

The Lion Roars

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

LCCA/LOTS JOINT CONVENTION



30th Anniversary of LCCA, 1970-2000
100th Anniversary of Lionel, 1900-2000

DEARBORN, MICHIGAN
July 25-30, 2000

ORDER FORM

(This form may be photocopied)

The Third Decade LCCA Locomotive and Caboose Deadline for ordering extended to March 1, 2000

Member name: _____ LCCA Member No. _____
 Charter Member Regular Member Family Member LOTS Member

Items will be sent by UPS. They don't deliver to P.O. boxes, so a street address is required.

Address: _____

City: _____ State: _____ Zip + 4: _____

Payment menu:

Payment in full - \$675.00 (1), \$1350.00 (2)

If a MI resident, add 6% sales tax (\$40.50 MI sales tax, each)

Payment in installments:

\$250.00 on or before March 1, 2000; \$500.00 (2)

\$225.00 on or before April 1, 2000; \$450.00 (2)

\$200.00 or before June 1, 2000; \$400.00 (2)

If a MI resident, add 6% sales tax (\$40.50 MI sales tax, each)
on or before June 1, 2000

Shipping, handling, and insurance: \$12.00 base cost each

Additional S&H for foreign delivery

If Canada, add'l \$6.00 each

If Alaska or Hawaii, add'l \$8.00 each

If other foreign country, add'l \$12.00 each

Up front

Installments

TOTAL:

\$ _____ or \$ _____

For credit card purchase, please fill-in the lines below. MASTERCARD VISA or DISCOVER

Card No. _____ Expires: _____

Signature _____

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

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 combine this order with LCCA dues or any other payment to the club. Do not send cash by mail.



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Officers

- Albert F. Otten, *President*
54 Overlook Drive
Little Rock, AR 72207-1611
(501) 225-2151
- John A. Fisher, *President Elect*
also, *Convention Comm. C'man*
1730 James Road
St. Paul, MN 55118
(651) 454-6644
- Louis J. Caponi, *Secretary*
610 Andrews Road
Springfield, PA 19064-3816
(610) 543-1540
- Eric P. Fogg, *Treasurer*
13360 Ashleaf Drive
Des Moines, IA 50325-8820
(515) 223-1024
- Harry H. Overtoom, *Imd. Past Pres.*
3409 Fleetwood Drive
Lexington, KY 40502-3504
(606) 268-1942

Directors

- Larry A. Black
224 Farmbrook Circle
Frankfort, KY 40601
(502) 695-4355
- William F. Button
also, *Editor, Interchange Track*
2410 West Miller Circle
Westland, MI 48186-9372
(734) 722-7464
- Donald M. Carlson
also, *2000 Convention Co-Host*
14743 Ronnie Lane
Livonia, MI 48154-5160
(734) 462-4265
- Dienzel C. Dennis
1425 Ruthbern Road
Daytona Beach, FL 32114-5904
(904) 258-8574
- William J. Schmeelk
15 Birchwood Lane
Hillsdale, NJ 07642-1303
(201) 358-1955

Editors & Appointees

- Mike Mottler, *Editor, TLR*
22 Water Oak Drive
Conway, AR 72032-3430
(501) 327-8747
- John Coniglio, *Assoc. Editor, TLR*
1929 Rock Bluff Road
Hixson, TN 37343
(423) 843-2360
- Susan Ellingson, *Editor, Roster*
4100 Victoria Street
Minnetonka, MN 55345-1963
(612) 933-3215
- Dennis L. Clad, *Cont. Editor, TLR*
P.O. Box 647
Amelia, VA 23002
(804) 561-3825
- Barry Findley
Constitutional Comm. Chairman
3414 Old Cantrell Road
Little Rock, AR 72202
(501) 664-8625
- Hulen Warren, *Librarian*
202 Cedar Road
Bogalusa, LA 70427-3012
(504) 732-3148

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*.

ON THE COVER:
**The 2000 LCCA-LOTS Joint Annual
Convention in Dearborn, Michigan,
will be an event to remember.**

Contacting the LCCA Business Office:

The only way to contact the Business Office is in writing to the address below. 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.

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

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The President's Report

by Al Otten

HCM 429

I hope you and yours had a wonderful holiday season. For all you fellow (me included) male train nuts, let me remind you that February 14th is Valentines Day. Remember your "better half" on that day. I don't mean giving her a train for Valentine's Day! Roses would be great, but so would a nice Valentine card. With a little luck your better half might give you a train on that day.



Year 2000 Convention

The December, 1999, edition of *The Lion Roars* was delayed by production and mailing complications.

All the "Year 2000 LCCA Convention at Dearborn" information

is included in this issue of *The Lion Roars*. Act quickly and fill out all the order blanks. I guarantee you will lose out on tours and rooms if you don't act immediately. Those of you who attended the 1993 LCCA Convention in Dearborn will recall how fast the tours and hotel rooms filled up. Well, I can tell you this — the 2000 Convention will far exceed the 1993 attendance figures, especially when you consider that LOTS (Lionel Operating Train Society) is the co-host, and their members are as excited by this convention as we are.

Year 2000 End of Decade Engine and Caboose

The gatefold centerpiece of the December edition of *TLR* presented our beautiful Year 2000 SD-40 diesel and

its matching caboose in a unique Platinum Mist paint job. In the years to come this pair will be one of the most sought-after items by all collectors. Act now before it's too late. The deadline for receiving orders is: March 1, 2000. Remember we will only purchase from Lionel the number of sets for which we have orders. No extra sets will be ordered.

Year 2000 Convention Car(s) – Maxi-stack Canadian Pacific

Orders for the LCCA Convention car and LOTS companion car, the CP Intermodal Freight System maxi-stack, are coming in at a good rate. LCCA and LOTS will purchase only the number of cars from Lionel for which we have orders. Because of the lateness in receiving the December '99 issue of *The Lion Roars*, the final date for ordering the maxi-stacks has been extended until March 1, 2000, by LCCA and LOTS. Act now before you forget.



LCCA version



LOTS version



Third Decade Engine and Caboose

Local LCCA Meets

In this edition you will find an article by President-elect John Fisher and member Len Hopkins (RM 16998) regarding a LCCA-sanctioned train meet in the Chicago area (Naperville, IL). They offer helpful information on how to sponsor a local train meet.

I keep getting complaints from members asking why there isn't a train meet in their area, and I keep responding that meets are organized and presented by local members as a team. LCCA will provide funding and general assistance. When I ask the complainers if they would be willing to do the work and sponsor a meet in their area, I often get an immediate response, "I don't have the time!" Under those conditions, don't complain.

New 1999-2000 Club Roster

The *Roster* was mailed on December 22, 1999. If you haven't received yours, please contact Dienzel Dennis, 1425 Ruthbern Road, Daytona Beach, FL 32114-5904. His phone number is 904-258-8574. He will be glad to assist you.

Canadian and "Foreign" Members

To better serve our Canadian, overseas, and APO-address members, since November, 1999, we have sent *The Lion Roars* and *Interchange Track* club publications to them via air mail. By this procedure, members are assured that publications are delivered in a timely manner — especially the time-sensitive *Interchange Track*. A portion of the additional postal cost will be passed on to those members in the form of a membership surcharge. Effective February 1, 2000, "foreign" members will be assessed a surcharge of \$12/year — up from \$5/year. Bernie — this one's for you.

Election News

Our nomination and election process will begin in February. Please make a New Year's resolution to participate in this election. Be a participant, not merely a spectator.

Keep well, and I hope to see you all in Dearborn in July. What a barn-burner this upcoming convention will be!

In Memoriam

LCCA offers its condolences to John Fisher and his family on the recent passing of his mother, Eleanor Fisher.



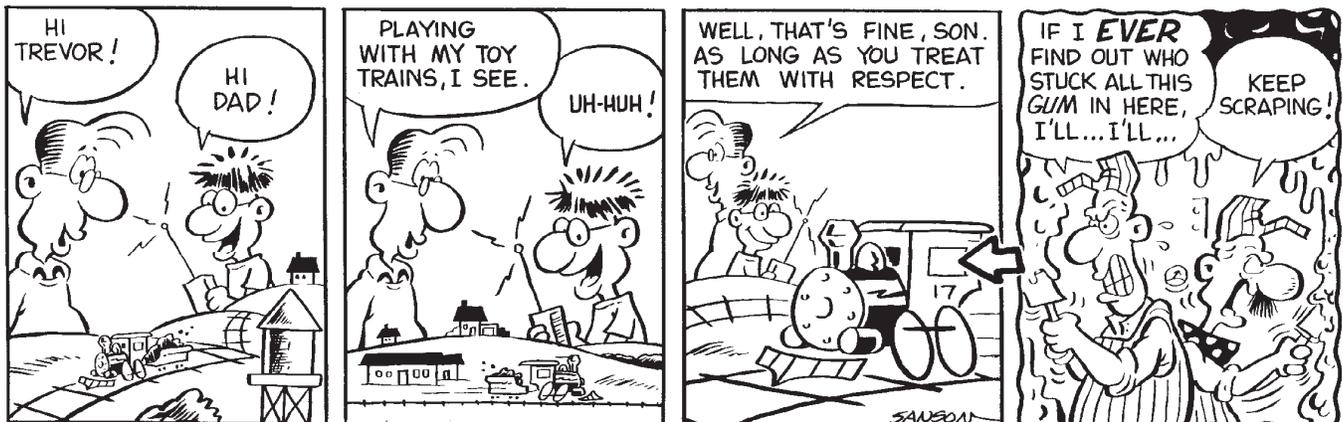
In Response

My family and I would like to extend a very warm "Thank You" to the officers, directors, and appointed officials of LCCA who were so thoughtful and caring following my mother's death on January 13. Your friendship and support were deeply appreciated.

*Thank you,
John Fisher*

Toy Trunk Railroad

by Erik Sansom



The Tinplate Cannonball

by Ken Morgan

RM 12231

Beginnings

I hope all members enjoyed a train-filled Holiday season, and a safe Y2K! The Christmas and New Year period is a time for trains, memories, and new beginnings.

I'm a tad behind, so this month's column will be shorter than usual, but will bring back some memories, explain how I first got into prewar Lionel, and — like a preface — set-up a future column now in the works. Hey, I might not have planned far enough ahead for this edition, but that shouldn't stop me from getting ready for the future!

Borrowing a line from Bill Cosby, I started out as a child. Of course, since I still play with toy trains, arguably, I have continued as a child for an extended period of time. But traces of maturity got in the way on occasion. Such as when I first discovered prewar trains.

My First Lionel Train

I have owned Lionel trains for almost all my life. Credit (or blame, depending upon the point of view) goes to my maternal grandfather, who spoiled his first grandson (he had only daughters) with a train set. He presented me with set 2125WS for my second Christmas, just before I turned three in January. Sure, Dad was in on this, but I knew who was the prime mover. 2125WS is a freight set: #671 PRR turbine - with a NYC style tender, a #2454 Baby Ruth boxcar, a #2411 "big inch" flat car, a #2452 short gondola, and a #2457 tinplate caboose. And it had great play value. Gondolas are easy to load and unload, and can carry anything from sewing thread spools, available in great supply, since Mom made her own clothes, to CO2 cartridges, which came later with the BB guns.

