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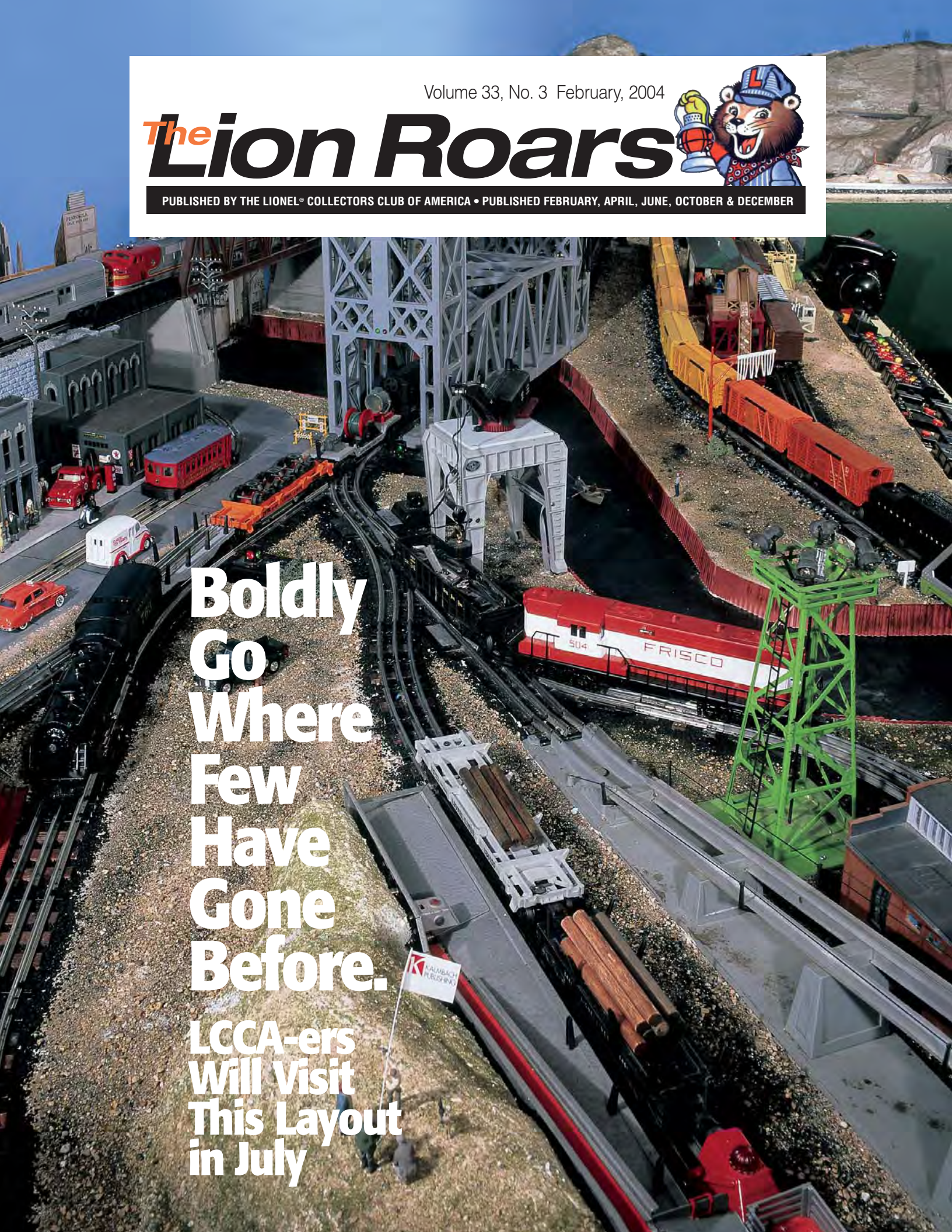
The Lion Roars



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

**Boldly
Go
Where
Few
Have
Gone
Before.**

**LCCA-ers
Will Visit
This Layout
in July**



One Great Convention in 2004, Two Great Convention Cars.



Pre-production models shown; actual products may differ slightly.

The LCCA 2004 Convention will be held at the genuine American city, Milwaukee – home to baseball, bikes, beer, and (in July of 2004) toy train buffs.

The striking orange-and-brown Hiawatha express milk reefer complements the decor of that famous passenger train. The distinctive blue milk reefer suggests the Great Lakes locale of Wisconsin.

These models ride on die-cast sprung passenger trucks – as did the prototypes – for smooth riding at express train speed. Accurate lettering is applied to each truck. LCCA commemorative lettering is discreetly applied.



The Hiawatha express milk reefer



The blue milk reefer

Both limited-edition cars are made and decorated by Lionel especially for LCCA members. Many members consider the opportunity to own the annual Convention cars one of the main benefits of club membership.

Don't miss this upcoming Convention in the heartland of America. But if you can't attend, owning these cars is the next-best thing to being there!

Limit: two blue cars and two sets of both cars per member. Orders must be received on or before 5-31-2004. Cars will be shipped in late November or early December, 2004.



Each car has a removable roof and two milk tanks inside.

Order Form for The Milwaukee Road Milk Reefer Cars – This Form May Be Photocopied

Name: _____ LCCA #: _____

Address: _____

City _____ State: _____ Zip + 4: _____

NOTE: UPS can not deliver to a Post Office Box; a street address is required.

Blue milk car @ \$59.95 each car check one 1 car 2 cars \$ _____

Set of milk cars @ \$119.90 each set check one 1 set 2 sets \$ _____

S&H, **FREE** in Cont. USA; all others: \$9 per car; \$16 per set \$ _____

Sales Tax (6% for Michigan residents) \$3.60 per car; \$7.20 per set \$ _____

My check is enclosed Total: \$ _____

Charge my credit card # _____

Signature: _____ Visa MC Disc Exp: _____

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

Mail to: LCCA Business Office Dep't L/2-04 P.O. Box 479 LaSalle, IL 61301-0479

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ON THE FRONT COVER
 This fabulous layout tour is just one of the many events planned during the 2004 Convention.

Contacting the LCCA Business Office:

Contact the Business Office thru the website at www.lionelcollectors.org, at the address below or by e-mail lcca@cpointcc.com or by fax: 815-223-0791.

LCCA BUSINESS OFFICE
P.O. Box 479
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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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The President's Report

by Eric Fogg
RM 12768



The Convention That Made Milwaukee Famous...

Elsewhere in this issue you'll find everything you need to register for this year's LCCA Convention in Milwaukee. We've been fortunate to be able to visit the city a number of times recently and have come to feel almost at home there. It's easy to get around in, has a lakeside downtown that is very impressive, the architecture is a blend of old and modern (make sure you see the art museum and Miller Field), and the people are Midwestern friendly.

Last September, *Classic Toy Trains* voted Milwaukee the #1 city in the U.S. for toy trains. *CTT's* offices are in a suburb, so you might think they were prejudiced. But in planning the Convention, we've met collectors, seen a number of great layouts, and even attended a few train shows/swap meets. If you collect Milwaukee Road, this is the place for you! Trust us, the guys at *CTT* know what they're talking about.

You'll want to come on Tuesday for the AMTRAK trip to Chicago, followed by a full day of layout tours on Wednesday, and then a trip to the National Railroad Museum in Green Bay on Thursday. By Friday you'll be all warmed up for the rest of the Convention. So, go find that registration information and sign up now!

P.S....

You won't believe this year's Registration Gift. It's free to every member who registers and is guaranteed to cause you to smile. When you check in, you'll get a gift that's worth more than your registration fee. You just can't beat that. Make room on your layout now.

You'll Have To See It To Believe It...

Thanks to a big, big assist from our friends at *Classic Toy Trains*, we have a full day of layout tours planned for the Wednesday of Convention week. You'll get to see five different layouts, each one guaranteed to knock your socks off! And they may look familiar — they've all been seen before in *CTT*. None of these layouts are open to the public. Come to Milwaukee in August and you won't get one invitation, much less five. Chalk up another plus for your LCCA membership!

But Wait, There's More...

On that Wednesday you'll also get to tour the offices of Kalmbach Publishing. Not only do they put out *Classic Toy Trains*, but also *Garden Railways*, *Model Railroader*, *Classic*

Trains, and a whole host of other books and magazines, some you may never have heard of before.

As you suspect, every office has trains in it — stacked up in the corner, on the desk, on bookshelves, and sitting on the windowsills. Original art created for all those great articles, is framed and hanging in the hallways. There are test tracks, layouts of all sizes, photography studios, and even an HO club layout where staff volunteers after hours.

Then there's the David P. Morgan Library. He was the dean of railroad editors and started collecting books and magazines over 50 years ago. They're all in there, as are all the latest books on every railroad you can name, plus photos, magazines, and maps. And you'll also find detailed information on both U.S. and foreign toy trains.

This office complex may not be heaven, but it's darn close. Don't miss it!

The Milkman Cometh...

Don't forget to check out the 2004 Convention Cars in this issue. They are nothing short of beautiful! You don't even have to decide which milk car you want; Just order them both. The last time we did a two-car set (2002) it was the Pennsylvania RR "Coal Goes to War" hoppers. Try to find the second car on eTrack. It's impossible! And if you do, the price will take your breath away. So, don't miss out this time. Look for delivery of your Convention cars sometime in late November.

New Faces...

If you're reading *The Lion Roars* for the first time, you must be a new member. Welcome to the Club! We're glad to have you. Our special General Set offering last fall brought in a couple of hundred new members. We plan to spend the next year convincing you to renew your membership when the time comes. This Club has a lot to offer; More than you may know (including a possible "add-on car" for the General Set.) We're all about providing our members with value.

If you have questions, thoughts, suggestions, or comments, don't hesitate to contact one of the officers or board members. We want to hear from you. 🚂

WANTED

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

Bill Schmeelk,
Editor, TLR bill@wellingtonent.com

The Tinplate Cannonball

by Ken Morgan
RM 12231



Of Lionel's Vestibules and Motors or If the Train is Unique, So Shall Its Innards Be!

In the previous installment of The Tinplate Cannonball, I noted that the original Flying Yankee was being restored for possible operation. Serendipitously, the December issue of Trains magazine had a brief article on the status of the project. Some highlights include several photos of the work in progress as well as a few shots of the original train in service. The target date for operation is spring 2005. If you're interested, you can get more information at their web site www.flyingyankee.com. And for today's trivia question, what was the road number of B&M's Flying Yankee? Go to the website or the end of this article to find out!

Back to the O gauge version. Last time I promised to cover some features of Lionel's early streamliners which impressed me as rather unique or innovative. Specifically, we'll discuss their motor mounts and vestibules. Since vestibules have already been partly reviewed, let's start with them and finish the topic.

To the best of my knowledge, the earliest vestibules had a sliding pick-up to provide current for the lights. Off the top of my head, I cannot think of anything else Lionel made with a similar arrangement. The pick-ups are flexible metal strips with a thicker button-like add-on which provides the actual contact to the hot rail. The metal strip has split ends to fit over studs on the base of the vestibule. I have no idea why Lionel went in this direction, but it does provide for a good solid contact, better than the spring-loaded rollers under conventional contemporary trucks. Replacements are both readily available and easily installed. This feature, though probably not something that would have greatly concerned Lionel in the late 30's, but certainly adds to the long-term benefit of those of us who enjoy seeing them in operation today.

