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The **Lion Roars**

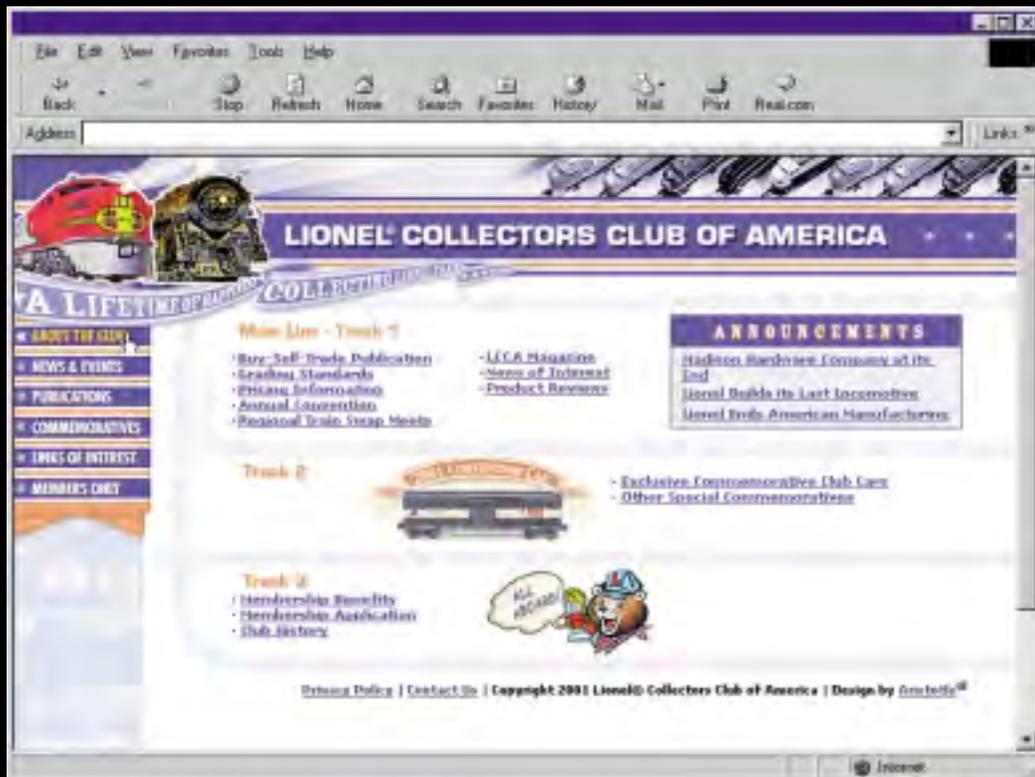


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All Aboard the Amtrak LCCA “Broadway Limited”



The Official
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is getting bigger and
better everyday.



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

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

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

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Officers

- John A. Fisher, *President*
1730 James Road
St. Paul, MN 55118
651-454-6644
JFTrains@aol.com
- Eric P. Fogg, *President Elect*
13360 Ashleaf Drive
Des Moines, IA 50325-8820
515-223-1024
Fogghome@aol.com
- Dienzel C. Dennis, *Secretary*
1425 Ruthbern Road
Daytona Beach, FL 32114-5904
904-258-8574
dieden39@aol.com
- Richard Johnson, *Treasurer*
8750 E. Kemper Road
Cincinnati, OH 45249-2506
513-469-7774
rhjlaw222@aol.com
- Albert F. Otten, *Imd. Past Pres.*
54 Overlook Drive
Little Rock, AR 72207-1611
501-225-2151
AOtten3562@aol.com

Directors

- Larry A. Black
224 Farmbrook Circle
Frankfort, KY 40601
502-695-4355
larry_black@email.com
- Harry H. Overtoom
3409 Fleetwood Drive
Lexington, KY 40502-3504
859-268-1942
lovertoom@aol.com
- William F. Button
2410 West Miller Circle
Westland, MI 48186-9372
734-722-7464
lccait@msn.com
- William J. Schmeelk
15 Birchwood Lane
Hillsdale, NJ 07642-1303
201-358-1955
bill@wellingtonent.com
- Louis J. Caponi
610 Andrews Road
Springfield, PA 19064-3816
610-543-1540
caponilj@aol.com

Editors & Appointees

- William J. Schmeelk, *Editor, TLR*
15 Birchwood Lane
Hillsdale, NJ 07642-1303
201-358-1955
bill@wellingtonent.com
- Dennis L. Clad, *Cont. Editor, TLR*
7707 Patterson Avenue
Richmond, VA 23229-6609
804-288-CLAD
dennisthemenace@earthlink.net
- Susan Ellingson, *Convention Registration Chair*
4100 Victoria Street
Minnetonka, MN 55345-1963
952-931-0853
lccasue@aol.com
- Barry Findley
Constitutional Comm. Chairman
3414 Old Cantrell Road
Little Rock, AR 72202
501-664-8525
lcca@aristotle.net
- Hulen Warren, *Librarian*
202 Cedar Road
Bogalusa, LA 70427-3012
504-732-3148
hdmwarren@i-55.com
- William F. Button
Editor, Interchange Track
2410 West Miller Circle
Westland, MI 48186-9372
734-722-7464
lccait@msn.com

LCCA Web Site: www.lionelcollectors.org

People to Contact:

- President* - Always available and as a last resort.
President Elect - Schedule a meet.
Immediate Past President - Complaint against another member.
Secretary - Any administrative action not handled by LCCA Business Office.
Treasurer - Club finances only.
Librarian - Back issues of *The Lion Roars*.
Editor, TLR - "Make good" copy of *The Lion Roars*.

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The President's Report

by John Fisher

RM 6541

Lionelcollectors.org

If you have not visited your club's website recently I invite you to do so. We are continually changing and adding new features to our site based on feedback from you. In addition to current Club updates, you will find the most recent Lionel catalog, links to other interesting sites which offer special values to LCCA members, a club store with special offerings from our inventory and archives, and more. We are seeking additional links which will provide added value to your LCCA

www.lionelcollectors.org

membership.

You have told us you would

like to see a daily updated Interchange

Track on the website members only section and that is under development. A dynamic roster is also planned along with member security features. It is the intent of your board to continue to commit the talent and resources to make this address the best toy train website on the internet.

Convention Update

We have just concluded our winter board meeting in Pittsburgh at the Sheraton Station Square hotel and I would like to share some observations with you. This beautiful property has just completed a major expansion and renovation and it is spectacular. Sitting adjacent to the very busy CSX mainline, the view across the river to the "Golden Triangle" of downtown Pittsburgh is breathtaking. This year's annual convention promises to be one of our best ever with a week filled with fun and delightful surprises. Whether you're an LCCA convention veteran or considering making this your first, please consider this a personal invitation to join in the fun. The Amtrak LCCA "Broadway Limited" is scheduled to depart Pittsburgh's historic Depot on Tuesday, July 23 for Altoona, PA and the incredible Horseshoe Curve. An early morning buffet or breakfast express items will be available at the hotel prior to departure and snack items will also be available on board. Tour busses will whisk our group from the hotel to the depot in a short 10 minute ride. We will board our special train and be joined by a professional on board tour guide. Our 2-hour journey on Amtrak's finest equipment will take us through the curve both ways and that is only the beginning! Once in Altoona we will take fully escorted and professionally guided tours of the Allegheny Portage Railroad, the recently expanded Altoona Railroaders Museum and the

Horseshoe Curve National Historic Landmark. We will also be treated to a Railroader's hearty box lunch in Altoona. Our Amtrak LCCA special will retrace the route of the original Broadway Limited as it returns us to Pittsburgh by 8:30 pm. This promises to be one of our most memorable tours ever and to ensure that, every registrant will receive a special commemorative of this trip. Seats are filling fast so make plans now to join us for this great rail journey through some of the best scenery in the eastern United States.

Special Convention Cars

We have received many inquiries regarding both the Pittsburgh registration gift and the commemorative car which will be presented to members who sign up for LCCA Day at the Carnegie Science Center presented by Lionel. Here's the deal: the first

400 members who register for this year's

convention by completing and mailing the official

registration form to the LCCA Business Office will receive a very special Lionel car in Pittsburgh. Your registration number will be on your badge and now also on your confirmation. If you have already registered and received your confirmation and there is no number on it, you are in the first 400 and will receive a car. This has been done to encourage early registration and thereby spread out the workload for your volunteer registration team. Lionel will be recognizing their 60 year relationship with the Carnegie Science Center by presenting every **registered member** who signs up for this tour with a very special car. Only registered regular members who are physically present for this tour will receive one of these cars. We will travel to the Science Center on Thursday, July 25 by riverboat (it is a short 12 minute trip from one side of the river to the other), and the cars will be given out as you board for the return trip. If you register for the convention and do not come, the registration car will be sent to you (if you are in the first 400); you will only be able to obtain the Science Center car by taking the tour. Each car will be unique to our convention and will be a secret until convention week. This year's onsite convention car will be truly special and also a surprise. These cars have proven immensely popular since their introduction in 1998 in Philadelphia (the Ben Franklin boxcar) and have been a win-win for your club and the purchasers.

Am I the only one?

Does anyone else who belongs to TCA and chooses not to pay the extra amount for First Class mailings receive their *National Headquarters News* **AFTER** the deadline for submitting ads for the next issue? The March issue is the **FOURTH** straight time this has happened. C'mon TCA — either mail all of them First Class (like your friends at LCCA) or at least stop penalizing those of us who don't pay extra. 

A Few Words from the Editor

by Bill Schmeelk

RM 6643

First, I would like to thank all of you who have supported the magazine by submitting an article. The quality of our magazine is a reflection of our membership support. As in the past couple years, we will be thanking and honoring all those who wrote articles that appeared in the magazine since August 2001. We are planning a special luncheon at our Annual Convention. We will present several awards and all authors will receive a special memento as thanks for their support.

Several members have asked how best to submit an article. So here are a few tips.

Written Articles

If you have a computer, the most convenient way for us to receive your text is via email. You can type your article in a word processor such as Microsoft Word and attach it to an email. If you use a word processor other than Microsoft, save your file as a text file and I should be able to load it on my computer. For those of you without a computer, we can certainly accept articles that are typed, or even handwritten if you write clearly.

Photos

If you are including photos with your article, 35-millimeter prints are still the best. We have received some photos that have been taken with a digital camera. Most of these are too low in resolution. They may look fine on a computer monitor, but they are not suitable for printing. If you wish to use a digital camera, you must shoot in high resolution — about 300 dpi. These will be files that are usually

at least 1 megabyte and often 2 or more megabytes in size. This makes these photos too large to send by email. The best way to submit this type of photo is to burn it on a CD and send us the disc.

If you have any questions or need some help in submitting an article, please don't hesitate to call, write, or email. Perhaps we'll see you at an author's luncheon in the future!

Corrections

Last issue we confused many of you so allow me to straighten out a few things. On page 17, we incorrectly named the winner of the LCCA Hopper at the Naperville meet. The young man who won the prize was Danny Jones, shown here with his father Daniel Jones RM 24579.



There was also some confusion in my revue of Robert Hannon's book, J.L. Cowen's Postwar Lionel Trains O-Gauge Reference Manual I. Many of you thought I was selling the book. The book is available directly from the author at the following address:

Robert A. Hannon
11513 Crows Nest Rd.
Clarksville, MD 21029
Phone: (410) 531-3110 / (410) 531-3244
E-Mail: hannon@erols.com

Thanks again for you continuing support. 

Bill Schmeelk — bill@wellingtonent.com

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 Tinsplate Cannonball

by Ken Morgan

RM 12231

Lionel's Stations: First Section

Say, kids, what time is it? If you don't know, you're not a baby boomer! As usual, the answer will follow.

