

Volume 33, No. 4 April, 2004

The **Lion Roars**



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

After the Magic Show, David Plays with Trains



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 \$ _____
 Total: \$ _____

My check is enclosed
 Charge my credit card # _____

Signature: _____ Visa MC Disc Exp: _____
By my signature, I authorize LCCA to charge my account for the amount indicated. Your credit card account will be billed when your order is received.

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
 David Seebach, magician, showman,
 and the star performer at the upcoming
 LCCA 2004 Convention Banquet.
ON THE FRONT COVER
 Cartoon by Jim Scancarelli

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LaSalle, IL 61301-0479

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

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The Lion Roars (USPS 0011-994) and (ISSN No. 1079-0993) is published bi-monthly except August by the Lionel® Collectors Club of America, 1622 Fourth St., Peru, IL 61354-3527. Subscription rate of \$15.00 per year is paid through membership dues. Periodical postage paid at Peru, IL 61354-9998 and additional mailing offices. **POSTMASTER:** Send address changes to *The Lion Roars*, 1622 Fourth St. Peru, IL 61354-3527. The LCCA is an Illinois not-for-profit corporation. Lionel® is a registered trademark and is used with the permission of Lionel L.L.C. Copies of Lionel® copyrighted materials have been used in this publication with the permission of Lionel L.L.C.

**LCCA Web Site: www.lionelcollectors.org
 People to Contact:**

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

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The President's Report

by Eric Fogg
RM 12768



Your Two-Step Convention Plan...

Step #1: Go to the Convention supplement in this issue and register (either through the mail or over the web site) for your trip to Milwaukee. It's going to be a good one!

Step #2: Call, write or e-mail Bob Carter (see story on page 7) and tell him when you're available to **volunteer** during convention week.

Remember, this is an all-volunteer Club, so the hour or two you "work" in Milwaukee is not only fun, but a BIG help to the LCCA!

Only in Milwaukee...

Roger Carp, one of the most prolific writers in all train-dom, has volunteered to be part of our Saturday afternoon in Milwaukee. A Senior Editor at *Classic Toy Trains*, Roger will do a 45-minute seminar entitled "**The Art of Lionel Trains**" which is also the title of his recent book. Sign up for this one at the Convention registration desk in Milwaukee.

Tip Of The Month For July...

This year's on-sight car (the one offered only at the Convention) is going to be big and orange and special. And you'll be able to pick up an equally special matched second car for a two-car set.

General Set Update

Here's what we know so far:

- We placed our order with Lionel shortly after the December 15 deadline.
- Lionel will produce slightly more than 1,000 sets for us and everything, down to the special box, will be exclusive to the LCCA only.
- We did not order extra sets for future sales, so your set will be a "keeper."
- The Club has no control over production timing, transportation, or customs processing.
- At present, we have been told to expect an August 31 delivery date, but even that is subject to change.

As we learn more, we'll keep you informed.

The Money...

While we're talking about cars, train sets, and Conventions please remember that we'll cash your check or debit your credit

card when we process your order. Working without an office staff means we can't do all the whistles and bells, much less wait to bill you. It's also why we can offer you such great prices on these limited-edition items — we have next to no overhead.

We Do What We Can...

One of the real benefits of this Club is our ability to provide members with special cars, train sets, and other items. We work close to the bone on prices and really press suppliers. Yet, once we place our order, there's little more we can do. Most things come from China these days, so shipping and customs delays can and do happen.

If it seems like we hesitate to give you specific arrival dates for items, it's because we don't know much more than you do. We'll try to keep you informed, so please work with us.

Some Help From Our Friends...

This straight from CTT's Trains.com March e-newsletter; *Just a week later on July 20-25 is the Lionel Collectors Club of America convention in Classic Toy Trains' hometown of Milwaukee. Included among the convention tours are trips to Classic Toy Trains' offices in suburban Waukesha, Wis., and tours of the home layouts of CTT founding editor Dick Christianson, CTT editor Neil Besouglouff, former CTT columnist Kent Johnson, and others. This is your chance to speak at length with our magazine staff members and discover where they work and play. More information can be found about the LCCA and the convention at lionelcollectors.org.*

Some Things You've Told Me Over the Phone...

Back in December I told you I was talking with members over the phone. This from Bob S. of York, PA is just one of the things I was told: "When you die, whoever has the most friends — not the most toys — wins! And that's what this hobby is all about. It's about the people!"

Stay tuned for more feedback from members. We'll both learn a lot. 

Termination of Membership Badge Program

Due to negligible orders over the past three years, LCCA will be terminating its Membership Badge/Bar Program effective August 1, 2004.

Anyone wishing to order a badge or any convention bars must mail their order to the Business

The Tinplate Cannonball

by Ken Morgan
RM 12231



Small Streamliners: Electric and Clockwork

Welcome to the 31st run of The Tinplate Cannonball. Before I start, here's this month's trivia question as usual — Do you know who Hank Ketcham is? If not, there's a hint in the article before the answer at the end. Now on to the trains. Before I get off the topic of Lionel's streamliners, I'd like to

bigger alternatives and should you desire to lengthen the train, you don't need to be concerned with locating extra vestibules. Just find a lonesome coach. It comes with a vestibule already attached. As noted in an earlier installment of The Tinplate Cannonball, these trains aren't really articulated. That's OK though, since the closest thing I can find for a prototype is the GM&N (Gulf Mobile and Northern) train, The Rebel. I'm not sure about the tail, but the nose shows a clear resemblance to the 12 inches to the foot version. That sort of frown coming over the brow is right on. Check **photo 1**. The real one was red and white, so red and silver isn't too far off — and it was unarticulated. So if you will accept Lionel's attempt at articulation to rather represent the vestibules between cars which real high end passenger trains used, well, you've got The Rebel. It is just a tad short since the normal consist is just one 1700E power car, one or two 1701 coaches, and one 1702 observation car. It is still an eye catcher with skirts hiding the



look a bit more closely at the low end sets I have thus far only touched upon briefly. These are the 1700E and the 1673/4/5 cars.

One of the easiest ways to get into the streamlined decade a la Lionel is to look for a 1700E — preferably in red and silver (aluminum). Sticker shock on this one is less than the

wheel sets and flowing lines. See **photo 2**. And as I noted, if you check the price guide, you'll see an immediate attraction for the common versions contrasted to their larger brethren. Everything in this range was offered over just three years from 1935 to 1937, but they must have been great sellers, because you often see them in the "for sale" listings.



Speaking of price, while you sometimes get what you pay for, there are times when it's worth a small risk. My 1700E was purchased quite a few years ago, but at \$45, it was a nice buy even then. Why was it priced so low? Do any of you remember Dennis the Menace (besides Dennis Clad, that is)? He used to lubricate his wagon's wheels with peanut butter. Not necessarily something I'd recommend, but apparently he had a friend who tried something similar on my 1700. The wheels looked like they had been lubricated with grape jelly. At least the nearly solidly congealed gunk between the top of the trucks and the bottom of each car was stiff and purple. And nothing moved very smoothly. Hence the price and my willingness to purchase on the assumption that I could remove the gunk without significantly damaging the train set. Heck,



even if some paint came with it, it would be unseen on the bottom. This is one time I won. Yes, it sacrificed some paint, but it now runs as smooth as a top. That's the bottom of my observation car in **photo 3**, and as you can see that there wasn't much paint loss.

This set comes in several versions: aluminum painted, chrome plated, with or without fluted sides, and all of the above with red trim. That is, the nose and tail and the base are red, although the first catalogued sets were all aluminum except the bases. Three and four unit versions of most color combinations were available. All of these are available with the motor I described in the previous installment. There is also a set in UP yellow and brown, and a set in Hiawatha orange and gray. Unless you have lots of spare cash, stick with the red ones! By the way, if you see the 1936 catalogued set offered as entire railroad, expect to have a wallet hemorrhage. While the three unit train is inexpensive (it's the one that is nearly all aluminum, with only red skirts), the Number 1066E Distant Control Railroad came with eight

pieces of O-27 curved and two straight tracks, what looks like a 1027 or 1028 station with the transformer, a curved tunnel, and, drum-roll, please, a 913 Illuminated Bungalow Landscape. There's your sticker shock!

Like their larger brethren, Lionel offered these cars with a steam loco in several special sets. While the 752 and 617 cars were articulated and therefore required that Lionel design a special head end to close off the open end of the coach body, and to mount a truck and a coupler, the 1700 set was easy. Lionel used an observation car, numbered it 1703, and put a coupler on it. Voila — a head end car to mate with the tender. This reminds me of the old Reading Crusader, with an observation car at each end — but I digress. The sets came with either a black 1668E 2-6-2 Torpedo, or a black 289E or 1689E Commodore Vanderbilt and a varying number of coaches. So whether the junior engineer was a Pennsy or Central fan, he was ready to roll. They were also found with the very common 259E in black. In all cases, the un-detailed, no whistle 1689T tender would be correct.

Then there is the clockwork (wind-up) version. The colors are Hiawatha orange and chrome and it came in either a three or four unit train. The three unit sets were numbered 1816 power car, 1817 coach, and 1818 observation car. The four unit set had two 1817s. The 3-unit set dates from 1935, but might not have actually been produced. The four unit sets were offered in 1936-37. Of course, it is easy to make an after-market three unit set by deleting a coach, but don't think it's any more rare! Like many other originally low priced train sets, these were either not great sellers, or were not kept after the owners graduated to electric trains. Hence they are harder to find and more expensive. Besides, you have to keep winding them up. So unless there is a power failure, I tend to favor the electric versions for operations on my BCC&PRR.

Speaking of winding things up, let's get on to the last of Lionel's streamliners. These three cars, 1673 head end coach, 1674 center coach, and 1675 observation car, actually ran only with a clockwork loco in the catalog. See **photo 4**. Lionel didn't make many of them — as opposed to the competition. Ives, American Flyer, and Marx had extensive lines of clockwork trains in O gauge, as did most of the European manufacturers. Lionel did make a few, and this one is especially interesting. Rather than a cheap lithographed loco, they used a





5



6

die cast streamlined loco. Conveniently enough, it was one that they happened to have on hand. The 1588 is the same casting as the O-27 torpedo, the 1668/1688 shell, but had only 4 drive wheels and a single rod. Although based on the listed

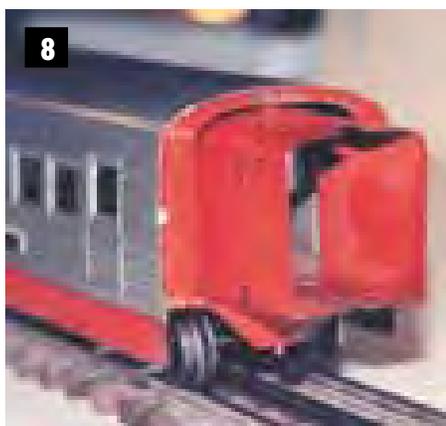
price, there doesn't appear to be a great market demand for it, finding it can be a bear. On the other hand, 1688's, which are 2-4-2s, are common, and also rather inexpensive. And they don't have to be wound up every 150 feet or so. So if you want to run these cars, you can do as I do on the BCC&PRR: use a 1688E in black. After all, it's your pike, so it's your rulebook.

Photo 5 shows the whole set my way. If you want to convert your 1688 to look more like the 1588, just open the two horseshoe washers shown in **photo 6** and you can drop the lead and trailing trucks. One other nice thing, you don't have to worry about variations here. There is one color only, dark red, and as far as any documentation I have seen, they came only as three car sets.

One more trivia note here. Most Lionel streamliners have their flutes made by indenting them. On these cars, the flutes are embossed outward. Don't ask why, I just observe and report this stuff!



7



8



9



10



In order to stay with precedent, Lionel did offer these cars with other steamers in uncatalogued sets. Since the cars were already made up to couple with a steamer, no further modifications were needed. **Photo 7** shows the front end of both the 1673 and 1674. So you can see both how the connection to the tender was handled, and how inexpensive the construction was. Locos used were the 289E Vanderbilt or the 1688E Torpedo, black, with the 1689T. So there's the true precedent for by BCC&PRR operations!