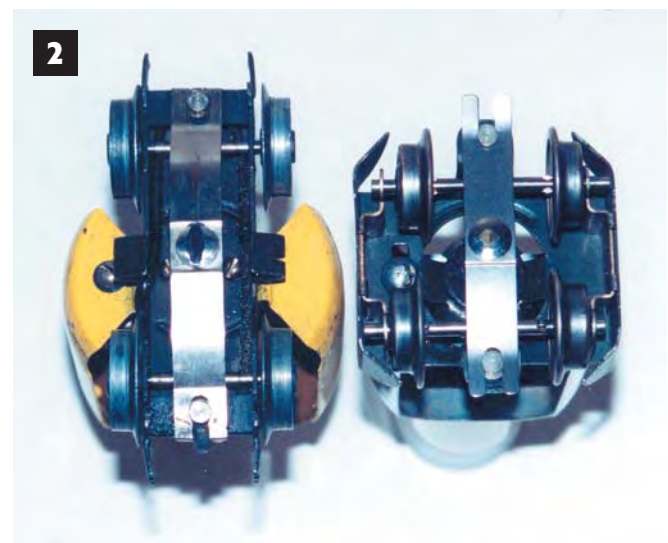
Some later vestibules have an oblong piece of fiberboard riveted to the bottom of the vestibule which supports a spring-mounted roller in a bracket. While they are essentially the same as those used on other passenger equipment, my experience is that they maintain a more constant contact. The lights don't

flicker as much as is the norm for standard passenger cars. I attribute this to the relative rigidity of the mounting and the combination of a low center-of-gravity and the fact that they are on small self-contained units, less subject to rocking and rolling than are truck mounted pick-ups. **Photo 1** shows three vestibules with their pick-ups. The yellow one is from a 636 M-10005 set. The blue one is an orphan from a Blue Streak. Both have the roller pick-ups. In the middle is a chrome vestibule with gunmetal skirt from a 617 Flying Yankee. It has the sliding contact. Both the method of mounting over the studs and the center "button" are clearly shown. As you can probably tell from the lack of wear, this is a replacement pick-up. Older ones usually have a groove down the middle of the



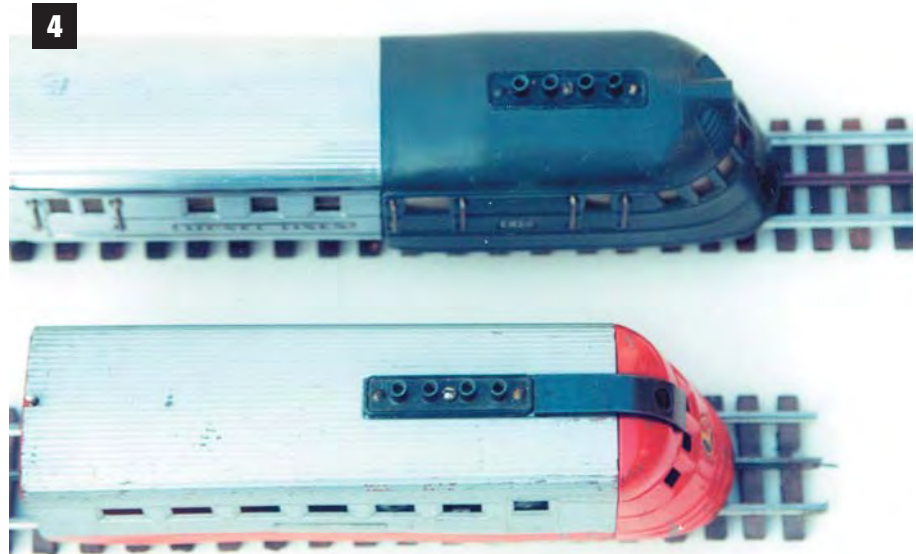
button caused by wear from constant sliding along the hot rail. As I mentioned in a previous installment of The Tinplate Cannonball, the lights are mounted in the vestibule. That's what the red wire is for on the Flying Yankee vestibule in the picture. Like the sliding pick-up, it too is a replacement. Lionel didn't use such colorful stuff in the prewar era. I tend to use whatever is handy.

Note that these are the 617 O gauge vestibules, not the larger ones for the 752 O-72 train sets. I have seen only sliding contacts, similar in design, but slightly different in size, on the O-72 streamliners. See **photo 2** for a comparison of the 752 and 617 vestibules and pick-ups.



I might add that the observation end pick-ups I have on my Flying Yankee and its cousin the M-10005 are roller mounts. The observation end doesn't have a vestibule: it's more like a modified truck pivoting under the frame of the tail. But my 752 does have the slider on the observation end. See **photo 3**, which also shows the wear pattern typical of the sliding contact.

Let's move on to the motor system. All of these units share a common ball mount to connect the motor to the car body, although the method of attachment varies slightly. I don't know of any other application of this sort of mounting utilized by Lionel. The Flying

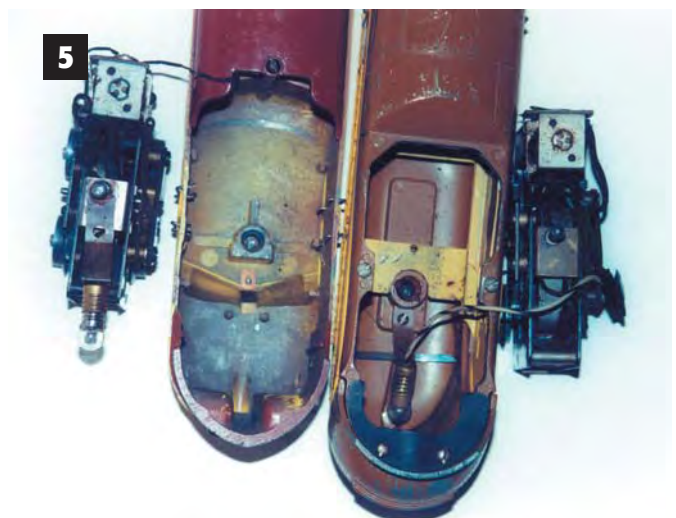


the front and rear of the black slot) which attach the casting to the car bodies. In the center of the slot there is a small white spot. That's actually the white background showing through the hole for the screw shown in **photo 4**. In the picture, these details show up better in the 1700, but they're the same in both units.

Now look at the motors. Both are fully separated from the car bodies except that there is a wire to the whistle in the 617. Incidentally, that whistle is a bear to get out and work on! But the motors and E-units are self-contained. They will run by themselves without the shells. On the top center of the motors there is a ball. It shows up better on the 617. It's on a shaft which passes through the lamp mount (more on this later), and is permanently attached to the motor frame. The ball fits into the slot on the underside of the stack casting. It slides in from the open end at the rear. The sides of the casting have flanges which fit under the ball and around the shaft when the

Yankee and 1700 motors mount the same way. The two UP streamliners are mounted slightly differently from the Flying Yankee, but are essentially the same as each other. Let's look a little more closely.

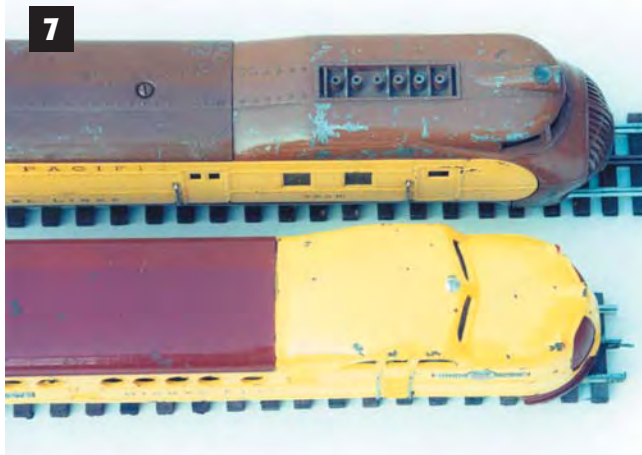
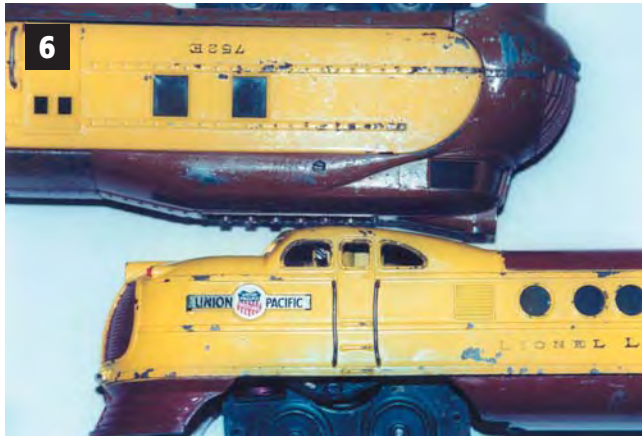
Photo 4 shows the 617 and 1700 power cars from the top. The casting with the four exhaust stacks is riveted onto both units. Between the second and third stack there is a crosshead screw. That is part of the motor mounting system; it does not hold the cast piece in place. Look at **photo 5**, which shows the same two power units from the bottom with the motors pulled out. The black oblong slot is on the bottom of the stack casting. This is where the motor mounts. You can also see the flared ends of the rivets (the little open circles to



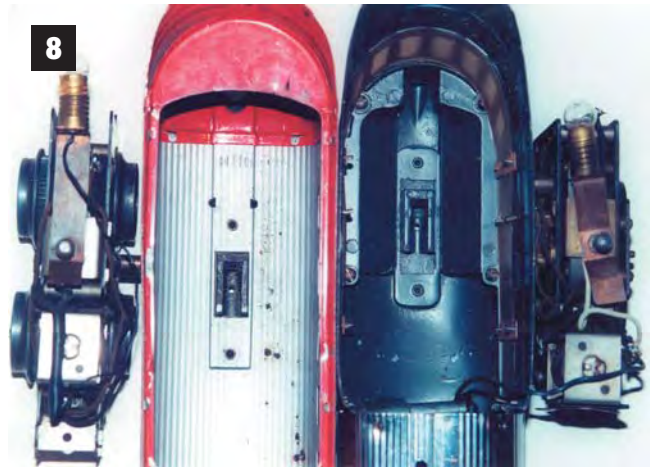
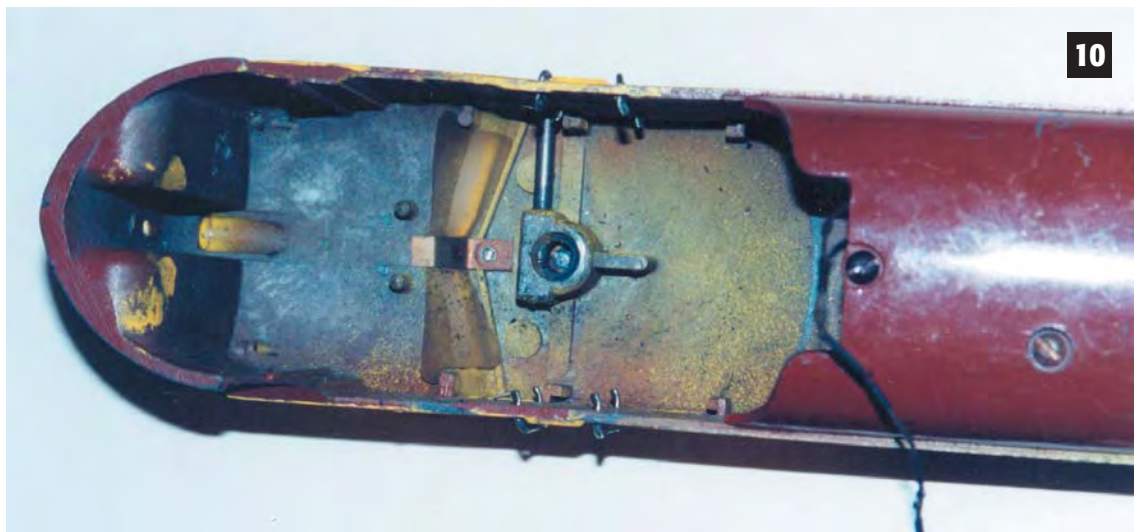
unit is turned right side up. The ball must be all the way at the front of the slot, because the screw fits behind it and when it is tightened down, the ball mount cannot slip out of place. With

the screw in place however, the motor pivots and turns freely in the front end of the slot, so the car body rides very flexibly down the track — rather ingenious!

Now go to **photo 6**, which shows the two UP streamliners from the side. If you look closely, you can see a screw head



inside the front window of the 636 and almost in line with it, a similar one through the car body of the 752. These sets do not use the screw through the stack casting method. Check out **photo 7**. The 636 doesn't even have stacks. But internally, the mount is similar. Instead of a slot, both body castings have a round receptacle for the ball mounts on top of the motors which can be seen in **photo 8**. These balls are the same as those used in the 617/1700. In fact, the 636 motor is exactly the same, and the



wire is for the whistle, as in the 617. The wire in the 752 is for the headlight. This is a 752E, not a 752W. It does not have a whistle.

Take a gander at the thing in **photo 9**. That strange looking piece is the screw that locks the motors into the circular mountings. The slotted head end is what showed through the window in **photo 6**. The slot is on the long smooth end of the shaft. The short threaded end is the business end for locking the motor into the mount. A quick word of advice here - The

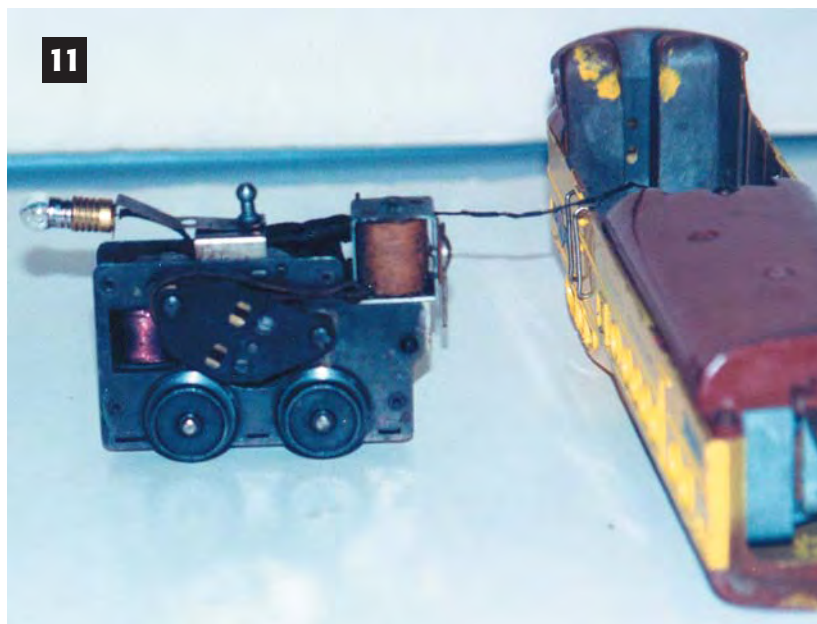


slot in the head of the screw in my 636 is nearly stripped. It was VERY tight when I got it. If you work on one, get a good fitting screwdriver to avoid stripping the slot. This is not a standard off-the-shelf screw! Actually, that's good advice anytime, but even more critical for pieces like this.

