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The **Lion Roars**



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The Rio All-Suite Hotel & Casino

The Host Hotel for the 2003 LCCA Convention



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



Photographs by Mike Dupstaff

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

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

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

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

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

Purchasers of this car – for the first in LCCA history – receive another bonus: FREE shipping and handling. So the price of the car is the full price. Limit per member: two cars. The deadline for receipt of orders is May 31, 2003.

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

ORDER FORM — MAY BE PHOTOCOPIED

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

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

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 If Canada, add'l \$5.50 per car _____
 If Alaska or Hawaii, add'l \$7 per car _____
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 Total: \$ _____

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

Enclose payment (in U.S. funds) for this offer only and mail to: LCCA, P.O. Box 479, LaSalle, IL 61301-0479.
 Make check or money order payable to: LCCA.

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

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 site of the 2003 LCCA Convention*

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Old Lionel ad from 1954

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

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- 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

A Better Way

If I may be excused for just a bit of rational exuberance, please take an early opportunity to check out *eTrack* at our favorite website, lionelcollectors.org. Thousands of your fellow members have and what they have found is the easiest, most intuitive buy, sell or swap toy train site anywhere. Larry Black and Greg Elder have led the development team that brought this to reality in record time. Our members' acceptance (as measured by the number of items listed through the website) has exceeded all expectations and the growth is accelerating as the word spreads. Our electronic version of the acclaimed *Interchange Track* gains new converts daily as they realize they can add, change, delete, or search the database on a 24/7 basis. We are delighted that Greg Elder has agreed to serve as Editor of this exciting new addition to the growing list of LCCA member benefits. Bill Button will continue to edit the print version of the *IT*. Another of our super volunteers, Website Editor Craig Tribuzi, continues to add fun and useful new features to all areas of the site — check in often — we think you'll like what's happening. If you haven't gotten your members password yet, it is really easy and so is customizing it to make it your very own. Both Greg and Craig would welcome your feedback. They thrive on it.

Membership and Other Fun Things

If your name is James VanderPloeg or James Hooretz keep an eye out for the brown UPS truck. These imaginative members are two of the winners in our recent contest for nifty ideas for both membership recruitment and retention and their prizes will be shipped soon. The third winner is director Lou Caponi (a true fountain of creative ideas!) but because he is a board member, his prize will be randomly awarded to a member who has requested a password for our website. The prizes will be one of the special cars we have created in the past few years. Each of these members offered some great ideas and because we like fun surprises, they will be rolled out later this year. A hearty "Thank You!" to all who took time to offer their suggestions.

2003 promises to be an exciting year for LCCA members and there will be some very special membership based offers announced. We will be recruiting new members through an attractive Point of Sale program through selected retailers. We continue to believe that enhancing membership value is the key to long term growth. Factoid: No other club even approaches our record of no dues increases. Later this year, our members will have an opportunity to acquire a very special train set (at a super LCCA price!) that was originally offered in the 1950's on an uncatalogued basis.

Las Vegas July 22-27 at the Incredible Rio Hotel

Later in this issue you will find full convention registration information for this year's annual convention at the fabulous Rio All Suite Hotel and Casino. Whether this will be your first or thirtieth, please consider joining us for the time of your



life. There just isn't a better way to make new friends and renew existing friendships. This year's great LCCA get together promises something for the entire family. You'll enjoy a fun and educational selection

of dynamite tours, the legendary LCCA Get Acquainted Party (more fun surprises this year), the always informative and packed Lionel Seminar and to cap it all off, a super closing banquet. How to make it even more fun? Include another surprise registration gift for the first 400 members who register. Last year's special registration gift is now a sought after LCCA collectible. LCCA's family oriented annual conventions continue to be one of the best values in our hobby. This year's headquarters hotel is truly something to behold — every room a spacious suite; a totally separate convention area with acres of free parking; lots of spectacular free entertainment and 14 restaurants to tempt and delight you.

Guess Who

Here's a quick challenge. Can you guess who that is in the photo? Here are a couple hints. The one on the left is Santa Claus and the one on the right is asking for a set of Lionel trains. We won't tell you when the photo was taken, but see if you can guess who that little tyke is. We'll have the answer next issue.



LCCA Contributing Authors

We continue to benefit from a growing group of LCCA members who willingly share their knowledge and experience with the rest of us through these pages. On behalf of all the rest of us who benefit from their generosity and skill—Thank You! If you would like to join this group and have an idea, please share it with our Editor, Bill Schmeelk. As always, what do you think? 

The Tinplate Cannonball

by Ken Morgan

RM 12231

The Diver, The Target, and R2D2

Last time around I described the workings of Lionel's thermodynamic switch and related how it was used to control the motion of trains. This time, we'll look at another way of using it to create a different effect. Before I start, does anybody out there remember who/what Tobor was? Does Al Hodge ring a bell as a hint? Are you a baby boomer?

Back to my cast of characters for this installment. As I've probably noted before, I got started on accessories too late. Prices certainly have risen over the past few years, but things that never would have rated a second glance now really appeal to me. For example, check **photo 1**. That's the Target, the Diver, and R2D2 from left to right — Or at least, that's how I see them. Lionel of course, had different names for them and Luke Skywalker's R2D2 was a tad more rounded. Remember though, Lionel's piece was designed and built long before SFX became the norm in Hollywood. So I figure we have to accept a tad cruder here, just as, say, a 152 is not exactly a mini NYC S-type motor.

If you haven't met one of these characters, they may surprise you. They may be bigger than you thought! From left to right, they top out at about 6-5/8, 6-1/8, and 3-7/8 inches respectively. These measurements do not agree with the catalogs. But they agree with my ruler. They are also pretty solid castings — or at least the ones I have are. You may however, recall my earlier discussion of metal disease. These pieces are highly susceptible to just that type of failure. In fact, I have seen more R2D2s suffering from this contamination of die-cast metal than those that are free of it. So look carefully before you leap into a deal!

Let's look a bit more closely at each of these as we introduce them by Lionel's names and numbers. The tallest, shown in more detail in **photo 2**, is the number 87 Railroad Crossing Signal. It consists of three separate castings with a pair of colored celluloid targets held in place by the same sort of brass split rings that were used on searchlights. Three sides are rubber stamp lettered *CAUTION DRIVE SLOWLY* as shown in this front view. The back has cast in lettering, unpainted

that says, *MADE BY THE LIONEL CORPORATION NEW YORK*. Two screws at top and bottom, front and rear, hold the pieces together. There are also two holes, one on each side of the base casting, allowing it to be screwed down to a layout. Attached crosswise underneath the base, held in by another pair of screws coming up from the bottom, is a fiber board with two standard knurled nut contacts. Attach two wires here, and the Target is ready to go to work. It uses the same bi-metallic thermostatic switch as described in the previous installment of The Tinplate Cannonball. The logic is the same: with the switch made (closed) the lamp inside the head lights



and shines through the celluloid. As the current flows, the nichrome wire heats up, causing the bi-metallic arm to bend, and the switch opens. The lamp goes out, the wire cools, the switch closes, etc. The effect is a blinking light. It takes about 12 volts to operate, and the rate of the blinking depends upon the current as does the life of the bulb!

I have seen as many as five different color combinations. The book, *Lionel*



Trains Standard of the World, 1900-1943 lists five color combinations for the 87: from bottom to top: mojave/orange/ivory, mojave/Stephen Girard green/ivory, dark green/Stephen Girard green/flesh, dark green/yellow/ivory, and green/yellow/ivory. The McComas guide lists 3, and says pea green rather than Stephen Girard green. Now look at **photo 2** again. That looks like green/cream/ivory to me. So does one of the ones pictured in the above book. Makes me suspect that there are a few variations still out there. Of course parts are interchangeable, but I don't think either mine or the one pictured were redone.

Moving on, let's look at the number 83 Traffic and Crossing Signal or the Diver as I've called it. The only difference between the 83 and the 87 is the top piece. The other castings and the electronic guts are the same. Look at **photo 3** and you can see the rear side of the casting with the manufacturer's information described earlier. According to a couple of the guides, there are 3 color variations: mojave/cream/white, red/cream/flesh, and light red/cream/white. In all variations, the vertical section is cream. Go back to **photo 1** again. Like I said, I think my 87 has a cream body! This is also why I said that the parts are interchangeable, so variations could be created that way, but I'll stick with my opinion that the 87 also came with a cream body.

If you want to use either of these on a layout and remain true to time frame, they were both catalogued from 1927 through 1942.

The square R2D2, or 91 as Lionel cataloged it, came on the scene a bit later, in 1930, then also ran through 1942. It houses a circuit breaker. In case of a short, the current to the tracks is interrupted, the red light illuminates to inform the operator, and the switch on the back flips to the down OFF position. The catalogs regularly stress how important this safety feature is. They also note that you can easily reset it by moving the lever to the up ON position. Hopefully, you remembered to clear the short first. The 91 has only 2 variations: color is always State brown, the top can be brass (early) or nickel (late). The early one has 2 contacts, the later version has 3. For a closer look at Artoo, see **photo 4**. Almost seems ready to hop into an early X-Wing, doesn't he!

When I first acquired the 91, I assumed that the casting was the same as the one used on several other accessories such as the 80, 78, and 99 semaphore and color light train control signals — But it is not. Although the height is the same, the



door has a latch, rather than a key hole, and the signal version has a *PATENTED* added to the cast in manufacturer's info, which on the 91 is otherwise similar to that described for the 87. Another difference is that it says *CORP*, and not *CORPORATION*. Another difference is that the top is larger to fit the wider lamp and protective cover fitting. I guess that I was surprised that Lionel would use a new casting so close to the earlier one with an unnecessary change. The top I can understand, but the latch didn't need changing. One of the joys of collecting Lionel is trying to figure out why they did certain things. Surely it was not to confuse us many years later!

Here are some additional bits of info. The catalogued prices varied early, then, like the stations, settled down later. In 1928, the 83 was \$3.75, and the 87 was \$4.75. By 1930, the gap had closed: \$4 and \$4.50, with the new 91 listed at \$3.25. Showing the effect of the depression, in 1933, they were \$3, \$3.50, and \$3.25.

