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# *The* **Lion Roars**



PUBLISHED BY THE LIONEL® COLLECTORS CLUB OF AMERICA • BIMONTHLY FEBRUARY, APRIL, JUNE, OCTOBER & DECEMBER

**The Ghost  
of Halloween  
Past Returns!**



# Make a Holiday Memory They'll Remember Always



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This boxcar is made by Lionel with die-cast sprung trucks and is custom-decorated by RGS Limited Editions. The production run is limited to only 300 cars and 70 were sold at the 2003 Annual Convention. So this rare item is becoming an instant collectible. **LIMIT: one per regular member.** Orders will be accepted until the supply is exhausted on a first-come, first served basis. If your order with a check arrives after the stockpile is depleted, your un-cashed check will be returned to you promptly. **Delivery expected 1st week of December.**

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ONE LCCA 2003 Holiday Boxcar:	\$ 49.95
6% Sales Tax (MI residents only - \$3.00)	\$ _____
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<b>Total:</b>	<b>\$ _____</b>

Bill my credit card account: \_\_\_\_\_

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By my signature, I authorize LCCA to charge my account for the total amount due. Mail this Order Form to:

**LCCA Business Office P.O. Box 479 LaSalle, IL 61301-0479**

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**ON THE FRONT COVER:  
Lionel 1960 "Halloween" General Set**

**ON THE BACK COVER:  
Smiles from Las Vegas**

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

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*Secretary* - Any administrative action not handled by LCCA Business Office.

*Treasurer* - Club finances only.

*Librarian* - Back issues of *The Lion Roars*.

*Editor, TLR* - "Make good" copy of *The Lion Roars*.

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# The President's Report

by Eric Fogg  
RM 12768



## Driving the Dream

Over the past few issues of *The Lion Roars* I've been sharing with you other people's vanity plates, but I've not shared my own. Now that I'm president, maybe I should come clean. So here's a picture of my plate. It's my own personal advertisement and I hope it says a lot about me. More importantly, it does exactly what I hoped it would. People ask me about it all the time. One driver even stopped me at a traffic light. They ask and I get to tell them about the best toy train club around!

That's something we all need to do more of — speak up and speak out about what a great hobby we enjoy and, more importantly, what a great organization LCCA is. We need to start by reminding each other of just what a great value LCCA membership is — for whatever reasons you belong. It's also a great way to gain new members. Nothing breeds success like success.

So how can you help? There's a lot you can do and you don't even have to have a vanity plate (although as far as I know, there are 49 other opportunities still left). Some suggestions include:

- Attend next year's convention in Milwaukee
- Order a 2003 Stocking Stuffer
- Give Club memberships as birthday and Holiday gifts
- Wear your Club shirt when you run errands on Saturday mornings
- Order our new and very special Halloween General Set
- Convince two other members to join us in Milwaukee next year
- Write that article you've always promised Bill for *The Lion Roars*
- Sell something in *The Interchange Track*
- Buy something from eTrack
- Attend an LCCA meet, or better yet, stage one yourself

The list goes on and on, but I think you get my point. I call it "driving the dream" and my license plate is a reminder to me of what I have to do — tell people about the best toy train club around! I hope you'll join me in helping to drive our dream.

## Thanks Isn't a Big Enough Word

There's no way to begin to describe how much he accomplished, much less thank John Fisher properly for the

great job he's done for this Club over the last two years. He made being president look easy. John and his wife Jan, helped usher in a new era at LCCA and we will continue to reap the benefits for years to come. John's not going far, as he'll serve as Immediate Past President for the next two years and be a ready resource for the Board and the membership. Until we can find a bigger, more suitable word, John, you'll have to settle for our sincere and heartfelt "THANKS!" for a job well done.

## 2003 Convention

The October issue of *The Lion Roars* is a favorite for many people, with its great wrap-up of the convention. Any way you look at it our Las Vegas convention was a hit. With over 800 in attendance, the members, their spouses and families had a great time. Don't take my word for it — ask one of them. Then make plans right now to join us in Milwaukee. It's going to be another great convention! Here again, don't take my word for it — read the editorial in the September issue of *Classic Toy Trains*.

## Thanks Too...

A special thanks to that great group of men and women in the tan golf shirts at the 2003 Convention in Las Vegas. Those volunteers made things run ever so smoothly, mostly by applying elbow grease and hard work. When you sign up for the 2004 Convention in Milwaukee, drop me a line if you'd like to volunteer. We can use all the help we can get and its lots of fun.

## Shopping List

Included in this issue is an order form for the remake of the rare and famous postwar Halloween General Set. It's a beauty — just check out the ad. If you've got a friend who's always talked about joining, but never seems to get around to it, let them know about this special members-only offer. Timing is everything and now is the time to order The Halloween General Set.

There's also an order form for the 2003 Stocking Stuffer Holiday Boxcar. It too is one of a kind and you'll want to add it to your collection. (If you missed the 2001 Stocking Stuffer Holiday Gondola, check the web site for this companion car.)

The 2003 Convention Mint Car should be ready for delivery in the next couple of months. Then, early in 2004 watch for an opportunity to purchase the 2004 Convention Two-Car Set. You'll love these cars and their colors!

## Your Turn

Continue to feel free to share your thoughts, ideas, and wishes with your Board. It's something John Fisher started and we're not about to stop it now.

But also remember to do your part — tell someone about the LCCA! 

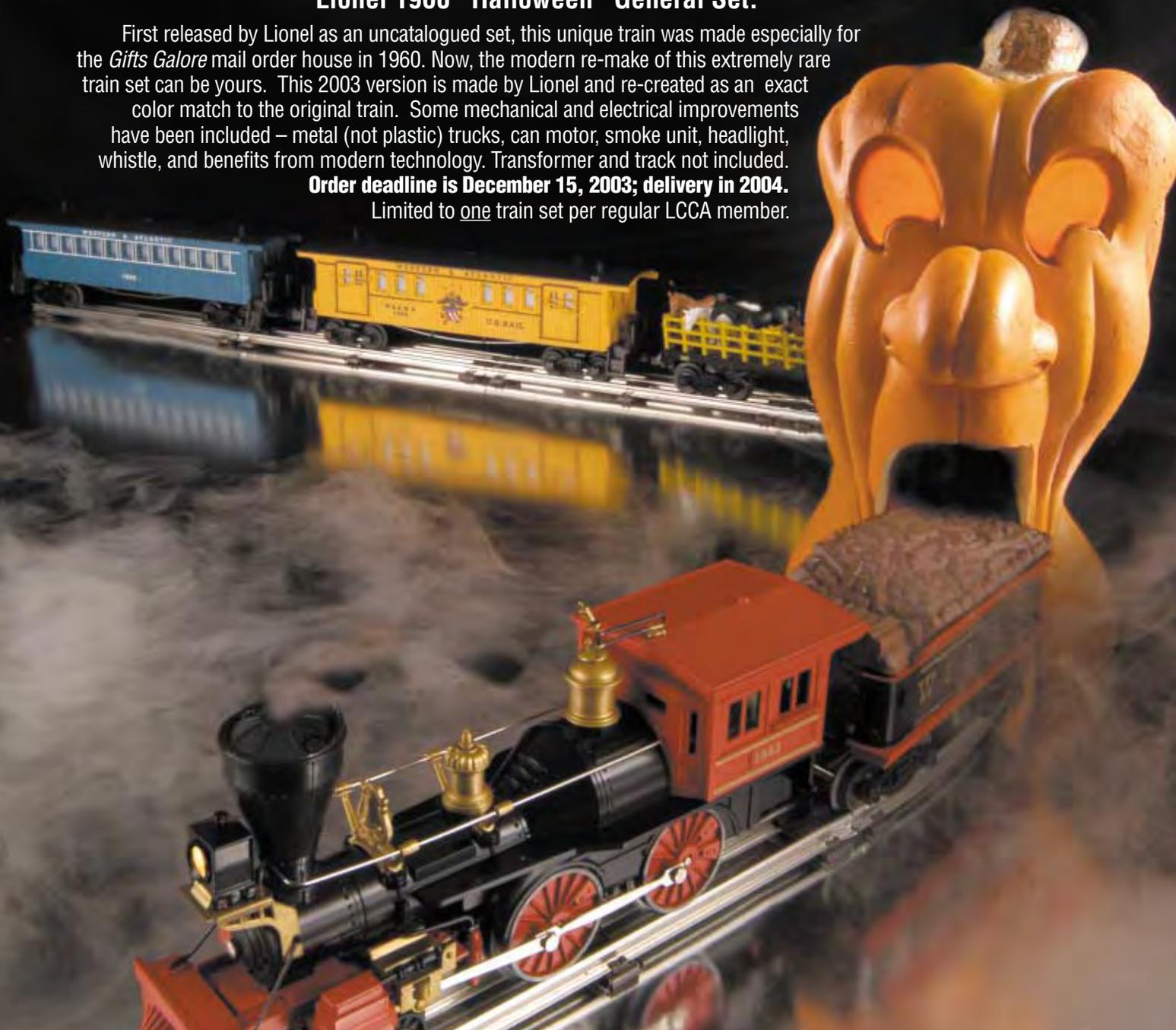
# BOO TO YOU! BOO-HOO, IF YOU MISS OUT.

## The Lionel Collectors Club of America Proudly Presents the Lionel 1960 "Halloween" General Set.

First released by Lionel as an uncatalogued set, this unique train was made especially for the *Gifts Galore* mail order house in 1960. Now, the modern re-make of this extremely rare train set can be yours. This 2003 version is made by Lionel and re-created as an exact color match to the original train. Some mechanical and electrical improvements have been included – metal (not plastic) trucks, can motor, smoke unit, headlight, whistle, and benefits from modern technology. Transformer and track not included.

**Order deadline is December 15, 2003; delivery in 2004.**

Limited to one train set per regular LCCA member.



### Order Form for the "Halloween" General Set — This Form May Be Photocopied

Name: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Note: UPS can not deliver to a post office box; a street address is required

My membership number is: \_\_\_\_\_ Bill my credit card # \_\_\_\_\_

**ONE** "Halloween" General Train Set \$ 269.95 Signature: \_\_\_\_\_

Shipping & Handling, in Cont. USA [no charge] [ ] Visa [ ] MC [ ] Disc Exp: \_\_\_\_\_

6% Sales Tax (MI residents only - \$16.20) \$ \_\_\_\_\_ By my signature, I authorize LCCA to charge my account for the amount indicated. Cost of shipping & handling to Alaska, Hawaii & foreign countries billed at actual cost.

Total: \$ \_\_\_\_\_

Mail to: LCCA Business Office Dept. L1 P.O. Box 479 LaSalle, IL 61301-0479

# LAS VEGAS

## 2003 LCCA Convention Report

by **Bob Carter**  
RM 6620

Las Vegas has many names - The city that never sleeps, Sin city, Vegas. What ever you used to call it, at this year's LCCA convention it became TRAIN CITY. The 800 plus attendees enjoyed themselves at the Rio, the convention hotel, and on all the different tours, from the Hoover Dam to backstage at the Bally's, to the Nevada State Railway Museum and more. Sure, the temperature was warm, but so were the renewed friendships and the new ones that were made.

Outgoing President John Fisher along with incoming President Eric Fogg had their team of volunteers working and helping so that everyone's questions were handled with smiling efficiency. Our convention hotel, The Rio, was in a word, outstanding. From the size of the room, to the quality of the food to the varieties of entertainment, there was really no reason to leave the hotel except for the excellent tours our officers and convention team put together.

The Hoover Dam and Ethel-M's tour was a contrast of scope and size. One was a massive construction project that is over 726 ft. tall and is 660 ft. thick at the base, and has enough



concrete in the dam to build a four-foot wide sidewalk around the Earth at the Equator. The other, Ethel-M's, an elite hand made candy company started by a member of the famous Mars family. While Mars is well known for M&M's, Snickers, and Milky Way, Ethel-M's specializes in small batch, hand made

candies that just melt in your mouth. How do I know? We all had free samples and everyone got on the bus licking and smacking their lips. A few of us even had enough time to buy some of the freshly made product. OK, the diet begins when we get home.



Your LCCA convention planners pulled a real coup and obtained early admission for us to the Nevada State Railroad

Museum at Boulder City. You see, this branch of the state museum housed in Carson City is not yet open to the public. We even had a special trip on their excursion train, which is a moving museum. We rode Harriman style coaches about 7 miles out and back. The museum volunteers on the coaches answered all our questions and truly helped make the trip informative and enjoyable. This museum does not have a static display, leaving that for the larger facility in Carson City. And wouldn't you know it, just as we got there, the air conditioning in the coaches went out. That didn't bring on frowns though as a lot of the riders just went to the open air cars and enjoyed the fresh air as we rolled along, listening to the clickity-clack of the wheels on the track.

A very different tour was a backstage tour at the Bally to see how the "Jubilee" show is put together. "Jubilee" is one of only a few of the traditional style Las Vegas extravaganzas

with elaborate sets, music, showgirls, fancy costumes and variety acts. During the tour we visited the dressing rooms, costuming area, the basement of the stage with the 11 elevators, and the Titanic (which sinks at every performance) and its boiler room. Then it was back on stage for a make-up demonstration by one of the showgirls. We also had a technical side trip guided by LCCA member Louis Bradfield, RM 18628, who is chief electrician at Bally's and has been since it was the original MGM Grand. Louis explained in detail the electrical operations of putting on a show of this magnitude, all the way from sinking the Titanic, to the 2000 dimmers used in the lighting to the elevators and jackscrew motors. Thanks Louis, your enthusiasm and enjoyment of your job was apparent and made the tour even more special.



Those who went on the Las Vegas at night tour were provided a visual treat. After a trip down The Strip with all its various hotels and casinos aglow, we stopped at the Stratosphere and went to the top of the tower. There, all of Vegas was visible like a million diamonds shining in the night. The tour concluded with the Fremont Experience. About two and a half blocks in downtown Las Vegas has been closed to autos and a canopy of lights erected where several million lights respond to computers with an extraordinary sound and light show. It's simply indescribable!

Those members who took the Garden Railroad tour were in awe when they saw their first glimpse of the excellent backyard layouts of Charlie Van Netta and Bob Obert. Both



Charlie and Bob are not only members of the Las Vegas Garden Railway Society but also VP and President, respectively. There was quite a bit of talk on the return trip to the Rio about how a garden railroad might work where it snows. A

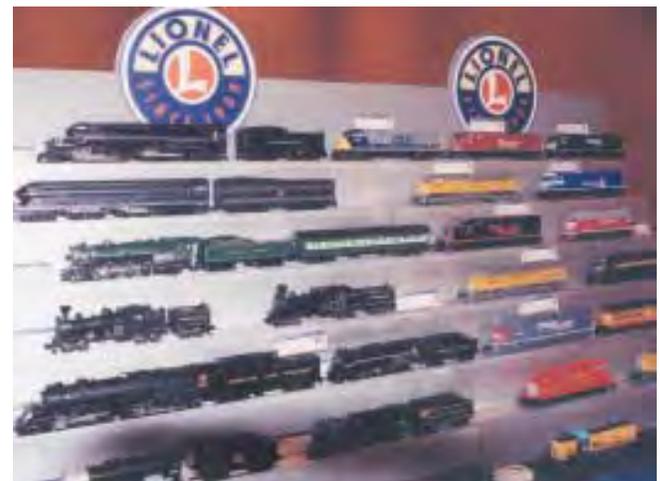
couple of guys were even wondering out loud if a rotary snow plow were available.



In the hotel Lionel was present with some of their new products and six TrainMaster Command Control play stations. The TMCC stations proved to be a



popular hit with adults and children alike. Our thanks go to Lionel CEO Bill Bracy for providing this excellent marketing tool.