This gift fed a desire for more trains. Hence, my immersion into the world of used trains. Given my budget as a paperboy, buying used toys was the only way for me to go. Yes, Grandpa and Dad added some more stuff, notably the #3656 cattle car and platform, but I discovered long gondolas and long boxcars as a youth. Besides, they looked great behind the used Lackawanna Trainmaster Dad got for my brothers and me when the #671 "died" — more about that some other day.

In my search for used trains, I started roaming farther afield, especially to Mulraney's House of Trains in Lynbrook, NY. Boy, was that a revelation! Talk about lots of trains. Stuff I never knew existed was on display all over the store!

The Big Discovery: Prewar Tinplate

In Mulraney's I first encountered prewar tinplate. At first, I was singularly unimpressed. They didn't look at all like real trains: too short, funny colors, and most of them had only four wheels! At 50 cents apiece, #6462 style gondolas were much better suited to my tastes. But in retrospect they were a far worse investment! Live and learn.

However, I finally did succumb to the lure of prewar. Otherwise, I wouldn't be writing this column. My initial venture into that era was a streamlined steamer, a #1668E. No cars, just a loco and tender — which were essentially useless at the time, since the funny-looking coupler wouldn't mate with anything I already owned. But it got me started, so I went back to Mulraney's and looked for rolling stock. I got sidetracked by a red and cream passenger set, loco included, sitting on the counter. It was not in great shape, but the price was only \$35. I asked Louie, the guy I always dealt with, if it ran. He said it had just come in, and hadn't been checked out. Hence, both the low price and the lack of any assurance of its running. Since we were standing right by the test track, I asked him to test-run it. He said George (Henglein, the boss, and a real early TCA member) wouldn't permit that on such equipment. If it were tested and didn't run, it would have to go into the back, where, sooner or later, it would be repaired. He then pointedly said that he was going over to the other side of the shop and wouldn't be back for several minutes. So nobody would be watching the test track. When Louie returned, I immediately closed the deal for what I knew to be a working loco!

What I bought was a #253 electric with a hand-reverse unit, three #607 coaches, and a #608 observation car. One roof and the observation platform were missing. Many years later, I found out that this was a relatively rare department store special. Hence, despite the condition, which I generously describe as "approaching VG," I still treasure it. Besides, it was my first prewar train, and it started my quest for more prewar equipment.

Remember what I said at the outset about setting-up the next column? Hold the thought about "the missing roof and observation platform."

To be continued ...

It happens only once in a century - TWO Convention cars!

**The
LCCA
version**



In celebration of the 100th anniversary of Lionel in the year 2000, LCCA and LOTS will co-sponsor a Joint Convention in Dearborn, Michigan, during July 23-30, 2000. Twice the fun, twice the cars, 100 times the significance!

**The
LOTS
version**



The year 2000 Convention cars will be all-Lionel, red, maxi-stack cars with containers decorated in the distinctive graphics that make CP Rail so popular. The cars will have die-cast metal trucks, a reefer unit on the bottom container, special convention notations on the undercarriage, and an extra truck for running the cars as articulated units.

Because these cars will be the first maxi-stacks produced by Lionel in several years, they will occupy a special niche. The containers will be unique for each club.

Although each club is presenting its own version, these maxi-stacks are intended to be a two-car set. LCCA members may select the club's version AND also purchase a "matching" car(s) with the LOTS graphics. This same special deal will also be in effect in reciprocal for LOTS members.

The LCCA car number is 200030 — representing the year 2000 and LCCA's 30th anniversary. The LOTS car number — 524115 — is prototypical.

**NOTES: Order limit is two cars per version per member of each club.
Orders must be received on or before 3/1/2000. Cars will be shipped in September, 2000.**

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA # _____

Charter Member Regular Member Family member

Version	Quantity	Price	S&H	Amount
LCCA	<input type="checkbox"/> 1	\$ 74.95	\$ 5.00	\$ 79.95
LCCA	<input type="checkbox"/> 2	149.90	10.00	159.90
LOTS	<input type="checkbox"/> 1	74.95	5.00	79.95
LOTS	<input type="checkbox"/> 2	149.90	10.00	159.90

Michigan residents only: add 6% sales tax _____
(\$4.50 each & each multiple thereof)

Additional S&H for foreign delivery:
If Canada, additional \$5.00 per car _____
If Alaska & Hawaii, additional \$7.50 per car _____
If other foreign country, additional \$10.00 per car _____
Total \$ _____

For credit card purchase by MASTERCARD, VISA, or DISCOVER, please fill-in the lines below. Items will be sent to you by UPS. Because that company does not deliver to a P.O. box, a street address is required.

Mastercard VISA Discover Expires _____

Card No. _____

Address _____

City _____ State _____ Zip _____

Signature _____

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

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 combine this order with LCCA dues or any other payment to the club. Do not send cash by mail.

Highlights – LCCA Sanctioned Train Meet Guidelines

Contact President Elect for Detailed Train Meet Guidelines

Trading Hall Sites

Schools, gyms/cafeterias, fraternal clubs, community centers. Rental fee may not exceed \$600 unless agreed to by the LCCA President Elect.

Registration/Attendance

Free to LCCA members and families. First hour access by members only is a common practice.

Non-members and Guests Entry Fee

Guests to pay up to \$6 for a single and up to \$10 for guest and family. They may enter after the first hour has elapsed.

Food

Provide free coffee to attendees or have the facility handle food items.

Name Tags and Supplies

Each attendee must wear a name tag provided by the club.

Security

Provide security by LCCA members in good standing.

Train Meet Hours

Make it flexible and convenient for the public.

Table Rent Fees

\$10 to \$20 per table. Set-up one hour prior to start of the train meet.

Pricing

Restored items must be marked with an LCCA sticker (provided for use as needed).

Other Activities

Some door prizes will be provided by LCCA. Back copies of *The Lion Roars* may be available as a promotional tool.

Flyer for Advertising

Mailing labels from the LCCA database of club members in the area or region can be provided upon request of the LCCA Business office. Create an attractive flyer and mail it out to persons in a 150-mile radius of the event.

Paid Advertising in Print

Prepare an attractive ad for use in area newspapers. Make it big enough to attract attention.

News Coverage

Seek "feature story" coverage in all media. Seek TV coverage on all area stations.

Pre-Meet Responsibilities

Finalize the train meet date five to six months in advance of the meet through the President Elect.

Post-Meet Responsibilities

Refer to "detailed" train meet guide for more details.

Financial Help

LCCA pays for all prior approved train meet expenditures.

John Fisher
President Elect

Tips for a Successful Local Train Meet

by Leonard T. Hopkins

RM 16998

Editor's Note: LCCA-sanctioned train meets are fun to attend but require "homework" from the local sponsors. A successful train meet was presented recently in Naperville, Illinois, by Len and a team of train hobbyists. Here are their points for planning and organizing a successful event.

1. Assemble a team of local LCCA train aficionados like yourself, then pre-organize and plan the train meet. But please, do this with socializing and remember — it's all about having fun. Enjoy the camaraderie, but establish an attainable goal and then go for it.
2. Find a location for the train show that is clean, well-lit and easily accessible for members and the public.
3. Once you have established a date for your train show, seek LCCA sanctioning through the President Elect of LCCA — part of his/her "job" is to help you accomplish your plan. See the highlights text box at left. LCCA will advance some funds to get you started. Get the word out to the membership through Mike Mottler, Editor of *The Lion Roars*, and Bill Button, Editor of *Interchange Track*. Use all the LCCA resources available to you, including the President or other Board members. You are not in this alone. Call other train meet hosts, "pick their brains," and ask questions. Others in the club have already "walked in your moccasins."
4. Get the word out to the public in advance. Contact the media — TV, cable, newspapers, the LCCA web site, and other Internet train-related sites. Advertise in the newspapers with a message aimed at parents as well as children. Everybody likes trains — even hard-edge, sometimes cynical media reporters. They LOVE human interest stories that involve family dynamics. Remember, you are marketing a family experience. Invite the press to the train show for coverage. TV crews and a savvy reporter will find kids and families able to react to the wonder of it all. Offer yourself — or an articulate, telegenic member of the team — as an on-camera interviewee.
5. With this in mind, attract their senses by showing them an operating train layout. Children as well as parents like something tangible — something they can see (trains in action), hear (bells and whistles), feel, (the rumble of the rails), smell (smoke from steam locos), and touch (but carefully!).
6. Give something — anything — away. Door prizes, train coloring sheets, paper hats, back issues of *The Lion Roars*. Make them remember the event, and send them

home happy. They will want to come back next time or even join the club.

7. DON'T FORGET — Enjoy the event yourself!

8. Do lots of what we do best — talk about trains — to anyone who will listen. Educate, inform, and interact. Pass along the excitement, passion, and fun of the train hobby.

9. When the show is over, wait a couple of weeks and then get together with your team over some libations and evaluate the event: what worked, what didn't. Discuss feedback and plan for the future.

10. Follow-up with the press. Call to thank them for the coverage. Better yet, send a thank you letter and enclose a Lionel catalog or a copy of *The Lion Roars*. This will prepare the way for their collaboration with you for the next train event.



A train meet is for kids of all ages, and these moms and dads are just as "wowed" as the kids.



Pondering the deal before the sale, a customer seems to be saying, "I've got to have it!"

Photographs by Len Hopkins

Upcoming LCCA Events

March 3 & 4, 2000 **Lexington, Kentucky, Continental Inn**

Harry Overtoom (606-268-1942) will host this two-day event that is open at first to LCCA members only and then to the public. Co-hosts will be Winfrey Adkins (606-873-3714), Larry Black (502-695-4355), and Bill Crace (606-299-2423). Tables are \$15 for LCCA members. Contact Bill Crace for reservations. Adult guests are \$3.50. Children under 12 free with parents. Set-up and "early bird" trading for LCCA members only is 6 to 9 p.m. on Friday, March 3, and 8 to 10 a.m. on Saturday, March 4; 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.

March 25-26, 2000 **Clinton, Tennessee**

Gary Lape (423-457-8387) will be the Host of a Toy Train Show at the Tennessee National Guard Armory at 185 Yarnell Industrial Parkway in Clinton, Tennessee, on Saturday and Sunday, March 25-26. LCCA members may trade from 10 to 11 a.m. on Saturday, and the show will be open to guests and the public thereafter from 11 a.m. to 3 p.m. and from 11 a.m. to 3 p.m. on Sunday. Admission is \$3 for guests and \$5 for families. Tables are \$8. Accommodations are available nearby. For more information, contact: Gary Lape, P.O. Box 853, Clinton, TN 37717.

July 23-30, 2000 **30th Annual Convention** **Dearborn, Michigan**

Mark your calendar now for the joint LCCA-LOTS Convention. See page 17 for the Convention Supplement in this edition.