After a digression to look into metal disease, I'd like to go back to some of Lionel's classic buildings. One of the characteristics of 12 inches to the foot railroads is that they often had standard designs, or at least common practices used in the construction and decoration of their buildings. This is especially noticeable in the architecture of railroad stations. As we shall see, Lionel followed similar practices with their stations. As before, I'll use my Dinky Toys Cook's Man as the O scale reference tour director.

When I introduced him, I described the 442 Diner. As a follow up to that, and before I start with the stations, I'd like to add a little more information. This comes from Phil Bender #11467. Phil restored a 442 diner several years ago, and he offers the following info.

The steps and base under the car are made of a material called Celotex, which is a compressed, light brown fibrous material. This was used in the walls of Phil's grandfather's ranch house in Los Gatos, Calif, which was built in 1930. It is

still available today at Home Depot, now called "sound board", in 4' x 8' sheets of different thickness. Phil used it on his layout, glued on top of 5/8" plywood.

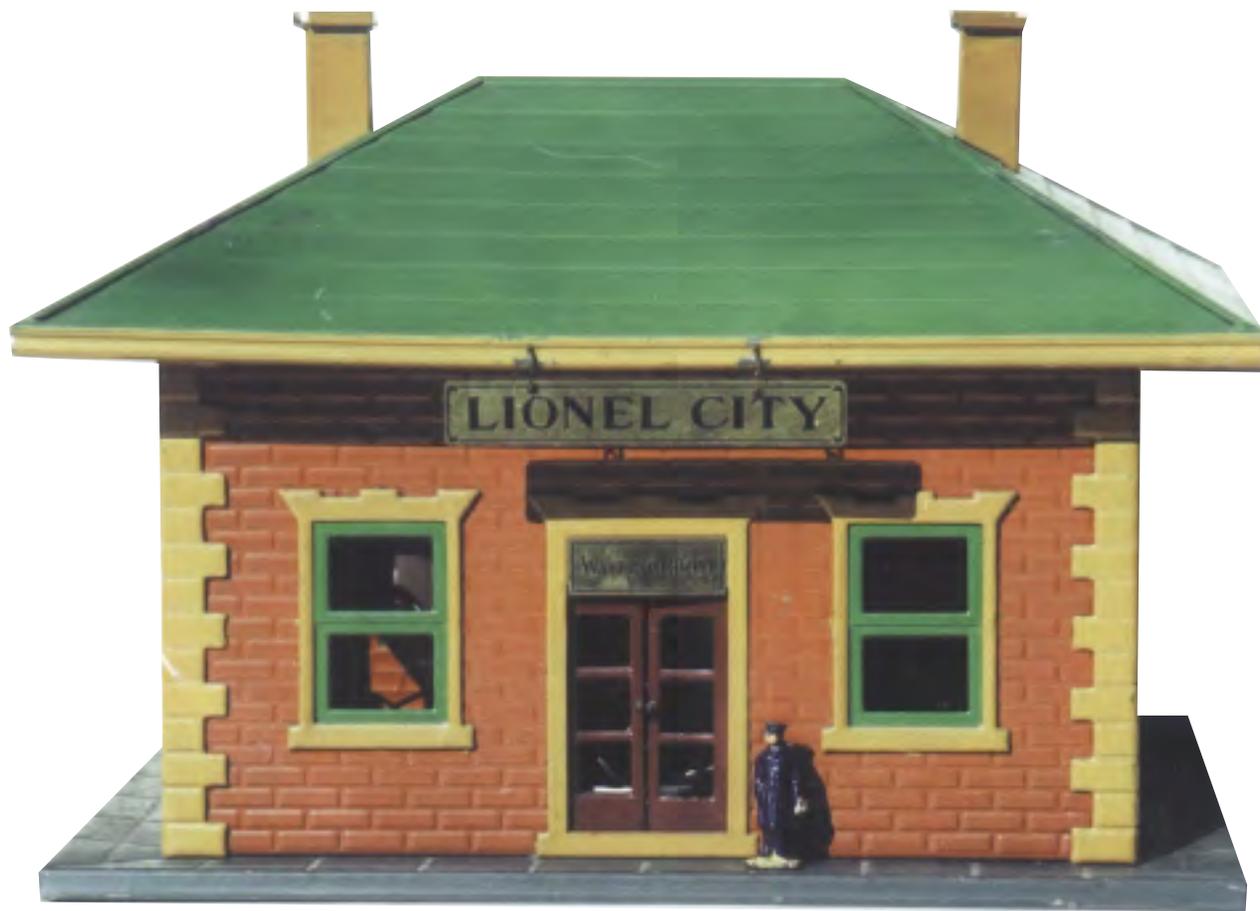
The sides of the steps on the diner are composed of many layers of paper glued and compressed together to make a board-like piece. On his old diner, they had begun to delaminate, requiring that he spread the "pages" apart and insert a little bit of glue between each "page" with a toothpick, then compress everything back together. Phil reports that it worked great, but was very tedious. Having worked on similar toothpick and glue projects myself, I heartily agree with him!

The board-like base of the diner plot appears to be Masonite. Masonite Corp. has been in business for many years. The material is crushed and powdered bark from redwood trees, mixed with glue, formed and compressed under heat to make the flat sheets. The shrubs and hedge material is Tufa sponge, and the grass is green-dyed sawdust. Phil bought these items from Ron Morris.

In a large discount paint store, Phil found a spray can of pink enamel that exactly matched the original paint of the base and steps as well as a can of red matching the roof. It was a tomato red color and was an exact match based on a comparison with the original red paint on the roof's underside (unfaded). This method of matching paint often works. Remember though, that Lionel bought paint from several different manufacturers over many years. An exact match may not be that critical, unless you're doing a partial restoration



1



and are trying to match a color which will show up on the item you're restoring or matching other pieces after you're done (e.g. restoring one car in a set). Our perception of colors varies and especially as we become accustomed to seeing old trains whose colors have faded over the years, matching a bright original often results in it appearing strange to our eyes. Some colors, notably peacock, suffer badly from this effect. So I'll leave your perception of color matching up to you, but as usual, I strongly encourage you to clearly mark restored pieces to identify them as restored.

My thanks go to Phil for the added info on the diner. Now let's move on to some other architectural landmarks in the world of Lionel.

What would a layout be without stations? Unless you run a freight only operation, and few of us do if we run Lionel trains, a passenger station or two is needed to justify those long strings of varnish. Or even the typical tinplate sets with only 2 to 3 cars!

Lionel offered many stations during the heyday of pre-war tinplate trains. They fit many budgets, and were often variations of a common structure. For example, the addition of lights or a train stopping mechanism to a basic station provided differing price points and more options for the consumer without significantly affecting Lionel's costs. As an example, the train stopping mechanism was common to several accessories, so putting it into a station did not require considerable additional development time.

Although stations always appeared in Lionel catalogs, they didn't begin to manufacture their own until 1920. Prior to 1920 there were several tinplate stations of either German (ca 1906) or domestic Ives (ca 1909-1914) manufacture. The latter were quite ornate, and included a glass train shed. Good luck trying to find one with the glass intact — not to mention paying for it! Lionel also offered two versions of a composition board station made by Schoenhut from around 1917 to 1920. But in 1920, they started to make their own tinplate stations.

I assign these to six major categories, with variations within each one. They are the 121 Lionel City station, the 125 Lionelville station, the 127 Lioneltown station, the 112 Lionel City (which I'll call the small Grand Central version), the 114 Lionel City (large Grand Central), and the small 1012 lithographed station. All have variations, but there are just those six basic stations. **Photo 1** shows four of these station types: Clockwise from upper left is a 122 (type 121), a 113 (type 112), a 126 (type 125), and a 137 (type 127). That will show you the relative sizes and set the stage.

Lionel hung names on these stations, which is where I came up with them. You can clearly see the "Lionel City" sign hanging from the 122. It is brass, with black letters and border. The next smaller station is the 125, and if you look closely, you can see the sign saying "Lionelville", also in brass with black letters and border. The smallest of these pictured is the 137, which has a silver colored plate over the door saying "Lioneltown" in black with no border. I assume Lionel figured

a city was bigger than a “ville”, which was bigger than a “town”. The other station shown, as well as the larger version of it, has “Lionel City” embossed in the metal directly over the doors. That’s why I added “Grand Central” to the name, to distinguish it from the 121 Lionel City. The 112 does bear a loose resemblance to the NYC edifice in New York City which is often erroneously called Grand Central Station. It is technically Grand Central Terminal. It’s the end of the line — there is no through traffic.

Rather than try to cover all of them at once, I’ll start off in this issue with the 121 family, because that’s what Lionel did. **Photo 2** shows my 122. It happens to look exactly the same as a 121. The difference is that the 121 was not lit, and the 122 has a single interior light. The 123 also looked the same, but its internal light was a 110-volt bulb. Guess that one wasn’t wired from the transformer! The fourth member of this type was the 124, which is a 122 with 2 exterior lights mounted at the corners of the building. They are hung from ornate castings similar to the fancier lampposts. All of these were introduced in 1920. The 123 didn’t last long, being dropped after 1923. I assume 110 volts was overkill for the interior light. And the 121 followed it out of the catalog after 1926. If you were going to spring for a big station, it needed at least the interior light. The 122 ran through 1931, and the top of the line 124 ran through 1930, and then came back again from 1933-36. It was replaced in 1937 by the last member of the type 121 family, the 134. This was a 124 (all the lights) with the train stop mechanism added. We’ll have more on that device

in a later installment. The 134 was catalogued until the end of the pre-war era, 1942. At which point, Lionel was engaged in other production!

All of these stations are the same front and back, right down to the brass “WAITING ROOM” sign over the doors, but there is only one front, because the “LIONEL CITY” sign can only be hung from one face of the roof trim. There are two small holes into which the “S” hooks holding the sign are inserted. Also, if you look very closely directly under the roof on the right hand side of **photo 2**, you can see a white ceramic insulator. I assume this is common to all versions, but it was there for the 110 volt line for the 123 station. And, yes, the doors do open.

Notice that this is a large building. Clearly bigger than required for the O scale Cook’s Man. But likely not big enough for Willie the Watchman on the 1045 operating accessory covered a couple of issues back! So it looks very good with large O gauge or standard gauge trains. I don’t think Lionel cared. They were all in the same catalog!

And now the answer to the question is, of course, “It’s Howdy Doody Time” compliments of Buffalo Bob Smith. Watch out for Clarabelle and the seltzer water!

Until next time, on a different station, but the same great magazine, happy collecting along the tracks of the Tinplate Cannonball!

Photographs by Ken Morgan

Upcoming LCCA Train Meets

Chattanooga, Tennessee
Saturday, July 6, 2002

Don’t miss this red-white-and-blue train meet! Join Bill Stitt, George Baltz and Ron Herman on Saturday, July 6 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 9:00-10:00 a.m., with LCCA member trading from 10:00-11:00 a.m. Public and guest trading from 11:00 a.m. to 1:30 p.m. Guests are \$5.00; Children under 18 admitted free. 6-foot tables are \$9 each and need to be reserved in advance. For more information on this LCCA-sponsored meet, contact host, Bill Stitt, 9727 Shadow Valley Circle, Chattanooga, TN 37421, (423) 894-1284; George Baltz (423) 842-6094 or Ron Herman (423) 344-5799. 🚂

Standard Gauge

by Grandpa Nelson G. Williams RM 14062

A Poem About My Trains

This year, the International League of Poetry will publish the third poem I ever wrote in a book and an audio-tape/CD format. Give a Toot for Grandpa's Trains was included in their book as a semi-finalist in national competition, and is one of only 33 poems to be read for their new audio-tapes. It retells how my Dad got an Ives locomotive from his Grandpa Nelson a century ago, and later gave me and my brothers our first Lionel train when we were kids. Now I am the third Grandpa Nelson in our family, and have a large collection of standard gauge freight trains built by more than a dozen manufacturers. In this issue of *The Lion Roars*, you can read my poem without buying the book or audio-tapes yourself.

