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The **Lion Roars**



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**It's 1959, and Lionel introduces
an up-to-date mobile defense unit.**



The Preferred Coin of Las Vegas Is the Cargo of the LCCA 2003 Convention Car



Photographs by Mike Dupstaff

LCCA 33rd Annual Convention
July 22, 2003
Las Vegas, Nevada

The "favorite color" of Las Vegas has to be silver, with U.S. silver dollars its favorite coin. The LCCA 2003 Convention car reflects this theme in a special Lionel Mint Car with silver bullion ingots safely locked inside.

If you collect mint cars, this one is a worthy addition to your display shelf. If you're an operator with a consist of mint cars already on your layout, you'll want to couple-up to this version. The presence of the car on your layout could be a great conversation starter about your western adventure!

The metallic plating of the ingots is bright silver and highly reflective against the maroon color of the car body, and its distinctive gold-color roof contains a "toy bank coin slot."

Carrying the UP logo, this car suggests that its cargo is the result of your winning the jackpot. Another hint of the coin theme is its gold-painted, die-cast, fully-sprung trucks. The car will be specially produced for LCCA by Lionel and is packed in a window-front, Lionel classic orange-and-blue box.

The Convention data is discretely printed in gold-color ink on the car ends, and an additional marking is imprinted on the underside of its frame.

Purchasers of this car will receive another bonus: **FREE** shipping and handling within the continental US. So the price of the car is the full price. Limit per member: two cars. The deadline for receipt of orders is May 31, 2003.

**NOTE: Limit of two cars per member. Orders must be received on or before 5-31-2003.
Cars will be shipped to members after the Convention.**

ORDER FORM — MAY BE PHOTOCOPIED

Member name: _____ LCCA #: _____
 Charter Member Regular Member Family Member

Quantity	Amount
<input type="checkbox"/> 1 car	\$59.95
<input type="checkbox"/> 2 cars	\$119.90

Additional S&H for foreign delivery:
 If Canada, add'l \$5.50 per car _____
 If Alaska or Hawaii, add'l \$7 per car _____
 If other foreign country, add'l \$9 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.

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ON THE FRONT COVER: A truck mounted Lacrosse surface-to-surface missile (SSM)

Photograph courtesy of U.S. Army Aviation
and Missile Command, Historical Office

ON THE BACK COVER: Old Lionel ad from 1954

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

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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*.

Lionel L.L.C. Opinions and comments made in by-lined columns in this publication do not necessarily reflect the official policies of the Officers, Board of Directors and Appointed Officials nor do they indicate a Club endorsement of any products mentioned.



The President's Report

by John Fisher

RM 6541

Membership Value

Readers of this column will recognize this recurring theme. It was brought home recently at an association trade meeting I attended early this month with our next president Eric Fogg and past president/director Harry Overtoom. Hospitality Sales & Management Association International (HSMIA) hosts meetings around the country each year where registration is free to meeting planners and association officers like us. In addition to a large exhibit hall filled with trade show booths and personnel from Convention and Visitor Bureaus, Hotels, and other meeting destination sites, there are excellent breakout sessions covering all aspects of association management with a special emphasis on membership retention, recruitment, and value. This provided us an excellent opportunity to gather information about future possible convention sites in a "one-stop" shopping environment. Just as importantly, it provided each of us the chance to attend excellent breakout sessions led by industry and association leaders who provided a wealth of information on our favorite subject, enhancing membership value.

These are challenging times for the hospitality industry as we know from reading our newspapers and watching the evening news. As always, that means opportunities for someone else and in this case that means LCCA. Not only have we contracted for excellent hotels in fun and exciting cities like Las Vegas this year, Milwaukee next year and St. Louis in 2005, we have discovered some new and fun ways to enhance your membership in LCCA. Your officers, directors, and appointed officials are committed to relentlessly seeking out new ways to give real meaning to this concept. Whether it is providing the best convention values of any hobby group; continually updating and improving (with your valuable input!) a great interactive website; special offers at attractive prices available only to members; taking the single best toy train buy/sell/trade publication anywhere — *The Interchange Track* — and making it even better and more useful by placing it in a true 24/7, easily accessible environment on your website; or holding the line on dues when everyone else seems to be raising theirs; the message is clear and unwavering: We value your membership and will continue to find ways to provide the best possible return on your \$30 investment, period!

Lionelcollectors.org

Your team has seen their strongest projections wonderfully exceeded as more and more of you are discovering and using the fun interactive capabilities of this website. It just gets better and better thanks to your feedback. Nearly half of all

convention registrations this year have come through your website — have you registered yet? It's fast and easy. Your acceptance of *e-Track* has made it the number one club website as buyers and sellers learn just how easy, powerful, and effective this 21st Century *Interchange Track* is becoming. No more publication deadlines or calls once an item has been sold. Check it out and find out what your friends are talking about.

Membership

All of the fun things your club is doing and has planned are the result of a strong membership base that chooses to support club activities. We "get" this and that is why you will see and hear more about our plans for taking this to the next level in the months to come. LCCA is getting ready to announce one of our most exciting projects ever, available exclusively to members. In cooperation with our friends at Lionel L.L.C., we have faithfully reproduced one of the most sought after postwar uncatalogued sets. This will be announced at our annual convention in Las Vegas and rolled out in the major toy train magazines after that. Produced in extremely limited numbers, this dynamite set will be offered on a first come, first serve basis (limit of one) to existing and new members who join the best toy train club going during this promotion. Just wait till you see this beauty! And best of all — the very special members price will bring even more value to your LCCA membership.

What do you think?

Perhaps the most important question we can ask. We want to know what you think about any and every aspect of your club's operation and, most importantly, how we can make it more useful and valuable to you. The best suggestions for new services, products and improvements have always come from you, our members. Please continue to share your thoughts with us in any manner convenient to you. 🚂

There's a LCCA membership form located on the inside front page of the ghost cover.

Help support your club and pass it on to a fellow Lionel collector.

You'll make a friend for life.

The Tinplate Cannonball

by Ken Morgan

RM 12231

Early Streamliners

Time to change trains — sort of like Jamaica, if you're a LIRR commuter. Nearly everybody changes at Jamaica. I might also add that these are real trains that run on three rails, just like ours. Take that, all you closet HO operators!

Enough about stations and accessories. Why are we in this hobby anyway? Trains, right? Before we go back to the trains, here's the trivia question for today. Does Dumont mean anything to you?

Okay, back to trains. When I was growing up in the 50s, the best train in the Lionel catalog was the Santa Fe streamlined passenger set. It connoted speed, power and modernity and was certainly good looking, as it flowed smoothly around the curved tracks in my imagination. Unfortunately, it didn't do this in my house. There were no streamliners in my house, only freights. When I finally did get one, it was rather clunky on the tight curves of O gauge. Nevertheless, streamliners had a definite attraction then, and I think still have today, at least for those of us suffering from ferroequinitis. We purchase more of them then would be justified by any railroad that actually ran them, when compared with the number of freights we own. Passenger traffic always caught the public eye, but freight covered the corporate bottom line for most railroads. The railroads understood however, that the impression projected by their passenger trains constituted both their public image and good advertising. As a result, railroads like Santa Fe took care in ensuring clean trains and on time performance — not to mention neat colors.

The advent of those colors occurred really about the same time as lightweight, streamlined, and diesel all became synonymous with passenger trains. Think middle thirties, the world still in the depths of depression, and the railroads looking for ways to cut costs and increase ridership. Lighter weight means less fuel per passenger mile: the train carries less tare, or weight of the transport, as opposed to weight of the transported goods, or passengers. Streamlined design accomplished two things. First, it is more efficient, since it reduces wind resistance, and secondly it also connoted “modern” and “stylish” to attract passengers. The diesel promised the benefits of mass production as well as easily adjustable power without the cost of added crews. Steam engines, even if produced in bunches, tended to be almost individual products of the production lines. The railroads could set up diesels in multiple unit lash-ups without adding crews, as opposed to steamers, where each added loco required an engineer and fireman. The time was ripe for innovation.

Enter two competing trains, one from Union Pacific in

February 1934, and one from CB&Q — Chicago, Burlington & Quincy, now better known as “The Burlington” in May of the same year. Many mergers later, it is now the “B” in BNSF. While the well-known Burlington Zephyr was the first true diesel lightweight streamliner, the UP's M-10000 beat it to the rails as the first internal combustion lightweight streamliner. The essential difference here is in “diesel” versus “internal combustion”. UP didn't feel the



diesel engine was ready for prime time, so they chose a 600 hp Winton distillate motor which utilized spark plugs, much like the contemporary truck motors. The Zephyr went straight to diesel, an Electro-Motive 600 hp engine. Both used the internal combustion engines to turn generators for electric traction motors, which became the norm for America, and much of the world. Both were three unit articulated train sets,

meaning that the car bodies were mounted on trucks shared with the adjoining car. UP's was aluminum, Burlington's was stainless steel. Both captured the imagination of the US public, but ultimately the stainless steel and diesel concept won out over the aluminum and spark plug motor. I suspect UP would have preferred the diesel had they believed it was more reliable. Burlington took the chance there. Burlington also made a greater leap of faith with the use of stainless steel. By 1940, both railroads, and many others, had finalized the choices: diesel and stainless steel. They also abandoned the articulated train set since it was rather inflexible and difficult when it came to adding or deleting cars to address changes in demand. If you don't believe this, take another look at the O gauge versions!

In 1934 however, this was all new to the public, so new in fact, that the M10000 spent twelve weeks touring the country. They attracted nearly 1-1/4 million visitors, despite bone chilling cold and snow in many locations. All visitors were given tokens of their visit — a coin, made of the same aluminum as the train itself. See the photos for the one I had for years, before I knew what it was! The writing on the reverse of the coin says "A SAMPLE OF THE ALUMINUM IN THE UNION PACIFIC TRAIN BUILT BY PULLMAN CAR & MFG. CORP." The shield on the back is the logo of the ALCOA Company, or more properly the "ALUMINUM CO. OF AMERICA". It's about 1-1/4 inches in diameter, making it a little larger than a half dollar. And a lot lighter! The Burlington Zephyr too, went on tour and attracted millions more visitors at the Chicago Century of Progress exhibition during May, June, and July of that year.

In view of the publicity, both Lionel and American Flyer (not to mention Marx and others) jumped all over the new designs with state-of-the-art streamlined toy trains. Lionel's 752 M-10000 and Flyer's 9900 Zephyr both debuted as three unit articulated sets in 1934. Lionel's Flying Yankee, which is the Boston & Maine's version of the Zephyr, soon followed.



Later, more versions of other articulated trains, plus added cars for them, quickly populated toy train rails. Although the Mickey Mouse handcar is often credited with saving Lionel from bankruptcy, it's possible to make an even better case for the M-10000, the soon to follow more realistic trains, and the end of the depression, as the true saviors.

In my opinion, of all the various streamliners that were produced by the American toy train industry, the Lionel M-10000 is the best. It is truly articulated while Flyer's 9900 is not. Although others were articulated later, the innovative

vestibule system designed by Lionel was the first, and most realistic. Lionel's train is also the biggest of the bunch. Many claim that the Lionel model is scale, In fact, it is not, but it was much closer than its rivals, and very well proportioned.

All of this is a long build-up to what I plan as a series of articles reviewing the various lightweight streamliners built by Lionel. I'll start with a jump forward to the

current production beginning with a review of the new Century Club II M-10000 compared to the original one. In subsequent installments of The Tinsplate Cannonball, I'll look more closely at many of these trains.

And, oh yes - Dumont. Properly Du Mont - maker of some of the first consumer TV sets and owner of one of the earliest national broadcasting systems. These old sets often looked more like big fancy pieces of furniture, which they were. It was on the Du Mont network that Captain Video regularly saved the planet Earth from the nefarious schemes involving Tobor, whom you may recall from last issue! In addition to that, Du Mont was the broadcaster of the first network telecast of an NFL championship game — December 23, 1951. Trivia gratis — benefit of membership. 🚂

See you next time on rails of The Tinsplate Cannonball.

Photographs by Bill Schmeelk

"An up-to-date mobile defense unit"

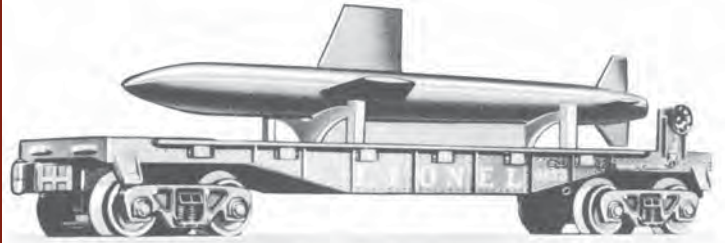


by R. E. Lee Hamilton RM 10990

The Lionel Postwar #6650 and #6630 Missile Launching Cars, #6640 U.S.M.C. Missile Launching Car, #6823 Flatcar with Missiles and the #470 and #443 Missile Launching Platforms all used miniature red and white colored plastic missiles that were originally designed after the U. S. Lacrosse surface-to-surface Short-Range Ballistic Missile (SRBM). The Postwar Lionel #3665 Minuteman Missile Launching Car also utilized the same plastic missile, however, this Lionel car will be addressed in a future article specifically addressing the railroad launched Minuteman missile.

Depicted on page 18 of the color front and rear cover 1959 Lionel advance catalog with black and white internal pages is the newly introduced No. 6823 flatcar with a single rear swept fin missile with the following description:

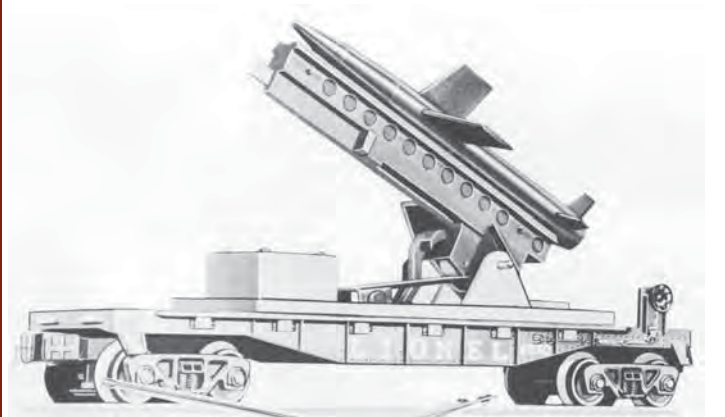
NEW! No. 6823 Flat Car with IRBM Missile – This 11" long flat car carries a 4" model of the Lacrosse missile. Missile can be used with the No. 6650 IRBM Missile Launching Car and No. 470 IRBM Missile Launching Platform.