Then from 1937 to the end of catalog listing in 1942, prices were \$3.25, \$3.75, and \$3.50. On today's market, the 91 can be had from \$25 and up. A clean and solid one may be \$35 to \$50, although I have occasionally seen higher prices asked. The 83 and 87 were much better investments. Depending upon color, they are listed at anywhere from \$125 to \$350 with a *rapidly rising* symbol in the 2000 McComas guide. From what I have seen lately, anything worth owning is likely to set you back at least \$150 or more. Not too shabby for an investment of around \$3.50 seventy-five years ago!

And now for the baby boomers who grew up on post war Lionel and had TVs: Al Hodge was Captain Video, the earliest made-for-TV defender of planet Earth. Tobor, robot spelled backwards, was the evil robot whose nefarious deeds made the good captain's life miserable. Maybe he could have used an assist from R2D2.

See you next time along the rails of the Tinplate Cannonball! 🚂



Photographs by Ken Morgan

Working on the Railroad

by Frederick R. Claassen

RM 14065

If you've built a layout, even just a simple oval, you have an idea of what laying track work is all about. Think of how much more complicated the job is for the real railroads. When we think of railroad workers laying track we often think of men placing fishplates and spikes and then swinging with large hammers to drive the spike home. Well, that may be how the railroads were built when the first lines were being laid across the country, but today, that job takes eighteen machines to efficiently accomplish. Here are some photos of the machinery used by the Norfolk-Southern Railroad as they worked repairing their lines at the Chattahoochee River. They worked west into Phoenix City, Alabama, where I live. There were eighteen pieces of specialized equipment to do the job. Here's a run down of the machines and how they were used to complete the task.



1. The Tie Handcar Machine (THM) led the line of machinery. The driver of this machine located the railroad ties that needed replacing. He then put a new railroad tie along side the tracks, to be put in place by another machine. A workman walking the tracks following the THM painted a large orange spot on the bad railroad ties, allowing them to be easily spotted by the replacement machine workman.



2. A Track Broom Car (TBC) was next in line. The TBC sweeper removed the rocks and dirt from the ties that were to be replaced. Not all the ties were being replaced.



3. A Spike Puller pulled the railroad spikes located between the rails out of the anchors and the ties.



4. Another Spike Puller pulled the spikes located on the outside of the rails, out of the anchors and ties



5. A Rolling Magnet Car (RMC) came next, picking up all the removed spikes lying along the rails.



6. An Anchor-Spreader followed next, removing the loose metal plates located between the rails and ties.



7. Next, a Tie-Remover-Insertter (TRI) removed the old ties from under the rails.



8. A Tie-Handler (TH) stacks, bundles and straps the old railroad ties together. These bundles will be picked up later.



9. New ties are placed in position perpendicular to the rails, ready for insertion.



10. A Tie-Remover-Insertter (TRI) now inserts the new ties under the metal track rails. Another TRI adjusted the ties and aligned them correctly under the rails.



11. Next, a Track-Broom Car (TBC) vibrates and packs the loose rocks around the new ties.



12. The Plate Jack Car (PJC) replaces the metal plates or anchors, between the rails and ties.



13. Two Spiker Cars (SC) replace the spikes through the anchors and into the new railroad ties.



14. A Walking Spiker follows the Spiker Cars. He picks up any loose spikes missed by the Magnet Car and fixes spike that are bent. He will also put spikes in the anchors and new ties that the machines may have missed.



15. The Ballast Regulator is an 87 foot machine that aligns the track to within an eighth of an inch. The accuracy is maintained through the use of a laser camera mounted on the front of the machine, which shoots to a receiver at the end of the car. As it does this, it regulates the ballast under the rails.



16. The Tamper forces rocks tightly under the railroad ties and along the **outside** of the rails. A second Tamper forces rocks tightly under the railroad ties along the **inside** of the rails.

The operation is completed with another TBC that clears the loose rocks from the top of the ties and any that are on the rails.

Next time you drive alongside or cross a railroad track, think of all the work and machinery that went into laying and maintaining it. In a Lionel train operation, ties rarely need replacing, so the only machinery of this type available in Lionelville is the Ballast Tamper and the Track Cleaner. Isn't life grand in Lionelville? 🚂

Photographs by Frederick R. Claassen

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

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 and endorsement or approval of those items by LCCA, its officers or directors. This information is provided to our members in order to educate, inform and yes, entertain. Any decision to make a purchase based on this information should only be done after careful consideration and with full knowledge of market conditions.

I'm really not handling old age well. Now I know what you're thinking — Dennis, fifty-four isn't old age; it's more like middle age. Well, I know it's a worthy goal to live to be one hundred and eight, but I never made plans to live that long and frankly I think I've blown any chance I might have had to accomplish that. One man I always admired was the screen actor William Powell from the Thin Man series. Mr. Powell not only grew old with dignity, but handled old age with class and style. Now that's what I call aging well.

If I was able to pick just one Lionel toy train set that has aged with style and class. It would have to be the 6-1585 Lionel 75th Anniversary Commemorative Train Set. If you want a Lionel train set that only gets better with age, then the train that pays homage to Lionel's 75th birthday is the set for you.

Now before I begin to tell you about the components that make up our 75th birthday train, be forewarned. Your Mane line station master assumes no responsibility as this is a feast for the eyes; a cornucopia of visual delights. I'm going to do something I rarely do when sharing my thoughts and describing to you the components that make up this very high quality, made in the USA train set. The first thing I will do is tell you that the artwork for the set's box lid is, simply put, drop dead gorgeous. The second thing I rarely do is to quote from the box lid when I describe the pieces that make up the train. The reason for this is simple. My writing talent falls way short of the creative

mind of the writer whose job it was to write the descriptions for the engine and rolling stock that were placed on the lid.

This bold statement is oh so true: *The 75th Anniversary Set . . . Every car a unique and memorable railroading event!*

This high end train set is made up of a U36B diesel, three 9700 series boxcars, three 9800 series plug door reefers, a four-bay hopper and finally a porthole caboose. Each piece was individually boxed and placed in a generic box bottom and then shrink wrapped.



Sadly, the colorful box lid was not shrink wrapped, making it extremely hard to find in clean crisp condition. But fellow fans of box condition please don't let lid condition keep you from adding this set to your roster. This train is a must have for all true fans of the Lionel Corporation.

So let's begin our look at this Lionel collectable with the set's powerful **U-boat anniversary engine**. *The big U36B Diesel engine sports the 75th Anniversary emblem and is brightly decorated in silver and the famous Lionel red . . .*



there's a working headlight, lighted cab and diecast truck sides on this special engine. I always thought the 75th anniversary logo was Lionel's best until I first saw the 100th birthday banner.

Famous Catalogs Boxcar: *Over 70 catalogs and thousands of flyers have been produced by Lionel in its 75 years of advertising. Every catalog became a wish book for the boys of its time. The catalogs from the 20s, 40s and 50s*



around the country, and the bascule bridge. The Off Track Accessories car is a four-bay quad hopper.

Founder Car:

The lead car in this special appropriately bears the likeness of Joshua Lionel Cowen and features Lionel's standard gauge trains. The Founder car is a 9700 series boxcar.

Anniversary Caboose: The red and silver color scheme which begins with the 75th Anniversary engine and follows

through each of the top of the line cars in this train finds its natural end in this special lighted caboose. A proud train with a proud name. The Lionel 75th Anniversary Special. Every time I take my set out to admire it, I always find a new reason to fall in love all over again.

Famous Engines Car: Names like the Hudson, the Erie Lackawanna, the Blue Comet and the Santa Fe are but a few of the thousands of famous engines which Lionel has produced during its proud history. Five of these rugged power houses are shown on this car. The Famous Engines car a 9800 series plug door reefer.

Innovations Car: Shown here are the technical innovations Lionel has pioneered in the world of model railroading; three rail track for easy operation, operating signals, sound of steam, electronic whistles and many, many more. The Innovations car is a 9800 series plug door reefer.

Logo Car: Here are several of the colorful logos that Lionel has used over its illustrious 75 year history. Even though the logos have changed over the years, Lionel's quality has carried through. The Logo car is a 9800 plug door reefer that sports the face and smile of Happy, the Lionel Lion.

On Track Accessories Car: Nothing adds more life to a big railroad layout than operating accessories and few are as well known as the milk car. Thousands of men and boys will always remember the clank of the silver milk cans as they hit the platform. No one can forget the Mickey Mouse handcar that sold for \$1.00 in 1934. The On Track Accessories car is a 9700 series boxcar.

Off Track Accessories Car: Portrayed here are three of Lionel's most successful operating accessories. The water tower whose spout came down automatically and refreshed many a model railroader's steam engine, the operating cooling station complete with buckets and coal that slid into hoppers

The Mail Train is In!

We get letters here at the Mane Line, boy do we get letters. It's always a joy to hear your ideas and answer your questions — so please keep your letters and calls pouring in.

The lucky owners of the highly collectible Pioneer Seed set have written to ask about a rumor that a 75th anniversary pickup truck was made available to their employees. Yes, the rumor is true and what a super Pioneer souvenir. This Ford pickup is diecast and comes equipped with high quality details including rubber tires, chrome mirrors and bumpers. An added bonus is the load of cloth seed sacks which fill the back and a hand truck accompanied by a scoop to clean the truck bed of



loose seed corn. Even though it's not made by Lionel, my Pioneer Seed pickup is a much admired companion to my classy train set.

Famous American Railroads

by Dennis DeVito

RM 6758

Through the years, Lionel has tried to maintain customer interest in its products by offering the opportunity to add on to recently purchased items. This may be in the form of an additional car to a prior year's set, or perhaps adding a matching dummy diesel or a matching "B" unit to an F3 set. I suspect we all have "missing" pieces; items we wanted to get but never got around to it or simply couldn't find one available. In my case it was a matter of ignoring the item when it was first offered only to develop an interest in the add-on item in later years. A prime example of where I did this is the 16041 Dining Car for the 027 New York Central passenger set.