Meet Hosts Wanted!
Contact John Fisher
(651) 454-6644

An Oceanside Layout

by **Dennis B. Moore**

RM 16636

While vacationing in Ocean City, Maryland, last year, I visited a shopping mall with a train layout up and running for visitors. After chatting with the operator, Ernie Teague and his wife, Mary Margaret, I decided to take some pictures and write a story about it.



According to Ernie, the layout originated about two years ago at the Ocean City WinterFest Celebration. Afterwards, he moved it to 71st Street (which is soon to become a Post Office), and in February 1999 he moved it again; to its current location in Ocean Plaza Mall. The “backwards-E-shaped” layout is 800 square feet and occupies a 1600 square foot store which opens onto the indoor mall hallway. A flashing railroad crossing signal is placed outside the store when open for visitors. About 500 visitors a day come in between 7 p.m. and 10 p.m. on Thursday and Friday evenings. Donations are given to the Grant-A-Wish Foundation of Ocean City.

The large three-rail, O-gauge layout features five loops of track and one streetcar loop down the middle. Lionel, MTH, Williams, and Weaver trains are used and rotated on the layout. When I visited the mall, the action was provided by a Lionel diesel, MTH steamer, Williams electric, K-Line handcar, Bowser trolley, and a 29-hopper coal drag pulled by three Williams diesels and pushed by two more. John Utz owns most of the streetcars and some other trains on the layout. Don Murphy favors the Western Maryland Railroad, and he has collected almost all items in this road name offered by O-gauge manufacturers.

The Bowser trolley makes a brief stop at the station thanks to a #253 block signal with timer. Plasticville houses are used on the layout, and this real estate brings



back memories to retired senior citizens that visit the site. There are many scratch-built buildings, some of which were donated by friends of the layout. There are 15 operating accessories with several buttons for children (of all ages) to push for operations. The track is Gargraves with Ross Custom Switches powered by Tortoise motors. Depotronics products control the crossing gates and highway crossing signs. The longest outside loop is 200 feet long.



Power for the trains is provided by three Lionel ZWs and one MTH Z4000 transformers. There are also two MRC transformers that provide constant AC voltage for accessories.

300 pounds of chicken grit were glued down as track ballast. Chicken grit is mixed into chicken feed to help the birds digest their food. 500 pounds of Hydrocal was used to make the mountains. The roads were made from roofing shingles and dyed sawdust was used for grass. Trees were home-made from dried flowers. A beautiful trestle bridge was assembled from Miami Valley kits. There is also a stainless steel suspension bridge. Much of the scenery was handmade by Bobbie Murphy and Mary Margaret Teague using local materials and everyday items. Ceiling tile (broken and stacked on edge) was used for rock ledges. Adkins, a local building supply company, provided much of the construction materials. The platform of the layout was 3/4-inch plywood with cork roadbed. Carpet around the layout sides and carpet padding on the floor under the layout dampened the noise very effectively. The track and the cork roadbed were glued (versus nailed/screwed) to the plywood platform with silicone adhesive for further noise reduction.





There were several interesting action scenes. At the suspension bridge, bungee jumping was advertised as 50% off. Look closely and you can see why — the bungee rope was too long and some of the jumpers landed in trees and the road! Firemen fought a burning house fire, and the VFW building was decorated in red, white, and blue colors. A man exited the hospital with a broken arm in a sling. There was a farm, a graveyard with a funeral in progress, a wedding at a church, a “No Rest” motel, and a “No Fly” airport. Ocean City, Maryland, was featured prominently with its amusement park and rides.

Scene features change when a new group came to town at the convention center. Burma Shave signs lined two of the railways. These signs provided a message spread over several hundred scale feet on separate signposts. The first message said, “Train wrecks few - reason clear - fireman never hugs - engineer - Burma Shave.” The second message read, “She kissed - the hairbrush - by mistake - she thought it was - her husband Jake - Burmashave.”



The layout is jointly owned and operated by Ernie and Mary Margaret Teague, John Utz, Hearl Condon, and Don and Bobbie Murphy. Other volunteers assist with operations. John, Hearl, and Don belong to the Delmarva Model Railroad Club. It operates several layouts open to the public during the Christmas season. There is also another local layout at the Canoe Club in Snow Hill, Maryland. If you visit Ocean City, stop by the Ocean Plaza Mall and view this fantastic operating layout!

Photographs by Dennis B. Moore

At Trackside

LCCA Members In Action

Train Legacy Lives at Lexington

On Friday and Saturday, November 26 and 27, 1999, the semi-annual train meet sanctioned by LCCA was held at the Continental Inn in Lexington, Kentucky.

The host of the event was Harry Overtoom, and co-hosts were Winfrey Adkins, Larry Black, and Bill Crace. 145 tables were sold, and a wide variety of trains and train-related products were for sale. The trading hall was open to club members from 6 to 9 p.m. on Friday and 8 to 10 a.m. on Saturday with the doors opened to the public on Saturday from 10 a.m. to 3 p.m. 550 guest and 250 LCCA members were registered, and five new club members signed up. Many door prizes were presented and awarded, and many attendees volunteered to help with next year's LCCA Annual Convention scheduled for Lexington during July, 2001.



Here's a part of the committee that hosted the train meet (L to R): Jessie Glad (seated), Bill Crace, A. K. Crace, Betty Morgan, Harry Overtoom, and Winfrey Adkins. Helping out in the trading hall was David Gladd (RM 10894).



Frank Morgan (RM 3709) shows his portable layout in operation. The L-shaped layout seems to have him "boxed in" at a corner of the room.



Dave Drake (RM 2304) is ready for customers interested in toy trains in purple or black boxes — the "other" trains.



Bill Randall (RM 14995) and Lou Jacqueth (RM 11559) discuss the operation of a portable standard gauge layout built by Joe Holbrook (RM 9556).



Mark Trivette, son of Mel (RM 6656), helps dad and runs the standard gauge layout. Is the hat a "hip hop" fashion statement, a plea for a smaller size, or a wish for a larger cranium?

Text and photographs provided by Harry Overtoom

Nuts about Trains in Naperville

About 800 persons attended the LCCA-sanctioned train meet in Naperville, Illinois, on December 4, 1999, and about half the large crowd was comprised of children. With media coverage in several Chicago-area newspapers and TV coverage, the holiday crowd was eager to see, hear, and buy trains.

Organizing a successful train meet is a team adventure. See the article in this edition about how to approach the work and maximize the fun.



The key volunteers at the train meet were (L to R): Larry Brungel (co-sponsor), Zig Zamba, Len Hopkins (co-sponsor), and Chuck Prock.



LCCA member Don Mega talks with author Manny Piazza (seated) during the show.



Panoramic view of the trading hall with many tables stacked high with trains as trainfolk look for a special purchase.



The classic train transaction in progress: show-n-tell, look-n-touch, and buy-n-sell.



A modular layout in action with a log train, a passenger set, and a mixed freight train.



With a smile no dad (or mom) could resist, this youngster seems ready to blurt out, "Please dad, get that one!"

Text and photographs by Len Hopkins

Chief Dispatcher

by Robert Amling

RM 9116

Before I start this column, I want to acknowledge Alex Turner, a club member in Canada, who wrote and requested help with the design of his newest layout. On his behalf, I asked for ideas from club members in my previous column in *TLR*, and I hoped that interested parties would offer suggestions by mail and help Alex come up with "The Layout." I looked for letters via the mailman in response to that column, but none came.

So here's a "make good" opportunity. If you're a "cyber-member" and layout wiz, *TLR* invites you to offer



basic and intermediate layout tips and suggestions by e-mail to the Editor at: <mottlerm@conwaycorp.net>. Information from all who respond could be presented as a future *TLR* article entitled: "Layout 101."

Y2K came and went. We are still here and the trains still run. Life is good. I can't believe that it's almost time to dismantle the outdoor Christmas layout. I finally was able to run my "G" gauge Shay1 this season. My handy Dremel tool was all that I needed to modify the track connectors to the clearance required by the low truck frames. It is a super runner and smoker, so I consider it a keeper. Perhaps I'll purchase a sound unit for it next year. As you can see in the photo, the Lionel LS flat cars make excellent log cars. The Ely Lumber Company leases these cars from the Santa Claus train after Santa empties them on Christmas Eve. You may remember from one of my previous articles that I outfitted the Christmas Train with dime store trinkets.

My Tuesday night crew was under a lot of pressure from our host to wire his lights and accessories in these past weeks. We decided to use two Lionel Z transformers as a power source. We ran separate grounds for each transformer to the distant ends of the layout, and then ran a separate lead for each voltage setting. The "Z" has four control knobs, so transformer "Z1" is for lights, knob "A" is set to 10 volts for streetlights, knob "B" is set to 14 volts for light towers, and knob "C" was assigned to bubbling water tanks. Using "Z2" for accessories, we tested each accessory for its optimum voltage setting and then grouped the accessories by their appetite for electrons. By using a terminal or barrier strip, you can run 5 leads from the transformer to central spots under the layout, and assign each power lead to 2 or 3 terminals depending on use. Then bridge the terminals assigned, and bridge the ground terminals also. Don't skimp on the

feeder wire gauge; I recommend 18 gauge. Bell wire should be the minimum gauge for the run to the transformer. If you desire, the lighter hookup wire

could be utilized between the accessory and the terminal strip. Wiring in this fashion has several benefits; you reduce the congestion of wire at the back of the transformer, there are fewer long runs of wire under the layout, accessories will work more reliably. How do you wire-up your accessories? Let me hear from you.

Remember my write-up of the Lionel Postwar Culvert Unloader? It came in handy while I tested the unloader for the proper voltage setting. The mechanism kept hanging up. Upon inspection, I discovered that the string was too short, and this prevented the filmstrip collet from clearing the final turn. The string was twisted from the trolley down to the filmstrip. After double checking the looping on the trolley, I removed the string and unwound it. This "lengthening" produced the fraction of an inch needed to achieve the proper amount of travel. A simple fix for an effective result.

Photograph by Robert Amling

The Mane Line

by Dennis Leon Clad

RM 10430

With great sadness I report to all orange-and-blue purists that our beloved Lionel will begin this last year of the 20th century without their Ambassador Board. Since its creation in 1997, the men and woman of this Board served Lionel with dignity. To my fellow Ambassadors — it was an honor to serve by your side and help promote the greatest toy train company in the world. If you'll permit me to borrow a line from Monsieur Rick, owner of that Casablanca nightspot of the same name, "We'll always have Colorado."

With full confidence in Duke Maddox and his team of toy train talent, I invite you to sit back and learn about some great Lionel collectibles.