On the advice of my friends in the Inverness Writers Group, I rewrote my second poem as a short story and this appeared in prose as *How Billy Goat Climbed the Hill* (TLR, Feb. 2002). While both of those poems are about my toy trains, my first poem two years ago was on a different subject. Can you tell what inspired it?

Swan Song from a Green Whirlpool

Hail cubes within thee, icy spirit!
Truly a bird thou never wert.
Yet we did seek thy mournful squeak
Overhead, indoors and out, nearly a week
Ere five C-notes brought us a frigid white aire

My apologies to Percy Bysshe Shelley's, *Ode to a Skylark*. Well, what do you think my little poem is about? One poetry editor thought it was about a Whippoorwill. That guess was for the birds. It really is about something made of steel, with an electric motor. But it is not a tinplate locomotive. Two minor editors, a friend and a relative, published it and Alice sent her cousin Jim Bill this note for the Lamb Family Newsletter:

This poem was written in January 2000 when the motors of our old Whirlpool fridge squeaked day and night as it gave up the ghost. It sounded so much like a bird, that we looked in the attic, inspected the stove vent on the roof and removed covers from the heat and air vents in the ceiling. No birds were found anywhere. Finally a repairman said 1984 was the last year of the avocado green refrigerators and it was time for a new one. So we bought a white Frigidaire at Sears for \$500.

Is there any moral to this story? Maybe a couple. Obviously, electric trains can inspire a writer more than a kitchen appliance could. Furthermore, even if you have never

written much more than a letter, you could send at least one story about your trains to the editor of this magazine. I would be happy to copy read any articles about standard gauge passenger trains, trolleys, or accessories if you would like my advice.

I was trained as a Journalist in college and worked on three newspapers in the 1940's. As a graduate student and professor of history, I was supposed to stick to the facts. I earned four degrees, but I never took any course in English literature. If an old dog like me could learn to write poetry and fiction in my middle seventies, surely younger collectors can write articles about the trains they know and love. Why don't you try it? Any editor of a hobby magazine would welcome the opportunity to select the best of your stories for publication.

Give a Toot for Grandpa's Trains

Our antique Grandpa Nelson can still play
with his first Lionel train from Christmas Day.
He got it in Nineteen Thirty Seven
when he was a boy of only Eleven.

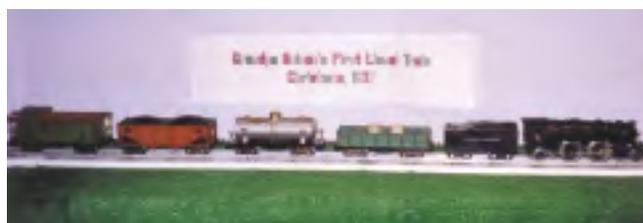
His Dad Nelson was just a lad about Nineteen Hundred,
and recalled his first toy train when he spoke
of his own Grandpa Nelson, a doctor whose cigar
was put in the engine's stack to make it smoke.

That first steam engine must have been from Ives,
an old toy company before Lionel made any trains.
But companies, like people, have finite lives;
by the late Twenties, Lionel owned Ives Trains.

A decade later, our Grandpa Nelson was one of three boys
with several Lionels before he got his own Ives toys.
Now Grandpa has a big train for his grandkids to ride;
it is a Buddy "L" meant to be played with outside.

Thanks to all three Grandpa Nelsons, we keep alive
this family tradition of wide gauge toy trains.
This hobby may wear out our old bodies and toys,
yet it still has the magic to challenge our brains. 🚂

—Grandpa Nelson Williams, III



Grandpa Nelson still has his first standard gauge Lionel freight train, a Christmas gift in 1937. This photo of it was taken by his daughter, now Dr. Elizabeth G. Williams, who played with the train as a child 25 years later

A Holiday Train Garden

by R.J.Stepan

RM 24313

The association of toy trains with the Holiday season in the United States has long been a tradition. In my family this tradition started with my grandfather who gave my father a Lionel train set in December of 1918. This past holiday season, I tried to capture some of the old magic of the holidays by creating a train garden, a term that was used in the old neighborhood for a train layout.

My whole family joined in. My two sons assembled the bench work. The bench consisted of a 4 foot by 8 foot frame with two center supports. These center supports are located 6 inches on either side of center on the 8 foot long side. The legs were made by jointing two 2x4s together to make 4x4s. They are attached using dry wall screws through diagonal leg supports to the bench frame. The top portion of each leg is attached with dry wall screws to the inside of the bench frame



work as seen in **photo 1**. Casters were installed on the bottom of the four legs so that the bench frame could be moved around, allowing access to all areas of the train garden.

The tradition of keeping the train garden up only for the holiday season is still enforced by both “She who must be obeyed,” (my wife) and the limited space in our living room.

Photo 2 shows the placement of the 5/8 inch thick chip board used for the decking material. There are two decking boards that each measure 6 feet long by 4 feet wide and one measuring 6 feet long and 1 foot wide. This gave us a total surface of 9 feet by 6 feet on which to build the train garden. The decking was secured to the frame with 1-1/4 inch dry

wall screws. A drill with a #2 Philips drive bit worked best for installing these screws. The screws were spaced about every 12 inches or so around the entire perimeter of the bench frame and across the center supports as well.



Photo 2 also shows the start of the placement of the ground cover material. The material is artificial grass that was obtained from the local hardware store. The material came in widths wide enough that only two pieces were required to cover the 9 x 6 area.



Photo 3 shows the brick/stone pattern center piece being finished by my daughter. This center section is cut from a 4 x 8 piece of door skin material. The configuration of this piece is controlled by the size and shape of the area bordered by the inner loop of standard gauge track. Once cut to size, a base

“In my family this tradition started with my grandfather who gave my father a Lionel train set in December of 1918.”

coat of gray paint was applied. A stamp was made from a house hold cleaning sponge to create the brick/stone pattern. We took a new sponge and cut it into one inch squares then using a small wood screw, attached the center of this sponge square to a piece of 5/8" diameter wood dowel, about six inches long.

Next semi-gloss black paint was poured into an old pie tin. The sponge stamp is then dipped into the paint, and the excess scraped off. Using scrap wood we tested the stamp and found a pattern we liked. The shape of the pattern can be changed some what by how far the wood screw is driven into the dowel. You can also glue the sponge to the wood dowel to get a different pattern. After discovering a pattern you are happy with, you repeatedly stamp across the gray painted door skin material until the entire surface has been covered. This is a good job if you have young children — just make sure that there is a lot of newspaper around to protect the table or the



carpet work space. **Photo 4** illustrates the position of the two loops of standard gauge track with the paving stone center board in place. A switch track was installed on the inner loop allowing for a spur siding.

As seen in **photo 5**, the outer loop of standard gauge track passes through Lionel's Hell Gate Bridge. A set of high tension power poles gives some depth to the unfinished layout. In the background can be seen the No. 437 tower and some Lionel houses from the 1930's. Lionel's No. 155 Freight Platform was placed on the inside of the inner loop of standard gauge track, and just about even with the Hell Gate Bridge.



Also shown in **photo 5**, the positioning of the period correct transformers took a little thought. They were placed to make use of the space available. In the near corner of **photo 5**, you will see a Lionel "K" type transformer and the related electrical wiring. As you can see we also used two No. 81 rheostats to fine tune the speed of the two standard gauge trains operated this year. Just out of the photo on the rear corner of the layout is another "K" type transformer that provided power to the outer loop of track. The two transformers in the center of the layout are a "T" type on the right, and an "A" type on the left. These transformers were used to provide power to the various accessories and were later hidden by a Lionel Power Station.

While the power to operate the trains and the various accessories was amply provided by the vintage transformers, the wiring was another story entirely. The job of wiring the layout fell to my sons, and it was decided to use terminal strips. Each transformer had one wire from each of its positive and negative terminals, run to a pair of terminal strips. Then one wire from each terminal strip was run to the track terminal post or one of the accessory terminal posts. This system made it easy for the boys to do the wiring. All one had to do was run one wire at a time. The other benefit is that no electrical soldering was required. The inner loop of track had power delivered to four locations using Lock-ons. The Lock-ons were placed 90 degrees apart, allowing the track voltage to be delivered equally to all areas of the inner-loop of track. The outer-loop of track was wired in the same manner using a



6

different transformer and a different pair of terminal strips. Six Lock-ons were employed on the larger outer loop. All the accessories were wired in the same manner, using separate terminal strips and transformers as required. The terminal strips were centrally located to allow for easy installation.

In **photo 6** you can see the placement of the accessories.

Two No. 436 power stations cover the “K” transformers. A No. 840 power station houses the two remaining transformers.

Photo 7 shows the Christmas Garden coming to life with the addition of cast iron automobiles made in the late 1920’s and early 1930’s. You now can get a better look and feel for the effect of the brick/stone paving that extends out from under



7

the building structures positioned within the inner-loop of standard gauge track. The introduction of cast pewter, hand painted people enhances the garden and gives it a feeling of completeness and purpose.

Photo 8 shows the skirting of red brick paper positioned around the edge of the garden. This skirting has two functions, one of which is to hide the many boxes which were stored under the layout and the other is to give a finished appearance to the Christmas Garden. The next finishing detail to be added is the white molding with a red colored top edge. This molding is 2-1/2 inches tall and is secured to the edge of the decking with dry wall screws. As with the skirting, the white molding gives the edge of the garden a finished look. In addition, this molding is intended to act as a fence or barrier to keep the train, from leaving the safety of the garden and landing on the floor in the event that the train should leave the track at a high rate of speed. The molding is also a good place to mount some of the reproduction tin lithograph Lionel signs of that period.

Photo 9 shows the outer-loop of track with Lionel's standard gauge coal train that was produced in 1928 and which was headed by Lionel's No. 318E electric profile engine. Also shown in this photo is the 1931 Macys Special 2. The Macys Special 2 is headed by a Lionel No. 10E electric profile engine. This set operated on the inner-loop of track to make use of the train station on one side of the layout and the #155 freight platform on the opposite side of the layout.

This Christmas Garden was started on the Friday after Thanksgiving and was completed sometime around the 12th



of December, 2001. The "Red Route," as the garden was dubbed, was in full operation for approximately 40 days, after which it was taken down and the components were re-boxed until another holiday season comes around. Each year, for over 50 years, my family has put up a Christmas Garden, (train layout). Every year, both the design of the layout and the trains operated on it has been different.

What is next year's Christmas Garden going to be? Prewar, Postwar, MPC, LTI; I am not really sure. So if you are in the Las Vegas, NV area during the Holiday Season, give us a call and take a look. That way we can both be surprised. 🚂

Keep on Steaming

Photographs by R.J. Stepan



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 any purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

In my almost twenty years of collecting post 1970 Lionel the thing that I have enjoyed most about our great hobby, besides the wonderful people that I've met, is the almost endless areas of collecting that can only be found in Lionel's modern era. With this month's The Mane Line I would like to share with you some really hot Lionel collectibles from just a few of the different areas of Lionel collecting that I've found most enjoyable.

