

RETURN VISIT TO PHIL KLOPP'S FASCINATING LAYOUT



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Run 252

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\$5.95

Create Photoshop Tunnel Liners

*Ron Zweig Remembers
Good Days in Scranton*

*George Brown Reviews
Lionel's Vision
Line Hudson*

***Build an Easy-to-Remove
Curved Truss Bridge***



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ITEM# 4001000 O SCALE MAYWOOD STATION

- Laser cut wooden replica of a depot in Maywood, NJ
- Separate window glazing • Realistic shingles
- Approximate finished size: 18" x 6" x 5-3/4" High



ITEM# 4001003 O SCALE TELEPHONE SHANTY

- Separate window glazing
- Structure is fun and easy to assemble
- Approximate finished size: 2" x 1" x 2-1/2" High



ITEM# 4001002 O SCALE OUTHOUSE

- Based on Adirondack, shanty style outhouse
- Modular construction allows customization
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ITEM# 4001001 - O SCALE SECTION HOUSE

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- Decorated in authentic style of time period
- Approximate finished size: 3" x 4-1/8" x 5-1/4" High

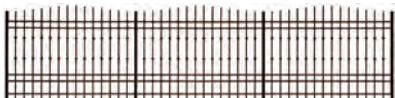
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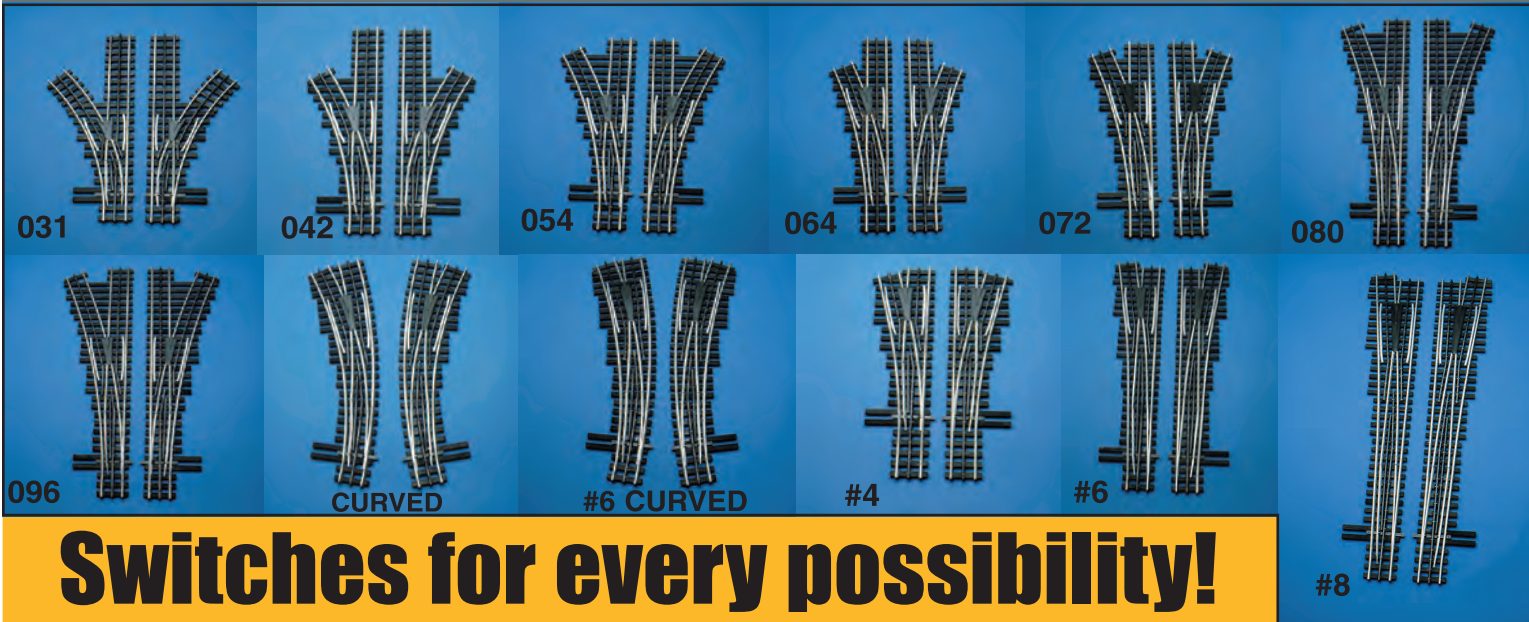
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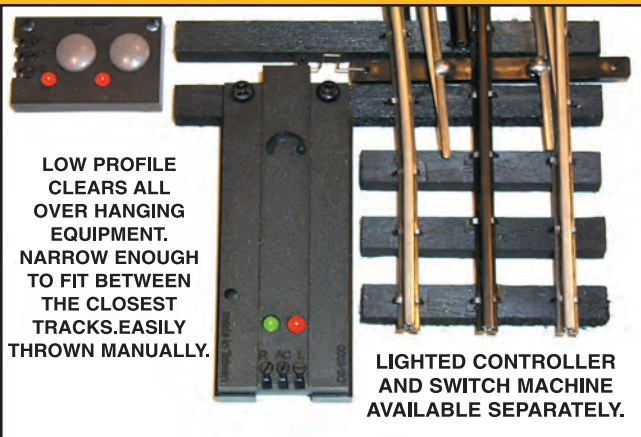
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Contents



PRODUCT REVIEWS

21 **Lionel Vision Line 700E Hudson**

31 **3rd Rail N&W Streamlined K2a**

37 **Weaver Brass Service Station**



FEATURES

42 **You Can't Stop Phil Klopp**
Dennis A. Livesey

52 **H0 Diesel Service House Becomes
the O Scale Middle Rail Factory**
Bill Bramlage

55 **Enhance the Light at the End of the Tunnel**
Eliot Scher

58 **Remembering Good Days in Scranton**
Ron Zweig

67 **Build a Removable Floating Truss Bridge**
Bob Anderson



DIVISIONS

Editor's Corner	Colleagues I've Never Met	6
Announcements	Remembering Jim Weaver of Atlas O	12
Smoke Signals	Product Announcements	13
Dispatcher's Log	Special Items of Interest	19
Erecting Shop	Product Reviews	21
Collector's Gallery	Lionel's Standard Gauge Commodore Vanderbilt Set	71
Scene Along the Rails	Star of the Great Locomotive Chase	78
Here's an Idea	The Sand House	80
Backshop	Bricking the Easy Way	83
Backshop Letters	Jim Barrett Answers Your Questions	89
The Helper Engine	MTH Proto-Sound 3.0 — A First Look	92
Scheduled Meets	Shows to Attend	95
Dealer Roundhouse	O Gauge Shops	96
Cartoon	A Laugh for the Month	98
Advertiser Index	Advertisers in This Issue	98



ON THE COVER

The photographic artistry of Dennis Livesey captured this scene of steam action approaching the Rocky Mountain city of Winter Park, Colorado, on Phil Klopp's legendary 3-rail O gauge layout. Winter Park is one of Phil's favorite real-life ski areas and is just one of a number of favorites commemorated in miniature on his expansive 40' x 40' layout. Dennis, a longtime friend of Phil's, journeyed from his home in New York to Pennsylvania in order to update the photographic record of Phil's ever-changing layout. Readers will see a variety of scenes from the Winter Park portion of the layout in Run 253, our December issue.

Photo by Dennis Livesey



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Colleagues I've Never Met

Our core OGR family is a small one. There are seven of us here at OGR World Headquarters, plus our extended family—extended in the sense that they are not based here in Poland, Ohio, but are nevertheless as close as the nearest telephone or computer connection. Jim Barrett, for example, lives and works in Cincinnati, while Associate Editors George and Kathryn Brown live in Texas.

But our extended family does not stop with these far-flung regular staff members. Indeed, the magazine you're reading now is the result of a whole lot of time and creative effort on the part of four fellows in particular—they refer to themselves as the Four Amigos—who work out of the spotlight to design the publication and prepare it for printing. That entire process is carried out at W-Graphics Digital Services in Easton, Pennsylvania (www.teamwgraphics.com). These are folks I have never actually met in person, but who I communicate with by phone and elec-

tronically over the six weeks or so before the magazine actually reaches your mailbox. They are an organized, efficient, friendly, and highly creative group. My predecessor, George Brown, commended their work in his last "Editor's Corner" in Run 224 four years ago, but I also want to acknowledge their all-important contributions to OGR and give readers a glimpse of the men and their operation.

The W-Graphics team member I work most closely with is Jeff LaBarre, who designs our cover and editorial pages in addition to creating the track diagrams and other graphics. Although we haven't met face-to-face, I consider Jeff as something of a close brother because, at least from my perspective, we work so well together even at a distance. In my many years of involvement with publication designers, I rank Jeff among the very best and most accurate of designers, not to mention the most congenial. Jeff tells me he still has the Lionel set that his dad bought for him years ago, and it sees regular service around the family Christmas tree each year.

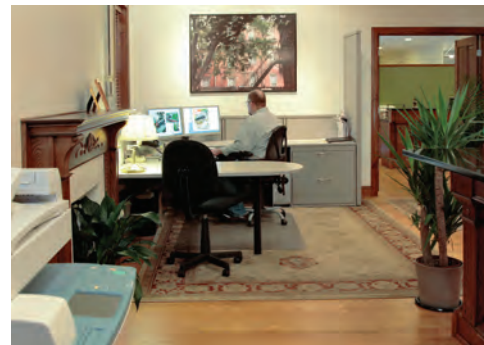
W-Graphics headquarters is housed in these two adjacent structures in scenic downtown Easton.



Keith Frankenfield (left) and Brent Brugler are hard at work on pre-press projects for OGR and a variety of other clients.



Here's Jeff LaBarre hard at work on the Run 248 cover and feature pages. I wish my office looked like Jeff's!



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OFFICE HOURS: Monday to Friday, 9:00 a.m. to 5:00 p.m., Eastern time.



TOP LEFT: Co-owner Keith Frankenfield handles production and scheduling.

RIGHT: Co-owner Brent Brugler is the quality assurance guy.

MIDDLE LEFT: Brian Dishong oversees the entire pre-press process.

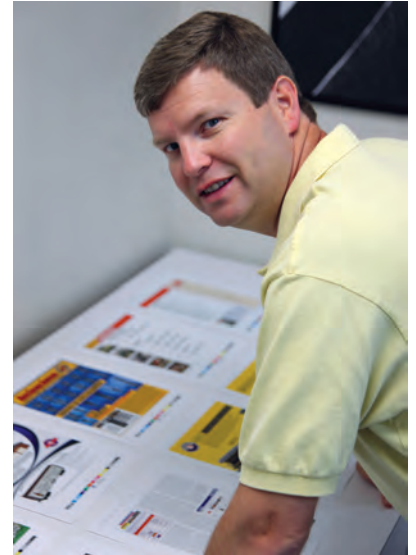
BOTTOM LEFT: Jeff LaBarre is our art director.



I also have regular contact with Brian Dishong, who handles all of the Preflight processes used to create electronic files for our printer, Brown Printing in Minnesota. Brian also places the various ads and creates the storyboard mockup of all editorial and ad content. And he provides the final hard-copy color proofs that both I and our printer use to assure color accuracy and consistency. Brian is not yet a model railroader, but working with the magazine since 1998 has equipped him with all the knowledge he'll need to build his first layout when his two-year-old son gets a bit older. I'm making it a personal goal to see that this happens!