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

Finally, so you don't have to refer back to previous editions, I'm including **photos 8-10** showing how the 1700 cars couple and the obs tail. If you can envision a coupler sticking out right about where the bead is (the little "bump" line near the bottom), that's how Lionel coupled the cars to the steam locos. And **photos 11-13** show the same things for the 1773 cars, including the quasi-Beavertail obs.

And for the trivia answer, the hint was Dennis the Menace. Hank Ketcham was the originator of, father of, and for many years the cartoonist who drew Dennis. Also his, was a Navy character used by the service as a recruitment and informational character who went by the name Half Hitch.

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

Photographs by Ken Morgan

How 'bout it? Want to Help?

by Bob Carter, RM 6620

What does LCCA mean to you? A great family train club? An opportunity to amass a fantastic collection of toy trains? The ability to attend an outstanding annual convention where you can meet and socialize with friends you only see once a year? Yes. Yes. and Yes! Well, in July, you have the opportunity to come to Milwaukee and enjoy the LCCA Convention. But



this time I ask you, with apologies to JFK, "Ask not what the LCCA has done for you, but what can you do for the LCCA?"

The answer is to step up to the bar and volunteer to help. There are a number of opportunities just waiting for you. I know some of you like to visit with old friends and talk grandkids, or vacations, or maybe even trains. Heck, I bet some of you want to ask Bill Bracy when Lionel is going to make that obscure engine you saw as a kid and you've always wanted. There is no better place than while you are manning the sales table, helping your fellow members get that memorable piece of rolling stock, video or even that T-shirt that may never be worn after we leave Milwaukee. Everyone stops by the sales table to either buy and or visit, so where better to be for a few of hours this July?



You don't like sales? Feel it's too pushy? You want something a little less hectic, with no money responsibilities? Well, I think we have just what you've been looking for. How about manning the entrance to the trading hall for a couple of hours, or assisting on a bus tour, or perhaps helping set up for the banquet, or if a little money doesn't scare you...handling raffle sales for a while.



As you can see, none of these are a full time job, but all are important. The more of you that get involved, then we have the opportunity for others to enjoy the convention too. Since all the jobs are handled by volunteers, I'm sure some of them would like to take a tour or two, see Milwaukee or just lay back and rest for a couple of hours. So, what about it, are you ready to step in and lend a hand? If so, please contact me and let me know how you'd like to help. I've done this for the last four years and believe me; I've had a BALL!! The folks I've met and my involvement, along with my wife's, have truly made the convention not just a place to go, but also an event to look forward to with anticipation and excitement.

I can be reached by phone: 972-424-0678, by mail: 2205 Westridge Plano, TX 75075-8314 or by email: bcck1@comcast.net. I look forward to hearing from you. 🚂

Photographs by Ed Richter

Extending Your Vacation

by Bob Carter
RM 6620



Part 3 – The Georgetown Loop Railroad

Leaving Las Vegas and the convention we headed northeast, toward Denver. One of the area train rides that looked interesting ran between the Colorado cities of Georgetown and Silver Plume, and thanks to the Colorado Historical Society, the Georgetown Loop Railroad still exists today. This historically rich narrow gauge railroad remains as part of a line that ran between Denver, Golden, Georgetown, Silver Plume and Leadville. The year was 1877, and these two narrow ribbons of rail were laid to take the silver rich ore out of the area over the Colorado & Southern line.



The most spectacular and visual approach was to build a high bridge at Devils Gate, which is at the valley's narrowest point, and where the track loops over itself in a helix spiral to

The 6.5 miles, 70 minute round trip that is today's Georgetown Loop is one of magnificent scenery and an engineering masterpiece. Between Georgetown and Silver Plume the line rises 638 feet in less than 2 miles. The average grade was over 6 percent, and the canyon walls were too steep for switchbacks, but Union Pacific engineer Jacob Blickensderfer suggested a simple solution. By using a system of curves and bridges, the grade was reduced to about 3 percent in most places.



gain an additional 75 feet in elevation. Fear not though, today's bridge was rebuilt to be historically accurate and opened in 1984. So, it's an old looking bridge, built with today's materials and technology, which still rises 95 feet above Clear Creek.

If you begin your ride from Silver Plume, you can take a side trip and stop at an old silver mine. The Lebanon Silver Mine was begun in 1871 and by 1877 had an 800-foot tunnel and was very profitable. It continued to be a profitable mine into 1886 with the tunnel reaching 1,200 feet. By the end of the decade though, the silver price had fallen to the point that the mine went silent. Today, part of the main tunnel is open,



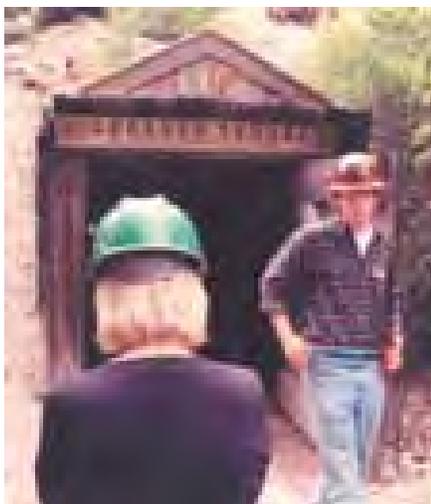
pulled train and continue on to the High Bridge, that makes up the Georgetown Loop and finally into the Devils Gate depot, stopping long enough to let off the passengers that boarded there, before beginning the trip back to Silver Plume. On this round trip you'll experience the Georgetown Loop, travel over the Devils Gate High Bridge, witness what has been called the most complex railroad loop in the world and



enjoy some of Colorado's beautiful scenery. This was an enjoyable trip comprising a mine tour and a memorable ride over and under an engineering marvel. This would be a great tour at the LCCA Convention in Denver in 2006, but if you happen to be in the area before then, be sure to check it out.

For information or reservations visit the Georgetown Loop on the web at: www.georgetownloop.com. Next, we visit one of the finest static narrow gauge museums in the country, the Colorado Railroad Museum in Golden. 🚂

Photographs by Bob Carter



as are some reconstructed mine buildings. You'll find the tour guides knowledgeable, personable and wanting you to gain an insight into this important part of Colorado history.

After touring the mine, you reboard the Shay



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.

My original idea for the Mane Line was for it to be a fun place for you to visit and escape everyday cares. The sad news this winter of so many LCCA brethren undergoing major surgery has dispatched a long-delayed attitude shipment to my freight platform. Simply put, at the age most of us find ourselves, comradeship is the most important benefit in the LCCA. When combined with so many gloomy and arctic months, I don't mind telling you that the glass is broken in my cab's window, causing my frame of mind to be frostbitten. With my outlook descending a steep and long abandoned section of track, I really need to pull the emergency cord. In an all-out last-ditch effort to stoke up my boiler fire of merriment and depart the Dejection Depot, I've pointed my pilot trucks to Rex Morgan M.D. and Judge Parker in the Sunday funnies.

After what seems like endless miles of track sharing the crummy (*Editor's Note -That's railroad slang for caboose!*) with the Doctor and the Judge, can anyone tell me what these two comics are about? Sorry, but I don't get them. Why can't all comics be as great as this special edition of Jim Scancarelli's Gasoline Alley? Now Editor Bill has a magical, mystifying idea. He's put this wonderfully crafted cartoon that tugs the heartstrings of every Lionel fan on the prestigious back cover space. So please turn to our stern wrapper and delight in the artistic genius of Jim Scancarelli. Don't forget to return, as I want to tell you a little about Jim, along with some more fun stuff to cover in this issue.

Hey, you're back! Wow, wasn't Jim's Lionel cartoon the best you've ever seen? His love affair with Lionel Electric Trains began when Jim's Grandfather, an employee for the Southern Railway, passed down to Jim a true Scancarelli family heirloom — a prewar standard gauge freight set.

Remembering back as a little boy, Jim told me that one of the things that really impressed him was the red firebox glow his Lionel locomotive's had. Our beloved Lionel's tradition of being the industry leader goes back well into the prewar days.

Jim's artistic abilities began at an early age. He would draw his Mom at the sink doing dishes and his Dad coming home. I asked him if his folks were supportive of his talents. He told me "very much so", in fact, his family was very artistic. Everyone was either a writer or fine arts painter. Even the Northern Virginia public school system could be counted on to encourage his mastery with pencil and drawing pad.

Jim's natural born gift was a true magic carpet that transported him through a series of interesting career moves. While in the U. S. Navy, Jim served on the Admiral's staff and was responsible for transforming the Top Secret films taken of the missiles in Cuba to slides for the Joint Chiefs. In the early sixties, Jim was the Art Director for the Johnny Cash TV Show. Jim told me that not only was Lionel's modern era spokesman a true talent, but Mr. Cash was genuine and down to earth. It was a fun time in TV's pioneering age.

Two talents that have played a big role in Jim's life were his passions for writing radio comedy and illustrating children's magazines. Today, the Gasoline Alley strip which Jim took creative control of in 1986, combined with his accomplishments as a bluegrass musician, keep him very busy. But, as any man who grew up with Lionel toy trains can tell you, there's always room in our lives for our first love. Jim has set aside a room in the house that was once his grandparents for a layout modeled after the Cliffside, a local short line railroad. In the 1950s Virginia that I grew up in, the type of person that Jim Scancarelli is could be found, but these days is so very rare — a man who's led a fascinating life while remaining a Southern gentleman.

Calling All Uncataloged 9700 Series Boxcar Aficionados!!!

If you're like me and lose your heart to those uncatalogued 9700 series boxcars that are buried in sets, have I got two simply scrumptious, delightfully delectable freight protectors to share with you. Because each car is in a set that is, except for the merchandise mover, identical, I think I'll do something different and tell you about one car now and the last one later in the column and I'll try not to say, "drop dead gorgeous" but it won't be easy. Our first boxcar is part of the Ace Hardware Store set, SKU #6-31954. This train was introduced late fall of last year and available from your Ace Hardware Store. I'm always happy to see the Lionel banner on an uncatalogued car, but in this case, I really would have liked to see this car with an Ace logo on both sides of the cargo doors. To me, the saving grace of the Ace boxcar is its painted coat of three different colors. As any Lionel boxcar collector can tell you, the greater the quantity of colors in a paint job, the more desirable the toy will be down the tracks. The more I look at



the Ace boxcar, the more I find myself wishing that the car had boasted a special Ace Hardware brandname trademark for their line of tools in place of the “Lionel Since 1900” circle design. Even with the Ace boxcar’s small disappointments, will I pursue it for my collection? You bet I will!

It’s Still Not Too Late!!!

If you haven’t taken advantage of the very special early registration fee for the social phenomenon of the year, our LCCA 2004 Convention, please do so immediately. How can you risk not being a member of the Savvy 400? That’s what I call the clever LCCA members who are expeditious in registering so they can claim for their very own this year’s early registration surprise gift. Now, I know what you’re saying — “Dennis, tell me what it is.” Sorry, gentle reader, but I have been sworn to secrecy. What I can tell you is that it’s Lionel and layout friendly.

For fun, let’s look back at last year’s early registration gift that greeted the Savvy 400 when they arrived at the convention. Now sit back and let your eyes take in all the color and excitement that is the city of Las Vegas as you lustfully gaze upon the LCCA Viva Las Vegas Car. This is LCCA’s second special registration car. This rare car is a Lionel top of the line Standard “O” 3-bay grain hopper with die-cast sprung trucks. Lionel lettered our LCCA toy for the Great Northern Railway. Our club had the high-tech LCCA and Las Vegas graphics expertly applied. With at least three collector groups vying for ownership of the LCCA Las Vegas Hopper, don’t fail to register early for our Milwaukee convention and you too may be member of the savvy 400. I hope to see you there!



The LCCA Visits the Home of Kalmbach Books

One of the many joyful experiences at this year’s convention will be a tour of Classic Toy Trains Magazine headquarters so I thought it would be fun to look at the family of CTT keepsakes. The first is a Lionel Milwaukee Road boxcar that sports all of the 6464 features. This CTT boxcar is my favorite of all the Milwaukee boxcars in my collection. Sadly, this swell looking freight protector never really caught the interest of Lionel boxcar collectors. That came as a surprise to me as the quality of decoration is one of Lionel’s best. At one time, the 6-52126 car that was produced for CTT’s 10th birthday, could easily be found in new clean condition, but that is no longer the case.