We'll cover three of those areas including uncataloged sets plus the Lionel Dealer items that tie into a set. Then we'll look at the Lionel licensed products category. Lastly, we'll look at an area that's long been forgotten by Lionel Train collectors — those oh so collectable items issued by Lionel in their Side Tracks series of catalogs.

Lionel Sponsors Little League Baseball

So let's get started with an uncataloged Lionel promotional set from 1997 and all the items that pertain to the set that you can collect, all of which have become collectable in their own right. It would be the summer of 1996 when our hobby first learned via *The Lionel Rail Roader Club* in issue number 74 on page 8 of *The Inside Track* that Lionel had become an official sponsor of Little League Baseball. In this announcement my collector appetite was wetted when I read that a special train set would be created to celebrate the teaming

up of these two American institutions. But I would have to wait till the summer of 1997 and issue number 78 of *The Inside Track* to learn what an exciting train set 6-11936, The Lionel Little League Baseball set, would be. If you're looking for a Lionel train set that's loaded to the max with 1950's kid fun and excitement with the added bonus of quality appointments,

then look no further then this little gem from Lionel's recent past.

Heading up a powerful consist of collectable rolling stock is that war-horse of the three rail track, a mighty die-cast 4-4-2 steamer numbered X-1110. The Little League steamer is equipped with puffing smoke, a steam whistle and a magnetic coupler at the tender's rear. To top off our locomotive, the Little League logo is displayed on the tender's lower right side. Prepare



Even a feed water water heater was added to our 4-4-2 to dress it up.

to have your breath taken away when you open the set box and see the highly colorful consist of rolling stock that makes up the set. Inside the nicely appointed set box you'll find t h r e e wonderfully decorated 9700 series boxcars. The first is



These three 9700 series boxcars are a must for three collector groups.



Note the Little League logo and year 1997 on this attractive tender.

outfitted for Rawlings, the second boxcar taking the field is for Wisk and rounding third base and heading for home plate is the MacGreggor boxcar.

Now I know what you're thinking, "Dennis, this consist of three out of sight boxcars is really great but I still want



This tanker is a "got to have" to complete your Quaker Oats train.

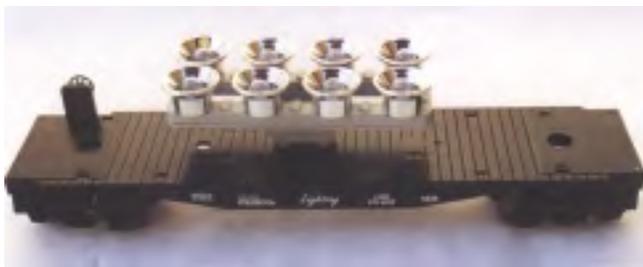


Note the Little League logo and the year on the tanker's end cap.

more." Well, I feel the same as you and wow, did Lionel deliver with this must own set! Are you ready for a beautifully decorated Gatorade single dome tanker that has owners of the Quaker Oats promotional set hoping someone is daring enough to break up this future in-demand train set so they

can add this must have piece to their Quaker Oats set.

Also included in our train is a Lionel first, the Musco Lighting flat car. The very clever folks at Lionel even fastened



This clever car will stand out in any collection.



Lionel caboosie collectors get ready to add this little red cabin car to your want list.

house the train's crew, Lionel has ended our freight train with a lighted

a stadium lighting grid to the flat as a load. Sadly however, this grid does not light. To



To add even more collector value to this set, are these two very collectable accessories.

caboose. What I love most about the cars in our set is the fact that all of them are decorated to honor 1997's Little League Baseball sponsors. Also included in this complete ready to run set is a Lionel paper collector's dream, offered no where else. A Little League Baseball billboard and a USA flag and pole with both a banner for Lionel and one for the

Little League are unique to this set.

Now here's where collecting really becomes fun as we try to collect all the Lionel dealer items that connect to our history making train set. At the time of this writing, I've only



This Lionel dealer door decal told the world that Lionel was an official Little League sponsor.

been able to uncover two dealer letters and a set order form. All three pieces of dealer paper carry the Lionel Official Sponsor and Little League Baseball logo. In a letter to their dealers dated June 17, 1996, Lionel announced that they were an official Little League sponsor. The letter informs the dealer that the sponsorship is for three years and I quote, "Lionel will be producing limited edition Little League Baseball branded products, including ready to run train sets, rolling stock and accessories."

So it would seem that Lionel had big plans for their three-year sponsorship certainly more than just one high quality set. The letter also states that two Little League pieces of dealer paper would be included in the Lionel dealer promo kit number

906-5954-000. Those two very desirable pieces of dealer paper are the *A portion of every Lionel purchase helps support Little League Baseball* signs. This dealer sign also carries the Little



Both the Dealer sign on the left and the official sponsor counter tent card were included in the promo kit #906-5954-000



This little Gem will be the hardest piece of Lionel Little League memorabilia to find.

League logo and is in Lionel colors. The second piece in the dealer promo kit is a counter tent card that tells the customer that Lionel is an official sponsor of Little League baseball. Like the sign, it too is in Lionel colors. Both of these Lionel Dealer items will really dress up your Lionel train

room and this is one of the many reasons you should support your Lionel dealer because who knows he might give you his used signs or sell you a never used complete Lionel Dealer promo kit. Finally, this letter tells the dealer to check his future mail for the Little League Baseball and Lionel Proud Sponsor window decal.

Our second letter is dated August 1, 1996 and again announces that Lionel is a Little League Sponsor and that Lionel has plans in the works to do a complete line of Lionel Little League trains and sets. So the optimism of Lionel was still very high. My final piece of Lionel Dealer paper is the order form for 6-11936 the Little League Baseball set. This order form is dated February 1997 and tells the dealer that the set would retail for \$334.95 and that he could expect his sets to arrive in April of 1997.

As if the two items in the dealer promo kit plus the window decal were pardon the pun, not enough bases to cover, there is an almost impossible to find box that contained a contest countertop display sign and roll of raffle tickets. This kit was intended for Little League teams to use as a fundraiser. Apparently, Lionel's train of thought here was that a Little League team could buy a train set and then raffle it off as a fund raiser. The countertop sign stated that you could support Little League Baseball by purchasing a raffle ticket to win the Little League Baseball set. The roll of raffle tickets that

accompanied this hard to find sign were the standard raffle tickets one can buy in an office products store. My collector instincts tell me that there are more than just the two Little League Lionel Dealer letters and the order form that I've unearthed. I suspect a letter must have accompanied the sign and the sponsor window decal.

I've saved for last my personal favorite of all the Lionel Little League Baseball sponsorship items and I'm sure it will be a hit with you too. This last gem is the 1997 Lionel & Little League Baseball enameled pin. This wonderfully crafted and oh so beautiful work of art is a must own even if you're not a Lionel memorabilia collector. What makes this pin so desirable in addition to its beauty and craftsmanship is that it was presented to the participants in the 1997 Little League World Series. It's the lucky collector indeed that has one of these magnificent works of art that hasn't seen the dust and grime of a baseball field. Sadly 1997 and our grand slam train set would be both the beginning and the end of the line for Lionel's involvement with Little League Baseball.

Even More Goodies

Now, lets look at an officially licensed Lionel item that has been put on the top of the must have list of many Lionel



This Lionel NYC globe has become a hot collectable since 9/11.

collectors who live in and around New York City. Due in large part to the tragic events of Sept 11, 2001, the Lionel New York City water globe has developed a cult following and it's easy to see why as this globe captures all the magic and strength that is New York City and Lionel. From what I've been able to learn the initial response to the entire series of Lionel water globes from Lionel collectors was weak at best and very few

globes were produced before the maker's license to create them expired. The Lionel New York City water globe is very ornate and heavy but our globe is also extremely delicate and care must be taken when handling it.

When Lionel moved off shore to manufacture their trains in China, one group of Lionel collectibles got a big boost in collector interest. The series gained a second big boost in collector desire once again due in no small part to the tragedy of 9-11. Yes, I could only be speaking of the Lionel Uncle Sam collection. Thanks to the Ace Products folks and their



Here's a view from the other side of this attractive water globe.

license agreement with Lionel, we have this wonderful series of patriotic Lionel keepsakes. Four of the Lionel Uncle Sam items were offered to Lionel dealers in 1997 via the Lionel Express Apparel and Accessories catalog from Ace Product Management Group. They were the following: LC-98-20024-



Just one look at the complete Uncle Sam collection and you can see why the series has become so collectable.

077 T-shirt, the LC-98-60015-275 coffee mug, and the LC-98-60016-036 3-d magnet. Two more items in the Uncle Sam series might be the hardest for you to find to complete your collection. These are the LC-98-50019-071 Uncle Sam deck of playing card and an awesome LC-98-50014-276 Lionel Uncle Sam metal sign. Both of these Uncle Sam items were also produced by Ace under the Lionel license.

Built in 1976 by Lionel at Michigan, the 6-7700 Uncle Sam wood sided boxcars will make your chest swell with good old USA pride as will the rest of the Lionel Uncle Sam collection when the complete series is displayed in your train

room. I would really like to see more Lionel Uncle Sam items produced in the future but I think I'm in for a very long and disappointing wait as the pieces made by Ace products did not generate much collector interest until the tragedy of September 11th occurred.

Lionel's Side Tracks Series

It was during Lionel's classy LTI era that Lionel would issue five Side Tracks catalogs. The covers of each catalog in this short run series of Lionel keepsakes proudly boasted either *Keepsakes produced exclusively for Lionel Trains* or *Keepsakes produced for Lionel Trains*. The catalogs were dated as follows, 1987, 1989&1990, 1991,1992 and finally 1993. Each catalog contained three pages of Lionel mementos that were not only very unique and interesting but also useful around the layout and for decorating your train room to the envy of your friends.

Today, not only has the Side Tracks line of Lionel keepsakes become hot collectibles but the Side Tracks catalogs themselves are quite collectable and have become very hard to find in new condition. But what's most surprising about this line of Lionel mementos is the fact that a whole group of collectors have sprung up whose only interest in our hobby is Lionel memorabilia. *Ok, I know what you're thinking, Dennis, you've got to be kidding, believe me, I said the same thing, too!*

The first of two keepsakes we'll look at, number 6-5858 appeared in the 1989-1990 catalog and was the director's chair. The chair was made in the USA by a firm that, as far as I've been able to learn, is no longer in business. What I like about the chair is the use of the red, white and blue circle "L" logo made famous during the LTI era on the back rest. Now here's a very important point for you to remember if you too feel that your train room is empty without a Lionel chair. The chair's box states that the canvas seat and back are sold separately. This is not the case with the Lionel chair, as your box will come with both the seat and Lionel back. To know you have a Lionel model in a sealed box look for the Lionel sticker that's applied to the chair's box or better yet ask to inspect the contents, as I did. The Lionel chair would make a second appearance in the 1991 Side Tracks catalog.



"Happy" the Lionel Lion knows the best set in the house.

My Personal Favorite

I've been asked many times during my seven years of writing for our great magazine, what in my collection is my favorite piece of Lionel. Since I collect everything pertaining to modern era Lionel one might think I would be stuck for a moment or that I would take a long time to ponder the answer to this very important question. As I ready myself for all the good natured kidding I'll receive, here is my favorite piece of Lionel and yes it's a Side Tracks item. When the 6-5875 Lionel Stuffed Animal as it was titled first appeared in the 1991 Side Tracks catalog as an artist's rendering, I knew that if Lionel Trains Inc. made this doll of a high quality Happy — The Lionel Lion would become a hot collectable. Well the LTI folks did just that and collectors have proven me correct! Not a week goes by here at The Mane Line that I don't receive a request for help in locating one of these eleven inch tall balls of fur that's sure to bring smiles to the faces of all who see this cheerful little guy.