Keith Frankenfield and Brent Brugler are the hands-on co-owners of W-Graphics. Keith has been involved with *OGR* dating back to Run 99 and was instrumental in moving the magazine into the digital age in 1993 (Run 197 was our first all-digital issue) and in a major redesign of the magazine in 1994. Today, he oversees production and scheduling of the publication.

Brent started working on the magazine in 1991. Back then he prepared all



the color separations of photos on a drum scanner. He was another key figure in the transformation to an all-digital product. Brent's favorite *OGR* cover was on Run 162, the December 1998 issue. That cover has a picture of Santa Claus looking into a toy store window to see the trains. Brent recalls spending many hours retouching and color correcting the image to make sure it looked perfect. Today, Brent oversees proofing and quality control.

Each of these fellows helps to make my job seem more like fun than work, and they are instrumental in assuring the high quality of the product you are holding in your hands. Those Four Amigos are definitely my amigos as well! 🚂



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21547 Jersey Central GP-9 Dummy	\$80.00
21550 Western Maryland GP-9 Dummy	\$80.00
21551 Pennsylvania - Black GP-9 Dummy	\$80.00
21552 B & O - Early Version GP-9 Dummy	\$80.00
21553 Louisville & Nashville GP-9 Dummy	\$80.00
21554 Minneapolis & St. Louis GP-9 Dummy	\$80.00
22101 Baltimore & Ohio 44 tonner	\$115.00
22107 New Haven 44 Tonner	\$115.00
22109 Santa Fe 44 Toner	\$115.00
22110 Western Maryland 44 Tonner	\$115.00
22113 Pennsylvania 44 Tonner	\$115.00
22114 Burlington 44 Tonner	\$115.00
22115 Lehigh Valley 44 Tonner	\$115.00
22117 Lehigh Valley Red/Black 44 Tonner	\$115.00
22401 Pennsylvania - Tuscan FP-45	\$149.00
22403 Santa Fe - Warbonnet FP-45	\$149.00
22404 Union Pacific FP-45	\$149.00
22405 Amtrak FP-45	\$149.00
21202 BNSF GP-38	\$139.00
21205 Chessie GP-38	\$139.00
21209 New Haven GP-38	\$139.00

21210 Norfolk Southern GP-38	\$139.00
21211 Santa Fe - Warbonnet GP-38	\$139.00
21216 Grand Trunk GP-38	\$139.00
21217 Alaska GP-38	\$139.00
21218 Gulf Mobile & Ohio GP-38	\$139.00
21219 Detroit, Toledo & Ohio GP-38	\$139.00
21220 Penn Central GP-38	\$139.00
21302 BNSF GP-38 Dummy	\$80.00
21305 Chessie GP-38 Dummy	\$80.00
21309 New Haven GP-38 Dummy	\$80.00
21310 Norfolk Southern GP-38 Dummy	\$80.00
21311 Santa Fe - Warbonnet GP-38 Dummy	\$80.00
21316 Grand Trunk GP-38 Dummy	\$80.00
21317 Alaska GP-38 Dummy	\$80.00
21318 Gulf Mobile & Ohio GP-38 Dummy	\$80.00
21320 Penn Central GP-38 Dummy	\$80.00
21101 Canadian Pacific FM Trainmaster	\$155.00
21103 Jersey Central FM Trainmaster	\$155.00
21104 Milwaukee Road FM Trainmaster	\$155.00
21105 New York Central FM Trainmaster	\$155.00
21107 Reading FM Trainmaster	\$155.00
21111 Southern Pacific FM Trainmaster	\$155.00
21113 Wabash - Blue/Yellow Trainmaster	\$155.00
21114 Norfolk & Western Trainmaster	\$155.00
21196 Virginian Yellow/Black Trainmaster	\$155.00
21197 Virginian Yellow/Blue Trainmaster	\$155.00
21198 Lackawanna - Mar. RF Trainmaster	\$155.00
21803 GM Demonstrator SD90	\$149.00
21804 Norfolk Southern SD90	\$149.00
21805 Burlington Northern SD90	\$149.00
21806 Conrail SD90	\$149.00
21808 Amtrak SD90	\$149.00
21809 Santa Fe - Warbonnet SD90	\$149.00
21810 UP® Heritage - MoPac SD90	\$149.00
21811 UP® Heritage - WP SD90	\$149.00
21812 UP® Heritage - MKT SD90	\$149.00
21813 UP® Heritage - Rio Grande SD90	\$149.00
21814 UP® Heritage - CNW SD90	\$149.00
21815 UP® Heritage - SP SD90	\$149.00
21816 UP® Heritage - UP "Flag" SD90	\$149.00
21817 Kansas City Southern SD90	\$149.00
21818 Alaska SD90	\$149.00
00301 Texas Special AB 3 Pass Cars Set	\$285.00
00303 PRR GGI Girls Freight Train Set	\$335.00
00304 N & W Blue Ridge Hauler Frt Set	\$375.00
00305 B & O Time Saver Freight Set	\$325.00
00306 Virginian Tide Water Express Set	\$275.00
00307 Girls Steam Freight Set	\$379.00
00308 PRR GGI Girls Passenger Set	\$335.00
00321 Santa Fe Flyer RTR Set	\$250.00
00322 Keystone Express RTR Set	\$250.00

60' Semi-Scale Madisons

43450 Luxury Lines 3pk	\$119.00
43449 Luxury Lines 2pk Addon	\$80.00
O-27 Streamliners	
43240 Union Pacific Annv. 3pk	\$119.00
43250 Union Pacific Silver Streak 3pk	\$119.00
43252 Luxury Lines Green 4pk	\$155.00
43262 Luxury Lines Silver 4pk	\$155.00
43247 Union Pacific Annv. 2pk	\$80.00
43248 Texas Special 2pk	\$80.00
43249 Union Pacific Silver Streak 2pk	\$80.00

60' Aluminum Streamliners

43086 Canadian Pacific 4pk	\$229.00
43098 Santa Fe 4pk	\$229.00
40399 PRR Congressional 4pk	\$229.00
43048 Santa Fe 2k Addon	\$119.00
43049 PRR Congressional 2pk Addon	\$119.00
43050 Canadian Pacific 3pk Addon	\$175.00

Gargraves Trackage

O Gauge

37" Flex Tinplate Phantom \$5.68	Case 50	\$260.00
37" Flex Stainless Phantom \$6.80	Case 50	\$320.00
42, 54, 72, 100" Tin Switch Man \$34.00	Rem	\$57.00
Switches Above w/DZ-2500 TMCC \$59.00		
Remote UC #107	\$32.00	UC/UL #108 \$35.00
90 Degree Crossing \$22	How to GG DVD \$9.00	

Complete Circles

032/ \$42.00	042/ \$49.00	054/ \$63.00
063/ \$68.00	072/ \$72.00	080/ \$90.00
089/ \$94.00	096/ \$97.00	106/ \$102.00

Weaver Brass Models



G1741 Lackawanna 4-8-4 \$1149.00



PRR BP-20 AB \$1199.00

G1737 Tuscan 5 Stripe G1738 Green 5 Stripe
G1747 Tuscan Single Stripe G1749 Green Single Stripe

PRR BP-20 AB \$599.00

G1739 Tuscan 5 Stripe G1740 Green 5 Stripe
G1748 Tuscan Single Stripe G1750 Green Single Stripe
G1743 CP G5a 4-6-2 Worthington Feed Water \$995.00
G1745 CP G5a 4-6-2 All Black No Lettering \$995.00
G1746 Ohio Central 4-6-2 w/Worthington FW \$995.00
G1753 CP G5b 4-6-2 No FW Black/Silver/Gold \$995.00



G1751 LV Black Diamond \$1159.00

In-Stock Items



REA or B&O Express Troop 2 or 3 Rail \$70 \$3/200 3's
80' Alum CNJ 5-Car \$489.00
G1960 Brass Co. Row Houses \$45.00
G1955A Water Tow. \$110.00 G1963 Sand Tow. \$70.00

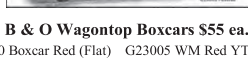
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50' Flat w/35' Hwy Trailer \$55 ea.

U23001 TTX w/Carolina U23007 WM w/WM
U23002 NH w/Yale U23008 PRR w/PRR
U23003 TTX w/REA Green U23010 CP w/CP
U23004 Reading w/Rdg U23014 CB&O w/Cooper Jarrett
U23005 NYC w/NYC U23015 N & W w/ Preston 151
U23006 TTX w/REA Silver U23016 PRR w/PRR

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3rl



B & O Wagontop Boxcars \$55 ea.

G23000 Boxcar Red (Flat) G23005 WM Red YT Door
G23001 Boxcar Red (Flat) G23006 WM Red YT Door
G23002 WM Red YT Door G23007 WM Red YT Door
G23003 Boxcar Red (Flat) G23008 Royal Blue
G23004 WM Red YT Door G23009 Pullman Green



G1965 Norry Brass Gas Station \$120.00

Lionel 2011 Vol. I

2-6-0 Mogul Conv. \$475

6-11268 Strasburg 6-11270 Great Northern
6-11272 ATSF 6-11290 Bethlehem Steel

0-8-0 Switcher Leg. \$585 Conv. \$475

6-11247 Erie #121 Leg. 6-11248 Erie #127 Conv.
6-11249 L&N #2119 Leg. 6-11250 L&N #2121 Conv.
6-11251 PM #1300 Leg. 6-11252 PM #1307 Conv.
6-11274 MKT #46 Leg. 6-11275 MKT #51 Conv.