The Keebler Elfin Express, #7-99000, **Photo 1**, is guaranteed to be as elusive as its corporate cousin in toy traindom: #6-11846, the Kal Kan Express. The first thing about The Elfin Express that will take your breath away is the set box and its beautiful artwork. One look at the full multicolored box top leaves no doubt that the intent of the company was to fulfill a good old-fashioned Christmas wish. Don't think for a second that this complete, ready-to-run promotional set is just a dressed-up NYC Flyer set with just one Keebler car in tow. Starting with the wonderfully decorated tender and moving along the consist to its in-no-way-cheesy Cheez-It caboose, you'll agree that each piece in this train set proudly carries the Keebler banner with style. Fellow boxcar collectors, get ready to add another got-to-have 9700 series boxcar to your roster. Adding even more collector fun to this swell car is the fact that each side of the Keebler boxcar is different. The bulkhead flatcar in this set carries a load of those oh-so-tasty Keebler treats. There's no better way to end this train of good tastes than with the red Cheez-It caboose.

Lionel made only 1700 units of this set in October 1999 — all delivered to the Keebler Company. The company gave them to Keebler retailers across the country as a holiday promotion in November 1999, and none were available for sale to the public or collectors. Even if you're not a promotional set collector, the Keebler Elfin Express is the set to have if — like me — you love Lionel advertising cars of days past and if the 1982 Fast Food Express is your dream train.



The Keebler Elfin Express

For quite a while now, it has seemed that Lionel's toyfair cars are the latest product to fall victim of The Rodney Dangerfield Syndrome; that is, "They get no respect." I must say this comes as a big surprise to me because this dealers-only item is a gift to them from a very generous Lionel and can be stopped without obligation by Lionel at any time. With these cars now going for as little as \$35 in new condition, there's no better time than now to start collecting this series.

One new Toyfair car that just might prove to be the needed vaccine to turn this fun series around and put it



6-26284 is the first ever New York Toy Preview Car

back in the pink is #6-26284, the New York Toy Preview car. This 9700 series invitation boxcar was to be a gift to major retailers from Lionel. Lucky for us collectors, Lionel changed its mind about attending this October 4, 1999, train show and put the fewer-than-100- made boxcars on sale to Lionel fans via their web site. Believe me, it pays to check the Lionel web site daily.

Here's some more great collector news from NLOE spokesman, Alan Schwartz. The total orders for #6-52186, the Grucci Fireworks boxcar, is a low 935 cars. This gorgeous NLOE offering is a fully detailed Lionel 6464 with birth certificate from Chesterfield, Michigan.



6-52186 *The Grucci Fireworks Boxcar will spark a colorful entrance in 2000.*

I predict a bright future for this true uncataloged club offering.

Knoebel Amusement Park fans and collectors of the Lionel series by the same name of this family-friendly fun park, get ready to add car four to your Kosmo Express.



6-52134 is car #4 in the *Kosmo Express*.

This white/orange 9700 series boxcar will feature the Phoenix Roller Coaster; one of the top ten rides in the USA. It was originally built in 1946 at the Playland Park in San Antonio, Texas, but the Pennsylvania family park moved the Phoenix to their site in 1985. Kosmo has told me #6-52134 will go on sale in April, 2000; coincident with the park's opening for the season. If you bought any of the previous Knoebel's boxcars and you registered it with the park, Kosmo will mail you a postcard when car four is available. For new collectors — as hard as it may be to believe — a very small number of cars two and

three remain in stock and can be yours at the issue price. A second chance in our hobby is rare, so seize on your good fortune and enjoy the all ups (and no downs) of ownership of this future Lionel collectible. Call Kosmo at 570-672-2572.

I had a long talk recently with Kosmo about doing a complete ready-to-run Knoebel promotional set. If the set is produced, you'll learn about it here. If you bought your Knoebel cars on the secondary market, be sure to ask the seller for the Knoebel thank you card that went out from the park with cars one, two, and three. All three cards are different, and each is a swell piece of Lionel memorabilia that will add greatly to the train's value.

Here's great news for owners of the Madison Hardware operating boxcar. Our long wait for a companion car is finally over with #6-52187, the Madison Hardware 90th Anniversary piggyback car. With 2,500 made, I would not wait too long for this orange and gray beauty. Call Madison at 313-965-9888. Madison Hardware has played a big part in Lionel's rich history. They "employ" Happy (the Lionel Lion) full-time as their advertising spokeslion — reason enough to see this train grow.



Get your slice of the Madison Birthday Cake with 6-52187, the *Hardware Piggyback*.

Look again to America's oldest Lionel Service Station for car number four in a series that honors a national treasure: Richard Kughn's Carail Museum. #6-52188 is a display boxcar that celebrates the 25th anniversary of a true wonderland to this 1950s kid. Proudly displayed inside this see-through boxcar are two miniature automobiles: a 1932 Ford Model "B" roadster and a 1914 Chevrolet. With two collectors groups eyeing this must-have Lionel car, you would be wise to order two of the only 1,500 displayed boxcars made. Call Madison at 313-965-9888 and keep your fingers crossed for availability.



The perfect car to celebrate Carail's 25th Anniversary is the 6-52188 display boxcar.

Fellow members of the Lionel Railroader Club, get ready for your first-ever look at the 2000 Gold Level car: #6-19991. It's the second in the gold series and is Lionel's gift to those who join the club at the gold level. As with the 1999 gold level car, the 2000 car will be part of a wonderfully designed membership kit. I had a sneak preview of the 2000 LRRC membership pinback button and gold lapel pin. Both are a home run out of the park! Thank you, Brenda Schlutow, LRRC coordinator, for



The Lionel Railroader Club gold level box car.

keeping the fun in the company club. If you are not already a LRRC member, don't miss out on the fun. Call Brenda at 810-949-4100, extension 1413.

The year was 1991 when the Lionel Corporation began the practice of giving an employee-only Christmas holiday railroad car to its employees. Since then, both collectors and Lionel employees have waited with child-like expectation for Christmas morning and the delivery of this joyous gift from Santa's good friend, Lionel. #6-19976 is the 1999 gift car for the Lionel work force.

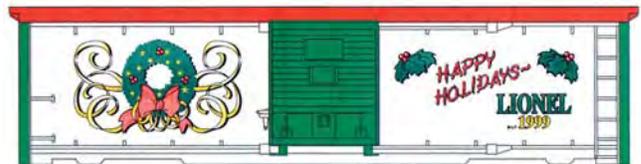
Lionel Licensee Alert

With so many nice Lionel items coming from Lionel licensee Enesco, I know what you are thinking — "How much more can the collector buy?" Well, if it were the discontinued and discounted #538698 Santa Fe nightlight

EMPLOYEE SUBMISSION



REWORKED EMPLOYEE SUBMISSION



for the train room and a collection shelf, less than two of these would not be enough. To order it, call the Knolls Pharmacy at 310-454-6000. Tell the very nice staff that



you're a LCCA member, and you'll get a 20% discount on this item. It will not be produced any more nor made available from Enesco. Knoll's is the world's largest dealer for Lionel licensed items. Be sure to ask them about other hard-to-find and discontinued Lionel licensed collectibles.

Happy Tracks!
dennisthemenace@tds.net

We're Celebrating One Hundred Years of Lionel Toy Trains



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!

The Hyatt Regency Dearborn, located near Detroit, will be our headquarters hotel. It's an 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 for the Convention.

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 the area. Call toll-free 1-800-DETROIT (338-7648), or visit their website at: www.visitdetroit.com.

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

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

Form may be
photocopied

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

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

Address: _____ Phone #: _____

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

Spouse's Name (if attending*): _____

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

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

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

Member's Name: _____ LCCA#: _____

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

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

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

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

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

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

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

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

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

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

GRAND TOTAL: \$ _____

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

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

EXP. DATE _____ SIGNATURE _____

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

DO NOT send hotel reservations to the LCCA.
Use the separate form to make your reservations at the
Hyatt Regency Dearborn 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 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

First-class lodging is reserved at the Hyatt Regency Dearborn located near the intersection of Michigan Avenue (US 12) and Southfield Expressway (M-39). The Hotel has luxurious rooms, an indoor pool, a health club, two restaurants and plenty of free parking. It is across from Fairlane Shopping Center and close to several major expressways, Dearborn's Amtrak Station and Detroit's two airports. Make room reservations on the form in this brochure and send it to the Hyatt Regency Dearborn.

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 Factory



Lionel Visitors Center

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.

Madison Hardware

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

You may have seen photos of and articles about Dick and Linda Kughn's fantastic private museum. Now you can see it first hand! There's a vast assortment of items on display, including: classic automobiles, vintage bicycles and pedal cars, Lionel toy train displays of engines, rolling stock and accessories from all eras, and 11 operating layouts. At the center of it all is a 1500 square foot Standard Gauge empire complete with a color camera in one of the engines that's simply amazing to watch as it travels around the layout! Each tour takes about 2 hours round-trip from the hotel.

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.

Henry Ford Museum, Greenfield Village, and Spirit of Ford

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

When:

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.

When:

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.

When:

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.

When:

Tour #109-Saturday, July 29th, 9:00 a.m.-5:00 p.m.

Cost: \$65 per person.



A dream layout for all to enjoy — at the Lionel Visitors Center.

Hyatt[®] Regency Dearborn

PLEASE NOTE

Form may be photocopied

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

ORGANIZATION: LCCA/LOTS

FUNCTION: 2000 Convention

DATES July 25 to 30, 2000

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

Please reserve accommodations for:

Please print or type

NAME _____ COMPANY LCCA/LOTS

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY

ARRIVAL DATE

ARRIVAL TIME	

MONTH	DAY

DEPARTURE DATE

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

CHECK OUT TIME: NOON

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

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

EXP. DATE _____ SIGNATURE _____

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

PLEASE RESERVE _____ NO. OF: SINGLE TRIPLE LOCAL RATES ARE: \$97 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,

SMOKING ROOM DOUBLE QUAD PLUS APPLICABLE TAXES.

