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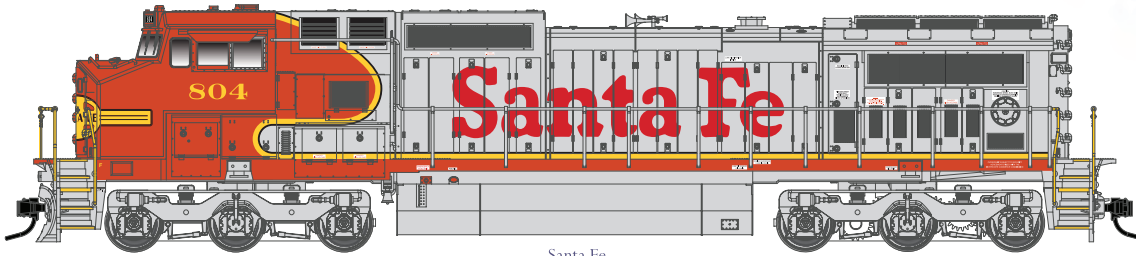
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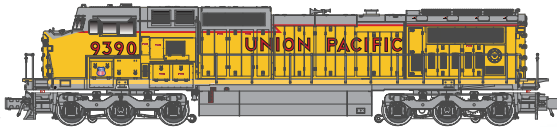
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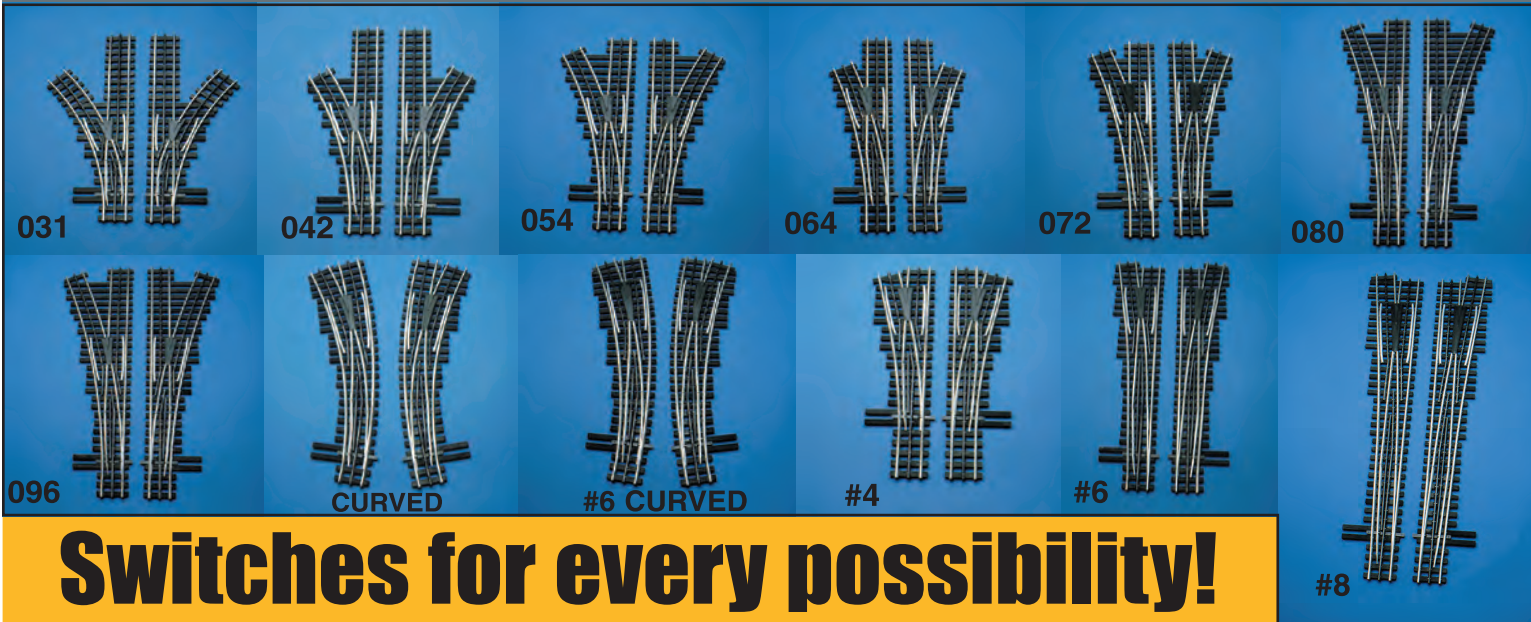
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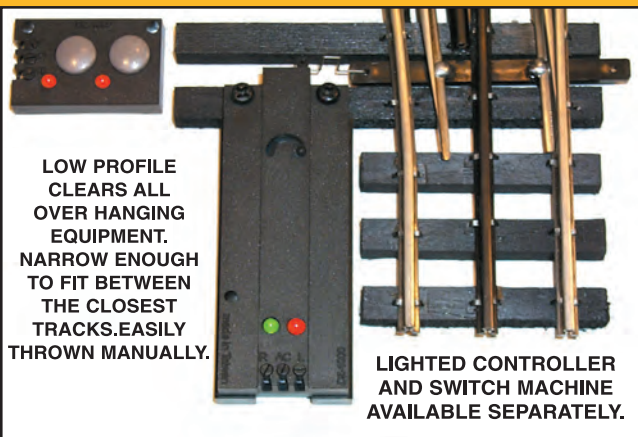
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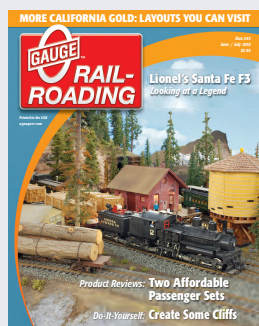
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ON THE COVER

This custom-built Sierra Lumber Company 3-truck Shay is handling switching duties on David Viale's Mariposa, California, 2-rail O scale layout before heading off to the lumber mill. Dave's is one of several outstanding West Coast layouts we have been featuring in recent issues of *OGR*, with more to follow. Two layouts featured in Run 242 (April/May), as well as Dave's layout, will be open to visitors during the 2010 O Scale National Convention being hosted in Santa Clara from June 30–July 3.

Photo by Jim Ferreira



The Age of Steam Roundhouse

Nestled in the rolling hills of eastern Ohio is one of the most unusual "train layouts" that has ever been built. No, it's not an O gauge layout. It is a brand-new 12-inch-to-the-foot, full-sized railroad roundhouse and yard, and it is not being built by a railroad. The Age of Steam Roundhouse (AOSR) is being constructed with private funds provided by Jerry Joe and Laura Jacobson. The AOSR is being built on 34 acres of farmland just south of the little town of Sugar Creek, Ohio. It is located immediately adjacent to the Ohio Central Railroad

mainline track and right alongside a road named Smokey Lane. How appropriate!

Jerry is the former owner of the Ohio Central Railroad System. In October of 2008, he sold the railroad to Genessee and Wyoming Industries. Prior to the sale, Jerry built a siding along the Ohio Central main line to provide access to the AOSR site. The 18-stall roundhouse, 115' turntable, and fully-equipped back shop will be completed in late 2010. Other buildings and structures will be completed later during Phase 2 of the project. Jerry and Laura



ABOVE: Chief Mechanical Officer for AOSR Tim Sposato, steam locomotive expert Jerry Ballard, and AOSR Chief Design Engineer John Dulac use an O scale drawing of the site and some O gauge trains to analyze exactly how they should lay out the tracks in the railroad yard next to the roundhouse.



LEFT: Construction is well underway at the Age of Steam Roundhouse site in this aerial view shot in November 2009. Most of Jerry's diesels are already there, as is NKP Berkshire No. 763. The big Berk is spotted on the third track from the left, all by itself in the middle of the yard. This view looks northwest.

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have also set up an endowment so that the ongoing upkeep and maintenance of this roundhouse and the treasures it will contain are secure far into the future.

The various structures will look like typical railroad buildings of the 1920 era but will include some modern amenities for safety, comfort, and economy of operation. The roundhouse's 43,000 sq. ft. insulated roof will be supported by old-fashioned Amish timber framing fashioned from 12x12 and 8x8 oak beams. The massive roof trusses will be held together with tightly fitting mortise and tenon joints and then made fast with hand-hammered 12" oak pegs. There will be no metal bolts, nuts, braces, or turnbuckles used in the roof trusses, just the laws of physics as applied to the age-old science of tension and compression. When completed in late 2010, this roundhouse will be the largest timber-framed structure in the world and will provide safe haven for Jerry's collection of nine steam locomotives and more than a dozen historic diesels.

In the future, the AOSR will have dual roles. It will be used to restore and maintain the AOSR's roster of steam and diesel locomotives and will also be used to teach future generations of steam locomotive repairmen these unique job skills. This will ensure that knowledge of these crafts will be passed on for the benefit of future generations.

I have known Jerry Jacobson for over 30 years. I have also had the pleasure of working for him at the Ohio Central. I was

his Superintendent of Operations for the Youngstown Division of the Ohio Central from 2004 until the road was sold in late 2008. I still work for him, managing and flying his Beechcraft King Air. Jerry is a modest, generous, and humble man with a fiery passion for the age of steam railroading. He has chosen to spend several million dollars of his own money to provide a permanent home for several great examples of the steam locomotive builder's art. In the process, he is also building what will be a lasting legacy to his passion for steam railroading.

So what does all this have to do with O gauge railroading? When designing this facility, the AOSR's design staff had scale drawings of the site produced in O scale. They then used the drawings and several O gauge trains to do a lot of "what if" analysis of just how the site should be arranged. I'll bet that when Lionel produced

Photo courtesy F.A. Goodman Architects, LLC.




This architect's drawing of the interior of the roundhouse shows how massive 12x12 wooden timbers will be used in the construction of the building.

Photo courtesy F.A. Goodman Architects, LLC.



This side elevation of the roundhouse provides perspective on the overall size of the building. The locomotive is a scale drawing of Jerry's 2-8-0 #13, a former Buffalo Creek & Gauley locomotive.

that water tank, they never figured it would be used like this!

Keep up with the progress of this unique railroad project by visiting the AOSR website at www.ageofsteamroundhouse.com. 



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Suspending Disbelief

This column was inspired by the works and words of two outstanding model railroaders. The first is the legendary Frank Ellison—a name familiar to anyone who has been in this hobby for a while. The second is a contemporary practitioner of the craft, Boone Morrison, who writes for *Narrow Gauge & Short Line Gazette* (NG&SLG) magazine. In his own way, each of these individuals has been instrumental in defining fundamentals of layout presentation that impact the way in which others, in particular, see our layouts. Especially interesting is how their individual perspectives, when considered together, fit hand-in-glove in a thoroughly logical way.

Frank Ellison (1887-1964) has long been considered among the deans of O gauge railroading. His freelanced Delta Lines was the subject of many articles in the formative days of the hobby, and his creative thinking and modeling techniques have inspired generations of hobbyists to

adopt his approach in the planning and execution of layouts large and small.

In the late 1940s and early 1950s, Frank wrote a series of articles for *Model Railroader* magazine titled “The Art of Model Railroading.” Having worked professionally in theatre for many years, Frank’s experience with theatrical principles and techniques greatly influenced his ideas about model railroad design. He believed that the layout was a stage on which the trains performed as actors. Accessories and scenic additions constituted the set, constructed and positioned in much the same way as a carefully planned theatrical set. The business of transporting people and freight from place to place created dramatic action that the model railroader reenacted whenever the trains were operated.

For the most part, Frank’s attention focused on presentation of the layout itself, as does most of our own attention when we are engaged in the process of building

the empire of our dreams.

Boone Morrison, an On3 modeler of considerable note in the world of narrow gauge modeling, extends this line of thinking, and seeing, beyond the layout. In 2004, Boone conducted a clinic on the subject of layout presentation at a gathering in Santa Clara, California. (Video of this clinic is available free of charge at modvid.com.au/html/body_you_tube.html. Scroll to near the bottom portion of the page.) He has also summarized his ideas in the Sept/Oct 2009 and Jan/Feb 2010 issues of NG&SLG.

The core of Boone’s approach is the concept of “suspended disbelief” as it is applied to our modeling efforts. In the theatrical arts, this relates to the willingness of an audience to temporarily overlook the limitations of a make-believe setting and to accept it as a believable reality, even if only for a short time. In a theatre setting, for example, the audience is fully aware of all their surroundings—seats, walls, light-



Is it real? Unless you know better, this shot of Rich Battista’s beautifully detailed layout could easily be mistaken for a photo of the prototype. Frank Ellison would be delighted at the level of realism shown here!

ing, orchestra pit, carpeting, other spectators, and so forth—as well as the presence of the stage. But once the lights go down and the curtain opens, the audience quickly becomes focused on the performance or film unfolding before them to the extent that “real world” fixtures and distractions around them are rather quickly dismissed. So how does this apply to our model railroading?

Well, it seems to me that these two individuals, Frank and Boone, provide some darn good reasons for approaching our modeling efforts in much the same way as practitioners of the theatrical arts approach the staging of their real-life performances.

Frank closely examined all aspects of the “stage” (nicely demonstrated by the scene from Rich Battista’s layout displayed here), and Boone extends things a bit further to cover the surroundings in the “theatre” itself (the layout room, as demonstrated in the photo Alan Zamorski has provided).

There’s not room for an in-depth discussion of each craftsman’s specific tips and techniques in this brief column, but followers of the “art of model railroading,” as advocated by Frank Ellison and expanded



on by Boone Morrison, owe it to themselves to explore these topics in more depth. Regardless of whether you’re planning to construct a new layout or improve the presentation of an existing pike, I believe we all stand to benefit greatly from studying the work of these two inspired and inspiring model railroaders. 🚂

In this photo of Alan Zamorski’s layout, notice how the dark surroundings of the fascia, drapes, ceiling, and so forth draw the viewer’s attention directly to the layout scenes. Alan has effectively used concepts described by Boone Morrison to reduce extraneous distractions.

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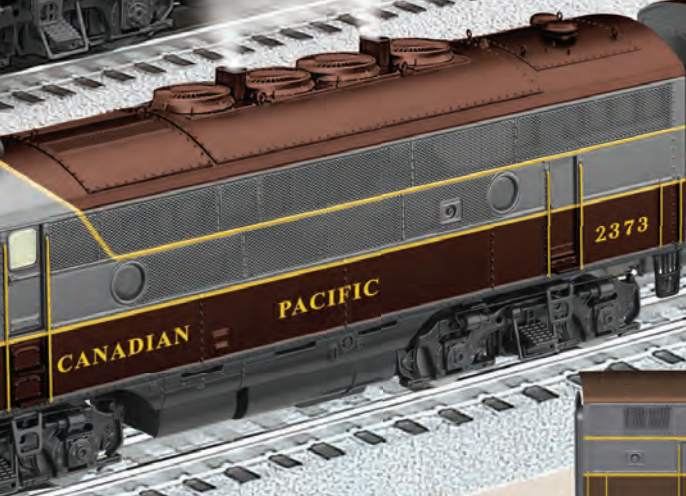
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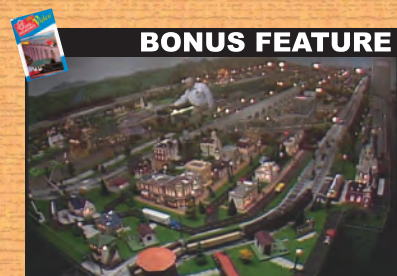
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Lewis M. Polk, president of Aristo-Craft Trains, and Walter M. Matuch, president of Ready Made Trains (RMT), announce a joint marketing effort called RMT by Aristo-Craft. Products from RMT will now be offered through Aristo-Craft's worldwide distribution channels. By joining with Aristo-Craft, RMT product availability, shipping, and distribution are streamlined to benefit hobbyists, retail stores, and distributor networks in both the U.S.A. and Europe. Both Aristo-Craft and RMT products are made at the same factory in China, so these products can share a container and ship sooner rather than having to wait for each individual company's products to fill a container.

Walter Matuch, who was formerly a product manager at Aristo-Craft, has over

40 years experience in railroading and hobby industries. In keeping with the railroading theme, the agreement creating RMT by Aristo-Craft was signed onboard his private Jersey Central Railroad caboose.

In coming weeks, a new full-color train catalog will be released that will showcase many new RMT by Aristo-Craft products and accessories. The RMT website will remain the main marketing tool for RMT by Aristo-Craft products.

Aristo-Craft has computerized ordering capability for hobby retailers, and RMT currently has a consumer website at www.readymadetoys.com. These two hobby lines will be offered through both Aristo-Craft distribution channels and RMT hobby distributors. Retailers can now order train products in either O or G



Left to Right: Lewis Polk, Scott Polk, Susie Matuch, Walter Matuch

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O Gauge Railroading in Afghanistan

Following is a letter, along with several photos, we recently received from Lance Prucnal, a U.S. Navy Seabee and avid O gauge enthusiast. Lance is currently serving in Afghanistan following an earlier tour in Iraq. Although the Christmas holiday season will be long past by the time this issue of OGR is printed, we felt that our readers would enjoy knowing that the reach of O gauge model railroading fun is pretty much worldwide.

— Allan

Thank you OGR Publishing, Atlas O, Walter Matuch of RMT trains, and the OGR forum members who made this a memorable Christmas for me and hundreds of my fellow Seabees here at Kandahar Air Field, Afghanistan. Thank you also to the many hundreds who took the time to send Christmas cards. Here are some pictures we took of the Christmas cards and the two different layouts that we had.

The first layout measured 43" x 53". Atlas O provided a trolley and enough track for two loops around the Christmas tree. The track worked great and went together easily. A friend sent a few cars and an RMT Christmas Beep. The Christmas tree was sent by some friends in the States, and having trains run around that tree brought back a lot of fond memories to several of the guys.

Our power is provided by a generator, one of three 30 kW generators, powering everything on our compound, and power surges are a problem even with surge-protecting power strips. The Navy and Army Beeps handled the power surges without a problem and just kept on running. They sure are tough little engines!

The Christmas cards we received, along with the trains, were displayed in a 20' International Organization for Standardization (ISO) container. To the right of the container is our mailroom. I would leave our office door open and have the train running so Seabees waiting in line for their mail could enjoy the action. It looked very nice with the tree lighted and the lights from the train.

The buildings and vehicles on the layout were a big hit. Several folks got a kick out of the little O gauge train shop. I also built a couple of houses out of plywood, but they were pretty rough.

The layout was popular. A few guys who work for the Union Pacific, Kansas City Southern, and BNSF railroads in their civilian careers commented on how a train set at Christmas was what motivated them to go to work for the real railroads.

As it is with all good things, the Christmas layout had to come to an end. Since it was located on top of a desk, it had to be moved after the holiday. On Christmas Day I transformed it into a 30" x 40-1/2" compact layout, using ground foam for grass and mixed lichen for the shrubs. Since black paint is in short supply here, I used sandpaper cut into strips to make the roads. The pictures of the compact layout were taken in my 12' x 12' office. I constructed a stand out of 1 x 4s, and the layout fits snugly on top. It only takes a couple of minutes to put it together—there's no space to leave it up all the time—and I can easily run it in my off time and then take it apart for storage.

My biggest regret about the Christmas layout was that it was not up long enough before I had to dismantle it, but operational commitments come first. Also, I just wish I had the space to leave the compact layout up all the time.

At 6' x 8', the layout I had in Iraq was huge compared to these Afghanistan versions. I was able to operate three trains at once on that earlier layout.

I want all the folks at home to know that the Seabees and other American and British forces are very busy here, and we all hope that everything will work out.

Your friend,

LSCS Lance J. Prucnal
22 NMCB SEABEES
APO AE 09355



LEFT: A Christmas Eve photo shows LSCS Lance Prucnal with some of his buddies, including (left to right) LS2 Stephen Chilton, Lance, LS2 Jesse Rizo, LS2 Christopher Bryant, and LS2 George Montgomery (kneeling).

RIGHT: Interservice cooperation is amply displayed on Lance's layout. Here, a U.S. Army Beep cruises along with a U.S. Air Force caboose, while the U.S. Navy Beep works the outer line with its U.S. Marines caboose. There's likely a U.S. Coast Guard Beep somewhere nearby waiting for its turn on the layout.



LEFT: After the holiday, the small Christmas layout was converted to something more appropriate for year-round use.

RIGHT: Lance poses in front of a portion of the many Christmas cards that flooded in from OGR forum participants and other supporters.



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PRR D6 and D6a 4-4-0 Locomotives



Schneider Model Railroading announces 1:48 scale models of the Pennsylvania Railroad's Class D6 high-speed passenger locomotives. The 3-rail models are of engine #10, the D6 class leader, built in 1881, and engine #1066, a D6a built in 1883. Both models feature brass construction with historic authenticity. Powered with boiler-mounted Pittman motors driving all-metal gears, the engines are wired for conventional operation and include a custom-designed Dalle sound system. Less than 40 locomotives (both versions) are to be made. Delivery is expected before the end of 2010. Preorder price is \$1,449.95, a savings of \$250.00 from retail. Required deposit of \$100.00 plus \$12.00 shipping. SMR Trains, P.O. Box 753, Mount Laurel, NJ 08054; www.smrtrains.com.