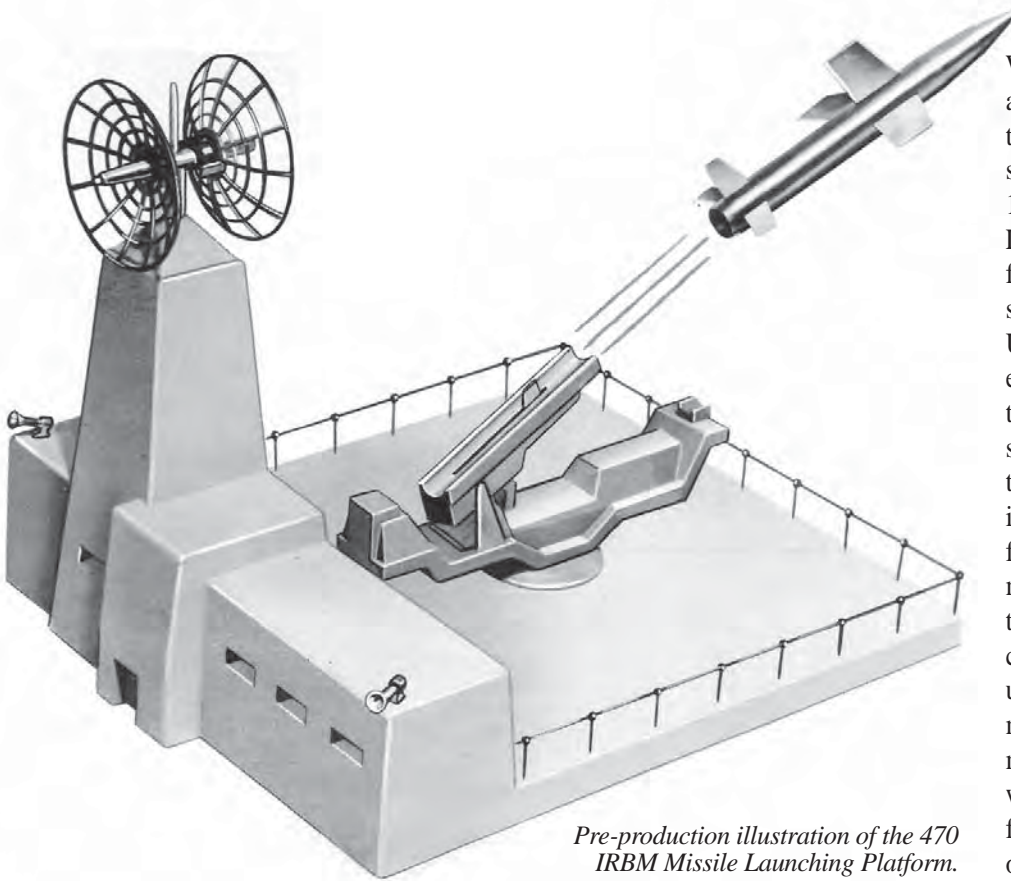
This pre-production illustration of the No. 6823 appeared in the 1959 Advance catalog.

On page 19 of the 1959 Lionel advance catalog is depicted the new preproduction No. 6650 IRBM launcher with a rear swept fin missile and the following description:

NEW! No. 6650 IRBM Missile Launching Car – An up-to-date mobile defense unit! As the firing pin is pressed, the launching mechanism elevates and fires a 4" long model of the Lacrosse missile. Can be used against No. 6470 Exploding Target Car and No. 943 Exploding Ammo Dump.



Pre-production illustration of the 6650 IRBM Missile Launching Car.



Pre-production illustration of the 470 IRBM Missile Launching Platform.

WWII proved that a highly accurate and effective weapon system needed to be developed in order to counter strong enemy defenses. Starting in 1947, the Navy initiated Project Lacrosse to conduct feasibility studies for development of a missile weapon system capable of meeting the U.S.M.C. requirements. As originally envisioned, the Lacrosse missile was to provide all-weather battlefield support capability of U.S. ground troops and serve as an artillery weapon in much the same way as a howitzer field-piece. Designed to be highly mobile, the missile was to be truck transported to form a firing battery that consisted of multiple launcher and fire units, forward target observers and missile supply transporters along with missile loaders. Once the Lacrosse was launched on a ballistic trajectory from a rear position, forward observers would assume final targeting control and direct the missile

And on page 22 of the 1959 Lionel advance catalog is depicted the new No. 470 Missile Launching Platform rendered as a preproduction fortress like blockhouse with two public announcement speakers, a tall central tower topped by dual radar dishes, a 360 degree positional launcher with a rear swept fin missile all surrounded by a guardrail and the following description:

NEW! No. 470 IRBM Missile Launching Platform with Exploding Target Car – This action-packed accessory is a “natural” for play value . . . can be placed anywhere. When firing pin is pressed, launching mechanism elevates and fires a 4” long model of the Lacrosse missile. Set includes platform, missile, car.

The solid fuel rocket motor propelled, 19 foot long, red and white colored Lacrosse surface-to-surface missile (SSM) with its very distinct four fixed rear swept long wing like fins spanning 9 feet and offset trailing four movable control short tail fins spanning 55 inches was originally developed for the U.S. Marine Corps (U.S.M.C.) following World War II. The experiences encountered by the U.S.M.C. in the Pacific islands during

to its final destination using an optical range finder device coupled with electronic range measurement equipment to “STEER” (Sight Tracking, Electronic Equipment Ranging system) the missile to its target. Interestingly, this targeting technique was responsible for the Lacrosse missile systems

name. During the field game of Lacrosse, scores are made after successive passing of the ball by the attacking team to the opposing team’s goal. Able to reach targets within an effective range of approximately 5-19 miles using a variety of warheads including high energy explosives and atomic capability, the Lacrosse missile was developed to destroy hardened strong points, pillboxes, revetments, massed troop concentrations and other highly defended enemy positions that could not be destroyed by conventional artillery.

During 1949, a new policy was established which would direct control of all future U.S. Armed Forces development of guided weapon systems. Each branch of the military would be assigned responsibility for guided missile weapon systems depending upon the

The Lacrosse missile was developed to destroy hardened strong points, pillboxes, revetments, massed troop concentrations and other highly defended enemy positions that could not be destroyed by conventional artillery.

manner and in what capacity the systems were to be used. Implementation of this policy would assign the U.S. Army Ordnance responsibility for the Lacrosse surface-to-surface guided missile during August 1950 because of its role in enhancing or replacing large-caliber field artillery. This missile program management reassignment policy would eventually overburden the U.S. Army Ordnance capability to effectively manage and facilitate all the new Army missile development programs then underway during 1950. The U.S. Army quickly realized that additional facilities needed to be organized in order to maintain continued new missile system research and development. The existing WWII era Redstone Arsenal ordnance manufacturing facility in Alabama, along with the adjoining Huntsville Arsenal, were both reactivated to facilitate ongoing development of Army missile and rocket systems under the leadership of Dr. Wernher von Braun.

During June 1950, the Korean War broke out, accelerating the Lacrosse missile system development program. The U.S. Army Ordnance Corps would ultimately test a multitude of prototypical interim designed Lacrosse missiles during a long research and development period. Significant design refinement, extensive efforts to develop an effective guidance control system and a lengthy testing program would eventually lead to the first production delivery. From early concept to actual development, accuracy of the Lacrosse missile relied on proper forward observer visual target detection coupled with computer generated target solution transmissions being radio-linked to a rear position firing control system. This radio command link also required accurate visual tracking acquisition range and distance measurement equipment that needed the ability to maintain calibration under battlefield conditions. This reliance on visual targeting and missile tracking sensitive electronic equipment that could possibly be exploited by the enemy with electronic countermeasures, compromised by visual sighting limitations or reduced by adverse weather conditions, would become the "Achilles heel" of the Lacrosse missile. In addition to targeting, ranging and missile acquisition technical problems, Project Lacrosse missile development, program management, contractor issues and project funding would all continue to be in a state of flux until reorganization during 1958. Most of these problems would eventually be solved due to contractor relocation, continued limited project funding and a U.S. Army Redstone Arsenal command reorganization under

future Lionel President Major General John B. Medaris. On March 31, 1958 General Medaris was appointed to head up the new Army Ordnance Missile Command due to his previous performance as Commander of the Army Ballistic Missile Agency (see *Why "U S NAVY"* in the Volume 32, No. 1 August, 2002 issue of *The Lion Roars*). This Army Ordnance Missile Command reorganization under General Medaris would prove to allow effective centralized management of all Army missile programs. By the close of 1960, all Army missile system development efforts would be integrated under this unified command but would prove to be too late in saving the Lacrosse missile.

Even though the Lacrosse missile development was plagued with varying contract issues, restricted funding and most importantly technical problems, it would eventually enter tactical service in 1959 pending future targeting system upgrades. Funding for the promised system upgrades would ultimately be cancelled by the Department of the Army, which

led to the U.S.M.C. announcing their withdrawal from the Lacrosse missile program due to unresolved deficiencies with the targeting system. During the February 25, 1960 Department of Defense, House of Representatives Appropriations Subcommittee hearing, the U.S.M.C. Assistant Chief of Staff for Logistics stated:

It takes a very simple device to interfere with the control of the Lacrosse. Lacrosse, as you know, is controlled by a forward station and it must have the radio signals going back to it. If any radio transmitter gets on the same frequency, the missile is lost.

If you put a nuclear warhead on one of these things, it is going to be a little bit unfortunate if somebody guided it to the wrong place, or if it got to the wrong place without any guidance. It is a \$70,000.00 missile

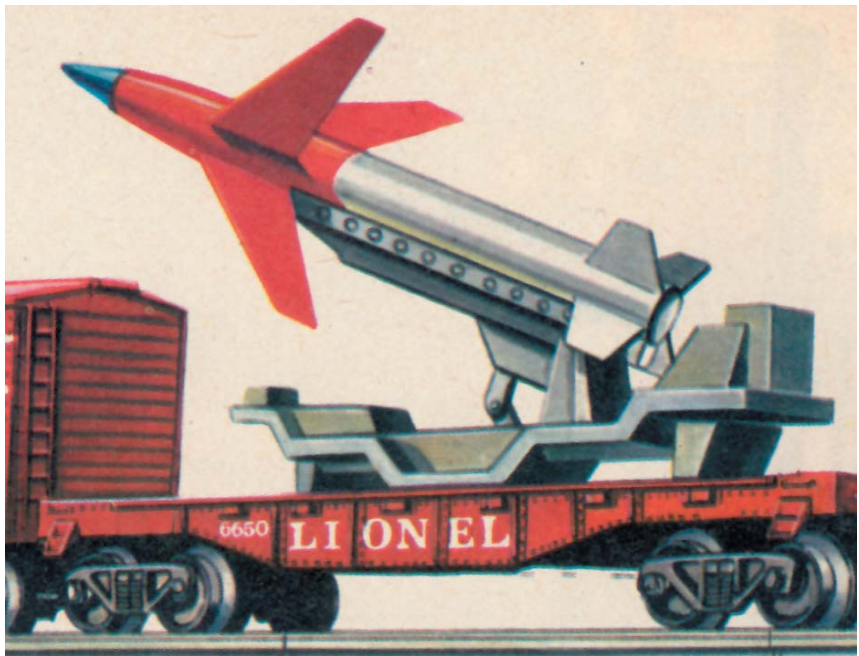
and it can be interfered with by another local station.

By April 1960, the Lacrosse missile system would be fielded in the U.S., Europe and Korea still with unresolved technical deficiencies that degraded overall system reliability. Chiefly among the main concerns was still a reduced guidance system capability and electronic countermeasure vulnerability due to, among other things, poor voltage supply and signal frequency control. During late 1960, additional limited funding was authorized to salvage the existing Lacrosse missile system and to partially correct longstanding system deficiencies allowing it to eventually become a more reliable battlefield

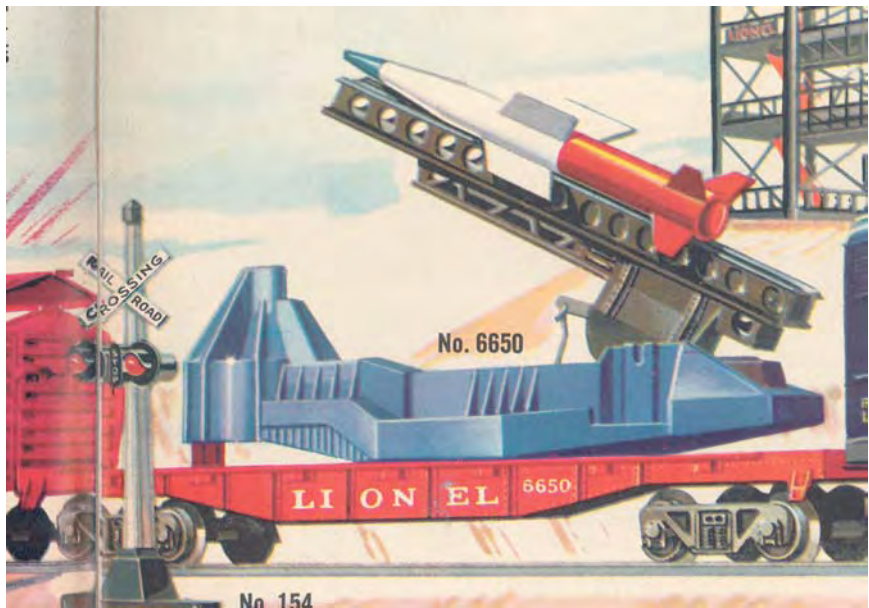
*Most of these
problems would
eventually
be solved...
under future
Lionel president
Major General
John B. Medaris.*

weapon system. However, the projected deployment as originally envisioned would never materialize. Starting in 1961, fielded system overall capability would gradually be reduced until 1964 when the Lacrosse missile system was declared obsolete and officially terminated.

Depicted on the front cover of the 1959 regular issue Lionel catalog is the production like No.470 Missile Launching Platform launching a red over white, long rear swept forward fin missile - what we will refer to as a red over white long fin missile or "R/W LFM". Also depicted on the front and rear covers are two No. 6823 flatcars each carrying two R/W LFM's. The missiles depicted on the front and rear covers of the 1959 regular catalog are the "early warning" that in the 1959 world of Lionel, you are entering a missile target zone – LOOK OUT! – as multiple R/W LFM's are shown ready to be launched, in flight or impacting targets! I will not go into detail explaining each catalog depiction of each LFM, however, every missile is shown as a red over white color version and half are depicted with a blue rubber tip while the other half are shown without the blue tip. The newly introduced No. 6650 IRBM Missile Launching Car and No. 6823 Flatcar with IRBM Missiles are each included separately, in multiple sets and of course each offered for separate sell along with the No. 470 IRBM Missile Launching Platform which included the newly introduced No. 6470 Exploding Target Car which was also available separately (Note: All the Lionel missile "targets" including: No. 6470 Exploding Target Car; No. 943 Exploding Ammunition Dump; No. 6448 Exploding Target Range Car; No. 3470 Aerial Target Car; and both "radar" units including: No. 3540 Operating Radar Car; and the No. 197 Rotating Radar Antenna will all be addressed together in a future article). Interestingly, in the 1959 regular catalog, Lionel no longer referred to the R/W LFM's as models of the Lacrosse but generally described them plainly as IRBM (Intermediate Range Ballistic Missiles) missiles. As stated earlier, the real Lacrosse guided missile was declared to have an effective range of approximately 19 miles maximum (30 km), which would classify it as a short-range weapon system at best. The four U.S. ballistic missile range classes are:



Even the initial consumer catalog illustration in 1959 was not true to the production model.



This illustration from the 1960 consumer catalog accurately depicts the production model.

- Intercontinental Ballistic Missile (ICBM) Over 5,500 kilometers
- Intermediate Range Ballistic Missile (IRBM) 3,000-5,500 kilometers
- Medium Range Ballistic Missile (MRBM) 1,000-3,000 kilometers
- Short Range Ballistic Missile (SRBM) Up to 1,000 kilometers

After issue of the 1959 catalog, Lionel must have been informed that the Lacrosse was not classified as an IRBM as they would no longer refer to the missiles used on the No.