2-Trk Shay Leg. \$810 Conv. \$680

6-11233 PP&L #1 L 6-11234 PP&L #2 C
6-11235 WS Lumber L 6-11236 WS Lumber C
6-11239 M&R Lumber L 6-11240 M&R Lumber C
6-11297 Paul Bun #18 L 6-11298 Paul Bun #23 C

2-8-2 Mikado Leg. \$810 Conv. \$680

6-11278 WP #322 L 6-11279 WP #327 C
6-11280 B&O #4507 L 6-11281 B&O #451 C
6-11286 RI #2302 L 6-11287 RI #2305 C
6-11288 T&P #552 L 6-11289 T&P #557 C

K-4 Steam Leg. \$810 Conv. \$680

6-11264 PRR #1361 L 6-11265 PRR #1360 L
6-11266 PRR #1351 C 6-11327 Prewar PRR #3667 L
6-11328 Prewar PRR L 6-11329 Prewar PRR #3678 C

2-10-4 Legacy \$1175

6-11300 PRR #6479 6-11301 PRR #6498
6-11303 C&O #3011 6-11304 C&O #3025
6-11306 NKP #801 6-11308 Erie #3405

6-11310 Pere Marquette #1241

Alco S-2 Switcher Leg. \$415 Conv. \$300

Non-pwd \$195

6-38472 C&O #5001 L 6-38473 C&O #5505 L
6-38474 C&O #5020 C 6-38475 C&O #5027 N
6-38480 NYC #8504 L 6-38481 NYC #8507 L
6-38482 NYC #8514 C 6-38483 NYC #5021 N
6-38484 SRR #2209 L 6-38485 SRR #2211 L
6-38486 SRR #2215 C 6-38487 SRR #2218 N
6-38488 Mopac #9108 L 6-38489 Mopac #9113 L
6-38490 Mopac #9116 C 6-38491 Mopac #9131 N

H1L44 Diesel Leg. \$430 Conv. \$330

Non-pwd \$215

6-38432 MKT #1591 L 6-38433 MKT #1731 L
6-38434 MKT #1732 C 6-38435 MKT #1733 N
6-38436 LIRR #1501 L 6-38437 LIRR #1504 L
6-38438 LIRR #1507 C 6-38439 LIRR #1509 N
6-38440 UP #1341 L 6-38441 UP #1342 L
6-38442 UP #1343 C 6-38443 UP #1744 N
6-38444 PRR #8807 L 6-38445 PRR #8810 L
6-38446 PRR #8812 C 6-38447 PRR #8815 N

GP-30 Diesel Leg. \$430 Conv. \$330

Non-pwd \$215

6-28381 ATSF #1207 L 6-28385 ATSF #1214 L
6-28386 ATSF #2710 C 6-28387 ATSF #2715 N
6-28388 ICG #2268 L 6-28389 ICG #2271 L
6-28394 ICG #2277 C 6-28385 ICG #2279 N
6-34604 Conrail #2178 L 6-34605 Conrail #2180 L
6-34606 Conrail #2182 C 6-34607 Conrail #2185 N
6-34608 L&W #1100 L 6-34609 L&W #1103 L
6-34610 L&W #1107 C 6-34611 L&W #1112 N

U-class Diesels Leg. \$455

6-38415 PRR U28C #6531 6-38416 PRR U28C #6534
6-38417 BN Bicen. U30C 6-38418 BN Bicen. U30C
6-38419 UP U30C #2918 6-38420 UP U30C #2897
6-38421 NP U33C #3305 6-38422 NP U33C #3307
6-38423 SRR U30C #3801 6-38424 SRR U30C #3804

SD70Ace Class Diesels Leg. \$475

6-34618 GB #4141 6-34619 NH #8696
6-34623 TS #6340 6-34624 NH #6344

SD70M-2 Class Diesels Leg. \$475

6-34612 NS #2658 6-34613 NS #2663
6-34614 CN #8020 6-34615 CN #8024
6-34616 FEC #101 6-34617 FEC #103

CSX Heritage AC6000 Diesel Leg. \$475

6-38403 B&O #6607 6-38404 B&O #7812
6-38407 WM #2652 6-38408 WM #2659
6-38411 FLS #4825 6-38412 FLS #4837

CSX Heritage Caboose Matches Above \$70

6-27651 B&O I-12 6-27655 WM Ext. Vis.
6-27653 Family Lines Ca-4

DD35A Leg. \$515 Non-pwd \$375

6-34650 MR #1535 L 6-34651 MR #1537 N
6-38496 SP #9903 L 6-38497 SP #9914 N
6-38498 PRR #2380 L 6-38499 PRR #2383 N

F3 AA Leg. \$600 Pwd B \$330

Non-pwd B \$215

6-34625 NP AA L 6-34628 NP B Unit P
6-34629 NP B Unit N 6-34635 SF CW AA
6-34638 SF CW B Unit P 6-34639 SF CW B Unit N
6-34630 Frisco AA 6-34633 Frisco B Unit P
6-34634 Frisco B Unit N 6-34640 GTW AA
6-34643 GTW B Unit P 6-34644 GTW B Unit N
6-34645 CN AA 6-34648 CN B Unit P
6-34649 CN B Unit N

Genset Switcher Leg. \$760

6-28354 CSX 6-28355 BNSF
6-28382 Army 6-28383 Conrail

ES44AC Diesels \$725

6-28396 UP #7454 6-28397 UP #7459
6-28398 BNSF #7536 6-28399 KCS #4682

Scale Motorized Units \$120

6-28470 NYC Insp. Vehicle 6-28472 SRR Insp. Vehicle

Traditional Locos & Motorized Units

6-18755 C&O Berkshire w/Whistle Stm & TS \$250.00
6-38428 Alaska Powered Budd Coach \$260.00
6-35490 Alaska Non-Pow. Combination Car \$115.00
6-35499 Alaska Non-Pow. Coach \$115.00
6-35497 RI Non-Pow. Combination Car \$115.00
6-35498 RI Non-Pow. Coach Car \$115.00
6-38425 RI Powered Jet Car \$275.00
6-38429 NYC M-497 Pow. Jet Car \$275.00
6-38521 PRR GG-1 Electric (Rail Sounds) \$275.00
6-38522 Amtrak GG-1 Electric (Rail Sounds) \$275.00

Archive Collection

6-38351 UP GP-7 C \$250.00
6-27779 UP Caboose \$45.00

Operating Accessories

6-37951 #342 Culvert Loader \$140.00
6-37952 #345 Culvert Unloader \$160.00
6-37958 Southern Pacific Scrap Yard \$83.00
6-37960 Burning Switch Tower \$75.00
6-37961 New York Central Scrap Yard \$83.00

6-37964 Archive Operating Freight Terminal \$113.00
6-37977 Hooker Tank Car Accident \$97.00
6-37928 Passenger Station with Sounds \$69.00
6-37944 Weathered 50,000 Gallon Water Tank \$128.00

American Flyer

6-48087 Commemorative Dockside Switcher \$90.00

Challengers \$830.00

6-48089 Clinchfield 6-48090 Northern Pacific
6-48091 Western Pacific 6-48092 Great Northern
6-48094 Spokane, Portland & Seattle
6-48162 Texas Special Alco PA A-A Set \$335.00
6-49949 Texas Special Passenger Car (3 Pk.) \$180.00

RB&BB Circus Stuff

6-49626 Ringling Bros.™ Circus Set \$395.00
6-48399 Circus Boxcar \$49.00
6-48568 Circus Flatcar w/Piggyback Trailers \$49.00
6-49059 Circus Clown Moe and Joe Flatcar \$55.00
6-49060 Circus Searchlight Car \$55.00

Passenger Cars \$55

6-49944 Erie Baggage 6-49946 SP Daylight Baggage
6-49947 SP Daylight Full Vista Dome
6-49948 Erie Full Vista Dome

Operating Cars

6-49056 Northern Pacific Coal Dump Car \$62.00
6-49057 Western Pacific Log Dump Car \$59.00

Rolling Stock \$49

6-48390 1955 Catalog Art BC 6-48391 Timken BC
6-48393 Keystone Camera BC 6-48395 NP Stockcar
6-48397 Halloween Box Car 6-48824 PFE Reefer
6-48433 Coca-Cola® Single Dome Tank Car
6-48435 Hershey's® Single Dome Tank Car
6-48437 Gilbert Chemicals Oil 3-Dome Tank Car
6-48565 Commemorative Flatcar w/Piggyback Trailers
6-48569 Buttermilk Bay Creamery FC w/Milk Cont.
6-48745 AF Lines Smoking Caboose \$55.00
6-49851 Gilbert Oil Storage Tank \$58.00

MTH 2011 Vol II

DAP 2011

20-20192-1 CSX Dash 8 \$400.00
20-20192-3 CSX Dash 8 \$169.95
20-20192-2 CSX Dash 8 \$410.00
20-3459-1 1942 War Bonds \$119.95
11-30131 215 Oil Car - LL \$118.00
11-70076 2654 Tank Car - LL \$59.00
30-74668 Box Car - Christmas \$37.00

4-6-4 Steam Engine \$899.95

20-3475-1 SF 20-3476-1 SF

4-6-4 Challenger Steam \$1275.95

20-3477-1 UP Blk 20-3478-1 UP TTG/Silver
20-3479-1 Clinchfield 20-3480-1 DRG
20-3481-1 UP TTG/Yellow #3980

4-6-2 Pacific Stm \$799.95

20-3461-1 JC Blue Comet PS3 20-3462-1 JC Black PS3

4-6-2 PS-4 Steam \$799.95

20-3464-1 Southern Black 20-3466-1 Southern Green
20-3465-1 Southern Queen & Crescent Limited

4-6-2 K4's Steam \$799.95

20-3469-1 PRR Tuscan 20-3470-1 PRR Futura Letters
20-3471-1 PRR 1928 Design 20-3472-1 PRR Modern
20-3473-1 PRR Streamlined

0-6-0 Switcher \$586.95

20-3452-1 NYC 20-3453-1 PRR
20-3454-1 P & WV 20-3455-1 UP

VO 1000 Switcher \$359.95

20-20172-1 GN 20-20173-1 LV
20-20174-1 LIRR 20-20175-1 PRR

Dash 8 3Crl \$399.95 Non-Pwd \$169.95

2rl \$409.95

20-20168-1 Conrail 20-20168-3 Conrail
20-20168-2 Conrail 20-20169-1 CSX
20-20169-3 CSX 20-20169-2 CSX
20-20170-1 CN 20-20170-3 CN
20-20171-1 BNSF 20-20171-3 BNSF
20-20171-2 BNSF

McKen Motor Car \$399.95

20-20038-1 V & T 20-20039-1 PRR
20-20040-1 UP 20-20041-1 NS

Passenger Sets

5 Car \$375.00

20-65182 NYC 20-65183 Conrail
20-65184 PRR 20-65186 UP

2Car \$157.00

20-66182 NYC Slpr/Din 20-66183 Conrail Slpr/Din
20-66184 PRR Slpr/Din 20-66186 UP Slpr/Din
20-69182 NYC Bag/Coa 20-69183 Conrail Bag/Coa
20-69184 PRR Bag/Coa 20-69186 UP Bag/Coa

Full Vista \$87.00

20-67182 NYC 20-67183 Conrail
20-67184 PRR 20-67186 UP

RPO \$87.00

20-68182 NYC 20-68183 Conrail

20-68184 PRR 20-68186 UP

Bi-Level 4 Car \$325.00 2 Car \$175.00

20-65189 Amtrak 4 Car 20-65190 CNW 4 Car
20-65191 Rock Island 4 Car 20-65192 Metra 4 Car
20-66189 Amtrak 2 Car 20-66190 CNW 2 Car
20-66191 Rock Island 4 Car 20-66192 Metra 2Car

Specialty Sets

Passenger

20-3460-1 JC 4-5-2 P47 Blue Comet Steam \$899.95
20-3463-1 SRR 4-6-2 Ps-4 Steam \$899.95
20-3467-1 PRR 4-6-2 K4 Metropolitan Steam \$899.95
20-3468-1 PRR 4-6-2 K4 Red Arrow Steam \$899.95
20-3474-1 SF 4-6-4 Troop Train Steam \$999.95

Freight

20-3456-1 PRR 1942 War Bonds 2-10-4 \$1199.95

Railking Engines

SW1500 Switcher \$260.95

30-20068-1 NS 30-20069-1 B & LE
30-20070-1 Canton 30-20071-1 NASA

4-4-0 General \$350.95

30-1574-1 B & O 30-1575-1 US Military
30-1576-1 W.A.R.R 30-1577-1 W.A.R.R Texas

SW9 Switcher \$260.95

30-20025-1 ACL 30-20027-1 IC
30-20028-1 MCR 30-20066-1 C & O
30-20067-1 P & LE (New York Central Systems)rial