The first CTT souvenir that I remember being offered to collectors was their 1950 Chevy tractor-trailer built by Ertl. The idea to build this sharp die-cast rig was the brainchild of David Shay, RM 24285. You remember David — the toy train creative genius who gave us the highly collectible Mobil Oil Set and add-on Lionel rolling stock. David told me that only 300 CTT rigs were made for collections and layouts. I have some exciting news to tell you about David and his next Lionel project but I’ll save that for the June Mane Line.

Bill Allen’s The Ink Well made two more trucks for CTT. I’ve covered both in previous editions of the Mane Line. There you will find the number made which as I remember was very low and both trucks sold out quickly. My favorite of these two nicely detailed and decorated CTT toys is the 15th Birthday panel truck. Be careful handling this truck as the mirrors are easily broken or lost. Check for this if you are lucky enough to find one on the secondary market.



At the time of this writing, twenty CTT pinback buttons have been given to fans of the magazine. CTT has told me that each souvenir button is a limited edition of one thousand. The first one made featured the ATSF F-3 Warbonnet paint scheme. It's pictured on the bottom row, far right. Note that this is the only CTT button that is not dated. So far, three buttons have featured the ATSF Warbonnet paint scheme.



Only one button showed a circle of Lionel three-rail track. That button is dated April 1999 and is on the third row, third from left. A NYC F-3 is pictured in the middle of the track, which I think is most fitting. The slogan *The Leading Toy Train Magazine* was dropped on the April 2002 button, bottom row, extreme left. A new slogan, *We Cover the Whole Hobby* would make its appearance on this

The first button to carry a date is on the left of the top row. That date is 1994. The rest of the CTT souvenir buttons carry the month April or October with the year.

Two buttons show Lionel's red, white, and blue circle "L" logo. The first one is dated October 1999 and is seen at the right end of the third row. The second is on the fourth row, second from left. Two buttons boast CTT's birthday- the first is in the second row, last one on right. Even though I feel that the DRG&W F-3 paint scheme is my second favorite, (the ACL royal purple, silver, and gold is my very favorite) I really think that the 10th birthday button should have featured the 10th birthday Milwaukee boxcar. The 15th birthday button, bottom row, second from left, should have pictured the 15th birthday panel truck instead of the Southern Railway F-3.

button. When displayed together, the CTT souvenir buttons make a stunning picture of our hobby. Maybe this is the reason that the CTT pin-back buttons are more in demand by collectors than the CTT boxcar and trucks.

Happy Travels to You

I'm sure I don't need to tell you how busy our club mascot and Lionel spokeslion, Happy, is. When he called me with the news that he would embark on a cross-country tour to visit LCCA members and share the infinite joy of Lionel ownership, I could not have been more shocked.

About three months went by and sure enough I heard from Happy, but he made no more mention of his national tour. I thought his paws were full with the 2004 catalog and the idea of visiting LCCA members had been moved to the siding. Then, just a few weeks ago, Happy called and asked me to



guess where he was. “Your office at our club archives” was my response. In case you don’t know this about our club archives — Lex Luthor has a greater chance of breaching Superman’s Fortress of Solitude than you and I have of ever seeing the wealth of LCCA history stored underground in our club repository. Anyway, before I get too far a field from my story, I didn’t feel like playing a guessing game with Happy so I said, “Just tell me, Happy, I really need to get back to work on the Roar”. My conscience immediately got the best of me for being short with our fun-loving mascot.

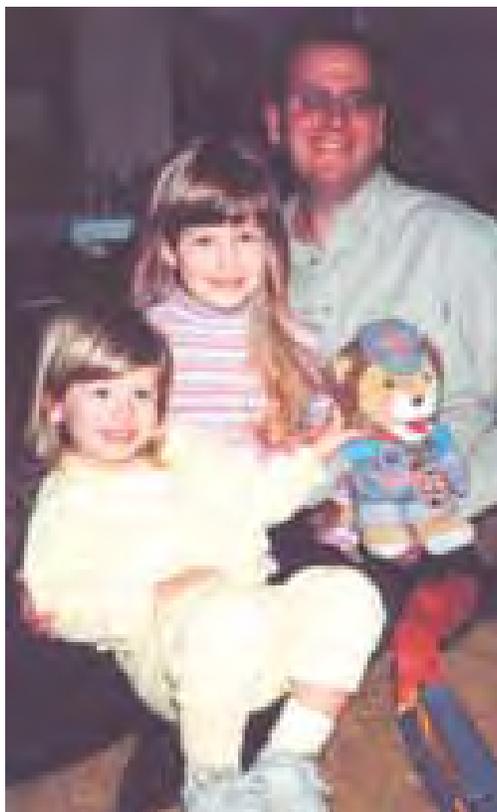
“Dennis, I’m in Middletown, New Jersey and I just paid a visit to the home of Alicia and Stu Rankin, RM 12982. When I came up with the idea to visit members of our LCCA family, I never thought I would be so well received and have as much fun as I did with the Rankins. I was greeted with smiles and hugs from Mrs. Rankin as well as 5-1/2 year old Megan, and 2-1/2 year old Katie. I really think that Stu was the one most thrilled to see me but, as gents, we just shook paws. I then asked Stu, ‘Which way to the train room?’ The first thing that caught my eye was his collection of uncatalogued Lionel — what an impressive display of rolling stock. My attention then focused on the centerpiece in the room — an overwhelming layout. With just a flip of the switch, the Rankin miniature empire came alive. Stu and I traded operating and maintenance tips while my senses were serenaded with the sweet sounds of Lionel trains. I

quickly descended from pure Lionel bliss when Alicia asked me if I would like milk and cookies with the girls. You know, Dennis, I’m the one who coined the motto, Lionel Trains - A Lifetime Investment In HAPPYness. But today, I learned something very important. The love and good values that are shown so freely by Stu and Alicia are the best investment one can offer to their children. Two charming girls, Megan and Katie, are all the proof I need. Well, Denny, it’s time to board my private car and its full steam ahead to my next visit with another LCCA member. Now get the word out and let your readers know to keep the milk cold and the cookies hot for the Lionel Lion is making tracks to their city!”

I will, Happy. Mane Line readers — if our club mascot pays you a visit, please call your Contributing Editor at 804-288-2523.

Uncataloged Boxcar Epidemic Hits Lioneville!!!!

Uncataloged boxcar collecting has reached a fever pitch with the residents of Lioneville. Reports of even die-hard TOFC collectors succumbing to uncataloged boxcar influenza have the phone ringing off the hook here at the Mane Line Station, hoping for a cure. The symptoms of uncataloged boxcar fever are easy to spot in the lucky recipient. The symptoms begin with eagerness, then desire, followed by extreme passion and ending in an intense red-hot frenzy. The only



known cure for this fever is ownership of the freight mover that infected said collector.

The last boxcar we'll cover in this journal gives every indication that a new outbreak of this malady is highly probable. I'm sure you'll agree with my prognosis when you too make contact with the newest True Value boxcar. This freight toy was buried in 6-31964, a True Value set that was available from your True Value hardware store in the fall of last year. When compared to past True Value freight movers, this 9700 series version is track miles ahead of its older cousins who were part of the 6014 branch of the family tree. There is a third offshoot of the True Value brood of boxcars that, for this collector, best represent the bloodline. Even though this stem from the True Value tree is rarely talked about, I feel that the 6454 branch is the nobility of the True Value boxcars.

As with the Ace Hardware freight mover that we previously discussed, our True Value boxcar has the "Lionel Since 1900" circle trademark to the left of the cargo door. Again, I find this a disappointment — why couldn't the folks at true Value have Lionel put a True value logo for their house brand paint or tool line on this car instead of the Lionel banner? Gentle reader, am I being too hard on the Ace and True Value brain trust for not carrying the company theme to a logical conclusion? Unlike the Ace Hardware freight mover with its striking three-color paint scheme, the True Value car has just two colors. You can bet I'll be at trackside waiting to add the True Value boxcar to my roster of uncatalogued Lionel rolling stock.

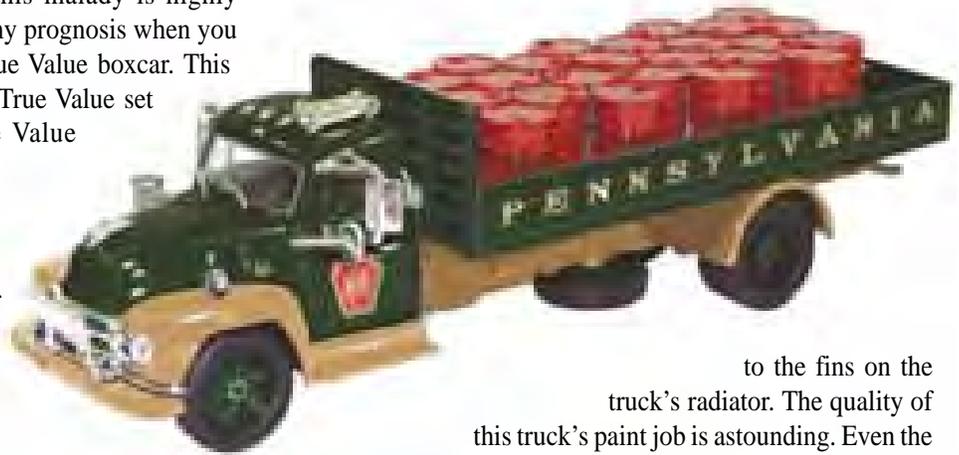
Lionel Licensee Alert !!!

The Mane Line Station has received a press release from Corgi Classics USA. I'm sure you remember this die-cast maker and their first series created for Lionel fans titled "Lionel City". Among Lionel lovers, this assortment of die-cast vehicles from the Lionel City line is the stuff legends are made of. Corgi's newest offerings are under the designation "Lionelville".

I've covered the first four 1/50th scale vehicles that launched the new succession to Lionel City in a past installment of "The Mane Line". Today, I want to give you a product review of the two latest additions to Corgi's Lionelville.

The first is SKU#50602, the H. P. Hood & Sons Milk Delivery Truck. With the growing popularity of Lionel milk cars on layouts, this

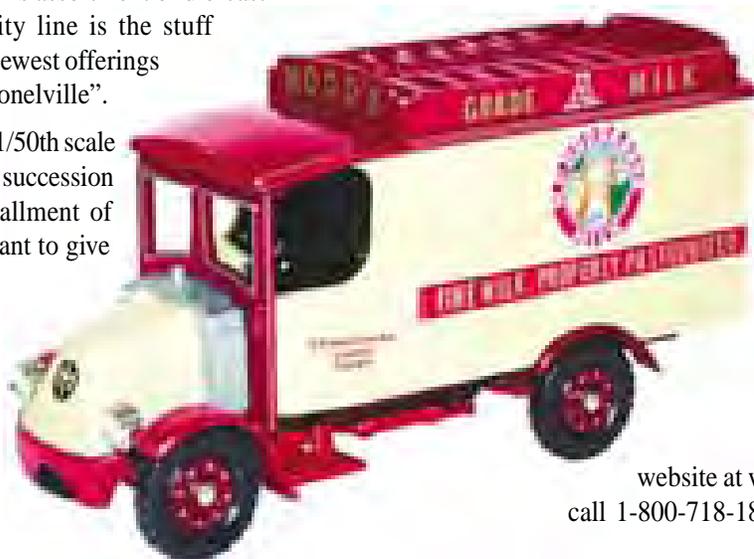
Mack milk truck should be a welcome addition to both operating layouts and shelf collections. The H. P. Hood Mack is loaded with details from authentic looking tires and wheels



to the fins on the truck's radiator. The quality of this truck's paint job is astounding. Even the smallest details on the Hood cow logo aren't overlooked. The colors of our Hood truck blend perfectly and there's not a hint of color clashing when your truck is parked next to the H. P. Hood & Sons milk reefers. If you do operate, you might want to consider more than one Corgi milk delivery truck.

Joining the H. P. Hood truck for service to all of Lionelville is SKU#52908, the Pennsylvania Railroad (PRR) Diamond "T" 620 drop side rig with load. Wow, the details on this model are out of this world. The colors in the photo of the PRR truck don't do justice to this die-cast toy. You'll see what I mean when you lift the lid off of the rig's storage box. The colors make our toy come to life. Even the details on the barrel load look real. I've got to tell you, I loved the PRR Diamond "T" so much that I hated to return it back to the safety of its box until I can find a display case to so properly honored it.