6650, No. 6823 and No. 470 as IRBMs but only generally as “missiles” in all following year catalog descriptions.

In the 1960 regular issue catalog, Lionel continued to offer the No. 6650 Missile Launching Car and last year cataloged No. 6823 Flat Car with Missiles each in multiple sets and for separate sale along with the No. 470 Missile Launching Platform – again, too many set descriptions to include in this article. This time in the catalog, Lionel partially corrected their original 1959 catalog depiction of the R/W LFM’s with what was now being produced and issued – as a little over half of the rendered missiles are shown either as a white over red, or as a red over white, “short” rear swept forward fin missile - what we will refer to as a red over white or white over red short fin missile or “R/W or W/R SFM” with blue tips while the remaining missiles are depicted as mainly R/W LFM’s with blue tips. In 1960 Lionel would also issue the exclusive Khaki colored flatcar and launcher No. 6640 U.S.M.C. Missile Launching car with a W/R SFM with blue tip as inclusion only to set: *No. 1805 The New Land-Sea and Air Gift Pack . . . \$35.00* which included the No. 45 New U.S.M.C. Mobile Missile Launcher; No. 3429 New U.S.M.C. Operating Helicopter Launching Car; No. 3820 New U.S.M.C. Operating Submarine Car; No. 6640 New U.S.M.C. Missile Launching Car; and the No. 6824 New U.S.M.C. First Aid Medical Car “. . . all in Khaki Marine Corps Markings”.

On page 29 of the 1960 regular issue Lionel catalog is depicted the new No. 443 Missile Launching Platform – A No. 470 platform except repackaged with the No. 943 Exploding Ammo Dump instead of the No. 6470 Exploding Target Car. Interestingly, the W/R SFM shown on the 443 platform is the only missile depicted in the 1960 regular issue catalog without the blue rubber tip suggesting leftover or reused 1959, or possibly early 1960, catalog artwork:

“NEW” No. 443 Missile Launching Platform with Exploding Ammo Dump – Needs no wiring! Press firing lever, launching pad rises and releases its missile. When “dump” is hit, it blows apart. Set includes platform, missile, dump.

In the 1961 black and white interior paged advance catalog, an additional one-year only exclusive No. 6630 Missile Launching Car would be shown on page 14 and 15 of the two-page spread:

Three new outfits designed especially for the mass toy market. The dealer pitch continues: The No. 1123 “Pacesetter”, No. 1124 “Hawk” and No. 1125 “Missleman” were designed to meet the needs of the low priced toy train market. These “O27” outfits will not be included in the Lionel full-color consumer catalog. For pricing and delivery information, see your wholesaler or Lionel representative.

The No. 6630 Missile Launching Car was shown in the black and white rendering with what appeared to be a W/R SFM with blue tip as inclusion only to the economical set:

No. 1125 “Missleman” which included the No. 1065 Union Pacific Alco; No. 6630 Missile Launching Car; the also one year advance catalog exclusive No. 6480 Exploding Target Car; and an unmarked stamped steel frame work caboose. When this set was later issued, the No. 6630 Missile Launching Car used an exclusive black colored flatcar with a blue launcher. The No. 6650 Missile Launching Car was only offered as a separate sale car in the 1961 catalog and not included in any regular issue catalog sets. Both the No. 443 and 470 Missile Launching Platforms were offered for separate sell in the 1961 advance catalog. However, only the No. 443 Missile Launching Platform was shown in the 1961 regular issue catalog for separate sell.

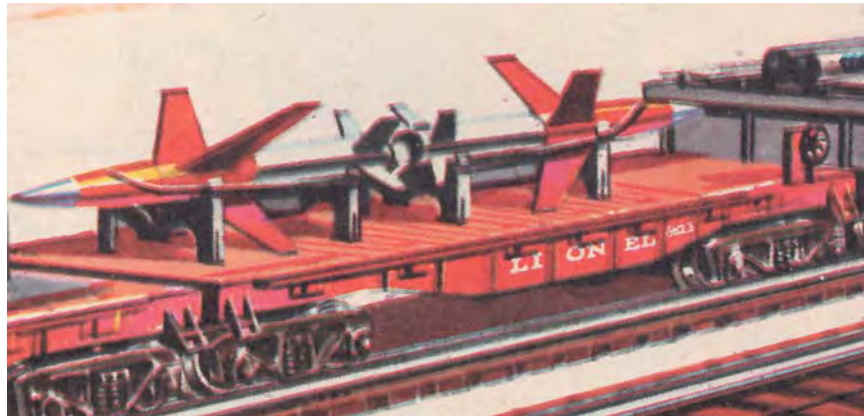
On page 18 of the 1962 regular issue Lionel catalog is depicted the No. 6650 with a W/R SFM, but this time with a red tip as inclusion to the only 1962 set having a missile launching car or missile carrying flatcar: No. 13018 Super “O” 6-Unit “Starfire” Diesel Freight . . . \$49.95. I suspect it is just a catalog error, as I know of no “red tip” R/W or W/R SFM’s existing. Also, every other 1962 catalog depiction of the R/W or W/R SFM is shown with the regular blue colored rubber tip. Has anyone seen or does anyone own a red tip Lionel missile? In 1962, the No. 470 Missile Launching Platform was offered for the last time and was also included with set: No. 13058 Super “O” 7-unit “Vanguard” Diesel Freight . . . \$89.95. This was also the last year in which the No. 443 Missile Launching Platform was offered. The No. 6650 Missile Launching Car was also offered for separate sale in the 1962 regular catalog.

1963 is the last year the No. 6650 Missile Launching Car is cataloged. This time only as a separate sale item on page 27 of the red, black and white interior paged 1963 catalog showing what appears to be a R/W SFM with separate blue tip.

As I was reviewing both the 1959 advance and regular issue Lionel catalogs in preparing this article, two factors became obvious: First, the 1959 advance catalog description for the No. 6823 Flatcar with IRBM Missile, No. 6650 IRBM Missile Launching Car and the No. 470 IRBM Missile Launching Platform all reference a “. . . 4” model of the Lacrosse missile . . .”; Secondly, all catalog depictions of the miniature Lacrosse missile in the 1959 regular issue Lionel catalog graphically depict the missile as the long rear swept forward fin missile, just like the real Lacrosse missile. I then looked at the plastic Lionel missile shown in **photo 1**, on page 10. The photograph shows two Lionel reproduction white over red missiles. The missile on the left is an unmodified W/R SFM. Looking closely at the leading and trailing edges of the four forward fins, it is apparent that they are not parallel. Following a hunch, I traced the fin outline on a piece of paper to make a pattern, extended the length to accommodate a total fin span of 9 feet, just like the real Lacrosse missile, using a scale of 0.25 inch = 1 foot. Using the pattern, I then cut out four paper fins and affixed them all to the plastic missile fins

using tape. Continuing the modifications I also slightly shortened the length of the missile at the blue rubber tip using a razor knife to a quarter scale length of 4.75 inches = 19 feet. Carefully using sandpaper, I rounded off the cut rubber tip to more accurately follow the tapered contour of the plastic missile nose cone/warhead shape. One last modification to the four trailing fins of removing approximately 0.050 inch from each outer fin edge, results in a quarter inch scale total trailing fin span of 55 inches. The end result is shown on the right hand modified missile in the photograph.

With the exception of rotating the aft missile body to offset the trailing tail fins, it now became obvious that the little Lionel plastic missile was indeed originally intended to be a “. . . model of the Lacrosse . . .”! I then placed the modified missile on the No. 6650 launcher, cocked the firing pin and launched the missile across the room with no interference problems. I then attempted to place the modified missile on one of the No. 6823 flatcar missile cradles – no can do! This must have been the reason the LFM was redesigned into the SFM! The missile support cradle Lionel used on this car was originally designed as a boat cradle for Lionel’s No. 6801 Boat Car introduced in 1957. This cradle was also used on the 1958 6175 Flat Car with Rocket. The cradle was approximately 0.50 inch too low of a profile to provide adequate support. The long rear swept fins of the modified missile touched the flatcar long before the cradle could support the missile body. Looking at the rendering for the separate sale No. 6823 Flat Car with Missiles on page 43 of both the 1959 and 1960 regular issue catalogs, it appears Lionel considered using a newly designed missile cradle with higher end supports to accommodate the LFM. Lionel must have been left with two choices: Design and invest in new tooling to produce a new missile cradle support for the LFM, or redesign the LFM into a SFM – the later choice was the obvious decision as it not only eliminated the need for the costly designed, tooled and manufactured unique LFM cradle support but would also result in lower manufacturing costs of



This illustration from Lionel’s 1959 consumer catalog still shows the larger fins on the rocket. The rocket actually produced had smaller, less prototypical fins.



Why wasn’t the rocket made more prototypical as originally designed? Lionel’s 6801 Boat car provides the answer:

the SFM due to the use of less plastic. “Now you know . . . the rest of the story”!

In the postwar period during the 50s through the 60s, America was at her height in rebuilding and securing a place in global prominence. America now had the will, desire and capability to strengthen infrastructure by building among other things

more powerful and efficient railroads, vast highways, military and civil jet aircraft, improved waterway networks, new hydroelectric and atomic power generation plants, suburban land development and modernization of the armed forces. The ability to achieve and

maintain a position of leadership in the free world would be assured through the establishment of strong domestic armed forces capable to defend against outside aggression. Continuous research, development and production of modern weapon systems helped to guarantee security from foreign adversaries. The Lacrosse guided missile was one weapon system that was developed by the U.S. military to help assure the capability of defending the American way of life. From the beginning, Lionel always developed electric toy train related products inspired from real life “as timely as tomorrow” – the postwar period was the rule, not the exception! Lionel recognized that the young

electric toy train engineers of Lionel land also needed to be supplied with “An up-to-date mobile defense unit!” complete with an unlimited supply of additional missiles, a mobile tracking radar unit and stationary tracking radar tower all capable of assuring deterrence from destruction by unknown enemy forces. Skills honed in destruction of “exploding” target boxcars, ammo dumps and target balloons were all valuable training in the event of becoming overrun by a “sneak” attack. Happily, defenders of America and Lionel land never needed to utilize these missile systems against threatening enemy forces as the real life Lacrosse and Lionel’s miniature version both succeeded in their respective role to deter rather than promote conflict. 🚂

Missile photograph by J. Chris Oleson

The Mane Line

by Dennis Leon Clad

RM 10430

Editor's Note: Our contributing editor Dennis Clad is a wonderfully enthusiastic Lionel collector and he is a valued member of our Lion Roars team. The opinions, recommendations and commercial endorsements contained in The Mane Line are those of the writer and do not constitute an endorsement or approval of those items by LCCA, its officers or directors. This information is provided to our members in order to educate, inform and yes, entertain. Any decision to make a purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

Wow! Have I got some great Lionel news to share with you — so let's jump right in to this edition of *The Mane Line*. At the end of last summer, Lionel's top ten dealers met with Lionel at the Crowne Plaza Hotel on Romulus, Michigan. Each top ten dealer was given a gift bag from Lionel. Inside the blue gift bag the lucky dealer found a Lionel ink pen, Lionel note pad, logo coffee mug, key ring, cloth patch, lapel pin and magnet. Two very special cars were also included. One was the 6-26127 Wellspring Clear Tank car w/ confetti. This highly desirable car is part of the Wellspring Capital Management Investor series. But more on this new series in a few moments. The second car in the special dealer bag was the 6-19997 2001 Employee Christmas Boxcar — another much sought after car.

If you're like me, I bet there's nothing you love more than a really attractive, high quality and oh so limited toy train set. Thanks to Lionel and the top ten dealers, have I got an exciting train set to tell you about. Yes, the Lionel Twentieth Century Express 6-31934 is just that great! This powerful set headed up by the workhorse of the three rail track, a die-cast

4-4-2 seen in **photo 1**. This Lionel mighty mite is equipped with an operating headlight, smoke unit and whistle. I'm happy to report that the engine's tender has 20th Century Express neatly and crisply painted on it. Oh, before I forget, the year 2000 is painted under the loco's cab window. I'm really finding



it difficult to contain my excitement over this toy train set, for you see, our train contains four drop dead gorgeous 9700 series boxcars. Each of the four boxcars in this special train is painted with silver sides and Lionel blue on the roof and ends. The



doors on these freight movers are painted Lionel orange. Each boxcar in the set comes equipped with Lionel's top-of-the-line die-cast spring trucks. There ends any similarity between these freight protectors.

The first car seen in **photos 2 and 3** is the 6-36245 and carries Lionel logos used from 1900 to 1925. On all four cars, the dates of the quarter century in which the logos debuted are to right of the door.

The second car seen in **photos 4 and 5** is the 6-36245 and carries the logos used by Lionel from 1926 to 1950. On one side, to the left of the door is the orange and blue Lionel Electric Trains banner. The other three logos on this car are new to me. On the same side of the car to the right of the door is a very sharp service station logo. On the other side of this car is a pleasingly different Lionel Electric Trains banner on the left and on the right is Lionel in portly white letters. Under these letters in smaller yellow script it says, "The Finest Model Electric Trains in the World!"



The third boxcar seen in **photos 6 and 7** is the 6-36247 and depicts logos used from 1951 to 1975. On one side, on the left is the distinctive postwar ZW transformer nameplate. To



the right is one of my personal postwar favorites — the Lionel name in black block letters encircled by a red and a blue arrow. As with several of the logos on these cars, this logo was prominently featured on Lionel's corporate stationery. On the opposite side of this car are two trademarks from the early modern era. On the left is Lionel's 75th anniversary logo from

the Fundimensions era and on the right is the MPC "Lionel Lifetime Railroading banner."

The fourth and final boxcar in this eye-pleasing train is seen in **photos 8 and 9**. The 6-36248 car proudly displays four Lionel logos from 1976 to 2000. On one side to the left of the door is the red, white and blue logo that was used during Lionel's classy LTI period. On the same side to the right of the door is a strange logo that is new to me. I have placed a call to Lionel to obtain more information on this circle "L" over a blue trapezoid logo, and will report back to you in a later issue.

A fitting end to this wonderfully crafted toy train seen in **photo 10** is the 6-26572 red center cupola caboose featuring the 100th birthday logo.



Notably absent and very much missed from this Lionel collectable toy is Happy the Lionel Lion. Maybe the reason for not including Happy is the fact that Lionel has honored Happy with his own train set. We'll have more on that in the next installment of *The Mane Line*.

I had a talk with Charles Ro, Sr, RM 462, about the Lionel Twentieth Century Express. The set was offered only to Lionel's top ten dealers and was limited to 500 sets. The number of sets the dealer could purchase depended on the size of his order of Lionel product. Each set came with a certificate of authenticity signed by former president Richard Maddox. When you combine limited distribution and a low production run with such an attractive toy train, there's no doubt the Lionel Twentieth Century Express is on the fast track to Station Scarce.