Classic Style Lionel Bridge



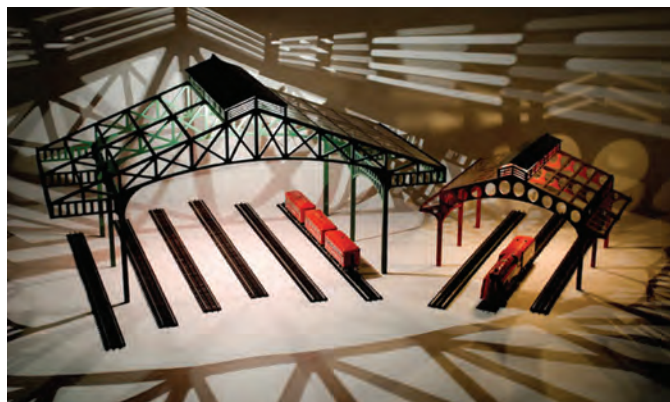
The classic style of Lionel renowned 1950s catalog art comes to life with this new wooden kit bridge available from TrainWorx. This 20" arched bridge has a roadbed height of 5-1/2" to

match Lionel's FasTrack trestle sets and is 4-1/2" wide to accommodate your O gauge track of choice. Easily assembled with carpenters or white glue, this kit of precisely machined medium density fiberboard engineered wood comes with easy-to-follow instructions. Paint with a color of your choice to finish off your toy train layout in classic Lionel style. \$89.00 plus sales tax and shipping from TW Design TrainWorx; www.twtrainworx.com; 214-634-2965.

Prewar Tank Cars

Atlas O announces its O scale Steam Era Classics 8,000 gallon tank cars available in Richfield, Johnson, Transcontinental, Staley, Deep Rock, and undecorated. A die-cast frame cradles the molded plastic tank with die-cast, sprung 50-ton friction-bearing trucks underneath. Details include separately applied metal handrails, grab irons, stirrup and ladders.

Minimum curves are O31 for 3-rail and 24" for 2-rail. Cars for 2-rail operation are shown, while 3-rail cars have tinplate wheel flanges and operating die-cast couplers. Atlas O body-mounted scale couplers can be installed on 3-rail cars for scale 3-rail operation. Four road numbers are available per car except Staley, which has two. \$64.95 (3-rail) or \$69.95 (2-rail) at www.atlaso.com or Atlas O dealers.



Passenger Station Sheds

Bridgeboss train sheds are offered in two sizes for scales S, O, G, and Standard Gauge. The sheds can be mounted end to end to accommodate any length required by the modeler. The larger shed is 48" x 24" x 24". The smaller shed measures 24" x 16" x 15". Both are also available in narrower versions and are supplied with upgrade options, which include decorative items, optional internal lighting, passenger platforms, and roofing configurations. All sheds are offered in kit form both in unfinished condition or painted in almost any choice of colors. Sheds are made from cabinet grade Baltic birch plywood, with clear acrylic windows. \$189.00 to \$399.00 depending on size and options. Shipping extra. Bridgeboss; www.bridgeboss.com; dada1043@msn.com; 716-773-6290 or 716-553-5329.

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Virginian Class AE 2-10-10-2

From 1918 to the end of steam, the Virginian Railway used these behemoths from Alco to pull heavy coal trains through the Allegheny Mountains. The front engine's low-pressure cylinders were the largest used on a North American locomotive and had to be tilted upward slightly for operating clearances. This 1:48 scale Anniversary Series model in 3-rail or 2-rail from Sunset/3rd Rail portrays the Class AE as it was in its prime. Models for 3-rail operation feature TMCC and Legacy compatible Cruise Commander from The Electric RR Company with RailSounds 4.0. Minimum curves are O72 (3-rail) or 56" (2-rail). Scheduled arrival is June 2010; reserve price \$1,999.95 with no deposit required; www.3rdrail.com; 800-3RD-RAIL.

Good Morning Milkman

Diecast Direct, under its America Heritage Models brand, offers 1:43 scale die-cast models of the popular Divco multi-stop delivery trucks built by the Detroit Industrial Vehicle Company before and after WWII. These models accurately portray the trucks used by a number of dairy companies with the correct vehicle details and paint schemes. Owner-specific details include windshield wiper location, lights, and styles of bumpers as well as chromed or painted components. Paint and lettering schemes are historically accurate. An appropriately uniformed delivery man holding a rack of milk bottles accompanies each model. \$29.95 (\$19.95 undecorated) from Diecast Direct, 3005 Old Lawrenceburg Rd., Frankfort, KY 40601; www.diecastdirect.com/ogr; 800-718-1866.



Limited Run Big M Boxcar

The distinctive big M design on this car was discovered among items stored away in the hidden recesses of the Milwaukee Road archives. These items were subsequently presented to the Milwaukee Lionel Railroad Club so they could be shared with today's O gauge hobbyists. The limited run of this traditional double-door boxcar was made



by Lionel LLC and is currently available. \$69.95 plus \$10.00 shipping. Order from Milwaukee Lionel Railroad Club, 2721 S. Calhoun Rd., New Berlin, WI 53151; www.milw-lrrc.com. Price includes new associate membership in the club.

A.C. Gilbert TrainOrama

A reproduction of the A.C. Gilbert TrainOrama backdrop is now available from Bart's Pneumatics Corporation. Images of the popular original have been enhanced in this 3-D diorama, which can be set up and used as a backdrop in a variety of configurations. Constructed of heavy card stock and suitable for S and O gauge layouts, the diorama includes a hydraulic dam, factory, town, and mountain in three large scenes that can be mixed and matched, along with two corner scenes. Fully assembled, the diorama is 112" x 14". \$250.00 plus \$25.00 shipping. Bart's Pneumatics, 1952 Landis Valley Rd., Lancaster, PA 17601; www.bartspneumatics.com; 717-392-1568.



Folks at Rest and at Play



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All traffic comes to a stop on Jim Policastro's layout as the Lionel Lines Commodore Vanderbilt in gleaming candy apple red glides into town. Jim doesn't often operate tinplate trains on his hi-rail layout, but few would dispute realistic scenes and colorful toy trains make for an unusual and eye-catching combination.





Bruce Dombey asks: "If you installed a scene like this at about eye level on your layout, how many visitors do you think would try to look over the fence?" The locomotive in this scene depicting the Indiana Dunes is a Bachmann On30 Porter 0-4-0 that Bruce rebuilt as a cabless model. He also built the structure and water tank from scratch, and then added some crew figures made by Artista.

Duane Hale and Beckett, his six-year-old son and fellow train enthusiast, live in Alexandria, Virginia. When Beckett outgrew his wooden Thomas trains, Duane decided that Santa would bring an O gauge set for Christmas. He also decided to construct a full-blown layout that would fit underneath Beckett's bed. Beckett is a big fan of the Santa Fe, as evidenced by just about everything visible in this photo, including the locomotive, rolling stock, switch tower, and even the Super Chief Diner. This under-the-bed layout is planned for a future feature article.



An MTH Dreyfuss Hudson passes through the Hell Gate Bridge and is about to meet a K-Line Hudson on Michael Lee's layout in White Bear Lake, Minnesota. Mike, who works for a real railroad, is obviously a fan of the New York Central. He refers to his 10' x 12' pike as a "mini" hi-rail layout. "I think my layout would provide good inspiration to folks who want to run scale steam engines on a small layout with a hi-rail look," Mike writes. "I also built it as a modular layout so it can be taken apart and easily transported if or when job relocation ever requires me to move."

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Lionel 1562W Burlington GP7 Passenger Set

Review and Photos by George Brown

Several years ago at a train show in Houston, I seriously considered purchase of a factory-sealed, mint-in-box Burlington GP7 passenger set or a still-sealed '54 vintage steam freight set. I finally passed on them because I just couldn't reconcile the cost of either against the fulfillment of a childhood dream. After all, once the boxes were opened and the trains plied the rails, bye-bye value. Would I have to run these pristine antiques from over 50 years ago? Of course, they're trains! But now with the ready availability of postwar-styled Conventional Classics trains from Lionel, returning to those thrilling toys of

yesteryear is possible at a reasonable cost.

Making a product that looks the same on the outside is not all that difficult, but what's on the inside is the inevitable question. So let's look at the GP7 locomotive, the four 2400-series O27 passenger cars, and the reproduction packaging that comprise Lionel's latest offering in the Conventional Classics line: the #1562W Burlington set.

Locomotive

With its bright silver body shell and red metal frame, the 21st Century version

of the postwar GP7 is attractive in its rather austere paint scheme and decoration. All the external characteristics of the original 2328 GP7 are there including the wire handrails at the cab and the riveted sheet-metal handrails on both ends. But unlike the postwar Geep, a clear plastic window insert embellishes the cab for a touch of realism. At the cab sides, this insert covers only one of the two window panes, leaving the other open for air circulation inside the shell. Of course, the steam generator stack on the short hood is also open, allowing some air circulation around the motor.

As on the original 2328, a round head self-tapping screw through each end of the body shell holds it to the frame. A brass eyelet is also now installed in each screw hole, which should keep the screw heads from damaging the plastic shell if they are overly tightened. Additionally, close inspection of the molded body shell as well as the cast pilots and side frames revealed a delightful





crispness that only comes from new tooling.

Inside the engine is a traditional Lionel AC motor. Like its postwar predecessors, this brush motor is series-wound with three poles and emits the characteristically nostalgic growl as it drives its locomotive along the rails. Assembled to the bottom of the motor is the traditional, separate die-cast power truck with Magne-Traction plus a modern set of traction tires on the wheelset closest to the fuel tank. All gears are metal, and the axles turn in bronze bushings.

The dummy truck, which the postwar Lionel service manual called the collector truck, has the same style of dual roller pickup and stamped metal frame as on the original Geep. This truck also has the same die-cast Blomberg side frames as the power truck, and again its axles run in bronze bushings. To help prevent stalling on electrical dead spots on today's long switches, Lionel mounted a third pickup roller on the power truck in yet another improvement over the postwar design.

The new 2328 has the traditional

incandescent bulbs at each end for the headlights, and both bulbs light directly from track voltage. These lights shine through clear plastic headlight and number board lenses. The Conventional Classics Geep also has a reverse unit and a horn as did its mid-1950s predecessor, but that's where the similarity ends, as you can see in the photo of the two Geep frames. In the background is my restored postwar Geep frame, while in the foreground is the new red 2328 frame. I understand the costs associated with tooling and manufac-



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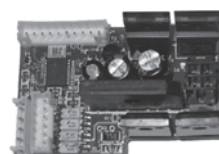
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turing the mechanical E-unit, as well as the DC relay and battery-powered horn, are too high considering the unit volumes and the price points of Conventional Classics locomotives. So contemporary electronics now control locomotive direction and also produce a realistic sounding horn and bell, which to me is a vast improvement over the original bicycle horn's anemic and unrealistic bleat. By the way, the large gray box in the middle of the new red frame is the sound reflex chamber for the speaker.

Technology also changed the role of

the fuel tank molding, which rides underneath the frame. In the 1950s, the tank housed the horn's D size battery—a device that damaged and even destroyed a number of postwar Geeps and F3s when it leaked. On the 2010 version, the tank contains the controls for the reverse and sound electronics.

At both ends of the Geep are die-cast thumbtack operating couplers, which are a direct lift from the mid-1950s Lionel locomotives. Also, timeless are the die-cast pilots, a design that has withstood innumerable collisions over decades past.

Although the paint and decoration of the Burlington Route are simple, they are well executed. Hopefully, the silver paint on the shell will hold up a lot better than the paint on the postwar 2328 did. Given today's paint technology, I'm reasonably sure it will.

Passenger Cars

Externally and from a trackside viewpoint, the Conventional Classics 2400-series cars emulate their postwar counterparts fairly closely. But when the new 2400-series coach, domes, and observation sat beside my 16000–16003 Pennsylvania cars of 1987, it was obvious they originated from the same modern-era mold design.

The bodies are one-piece with the trucks and lights assembled directly to the molding. Two self-tapping screws inserted through the bottom of the car hold the separate roof in place. On the roof are two or three, depending on the type of car, 7/16" diameter molded-in grilles, which were not on the postwar 2400s. The two separate roof vents, which on postwar cars were screws that held the roof to the body, are installed on the Conventional Classics roofs with generic hardware store nuts.

I was disappointed that Lionel used the modern-era tooling for these cars instead of reproducing the postwar construction with the metal insert. Admittedly, it is

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expensive to manufacture and install, but that classy insert served as the postwar cars' frame and the carrier for the trucks and interior light bulb sockets. With that insert, the original 2400-series cars exuded the quality of postwar American engineering.

Stamped metal trucks with die-cast side frames are the same as those under the postwar 2400-series cars. Even the separate wheels and axles are carried forward from the postwar design. And as with any of the postwar Lionel rolling stock, a small drop of oil where each wheel rotates on its axle significantly improves the rolling characteristics of the car. Of course before running the set, I oiled the motor bearings and trucks as described in the operating instructions. For this application, my choice of oil for years has been Labelle #107.

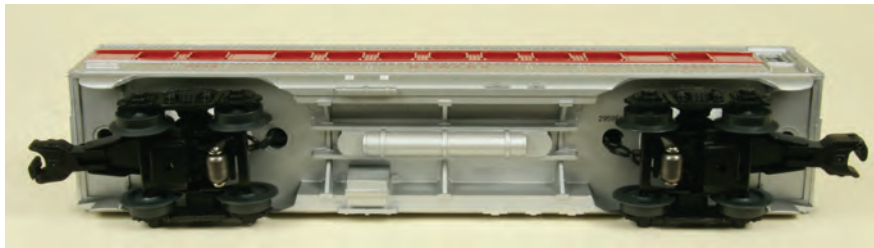
As were the O27 Lionel Lines passenger cars of over 50 years ago, the new silver Conventional Classics cars are striking with their glossy red stripe along the windows and red lettering. I found it curious the car names are in a slightly taller font than on the original postwar cars, especially considering the Lionel Lines lettering was an accurate reproduction of the 1956 cars. Unfortunately, the red stripe on one side of the 2444 coach bled noticeably into the silver, but on the rest of the cars in the set, the color separation was faultless.

Set Packaging

The set box carries the nostalgic decoration and lettering of the postwar Lionel box mixed with the contemporary set number and Lionel logo. Instead of sealing tape, Velcro strips inside the box flaps allow repeated opening and resealing. For the holiday season hobbyist, this box could, with reasonable care, survive and protect its contents for a number of years in off-season storage.

Inside the set box is a reproduction of the postwar plain corrugated carton containing the locomotive, an orange and blue Lionel Corporation box for each of the four cars, and several cardboard filler panels. A plastic bag protected each car box from humidity during transit from the Orient. Also, inside the set box was a packet containing an operating instructions booklet, a \$50.00 rebate coupon toward the





purchase of another Conventional Classics set, and a certificate stating the set is an authentic Conventional Classics product and signed by Lionel President and CEO Jerry Calabrese.

As a finishing touch, each car and the locomotive were wrapped in a printed sheet of paper that reproduces the protective wrapping used by the original Lionel Corporation in the 1950s.

At Trackside

On the tracks is where the Burlington passenger set shines both figuratively and literally. Regardless of whether the set ran in sunlight or darkness, it was pretty to watch.

The Geep powers up in neutral and starts short hood forward after pressing the direction button on the transformer. Although the illustration from the 1956 catalog shows the locomotive running long hood forward, I believe the postwar Lionel Geeps started with their short hoods to the front as our evaluation 2328 does.

With my postwar ZW as my primary power source, startup at approximately 7.5 volts was smooth and predictable. Over several cumulative hours of operation on the editorial Carpet Central Railroad, the train never derailed or faltered on my Atlas or traditional Lionel tubular track and switches. Although O31 is the tightest curve on the CCRR, Lionel advertises the set for O27 operation, and I see no reason that would prevent it from handling 27" curves.

I was surprised at the set's low current draw in light of



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its AC motor and incandescent light bulbs. Up to even the recent past, traditional Lionel series-wound brush motors were current hogs. But at a normal speed, the new Geep and four cars drew a reasonable 1.9 amps at 10.8 volts. By itself and running at the relatively same speed, the locomotive drew 1.3 amps at 9.4 volts. And after less than 30 minutes of break-in time, the Geep would throttle down to a smooth crawl of about 8 mph drawing 1.7 amps at 8.5 volts. I was immediately impressed and also somewhat pleasantly surprised at how well the Geep ran from initial power-up and throughout the course of this review, especially considering my experience with a pair of Conventional Classics GG1s (see "Collector's Gallery," Run 236, June/July 2009).

The horn and bell triggered reliably from the buttons on an Atlas 80-watt transformer, and the sounds were surprisingly realistic. As I mentioned previously, this electronic sound generator was a significant improvement over the bicycle horn on my postwar Geep. As to the engine's lack of a smoke generator...ahhhhh!

At the End of the Run

I enjoyed my visit with the Burlington passenger set, and when it came time to pack it for return to its owner, I relished the task with a certain amount of glee. You see, it was Ed Boyle's set, and he had yet to see or play with it. My excitement came from the firm belief that Ed was going to enjoy it as much or even more than I did. After all, the Lionel Conventional Classics #1562W set has the same attributes as its postwar progenitor. It's simple, attractive, and reliable—a genuine blast from the past. 🚂

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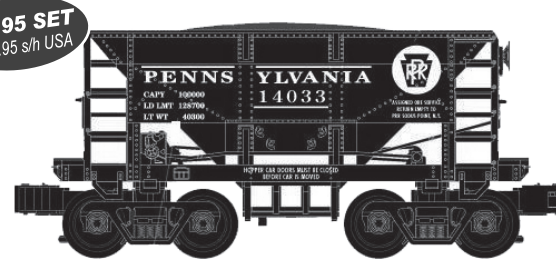


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Williams by Bachmann Keystone Express

Review and Photos by George Brown

As the UPS driver approached our front door, I knew from the huge size of the box he was delivering the starter set from Williams by Bachmann had just arrived. And as I later lifted the handsome yet ponderous set box from the shipping carton, the exhilaration of a Christmas morning, birthday, or other memorable moment for a youngster was in the air.

There they were, attractively staged behind the box's multiple clear plastic windows: the Alco FA, two Pullmans, and an observation car resplendent in the Tuscan and gold livery of the Pennsylvania Railroad. Also visible in their respective windows were the transformer and straight

sections of roadbed track, all of which foretold of the excitement ahead. With all the components of the set nestled neatly in a single foam carrier, the only tool needed to set up the train was a flat blade screwdriver. In less than 20 minutes, the three-car passenger train was gliding around its loop of track, set up on our dining room floor.

The locomotive and cars are not only reproductions of the traditionally sized postwar Lionel 200-series Alcos and 2400-series passenger cars, but also are tried and proven products in the Williams by Bachmann Golden Memories line. However, both the 80-watt transformer and the track are partnership products

from Atlas O. You see, the same builder in China, Sanda Kan, manufactures train products for both Bachmann and Atlas. Join me in looking into the components of the Keystone Express set.

Locomotive

The body shell is a sturdy plastic molding with a clear plastic window and port-holes and a separate metal horn mounted above the cab. Massive die-cast trucks with metal gears carry the Alco. Each truck has one pickup roller with a dummy coupler on the rear truck and a thumbtack style of operating coupler on the front. If this

seems backwards, remember the Alco FA is normally marketed as a powered and dummy pair with dummy couplers joining the two units and operating couplers at their opposite ends. And, this locomotive can pull many more cars than the three included in the set.

Two can motors power all eight of the FA's wheels, with an electronic reverse unit controlling the locomotive direction in the characteristically Williams sequence of forward, neutral,



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reverse. The True Blast II horn and bell sounds are electronically reproduced, with the speaker riding inside the die-cast fuel tank. Triggering the horn initiates the well-known warning of a train approaching a roadway crossing.

Lighting is as simple as the rest of the FA, with an incandescent bulb illuminating the headlight and number boards. In keeping with my recent reviews of Williams by Bachmann locomotives, an extra bulb and spare set of four traction tires are included with the set, as are an illustrated parts list, maintenance instructions, and operator's instruction manual.

The satin finish paint along with the crisp lettering, precision striping, and colorful PRR keystone logos are attractive on the locomotive and also the cars, if I can get ahead of myself for a moment. The Alco's road number of 9624 was assigned to a real AF16, which was the PRR's class for its 1600 hp Alco FAs. Trucks are a semigloss black, but I would have preferred a satin or black finish.

Passenger Cars

The two Pullmans are lettered as Ashtabula Inn and Zanesville Inn, while the observation is lettered as Metropolitan View. Each car has a molded plastic body with translucent window strips that have silhouettes of passengers printed on them. A classy stamped metal insert serves as the cars frame and the carrier for the interior light bulb sockets. As on the postwar Lionel 2400 cars, the roofs are removable for easy replacement of a burned-out light bulb. Yup, these are fancy cars for a starter set.