It would be in the description of our doll that Lionel fans that grew up with Happy in



Just one look and it's easy to see why so many Lionel collectors have fallen in love with this little guy.

the 1950s would learn of his name change to Lenny. As hard as it is to believe "Happy" would also appear in the 1992 and 1993 catalogs, only this time an actual photo of the doll would

be used. In the 1993 catalog the number of the doll would change from 6-5875 to 9-65875. Along with the number change so too the title of the doll at the start of the description would change to Lenny the Lion. At our 2000 LCCA convention one of these little charmers was a raffle prize. During the two days we manned the LCCA raffle tables full of Lionel trains, I was floored by the number of ladies and kids who bought LCCA raffle tickets from my wife and I just in the hopes of winning the one Happy doll. Long time Lionel collectors know this but its worth repeating — what catches the eye of the ladies and kids in our hobby always becomes collectable.

In the June issue I'll have some really great genuine uncataloged Lionel items to tell you about plus I'll also share with you my thoughts on the extravaganza that is April York, till then Happy Tracks! 🚂

*Photographs by
Gordon Wong*

All Aboard the Amtrak LCCA “Broadway Limited”

Lou Caponi

RM 8735

LCCA's very own special Speedliner, the Amtrak Broadway Limited is set to depart Pittsburgh on Tuesday, July 23 and your reserved seat awaits you. Join with your train riding LCCA friends as we head for historic Penn Station in downtown Pittsburgh. We will gather under the magnificent original Rotunda which leads into this wonderfully restored piece of American railroading history. This great depot has now been designated a National Historic Landmark and is a tourist attraction in its own right.

Once aboard we will glide through the spectacularly beautiful western Pennsylvania Allegheny mountain range on our 2-1/2 hour trip to Altoona and the breathtaking Horseshoe Curve. Our LCCA Broadway Limited will actually travel through the Curve in both directions — as we arrive and depart. This rail excursion will be professionally guided from start to finish. Many extras not included in our 1998 excursion are part of the package at no additional cost. The all-inclusive price for this day long tour

includes all transfers and admissions to the Allegheny Portage Railroad, a visit to the newly expanded Railroaders' Memorial Museum and yards, a visit to Horseshoe Curve including a ride on the incline to the midpoint of this incredibly busy site and a hearty Railroader's box lunch at one of these sites. Ample time will be allowed at each site to fully absorb all there is to see. Be sure to bring your camera to capture the many spectacular photo opportunities.

At the end of the afternoon we will re-board our chartered Speedliner for a relaxing return to Pittsburgh by 8-8:30 pm. A great deal of effort has gone into the planning of this tour to make it a truly unique experience. The entire day has been planned by your convention team with one goal in mind — a fun-filled day of exploration and discovery for you and your family. Just as with our last hugely successful rail excursion,

space is limited and we will do our best to accommodate everyone. You won't want to miss this unique opportunity.

Make plans now to “Come Aboard”! 



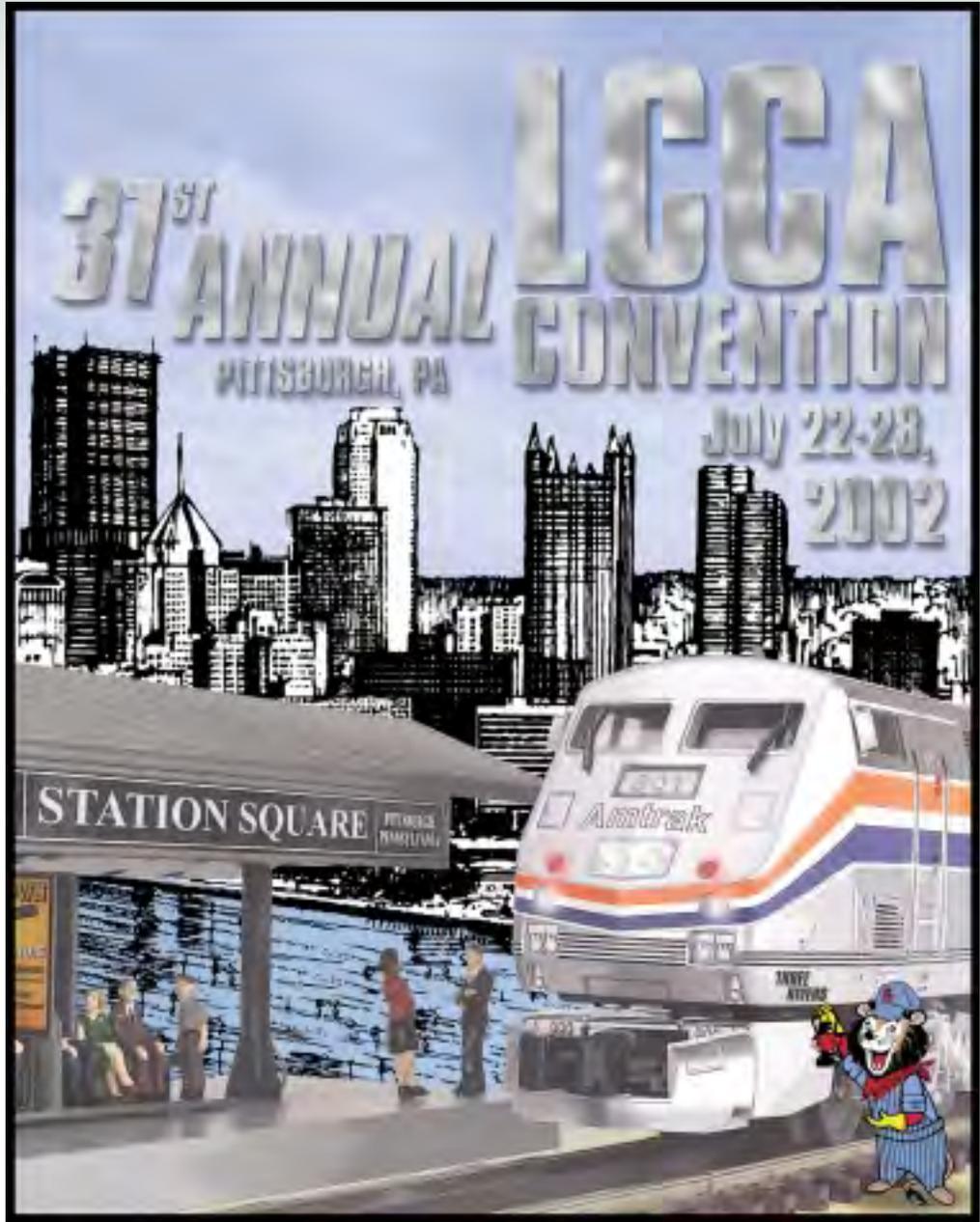
Patch for the 32nd Annual LCCA Convention

Check out what's
new on the LCCA website
www.lionelcollectors.org

Pittsburgh Welcomes LCCA and You in 2002

Set at the confluence of three great American rivers, Pittsburgh is the city of the Steelers and much more. One of the country's great destination cities, it holds many train-related activities in the city and the region. The tour programs of the upcoming 32nd LCCA Annual Convention will include an Amtrak excursion on July 23 to the famous Horseshoe Curve of the Pennsylvania Railroad, the Allegheny Portage Railroad National Historic Site, and the Railroad Museum at Altoona as an all-day adventure.

On July 25 we'll spend a full day at the fabulous Carnegie Science Center with a huge (2400 square feet) O-gauge train layout sponsored by our favorite namesake toy train company. This layout shows some of the best landscaping you'll ever see — with areas depicting the four seasons, a working river, and a large steel mill.



And we'll enjoy the traditional features of the Convention — a welcoming party, the Lionel seminar, a sumptuous banquet (this time aboard a riverboat), and Trading Hall activities.

Form may be
photocopied

Lionel® Collectors Club of America
32nd ANNUAL CONVENTION - REGISTRATION FORM

**Pre-Registration Fee of \$39 must be received on or before June 1, 2002.
If received after June 1st or at the door, the Registration Fee will be \$54.
No refunds after July 15, 2002 — Please print or type.**

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

Badge Name: _____ e-mail Address: _____

Address: _____ Phone: _____

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

Spouse's name (if attending*): _____

* = If spouse is a Regular Member and wants the 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 6-1-02) _____ @ \$39 = \$ _____
(After 6-1-02) _____ @ \$54 = \$ _____

Tables — Each with one chair _____ @ \$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 _____ @ \$14 (Adults) _____ @ \$20 (Adults) _____ @ \$8 (Children) = \$ _____
(Sheraton Guests) (non-Sheraton Guests)

YOU MUST INDICATE A MEAL SELECTION BELOW

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

Adult: _____ Filet Mignon -or- _____ Poached Salmon _____ @ \$59 = \$ _____

Children: A menu specially designed for our younger guests _____ @ \$39 = \$ _____

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 #4 _____ | <input type="checkbox"/> Tour #6 _____ |
| <input type="checkbox"/> Tour #2 _____ | <input type="checkbox"/> Tour #5 _____ | <input type="checkbox"/> Tour #7 _____ |
| <input type="checkbox"/> Tour #3 _____ | | |

GRAND TOTAL \$ _____

Make check/money order (in U.S. funds) payable to: **2002 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:
2002 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
Sheraton Hotel at Station Square and mail your request
directly to their address listed on the form.

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

General Information

REGISTRATION, HOTEL RESERVATIONS, TRADING HALL, AND BANQUET

Convention Registration

The special early registration fee is only \$39 if received on or before June 1, 2002. Registrations received after this date or at the door will be \$54. All pre-registrants will receive confirmation by mail.

Questions about Convention registration may be directed to Susan Ellingson, Convention Registrar, at 952-931-0853 or e-mail her at <lccasue@aol.com>.

Each registrant will receive a special registration gift. Pre-registered members may pick it at the registration desk by showing their current membership card. Those who register but do not attend will receive their gift by mail after the Convention.

Under club convention rules, guests are not allowed — only your immediate family (spouse and children under the age of 21) are admitted with your registration. Tickets will be provided at the registration desk and are required for all tours and other events. Register early to get the tours, events, and tables you want.

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

Accommodations

Use the separate Hotel Registration Form to submit your hotel reservation request. Mention the LCCA when requesting reservations by phone or fax.

Parking

Valet parking and self-parking are available at the host hotel for hotel guests. Parking is not available at the hotel for RVs and motor homes.

Trading Hall and Tables

The Trading Hall space will accommodate 400 tables. Tables are available at \$25 each with no limit on number. If you want your table next to another member, please so indicate on the Registration Form and send both forms, with separate checks, in the same envelope. Tables with an electrical outlet are available for an additional fee of \$30. No flashing lights, sirens, blowing horns, etc.

Unloading and set-up will be on Friday, July 26th from 10 a.m. until 5:45 p.m. and on Saturday, July 27th from 7:30 a.m. until 8:45 a.m. Trading is not permitted during set-up times. Violators will be told to leave and disallowed from selling at the Convention. Security will be provided. If all tables are sold, your name will be placed on a waiting list. All train and related items must be clearly marked and priced.