SD70Ace \$260.95

30-20047-1 PRR 30-20048-1 WM
30-20049-1 GN 30-20050-1 Alaska

Imperial B-6 Switcher \$359.95

30-1570-1 B & O 0-6-0 30-1571-1 JC 0-6-0
30-1572-1 LIRR 0-6-0 30-1573-1 PRR 0-6-0

Imperial M1-A Mountains 4-8-2 \$390.00

30-1578-1 PRR #6775 30-1579-1 PRR #6707
30-1580-1 PRR #6715 30-1581-1 PRR #6779
30-1582-1 UP Big Boy 4-8-4 Black #4011 \$635.00

Dash 8 Pwd \$280.00 Non-pwd \$140.00

30-20053-1 Amtrak 30-20053-3 Amtrak
30-20054-1 CSX 30-20054-3 CSX
30-20055-1 CN 30-20055-3 CN
30-20056-1 BNSF 30-20056-3 BNSF
30-20057-1 SF 30-20057-3 SF

GP-9 \$260.95

30-20058-1 B & O 30-20059-1 SOO
30-20060-1Texas & Pacific 30-20061-1 SF

F-3 ABA Set \$430.00

30-20076-1 PRR 30-20077-1 Texas Special
30-20078-1 SF War Bonnet 30-20079-1 UP

E-8 AA \$305.00 B Unit \$105.00

30-20072-1 B & M 30-20072-3 B& M
30-20073-1 EL 30-20073-3 EL
30-20074-1 CP Rail 30-20074-3 CP Rail
30-20075-1 IC 30-20075-3 IC

E33 Rectifier \$280.95

30-5123-1 Conrail 30-5124-1 NH
30-5125-1 N & W 30-5126-1 PRR

30-5127-1 Virginia

Specialty/RTR Sets

30-1583-1 UP 4-8-8-4 Imp. Big Boy Freight \$725.00
30-1583-1 UP 4-8-8-4 Imp. Big Boy Pass. \$725.00
20-20045-1 HD SD70ACe Freight PS2 \$376.00
20-20046-1 CAT SD70ACe Freight PS2 \$376.00

Passenger Cars

4 Car \$ 173.00

30-67630 B & M 30-67634 CP Rail
30-67638 EL 30-67642 IC
30-67646 PRR 30-67650 SF

Remembering Jim Weaver of Atlas O

Jim Weaver, executive vice-president of Atlas O LLC, passed away on July 16 at the age of 60. Jim was a lifelong resident of New Jersey and leaves Debra, his wife of 26 years, and his two sons, James and Kevin, along with family, business associates, and many friends around the world.

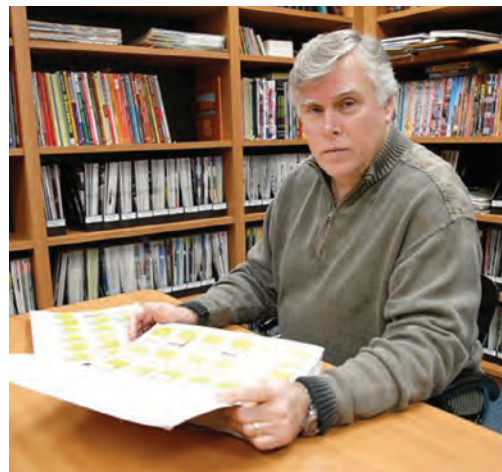
Jim's exposure to model trains began when he received his first O gauge train set for Christmas at age five. This ignited an interest and enthusiasm for model railroading that led him away from a career in pharmaceuticals to join The Atlas Model Railroad Company in 1996. He was the cofounder of Atlas O and became the driving force behind the company's expansion and success in the O gauge marketplace.

At an early stage in his model train career, Jim realized that O gauge trains should be scale models, whether they are 2-rail or 3-rail. As a result, he had Atlas O products designed to be accurate reproductions that could be manufactured with little change into 2-rail or 3-rail versions, as market demands dictated. This philosophy, along with careful research and insistence

on high standards in manufacturing and decoration from the factory in China, resulted in both the growth of sales and the superb reputation of Atlas O trains and accessories.

Jim was a unique combination of passionate hobbyist and practical businessman. He had an encyclopedic knowledge of real railroading and model trains, coupled with a true zeal for the hobby. This was tempered by an experienced businessman's keen appreciation of the practical limitations imposed by financial profit and loss. This made him an invaluable asset to Atlas O, the industry, and the model train hobby in general.

Jim was always willing to share his knowledge with his customers, fellow hobbyists, and his numerous friends both inside and outside the industry. There was even time on occasion to gently prod an outside journalist to "get it right" while still remaining longtime friends in the wake of the prodding.



Jim Weaver will be sorely missed by the industry, the O gauge hobby, and most of all by the legions of people who knew and respected him. He truly was a great guy on all levels, and his passing is a profound loss in so many ways.

— Ed Boyle

Girder Bridge Plate

Hot-Riveted O-Scale Wrought Iron Girder Plate
NEW this season. Cast resin girder plate panel. Measures 26½" x 1¾" (individual panels measure 1" wide) Only ¼" thick. Flexible to 24" radius. Gray primer tone, 45° beveled ends.
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CATALOG ISSUE #16





Maintenance of Way Truck Set

Modern railroads use equipment of all types to maintain their rights-of-way, and Diecast Direct is now offering a set of four O gauge trucks for the track service work on your layout. The set includes a Chevrolet 1500 Suburban, an International 4200 auger truck, a Ford F250 Super Duty pickup with two railroad ties, and an International 4200 bucket truck. Item number RR-SET-BNSF (shown here) is decorated in BNSF livery. Sets decorated in eight other contemporary railroad liveries are also available. Each set of four vehicles costs \$49.95 and is available from Diecast Direct, 3005 Old Lawrenceburg Rd., Frankfort, KY 40601; 800-718-1866; www.diecastdirect.com/ogr.



USRA 0-8-0

In the early 20th century, 1,375 of the 0-8-0 switchers designed by the USRA rolled off the erecting shop floors at Alco, Baldwin, and Lima. Alco built the first one for the New York Central in 1918. Over the ensuing years, these locomotives served in heavy switching, transfer, and hump yard duties for over 50 railroads including the MKT, also known as the Katy. Lionel offers this die-cast 1:48 scale model of the USRA 0-8-0 in two versions. One is only for conventional transformer-controlled operation with conventional RailSounds. The other is for either conventional operation or command operation using either the Legacy control system or the original TMCC system. The Legacy version features Legacy RailSounds and Odyssey II speed control. Other available road names are the Erie, L&N, and Pere Marquette. Conventional, \$549.99; Legacy \$699.99 at Lionel dealers.



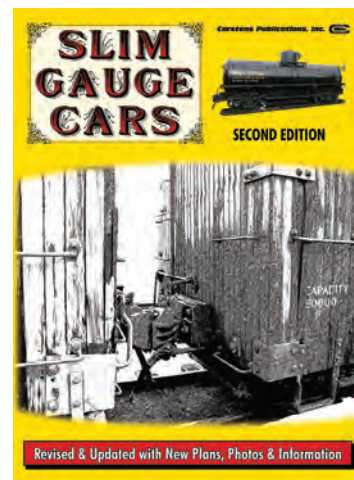
Tour the Choo Choo Barn

The Choo Choo Barn, one of the most popular visitor destinations in Strasburg, Pennsylvania, has released a new and expanded DVD for 2011 that tours the extensive layout and provides additional behind-the-scenes segments related to the history, construction, and maintenance of this unique attraction. It also includes how-to segments conducted by layout owner Tom Groff who describes how to plant a corn-

field, make metal fencing, create a section of terrain, and clean a layout. Produced by OGR Publishing and filmed by Rich Melvin, the 75-minute video guides the viewer through a layout that today occupies 1,700 square feet of space, features 22 running trains, and includes more than 150 animated figures and vehicles. The DVD sells for \$11.95 plus \$5.50 shipping. To order, visit www.choochoobarn.com, or call 800-450-2920.

Slim Gauge Cars Stock Reference

Carstens Publications, Inc. announces a Second Edition of *Slim Gauge Cars*. It features 70 scale drawings of both 2' and 3' gauge prototype rolling stock from dozens of narrow gauge railroads all over the U.S. including Alaska and Hawaii. The vertical format 128-page softcover book features highly detailed scale drawings, photographs, diagrams, and charts to help modelers get the broadest possible view of the equipment. Originally published in 1991, this new edition has been extensively updated. The publication retails for \$19.95 plus shipping and is available at hobby shops, www.carstensbookstore.com, or 888-526-5365.



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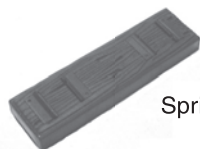


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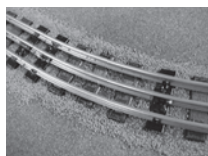
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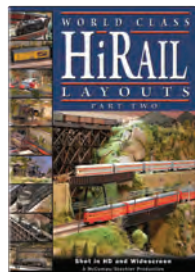
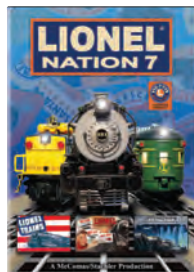
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Hardware Store

Patterson's Hardware from Downtown Deco perfectly captures small-town America at its best from its scale footprint to the authentic, vintage advertising. The O scale kit features the pattern work of craftsman Randy Pepprock with weathered brick walls that literally bristle with character. In addition to castings of Hydrocal, the kit includes Tichy doors and windows, a TV for the storefront window, a stretch of weathered sidewalk, and complete and easy-to-follow instructions. If you have never built a cast plaster kit before, this simple-to-assemble but highly detailed kit is a great introduction to the medium. The first 100 kits will be signed and will include a special set of signs for a tattoo parlor, if you prefer that type of establishment instead of a hardware store. O scale kit #DD48 sells for \$89.95 plus \$10.00 shipping and is available at www.downtowndeco.com.



New DVDs from TM Books & Video



TM Books & Video has two new fall videos for O gauge fans. *Lionel Nation 7* visits the Lionel Visitor's Center layout, formerly located in Michigan, at its new home at the Railroad Museum of Long Island in Riverhead, New York. The modern-era layouts of Jim Suhling and Doug Spitler are also featured along with other segments on Lionel's Vision Line Hudson, 18th century train models, Alaska NW2 switchers, action and animated cars, and more. *World Class HiRail Layouts Part Two* examines outstanding O gauge hi-rail layouts created by Bob Irmischer, Ron Zweig (featured in this issue), and Dennis Pepper. Also featured is the S gauge hi-rail empire created by Carl Tuveson. These 60-minute DVDs cost \$19.99 each and can be ordered direct from www.tmbv.com, or call TM Books & Video at 800-892-2822 or 219-879-2822.

Petland Discounts Traveling Aquarium Car

The Nassau Lionel Operating Engineers 2011 annual commemorative car is a Petland Discounts aquarium car. The car will be motor driven, decorated in yellow and black, have die-cast metal sprung trucks and operating couplers, and include a colorful display of tropical fish (graphics may differ slightly from the photo). There will be no preorder period for this car. The cars are already scheduled for production with delivery expected in December 2011. Orders are being accepted on a first-come first-serve basis. Cost is \$70.00 each plus shipping. Purchasers will automatically be enrolled as associate members of the NLOE. Send check or money order, payable in U.S. funds, to Nassau Lionel Operating Engineers, P.O. Box 343, Levittown, NY 11756.