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Underneath the cars are stamped steel trucks with die-cast side frames. Each truck also has operating couplers and metal fast-angle wheels with needlepoint axles. A small drop of oil on each axle point made for a free rolling car.

Transformer

Hefting the 80-watt transformer out of the set box immediately defined its construction. Only an iron core transformer of that size can weigh almost 7 lbs. On our evaluation set, the transformer's two controls and output terminals provided 3–18 volts AC track power with 6–16 volts available for accessories. According to the specifications from Atlas, maximum output is 80 watts for the track, 30 watts for accessories, or 70 watts combined track and accessories.

The throttle knob rotates clockwise through a 60-degree arc from stopped to wide open. Conversely, the accessory knob rotates counterclockwise to increase voltage, which is duly marked on the case. A rocker switch turns the transformer on or off, and a green LED lights when power is on. Across the front of the case are three buttons for direction, whistle, and bell.



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Should a derailment occur with the resulting short circuit, an internal circuit shuts down the transformer and illuminates a red LED to indicate an overload condition. Removing the cause of the short immediately puts the transformer back into operation.

Track

On each section of Atlas Industrial Rail track, the T-shaped rails are formed sheet steel attached to a molded plastic roadbed. Realistic crosssties are painted dark brown, and a surrounding texture simulating stone and gravel ballast is painted tan. A light overspray of black paint effectively highlights the ballast. Flat steel pins inserted into the hollow rails provide the electrical connections between each section. On the molded ties, interlocking tabs and sockets mechanically join the sections together.

Twelve O36 curved sections with three 10" straight sections and one 10" terminal section make a 40" x 60" oval or 50" x 50" square layout. Two screws on the terminal section provide the connection for the wires from the transformer, which are also included. One end of these wires has terminal ends, while the other end is approximately 1/16" of bare and tinned wire, which is not long enough to clamp securely under the screws on the transformer or track. I recommend stripping at least an additional 1/4" of insulation from the wires before connecting them. Factory-installed terminals on both ends of the wires would greatly simplify connection and dramatically improve the reliability of those connections.

With the plastic roadbed, the Keystone Express can be set up on just about any surface from a tabletop to deep pile carpet. As described in the instruction manual, Industrial Rail expansion packs are available from dealers and directly from Atlas O. Also available are individual full and fractional sections, O36 switches, uncoupling sections, and 90-degree crossings.

Considering that track is a major expense in building a layout, the set's track can be used on the new layout even if the owner selects a different track system. The hollow rails of the Industrial Rail track joins directly to the solid rails of Atlas O 21st Century track. A transition section is also available for connecting to Lionel FasTrack, MTH RealTrax, and traditional tubular track.

At Trackside


Under way, the train is a cool runner, both figuratively and literally. In the heyday of rail travel, Pennsylvania's premium passenger service was as glamorous from trackside as it was on board the trains. Watching this O gauge version of a crack Pennsy limited run around its loop of track was so cool.

To be more objective, the locomotive and the incandescent bulbs in the three cars drew a scant 1.8 amps at 7.6 volts while running at a more or less normal speed. This speed came from a setting of less than a third of the available throttle on the transformer. After a continuous run of almost two hours, the transformer case was barely above room temperature as were the pickup rollers on the locomotive.

Now there was a really cool running train!

At the low voltages needed to move the train, even at breakneck speed, the lights in the engine and cars produced a soft and pleasant glow. With the throttle set to just under half of its travel, I was concerned the train would execute a ballistic launch off the rails, so I didn't push it any further. As I have experienced with other Williams by Bachmann locomotives, our evaluation Alco FA was not only a smooth runner, but it was also an indisputable speed merchant, especially with the light load of the three cars.

At the End of the Run

As a gift for a new hobbyist, either young or young at heart, the Williams by Bachmann Keystone Express is a simple and reliable introduction to O gauge railroading. The Alco and cars are quite attractive and at the same time are built like a...locomotive. Even some energetic, youthful heavy handling shouldn't cause much damage to the train, track, or transformer. I see no reason why the set shouldn't give years of service either as a once-a-year holiday treat or running frequently on its owner's permanent layout. 

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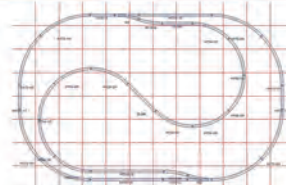
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20-3199-1 L&NE 2-8-2 MIKADO W/SOUND . 829.99
20-3200-1 C&I 2-8-2 MIKADO W/SOUND . . 829.99
20-3221-1 PACIFIC LUMBER CO. CLIMAX . 1,078.99
20-3256-1 B&M 4-6-2 P47 BALDWIN PACIFIC 2.0 . 799.99
20-3269-1 PWW 0-6-0 SWITCHER W/PROTO . 562.99
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20-3286-1 PRR 2-8-2 USRA LT MIKADO . . 863.99
20-3295-1 PRR K-4 MODERN STEAM . . 863.99
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20-3304-1 ACL 0-6-0 USRA STEAM 2.0 . . 562.99
20-3305-1 MP 0-6-0 USRA W/PROTO . . 519.99
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20-3308-1 ACL 2-10-0 DECAPOD W/PROTO 899.99
20-3309-1 ERIE 2-10-0 DECAPOD W/PROTO 899.99
20-3310-1 PS&N 2-10-0 DECAPOD W/PROTO 899.99
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20-1498-1 NYC 0-6-0 USRA SWITCHER . . 359.99
20-1500-1 SOUTHERN 0-6-0 USRA SWITCHER . 359.99
20-1504-1 C&O 2-6-6-6 ALLEGHENY 2.0 . . 656.99
20-1506-1 GN 2-6-6-6 ALLEGHENY W/PROTO 656.99
20-1528-1 ERIE 2-8-8-8-2 TRIPLEX W/PROTO 629.99
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20-2675-1 BMT 2500 SERIES 3 CAR SUBWAY 2.0 . 421.99
20-2675-3 BMT 2500 SERIES 3 CAR SUBWAY NONPWD 229.99
20-2717-1 R40 4-CAR SUBWAY SET 2.0 . . 468.99
20-2717-3 R40 4-CAR SUBWAY SET ON, NON-PWD 174.99
20-2273-1 MTA R-17 WORK TRAIN SUBWAY CAR . 75.00
20-2447-1 METRO LO-V 4-CAR SET W/PROTO, GRN . 329.99
20-2448-1 METRO LO-V 2-CAR ADD-ON, GRN . . 109.99
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20-2755-3 CHICAGO 2-CAR 6200 NON-PWRD . 125.99
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20-2758-1 METRO LO-V 2-CAR ADD-ON, NONPWRD 125.99
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20-2759-3 NY TRANSIT TYPE 3-CAR NONPWRD . SALE 149.99
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20-2766-1 CHICAGO BEARS 3200 SERIES 4-CAR . 335.99
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20-2545-3 FEC E6 B-UNIT, NON-POWERED . 134.99
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20-2641-1 C&NW DASH-4 40C NARROW NOSE W/RAIL . 386.99
20-2645-3 ALASKA F-7 B-UNIT NON-PWD . . 134.99
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20-2693-1 UP SD40T-2 TUNNEL MOTOR W/PROTO . 386.99
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20-2804-1 WP GP9 W/PROTO 2.0 . . 359.99
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20-2840-1 SF ALCO S2 SWITCHER . . . 359.99
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20-2850-1 KCS AC4400CW W/PROTO & HI-RAIL . 389.99
20-2851-1 QCM AC4400CW W/PROTO & HI-RAIL . 389.99
20-2853-1 B&O GP40 W/PROTOSOUND 2.0 359.99
20-2856-1 WISCONSIN CENTRAL GP40 W/PROTO 359.99
20-2858-1 BUFFALO & PITTSBURGH GP38-2 W/PROTO . 359.99
20-2860-1 WISCONSIN & SOUTHERN GP38-2 W/PROTO 359.99
20-2871-1 MAERSK GP60M W/PROTO 2.0 . 359.99
20-2872-1 SF GP60M W/PROTOSOUND 2.0 359.99
20-2881-1 CHESSIE SD35 DIESEL 2.0 . . 389.99
20-2882-1 PRR SD35 DIESEL 2.0 HIRAIL . . 389.99
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20-2893-1 LACKAWANNA E8 ABA 2.0 . . 649.99
20-2894-1 PENNSYLVANIA E8 ABA 2.0 . . 649.99
20-2896-1 ERIE GP-7 DIESEL 2.0 . . 359.99
20-2897-1 CHESAPEAKE & OHIO GP-9 2.0 . 359.99
20-2898-1 UNION PACIFIC GP-9 2.0 . . 359.99
20-2902-1 GN GP-35 DIESEL 2.0 (HIRAIL) . 389.99
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20-5588-1 PRR FF-1 ELECTRIC W/PROTO . 767.99
20-5594-1 ERIE GE I/R BOXCAR W/PROTO . 449.99
20-5605-1 VIRGINIAN E33 ELECTRIC W/PROTO 386.99
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20-5626-1 NJ TRANSIT ALP-44 LOCO 2.0 . . 389.99
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20-80004A B&O F-3 ABA BOXED SET W/PROTO . 895.00
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20-2424-1 B&O GP-9 DIESEL W/PROTO 2.0 249.99
20-2436-1 NS SD60 W/PROTOSOUND 2.0 . 249.99
20-2443-3 MLB SW9 CALB, NON-POWERED . 66.99
20-2450-3 LACKAWANNA E8 B-UNIT NON PWD 49.99
20-2474-3 PRR FA-2 B UNIT NON POWERED 49.99
20-2476-3 SP FA-2 B-UNIT, NON-POWERED 49.99
20-2478-1 B&LE SD9 W/PROTOSOUND 2.0 249.99
20-2487-3 UP DASH 9 NON-POWERED . . 109.99
20-2488-3 MILWAUKEE E3 B-UNIT, NON-PWRD 83.99
20-2490-1 MILW. RD. E3 AA SET W/PROTO 2.0 251.99
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30-2623-3 AC&Y ALCO RS-1 NON-PWRD . 109.99
30-2650-1 RDG 4-CAR MU PASS. SET W/PROTO 419.99
30-2650-3 RDG 2-CAR MU PASS. NON-PWRD . 134.99
30-2657-1 SANTA FE C628 W/PROTO 2.0 . . 251.99
30-2669-1 SEABOARD NW-2 SWITCHER W/PROTO 251.99
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30-2693-3 DEMO RDC BUDD 2 CAR ADD ON 134.99
30-2695-3 JC RDC BUDD 2 CAR ADD ON . 134.99
30-2708-1 MA & PA DOODLEBUG SET . . 335.99
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30-2721-1 MKT GP-7 DIESEL W/PROTO . . 251.99
30-2721-3 MKT GP-7 DIESEL, NON-PWRD . 109.99
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30-2835-3 UP E6 B-UNIT, NON-POWERED . 100.99
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30-2858-1 D&H C628 W/PROTOSOUND 2.0 251.99
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33-7206 LEHIGH VALLEY W/LCL CONTAINER . 17.99
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SALE MTH PREMIER SALE MTH RAILKING SALE



HOPPER CARS & ORE CARS SALE

20-90336	CAN WHEAT 6-CAR 100 TON SET	209.99
20-90423	PP&L 6-CAR COALPORTER SET	209.99
20-90424	PP&L 6-CAR COALPORTER SET	209.99
20-91712	EL PS-26D HIGH SIDED HOPPER	37.99
20-91788	C&O 2-BAY FISH BELLY HOPPER	37.99
20-917203	SANTA FE 34" COMPOSITE CAR	37.99
20-97209	ACL 2-BAY FISH BELLY HOPPER	37.95
20-97220	P&WV PS-2 HOPPER	37.95
20-97225	BN COALPORTER HOPPER	46.99
20-97227	CSX COALPORTER HOPPER	46.99
20-97228	NS COALPORTER HOPPER	46.99
20-97240	BNSF COALPORTER HOPPER	48.99
20-97241	CSX COALPORTER HOPPER	48.99
20-97242	AMER. ELEC. AEPX COALPORTER	48.99
20-97401	NO. AMERICAN CYLINDRICAL GRAIN HOPPER	24.99
20-97552	SF 36" COMPOSITE HOPPER	33.99
20-97620	CARGIL 3-BAY CENTERFLOW HOPPER	41.99
20-97627	BAROID 3-BAY CYLINDRICAL HOPPER	41.99
20-97647	UP 2-BAY CENTERFLOW HOPPER	37.95
20-97648	CNW 2-BAY CENTERFLOW HOPPER	37.95
20-97653	WP 2-BAY CENTERFLOW HOPPER	37.95
20-97655	PRR 3-BAY CENTERFLOW HOPPER	41.95
20-97656	WMD 3-BAY CENTERFLOW HOPPER	41.95
20-97673	CHESSIE 50" AIRSLIDE HOPPER	41.99
20-97674	GOLDEN WEST SER. 50" AIRSLIDE HOPPER	41.99
20-75242	MILLWAUKEE RD ORE CAR	28.99
20-75270	DM&IR ORE CAR	28.99
20-75284	NYC ORE CAR	28.99
20-75287	UNION PACIFIC 4-BAY HOPPER	28.99
20-75291	CN 4-BAY CYLINDRICAL HOPPER	30.99
20-75292	SASKATCHEWAN 4-BAY CYL. HOPPER	30.99
20-75294	DM&IR ORE CAR	28.99
20-75295	GTW ORE CAR	28.99
20-75298	COORS 4-BAY CYLINDRICAL HOPPER	35.99
20-75305	NYC AIRSLIDE HOPPER	32.99
20-75306	BNSF 4-BAY HOPPER CAR	30.99
20-75313	ALBERTA 4-BAY CYLINDRICAL HOPPER	32.99
20-75318	CHRISTMAS 4-BAY HOPPER CAR	29.99
20-75320	NYC 4-BAY HOPPER CAR	29.99
20-75324	CNW ORE CAR	32.99
20-75325	DM&IR ORE CAR	32.99



CABOOSES SALE

20-91177	CONRAIL N-8 CABOOSE	46.99
20-91179	PRR N-8 CABOOSE	46.99
20-91196	MARYLAND MIDLAND BAY WINDOW	34.99
20-91236	BURLINGTON EXT. VISION CABOOSE	50.99
20-91241	LONG ISLAND N-6B CABOOSE	50.99
20-91247	UP STEEL CABOOSE	50.99
20-91251	RIO GRANDE EXT. VISION CABOOSE	50.95
20-91259	CHESSIE BAY WINDOW CABOOSE	50.99
20-91266	NS BAY WINDOW CABOOSE	50.99
20-91267	EIRE BAY WINDOW CABOOSE	50.99
20-91268	READING BOBBER CABOOSE	37.99
20-91273	GTW EXTENDED VISION CABOOSE	50.99
20-91276	CONRAIL N-8 CABOOSE	46.99
20-91278	PRR N-8 CABOOSE	46.99
20-91280	NH N6b CABOOSE W/OPERATING SIGNAL	75.99
20-91283	NYC 35" WOODSIDE CABOOSE, GREEN	50.99
20-91287	PRR NC5 CABOOSE, ORANGE	50.99
20-91288	PRR NC5 CABOOSE (EAST-WEST WINDOW)	50.99
20-91289	PRR NC5 CABOOSE, RED/W YELLOW ROOF	50.99
20-91290	UP OSL CA1 WOODSIDE CABOOSE	52.99
20-91291	UP CA 1 WOODSIDE CABOOSE	52.99
20-91292	UP CA 1 WOODSIDE CABOOSE	52.99
20-91293	NWP CA 1 WOODSIDE CABOOSE	52.99
20-71138	CONRAIL OFFSET STEEL CABOOSE	35.99
20-71146	NYC BAY WINDOW CABOOSE	38.99
20-71151	CNW BAY WINDOW CABOOSE	39.99
20-71152	SP BAY WINDOW CABOOSE	39.99
20-71153	MP BAY WINDOW CABOOSE	39.99
20-71154	MKT BAY WINDOW CABOOSE	39.99
20-71155	WEST PACIFIC BAY WINDOW CABOOSE	39.99
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20-71158	C&O STEEL CABOOSE	35.99
20-71161	PITTSBURGH & SHAWMUT STEEL CABOOSE	35.99
20-71163	SF OFFSET STEEL CABOOSE	38.99
20-71168	BUFFALO & PITTSBURGH STEEL CABOOSE	38.99



SPECIALTY CARS SALE

20-90363	BNSF 3-CAR TWIN STACK CONT. SET ADD ON	184.99
20-90366	CSX 3-CAR TWIN STACK CONT. SET ADD ON	184.99
20-95076	SANTA FE HUSKY STACK CAR	50.99
20-98206	PRR JORDAN SPREADER	69.95
20-79197	SOUTHERN PACIFIC CRANE CAR	43.99
20-79200	ALLIQUIPPA WORKS SLAG CAR	32.99
20-79201	DM&IR SLAG CAR	32.99
20-79215	PENN. AMERICAN CRANE CAR	43.99
20-79218	ANHEUSER-BUSCH OPER. ACTION CAR	50.99
20-79221	ALASKA SLAG CAR	32.99
20-79223	HARLEY DAVIDSON SLAG CAR	34.99
20-79237	BNSF AMERICAN CRANE CAR	43.99
20-79240	NS AMERICAN CRANE CAR	43.99
20-79258	GN OPER. BOXCAR W/SIGNAL MAN	44.99
20-79259	CN OPER. BOXCAR W/SIGNAL MAN	44.99
20-79260	B&M OPER. BOXCAR W/SIGNAL MAN	44.99
20-79261	CHRISTMAS OPER. BOXCAR W/SIGNAL	44.99
20-79265	NORTHERN PACIFIC CRANE CAR	52.99
20-79266	PRR CRANE TENDER CAR	37.99
20-79267	NEW HAVEN CRANE TENDER CAR	37.99



FLAT CARS SALE

20-98488	OHIO CENT. W/2 FORD POLICE CARS	34.99
20-98500	TTUX 47" HEAVY FLAT W/VOLVO HAULER	50.99
20-98601	SP FLAT W/2 PUP TRAILERS	50.99
20-98607	JOHN DEERE W/48" TRAILER	50.99
20-98630	ROLLING ROCK W/48" TRAILER	50.99
20-98641	PRR 60" FLAT W/3 M CLASS BENZ	50.99
20-98648	CATERPILLAR 60" W/2 CAT 977	75.99
20-98649	CATERPILLAR 60" W/2 CAT 906	75.99
20-98657	SOO LINE CENTER BEAM FLAT	41.99
20-98678	BUDWEISER FLAT W/48" TRAILER	50.99
20-7617	AUTO TRANSPORT W/MUSTANGS	35.99
20-7623	MTH AUTO TRANS. W/FIRE CARS	35.99
20-7625	MTH AUTO TRANSPORT W/TAXIS	29.99
20-7634	AUTO TRANS W/2 ERTL '69 CAMEROS	35.99
20-7660	FLATCAR W/FORD COBRA	35.99
20-7680	MTH TRANS. W/2 1970 CHEVELL	35.99
20-76028	US ARMY FLAT W/BILLBOARD	19.99
20-76039	MTH AUTO TRANSPORTATION	38.99
20-76080	RIO GRANDE FLAT W/WHEEL SET	19.99
20-76207	HARLEY FLAT W/4 FAT BOY MOTORCYCLES	35.99
20-76211	CHRISTMAS FLAT W/CHRISTMAS TREES	29.99
20-76213	BALTIMORE OROLES FLAT W/TRAILER	32.99
20-76216	PITTSBURGH PIRATES W/TRAILER	32.99
20-76276	KILLIANS RED FLAT W/TRAILER	35.99
20-76277	ROLLING ROCK FLAT W/TRAILER	35.99
20-76293	CSX CENTER I BEAM FLAT CAR	30.99
20-76308	J. DEERE W/2-5010 TRACTORS	43.99
20-76309	WABASH AUTO CARR. W/4-37' HB	43.99
20-76311	ANN ARBOR W/2-EDSEL CITATIONS	35.99
20-76312	C&O W/2-57 FORD RANCHEROS	35.99
20-76335	UP FLAT W/TRAILER	35.99
20-76345	MILW. RD DEP. CENTER W/TRANSFORMER	32.99
20-76349	CATERPILLAR FLAT W/(1)BACKHOE	52.99
20-76350	CANADIAN NATIONAL W/2 ZAMBONIS	33.99
20-76352	B&M W/2 M-CLASS MERCEDES	29.99
20-76353	PRR FLAT W/1 CAMPER	29.99
20-76355	UP FLAT W/1 FISHING BOAT	29.99
20-76356	SEALAND FLAT W/TRAILER	37.99
20-76358	NS FLAT W/TRAILER	37.99
20-76359	CSX FLAT W/TRAILER	37.99
20-76360	SRR W/BULKHEAD&PIPE LOAD	33.99
20-76361	LV W/BULKHEADS & PIPE LOAD	33.99
20-76362	READING W/BULKHEADS&PIPE	33.99
20-76363	CHESSIE W/BULKHEADS & PIPE	33.99
20-76365	UP FLAT W/WHEEL SET	33.99
20-76367	MILWAUKEE ROAD W/WHEEL SET	33.99