The Trading Hall will be open for trading starting on Friday night at 6 p.m. for **registered convention attendees only**. This registered-only trading will continue until 9 p.m. and resume on Saturday from 9 a.m. until noon. At noon, we will open the Trading Hall to the general public and LCCA members not registered for the Convention until closing at 5 p.m. NO teardown will be allowed prior to 5 p.m. The Trading Hall will close at 5 p.m. until 6:45 p.m. for teardown and again on Sunday from 8 until 10 a.m. **NO trading on Sunday.**

Get Acquainted Party

At 6 p.m. on Thursday evening, July 25th, we will enjoy our party within the Sheraton Hotel at Station Square. An open cash bar will also be available. For adults staying at the Sheraton, the costs will be \$14; adults not staying at the Sheraton, \$20; and children (under the age of 12), \$8. The Get Acquainted Party requires a proper convention badge for admittance NO food or beverages will be permitted to be taken from this event.

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

Reception and Banquet

Our cocktail reception will be Saturday July 27th, from 6 to 7 p.m. The banquet will start at 7 p.m. and will run to about 10 p.m. aboard the riverboat "Majestic." Tables may be selected and reserved by signing up at the registration desk in advance starting on Wednesday, July 24th. Members will sit in their pre-reserved seats only. This computer sign-up list will be available at the banquet to resolve any questions on the spot. Anyone not seated in their correct seat will be told to vacate it. Those wishing to reserve an entire table must fill-in all names and convention registration numbers at least 24 hours in advance of the banquet.

The banquet offers plenty of prizes and give-aways. There will also be a silent auction during the evening, and auction items may be redeemed immediately after the banquet. In addition, raffle tickets will be sold throughout the Convention and winning tickets will be drawn and posted immediately after the banquet.

LCCA Annual Membership Meeting

The official business meeting of the club will be held on Friday, July 26th, at 3 p.m. in the Sheraton Hotel.

Lionel Seminar

The special presentation about Lionel products by company executives is always a highlight of the Convention. Attendees will get "inside track" information from designers, product engineers, and marketing specialists. The seminar will be held in the Sheraton Hotel on Friday afternoon, July 26th, at 4 p.m. until ??????????.

Form may be
photocopied

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

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

Instructions: Circle the tour(s) of your choice. 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. 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.

Tuesday, July 23th

Tour #1 — Westsylvania Excursion on Amtrak	<u>Person(s)</u>	<u>Rate</u>	<u>Amount</u>
6:00 a.m. — 10 p.m.			
LCCA members and immediate family	_____	@\$159 =	_____
Non-LCCA members	_____	@\$199 =	_____

Wednesday, July 24th

Tour #2 — Sightseeing Tour of Pittsburgh	_____	@\$38 =	_____
8:00 a.m. — 1:15 p.m. (includes lunch)			

Tour #3 — Trolley Museum & History Center	_____	@\$36 =	_____
1:30 p.m. — 5:00 p.m. (no lunch)			

Thursday, July 25th

Tour #4 — LCCA Day at Carnegie Science Center	_____	@\$36 =	_____
Presented by Lionel (includes lunch)			
9:00 a.m. — 5:30 p.m.			

Friday, July 26th

Tour #5 — Trolley Museum & History Center	_____	@\$51 =	_____
8:00 a.m. — 1:15 p.m. (includes lunch)			

Tour #6 — Sightseeing Tour of Pittsburgh	_____	@\$23 =	_____
1:30 p.m. — 5:00 p.m. (no lunch)			

Saturday, July 27th

Tour #7 — Kennywood Amusement Park	_____	@\$42 =	_____
9:00 a.m. — 4:00 p.m. (lunch on your own)			

Alternate Tour — If inclement weather prohibits Tour #7, another tour will be offered (To Be Announced)

Total: \$ _____

Convention Tours

Tour #1 - Westsylvania Amtrak Excursion Tuesday, July 23, 6 a.m. - 10 p.m.

This custom LCCA Amtrak tour will include some fun surprises during this daylong event. Space will be limited, so if you select this tour send in your registration early to assure



seating. These “real scale” train adventures are immensely popular. The club will provide special pricing for non-LCCA members who may want to join us for this excursion.

The tour price includes a ticket aboard Amtrak, bus transportation, Altoona Railroaders Memorial Museum, a railroader’s lunch, Allegheny Portage Railroad, Horseshoe Curve National Historic Landmark, and all applicable taxes.

Note: The non-LCCA participants will receive the benefits of this excursion, but will not be entitled to purchase other Convention activities.

The scheduled Wednesday, Friday, and Saturday tours during Convention week will be conducted by Pittsburgh Panorama, Inc., a locally owned and operated professional destination management company. Professionals with knowledge of local lore will guide each tour. All tour busses are clean, current models.

Tour #2 - Sightseeing Tour of Pittsburgh Wednesday, July 24, 8 a.m. — 1:15 p.m.

8 — 11 a.m. - The North Shore

This driving tour of the North Shore area of the city includes the new, just-completed stadiums for the Pirates and Steelers. Also in this area are the Andy Warhol Museum, National Avery, Mexican War Street, and Millionaires Row. We will continue on to Pittsburgh’s Golden Triangle and see beautiful architecture, the bustling commerce center, and hear the story of Pittsburgh’s past two renaissances — plus the

exciting changes within the third (current) renaissance. We will stop at PPG Place, Pittsburgh’s gothic glass masterpiece. We will experience the magnificent skyline view and convergence of the three rivers from the top of Mount Washington (bring your camera — it’s a great spot for picture taking).

11 a.m. - Noon — The Strip District

This mile-long stretch along the Allegheny River was once the site of the city’s earliest iron foundries, manufacturing plants, and factories; as well as the switch yards of the Pennsylvania Railroad. The Strip’s industrial architecture has been reclaimed and now houses a bustling marketplace and provides a perfect architectural setting for some of the city’s hottest bars and clubs. Produce and flower markets spill a colorful array of fruit, vegetables, and blooms onto crowded sidewalks while the aromas of roasting coffees, fresh cheeses, and homemade pasta mix in the air.

Noon - 1:15 p.m. — Lunch at the Spaghetti Warehouse

Enjoy Italian cuisine at this famous Pittsburgh restaurant.

Tour #3 - Trolley Museum & History Ctr. Wednesday, July 24, 1:30 - 5 p.m.

1:30 - 3:30 p.m.

We will depart from the host hotel, travel back in time, and visit the Pennsylvania Trolley Museum for a tour of this fascinating museum. This museum is an operating facility where visitors can see, learn about, and actually ride Pennsylvania’s historic electric rail vehicles dating back to the turn of the century.

3:30 - 5 p.m.

Next stop — the Senator John Heinz Regional History Center. Take a journey through time from the arrival of the first settlers to the present in this 15,000 square-foot museum. You’ll see exhibits covering 250 years of the history of the Pittsburgh region. Interactive exhibits will feature thousands of artifacts that demonstrate home and family life, industrial



development, transportation and geography, education and religion, civic and political organizations, and immigration and ethnicity. At the conclusion of this “time warp” visit, we’ll board motor coaches that will take us back to our host hotel — and to the 21st century.

Tour #4 - LCCA Day at Carnegie Science Center, Presented by Lionel Thursday, July 25, 9 a.m. — 5:30 p.m.

This daylong adventure of discovery includes a short boat trip across the river to the acclaimed Carnegie Science Center. Each registered Conventioneer will depart from and return to the river dock adjacent to the hotel, have access to all attractions (including the Omni Theater), enjoy a catered lunch, and receive a very special commemorative train car.

Tour #5 - Trolley Museum & History Ctr. Friday, July 26, 8 a.m. - 1:15 p.m.

Same as Tour #3 with the addition of lunch at the Spaghetti Warehouse, a favorite Pittsburgh landmark restaurant with wonderful Italian cuisine.

Tour #6 - Sightseeing Tour of Pittsburgh Friday, July 26, 1:30 - 5 p.m.

Same as Tour #2 but without a lunch.

Tour #7 - Kennywood Amusement Park Saturday, July 27, 9 a.m. - 4 p.m.

Enjoy a fun-filled day at this renowned entertainment complex. Kennywood Amusement Park has many rides — the old-style “Racer” roller coaster, the new “Phantom’s Revenge” steel tubular track roller coaster, water chutes, flying chair ride — even a carousel! There are activities appropriate to all age levels and suited to the “thrill level” you can enjoy or endure.

Lunch on your own. Alternate tour will be conducted only if inclement weather prohibits the Kennywood tour.

Convention Activities

Get Acquainted Party

Thursday, July 25, 6 - 9 p.m.

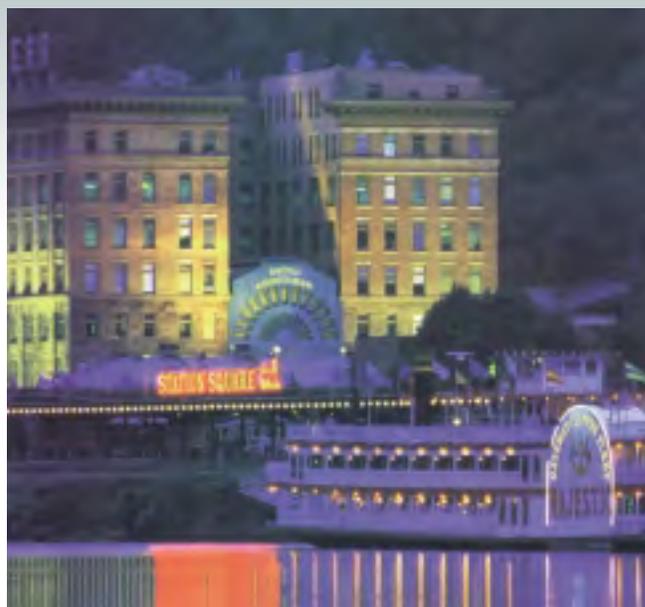
The Get Acquainted Party will be held at the Sheraton Station Square Hotel and will include a full buffet meal with choice of beverage. A great LCCA tradition, the Get Acquainted Party provides an opportunity to renew friendships and make new ones in a casual setting. The party will include family fun entertainment

Banquet

Saturday, July 26, 6 - 10 p.m.

Our traditional Saturday evening white-linen banquet will be held aboard the flagship of the Gateway Clipper Fleet, the incredible riverboat “Majestic.” Members will choose from a

Filet Mignon or Poached Salmon entrée, parsley red-skinned potatoes, asparagus with roasted red peppers, Caesar salad, sinfully delicious triple-chocolate mousse cake, and a beverage. Cash bars will be available, and there are multiple decks for enjoying a libation while viewing Pittsburgh’s incredible skyline at sunset and cruising along the famous three rivers.



This memorable evening will include all the traditional LCCA banquet “goodies” — gifts for everyone, a silent auction with items for every budget, children’s menu, crowd-pleasing entertainment, and a few special surprises. Best of all, we will again offer seat selection in advance so you will be able to dine with friends.

Your banquet ticket includes admission aboard the “Majestic,” a seating assignment and dinner. We will board the riverboat at 6 p.m. and cruise until 10 p.m. The Station Square river dock is just a short walk from our host hotel.



Sheraton Hotel at Station Square

Form may be photocopied

PLEASE NOTE
RESERVE ROOM(S) WITH A CREDIT CARD.
CONTACT SHERATON HOTEL BY PHONE, FAX, OR MAIL.
DO NOT SEND CURRENCY.

ORGANIZATION: LCCA

FUNCTION: 2002 Convention DATES July 22 to 28, 2002

ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2002

Please reserve accommodations for:	<i>Please print or type</i>
NAME _____	COMPANY <u>LCCA</u> PRICE <u>\$107</u>
ADDRESS _____	
CITY _____	STATE _____ ZIP CODE _____
SHARING ROOM WITH _____	NO. OF PERSONS _____
SIGNATURE _____	PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	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 800-255-7488.