Calling All Lionel Collectors in Search of a New Series

If you will permit me, I would like to take the opportunity to introduce to *The Mane Line* fans a terrific new series. So without further ado and for your collecting pleasures I present to Lionelville the Wellspring Capital Management Investor series. This new series is a collector's delight as it satisfies all



of the requirements for a true Lionel collectable. This series boasts color, excitement, rarity, and just the right touch of rolling stock variety. You can say I'm excited by Lionel's newest series that began almost unnoticed back in 1999 with the 6-19673 Wellspring Mint Car. This uncataloged car is identical to the cataloged 6-19667 mint car. (Does the first Vapor Records boxcar come to mind?) When Christmas 2000



arrived, Wellspring pulled out all the stops and had Lionel produce for them a clear shell tanker with confetti. This uncataloged car, no. 6-26127 is the first in the series to be made exclusively for the investors and friends of Wellspring's management. This tank car is a work of art and has all of Lionel's top-of-the-line features. The car proudly displays the 100th Birthday logo along with Wellspring's trademark on the car's end caps. Because the car is a must own for more than two collector groups, it will be extremely hard to acquire. If you are lucky enough to have the opportunity to add the Wellspring tank car to your roster, be sure the car has its package of confetti and clear dome cover.



As great as the tanker was, I was still skeptical about the series and in 2001 I was prepared to be disappointed. Little did I know that Wellspring would surprise me with the 6-29423 Happy Holiday Vat car. This uncataloged is full of color and is ready to light up any collection. Now I was excited about this new series and looked forward to see the 2002 car. My expectations were running high and I wasn't let down. I think

you'll be excited too by the uncataloged 6-36761 lighted boxcar. This patriotically painted boxcar with its proud American eagle is sure to stir the emotions of every Lionel collector. Like the tank car, the lighted boxcar is a must own for more than two collector groups. Don't let any track



obstacles derail you and prevent you from reaching station Collector Bliss. The Wellspring Capital Management Investor series is worth all of your collecting efforts.

A Collector's View from the Caboose

There's never been a better time to collect LCCA club cars from our first two decade trains. Prices for these pieces of machine tooled art from our club's early years are at an all time low. I believe this strange occurrence will last only a short time. The LCCA is the premiere toy train club and is dedicated to Lionel heart and soul. Because our club is a haven for Lionel lovers, new members are joining our ranks every day. These new members will surely want LCCA cars and souvenirs from the club's historic past. Keep in mind there is a limit to the availability of our past commemoratives. Therefore prices are sure to rise again.

The Express is Departing the Station

I could never turn out my column without the help of so many loyal LCCA members. I would like to thank five of the LCCA brethren for their help: Charles Ro Sr., RM 462 of Charles Ro Supply, and Chris Gans, RM8737, owner of Nicholas Smith Trains. These two top ten dealers were a tremendous help with the 20th Century Express Set and dealer gift bag. Editor Bill Schmeelk, RM 6643, for always giving me a helping hand and sharing his precious little free time. Thanks to specialty car expert Stu Rankin, RM 12982, for the loan of his Lionel pieces to photograph. And I love my doctor! Thank Dr. Ron Adelman, RM 15840, for photographing the top ten dealer gifts.

As I end this edition of *The Mane Line*, our young men and women are bravely fighting and dying on the battlefield. They are America's finest. Please keep them and their families in your hearts and prayers. God Bless America and keep her free! 🚂

Happy Tracks! Dennis Leon Clad

Editor's Note: Thanks Dennis for your continuing work as well. I wish I could talk trains with my dentist — it might make my visits to his office more enjoyable!

Photographs by Dr. Ron Adelman, Bill Schmeelk and Lionel

Great Friends, Wonderful Attractions, Fine Food, Shiny Trains. It Doesn't Get Any Better Than This!



LCCA members are preparing for the “Westward Ho!” trek to one of America’s premiere entertainment cities, meeting destinations, and tourist attractions.

The club’s convention hotel will be the Rio All-Suite Hotel and Casino. Contrary to some edgy TV images about this fabled city, “The Strip” in Las Vegas is now more like a family-fun circus with free outdoor attractions like “The Volcano Eruption,” evening fireworks, and great casino-based extravaganzas like “The White Tigers with Seigfreid and Roy,” and on-stage musicals starring popular singers and hit makers.

You and your family will enjoy professionally conducted tours in the area, a train excursion, the Get Acquainted Party

with Series 2 Collector Cards, a collectible LCCA On-site Convention Car, a memorable banquet, and more. The first 400 Convention registrants will receive a special registration gift.

Mark your calendar for July 22-27, 2003, for the best club convention in the West — or anywhere else! Early birds may make room reservations now at 1-888-684-3746; be sure to ask for the “LCCA CONVENTION SPECIAL RATE.” Call now because we expect the host hotel to fill up quickly. Convention registration and tour reservation forms for the LCCA 2003 Annual Convention are included in this issue of *The Lion Roars*.

There's a Lot More to Las Vegas than ... Well, You know.

Form may be
photocopied

Lionel® Collectors Club of America 33rd ANNUAL CONVENTION - REGISTRATION FORM

**Pre-registration fee of \$39 must be received on or before June 1, 2003.
If received after June 1st or at the door, the registration fee will be \$54.
No refunds after June 15, 2003 — Please print or type.**

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

Badge Name: _____ e-mail Address: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip Code+4: _____ - _____ Are you a dealer? Yes No

Spouse's name (if attending*): _____

* = If spouse is a Regular Member and wants the Convention registration gift, a separate, full registration fee must be paid.

Children's names **and** ages (if attending): _____

Member Pre-Registration (includes non-member spouse & children; by 6-1-03) 1 @ \$39 = \$ _____
 (After 6-1-03) 1 @ \$54 = \$ _____

Table — Each with one chair; order 3 tables and receive a 4th table free _____ @ \$25 = \$ _____

If you want your table next to a specific member, Please send your form and the other member's form (with separate checks/money orders) in the same envelope. Member's name: _____ LCCA#: _____

Electrical Hook-up — per registrant _____ @ \$30 = \$ _____

Get Acquainted Party _____ @ \$17 (Adults) _____ @ \$22 (Adults) _____ @ \$9 (Children) = \$ _____
(Rio Guests) (non-Rio Guests)

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

Adult: _____ Rio Filet of Beef -or- _____ Rio Special Grilled Chicken Breast _____ @ \$59 = \$ _____

Children: Finger food dinner for our younger guests _____ @ \$35 = \$ _____

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

Check the tours by number and write-in the number of person(s) (e.g., Tour #1, 2 seats, etc.) below:

<input type="checkbox"/> Tour #1 _____	<input type="checkbox"/> Tour #6 _____	<input type="checkbox"/> Tour #11 _____
<input type="checkbox"/> Tour #2 _____	<input type="checkbox"/> Tour #7 _____	<input type="checkbox"/> Tour #12 _____
<input type="checkbox"/> Tour #3 _____	<input type="checkbox"/> Tour #8 _____	<input type="checkbox"/> Tour #13 _____
<input type="checkbox"/> Tour #4 _____	<input type="checkbox"/> Tour #9 _____	<input type="checkbox"/> Tour #14 _____
<input type="checkbox"/> Tour #5 _____	<input type="checkbox"/> Tour #10 _____	<input type="checkbox"/> Tour #15 _____

GRAND TOTAL \$ _____

Make check/money order (in U.S. funds) payable to: **2003 LCCA Convention.**

To charge it to your credit or debit card, fill out the information below.

CARD # _____ VISA MASTERCARD DISCOVER
 TYPE OF CARD: CREDIT DEBIT

SIGNATURE _____ EXP. DATE _____

Send this form or a photocopy with check/money order or credit card info to:
 2003 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 Rio All-Suite Hotel & Casino and mail your request directly to their address listed on that form.

Please provide this information:
Arrival Date: _____ **Departure Date:** _____

LCCA Las Vegas Tours

DESERT PRINCESS CRUISE

Tour #2 - Wednesday, July 23
Departs the hotel at 8:30 a.m.
\$70 per person, price includes lunch
Tour lasts approximately 5 hours

Tour #9 - Thursday, July 24
Departs the hotel at 8:30 a.m.
\$70 per person, price includes lunch
Tour lasts approximately 5 hours



The largest vessel ever to cruise on Lake Mead, this ship is a three-level Mississippi-River-style paddlewheeler with U.S. Coast Guard certification for up to 300 passengers and 10 crew. With two climate-controlled, enclosed decks and an open promenade deck, the Desert Princess is a perfect way to see Nevada like you've never seen it before.

We'll cruise to Lake Mead's scenic points and glimpse the magnificent Hoover Dam. You'll learn the history of the mighty Colorado River, the formation of this lake, and the construction of the Dam. Relax in the sun, listen to the calm sounds of the water, or watch the rocks for Big Horn Sheep. And there'll be ample time to enjoy a tasty boxed lunch on board.

A souvenir photo will be taken as you board and be available for purchase at the end of the cruise.

LAS VEGAS THRILL SEEKERS TOUR

Tour #5 - Wednesday, July 23
Departs the hotel at 2 p.m.
\$75 per person
Tour lasts approximately 4 hours

Tour #14 - Friday, July 25
Departs the hotel at 10 a.m.
\$75 per person
Tour lasts approximately 4 hours



THE BIG SHOT from vegas.com. Soar off into space and be one with the astronauts as you're launched 160 feet in a mere 2.5 seconds at 45 mph, getting a taste of weightlessness as 4 G's of force lift you literally off your seat. (Astronauts experience about 3.2 G's on lift-off.) Riders then drop to 0 G's and bungee up and down the mast three times and practically float back to the launch pad one minute later.

THE HIGH ROLLER from vegas.com. That's all most riders can think about as the High Roller whizzes through the outer edge of the Stratosphere Tower 909 feet above the ground. The world's highest roller coaster, the High Roller makes six revolutions around 865 feet of track. The sharp 32-degree angles will leave you with a panic attack, if only for a moment. Newly-raised seats afford riders a better view, although there's never a chance to look straight down. Sit on the outside seat for the best view and the scariest ride. Critics of the coaster say that at 30 mph, the ride is too slow and tame. Like it's not scary enough riding the rails 100 stories high!

A DAY WITH LIBERACE

Tour #10 - Thursday, July 24
Departs the hotel at 1 p.m.
\$65 per person
Tour lasts approximately 4 hours



With a fluorescent orange entrance sign as ostentatious as Liberace himself, it's not likely we'll miss the newly renovated Liberace Museum. Enjoy the spectacle of "Mr. Showmanship" from his rhinestone-studded pianos to the mirrored Rolls Royce and his red, white and blue "hot pants" outfit. There are 13 full-size pianos on display and countless miniature pianos — including one made entirely out of toothpicks by a Liberace fan. The non-profit Museum supports the work of The Liberace Foundation for the Performing and Creative Arts which has funded scholarships for the arts since 1976. The Liberace Foundation has funded over 100 schools, universities and organizations with scholarship grants.

Across the parking lot is a building containing all of Liberace's costumes and jewelry, including the world's largest Austrian rhinestone, a gift to him, totaling 115,000 carats. Another case displays the rings Liberace wore on his size 12 fingers.

Next, we'll visit the home of Liberace, his "Oasis in the Desert" where he lived until his death in 1987. Modeled after portions of his six other homes, practically everything in it is imported. Four 2,000-year-old marble pillars from Greece guard the eternal hallway of mirrors. The circular staircase, complete with golden candelabra, was imported from Paris. Everything in the \$200,000 Moroccan room was imported from Morocco.

HOOVER DAM AND ETHEL M'S TOUR

Tour #3 - Wednesday, July 23
Departs the hotel at 8 a.m.
\$57 per person, price includes lunch
Tour lasts approximately 5 hours

Tour #13 - Friday, July 25
Departs the hotel at 9 a.m.
\$57 per person, price includes lunch
Tour lasts approximately 5 hours



Hoover Dam tamed the mighty Colorado River and created Lake Mead, the world's deepest man-made lake. One of the greatest engineering projects ever accomplished, the Dam was built during the Great Depression and stands as tall as a 54-story building. You'll have plenty of time to learn more about the Dam from professional guides. Take plenty of pictures.

Next we'll stop at Ethel M's Chocolate Factory to discover some of the unique secrets of the Mars family's chocolate-making tradition that gave us Milky Way, 3 Musketeers, Snickers, and M & M's. The chocolates are made fresh daily, and expect free samples!

You can also tour the beautiful botanical cactus garden — over three acres of America's finest cactus, succulents and 350 rare and exotic plants in a thoughtfully planned landscape.

BACKSTAGE TOUR AT BALLY'S

Tour #4 - Wednesday, July 23
Departs the hotel at 2 p.m.
\$48 per person
Tour lasts approximately 4 hours

Tour #11 - Thursday, July 24
Departs the hotel at 1 p.m.
\$48 per person
Tour lasts approximately 4 hours



"Jubilee!" at the Ziegfeld Theater in Bally's Casino Resort is the most lavish and spectacular show ever staged in this show-biz town. Produced at a cost of \$10 million, the show features more than 100 dancers and singers wearing \$3.5 million worth of costumes.

The "Jubilee!" stage is half the size of a football field and 15 stories high. It's so elaborate it utilizes 11 elevators for raising dancers on lighted staircases through the floor. Called The Ultimate Spectacular — after this tour, you'll understand why.

As an added bonus, at the conclusion of the tour, we'll see a "live" make-up demonstration, as one of our tour guides transforms herself into a beautiful and glamorous Las Vegas showgirl.

SHOPPING TOUR OF LAS VEGAS

Tour #15 - Saturday, July 26
Departs the hotel at 10 a.m.
\$30 per person
Tour lasts approximately 4 hours



Grand Canal Shoppes at the Venetian

A collection of international shopping surrounded by the Grand Canal, where you can also purchase a gondola ride!

Belz Factory Outlet Mall

This is a fully-enclosed, climate controlled mall with more than 160 shops to choose from.

LAS VEGAS AT NIGHT

Tour #1 - Tuesday, July 22
Departs the hotel at 6:30 p.m.
\$32 per person
Tour lasts approximately 4 hours

Tour #7 - Wednesday, July 23
Departs the hotel at 6:30 p.m.
\$32 per person
Tour lasts approximately 4 hours



See the sights and sounds of the Great Desert Mecca, beginning with the Las Vegas Strip, as our personal guide narrates the history and growth of the community. Then we'll go downtown to Fremont Street to experience "Glitter Gulch" — a \$70 million pedestrian mall. We'll have plenty of time to stroll around the beautiful hotels and shops and enjoy the nightly Fremont Street Light Show. Next, we'll drive through Chapel Row, where many a movie star has tied the knot. The

Stratosphere Tower the World's Largest Free Standing Structure will be our final destination. Take a trip to the top and enjoy a panoramic view of the "Desert Jewel" — the fastest growing city in the world and see the world's highest roller coaster on the roof!