Uptown Storefronts

SceniKing is offering the new Uptown Storefronts backdrop scene for O scale (Kit #U051). It adds over 12' to the previously released Kit #U050, which doubles the total scene length to more than 24-1/2' of urban fronts. Storefront sidewalks are excluded in the scenes. These kits can be used as assembled; enhanced with add-on details such as signs, canopies, and light poles, modified by cutting out and mounting the printed structures for a 3D effect; opening and lighting selected windows; and various other possibilities. SceniKing backdrops are printed as individual panels on 8-1/2" x 14" in 24-pound paper. Careful assembly can create a seamless image. Available for \$64.95 from BPH Enterprises, 4 Palmer Dr., Barrie, ON L4M 9V4, Canada; www.sceniking.com.

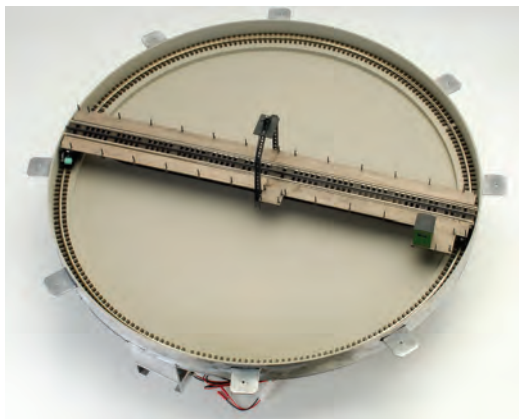
Street Accessories and Pedestrians

The Woodland Scenics new Street Accessories set and Pedestrians set will enhance any street scene on your layout. The 17-piece Street Accessories set (#A2764) includes six parking meters, manhole covers, fire hydrants, trashcans, resting benches, a street corner mailbox, a vintage folding-door telephone booth, and a woman rummaging in her purse for some change. The Pedestrian set (#A2763) includes four men and two women. One man reads his paper while he waits for the bus, and his companions stand in various poses ready for conversation. Colors used for the sets may vary from those shown in the photo. \$24.99 per set. See the full line of Woodland Scenics products at your local hobby shop, or visit www.woodlandscenics.com.



Turntable Upgrades

Numerous enhancements have been added to the Millhouse River Studio line of turntables. Originally constructed of Baltic birch, the tables are now made from welded aluminum. Earlier details in pewter are lost wax brass castings. The latest upgrade is a PRR-style turntable bridge with a new center cab deck design and a new larger cab (both laser cut) along with lost wax hairpin stanchions and an electrical arch that has never before been done in O scale. The arch features separate counterweight groupings for correctly modeling specific prototypes. This upgrade option is \$100.00 in addition to the turntable cost. Upgraded on the standard turntable are lost wax brass pipe rail stanchion castings, which replace the earlier pewter stanchions. Contact Al Zamorski at 716-830-5267, or e-mail him at a.zamorski@studiozphoto.com. Visit them at www.studiozphoto.com/millhouse.html for full product details.



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BELOW: Roy McClellan from T W TrainWorx and Alex Welch and Tom Nuzzo from Lionel inspect the layout shortly before the shareholders' meeting opens to participants.



The prototype "big brother" of the Lionel ES44AC locomotive in BNSF livery provided an imposing, colorful, and very appropriate backdrop for the Lionel layout.



Buffett Chooses Lionel

Photos courtesy of T W TrainWorx; photographer Wes Rollins

Once again the Burlington Northern Santa Fe Railroad (BNSF) booth at the Berkshire Hathaway, Inc. annual shareholders' meeting in Omaha, Nebraska, on April 6 was a huge draw with what one of the events planners called "the star of the show." That star was Lionel's 7' x 40' flagship layout complete with some of Lionel's latest BNSF locomotives, including the Legacy-controlled ES44AC and the BNSF ready-to-run set. Video monitors set into

the sides of mountains on the layout continually displayed the latest in BNSF's broadcast media advertising, and the railroad's overall presentation also included a 1:1 scale BNSF locomotive.

This year, Berkshire Hathaway Chairman and CEO Warren Buffett specifically asked for the Lionel layout to be on display at the BNSF booth, and BNSF CEO Matt Rose and his team were more than happy to make that happen.

The creators of the original display, T W TrainWorx of Dallas, Texas, quickly retrofitted the layout to become an O gauge version of the BNSF. TrainWorx team members were on the scene in Omaha for setup and to oversee operation. Alex Welch, business development consultant for Lionel LLC, and Tom Nuzzo, events manager for Lionel LLC, spoke with shareholders and greeted Mr. Buffett as he spent time enjoying the display.

TV monitors strategically placed in the mountainside displayed BNSF national advertising segments.



Tom Nuzzo gives the trains a last minute trial run just to make certain that Murphy's Law doesn't kick in when the visitors show up.



Alex Welch (left rear) looks on as Warren Buffet (left front) and members of his executive team examine the layout. Yes, that's Bill Gates, chairman of Microsoft Corporation, standing in the right background.





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Lionel Vision Line 700E Hudson

Review and Photos by George Brown

If any model of a steam locomotive could be called the perennial favorite of many O gauge railroaders, it would likely be the Hudson of New York Central fame. And the most legendary of the 1:48 scale models of the Hudson is the Lionel Corporation's die-cast 700E from 1937. Lionel's prewar design engineers, toolmakers, and assemblers truly created a legend in its own time with the original 700E, which modeled the full size NYC Class J1e.

As best I can tell from studying photos of the 1937 model, the new Vision Line 700E from Lionel captures the aura and

detail of the original. It ought to since, according to Lionel, much of the tooling for the original model was employed in the creation of the Vision Line edition. The two engines' external details are nearly identical, and even the 5344 cab number is the same. But underneath these castings, the two model locomotives are as different as an old vacuum tube AM radio and a contemporary PDA.

It's the technology engineered into the Vision Line 700E that generates its enjoyable audio-visual effects and especially its performance as a 3-rail O gauge locomotive.

This technology is in the form of the Legacy control system, Odyssey II speed control, and Legacy RailSounds.

Construction and Features

I was more than just pleased that our evaluation sample was the prototypical black version rather than the gunmetal gray that Lionel also offers. At first sight and later under close scrutiny, the satin black finish on both the engine and tender was flawless as was the prewar New York Central lettering. The dull pewter-toned side rods contrasted nicely with the rest of the engine. In fact, rather than putting you through paragraphs of descriptions, I'll let the photos show you the cast-in and separately applied details and plumbing that are on the model.

What you might not readily discern from the photos are subtle details such as the drop style of scale coupler on the pilot, opening vents on the cab roof, and prototypically correct spoke wheels inside the trailing





truck. And then there are those details that are normally out of sight. For example, opening the smokebox front reveals the two steam pipes to the cylinders and also the smokestack flue. Although the visual effect of these internal details is quite striking, the pipes and flue are unfortunately too far forward because the smoke unit displaces their proper location inside the smokebox.

Another area of hidden detail is inside the cab. Painted figures representing the

crew sit at their respective stations behind glazed windows, which are closed as on the original 700E. Not only are the handles for the turret valves and other controls on the boiler backhead painted red, the gauges are all realistically backlit. Of course, there's also the flickering red light of the firebox visible through holes in the firebox doors. The variable intensity red glow visible between the edge of the firebox and the ash pan gets brighter as the locomotive speed increases, which adds to the overall romance of nighttime steam locomotive operations.

In a significant improvement over the old series-wound AC motor of the original 700E, the Vision Line Hudson has a DC can motor equipped with a flywheel. This motor powers the center pair of drivers through a plastic drive shaft with a universal coupling and a gearbox with a metal worm and gear. Traction tires are on the rear pair of drivers, and according to the unusually strong tractive effort listed in the performance sidebar to this review, the rubber compound and tread employed in these tires are particularly effective.

Two fan-driven smoke units are inside

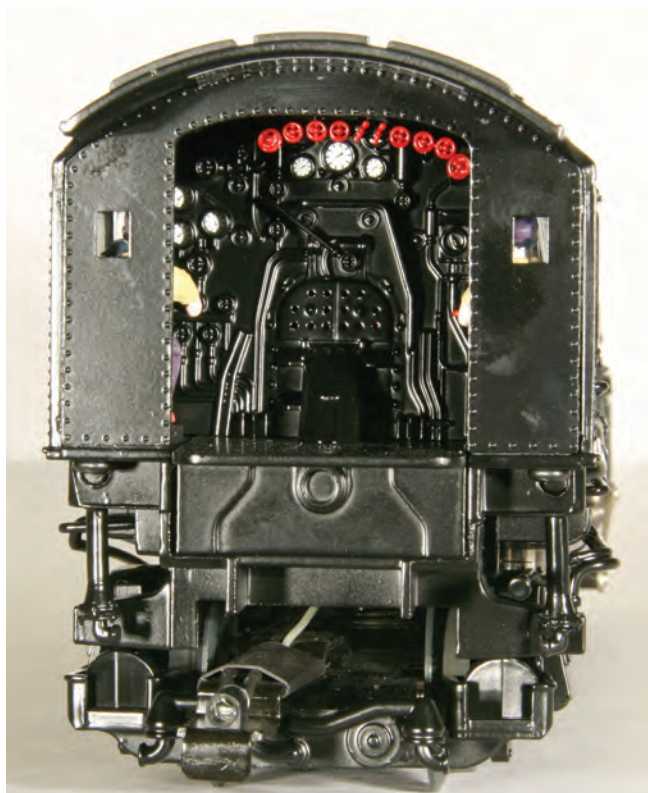
the boiler: one for the exhaust stack and the other for the whistle, and they both function realistically. The stack puffs smoke in time with each steam exhaust chuff sound. Actually, steam exhaust bark is probably a more accurate term with sounds that emulate a laboring real steam engine. Blowing the whistle triggers a realistically timed flow of smoke from a port in the boiler that's located immediately underneath the whistle casting. Both smoke units generate low, medium, or high volumes of the white vapor, or my personal preference of none, all of which are selectable through the CAB-2 or CAB-1 remote.

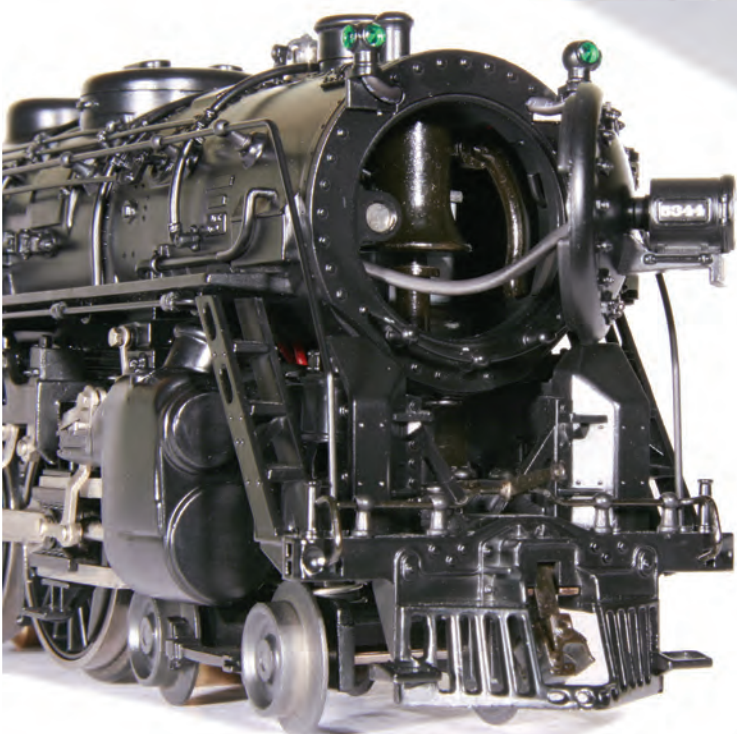
Another operating feature is the bell on top of the boiler that swings convincingly slow and in time with the clangs from the sound system. The bell's clangs, along with the rest of the sounds, emanate from the Legacy RailSounds electronics and dual Fat Boy speakers, all of which reside inside the tender. In addition to the whistle and bell, the repertoire includes recorded sounds of the air pumps, steam generator, and boiler blow down. Additionally, several scripted dialogs simulate two-way radio communications between the locomotive's engineer and the dispatcher.