ACCESSORIES



SALE		
30-9006	PASS.STATION PLATFORM BRN/GRY	15.99
30-9014	RED PASS. STATION W/DUAL PLATFORM	70.99
30-9021	0 GAUGE HELLGATE BRIDGE CREAM/GRN	181.99
30-9022	OPER. DISPATCH BOARD	62.99
30-9026	#450 SIGNAL BRIDGE	38.99
30-9029	#193 INDUSTRIAL WATER TOWER	37.99
30-9033	ROTARY BEACON	38.99
30-9048	UNION PACIFIC SWITCH TOWER	38.99
30-9057	#5 COUNTRY CHURCH RED/WHITE	23.99
30-9066	PEDESTRIAN 2-TRACK CROSSWALK	46.99
30-9074	AMERICAN FLAG POLE & FLAG	15.99
30-9097	ELEVATED GATE TOWER, BRN/BLK	23.99
30-9099	POLICE STATION, GRAY/BLK	46.99
30-9127	#2374 FLOODLIGHT TOWER	71.99
30-9157	ENGINE CO. 49 OPER. FIREHOUSE	136.99
30-9160	NO. POLE OPER. FREIGHT PLATFORM	46.99
30-9161	COORS BREW CO. OPER. FRT. PLATFORM	46.99
30-90001	OUT HOUSE, GRAY/WHITE	10.99
30-90002	TELEPHONE SHANTY, BLUE/WHITE	10.99
30-90003	POWER STATION, CREAM/DK. GRAY	23.99
30-90004	COUNTRY FRT. STATION, RED/BLK	31.99
30-90005	STAINLESS MOBILE HOME	23.99
30-90006	TRACKSIDE YARD TOWER, GRAY/MAROON	23.99
30-90007	PUBLIC WORK BUILDING, GRAY/WH	54.99
30-90008	MUSTARD & RED WORK HOUSE #123.99	
30-90011	WORK HOUSE #2, CREAM/OXIDE	21.99
30-90012	WORK OFFICE, BROWN	31.99
30-90013	ORANGE YARD OFFICE	31.99
30-90014	COUNTRY JAIL HOUSE	23.99
30-90027	ELEVATED STATION PLATFORM	23.99
30-90031	RAILTOWN SCHOOL SCHOOLHOUSE	26.99
30-90036	W.V.A.P. & PAPER CO. ASSEMBLY HALL	26.99
30-90040	BILL'S USED CAR LOT	74.99
30-90049	M.T.H. TRAIN STORE	46.99
30-90081	MAIN ST. COUNTRY PASS. STATION	46.99
30-90083	PENNSYLVANIA RR ENGINE SHED	77.99
30-90094	DK REDSTONE PASS. STATION W/2 PLATFORM	70.99
30-90097	SALT WATER TAFFY CANDY SHOP STAND	28.99
30-90110	HARLEY DAVIDSON #193 INDUS. WATER TOWER	42.99
30-90111	HARLEY DAVIDSON DEALERSHIP	46.99
30-90126	HARLEY-DAVIDSON MOTORCYCLE BUNK (4PK)	15.99
30-90138	WEYERHAEUSER TIMBER CAMP BUNK HOUSE	25.99
30-90142	PITTSBURGH STEELERS SWITCH TOWER	38.99
30-90143	PENNSYLVANIA RR TRAIN DEPOT	38.99
30-90146	#193 INDUST. WATER TOWER, MLB PIRATES	37.99
30-90154	DYKES CHEETUM & HOWE BLDG W/RE ESCAPE	46.99
30-90156	#4 COUNTRY HOUSE, GRAY/BLUE SHUTTERS	25.99
30-90157	#4 COUNTRYHOUSE, MUSTARD/BLK SHUTTERS	25.99
30-90160	NYC TRAIN DEPOT	35.99
30-90162	ZANG'S HOTEL	28.99
30-90163	D&RG RMY EXP. 2-STORY LIVERY STABLE	29.99
30-90164	S&D DRY GOODS & PROVISION BLDG.	28.99
30-90167	CONWAY YARDS 0 SCALE YARD MASTER TOWER	42.99
30-90168	PITTSBURGH BREWING CO. BREWERY	90.99
30-90188	STONE GRAINERY, GRAY	46.99
30-90189	PITTS BREWING CO. OPER. FRT. PLATFORM	46.99
30-90190	OLD READING BREWING CO. OPER. FRT. PLATFORM	46.99
30-90201	HORSHOE CURVE EATS CONCESSION	28.99
30-90202	CURLEY'S PRETZELS CONCESSION STAND	31.99
30-90203	SF OPER. WATCHMAN'S SHANTY	43.99
30-90216	TED'S TIRES CORNER STROE	37.99
30-90217	COSMO FAMILY PIZZERIA	37.99
30-90218	MAINE STREET HARDWARE	37.99
30-90219	HELL GATE BRIDGE DK GRY/RED	194.99
30-90220	COORS BREWERY W/OPER. SMOKE	90.99
30-90223	RAILTOWN CITH BANK W/Coin SLOT	46.99
30-90224	GRUBBA & CO. PAPER SHREDDERS	31.99
30-90225	LIQUOR STORE 3-STORY BLDG	31.99
30-90226	MAPLE DONUTS	44.99
30-90230	BEN DOVER PROCTOLOGIST	38.99
30-90231	ILENE WRIGHT CHIROPRACTIC	38.99
30-90232	OWEN CASH PAWN SHOP	38.99
30-90233	ANITA MANN DATING SERVICE BLDG	38.99
30-90234	CLEM'S ANTIQUE CAR PART STAND	29.99
30-90235	MIKE'S MODEL TRAINS STAND	29.99
30-90238	3-STORY TOWN HOUSE #2	31.99
30-90239	3-STORY TOWN HOUSE #2	31.99
30-90242	#4 COUNTRY HOUSE	31.99
30-90245	NO. POLE COUNTRY PASS. STATION	46.99
30-90247	ROW HOUSE #1	27.99
30-90248	ROW HOUSE #1	27.99
30-90252	WORK HOUSE #2	22.99



ACCESSORIES (CONTINUED) SALE

30-90253	#6 FARM HOUSE	31.99
30-90254	#6 FARM HOUSE	26.99
30-90256	SANTA'S WORKSHOP	27.99
30-90257	POST OFFICE	27.99
30-90258	GREEN 3-PIECE BLDG FIRE ESCAPE	11.99
30-90259	BROKEN SPOKE SALOON ROADSIDE STAND	29.99
30-90260	MEL'S MOCHA ICE CREAM ROADSIDE STAND	29.99
30-90263	ALASKA #193 INDUSTRIAL WATER TOWER	37.99
30-90264	P&L #193 INDUSTRIAL WATER TOWER	42.99
30-90265	NYC #193 INDUSTRIAL WATER TOWER	42.99
30-90266	HARLEY/DAVID 1 STORY STORE	41.99
30-90267	PRR SINGLE STALL ENGINE SHED	70.99
30-90268	SINGLE STALL ENGINE SHED	70.99
30-90269	SUSQUHANNA HAT CO. 6-STORY STORE	77.99
30-90270	DOWN BY RIVER OUTDOOR 6-STORY STORE	77.99
30-90271	WOLF CLOTHIER 3-STORY BLDG W/RE ESCAPE	44.99
30-90272	SOLID STATE TV 3-STORY BLDG W/RE ESCAPE	44.99
30-90273	MONROE FLOUR MILL DRY GDS WAREHOUSE	54.99
30-90274	CAPITAL STAR SALOON 2-STORY TOWER	31.99
30-90275	PATT & SON MINING 2-STORY STOREFRONT	31.99
30-90276	WORKING RADIO CORNER STORE	37.99
30-90277	MIDGE'S CAKES/MUFFINS S.S. OPP. CORNER	37.99
30-90278	YORK AVE. HOTEL 5-STORY W/BLINKING LIGHT	54.99
30-90279	HOWARD ST. HOTEL 5-STORY W/BLINKING LIGHT	54.99
30-90280	TIM'S TROPICAL FISH S.S. CORNER STORE	37.99
30-90281	AUTOMAT SINGLE CORNER STORE	37.99
30-90283	M&M'S LIGHTED BILLBOARD	23.99
30-90284	ROLLING ROCK LIGHTED BILLBOARD	23.99
30-90285	HARLEY-DAVIDSON LIGHTED BILLBOARD	23.99
30-90286	PITTS BREWING CO. LIGHTED BILLBOARD	23.99
30-90287	CIRCUS LIGHTED BILLBOARD	23.99
30-90288	M&M'S #193 INDUSTRIAL WATER TOWER	46.99
30-90289	DR PEPPER #193 INDUS. WATER TOWER	50.99
30-90290	7UP #193 INDUSTRIAL WATER TOWER	50.99
30-90291	COORS #193 INDUSTRIAL WATER TOWER	50.99
30-90292	BAR & GRILL ROADSIDE STAND	31.99
30-90293	REGINA'S ICE CREAM ROADSIDE STAND	31.99
30-90294	BIG CLETUS' BBQ ROADSIDE STAND	31.99
30-90295	FISHING HOLE BAIT ROADSIDE STAND	31.99
30-90296	DOCKSIDE BILL'S SEAFOOD COUNTRY STORE	31.99
30-90297	LOUIE'S PHILLY SUBS COUNTRY STORE	31.99
30-90298	RAILTOWN GENERAL COUNTRY STORE	35.99
30-90299	VALLEY HARDWARE COUNTRY STORE	35.99
30-90300	SHELL COUNTRY GAS STATION	38.99

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WITH STOCK NUMBERS

#30-2838-1 SANTA FE E8 AA SET WITH PROTOSOUND 2.0 **SALE \$293.99**



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#20-5623-1 RED/WHITE/BLUE STRIPE
#20-5624-1 SWOOSH

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#20-5622-3 BLUE STRIPE
#20-5623-3 RED/WHITE/BLUE STRIPE
#20-5624-3 SWOOSH



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#20-2490-1 SANTA FE FM ERIE BUILT AB WITH PROTOSOUND 2.0

SUPER SALE \$449.99



MTH #20-2633-3 DELAWARE & HUDSON ALCO PA B-UNIT, NON-POWERED

SALE \$99.99



LIONEL #31779 AMTRAK HHP-8 AMFLEET SET

HOT!

SALE \$439.99



MTH E-6 B-UNITS, NON-POWERED

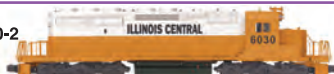
CLOSEOUT \$89.99 EA.

#20-2452-3 ILLINOIS CENTRAL E-6
#20-2453-3 NEW YORK CENTRAL E-6

#20-2546-3 L&N E-6

#20-2666-1 ILLINOIS CENTRAL SD40-2

SALE \$319.99



MTH #30-2707-1 BALTIMORE & OHIO DOODLEBUG DIESEL SET WITH PROTOSOUND 2.0

SALE \$295.00



MTH #30-2709-1 PENNSYLVANIA DOODLEBUG DIESEL SET WITH PROTOSOUND 2.0

SALE \$295.00



#30-2812-1 CANADIAN PACIFIC MP15AC DIESEL W/PROTOSOUND, IMPERIAL SCALE SERIES

SALE \$262.99



LIONEL #18994 LIONEL LINES FA DIESEL W/LIGHT & HORN

SUPER SALE \$49.99



HOPPER WITH OPERATING COAL LOAD

HOT!

#20-98589 MTA FLAT CAR WITH LoV SUBWAY CAR

SALE \$79.99



#30-7525 NORFOLK & WESTERN 29.99
#30-79044 CHESSIE36.99

PENNSYLVANIA GG-1 ELECTRIC WITH PROTOSOUND 2.0

#30-2588-1 SILVER, SINGLE STRIPE
#30-2589-1 TUSCAN, 5-STRIFE
#30-2590-1 TUSCAN, SINGLE STRIPE

SALE \$347.99 EA.

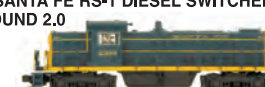
#30-2795-1 SANTA FE RS-4 DIESEL SWITCHER W/PROTOSOUND 2.0

SALE \$251.99



#30-2802-1 SANTA FE RS-1 DIESEL SWITCHER W/PROTOSOUND 2.0

SALE \$224.99



F40PH DIESEL W/PROTOSOUND BLOWOUT \$299.99 EA.

NEW!

#20-2796-1 VIA
#20-2797-1 GRAND CANYON



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CLOSEOUT \$24.99



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SALE \$44.99



LIONEL NASCAR EXPANSION PACKS BLOWOUT \$29.99 EA.

AMAZING REDUCED PRICE

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#11009 TONY STEWART
#11010 JIMMIE JOHNSON
#11011 JEFF GORDON

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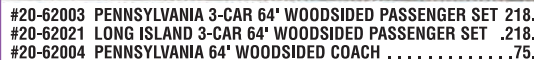


3-CAR SUBWAY SETS **SUPER SALE**

#30-2759-3 NY TRANSIT Q TYPE 3-CAR SUBWAY SET, GREEN, NON-PWRD ...149.99
#30-2760-3 NY TRANSIT Q TYPE 3-CAR SUBWAY SET, BLUE, NON-PWRD ...149.99

3-CAR 64' WOODSIDED PASSENGER SETS

#20-62003 PENNSYLVANIA 3-CAR 64' WOODSIDED PASSENGER SET 218.99
#20-62021 LONG ISLAND 3-CAR 64' WOODSIDED PASSENGER SET 218.99
#20-62004 PENNSYLVANIA 64' WOODSIDED COACH75.99



#20-2690-1 BESSEMER & LAKE ERIE SD40T-2 TUNNEL DIESEL W/PROTOSOUND 2.0

SALE \$386.99



#20-5565-1 PENN CENTRAL GG-1 ELECTRIC WITH PROTOSOUND 2.0

SALE \$671.99



FF1 ELECTRIC WITH PROTOSOUND 2.0

SALE \$767.99

#20-5584-1 GREAT NORTHERN
#20-5586-1 NEW HAVEN



#20-5546-1 PENNSYLVANIA ELECTRIC W/PROTOSOUND 2.0 Limited Quantity

SALE \$599.99



#20-94007 SOUTHERN PACIFIC REEFER

SALE \$34.99



#20-97442 GLASSHOPPER 3-BAY HOPPER

SALE \$24.99



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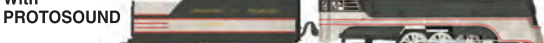
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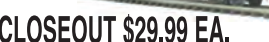
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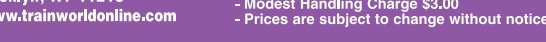


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More California Gold

Article by Allan Miller

Continuing our tour of outstanding O gauge layouts in California that we began in Run 242, April/May, we're now going to explore yet another layout that will be part of the 2010 O Scale National Convention being held in Santa Clara from June 30–July 3. We also travel south to San Marcos where the owner of a fine 3-rail layout, although not actually a part of the O Scale National Convention, also happily welcomes visitors.

Dave Viale lives in Mariposa and has the 2-rail layout featured in this issue. Dave's layout roughly depicts

Southern Pacific territory from the San Francisco bay area to Reno, Nevada. As a youngster, he watched SP cab forwards hauling reefer trains over Donner Pass and Daylight passenger trains gliding through the San Francisco bay area, so the decision to model those great memories was an easy one. Dave's layout was photographed by Jim Ferreira, who also photographed the two layouts that appeared in Run 242.

The 3-rail O gauge layout down south in San Marcos belongs to Marvin Wait. Marvin is a lifelong fan of the Santa Fe. "One wonderful period for me was living in San Clemente," Marvin notes, "with its Santa Fe depot and, of course, watching all of the daily trains going up and down the coast. In 2000, I went with a friend to visit the San Diego Balboa Park 3-Railers Club. My youth flooded back to me, and since they were undertaking a complete remodel, including a new layout, I dug in, helped where I could, provided what I could, and thoroughly enjoyed the museum. I also met many wonderful people. Without their assistance, I wouldn't have this layout of my dreams."

Readers can learn more about Marvin's layout, which was photographed by Jim Barrett, at web.mac.com/mwait, and arrangements to visit can be made by contacting him at marvs409@pacbell.net.

As noted earlier, Dave's 2-rail layout is included on the tour agenda for "Steel Rails to the Sunset," the 2010 O Scale National Convention. Although this is an O scale convention focused primarily on 1:48 scale trains operating on 2-rail track, the entire event is open to any O gauge enthusiast, including 3-rail hobbyists and those from other scales. Visit www.oscalenational.com for complete information about convention activities and registration.





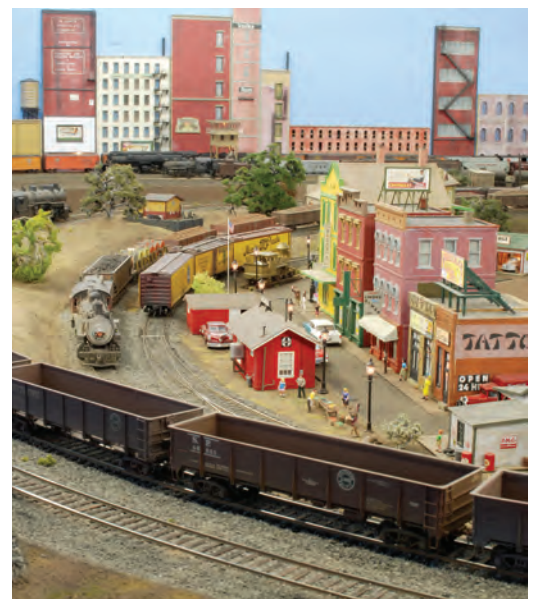
This Lobaugh SP 0-6-0 is switching tank cars at the Shell refinery.

Dave Viale's 2-Rail O Scale Layout

Photos by Jim Ferreira

Overall Theme:	Southern Pacific territory from San Francisco to Reno
Layout Size:	30' x 70'
Railroads Featured:	Southern Pacific, Santa Fe, Sierra Railroad, Union Pacific
Track:	Right O'Way, Code 125 rail on 350,000 ties hand laid by members of the Pleasanton Model Railroad Club. Maximum grade on main line 2 percent; maximum grade on branch lines 3 percent
Switches:	Right O'Way frogs, point, and guard rails. All curved, double-slip and triple-slip switches laid by hand
Curves:	84" radius minimum on main lines; 54" radius minimum on branch lines
Motive Power:	Max Gray, US Hobbies, Pecos River Brass, Precision Scale, Lobaugh, Scale Craft, Westside, New Jersey Custom Brass, Sunset Models
Rolling Stock:	Freight cars from Division Point, Max Gray, US Hobbies, Lobaugh, Precision Scale, Pacific Limited, LaBelle, Athearn. Passenger cars from Precision Scale, Pecos River Brass, LaBelle
Power and Control:	Aristo-Craft Train Engineer and homemade power supplies
Crew and Mentors:	Lou Cross, Bob Jakl, Curly Bellaver, Henry and David Chandler

A view along Main Street in Oakdale shows the crew of an SP steamer handling some downtown switching chores.





A US Hobbies SP MT3 local commuter is about to stop at Martinez station.



Locals gather near Lorilyn station on a daily basis to sell and buy fresh produce.

This ranch supply firm is one of a number of local businesses that relies on the railroad for both receiving and shipping a variety of less-than-carload products.





A freshly serviced Max Gray SP 2-6-0 Mogul heads toward the main line, while a Jerry White UP 4-12-2 Class 9000 takes on water and coal.



Here's an AC8 4-8-8-2 built by Jerry White seen at dusk heading through a snow shed en route to Donner Pass.



Long trains are a favorite feature on this layout and they are made possible because of wide, sweeping mainline curves. Here a string of US Hobbies GS gondolas glides around the inner main. The train is powered by a Lobaugh lost wax 2-8-2 Mikado.



A railroad employee stands by to check for visible problems as this US Hobbies SP MT3 4-8-2 leads its string of Precision Scale SP Harriman cars past his trackside shed.



ABOVE: Sacramento station tends to be a busy place at all hours of the day and night. The Santa Fe passenger cars are Pecos River Brass models.

RIGHT: Sunset Models SP Class F3 2-10-2 hauls a long string of tank cars that began their journey at the Shell refinery in the background. Another track in the area is occupied by a US Hobbies SP 2-8-0 and its commuter train.

BELOW: A Max Gray SP AC12 cab forward, fresh from maintenance and fueling, awaits its road crew at the engine servicing facility.