NON-SMOKING ROOM

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

Fill out all necessary information and mail directly to:

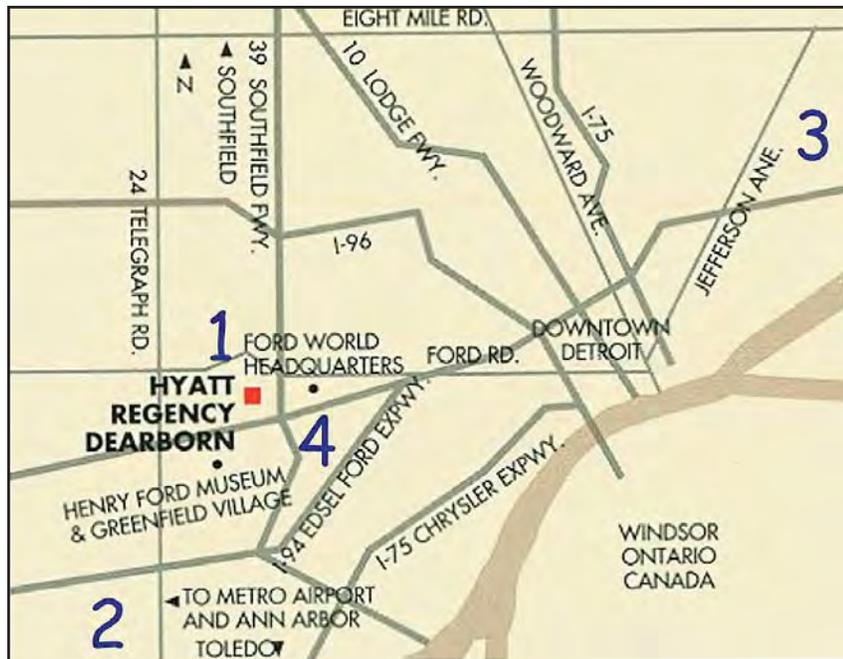
HYATT REGENCY DEARBORN

Attn: Reservations Department, Fairlane Town Center, Dearborn, MI 48126

Phone: 313-593-1234 or 1-800-233-1234 Fax: 313-982-6884

CONTACTS AND DIRECTIONS FOR CONVENTION TRAVELERS

LOCAL MAP



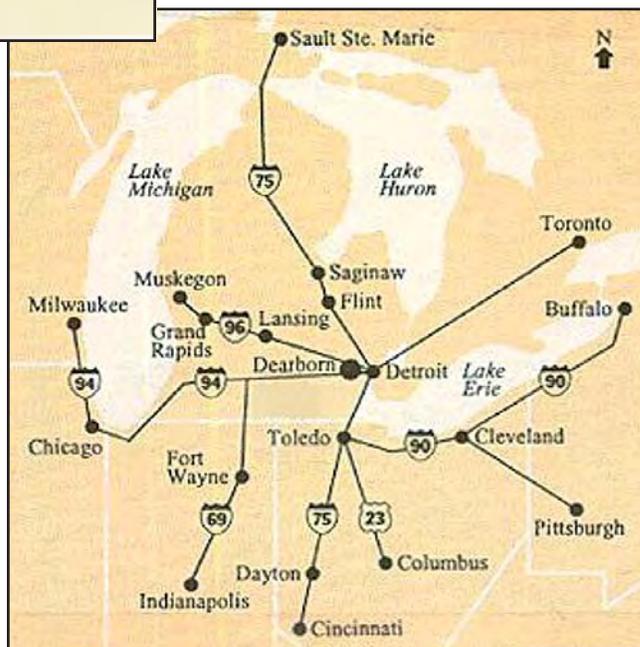
FROM WEST:

Follow I-94 East to Southfield Road (M-39) North. Go about 5 miles to Michigan Avenue - Exit #6. Take Michigan Avenue West about 1/2 mile and turn right on Evergreen Road. Bear right, Hotel will be on your right.

FROM AIRPORTS:

From Detroit Metro, use same directions as "FROM WEST" listed above. From Detroit City, take I-94 West to I-96 West, then, use same directions as "FROM EAST".

REGIONAL MAP



1 - Hyatt Regency Dearborn

(Convention Headquarters Hotel)
Phone: (313) 593-1234 or (800) 233-1234

2 - Detroit Metropolitan Airport (DTW)

3 - Detroit City Airport

4 - Amtrak's Dearborn Station

GENERAL DIRECTIONS TO HOTEL

FROM NORTH:

Follow I-75 South to Detroit - Exit at Southfield Road (M-39). Turn right (North) and go about 8 miles to Michigan Avenue - Exit #6. Take Michigan Avenue West about 1/2 mile and turn right on Evergreen Road. Bear right, Hotel will be on your right.

FROM SOUTH:

Follow I-75 North to Detroit - Exit at Southfield Road (M-39). Turn left (North) and go about 8 miles to Michigan Avenue - Exit #6. Take Michigan Avenue West about 1/2 mile and turn right on Evergreen Road. Bear right, Hotel will be on your right.

FROM EAST:

Follow I-96 West to Southfield Road (M-39) South. Go about 3 miles to Ford Road exit. Stay on Service Drive for about 1 mile going past Hubbard Road. Side entrance to Hyatt will be on your right.

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

A Brief History

100 Years of Lionel Power

by Bill Schmeelk

RM 6643

In the Beginning

In Lionel's first decade of catalogs, electricity was the new thing. Many people didn't have electric wiring in their house or apartment. In those early days, Lionel sold a set of four dry-cell batteries. They offered what was called a plunge battery; it was a set of four glass jars with carbon cylinders and pencil-shaped zinc. Train operators added special sand and water to charge the batteries.

In 1903, the company offered a similar outfit that worked with two jars and sulfuric acid — not exactly something your great-grandparents would have given your grandfather (then six years old) to play with. By 1905, Lionel sold only the batteries. In 1906, for \$5 one could buy a device that used a 50-candle power lamp and a shunt resistor with household direct current. The following year, this was again offered at \$6. By 1907, Thomas Edison was already losing the battle over DC current and Lionel offered an alternating current transformer for \$15 — not exactly cheap in 1907 dollars. This first transformer was a slate box that measured nine inches square and three inches thick. It had a movable arm that crossed over eight different contact points. Its \$15 price tag must have been high; in the 1909 catalog a high resistance device was sold in two versions — for either AC or DC current — as a replacement for only \$6.

In 1911, the AC transformer was back as the No. 106. Now it measured only six-and-one-half by five inches and was four inches thick. The high resistance device, No. 107 remained available for DC current only. Both devices were available in either 110 or 220-volt versions. In 1912, the price for each of the devices went up to \$7.50.

By 1914, electric wiring was more prevalent and Lionel offered a new line of AC transformers. Lionel also started a tradition it would maintain for many years to come. Although the No. 106 was still offered at \$7.50, Lionel's new transformers were all given alphabet-letter rather than number designations. The first two are the Type "L" and the Type "K." They sold for \$5 and \$7.50 respectively. They were made as small metal boxes with a cord and a plug and a removable socket adapter for use in a 110-volt light bulb socket. The

106 did not have a cord, but had terminal posts for attaching the 110-volt wires. If touched, these exposed posts gave quite a shock. The "K" would remain the most powerful transformer at 150 watts until 1939. The ad stated, "The expense of batteries is entirely eliminated and the apparatus more than pays for its cost in a very little while."

Safety to the Forefront

In 1915, the Type "S," "T," and "Q" were added. The "K" was still the most expensive unit at \$7.50. New in 1915, Lionel named these new power supplies as "Multivolt" transformers. One of the prominent features cited in an ad was, "These transformers are perfectly safe. No one can get any shock from them as all parts are perfectly insulated." The unsafe No. 106 was no longer offered.

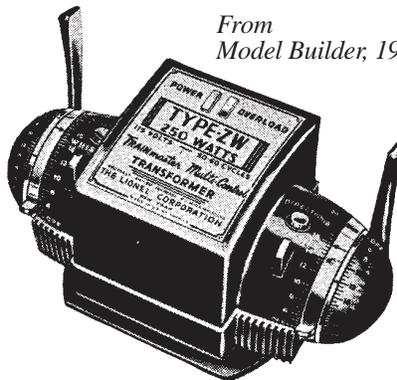
Starting in 1917, Lionel added "Multivolt" transformers to its Lionel Trains masthead on the cover and throughout the catalog. This remained until the 1930 catalog, when it was dropped. In 1917, the types "L" and "Q" were gone, and a new type "B" was added. The "K" remained the most expensive at \$8. The type "B" was the least expensive at \$3.40. By 1919, only the "B," "T," and "K" remained. The 75-watt "B" was then \$6.35 and the "K" was \$11.30. Prices were higher west of the Mississippi River and higher still in Canada.

In 1921, a new type "A" was introduced at \$4, and the "K" was sold for \$12.50. In 1922, the type "C" for 25 or 40 cycles was added. The Type "A" went down to \$3.65 and the type "K" went down to \$11.25. In 1923 the "K" fell to \$11. In 1924, the lowest priced "A" model went up to \$3.75.

A New Feature - the Circuit Breaker

In 1930, a separate circuit breaker, No. 91, was added to the line. Its catalog code word was "Safety." By 1931, the prices still held, and another 25 to 40-cycle version was added, the Type "F." The prices remained the same in 1933, but for the first time the transformers were sold without the socket adapter; probably because wall outlets were coming into wider use. In that year, the company also introduced two new low-end transformers listed as Lionel-Ives transformers — labeled the type "U" and type "W." The ad for the type "U" said, "If you must have an inexpensive transformer, get one that is backed by the reputation of the Lionel Corporation."

In 1934, the type "L" replaced the type "U" and "W." It sold for \$2.75. Although the letter "L" had been used before, this is not the same unit previously offered in 1914. The Lionel-Ives designation was gone. In 1935, the "A" dropped to \$4.25;



From
Model Builder, 1948

LIONEL ZW "Trainmaster" TRANSFORMER

Completely redesigned with brand-new Speed Control Throttles. 2 built-in reversing buttons and 2 whistle control buttons, for the simultaneous operation of 2 trains on same track layout. 4 output circuits, each independently controllable, plus built-in automatic circuit breaker. Handsome bakelite case. 250 watts, 115 volts AC, 50-60 cycles.

\$25.00

LIONEL TYPE VW TRANSFORMER — 150 watts, 115 volts AC, 50-60 cycles.

\$22.50

by 1936, the “A” was \$4. In 1938, the “A” went up in price to \$5.75. At this point in time, the “Multivolt” transformers had been sold for 24 years, and 1938 was their last year.

The year 1939 brought a new type of transformer with significantly more power. They were the new “TRAINmaster” transformers. These included the Type the “Q” at 75 watts, the “R” at 100 watts, the “V” at 150 watts, and the “Z” at 250 watts. These new transformers offered some significant improvements. They were the first Lionel transformers with built-in circuit breakers. All but the “Q” featured a green light to indicate that the transformer was on and a red light to warn of a short circuit. These were also Lionel’s first units with a dial that allowed smooth speed increases and decreases. Turning the dial changed the voltage in quarter-volt increments. The type “Z” offered the best price per watt. It sold for \$12.50. The smallest (Type “Q”) sold for \$5.75. The “Z” and the “V” were also Lionel’s first transformers with phenolic — instead of metal — cases. Lionel still offered one of the “Multivolt” types — the Type “W” at 75 watts for \$3.75.

The WWII and Postwar Eras

Every year they were produced, these new “TRAINmaster” transformers went up in price. 1940 brought an increase in all models except the “Q.” The “Z” rose to \$13.75. 1941 brought another increase. The “Q” rose to \$5.95 and the “Z” to \$14.50. In 1942, the “Q” was \$6.95 and the “Z” went to \$14.95. This year also brought the return of the Type “N” Multivolt style 50-watt transformer for \$3.50. It seems that Lionel has always sold a transformer made strictly for price and barely able to run a set of trains. The prices remained the same for 1942.

In 1945, only the “Z” was offered in the four-page flyer rushed into production after WWII ended and peace was declared. The price was \$16. In 1946, the “Z,” “V,” “R” and “Q” returned with prices from \$8.50 to \$20. Two inexpensive smaller transformers were the 1041 and the 1037. These were set-type transformers with minimal features. It’s interesting to note that Lionel used numbers rather than letters for its inexpensive 027 transformers. In 1947, the “Q” was replaced with the “A” which had a little more power at 90 watts compared to the “Q” which had only 75 watts. A Type “S” was included in some 027 sets but was not sold separately.