Four rollers pick up electrical power for the Legacy control system electronics, motor, smoke units, and lights inside the engine. A roller on each of the tender trucks picks up power for the sound system and coil coupler. Lionel's wireless tether communicates control signals between the control system in the engine and the sound system in the tender via infrared transceivers mounted on the drawbar. Control switches for the Legacy system and the smoke units are located under the removable sand dome. A pair of small magnets holds this dome in place on top of the boiler.

An infrared transmitter mounted under one of the die-cast tender trucks is currently used during manufacture to verify the locomotive's electronic systems are functional with the correct software controlling the various features. I understand that in the not too distant future, Lionel Factory Authorized Service Stations will also be able to use this system for troubleshooting the locomotive's complex electronics.

LED lighting includes the headlight, separately illuminated number boards inside the headlight housing, classification lamps that can be turned on or off via the





CAB-2 remote controller, cab light that only comes on when the locomotive is stopped, and directional backup light on the tender. Regarding the classification lamps, I usually turned them off for daylight running and on for nighttime operations with dim or no lights in my train room. In the tender's bunker is a load of real coal and in the back of the tender is the coil-operated ElectroCoupler.

Lionel provides a dummy tinplate coupler for installation on the pilot in place of the factory-installed scale coupler. With the tinplate coupler installed, the Hudson

can be doubleheaded with another one. A memory module for setting up the Vision 700E in the Legacy control system, a screwdriver for removing the hex head screws holding the side rods, and four traction tires are also shipped with each locomotive.

At Trackside

Designed for O42 minimum curves, the 700E was a star performer on my O54 and O72 main lines. As a model of an iron horse, the Lionel Hudson may look like a

thoroughbred Arabian, but it pulled like a Percheron. It effortlessly walked off with not only our official test train for scale passenger locomotives but also several other rather heavy passenger or freight consists. Whether the engine was hauling its train along the main line or switching cars in and out of sidings, the show was fabulous.

Part of what made each run so much fun for me was playing with the laboring exhaust and quilling whistle of the Legacy command and RailSounds systems. Obviously, a Legacy command base with a CAB-2 provides the maximum play value




with the Vision Line 700E. With 200 speed steps available from the Legacy system in addition to precision speed control, throttle control over the locomotive was a treat for realistic starts and stops. And as a ferrequine audiophile, I was in a paradise of steam locomotive sounds. Plus, each time the Hudson passed by my trackside vantage point, the view inside the cab was exciting, especially with my train room dimly lit or dark.

For operators who do not have a Legacy control system, a number of the engine's features are also available with the original TMCC command base and its CAB-1. As described in the owner's manual, 100 speed steps are available in light or medium momentum with a CAB-1 as is control over the smoke density. Depending on the setting of the throttle knob and the engine's speed, the Vision 700E produced normal, laboring, or drifting sounds of the exhaust stack. In some respects, I preferred the repertoire of exhaust stack sounds I got out of using the CAB-1 over those using the CAB-2.

With each Vision 700E, Lionel supplies a complete, owner-installed pilot truck equipped with wheels that are larger and more scale appearing than the factory-installed tinplate wheels. Although I didn't find any stated restrictions in the owner's manual, it became immediately obvious after installing the large-wheel pilot truck that the engine's minimum curve increased to O72. Did the larger wheels make a difference in the appearance of the 700E? To me, there was a significant visual improvement, and I didn't mind running the Hudson only on my O72 main line, especially with a consist of scale length passenger cars.

At the End of the Run

For 3-rail O gauge operators or collectors, the Vision Line 700E from Lionel is a limited edition and rather expensive model of a popular prototype. What makes this locomotive so unique is that its prototype was not only the full size NYC J1e number 5344, but also the 1:48 scale 700E, both of prewar fame. 

6-11209 Vision Line 700E Hudson

Retail price: \$1,599.99 at Lionel authorized dealers

Lionel LLC; www.lionel.com

Lionel Vision Line 700E Performance

(smoke unit: off; sound: on; speed control: on)

Length: 24-1/2" over coupler; 24" pilot to tender sill

Distance Between Pickup Rollers:

1st and 2nd: 1-1/2"

1st and 3rd: 2-7/8"

1st and 4th: 4-3/8"

Distance Between Tender Pickup Rollers: 6-1/4"

Weight on Driving Wheels: 6 lbs, 6 oz

Tender Weight: 3 lbs, 10 oz

Tractive Effort @ 18 VAC: 3 lbs, 1 oz @ 2.1 A, 37.8 W

Minimum Sustained Speed @ 18 VAC:

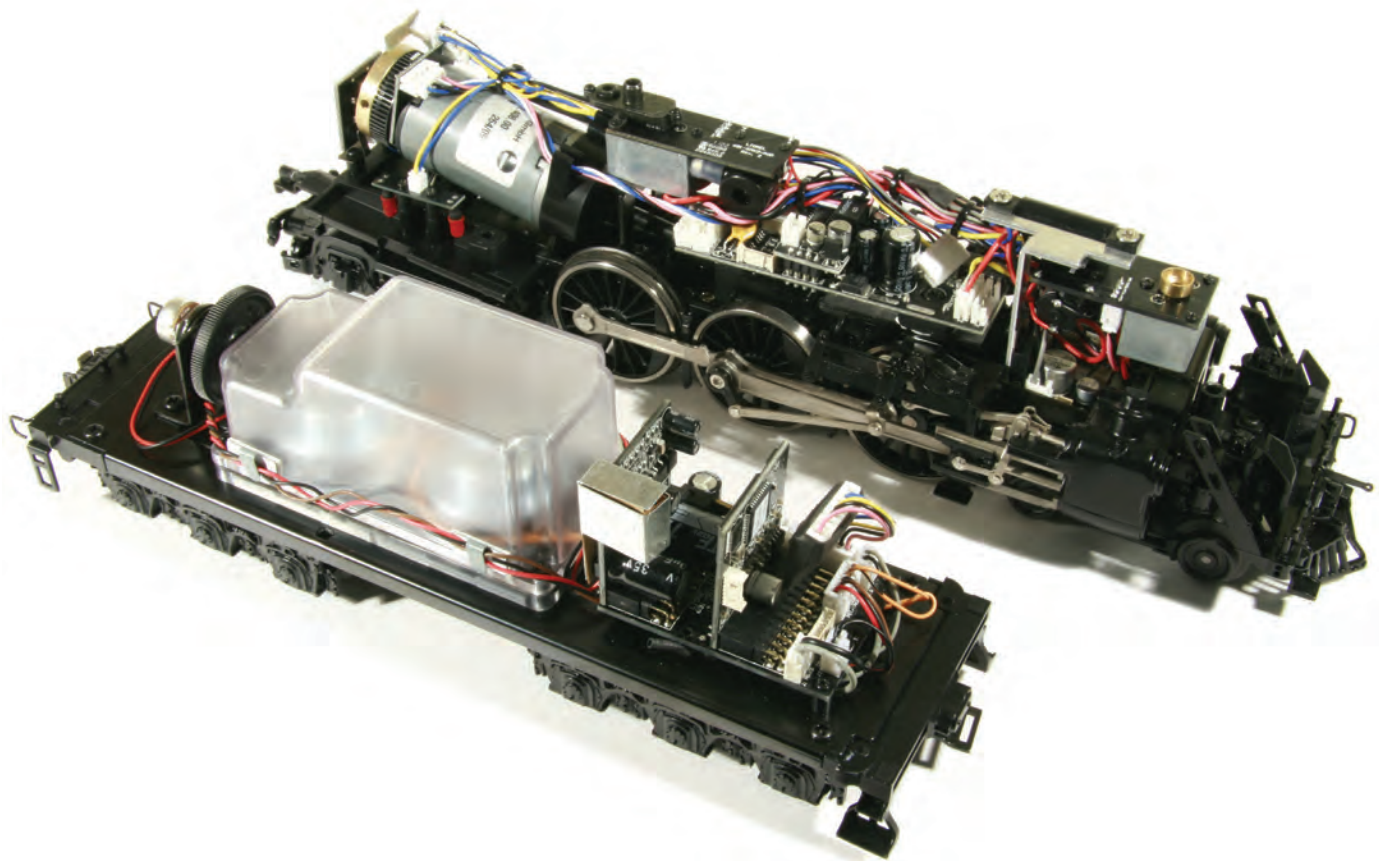
1 scale mph @ 0.6 A, 10.8 W

Maximum Tested Speed @ 18 VAC:

60 scale mph @ 1.2 A, 21.6 W

Test Train

Eight-car streamlined passenger; train weight 13 lbs; pull to move train 12 oz; O scale aluminum cars from K-Line (amps for interior lights subtracted from all performance data)



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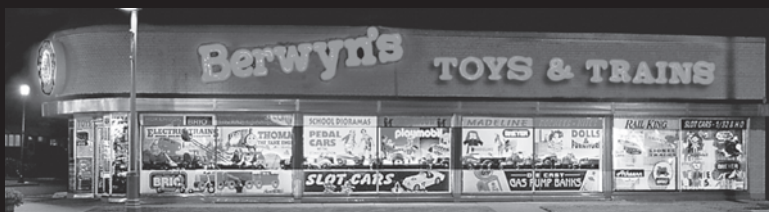
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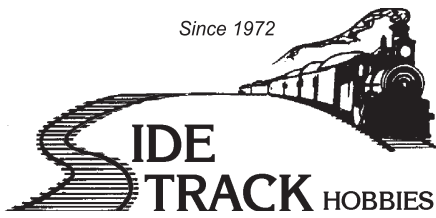