LAS VEGAS GARDEN RAILWAY TOUR

Tour #12 - Thursday, July 24
Departs the hotel at 1 p.m.
\$22 per person
Tour lasts approximately 4 hours

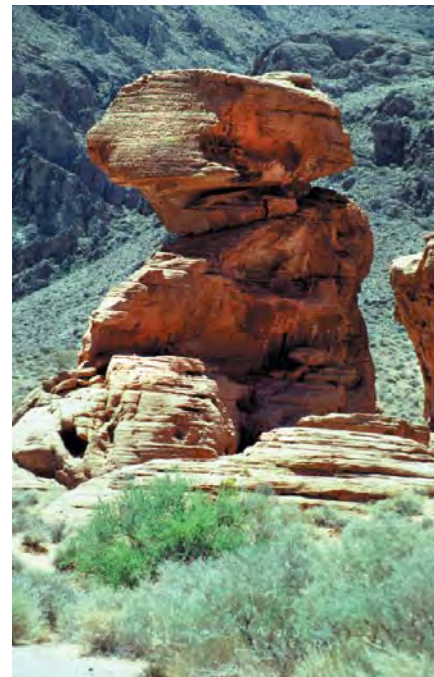
The Las Vegas Garden Railway Society is a great group of families who share the fun and excitement of large scale garden railroading. Normally they don't give tours, but they accepted special arrangements just for the LCCA. Three local area families will open their garden railroads for our private viewing. Please dress comfortably as this will be outdoors.

NEVADA STATE RAILROAD MUSEUM

Tour #6 - Wednesday, July 23
Departs the hotel at 4:30 p.m.
\$35 per person, price includes dinner
Tour lasts approximately 4 hours

Tour #8 - Thursday, July 24
Departs the hotel at 8 a.m.
\$35 per person, price includes lunch
Tour lasts approximately 4 hours

By special arrangement, the Nevada State Railroad Museum in nearby Boulder City will open their doors just for



LCCA members. The museum is in the early stages of restoring their cars and this venue is not yet open to the public. Our special "sneak peek" tour of the maintenance shop is a first opportunity to see this work in progress.

Also included is a light meal at the historic Gals from Cal restaurant and a roundtrip ride from Boulder City

to Railway Pass on a train with air-conditioned coaches and open-air cars.

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CONVENTION TOURS WORKSHEET

Limited seating – First come, first served. YOU SNOOZE, YOU LOSE!

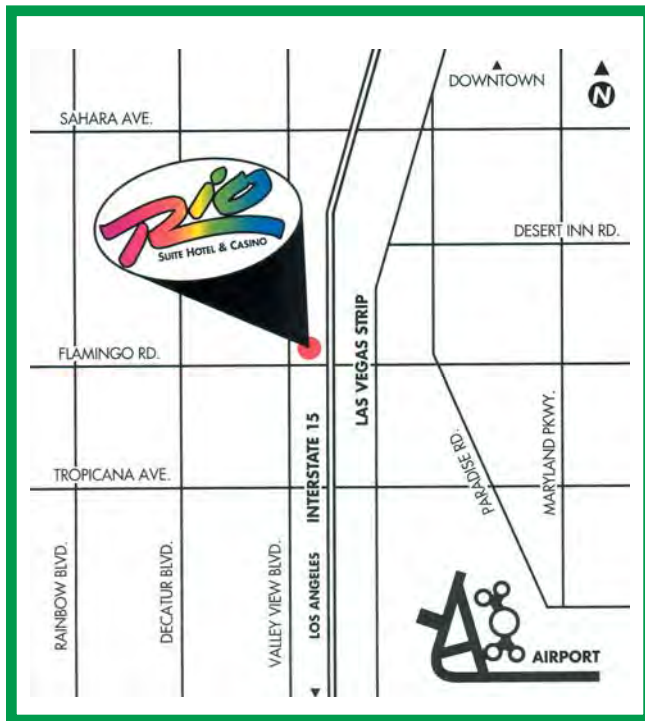
Name: _____ MEMBER#: _____
(First) (Middle Initial) (Last)

Instructions: Circle the tour(s) of your choice. If you select multiple tours on the same day, the second tour will be held for your boarding. Fill in the number of persons and dollar amounts across from each tour you want to attend. Carry this total forward to page 15. If the tour(s) selected are filled, you will be placed on the waiting list.
Note that all travel to/from tour sites is by motorcoach only. No personal vehicles.

	Person(s)	Rate	Amount
Tuesday, July 22nd			
Tour #1 — Las Vegas at Night, 6:30 p. m. — 10:30 p.m.	_____	@\$32.00 =	_____
Wednesday, July 23rd			
Tour #2 — Desert Princess Cruise, 8:30 a.m. — 1:30 p.m. (includes lunch)	_____	@\$70.00 =	_____
Tour #3 — Hoover Dam/Ethel M's, 8 a.m. — 1 p.m. (includes lunch)	_____	@\$57.00 =	_____
Tour #4 — “Jubilee!” Backstage Tour, 2 p.m. — 6 p.m.	_____	@\$48.00 =	_____
Tour #5 — Thrillseekers Tour, 2 p.m. — 6 p.m.	_____	@\$75.00 =	_____
Tour #6 — Nevada State Railroads, 4:30 — 8:30 p.m. (includes dinner)	_____	@\$35.00 =	_____
Tour #7 — Las Vegas at Night, 6:30 — 10:30 p.m.	_____	@\$32.00 =	_____
Thursday, July 24th			
Tour #8 — Nevada State Railroads, 8 a.m. — 12 p.m. (includes lunch)	_____	@\$35.00 =	_____
Tour #9 — Desert Princess Cruise, 8:30 a.m. — 1:30 p.m. (includes lunch)	_____	@\$70.00 =	_____
Tour #10 — Liberace Museum, 1 — 5 p.m.	_____	@\$65.00 =	_____
Tour #11 — “Jubilee!” Backstage Tour, 1 p.m. — 5:00 p.m.	_____	@\$48.00 =	_____
Tour #12 — Garden Railroads, 1 — 5 p.m.	_____	@\$22.00 =	_____
Get Acquainted Party, 6 p.m., at the Rio			
Friday July 25th			
Tour #13 — Hoover Dam/Ethel M's, 9 a.m. — 2 p.m. (includes lunch)	_____	@\$57.00 =	_____
Tour #14 — Thrillseekers Tour, 10 a.m. — 2 p.m.	_____	@\$75.00 =	_____
Business Meeting, 3 p.m.			
Lionel Seminar, 4 p.m.			
Trading Hall set-up for exhibitors (only): 7:30 a.m. to 5 p.m.			
Trading Hall opens to the public, 6 p.m.			
Saturday, July 26th			
Tour #15 — Shopping Tour, 10 a.m. — 2 p.m.	_____	@\$30.00 =	_____
Trading Hall set-up for exhibitors (only): 7:30 a.m. to 8:45 a.m.			
Trading Hall opens to the public, 9 a.m.			
LCCA Banquet, Reception 6 p.m., Dinner 7:15 p.m., at the Rio			
Total:		\$	_____

Las Vegas Is a lot Closer than You Think

MAP FROM LAS VEGAS AIRPORT



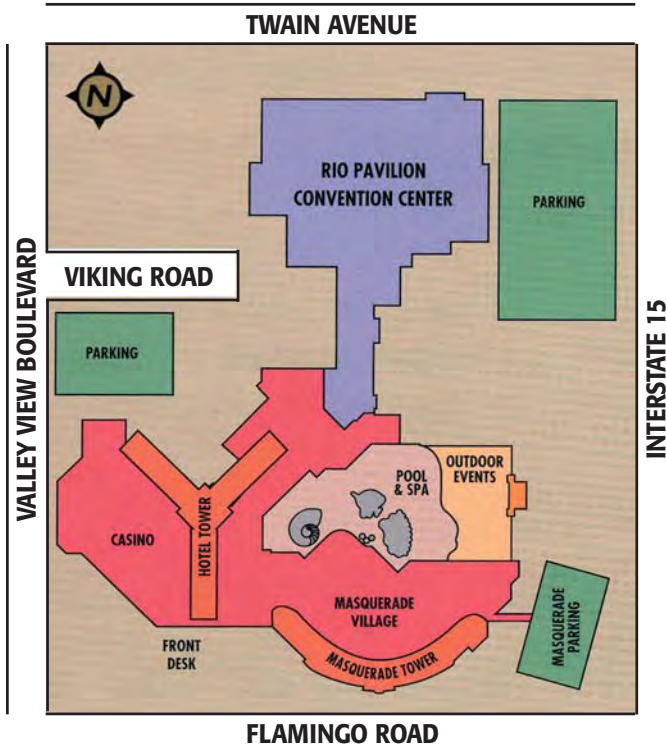
More than 800 daily flights service McCarran International Airport, which is one mile from the Las Vegas Strip. A taxi ride to a Strip hotel from the airport costs about \$10; airport shuttle fares are about \$5.

There are more than 1,100 taxis serving the greater Las Vegas area. A mile-long monorail (a side attraction for rail fans) connects Paris/Bally's with the MGM Grand for convenient, non-stop, free trips between the hotels. There are also trams, people movers, and pedestrian bridges for safe navigation of the busy Strip.

Typical air travel times to Las Vegas:

Atlanta	4 hours
New York	5 hours
Chicago	3.5 hours
Dallas	2.5 hours
Washington, DC	5 hours
Seattle	2.25 hours
San Francisco	1.25 hours
Los Angeles	1 hour.

RIO PAVILION CONVENTION CENTER AND ENTERTAINMENT COMPLEX



Major Headliners Appearing at Las Vegas:

Celene Dion	Siegfried and Roy
Penn & Teller	Danny Gans
Blue Man Group	Cirque du Soleil





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ORGANIZATION: LCCA

FUNCTION: 2003 Convention DATES July 22 to 27, 2003

ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2003

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NAME _____ COMPANY LCCA PRICE \$109

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

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MONTH	DAY

ARRIVAL DATE

ARRIVAL TIME

MONTH	DAY

DEPARTURE DATE

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

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. 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 1-888-684-3746.

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Lionel News & Views

by Bill Schmeelk

RM 6643

We Get Letters

I often get a call or letter from a member who has read about an item I've included in this column. Last issue's review of Lionel's new 213 Lift Bridge got more response than anything has in a long time. This item is certainly one that many are interested in and considering for their layouts. Member Bill Fuller was the first to ask the most frequent question — What are the dimensions of the opening to the bridge? The answer is 4-1/4 inches in height by 3-9/16 inches in width. Bill was captivated by our photos of the gears at the tops of the towers. By the time I unpacked my bridge and measured it, Bill had purchased the bridge with crossed fingers. Here's what he had to say:

It arrived day before yesterday, and following your procedure, I cut a board from some scrap in the garage, screwed the bridge towers to it (no room on the present layout — gotta rebuild!), and tried out the bridge mechanism. It works beautifully, and I love watching the gears and cable wheels slowly revolve! Scale-sized models will pass through the span okay but they look too large. Traditional sized models do look more realistic on it; i.e., they make the bridge look bigger, as it should. My tallest cars, which are not really scale size by any means, are the MPC three-level auto carriers. Even most scale sized cars don't come any taller than those. They'll pass through just fine, but the top level had better be empty because any cars carried there will never squeeze through; of course, those cars are top heavy anyway if anything is carried on the third level, so any automobiles are going to be on just the first and second levels unless the car is parked on a siding for display only. Pantographs on any electrics will have to be in the down position. Actually, the span has almost the same dimensions as a Lionel extension bridge, and I've successfully run electrics through one of those. The catenary wire is merely lowered to pass through the bridge, and it automatically pushes the pantograph down without a problem. However, I have no idea how I would rig an operating pantograph to pass through the lift bridge. Guess my electrics will have to detour through a stationary bridge!

Thanks Bill and to all who called or emailed with comments on the bridge. If you ever solve the catenary problem we'd enjoy hearing about it.

Lionel at Toy Fair

This year, Toy Fair celebrated its 100th anniversary. Can you guess which company was the oldest of those exhibiting at Toy Fair? That's right — Lionel. This year Lionel was again



1



2

represented at Toy Fair, but this time with an all new booth seen in **photos 1 and 2**. Outside, it had the look of the prewar power station, complete with three tall smokestacks with LIONEL emblazoned across them. Inside, was an operating layout featuring Lionel's new FasTrack.

In commemoration of the 100th anniversary of Toy Fair, Lionel is beginning a new boxcar series honoring institutions and organizations that, like Lionel, have the distinction of being 100-plus years old across America, representing every industry. The first car in the series was shown in the new 2003 catalog and honors Toy Fair. Lionel also presented a one-of-a-kind, specially marked 1:48 scale sized New York Central Dreyfuss Hudson to Toy Industry Association President, Tom Conley.



3

In addition to the cataloged boxcar celebrating Toy Fair, Lionel also continued its popular Toy Fair boxcar series. These are given to Lionel dealers and **Photo 3** shows this year's special Toy Fair boxcar.

Lionel Introduces New Track System!

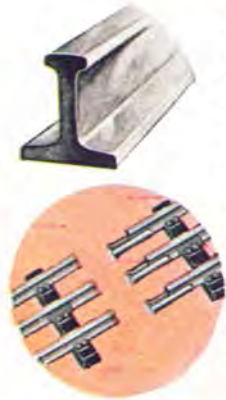
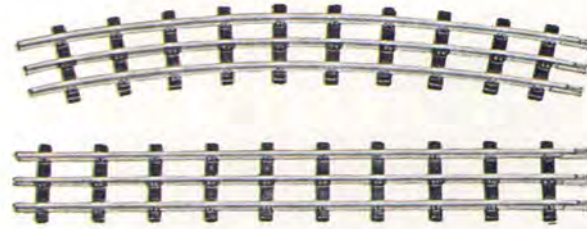
The year was 1906 when Lionel introduced three-rail track. The cover of the 1906 catalog proclaimed, *LOOK OUT for the THIRD RAIL*. Prior to this, Lionel track was assembled from two rails placed into blocks of wood that kept them insulated from each other. The new three-rail track came in assembled sections and offered modelers many advantages. In 1908, the term *Standard of the World* first appeared on Lionel's catalog cover. Lionel still uses that phrase today. According to its 1910 catalog, Lionel was issued a patent on its three-rail track construction in 1909 — patent no. 925332. The 1915 catalog had photos showing the machinery used to manufacture the track. One photo even showed two men standing on a section of track. The caption read, *273 lbs. has no effect on Lionel Track*. I wonder what 274 lbs would have done. Another photo showed a curved section with a 110 lb weight suspended from its outer rail. An adjoining photo shows a competitor's track falling apart with 20 pounds of weight. This was Joshua Lionel Cowen at his best — touting with great pride his company's product and showing its superiority over the competition. 1915 was also the year that O gauge track came out and the first catalog in which the larger track was called Standard gauge. The O gauge track was constructed much the same as the Standard gauge track — just in a smaller size. Would Joshua Cowen have guessed that track construction covered by a 1909 patent would still be in production by Lionel 94 years later?

Lionel Introduces New Track System!

The year was 1935 and in that year's catalog, Lionel announced solid rail track in O-72 gauge. Each section of straight or curved track had 10 ties and to quote the catalog,

NEW, MODEL BUILDERS SOLID RAIL TRACK

"O" GAUGE



At last, solid rail, for the most realistic roadway ever built. Spikes, tie plates, closely spaced, realistically designed black ties, make this new Lionel track amazingly true in appearance to real railroad rail. An ingenious clamping device as illustrated in the inset to the left holds the rails together and makes perfect electrical contact between sections. 16 sections of Lionel model builders' curved track form a circle 72 inches in diameter. Curved sections measure 14 inches in length. Straight sections measure 15 inches. Regular "O" Gauge width—1 $\frac{3}{8}$ inches. There are ten ties to both curved and straight track.