Okay, now look closely at **photo 10**. That's the screw in place without the motor in the 636 car body. If the picture scans clearly enough, you can just make out the screw threads at the front end of the casting directly in line with the shaft. Note that it shows in the hole for the motor. In the same fashion as

the flanges in the other two units, this allows the ball to fit over the screw, while the shaft below the ball connecting it to the motor fits in the smaller space. Think of the shell as floating on the top of the ball. The result is the same: a very flexible mount allowing lots of freedom of motion to the power unit while locking the motor in place within the shell. In fact, as I noted in a previous installment, the 636, with its heavy cast body and high center of gravity, rides quite flexibly. It sways and rolls impressively as it wends its way down the somewhat uneven right of way of my BCC&PRR. It's a wonder the engineer doesn't suffer from advanced motion sickness!


Now let's move on to the headlights, and while we are at it, a better look at and visual explanation of what I described as the ball on shaft mount for the motors. **Photo 11** shows this better than I described it. A picture is still worth 1000 words! That's the 636 motor, and the headlight is obviously sitting out there in front on a flexible metal arm. Return to photos 5 and 8 to see it from the top. This arm provides both the mount and the common (ground) return. The wire to the lamp can be seen just below the arm at the bulb end. It's the usual open ended screw socket with a fiber washer inside for the hot lead. This mounting, like that for the motors is quite flexible. Not only does it have considerable vertical flexibility due to the nature of the flat piece of spring metal, but it also swings freely around the shaft of the ball mount which is how it is attached to the motor. Look at all three photos again to see this more clearly. Photo 5 also shows that while the more expensive 617 has cast-in guides to help locate the headlight roughly in line with the front of the unit, the 1700 does not. In photo 8 you can see that the 636 also has a guide for the headlight. Note that the 752 doesn't need one. Its headlight does not mount on a strap from the motor. Instead, it is on a similar metal strip, but it is attached to the casting with a screw, which if you look carefully can be seen in photo 8.



Looking at the details of these models we can see that even with all the design similarities used in these state-of-the-art (at the time) streamliners, there is enough variety in them to show how Lionel took pains to produce differing value for cost across the product line.

I hope you found this little tour of the innards of the classic Lionel streamliners interesting. If you plan to perform surgery on one, it should help you prepare to do so. But if you just want an appreciation for Lionel's design genius (or Rube Goldberg creativity, if you prefer), these units provide a glimpse of truly different ways of putting things together.

Oh, yes. One more thing - the answer is: the Flying Yankee wore road number 6000 for B&M. After several years as The Flying Yankee, the train set was re-christened Mountaineer, Cheshire, Minuteman, Businessman, and finally, Minuteman again. All this compliments of Trains magazine.

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

Photographs by Ken Morgan

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.

Dick & Linda Kughn

by Al Kolis
RM 15902



The Boy, the Man, the Couple, Part One

Anyone who has met Dick and Linda knows their relationship is special. They are true life partners. Through this series of articles, we'll provide you with a glimpse of what makes them such wonderful and special people. In this first part we'll deal with Dick Kughn the boy.

Richard P. Kughn was born at Henry Ford Hospital in Detroit on Halloween, October 31, 1929, just a few days after the famous stock market crash. Who would have known that at the onset of the Great Depression (Great Depression, how's that for an oxymoron), a person would be born who would later grow up and change the way people shop in America, as well as save and restore the Lionel Train company. Dick lived the first three years of his life in Detroit, before his mother re-married and moved to Cleveland Ohio. Dick and his brother Bob, six years his elder, grew up in Cleveland and then later in Bay Village outside of Cleveland.

While Dick does not recall having any specific heroes as a youngster, he does have great respect and admiration for his parents. Dick's father was not one to play games. Like most fathers in those days, he went to work and then came home. He was direct, respectful and encouraging. His approach was not to scold, but rather to sit down and ask, "How can we work together to figure this out."

Although, he grew up in the depression, Dick never went hungry. His father worked as a real-estate title examiner and was always employed throughout the depression. Neither poor, nor rich, he said he had a happy childhood.

One of Dick's happiest and most memorable days of his life occurred when he was 7 years old. While walking home from school on a blustery fall day, Dick was bothered, because earlier in the day he had difficulty reading words in his Dick and Jane school books. As it turned out, Dick had a physical

problem with his eyes. He had an eye condition called vertical diplopia. He was seeing double of everything when he read. As he walked home, he noticed something protruding from a garbage can. He looked more carefully at what seemed to be toy train engine. On closer examination and much to his delight, he discovered a Lionel 0-27 steam locomotive. Searching further into the trash can he found a dented coal tender, a bent boxcar, a scratched caboose, and then some rusted track and a transformer. The set was battered and dirty, but to young Dick it was an absolute treasure.

Dick's family may have gone without with a lot of things, but his parents more than made up for it with a rich closeness between them. Dick said his mother and father gave him gifts more valuable than anything that could be bought. His parents were the ultimate optimists. They helped him see the positive side of life. When Dick brought this beat up train home, his

father was almost as excited as he was. Together they spread out newspapers and started to work on the train set. Squinting and straining his eyes, Dick used his father's screwdriver to disassemble the engine. It was really grimy and dirty. Using Q-tips, father and son, worked together to clean and oil the parts of the engine. They assembled the train, hooked up the track and transformer, and much to their surprise, when they turned the transformer lever, the train slowly started to move. Dick gave it more current, and the old beat-up freight train started clicking and clacking around the circular track. The ozone smell of this running train still remains vivid in Dick's memory today.

Dick's parents were always encouraging him. As time went on, he became more engrossed with toy trains, so father and son decided to build a layout on an old ping pong table in their basement. Dick's father had the ability to understand how to help a child, without taking over the project. They worked diligently together until they accomplished the task and their layout was complete, providing Dick with a great sense of accomplishment. Dick gained more and more confidence and developed his mechanical aptitude while working on this layout.

When Dick was seven, he received his first job offer — selling magazines. Unsure of how his parents would feel about this he was delighted when they encouraged him to accept the job and so he did.

Like most mothers of the day, Dick's mother did not work outside of the home. She was very supportive and nurturing



and was always active at his school. When Dick was a Cub Scout, his mom became a den mother. Even though he did not have any sisters, his mother also became involved in the Girl Scout organization at school. Maybe, this is where Dick's sense of civic involvement, commitment and volunteer work ethic comes from.

Dick also holds his mother's father in high regard. His grandfather lived in Detroit where he founded a film trucking company, Cinema Service Co., which supplied film to the various movie theaters in the area. Although, too young to work for his grandfather), Dick admired his entrepreneurial spirit and all that he accomplished.

At 9 years old, Dick received his first new toy train set. On Christmas morning of 1938, he ran down the stairs in his flannel pajamas to discover a glistening new Lionel Commodore Vanderbilt locomotive underneath the tree. The set consisted of a shiny yellow boxcar, Shell tank car and a bright red caboose. Dick loved to lie down on his stomach, almost nose to nose with the train while he ran them. He will always remember and cherish this train set. Thanks in part to his trains; Dick says his childhood was a happy one.



As a youngster, Dick was always building things. He was inquisitive and enjoyed working with electricity and engineering. While in elementary school, he liked to build radios. Dick also enjoyed target shooting with a BB gun and destroyed some of his models by filling them up with gun powder or fire crackers. He'd light it with a match and then run like the dickens then watch with glee as his models exploded into a million pieces.

Dick also enjoyed playing with Lincoln Logs and Erector sets. He'd set up buildings made from Lincoln logs and then rig his Erector set motor to crash into and destroy them. The logs would go flying everywhere. I guess we can all relate that.

In 1941 Dick and his family moved to Bay Village, Ohio, outside of Cleveland. Dick still did not have a plan for what he wanted to be when he grew up. When Dick was thirteen, he got a job as a shopping news paper boy (**photo 1**) as well as a



second daily newspaper route. He hustled two jobs to help him earn money to buy trains and other hobby items. In their new house, they had a small attic upstairs. Up underneath the eaves, Dick and his dad built a table for his expanding toy train empire. Dick distinctly remembers holding the wood for the legs of the train table and looking up at his father as he drove in the nails. There was an incredibly close feeling between son and father. Their extensive 1944 layout can be seen in **photo 2**.

While in ninth grade at junior high, Dick earned a job as an usher at the Beechcliff Theater. Cowboy and western themed movies were Dick's favorites. He particularly liked the Tom Mix movies on Sundays. On Saturdays, the theaters provided live entertainment such as puppeteers and magicians prior to the start of the movies. Dick developed an interest in magic and enjoyed performing tricks at home. One day he asked the manager if he could get up on stage and do a 10 minute magic act. Much to his surprise, the manager said "No". What he needed was an act of an hour or so. So, Dick went home and worked on developing an hour long magic act. He practiced and practiced and came up with a pretty sophisticated 47 minute magic act that even included levitation. Dick was very good with his hands, and he designed and built many of his tricks. He performed under the stage name of "The Masked Magician". He used to wear this black painted face mask, so the kids in the audience would not recognize him as the usher. While he fooled them with his tricks, the disguise was less effective.

In the **photo 3**, you can see Dick at 17, as an unmasked magician performing magic tricks for his classmates at Bay Village High School. His magic act was so good and impressive that other theaters throughout the Cleveland area approached him about performing his act for them. Dick seriously considered making his career in magic, but instead, he opted to sign up for the Bay Village High School football team.

Dick enjoyed playing sports. He remembers growing up and following the career of Babe Ruth. Dick played right tackle for the Bay Village High School team. The protective equipment was a lot different than it is today. Back then you

could fit all of the team's leather helmets in one cloth bag and carry it to the game **(see photo 4)**. Dick would have loved to play in modern day equipment and protection. He still keeps in contact with his high school football teammates. Once a year he reunites with many of his friends and classmates at the annual college football game between the University of Michigan and Ohio State University. They can't help but reminisce and relive their glory days on the gridiron.

Dick credits his football experience as a great learning tool that helped him immensely later on in his life. Football taught him about the value of teamwork, leadership, working for a common goal, overcoming adversity, winning/losing and the relationships with his teammates. To this day, Dick and Linda are huge U of M football fans. Linda is a U of M alumna and both Dick and Linda still go to the games and tailgate with their 1948 Dodge D-24 4-Door sedan **(photo 5)** painted to match the U of M distinctive football helmets.

Another interest of Dick's in high school was building model rockets. Dick used to launch rockets at an angle off of the horizon and direct them far into Lake Erie. Unfortunately, these rockets are not one of the things he was able to save and keep in his impressive collection.

Although Dick was not the type of kid to get into trouble, he does have distinct memories of asking a young lady up to his attic to show her his chemistry set and rockets. Now there's a pick-up line worth remembering. Upon preparing the gun powder for his rocket, there was a sudden and startling explosion. It was heard down in the lower levels of the house. The gun powder exploded and caused a minor fire in his lab. Fortunately, no one was hurt and although Dick escaped any punishment, he sure learned a good lesson.

Both Dick and his grandfather admired the automaker Henry Ford. They were enthralled with all that he was able to accomplish in his life. While in his



junior year of high school, Dick was caught by the car bug. He and his buddy scoured the junkyards for parts and were able to scrounge up enough parts to build a 1923 Model T touring automobile **(photo 6)** which they drove throughout their senior year.

While Dick was in high school, he was not an exceptional student. His visual problem made it very difficult for him to read any more than 20 minutes at a time. While in high school, Dick had the first of four eye operations to improve his eyesight.

Among his many interests and activities, from building cars, Lionel train layouts, performing magic, delivering newspapers, ushering and enjoying the big band swing music of the 40's, Dick was always pretty busy. I think you could say that Dick was multi-tasking before the word was even invented.

With 20 -20 hindsight, it seems obvious that the qualities his parents instilled in him, self confidence, religious faith, a strong work ethic and self reliance, provided the foundation for his future success in business and in life. Dick had the determination and perseverance to overcome his visual condition. Performing magic and playing football helped him come out of his shell so to speak. These activities enabled him to develop his salesmanship, showmanship, persuasive skills, leadership abilities, and work ethic. All of these acquired skills were put to work later on in Dick's life.

In the next article, we will catch a glimpse of Dick Kughn's transition from boyhood to manhood and re-live his early career prior to his purchase of Lionel Trains. 🚂

*Photographs courtesy of
Dick & Linda Kughn*

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.

The Secret Desire of a Lionel Collector!