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M10-1069	#441 WEIGHT SCALE	\$369.00
M10-1073	200SER. GONDOLA/MAROON W/BRASS 2008 V1	\$109.00
M10-1074	200SER. GONDOLA M.GRN/NICKEL 2008 V1	\$109.00
M10-1077-1	TWO TONE GREEN 381 LOCOMOTIVE (CONV) ONLY W/10-1078 CAR SET	\$1899.00
M10-1078	4-CAR ST. SET TT GRN - ONLY WITH 10-1077-1	\$1899.00
M10-1079	EXTRA ST. CAR TT GRN	\$365.00
M10-1085	# 500 Box Car 2008 V1	\$89.00
M10-1086	# 500 BoxCar (Cream) 2008 V1	\$89.00
M10-1087	# 500 Cattle Car(Orange/Cream) 2008 V1	\$89.00
M10-1088	# 500 Cattle Car (Cream/Maroon) 2008 V1	\$89.00
M10-1089	# 500 Reeler Car(White/Blue) 2008 V1	\$89.00
M10-1090	# 500 Reeler Car(Ivory) 2008 V1	\$89.00
M10-1098	#500 Caboose(RED) 2008 V1	\$89.00
M10-1099	# 500 Caboose(Pea Green)	\$89.00
M10-1101	#500 Hopper Car(RED) 2008 V1	\$89.00
M10-1105-1	# 9 Electric Loco(Green)	\$349.00
M10-1108	ALUMINUM #63 LAMP POST SET MSRP 39.95 2007	\$33.00
M10-1123-1	CONTEMP.#1134 IVES STEAMER(BLACK)	\$699.00
M10-1124	STD. GAUGE SWITCH TOWER	\$189.00
M10-1126	MILL. PRESIDENTIAL PASS. SET - SEE M10-1126-0 OR M10-1126-1	\$1899.00
M10-1126-0	PRES. LOCO (TRAD) - ONLY WITH MILL PASS SET M10-1126P	\$1750.00
M10-1126-1	PRES. LOC (CONT) - ONLY WITH MILL PASS SET M10-1126P	\$1899.00
M10-1130	200 SERIES ST. GAUGE ORE CAR 2002 V2	\$89.00
M10-1132-1	TT BROWN 408 ELEC ENG COIT - ONLY WITH 10-1135	\$1899.00
M10-1135	4 CAR STD GG STATE SET MD BRN - ONLY WITH 10-1132-1	\$1899.00
M10-1146	GREEN 200 STD GAUGE ORE CAR	\$89.00
M10-1148	Maroon w/BT 200S Std Gauge Flat Car 2001 V1	\$89.00
M10-1149	Black w/NT 200S Std. Gauge Flat Car 2001 V1	\$89.00
M10-1155-1	White 3243R EP Set-Cont. PS2 3 CAR BOXED 2001 V1	\$1199.00
M10-1156-1	Orange 3243R EP set-Cont. 2001 V1	\$999.00
M10-1161	Black w/BT 500S Std. Gauge Flat Car 2001 V1	\$89.00
M10-1182-1	SOUTHERN 400E Tinplate St. Eng.-Cont. ONLY W/10-5007 2002 V1	\$1699.00
M10-1203-1	CHESSIE 400E ENGINE 400E ONLY WITH 10-5017	\$1299.00
M10-1204-1	GRAY WINICKEL 400E STEAM ENGINE W/PS2 2004	\$699.00
M10-1214-1	GREEN #1134 DORFAN STEAMER W. PS2 2004	\$649.00
M10-1215-1	BLACK #1134 DORFAN STEAMER TRAD. 2004	\$659.00
M10-1217-1	MAYFLOWER PRES. LOCO. PASS. SET CONT. W/PS2 2004	\$1799.00
M10-1218-0	GREEN #3245R LOCO. TRAD MSRP 699.95 2005 V2	\$499.00
M10-1218-1	GREEN #3245R LOCO. W/PS2 MSRP 699.95 2005 V2	\$549.00
M10-1219-0	BLACK #3245R LOCO. MSRP 699.95 2005 V2	\$499.00
M10-1220-1	KADET BLUE #3245R LOCO. W/PS2 MSRP 699.95 2005 V2	\$549.00
M10-1223-0	BLUE DORFAN STEAMER - TRADITIONAL	\$649.00
M10-1229-0	TT BROWN 408E EL. ENG. (TRADITIONAL) MSRP 899.95 05V1	\$649.00
M10-1230-1	D.O.L WINIC IVES 3243R EL. PASS. W/PS2 MSRP 1499.95 05V2	\$1099.00
M10-1231-1	RED WINICKEL IVES 3243R EL. PASS SET W/PS2 MSRP 1499.95 05V2	\$1099.00
M10-1232-0	WINIK W/BRASS IVES 3243R EL. PASS. SET - MSRP 1499.95 05V1	\$1049.00
M10-1245-1	DRG 400E STEAM ENGINE W/PS2 ONLY W/10-5053/5153	\$1899.00
M10-1254-1	GRAY/NICKEL 392E STEAM ENGINE PS2 MSRP 799.95 2008 V1	\$649.00
M10-1255-0	LEHIGH VALLEY 292E STEAM ENG. TRAD. MSRP 799.95 2006	\$649.00
M10-1255-1	LEHIGH VALLEY 392E STEAM ENG. PS2	\$1199.00
M10-1259-0	CHROME #1134 IVES STEAMER TRAD. MSRP 899.95 9/06 2008	\$659.00
M10-1261-0	CIRCUS 400E TINPLATE STEAM ENG. (TRAD.) 899.95 R1-4/9 2007	\$699.00
M10-1262-0	CRACKLE BLK/BRASS TRIM 400E STEAM (TRAD)899.95 2007 R1-4/9	\$729.00
M10-1266-1	ORANGE 400E ELECTRIC ENGINE W/PS2 MSRP 899.95 R1-3/9 2007	\$699.00
M10-1269-0	CREAM & RED 408E ELEC ENGINE (TRAD)MSRP 899.95 R1-3/9 2007	\$849.00
M10-1269-1	CREAM & RED 408E ELEC ENGINE W/PS2.0 MSRP 899.95 R1-3/9 2007	\$749.00
M10-1270-0	DARK GRAY 318E LOCOMOTIVE (TRAD)MSRP 499.95 R1-12/08 2008	\$339.00
M10-1270-1	DARK GRAY 318E LOCOMOTIVE W/PS 2.0 MSRP 499.95 2008	\$339.00
M10-1272-1	PEA GREEN 318E LOCOMOTIVE W/PS 2.0 MSRP 499.95 2008	\$339.00
M10-1274-0	DARK GREEN #8E LOCOMOTIVE (TRAD) MSRP 499.95 2007	\$359.00
M10-1274-1	DARK GREEN #8E LOCOMOTIVE W/PS 2.0 MSRP 499.95 2007	\$389.00
M10-1275-1	OLIVE GREEN #8E LOCOMOTIVE W/PS2.0 MSRP 499.95 2007	\$389.00

M10-1283-1	LIGHT GREEN W/BRASS IVES #3245R LOCO. 799.95 R1-1/08 2007	\$659.00
M10-1284-1	BLACK & YELLOW IVES #3236 LOCO. MSRP 499.95	\$399.00
M10-1285-0	LIGHT GREEN & BLACK IVES #3236 LOCO. (TRAD) 499.95 R1 6/09	\$369.00
M10-1285-1	LIGHT GREEN & BLACK IVES #3236 LOCO. PS2 499.95 R1-6/08 2008	\$399.00
M10-1286-1	ORANGE & BLACK IVES #3236 LOCO. W/PS2 499.95 MT8V1	\$399.00
M10-1287-0	RED & BLACK IVES #3236 LOCO (TRAD) MSRP 499.95 R1 6/09	\$369.00
M10-1287-1	RED & BLACK IVES #3236 LOCO. W/PS2 MSRP 499.95 R2 6/09	\$399.00
M10-1288-1	RED CRACKLE IVES #3236 LOCO. W/PS 2 499.95 2008 V1 R2-4/9	\$399.00
M10-1291-1	TWO-TONE BLUE W/BRASS TRIM 4696 STEAM PS2 MSRP 999.95 R5-9/8	\$799.00
M10-1292-0	TT BLUE WINICKEL TRIM 4696 STEAM (TRAD) 999.95 R1-9/8 2007	\$799.00
M10-1292-1	TT BLUE WINICKEL TRIM 4696 STEAM W/PS2 999.95 R4-9/8 2007	\$849.00
M10-1294-1	B&O #384 STEAM PASSENGER SET W/PS 2.0 MSRP 599.95 2008 V1	\$499.00
M10-1295-1	CHRISTMAS #384 STEAM PASSENGER SET W/PS 2.0 599.95 2008	\$499.00
M10-1298-1	LEHIGH VALLEY #384 STEAM PASS SET W/PS2 599.95 R8-11/8 2008	\$499.00
M10-1299-1	CHRISTMAS #384 STEAM FREIGHT SET W/PS2 599.95 R8-11/08 2008	\$499.00
M10-1303-1	APPLE GREEN 408E ELECTRIC W/PS 2.0 MSRP 899.95	\$699.00
M10-1316-0	BLACK #1134 IVES STM (TRAD) MSRP 899.95	\$629.00
M10-1316-1	BLACK #1134 IVES STEAMER W/PS 2.0 MSRP 899.95 2008	\$659.00
M10-1317-1	GRN 1134 DORFAN STEAM W/PS2 2008	\$659.00
M10-1319-0	BLK #1134 DORFAN STM (TRAD) 2008	\$629.00
M10-202	CREAM & ORANGE 200 SERIES STD GAUGE BOXCAR MSRP 129.95 08V1	\$89.00
M10-203	TERRA COTTA/PEA GRN 200 SERIES STD GAU CATTLE CAR 129.95 08V1	\$89.00
M10-2034	MTH RRC 200 SERIES GONDOLA 2003 V1	\$89.00
M10-2053	Yellow&Drk Grn w/Nickel 200 Series Std Gau Cattle Car 2004	\$105.00
M10-2058	CHRISTMAS 500 SERIES STD GAUGE BOX CAR 2004	\$79.00
M10-2059	CREAM/GREEN 500 SERIES STD. GAUGE BOX CAR 2004	\$105.00
M10-206	WHITE & BLUE 200 SERIES STD GAUGE REEFER 129.95 R2-12/8 08V1	\$89.00
M10-2063	B & O WINICKEL 200 SERIES STD GUAGE BOX CAR 2004	\$105.00
M10-2066	CURVE BEER WINICKEL 200 SERIES STD. BOX CAR 2004	\$105.00
M10-2072	SUNOCO 200 SERIES STD. GAUGE TANK CAR R5 8/09 2008 V1	\$95.00
M10-2079	GREEN 190 TANK CAR R5-3/9 MSRP 129.95 2008	\$95.00
M10-2080	192 MERCHANDISE CAR R4-3/9 MSRP 129.95 2008	\$95.00
M10-2081	RED & BLUE 195 CABOOSE R5-3/9 MSRP 139.95 2008	\$95.00
M10-2082	DARK GREEN 198 GRAVEL CAR R5-3/9 MSRP 129.95 2008	\$95.00
M10-2083	ORANGE 193 STOCK CAR R4-3/9 MSRP 129.95 2008	\$95.00
M10-2091	ROBIN HOOD BEER 200 SERIES STD. GAUGE BC MSRP 129.95 05V1	\$95.00
M10-2099	BKGRN W/BRASS 200SR STD. GAUGE ORE CAR MSRP 119.95 05V2	\$95.00
M10-2100	TUSCAN WINICKEL 200SR STD. GAUGE ORE CAR 119.95 R2-9/8 05V2	\$95.00
M10-2104	SHELL 200 SERIES STD. GAUGE TANK CAR MSRP 129.95 2008 V1	\$109.00
M10-2106	ORG W/BRASS 200SR STDG FC W/FRUE TRUCK MSRP 149.95 08V1	\$99.00
M10-2121	GREEN/RED STANDARD GAUGE 200 OR CRANE CAR 379.95 R1-9/8 05V2	\$99.00
M10-2126	SUNOCO 500 SERIES STD GAUGE TANKCAR MSRP 99.95 R1-2/09 08V1	\$69.00
M10-2133	WHITE/LIGHT BLUE 500 SERIES STD GAUGE REEFER CAR 99.95 05V2	\$69.00
M10-2134	PEA GREEN/RED ROOF 500 SERIES STD GAUGE CABOOSE 119.95 08V1	\$69.00
M10-2135	RED WINICKEL 500 SERIES STD GAUGE CABOOSE MSRP 119.95 05V2	\$89.00
M10-2139	RED WINICKEL 500 SER STD GA HOPPER CAR 119.95 R1-2/9 08V1	\$89.00
M10-2143	GREEN/RED 20-192 BOX CAR MSRP 129.95 2005 V2	\$105.00
M10-2144	ORANGE/BLUE 20-192 BOX CAR MSRP 129.95 2005 V2	\$105.00
M10-2145	FLICK 20-194 GONDOLA MSRP 119.95 R1-5/9 2005 V2	\$95.00
M10-2149	CIRCUS 20-193 STOCK CAR MSRP 129.95 R1-5/9 2005 V2	\$105.00
M10-2150	GREEN/RED 20-193 STOCK CAR MSRP 129.95 R1-9/8 2005 V2	\$105.00
M10-2151	ORANGE/BLACK 20-190 TANK CAR MSRP 129.95 2005 V2	\$105.00
M10-2154	GREEN 20-195 CABOOSE MSRP 139.95 R1-5/9 2005 V2	\$105.00
M10-2161	HARLEY DAVIDSON 200 SERIES STD. GAUGE TC MSRP 139.95 08V1	\$109.00
M10-2162	BUDWEISER 200 SERIES STD. GAUGE TC MSRP 139.95 08V1	\$109.00
M10-2163	HARLEY DAVID 200 SER. STD GA. SERLT CAR MSRP 139.95 2006	\$109.00
M10-2164	CIVIL DEFENCE 200 SER. STD.G. SERLT CAR MSRP 139.95 2006	\$109.00