No. 771 Solid rail curved track. Price \$.40

No. 772 Solid rail straight track. Price \$.40

4

the track used, an ingenious clamping device as illustrated in the inset to the left holds the rails together and makes perfect electrical contact between sections. Each section sold for forty cents. Regular O gauge track was twenty cents and tubular O72 was thirty cents a section. The 1935 announcement is shown in **photo 4**. To the best of my knowledge, it was never produced this way. In the 1936 catalog, the method of connection was changed to fishplates that were bolted together. The required wrench along with the fishplates and bolts was supplied with the track. The 1936

catalog ad is shown in **photo 5**. Assembling this track was time consuming and certainly not for the young railroader who changed his layout often.

BOLTS, FISH PLATES AND CLOSELY SPACED BLACK TIES

At last, solid rail, for the most realistic roadway ever built. Bolts, fish plates, spikes, tie plates, closely spaced, realistically designed black ties, make this new Lionel "O" Gauge track amazingly true in appearance to real railroad rail. Sections are accurately bolted together. Bolts, fish plates and wrench are supplied with the track. Sixteen sections of curved track form a circle 72 inches in diameter. Curved sections measure 14 inches in length. Straight sections measure 15 inches. Regulation "O" Gauge width 1 $\frac{3}{8}$ inches. There are ten ties in both curved and straight sections.

No. 771 Solid rail curved track. Price \$.50

No. 772 Solid rail straight track. Price \$.50

No. 773 Model Builders' Fish Plate Set
Extra parts for solid rail track, consisting of: 100 screws, 100 nuts, 50 fish plates, 1 socket wrench. Price \$1.00

5

The cost for a section of solid rail track climbed to fifty cents in 1937 and to sixty cents in 1939. It remained there through 1942 — the last year it was offered. Through the entire eight year period that it was cataloged, it never received as much as a quarter page of space in any catalog. Towards the end, it received less than a tenth of a page of space in the catalog.



The outer rails were formed, but had a T-rail shape with a flat top. Even though the track featured plastic ties, **photo 7** shows that steel was still used to connect the two outer rails. The lower piece of track in this photo is an insulated rail track.

It is clear that Lionel put a great deal of thought into the development of this track and had high hopes for its success.

Lionel Introduces New Track System!

The year was 1957 when Lionel announced a new track system as the, *Most important model railroading development since Magne-Traction!* This was Super “O” gauge track. The catalog also stated that, *Proper performance of Lionel trains is guaranteed ONLY if used with Lionel track.* This was the first Lionel O gauge track to feature simulated wooden ties.

The new track was introduced in 1957 and was prominently displayed on the cover of that catalog. Beginning with the 1958 catalog, while Super “O” received a full page in the catalog, both O and O27 received about a sixth of a page each. The thin center rail eventually caused problems in manufacturing and some users complained that the thin rail was cutting grooves in the roller pick-ups.

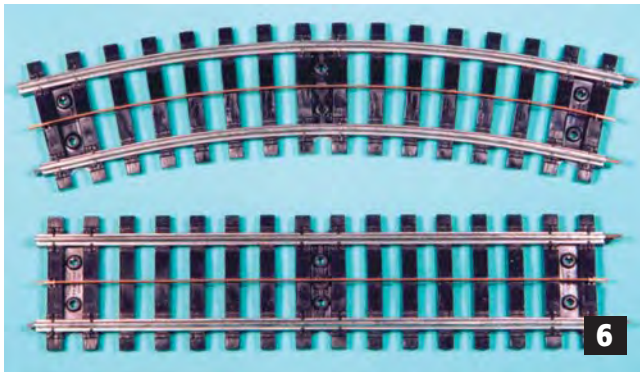
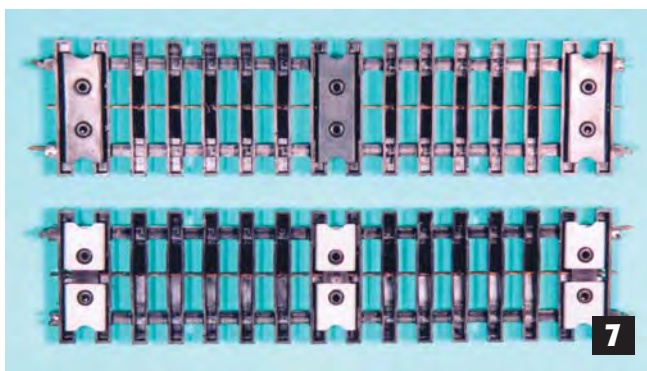


Photo 6 shows two sections of Super “O”. In an attempt to make the track as realistic as possible, and perhaps to counter American Flyer’s claim of realistic two rail track, the middle third rail was made as inconspicuous as possible. Many of the catalog illustrations made it appear almost invisible. In fact the rail was so thin that it could not have a pin in it to connect to another section of track. Instead, a special clip was used at the center rail track joints. Small flat pins were used in the outer rails. The track sections offered a unique snap together feature. Super “O” was innovative in other ways. The curves formed a 36 inch circle rather than the usual 31 or 27 inch.

When the track was introduced, it cost fifty cents a section. That was twice the cost of O27 track. Regular O gauge sold for thirty cents a section. By 1964, none of the cataloged sets featured Super “O” track. The 1966 catalog, which was also used in 1967, was the last to offer Super “O” track. Despite Lionel’s manufacturing problems with Super “O”, there are still operators today who prefer the track. Sections of Super “O” in good condition often go for a premium at train meets. Although it eventually failed, Super “O” remains a milestone in Lionel engineering.

Lionel Introduces New Track System!

The year was 1973, and in that year’s catalog Lionel announced the Trutrack system. The catalog stated, *New from Lionel . . . the perfect track!* Lionel’s Trutrack looked promising at first, but turned out to be far from perfect. The track featured realistic simulated wood ties and solid rails with a realistic “T” shape. Separate sections of plastic roadbed could be snapped onto the track. The track sections were connected with clips similar to those common on HO track. **Photo 8** shows the track and roadbed as it was packaged. The center rail was also “T” shaped but was about a third the size of the outer rails. There was no center pin, but rather a flat spring below the rail. **Photo 9** shows this from the back of the track. This system was clever in that it allowed the track to be assembled in different configurations without having to remove or change the rail clips. Tubular track often requires the removal of pins depending upon the configuration of the layout. As seen in the photo however, the center connection was rather flimsy. Notice also in this photo the brass connection between the two outer rails — something Lionel always insisted on. Trutrack featured a larger radius than Super “O” and formed a 42-1/2 inch circle.





8

The catalog touted the fact that the rails were, *Made of strong high-tensile aluminum alloy that is corrosion resistant and rust resistant.* This new track was being made for Lionel in Italy. The new Modern Lionel had only been in business for about three years and aluminum railed track indicated to collectors that Magne-Traction was dead. Magnets are not attracted to aluminum. Why would Lionel put out a track system that negated one of their most unique features? This was the first disappointment. I'm not sure aluminum is a good material for track rails. Although it won't rust to an orange color like steel, it will oxidize and can pit. The rails also slid too easily within the plastic tie section on which it was mounted.

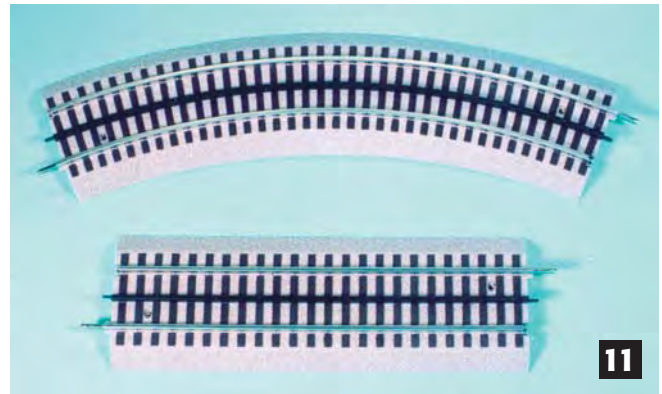


9

The catalog showed manual and remote switches, though neither was ever available. As **photo 10** shows, the manual switches and their corresponding roadbed sections were manufactured, but their poor quality restricted them from sale. Lionel never sold them and disposed of them in their dumpsters. The examples you see in the photos were recovered from the dump at which the carting company left them. TruTrack appeared again in the 1974 catalog, but that was end. Lionel sold what there was left of it to dealers, but they had to sell it for displaying trains and not for operating them.

Lionel Introduces New Track System!

The year is 2003 and Lionel has introduced its all new track design. FasTrack is Lionel's latest design and it appears that the designers took a good look at Lionel's previous systems and most likely other track systems on the market as well. This is news we've been waiting and hoping for, for some time. Lionel's FasTrack system uses some of the better features of previous designs and adds some new points as well. **Photo 11** shows a straight and curved section of the new track. The first and very obvious way in which FasTrack differs from Lionel's tubular track is



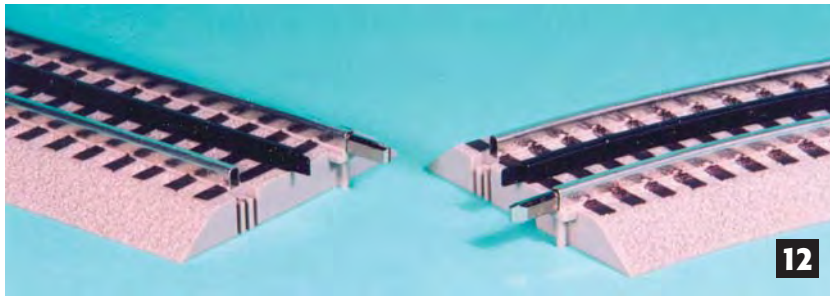
11

that each section consists of rails mounted on simulated wooden ties and roadbed. The radius on the new track is the same as Super "O". There is something interesting to note in the photo. The straight section measures ten inches, the same as regular O gauge track. The curve section however is considerably larger than a normal O gauge curve due to its larger radius. It takes eight sections of the new track to make a complete 36-inch circle, the same as regular O gauge. In addition to the regular sizes, there will be half and quarter sections as well.

Richard Webster who comes to Lionel with considerable experience headed the track design team. He formerly worked for Peco, a British company that makes track for 12 different gauges. Before joining Lionel, he worked for Kader, the parent company for Bachman. I was first introduced to Mr. Webster by Richard Maddox, soon after he came to Lionel. I had asked Mr. Maddox about the possibility of Lionel coming out with a new track system. He told me that Lionel was indeed looking



10



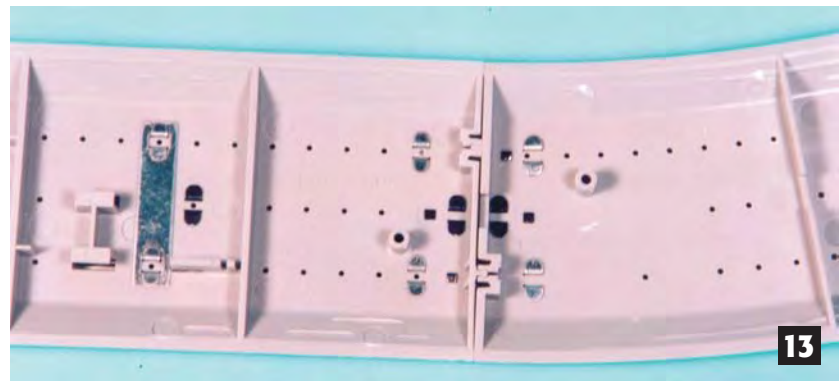
into a new track system, and that Mr. Webster was the man to talk with about it. I had a chance to speak with him at Lionel's display in York a couple years ago. At the time Mr. Webster and I spoke, I was impressed. I spoke again with Mr. Webster for this article and continue to believe that Lionel picked the right man for the job.

Lionel reported that their initial target for this new track was their sets. Anyone who has assembled a layout with tubular track knows that pushing the sections together can be hard on the hands and certainly not easy for a youngster. In fact, if you're doing much of it, gloves are required. FasTrack assembles quite easily and is quite secure. In fact you could pick up a small oval layout by the end and it would all stay together. **Photo 12** shows the ends of two sections of FasTrack. The rails are formed steel and have a flat top design. They are securely fastened to the plastic roadbed and cannot slide out of position. The rectangular pin in the outside rail is quite solid and strong and the ends have been beveled to allow for easy insertion into another section of track. All three rails are the same profile, but the center rail is blackened. The pin in the center rail is actually a half pin. Because of this, FasTrack has retained one of the only positive features of TruTrack. No matter how you turn a curve and a straight, they will mate properly without the need to remove pins. This idea, first used on TruTrack, is executed with perfection on FasTrack. Where TruTrack had a flimsy formed center rail connection, FasTrack uses a steel pin that has a slightly tapered surface. When two sections are assembled, the two tapered surfaces mate to provide a large contact area. FasTrack pins are not made to be removed, and there is no need to do so. The large surface on the pins ensures a solid electrical connection.

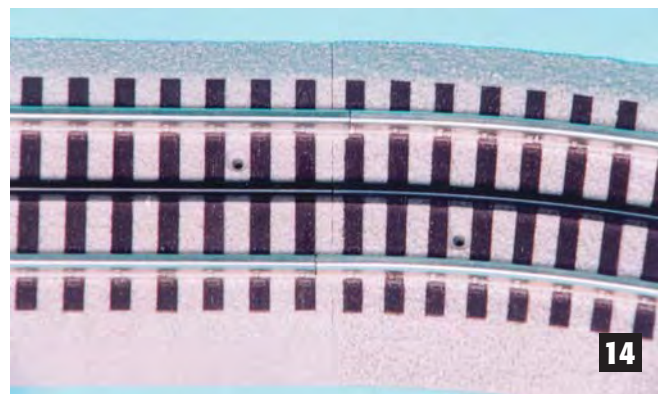
The roadbed of each FasTrack section is molded from ABS plastic and is quite substantial. It is nothing like the very thin polystyrene roadbed made for TruTrack. ABS plastic is also a durable type and will not easily crack — even if dropped on a hard floor. The ties are scale sized and painted brown. Molded in detail includes fishplates and spikes. The roadbed sections snap together in a manner similar to Super "O". When snapped together the joints are quite secure. This track will certainly not separate during use, even if set up on a carpet or hard floor. The roadbed is quite wide and measures 3-5/16

inches across its base. When two sections of straight are placed side by side touching each other, there is a distance of 1-7/8 inches from the outside rail of one to the nearest outside rail of the other. From center to center the tracks measured 3 3/8 inches. Mr. Webster informed me that the geometry of the track system is based on 6-inch centers.