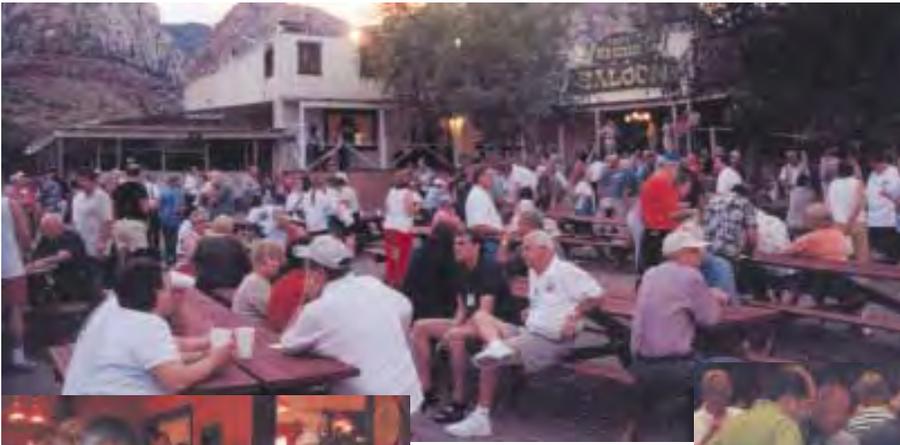


Next door to the Lionel exhibit was an enormous modular layout provided once again by the Pittsburgh Hi Railers and Tom Shepler, Dave and Grace Newman, and ????



did a fantastic job setting up their modular railroad empire. Steve Horvath had another unique layout. His was a scale layout using Atlas 2-rail track controlled with Lionel's TrainMaster Command Control. Both layouts generated quite a bit of interest and questions alike.

Thursday Night the Get Acquainted Party was held outside



Vegas at the Bonnie Springs Ranch. Here the attendees enjoyed roaming an old western town, dancing to a three-piece western band, eating hamburgers,

hotdogs, corn on the cob and other fixin's and participating as a jury in the hanging of a shiftless, no good, murdering bank robber. Oh yes, all attendees were again provided a special pack of Lionel collector cards, this time Series 2, for all to



trade. It was fun to see all the horse-trading going on. Just like a bunch of kids and their baseball cards. Oh what memories, and what a fun time!

Friday afternoon the LCCA business meeting was held before a full room, and President Fisher





down to the red bandana in his back pocket. Be sure to ask Eric to tell you the story, it's a hoot.

Before too long the evening was over, but not before the table prizes were distributed. Every one attending the banquet went home with something. Silent auction winners collected their items, and the nearly 200 raffle winners picked up their prizes. Good-byes, hand shakes and hugs were a fitting close. This was simply an outstanding convention that will be hard to beat. In 2004 our convention will be in Milwaukee and something tells me that even though the bar has been raised, next year's will be even better. See you there! 🍷

*Photographs by Ed Richtner*

called his last meeting to order. The officers made their reports; John introduced the newly elected officers and Board of Directors and then unveiled the exclusive Lionel/LCCA General set that will be explained elsewhere in this issue. When the cloth hiding the set was pulled away, all you could hear were "Oohs & Ahs". If first impressions are worth anything, this will be very popular with the members.

Next on the agenda was the Lionel Seminar - held before a full house. Lionel president Bill Bracy and company showed some new products including a TMCC controlled double hook Santa Fe crane with features you've all been wanting, including outriggers for stability. I'm sure Bill Schmeelk will discuss these products in detail in later issues. Suffice it to say this was some interesting stuff. After a good Q&A session, the meeting broke up and everyone headed off to the trading hall.

Friday evening the trading hall opened to the attendees and then to the public on Saturday. The hall was quite large and the 180 tables were not cramped at all, nor were the lookers and buyers. A lot of blue and orange boxes were carried out the door, so there must have been some good deals struck at those tables.

The week of activities ended, as usual, with the Saturday night banquet, silent auction and passing out of the raffle prizes. So how do YOU measure the success of a banquet? If you're like me it's the quality of the food, and in this case, the word "excellent" comes to mind. From the salad, through both the beef or chicken entree and finishing off with the cheesecake mouse, the food and service were top shelf. Eric Fogg, our new president, presented outgoing president Fisher an engineer dressed bobble head doll that was the spitting image of John, right



# The Tinplate Cannonball

by Ken Morgan  
RM 12231



## Of Vestibules and Tail Ends

I promised more on the articulated streamliners, so let's get started. First, a quick aside - my thanks to member #241, Frank Najbart for tipping me off to another source for the UP/Alcoa aluminum coin commemorating the M-10000. He said that he had several Marx M-10000 trains obtained from the original owners, and some of them included the coins. He felt that they might have come with the sets. I did some investigating, and thanks to the assistance of the TCA Library, I found confirmation in Greenberg's *Guide to Marx Trains*. The coin, which appears to be exactly the same as the one I have, was sold in the sets marketed for the 1934 Christmas season. So you can add that to your toy train trivia files. And speaking of trivia, here's today's question. Do you know what vestibules were and why they were important in toy train catalogs?

Okay, great segue into today's topic - vestibules. And I'll throw in observation tails for good measure. As we discussed a couple of issues back, the prototype railroads introduced lightweight articulated streamliners to try to recapture the passenger market as the country struggled out of the depression. The toy train manufacturers were right there with them. It certainly didn't hurt that both the real trains and the toy versions looked quite modern and were true attention grabbers. Unfortunately, as noted earlier, America's railroads quickly learned that the lack of flexibility in articulated train sets led to an inability to match consist to demand. Hence, most of them had short careers. Not so with Lionel's versions (or AF, Marx, etc). They're still running. Heck, my BCC&PRR boasts several of them and they have always been numbered among my favorites.

Let me answer half of the trivia question first: Vestibules are the enclosed areas at the ends of passenger cars connecting them to the next car. Generally, each car has its own vestibule. Articulated streamliners were different in that a single vestibule was shared by the two cars it connected, as was the truck under the vestibule. That's what made for the flowing streamlined shape of the train, but also removed any chance of true flexibility. You can't disconnect or add one car since nothing supports the end of the car.

How did the toy train manufacturers go about doing this? I'm going to be highly judgmental here and say that Lionel clearly did the best job of it, especially early on in the marketing of O gauge versions for the mass market. Only Lionel offered

a true vestibule with the wheels underneath it. But even Lionel did not do so on all of their articulated trains.

Lionel manufactured four basic articulated streamliners. The 752, based on the M-10000 train set, was offered in O-72. The 617 was based on the Boston & Maine's "Flying Yankee", essentially the same train as American Flyer's Burlington Zephyr, and came in O gauge sets. The 1700 was loosely based on the New Haven Comet, although there are a few other things in the same ballpark, notably GM&O's Rebel which was catalogued as O-27. Finally, in clockwork (wind-up motor) there was the 1548 with three cars numbered 1673, 1674, and 1675. The first two trains were truly articulated. The latter two were not and neither was anything from the primary competition.

Let's look more closely. **Photos 1 and 2** show the vestibule and the car body end from a 752. Look at the car body first. The little silver piece which is screwed into the brown cast frame is rounded at the end and has a downward bend (aside: these bases are very subject to warping as a result of metal disease - look carefully before you buy!). This is the catch which hooks into

the vestibule. Look at **photo 2** and you'll see there's lots of neat stuff here - Lionel did a truly masterful job of cramming it in. All four wheels sit underneath and there is also a sliding pick-up tabbed onto the bottom which supplies the hot side to the lamp mounted inside the vestibule to the right. That's the basic stuff - now for the interesting part. That rod and spring assembly is the genius behind Lionel's true vestibule design. Push down on the end of the rod extending out of the vestibule top, and the ring like piece pushes down against the spring, leaving a space between it and the thinner ring just above it which is part of the steel bracket - the silver "box" - surrounding the spring. The hook-like silver piece in photo 1 fits into the gap between that upper ring and the one which pushes down on the spring. When the top of the shaft is released, the spring forces the lower ring up and the curved hook is fastened securely between the two rings. Since it is curved, it provides a smooth pivot for negotiating curved track,





3



4

not hook together. By the way, there are two different types of pick-ups for the 617: sliding shoes, similar to those on the 752, and a rigid plate with a roller like the O gauge locos use.

Lionel clearly invested significant effort and capital in designing this mechanism. The result was two sets of articulated rolling stock, which were distinctive and of limited flexibility, but filling the demand for reasonably accurate representations of the latest in railroad design. Given the expense, they filled O gauge, and the more expensive O-72 market niches.



5



6

O-72 in this case. By the way, I assure you it won't negotiate O-31 curves! All in all it is an elegant arrangement that works very well - my compliments to the designer.

**Photos 3 and 4** show the same parts in O gauge for the 617 Flying Yankee. This train is more lightly built. The frame is tinplate, not cast and the parts are more lightly constructed, but are essentially built to the same design, and work the same way. And, yes, there is a lamp inside the vestibule - it's out of sight on the left. While the mechanisms are the same, the 752 and 617 are different sizes and will

Of course Lionel still needed to compete at the lower end of the demand scale, and the investment in complex vestibules clearly was not justified here; Hence, the 1700 and 1548 sets.

The 1700 was offered in O-27. Its vestibule arrangement is shown in **photos 5 and**

**6.** Here the wheels are on traditional trucks, mounted under the car body. What Lionel did is put a sort of hinged tunnel between the cars. Look at **photo 5**: the boxy structure pivots on a vertical metal shaft. There are rounded cutouts at the top and bottom of the outer end. They engage the sprung shaft seen in **photo 6** which is in the adjacent car body. This depresses just like its larger brethren, but has a much simpler locking mechanism. The lower hole in the tunnel is horseshoe shaped, rather like a Greek omega, and the wider bottom of the shaft in **photo 6** fits in the larger part of the horseshoe, but can't pass through the narrow end, so when the shaft is released, it comes up and locks the cars together.



7



8

The 1548 set, uses the same system as the 1700. It is shown in **photos 7 and 8.** It works exactly the same, but, as with the larger truly articulated cars, you can't couple these smaller sets together, either. Looking at the car bodies, you can also see how the clockwork set is made more cheaply than the electric 1700 set.

To see how Lionel offered these sets to cover different markets, here are the prices, per the 1937 catalog. Set 1548, with a 1588 loco and tender, three cars, and an oval of track (8 curved, 2 straight) was \$2.50. The O-27 1071 set was a four piece 1700 E power unit with 3 cars, 8 curved and 4 straight tracks, lock-on and transformer for \$9.75. Set 267E was a four unit 617 set also with 8 curved and 4 straight tracks, but they were O gauge. It included an 88 reversing controller, but no transformer and sold for \$12.50. To upgrade to a 267W, Lionel added a whistle in the power car and a 66 whistle and reversing controller instead of the 88. It was \$16.50. Finally, in O-72, the 752W had 4 units, 16 curved tracks (to make a full circle of O-72 you need 16 pieces), 4 straight tracks and a 67 whistle and reverse controller, which is roughly the same as the 66 in the O gauge set. It was priced at \$25.

Let's look at the competition. As Frank Najbart noted, Marx came out with UP's streamliners. I don't have their M-10000, but I do have a version of their M-10005 which works the same way. **Photo 9** shows the ends of Marx's cars. The piece with the hole sticking out of the car on the right fits into the slot in the end of the car on the left. There is a vertical shaft through the receiving car which works much like the mechanism Lionel used in the small sets, except that it is not



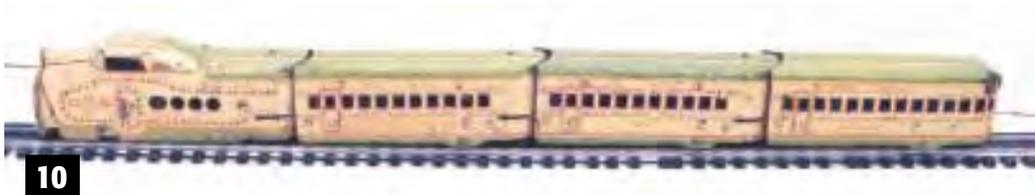
sprung and engages by dropping down due to gravity, rather than up as on Lionel's. That is, you push up from underneath to free it. On release, it locks in the down position resulting in a smoother roofline. According to Greenberg, this is the third and most improved version of the coupling system. The gauge of the metal used by Marx is quite thin, and I find it subject to bending easily, so the fit through the slot becomes a bit dicey, making for rough operating at least on my set. I have done some judicious bending of the metal and improved operations, but you might expect this, especially if you want to run a long train. The cars are inexpensive and relatively easy to find, so a long train is far easier to put together than would be the case for Lionel. They do have a nice flowing look to them as they run. Next comment is that there are only 2 wheels per car on the M-10005 set, towards the rear. If you look closely at



extension on the right of **photo 11** is simply dropped over the pin sticking up on the car in front and the rounded simulated vestibule does not pivot. Movement is strictly between the hole and the pin. **Photo 12** shows the complete Hafner train. The



other train in **photos 13 and 14** is by Hoge, and is rather fanciful. I will give them credit for making it appear that the wheels are attached to the vestibule, since they are located under it, but as you can see in **photo 13**, the vestibule is a separate piece and the wheels are actually part of the car body to the right. The vestibule has a pin at the bottom which locks the two units together when you line everything up and work it into place. If my words make this sound like it involves some finagling to get them aligned, that's because this is in fact the case!



**photo 10**, which shows a four-unit set, you can see them under the next to last window on each unit. According to the Greenberg book, the M-10000 sets came with either 2-wheeled or 4-wheeled cars. In the latter case, the wheels are paired at the rear, where the 2 wheels are in **photo 10**. These sets came in various lengths, many different colors, and were available in either electric or clockwork versions. Like Lionel and AF, Marx later used the same cars for other trains. For example, the same cars with a streamlined steam loco were offered as NYC's Mercury Limited.

I have two other versions of UP's streamliners. The train in **photos 11 and 12** is Hafner. It is clockwork, with a battery-powered headlight. I don't know if you have to watch out for battery damage, but at least the battery is easily removed! Construction is similar to Marx, with only two wheels per unit and the joining system is basic. The hole in the roof

Lastly, American Flyer had several offerings, notably their Zephyr. This was a top of





the line O gauge piece and looks rather nice, but both it and the variants made from it (for example, UP's M-10005, MILW's Hiawatha) are not articulated. They use two four wheeled trucks per unit, and have a rounded piece closing off the car ends which simulates the articulated vestibule. They couple together with a wire hook on the top. Flyer also offered less expensive sets, which look like a cross between Marx and Hafner. With either two wheels or four wheels on a common truck under one unit depending upon which set, they appear from pictures to couple either like the Hafner pin and hole on top or on an internal joint more like Marx. Again, the coupling system varies between the two styles. Sorry I don't have examples to photograph.

Suffice to say that I have found that only Lionel made the investment to produce truly articulated trains for the O gauge mass market, and the method they used was so good that it is essentially the same as that used in their current Century II Club version. Let's hear it for the Big "L"!

Okay now briefly as promised, a look at observation ends. **Photos 15 through 18** are respectively the end of a 752, a 617, a 1700, and a 1548 (the car is catalog number 1675). The 752 as described last issue is a reasonably good approximation of UP's actual tail. The 617 is likewise a good

representation of the Flying Yankee/Zephyr. I'm not sure about the 1700 tail. I think it is generic round end. What about the 1548/1675 car? Pure fantasy, unless you think somebody tried to imitate the MILW Beavertail observation end after having a few too many drinks!

Oh yes, why were vestibules important for real trains and toy trains? They provided more comfort for the passengers than did open end platforms, and so vestibules were actually advertised by both the prototypes and the toy manufacturers



as in Ives' "Limited Vestibule Express", signifying a top of the line passenger train.