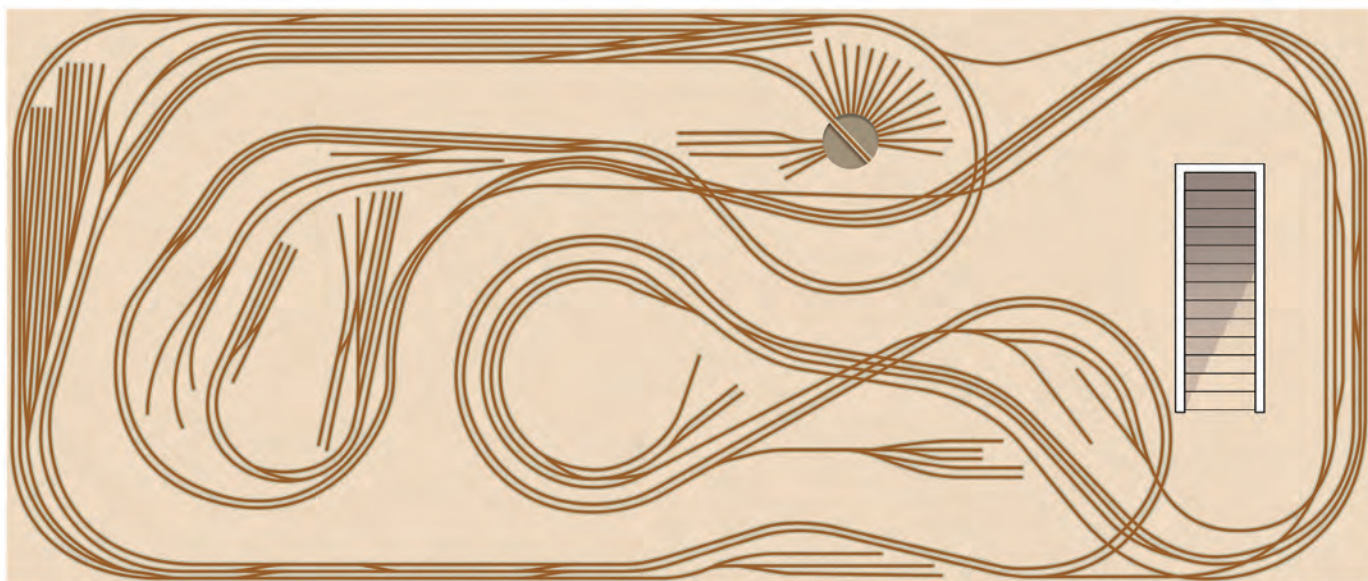
Steam power rules on Dave's 2-rail 0 scale layout as amply evidenced in this view of the roundhouse, turntable, and other facilities associated with the steam engine servicing.



This highly detailed wayside handcar tool shed displays some of the clutter normally associated with such a place. Note the swayback Max Gray refrigerator car behind the shed.

70'

30'



Dave Viale



A Max Gray SP AC9 2-8-8-4 exits the main yard, while a Lobaugh SP 0-6-0 handles switching chores near the tower to clear some crowded yard tracks.



Santa Fe depot is always busy during the early evening hours with commuter passengers returning home from work and travelers beginning their journeys to distant destinations.

Marvin Wait's 3-Rail O Gauge Layout

Photos by Jim Barrett

Overall Theme:	Steam and diesel transition era
Layout Size:	19' x 34'
Railroads Featured:	Santa Fe, Western Pacific, Union Pacific
Track:	Atlas
Switches:	Atlas
Curves:	O72 minimum on main lines and branch lines
Motive Power:	MTH, Atlas
Rolling Stock:	Freight cars from MTH and Atlas; passenger cars from MTH
Power and Control:	MTH Z-4000, Lionel bricks, TMCC, DCS
Crew and Mentors:	Jim Osborne, electrical; Bob Purcell, scenery; Cecilia Monge, backdrop
Website:	web.mac.com/mwait

This Santa Fe engine house was a challenging project. It was cut with a laser, assembled, and then detailed. It was a joy to build and to create the interior, which is complete with workbenches and other items found in a typical prototype engine house.





One of a number of diverse industries on the line, this plumbing supply firm is a good customer for the railroad. That hot dog vendor across the tracks can expect a visit from the crew of Santa Fe 813 as soon as they have finished reviewing their orders for the remainder of the workday.



The overall layout is seen from the entrance of Marvin's train house, a separate outbuilding constructed especially for the layout.

Here's a view of the wheel shop and yard. The railroad earns extra revenue by renting space on the corrugated metal fence for advertising messages.

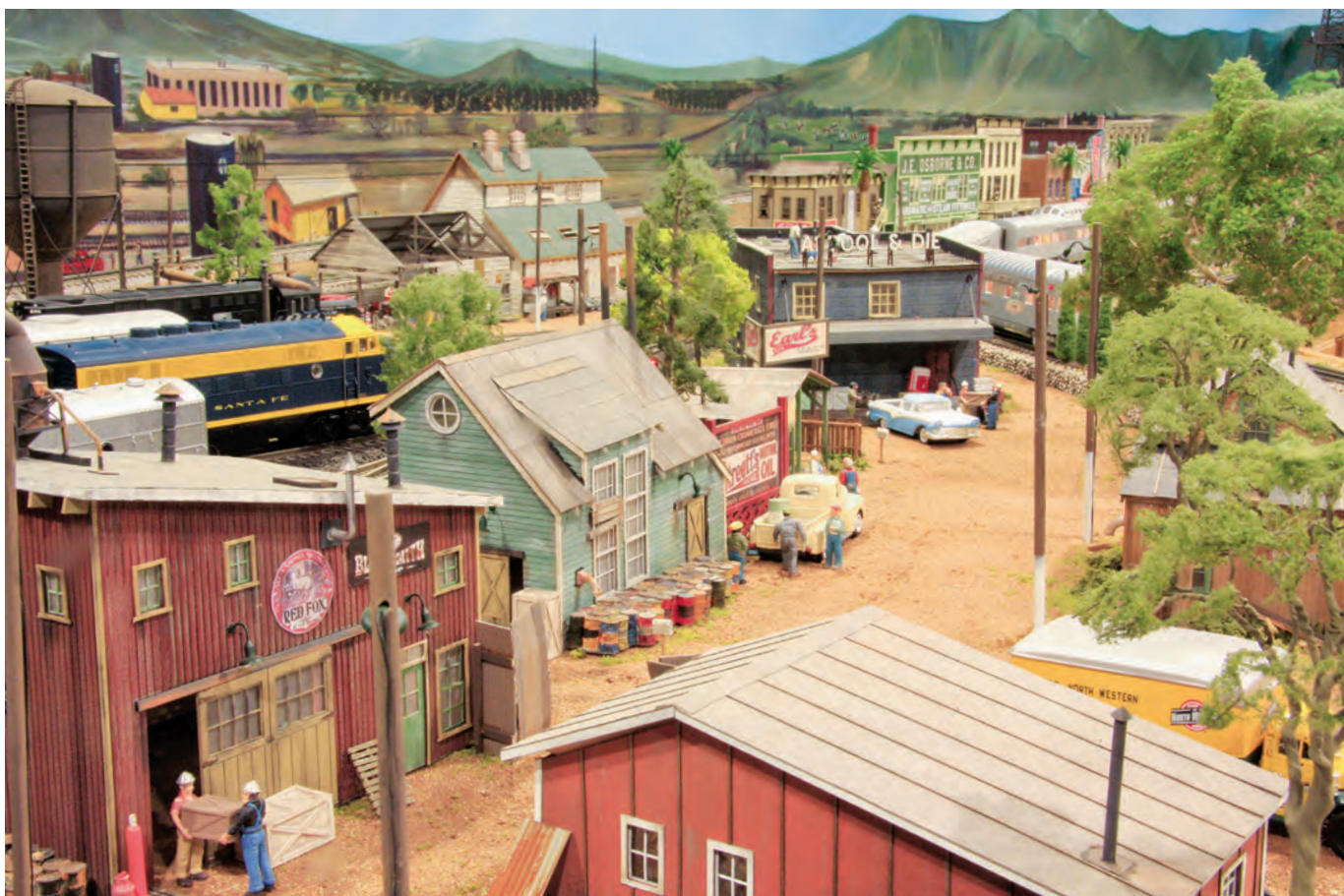




A group of Santa Fe reefers are being flushed, cleaned, and filled with ice at the icing platform, while additional cars wait their turn for similar attention in the adjacent yard area.



The colorful California Zephyr crosses an expansive trestle built from scratch.



Here is one of two industrial areas on the layout, looking toward Main Street.

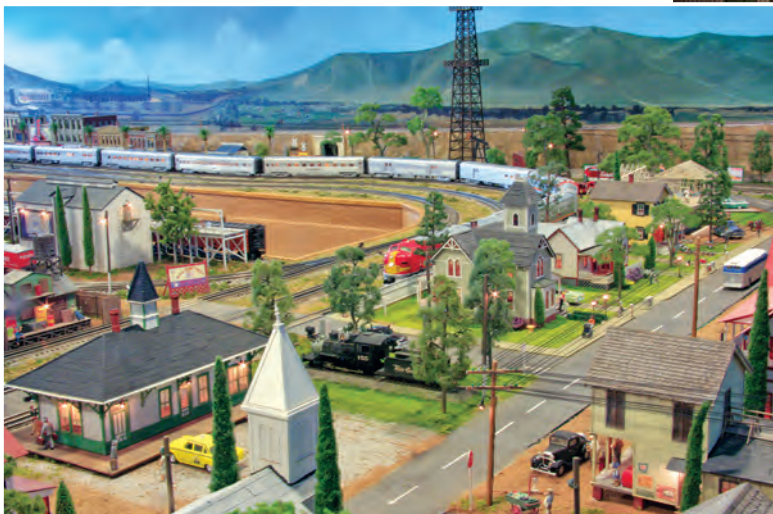


A load of *O Gauge Railroading* magazines arrives in town with delivery only temporarily impeded by a Union Pacific freight drag that's passing through.

A view of the downtown section of Main Street reveals the custom-painted southern California backdrop mural used on the layout.



The main thoroughfare through town is viewed from behind the church and looking toward the main residential section where people work in their gardens and attend to home repairs.



Perhaps the busiest place in town today is this house under construction with workers busily attending to a variety of tasks. The local constable at lower left is trying to determine why that fellow reclining on the park bench is not similarly engaged in some sort of productive labor.



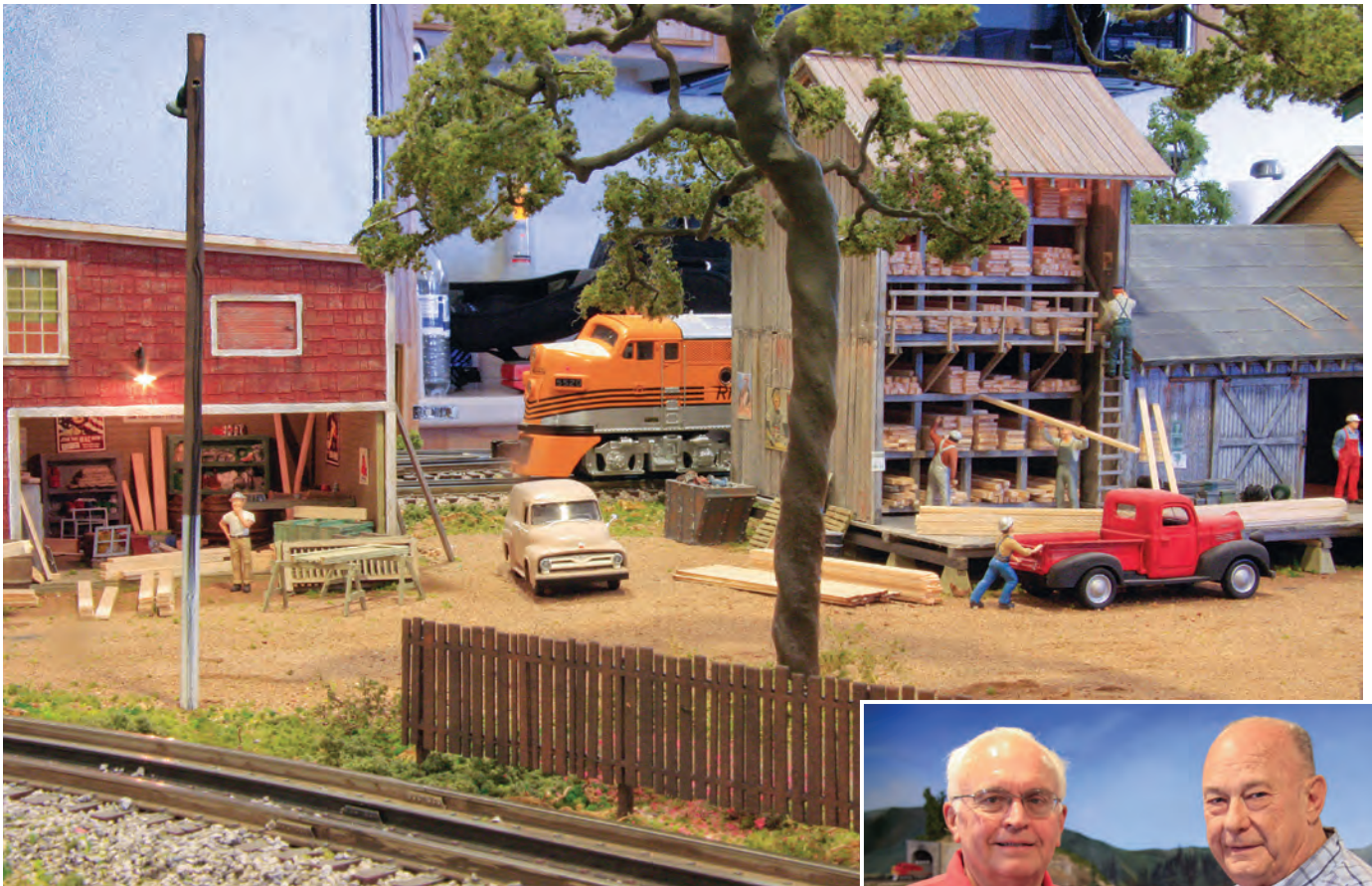
As it approaches the grade crossing, the RS1's horn drowns out the police car siren.



Old Town is the oldest section with its hotel, drug store, post office, and mercantile on the far side of the street and residential homes on the near side.



A Southern Pacific Daylight crosses the end of the street without apparent notice from the local residents and workers.



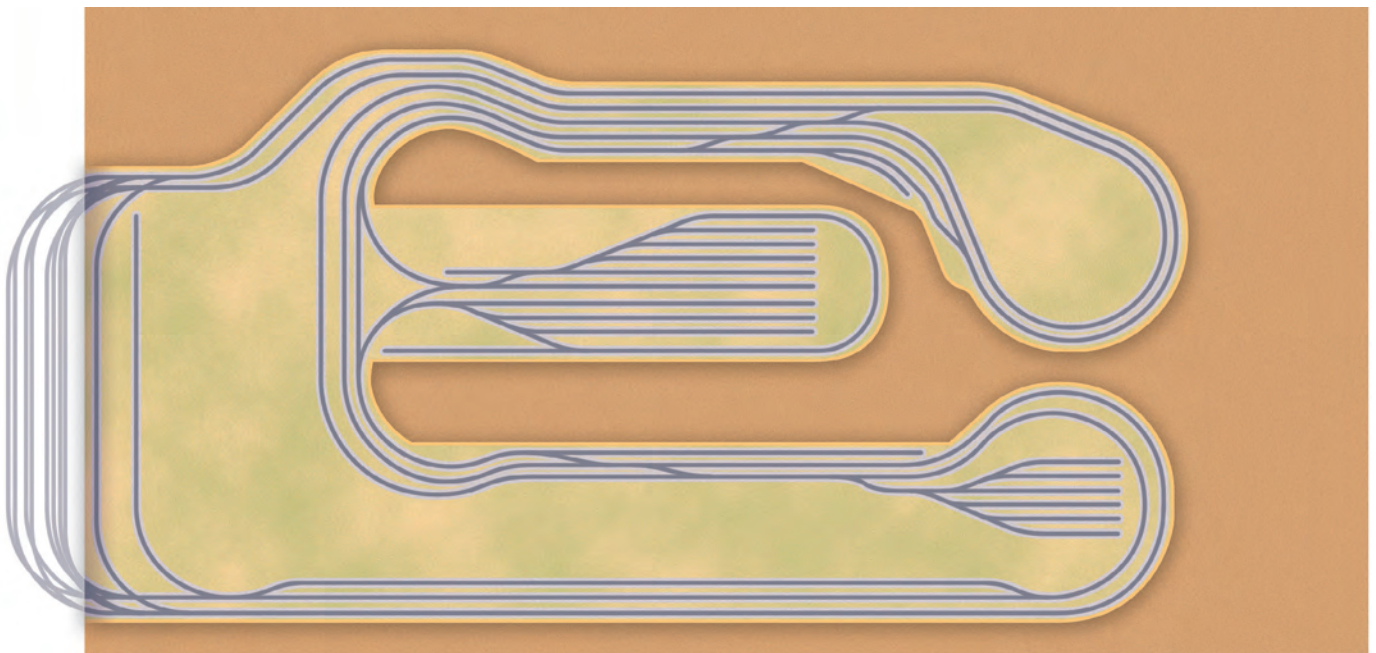
Full interiors are visible in the lumberyard and cabinet shop, both of which are beehives of activity in an ever-growing town.

Marvin Wait (right) is shown with his good friend Jim Osborne (left), who greatly assisted in the layout construction. 



← 34' →

19' ↑ ↓



Share in the romance of a narrow gauge logging line.

On30 on the NCL&T

Article and Photos by Donald Woodwell

A few years ago, I visited the Cass Scenic Railroad State Park in the mountains of West Virginia. Geared locomotives like the Shay, Heisler, and Climax were used to navigate the line's narrow gauge track, running up steep grades and around sharp curves. This restored old logging line

left a big impression on me, and I was determined to re-create some of its features on my model railroad.

I chose Bachmann's On30 Shay and Climax locomotives, pulling skeleton log cars to replicate the Cass Railroad rolling stock (Photo 1).

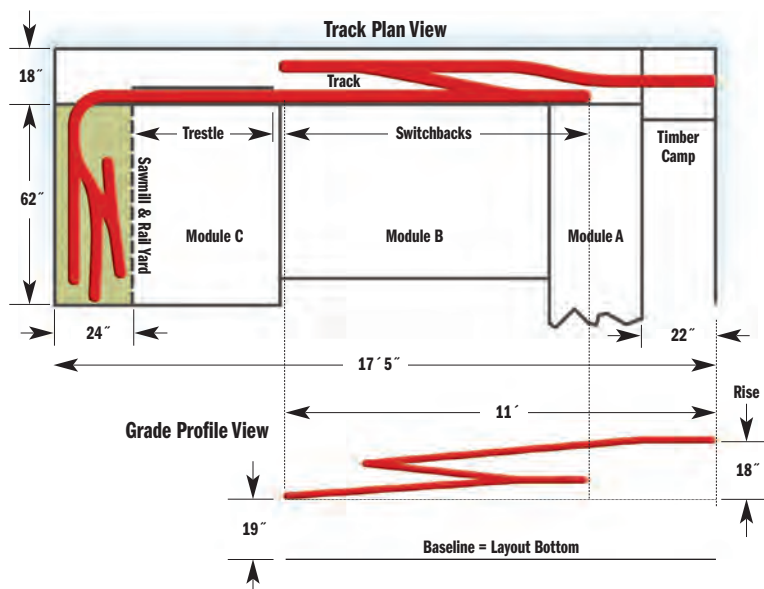
Creating a Plan

The big question was how to fit a logging line onto my existing layout, the NC Lines & Traction. Half of an upper-level section of the layout, originally planned for a circus, remained unfinished. This



1

Figure 1 Logging Line Overall Plan



approximately 2' x 5' space looked about right for an On30 logging base station, so I started planning for this space to accommodate a sawmill and rail yard. If the rail yard was to be the terminating point for the logging line, then the line itself would have to run alongside existing modules as it climbed a steep grade to the timber camp. The Track Plan and Grade Profile Views illustrated in Figure 1 show the three dimensions of a logging line with an overall grade of about 13 percent. A design sketch like this makes it easier to visualize the line prior to building it.

I wanted the mountainside to spread out onto the rail yard to make it appear that the yard facilities were cut out of the terrain. I marked the positioning of the hillside, as shown in Figure 2, so it would allow the yard to fit into the available space.

Building Terrain

Based on my previous success with building foam-based terrain, I selected 1/2" thick 4 x 8 foam panels for the sawmill and rail yard terrain. I covered the flat area with 1/2" foam glued to a 26" x 62" tempered hardboard base. Next, I cut the foam panel into roughly tongue-shaped pieces using a foam-cutting knife. Each cut section was 1" to 2" narrower than the one previously cut. Stacking these pieces in layers resulted in a terraced appearance that rose 5-1/2" on the left side.

Attaching foam panel sections together with white glue works fine. I spread a thin layer of undiluted glue on one section using an old paintbrush. Then I laid an unglued

section on top of the glued layer, spread another thin coat on the top of that section, and continued until they were all stacked. To assure good contact, I placed heavy books on the stack overnight.