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

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-233-1234 FOR RESERVATIONS.	
PLEASE RESERVE _____ NO. OF:	<input type="checkbox"/> SINGLE <input type="checkbox"/> TRIPLE LOCAL RATES ARE: \$107 FOR SINGLE, DOUBLE, TRIPLE OR QUAD,
<input type="checkbox"/> SMOKING ROOM	<input type="checkbox"/> DOUBLE <input type="checkbox"/> QUAD <u>PLUS</u> APPLICABLE TAXES.
<input type="checkbox"/> NON-SMOKING ROOM	
ROLL-AWAY CHARGE \$15.00; AVAILABLE UPON REQUEST. RATES ARE SUBJECT TO CURRENT TAXES. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.	

Fill out all necessary information and mail or fax directly to:
SHERATON HOTEL AT STATION SQUARE
Attn: Reservations Department, 7 Station Square Drive, Pittsburgh, PA 15219
Phone: 412-261-2000 or 800-255-7488 Fax: 412-261-2932

YEAR 2002 CONVENTION TIMETABLE
IMPORTANT NOTE: ALL TIMES EASTERN DAYLIGHT SAVINGS TIME

Monday July 22, 2002

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

Tuesday July 23, 2002

6:00 a.m. to 10:00 p.m. Westsylvania Excursion on Amtrak, Tour #1
7:00 a.m. to 7:00 p.m. Registration Desk open

Wednesday July 24, 2002

7:00 a.m. to 6:00 p.m. Registration Desk open
8:00 a.m. to 1:15 p.m. Sightseeing Tour of Pittsburgh (includes lunch), Tour #2
8:00 a.m. to 2:00 p.m. LCCA Old/New Board of Directors Meetings
1:30 p.m. to 5:00 p.m. Trolley Museum & History Center (no lunch), Tour #3

Thursday, July 25, 2002

7:00 a.m. to 6:00 p.m. Registration Desk open
9:00 a.m. to 5:30 p.m. LCCA Day at Carnegie Science Center Presented by Lionel (includes lunch). Tour #4
6:00 p.m. to ???????? Get Acquainted Party — Sheraton Hotel

Friday, July 26, 2002

7:00 a.m. to 6:00 p.m. Registration Desk open
8:00 a.m. to 1:15 p.m. Trolley Museum & History Center (includes lunch), Tour #5
1:30 p.m. to 5:00 p.m. Sightseeing Tour of Pittsburgh (no lunch), Tour #6
10:00 a.m. to 5:45 p.m. Trading Hall available for unloading/set-up
3:00 p.m. to 4:00 p.m. LCCA Annual Membership Business Meeting — Sheraton Hotel
4:00 p.m. to ???????? Lionel Factory Seminar — Sheraton Hotel
6:00 p.m. to 9:00 p.m. Trading Hall **open to registered Convention attendees only***

Saturday, July 27, 2002

7:00 a.m. to Noon Registration Desk open
7:30 a.m. to 8:45 a.m. Trading Hall Available for Unloading/Set-up
9:00 a.m. to 4:00 p.m. Kennywood Amusement Park (lunch on your own), tour #7
9:00 a.m. to Noon Trading Hall **open to registered Convention attendees only**
Noon to 5:00 p.m. Trading Hall **also open to the public and non-registered LCCA members**
5:00 p.m. to 6:45 p.m. Tear-down in Trading Hall
6:00 p.m. to 7:00 p.m. Cocktail Reception — Cash Bar aboard the “Majestic”
7:00 p.m. to 10:00 p.m. Banquet at the “Majestic”
(Convention officially closes after banquet)

Sunday, July 28, 2002

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

* Non-registered LCCA members will be admitted free of charge after Noon Saturday by showing their current membership card.

See you at next year's Convention!

Lionel News & Views

by Bill Schmeelk

RM 6643

Toy Fair 2002

This year there was a notable decline in the attendance at Toy Fair. There were certainly lots of people there, but clearly the numbers were down. I spoke with a friend who is a toy inventor and he explained that Toy Fair simply isn't what it used to be. All of the large companies such as Toys R Us, Wal-Mart, Kmart, etc. have made their deals with toy companies months before Toy Fair. Those big deals are becoming a larger part of the toy business and the smaller shops, which Toy Fair caters to, have increasingly become a smaller portion of the toy market. It will be interesting to see in the years to come if this trend continues. If it does, will the large displays put up at great expense by toy companies be continued at Toy Fair? Time will tell.



My annual visit to Toy Fair is always fun and Lionel's booth, **photo 1**, was very similar in style to the display they had last year. They were again in a prime location right at the bottom of the escalator as you entered the lower level of displays. John Brady's presence brought back fond memories of times past. Lionel's product manager, Todd Wagner, showed me the many features of the new line. There is a lot of product in a variety of styles and there's certainly something for all tastes. My guess is that moving production to China has made it possible for Lionel to make smaller numbers of a larger variety of product. I say smaller numbers because the days of a collector buying one of everything in the catalog are clearly past for most of us.

Lionel Classic Trains Volume 1 2002

Lionel's new 110 page catalog was available well before Toy Fair and I'm assuming that by now most Lionel fans and certainly our readers, have seen and studied the catalog. So in this article I'm going to concentrate on information that was not in the catalog. We'll also highlight some of the new features that were in the catalog.

Many of the new sets will have each of the cars individually boxed. Only the three Intro to O Gauge Sets, the New York Central Flyer set and the Christmas Train set will not have individual boxes for each O gauge car and loco. These are also the only sets that use plastic trucks. All other sets use die-cast trucks. One change from the catalog is that the Union Pacific RS-3 diesel that comes in the UP Freight Express set will have gray trucks rather than the incorrect black ones shown in the catalog.

The three Adventure Sets have apparently been well received. The Great Train Robbery set is the first to include two separate powered units — the General locomotive and the special cowboy handcar. The special mint car also adds to the value of this set. The Area 51 Alien Recovery set features three operating cars including a new rotating searchlight caboose. Incidentally, although not shown in the catalog, the operating radar car will have the man figure at its controls.

The next step up is sets that include RailSounds. A brand new Berkshire and tender head the Santa Fe Super Freight set. The tender has a die-cast body, frame and trucks. This Berkshire is produced from all new tooling. The set is also provided with O gauge rather than O-27 track.

The Christmas Train includes a new animated gondola with Santa and Mrs. Clause. A special Christmas sound system is located in the box car. The Christmas sound system is located in the caboose of the Large Lcale Christmas set.

If you're very observant and perhaps if you have an earlier version of Lionel's Large Scale Thomas the Tank Engine set, you may have noticed that the latest version has more decoration, adding additional colors.

One of my personal favorites in the new line is the Missile Launch set. This set duplicates a postwar set that first appeared in the 1959 catalog. This set is in every respect considerably higher quality than the postwar version. By 1959, Lionel had cheapened several of the features on their cars and locos. Even the original No. 44 Army loco had a retail price of only \$17.95 when it was introduced. The motor was the type that is integral with the truck and all of the cars had plastic trucks. This latest

version corrects these inadequacies and adds several new features. The motor used in the new version will still be the integral type, but will be a much-improved version. This will be the same Pullmor motor used in the Dash-8 diesels. This new version will incorporate TrainMaster Command Control. The loco also features an ElectroCoupler at the rear and MagneTraction. The bank of four rockets can be fired in any of three ways — manually, with a remote control track, or remotely anywhere on you layout using the TMCC CAB-1 remote controller. Each of the cars are favorites with postwar collectors and all of them have die-cast trucks. The stretcher caboose is the first time since the postwar period that this car has been made with the metal flatcar. This is just as it came in the original set.

There are a few changes from what is shown in the catalog. The helicopter will be a NAVY one as the original was and not the USMC shown in the catalog. The original set came with a four bladed helicopter, but Lionel soon improved its operation with a smaller two bladed propeller. Thankfully, Lionel used the later version in this set. The front of the loco will have white LED headlights. The original merely had bumps molded into the shell. The motor truck will have a black finish rather than the unfinished silver of the original. This adds greatly to the look of the engine. My only disappointment with this loco is that Lionel did not paint the black and white stripes on the bumper at each end. The original was also not painted with these stripes. The stripes were however shown in postwar catalog and that is the only place they appeared. The bumpers do have the stripes molded in, but they have never been painted. It would be a nice touch if Lionel would use something like this that postwar Lionel had planned on, shown in the catalog, but never followed through on. Completing the set will be the return of the Exploding Ammo Dump — the perfect target for the loco's missiles. This is the set I can't wait to see. I was nine years old when the original came out.

Another postwar set is the Boy's Train set. The colors of the cars have been revised since the catalog photo was taken. The caboose for instance will be mint green rather than the medium green shown in the catalog. The original postwar set never made it to production and only the prototype sets were ever made.

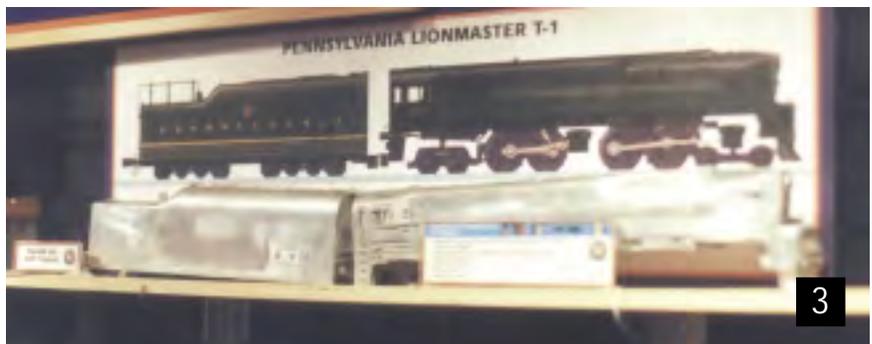
The limited production Blue Comet set was announced in the last catalog, but this year we got to see the new heavyweight passenger cars with all of their interior decoration. **Photo 2** shows a cutaway view of the interior. A new premium set is the 50th Anniversary set. In 1950 Lionel's anniversary set saw the return of the scale Hudson, introduced



in a less detailed version as the 773. The designers at Lionel asked the question, "How would Joshua Lionel Cowen have made this train fifty years later?" This set answers the question. The loco is different in some prototypical ways from others that Lionel has produced. Some features unique to this version are the new Boxpok drivers, the absence of marker lights, and the silver cylinder caps. All of these changes are prototypical. The loco also has MagneTraction. The Internet continues to be source of unreliable information. In spite of persistent rumors on the Internet, the tender will be as it is shown in the catalog with New York Central markings, and not Lionel Lines. This is as it was in 1950.

A new Standard Gauge set is the Tinplate Commodore Vanderbilt. This is another Standard Gauge first for Lionel. The loco body, frame and trucks are all die-cast. Todd told me that this was the largest die casting Lionel has ever made. The passenger cars are tinplate and although missing in the catalog photo, they will have windows in the doors at each end of the cars.

The B & O Hudson loco, although not new in this catalog, has been upgraded to include RailSounds at no additional cost. Judging by the response to last year's LionMaster locos, first introduced last year, this series is a popular one, allowing those with layouts using O-31 curves to run the large, well detailed locos. The latest in the series is the Pennsylvania T-1 Duplex. **Photo 3** shows the rough casting for this new loco. This loco



will feature two motors and articulated drivers to allow it to negotiate an O-31 radius. Raymond Loewy, known more to Lionel fans as the man who designed the GG-1 electric, designed the prototype of this loco.

The Conrail U36B is Lionel's first in fifteen years. Check

out the catalog photo and notice the screw head that secures the body shell to the chassis. These have been eliminated and will not appear on the production model. The Santa Fe RS-3 will have silver lettering and not the white shown in the catalog.