As I took each rig out of its protective box, the first thing I noticed was the heavy quality feel to it. I expect excellence from Corgi and value for my Lionel dollar. I'm happy to report that Corgi has kept faith with me.



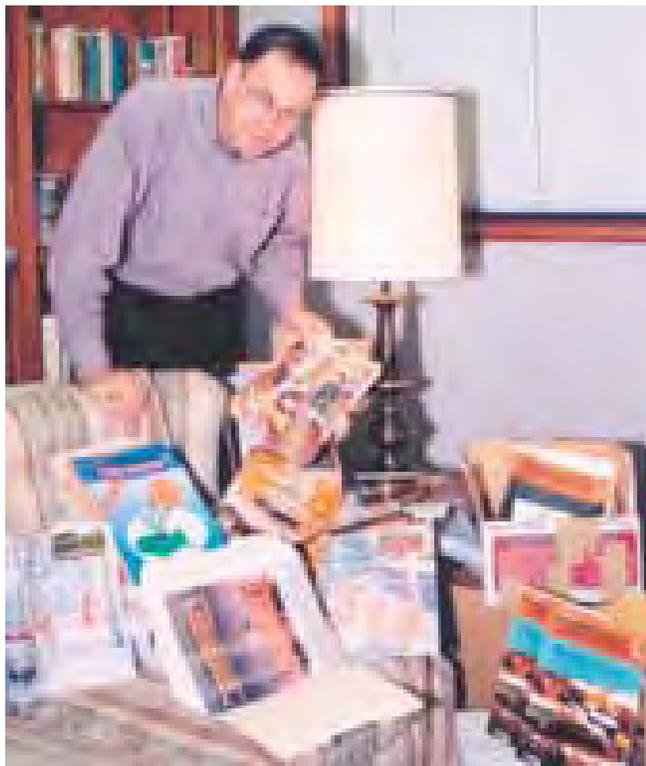
The great place to order your Corgi Lionelville models is with Die-Cast Direct. Not only will you get the best prices and availability but also you can buy worry-free, as the owners of Die-Cast Direct are long-time members of our LCCA family. You can visit Die-Cast direct on their

website at www.diecastdirect.com or call 1-800-718-1866. Die-Cast Direct told

me that they even had a limited supply of some of the vintage Lionel City models. That's great news for some of you just getting started in this enjoyable part of our hobby.

Hold on to Your Back Issues of The Lion Roars!!!

The Mane Line respectfully raises its right paw in salute to an individual held in high regard — our LCCA librarian, Hulen Warren, RM 10500. Hulen has served his post with distinction. Thanks, Hulen, for a job well done!



Due to a restructuring by the club fathers, the position of LCCA librarian is no longer needed. By not printing as many copies of *The Lion Roars* as in the past, our club saves money. An extra benefit to the members is that the back issues of *The Lion Roars* will surely climb in value. There's not a week that goes by that the Mane Line Station doesn't get requests for back issues. So much of the uncatalogued Lionel pieces and

licensed Lionel items have only been covered here in The Mane Line. Your back issues are proof that your items are genuine Lionel. It's the wise uncatalogued Lionel collector who saves the appropriate issue with his treasured uncatalogued piece.

Happy Tracks! Dennis Leon Clad 🚂

Author's Note: Without the assistance of so many wonderful LCCA members it would be impossible to produce the Mane Line. A special LCCA pat on the back to editor Bill for his skill behind the camera, to Past President John Fisher for taking the time out his busy schedule to photograph the Viva Las Vegas Hopper, to editors Roger Carp and Bill Keller from CTT magazine for the souvenir photos, to member Ray Polanis, RM 22064 for alerting me to the Gasoline Alley cartoon, to LCCA sister Alicia Rankin, a hug for the photo of her wonderful family with their special guest and last but not least, a Mane Line Salute to Jim Scancarelli for permission to print his Lionel Gasoline Alley cartoon.

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

**You can do this online at
www.lionelcollectors.org
click on members only, log in,
click on transactions and then
on change of address.
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**

**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.

MYSTERY, MUSIC

by Mike H. Mottler

RM 12394

“It’s not about fooling people, or — worse yet — making fools of people. It’s all about fun,” says David Seebach, magician, showman, and the star performer at the upcoming LCCA 2004 Convention Banquet at the Sheraton Four Points Hotel in Milwaukee.

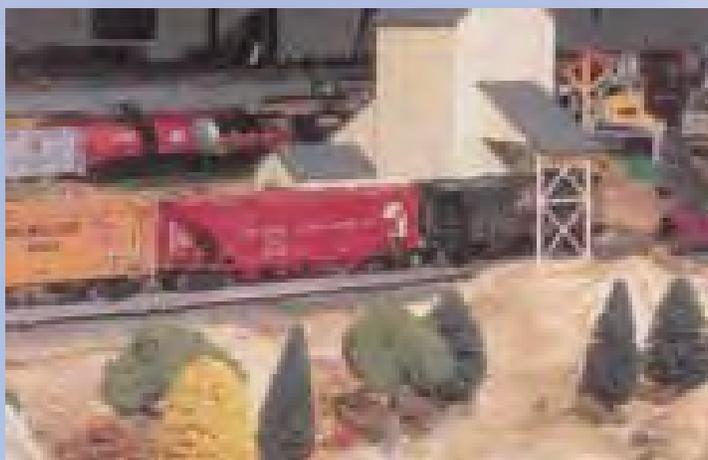
Although he takes his *Wonders of Magic* stage production on the road and tours the county with his troupe, Mr. Seebach need not travel far to present his production to LCCA Conventioneers in late July. He lives in Milwaukee with his wife and family and animals — including the necessary stage rabbit.

David has almost always been a magician. His interest began at about age six when an older brother gave him a toy magic set. His initial ‘public’ appearance was at Milwaukee’s Center Street Public Library in 1960 for which he was paid \$7.50. The repertoire included scarves that magically appeared and cards that changed from one value to another.

He now causes women to appear or transform into his tiger, Tara. His *Wonders of Magic* show has been presented in over 30 states coast-to-coast. It is a lavish production with beautiful settings, spectacular illusions, colorful costuming, and evocative music. This show will begin with a dramatic opening followed by an hour of fast-paced comedy, magic, and lots of audience participation.

David has a special bond with LCCA members; he is a Lionel train collector and operator with a large (42 x 29 feet) O-gauge layout in the basement of his home. In fact, his house was built with space for the layout in mind; a decision that many space-challenged LCCAers wish they had thought of upfront. His layout is based on trains and accessories from the Modern Era with an eclectic mix of Lionel, K-Line, and MTH items. David acquires and runs what he likes without

constraints of period, road name, or locale; but he admits a hometown bias for The Milwaukee Road. Not surprisingly, he plans to include trains in his magic presentation to the LCCA crowd — cutting a



C, AND MAGIC

#2343 Lionel F3 Santa Fe locomotive in half and magically restoring it, perhaps? Convention-goers will soon find out!

In 1991 David and his staff created *Illusions in the Night*, perhaps the only elaborate magic and illusion show deliberately designed to scare an audience.

It has appeared annually in Milwaukee at an old theatre that is reputedly haunted. That show — and its ghosts — has also traveled to upstate Wisconsin and Illinois.

Because of his college training in theatre, he is finely attuned to the ability of an audience “to willingly suspend disbelief” for a work on stage. He says, “People want to believe the magic, but the magic is within the magician — not in the gadgets or ‘smoke and mirrors’. So performance and presentation are very important.”

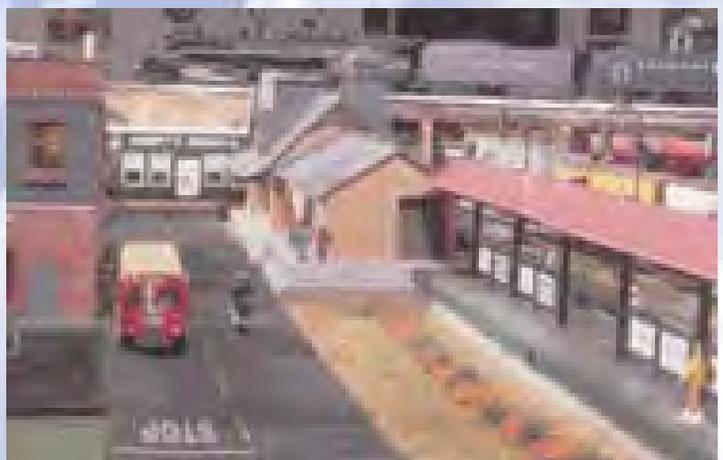
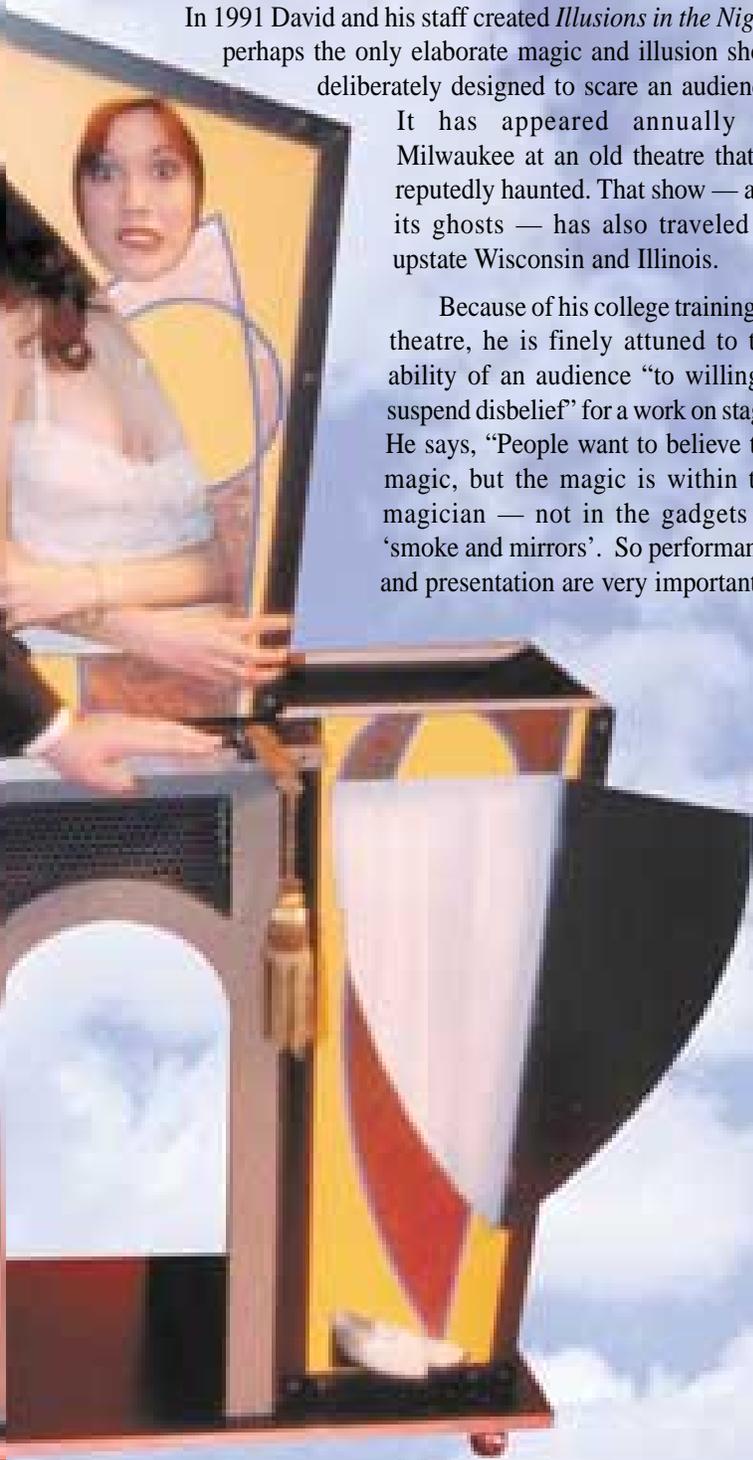
He acknowledges that someone in the audience may want to challenge the magician; just as hecklers may make verbal jabs at a stand-up comedian. “However, most people in the audience want to be captivated,” he believes. “And kids are drawn to it. Just as I was at age 10.”