See you next time along the rails of The Tinplate Cannonball. 🚂

*Photographs by Ken Morgan*

# The Missile Age comes to Railroading!



by **R. E. Lee Hamilton**  
**RM10990**

The missiles used on the Postwar Lionel No. 44 U. S. Army Mobile Missile Launcher, No. 45 United States Marine Corps (U.S.M.C.) Mobile Missile Launcher, No. 6844 Missile Carrying Car, No. 6544 Missile Firing Car, No. 6820 Aerial Missile Transport Car and the No. 448 Missile Firing Range Set all utilized missiles copied after the real life U. S. Hawk surface-to-air missile (**see photo 1**).

In the 1959 advance catalog, Lionel associated the small, white colored plastic, 3 finned missiles (Lionel part no. 44-80) used on the new No. 44 U.S. Army Mobile Missile Launcher and the new No. 6844 Flatcar with Missiles with the U.S. Army Littlejohn ballistic artillery surface-to-surface missile (SSM). The newly introduced No. 44 U.S. Army Mobile Missile Launcher was depicted on page 12 of the 1959 advance catalog with the following description:

*NEW! No. 44 Mobile Missile Launcher – The Missile Age comes to Railroading! This unique and exciting motorized unit carries and fires four Little John artillery-type missiles. Missiles are laid in individual launching cradles and launching pins are set. As launcher passes over remote control track, touch of a button fires one missile at a time. Operator sits in “glassed-in” fire control center. Launcher has continuously-illuminated red firing light, operating coupler in the rear, can operate forward or backward by remote control.*

On page 18 of the 1959 advance catalog, the also newly introduced No. 6844 Flatcar with Missiles carrying six small white missiles leaning against a long, triangular cross-section support was depicted with the following description:

*NEW! No. 6844 Missile Carrying Car – This flat car mounts two cradles carrying a total of six Little John artillery-type missiles. Missiles are removable and can be used with the No. 44 Mobile Missile Launcher.*



Some background information regarding the evolution of the real U.S. Army Littlejohn missile is necessary to understand why I believe that Lionel mistakenly identified the small, white 3-finned plastic missile as a “Little

John” surface-to-surface artillery missile when it should have been identified as a Hawk surface-to-air missile (SAM), which it more closely resembles.

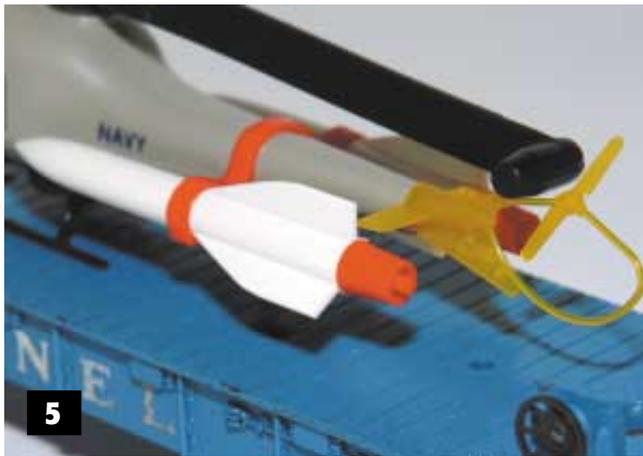
Measuring just less than 14.5 feet in length, the highly mobile real U.S. Army Littlejohn ballistic SSM was capable of accurately reaching a target at approximately 11 miles using a variety of warheads including high-energy explosives and atomic capability. The Littlejohn missile was originally conceived during mid 1953 by U.S. Army Ordnance to supplement its larger atomic capable, self propelled missile brother the Honest John and would evolve into an extensive missile research, development and improvement program much like the Lacrosse missile weapon system (see *An up-to-date mobile defense unit!* in the Volume 32 No. 5 April, 2003 issue of *The Lion Roars*). Both the Littlejohn and Lacrosse missile programs included: deployment of multiple interim design missile systems, development of an improved targeting capability, extensive testing, new program management, contractor reassignments, additional testing, funding issues, cost overruns, more testing, etc., etc. and etc. - pretty much like every other newly designed, costly missile system . . . remember . . . this *is* rocket science! While this period of Phase I Littlejohn design development and production was . . . shall we say . . . “progressing”, a Phase II development program was started during 1956 by the U.S. Army to develop a more mobile, effective and accurate Littlejohn missile. This design refinement of the Phase I Littlejohn missile to the Phase II design resulted in external visible modifications most noticeably to the fins which changed from the Phase I design



(see photo 2) using four small clipped delta fins measuring approximately 1/6<sup>th</sup> of the overall missile body length to newly designed Phase II (see photo 3) four smaller square cruciform fins measuring approximately 1/14<sup>th</sup> of the overall missile body. The Phase II design also included a reduced missile body diameter and a general overall missile system upgrade due to a desire to optimize the weapon system's newly intended mission objective of providing quick airborne battlefield placement of a lightweight single position launcher and field a more accurate missile with a smaller atomic warhead capability. During Phase II missile development, previously manufactured and delivered Phase I design Littlejohn missiles would be used for troop training and held in reserve while a remaining few would later be utilized for Hawk missile antimissile development targets till termination of the Phase I design during late 1960. Improvement efforts on the new Littlejohn Phase II configuration would continue up until initial delivery and tactical deployment of the Phase II missiles during early 1961. Just like the Lacrosse SSM, the Littlejohn missile performance would also suffer from design deficiencies that were not satisfactorily addressed until 1965 - long after fielding of the Littlejohn. During late 1965, all remaining development and production efforts of the Phase II Littlejohn missile were terminated possibly due to U.S. Army development and fielding of an atomic artillery shell-firing howitzer during 1964 that eliminated the need for the single shot, rocket motor propelled Littlejohn missile. Field deployment of the Littlejohn was gradually reduced and the missile became classified as obsolete during late 1969.

Meanwhile, during 1953 when the tactical Littlejohn SSM started development, simultaneous efforts to develop a defensive surface-to-air missile were progressing by the U.S. Army on what would later become known as the Hawk SAM system. The Hawk guided interceptor missile system originally started development during 1953 under the direction of the department of the Army but would also eventually be adopted by the U.S.M.C. to provide an effective air defense capability. The real Hawk missile measured just less than 17 feet in length and the four long tapered, clipped delta-fins starting approximately mid way on the missile body span 3.5 feet ending in avionics controlled elevons just forward of a tapered tail cone cowling. The rapid launch capability Hawk missile was highly mobile and easily transported on its single or multiple position launch trailer by truck, tracked vehicle transporter or aircraft to be used in all weather during day and night. The Hawk missile battery consisted of a command control unit, target acquisition radar equipment, tracking "illuminator" engagement radar, missile supply loading transporters and multiple mobile launcher and fire units. Target acquisition of the Hawk is attained by radar and signals the fire control unit for single or multiple missile launch either manually or automatically. Originally named after the predatory raptor, the Hawk name would later become known for "**Homing All the Way Killer.**" The Hawk's homing and tracking guidance device allowed the missile to intercept and destroy low-to-medium level flying enemy targets which flew below high altitude SAM defended zones. The first generation Hawk SAM utilized what was believed to be the first "dual chamber" solid rocket motor. After boosting the missile to an operating altitude, the sustain phase of the dual chambered solid rocket motor ignited while the exhaust exited through a nozzle extension tube running through the spent booster chamber delivering the warhead tipped missile to its radar targeted and locked on destination (see photo 4). This shared dual nozzle design with sustainer extension tube exhaust feature is clearly modeled on the Lionel part no. 6820-10 little red plastic tapered tail cone cowling, incorrectly termed,





“afterburner” used on the two missiles of the Lionel #6820 Aerial Missile Transport Car (see photo 5).

During 1959 the clipped fin design Phase I Littlejohn missile was delivered to the military and in the public eye as the Phase II Littlejohn missile with square fins was still on the drawing board. However, looking at the small white missiles rendered in the 1959 Lionel advance catalog, and ultimately produced, it is plain to see how proportionally the little plastic missile more closely resembles the Hawk SAM. If still not convinced, one look at the small red plastic “afterburner” attached to each of the two missiles carried aboard the helicopter on the Lionel #6820 Aerial Missile Transport Car leaves no doubt as it clearly depicts the distinct Hawk tapered tail cone cowling with extended sustainer solid rocket motor nozzle used on the early 1953-1957 design boost and sustainer “two-chamber”, dual nozzle real Hawk missiles. During 1957-1958 a design development and qualification program was conducted to replace the unreliable two-chamber, dual nozzle Hawk motor design with a dual propellant, single chamber dual thrust rocket motor. Starting in 1958 and on all following production models of the Hawk missile since 1959, the tapered tail cone cowling would continue to be used while the extended sustainer nozzle was eliminated. This resulted in the redesigned Hawk missile single nozzle exit plane becoming flush with the tail cone end due to utilization of a single chamber “dual thrust” boost and sustainer dual grain solid rocket motor. The Hawk weapon system eventually became operational in 1959 and would continue to be upgraded during more than forty plus years of continuous production as missile design and radar tracking technology continued to evolve. These multiple upgrades even included the ability for the Hawk to provide an anti-missile capability allowing the Hawk to maintain its ability to provide reliable air defense into the 21<sup>st</sup> Century for U. S. Forces, multiple NATO allies and other friendly countries.

Obviously, Lionel went to great lengths in designing tooling to manufacture the distinct real Hawk missile tapered

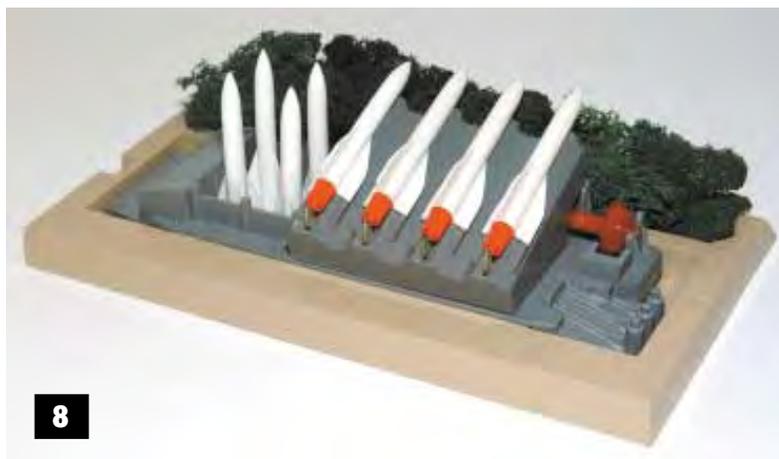
tail cone with pre 1958 design extended nozzle feature on the #6820 Aerial Missile Transport Car miniature missiles. While writing this article, I wondered why Lionel would develop this specialized tooling for the little red plastic “afterburners” and not use it for other spring launched little white missiles ... sounds like a good time for some experimentation! I initially assumed that possibly the red plastic “afterburners” would not be able to be used while launching the plastic missiles on the gray plastic, 4-position spring loaded firing pin launcher (Lionel part no. 44-15) common to the Lionel #44, #45, #6544 and #448. For my test setup, I used a Postwar Lionel #448 Missile Firing Range Set missile battery (see photo 6). I then placed a yardstick adjacent to the launcher to measure the effective range of the soon to be launched plastic missiles. For the first round, I launched four standard Lionel missiles with the interior metal weights. [A note regarding the metal weights inside the Lionel missiles: Here I assumed Lionel used these weights to help keep unlaunched plastic missiles in position while launching single missiles to target – but tests with weighted missiles proved that the weights did not



necessarily assure the unfired plastic missiles would stay in position as sometimes they did and other times they did not. Additional firing tests using unweighted missiles has also shown that sometimes the remaining unfired unweighted missiles would stay in position while other times they would come out of position – therefore, what were the weights for? Possibly to help keep unlaunched missiles in position on the launchers while rolling stock was in motion. However, tests conducted on missile rolling stock in motion with both weighted and unweighted missiles resulted in all missiles staying in position regardless of being weighted or not. The only thing that made sense regarding adding the weights to the missiles was to increase the mass weight of the flying missile projectile to assure triggering of the sprung loaded exploding boxcar, triggering of the sprung loaded ammunition dump and to exert sufficient force on the aerial balloon targets] During the first round of missile firing tests, much to my surprise, all four weighted missiles fired from each of the four positions on the launcher had the exact same range of



approximately 33 inches (see photo 7 – Note: The missiles were aligned to each other as seen in the photo for clarity in respect to where the missile tips first landed after launch). For the second round of tests, I launched four standard Lionel unweighted plastic missiles with the red plastic “afterburners”

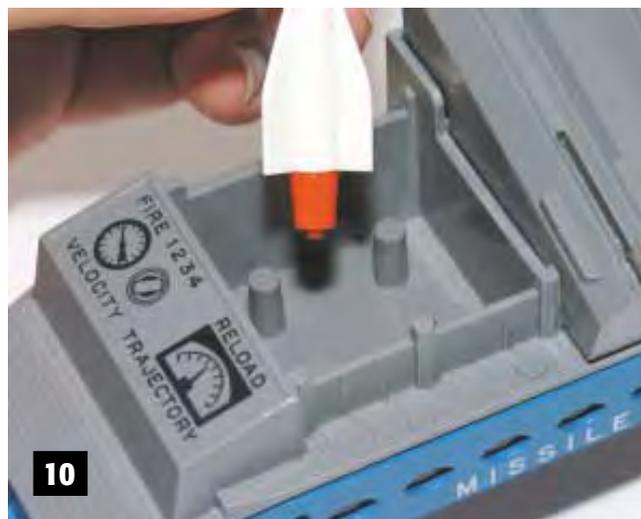


attached as used on the #6820 Aerial Missile Transport Car (see photo 8). Here I thought the extended nozzle on the red plastic “afterburners” would not align properly to the spring-loaded firing pins . . . however, as seen in photo 8, they all aligned perfectly! As seen in photo 7, not only did all four unweighted missiles with “afterburners” perfectly launch, but they also exceeded the range of the standard weighted plastic missiles by reaching an average distance of approximately 44.5 inches. For the third and final round of firing tests I launched four standard Lionel unweighted plastic missiles, identified with red painted tips, without the red plastic “afterburners”. Here the range measurement tests showed an effective average range of approximately 46 inches. These tests reveal that you or your assigned missile battery-firing chief now have

additional options when targeting varying distance range solutions . . . Remember kids . . . you’re in control . . . you’re the Boss on the LIONEL lines!

Results obtained by my tests will not necessarily be obtained by others as various factors such as launcher, spring and plastic missile condition will all

influence your launched missile range capabilities. Following the successful firing tests using the plastic missiles with the red plastic “afterburners” attached, I still did not have my answer as to why Lionel would invest in the tooling and production of thousands of these little red plastic detail pieces that could not be used with the pin supported white plastic missiles carried on the #6844 Missile Carrying Car (see photo 9) or the pin supports on the #448 Missile Firing Range Set and the #6544 Missile Firing Car (see photo 10). Possibly the answer lies with when the red plastic “afterburner” showed up when used on the #6820 Aerial Missile Transport Car first introduced in the 1960 Lionel catalog – a full production year after initial introduction of the little white plastic missiles used on the #44 launcher and #6844 Missile Carrying Car. Perhaps



the red plastic “afterburners” were not produced and ready in time for the 1959 production year or were not thought of until 1960. Obviously, the red plastic detail pieces were not able to be used with the pin support design of the 1959 produced #6844 Missile Carrying Car – the produced car varied from the 1959 advance catalog rendering of leaning the missiles against a triangular cross-sectional support. If the red plastic “afterburners” were available in 1959, maybe the #6844 car would have been produced with a platform having tapered holes in the base to accept the aft end “afterburner”! Here we can go on, and on, and on about “what if” . . . but in the end it is another one of those long lost, yet answered, Lionel production questions.