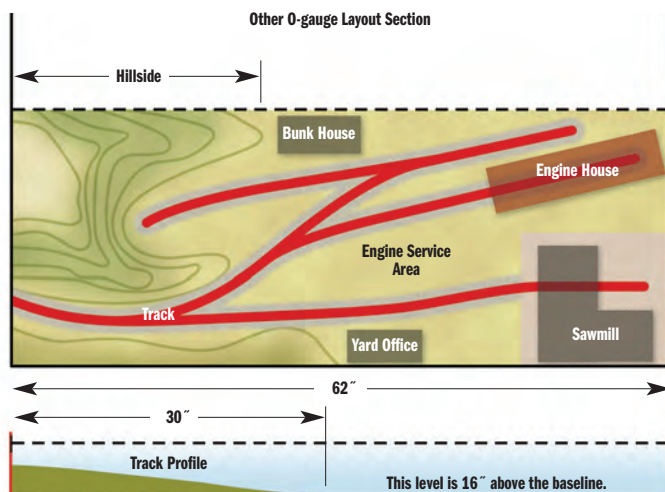
The foam panel terracing in Photo 2 was made up of nine layers and extended about halfway across the flat area. The remaining area where the rail yard and sawmill would be placed was flat. Since the main logging line was to turn into this area, I cut the left side of the terraced hillside down to about 2-1/2" in order to slope the track at a constant 10 percent grade into the rail yard. The horizontal distance was about 2-1/2'. Where one of the spurs ran up to the mountainside, this area was cut and flattened.

At this point I painted the flat area and terraces with a tan-colored latex paint to cover the blue foam panel. The paint seemed to magically transform the panels into the likeness of landforms, making it easier to visualize the finished scenery.

Sculpting Terrain

Sculpting the terrain removes unnaturally straight edges from the foam panels. When completed, your mountainside should still have a terraced look, but appear naturally eroded. Likewise, when you cut into the terraces for the track, you can cut

Figure 2 Sawmill & Rail Yard



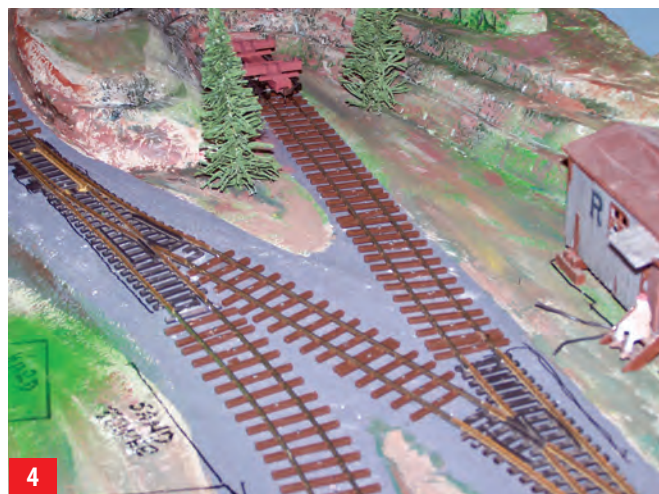
deeply into the foam, leaving steep sides to resemble hard rock cuts, or gently slope the mountainside, indicating softer underlying rock.

My first sculpting step was to use the foam-cutting knife to cut into the sharp terrace edges at angles ranging from about



30 degrees to 60 degrees in order to mimic natural erosion. Next, I cut the mountainside where track was to be laid. On the Fox Hill Lumber logging line, one track runs straight from the module's left side over to the right where the sawmill is located. I smoothed a 4" path down the terraces and then cut thin cardboard pieces 4" wide. These were taped together in as many pieces as needed to drop the track down to the level area.

A great material for sculpting a foam mountainside and track roadbed is plaster cloth, a gauze-like cloth impregnated with plaster, which after being dipped in water



and applied, hardens into a stiff shell. Vinyl spackling compound found in hardware stores is also useful for blending a hillside.

Once I had cut the right-of-way, plaster cloth and vinyl spackling enabled me to smooth the roadbed, build smoothly sloping sides to the ground where the roadbed was higher, create realistic drainage ditches, and shape many other natural features (Photo 3). If I had to cover a wide area with plaster cloth and was concerned about its strength, I simply added another layer after the first one dried.

A hot foam knife with interchangeable tips is a useful tool for sculpting foam and facilitates the creation of curved cuts, finely shaped terrain, and irregular watercourses into the foam layers. Where the water went over the edge of a terrace, I used increasingly wider hot foam knife tips to simulate erosion. After sculpting the terrain, I repainted the entire mountainside with an earth color as a base for landscaping.

Laying Track

I purchased flexible On30 track made by Micro Engineering. Flexible track is particularly well suited for constructing a narrow gauge line because these prototype lines often allowed the terrain to dictate where the track would be laid. All three of my Micro Engineering switches are manual.

Unlike mainline track, logging railroads were typically laid over rough ground and then lightly ballasted. The simplest way to replicate such a condition is to glue the track directly to the roadbed. In order to hold the track down while the white glue dried, I hammered 1/2" wire brads through holes drilled in the ties. I also weighted the track with books and

other hefty objects.

This was also a good time to solder leads to the rails. I used 20-gauge solid wire for each of the three rail yard blocks. Since DC power is polarity sensitive, you should use color-coded wire. For example, on all my layout wiring, I have standardized on red for the positive terminal and blue for the common or, in the case of DC, the minus side.

Before ballasting the track, I painted the rails rusty brown using a modeler's fine-tipped paintbrush and acrylic paint (Photo 4). As a tip, if the paint gets on the railhead, simply wipe it off with a small damp cloth. You could also paint the rails before you lay the track.

I chose a fine grade of O scale gray rock-like ballast. I poured the ballast

between the rails and leveled it off at the height of the ties with a small paintbrush. Then I poured a light layer of ballast on either side of the track, again leveling it to tie height.

When I was satisfied with the look of the loose ballast, I sprayed it with "wet" water. My wet water consists of automobile windshield washer solvent that has wetting agents mixed into the solvent. You can also make wet water by adding a few dishwater detergent drops into some water in a plastic or glass spray bottle. I sprayed the wet water along a 6" strip and dripped on a solution of water and glue (about 5:1 ratio) using an eyedropper. The wet water helps the diluted glue saturate and spread over an area much larger than the drops themselves. I wiped the rail tops to remove



residual moisture. The ballast hardened in about 12 hours. If you miss any spots, you can repeat the steps.

Structures, Details, and Landscaping

A single-stall engine house is perfect for a Shay and Climax locomotive maintenance center, and a dining shack keeps the lumbermen, trainmen, and mechanics well fed. I lighted my buildings and added small details such as woodpiles, air pumps, coal bins, sand dome filling towers, water and oil standpipes, additional figures, and a couple of utility sheds (Photo 5).

To create roads around the sawmill and alongside the engine house, I used tile grout, which I painted an earth color, followed by the addition of some black and dark brown streaks.

The mountainside should appear like a forested hillside with various kinds of trees, underbrush, deadfall, and many types of ground cover. In order to create a natural appearance, I selectively painted over the base ground color using a variety of earth tones. I used Delta Ceramcoat acrylic paints from my local craft store.

After the terrain was painted and had dried, I sprayed it with diluted white glue, working a small area at a time. While the area was still wet, I sprinkled ground cover over it. This included grass, flocking material in different shades, forest ground cover, and deadfall.

You can buy trees of all types from a number of on-line suppliers. Along with commercially made pine trees, I made many of my trees from locally grown sedum plants and left-over grape stems adorned with multi-shaded green flocking. Whether you make or buy your trees, you should add lots of them because they truly add a natural look to your mountain scenery (Photo 6).

Lichen is excellent for bushes and shrubs. I also added tall grass around buildings and in watery areas such as drainage ditches and ponds. In the rail yard, coal and ballast are strewn around, and the sawmill is loaded with wood dust and chips.



Future Projects

Now that the Fox Hill Lumber rail yard and sawmill module is largely complete, with logs being turned into finished lumber (Photo 7), I've turned my attention to constructing the main line to the timber

camp. There will be three major components: a large trestle bridge, a switchback, and the timber camp. 🚂

Santa Fe F3s—colorful history of a toy train icon



Lineup of Lionel F3s from 1950 to 2010

Because accurate color rendition is so critical for this article, none of the F3 images has been altered in any way within Photoshop to change the colors. The images were shot with a Canon EOS Digital Rebel camera under carefully controlled lighting conditions using multiple strobe lights. — Rich

SAGA OF A LEGEND

Article by Ed Boyle

Photos by Rich Melvin

Lionel broke new ground and created the beginnings of a long-lived legend in 1948 when the company released the 2333 Santa Fe F3 A-A units. They were near scale, highly detailed, and powerful toy trains that set a new standard in fun and attractiveness for 3-rail O gauge lovers of colorful, modern diesels. The 2343 A-As of 1950 became even more famous. Their refinements

included the then revolutionary Magne-Traction to hold these powerful locomotives on the rails and help them pull even more cars on tubular track. The Santa Fe F3s were destined to be the longest running diesel engines in the postwar Lionel product lineup, being made in numerous versions for almost 20 years. No matter which vintage postwar Santa Fe F3 you owned, you could



count on the fact that the warbonnet on the nose would be a bright, glossy, cheerful red. The emotional impact of that attractive paint scheme lasted into adulthood for many 3-rail hobbyists and prompted Lionel and others to issue newer versions in the following decades.

A Pivotal Change

Lionel had not offered a version of the F3 in Santa Fe colors since MPC cataloged the 8652 powered A, 8653 dummy A, and 8777 B units in 1977. The high-gloss warbonnet red and the other colors were a close match to the original 2343s, but all the postwar details had long since been stripped from the shells, and the powered A only had a single motor and no sound. These units were not considered true high-end successors to the 2343s by many collectors and operators even though the decoration, including the silver trucks, was excellent.

Lionel Trains Incorporated, under the ownership of Richard Kughn, made serious efforts to reissue some of the best trains Lionel had ever produced. In 1990, the 1-700E version of the famed 1937 scale Hudson steamer debuted, and in the 1991 catalog, Lionel announced the return of the legendary Santa Fe F3 A-B-As (Photo 1). The new Santa Fe F3 A units restored the postwar details that had adorned the original 2343s, including nose grab irons, separately applied plastic portholes, metal ladders, and screen wire roof vents. The powered A unit featured two Pullmor motors with Magne-Traction. It also had a real postwar-style electromechanical E-unit—a nostalgic touch in a solid-state age that was considered a marketing-plus in 1991. The dummy A unit was on the opposite end of the technological spectrum with a state-of-the-art digital RailSounds system. Operationally, it was an interesting combination of old and new, which didn't matter much to collectors of the time.

There was a lot of good stuff in and on the new Santa Fe F3s, including a painted yellow Santa Fe logo on the nose rather than the original chip-prone decal. However, three things concerned



me when I saw them on display in the Lionel showroom at the 1991 Toy Fair in New York City. First, the magic “2343” digits were nowhere to be found on the packaging or the engines, as you can see from the image of the 8100 on the right in Photo 2. The 1991 F3s were separate sale items that were packed in an orange and blue box numbered 11711. Each of the three units had its own individual Lionel boxes and was numbered as follows:

Santa Fe F3s	Body No.	Catalog No.
Powered A	8100	6-18100
Dummy B	8101	6-18101
RailSounds A	8102	6-18102

Second, there was a diagonal tooling gash on the die-cast frames of the A units. It was a noticeably rough fix for a worn tool but was mandated by budget limitations (Photo 3). A great deal of money had been allocated for tooling the five new aluminum cars, and they had higher priority than a new F3 frame.

The third thing turned out to have a more lasting impact for Lionel loyalists who cherished the bright and shiny red of the original Santa Fe warbonnets.

While visiting the Lionel showroom, I got into a long and very earnest conversation with Steve Saxton, Lionel product manager at the time, over the color of the warbonnets that the two A units on display were wearing (“Toy Fair ’91,” Run 117). Other collectors who saw the display units at Toy Fair had similar discussions with Lionel managers. We were assured the warbonnets would be glossier on the production models. They were indeed glossier when they were produced, but the warbonnet color still wasn't quite right. It was a little darker and not as shiny as it should be if you used a 2343 from 1950 as a measuring stick. At the time, I wrote that the 1991 production finish appeared “semi-flat.” We didn't realize it then, but semi-flat had now become the new color standard for F3 warbonnets at Lionel. Photo 4 shows the current Conventional Classics 2343 with the 8100 version.



Warbonnet Refined

Lionel offered a 2343 A-B unit combination in 1996, but there were changes in technology, decoration, and how the units were marketed. The powered A unit wore the legendary 2343 number on its lighted boards, and TMCC controlled the two vertical Pullmor motors and the lighting. The silver trucks also had Magne-Traction on the eight wheels (Photo 5). The B unit had 2343C on its side and contained a separate TMCC board to run the RailSounds digital sound system. Just to show that Lionel was serious about the A-B combination, the RailSounds B unit also had a backup light installed. In 1997 a matching A unit was cataloged, but it was hard to find at a decent price. I used the 8102 from the 1991 set to get the A-B-A look for public displays, and no one seemed to notice that the two A units didn't match.

1996 Santa Fe F3s	Body No.	Catalog No.
Powered A	2343	6-18128
RailSounds B unit	2343C	6-18129
Dummy A	2343	6-18134

After five years I was reconciled to calling the red finish on the warbonnet "semi-gloss," but the big news about the nose in 1996 was that the yellow Santa Fe logo was now larger and more elaborate, with the vertical stripe extending almost to the windshields

on the cab. This tended to obscure the satin red finish of the warbonnet. Years later it became apparent that at least one of Lionel's competitors also took note of the color change on the warbonnet.

Going All Out

Lionel LLC was determined to put out a 21st-century Santa Fe Anniversary Set that was a worthy successor to the legendary 2343 of 1950 and the original 2500-series aluminum cars. Lionel insiders said that the primary champion of the set was Neil Young, which probably helped influence the great size of the set, its wealth of features, and its hefty 2000-dollar-plus price. The end result was a true Lionel spectacular, housed in a classy silver box, numbered 6-21786, which was decorated with a streamlined Indian chief and black, yellow, and red bands that held seven newly designed aluminum passenger cars. They were placed over a layer of boxed F3 A-B-B-As that had everything in the A and B units that Lionel could think of putting on or into them. The A-B-B-As were as follows:

Anniversary Set	F3 Body No.	Catalog No.
Powered A	200	6-14504
RailSounds B	no number	6-14505
Powered B	no number	6-14506
Dummy A	200	6-14507



The decoration of the powered A unit was different from any other Santa Fe F3s Lionel had produced, and that was especially true of the warbonnet area (Photo 6). Lionel had gone all out to give the postwar shells a prototype look, including a prototypical number 200 on the lighted number boards. The horns on the roof matched the warbonnet red paint, and so did the ladders below the cab. The painted yellow Santa Fe logo was the most elaborate yet, and the nose grab irons were yellow, just as they were on the real F3s. Other goodies included two engineer figures with sunglasses and a shield behind the front ElectroCoupler that hadn't been seen on the Santa Fe F3s since the original 2343 days. The decoration job was so good that you barely noticed the satin sheen of the warbonnet red, which looked nothing like the bright and shiny toy train red of the original 2343.

2343 Stand-Ins

We devoted a big chunk of Run 203, October 2004, to stand-ins for the original 2343s. After a couple of decades of great service, maintenance and repair costs for my own 1950 Lionel Santa Fe 2343s were going up, and the fun quotient was doing down. Reluctantly,

I decided it was time to honorably retire them. Input from our readers indicated that a lot of other folks were also looking for reliable replacements to run in place of their postwar diesels.

Lionel did not catalog postwar-style Santa Fe F3s in 2004, but MTH and Williams had postwar reproductions on the market. George Brown, our technical editor, happily tested them, but I was much more concerned with their appearance. Both Williams and MTH got the shape of the postwar A unit bodies right. From any distance at all, it is tough to tell them apart from the originals, including the “squinty” look of the windshields. However, if you try to put a Williams or MTH shell on a postwar Lionel chassis, you will be confronted with some heavy-duty installation problems. The location of the mounting holes and type of screws and fasteners used are so different on the new bodies that they are not compatible.

Williams F3s are part of the firm’s postwar Golden Memories series. The powered A unit has two can motors, a hefty 6-amp reverse unit, and the veteran True Blast II digital horn and bell. As you can see from Photo 7, the inspiration for the darker color of the Williams 2343 warbonnet comes from the 1991 Lionel 8100 and the 1996 version of the 2343.

The MTH RailKing postwar-type F3 literally stopped me in my tracks when I first saw it at a train show. Rich’s photo here clearly demonstrates that MTH reached back to the 1950s for the origin of its warbonnet color (Photo 8). Nose on, the high-gloss red on the two diesels is virtually indistinguishable, given away only by the prototype number 28 on the MTH number boards. After frank and productive discussions between Mike Wolf, Andy Edleman, Rich Foster, and interested hobbyists, later RailKing F3s carried the iconic 2343 on their number boards. The powered A unit also came with two flywheel-equipped can motors and a complete Proto-Sound 2.0 command control and sound system.

Conventional Classics Glossy Finale

The Conventional Classics 6-38312 Santa Fe 2343 A-As were released at the end of 2009 and almost immediately became operational favorites with me. The twin Pullmor motors revved up fast the way toy trains are supposed to, the digital horn and bell worked reliably with a variety of transformers, and the electronic E-unit was equally reliable. All in all, the units reproduced the pleasurable running experiences of my 1950-vintage 2343s,



**50TH ANNIVERSARY
F3 No. 200**



WILLIAMS 2343



**ORIGINAL
2343**

**MTH
28**



**CONVENTIONAL
CLASSICS
2343**

without the mechanical hassles of aged equipment. However, their appearance was something else (Photo 9).

After I got over my initial disappointment at the dark color of the Conventional Classics warbonnets, I began to realize it was part of a historical process at Lionel that began with the production of the 8100 in 1991. Corporately, no one seemed to have questioned the new standard that had been set in 1991 until the strong negative reaction from the Lionel faithful after the launch of the Conventional Classics A-As.

At this point we want to show you what Lionel did right with the appearance of the Conventional Classics A-As with a comparison with the original 2343 (Photos 10, 11, and 12). You can see from the side views that the shape of the warbonnet is correct and the rear step is black. The other twin view shows that the Santa Fe logo has been faithfully rendered (Photo 13), along with all the other separately applied details that ought to be there. If only the warbonnet was the right color!

On February 17, 2010, Lionel placed a mea culpa statement on its website and distributed it to the media. On March 1 the company announced the full details of its Conventional Classics Santa Fe shell swap program. Basically, you had 30 days to register with Lionel for the swap. The program was simple: turn in your old, darker shells and get a pair of new, bright red, glossy ones in

return. Hopefully, they wouldn't be semi-gloss versions. It had taken almost 20 years to create the mistake, but Lionel came up with a viable solution in a matter of weeks. The real lesson here is that historical knowledge and perspective is essential when you set out to create an iconic replica, even if you own it in the first place. Will these be the last 2343s made by Lionel? Absolutely not, but they will certainly be among the most memorable Lionel has produced.

Just Like the Originals

There are those who want every replica Lionel makes of their beloved postwar diesels to be "just like the originals," including electromechanical E-units and D cell battery-powered horns instead of those new-fangled electronic reverse units and digital horns and bells. That way the reproduction Conventional Classics 2343s would be truly authentic. Let's take a few moments to examine how practical that would be and how much fun it would produce for operators in the 21st century.

Starting at the bottom, here are the undersides of my original 2343 from 1950 and the Conventional Classics 2343 (Photos 14 and 15). The 1950 model has some good things and bad things on its bottom. The good thing is the statement "Made in U.S. of America. The Lionel Corporation New York." The bad things are written on the movable battery cover "To Operate Horn Insert a Size D Flashlight Cell Here" and "CAUTION Remove Cell When Locomotive Is Not in Use."

All too often the users of the original 2343s forgot to take the D cell batteries out of their diesels, with horrendous results. The batteries would split if installed for a period of time and leak battery acid all over the frames and bodies of the engine. All this misery for a bicycle horn that sounded like a dying duck inside the 2343 does not seem worth it. The Conventional Classics 2343 may be




made in China, but the circular grille on the underside houses the speaker for the digital horn and bell, which, if it fails, will not ruin the appearance of the engine. Can you see 21st-century O gauge hobbyists, who get twitchy when their e-mails or text messages are not answered within minutes, remembering to take batteries out of their locomotives? I can't! Heck, 1950s operators couldn't do it, and they could actually read instructions in English and follow them.

The ozone smell of my postwar 2343 was nice when I ran it during the preparation of the article, but the buzzing noise of the electromechanical E-unit soon became annoying, along with the occasional failure of the noisy unit to sequence correctly. I found the quiet operation of the electronic E-unit in my Conventional Classics 2343 much more satisfying.

Appearance counts for a lot in reproductions, and the first version of the Conventional Classics Santa Fe 2343 came up short in that department. Everything else was so right, but...oh, that warbonnet! It looked like it had been dipped in red grape juice to get that dark, flat color on the nose. Fortunately, Lionel offered us replacement bodies that faithfully reproduced the bright, red glossy color of the original.