In the last 20 years, Lionel marketing has expanded on this concept of multi-year related products. One of the first examples of this marketing technique was the Spirit of '76 set. As Lionel originally planned it, this set was to have 50 cars — one for each state in the union. Perhaps even a Washington D.C. car as well. This proved to be a little too ambitious and the program was scaled down to 13 cars representing the original 13 colonies. The Disney set followed. Later in their first decade, modern era Lionel introduced the Famous American Railroads (FARR) series. When first announced in 1979 (that's 24 year ago, remember it like it was yesterday), the catalog promised a different set built around the same theme over a period of years. The catalog did not say what these sets were, what they consisted of or how long the series would last. What the catalog did promise was that the customer could expect a high quality set which would complement his prior purchases. Actually, these "sets" were comprised of items which were not sold together, but rather as a series of separate sale components.

Later in 1979, as part of a special package, the *Collector's Accessory Center*, which dealers could purchase, a special

boxcar commemorating the FARR series became available. Dealers received three of these cars in each package deal they bought. This special boxcar, No. 9418, had five logos representing the five railroads that would be part of the Famous American Railroads series. Once this car was announced, the number of railroads to be included in the series and their identity were known.

To be sure, it was not necessary to purchase more than one item in this series and each "set" was complete and makes a nice stand-alone offering. In fact, when offered during 1979-85, the product selection was almost as good as it gets. All



items were full featured, top of the line units. All five of the FARR sets were headed by steamers — all of which were full featured at the time of manufacture.

The Famous American Railroad series was an experiment of a concept and an effort to capture interest in future Lionel product. It would also "lock in" a customer's future year budget by encouraging the sale of the next installment of the set. As an aside, current manufacturers through their membership clubs

offering ever-increasing multiyear products and purchases to members have brought this futures concept to maturity. When Lionel started this effort, the competition among manufacturers was not as intense as it is today. There were fewer total customers back then. Lionel's intention was to grow the market, not necessarily garner or keep market share.

Lionel did a good job of tying the multiyear FARR sets together. They developed a unique special logo and applied it to each item. This logo consists of a diamond outline with the FARR letters and the set number (the first FARR had a spike with a "1" on it). Subsequent numbers would not fit in the diamond spike and the logo just contained a number. This means on that the first set, the Santa Fe, each car and the engine has the spike with the number "1" on the spike. Likewise the second set, the UP, has a "2" but no spike. This logo is quite effective, in the railroad motif; unobtrusive, yet quite bold in its statement that this is part of a multi-year and multi-set series.

The series lasted for 5 years, with each set a different road name, consist, and engine type. Lionel could not resist the opportunity to further add to the complexity of things by offering an additional add-on car to each set. This add on car was offered in following years for each of the sets. The last set was offered in both the 1984 and the 1985 Collector Series consumer catalogs. Interestingly, the final add-on car, the 19510 Pennsylvania Stock Car, didn't come out until 1989 – a full 5 years after the Pennsy set appeared.

It is interesting to note that each of the five "sets" were offered for separate sale and not packaged as a set. Each car and the engine were offered separately and there was no track, transformer, or set box. One result of this policy was that often time the cars and engine were purchased not together but piece meal. This is why today you frequently find individual cars offered for sale. Many folks do not realize they are components in a cataloged set.

The FARR series must have been a success because immediately after it was completed, Lionel offered a similar series of sets designated the Fallen Flags (FF) series. This series offered high quality and high feature product but was not as costly as the top the line items. This was during the time that the higher priced engines were introduced and the FF series represented a lower price point. This FF series was offered one set per year (7 sets in total) over an 8-year period.

The Fallen Flags series highlighted just what you would expect, a number of famous, popular road names that no longer

Lionel "Famous American Railroads" and "Fallen Flags" Series

First Year Offered	Number in Series	Road Name	Engine	Consist
1979	1	Santa Fe	4-6-2 Steamer	8900 w/tender, 7712
1980	2	Union Pacific	2-8-4 Steamer w/ears	8002 w/tender (note 3)
1981	3	Great Northern	4-8-4 Steamer	3100 w/tender, 9449
1983	4	Southern	2-8-2 Steamer	8309 w/tender, 9451
1984	5	Pennsylvania	Turbine	8404 w/tender, 9456
1986	1	Wabash	2-6-2 Steamer	8610 w/tender, 7227
1987	2	Milwaukee Road	GP-9	18500, 19204, 19300
1988	3	Great Northern	Electric Engine	18302, 19205, 19500
1989	4	Western Maryland	NW-2 Switeher	18501, 19403, 19510
1991	5	Frisco	GP-7	18504, 19229, 19230
1992	6	Nickle Plate Road	GP7 Double Diesel	18505 (2 diesels), 19200
1993	7	Erie	ABA Alcos (note 3)	11734 ABA, 19254, 19255

exist and have been eliminated or combined with other railroads and no longer exist as class 1 railroads.

The Fallen Flags sets were cataloged and offered for sale, some over two years. This series does not seem to have the additional add-on cars offered in later years. Unlike the FARR sets, there was no specific logo for these units identifying them as belonging to a set. While this took away the uniqueness and identity of the series, it offered maximum flexibility for marketing. The catalog would show a set to be purchased while at the same time there were a number of cars and engines offered for individual sale. And since the items were of prototypical design, the lack of a logo would encourage separate sale to those who wanted the historic accuracy without a distractive logo.

A few individual cars from the FF series have become popular and command a premium price. This is because as a fallen flag they have a considerable road name following and because they are full featured; they are quite collectable in and of themselves. Sets from both series were in catalogs and offered for sale for different lengths of time. Might this be a reflection of the popularity of specific sets or a function of the production runs?

Since both the FARR and the FF series were individual items offered for separate sale, a good question to ask is what the production run numbers for different items were. Generally, more cars were made than engines. And might there be a difference in the number of individual cars vs. others in the series or even the same set? It would not be surprising to find that Lionel marketing set different sales numbers on each item of both series.

	Catalog Appearance	Extra Car	Catalog Appearance
, 9880, 9322, 9321, 9323	1971	9348 ATSE Crane	1979 uncataloged
2). 9811, 9367 (note 1), 9419, 9366, 9368	1980	9383 UP flat w/vans	Fall 1980 Collectors Center
, 6304, 6102, 9819, 6438	1981	9450 GN Cattle Car	Fall 1981 Collectors Center
, 6104, 6306, 9887, 6431	1983	7304 Southern Stock Car	Fall 1983 Collectors Center
, 6123, 9478, 6307, 6908	1984 and 1985	19510 Pennsylvania Stock Car	1989
, 7228, 7229, 7230, 7231, 7232	1986 and 1987		
3, 19400. 19500, 19600, 19700,	1987		
5, 19410. 19402, 19304, 19703	Spring 1988 pg 4/5 & 1988 pg 26/27		
1, 19601, 19214, 19404, 19704	1989 Pre Toy Fair - pg 6		
0, 19519. 19408, 19602, 19710	1991 Book One Pg 10/17	19412 and 19413	1992 Book 2 pg 20
9236, 19603, 19527, 19318, 19411, 17612	1992 Book Two		
19255, 19324, 19415, 19535, 19719	1993 Book One pg 10/17		

The idea of a multi-year series of similar theme products has continued. The Century Club, the Turn of the Century collections, the 6464 reissues, the Route 66 series, all variations to raising expectations on various types of products.

I have often contemplated the marketing advantage of pre-announcing an extended series of items without defining how many or what kind of specific items were to be sold vs. a specific marketing roadmap. An example of the latter is the Century Club, where each engine was identified prior to manufacture with a specific delivery time and cost.

Both the FARR and the FF sets were open ended in that when issued, they did not have specifics as to consist, issue date, number of items, length of production run, cost or desirability. Would they have sold better at the time of issue if folks understood what was being offered in future years? If a person missed the first or second in the series would they lose interest in the remaining items not yet issued? Or as the series developed, would a collector become more interested in prior year offerings? Perhaps the answer depends on whether or not the item is quality and is perceived to be collectable by collectors.

Interestingly, while the road names of the FFAR series were announced by the logos on the special No. 9418 box car, no such car was offered to commemorate the Fallen Flags series. The 1986 catalog which announced the series did show nine logos. Ultimately however, only seven sets in the series were produced and two of those, Milwaukee Road and Frisco, were not included in the nine logos shown. Apparently, the sales figures for the series changed both the number of sets and the railroads used in the FF series.

Notes

1. Most every example of this tank car has the decal lifting on the top and bottom. This is unfortunate, but normal for this car.
2. Many of the engines are found with a faded gray color. In some cases there is a quite noticeable difference on color between engine and tender.
3. First time an Alco "B" unit was offered in a set.

Note – This article was submitted prior to feedback on the SSS sets written in the October issue, Volume 32 No. 2. One addition to that article is that the 1991-96 sets were included in catalogs. Also, there is a typo in the 11719 Coastal Freight – the correct car number is 19324. An upcoming article will be written on Lionel tool cars and bunk cars. I would appreciate information on uncataloged tool and bunk cars sold as promotional items or included in promotional or very limited sets. Please send info to Dennis DeVito – omerion@earthlink.net or 683 Greenbrook Circle, St. Joseph, MI 49085 269-428-2636 

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



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

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

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

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

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

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

Form may be
photocopied

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

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

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

Badge Name: _____ e-mail Address: _____

Address: _____ Phone: _____

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

Spouse's name (if attending*): _____

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

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

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

Table — 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 _____ @ \$17 (Adults) _____ @ \$22 (Adults) _____ @ \$9 (Children) = \$ _____
(Rio Guests) (non-Rio Guests)

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

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

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

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

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

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

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

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

CARD # _____ VISA MASTERCARD DISCOVER

TYPE OF CARD: CREDIT DEBIT

SIGNATURE _____ EXP. DATE _____

Send this form or a photocopy with check/money order or credit card info to:
 2003 LCCA Convention
 P.O. Box 479
 LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.