For what reason I'm about to share with you the objects that I secretly desire I haven't a clue. By telling you what I'm about to can only serve to make my hunt just that much harder. I could say that I crave the competition and that will make my search more satisfying. But that's not true. Maybe I should take the high road and tell you that I'm revealing to you the collectibles I secretly covet in the name of fellowship. You know, I kind of like "in the name of fellowship" so let's go with that. So in front of the whole Lionel collecting community I proudly declare that my passion is the collectibles produced by and for the Lionel Collectors Club of America. Now I know what you're thinking — wow, Dennis, you've really been smitten by LCCA mementos — what makes them so great? You bet I have, and for good reason, as team LCCA invests a boxcar full of thought and effort into each club offering. The proven end result is that quality, collectibility, class and style go into each LCCA keepsake.

The other benefits of membership notwithstanding, for this reason alone enrollment in the LCCA is worth its weight

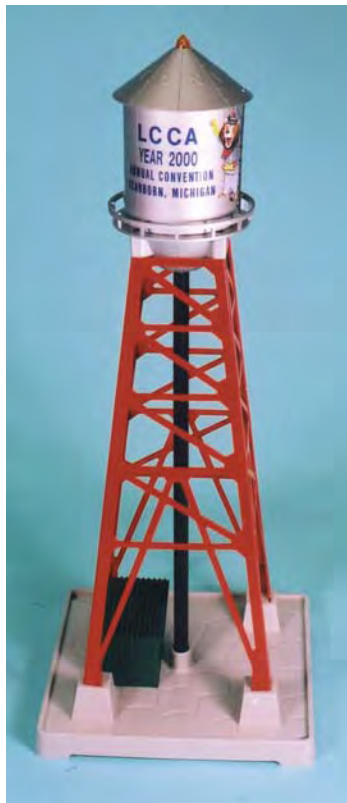
in gold to this Lionel collector. The LCCA souvenirs that the club has offered to its members range from Lionel engines and rolling stock to accessories for the layout. Keep this in mind — the trains that Lionel creates for the LCCA are exclusive to the club. Everything that the LCCA has produced has its very own niche of collector interest. Even LCCA souvenirs like the pin-back buttons used to promote club conventions have their own cult following. Just ask any Lionel collector when it comes to truly limited Lionel rolling stock even those large generic train clubs stand in awe of the LCCA on-site convention cars. I find myself on track pins and road ballast anxiously wanting to tell you about the two on-site 2002 LCCA cars that convention attendees were surprised with in Pittsburgh, Pa. But I'll save that just for the moment.

While I'm on this convention train of thought (pardon the pun) not only is the LCCA convention souvenir the talk of Lionelville, but the banquet table centerpiece is, simply put, the stuff dreams are made of. As proof of my bold statement, I have only to offer the banquet centerpiece for the club's 2000 convention in Dearborn, Michigan. But that too, I'll save for just a minute. The official LCCA club mascot is His Majesty, Happy the Lionel Lion. If you're a baby boomer like me, I'll bet your first love was Happy, too. Well, I was actually torn between Happy and Molly Moore but to tell the truth, it was Happy who truly lassoed my eight year old heart. Some of the most desirable LCCA engines, rolling stock, and other mementos feature Happy the Lionel Lion. Due to space limitations, it would be impossible to list all of the quality collectibles that LCCA has created during its historic thirty three years. So if you will kindly permit me to, I would like to tell you about a few of my favorite LCCA souvenirs. From this point on, I suggest you wear a bib to prevent drool from dropping on your magazine pages.

As a Lionel collector, I've prematurely retired more than one locomotive under glass. Then I place my newest love on the fireplace mantle in the coveted center spot. Without knowing it, I was committing sacrilege as only one Lionel engine owns the place of honor or deserves a display case. That engine is the prestigious LCCA third decade SD-40 with its matching extended vision caboose. This stunning locomotive and caboose set was offered to LCCA members as a pair in 2000. Now, prepare to have your breath taken away



as your eyes gaze lustfully upon this royal couple in all their majesty. The design team at the LCCA had Lionel chrome plate the engine's plastic shell. Then the shell was sprayed with a transparent blue paint that was fogged onto the chrome plated shell. This gives the classic couple such a stunning look. The blue paint is darker at the top and blends back into the silver at the bottom. The trucks and engine's fuel tank are painted silver. The engine carries the Lionel circle "L" logo but is lettered for the LCCA Lines. This true piece of machine tooled art came equipped with all of the features of a top-of-the-line locomotive. The matching caboose carries a portrait of His Royal Highness, Happy the Lionel Lion. It's easy to see why the LCCA SD-40 and caboose is at the top of every Lionel collector's must-own list.



The LCCA convention is the gala event of each summer and is the place to be for the Lionel fan. The LCCA banquet is the highlight of every convention and the table centerpiece is always the talk of Lionelville. At the 2000 convention, the centerpiece was a Lionel No. 193 Industrial Water Tower decorated with our LCCA club mascot and, on the opposite side, the LOTS ZW Transformer logo. Only one hundred and twelve towers were produced. This Lionel accessory is highly sought after by members of both train clubs.

If you're like me and want Lionel cars in your collection that few can boast ownership of then now is the time to pull out your Lionel want list and keep it handy. When it comes to collectible Lionel cars, the LCCA on-site convention car is track miles ahead of the rest.

The continued practice of offering LCCA convention attendees an on-site convention car began with little fanfare back in 1998. Club members who attended the Philadelphia convention would change a modest introduction into a celebration when they saw offered for sale a bashful but brilliantly conceived and created Ben Franklin wood sided reefer. This LCCA Lionel reefer has a blue roof, car ends, and door. The car's sides are painted gray. To the left of the door is painted the Liberty Bell with the LCCA date 1998 plus the notation "Annual Convention". To the right of the



door is the statesman, Ben Franklin, flying a LCCA kite with a hanging key. The kite is tethered to a circle of electrified train track. Only 142 Ben Franklin reefers were custom painted for the LCCA. Each car was assigned a SKU number which is 19-1998.



When convention attendees saw our next on-site car at the club's 1999 convention in Fort Worth, Texas, they had the surprised look of a greenhorn who has just stepped into his first cow pie. This LCCA toy is a Lionel Standard O reefer that is custom painted for the Fort Worth and Western Tarantula Railroad. Again, the LCCA would have a custom-made short run of just 148 cars. Each reefer is tuscan red with yellow doors. To the left of the door, in yellow lettering, is "Fort Worth and Western" along with the LCCA and 1999 notation. To the right of the door is painted a Texas longhorn steer and the exciting Tarantula railroad logo. The LCCA SKU number for this desirable car is 19-1999.



The club's 2000 convention was such an awesome event that it called for a very special on-site car. The one thing that LCCA members can count on is the fact that the club fathers will never disappoint them. The on-site convention car was a Lionel Standard O boxcar. The road name for our 2000 on-site car is the Port Huron and Detroit. The LCCA would purchase

just 130 boxcars and have them over stamped by another firm. To the right of the car's door is over stamped the club's 30th convention notation. To the left of the door, stamped in the red bar between the white PH & D, is the year 2000 along with the convention site, Dearborn, Mi. The LCCA SKU number for the PH & D boxcar is 19-2000.

For the club's 2001 convention in Lexington, Kentucky, the club fathers took the on-site car in a different direction. Instead of reefers or Standard O cars, the club would offer convention attendees a highly sought after 9700 series boxcar. This boxcar gem is decorated for the RJ CORMAN Railroad.



With its white roof and lettering, our red painted car is a sight to behold. To the right of the door is painted the convention notation. Only 202 cars were made and carry the LCCA SKU number 19-2001.

As great as all of the LCCA on-site convention cars are, no one could possibly expect the club fathers to top them. But that's just what they did for the 2002 LCCA convention in Pittsburgh, Pa. The lucky convention attendees would have the chance to add two great LCCA on-site cars to their roster.



The first is the Cowen and Maddox 6464-2002 commemorative boxcar. This silver Lionel boxcar has black doors and in the upper left near the roof line is the car's number 6464-2002. On one side of the car is a portrait of Joshua Lionel

Cowen along with the statement, "Founder Lionel Trains". Under Mr. Cowen is the signature of the portrait's artist, Ms. Angela Thomas. To the right of the door on the Cowen side is printed From Cowen to Maddox A Century of Lionel Trains! Above the statement is a black line for the artist of the portrait to autograph. On the opposite side of the car is a portrait of President Richard Maddox to the left of the car's door. Along with the portrait are these words "President Lionel LLC 1999-2002". To the right of the car's door on the Maddox side is painted From Cowen to Maddox The Legend Lives On! Above that is a black line for Pres. Maddox to autograph. Only two hundred and thirty-eight cars were made. Pres. Maddox and Ms. Thomas were on hand to autograph the cars for the lucky owners. Under the door is painted LCCA Onsite Car-Pittsburgh, Pa 2002. This very special car is equipped with Lionel's premium die-cast sprung trucks. The LCCA SKU number is 19-2002.

Ok, fellow limited car collectors, hold on tight to this magazine and try at all costs to avoid acute shock as your heart pounds with beats of desire as our second car is 6-52273, the Lionel USS Requin submarine car. This very special LCCA



car was a gift to members who attended the Thursday Carnegie Science Center event which was part of the convention. This Lionel made treasure has LCCA painted on a US Navy flat car equipped with die-cast sprung trucks. The operating sub has USS Requin painted on it. On the sub's tower is the Requin's number 481. Painted on the ship's hull near the fantail is the Carnegie Science Center 10th Anniversary logo. Even closer to the fantail, just past the logo is printed one of the four Carnegie Museums of Pittsburgh. The real USS Requin is one of the museum's exhibits. On the box end flap of this very collectible sub car is the 6-SKU number along with the name of the car which is 2002 LCCA Pittsburgh Convention Special LCCA/On Site Carnegie Science Center Submarine Car. This car was made by Lionel exclusively for the LCCA.

Another great LCCA on-site car would be available to club members at this year's convention in Las Vegas — the Union Pacific Operating gondola. Each car is painted red with black lettering. The crates in this special car are labeled "Explosives" and "Gold". The load is painted gold with an

overspray to simulate gold dust. It would seem that our miner made a major faux pas transporting explosives with his gold! Only 240 cars were made and carry the LCCA SKU number 19-2003. With the exception of the LCCA submarine car, the USS Requin, all of the on-site LCCA cars were over stamped or painted by custom decorators, Weaver Quality Craft Models or RGS Limited Editions.

Don't think for even a second that LCCA engines and rolling stock are the only LCCA relics worth your collecting efforts. For the club's 25th birthday, the LCCA club fathers wanted to do something extra special for club members. What they came up with was not only a fitting tribute to the club but also showed the creative genius of LCCA's design team. I think you'll agree, too, when you have displayed in your train room the LCCA 25th Anniversary Commemorative Lantern. If you are expecting a cheap knock-off or a lump of gaudy plastic, well, you are in for a treat. The LCCA lantern is made to real road specifications by the Adlake Kero Lantern Company. Our LCCA lantern has "LCCA" stamped into the lantern's metal top. The club offered members their choice of five different colored globes. Each globe has "Lionel" embossed onto it.



Talk about the perfect mix of quality and class! But wait, the greatness of the LCCA lantern doesn't stop with the lantern itself. Most toy train clubs, if they put any effort into it at all, would have stopped with the lantern. Then the club's officials would have patted themselves on the back — but not the LCCA. Club members can always count on the LCCA fathers to make sure the quality touches carry through to the end. Our LCCA Lionel lantern was no exception. This true piece of railroad art came in a Lionel style orange, cream, and blue box. What a fitting touch for a true LCCA classic.

The not-to-be-missed social event of the year has to be the LCCA convention. From time to time, the LCCA has issued pin-back buttons to promote its conventions. Not only are LCCA convention buttons prized by Lionel collectors but they are highly sought after by pin-back button collectors who have



no interest in Lionel trains. The most coveted LCCA button was commissioned for the 1993 convention in Dearborn, Michigan. The button featured Happy holding a red blinking lantern. Only a few hundred were made but the button proved to be so popular with LCCA members that a second order was given to the button maker. The second run of buttons were shipped and arrived just days before the convention opened. This button was made a part of the convention attendees' registration packet. It wasn't noticed until members pinned their buttons on that the manufacturer had made a major fauxpas. This time, instead of Happy's lantern blinking, they had made both eyes of our mascot blink. It's the lucky LCCA member indeed who has both variations in their collection.



In 1995, to celebrate the club's 25th birthday, the LCCA fathers gave their consent to bring back the 1956 Lionel Lion



Halloween Mask. This historic piece from Lionel's proud past was so well done by the LCCA that it is actively hunted by Lionel paper collectors who have given up hope of ever finding the 1956 mask. Yes, the LCCA Lion mask was that well done!