In the 1959 regular issue Lionel catalog depicted on page 18 is the newly introduced No. 44 U.S. Army Mobile Missile Launcher heading up set:

*No. 2527 Super “O” Missile Launcher Outfit . . . \$39.95” with the page 19 description: NEW! No. 44 Mobile Missile Launcher – Fires four artillery-type missiles – One at a time, by remote control – while in motion . . .*

The new No. 44 Mobile Missile Launcher was also available for separate sale as shown on pages 36 and 42 of the 1959 regular issue catalog. In the 1960 regular issue Lionel catalog, the No. 44 would not be offered for separate sale but only offered in the reissued set: *No. 2527 Super “O” Missile Launcher Outfit* still at \$39.95. The No. 44 would not be offered in any additional regular issue cataloged sets, but only offered for separate sale in the 1961 and 1962 catalogs.

Also included in set No. 2527 on page 18 of the Lionel 1959 regular issue catalog is the newly introduced No. 6844 Missile Carrying Car shown in the rare red color flatcar version only available in this set with the page 19 description: *NEW! No. 6844 Missile Carrying Car – Carries six artillery-type missiles. Missiles removable for use with No. 44 Mobile Missile Launcher.*

The new No. 6844 Missile Carrying Car was also shown on the regular color black flatcar for separate sale on page 33 and 43 of the 1959 regular issue catalog.

In the 1960 regular issue catalog on page 11 is the newly introduced No. 6544 Missile Firing Car included in the all matching medium blue painted set: *No. 1633 “O27” “Land-Sea-Air” Two Unit Diesel Freight . . . \$39.95* headed up by the No. 224 U.S. Navy Alco A and B units with the following description: *NEW! No. 6544 Missile Firing Car – A car truly packed with action! Loaded on 4 launching pads are 4 high powered missiles ready for firing. Missiles can be fired fast or slow by the special “sequence” firing mechanism.*

The No. 6544 was also available for separate sale in the 1960 catalog and would continue to be available in both sets and for separate sale in the 1961 and 1962 regular catalogs. The No. 6544 would only be offered for separate sale in the 1963 and 1964 regular issue catalogs becoming one of the last Space and Missile cars to be cataloged.

Also included in the 1960 cataloged set No. 1633 were the *New No. 6830 Submarine Car; New No. 6017-200 U.S. Navy Caboose and the New No. 6820 Aerial Missile Transport*

*Car with the following description: NEW! No. 6820 Aerial Missile Transport Car – Firepower on the move! Loaded on a flatcar is a helicopter equipped with side carriers housing two air-to-air missiles.*

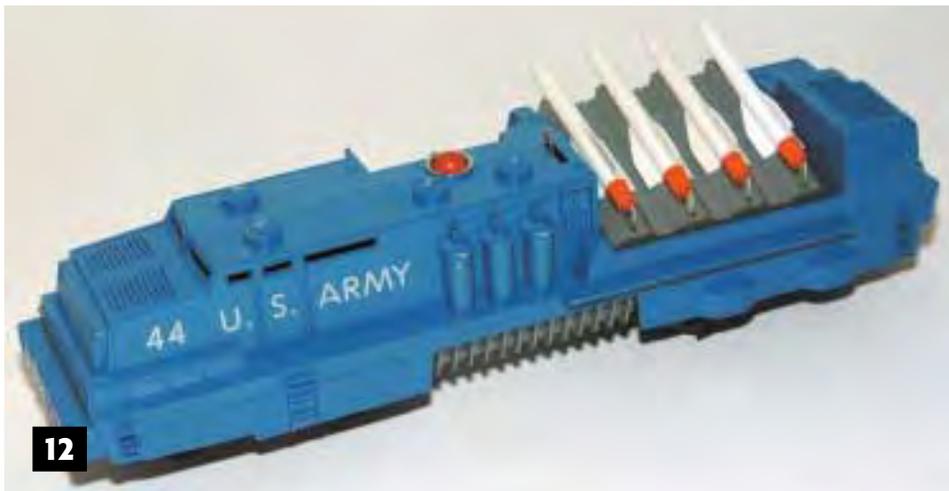
The No. 6820 would also be available for separate sale on pages 29 and 43 of the 1960 regular issue catalog where it described the helicopter equipped missiles with the red “afterburners” as “air-

to-air” and “aerial” missiles. The No. 6820 was also available for separate sale in the 1961 regular issue catalog on page 54 – interestingly, shown on a red flat car . . . anyone have one of these?!!

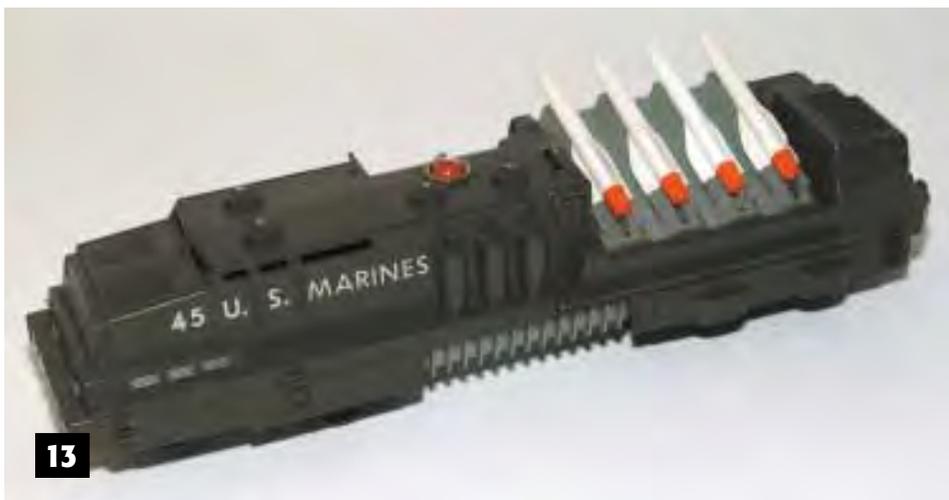
Also in the 1960 regular issue catalog on page 17 is the newly introduced No. 45 U.S.M.C. Mobile Missile Launcher heading up set: *No. 1805 The New Land-Sea-and Air Gift Pack . . . \$35.00* and for separate sale with the following description: *NEW! No. 45 U.S. Marine Corps Missile Launcher with Magne-Traction. As mobile launcher passes over remote control track, by pressing button missiles can be launched one by one . . .*

The No. 45 was also shown for separate sell on pages 20 and 40 of the 1960 regular issue catalog and would continue





12



13



14

to be offered only in sets in the 1961 and 1962 regular issue Lionel catalogs.

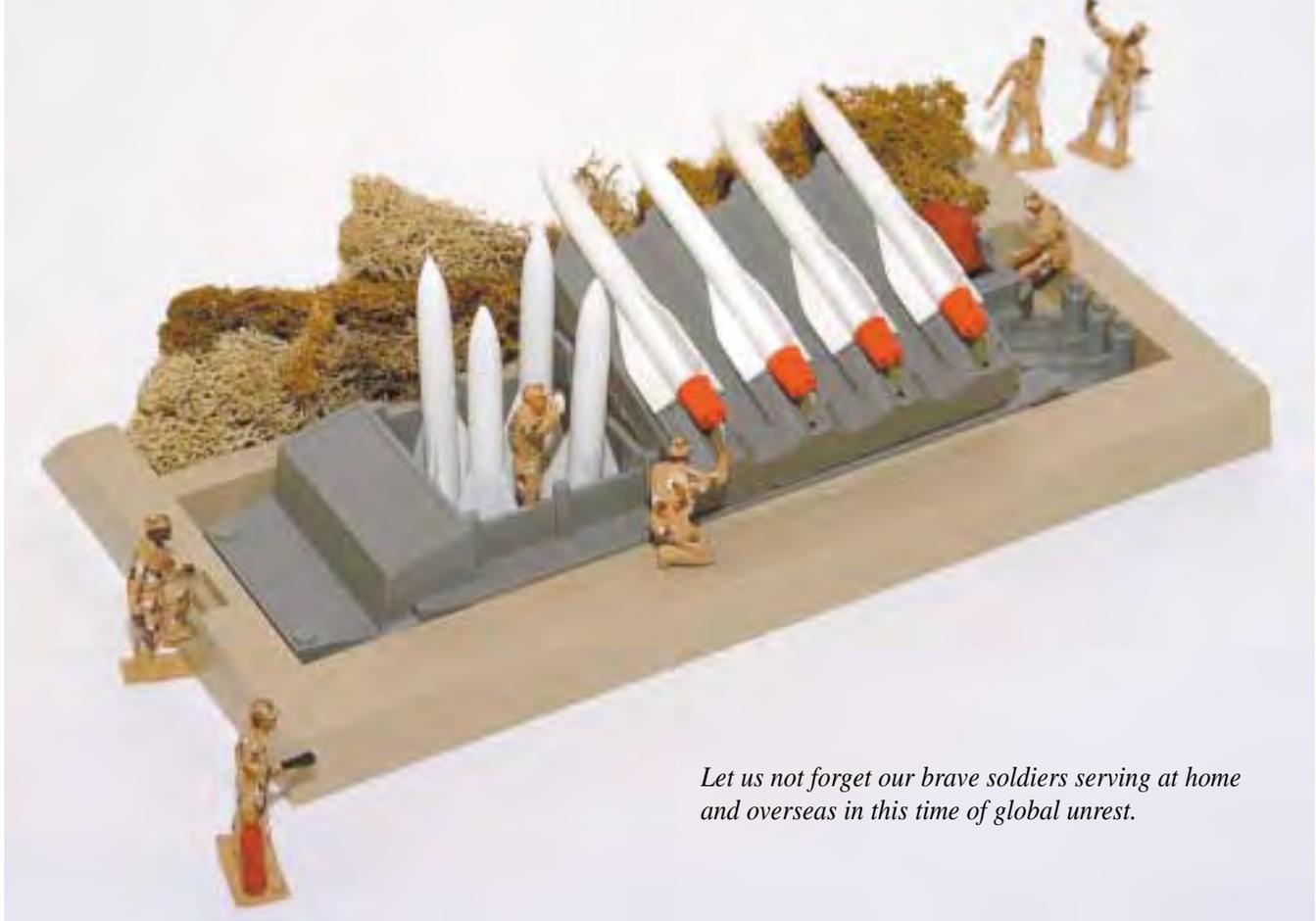
In the 1961 regular issue Lionel catalog on page 56 is the newly introduced No. 448 Missile Firing Range Set included in set: No. 2574 Super "O" 5-Car "Defender" Diesel Freight . . . \$89.95.

The No. 448 is also shown on page 56 for separate sale with the following description: *NEW! No. 448 Missile Firing Range Set with Camouflage and Exploding Target Range Car – By rotating the "firing wheel" missiles are fired in sequence. Missiles will "explode" the Target Range Car on contact.*

The No. 448 would continue to be offered in 1962 and 1963 for separate sale and during 1963 as inclusion to set: No. 13128 Super "O" 7 unit "Santa Fe" Diesel Freight . . . \$89.95.

A word about the plastic Lionel missiles using three fins as opposed to the real Hawk and Littlejohn missile designs using four fins is worth mentioning. Looking closely at the rendering of the No. 44 on the cover of the 1959 Lionel regular issue catalog, it appears that it might have been considered to design the little white missiles with four fins as a four finned missile is oriented on the launch ramp with the fourth fin aligned in what appears to be a guidance slot. Otherwise, this depiction may be due to limited knowledge on the part of the catalog artist or pre-production concepts as to how the finned missile would be launched. Clearly in the rendering the slot continues to the end of the launch ramp, as this would allow for smooth launch of the four-finned missile. Interestingly, on page 18 of the same 1959 regular issue Lionel catalog, the No. 44 is shown with four 3-finned small missiles with the third fin aligned in a guidance slot which ends

short of the launch ramp which would obviously prohibit the missile from being smoothly launched or even at all! This same catalog artwork is used for the No. 44 on page 20 of the 1960 regular issue catalog while the same arrangement of using the 3-finned missile, with one fin in the short guidance slot, is used to depict the No. 45 U.S.M.C. Mobile Missile Launcher also on page 20 of the 1960 regular catalog. All other advance



*Let us not forget our brave soldiers serving at home and overseas in this time of global unrest.*

and regular issue 1959 through 1964 catalogs depict the little white missiles using three fins with one launching missile fin oriented in the top position while the cylindrical missile body between the remaining two fins rests on the launch ramp concave missile guide. The decision to use three fins on the plastic missile as opposed to four fins as used on the real Hawk and Littlejohn missiles was probably based on multiple factors. After it was decided on how to propel the plastic missile using a spring loaded firing pin the next decision would have been made on how to support and guide the missile during launch, which resulted in the 4-position launch ramp concave missile cradle/guide with dual fin supports (**see photo 11** – fin supports identified with arrows). These launch ramp guide design features would more easily support a three-finned missile design. Also as a benefit, a manufacturing cost savings would be realized due to the use of less plastic on a three-fin missile design over a four-fin design.

Finally, due to the successful firing tests using the #448 Missile Firing Range Set launcher with missiles having the red plastic “afterburners” attached, I rearmed all my Lionel mobile missile launchers with longer range, booster “afterburner” equipped missiles. Looking at **photos 12, 13 and 14** showing the rearmed Lionel Mobile Missile Launchers and Missile Firing Car with the new missile supply reveals not only a visually striking color enhancement, but also a more powerful, longer range missile capability.

During the 50s through the 60s, America’s arsenal of missile based weapon systems was growing at a rapid pace to assure deterrence of an enemy attack and the capability to defend against a menacing threat. The Littlejohn tactical surface-to-surface ballistic artillery missile, the Lacrosse strategic surface-to-surface ballistic missile and the Hawk defensive surface-to-air interceptor guided missile all served as premier missile weapon systems for the U.S. Armed services and would help establish America’s position as a leader in development of advanced modern battlefield weaponry. Lionel was quick to adopt these modern missile age rocket motor propelled systems into miniature launch platforms and mobile railroad transported plastic spring loaded projectiles capable of destroying “exploding” target boxcars, ammunition dumps and aerial target balloons. Like the U.S. Armed service missile men, young Lionel engineers would become familiar with their ability to destroy practice targets using modern up-to-date missile launch systems and supporting radar stations in the event of an enemy “sneak attack” on Lionel land. An adequate arsenal of additional Lacrosse and “Little John” missiles to deter any potential adversary was as close as the Lionel service station, hobby shop, mailbox and other stores where Lionel trains were sold. Citizens in Lionel land could all continue living and sleeping safely . . . now that “The Missile Age has come to Railroading!” 🚂

*Hawk and Little John photos courtesy of U.S. Army Aviation and Missile Command Historical Office. Additional photos by J. Chris Oleson*

# The Mane Line

by Dennis Leon Clad  
RM 10430



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

At the risk of sounding like a bohemian, I don't mind telling you that, at the age of 55, I don't feel a part of the scene anymore. It's funny, but as I look back (something I do frequently) at my humble beginnings, I was always a part of the current trend. As a boy in the 1950s, I felt a part of the Hopalong Cassidy and Davy Crockett crazes. When the beach fad of the mid 1960s tidal waved across the USA, this land-locked farm kid in Mount Solon was caught in its undertow. With the fifty dollars I saved for a new saddle safely buttoned in the pocket of my bib overalls, I kissed goodbye my horses Popeye and Red Feather (a mistake of youth that I regret to this day) and watched as Dad's farm got smaller in the rear view mirror of my 1959 Chevy.