Photo 13 shows the underside of two sections of track that have been snapped together. Here you can see some of the construction features. Notice that the metal that forms the rails protrudes through the roadbed in tabs that are folded over to secure the rail to the roadbed. Each rail is secured in four locations along the roadbed. This works well



to keep the rails in position and ensure that the rails of each section mate closely together at the joints. Photo 14 shows a



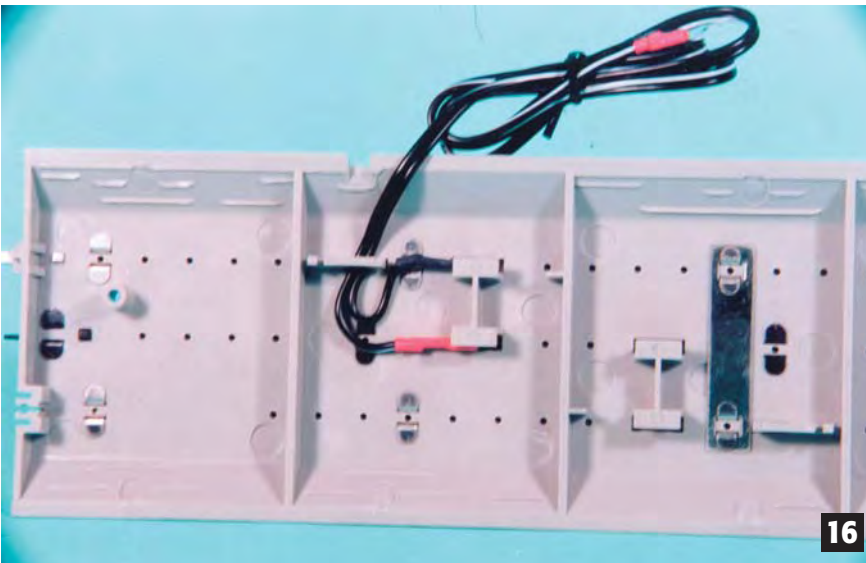
top view of the joint between two sections. There is no gap between the rails and the construction prevents any change in this regardless of how many times the track is taken apart and reassembled. Notice also in **photo 14** that the rail joints of the three rails are not in line with each other.

Another interesting feature is that each track section is equipped with the means to connect power to it. **Photo 15** shows the center section of a straight track. There are two locations in each straight to connect power to the track. Each curve has one location for these connections. The best way to connect power to the track is to use an 18 gauge quick



connector. The track has tabs that are also part of the rail that extend beneath the roadbed surface. This means that you are connecting your power directly to the steel of the rail. You could also solder your wire to this tab if you so desired. Although every track section allows for this connection, Lionel

designed a way to accomplish the same thing however using an *isolated* track section. This is a half section of straight track in which one rail has a gap that effectively breaks the continuity of the current through the rail. In use, you would use two of these, one at each end of the insulated run of track. Think of each isolated track section as the fiber pin needed with regular tubular track. In the new catalog, there is an error in the photos and description of the insulated and isolated track sections. The insulated track section is ten inches in length and the isolated sections are each five inches in length. The Accessory Activator Pack shown on page 127 of the catalog would include one ten-inch section and two five-inch sections of track, rather than the three five inch sections shown.



also sells a terminal tack. This can be seen in **photo 16**. This differs from a regular track section in two ways. First, it is supplied with wire that has the quick connect connectors installed. Unlike the green wire that Lionel supplies with many of its accessories, this is a heavier zip type wire and spade lugs installed at the free ends of the wire. The wire extends about twenty inches from the roadbed. The terminal track also has a small slot cut in the roadbed to allow the wire to come out the side without raising the track. Some may wish to drill a hole under the track and route the wire under your table.

One other thing to note in the photos is the steel plate on each track section which connects the two outer rails. In this way you have power to both outside rails. If this plate is removed, you have an insulated track section. Lionel will be selling an insulated track section, but you can easily make one using any section of track, straight or curved, by simply removing this plate. Insulated track sections are the most efficient way to activate accessories. If you have used this method, you know that normally you need insulated or fiber pins at each end of an insulated run of track. FasTrack has not been designed to allow the use of insulated pins. They have

Once the track was introduced, Lionel dealers had a very positive response and encouraged Lionel to expand the track line to appeal to those making larger and more complex layouts. Lionel has issued a schedule of new track items that will appeal to a wide variety of modelers. New items not shown in the new catalog include remote control switches in O36, O48, O60 and O72, an O72 wye, trestles, 30" straight sections, bumpers, grade crossings, a transition track, curved track in various radii and more.

FasTrack is a quality track system with many positive features. It is far superior to the O27 track usually included in sets. FasTrack is a system that can grow once a starter set becomes too small for a new train enthusiast. A new Lionel train enthusiast will be able to run any locomotive Lionel makes without changing to a different track system. It is easy to assemble, strong and durable. The integral roadbed makes it especially good for carpet layouts. In addition to preventing oil from dripping onto the carpet, it also keeps the carpet fibers out of the loco. Lionel product manager Eric Shreffler, mentioned that a large percentage of the repairs seen by the service department after Christmas are the result of carpet fibers getting into the loco. The availability of multiple track lengths and different radius track will certainly widen the appeal of this new track.

I asked Mr. Webster about the new switch tracks. The catalog is in error where says that the straight section of the switch is 11 inches. The straight section will be 10 inches, the same as a standard section of track. The switch will also include a quarter curve section that can be added to the switch to replace a full curve, or left off for tighter lines in sidings or rail yards. The manual remotes will also feature an indicator to show which direction the track is set for. This indicator can

also be removed entirely to allow tighter lines. In a clever new design, the points will be over-center sprung. This will essentially give a manual switch a non-derailing feature. Over-center springing means that if a train goes through a switch in the opposing direction, its wheels will flip the points and they will remain in the flipped position. This would allow you to reverse the direction of a train going through the switch in the wrong direction even while the train is over the switch.

The remote switches are not due out till next year at this time, but Mr. Webster described some of the features these new switches will sport. Lionel's O gauge switches have motors that can be repositioned to allow the switch to be used in different configurations. The FasTrack switches will have essentially invisible switch motors, as they will be concealed under the roadbed. The remote switches will feature a rotating illuminated lamp to indicate its position. An LED will provide the illumination, which means low heat and dependability. The remote switches will also incorporate an electric non-derailing feature. Mr. Webster also mentioned that a goal in the design of the track was to improve grounding. This is the reason for the plate connecting the two rails. He pointed out that the switch frogs will also be grounded and not "dead" as on many switches.

While discussing the grounding improvements, Mr. Webster also pointed out that the 90-degree crossing would not have the center section dead. The rails in the center would be grounded. In addition to improving normal performance, this added grounding also helps the continued performance of the many electronic features, in today's trains. Two crossings connected together would allow two tracks to run with 6 inches between centers.

Another curiosity for me was the uncoupling section shown in the new catalog. It appears simply as an ordinary half straight. Where's the big coil? The answer is — under the roadbed. The center rail of this special track is made from brass and the steel core of the magnet is contained within the rail. The roadbed conceals the coil itself. Mr. Webster also mentioned that a section with control rails to operate sliding shoe cars is also in the planning.

One obvious question might be — How do I operate my Milk Car on FasTrack? Lionel will be designing their new accessories to be compatible with FasTrack. The best way to operate some of the older items would be to use the FasTrack transition track that will allow FasTrack to connect with tubular O gauge track. The transition track will be available next spring and with two of them you could put one or more sections of regular O gauge between sections of FasTrack. FasTrack and O gauge are the same height. The transition track would also allow you to expand an existing O gauge layout with FasTrack.

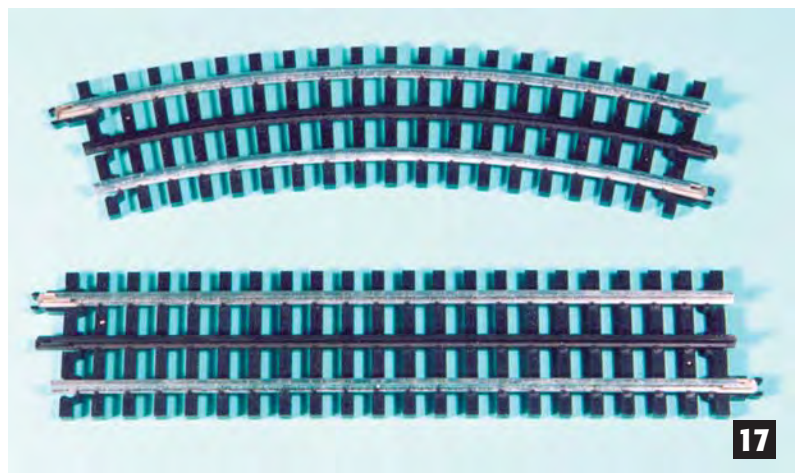
Three Cheers for the New Track — One Jeer!

We spoke to several dealers and they all seem to be quite pleased with Lionel's new FasTrack. They do share a common complaint however. The new track is being packaged in all the new sets, but many of the additional track components will not be available before Christmas. So, when Johnny comes in after Christmas and wants to add a couple remote control switches — he'll be told he has to wait until summer. One dealer mentioned that in this day of technology kids don't want manual switches.

Lionel's new FasTrack has many solid features. The quality is high and the designers have built in some unique features. There is a demand for it already. On the same hand, we hope that Lionel will prioritize this new track system in their production schedule to ensure that a more complete system, including remote controlled switches is ready for the Christmas season. This is a perfect time to get new model railroaders hooked on a fine track system, rather than frustrated with a system they can't expand until later in the year. One of the amazing things about the introduction of Super "O" track in 1957 is that the entire line came out at once. Lionel did have to correct some problems with the remote control switches, but this was done by the second year. Getting the line out all at once, doesn't penalize the consumer who makes a commitment to the new track. By putting this new track in all of their sets, Lionel is forcing a commitment by all those who purchase them. We hope they'll make a grand effort not to disappoint them after Christmas.

One for All? No!

One thing I realized as I spoke to operators about their track preferences — There is no such thing as one track for all. Lionel understands this as well and will continue to manufacture the traditional O27 and O gauge track. In fact we understand that Lionel engineers are taking another look at the O gauge switches. Today there is a wide variety of track available for Lionel operators. I decided to look at an alternate track. There are many fine quality track systems and no one of them is best for every modeler's needs and desires. After



17

looking at several quality track systems, I was attracted to Atlas O gauge track. Being a postwar fan, I have always felt that my dream layout should be able to take advantage of MagneTraction. I had seen the Atlas track and while it looked good and was reasonably priced, it used nickel silver for the solid rails. Thanks to a tip from member Tom Nuzzo #8893, I discovered that my concerns about MagneTraction were obviously shared by others, and that Atlas track is also available with solid steel rails. **Photo 17** shows a straight and curved section. The Atlas track also happens to match the radius that Lionel used for its new FasTrack, so the geometry of the two tracks work well together.

The plastic simulated wood tie sections of the Atlas track also snap together and although some configurations will require that you move the rail joiners, they are easily removed



18

and replaced with needle nose pliers. **Photo 18** shows the ends of the track. Atlas makes a special terminal track that allows for easy power connections. Also available are special track clips that have wire connections soldered to them, allowing a very inconspicuous connection. Atlas also makes a variety of transition pins allowing you to mate it with many existing track systems. The height matches Lionel's O27 and Super "O".

The solid steel rails provide an excellent attraction to MagneTraction trucks. These rails are also secured to the plastic ties. This results in tight joints where track sections mate. The solid rail is a T rail shape. The outer rails are not electrically connected, much the same as other tracks. This is an area where Lionel is somewhat unique. Atlas has available a wide variety of track sections and has curves available in O36, O54, and O72. Remote control switches are available in each of these radii as well. There is an even wider range of sizes if you are willing to forgo the steel rails.

For the uncoupling track and the control rails, Atlas uses the same method that Lionel used for its Super "O" track. The



Item #96059 -
UNCOUPLING TRACK &
ACCESSORIES

19



20

electromagnet for the uncoupling track is mounted on a 1-3/4 inch long piece of straight track, as seen in **photo 19**. Regular straight track sections of the same length are also available to use on the opposite side of the layout. For Super "O", Lionel sold a set of rails that could be connected to any track to supply

power to sliding shoe trucks to operate a mechanism. I always liked this approach since it allowed you to easily locate these rails on any section of straight of track, without having the remote control track. Atlas is using the same system, as seen in **photo 20**. To install the rails, there are blind holes on the underside of each section of straight track. You merely drill these through and you have mounting holes correctly positioned in which to mount the special rails. Atlas track is probably available at your local

train store or call 908-687-9590 to get the name of a dealer near you.

A special thanks to Lionel's Richard Webster and Eric Shreffler and also to Jim Weaver of Atlas for their help. 🚂

Bill Schmeelk, 15 Birchwood Lane
Hillsdale, NJ 07642, (201) 358-1955

Photographs by Bill Schmeelk

Postwar Engine & Tender Combos

by Dennis DeVito

RM 6758

Tenders are one of the low profile and least understood cars in the Lionel realm. I have for quite some time struggled with understanding tenders, which were which and how they matched up with specific steam engines. I noted early on that most of the literature mentioned tenders by number and made that flawed presumption that the reader understood the difference between the 1130T, a 2466W, or the 2046W. Recent articles have clarified the subject with some of the most serious work done by John Grams in the September 2001 issue of *Classic Toy Trains* magazine.

Below is a list of the 71 different post war Lionel Steam Engines manufactured along with the tenders they were sold with. Many engines were available with multiple tenders (over 30 different engines came with multiple tenders). Future articles in *The Lion Roars* will list the tenders, their features, and how to tell them apart.

Over the years it became clear that tenders, especially the postwar ones had quite a few common traits. There are only 6 different basic styles (it took me many years to figure this one out). Both their trucks and coupler types share the same variations as other cars of the period. The length of the connecting rod varied, as did the way the connecting rod attached to the engine. They came in sheet metal (one style), die cast (one style), and plastic (the rest). And most importantly, while the lettering sometimes varied from the usual "Lionel Lines", they were mostly black, looked the same, and even their part numbers sounded the same. Yet, when time is taken to review tender specifics you find many different individual tenders. In fact, there are almost as many tenders out there as steamers. I admit, many are not all that different, but then again they were given individual part numbers.

The post war era started for tenders like most other Lionel items – carryovers from prewar production. In 1945 and 1946, Lionel utilized three types of tenders – all prewar carryovers. New styles were added in 1950, 1953, and 1959. These six styles were the full complement of tender body styles manufactured between 1945 and 1970. Lionel did a good job in mixing and matching their tenders and the six they selected to manufacture seemed to work just fine for the market they were in.

Coupler style followed normal production policy with coil couplers (car/tender number starting with a 2xxx), moving in 1947 to magnetic couplers (car/tender numbers starting with a 6xxx), a few scout tenders in 1948-49, moving on to disc couplers in 1952. Very early units had the flying shoe coupler, quite a conversation piece if you never saw one. Some low-

end units came with fixed couplers, others had working couplers. Trucks also followed normal production policy with staple bar trucks, lock trucks, scout trucks, arch bar, and so on. Each variation had a different stock number.

It is easy to see why Lionel gave each specific unit a different part number. The manufacturing process mandates that pieces used in production be accounted for with bills of material (BOM's). Lionel most likely produced product to schedule and to make a tender, the lower level parts had to be scheduled and had to have an assembly bill. Also inventory was tracked, costed and accounted for with this tender number. Service stations needed part numbers to order spare parts, etc. Other than those internal reasons, Lionel had little interest in sharing the tender number with customers.

The result is the hodge podge of post war tenders we see now at meets. Even if you ask if a specific tender was original, you cannot be sure it is matched with an appropriate engine or originally sold with that engine. At meets, swaps, at stores and even with owners, these units were taken out and put back far too many times to keep track of which went where. And this does not take into consideration intentional changes to make engines and tenders match according to the likings of their owners.