If your passion is operating postwar Lionel, wow, are you in for a treat. As part of the club's stocking stuffer program, Lionel has recreated some of our favorite layout miniatures from the glorious fifties. The first of these very special reissues were a pair of Lionel Bonanza Airplanes. Each plane was painted in the Lionel corporate colors, blue and orange. LCCA members were given a choice of a blue sky ship with orange lettering or an orange aero plane with blue lettering. It was a wise decision for a member to buy both aircraft. Each plane was packaged in a Lionel 1959 box. Lionel did such a perfect



job in recreating their planes and original style box that it shook the entire collecting community. The member response was so overwhelming that they sold out almost over night.

Because the planes were such a huge hit, the LCCA asked Lionel to bring back another of our childhood delights — Lionel's version of the 1955 Ford Sedan. The LCCA design team had Lionel create a set of four Lionel autos. The cars came in the following colors: Lionel orange, Lionel blue, green, and maroon. Each automobile has window inserts as well as silver bumpers and grill. Stamped on the rear of each car above the bumper is "Special Edition LCCA 1998". As with the airplanes, the four pack of autos came in a 1959 style Lionel box.

Because the reissue of the Lionel mask was such a hit with Lionel collectors, the LCCA fathers went back to the drawing board in 2000. The fruit of their genius was the reissue



of a much loved favorite — the 1960 D-288 Lionel Lion Animated Dealer Display. The LCCA made every effort to faithfully recreate its Lion display and it met with great success. The LCCA version was built to the same standards as the 1960 display. For this reason as well as the fact that only fifty lions were made, this LCCA souvenir quickly disappeared from the club's vault and into the hands of happy members.

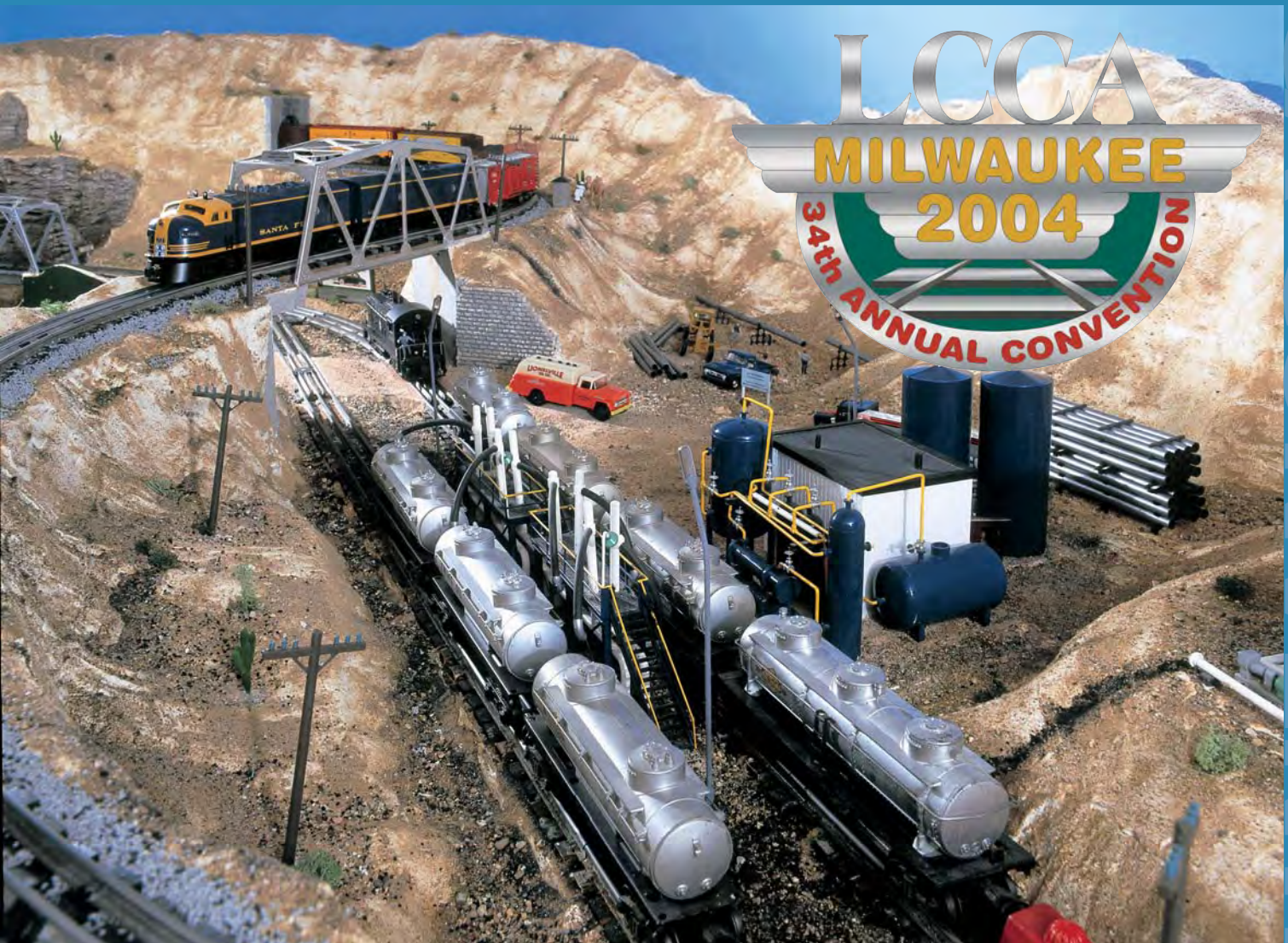
Right about now you're thinking, "You're right, Dennis, the souvenirs of the LCCA really are great but it's too late for me to get in on all the fun". Au contraire! You couldn't be more wrong! Now is the perfect time for you to get in on all the collecting fun that only the LCCA has to offer. Last year our club fathers challenged themselves with what just might be their most difficult undertaking in the club's history. For 2003, the LCCA board commissioned our beloved Lionel to reissue the 1960 Halloween General Set. Lionel is producing this train exclusively for the LCCA and its members.

As I look at all of the LCCA collectibles that I was lucky enough to obtain, picking my favorite is easy. The best LCCA souvenirs that I've acquired from my membership in the club are the wonderful friendships I've made. 🚂

Happy Tracks! Dennis Leon Clad

Special thanks to everyone who helped with the photographs; Victor Bodak, Dr. Ron Adleman, Lou Caponi, Harry Overtoom, Ed Richter, and Bill Schmeelk.

A CONVENTION FULL OF INSPIRATION AND ELATION



After you visit this and other home layouts in the Milwaukee area, you'll want to learn the secrets of high-rail, O-gauge train operation. LCCA members will be the guests of local layout owners with rail empires that are best described with one word, "Wow!"

Other train-related activities include an Amtrak day trip to Chicago and a motorcoach day trip to the National Railroad Museum in Green Bay.

Mark your calendar now for a memorable adventure in America's train-friendly city during July 20-25.

Photographs courtesy of D.C.



A Convention With Good Fun, Friends, and Food

Enjoy Three Full-day Tour Adventures

Tour 1: Amtrak Trip to Chicago Sears Skydeck and Chicago Museum of Science and Industry

Tuesday, July 20 – 7:15 a.m. - 6:30 p.m.

Climb aboard specially reserved LCCA Speedliner cars of the Amtrak Hiawatha in Milwaukee and enjoy the ride and scenery enroute to historic Union Station in downtown Chicago. Along the way, we'll see picturesque portraits of the Wisconsin and Illinois countryside from our coach seats. Upon arrival, we'll

travel to the Sears Tower for a breathtaking view of the city from the Skydeck on its 103rd floor.



Coming down from the clouds by high-speed elevators, we'll board a private luxury motorcoach at the curb and drive to the renowned Chicago Museum of Science and Industry. We'll visit The Great Train Story, the museum's new and larger Model Train Exhibit with HO trains. This cross-country layout begins in downtown Chicago with elevated trains running in the canyons between the skyscrapers, including the Sears Tower (built near to scale). Passenger and freight trains cross the prairies and the Rocky Mountains and end their journey in Seattle. Look for the model of the Space Needle Restaurant, the Microsoft HQ building, and an animated lumber crew. If you remember the former layout at this museum, you'll want to see this one!

We'll also tour the recently restored, full consist of the Burlington Pioneer Zephyr. The voiced mannequins, seated as passengers on board, deliver some of the narration.

Whether your passion is archeology, anatomy, or toys old and new, there's something for everyone at this Chicago landmark. While at the museum we will enjoy a gourmet boxed lunch in an area reserved just for LCCA visitors. This promises to be a memorable, fun-filled educational day with a great beginning; ending with a 90-minute Amtrak ride along Chicago's famed North Shore.

Tour includes Amtrak fare, all transportation in the Windy City, lunch and admissions.
Cost: \$119

Tour 2: Two Great Private Layout Tours, plus Kalmbach Publishing – Home of Classic Toy Trains

Wednesday, July 21 – 8 a.m. - 1:30 p.m.

We'll board luxury motorcoaches at the Sheraton and head out for a morning of trains, fun, imaginative layouts, and the



home of those wonderful toy train magazines created by Kalmbach Publishing. Get your ticket to layouts not available to the public and enjoy an equally fascinating tour

of Kalmbach created especially for LCCA visitors. This tour will be strictly limited to the first 150 registrants because of space limitations in these private residences. Our three motorcoaches will rotate through the three destinations and then we will all come together in a beautiful Milwaukee park for a scrumptious old-fashioned, custom-catered picnic with all the fixin's. Make sure your registration is completed and mailed early to reserve your seat(s).

Tour includes round trip transportation and a great cookout.
Cost: \$33

Tour 3: Three More Home Tours, including two layouts by Classic Toy Train executives

Wednesday, July 21 – 5 p.m. - 9:45 p.m.



You've told us how much you enjoy visiting great layouts, and we've lined up three of the finest in the region for this evening. Guests will board three spacious, air-conditioned

motorcoaches and will rotate between three dazzling layouts. These layouts are not available to the public, and we have

LCCA tickets for only 150 visitors. So please register early to avoid disappointment. Plan on an early meal (not included) prior to departure.

**Tour includes round trip transportation.
Cost \$15**

Tour 4: National RR Museum at Green Bay Thursday, July 22 – 9 a.m. - 5 p.m.

We'll leave Milwaukee for Green Bay aboard a luxury motorcoach for a day-long visit to this railroad museum. Hop on the vintage passenger train and take a tour of the museum grounds dedicated to the history of railroading. Over 75 railroad cars and locomotives — including the UP "Big Boy," the world's largest steam locomotive, and Gen. Dwight D. Eisenhower's World War II staff train tell — the story of railroading in America. Climb the 65-foot-high observation tower for a great view of the museum and the Fox River.



**Tour includes round trip transportation,
lunch and admission.
Cost: \$69**

Tour 5: Greater Milwaukee City Tour Thursday, July 22 – 9 a.m. - Noon

The history of a city is richly revealed through its architecture, and this is especially the case in Milwaukee. Learn about this city's past and present aboard a motorcoach with "live" narration by a knowledgeable guide. Legacy tour highlights include: the history of Kilbourn Town, Juneautown and Walkers Point, the role of the two rivers — Milwaukee and Kinnickinnic — and the Beer Baron Mansions built by the Pabst and Schlitz families. This genuine American city tells a fascinating tale in its buildings and constructions.



**Tour includes all transportation
and the narration.
Cost: \$33**

Tour 6: River Cruise Sight-seeing Tour 6A: Thur., July 22 – 2:45 p.m. - 5:30 p.m. 6B: Friday, July 23 – 12:15 p.m. - 3 p.m.



We'll climb aboard the *Iroquois* for a guided tour of Milwaukee from a unique perspective, the water. The boat tour will take us along the Milwaukee River from downtown Milwaukee to the harbor. Along the way, you'll hear stories of the early days of Milwaukee when residents were heavily dependent upon the river for existence. The boat sails out of the harbor and onto Lake Michigan for a unique view of the Milwaukee skyline.

**Tour includes round trip transportation and
admissions.
Cost: \$36**

Tour 7: Boerner Botanical Gardens Friday, July 23 – 8 a.m. - 11:30 a.m.

We'll wander through Boerner Botanical Gardens and enjoy the vivid colors and rich perfumes of many different flowers and plants. Internationally known as a horticultural showplace, the Boerner Botanical Gardens is both an educational and leisure center for gardeners and plant lovers.



Housed within the 1,000 acre Whitnall Park Arboretum, the garden features landscaped collections of perennials, herbs and annuals; a Rock Garden, the largest ornamental Crab

Apple Tree collection in the nation; and over 500 varieties of roses.

**Tour includes round trip transportation and
admission, lunch on your own.
Cost: \$37**

Tour 8: Miller Park Tour**Friday, July 23 9:45 a.m. - 1:30 p.m.**

We'll see the brand new Miller Park, home of the Milwaukee Brewers and host of the 2002 All-Star Game.

Miller Park opened in April 2001. It has a seating capacity of 43,000, a retractable roof, and a playing field of natural grass.

After our tour, we'll experience a Milwaukee tradition, a tailgate barbecue party in the parking lot of the stadium. Head to the grill for ball park favorites with all the trimmings.



Tour includes round-trip transportation, tailgate party lunch, and admission.