After three weeks of working day labor and sleeping in the car, I arrived in time to see my first sunset over the ocean. Thanks to a fifteen-dollar Hobie long board, I would enjoy two summers learning to surf the beaches of southern California before surrendering myself to the Selective Service.

Like the rest of the world, trends in Lionelville have changed too. One of the many pleasant changes would have to be the acceptance by both collectors and operators of Lionel catalogued advertising rolling stock, the most desirable components are form the set known as the Favorite Food Freight. This highly sought after set first appeared with very little fanfare

on page 20 of the 1981 Lionel Catalog. Pictured in the mini but very powerful '81 catalog was a Pulmor powered GP-20, three plug-door reefers, and a very attractive NC5 porthole caboose.



The GP-20 is numbered 6-8160 and is decorated in Burger King corporate colors with the Burger King sandwich logo. Also pictured on the engine's side, just behind the sandwich logo, is His Highness, the Burger King himself. Sadly, the king was dropped from the production model.



The first of three 9800 series type plug-door reefers is 6-7509, the Kentucky Fried Chicken car. The KFC toy pictured in the catalog has white sides with brown car ends and roof. The production model KFC reefer has much more attractive red sides with a black roof and car ends.

**BURGER KING® GP-20 DIESEL, 6-8160**  
© 1979 Burger King Corporation

**FAST FOOD FREIGHT**

Introducing a colorful new series headed by a "Burger King" GP-20.

**Engine features:** • Working headlight • Illuminated number plates • Transformer controlled forward, neutral, reverse • Operating knuckle coupler front and rear • Metal trucks, wheels, handrails, chassis • Lionel Pulmor's motor

**Rolling stock:** • Special markings each representing one of your favorite fast food outlets • Metal wheels • Operating knuckle couplers

All items sold separately, not as a complete set.

**PIZZA HUT® REEFER, 6-7511**

**KENTUCKY FRIED CHICKEN® REEFER, 6-7509**

**RED LOBSTER® REEFER, 6-7510**

**WENDY'S® CABOOSE, 6-8424**



The second car is number 6-7510, the Red Lobster reefer. I really like this car with its large lobster painted on the car's side.



The final reefer pictured in the 1981 catalog is 6-7511, the Pizza Hut plug-door reefer. This sharp looking car is the one most sought after by both collectors and operators.



The last car of our train that is pictured in the 1981 catalog is 6-6449, the Wendy's Hamburger NCS porthole cabooses. Painted in Wendy's corporate red and yellow with Wendy's logo painted on the cabooses' side makes for one stunning cabin car. Not a week goes by that I don't receive a call from a fellow cabooses collector looking to add the Wendy's cabooses to his or her roster. That's right, I said her, you wouldn't believe the number of ladies in our hobby who are trying to assemble the complete Favorite Food Freight set.

In the 1982 Collectors Series catalog, on page four, the set would be offered again. This time, the Favorite Food Freight would be honored with a full catalog page and the addition of three new reefers. The fact that three new cars were added to our train was announced with this proud statement - *Here are three new reefers to expand this colorful series representing America's favorite food outlets.*



The first new add-on is 6-7512, Arthur Treacher's Seafood reefer. This colorful reefer of a now-extinct restaurant was catalogued as 6-9827 but that SKU number would be re-assigned to the Cutty Sark plug-door reefer.



The second new reefer would be 6-7513, named for the now extinct here in the Confederate Capitol, Bonanza Steak House. The catalogued SKU number for this once great steak place is 6-9829 but this number would be assigned to the Dewar's White Label reefer.



Completing the train is 6-7514, the Taco Bell plug-door reefer. This colorful reefer was catalogued as 6-9830 but this number would be assigned to another whiskey reefer - the Johnnie Walker Red Label.

The Favorite Food Freight is a hot collectible for many reasons, and here are just three of them. First, the craftsmanship of all eight pieces that make up our train is Lionel's best. Second, I have my doubts that Lionel will ever again offer us another advertising train composed of eight different and highly recognizable licensees. Third, when civilians visit your Lionel pike, this train made up of fast food restaurants will excite them more than any rare 6464 boxcar can. For these reasons alone, the Favorite Food Freight is worth all of your collecting efforts.



## Calling All Lionel Specialty Set Collectors!

Again, this year, we specialty set collectors will be treated to another Bloomingdale's set. This year's train, the 6-31967 Bloomingdale's Express, is a very exciting train. The die-cast 4-4-2 heading up our train is decorated with the Bloomingdale's name, making this loco a must-buy for those of us who, in past years, only collected the Bloomingdale's boxcars from earlier sets. I also like the decorated steam chest on this loco.

The two 9700 series boxcars in our train look similar to the cars offered in previous sets but they are different. The only weak car in this desirable train set is the NYC caboose. It would have been super if the caboose would have been decorated with the Bloomingdale's name and corporate colors.

As in the past, our train is available from the downtown New York City store or by calling 1-877-859-0269. The set will be available during the holiday season.

I would like to give a Mane Line salute to a company called Lands End and thank this catalog clothier for a great

new train set. Only 500 sets numbered 6-31968 and named for the Wisconsin Central Lines will be created by Lionel.

Heading up our train is a Lionel diecast 4-4-2. The boxcar looks like a 9700 series boxcar but with a new style door. I have a call into Lionel and hope to learn more about the style and decoration of this set's boxcar. The car which will have collectors saying, "I must own !" is the pine tree gondola. Finishing off this pleasantly different train set is an SP type caboose. To order this set, call 1-800-LANSEND. I was told the set would be available during the holiday season.

## In Closing

This issue begins my ninth year as your contributing editor and writing for this great magazine. I could not have reached this milestone without the support and encouragement from so many of you. No words can express my gratitude! 

Happy Tracks! Dennis Leon Clad

*Photographs courtesy of Lionel,  
additional photos by Bill Schmeelk*



# Where's Lenny?

Our friend and mascot,  
Lenny is hiding in this issue.

If you can't find him,  
we'll give you the answer  
in the December issue.

# Lionel Tenders - Part II Tender Details

by Dennis DeVito

RM 6758

As a continuation of the study of Lionel post-war tenders, this work attempts to define tenders by feature and to allow the reader to determine a tender number by comparing the actual tender to a chart. Flow charts have also been put together so that one can walk thru the chart and using simple questions quickly determine what tender number is correct for a given sample. These charts will be offered at a later time. There have been a number of articles and works to relate engines to tenders, less to show how tenders match to engines and even fewer for how to determine tender number.

Of course the simplest way to determine a tender number is to pick it up and turn it over. Many, especially the older ones and the classics are numbered in this manner. Quite frankly, there is little that can be offered to improve on this approach. But the bulk of post-war tenders are not so well marked. Generally speaking, Lionel did many things to help its profitability. Rigidly sticking to a marketing plan or catalog description was not one of them.

Knowing tenders and how to tell them apart is interesting and one of the least explored areas of Lionel collecting. It is safe to say that if you have read this far you have a basic interest in and desire to know more about this terrific period of our hobby. So here goes.

## First a few basics

- Post-war tenders do not have pre-war trucks (obvious but must be stated) nor do they have any of the coupler styles in use during the pre-war era.
- Post-war tenders do not have plastic wheels - this development occurred later.
- Post-war tenders do not have the “fast angle” type wheels where there is a sharp slope on the wheel thread and the two wheels are firmly attached to the axle. This feature also became available after the period in question.
- After the post-war period, Lionel changed the die on the small streamlined tender and created an “oil tender” version by replacing the molded coal load with oil features. These were not produced during the post-war period.

- Generally the post-war tenders came with *Lionel Lines* lettered on them. There were only a limited number of other railroad names used.
- With few exceptions, the only color of the tender was black.

## Couplers/wheels - Post war tenders had a variety of coupler styles

- Flying shoe coil coupler — these rare, interesting and early design couplers are quite fragile. If you see one you will know it is different. This coupler is often found damaged, and was dropped from production.
- Some of the earliest post-war production was made using thick axles with a cut away notch for a special wheel. Again quite rare and interesting to collectors.
- Coil couplers — the one with the pick-up shoe on the bottom and a wire and coil on the knuckle coupler
- Magnetic coupler - the one with a large metal plate which when pulled down by a magnet opens the knuckle. These are found with and without a tab on the side for ease of finger use.
- Disc coupler — this is the coupler with the metal disc which when pulled opens the knuckle and is found on plastic trucks.
- Fixed coupler — used on the lowest cost units; this coupler is molded plastic and does not open. As an after thought, given that some couplers have a tendency to open unintentionally

## Streamlined Tenders

Years of Production	1960-1968
<b>Tender Number</b>	<b>736W</b>
<b>Engines sold with</b>	637
	665
	736
	773

Comments	Large
Body Length	8-1/8"
Color	
Black	Yes
Gray	No
Logo on side	Pennsylvania
Is number on Tender side	No
Bell/Whistle	Yes
Whistle Vents	No
Handrails	No
Types of connecting rod to engine Pin on Tender or Wire from Engine Drawbar	No
Copper Ground Strip	Yes
Water scoop	No
Back-up lights on Tender	No
Coil Coupler	No
Magnetic Couplers	No
Disc Couplers w/wo tabs	Yes
Fixed	No
Scout Couplers	No
Staple end trucks	No
Bar end Trucks	No
Arch Bar	No
AAR	Yes
Scout Type	No
Six wheel Truck	No

when in use, there is something to say for a fixed coupler on any unit that is in continuous service and automated switching is not required.

- Scout couplers, that somewhat useless system established in 1948-1952 to meet marketing demands, were only used on post-war tenders. Fortunately, only a few low-end units were manufactured before the low-end of the line was again compatible with the rest of the line.

## Specifics and Details -

- Sheet metal tender — just a few differences between high and low end. Only one model came with a smooth top without vent holes.
- Coal tender — There is quite a difference between high

end and low-end units. Ignoring the exquisite die cast six wheel truck unit (a true classic), if you look at a plastic low end coal tender and compare it to a high end with hand rails and corner rails, there is no question that the high end looks better. Since this design appeared in the post-war, a purist would be quick to point out the changes made during the war — the vent hole changed as did the stair configuration the look of the coal. But that is another story.

- Slope back tender — another pre-war carryover design. And again the impact between a die cast unit with handrails, and back-up lights or bell clearly show the class distinction between it and the lowly plastic unit

Style Streamlined Tenders - Came in small (7-3/8") and large (8-1/8") body shells

1957-1960 <b>746W</b> 746	1964-1966 <b>773W</b> 773	1951 <b>2046T</b> Export	1950-1960 <b>2046W</b> 637 646 665 675 736	1952-1955 <b>2046WX</b> 671RR 681 682	1951 <b>2671T</b> Export	1948-1951 <b>2671W</b> 671 681	1948-1951 <b>2671WX</b> 736	1963-1966 <b>242T</b> 237 240 242 1061	1959 <b>247T</b> 247	1957-1958 <b>250T</b> 249 250	1960-1965 <b>1060T</b> 235 236 237 242 240	1954-1961 <b>1130T</b> 235 236 241 244 245	1957-1958 <b>1130-500T</b> 2037-500	1964 <b>1130-27T</b> 242 1061
Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	2046W-50 8-1/8"	Large 8-1/8"	Large 8-1/8"	Large 8-1/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Small 7-3/8"	Girl's train 7-3/8"	Small 7-3/8"
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Pink	Yes
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Norfolk & Western	New York Central	LL	LL	Pennsylvania	Pennsylvania	Pennsylvania	LL	LL	Baltimore & Ohio	Pennsylvania	LL	LL	LL	Southern Pacific
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Yes	Yes	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	Wire	Wire	No	No	No	No	No	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	No	No	No	No	Yes	No	No	Some	No	No	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
No	No	No	No	No	No	Some	Some	No	No	No	No	No	No	No
No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Yes	No	Yes	Some	Yes	No	No	No	No	No	No	No	No	No	No
No	Yes	No	Some	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes
No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Yes	No	Yes	Some	Yes	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No
No	Yes	No	Some	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes	Yes
No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No

## Coal Tender

Style	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender	Coal Tender
Years of Production	1946-1950	1945-1946	1946	1946-1948	1946-1947	1946-1947	1946	1947-1949	1948-1949	1952-1953	1951-1952	1950-1952	1948-1949
<b>Tender Number</b>	<b>2426W</b>	<b>2466T</b>	<b>2466W</b>	<b>2466WX</b>	<b>671W</b>	<b>2020W</b>	<b>4424W</b>	<b>4671W</b>	<b>6020W</b>	<b>6066T</b>	<b>6466T</b>	<b>6466W</b>	<b>6466W</b>
Engines sold with	726 773	224 1666	224 1666	224 675 1666 2025	671	2020	671R	671R	2020	1130 2026 2034 2037	2026	2025 2026 2035 2036	675 2025 2026
Comments	Die Cast						Electronic	Electronic					
Body Length	8-3/4"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"	7-3/8"
Color													
Black	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gray	No	No	No	No	No	No	No	No	No	No	No	No	No
Logo on side	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL	LL
Is number on Tender side	No	No	No	No	No	No	No	No	No	No	No	No	No
Bell/Whistle	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Whistle Vents	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Handrails/corner Rails	HR	HR	HR	HR	HR/CR	HR/CR	HR/CR	HR/CR	HR/CR	No	No	No	HR
Types of connecting rod to engine Pin on Tender or Wire from Engine	No	Yes	Some	No	No	No	No	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No	No	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No	No	No	No	No	No	No	No
Back-up lights on Tender	No	No	No	No	No	No	No	No	No	No	No	No	No
Coil Coupler	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Magnetic Couplers	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Disc Couplers w/w/o tabs	No	No	No	No	No	No	No	No	No	No	No	No	No
Fixed	No	No	No	No	No	No	No	No	No	No	No	No	No
Scout Couplers	No	No	No	No	No	No	No	No	No	No	No	No	No
Staple end trucks	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Bar end Trucks	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No
Arch Bar	No	No	No	No	No	No	No	No	No	No	No	No	No
AAR	No	No	No	No	No	No	No	No	No	No	No	No	No
Scout Type	No	No	No	No	No	No	No	No	No	Yes	No	No	No
Six wheel Truck	Yes	No	No	No	No	No	No	No	No	No	No	No	No

with no detail. By the way, my last article did not identify that this tender was available in a die cast version.

- Streamlined tender — few feature differences within the large and the small units. But what a difference between the two sizes. The large unit with the water scoop is impressive and diminishes the smaller unit when they are placed together.
- The Santa-Fe tender — little difference in features.
- The General tender — quite similar with the only difference being in color.

### Notes

- Only the coal tender and the slope back tender were available in die cast metal versions, both highly desirable.
- Only the high-end die cast slope back tender came with a bell.
- Backup lights were available only in the long

streamlined unit and only for part of the production run. This was a high-end feature offered early in the period.

- Only the high-end coal tender and the slope back tender were available with separate handrails.
- While most tenders came with “Lionel Lines” logos, there were a few others limited to: Pennsylvania, Southern Pacific (one streamlined unit 1130-27), New York Central (2 metal tenders), and Baltimore and Ohio
- As with most things in life, the population spread of tenders was such that the high end, most desirable units were made in MUCH smaller quantities than the more common mid and low-end units. And this explains why high-end units are rarely seen and if so, valued highly.
- An again as with most things, the condition of the individual unit determines its desirability. There is, of course, the notable exception of a piece with strong emotional attachment - for example, a family member’s unit or one from your first set. As the commercial says, these are “priceless”.