His early interest in magic was driven by a desire to put on a show, and with each outing he improved the entertainment values and theatricality of his performance. He describes the *Wonders of Magic* program as an artful blend of magic, humor, romance, and comedy.

Like all magicians, he deplors those who reveal the secrets. The TV programs that have shown how a trick was done “cheapen the mystery and thrill of magic; it kills the effect.” The recent techno-trend in magic is an attempt to make an act look difficult — impossible, in fact — but his view is that the magic should seem effortless, “like Fred Astair dancing.”

Magic is a dynamic form of entertainment, and David believes there will always be a flow of new ideas. The staples of the trade are evergreen, and years from now magicians will still be sawing ladies in half, joining and separating and rejoining rings of steel, and performing levitations.

His wife, Lisa Joy, occasionally joins him onstage. They share a suburban home with two sleek cats, a very friendly beagle, the rabbit, and one-year-old twins. Offstage, David loves cinema; especially older black-and-white films in the fantasy genre. His all-time favorite flick is from 1959, “*House on Haunted Hill*.” He has a fine collection of vintage movie posters. And he enjoys the time with the trains in the basement. Seems like the theme from another old-time movie, “*It’s a Wonderful Life*.” 🚂





A CONVENTION FULL OF INSPIRATION AND ELATION



Marvin E. Pratt
Acting Mayor, City of Milwaukee

July 28-29, 2004



2004 Lionel Lincoln Club of America Convention

GREETINGS

The City of Milwaukee welcomes the participants of the 34th Annual Lionel Lincoln Club of America Convention to one of America's greatest cities. Milwaukee offers a magnificent skyline combined with Midwestern hospitality. From the moment you arrive in Milwaukee, you will notice how much this city loves visitors.

Milwaukee may surprise you with all it has to offer. Our city provides diverse arts, entertainment, professional sports and gourmet dining. Discover our other unique urban setting where attractive shops and delicious restaurants are just steps away. While you are staying in Milwaukee, I urge you to visit and enjoy all the wonderful places Milwaukee has to offer.

On behalf of the City of Milwaukee, we hope you will enjoy your visit to Milwaukee.

Sincerely,
Marvin Pratt
MARVIN E. PRATT
Acting Mayor

Office of the Mayor - City Hall - 200 East Wells Street - Milwaukee, Wisconsin 53202
(414) 224-2200 • fax (414) 224-2295 • www.milwaukee.gov

LCCA CONVENTION 2004

A Convention With Good Fun, Friends, and Food Enjoy Three Full-day Tour Adventures

Tour 1: Amtrak Trip to Chicago, Sears Skydeck, and Museum of Science and Industry **Tuesday, July 20 – 7:15 a.m. - 7 p.m.**

Climb aboard the reserved for 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. Voiced mannequins, seated as passengers on board, deliver some of the narration. The inaugural run of

the Pioneer Zephyr established a record for the route, and people in towns along the track came out to cheer the train as it passed. In some areas, the train reached 90+ mph. Not too shabby for the late 1930s!

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, lunch and admissions.
Cost: \$119

Tour 2: Two Great Private Layout Tours, plus Kalmbach Publishing – Home of Classic Trains
Wednesday, July 21 – 8 a.m. - 2 p.m.

SOLD OUT

Tour 3: Three More Hornet Tours, with two layouts by Mike Macs
Wednesday, July 21 – 5 - 9:45 p.m.

SOLD OUT



**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: Historic 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 knowledgeable guide. Legacy tour highlights include: history of Kilbourn Town, Juneautown and Walkers Point, the 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 - 5:30 p.m.
6B: Friday, July 23 – 12:15 - 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 - 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 is 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 Spree 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 18 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 18 years.
3. Registered Convention attendees who have table(s) in the trading hall may secure up to two helper badges at \$10 each. The helper badges will admit the wearers to the Trading Hall during set-up, 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.

Form may be photocopied

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

Register Online
www.lionelcollectors.org

Pre-registration fee of \$39 must be received on or before May 31, 2004.
If received on or after June 1st or at the door, the registration fee will be \$54.
No refunds after June 15, 2004 — Please print or type.

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

Badge Name: _____ e-mail Address: _____

Address: _____ Phone: _____

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

Spouse's name (if attending*): _____

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

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

Member Pre-Registration (includes non-member spouse & children; by 5-31-04) 1 @ \$39 = \$ _____
(on or after 6-01-04) 1 @ \$54 = \$ _____

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

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

Member's name: _____ LCCA#: _____

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

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

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

Adults: _____ 12 oz. Prime Rib - OR - _____ Chicken and Shrimp Combination _____ @ \$59 = \$ _____

Children: Finger food dinner for our younger guests _____ @ \$29 = \$ _____

Tour Selections — Enter your choices for tour(s) by writing-in the number of person(s) and the sub-total amounts below:

Tour #1: No. _____ @ \$119 each = \$ _____ Tour #6A: No. _____ @ \$36 each = \$ _____

Tour #2: No. _____ @ \$33 each = \$ **SOLD OUT** Tour #6B: No. _____ @ \$36 each = \$ _____

Tour #3: No. _____ @ \$15 each = \$ **SOLD OUT** Tour #7: No. _____ @ \$37 each = \$ _____

Tour #4: No. _____ @ \$69 each = \$ _____ Tour #8: No. _____ @ \$55 each = \$ _____

Tour #5: No. _____ @ \$33 each = \$ _____ Tour #9: No. _____ @ \$26 each = \$ _____

Tour sub-total: \$ _____

GRAND TOTAL: \$ _____

Make check/money order (in U.S. funds) payable to: **2004 LCCA Convention**. To charge it to your credit or debit card, fill-in the information below. Your credit card account will be billed when your registration is received.

CARD # _____ VISA MASTERCARD DISCOVER

TYPE OF CARD: CREDIT DEBIT

SIGNATURE _____ EXP. DATE _____

Send this form or a photocopy with check/money order or credit card info to:
2004 LCCA Convention
P.O. Box 479
LaSalle, IL 61301-0479

DO NOT send hotel reservations to the LCCA.

Use the separate form to make your reservations at the Four Points Sheraton and mail your request directly to their address listed on that form.

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

**PLEASE NOTE***Form may be photocopied*

RESERVE ROOM(S) WITH A CREDIT CARD.

CONTACT FOUR POINTS BY SHERATON AT MILWAUKEE AIRPORT BY PHONE, FAX, OR MAIL. FREE SHUTTLE FROM AIRPORT TO HOTEL FOR REGISTERED GUESTS. DO NOT SEND CURRENCY.

ORGANIZATION: LCCAFUNCTION: 2004 Convention DATES July 20 to 25, 2004ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY July 1, 2004**Please reserve accommodations for:***Please print or type*NAME _____ COMPANY LCCA PRICE \$107

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SHARING ROOM WITH _____ NO. OF PERSONS _____

SIGNATURE _____ PHONE NUMBER _____

MONTH	DAY	ARRIVAL TIME	MONTH DAY

ARRIVAL DATE

DEPARTURE DATE

CHECK IN TIME: AFTER 3 P.M.

CHECK OUT TIME: NOON

ACCOMMODATIONS WILL NOT BE CONFIRMED WITHOUT YOUR CREDIT CARD NUMBER. YOU WILL BE CHARGED FOR THE FIRST NIGHT IF RESERVATIONS ARE NOT CANCELED 72 HOURS PRIOR TO ARRIVAL. TO MAKE RESERVATIONS, FILL OUT AND MAIL THIS CARD TO THE HOTEL OR CALL 1-800-325-3535.

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

EXP. DATE _____ SIGNATURE _____

PLEASE CHECK PREFERRED ACCOMMODATIONS OR CALL 1-800-325-3535 FOR RESERVATIONS.PLEASE RESERVE ____ NO. OF: SINGLE DOUBLE CLUB RATE: \$107 FOR SINGLE-QUAD SMOKING ROOM NON-SMOKING ROOMPLUS APPLICABLE TAXES.

LIMIT 4 PERSONS PER ROOM, RATES ARE SUBJECT TO CURRENT TAXES. NO CHARGE FOR CHILDREN 17 AND UNDER OCCUPYING THE SAME ROOM AS PARENTS.

Fill out all necessary information and mail or fax this form directly to:**FOUR POINTS BY SHERATON AT MILWAUKEE AIRPORT****Attn: Reservations Department, 4747 South Howell Avenue, Milwaukee, WI 53207****Phone: 800-325-3535 Fax: 414-481-8618 www.fourpoints.com**

2004 Convention Summary

	Time
Monday, July 19	
Registration Desk Open	Noon - 7 p.m.
Board of Directors Meeting	2 - 9 p.m.
Tuesday, July 20	
Registration Desk Open	6 a.m. - 6 p.m.
Tour #1, Amtrak to Chicago	7:15 a.m - 7 p.m.
Wednesday, July 21	
Registration Desk Open	7 a.m. - 6 p.m.
Tour #2, Layouts Tour and Visit to Kalmbach Publishing	8 a.m - 2 p.m.
Tour #3, Layout Tours	5 - 9:45 p.m.
Thursday, July 22	
Registration Desk Open	7 a.m. - 5 p.m.
Tour #4, National RR Museum	9 a.m - 5 p.m.
Tour #5, Historic Milwaukee	9 a.m - Noon
Tour #6A, <i>Iroquois</i> River Cruise	2:45 - 5:30 p.m.
Get Acquainted Party at Sheraton Four Points (SFP)	6 - 9:30 p.m.
Friday, July 23	
Registration Desk Open	7 a.m. - 6 p.m.
Trading Hall, set-up only	7 a.m. - 5:30 p.m.
Tour #7, Boerner Gardens	8 - 11:30 a.m.
Tour #8, Miller Park	9:45 a.m. - 1:30 p.m.
Tour #6B, <i>Iroquois</i> River Cruise	12:15 - 3 p.m.
LCCA Web Seminar (SFP)	2 - 3 p.m.
LCCA Business Meeting (SFP)	3 - 4 p.m.
Lionel Seminar (SFP)	4 - ??? p.m.
Trading Hall open, for Convention registrants only	6 - 9 p.m.
Saturday, July 24	
Registration Desk Open	7 a.m. - Noon
Trading Hall open, for LCCA members and public	9 a.m. - 5 p.m.
Tour #9, Shopping Spree	9 a.m. - 5 p.m.
Toy Train Drag Races	Noon
LCCA Reception (SFP)	6 - 7 p.m.
LCCA Banquet (SFP)	7 - 10:30 p.m.
Convention Ends	after the Banquet
Sunday, July 25	
Trading Hall take-down for exhibitors only	9 a.m. - Noon

**Safe Travel Home!
See you in St. Louis in July, 2005**

Railroad Theme Restaurants in the Milwaukee Area

You've come this far, so enjoy the ambiance of these eateries at train-watching locales or within restored railroad depots.

Chancery Pub and Restaurant

7615 W. State Street
Wauwatosa, WI

414-476-3070

Railroad link: Canadian Pacific

A family friendly atmosphere typical of national chain restaurants like Applebee's, Houlihan's, TGIFriday's, Chili's. Ask for a table in the back with a view of the railroad tracks. There's a deck with year-round seating that will put you right on the tracks. The eastern portion of the Chancery building was the location of Kalmbach Publishing Co. in the late 1930s.

Colonel Hart's

7342 W. State Street
Wauwatosa, WI 53213

Railroad link: Canadian Pacific

A sports bar/grill with good burgers and sandwiches. It's located right across the street from the Canadian Pacific mainline. You can easily see trains from the front window or the tables out on the small front patio (weather permitting).

La Estacion

319 Williams St
Waukesha, WI 53186
262-521-1986

Railroad link: Canadian National, Wisconsin Southern

Formerly the Chicago & North Western depot in Waukesha, the place is usually crowded. The biggest appeal for rail enthusiasts is that La Estacion not only offers seating in the depot, but also a few passenger cars that are attached to the building. Seating in the cars is the only way to see outside, because all the windows in the depot have long since been covered.