Use the separate form to make your reservations at the Rio All-Suite Hotel & Casino and mail your request directly to their address listed on that form.

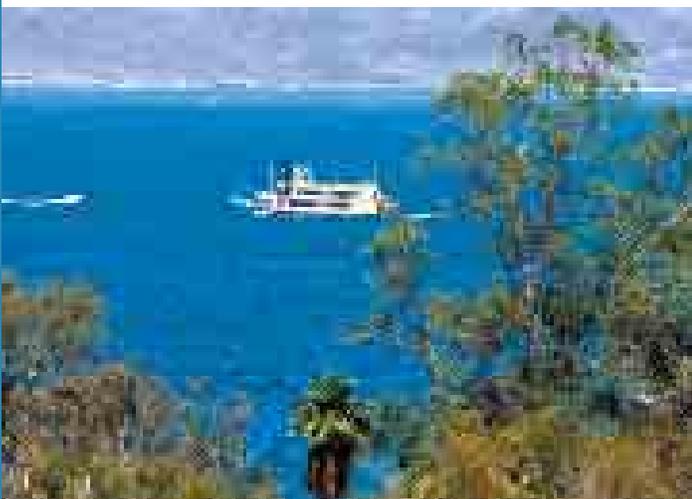
Please provide this information:
Arrival Date: _____ **Departure Date:** _____

LCCA Las Vegas Tours

DESERT PRINCESS CRUISE

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

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



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

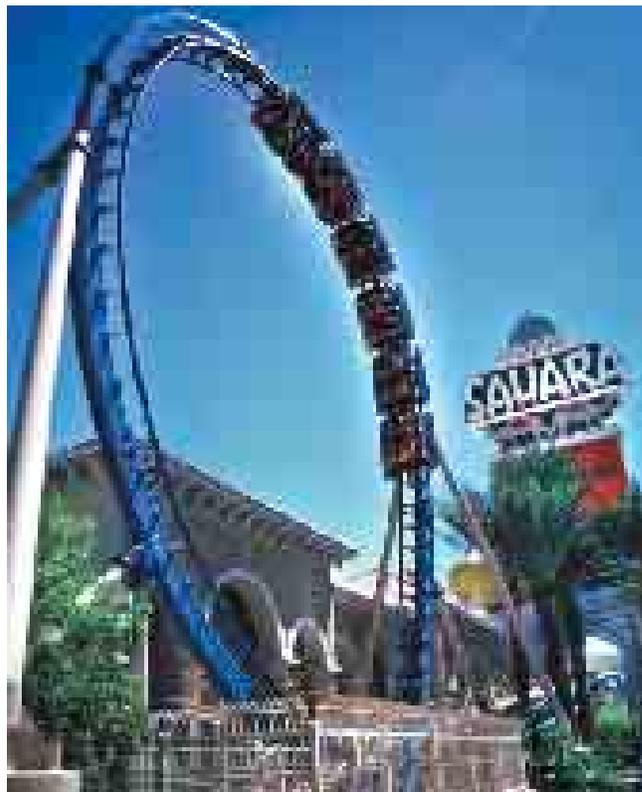
We'll cruise to Lake Mead's scenic points and glimpse the magnificent Hoover Dam. You'll learn the history of the mighty Colorado River, the formation of this lake, and the construction of the Dam. Relax in the sun, listen to the calm sounds of the water, or watch the rocks for Big Horn Sheep. And there'll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

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

LAS VEGAS THRILL SEEKERS TOUR

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

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



The Stratosphere Tower, America's tallest observation tower, is located in Las Vegas and has one of the world's highest rides — located 100 stories above the ground — The High Roller roller coaster.

The second thrill will be Speed, one of the fastest coasters in the West, located at the Sahara Hotel.

Your final ride is the Manhattan Express, located outside New York New York. This roller coaster twists, loops and dives around the resort's perimeter. It features the first-ever heartline twist and dive maneuver — similar to the sensation felt by a pilot during a barrel roll in an airplane.

A DAY WITH LIBERACE

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



With a fluorescent orange entrance sign as ostentatious as Liberace himself, it's not likely we'll miss the newly renovated Liberace Museum. Enjoy the spectacle of "Mr. Showmanship" from his rhinestone-studded pianos to the mirrored Rolls Royce and his red, white and blue "hot pants" outfit. There are 13 full-size pianos on display and countless miniature pianos — including one made entirely out of toothpicks by a Liberace fan.

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

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

HOOVER DAM AND ETHEL M'S TOUR

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

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



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

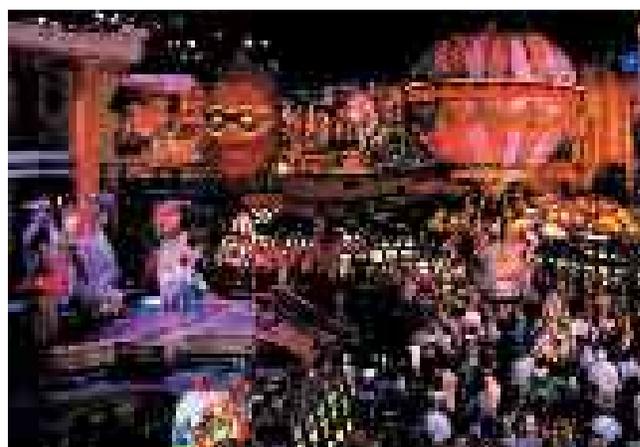
Next we'll stop at Ethel M's Chocolate Factory to discover some of the unique secrets of the Mars family's chocolate-making tradition that gave us Milky Way, 3 Musketeers, Snickers, and M & M's. The chocolates are made fresh daily, and expect free samples!

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

BACKSTAGE TOUR AT BALLY'S

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

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



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

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

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

SHOPPING TOUR OF LAS VEGAS

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



Grand Canal Shoppes at the Venetian

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

Belz Factory Outlet Mall

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

LAS VEGAS AT NIGHT

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

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



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

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

LAS VEGAS GARDEN RAILWAY TOUR

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

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

NEVADA STATE RAILROAD MUSEUM

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

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

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



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

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

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

Form may be photocopied

CONVENTION TOURS WORKSHEET

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

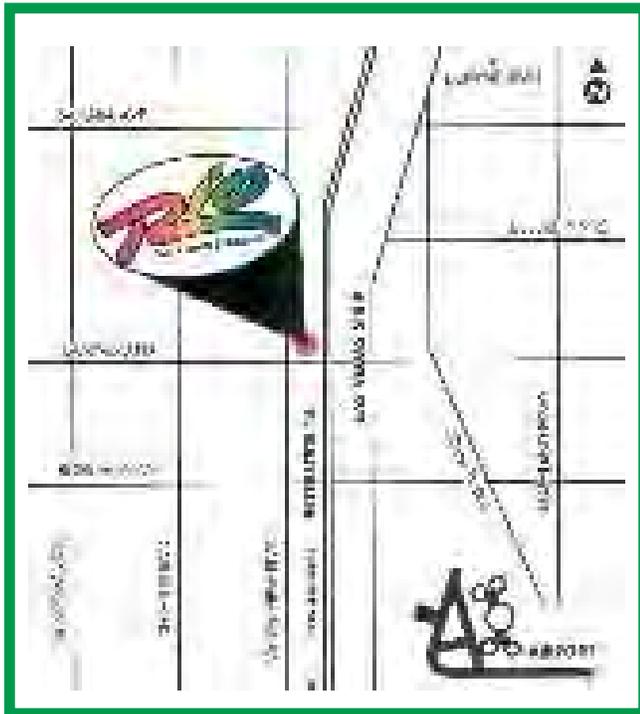
Name: _____ MEMBER#: _____
(First) (Middle Initial) (Last)

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

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

Las Vegas Is a lot Closer than You Think

MAP FROM LAS VEGAS AIRPORT



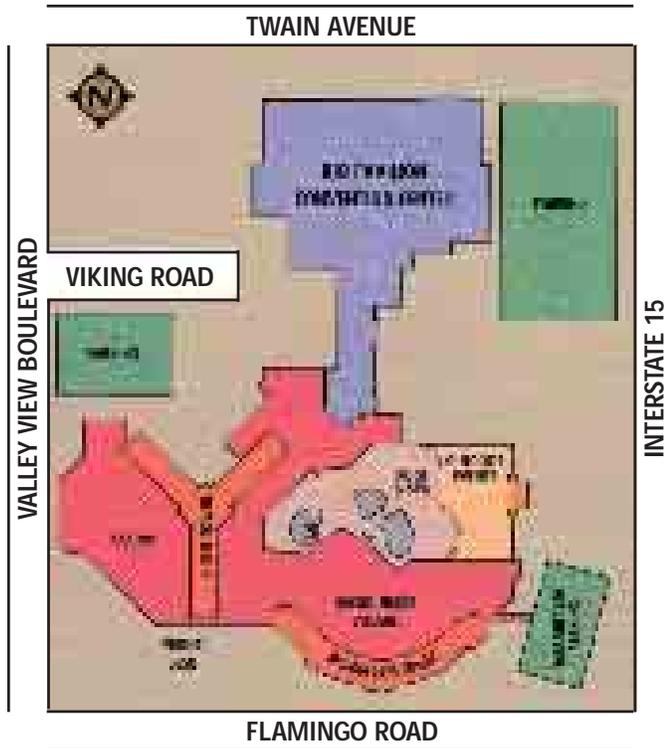
More than 800 daily flights service McCarran International Airport, which is one mile from the Las Vegas Strip. A taxi ride to a Strip hotel from the airport costs about \$10; airport shuttle fares are about \$5.

