic began. It will never end. Now displayed over my fireplace, 2025 occasionally winks at me. I smile back, pick her up and feel the rapture all over again, just the way kids of my generation felt with their first Lionel trains. Lionel is part of my life, a link to a safe and secure childhood. I will always cherish my first engine and relive the precious memories forever!

Hayes won a Limited Edition official 100th anniversary commemorative poster that bears the number 100.

WANNABE A WRITER FOR TLR?

Join the LCCA editorial team. Articles about the three-rail train hobby with accompanying 4x6-inch color prints, 35mm color slides, or high-res digital files may be sent to the Editors:

Mike Mottler (until May 1, 2001)

22 Water Oak Drive

Conway, AR 72032-3430

e-mail: mottlerm@conwaycorp.net

Bill Schmeelk (after May 1, 2001)

15 Birchwood Lane

Hillsdale, NJ 07642-1303

e-mail: bill@wellingtonent.com

Thinking about Tomorrow

In left to right order, Richard Maddox, President and COO of Lionel, Richard Kughn, Chairman Emeritus and part owner of Lionel, and Neil Young, musician and part owner of Lionel, recently met together for a planning session and review of new electronics for Lionel LLC. The three Lionel figureheads brainstormed new electronic initiatives and planned out several new features to be released over the next 24 months for Lionel's industry-leading Trainmaster™ Command Control system.