Cost: \$55**Tour 9: Outlet Mall Shopping at Kenosha and Gurnee Mills****Saturday, July 24 – 9 a.m. - 5 p.m.**

With nearly 80 stores under its roof, you'll find shops brimming with bargains you won't find anywhere else. Prime Outlets Kenosha features such stores as Westpoint Stevens, Eddie Bauer, Pfaltzgraff, Oneida, Casio, Lenox, Koret, Golf Shack, Carter's Children's Wear, and many more.

From there we'll head just a bit south of the Wisconsin border to the Gurnee Mills Outlet Mall in Gurnee, Illinois.



Here you can find bargains at stores such as Off Saks Fifth Avenue, Gap Outlet, Liz Claibourne, Movado Company Store, Nautica, Polo Jeans, and 170 other great stores.

Tour includes round trip transportation. Lunch is on your own in the mall.

Cost: \$26**Who May Attend
A LCCA Convention**

1. Regular members, their spouses or significant others, and their unmarried children under 21 years of age.
2. Guests, other than those specifically invited by the President/CEO, are not permitted; this includes extended family members and children or dependents over the age of 21 years.
3. Registered convention attendees who have table(s) in the trading hall may secure two helper badges at the registration area for a \$10 fee. This helper badge will admit the wearer to the trading hall during setup, trading, and move-out times. Helpers will, at all times, be the responsibility of the registered member and will not be able to attend other convention functions, tours, or events.
4. Any questions regarding attendance eligibility should be directed to the registration chairperson.

Special Note

Like last year, the first 400 member registrants will receive a valuable gift when they arrive at the official LCCA Registration area at the Sheraton. If you thought the gifts in Pittsburgh and Las Vegas were great (and they certainly were), just wait 'til you see what is waiting for you in Milwaukee. Yes, it is Lionel. Your early registration helps your convention team. Your club has a very special and collectible "Thank You" for those who act quickly.

Form may be photocopied

Lionel® Collectors Club of America 34TH ANNUAL CONVENTION - REGISTRATION FORM

Pre-registration fee of \$39 must be received on or before June 1, 2004. If received after June 1st or at the door, the registration fee will be \$54. No refunds after June 15, 2004 — Please print or type.

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

Badge Name: e-mail Address:

Address: Phone:

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

Spouse's name (if attending*):

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

Children's names and ages (if attending):

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GRAND TOTAL \$

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PART 2: BUILDING THE 2002 AND 2003 LAYOUTS AT MOTTLER STATION

by Mike and Carol Mottler, RM 12394

In the Beginning

Our train-space versus living-space story may be familiar to many LCCA-ers bound by matrimony but divided by a hobby. It's not easy — gaining space for a continually expanding O-gauge railroad while affirming shared space for daily living in the same house. In Part I of this two-part article, we described our sometimes-delicate process of negotiating for additional train space for Mike's always-growing, holiday train layout. Carol called it by a name borrowed from the lexicon of city planners — “train sprawl.”

Getting space in the house for trains was a lot simpler when Mike was eight. Childhood is that too-short period of time when a guy can get most of what he wants through methods unique to the kid culture — begging, pleading, and promising to be good.

Mike's ambitious goal in the late 1940s was to have a huge American Flyer train layout in the basement of the Mottler house on McClure Street in Peoria, IL. His dad, Harry, helped him build a 4 x 40-foot layout — as long as the entire length of the house and one sheet of plywood wide. It was actually bigger than the demo train layout at Hobby Models, then the AF and Lionel dealer in downtown Peoria. Although his at-home pike had a simpler track plan and an un-scenicked environment, the pattern was set for a lifetime ... bigger is better. Thirty years later, when Mike would meet and later marry Carol, this mental construct would re-emerge as a challenge to marital bliss.

Mike described that basement layout as a “boy's shrine to imagination, creativity and fun.” But his interest in model railroading began to fade when he entered high school in 1953. As an upperclassman in 1955, he knew that operating the AF Santa Fe diesel passenger set, Pennsy 0-8-0 DC steam switcher, and “Atlantic” freight set was kid stuff. There was new

competition for his attention: doing chemistry homework for Mr. Halleck, fantasizing about a '55 T-Bird, and going steady with Gloria Sanders. He sold the entire layout to a neighbor kid who was recuperating from Rheumatic Fever at home while out of school for a year.



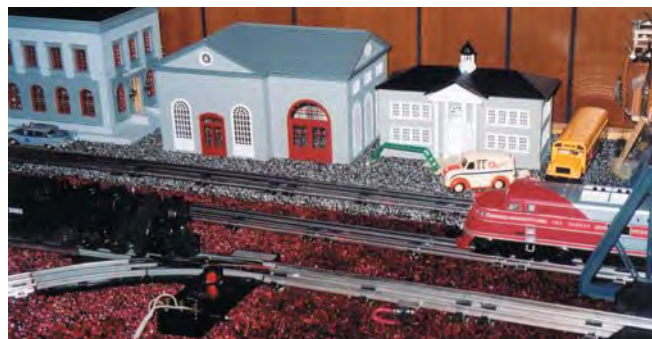
Mike's son-in-law, Brad Cole, kit-builds a diesel shed for placement on the layout with help from granddaughter Elizabeth.

Flash Forward in Time

Suddenly — or so it seemed — in 1986 along came middle age for Mike accompanied by senior age for his dad. That year, Harry suffered a massive heart attack and died six months later at age 80. Mike's best memories of his dad were of the train time they spent together building the AF layout in the basement of the house on McClure Street. Through that large layout project, Harry helped Mike learn useful skills in carpentry (leveling and triangular cross-

bracing), basic electricity (“hot” and ground wires, the meaning of continuity), and fundamental geometry (curvatures from diameters, the principle of symmetry, rise-to-run ratios).

“More important,” Mike says, “he taught me by example the definition of quality time, personal pride in craftsmanship, perseverance throughout a long task, and enjoyment of success



The Civic Center district includes the Police Station, a municipal building, and a school with a tree house in the playground.



Arlyn Howard, RN, a hobbycrafting nurse at University Hospital custom-made a gingerbread house for placement on the layout.

through achievement.” With 20/20 hindsight, Mike realized he had obliquely learned from Harry how to be a dad and a granddad through their train hobby experiences.

With those memories and values in mind, Mike decided in 1989 to re-enter the train hobby with O-gauge trains. He offered several reasons to Carol, by then his wife:

- revisit the fun of operating model trains again
- enjoy collecting something significant to me
- pass along a family tradition to my children and grandchildren
- meet other “train guys” of my generation
- honor the legacy of dad, who had accepted a pass from the Great Conductor for a well deserved, one-way trip to Grand Celestial Station at the End of the Line.

Carol understood the deeper psycho-emotional logic of Mike’s revived interest; in part because of the train experience with her two older brothers of her own family.

Mike decided to focus his train collecting/operating on the railroad that served his hometown, Peoria, Illinois — the Rock Island. His first acquisition came from a local train collector in Conway, Arkansas, the town now our home — two Lionel 9806 Rock Island “Standard O” boxcars for \$15 each. At that time, Dr. Greenberg said they were worth \$100 each, although Carol had doubts about the figure. He attended train shows, bought books about the

CRI&P Railroad, Lionel Price Guides, and sought out train stores in the area. Soon he had enough RI motive power and rolling stock to create a layout.

Mike persuaded Carol to allow a modest, temporary floor layout around the base of the Christmas tree during the holidays “for the enjoyment of the grandchildren.” The trains ran for a few weeks, and then he boxed-up them up and stashed them away for resurrection and expansion next year.

Carol’s “understanding” began to wear thin as more orange-and-blue train boxes accumulated. Soon, there were other boxes; including the purple and yellow kinds. Later on, there were too many boxes. What began as collecting had become a passion. One year, the holiday layout remained in place until July, a clear violation of the “holiday” rule. “Perhaps,” Carol mused, “it’s become an addiction.” Negotiations for dealing with CANT Syndrome (Compulsive Accumulation of Nifty Trains) began in earnest in 1998, Carol’s goal to contain the now-out-of-control train sprawl.

Preparing for the 2002 and 2003 Holiday Train Open Houses

In Part I, we described the year-by-year transmogrification of the Christmas-time train layout. It grew larger in scope and size year by year. In this article, we’ll describe the latest developments for the 2002 and 2003 holiday layout at Mottler Station and the involvement of family and friends in the design, construction, wiring, and operation.

Our Holiday Train Open Houses have kindled interest in the train hobby and helped recruit the next generation of train-nut wannabees. The cast of characters in 2002 and 2003 included many of Mike’s train hobby friends:

- Al Otten, Repair Shop Foreman
- Frank Douglas, Electronics Wizard
- Mickey Selligman, Chief of Procurement
- Mike Dupslaff, Roadmaster

- Martin Dupslaff, Car Shop Master Mechanic
- The Guys at Radio Shack, Wiring Products Advisors
- George at Lowe’s, Woodcrafting Consultant
- Neighbor kid, Dylan (10), Weekly Progress Monitor (“Is it done yet?”).



All wiring is installed underneath the platforms in harnesses and brought up from underneath to each lock-on or accessory. Four Lionel KWs provide track and accessory power to the platforms, and smaller transformers provide power for lighting. Maximillian “assists” Mike in stringing a bus wire for lighting the structures along the south wall.



The Lionel Transfer Table accepts a GP38-2 locomotive for delivery to the access track leading to the steam clean, wheel grind, and train wash accessory.

Also, many family members:

Carol, Wire Dresser, Open House Chef and Hostess
 Mike's sister, Sue, Open House Food Service Associate
 Mike's daughter, Michelle, Platform Designer, Chief Carpenter
 Mike's daughter, Marcie, Commercial Developer; purchaser of MTH business structures
 Mike's son-in-law, Brad, Industrial Developer; kit-builder of industrial structures
 Carol's son, Dean, Gandy Dancer
 Grd'daughter, Elizabeth (10), Assistant to the Industrial Developer
 Grd'daughter, Chelsea (14), Assistant to the Commercial Developer
 Grd'daughter, Stephenie (14), Assistant to the Chief Conductor
 Mike's step-brother, Richard, Visiting Inspector
 Mike's step-mom, Helen, Transportation Director, O-scale vehicles
 Maximillian Feline, "Helper"
 Molly Feline, Trolley Chaser
 Mike's dad, Harry, Who started it all in 1948.
 And several "virtual staff" of the layout:
 Spirit of Joshua Lionel Cowan, Ethereal Presence and Protectorate
 Thomas the Tank Engine, Uncompensated Spokesperson
 Guido "Magnum" Mafioffa, Chief of Security
 Iwanasee Mie Naminnprint, Media Consultant
 Nevvur Losta Kase, Esq., Attorney
 Count Kashen Chex, Chief Financial Officer
 Arnold Hosta LaVeesta, Terminator for Reckless Model Train De-railers.

Evolution at Mottler Station

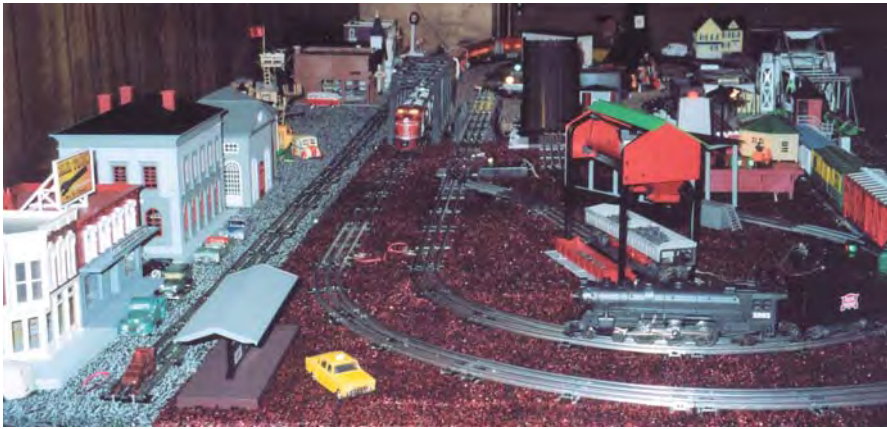
The rollout of the two most recent Holiday Train Open Houses is still fresh in mind. At this writing (in mid-October), two-thirds of the 2002 layout (the wall-mounted hinged platforms) remain in place, but some minor wiring changes are needed. The other one-third of the empire (the two center platforms) is totally redesigned for 2003. One 4x8-foot platform has a Lionel transfer table for diesel parking and service, and its 4x10-foot matching platform has an Atlas O turntable with two roundhouse sections holding six steam locomotives, four outside storage tracks, and two approach tracks. The two platforms are joined as a "T" in the center area of the

garage, so the locomotive storage and service areas dominate the first view of visitors as they enter the room. New features of the 2003 layout include:

- three trolley lines in constant back-and-forth motion
- Lionel's TMCC system for the locomotives equipped with this technology
- activation buttons mounted at the accessible edge of each platform
- more operating accessories
- many commercial buildings, residential structures, and one farmstead.