Main Street Depot

115 E Collins St
Oconomowoc, WI 53066
262-569-7765

Railroad link: Canadian Pacific

Located in the well-maintained Oconomowoc depot built by the Milwaukee Road in 1896, the Main Street Depot restaurant is a great choice — if you want to be right on the tracks while you dine. With an active Canadian Pacific mainline a matter of feet from the depot, and no windows on the ends of the building, patrons are often startled as a fast-moving freight train suddenly appears in the windows. This establishment is usually a stop on the annual Layout Progress Tour (a whirlwind tour of Kalmbach employees' model train layouts).

*Restaurant information used with permission of
Kalmbach Publishing Company.*

Lionel News & Views

by Bill Schmeelk
RM 6643



Toy Fair 2004

In addition to being the month with the coldest weather and the highest heating bill of the year, February is also the month for the annual Toy Fair in New York. As is the last few years, there were no surprises for Lionel fans. The 2004 catalog



was out in January and collectors already knew this year's additions to the Lionel Line. Lionel retained its prominent location and the powerhouse style display booth. That's where any similarity to last year's display ended. Lionel's

Bob Ryder had warned me that the focus of this year's display



was going to be different than in past years. The displays in the booth were clearly aimed at new users and basically featured items at the lower end of the market. Although there was one large engine on display, just to peek interest, the collector line was not displayed.

A large flat screen TV featured scenes from the new movie due out in November of 2004. The movie is based on the now classic Christmas book, *The Polar Express*, by Chris Van Allsburg, first published in 1985. This is no B movie. The Warner Brothers film is being directed by Robert Zemeckis and stars Tom Hanks. The movie will also employ some unique special effects to achieve the same atmosphere as the illustrations in the book. Lionel has big hopes for its tie in with the movie. The new Polar Express Set was a prominent part of their Toy Fair display. Both engine and cars have been specially designed to match the train in the movie. Hoping for significant sales, Lionel has put a very attractive price on this set. Imagine a complete set with special passenger cars, track, 80-watt transformer and a die-cast Berkshire loco with details specific to the Polar Express, for a retail price of \$249.99. This movie could well be a great way to introduce many young folks to the joys of model railroading.

Bob Ryder expressed his pleasure with the interest shown at Toy Fair by a variety of non-traditional train stores in carrying the Polar Express and Thomas sets. Many of these stores were specifically interested in the Polar Express set. This set might well prove to be a great springboard for consumers to additional Lionel purchases and hopefully to an interest in model railroading. We share Lionel's hope and

enthusiasm for what could be a great opportunity to expand our hobby.

Toy Fair wouldn't be complete without a new boxcar to commemorate the occasion. This year's car, shown in **Photo 1** features Lionelville —

Where the trains always run on time! A special thanks goes to the Lionel folks for showing us around.

Lionel to the Rescue

This issue we'll take a look at an accessory that came out several years ago, but somehow went by me unnoticed. Seeing one at a meet and realizing that I didn't have it, I made the purchase. The Animated Maiden Rescue, No. 6-32919, first appeared in the 1999 Lionel Classic Trains Volume 1 catalog on pages 45 and 46. The price of the accessory is shown as \$99.95. This is an accessory that has no postwar counterpart and is completely new. **Photo 2**

shows the accessory hooked up the track. Lying across the tracks is a fair maiden bound with rope. On the track is an approaching locomotive.

The building is labeled as the Lionelville Mounted Police. The unmounted policeman stands towards the rear corner of the building. As the train approaches he springs into action and runs to the aid of the maiden. Just as he reaches the end of the platform, the maiden raises up to meet him as another day is saved by the Lionelville Mounted Police.

Photo 3 shows a view of the end of the building where the wire connections are made. The building is illuminated and a 153C contactor is supplied to control the action.



All of the building and roof has been painted. The window frames are painted sharply in red. To replace the light bulb inside the building, you remove a screw in the chimney that allows the roof to be removed. **Photo 4** shows a view inside the building. The inside has been painted black to improve the opacity of the building. The lamp is a screw-based bulb. You can also see in this photo, the final position of the two figures. Although you can see the bulb, none of the mechanism that operates the two figures is visible. Undeterred in our search to find and scrutinize the workings of this accessory, we checked out the bottom.

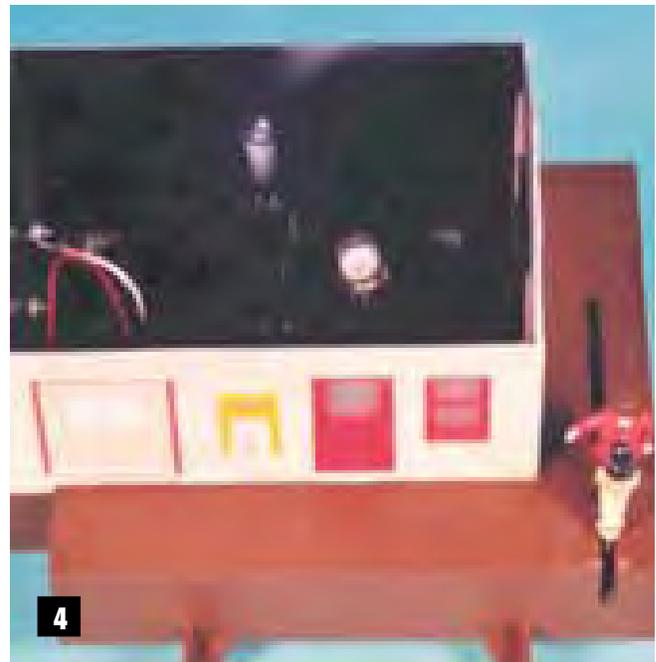
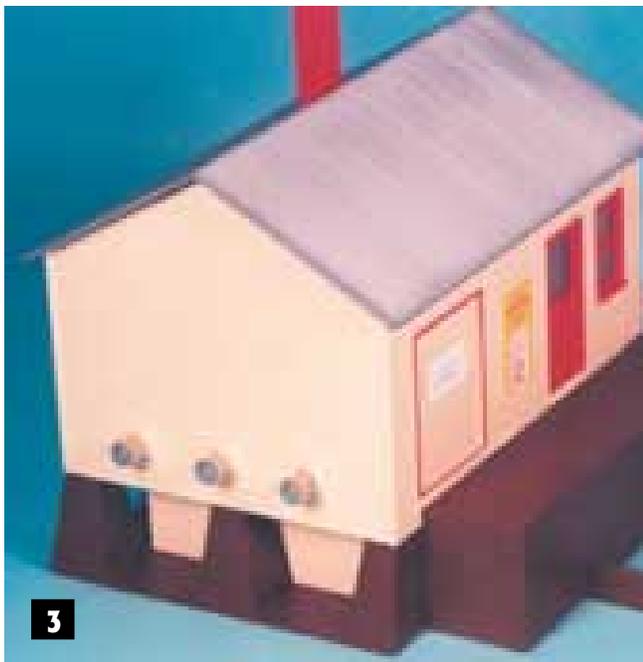
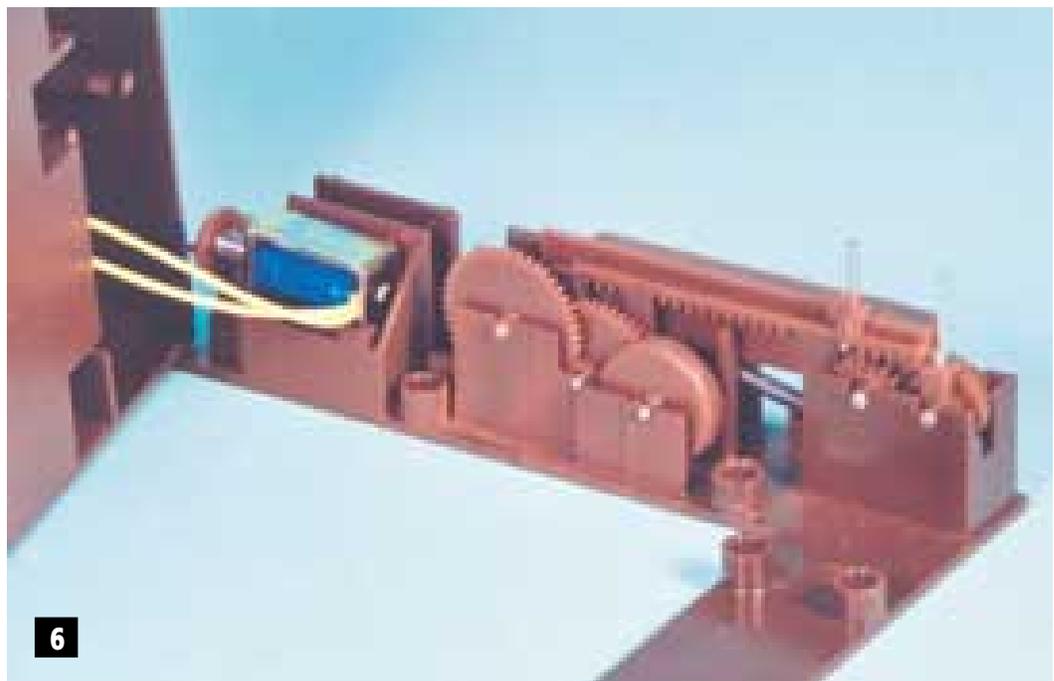




Photo 5 shows the bottom view. We removed the two figures from the metal posts on which they stand, so that we could disassemble the mechanism from the platform. We then proceeded to remove the eight small Phillips head screws to gain access to the hidden mechanism that makes this accessory operate. At this point I should warn you that this is not an accessory that I would suggest you disassemble. As soon as I began loosening and removing the screws, I

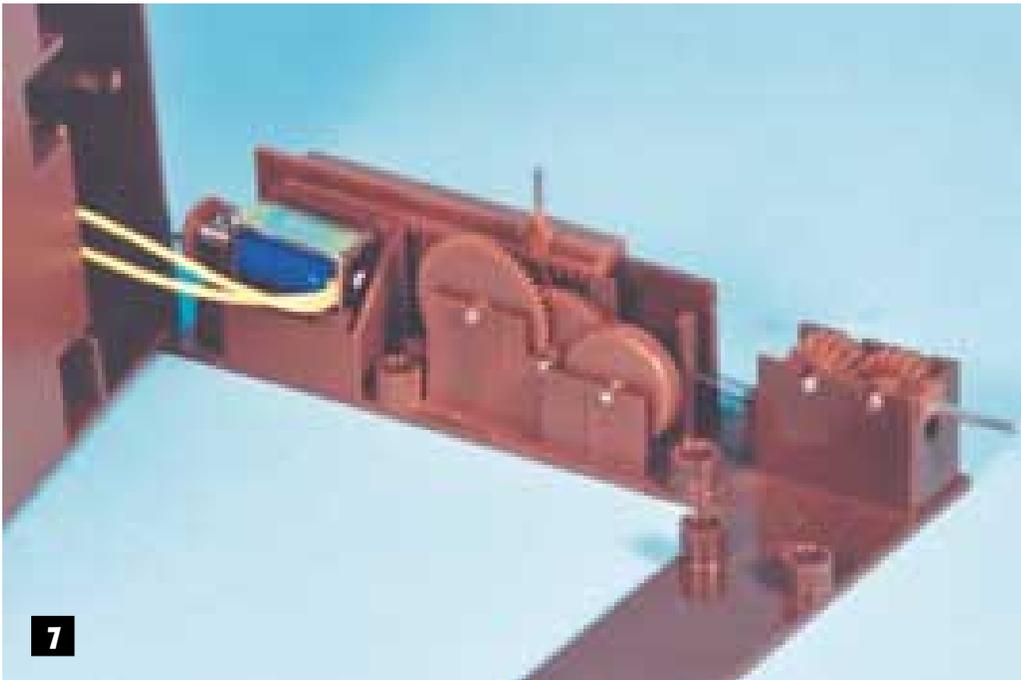
heard “things” inside coming loose and rattling around. Finally getting the bottom off, I found several plastic gears, the solenoid and its plunger out of place. The gears simply fell out. The solenoid was attached to wires, but now clearly out of position.