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

Typical air travel times to Las Vegas are:

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

RIO PAVILION CONVENTION CENTER AND ENTERTAINMENT COMPLEX



Major Headliners Appearing Recently at Las Vegas:

Second City Comedy Troup	Siegfried and Roy
Legends in Concert	Lord of the Dance
Blue Man Group	Cirque du Soleil





Form may be photocopied

PLEASE NOTE
RESERVE ROOM(S) WITH A CREDIT CARD.
CONTACT RIO ALL-SUITE HOTEL & CASINO
BY PHONE, FAX, OR MAIL.
DO NOT SEND CURRENCY.

ORGANIZATION: LCCAFUNCTION: 2003 Convention DATES July 22 to 27, 2003ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2003

Please reserve accommodations for:

Please print or type

NAME _____ COMPANY LCCA PRICE \$109

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH DAY

ARRIVAL DATE

DEPARTURE DATE

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 1-888-684-3746.

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

EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-888-684-3746 FOR RESERVATIONS.

PLEASE RESERVE ____ NO. OF: SINGLE DOUBLE CLUB RATE: \$109 FOR SINGLE OR DOUBLE. SMOKING ROOM NON-SMOKING ROOM

PLUS APPLICABLE TAXES.

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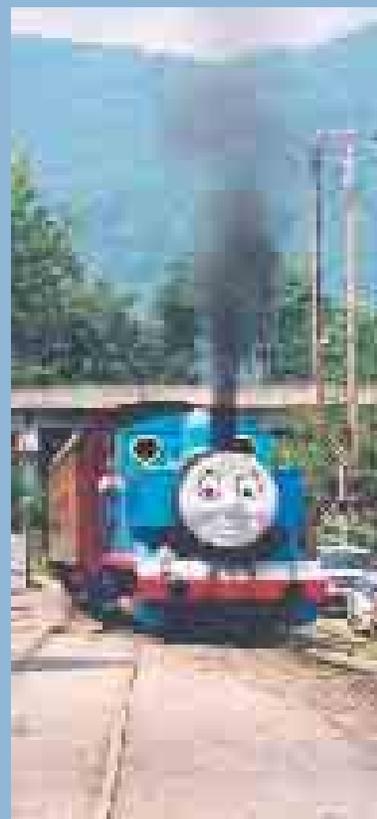
EXTENDING YOUR CONVENTION VACATION

PART THREE

by Bob Carter
RM 6620

Editor's note: Bob Carter's vacation began by attending our annual convention in Pittsburgh, but it didn't end there. Bob found a way to continue his enjoyment of train related activities and has written a three-part article detailing them. A special thanks to Bob for sharing with our members some of the interesting, train related activities that extended his vacation. I'm sure many of our members will find it interesting and perhaps will plan a trip to some of the interesting places Bob and his wife visited on their way home from Pittsburgh.

After all the training we had done so far on this trip, I was wondering if Dinah could take any more. After all, we had driven to and ridden the Cass Scenic RR, rerouted our trip to see the Virginia Transportation Museum in Roanoke, and now we were heading to North Carolina to catch up with Thomas the Tank Engine and to ride the Great Smoky Mountains Railroad. I guess the only thing that made this part of the trip palatable was that I'd promised her we would go see the Biltmore Estate in Asheville, North Carolina.



Making our way from Roanoke to Dillsboro, NC was really delightful, and when we arrived we could hear the unmistakable "tweet-tweet" belonging to Thomas the Tank Engine. After finding a place to park we followed the crowd to the Dillsboro depot and before too long, around the bend it came. I felt like a kid again. There it was, this blue steam tank engine, with a big white happy face on its boiler, blowing its little whistle for all to hear. The young children were so excited, and a lot of us older ones were too. I had never seen Thomas in person, and by golly, it does look like the one on TV.

The passenger cars were of the open side type, used by the Great Smoky Mountains RR, on their tourist runs. The children and their parents or grandparents had the opportunity to visit with Mr. Topham Hat and then board the train for a 30-minute ride behind Thomas. A clown was there to blow bubbles as the train left the station and we all waved good by. It was just like the waves we all got from the folks that we passed on our Amtrak trip to Altoona. There's something about trains and people on them that elicits waves from the

passersby. For me it all started as a child when I'd wave to the engineer or fireman and then to the conductor riding in the caboose. That feeling is there today, and it was good to see it still alive. As we walked back to the car, we remarked how nice it would be to return someday and see the town. Dillsboro is very quaint and picturesque, and seemed to be filled with antique and handicraft shops.

When we left Dillsboro we headed on to Bryson to catch up with the GSMRR. We decided to take the Nantahala Gorge Excursion, which was a 4-hour, 44 mile round trip from Bryson City to the Nantahala Outdoor Center. This was a magnificent trip, pulled by a steam engine that was built for the U.S Army, and pushed by a diesel. The trip included a Horseshoe Curve, which by the way paled in comparison with the REAL Horseshoe Curve, crossing the Fontana Lake Trestle, traveling along side the Tennessee River and going through the Nantahala River Gorge. The scenery was beautiful and it reminded me a bit of the Denver-Rio Grande's Durango & Silverton which runs alongside the Colorado River. We stopped at the Outdoor Center for a while and watched the whitewater rafters come into the quiet of the river, just before they hit more white water. A number of



the passengers doffed their shoes and cooled their feet in the chilly water and this was the end of July.

The people who run the railroad said the most spectacular time to take the trip was in the fall when the trees are a blaze with color. Since it's only about three hours from Atlanta, who knows, we might be able to take it in some time. Besides that, it's only one hour from Asheville, and like I promised, we did take in the Biltmore Estate. The estate, which today is nearly 8,000 acres, is not train related except that George Washington Vanderbilt, grandson of "The Commodore" Cornelius Vanderbilt of New York Central fame, owned it and built a 250-room home, stables and winery on the property. It is simply, Awesome!

If you ever happen to be in the Southwest area of North Carolina and want to enjoy both trains and an absolutely fantabulous home, these are not to be missed. For fear of sounding like a travel agent, you can get more information on the Great Smoky Mountains Railroad at www.gsmr.com and the Biltmore Estate at www.biltmore.com.

Try it, I think you'll like it. We did! 🚂

*Photographs by
Bob Carter*

Lionel News & Views

by Bill Schmeelk

RM 6643

Finally – The 213 Lift Bridge!

The year was 1950. The cover of Lionel's new catalog pronounced it as their golden anniversary. Also featured on the cover was the introduction of

Magne-Traction.

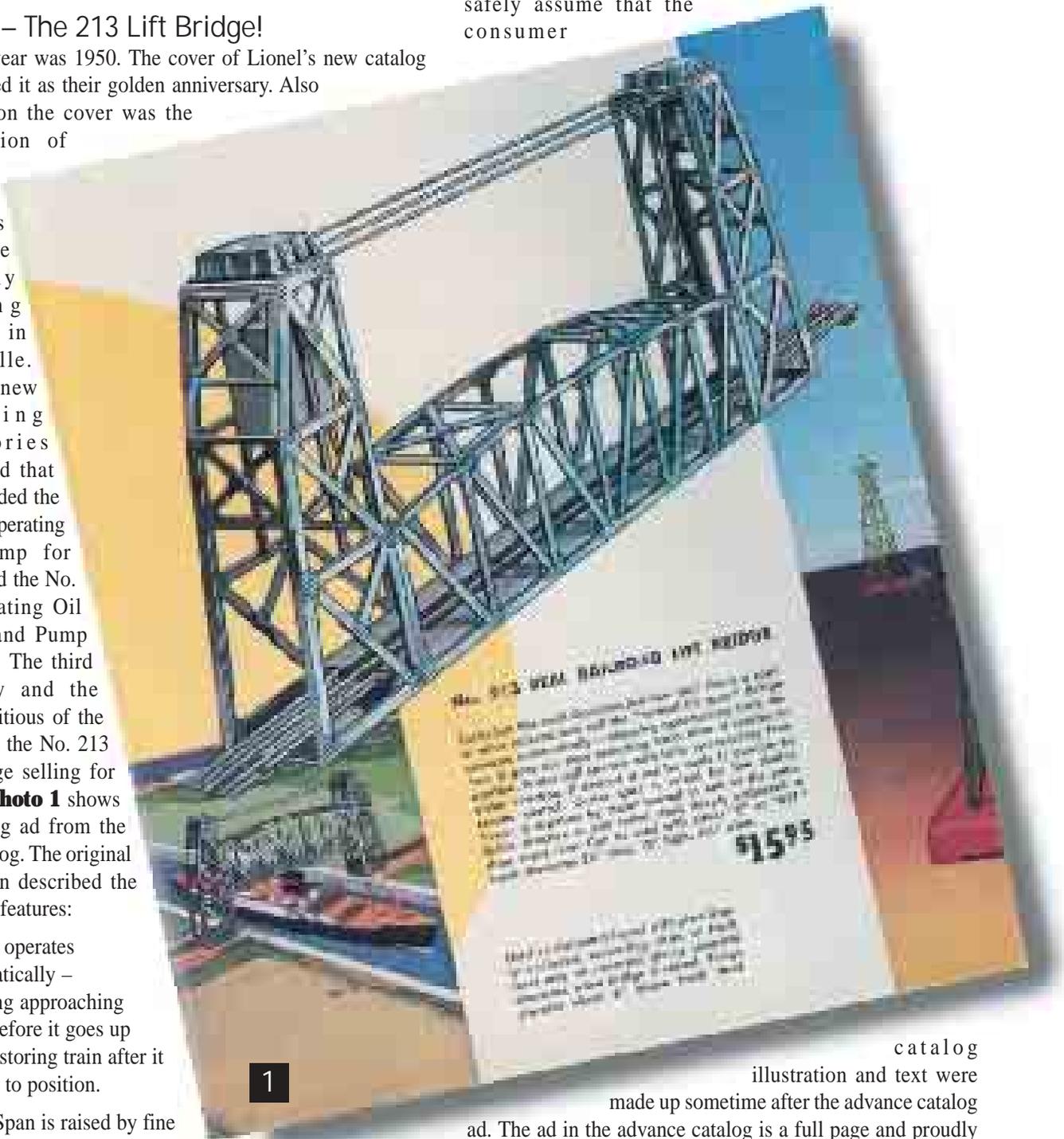
Things were certainly looking grand in Lionelville.