Many train hobbyists remember receiving Lionel trains as Christmas presents, and that tradition continues at Mottler Station. Santa brought this Lionel FA H-16-44 (repainted in Rock Island decor) to Mike on Christmas day — just in time for running it on the layout during the 2003 Holiday Train Open House.

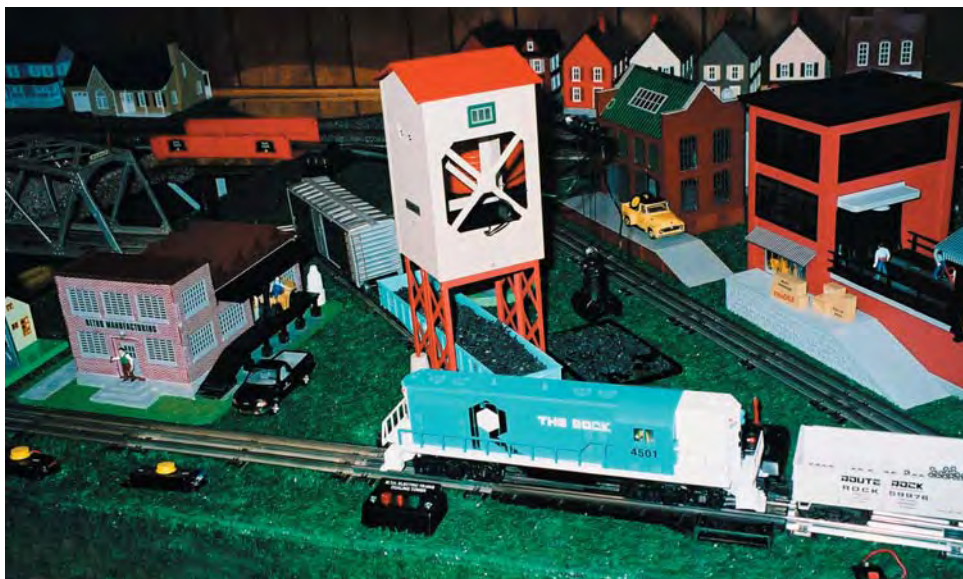


The outer loop on the platform near the Civic Center is a passenger line with Lionel's E6 AA Rock Island Rocket on point with a set of RI passenger cars. The set was Mike's first venture into TMCC.

It's a People Project

From past experience, we learned that the pre-Christmas weekends are consumed by shopping trips and holiday preparations. That's why we scheduled the Holiday Train Open House for the first weekend after Christmas. We sent invitations (including a map) by mail several weeks in advance to family, friends, neighbors, previous attendees, local train hobbyists, LCCA members in the region, and workplace colleagues. Typically, 100 or so folks arrive; often with young kids and/or grandkids in tow and with cameras flashing or camcorders running.

Carol always prepares too much food. However, if migrating train lovers drop by unannounced, she's ready! The dining room, living room, and TV room become the "Train Therapy Center" where Carol and other wives share tactics and strategy for dealing with husbands who still play with trains.



Factory and warehouse workers are actively at work in the industrial district. The Coaling Tower was a "hands on" favorite for kids.

Meanwhile, out in the garage (now a temporary Train Room), Mike and the helpers prepare an operating display of the wonderful world of trains — with smoke, sound, and operating accessories. The Lionel Nuclear Reactor was the hit of the show for the 2002 event. In 2003, the must-do accessory was the MTH Coaling Tower. Kids who learned the art of whistle-blowing received a frame-able Whistle Blower Certificate, and the best

whistle-blower earned a special memento.

Some visitors wanted to talk about train details and took mental notes, as "How does that accessory work — from an insulated third rail?" Some came to enjoy the spectacle,

"Wow, this is terrific!" but they didn't see the under-the-platforms wiring — sometimes described "like an explosion



Mike's daughter Marcie and her assistants, granddaughters Chelsea and Elizabeth Cole, place 1950s-era cars on the streets and put people in their places at the MTH Greyhound Bus Depot.

in a spaghetti factory." Others offered suggestions for improvement next year, with "Add a waterfront scene" and "How about a mountain with tunnels?"

One visitor asked a question that sparked lively discussion, "Which do you like better, Lionel or MTH?" That question required not just a moderator for continuity, but a peace-keeper for control. Harry Mottler, sensing all this lively activity from his perspective at the End of Line, must be pleased. Let it ever be so. 🚂

*Photographs by
Mike Mottler*

Extending Your Vacation

by Bob Carter
RM 6620



Part 2 – The Grand Canyon Railway

After riding the Cumbres & Toltec Scenic Railroad in Chama, NM, we continued on our trip to Las Vegas and stopped in Williams, AZ. Before we took the Grand Canyon Railway to the south rim of the canyon, we had the opportunity to enjoy the last city on Route 66 that was bypassed by the Interstate Highway system.



Williams is enjoying and capitalizing on the Route 66 memorabilia craze, from Cruisers — a family dining restaurant with a large outside patio as well as a 50's décor inside dining room, to an old filling station that is now a 50's museum and souvenir shop. During the weekend we were there, a Harley-Davidson rally was in town with about 500 bikers. Would you believe I've found another group that's as fanatic as train collectors/operators? We dress better though!

We arrived on Friday afternoon and went to the historic Williams Depot to see what we would be riding behind. The depot was built in 1908 and is listed on the National Register of Historic Places. The train that pulled in was an oil fired Mikado type engine formally with the CB&Q. Meeting the arriving train was a small brass ensemble from the local high school, dressed in Union uniforms. They played, sold CD's, and welcomed home the train travelers. It was a neat touch to



see the local youth and their band director involved in the major tourist business of their town.

When we arrived at the depot on the morning we were riding the train we found a Wild West shoot out, between Marshal John B. Goodmoore and the Cataract Creek Gang, was being held for our enjoyment. Following the "gun play", the train pulled in, but was being pulled by #6793, an FPA-4 Alco. The Alco was built in 1959 and served most of its life





on the Canadian National Railroad. The GCR has three operating “A” units and two operating “B” units from the same series, which makes them pretty special among train fans. That morning was also when we discovered that during the summer, the steamer only runs during the week and the diesel runs on weekends. There are several classes of service you may choose from and the price varies with each. From coach class to the luxury parlor class and everything in between, it’s all a matter of degrees of comfort and service. Since I knew Vegas lay ahead we took the cheapest way out. Anyway, once you get in the coach, it really doesn’t matter; it’s still a 2-1/4 hour ride to the south rim, with the varied Arizona landscape passing by.

When we arrived at the south rim and the historic Grand Canyon Depot, built in 1910, we had a little over three hours to see the canyon sights. Well, three hours sounds like a long time, after all that’s the time it takes to drive from Dallas to




Shreveport or to Oklahoma City, or what it took us to drive from Williams to Las Vegas, but when the reality of the size and scope of this magnificent natural wonder sets in, three hours is just not enough time. The three hours passed all too quickly.

On the return trip to Williams, the train was held up by a gang of vicious and surly desperados who looked a lot like the Cataract Creek Gang, slain earlier in the day. Lucky for us though, the local marshal was hot on their trail and no one got injured. It was all in fun and just a touch of the old west for the train passengers.



All in all, the Grand Canyon Railroad provided an easy and convenient way to get from Williams to one of, if not THE most spectacular natural wonders in the world. If your plans take you to northern Arizona and the Grand Canyon and you would like more information on the GCRR, check them out on the web at www.thetrain.com. I think you’ll find the trip enjoyable.

In the next issue we’ll take a ride behind a shay on the Georgetown Loop. 

*Photographs by
Bob Carter*

Lionel News & Views

by Bill Schmeelk
RM 6643



Lionel and Lexus

Well the holidays are over and winter is upon us. Hope everyone had a great holiday season. Did you happen to see the Lexus commercial which aired quite often just before the holidays? It featured a family in their home having just opened their presents. There was a happy mom and dad watching their son. There on the floor was a stack of orange boxes you'd recognize in an instant. As the camera panned, we see the young lad operating his new Lionel train set. The set showed a coal dump car like none other that I've seen before. Now coal is something you usually don't want to find under the Christmas tree. When the boy dumped the load, amongst the coal was a car key. This key just happened to fit the new Lexus in the driveway. Well, just like in the fairy tales, Mom, Dad and their young son were all smiles and we can assume they lived happily ever after — Mom and Dad with their luxury car and the boy with his Lionel train set. For a car commercial, I was surprised at how much time the Lionel train set got. After seeing the commercial I ran off to my local train store, but was unable to find any sets with a similar coal dump car and load. You might check your local train store, but I offer this bit of advice. Have a second choice to spend your money on.

Lionel Postwar Screen Saver

Here's something I found quite interesting for all of you with a computer. Tandem Associates is offering a post war screen saver. Like many of you I'm sure, I become quite nostalgic when I leaf through a postwar catalog. Lionel's postwar catalog art illustrated our youthful dreams. This screen saver features 22 postwar Lionel scenes. Charles Wilbur is the man who put this together and he has done an excellent job of removing the logos and text that covered some of the artwork in the original illustrations. This often involved digitally redrawing parts of the artwork. He has however been very faithful to the original and maintained the look we remember so fondly. All printing errors have been removed and each of the images look flawless. The screen saver is labeled Volume 1 and more in this series are promised. To order one, or to read more details of just how these scenes were enhanced and why it took years to accomplish, check the website at www.tandem-associates.com. The price is \$19.95 plus \$2.50 S&H. You can download an order form at the website or send your order to Tandem Associates LLC, PO Box 245, Whitmire, SC 29178-0245. Be sure to mention that you saw it in *The Lion Roars*.

Lionelville in The Twilight Zone

Each year during the holiday season there are certain seasonal favorites I enjoy watching. One of them is an episode of *The Twilight Zone* called *Night of the Meek*. The 30-minute show was originally broadcast on December 23, 1960. The story features a drunken toy store Santa played by Art Carney, who suddenly finds that from the bag he holds, he can produce any present desired by those he meets. At the beginning of the show, there is a scene in the department store featuring an operating Super O Layout with a Culvert Loader and an interesting variation on the Fork Lift Platform. The forklift has been replaced by a rubber man who simply moves back and forth. The story ends happily and if you haven't seen this show it's worth a peek. If you're into DVD's this show appears on volume 1 of the *Twilight Zone* series.

I mention this story because I have always wanted to write a *Twilight Zone* type story about a train collector. I've been toying with this for years, but never followed through. So, rather than waiting till I get a perfect version written, I thought I'd share the story line with you.

The year is 2004 and the story opens with a frustrated collector, we'll call him Mark, looking through the latest Lionel catalog that he's just received in the mail. As he reads it and ticks off the items he'd like, he becomes quite frustrated with what it would cost him to get all of the items he likes. "This stuff is just too expensive," he says. That weekend, as he's leaving a local train meet and everybody is packing up, he notices an old issue of *Model Railroader* that was left on a table. The table holder has gone and obviously wasn't interested in taking it home, so Mark picks it up.

After arriving home from a tiring day of walking the aisles at the meet, frustrated with the high prices, he relaxes in his comfortable easy chair. Later that evening he's meeting with an elderly friend, Doc Phillips who is retired but once worked as a science engineer for company manufacturing scientific equipment. He too is interested in Lionel trains and has an operating layout. But that's a few hours away so Mark glances through the 1958 issue of *Model Railroader* he found at the meet. There he sees an ad from Madison Hardware, with prices that seem unbelievably low. A gang car for \$7.50, the Lady Lionel for only \$49.95 — mint and brand new! He reads further — the Virginian Rectifier only \$35.00 and WOW the 746 Norfolk and Western Steamer for a ridiculous \$49.95. Wouldn't it be wonderful, Mark daydreams, to be able to go back in time and buy all this stuff at the 1958 prices? Think of the collection I could have.

Suddenly Mark awakes from his daydream with a start. It's time to head off to see Doc Phillips. When he arrives he shows Doc the new Lionel catalog. He also shows him the old issue of *Model Railroader*. "Doc, if only I could go back in time — just think of the collection I could buy with a couple thousand dollars." Doc laughs at him and says, "Maybe I can

help you out.” Doc explains that he’s been experimenting for years with a time machine. “I can’t test it on myself; I need to find someone else to use it so that I can evaluate its operation. After all, a scientist never experiments on himself.” Mark jumps at the chance and asks, “When can we give it try?” Doc answers, “I have to make a few adjustments and we’ll be ready to give it a whirl — how about an hour from now?” “I’ll see you then,” Mark replies as he rushes out the door.

Mark heads for his bank and withdraws a stack of 20’s, changes his clothes and heads back to the Doc’s lab. The Doc shows him the time machine. “You wear it like a large belt,” says the Doc. The belt reminds Mark of something Batman might be wearing, but who cares what it looks like. He anxiously straps it on. The large buckle has a couple buttons and a dial to set the date. “What year do you want to go back to?” asks the Doc. “1958,” replies Mark. The Doc makes the necessary adjustments and instructs Mark, “Press the red start button and you’re off.” Before pressing it, Mark asks, “How do I get back?”