After a careful examination, it wasn’t hard to figure out where everything went. The gears are actually held in place by the interior of the platform and once you remove the floor section, the gears are quite free to move around. I feared I might have some trouble reassembling the mechanism into the platform, but decided to take my photos before dealing



with that problem. **Photo 6** shows the mechanism, with all of the gears and the solenoid in their proper place. What I found interesting in the design of this accessory was that in this day when Lionel has gone to modern electrics and can motors to replace some of the postwar mechanisms, this accessory is more mechanical than electronic. The policeman is propelled forward by a spring. **Photo 6** shows the mechanism in the position after the action has taken place. A little side note here — Should you ever find the need to disassemble this accessory, be sure the mechanism is in the final position and not the loaded position. In the final position there is less tension on the spring and the mechanism is less likely to spring apart as you open it. To reset the action, you must manually move the policeman to his original position. A rack on the piece that slides back causes the

two gears at the front to turn and this will cause the lady to lay back down on the track. When the policeman reaches his rear position, he will latch in place and all is set to repeat the action. **Photo 7** shows the mechanism in its loaded position. As with many Lionel accessories, this one must be located within arms reach on your layout. **Photo 8** shows a view from the opposite side of the mechanism. In this photo, the solenoid is out of place allowing you too see a small latch at the end opposite the gears. **Photo 9** shows a view of the rear end of the mechanism with the solenoid in place. When energized, the solenoid pulls on this



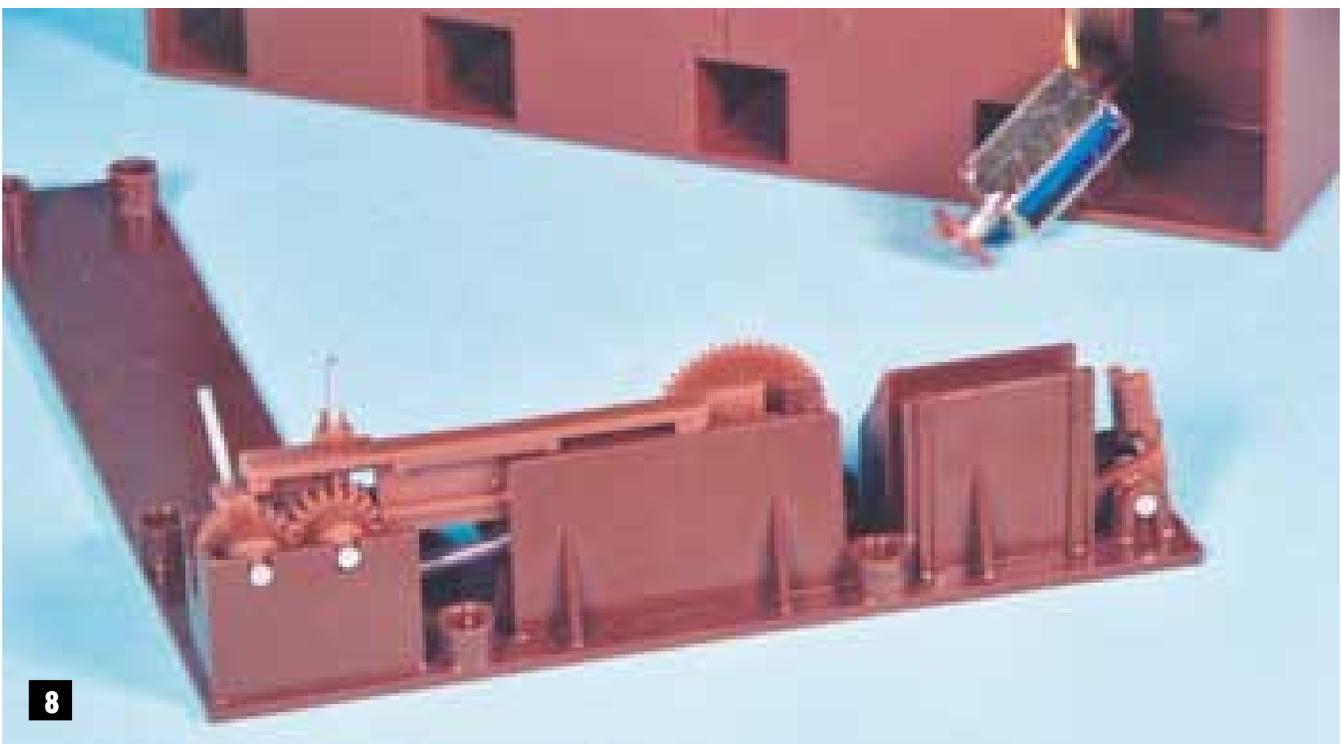
Only two of the three connections on the 153C are used. In the postwar days, this would have been a 145C contactor that merely had a single contact that closed when the weight of the train pressed it down. Modern Lionel no longer makes the 145C and has replaced it with the 153C that also has a contact that is opened rather than closed by the weight of the train. In electrical terms, the 145C was a single pole single throw switch. The 153C is a single pole double throw switch. The 153C will do everything the 145 can do,

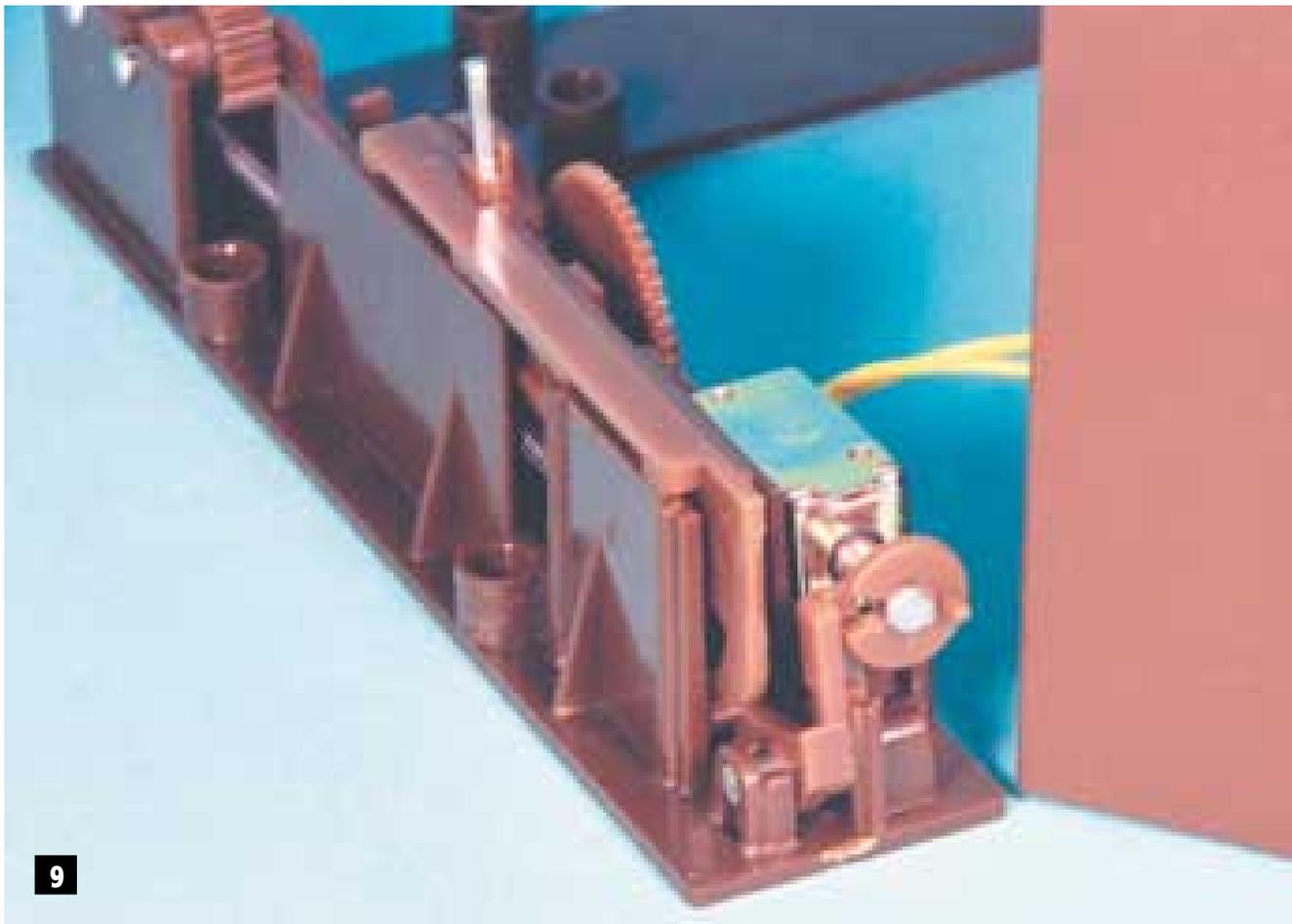
in addition to being able to open a circuit when activated.

latch and the policeman is released. This allows the spring to propel him forward. When the rack reaches the gears, they cause the maiden to be lifted up to the platform.

With a steady hand, I was able to carefully replace the mechanism back into the platform and secure it as it originally was with the eight screws. Now let's go on to the operation of this unique accessory.

Supplied with the accessory is a weight activated 153C contactor. This is placed under the track and is adjusted so that it is activated by the weight of the passing locomotive.





The instructions also detail Command Control operation using an SC-1. With this configuration, you have to activate the action with a CAB-1 before the train runs over the maiden. Just in case you miss, Lionel provides a second maiden to replace one that you might damage. My vote remains with the insulated track section.

If the location you choose for this accessory has trains running in both directions, you might also connect an additional 153C or insulated track section so that it would operate regardless of the direction of the train. After all, we wouldn't want to accidentally back over a fair maiden.



This is one of several trackside accessories that will require special attention if you are using Lionel's new FasTrack. FasTrack sections will not fit in the track guides.

The best way to handle this is by using the special FasTrack O gauge transition section that allows you to connect FasTrack sections to regular O Gauge track. By using two of these, you could insert a section of regular O gauge track in front of the accessory.

This is by no means a high-tech accessory. The plastic gears are quite noisy and continue to run and wind down after the action has occurred. Nonetheless I think it would stir interest on a layout. This year, the accessory has returned in new colors and with a Royal Canadian Mounted Police theme. The new version, 6-24154, shown in **photos 10 and 11** is in the Lionel 2004 Train Catalog Volume 1 on page 111. The price however has changed — and not the way you might think. The new price is \$49.99 — that’s about one half the original price and a much more reasonable price for this accessory. The new price makes this an easy accessory to add some fun to your layout. I’m sure kids and spectators would enjoy the action.

That’s It For Now

Coming in a future issue, we plan to do a comparison and disassembly of the postwar and modern era Transfer Table. If you have any experience with either version and have some comments that might be of interest to our readers, please let us know. Thanks and hope to see you in Milwaukee! 🚂

Photographs by Bill Schmeelk



Upcoming Train Meets



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

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 June issue.

Happy lion hunting.

In the February issue the Lion was in Williams, AZ on page 26.

LCCA Board Meeting Minutes

**Saturday October 4, 2003
Four Points Sheraton, Milwaukee, Wisconsin**

President Fogg called the meeting to order at 8:00am.

Roll call by Secretary Ourso was as follows:

President Eric Fogg, President Elect Louis Caponi, Secretary John Ourso, Treasurer Richard Johnson, Immediate Past President John Fisher, Directors Al Kolis, William Schmeelk, Barry Findley, Harry Overtoom, Ed Richter, Website Editor Craig Tribuzi, and Information Systems Coordinator Larry Black.

Immediate Past President Fisher reported that there were no member-to-member complaints.

President Elect Caponi then gave his report on meets. Most meets are either breaking even or showing a profit.

Secretary Ourso reported that the number of members that are not renewing has declined.

Treasurer Johnson then reported that the club finances are doing well.

The Lion Roars editor Schmeelk reported on the state of *The Lion Roars* Publication and thanked Director Kolis for his assistance.

Information Systems Coordinator Black reported that 50% of the *Interchange Track* ads are entered online through E-Track, and 387 members are using online ads.

Website Editor Tribuzi reports the LCCA needs the e-mail addresses of all members.

President Fogg thanked Black and Tribuzi for their excellent work on the LCCA Website.

Immediate Past President Fisher motioned to approve the

above reports, second by Director Findley. Motion Passed.