So what are the Conventional Classics if you are a postwar operator or collector? They are newly built Lionel trains that accurately evoke the spirit of the postwar Lionel items they mimic. They are designed to satisfy the desires of a broad base of collectors and operators who can't afford originals in pristine condition and who don't want the perceived complexities of command control. Most of the Conventional Classics locomotives we have seen so far succeed on these levels, and so will the 2343 once we have installed the new body shells on them.

Still need an original in pristine shape no matter what? To get engines and boxes that are in TCA grade C-8 or better shape means doing awful things to your wallet, unless you really luck out in the marketplace or Aunt Effie suddenly decides you will be the member of the family who gets Uncle Oscar's Santa Fe set. The other option is either to restore an original or have someone do it for you. But then it wouldn't be a real original...or would it? 



13



14



15

An easy way to build a retaining wall

Creating Cliffs

Article and Photos by Jim Policastro

One of the most common scenic challenges faced on the typical layout is how to treat the area between tracks on different levels. Often these tracks are too

close together to allow for a nicely contoured slope but instead require nearly vertical scenery. There are many types of stone retaining walls available commercially to

handle this situation. But that can get monotonous, as well as expensive, if more than a foot or two of wall is required. Also, if you are modeling a rural area, it is unlikely that you will find real railroads building extensive retaining walls in such a locale. Most retaining walls tend to be found in an urban or suburban setting. Also, consider the fact that those tracks would never have been placed in such close proximity if the underlying bedrock would not support them. So why not just model the bedrock itself in the form of a rocky cliff as seen in Photo 1?

Styrofoam Beadboard

For this project we will be using what is known as Styrofoam beadboard. This is the white Styrofoam commonly used as packing material. It is also available in small sheets at your local home improvement



1

center. Builders of scenery usually advise you to steer clear of this material, recommending instead the pink or blue insulation panels that are denser and have more strength. Beadboard, when it is carved, disintegrates into “millions” of tiny white beads that cling to everything, and this is another reason often given to avoid its use. However, properly used and covered with a layer of plaster for protection, beadboard has good potential for creating interesting cliffs.

Rock Layers

Begin by breaking the beadboard by hand into thin, slightly irregular strips. It is very easy to break and will not produce very many of those notorious beads when shaped in this way. Use an inexpensive acrylic latex caulking compound to attach the strips to your backing material. I used more beadboard for the backing, but thin plywood or Masonite hardboard would serve just as well. If you need a curved cliff, use a flexible backing board and smaller pieces of beadboard “rock.” Try for an irregular pattern with overhanging rock strata and deeper fissures (Photos 2 and 3). For variety, I added just a small section of retaining wall (Photo 4). This was carved into the beadboard backing using a Tippi hot wire cutter (Photo 5). Let the completed cliff set overnight to allow the caulk to cure (Photo 6).

Plaster Covering

A layer of plaster is used to protect the rock strata and cover the beads that are visible along the broken edges. I use Structolite, which is available at various home improvement centers. It has a granular texture that hides the beads well and produces a rock-like appearance. It is also extremely slow-setting so that you can mix a big batch and work most of the evening. It dries to a brownish gray color, which eliminates those white spots that appear when regular plaster is chipped. I like to apply the plaster using an inexpensive paintbrush (Photo 7). If Structolite is not available in your area, Gypsolite is another plaster with very similar properties.

Painting the Cliff


I started with a coat of brownish gray flat latex house paint. A brick red color was used on the carved retaining wall area. When everything was totally dry, the entire cliff was then “drybrushed” using antique white acrylic paint. “Drybrushing” is the process of dipping just the tips of the bristles in the paint and then removing most of it with a cloth. The almost dry brush is then whisked lightly across the rock face to highlight just the edges of the rocks. This will instantly



make your cliff look like rock. In Photo 8, the left side of the cliff has been painted with a dry brush.

Finishing Touches

Now go back and add some vegetation in the nooks and crannies where plants have managed to sink their roots into the eroding bedrock. Diluted white glue or matte medium (a 50-50 mix with water) is dabbed on the more horizontal surfaces and sprinkled with fine turf material. Full strength white glue is then used to add tufts of foliage material (Photo 9). A short piece of plastic tubing was used to represent a drainage pipe protruding from the retaining wall. Clear silicone latex caulking compound (the unpaintable variety) was spread along a thin strip of clear plastic bag material. When dry, it was glued in place with more caulk to fashion the stream that runs down the cliff face (Photos 10 and 11).

This fun, easy, and inexpensive technique can be used to produce anything from a low rock outcrop to a tall cliff that would challenge the most skilled of rock climbers on your layout. 





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Fragile Treasure: A Pristine, Boxed, Prewar Lionel Tunnel

Photos by Rich Melvin



1

A good friend of mine has done it again! He still has the uncanny knack of finding old trains people want to sell that are in pristine shape. Of course, it doesn't hurt that he offers good money for them. The last time he brightened my office door, the end result was an article titled "Prewar O Gauge Lionel: Old and New" in Run 235, April/May 2009.

This time I had to help him haul a large box into my office. It wasn't all that heavy, but it was unwieldy to carry. We later measured the dimensions as 25" wide, 29-1/4" long, and 15-3/8" high (Photo 2). The tunnel inside was acquired virtually as

an afterthought. As my friend was loading a just-purchased collection into his car, he was informed that the large, dusty box in the garage was part of the deal and he had to take it. He did so with very little enthusiasm until he opened the dust-covered flaps at home and saw what was inside.

Condition Is Everything

Allan Miller, George Seil, Don Pedicini, and yours truly in the OGR Headquarters had the same reaction when we initially saw the top of the landscaped



2

3



4



5



tunnel in the box: a sense of wonder that a fragile object like a composition tunnel could have retained such vivid coloration seven-plus decades after it was made. The colors painted on the tunnel appeared as if they had been brushed onto its flanks earlier in the week. They were crisp, bright, and still looked fresh.

The tunnel was carefully lifted out of the box for further examination, and we


discovered that a sturdy wooden base under the composition tunnel was part of the structure. Sitting on the floor of our photo studio, the tunnel looked like a multicolored, landscaped, Mediterranean island floating on a sea of industrial carpet. Once we hoisted the tunnel up onto the photo stage, the wide tan-colored tunnel portal tended to spoil the illusion, and it started looking like the curved railroad

tunnel it was made to represent (Photo 3). We viewed the other side of the curved tunnel, and one element in particular stood out—the location of the three chalets nestled on both sides of the mountain—along with the outstanding condition of the piece. The center chalet was in the highest position, and that made it look different from other Lionel curved tunnels I had seen (Photo 4).

Identifying the Tunnel

Identifying the tunnel has proved tougher than I thought it would be. I had hoped the distinctive location of the three chalets would make identifying the model number of the tunnel easier. It was only after we returned the tunnel to its owner that I realized we had not looked under it for a model number or even taken a photo of the side of the box that might have been labeled with a product description or designation. However, none of the photos of prewar Lionel 900-series tunnels I had been able to scare up in the course of researching this article showed this configuration of the three chalets. I referred to *Lionel Trains, Standard of the World, 1900–1943, Second Edition* from the TCA Lionel Book Committee and also the *Standard Catalog of Lionel Trains, 1900–1942, Second Edition* by David Doyle.

We had the dimensions of the box that the tunnel came in, and that helped eliminate several Lionel 900-series 90-degree curved tunnels that were too long to fit into it. That left two possibilities. One was the 916 tunnel, which had been produced in several versions and sizes from 1932 to 1942 and was made in a version that measured 24" wide, 29-1/4" long, and 12" high. The second possibility was even more likely; the 924 had been available from 1935 to 1942 and measured 20-1/2" wide, 29-1/4" long, and 13-1/3" high. Since most of the rest of the collection my friend had bought dated from 1935, this seemed the logical candidate. Photo 5 is a close-up picture of two of the chalets on the mountain.

Why didn't we ask the owner to check out the tunnel for us? Well, we did, but we ran into a problem peculiar to some collectors. He could not get to the tunnel because of all the other train stuff he had stored in front of it! He reported it would take quite some time to dig it out from his stash. Oh well! 

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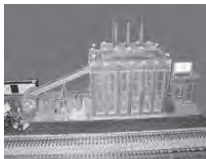
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GG-1 179 PRR x 5, Am, CR

NW-2 C&O, SF, Seabd 155

FA-1 AA 225 B 80 ABA 299

B&O, LV, L&N, NYC, PRR, RI,

SF, WM, LNE, GN

PA-1 AA 225 B 80 ABA 299

SF, PRR, RG, UP, D&H, NYC, CP

F-7 AA 205 B 70 ABA 269

Am, ACL, B&O, Burl, C&O, GN,

Lack, NH, PRR, UP

Shark AA 219 B 75 ABA 289

B&O, D&H, PRR x 2, NYC, Demo



E-7 AA 245 B 105 ABA 345

ACL, B&O, Burl, C&O, NYC, UP,

Prr Tuscan, Sou, MR, Tex Spec

Dash 9 Power 149 BNSF, CSX,

NS, SF, UP, CNW, Amtrak, Con, SP

GP38 139 Dmy 80 BNSF, Chessie,

NH, NS, SF, GT, AK, GM&O, DTL, PC

BL-2 Powered 139 BAR, B&M,

C&O, C&E, GM Demo, FEC, Monon,

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FM Trainmaster 155 CP, JC,

MR, NYC, Rdg, SP, Wabash, N&W

NW-2 155 B&O, Con, LV, NYC,

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Mikado WP, UP, SF, MR 645

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Previous Classics



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NYC F3 AA Freight Set 375

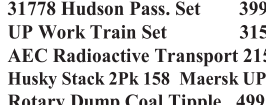
SF F3 AA Diesel Set 339



Budd RDC 3-Pk 315 2-Pk 229



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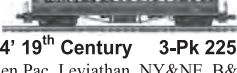


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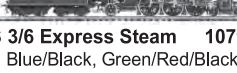
4-4-0 American Steam 639

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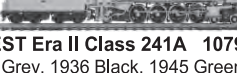
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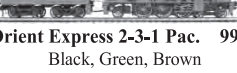
S 3/6 Express Steam 1079

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EST Era II Class 241A 1079

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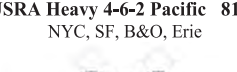


Orient Express 2-3-1 Pac. 999

Black, Green, Brown

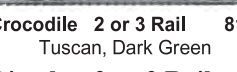
4-6-0 Camelback Steam 819

JC, Reading



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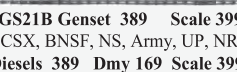
Power 389 Dmy 169 Scale 399

AC4400cw BNSF, CP, CSX, UP

GP-35 CP, SF, WM, Sou, W&LE

SD-35 CSX, JC, SP, N&W

U25B EL, NYC, GN, SF



3GS21B Genset 389 Scale 399

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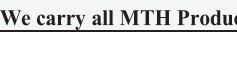
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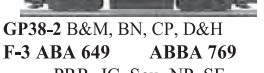
GP-7/9 P&LE, GN, NH, NP

Genesis Amtrak, VIA Canada, NH



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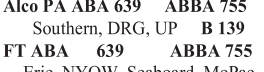
Diesels Power 359 Dmy 169



GP38-2 B&M, BN, CP, D&H

F-3 ABA 649 ABBA 769

PRR, JC, Sou, NP, SF



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19th Century 4-6-0 359

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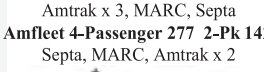
Premier Passenger Cars 5-Pk 335

2-Pk 137 Full Vista 77 RPO 77

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GP-7 359 Dmy 169 BAR, Erie

GP-9 359 Dmy 169 C&O, UP



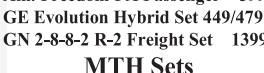
NJ Transit ALP46 399 Dmy 189

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MP15DC Am, NS, G&W, BNSF

F-3 ABA 425 B&O, MR, Wab, WP



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NYT, Pitt, Phila Sub Trans, MTA

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1303-1 408E Apple Green 775

2126 515 Silver Sunoco Tank 75

2176 520 Chessie Searchlt 85

2211 514 PRR Box Car 69

2213 513 PRR Cattle Car 69

2224 Xmas 514R Reefer 69

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307 3-Store Trolley Barn 23" 95



308 Quincy Mining Co. 47



310 Mitchell Textile Co. 39



3115 Grain Silo 7 x 34 x 22 135

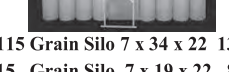
315 Grain Silo, 7 x 19 x 22 85



901 Action Machine 25



960 John's Cutlery 6 x 8 25



903 Skyline Steel 6 x 8 25



908 Shanahan Frt 20 x 8 x 9H 75



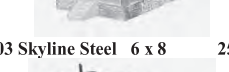
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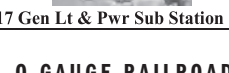
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308 Quincy Mining Co. 47



310 Mitchell Textile Co. 39



3115 Grain Silo 7 x 34 x 22 135

315 Grain Silo, 7 x 19 x 22 85



901 Action Machine 25



960 John's Cutlery 6 x 8 25



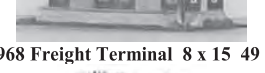
903 Skyline Steel 6 x 8 25



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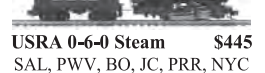
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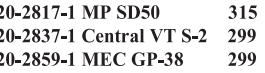
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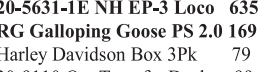
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Shed New Light on K-Line Passenger Cars

If you have some K-Line passenger cars, have you noticed that your car's interior lighting may have a few burned-out bulbs, and that the remaining bulbs are getting brighter and brighter all on their own? Maybe you have already noticed, but not paid much attention to it until one day the car's interior went dark altogether. If some, but not all, of the lights have gone out, you can pretty well bet that the rest soon will.

Unlike many or most O gauge passenger cars, the lighting effect in K-Line passenger cars is very smooth and even throughout the full length of the car. That's because the car's lighting isn't coming from three or four overpowered 14-volt bulbs. Rather, it comes from a strip of low-voltage bulbs, all mounted on a circuit board in the ceiling of the car. Photo 2 shows a typical K-Line Heavyweight disassembled on my workbench with the body removed. Looking at the ceiling of this car, you will



see a total of 12 bulbs. In longer K-Line cars, there may be even more bulbs.

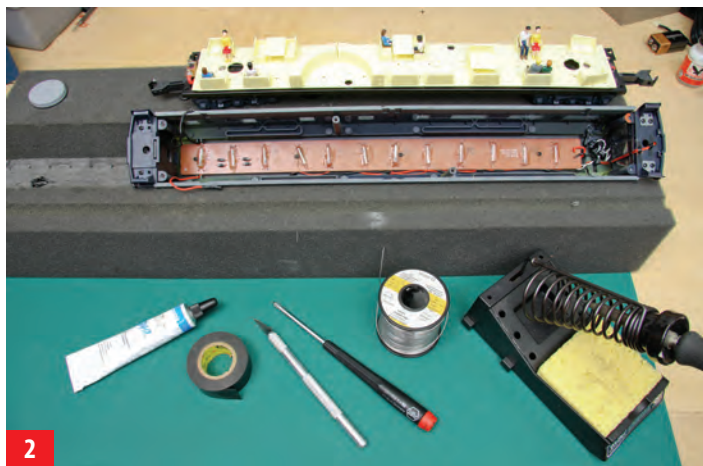
The problem is that even though these bulbs are lower voltage, they are all wired in series. That means that if one bulb burns out, the rest will stay lit. But it also means that the total voltage for the whole light board is now spread over all the remaining bulbs. The obvious result is all the remaining bulbs burn brighter and with a shorter life. Soon another bulb burns out, and then another, and soon they all burn out

due to the increased voltage being handled by fewer bulbs.

You may look at that board and think that you're doomed since replacement bulbs from K-Line are no longer available. Well, rejoice! Santa Claus, that jolly elf in the red suit, has come through for us!

Where have you seen the little lights depicted in Photo 3 before? They are exactly the same ones used in Christmas tree lighting

sets, but not just any Christmas light set. Each different length Christmas light string has different voltage bulbs to use the whole 110 volts from the plug. For that reason, different length strings have different voltage ratings on the bulbs in the string. That's why only the bulbs from a 50 light set (or a dual 50 set) will work with the circuit board for your K-Line passenger car. If you can't find a 50 light set, most 100 light sets are actually two 50 light sets. You can identify if this is the case by seeing



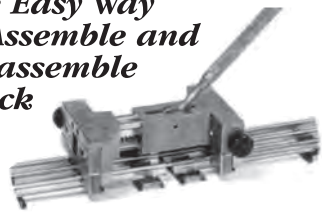
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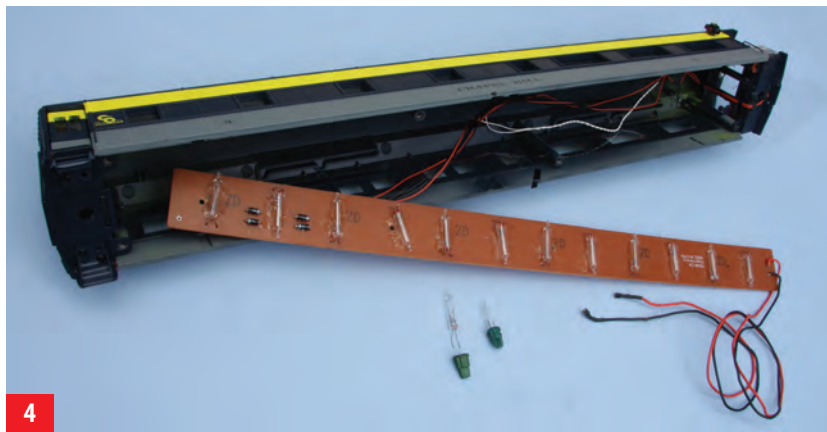
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if there are three wires running the length of the string rather than just two. If there are three wires, it is a two 50 light set. What we will do is pull the bulbs and sockets out of the light set and use them to replace the burned-out bulb or bulbs on the lighting board in the passenger car.

We have some work to do though. In Photos 2 and 3, you'll also see the basic tools and materials needed to perform this little job. If you don't want to trash an existing 50 light set, I found the dual set shown in here at a craft store, which apparently stocks them all year round. Five dollars gets you 100 bulbs. That should last you a lifetime.

Begin by removing the six screws on the bottom of the car to separate the floor from the body. When you do, you'll see a red and a black wire coming from the body to two individual plugs on the chassis of the car. Pull those two wires, noting that the sockets they go back on have like-colored wire coming from them. Then remove the printed circuit lighting board from the ceiling of the car by removing the four Phillips screws. If you're careful, it won't be necessary for you to remove any additional wiring.

Carefully remove a bulb and socket from the Christmas light set, making sure that it is a regular bulb and not some bulb on either end that possibly makes the whole string blink. Some are made this way, and some aren't. Photo 4 shows the lighting board removed from the interior of the car and the bulb from the Christmas tree set removed from its base.



Remove the burned-out bulb or bulbs from the lighting board by unsoldering the wires of the bulb where they are soldered to the back side of the board. Heat the solder and remove the wires and burned-out bulb.

Shown in Photo 5 is one of my favorite tools: a Weller desoldering tool. A desoldering tool sucks the hot solder completely out of the hole in the board, allowing you to easily insert the new wires





7

and bulb. After the old bulb and wires are out, reheat the solder at the covered hole and, using the suction pump, remove the hot solder from the holes in the board where the wires once were. The Weller tool shown here is the manual tool #7874B.

A close examination of the bulb wires from the Christmas light set shown in Photo 6 reveals that the wires are very corroded. They must be cleaned to get them to accept

solder successfully. The rosin flux in the solder won't be enough to do this alone. You'll have to very carefully scrape the wires clean so they look like those as shown in Photo 7. The wires need to look like this, revealing the bright copper, to be successfully soldered back into the lighting board.

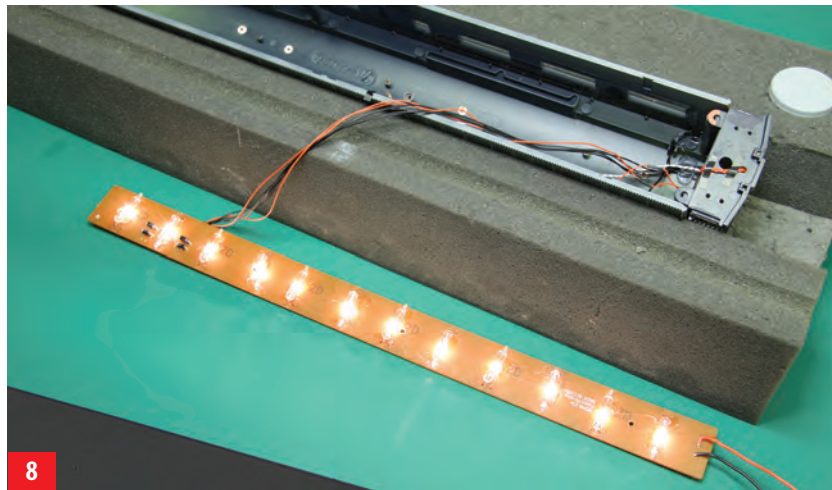
Insert the two wires of your new bulb through the holes in the board and then solder on the back side right at the holes. Trim off the excess wire after the soldering step. Always use rosin core solder for this or for any other electrical wiring project. Finally, add a very small dab of Goo to the bulb to get it to stick to the lighting board.