Lionel's new Track Cleaner car is still in development, but we can tell you some interesting features. The car is being designed to do a better job of actually cleaning your track, but don't expect any track cleaning car

to restore old and severely dirty track. The original postwar version functioned poorly in that regard. The new version will feature a die cast frame to give it the needed weight and will be mechanically geared. There will be no motor and it will have two revolving cleaning heads. The original had a motor that only rotated a single cleaning pad. The car still needed to be pulled by a loco to get it around the track. The new model will also need to be pulled or pushed, but will not need any electric power to rotate the two cleaning pads.

The U.S. Army Transportation Corps GP-9 will not be produced. Although this loco is prototypical in its decorations, there just wasn't enough interest in it to put it into production. The Rock Island GP-7 will have a lower price of \$299.95 and although not mentioned in the catalog will also feature a strobe light on top of the cab.

The GP-30 diesel locos are new from the ground up and have all of the top features including the Odyssey system for speed control. The Dash 8 locomotives feature a new chassis and this series is the B type indicating four-wheel trucks.

On page 42 of the catalog are three new General Electric U30C's. The first of these, the Delaware & Hudson is actually this year's Service Station Special. This particular loco is available only through Lionel Service Stations. If you look carefully at the catalog illustrations, you'll notice that each of the three U30C diesels has been detailed differently to make them prototypical to each individual road name. Notice the differences in the Santa Fe model.

Photo 4 shows Lionel's special Union Pacific loco. This loco did not serve in operation Desert Storm, but the prototype was especially painted by the Union Pacific Railroad employees to honor the American troops serving in the Persian Gulf War. The masking that Lionel used to make this loco was

one of its most complicated. The illustration in the catalog is a computer drawing, but **photo 4** shows Lionel's prototype. I was particularly impressed with the way this loco looked and felt it looked much more desirable in person than it did in the catalog.



feature the new baggage car with the full size doors. These doors are each individually milled, rather than being stamped. Todd explained that even the original postwar large door version was milled. There simply isn't enough room to punch the large hole, since the female portion of the die must be positioned inside the car. Lionel soon abandoned this time consuming process and made the opening smaller to allow it to be punched. There's no doubt that the new larger size door corrects a long-standing visual defect with these cars. The larger door really adds to the prototypical look of these cars. The Union Pacific cars will also feature interior detailing as shown in **photo 5**.

Three sets of Superliner aluminum passenger cars are also being offered. These cars really have some special details



which add significantly to their realistic appearance. Many of the details have been applied as separate pieces. Even the window frames are separately applied. One new prototypical feature that is a first for Lionel is rotating axle bearing caps. This means you see the ends of the axles rotating as the car rolls along — just like the real thing. These cars also feature interior details as shown in the cutaway model in **photo 6**. This detailing is amazing and can be looked at from every angle. Even the ceilings have been done. These cars also feature Lionel's first working metal and vinyl diaphragms. If these interest you at all, be sure to read about all the features in the



catalog.

Now here's a test to see how well you read the catalog. What is the most significant feature of the new PS-5 Gondolas? You don't usually think of gondolas as being exciting, but these cars have some special features. In my opinion, the most significant of these are the trucks. This new Lionel truck appears to be the ultimate truck we have been waiting for years to see. This new die-cast sprung truck features a return to Lionel's plate release coupler. This is similar to postwar caboose trucks, except that these have real springs and a feature



Lionel never had on their caboose trucks. **Photo 7** shows a bottom view of the new truck. If you look carefully you can see that they have

added a tab that allows you to open the coupler while the car remains on the track. This newly designed truck no longer rides on the wheel axels. To me this is BIG NEWS and should have been touted in the catalog with a detail photo. This year, the new truck will be used on the PS-5 Gondolas, the PS-1 Boxcars, the PS-2CD Hoppers, the General American Milk cars and the ACF 40 Ton Stock cars.

The gondolas themselves sport some new features. The



ends can be folded in and as seen in **photo 8**, the interiors of the gondolas have been detailed. This is an industry first and required the use of special collapsible core molds that allow the molded car to be removed from the die. The new 40-ton Stock cars will each have 4 cattle figures inside. The new General American Milk cars ride on high-speed passenger

trucks. Todd mentioned that milk cars of this type often ran in passenger trains. These cars also have the spring bumpers on them and the roofs are removable to reveal the tanks inside.

A new set of 6464 archive cars is being offered. Todd advised us that the

numbers assigned these cars are numbers that Lionel had skipped in the 6464 series, probably because certain cars after being assigned a number were never produced. The Union Pacific tank car on page 64 of the catalog will be plated, rather than painted. The Pacific Fruit Flat Car and Trailers will include the wheel rests normally seen on this car but not in the catalog photo.

In the Postwar Celebration series, the 3376 Giraffe Car will be supplied with the stamped metal teltales rather than the later and inferior plastic version. The 6816 Flatcar with Bulldozer will have the original wire windshield, often missing on the original versions. This is being made with the original tool. The 6407 Flatcar with Rocket does not use the original Sterling tooling. Sterling had been the supplier of these rockets to Lionel in the 1960's. The rocket was also sold in stores as a separate item, from Sterling, and the capsule had a pencil sharpener inside. Sterling actually designed it as a space age pencil holder for kids. Todd informed me that the original Lionel version of this car DID NOT have the pencil sharpener. Todd has seen Lionel's original orders for this rocket from Sterling. The order specifically states — Do not include pencil sharpener.

The 6520 Searchlight car returns this year in all of its postwar glory and then some. The tool used to make the die-cast car is all new. The original had been altered by postwar Lionel to be used with plastic. One of the cars they did that

with was the original Turbo Missile Firing car that fired at the Ariel Target Launching Car. This new searchlight car has a programmable feature to control the brightness and speed of rotation. You

program it easily using your remote control or uncoupling track. This can be done on both traditional of Command Control layouts.

Also coming back is the 470 Missile Launching Platform. The photo in the catalog shows it missing the ends of the Quonset hut, but these will be in place on the production model.



Postwar Lionel sold this with either the exploding boxcar or the exploding Ammo Dump. This model will be sold as a separate unit.

The Small Lift Bridge shown on page 83 of the catalog will be made in metal. The infamous 213 bridge finally comes into production, some 52 years after it was initially announced. Although original drawings were used to size the bridge, the mechanics have been re-engineered and several details have been added. The size won't be as large as the plastic version put out some years ago and should be usable by those without giant layouts.

The 840 Industrial Power Station will have the skylights that the original had. These are missing from the catalog photos. The station now also features interior lighting, inserted

five special introductions. We got no clues on the remaining four. These two new locos are shown in **photo 9**. Each of these 2-8-8-2 locos is detailed specifically for its road name. Both have all the top-of-the-line features. They even have spoked pilot wheels. A high torque Pittman motor with momentum flywheel drives each of the locos. They require O-72 radius and the price on each one is \$1499.95

Finally, the Union Pacific Veranda will arrive this year! First announced in 1998, this has been an item fraught with problems. **Photo 10** shows the model displayed at Toy Fair. This has again been completely retooled. Two Pittman motors will power this latest version. There are also two independent smoke units. In operation, only one of these operates as you start the engine. After the sixth speed step, you hear the turbine kick in and the main smoke generator begins to function. This



window coverings and real smoke from all three stacks.

Lionel promised a few surprises at Toy Fair and these included two new locos — the 2-8-8-2 Steam locos in Santa Fe and Virginian road names. These are the first in a series of

is exactly how the real thing operated. There are eight lights on the loco, including 2 super white LED's, 2 green classification lights, 2 number board lights, 1 red train emergency light and an operating Mars light. The die-cast tender, shown in **photo 11**, has its own electronics so that the



loco can run without the tender. They are operated together as a lash-up. It looks like Lionel is finally getting the best of this project and we should see it completed around June of this year.

Many of the faults we found with the last catalog have been corrected in this one. I still think the name LIONEL ought to be much more prominent on the cover. There are now feature icons that help you quickly identify the features of each item. I'd also like to see detail photos of some of the features - the couplers for example. I'm sure there are many who never read all of the text in a catalog and these photos would tout the new features in a way that would be hard for the page-turner to miss. **Photo 12** shows this year's Toy Fair car.

Lionel also announced an advertising promotion with Wendy's that will include Lionel. Watch for it at your local Wendy's in the fourth quarter of the year.

Our thanks to all the folks at Lionel for their hospitality and especially to Todd Wagner who took the time on his day off to go over the catalog with me

page by page. Our best wishes go to all the folks at Lionel for a banner year in 2002!

There's one other very special car Lionel is making this year and it is only available to those who attend our annual convention and sign up for the Lionel Day at the Carnegie Science Center tour. That's all we can say right now, but it's a car that's sure to please. 

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



Catchy Slogans

by Gene H. Russell, Ed.D.

RM 24608

Advertising slogans are those brief, catchy phrases used to promote a product, company, or industry. This month's puzzle contains ten phrases, sometimes found within quotation marks, that appeared on postwar Lionel box and refrigerator cars. Your task is to recall the road name associated with these catchwords. *Good luck Lionel collectors!*

Answers to last month's puzzle

- | | |
|------------|-------------|
| 1. coupler | 8. ballast |
| 2. layouts | 9. savings |
| 3. trestle | 10. caboose |
| 4. station | 11. scenery |
| 5. catwalk | 12. General |
| 6. catalog | 13. trolley |
| 7. barrels | |

Clues

1. "Follow the Flag"
2. "Rides like a Feather"
3. "Ship it on the _____!"
4. "The Route of the Chief"
5. "Route of the Rockets"
6. "Serves the Southwest"
7. "Green Mt. Gateway"
8. "The Right Way"
9. "The Peoria Gateway"
10. "at your service"

Road Name

Answers will be published in the June 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

We just moved into our home some ten minutes from the Lionel office in Michigan. One of the first things Christine and I unpacked was the gold Centennial Hudson now dominating the living room from its place of honor on the fireplace mantel. It's an exciting statement to me — both celebrating the legacy

and hundred-year heritage of the past and holding the promise of the future as I contemplate hundred year anniversary cars slipping in between the engine and cabooses.

Planning has already started on my personal layout in the basement, to include various track gauges and trains and

accessories that have special significance for me. I'm already fantasizing over the upcoming coal tippie as a centerpiece in a complex environment that includes conveyors, bulldozers, a power station and an "underground" coal mine.

Last week several of us spent a couple of hours operating a pre-production Veranda, both on the test layouts upstairs as well as the museum showcase layout near the entrance to our building. Truly a magnificent sight as it hauled over fifty pounds of weighted flat cars up inclines and around various curves. Downstairs it effortlessly pulled and pushed some thirty pieces of rolling stock at crawl speed up to open throttle. My name is now on the open order list to buy one of these for my home. I can only imagine the excitement among those of you who have awaited this launch for such a long time.

I'm delighted to have this opportunity to introduce myself to you as a group in *The Lion Roars*. I look forward to meeting you personally at upcoming meets and other events. Clearly to all of us here at Lionel you and the thousands of other enthusiasts in all the clubs and associations are why we come to work every day. We value your suggestions and critiques. We want to do our part to make your association with Lionel not only a satisfying experience for you personally, but for your extended families and friends. Naturally I won't personally experience the next centennial car added to my mantel display, but I get a kick thinking about it. 🚂

New Area Code? New Zip Code?

Let LCCA know so the club can send publications and extend services to you. Send updated info by fax, e-mail, or by a post card to:

LCCA BUSINESS OFFICE
P.O. Box 479, LaSalle, IL 61301-0479
FAX: 815-223-0791, EMAIL: lcca@cpointcc.com