President Fogg called for a break at 10:30am.

President Fogg reconvened the meeting at 10:45am.

Motion to approve July 2003 Board of Director Minutes by Director Findley, seconded by Immediate Past President Fisher. Motion Passed.

Immediate Past President Fisher presented his Las Vegas Convention wrap up. The Convention was a great success and a wonderful time was had by the Convention attendees.

Motion to accept the Convention wrap up was made by Director Kolis, second by Director Findley.

President Fogg called a break for Lunch at 11:45am.

The entire Board met at 1:15pm for a tour of Milwaukee given by President Fogg. The tour lasted until 2:20pm.

President Fogg reconvened the meeting at 2:37pm.

President Fogg then presented an update on the General Set offering. Sales of the General Set have been brisk. A discussion of what to do after-the-general followed.

Immediate Past President Fisher then brought up a discussion on the future of the *Interchange Track*.

Immediate Past President Fisher and Director Findley then presented a Constitution Update.

Beth McCoy of Destination Marketing/Wisconsin addressed the Board on the Tour possibilities for the 2004 Convention.

Diana of the Four Points Sheraton then escorted the Board on a tour of the Hotel and Convention facilities.

President Fogg and the Board decided that the Board of Directors meeting at the 2004 Convention in July would be held on Monday, to allow the Officers and Directors to be available to attend to their assignments for the Convention.

A motion to adjourn at 5:00pm was made by Secretary Ourso and seconded by Director Findley.

Motion carried. 

Answers to February's puzzle

- (B) Cayce, Kentucky, was Casey's hometown during his teenage years.
- (C) John Luther Jones was Casey's legal name.
- (A) In his youth, Casey played baseball for the Cayce Dreadnaughts.
- (D) Casey's first railroad job was as a telegraph operator.
- (A) Casey became the engineer of the Cannonball Express on his last promotion.
- (C) The Illinois Central was Casey's last employer.
- (D) Casey's last train was made up of mixed baggage, mail, coaches and sleepers.
- (B) Sim T. Webb was the fireman on Casey's last run.
- (C) The accident that killed Casey Jones took place in 1900.
- (C) The site of Casey's fatal accident was Vaughan, Mississippi.
- (D, F, G) Three factors not part of Casey's fatal accident were 1.) engine and tender stalled on the main line, 2.) roadbed washed out, and 3.) switch in wrong position.
- (A) Casey was the only casualty in the April 30, 1900, crash.
- (B) In the "official" investigation following the accident, Casey was found solely responsible for the collision.
- (C) The Casey Jones Home, Museum, and his final resting place are located in Jackson, Tennessee.

A Lionel Puzzlement

by Gene H. Russell, Ed. D
RM 24608



Round-N-Round

Answers for this spiraling puzzle are associated with Lionel accessories and parts that rotate or move in circles. The Inward Clues provide a set of answers completely different than the Outward Clues. Place only one letter in each box keeping track of the numbers beside the clues that also give, in a round-about-way, a hint as to the number of letters in each answer. Enjoy coming and going! 🚂

Inward Clues

- 1-8 Rotating part of motor
- 9-20 "Circulates" around the operating freight station (2 words)
- 21-25 Small wheel at the side, end, or top of a freight car
- 26-40 Picks up power from center rail (2 words)
- 41-52 Rotating receiver for UHF waves (2 words)

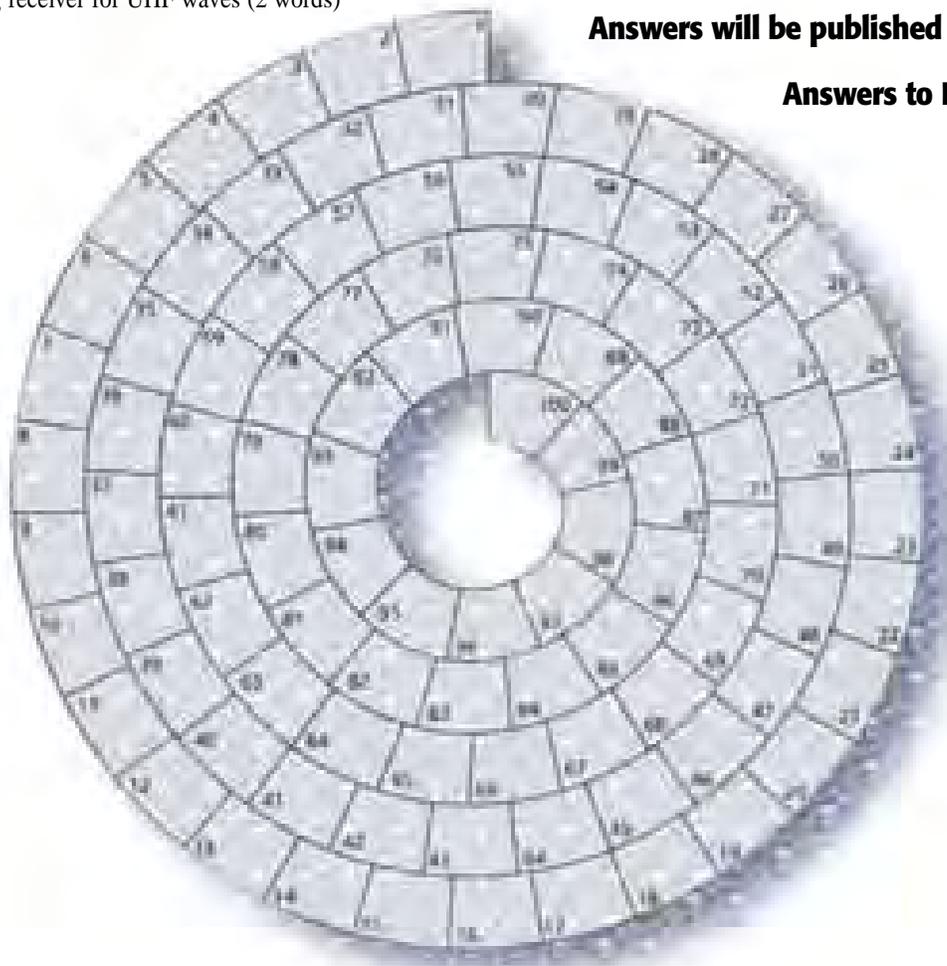
- 53-64 Drives the "bobbing" sheriff and outlaw (2 words)
- 65-74 Building for storing and repairing locomotives
- 75-85 Car with apparatus for sending out a beam in a circular pattern
- 86-94 Rotates stationary engines
- 95-100 Thin metal or fiber spacer with hole in center

Outward Clues

- 100-91 Rotorcraft on launching car
- 90-81 Spout raises and lowers (2 words)
- 80-68 Chasing figures on animated gondola (2 words)
- 67-61 _____ stock
- 60-53 Vibrating part on operating freight station
- 52-44 Plastic like material that transports figures on the animated gondola (2 words)
- 43-36 Belt that transports coal from scoop to waiting coal car
- 35-27 Spool that stores two-wire extension "cord" when not unwound (2 words)
- 26-22 Wheel used to transfer motion or support something
- 21-15 Holds lens and encloses beacon bulb
- 14-9 _____ snow plow
- 8-5 Shaft connecting two wheels
- 4-1 Pinion _____

Answers will be published in the next issue

**Answers to February's puzzle
are on page 31.**



Train Talk

by Bill Bracy
CEO, Lionel LLC



Bill Bracy

I hope you've all had a chance to spend some enjoyable time with the 164 pages between the covers of our 2004 Train Catalog, Volume 1 — an amazing array of new offerings that cover every aspect of our consumers' interests. Let me draw your attention to two products that deserve special attention — both exclusives with Lionel.

The cover of our newest catalog showcases The Polar Express, originally a best-selling (and now a classic) children's story written by Chris Van Allsburg in 1985. In time for Thanksgiving 2004, Tom Hanks brings this book to life in the starring role on movie screens all over America, in what is destined to become a classic Christmas film. Obviously it will be extended to other media venues such as TV, DVD, VHS, etc., as it takes its permanent place in our pop culture.

Using groundbreaking, motion-capture animation directed by Robert Zemeckis, the story of a young boy's struggle to solve the mystery of Santa Claus plays out on a train called the Polar Express. Led by a massive Berkshire locomotive, the train transports wide-eyed kids on a hair-raising adventure to the North Pole.

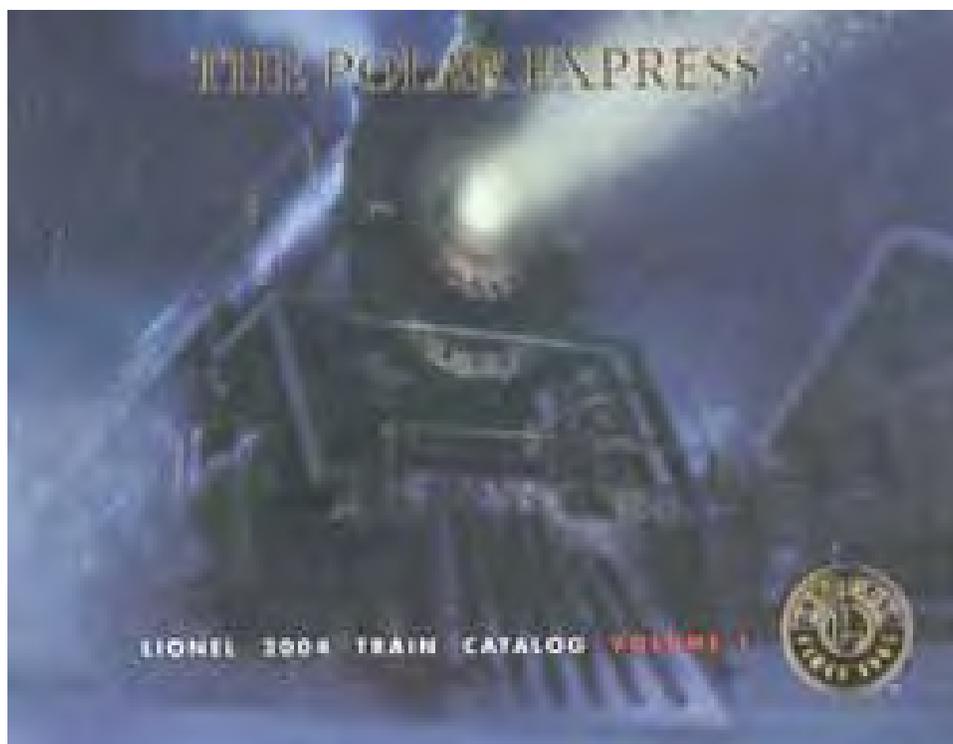
Pages 14 and 15 of our new catalog present the Polar Express as only Lionel can make it. You'll find details explaining how Lionel has captured the essential elements of the book and film, with passenger cars paralleling the movie train, complete with silhouettes depicting key scenes and articulated play figures to enable kids to reenact favorite movie moments. Check it out.

Next, turn to pages 30 and 31 to see the announcement of the Amtrak Acela, slated for introduction in 2005. We have begun the massive undertaking of creating a 1:48 scale Acela,

complete with all of its operational characteristics — high-speed turning, automatically opening doors, and deployable pantographs — everything the real Acela has. It is still in the design phase, but we want you to reserve yours now, in anticipation of the rush to own one of these cutting-edge masterpieces when they arrive in 2005. This will usher in a new era of model railroading. It's that revolutionary.

Another exciting development is the great reviews we are getting from the world of HO. Hot off the press is the February edition of *Model Railroad News* with a five-page spread on our recently introduced Challengers. Positive comments pepper the review throughout, but let me give you some of the summary paragraph;

Well, as the cliché goes: the third time is a charm. Lionel may have had less than impressive HO scale products the first two times around, but everyone who comes in contact with



this model will admit the Lionel HO of the Twenty-first Century is at the top of the game. They are now one of just a handful of HO scale manufacturers producing ready-to-run locomotives with built-in sound decoders. There may be a few things that still need a little tweaking as with any new product line, but the Lionel HO Challenger is an impressive start for this 100-plus-year-old model train company. I think old Joshua Lionel Cowen would be proud.

We look forward to discussing these and other announcements in upcoming shows and at the LCCA National Convention at Milwaukee in July. Here's to a great 2004! 🚂