“All you have to do is turn off the machine and you’ll be back in the present.”

“How do I turn it off?”

“Just press the start button to shut it down — it runs on Windows. That’s all you need to know”

“Well,” says Mark, “here goes!” and with that he presses the button. Suddenly everything gets foggy and Mark feels a dizzy spell like nothing he’s ever experienced — almost like he’s whirling around. Just as he feels about to lose his balance, the whirling stops and everything becomes clear again. He knows where he is, it’s Manhattan, on 23rd street — only a block from Madison Hardware. But did it work? Is this 1958? He suddenly realizes all the cars are old, but yet they’re new. He races to the store and walks in. He heads for the rear of the store and sees a man who looks to be about 50 years old. Yes, of course, he recognizes a much younger Lou Shur. IT WORKED! The Doc’s machine has done the trick. “This is a dream come true,” says Mark. Lou takes it as a complement and comments with a chuckle,

“That’s a nice belt you got there, ha ha.”

“I’m here to do some serious buying,” explains Mark. “Have you got the Gang Car?”

“Sure,” says Lou.

“I’ll take a dozen”

“A Dozen? Why so many?”

“I’m building a layout like you’ve never seen. How about the Lady Lionel set?”

“I can give you something even better — we’ve painted those ugly pink engines black and they look so much better now.” Replies Lou.

“Oh, no thanks, how about the Norfolk and Western loco at \$49.95? I’ll take a dozen of those too.”

“I only have seven in stock.”

“Fine, I’ll take ‘em.”

About an hour later, Mark has amassed quite a large stack of trains and asks,

“Well what’s the total?”

Lou figures it all up and the total comes to \$1876.00 and says, “It’ll take Joe a day just to oil these all up for you.”

“No Lou, please don’t bother with that, I’m in kind of a rush. Here’s the cash.” Mark hands Lou the stack of 20’s. Lou takes one look at the bills and says,

“Is this a joke or something? We don’t take play money here — these bills have a date of 1999 on them and whoever saw Jackson’s picture so large? This is a joke right?”

Suddenly Mark turns white as he realizes that 2004 money is no good in 1958. He thinks quickly and tells Lou he’ll be right back with the money. He dashes out the door and runs down the street till finally he finds a jeweler. The sign outside says We Buy Gold and Silver. He charges into the store, takes off his gold wedding ring, a gold pinky ring, a pair of gold cufflinks and his gold watch. He hands them to the jeweler and asks,

“Can I get cash for this?”

“Sure,” says the jeweler. “We pay \$35.00 an ounce less a 5% handling fee. You won’t find a better price anywhere in the city.”

Again Mark is panic struck. He realizes that the price of gold wasn’t allowed to float until well into the Nixon administration. He quickly grabs his jewelry and runs out of the store. What can he do? He walks down the street and finally notices a sign in a window — Help Wanted. “That’s it,” he says, “I’ll get a job and just work a long enough to pay for the trains.” He enters the store and inquires about the job and the pay.


“It’s a good job,” replies the owner, “Well above minimum wage. It pays \$1.75 an hour.”

“\$1.75 an hour,” thinks Mark, “by the time I buy food and pay rent I’ll have to work over a week just to buy one Norfolk and Western!”

Mark slowly wanders out of the store. Suddenly things in 1958 don’t look as rosy as they seemed looking back from 2004. It’s even a little scary. “This stuff is actually more expensive in 1958,” realizes Mark.

He wanders around contemplating his experience. As he looks down, his eyes catch sight of the start button on the time machine belt. He presses it. Again things get foggy and

he feels the strange dizziness he felt before. It intensifies and then suddenly there's a ringing sound. It stops and then starts again. Again it stops and again it starts. Suddenly with jump, Mark sits up and finds himself at home in his recliner, the issue of *Model Railroader* on his lap. But where's the time belt? Suddenly the ringing starts again. Of course — it's the phone. "Has this all been a dream?" Mark wonders. He answers the telephone and its Doc. We hear Mark saying, "Oh hi Doc, I didn't realize what time it was, I've been busy thinking. By the way, I've got the new Lionel catalog. I'll bring it right over — there are some great buys in it."

And now in a voice somewhat reminiscent of Rod Serling, all persons who wish to visit the past are hereby warned. We can look back to the past but do we really see the whole picture. Look back to the past through fond memories, we cannot relive it — except of course in the Twilight Zone. 

Where's the Lion?

In addition to the photos in The Mane Line Article, our friend and mascot, the Lionel Lion is hiding somewhere in this issue. If you can't find him, we'll give you the answer in the April issue. Happy lion hunting.

In the December issue the Lion was peeking around the Christmas tree on page 10.

New Area Code? New Zip Code? New Email Address?

You can do this online at 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

Upcoming Train Meets



Lexington, KY Meet Friday, & Saturday, March 5 & 6, 2004 Lexington, KY

Could this be the first train meet of Spring? Join co-hosts Harry Overtom, Larry Black, Bill Crace, and Winfred Adkins on Friday, March 5th & Saturday, March 6, 2004 at the Continental Inn in Lexington. The Inn is located at US 60 and New Circle Road (1.8 miles west on US 60 from I-75 Exit 110.).

Setup and Early Bird Trading starts on Friday, 6:00 - 9:00 p.m. and is open to LCCA members only. Saturday members-only trading runs from 8:00 - 10:00 a.m., with public trading from 10:00 a.m. to 3:00 p.m. LCCA members and family are free; Guests are \$4.00, with children under 12, free with an adult. Tables are \$15.00 each for members and \$22 each for non-members.

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

LCCA Members FREE
Adult Guest: \$4.00
Children under 12 FREE with an adult

LCCA Chattanooga Area Train Show Saturday, July 3, 2004 At the Catoosa Colonnade Old Mill Road Ringgold, Georgia

Take I-75, exit 350 (5 miles south of the Tennessee line), west on Georgia Highway 2, Battlefield Parkway, go 1.6 miles, right on Old Mill Road to the Catoosa Colonnade. Dealer set-up and registration: 8 a.m. to 10 a.m. with LCCA member trading from 10 a.m. to 11 a.m.. The public and guest welcome from 11 a.m. to 1:30 p.m. (show closing). Host; Bill Stitt with co-host: George Baltz and Ron Herman.

LCCA Members FREE
Adult Guest: \$6.00
Children under 18 FREE

At Trackside

LCCA Members in Action



Naperville Meet

Our 9th annual LCCA Christmas meet on December 6th in Naperville, Illinois was a big success. The meet was attended by over 500 people, with at least 350 of them children. Among those attending was our LCCA president Eric Fogg and his wife. Of those attending, 97 were regular LCCA members and there were over 60 tables full of trains for sale. A major hit of the meet was a portable layout provided by the Midwest Hi-Railers. The layout was enjoyed by all the kids as well as their parents. Santa Claus also attended and gave every child a mini Lionel catalog. Although the catalogs were given to the children, some of them had to fight their parents for a first look. As you can see from the photos, everyone was wearing a smile and a good time was had by all. Be sure to watch the LCCA publications for next year's tenth anniversary meet in December. 🚂



Photographs by Len Hopkins




A Lionel Puzzlement



by Gene H. Russell, Ed. D
RM 24608

Come, all you Rounders, I want you to hear The story told of a brave engineer...

The Legend of Casey Jones has long been part of the American imagination while The Ballad of Casey Jones is probably the world's best known and beloved railroad song. Unlike John Henry and other legendary figures invented to exemplify the American spirit, Casey Jones was a living, breathing, ordinary man "whose love for the rails grew to legendary proportions."

Material for this quiz was taken from Casey Jones: Epic of the American Railroad, written in 1939 by Fred J. Lee, Jones' only authorized biographer. Enjoy. 

- Casey Jones was born on March 14, 1863, in "a backwoods region" of southeastern Missouri. Thirteen years later the family would relocate near which village?**
 - Cayce, Illinois
 - Cayce, Kentucky
 - Cayce, Mississippi
 - Cayce, Tennessee
- Frank and Ann Nolen Jones were the parents of four sons (in time, all became railroad engineers) and one daughter. Which of their boys would become known as "Casey" Jones?**
 - Eugene Jones
 - Frank Jones
 - Luther Jones
 - Phillip Jones
- In his youth, Casey was a noted player for the Cayce Dreadnaughts. The sport was:**
 - Baseball
 - Basketball
 - Football
 - Lacrosse
- Casey Jones' first railroad job was as a(n):**
 - Brakeman
 - Call-boy
 - Engine wiper
 - Telegraph operator
- Casey's last promotion was to engineer on the:**
 - Cannonball Express
 - Chicago Mercury
 - Continental
 - Panama Limited
- At the time of Casey's tragic death, he was an employee of the:**
 - Great Southern
 - Gulf, Mobile & Northern
 - Illinois Central
 - Mobile & Ohio

Answers to December's puzzle

- | | | | | |
|------|------|------|-------|-------|
| 1. I | 4. J | 7. D | 10. O | 13. M |
| 2. H | 5. B | 8. L | 11. F | 14. K |
| 3. C | 6. A | 9. E | 12. N | 15. G |

- The consist of Casey's final run was:**
 - Coaches and sleepers
 - Fast baggage and mail
 - Fast freight
 - Mixed baggage, mail, coaches and sleepers
- The fireman on Casey's last run was"**
 - Sam T. Webb
 - Sim T. Webb
 - Tim S. Webb
 - Tom S. Webb
- The accident that claimed Casey's life occurred in:**
 - 1890
 - 1895
 - 1900
 - 1905
- When they located Casey's body in the wreckage of engine 638, they found one hand on the air-brake lever, the other on the whistle chord, and a bolt through his neck. The site of the accident was:**
 - Canton, Mississippi
 - Durant, Mississippi
 - Vaughan, Mississippi
 - Water Valley, Mississippi
- From the provided options, select the three that were not factors in Casey's fatal accident:**
 - Caboose and freight cars stalled on the main line
 - Didn't hear warning torpedo
 - Didn't see warning signal from flagman
 - Engine and tender stalled on the main line
 - Excessive speed
 - Roadbed washed out
 - Switch in wrong position
- The number of casualties in the accident was:**
 - 1
 - 9
 - 17
 - 25
- In the "official" investigation that followed the accident, Engineer Jones was:**
 - Absolved from causing the collision
 - Found solely responsible for the collision
- The Casey Jones Home, Museum, and his final resting place are in:**
 - Canton, Mississippi
 - Vaughan, Mississippi
 - Jackson, Tennessee
 - Memphis, Tennessee

Illustration for this puzzle is the "Honoring Railroad Engineers of America" postage stamp issued by the USPS in 1950

Answers will be published in the next issue

Train Talk

by Bill Bracy
CEO, Lionel LLC



New for 2004

The last few months have flown by at Lionel and it is almost hard to believe that 2003 has come to a close. But we have much to look forward to in 2004 including a brand new catalog due out in January.


But before we say good-bye to 2003 we wanted to share with you two new products that we have been hard at work on.

Constructed of die-cast metal, the full-featured S-1 marks the fourth and final Lionel special introduction for this year. Never made before in O gauge, this all-new Lionel New York Central S-1 reinvents a Lionel icon dating back to 1910, when Lionel introduced its Standard Gauge S-1 electric locomotive in Standard Gauge tinplate into the product line. The S-1

remained a constant part of the line for many years, eventually being integrated into one of the most famous of the Lionel logos, gracing catalogs and packages for years. This beauty stretches an impressive 11-3/4 inches and has a suggested retail price of \$499.99.

If you remember we were very excited to announce and ship our all-new scale F3's last fall. The F3 has such a revered place in Lionel history and we were very pleased at the overwhelming response to our next generation model. The Santa Fe and New York Central models were instant sell-outs, and our new 2003 offerings — Alaska, Western Pacific, and Baltimore & Ohio — have also been well-received.

A funny thing happened during the course of the summer and late fall as we made our way around the country to all the various conventions and shows. An overwhelming number of you asked us to bring back the Santa Fe F3. You were definitely persuasive! You'll be happy to know that your persistence paid off. We recently announced a second offering of the new Santa Fe F3 A-A along with a powered and non-powered B unit, all with a new road number (18). Early reports are that these are selling fast, so if you missed out on the first ones, be sure not to miss these.

From all of us at Lionel we wish you a happy and safe new year! 



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MORE SPEED,
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Take any grade the Santa Fe takes over the Rockies . . . *and more!* Lionel gives you track-gripping power far exceeding anything you've ever seen in model trains . . . a permanent magnetic grip exerted through truck and wheels of the locomotive. It's *Magne-Traction!* Take curves twice as fast . . . pull twice as many cars . . . stop on a dime!

It's the latest engineering advance in the trains that have been World's Finest for over 50 years. See what's new in the great 1953 Lionel Line . . . new, larger, scale-modeled freight cars . . . new "O" Gauge Streamliners . . . exciting new accessories. Get your new Catalog . . . stop in at your Lionel Dealer's.



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 I enclose 50¢ for Big 3 Coupon Offer Above.
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