Three new operating accessories announced that year included the No. 456 Operating Coal Ramp for \$15.95 and the No. 455 operating Oil Derrick and Pump for \$7.95. The third accessory and the most ambitious of the three, was the No. 213 Lift Bridge selling for \$15.95. **Photo 1** shows the catalog ad from the 1950 catalog. The original description described the following features:

- Bridge operates automatically – stopping approaching train before it goes up then restoring train after it returns to position.
- Center Span is raised by fine chains.
- Bridge elevates about 6 inches above track level
- Supporting strips at track level may be removed giving complete clearance when bridge is raised

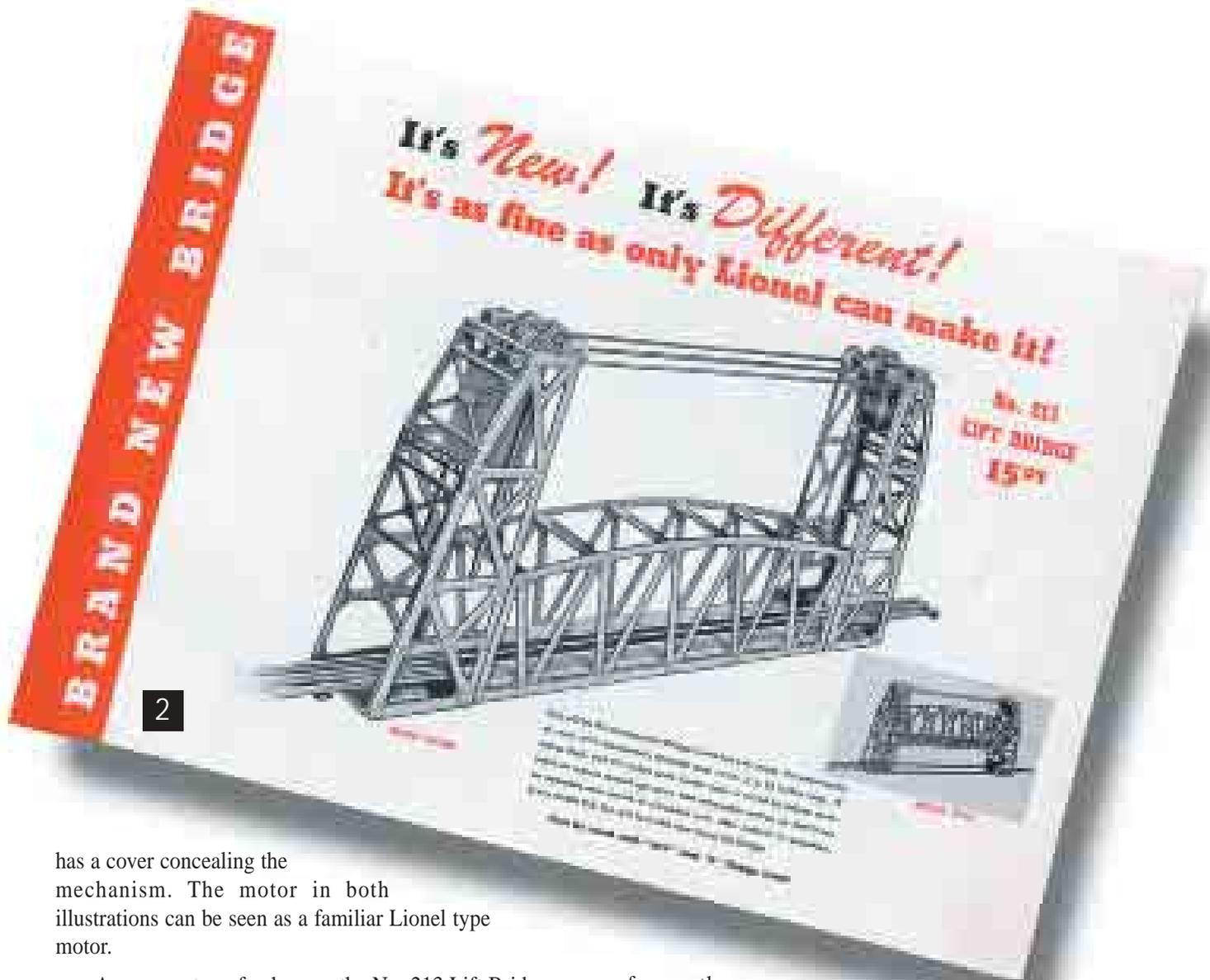
- Can be used with either “O” or “O27” track.
- Measures 26 inches long, 13 inches high, 4_ inches wide.

Lionel dealers had seen a preview of this exciting new bridge in the gold covered 1950 advance catalog. **Photo 2** shows the ad as it appeared there. We can safely assume that the consumer



1

catalog illustration and text were made up sometime after the advance catalog ad. The ad in the advance catalog is a full page and proudly boasts the bridge as new and different. The illustration shows that changes in the design were made by the time the consumer catalog was published. Notice for example the additional detail in the girder structure on the top of the center bridge section in the consumer catalog. Also notice the top of the towers. In the advance catalog, the gears and lifting mechanism were quite visible. In the consumer version, the top of each tower



has a cover concealing the mechanism. The motor in both illustrations can be seen as a familiar Lionel type motor.

As any postwar fan knows, the No. 213 Lift Bridge was never produced and did not appear in any subsequent catalogs during the postwar period. The exact reasons can only be speculated. My guess is that the bridge could not be made within the budget that Lionel wanted to retail it for. Apparently however, more than one prototype was made. Tom McComas photographed the Lionel archives in 1981 for Volume V or their excellent series of books, *Lionel – A Collector's Guide and History*. The book features three photos of the bridge. One of them is of a completed prototype that closely resembles the illustration in the advance catalog. This prototype is not in the Lionel archives, but in the hands of a private collector. Another photo of an earlier and cruder model is from the Lionel archives. The authors suggest that the bridge was not produced due to its extremely complicated design that proved impractical for mass production.

In 1991 Lionel announced a newly designed lift bridge. This bridge was quite large, measuring 29-1/2 inches long, 19-1/4 inches high and 8 inches wide. I remember when I photographed it for this column that I needed a wide angle lens to fit it all in one photo. This bridge was quite different

from the one Lionel envisioned in 1950. Features included red and green signal lights, yellow strobe lights on top of the piers, a horn, warning bell and other sounds. This bridge even came with its own power supply.

Finally in the Volume 1, 2002 Lionel catalog, two pages were devoted to announcing that the No. 215 Lift Bridge would finally be produced. This new version would include most of the features of the 1950 version and then some. **Photo 3** shows the new bridge. While the bridge comes in a large box, it is certainly smaller than was the 1991 version. The new bridge measures 29 7/8 inches long, 15 inches high, and 5 1/8 inch wide. Adding the warning lights increases the total height to 17 3/8 inches. This is slightly larger than the 1950 version, but considerably smaller than the 1991 version. The size of this bridge should make it layout friendly for more operators than was the 1991 version.

To set the bridge up, the first thing you must do is secure it with screws to your layout top. To operate properly, both



piers must be secured. To use this accessory on a carpet layout, you would have to first secure the bridge to a piece of wood. This is exactly what I did so that I could operate it without screwing it into the kitchen countertop on which I took these photos. Notice in **photo 3** the board onto which the bridge is secured. This board was a shelf that I purchased at a local Home Depot for about \$4.00. The original bridge featured two metal “supporting strips” which connected the two piers at track level. The catalog ads stated that if the bridge was used on a stationary layout with the piers firmly anchored these supporting strips could be removed allowing the bridge to span a ravine or simulated river. The new version does not have these strips and the piers must be secured for proper operation.

The center section of the bridge is screwed to the piers for shipping. This also assures the proper spacing when you secure the two piers. Once the piers are screwed in place, the four screws which secure the movable portion of the bridge are removed. In operation, the center section is lifted with the use of four small steel cables. If you look carefully at the 1950 illustrations, the bridge was lifted at the center of each end. The ad stated that it was lifted with fine chains. The new bridge is lifted at the four corners – a decidedly more stable and



reliable method. The cable used in the new version is also less troublesome than chain would have been.

When you receive the bridge, the cables must be installed. In the 1991 version, string or thread was used and replacing it would have been a project. In the new version, attaching the cable is very straightforward. First, you support the center section up against the

top of the bridge as shown in **photo 4**. The weights are placed on the track rails beneath each pier. One end of the cable attaches to the weight and the opposite end to a corner of the bridge. The cables have a crimped sleeve at each end that keeps two small balls that are threaded on to the cable from coming off the ends. The cable ends are easily secured to both the weight and the bridge through the use of a keyhole type of opening. This is an extremely efficient method and makes replacement, should it ever be necessary, a simple task. Judging from the 1950 illustrations, this new method is far superior.

On the 1950 version, there was only one weight and I can only imagine how the fine chains were threaded to apply weight to both ends of the bridge. The new version has two weights, one for each side. There are no cables that extend from one pier to the other. These cables also do not wind up on a drum;

they run directly from the weight, over a grooved pulley to the nearest corner of the center section. This is a very trouble-free arrangement. Once the cables are connected, the box supporting the center section can be removed.

New to this bridge is the addition of red warning lights. These are LEDs and easily attached. **Photo 5** shows the base of the lamp holder and **photo 6** the socket on top of each pier. These lights remain on as long as power is supplied to the bridge.