- This study does not address unit boxes. Some units had individual boxes, some were packed with their engines, and some came in set boxes. In any case, boxes are a study in and of themselves.
- Drawbars — most post war tenders had similar drawbars and are interchangeable with different engines. There are exceptions with one engine post variation, and a few switchers that required extra grounding thru the drawbar and so had a spring and the bend drawbars of the General tenders. A few units had electrical wires and plugs between the engine and tender.
- On some tenders, the frame can be and is reversed. This is to say for a coal tender, the whistle hole can be on the right or the left. Only one way is correct for installing the whistle but if the stamping was made backward, the stamping was used on a non-whistling unit. How do I know, I purchased a replacement period frame only to find it was the reverse of the frame which was required.
- It is obvious that all tenders had a drawbar on one end and a coupler on the other.
- It is easy for someone to mix and match components, tops, wheels, couplers etc. This work ignores these possibilities and cautions the reader to be aware of the possibility of post manufacture changes.
- Whistle options were available for most versions. The General units had no whistles available nor did the slope back. The slope back did have a bell. There were two tender models made for export

demands - high end units withno whistles, most likely due to incompatibility of the whistle relay activation system in other countries with different electrical distribution systems.

**Numbering system** - the numbering system given Lionel post war tenders is as confusing as any system in use today (including the system airlines use to determine seat prices).

- All units have a number as given by Lionel itself or established by the hobby where Lionel did not bother to create a number.
- The model life of a specific number tender was limited to a few model years
- There are part number patterns for some units and they are quite predictable. For example an early coal tender, the 2466, becomes the 6466 when the coil coupler is replaced with the magnetic coupler. This change tracks to other number changes for rolling stock with similar coupler changes as the first digit changed to a 6 - the digit assigned to magnetic couplers.

### "Slope Back" or "Switcher" Tender

Style	1960-1961	1959-1961	1963-1969	1963-1969	1955-1957	1958	1946-1948	1948-1949
Years of Production	1960-1961	1959-1961	1963-1969	1963-1969	1955-1957	1958	1946-1948	1948-1949
<b>Tender Number</b>	<b>244T</b>	<b>1050T</b>	<b>1061T</b>	<b>1062T</b>	<b>1615T</b>	<b>1625T</b>	<b>2403B</b>	<b>6403B</b>
Engines sold with	244 246	235 236 1050 1060	237 240 242 251 253 1061 1062	237 240 242 251 1061 1062	1615	1625	1656 1665	1656
Comments							Die Cast Metal	Die Cast Metal
Body Length	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"	5-7/8"
Color								
Black	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gray	Gray	No	No	No	No	No	No	No/No
Logo on side	LL	LL	None on some	LL	LL	LL	LL	LL
Is number on Tender side	No	No	No	No	No	No	No	No
Bell/Whistle/Whistle Vents	No	No	No	No	No	No	Bell	Bell
Handrails	No	No	No	No	No	No	Yes	Yes
Types of connecting rod to engine Pin on Tender or								
Wire from Engine	No	No	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip/wire connection	No	No	Engine Spring	Engine Spring	Engine Spring	Engine Spring	2 wires	2 wires
Water scoop	No	No	No	No	No	No	No	No
Back-up lights on Tender	No	No	No	No	No	No	Yes	Yes
Coil Coupler	No	No	No	No	No	No	Yes	No
Magnetic Couplers	No	No	No	No	No	No	No	Yes
Disc Couplers w/wo tabs	No	No	No	No	Yes	Yes	No	No
Fixed	Yes	Yes	Yes	Yes	No	No	No	No
Scout Couplers	No	No	No	No	No	No	No	No
Staple end trucks	No	No	No	No	No	No	Yes	Yes
Bar end Trucks	No	No	No	No	Yes	No	No	No
Arch Bar	No	Yes	Yes	Some	No	No	No	No
AAR	Yes	No	No	Some	No	Yes	No	No
Scout Type	No	No	No	No	No	No	No	No
Six wheel Truck	Yes	No	No	No	No	No	No	No

## "Sheet Metal" or "Coffin" Tender

Style	Sheet Metal 1946-1947	Sheet Metal 1946-1947	Sheet Metal 1948-1952	Sheet Metal 1946-1947	Sheet Metal 1946-1947	Sheet Metal 1940-1949
Years of Production	1946-1947	1946-1947	1948-1952	1946-1947	1946-1947	1940-1949
<b>Tender Number</b>	<b>221T</b>	<b>221W</b>	<b>1001T</b>	<b>1654T</b>	<b>1654W</b>	<b>6654W</b>
Engines sold with	221 1654	221 1654	1001 1101 1110 1120	1654	1654	1655
Comments						
Body Length	6"	6"	6"	6"	6"	6"
Color						
Black	Yes	Yes	Yes	Yes	Yes	Yes
Gray	Yes	Yes	No	No	No	No
Logo on side	NYC	NYC	Lionel Scout	LL	LL	LL
Is number on Tender side	No	No	No	No	No	No
Bell/Whistle	No	Whistle	No	No	Whistle	Whistle
Whistle Vents	Yes	Yes	No	Yes	Yes	Yes
Handrails	No	No	No	No	No	No
Types of connecting rod to engine Pin on Tender or						
Wire from Engine	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No
Back-up lights on Tender	No	No	No	No	No	No
Coil Coupler	Yes	Yes	No	Yes	Yes	Yes
Magnetic Couplers	No	No	No	No	No	Yes
Disc Couplers w/wo tabs	No	No	No	No	No	No
Fixed	No	No	No	No	No	No
Scout Couplers	No	No	Yes	No	No	No
Staple end trucks	Yes	Yes	No	Yes	Yes	Yes
Bar end Trucks	No	No	No	No	No	No
Arch Bar	No	No	No	No	No	No
AAR	No	No	No	No	No	No
Scout Type	No	No	Yes	No	No	No
Six wheel Truck	No	No	No	No	No	No

This unit came with 15 different engines but the first engine assigned was in 1960 with the 1060 engine.

Never forget that as time passes it becomes harder to verify that a specific tender/engine combination came together. And don't forget that there was never any attention on most dealers, owners or collectors to maintain the rigid definitional patterns listed here. This study is academic and an effort to define events in the past. It makes good reading, was fun to prepare and can provide the basis for many future discussions.

On the charts for each tender there is a list of features and models. Just tab along the features listing and determine the tender. This work was gathered from many sources and observations. And remember, there are always exceptions. The goal of this document is to categorize the actions and intentions of Lionel, not to list each possible tender variation.

The work contained here together with other historic post war data will be maintained and updated on a web site. I have

- Likewise, the 1654T sheet metal tender had coil couplers and staple end trucks. When the couplers were changed to magnetic and the trucks to bar end, the tender number also changed, following suit with other rolling stock with a new number of 6654T.
- But the numbering system is not always what you would expect. An example is that a number 671 tender is a coal tender — while a number 2671 is a streamlined tender.
- Generally, the tender number for a specific unit follows closely the engine number it first came with. Examples include the 736W, first used with the 736 but later the same number tender was used with the 637, 665 and 773. Also the 1061T slope back was used first together with the 1061 engine but later with 6 other similar low-end engines.
- The 1001T scout Tender was first used on the 1001 scout engine and remained the same tender as the engine number changed over the next 4 years to the 1101, the 1110, and the 1120. All of these tenders came with the scout type couplers.
- The tender which came with the most engines is the low end, fixed coupler 1060T small streamlined tender.

## The General Tender

Style	General 1959-1963	General 1959-1963	General 1960
Years of Production	1959-1963	1959-1963	1960
<b>Tender Number</b>	<b>1862T</b>	<b>1872T</b>	<b>1882T</b>
Engines sold with	1862	1872	1882
Comments	O-27	O Gauge	O-27
Body Length	5-1/4"	5-1/4"	5-1/4"
Color			
Black	No	No	Black w/orange
Green	Yes	Yes	No
Logo on side	W&A RR	W&A RR	W&A RR
Is number on Tender side	1862T	1872T	1882T
Bell/Whistle/Whistle Vents	No	No	No
Handrails	No	No	No
Types of connecting rod to engine Pin on Tender or			
Wire from Engine	No	No	No
Drawbar	Bent Tab	Bent Tab	Bent Tab
Copper Ground Strip	No	No	No
Water scoop	No	No	No
Back-up lights on Tender	No	No	No
Coil Coupler	No	No	No
Magnetic Couplers	No	No	No
Disc Couplers w/wo tabs	No	Yes	No
Fixed	Yes	No	Yes
Scout Couplers	No	No	No
Staple end trucks	No	No	No
Bar end Trucks	No	No	No
Arch Bar	Yes	Yes	Yes
AAR	No	No	No
Scout Type	No	No	No
Six wheel Truck	No	No	No

## "Santa Fe" or "Square Tender"

Style	Santa Fe 1961-1962	Santa Fe 1968-1969	Santa Fe 1963-1969	Santa Fe 1960-1961	Santa Fe 1954-1956	Santa Fe 1953-1959
<b>Years of Production</b>	<b>223W</b>	<b>234T</b>	<b>234W</b>	<b>234W</b>	<b>6026T</b>	<b>6026W</b>
<b>Tender Number</b>	223	2029	237	243	2018	665
<b>Engines sold with</b>	2037		238	2037	2037	685
			239			2016
			241			2018
			2029			2037
			2037			2055
						2065
<b>Comments</b>						
<b>Body Length</b>	7-5/8"	7-5/8"	7-5/8"	7-5/8"	7-5/8"	7-5/8"
<b>Color</b>						
Black	Yes	Yes	Yes	Yes	Yes	Yes
Gray	Yes	No	No	No	No	No
<b>Logo on side</b>	LL	LL	LL	LL	LL	LL
	Pennsylvania	Pennsylvania				
<b>Is number on Tender side</b>	Yes-234W	No	No	No	No	No
Bell/Whistle	No	No	Yes	Yes	No	Yes
Whistle Vents	Yes	Yes	Yes	Yes	Yes	Yes
Handrails	No	No	No	No	No	No
<b>Types of connecting rod to engine Pin on Tender or</b>						
Wire from Engine	No	No	No	No	No	No
Drawbar	Yes	Yes	Yes	Yes	Yes	Yes
Copper Ground Strip	No	No	No	No	No	No
Water scoop	No	No	No	No	No	No
<b>Back-up lights on Tender</b>	No	No	No	No	No	No
Coil Coupler	No	No	No	No	No	No
Magnetic Couplers	No	No	No	No	Yes	Yes
<b>Disc Couplers w/wo tabs</b>	Yes	No	No	Yes	No	No
Fixed	No	Yes	Yes	No	No	No
Scout Couplers	No	No	No	No	No	No
Staple end trucks	No	No	No	No	No	No
Bar end Trucks	No	No	No	No	No	No
Arch Bar	Yes	No	No	No	No	No
AAR	Yes	Yes	Yes	Yes	No	No
Scout Type	No	No	No	No	No	No
Six wheel Truck	No	No	No	No	No	No

kept a record of updates and additions (and a few corrections) to the articles I have written. These works will be available. I appreciate the continued flow of information and feedback on my work. If you have a comment or question or wish to offer a correction, please contact me directly at 574-583-9009 or at omerion@earthlink.com (new info). 🚂

**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.**

**New Area Code?  
New Zip Code?  
Do We Have Your  
Email Address?**

You can do this online at [www.lionelcollectors.org](http://www.lionelcollectors.org) click on members only and enter your changes. If not internet connected send updated info by fax or by a post card to:

**LCCA BUSINESS OFFICE  
P.O. Box 479, LaSalle, IL 61301-0479  
FAX: 815-223-0791**



August 8th, 9th and 10th were the dates of the first of three upcoming auctions of parts of Richard Kughn's private collection and Madison Hardware. These three auctions are to be held before the end of the year were held at the Novi Expo Center in Novi Michigan and conducted by RM Classic Car Productions. Richard and Linda Kughn's Carail Auction will be held on September 19-21. The second auction of Richard and Linda Kughn's private collection and Madison Hardware is scheduled to be conducted November 21-23.

Over 1500 individual lots of Lionel, American Flyer, and Marx trains were auctioned off to the highest bidder over the three day event. In addition to the bidders in attendance, this auction was made available to on-line bidders. A variety of vintage bicycles, and Gilbert Erector sets were also featured. Train products ranged from new trains in sealed boxes to lots labeled with unknown conditions. Trains and accessories from all of Lionel's eras were sold. Everything from Standard Gauge through Lionel LLC pieces were auctioned off well past the scheduled closing times each day. The auction continued until every lot scheduled for the day was sold.

The bidding was moderate to heavy at times from the on-site bidders. As you can see from the photo's there were over 100 people in attendance bidding on Friday night. I would

# Madison Hardware Auction

Al Kolis

RM 15902



estimate that approximately 30% of the winning bids came from on line bidders. Approximately half of the bidding came from on-line participants.

Several of the train layouts that were previously located at Madison Hardware in Detroit were also auctioned off. A fully detailed club size layout featuring 6 main O-gauge loops on a 16" X 40" skirted table was bought at a bargain price even with the buyer's premium. For every bid accepted there was an additional 15% charge to the buyer. If you were bidding online, there was an additional 2-1/2% fee on top of that. If you were a local Michigan bid winner, 6% sales tax was applied on top of the premium.

All items were auctioned without reserve, which means there was no minimum bid. This allowed an opportunity to get some real bargains on the more common items. Collectors looking for a rare piece were competitively bidding up to premium prices. The rarer pieces seemed to go for prices over their estimated value stated in the catalogue. . Every bidder who paid the \$30 admission fee received a beautiful 200 page full color catalogue. I am sure this catalogue will be very desirable to collectors.

I had the privilege to talk with Dick and Linda Kughn at the auction as well as a subsequent phone conversation with Dick after the event. Dick and Linda want all LCCA members to know that they are very much alive and doing well. Dick had a medical condition with his lungs, but is well along his way in the recovery process. Dick is not retiring from his business and community projects. In fact, Dick and Linda are traveling quite extensively. Just two days after the auction, Dick and Linda were off jet setting to Pebble Beach California for a Concours DeElegance event.

So, are Dick and Linda liquidating their entire collection? No. They plan to





Dick and Linda asked us to tell all LCCA members to keep playing with those Lionel Trains and have a great time and have fun with them. After a three year hiatus, Dick and Linda are planning to go to York PA this year. Dick is also planning to attend the LCCA convention in Milwaukee, if his business schedule permits. When asked about

keep more than 40 of their favorite automobiles. They still have the layouts in their homes, and Dick is still interested in buying some of the new Lionel trains.

It was a difficult decision for them to sell off so much of their collection. In fact Dick has been contemplating doing this for over 5 years. Dick has been collecting trains since he found his first train in a garbage can at the tender age of seven. After and extensive cleaning job by with the help of his father, he was



able to run this train on a ping-pong table. The train bug bit him, and he spent the next 50 or so years amassing the large collection of trains, cars and more. Dick acknowledged that he still loves his Lionel trains. Many of the items Dick has collected over the years elicit fond memories and personal stories of their acquisition. Others, he frankly doesn't remember where they came from. Dick was known to purchase an entire collection to acquire the one rare piece.

Now, Dick feels it is time to get the trains in the hands of people who can enjoy them. Many of these trains have not been opened in years and are not providing any enjoyment to anyone. Dick made the point that Lionel trains are made to run and be fun. Dick and Linda are very pleased with the results of this first auction. Hundreds of people will now be able to enjoy some of their trains.

his plans for the future, Dick was quick to reply, "I plan to live another 50 years."