The Past Becomes Prologue to the ZW

The year 1948 brought some big changes with the introduction of two of Lionel’s most popular transformers, the inexpensive 1033 and the mighty ZW with 250 watts. The VW at 150 watts replaced the “Z” (with four small dials for changing the voltage) and the “V.” A ZW’s initial price was \$25, a full \$5 more than the “Z” it replaced. The new ZW and the VW featured two throttle-type handles and two auxiliary or accessory throttles. Although the ZW offered a maximum voltage of 20 volts versus the “Z’s” 25 volts, it became a much more desirable transformer with its realistic throttle handles and modern styling. The VW was the same case as the ZW,

but only had 150 watts. The ad states that either the ZW or the VW could handle four sets of trains. Operating four trains could be a tough task with a ZW and would certainly not be very probable with a VW. Remember, the wattage ratings in those days were peak ratings and not really a practical usable value. The VW price was only \$2.05 less than the ZW, and I can’t see that there was ever any advantage gained from so slight a saving. Perhaps that’s why it was only cataloged for two years and then disappeared. Smaller “TRAINmaster” transformers offered in 1948 were the type “A” and the RW. Only three transformers were offered in 1949, and the type “A” was discontinued.

In 1950, the KW 190-watt transformer was added to the line, and the ZW wattage was increased to 275 watts — where it remained throughout the postwar period. The price was still \$25. The nameplate on the top is shown in the catalog as the larger version that surrounded the Lionel “L” logo with additional information. In 1950, I believe, this nameplate was changed, but the older, smaller plate was shown for the next two years in the catalog illustration of the ZW. Transformers ranged from \$10.95 for the 1033 to \$25 for the ZW.

In 1951, the 1033 was no longer offered for separate sale but was supplied with many sets. The RW at \$16.50 became the lowest-priced “TRAINmaster” transformer, and the ZW went up to \$29.95. Perhaps that was too much of a jump in price; in 1952 it was decreased to \$27.95 for the ZW and \$15.50 for the RW.

In 1953, the catalog illustration clearly showed the larger nameplate on the ZW and the price was back up to \$29.95. A new 175-watt transformer — the “TW” — was also offered. The RW was reduced in price to \$13.95. All remained the same for 1954.

In 1955, prices were no longer listed, and a new 125-watt transformer, the LW was offered. The now old-fashioned-looking RW was discontinued. In 1957 there were still no prices on the larger transformers, but Lionel listed the new 1053 60-watt, set-type transformer at \$10.95. The new 1044 90-watt transformer replaced the 1033 at \$12.95.

In 1958, prices returned to the catalog, and the ZW was then \$39.95. In 1960, a new bottom-of-the-line transformer was added, the 75 watt 1063. In 1961, the 175-watt TW was replaced by the 130-watt SW. Things remained the same through 1964.

The End of the Original ZW

In 1965, Lionel decided to forget about the 95 cents after each of the prices and increased the amount by 5 cents to a rounded-off dollar. The ZW was then \$40. This was the last year that six transformers were offered. In 1966, the KW was gone. That year was also the last for the ZW. In 1968, only the 1025 at 45 watts and the 1044 were offered. The postwar Lionel era was at its close. It would be many years before Lionel again made a substantial transformer.

Lionel News & Views

by Bill Schmeelk

RM 6643

The Triumphant Return of the ZW

With the preceding article on ZW history in mind, let's look in detail at the modern ZW. Under Richard Kughn's direction in the 1980s, a new ZW II was cataloged, but it never saw the light of day. It simply could not be made according to the design of the postwar era and pass Underwriter's Laboratories approval. Yet the fact was, the postwar ZW never earned UL approval. In modern times, however, insurance companies demanded this approval for the company's transformers.

Lionel solved the problem with creativity and engineering ingenuity. It used the original ZW case to contain a modern transformer with considerably more power than the original ZW.

Lionel electrical engineers removed from the case the large coils formerly necessary for reducing 110-volt household current to the 20 volts — the level needed for operating toy trains and accessories. The case now controls voltage after it has been externally reduced to about 19 volts. By using separate, external transformers, only these PowerHouses need be approved by UL. Thus the ZW case became a low-voltage controller; only 19 volts are fed into it from the bricks. By moving the 110 to 20-volt reduction function outside the case, Lionel also solved the heat problem and allowed the unit effectively to control roughly four times the power of the original ZW.

The new ZW case weighs only five-1/4 pounds compared to the original at 11-3/4 pounds. Each of the 135-watt PowerHouse bricks weighs under six-1/2 pounds. The original ZW was rated at 275 watts, but actually delivered only about 190 watts because the ratings of an earlier era were peak values. The current ratings more accurately reflect usable values.



Today the term watt has been replaced by the term VA. Watts are determined by multiplying the voltage (V) by the current in amps (A). **Photo 1** shows the 275-watt version of the Lionel Trainmaster ZW of the postwar era. **Photo 2** is the new ZW. The full name of this new version is the Lionel Type ZW Multi-Control TrainMaster Controller and PowerHouse Transformer Set.

Photo 2



Photo 3



The Case for the Case

Lionel's Bob Grubba told me that Lionel had two molds for the Bakelite housing. Lionel used the original tooling and

did an extensive clean-up of the molds. If you look carefully at the two photos, you'll see how much smoother and shinier is the finish of the new version. The new version is made of phenolic like the postwar original, but the formulation of today's phenolic is different. The original formulation contained hazardous materials that are not considered safe today.

Photo 3 highlights one of the modifications made to the case - the addition of a bell button.

Photos 4 and 5 show the back view of the two transformers. Again, you can see how much smoother the new case moldings are. The new version uses a nameplate similar to the original ZWs produced before the larger nameplate was used on the top.



When postwar Lionel used the larger top nameplate, the additional information was added to it and the back plate was eliminated. The new version cannot use as large a nameplate on top since the top of the case is vented.

The new version does not have a 110-volt power cord. Notice also in **photo 6** that there are four three-pin sockets, one to the left of each terminal. These are used to connect up to four PowerHouse transformer blocks (I call them bricks) to



the ZW controller. Two 135-watt PowerHouse transformers are included with the ZW, and up to two more can be added.

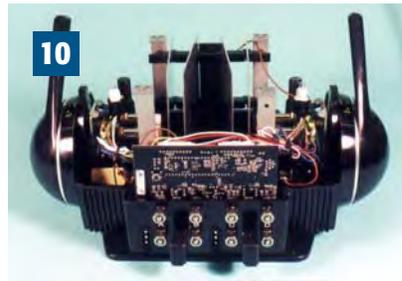
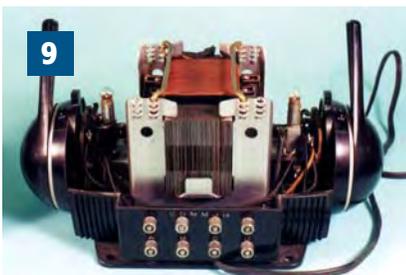
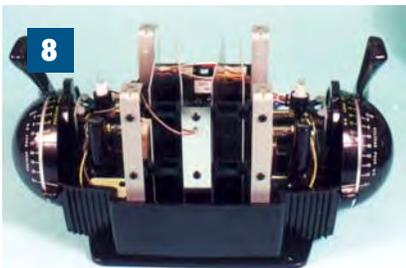
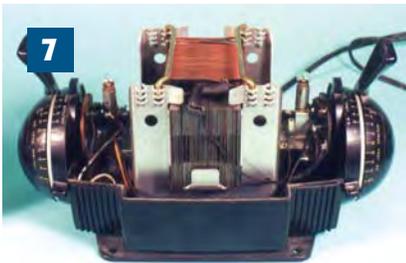
Later this year Lionel will introduce a 190-watt version of the PowerHouse transformer. With four of the 190-watt transformers connected to the ZW case, one has a total of 760 watts available for “working on the railroad.” The two 135-watt PowerHouses supplied will be all the power that many operators need. With only two 135-watt PowerHouses connected, you actually have more power than the classic “football in a box” postwar ZW.

At least one PowerHouse must be connected to the socket at the left of post A. Jumpers can then be used to share that power with other terminals. Placing a jumper into a socket causes it to share power with the terminal directly to its left. Two of these jumpers are supplied and can be seen in **photo 6**. Placing these jumpers into the second fourth sockets, and using a PowerHouse in each of the remaining two would result in each PowerHouse handling one half of the ZW. The small “T” tool is supplied to activate the PROGRAM button just above the terminals.

The Big Differences Are Inside

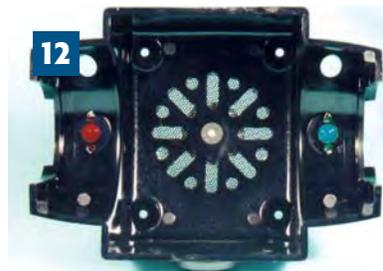
Although the two look very similar on the outside, disassembly shows the considerable differences between the old and the modern ZW. By removing the four screws at the top of the case, you can lift it off. On the new version, although omitted from the instruction booklet, you must also press in on the small program button on the rear of the case. This button

protrudes into the case molding and must be pressed in to allow the case to lift off the base. The results are shown in **photos 7 and 8**. The postwar version’s most prominent features are the large transformer coils. The most prominent feature of the new version is the lack of almost anything in that space. The coil space is empty — except for four aluminum heat sink plates. These plates are mounted directly to components on a circuit board. **Photos 9 and 10** show the rear view of the opened cases. On the



the PowerMaster — the device that allows conventional trains to be operated with the CAB-1 remote.

The postwar version did not have a vented case, and there were no openings in the case. Looking down into the top of the new ZW, you can see five evenly spaced 1/4-inch wide slots about 4 inches long running from left to right on the bottom of the case. These cannot be seen from the outside



because the metal bottom plate common to both versions covers them up. **Photos 11 and 12** show the inside of the tops of the cases. A careful examination of the markings inside the case confirms that the original tooling was used. The new top is vented and covered on the outside with a screen. For this reason the large top nameplate was not practical. There is no ventilation fan inside; the cooling is by convection. Air enters the bottom, and as it is heated it rises out the top. The new ZW has an open vent on the top and doesn’t get hot, which means — unlike the postwar version — it can’t be used to keep your cup of coffee warm!

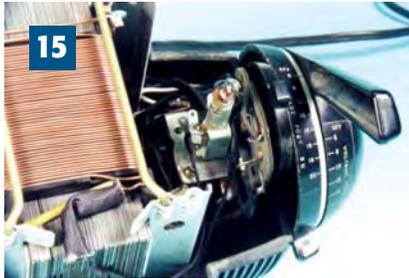
Both versions use red and green jewel caps over the indicator lamps. The postwar version has translucent caps; the modern version has transparent caps. Don’t try to unscrew the new caps; they are not removable. To replace the bulbs, the top of the case must be removed. I questioned Lionel engineer Bob Grubba about this, and he said that the life of the new



bulbs is many times that of the original ones. For most users, the lamps will never need to be replaced.