As in the original version, the lift mechanism is powered by a single motor mounted just under the top platform of one of the piers. The new design conceals the motor and its gear box in a case which is duplicated on each pier. **Photo 7** shows the top of the motorized pier. Actually this is almost identical on each pier. A view looking down in



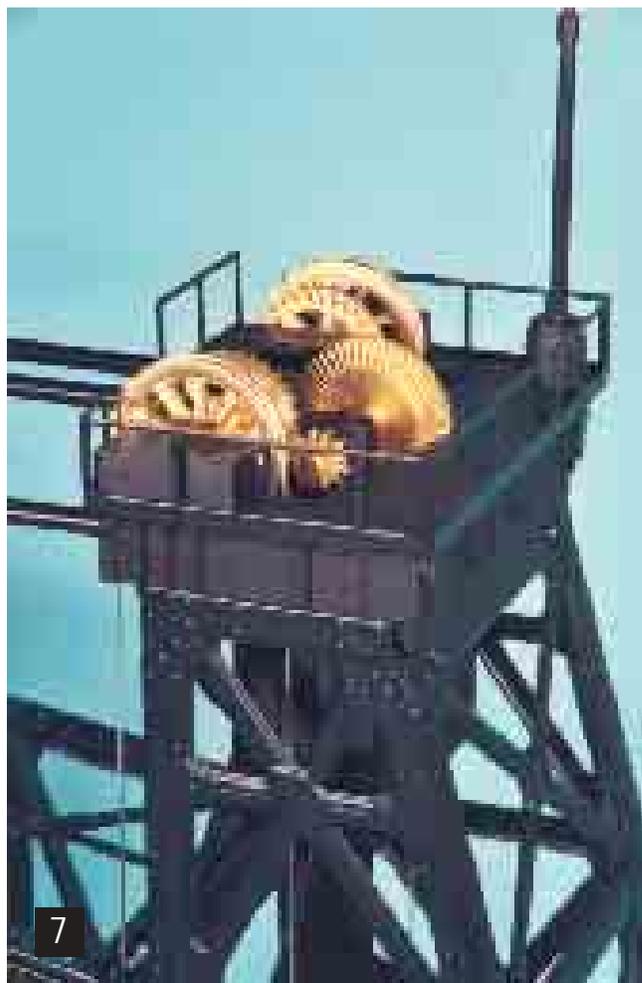
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6

photo 8 reveals a slight difference on the pier containing the motor. The motor gear, which drives the single center gear on the right side of the photo, is not on the other pier. Power from the motor is transferred to the gear train on the opposite pier through the center rod that spans the top of the bridge. A similar gear arrangement on that pier then operates the pulleys upon which the cable rests.

It is interesting that Lionel chose to follow the design in the advance catalog, which left the gears atop the piers exposed. I think there are some good reasons for that. If there were covers on these gears they would have to be removable for you to install the cables. The operating gears also provide an interesting view as they turn to lift the bridge.



7



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What I like so much about this system, is that you can at any time, simply lift the bridge with your hand and the weights will slide down and hold it wherever you leave it. If the bridge were lifted by winding a thread or cable on a drum, this would not be possible.

Just as with the 1950 description and the 1991 bridge, current to the track is cut when the bridge is lifted. This prevents a train from entering the bridge when the track section is lifted. Electrical connections are supplied to allow you to deaden a section of track before and after the bridge. To use these you will probably need some regular track pins, insulated pins and a Lockon. These are not supplied. **Photo 9** shows the point at which the track separates and the spring loaded contacts that make and break the circuit. Although the instructions



adequately explain how to hook up your bridge using either track power or a separate power supply, the wiring illustration omits the separate power supply connections.

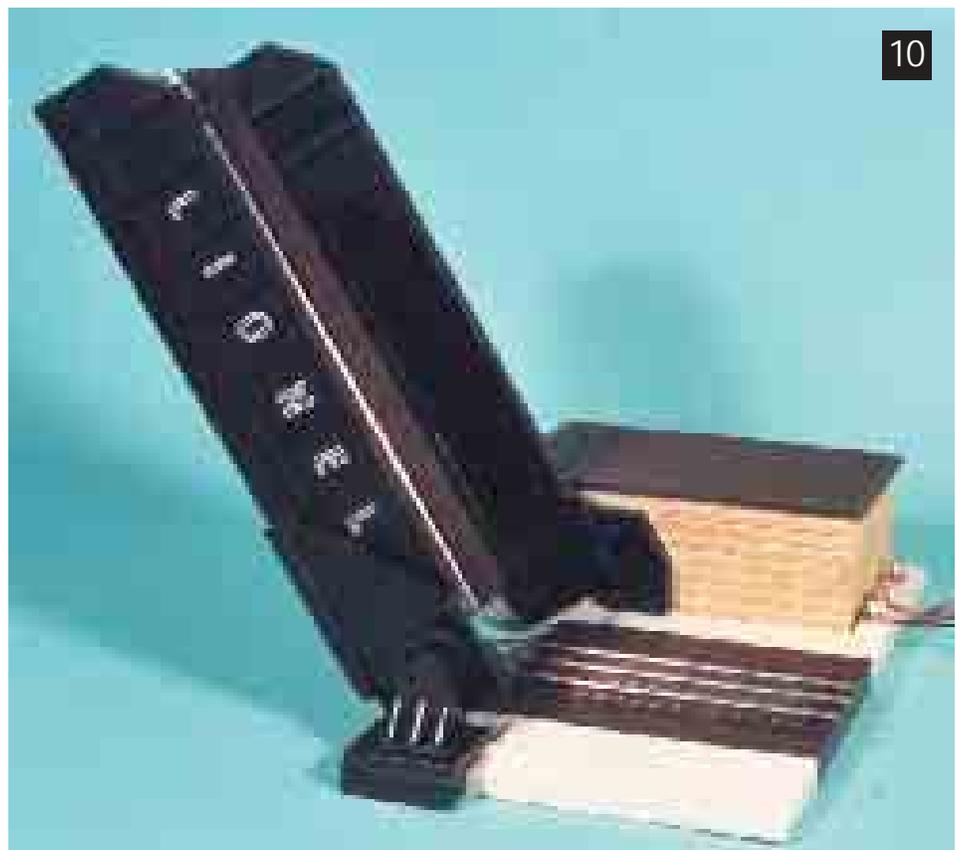
So how does it operate? We set up the bridge and gave it a try. The controller is similar to that supplied with an O gauge switch, but without the red and green lights. You push the lever forward and the bridge begins to move. It will continue to move as long as you press the lever forward. Once the bridge reaches the top, the motor will continue to run if you continue to press the lever – but the pulleys will simply continue to turn and the cable will slip in its groove. When you release the lever, it springs to its center off position. Pressing the lever in the opposite direction will move the bridge back down. Again I must sing my praises for this system that requires no limit switches. Continuing to operate the

motor at either the up or down position, will do absolutely no harm and will not adversely effect the operation of the bridge – neat and simple. The bridge raises 6-1/4 inches above track level.

As you can probably tell, I was quite pleased with the bridge and its operation. The design is clearly based on the Lionel's 1950 design and the changes made are clearly improvements. Although the complexity of this accessory is one of the reasons given for Lionel not producing it in 1950, it is the simplicity of design and function that makes it so attractive today. I like the idea that through clever design, limit switches and their associated wiring are not needed and also that the lifting does not depend on a complicated system of threads. I firmly believe that this bridge will find its way to use on many more layouts than did the one produced in 1991.

Although the new lift bridge is considerably smaller than the one produced in 1991, it may still be too large for some layouts. If that's the case you have another alternative, the No. 6-14173 Drawbridge. The concept model of this bridge was shown in the Volume 1 2002 catalog. **Photo 10** shows the production model in the lifted position and **photo 11** in its lowered position. This smaller version of a lift bridge should fit on most any layout and has the same train stopping capabilities as the larger bridge. The brick structure next to the bridge houses the motor and control system.

Removing four screws underneath allows the brick structure to be removed, revealing the motor and gearbox along with the electronic controls as shown in **photo 12**. Here you





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can see the gears that actually lift the bridge. At the upper end of the bridge are red LEDs that blink as the bridge is lifted or lowered. Just as with the larger bridge, there are connections to deaden a section of track, but you will need some insulating track pins and a lockon, which are not supplied.

Photo 13 shows the other side of the motor gearbox and the limit switches that stop the motor in both the upper and lower positions. A small screw for each switch can be adjusted to fine-tune the exact stopping positions. We found that the



14



15

bridge needed no adjustments and worked correctly right out of the box. **Photo 14** shows the controller that is somewhat reminiscent of an American Flyer design; only this is a bit larger. **Photo 15** shows a bottom view of the controller. A slide switch determines the direction of travel and the motor will continue until the limit switch turns off the motor. Then you can slide the switch to the other position and the bridge will reverse its direction and continue until the second limit switch turns off power to the motor. 🚂

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

Photographs by Bill Schmeelk

New Members?

by Eric Fogg

RM 12768

Just Start with Your Brother-In-Law

Back in October, President John Fisher handed me a quarter-inch-thick pad of blank LCCA membership forms. I remember thinking at the time that this could be a lifetime supply. He's a smart boss. He never said "You have to" or "You gotta." There was no talk of prizes or \$1,000 cash payments. He just handed me the forms.

For weeks afterwards they sat on the corner of my desk - a constant reminder of what I needed to do. Over the past ten years I may have passed along two or three forms to a couple of people, but I never knew what happened after that. I consider myself a "people person," but I'm not much good at the hard sell; I guess I don't like rejection. But I knew I didn't want to explain all that to John.

Then it hit me! My brother-in-law likes trains, had a membership before, but let it drop. So, he got a membership for Christmas - the price was right and he was pleased. I even asked the Business Office to send his membership card to me, so I could wrap it up. Months ago my other brother-in-law mentioned that he had never had a train while growing up. When I drew his name for the annual Christmas gift exchange, I knew just what to do. Thanks to some help from an LCCA member who is also a dealer, again the price was right. I didn't know how he would react, until I got his Christmas Day phone call. You could hear the UP diesel running in the background and it was obvious he wasn't "playing trains" alone. With his January birthday not far off, I used my second membership form.

But now I was out of brothers-in-law and I knew this still wasn't what John wanted me to do. I also realized that I couldn't pin this all on John. *This isn't what the Club wanted or needed me to do.* I've gotten so much return on my membership investment with LCCA; I needed to put something back in and new members were the perfect answer. There aren't many train shows in my "neck of the woods," so when one came along, I did my part by reserving a table. Almost as an afterthought, I threw in my pad of membership forms. Somehow I found room on the table for them, off on the far corner - just in case someone was desperate to join another group.