Like most everything else Lionel did, tender manufacture and matching to a specific steam engine sometimes did and some times did not follow a pattern. Sometimes low-end steamers came with surprising upscale tenders; sometimes high-end engines came with disappointing low-end tenders. Then of course, there is the whistle. The tenders offered with many steamers came with a whistle.

Listed below are the six body styles of tenders, followed by the years they were available. Five of these styles carried over in one fashion or another beyond 1970. The postwar sheet metal tender was dropped from the line, never to return.


- 1 The Sheet Metal or Box tender (1946 - 1952)
2. The Coal Tender
 - a. Plastic Version – 7 3/8" (1945 - 1952)
 - b. Die Cast Version - 8 3/8" long (1946 - 1950)
3. The Streamlined Tender –
 - a. Small version (1957 - 1966)
 - b. Longer version (1950 - 1960)
4. The Santa Fe Tender (1953 - 1969)
5. The Slope Back Tender (1946 - 1969)
6. The General Tender (1959 – 1962)

As we enter the modern era, beginning in 1970, the number of different tenders proliferate. In the modern era, tenders are often not black and tend to match their engine more closely than with postwar equipment. Electronics in

Steam Locomotives & Tenders

tenders that feature sounds and the variety of connections that have been used to mate them with their matching locomotives, make switching tenders much less likely in the modern era.

Now what does this all mean — after all most postwar tenders will match up with most locomotives and for the most part will work and look just fine. No matter how interested you may be in the rest of this article, we encourage you to put whatever tender you'd like with whatever engine you think best. After all, if you ever get so inclined, a chart such as the one which follows will let you restore your equipment to its original combination.

I wish to thank those who provided info on custom Bunk and Tool cars for an upcoming article. If you have a comment or question or which to offer a correction, please contact me directly at 574-583-9009 or at omerion@earthlink.com (new info) 


Engine #	Comments	Manufactured Year (s)	Style	Description	Tender(s) Used
221		1946 - 1947	Streamlined	2-6-4	221T, 221W
224		1945 - 1946	Prairie	2-6-2	2466W, 2466WX, 2466T
233		1961-1962	Scout	2-4-2	233W
235		1961	Scout	2-4-2	1130T, 1060T, 1050T
236		1961-1962	Scout	2-4-2	1130T, 1150T
237		1963-1966	Scout	2-4-2	1160T, 1061T, 1062T, 234W, 242T
238		1963 - 1964	Scout	2-4-2	234W
239		1965 - 1966	Scout	2-4-2	234W
240		1964	Scout	2-4-2	242T
241		1965	Scout	2-4-2	1130T, 234W
242		1962 - 1969	Scout	2-4-2	1060T, 1062T, 1061T, 242T
243		1960	Scout	2-4-2	243W
244		1960 - 1961	Scout	2-4-2	244T, 1130T
245		1959 - 1960	Scout	2-4-2	1060T, 1130T
246		1959-1961	Scout	2-4-2	244T, 1130T
247		1959-1961	Scout	2-4-2	247T
248		1958	Scout	2-4-2	1130T
249		1958	Scout	2-4-2	250T
250		1957	Scout	2-4-2	250T
251		1966	Scout	2-4-2	1062T
253		1966	Scout	2-4-2	1061T
637		1959 - 1963	Prairie	2-6-4	2046W, 736W
646		1954 - 1958	Santa Fe Hudson	4-6-4	2046W
665		1954-1959	Santa Fe Hudson	4-6-4	6026W, 2046W, 736W
670	Not Manufactured				
671		1946 - 1952	Turbine	6-8-6	671W, 2046WX, 2671W
674	Not Manufactured				
675		1947 - 1952	K-4 Pacific	2-6-2 & 2-6-4	2466WX, 6466WX, 2046W
681		1950 - 1951	Turbine	6-8-6	2046WX, 2671W
682		1954 - 1955	Turbine	6-8-6	2046WX
685		1953	Santa Fe Hudson	4-6-4	6026W, 2046W
703	Not Manufactured				
726		1946 - 1952	Berkshire	2-8-4	2426W
726RR		1952	Berkshire	2-8-4	2046W, 2671WX
736		1950 - 1968	Berkshire	2-8-4	2671WX, 2671W, 2046W, 736W
746		1957 - 1960	N&W "J"	4-8-4	746W
671R	Electronic Set	1946 - 1949	Turbine	6-8-6	4424W, 4671W
671RR		1952	Turbine	6-8-6	2046WX
773		1950	Scale Hudson	4-6-4	2426W, 736W, 773W
1001		1948	Scout	2-4-2	1001T
1050		1959	Scout	0-4-0	1050T, 1062T
1060		1960 - 1962	Scout	2-4-2	060T, 1150T
1061		1963-1969	Scout	0-4-0	1061T, 242T, 1060T
1062		1963 - 1964	Scout	2-4-2 & 0-4-0	1062T, 1061T, 242T, 1060T
1101		1948	Scout	2-4-2	1001T
1110		1949 - 1952	Scout	2-4-2	1001T
1120		1950	Scout	2-4-2	1001T
1130		1953 - 1954	Scout	2-4-2	6066T, 1130T
1615		1955 - 1957	Switcher	0-4-0	1615T
1625		1958	Switcher	0-4-0	1625T
1654		1946 - 1947	Scout	2-4-2	1654W, 221W, 1654T
1655		1948 - 1949	Scout	2-4-2	6654W
1656		1948 - 1949	Switcher	0-4-0	2403B, 6403B
1665		1946 - 1947	Switcher	0-4-0	2403B
1666		1946 - 1947	Prairie	2-6-2	2466W, 2466T, 2466WX
1862		1959 - 1962	General	4-4-0	1862T
1872		1959 - 1962	General	4-4-0	1872T
1882		1960	General	4-4-0	1882T
2016		1955 - 1956	Prairie	2-6-4	6026W
2018		1956 - 1959	Prairie	2-6-4	6026T, 6026W, 1130T
2020		1946 - 1949	Turbine	6-8-6	2020W, 6020W
2025		1947 - 1952	K-4 Pacific	2-6-2 & 2-6-4	2466WX, 6466WX, 6466W
2026		1948 - 1953	Prairie	2-6-2 & 2-6-4	6466WX, 6466W, 6466T, 6066T
2029		1964 - 1969	Prairie	2-6-4	1060T, 234W, 1130T, 234T
2034		1952	Scout	2-4-2	6066T
2035		1950 - 1951	K-4 Pacific	2-6-4	6466W
2036		1950	Prairie	2-6-4	6466W
2037		1953 - 1963	Prairie	2-6-4	6026T, 1130T, 2026W, 233W, 234W, 6026W, 243W, 6066T
2037-500	Girl's Train - Pink	1957 - 1958	Prairie	2-4-6	1130T-500
2046		1950 - 1953	Santa Fe Hudson	4-6-4	2046W
2055		1953 - 1955	Santa Fe Hudson	4-6-4	6026W, 2046W
2056		1952	Santa Fe Hudson	4-6-4	2046W
2065		1954 - 1956	Santa Fe Hudson	4-6-4	2046W, 6026W
4681	Not Manufactured				
6110		1950	Scout	2-6-2	6001T

A Lionel Puzzlement

by Gene H. Russell, Ed.D.

RM 24608

“Scrambled Road Names”

The list below is an unusual mix of 14 jumbled railroad names. It is your task to unscramble the pseudonyms given and create 16 correct railroad names using just the words and commas provided. Good luck. 

Answers to last month's puzzle

- | | |
|---------------|-----------|
| A. Black | I. Orange |
| B. Blue | J. Pink |
| C. Brown | K. Red |
| D. Gray | L. Silver |
| E. Green | M. Tuscan |
| F. Lilac | N. White |
| G. Maroon | O. Yellow |
| H. Olive Drab | |

Atlantic and Pacific

Boston and Mobile

Erie Trunk Lines

Great and Grand Lionel

Gulf Coast Island

Lake Lackawanna

Maine Plate Road

Nickel Rock Line

Northern Southern Eastern Western

Ohio Central Railroad

Pacific and Pacific

Peoria, Illinois

Pittsburgh, Pennsylvania

Western Union

Answers will be published in the next issue

WANTED

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

Bill Schmeelk, Editor, TLR – bill@wellingtonent.com

Train Talk

by Bill Bracy

CEO, Lionel LLC



Bill Bracy

I'm sitting here in my office on Friday afternoon; two days after the United States has declared war against Iraq, or more specifically, against the regime of Saddam Hussein, to remove the threat of his weapons of mass destruction from the world scene.

It seems inappropriate to tout our latest offerings or celebrate recent successes at Lionel. Let me quietly share a few hopes with you and pause for a moment to give thanks for the many good things in our lives.

I won't attempt to sort through the massive volume of political debate and commentary that has been our steady fare for recent days, weeks, and months. I won't attempt to provide additional perspective on the many complex issues.

I will take the opportunity to express gratitude for the freedoms we enjoy. I thank our sons and daughters who are putting their very lives at risk to preserve and defend those freedoms, just as many have done throughout the relatively brief history of our land.

A Friendly Reminder...

**Make your
reservations NOW!**

**This year's LCCA
Convention
in Las Vegas
is one you don't**

I hope, as you all do, for a rapid and decisive end to this conflict. But we all sense, that our lives both at home and abroad are undergoing substantial change. Whether we will ever return to previous routines of international travel and relationships seems unlikely at the moment. We hope our fundamental positive and "can-do" attitudes will prevail to achieve life, liberty, and happiness not only for us in the United States of America, but also much of the world community.

By the time this article appears, we'll know much more. In the meantime, I join you in your desires for peace and justice. 🚂

LCCA Upcoming Train Meets

Chattanooga, Tennessee Saturday, July 5, 2003

Southern hospitality and Lionel Trains – What a great combination!

Join co-hosts Bill Stitt, George Baltz and Ron Herman on Saturday, July 5 at the Olph Church Parish Life Center, 501 South Moore Road in Chattanooga. To reach the Life Center take I-24 to Exit 184 and Moore Road.

Setup and Early Registration is from 9:00 a.m. to 10:00 a.m.; Members-only trading is 10:00 to 11:00 a.m., with Public trading from 11:00 a.m. to 1:30 p.m. Guests are \$5.00, with children under 18 free. Six-foot tables are \$10.00 each and need to be reserved in advance.

For more information, contact co-hosts Bill Stitt, (423) 894-1284, George Baltz (423) 842-6094, or Ron Herman (423) 344-5799.

Wheeling, West Virginia September 13, 2003

A Train Meet at a Train Museum – far out!

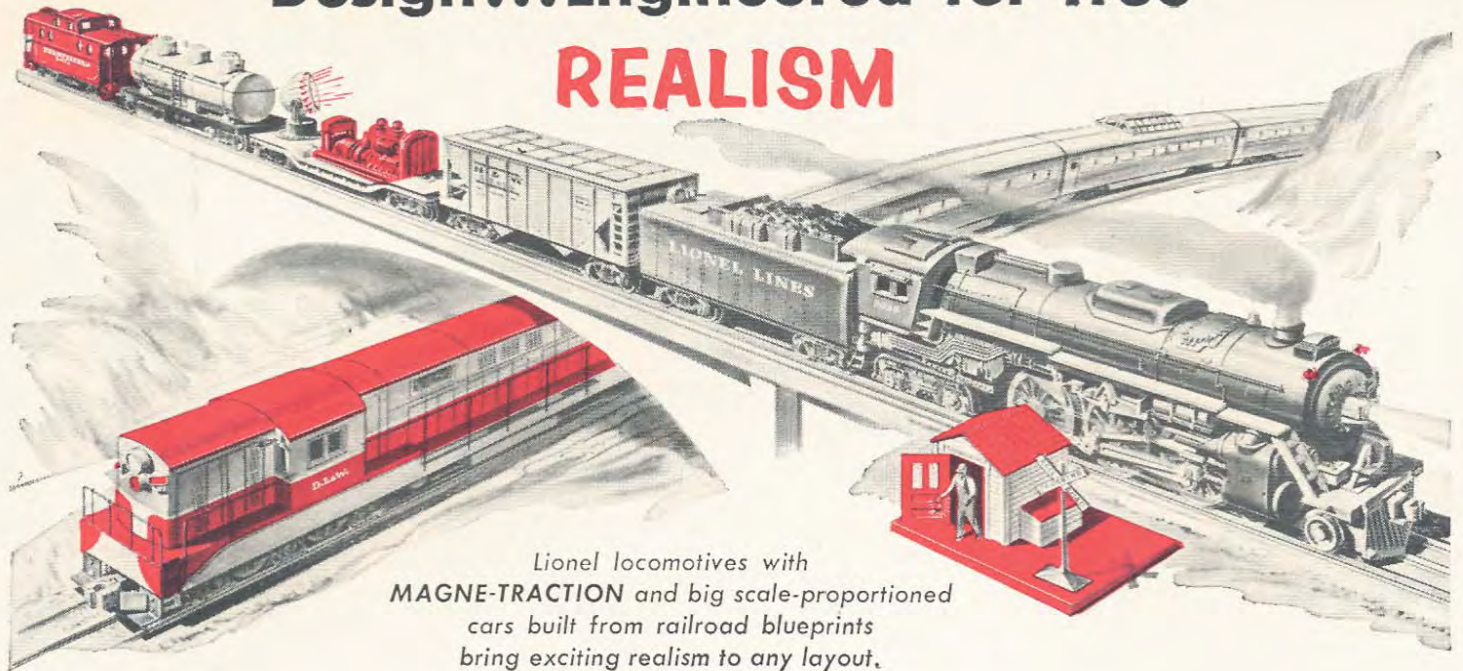
Host Allan Miller will present an LCCA-sponsored train meet on Saturday, September 13th, at the Kruger Street Toy & Train Museum, 144 Kruger Street, Wheeling, WV. Take I-70 to Exit 5 at Elm Grove/Triadelphia, left at this exit and left again at the traffic light onto Kruger Street.

Registration and setup from 8:00 a.m. to 9:00 a.m.; LCCA members-only trading from 9:00 a.m. to 10:00 a.m.; Public trading 10:00 a.m. to 2:00 p.m.

LCCA members and families free; Guests \$4; Children 12 and under, free. Tables are \$10 with a limit of five per member. Lots of free parking, handicapped accessible, and concessions onsite. For additional information, contact Allan at (304) 242-8133 or toll free at 1-877-242-8133; or e-mail at: Allan@ToyAndTrain.com.

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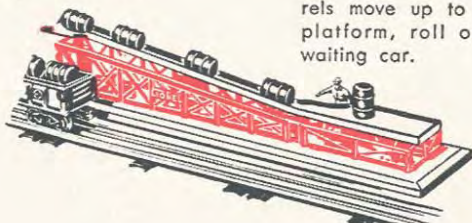
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raises, lowers by remote control.



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Vibrating platform feeds coal to
climbing belt, where conveyor
buckets carry it up to car.

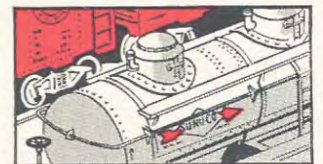


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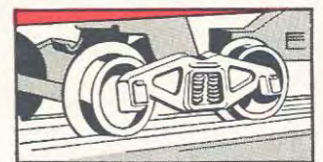
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BUILT-IN STEAM WHISTLES
AND DIESEL HORNS