Photos 13 and 14 show a side view of the case top. The postwar version in **photo 13** has been machined to alter slightly the molded size of the opening. The modern version is not machined and is molded to the correct size.



Photos 15 and 16 offer a closer view of the right side of the ZWs. On the original, the whistle and direction levers sent a DC current by a copper oxide rectifier to the rails and sounded the whistle or horn. On the new version, this lever operates one of two micro-switches to sound the whistle or horn — or to cut power to the track.

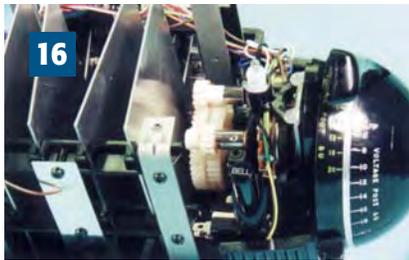
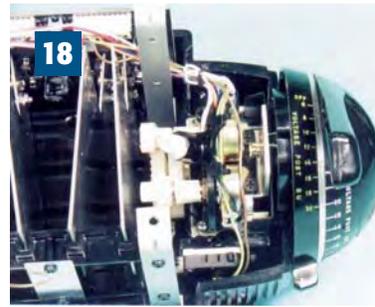


Photo 17 shows how the postwar ZW controlled the voltage output. A carbon roller moved

across the secondary transformer coil and varied the voltage according to its location. The new ZW uses potentiometers — “pots” for short — to vary the voltage. There are two pots on each side of the ZW; one for each throttle. Each throttle turns a large gear that turns a smaller gear that is connected to the shaft of the pot. Other than mechanical curiosity, there is not much reason to further disassemble the unit.

But I’m Innately Curious, so ...

I went further into the unit. I removed the plastic bracket that holds the light bulb. This bracket is inserted into an aluminum plate and held in place with hot melt glue. The glue can be carefully lifted off allowing the bulb bracket to be pulled from the metal plate. This has been done in **photo 18**. Next, there are two small pan-head Phillips screws securing the bracket holding the two pots in position. BEFORE removing these screws, I positioned the throttles to their lowest point, wrapped the small gear shafts with tape, and marked their position. This will allow re-engaging the gears in exactly the same position. Once the two pan-head screws are removed,



the pot assembly can be moved for access to four larger flat-head Phillips screws. One has to remove two of them and then reposition the pot assembly to access the remaining two. With those four screws removed, the entire assembly can be moved away from the throttle shafts as seen in **photo 19**.

The inner gear (rightmost) is controlled by the large metal shaft and is connected to the accessory throttle. The outer gear is connected to a smaller diameter shaft that runs through the larger shaft and connects to the main throttle. These gears are pressed onto their shafts and cannot be removed. Since they cannot be removed, you cannot remove the throttles. I’m not sure how a service station would replace a broken throttle handle. Although this was a common replacement on the postwar ZW, the new version uses a more durable plastic for the handle and breakage of this part will certainly not be as common as with the postwar ZW. In order to remove the handle, you would first have to remove the first large gear. In order to do that you would need a gear puller and would have to remove the circuit board and the heat sinks to get at the gear. This would be a very time consuming task. The groove pin in the case that restricts the rotation of the handles makes it impossible to remove the entire handle and gear assembly. If this groove pin were a bolt or could otherwise be removed from inside of the case, it would make removing this assembly a very easy and a much faster job for a service station to perform with less risk of additional damage. A gear or throttle could then also be replaced without having to remove the circuit board or heat sinks.

I fired-up the new ZW and took some voltage readings. On the original ZW, the voltage on the A or D controls, starts at over five volts. On the new ZW, the lowest voltage is .71 volt. With the throttle in its full-on position, the voltage read just over 19 volts. This change in voltage along the full throw of the handle ranges from .71 volts to 19 volts, for a total of 18.29 volts. This is a wider range than on the postwar version, which had a range from 5 volts to 20 volts for a total of 15 volts. The voltage readings on the handle would have to be renumbered if there was any hope of them becoming meaningful or even close for voltage readings. These numbers were never very accurate on the postwar ZW, but they were

close. On the new version, they are completely off. An alternative to renumbering the dial would be to eliminate the numbers and put red lines on it that are progressively closer together until the end where the red becomes solid. This would give an indication of increasing voltage yet not indicate the exact amount.

Okay, but how well Does It Work?

I first set-up the transformer without a Command base and used it as a ZW replacement. I operated a Command-equipped locomotive in the traditional manner. It operated in the same manner as it had with the regular ZW. The bell button and whistle control worked well as did the direction control. I did find that the bell button worked most reliably when it was held down for at least one second, and perhaps that should be mentioned in the instruction manual. If quickly pressed and released, it may not function.

Next, I added the Command base and operated the same locomotive using the CAB-1. This also operated fine. The red blinking light on the ZW performed its job. I caused a direct short across rails, and after several seconds, the red light and circuit breaker kicked-in. The ZW is equipped with built-in automatic circuit breakers. These will trip any time the current exceeds 10.5 amps. As with the postwar ZW, these breakers are designed to protect the ZW — not the trains. The PowerHouse blocks are also equipped with individual circuit breakers. With the 135-watt PowerHouse, the maximum current output is about seven amps. A 190-watt PowerHouse provides about 10 amps of current. If you use the 135-watt PowerHouse, it is possible that its circuit breaker would trip before the ZW breaker trips.

Lionel recommends connecting all PowerHouse units to a 10-amp power strip and ensuring that they are in phase with each other. Instructions are provided for doing this. This is similar to what Lionel has always recommended when using more than one transformer on a layout.

I had no problems with this new ZW, and I think you'll be pleased with it. The new ZW sells for about the same price as a postwar ZW in good working order. The new ZW has no carbon rollers or copper oxide rectifiers to wear out. The new ZW should require far less maintenance than its older sibling.

I'd like to see rubber feet added to the bottom plate so that it would stay put when you operate the handles. I'd also like to see a modification made so that the groove pin could be removed to allow easier servicing of the mechanical parts. Those minor details aside, I think this new ZW will be hit. It's great to see that Lionel finally has a transformer that can handle a layout operating several of its premium locomotives.

Next issue, I'll have part two of this review. In that article I'll delve a little deeper into the electrical characteristics of the new ZW and compare it to the original. If you have any comments on the new ZW, please call or send them along. By next issue I'll also know what's happening at Toy Fair.

Best wishes until then,
Bill Schmeelk
(201) 358-1955
e-mail: bill@wellingtonent.com



Wanted

Stories and photographs about LCCA members and their Lionel layouts and activities; and articles about Lionel history and toy train production.

**Mike Mottler, RM 12394
Editor, *The Lion Roars*
mottlerm@conwaycorp.net**

Standard Gauge

GAUGES AND SCALES OF TOY TRAINS

by Grandpa Nelson G. Williams

If we could get the gauges and scales of toy trains straight in our own minds, we would reduce some confusion within the hobby. At least we could make better guesses whether those with trains to sell have something we want. Most Americans measure things in feet, inches

and common fractions. Instead of asking laymen about gauge, simply ask for the distance from one

outside rail to the other or from the inside of one wheel to the other on the same axle. This would be close enough for determining the common gauges on your own. Photo 1 shows five common gauges of track.

If a seller has an uncommon item, the identification process can be more difficult. One caller offered me a tinplate German steam engine with wheels 1-5/8 inches apart. It turned out to be small Marklin Gauge I (One)

antique, probably made before World War I. It fit perfectly on the rails for the brand new Marklin Maxitrain that I bought last year. However, it would not run on that track; like Marklin HO gauge and Lionel tinplate, it needs AC power from a center rail.

Oddly enough, you might see a “large scale” Lionel, Bachmann, or LGB train on the same two-rail track.

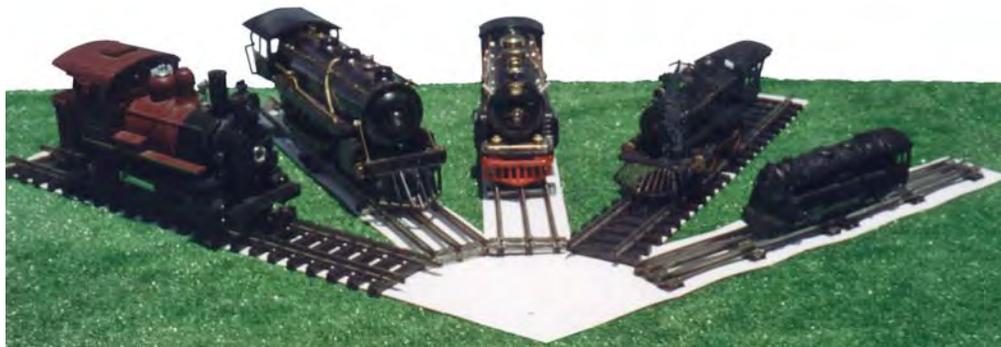
Those modern plastic trains are a little larger than standard gauge. You can get some idea of different scales — the proportional size of trains in relation to the prototype — by comparing my Lionel passenger set with the Marklin Maxitrain in photo 2. The Lionel train at the upper level is obviously larger in scale than the tinplate freight below it. Yet both will operate on the same gauge track, because the new Marklin locomotive has a microchip on board that converts DC to AC power.

What is going on here? The simple answer is that 1-3/4 inch track may represent two different gauges and scales. As G Gauge, it is a narrow gauge track (derived from 1 meter which is equal to 39.37 inches) for big 1:22.5 rolling stock. As Gauge I

(One), it is standard gauge track (derived from the prototype of 56-1/2 inches) for smaller 1:32 rolling stock. That’s right, the standard gauge train is smaller than the narrow gauge. This difference between a scale of 9/16 and 3/8 of an inch to the foot is so large that two other gauges fit between them.

Lionel’s “standard gauge track” was a little wider than Gauge II (Two), the common gauge in Europe and America before World War I. You are not likely to see it today, although Gauge II Voltamp became Boucher wide gauge in the 1920s. The tread of the wheels is wide enough to let it

run on either gauge track. Standard gauge track implies a 1:24 scale, or one-half inch to the foot. There is no point in calling this 7/16-inch, as Lionel obviously had no idea of scale in the beginning. However, in three decades their



Locomotives in various gauges, (L to R): Lionel metric G gauge; Boucher/Voltamp Gauge II; Lionel standard gauge; Marklin antique Gauge I; Marx O-gauge.



Modern trains of two different scales on the same 1-3/4 inch track. To the 1:22.5 Lionel “large scale” plastic passenger train on the upper level, the track is G metric. To the 1:32 Marklin Maxitrain on the lower level, the track is a standard gauge.

run on either gauge track. Standard gauge track implies a 1:24 scale, or one-half inch to the foot. There is no point in calling this 7/16-inch, as Lionel obviously had no idea of scale in the beginning. However, in three decades their

freight cars that run on this track grew in length from 9-1/2 to 12-3/8 inches — an increase of 30% in size — which yields over 25 scale feet for the #214 box car. Ives, American Flyer, and Dorfan wide gauge boxcars are about the same size.