Once you have replaced all the burned-out bulbs, perform a test on the lighting board by attaching an 18-volt source on the wires. Photo 8 shows a good lighting board ready to be placed back into the car body.

Tuck all the wires above the board between the board and the roof, and then reattach with the four Phillips screws. Carefully plug the two remaining wires into the floor of the car and attach the body to the chassis with the six screws removed earlier.

As shown in the photo at the beginning of this article, even with 18–20 volts on the track, the interior of your passenger car will once again glow beautifully riding down the rails.

Good ol' Santa Claus! 



8

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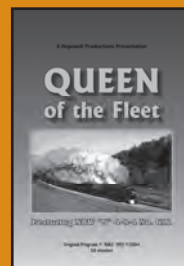
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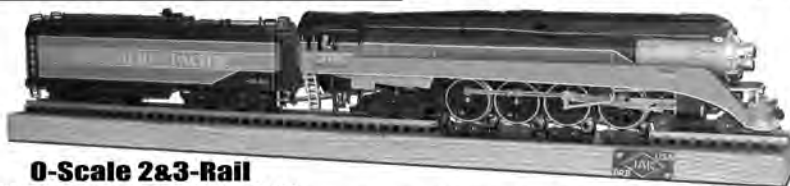
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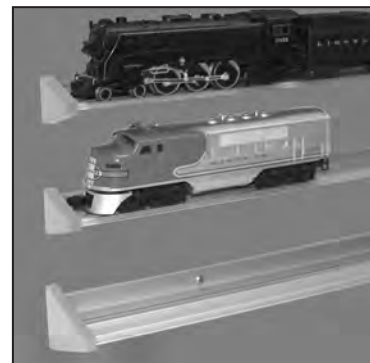
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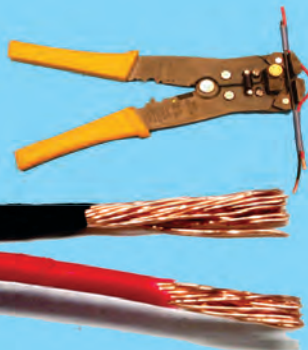
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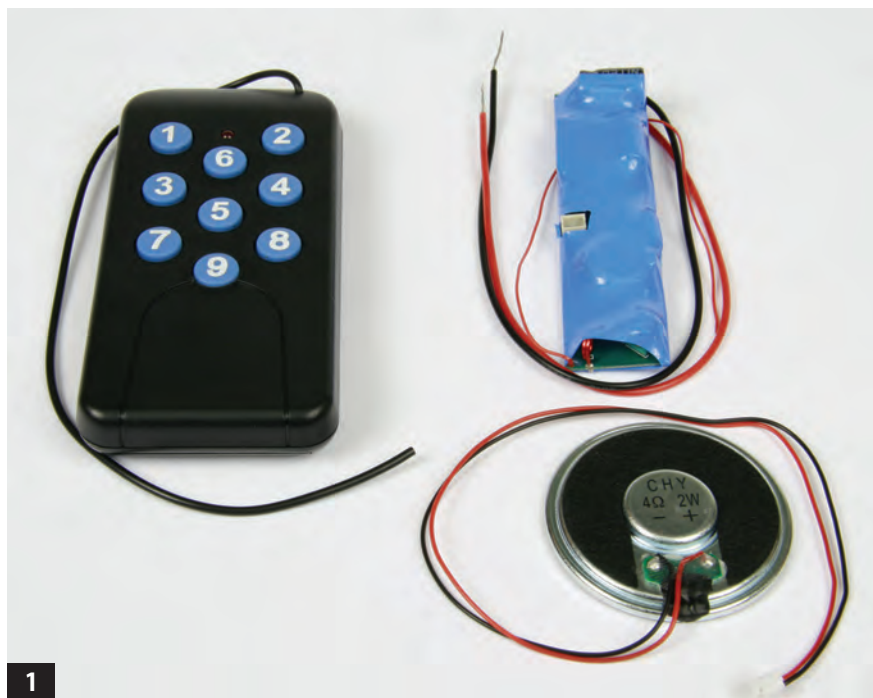




Conventional Sounder

Over half of my O gauge locomotives are not equipped with command and sound systems, and I have no desire to upgrade them. A number of these conventional engines are postwar Lionel or MPC with a few early releases from RailKing and Williams, and I like all of them just the way they are. Occasionally, I want sound when running a conventional steamer, so behind it I couple a traditionally sized Lionel boxcar equipped with steam RailSounds 4.0. In 2001 Lionel made this and a companion boxcar with diesel RailSounds, but the diesel version didn't light my fires, so I passed on it. Most of my postwar and MPC diesels don't even have horns. On some of the newer diesels that do, the horns emit a wimpy and uninspiring rasp, not unlike the one when opening a cooler door at a local watering hole for fuel and snacks.

A while back, I enjoyed a pleasant conversation with one of the folks at Model Rectifier Corporation about a new sound module MRC was about to release, or sounder as he called it. As he explained it, the sound module rides onboard a conventionally controlled or dummy diesel locomotive, or even a railcar, and basically generates sounds of one of four operator-selectable prime movers, horn, and bell using the controls on a conventional AC transformer. Prime mover sounds represent

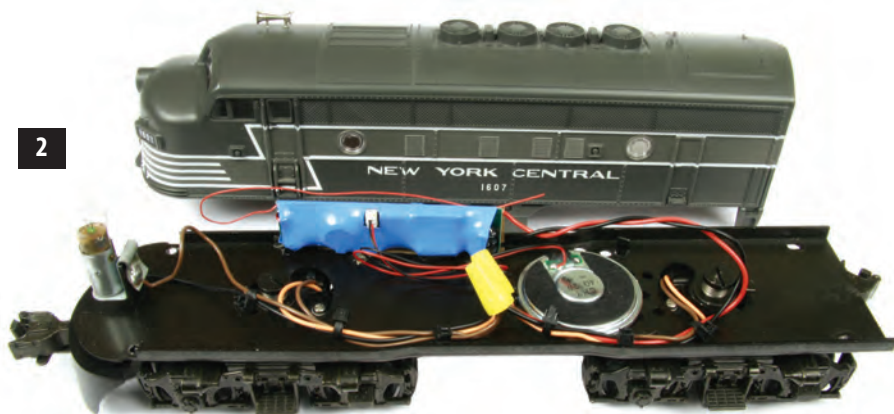


EMD's 567 of F-unit and early GP fame, SD60, SD70, or Alco's 244 used in its early road switchers such as the RS3 and RSD5. The neat part is the prime mover sounds automatically rev up or down according to movement of the transformer throttle—well, the track voltage actually. And the package is small, consisting of the blue module and 1" speaker shown in Photo 1.

Hookup is simple. Connect two wires to the AC hot and return wiring of the locomotive and plug the speaker into the socket located on the module. And no external sensors or switches are necessary. At \$44.98 for the module and speaker, I was sort of interested...well, lukewarm anyway.

Additionally, MRC also offers a small 9-button hand-held transmitter of less than 2" x 4" x 1/2" for use with the sounder. This transmitter lets the operator initiate the rest of the module's sound repertoire that's not available with just a transformer. In addition to the horn and bell are sounds of coupling, brake release, dynamic braking, and air release. Or the operator can manually increase or decrease the diesel's revs, using the transmitter. It'll even turn the sound off or on at the press of a button. At \$12.00 for the transmitter in addition to the sounder, now I was interested.

Even though I knew the sound module



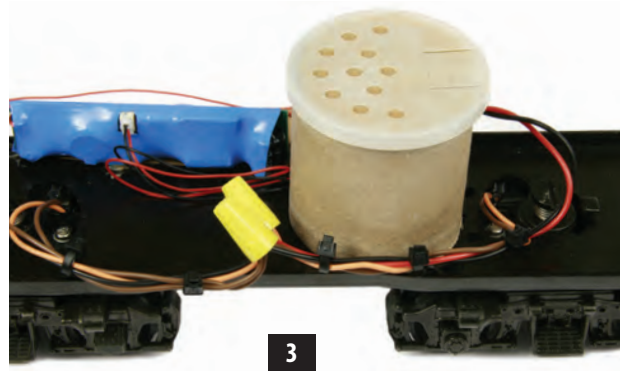
and transmitter were small, their compact size still surprised me after arriving here at the OGR Southwest Office, which I sometimes refer to as the Fort Comanche Outpost. I initially figured I'd install the sounder in my Williams dummy Alco PB, but when I realized the Alco tract was of the 12-cylinder 244 used in the RS3 and its variants, not the PB's 16-cylinder power plant, a re-plan was in order. On my early RailKing F3 pair, the O27 powered unit had only reverse and horn boards rather than the original and problem-plagued Proto-Sound electronics, so its matching dummy unit was a perfect candidate for carrying the sounder. The F3's frame already had a location and holes for the speaker, and wire nuts on the electrical connections eliminated the need for soldering.

Installation of the sounder and speaker took less than 20 minutes, including taking the shell off the unit. The speaker's magnet held it firmly to the sheet steel frame, but a trio of small drops of Walther's Goo made sure the speaker would stay put. A strip of adhesive paper shipping tape insulated any of the exposed solder joints on the back of the sound module, and a thin line of Goo bonded the module to the frame. Now it was simply connect the power wires, plug in the speaker, and put the unit on the tracks for a test (Photo 2). Then it was power-up and...whoa! The sound module worked, and after pressing buttons on the transmitter, all the features stated in the installation sheet also worked. But the sound was as shallow as tissue


paper on a comb—it had no body, no base. My setting the shell back on the frame helped, but not all that much.

It was a cold, rainy Sunday night, and I undeniably did not want to go out. Sitting on the floor trackside to the editorial CCRR and staring at my latest endeavor, which seemed at that moment not unlike Dr. Frankenstein's creation, I pondered the situation. What I needed was something for a sound chamber, with a thought line of "Hmmm, what would Heloise do with this?" Scrounge time—first stop, the kitchen!

In the pantry, a roll of paper towels had but two sheets left on it, so there was the cylinder for my sound chamber. Its diameter was a perfect match for the speaker perimeter. (Oh, the two orphaned paper towels got to fulfill their purpose the next evening as hand plates for some home-baked cookies.) To close off the chamber, I needed something that would stay in place on top of the cardboard cylinder, so Kitty offered up a spare plastic cap salvaged from an empty spice bottle. A circle of adhesive paper shipping tape sealed the inside surface of the cap, and a few strategic drops of Goo stuck everything together. Voilà—instant sound chamber (Photo 3). On track power-up, the train room echoed not only with a pretty decent rendition of the EMD 567 but also an enthusiastic voice of



approval with "Ahhhh, that's much better!"

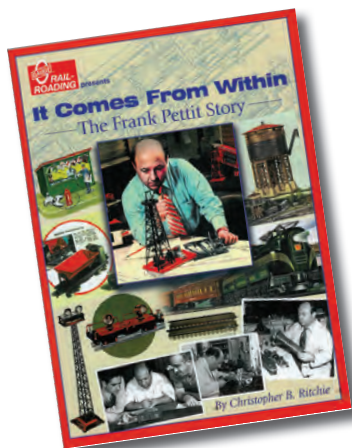
With the shell back on the dummy unit's frame, the NYC A-B-A set went to work hauling a freight train of traditionally sized cars to the sounds of an EMD 567. The horn and bell sounds, as well as the rest of the repertoire, responded on cue from the transmitter. They were definitely not Rail-Sounds quality, but they got the idea across. So it was then play time, big time. Digital signals on the track from my TMCC, Legacy, and DCS equipment didn't have any negative effect on the MRC sounder or its transmitter. Running a conventional diesel just took on a new dimension. 

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Scheduled Meets

May 15, 2010

JACKSONVILLE, FL – TCA Train Show, 11a-4p. Marriott Courtyard Hotel, 610 Wells Rd., Orange Park. I-295 Exit U.S. 17/Park Ave., south to Wells Rd., right two blocks. Adults \$5. Info: Chuck Bryner (904) 542-3500, Ext. 8833, bryner@comcast.net.

May 22, 2010

MARIETTA, GA – TCA Dixie Div. Toy Train Meet, Due West Methodist Church, 3956 Due West Rd. Members 9a-1:30p, public 10a-1:30p, Adm: \$7. Info: Don Webb, 1171 Bowerie Chase, Powder Springs, GA 30127, (770) 427-3484.

ALBUQUERQUE, NM – 15th Annual Railroad Fair, New Mexico State Fairgrounds (School Arts Bldg.). 9a-4p, Adm: \$6, under 12 free. Info: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87197-6583, mossman@zianet.com or www.gserr.com.

June 5-6, 2010

OCALA, FL – Lions Semi-Annual Train Show, National Guard Armory, 900 S.W. 20th St. 9a-4p Sat, 10a-3p Sun. Adm: \$4, 12 & under free. Info: Barbara West (352) 857-2874.

June 6, 2010

OMAHA, NE – Nebraska-Iowa Railroaders Annual Train Show, Holiday Inn Conv. Center, 3321 S. 72nd St. 9a-3p, Adm: \$3, under 12 free w/adult. Info: Bob Schaffer, 13606 S. 131st St., Springfield, NE 68059, (402) 253-8885 or rgsmrcman@charter.net.

June 12, 2010

HOUSTON, TX – TCA Gulf Coast Chapter Train Show & Swap Meet, St. Paul's Episcopal Church, 7843 Park Place Blvd. 10:30a-3p, Adm. \$6, family, \$9 under 12 free. Info: Carl Olson (281) 277-7630 or www.tca-gulfcoastchapter.org.

June 18-19, 2010

WHEELING, WV – 12th Annual Marx Toy & Train Collectors National Convention. Kruger St. Toy & Train Museum, 144 Kruger St. Adm: \$18 w/ no table, \$25 w/table. Spouse & children free. Addl. Tables \$14. Info: Allan Miller, Museum, (304) 242-8133 or Allan@ToyAndTrain.com.

June 20, 2010

PORTERS, PA – York-Hanover Train Meet, Porters Fire Co., Rte. 116. 9a-1p, Adm: \$4, under 12 free. Info: Lorn Strickler, 512 Broadway, Hanover, PA 17331, (717) 632-3157.

June 26, 2010

CHARLOTTE, NC – 7th Annual North Carolina Railfair/Model Train Show, Metrolina Expo Center (Building 1), 7100 Statesville Rd. (Exit 16 off I-77). 9a-4p, Adm. \$6, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, (703) 536-2954, www.gserr.com.

June 26-27, 2010

TIMONIUM, MD – Great Scale Model Train Show, Maryland State Fairgrounds, Exit 17E off I-83. 9a-4p Sat., 10a-4p Sun., Adm: \$9, under 15 free, family \$18. Good for both days. Info: Howard Zane, 52366 Thunder Hill Rd., Columbia, MD 21045, (410) 730-1036, www.gsmts.com or hzane1@comcast.net.

June 27, 2010

ANAHEIM, CA – Southern Pacific Div. TTOS Train Meet, Brookhurst Community Center. 12p-3:30p, Adm: \$5. Info: Ken Flory, (714) 538-8218 or www.ttos-sp.com.

July 10, 2010

DELAND, FL – 32nd Florida Railfair, Volusia County Fairgrounds, SR44 & I-4 (Exit 118). 9a-4p, Adm. \$6, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, (703) 536-2754, www.gserr.com or rrshows@aol.com.

July 17, 2010

LA CROSSE, WI – 20th Annual Rail Fair Show, Sale & Exhibition. Copeland Park. 10a-5p, Adm: \$5, under 12 free. Info: 4000 Foundation, P.O. Box 3411, La Crosse, WI 54602, (608) 781-9383

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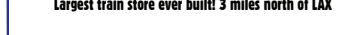
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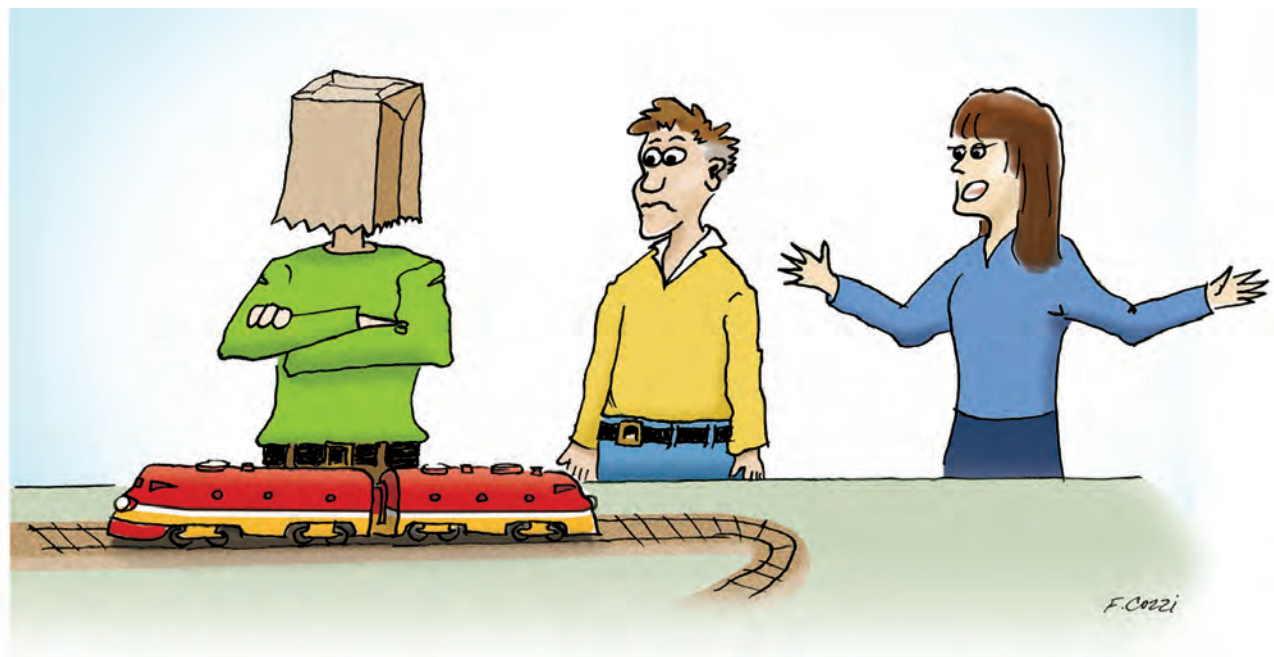
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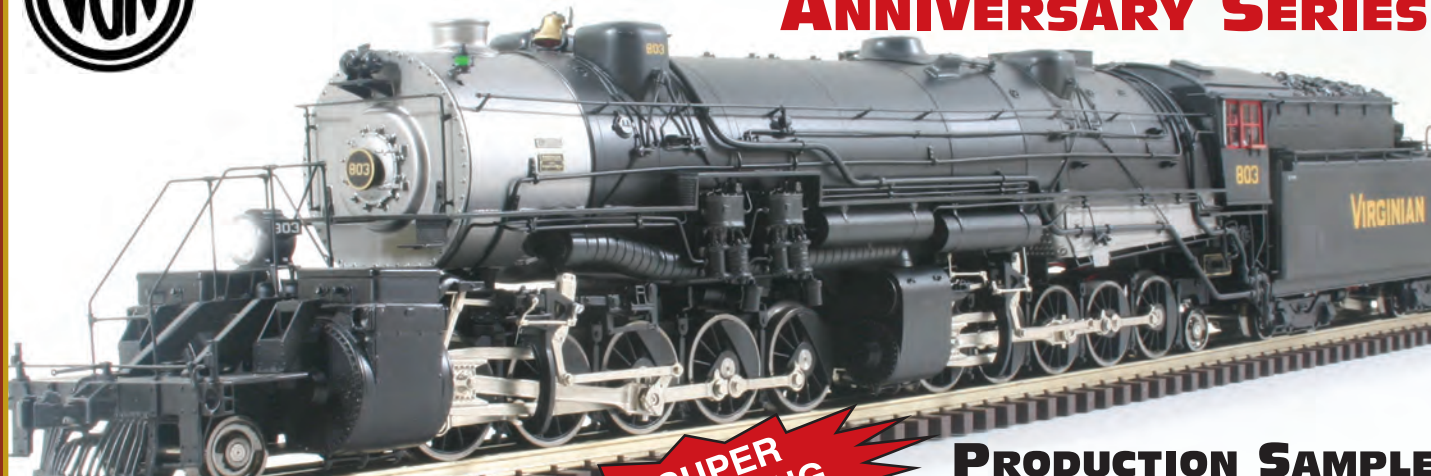
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