To Dick we say, all of your friends at the Lionel Collector's Club of America wish you and Linda the best of luck in the future, and a heartfelt thank you for all you have done for this great hobby. Dick and Linda have agreed to meet with me in the future to conduct additional interviews for publication in future issues of The Lion Roars. Please stay tuned. 🚂



# Lionel News & Views

by Bill Schmeelk  
RM 6643



## Still More on Track

We have still more track news. I received a letter from member Robert Tremble. In our April issue discussion on track we mentioned the difference in Lionel's "T" rail track as it was shown in its initial catalog ad. The ad and illustration shows rail joiners on each of the rails. All of the Lionel T-rail that I had seen had small rail joining plates which you screwed in place to secure the rail connections. Bob let us know that he has samples of Lionel track which have the rail joiners rather than the more common plate joining system. Can anyone else shed some light on this? Did Lionel produce the track in different styles, or did they initially sell another company's product? Let's hear from some one with more info.

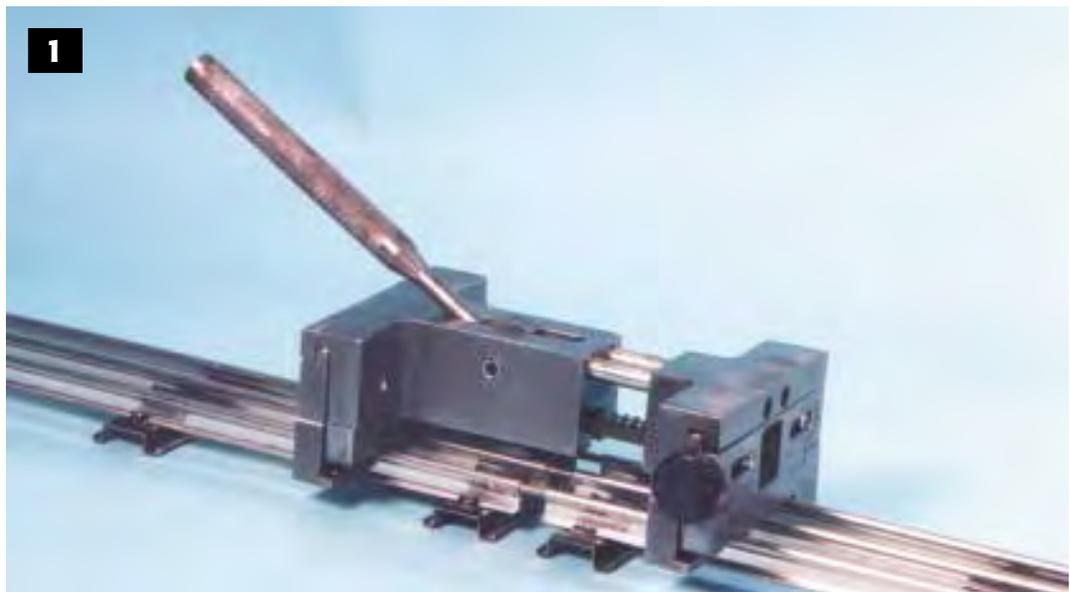
Lionel's FasTrack is proving extremely popular and there has been a change in its manufacture. The photos we showed in the April issue had a blackened center rail. After much deliberation and testing, Lionel has decided to have the center rail the same silver as the outer rails. The shiny silver actually has a mirror effect which reflects the wooden ties and makes the rail less conspicuous than having it black. Lionel has also done extensive testing of the new track and found that the electrical continuity of the track is excellent. This means that voltage is not lost through the connection of track sections.

At our Vegas convention, Lionel had some of the newer track pieces and their packaging on display. One of the pieces was a prototype of the manual switch. This manual switch will be out soon, but the remote control version will not be out till next year. Due to the very positive reaction to their new track, Lionel is expanding the FasTrack line to include more radii and even a wye section.

One of the features of Lionel's new track is the ease with which track sections can be assembled. Anyone

who has tried to assemble a large layout with Lionel's standard tubular track knows that it can be rough on your hands. If Lionel's standard tubular track is your choice, you might want to look at a special device. Dick Dodd has a product designed to make the assembly of sectional track much easier on the hands. He calls it the T-tracker and you can see it in **photos 1 and 2**. This well made device can be fitted with different jaws for different track. The model we tested was fitted for Lionel O gauge track. To use the device, you first start the track by inserting the pins of one section into the end of another section. Next you place the T-tracker onto the track, over the joint. Then you simply tighten two knobs to secure the unit to the track. Each side of the unit clamps the vertical web section of the track. It therefore does not distort the round part of the rail. Next you just move the handle to close the device, which draws the two sections together with very little effort on your part. Then loosen the two knobs and move onto the next section. On straight sections one operation completes the assembly of the track. To use the T-tracker on curved sections, you close the device a smaller distance and then loosen one of the knobs and return the handle to open the device. Then retighten the knob and pull the sections closer together. Two or three times will be necessary for curved sections.

The price of the unit includes one set of jaws, but others are available for Gargraves, O27, Super O, Standard and G gauge track. Since the T-tracker holds the track safely and securely, it can also be used as a vice to hold the track for sawing. We tried the device and found it worked as advertised. The large handle provides sufficient leverage so that very little effort is necessary to pull stubborn sections of track together. Dick also sells track pliers to set pins into the ends of the track. These pliers will make the small indent in the end of the rail to secure the pin and ensure better conductivity. This small dent is positioned so that it goes into the grooved end of the track pin. I found the T-tracker to be well designed and well



made. It is made from steel and is quite a rugged piece. The T-tracker sells for \$150.00 which includes one set of jaws. Additional jaw sets are available for \$21.00 each. Shipping cost is \$12.00 per order (the T-tracker is heavy). The track pliers are priced at \$20.00 plus \$3.50 shipping. To order or for more information contact Richard Dodd at 3735 NE Shaver Street, Portland, Oregon 97212. Let him know you heard about in *The Lion Roars*.

### Third Time the Charm?

For the third time in its history, Lionel has announced that it is entering the HO market. Lionel first entered the HO market in 1958. Lionel remained in the HO market, sort of, through their 1966 catalog. During that time the quality of Lionel's HO went from very good to poor. Under the General Mills ownership Lionel again entered the HO market in 1974. This lasted through 1977. Now with its off shore capabilities, Lionel is again entering the crowded HO market with a high-end, high quality challenger locomotive. This new engine features a high degree of scale detailing. Will the third time be the charm for Lionel and HO? Time will tell.

### Atlas Gets New CEO

As you may have heard by now, the Atlas Model Railroad Company and its companion company, Atlas O, L.L.C., recently hired a new Chief Operating Officer. That person is none other than former Lionel president, Richard Maddox. This was announced on July 14 and I must say that it took me by surprise. Although surprised, I'm pleased that Maddox will still be involved with the hobby. His continued involvement can only be a positive thing for the hobby. Atlas, well known for many years for its production of HO and N gauge track has been in business since 1949 and continues to be well

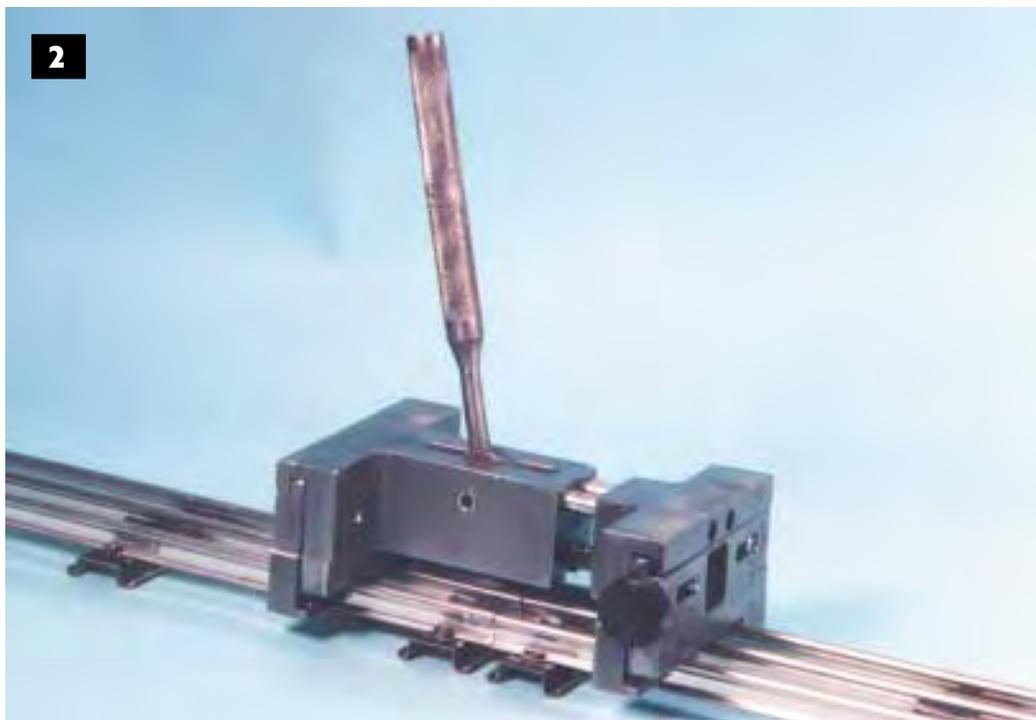
respected within the hobby. Atlas O, L.L.C. was created in 1997 to provide high quality model railroad products to the O Gauge 3-rail and 2-rail markets. Richard Maddox has also had over 50 years of experience in the industry and is well respected throughout. We wish him and Atlas many years of continued success.

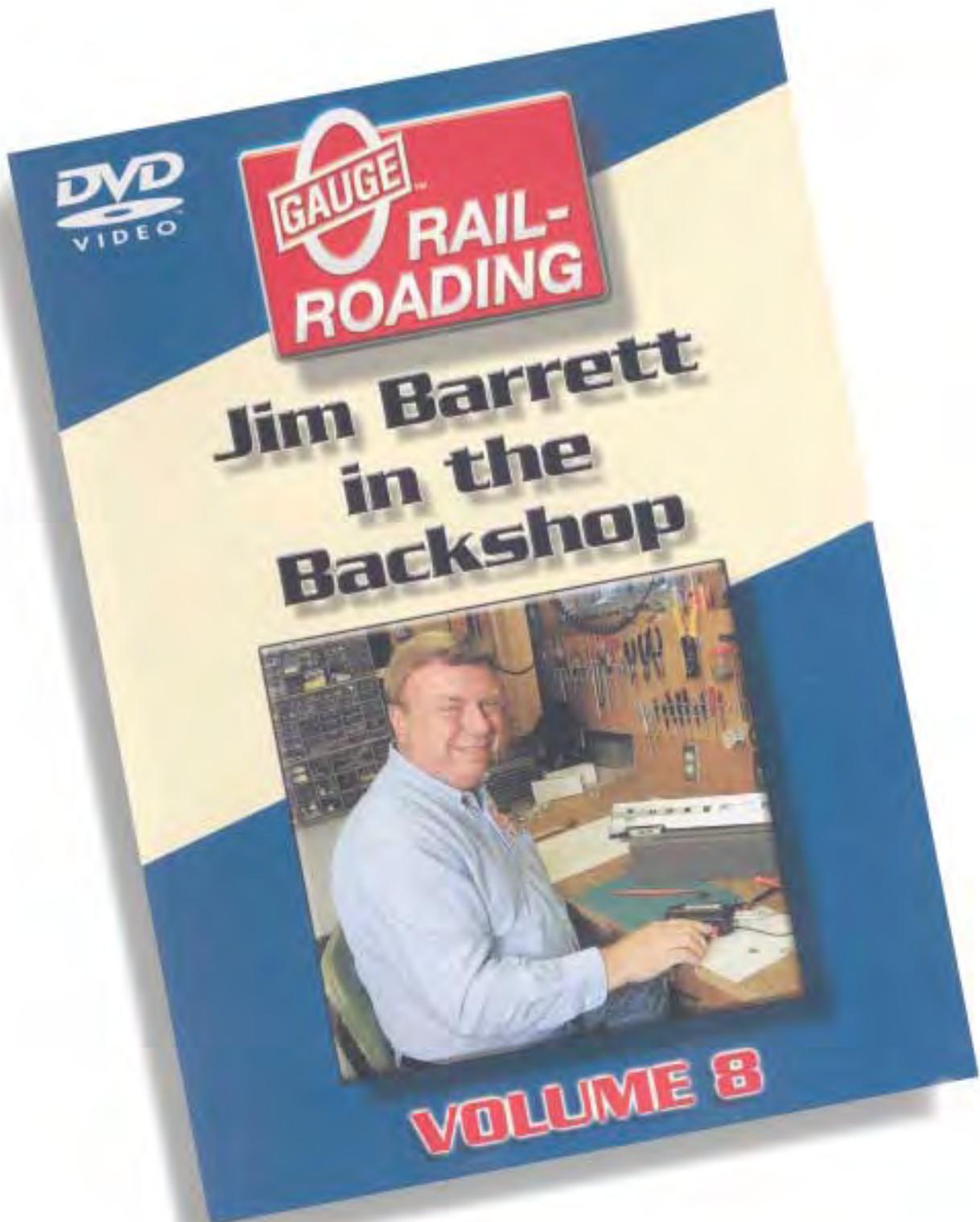
### The Backshop Goes DVD

Those of you who read *O Gauge Railroad*, know that one of the regular articles is *Barrett in the Backshop*. Over the years, Jim Barrett has shown his expertise in troubleshooting all sorts of problems with O gauge trains. For me, his articles are one of the best features of the magazine. Some time ago, Jim started documenting his tips on video. Jim not only does a fine job of showing you exactly what to do, he instills confidence that you too can complete the project. Video is an excellent medium for this type of instruction.

Volume 8 in this series is the latest and is also the first edition to be available on DVD. In this latest volume, Jim shows you how to make a fast acting circuit breaker that will protect the electronics in your locomotive. As you may know, the circuit breakers built into transformers are designed to protect the transformer, but may not act fast enough to protect the sensitive electronics in your locomotives. Jim explains the need for this device and shows you exactly how to make it. In fact, you get to watch him make one. Other segments on this volume include one which deals with repairing the new ZW so that the gears won't slip. Another shows you how to modify your TMCC cable to use with the MTH DCS system. Finally is an article showing you how to modify the K-Line B6 steam loco to improve its performance across switches.

In every case, Jim gives you the source and part numbers for items that you need to purchase. DVD is the perfect medium for this type of video as you can easily go to a specific part of the disc to review a particular segment. No rewinding or fast forwarding to find the place you want. I hope that *O Gauge Railroad* will put out the other seven volumes on DVD. They would make an excellent addition to any operator's library. The price for the DVD is \$19.95, or on VHS for \$16.95, plus shipping and handling. You can order them online at





www.ogaugerr.com or by calling 1-800-980-6477. Jim Barrett by the way is one of the new owners of O Gauge Railroading who have just celebrated their first anniversary. We wish them continued success.

### **That's it for Now**

Next issue we'll be taking a good look at Lionel's latest reissue of the 415 Diesel Fueling Station. This accessory has some unique features among Lionel accessories. More on that next issue. 

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

*Photographs by Bill Schmeelk*

# LCCA Board Meeting Minutes

**Tuesday July 22, 2003**  
**Rio All Suite Hotel & Casino, Las Vegas, NV**

President Fisher called the meeting to order at 8:00am. Roll call by Secretary Ourso was as follows: Present: President Fisher, President Elect Fogg, Secretary Ourso, Treasurer Johnson, Director Button, Director Caponi, Director Findley, Director Overtoom, Director Richter, Convention Registration Chair John Ellingson, Lion Roars Editor & Director Elect Bill Schmeelk, Website Editor Craig Tribuzi, Director Elect Kolis.

Absent: Immediate Past President Otten, Secretary Ourso has Immediate Past President Otten's proxy.