Imagine my surprise when people began picking up forms! Then we started talking about LCCA - the new web site, the Las Vegas convention, E-Track. No sales pitch needed. A number had been members, but forgot to renew. Others had heard of us, but didn't know where or how to apply. Still others were already members, but we'd never met. And they took

forms to pass along to others. By now I was suggesting brothers-in-law as a good place to start. I honestly don't know how many forms I gave out, but between that and selling trains, I had a busy, productive, and fun Sunday afternoon. Since then I've found out at least two people I talked to that day have joined up.

While this was fun, I was certain it was just luck. But then I talked to Len Hopkins, who does this great December meet in a Chicago suburb each year. They had about 600 people show up and he managed to sign up at least 9 new members! Nothing breeds success like success. There's another train meet here in March and I already know I've got more to sell than just trains. Now I'm a "membership machine." I wonder if my UPS man is a member. He sure handles enough trains for me. And I wonder if he has a brother-in-law.

John, you'd better send me some more forms. 

LCCA Upcoming Train Meets

Lexington, Kentucky

Friday, February 28 & Saturday, March, 2003

Could this be the first train meet of Spring? Join co-hosts Harry Overtoom, Larry Black, Bill Crace, and Winfred Adkins on Friday, February 28 & Saturday, March 1, 2003 at the Continental Inn in Lexington. The Inn is located at US 60 and New Circle Road (1.8 miles west on US 60 from I-75 Exit 110.)

Setup and Early Bird Trading starts on Friday, 6:00 - 9:00 p.m. and is open to LCCA members only. Saturday members-only trading runs from 8:00 - 10:00 a.m., with public trading from 10:00 a.m. to 3:00 p.m.

LCCA members and family are free; Guests are \$4.00, with children under 12, free with an adult. Tables are \$15.00 each.

For more information, contact co-hosts Harry Overtoom, 859-268-1942; Larry Black, 502-695-4355; Bill Crace, 859-299-2423; and Winfred Adkins, 859-873-2497.

Chattanooga, Tennessee

Saturday, July 5, 2003

Southern hospitality and Lionel Trains - What a great combination!

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

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

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

Now Whatzzup with the Website?

by Craig Tribuzi, LCCA Web Editor RM 10207

Website Workings

Many people who have tried to E-mail the Business Office have been getting their mail returned as undeliverable. This is due to the fact that our Business Office has been recently swamped with Spam (web jargon for unsolicited E-mail advertising messages). To reduce the Spam, they installed Spam proofing software to eliminate mail from unrecognized sources. In particular, people who use CompuServe were not being recognized as legitimate mail sources and filtered out. Since people made me aware of the problem, I have had the Business Office change their filtering settings to recognize CompuServe as a legitimate mail source. Therefore, if your mail messages to the Business Office are being returned please let me know and I will work with our Business Office to remedy the problem

Beginning in December, a new layout of the selection buttons in the **MEMBERS ONLY** area was introduced. It provides new grouping of member selections and easier navigation of this portion of the website. It also provides a more flexible structure to allow the addition of future capabilities. Where you see a selection that has an asterisk (*) to the left of the title, clicking on that selection will take you to a dedicated page for that functionality. On those selections that have a rotated triangle (▷) to the left of the title, clicking on the title will provide a pull-down menu of available options. Then clicking on the desired functionality will take you to that selection.

ETrack, our online Interchange Track, was added to the new layout selection buttons. Now, clicking on the eTrack button will take you directly to the eTrack main menu. The movement of the eTrack from its present location to the LCCA's dedicated server is in the works. This migration will be transparent to the user. We've also added an eTrack tutorial to the home page of eTrack to advise new users about its functionality. Try it out.

Online convention registration will be a new feature on the website. By the time this article is published, this capability

will be active under the **Transactions** pull-down menu in the **MEMBERS ONLY** area of the website. Modifications to the LCCA Store (also under the **Transactions** pull-down menu) will allow members the capability to order convention cars online.

We are considering a special meeting at the LCCA convention in Las Vegas to discuss the website. This meeting will be in addition to a demonstration setup on the trading floor that we introduced at the Pittsburgh convention.

Getting Online Anywhere

Many members have been asking how to gain access to the LCCA website if they don't have a personnel computer at their home. Since this seems to be a common question, I thought I would share a couple of ways in which people who do not have access to our website at home can get there. The basic thing to remember is that any computer that has Internet capability will allow you to get to the LCCA website. So, where do you go to get a computer that has Internet capability? Here are a few suggestions:

1. **Free Internet access at libraries** — If you don't have Internet access at home, check with your local library to find out whether it provides personal computers and Internet access for public use. Many provide these, along with instruction on how to access the Internet, free to visitors with a library card.

2. **Cyber cafés** — If you don't have regular access to a computer at home, or if you just feel like being social, visit a cyber café or Internet café. These establishments provide computer and Internet access, along with coffee and food. These cafés have been springing up all over the country in the past few years.

3. **Access at the airport** — Stuck waiting for a flight to Poughkeepsie? Why not check your e-mail? Some airlines and airports provide Internet kiosks. These are computer stations from which you can access the Internet or locations where you can plug in your portable computer for Internet access. Check with individual airlines and airports to find out whether they offer these services and what you need to do in order to use them.

To use the features listed in the **MEMBERS ONLY** area of the website, you will need your password. To get your password, you need an E-mail account. If you don't have one, then you can set one up free at www.mail.com. 

There's a LCCA membership form located on the inside back 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.

A Lionel Puzzlement

by Gene H. Russell, Ed.D.

RM 24608

Color has long played an important part in Lionel advertising, production, and corporate identity. Test your “colorifics,” the practical application of color, by matching the color to the Lionel product. Place the letter on the line provided to make a match. Note, however, that one color must be used twice. A “Red Hot” Lionel aficionado should make 12 correct matches while a “True Blue” LCCA member will get 14 correct! 

Answers to last month's puzzle

Across

1. Free
2. Lamp
3. Wire
4. Gate
5. Dump
6. Rule

Down

1. Flag
2. Load
3. Wear

- | | |
|------------------------------------------------|---------------|
| 1. Cities Service 2-D tanker _____ | A. Black |
| 2. Lionel Lines Circus Stock Car _____ | B. Blue |
| 3. Rescue Unit Work Caboose _____ | C. Brown |
| 4. _____ Comet | D. Gray |
| 5. Alaska Railroad Gondola _____ | E. Green |
| 6. Lehigh Valley Girls' Hopper _____ | F. Lilac |
| 7. Searchlight Car with _____ Diesel Generator | G. Maroon |
| 8. _____ Cloud Pullman | H. Olive Drab |
| 9. Lionel Lines Two-bin Dump _____ | I. Orange |
| 10. Lehigh Valley GE 44-ton Switcher _____ | J. Pink |
| 11. Girls' Steam Engine _____ | K. Red |
| 12. Automatic Dump Car _____ | L. Silver |
| 13. Poultry Dispatch Stock Car _____ | M. Tuscan |
| 14. Baby Ruth PRR Boxcar _____ | N. White |
| 15. Pennsylvania N5c Caboose _____ | O. Yellow |
| 16. New York Central Girls' Gondola _____ | |

Answers will be published in the next issue

Train Talk

by Bill Bracy

CEO, Lionel LLC



Bill Bracy

This year marks the 100th anniversary Toy Fair in New York City. Of course, Lionel is a very special company among all those exhibiting their products, since we're one of four companies who have been exhibiting for 90 of the 100 years. Take a moment to think of other companies and their products that are part of

your daily life. You'll find it a challenge to name very many in any industry with a century of history.

After taking a moment to look back, we're excited to focus on the present and future. We're taking our new catalog or "book" to Toy Fair — Lionel Classic Trains, Volume 1, 2003 — filled with 132 pages of thrilling new sets, locomotives, rolling stock, and accessories.

Among my favorites is the Santa Fe Command Control Crane Car on page 89. It'll be perfect for heavy-duty lifting on my "power" layout. With the Cab-1 control you can swivel cab right or left using the red knob. Other button pairs let you raise and lower the boom, lift and lower the main hook located about three-fourths of the way out the boom, and separately control the smaller hook at the farthest tip of the crane. The

weight of its die-cast body, boom, trucks and couplers gives it the capability to lift "tons" of objects. Added stabilization comes from outriggers that extend from the sides, also deployed by the Cab-1. Hours of work/fun built into "the big hook."

2002 was a terrific year for train sets. Lionel loaded in significant increases in starter sets to our Lionel Authorized Value Added Dealers who in turn, reported excellent sales. Just when they were wondering how we could possibly top that success, we are announcing a new track system, FasTrack, and new transformer, CW 80, for all ready-to-run train sets in 2003. Also included is a new "how-to" video, which guides the novice through the initial steps of setting-up, operating, and expanding his/her first layout.

FasTrack locks together easily, and can be easily disassembled for storage. Or hang it on a peg on the back of a door or in a closet when not in use. For use on any surface, including rugs and carpeting, it has a realistically detailed base under the rails with engraved ballast and track ties. For permanent layouts, the screw holes allow for easy installation. With some 16 different pieces in the initial launch and many more to come, the system offers lots of variety to customize your dreams.

The new CW-80 80 Watt Transformer features bell, whistle/horn, and direction buttons. Outputs on the back of the unit provide for 0-18 volt variable AC for the track, as well as separate accessory terminals that can be simply programmed to desired power levels for independent accessory control. These new set additions are designed to attract even more new families to the wonderful world of Lionel trains.

Thank you all for helping us to have a very good 2002. We wish you all a Happy New Year and look forward to the opportunities when we can see each other in person at upcoming meets and the LCCA Annual Convention in Las Vegas. 🚂

A Friendly Reminder...

Make your reservations NOW!
This year's LCCA Convention
in Las Vegas will have a silver lining!