Pre-war standard gauge boxcars. Upper track, L to R: Lionel 114, 14, 514, and 214; lower track, American Flyer, Ives, and Dorfan.

Modern standard gauge freight cars may be bigger. McCoy boxcars are only a foot long, but Roberts Lines are 14 inches, Red Forney's are 15 inches, and Glenn Gerhard made his in both 14- and 16-inch lengths. They made a few even-longer cars, but they are still less-than-scale length. They can negotiate standard gauge curves and turnouts with 42-inch diameters.



4) Postwar standard gauge box cars. Upper track, L to R: McCoy, Forney, and Roberts Lines; lower track, Glenn Toy Train boxcars — 14 and 16 inches long.

A word about the smaller toy train gauges. As Ken Morgan wrote in his first "Tinplate Cannonball" column in TLR, O gauge was originally a number (zero), a half-inch smaller than Gauge I (One). O gauge is roughly half the scale and width of standard gauge. O27 is the same 1-1/4 inch, three-rail track gauge, but the track has a smaller profile and a tighter minimum curve diameter (27 inches). O27 trains and rolling stock are smaller in size. O-gauge dominated the American toy train market in the 20th century. Some hobbyists build "O-scale" layouts with rolling stock at exact 1:48 proportions. These DC-powered model trains run on two-rail track of the same 1-1/4 width.

Lacking a number below zero, the next popular gauge was HO (half zero), which we pronounce according to the alphabet letters. It is the most common scale for model railroad hobbyists, but smaller-yet trains are becoming increasingly popular — the micro-scales of N (1:160) and Z (1:220) gauges. A Z gauge locomotive is about the size of an adult's index finger.

One of the other gauges for toy trains was Lionel's 3/4-inch OO track and trains made in 1937-40. British double O is the same 1:78 scale, but it runs on 5/8 inch

HO track. American Flyer produced S-gauge trains throughout the golden age of trains in America: 1946-61.

They run on 7/8 inch track (half of Gauge I), and are 1:64 scale or 3/16 inch to a foot. Several companies

have revived S-gauge rolling stock recently, although Lionel Trains, LLC, seems "on hold" with production of S-gauge trains until this niche of the market (once dominated by American Flyer) regains popularity.

This is probably more than you need to know about

the gauges and scales of toy trains in order to earn a Boy Scout merit badge in railroading. I rounded off the figures in the table for non-math majors — fully aware that I

flunked high school algebra. All the math I needed was long division with decimal equivalents of the fractions.

It was a mental exercise like translating British railroad terms into American English. We may have to learn to do that, given the popularity of Thomas the Tank Engine and his friends with little kids today. Test yourself. Do you know the different meanings of sleepers, drivers, and trucks, in both languages? See answer key below.

TOY TRAIN GAUGES A SCALES COMPARED			
Gauge	Width of Track	Scale	Inch = 1 Foot
G metric	1-3/4	1:22.5	9/16
Standard	2-1/8	1:24	1/2
II (Two)	2	1:28	3/8
I (One)	1-3/4	1:32	5/16
O	1-1/4	1:48	1/4
S	7/8	1:64	3/16
HO	5/8	1:87	1/8

Answers to Grandpa Nelson's pop quiz on British railway terms.

SLEEPERS are crossties; sleeping cars are wagon-lits, not Pullmans.

DRIVERS are enginemen, neither the big wheels of locomotives nor professional engineers who design and build the rights of way.

TRUCKS are open goods wagons (gondola cars), neither motor vans (lorries) nor the wheelsets under rail cars (bogies)

Layout Tours

LCCA Members as Operators

Ohio Recalls the Northwest

by Bill Terry

RM 15294

Bill (RM 15294) of Columbus, Ohio, shares these photos of his layout featuring The Seattle & Yakima RR. The layout platform is covered edge-to-edge with carpeting as an underlayment for O27 tubular track and switches.

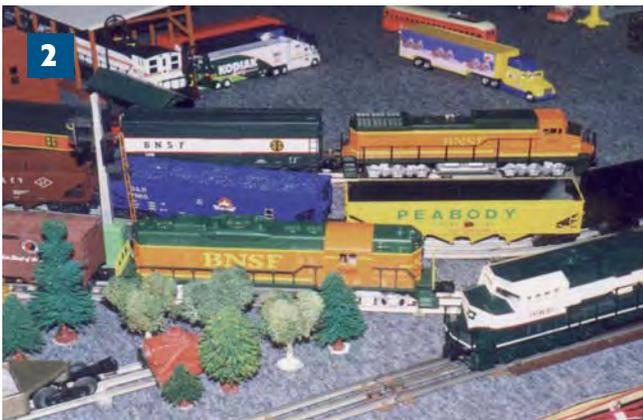
1



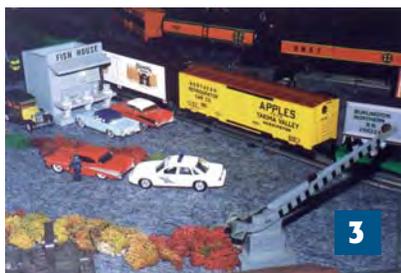
Proof positive that toy trains have intergenerational appeal is Bill's grandson, William Jr., the fourth generation of the family with an interest in and enjoyment of electric trains — shown in **photo 1** with a portion of the layout as backdrop.

The BNSF has a large presence on the Seattle and Yakima RR, and **photo 2** shows several in action. Note the streetcar in the background; it's on the carpet but not on rails yet.

2



The apple-filled yellow reefer is a geographical clue to the namesake of the railroad. At left of **photo 3**, we can imagine the content of the “sermonette” of a local police officer to the driver of the '57 Chevy. Check out the '53 Stude at the Fish House.



3



4

In **photo 4**, a Lionel F3 Northern Pacific highballs past the Yakima passenger station. The parking lot is full of classic cars, including the red T-Bird roadster.



5

A Santa-suited bell-ringer apparently isn't ringing up much business in front of the Diner. All the rolling stock in **photo 5** suggests a northwest locale.

Old meets new at the junction — a Lionel F3 and a modern era diesel. **Photo 6** suggests through the burning Switch Tower that this switch site is a fire hazard.



6

Editor's Note: Many LCCA club members have built layouts based on their childhood hometown or a favorite region of the country. Send your pictures and text of the story behind the layout to [The Lion Roars](#) for publication.

Photographs by Bill Terry

The Layout that Keeps on Growing

by John Ford

RM 20710

Here's an update on the growth of my train layout. In December 1996, the layout took up our dining and living rooms. Since then my children have moved out of the house and left some empty rooms behind. Just as Nature abhors a vacuum, so empty rooms want to be filled; no better content than toy trains!

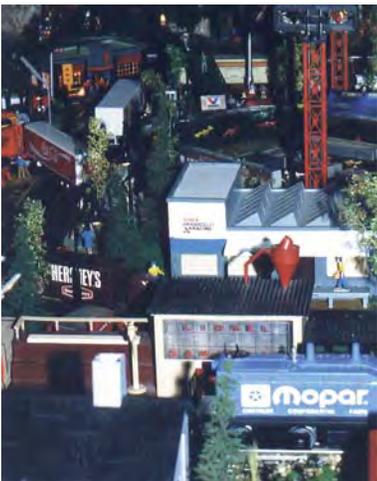
I have been working on a much larger permanent layout for about two years now. My collection has grown



quite rapidly, from four engines to 20 with additional rolling stock. The new layout is 10x16 feet with a 4x6-foot extension on one end.



The layout is split about in half, one-half being the industrial area, the other half the residential and country area, the extension being a Christmas village. A Lionel trolley takes passengers from the Christmas village to the mountain ski area, and another trolley transports passengers to and from the amusement park. This park is located in the center of the residential-country area. The park includes an electrical merry-go-round, children's boat rides, airplane rides, and swings. An N-gauge railroad encircles the entire park.



The industrial area houses a Lionel coal loader, sawmill, lumber loader, fueling



station, oil derrick, fire station, motor car racing business, a Coca Cola factory, an airport and other businesses. In the center of the business

district, the main attraction is a motor car race track complete with Indy race cars (set from the 1996 Indy 500). The Goodyear blimp hovers over the race track during race day. The business area is now just about complete with landscaping. In the other two areas, the landscaping is about one-half complete.



The extension area is basically a Christmas village with a main street park containing an ice rink where skaters waltz upon the frozen pond. Landscaping here is still under construction, but trains run around and connect it to the main layout by two passenger stations. The layout continues to grow and with all the new Lionel engines with sound running at once, it's quite an effect. Building this layout has kept me quite busy, but has been a lot of fun. And yes, my wife was glad to get back the dining and living room.

Photographs by John Ford

Train Talk

by **Richard Maddox** President, Lionel LLC



Richard Maddox

Greetings from Lionelville! The new millennium is finally upon us. I rang in the New Year quietly at home knowing my lights weren't going to turn off and not fighting the crowds. I hope all of you had a safe and happy holiday season.

Here at our Chesterfield factory, we are beginning to celebrate our centennial while we complete our yearly inventory process and anniversary catalog. The catalog is the largest in the history of the company, and I believe you will all be very pleased to see what we have cooking for our centennial year. It will be a clear expression of a new and aggressive philosophy at Lionel.

I recently attended my first TCA York Train Show as President of Lionel. Since this is old news, I won't elaborate other than to relay my pleasure with the encouragement and positive feedback that I personally received and the overwhelming support from the Lionel faithful.

Reflecting back over my first five months as President, I can truthfully report that Lionel is heading in a direction that will please and excite all of you. We recognize that there is no shortage of high quality, innovative products available in this highly competitive, model train marketplace. I would like to reassure you that we are committed to remain on the cutting edge of advanced technology.

Unlike what many LCCA members may believe, the job of President of Lionel isn't exciting on a day-to-day basis. Indeed, like a General of an army, I seldom get to the "front lines" or feel the excitement of a "battle" until it is over. Fun things like determining the product line (which is what everyone wants to do) and calling on value-added dealers and wholesalers, is the responsibility of

others, while I am blessed with the daily operation and long-term planning and success of this legendary company.

I'm sure you all as readers have little interest in the latest dealings I've had with various legal agreements or patent infringement claims. Believe me, even I have difficulty wading through some of these matters. I'm not complaining because it's part of a job that I really enjoy, but not something that makes for particularity exciting reading.

So, what I'd like to propose is that we try something new and somewhat different in this monthly *TLR* column. It should be more meaningful for the membership to read and it will spice up my life a little. I'd like to get some tough questions from you and other LCCA members. I'll pick them at random and answer them right here. This will help me out during the slow periods when all I can report is signing new contracts or negotiating new prices from a raw material vendor. Here's your opportunity to make me squirm. Please send your questions to:

LIONEL
Attn: LCCA/*TLR* Questions
50625 Richard W. Boulevard
Chesterfield, MI 48051.

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Photographs by Al Kolis