President Fisher requested a motion to approve the minutes of the March 2003 board meeting. Motion by Director Findley, 2nd by Director Overtoom, Motion Passed

Secretary's Report: Secretary Ourso reported the results of the election. Elected were: President Elect Lou Caponi, Treasurer Dick Johnson, Director Harry Overtoom, Director Bill Schmeelk, Director Al Kolis

Secretary Ourso then reported on membership. LCCA Membership as of July 2003 is 8779 members. In March 2003, 67 lapsed members renewed their membership as a result of personal letters from Secretary Ourso. Motion to accept Secretary report by Director Button, 2nd by Director Findley. Motion Passed.

President Elect Fogg then reported on success of LCCA meets. Members are needed to host local LCCA meets. Motion to accept President Elect report by Director Findley, 2nd by Director Button. Motion Passed.

Treasurer Johnson then gave his Treasurers report. LCCA continues to have an incredibly strong and debt free balance sheet. Interest rates are down which caused a decrease in investment income over the previous year. All investments are cash or cash equivalents and fully insured. Motion to accept Treasurers report by Director Findley, 2nd by Director Button. Motion Passed.

A report on the Las Vegas Convention was given by President Fisher and President Elect Fogg. The members response to the Las Vegas site is better than anticipated with a greater number of last minute registrations. A number of tours have sold out and the banquet is nearly at capacity. Significantly, the number of first time attendees is up notwithstanding the overall challenges facing the economy. Motion to accept the Las Vegas Convention report by Director Button, 2nd by Director Richter.

Motion Passed.

A report on the 2003 Convention Car, 2003 Stocking Stuffer and the 2004 Convention Car was given by Director Caponi. Director Caponi reported on the quantity of 2003 Convention Cars sold. Also reported was that there is a limited quantity of the 2003 Stocking Stuffer boxcar available for sale at the Convention. Also presented was the 2004 Convention Car proposal. Motion to accept the report by Director Findley, 2nd by Director Button. Motion Passed.

The Immediate Past President Report was given by President Fisher for IPP Otten. There was only one complaint from a member this year. The complaint has been dealt with and the file closed. Motion to accept the IPP report by Director

Overtoom, 2nd by Director Richter. Motion Passed.

LCCA Website & Links Update was given by Website Editor Tribuzi. An extensive and informative update and presentation was provided to the group by Website Editor Tribuzi. President Fisher thanked Website Editor Tribuzi for all his efforts with the website.

A report on future convention sites was given by President Fisher and President Elect Fogg. The exciting sites for future conventions include: 2004 Milwaukee, WI July 19-25 2004, Sheraton Four Points at the Airport. 2005 St Louis, MO, July 24-31., 2005 Airport Marriott Hotel 2006 Denver, CO, July 23-30, 2006 Marriott Tech Center Hotel.

The Interchange Track report was given by Director/IT Editor Button. E-track Interchange submissions continue to increase at a brisk rate.

The Lion Roars report was given by editor Schmeelk. This award winning publication continues to win praise from our members. Bill thanked all those who contributed throughout the year and noted that the next issue (October) would contain full convention coverage.

Next, a website sales presentation was given by Website Editor Tribuzi and Director Overtoom. Website sales have been strong and more items will be added frequently. Our members are making more frequent visits to the site and they are spending more time. The board reaffirmed their commitment to making this the best toy train website anywhere and Editor Tribuzi was recognized for his creative skills and dedication.

Prior to adjournment President Fisher thanked the officers and directors for their dedication and support during his term. He commented specifically on a number of projects both underway and planned with the key objective of enhancing membership value in LCCA. He asked the entire group to join with him in recognizing previous officers, directors and appointed officials who were responsible for the club's enviable balance sheet. Immediate Past President Otten and former Presidents Overtoom, Black, and Schmeelk were acknowledged as valued mentors and friends.

Motion to adjourn at 11:35am by Secretary Ourso, 2nd by Director Button.

Motion Passed. 

# New LCCA Board Meeting Minutes

**Tuesday July 22, 2003**  
**Rio All Suite Hotel & Casino, Las Vegas, NV**

President Fogg called the meeting to order at 1:15pm.

Roll call by Secretary Ourso was as follows:

Present:

President Fogg

President Elect Caponi

Secretary Ourso

Treasurer Johnson

Immediate Past President Fisher

Director Kolis

Director Schmeelk

Director Findley

Director Overtom

Director Richter

Convention Registration Chair John Ellingson

Website Editor Craig Tribuzi

Interchange Track Editor Button

Trading Hall Chair Becker

President Fogg welcomed members of the new board and thanked members of the out going board.

President Fogg then thanked outgoing President Fisher for his outstanding efforts on behalf of the LCCA.

Motion for board to thank outgoing President Fisher by Director Schmeelk, 2nd by Director Finley. Motion passed.

President Fogg presented an update on legal issues that the LCCA has encountered, including issues surrounding the proper use of Lionel trademarks, registered colors, and redecorating.

Website Editor Tribuzi presented a presentation on website search positioning. A motion to commit up to \$2500 to see what the LCCA can do to increase the LCCA website visibility to the online search engines was made by IPP Fisher, 2nd by Director Schmeelk. Motion passed 4 to 2.

The LCCA fall board of directors meeting will be held in Milwaukee, WI, The site of the 2004 LCCA Convention, on October 3,4,5 2003.

Motion to adjourn the meeting at 15:45pm was made by Director Findley, 2nd by Secretary Ourso

Motion Passed..



# Treasurer's Report

**by Richard H. Johnson**  
**RM 7103**

Thanks to your continued support, LCCA has completed another financially successful year. As December 31, 2002, we had nearly \$600,000 of membership equity. This enables us to push your membership benefits to an all-time high. Despite a sour economy, LCCA has been able to continue to deliver great publications, great convention cars, great conventions and great special offers. Our web site has been a tremendous success, and our eTrack is becoming more popular every month. Did you know that over 40% of all *Interchange Track* ads are now being submitted over the internet?

I thought that last year's convention in Pittsburgh could never be topped, but I was wrong. This year's convention in Las Vegas was utterly fantastic! Hundreds of our members flocked to hot, hot, hot Nevada for the great tours, a really fun "old west" Get Acquainted Party (yes, the increasingly popular Collector Trading Cards-Series 2 was present), and the best banquet I can recall. Talk about added value for your dollars spent!

One of the things I enjoy most about attending our conventions is being able to visit with old friends who I get to see only once a year and being able to make new friendships with members I have never met. This year was no exception. We have great members — from the older "long-timers" to the younger "new-timers". Everyone I talked to had a wonderful time. More of you should make the effort to attend our conventions so you can enjoy the camaraderie.

LCCA is an all-volunteer organization. None of our numerous membership benefits would be possible without the dedicated efforts of your elected and appointed officials and the untiring efforts of all of our volunteer members, spouses and significant others. We owe these individuals our sincere thanks for all that they do because without them, we would have nothing.

Our financial records for 2002 have been reviewed by a paid, non-member CPA to ensure that LCCA remains fiscally responsible. We have again passed with flying colors. His report appears below. Please contact me if you have any questions. Thank you for your support in this year's election. I look forward to serving as your Treasurer for another two years.

Dick Johnson, Treasurer

*Treasurer's report continued on next page*

**Lionel Collectors Club of America  
Statement of Assets, Liabilities and Membership Equity-  
Modified Cash Basis  
Year Ended December 31, 2002**

<u>ASSETS:</u>	<u>2002</u>
Current Assets:	
Cash in banks	166,915
Marketable investments	293,000
Inventory at cost	122,957
Total current assets	<u>582,872</u>
Fixed Assets:	
Equipment, net of depreciation	5,654
Other Assets:	
Convention deposits	<u>6,500</u>
Total Assets	595,026

LIABILITIES & MEMBERSHIP EQUITY:

Current Liabilities:	
Accounts payable	0
Convention car deposits	0
Michigan sales tax payable	0
Total current liabilities	0
Membership Equity:	<u>595,026</u>
Total Liabilities & Membership Equity	595,026

**Lionel Collectors Club of America  
Statement of Revenue, Expenses and  
Change in Membership Equity  
Modified Cash Basis  
Year Ended December 31, 2002**

<u>REVENUE:</u>	<u>2,002</u>
Car sales	166,029
Dues	260,550
Convention	166,871
Interest & dividends	12,599
Initiation & reinstatement fees	2,130
Meets	3,380
Freight income	5,738
Other	<u>1,082</u>
Total Revenue	618,379

<u>EXPENSES:</u>	
Car sales	109,428
Lion Roars	127,503
Interchange Track	109,809
Roster	5,913
Professional fees	43,714
Officers & Board of Directors	60,228
Convention expenses	116,086
Convention Expenses	134,637
Meet expenses	1,026
Federal income tax	2,000

Insurance	7,901
Depreciation	3,710
Bank & credit card charges	4,615
Membership expense	4,483
Printing	633
Website	13,265
Election expenses	4,824
Miscellaneous	0
Total Expenses	633,689

REVENUE IN EXCESS OF EXPENSES	(15,310)
MEMBERSHIP EQUITY AT START OF YEAR	<u>610,336</u>
MEMBERSHIP EQUITY AT END OF YEAR	595,026



**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](mailto:bill@wellingtonent.com)**

# A Lionel Puzzlement

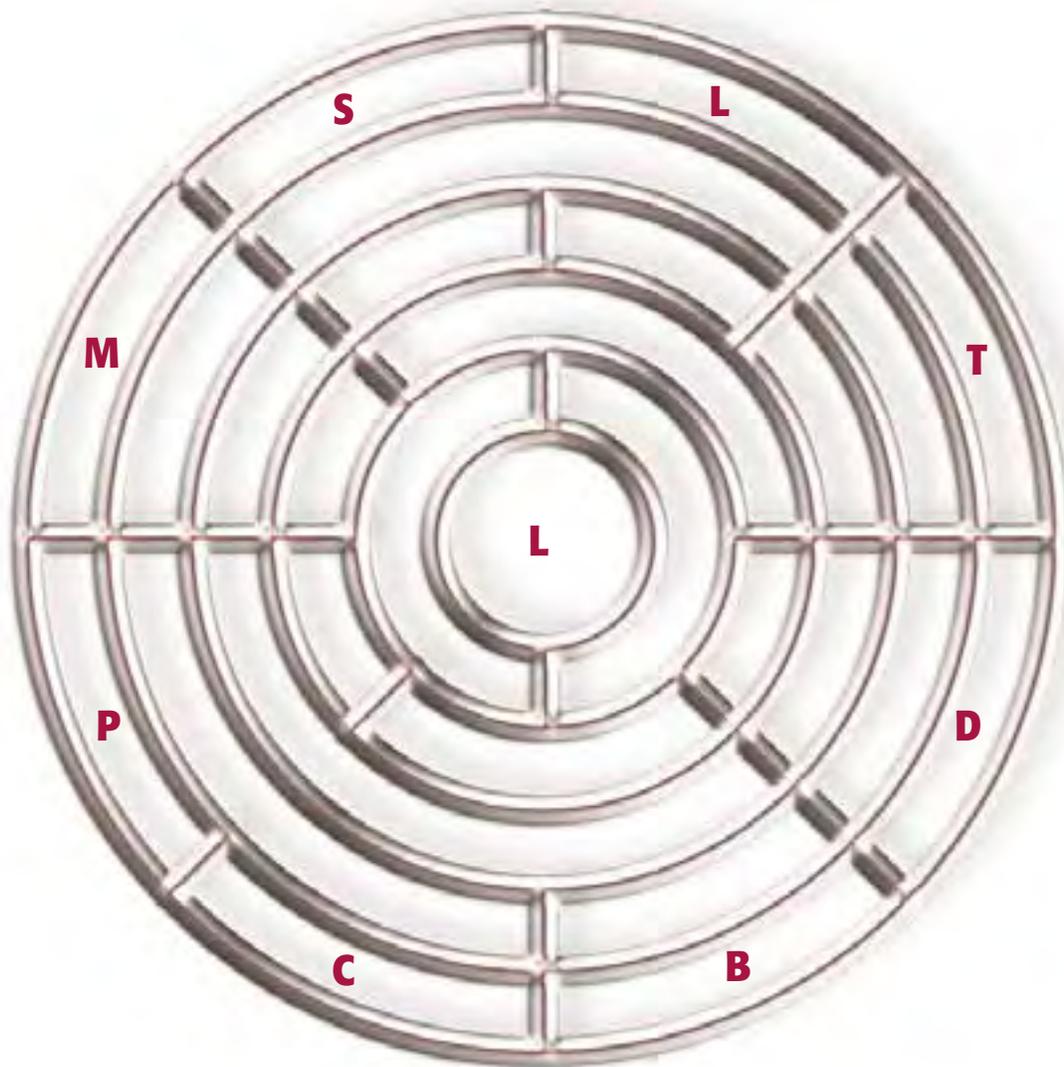


by Gene H. Russell, Ed. D  
RM 24608

## “Wedded Words”

According to legend, the sixth month in the Gregorian calendar (June) was named for Juno, the goddess of women and marriage. Thus, June has traditionally been the favored month for weddings. In this “Wedded Words” puzzle, pair the words below to create 36 different Lionel related compound-words. Since only 56 “uncompounded” words are shown, some words will have to be used more than once. Good luck. 🚂

Barn	Plastic
Bill	Plat
Board	PLOW
Box	Pole
Bridge	Post
Bulk	Pull
Car	Rail
Draw	Road
Flag	Round
Flat	Saw
Flood	Side
Fork	Sign
Form	Snow
Gate	Stand
Goose	Steel
Hand	Stock
Head	Table
High	Tower
House	Turn
Lift	Ville
Light	War
Lionel	Watch
Man	Wave
Micro	Way
Mill	Wind
Neck	Wood
News	Work
Pike	Yard



## Answers to June’s puzzle

<b>Barnyard</b>	<b>Highway</b>	<b>Sawmill</b>
<b>Billboard</b>	<b>Lighthouse</b>	<b>Signpost</b>
<b>Boxcar</b>	<b>Lionelville</b>	<b>Snowplow</b>
<b>Drawbridge</b>	<b>Microwave</b>	<b>Steelside</b>
<b>Flagman</b>	<b>Newsstand</b>	<b>Stockyard</b>
<b>Flagpole</b>	<b>Plasticville</b>	<b>Turnpike</b>
<b>Flatcar</b>	<b>Platform</b>	<b>Turntable</b>
<b>Floodlight</b>	<b>Postwar</b>	<b>Watchman</b>
<b>Forklift</b>	<b>Pullman</b>	<b>Watchtower</b>
<b>Gateman</b>	<b>Railroad</b>	<b>Windmill</b>
<b>Gooseneck</b>	<b>Roadside</b>	<b>Woodside</b>
<b>Handcar</b>	<b>Roundhouse</b>	<b>Workman</b>

**Answers will be published in the next issue**

# Series No. 2 Lionel Collector Cards



Here's a strictly limited opportunity for you to obtain a set of the very popular LCCA Series No. 2 Convention Collector Cards. This new collector series was distributed during our Get Acquainted Party in Las Vegas and was an immediate hit. This second series celebrates Lionel's prewar years with artwork from twelve of their most colorful prewar catalog covers. Turn all the cards over and assemble them to form a vintage poster of the Lionel plant in Irvington, N.J.

We have just over 100 sets available on a first come first serve basis. These cards will not be reprinted and this may be your only opportunity to purchase this edition.

To order 1 set of cards — Only one set per member.  
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While these sets are still available, the necessary additional postage will be added to your envelope and it will be returned with a complete set of 12 cards. Letters arriving after all sets of cards have been sold will be returned with your check or money order. Don't put this one off. These beautiful collector cards will go quickly.