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M10-2172	EVANSVILLE PACK CO.500 SER. STD. GAUGE REEFER MSRP 99.95 2006	\$75.00
M10-2174	SANTA FE 500 SER. STD GAUGE BC MSRP 99.95 2008 V1	\$75.00
M10-2176	CHESSIE 500 SER STD GAUGE FLOODELT CAR MSRP 129.95 2006	\$95.00
M10-2179	JOHN DEERE 200 SERIES STD GAUGE TANK CAR MSRP 139.95 08V1	\$115.00
M10-2180	JOHN DEERE 200 SERIES STD GAUGE CABOOSE 139.95 R4-12/08 2007	\$115.00
M10-2189	HARLEY-DAVID 200 SERIES STD GA GONDOLA 129.95 R3-12/8 08V1	\$105.00
M10-2194	HARLEY-DAVID 200 SERIES STD GA CABOOSE 139.95 R3-12/8 2007	\$115.00
M10-2195	CIRCUS 200 SERIES STD GAUGE CABOOSE MSRP 139.95 02/07 2007	\$115.00
M10-2197	WHITE & BLUE 4018 AUTOMOBILE CAR MSRP 129.95 R2-12/08 2007	\$105.00
M10-2199	MAROON 4017 SAND CAR MSRP 129.95 R2-12/08 2007	\$105.00
M10-2202	GREEN 4006 HOPPER CAR MSRP 129.95 R4-12/08 2007	\$99.00
M10-2203	RED 4006 HOPPER CAR MSRP 129.95 R4-12/08 2007	\$99.00
M10-2205	BLUE 4020 STOCK CAR MSRP 129.95 R1 7/09	\$99.00
M10-2206	CREAM & MAROON 4020 STOCK CAR MSRP 129.95 R4-12/08 2007	\$99.00
M10-2206	BLUE 4010 TANK CAR MSRP 129.95 R4-12/08 2007	\$99.00
M10-2209	CREAM & RED 4021 CABOOSE MSRP 139.95 R4-01/09 2007	\$99.00
M10-2210	RED 4021 CABOOSE MSRP 139.95 R5-12/08 2007	\$99.00
M10-2212	NY CENTRAL 500 SERIES STD GAUGE BOX CAR 99.95 R2-12/08 2007	\$75.00
M10-2217	MERCHANTS DESPATCH TRAINS CO.500 SER. STD G REEFER 99.95 2007	\$75.00
M10-2221	PA 500 SERIES STD GAUGE CABOOSE MSRP 119.95 R2-12/08 2007	\$89.00
M10-2222	NY CENTRAL 500 SERIES STD GAUGE CABOOSE 119.95 R2-2/9 2007	\$89.00
M10-2223	MTHRC 200 SERIES STD GAUGE REEFER CAR 2007	\$109.00
M10-2224	CHRISTMAS 500 SERIES STD. GAUGE REEFER MSRP 99.95 R10-12/08	\$75.00
M10-2225	B&O 500 SERIES STD. GAUGE REEFER MSRP 99.95 R6-12/08	\$75.00

M10-2228	SUNOCO 200 SERIES STD GAUGE TANK MSRP 129.95	\$99.00
M10-2229	TERRA COTTA 515 STD GAUGE TANK MSRP 129.95 R3-4/9	\$99.00
M10-2231	MTH RRC 514 STD. GAUGE BOXCAR 2008	\$109.00
M10-2232	NYC 500 SERIES STD GAUGE REEFER MSRP 99.95 R5-1/9	\$89.00
M10-2233	CHRISTMAS 500 SERIES STD GAUGE REEFER MSRP 99.95 R5-12/08	\$75.00
M10-2234	NYC 500 SERIES STD GAUGE BOX CAR MSRP 99.95 R5-1/9	\$75.00
M10-2236	CHRISTMAS 500 SERIES STD GAUGE BOX CAR MSRP 99.95 R5-12/08	\$75.00
M10-2238	MTHRC CLUB CAR 515 STD GAUGE TANK CAR	\$109.00
M10-3003	ORNG./BRN 800 SER.O BOX CAR 1999 VOL. 11	\$69.00
M10-3004	RED/BRN 800 SER.O CABOOSE 1999 VOL. 11	\$69.00
M10-3011-1	MLR.D.O Gauge Haul/Freight S-Conn 2001 V3	\$799.00
M10-3020-1	GRAY WINICKEL 260E LOCO&TENDER W/PS2 MSRP 429.95 2007	\$339.00
M10-3030-1	CRACKLE BLK 280E OGAUGE LOCO&TENDER W/PS2 MSRP 429.95 2007	\$349.00
M10-3031-1	BLK W/BRASS TRIM 249 OGAUGE LOCO&TENDER W/PS2 399.95 2008	\$299.00
M10-3032-1	CRACKLE BLK 249 OGAUGE LOCO&TENDER W/PS2 399.95 R4-2/9 2008	\$299.00
M10-3039-1	BEER REEFER TRAIN 280E O GAUGE FRGT W/PS2 699.95 2008	\$549.00
M10-3040-1	BEER TANK TRAIN 263E O GAUGE FRGT W/PS2 699.95 2008	\$549.00
M10-4007	WINE BARRELL SET MSRP 19.95 2003 V2	\$16.00
M10-4008	OIL DRUM SET MSRP 19.95 2003 V2	\$16.00
M10-4017	Red/Slvr #55 Alpinn #49 Aprt MSRP 799.95 2006	\$499.00
M10-4017A	NO. 49 AIRPORT MAP 2004	\$45.00
M10-4020	Stand Gauge Track-84" Curved MSRP 4.99 2006	\$4.00
M10-4028	Straight Race Car Track Section MSRP 19.95 2007	\$17.00
M10-4029	Inside Curve Race Car Track Sec MSRP 19.95 2007	\$17.00
M10-4030	Outside Curve Race Car Track Sec MSRP 19.95 2007	\$17.00
M10-4051	CREAM/MAROON #1875 IVES FREIGHT SHED MSRP 299.95 2007	\$199.00
M10-4053	AF STD. GAUGE SWITCH TOWER MSRP 299.95 2007	\$199.00
M10-4054	CREAM/ORANGE/GREEN AF STDGA SWITCH TOWER 299.95 2007 CANCELL	\$199.00
M10-4057	WHITE/RED #116 PASS. STATION MSRP 399.95 2007	\$309.00
M10-4058	NO. 85 RACE CAR SET MSRP 699.95 2008 V1	\$499.00
M10-4062	PA. AF STD GAUGE SWITCH TOWER MSRP 299.95 2007	\$229.00
M10-4068	MONORAIL RISER/BASE 4-PK MSRP 49.95 2006	\$45.00
M10-4072	192 VILLA SET MSRP 199.95 2007	\$149.00
M10-4073	#191 VILLA MSRP 69.95 2007	\$55.00
M10-4101	BLACK BASE STD. GAUGE SWITCH RIGHTHAND 42 79.95 6/06 2006	\$65.00
M10-4102	BLACK BASE STD. GAUGE SWITCH LEFT HAND 42 MSRP 79.95 2006	\$65.00
M10-5007	So.4-Car Std.G 420-423 Ser. Pass. Set ONLY w/M10-1182-1 02V1	\$1799.00
M10-5011	DK Grn/BraSSr.4-CarSt.Gge.418PSt.	\$499.00
M10-5013	Two Tone Blue 300 Series 2003 V2	\$99.00
M10-5014	Green 300 Series MSRP 129.95 2005 V2	\$99.00
M10-5015	Orange 300 Series MSRP 129.95 2005 V2	\$99.00
M10-5017	Chessie 4-Car Std Gauge 418 Set - ONLY WITH 10-1203-1	\$1299.00
M10-5018	DK Grn w/BraSS Trm 4-Car Std Gau 418 Set 2004	\$499.00
M10-5020	NYC 4-Car Std Gau 418 Set	\$499.00
M10-5021	Orange 4-Car Std Gau 418 Set 2004	\$499.00
M10-5024	MILWAUKEE RD. 330 SERIES PASS CAR 2004	\$89.00
M10-5027	RED 4-CAR STD. GA DOR PASS SET W/ 10-1319-0 - 4-CAR = 481.00	\$949.00
M10-5028	GRAY 4-CAR STD. GAUGE DORFAN PASS SET 2008	\$399.00
M10-5029	NYNYLRD 4-CAR DOR PASS SET WITH 10-1319-1 - 4-CAR = 481.00	\$949.00
M10-5030	ORANGE 4-CAR STD. GAUGE DORFAN PASS SET 2008	\$499.00
M10-5032	GREEN 4-CAR STD. GAUGE STATE SET MSRP 1499.95 2005 V2	\$1259.00
M10-5033	TT GREEN STD GAUGE SOLARIUM STATE CAR MSRP 399.95 05V2	\$339.00
M10-5039	BLU 4-CAR STD GA DORFAN PASS W/ 10-1318-0/1 - 4-CAR = 429.00	\$949.00
M10-5040	MUSTARD 4-CAR STD. GAUGE 418 SET MSRP 599.95 2005 V1	\$529.00
M10-5042	RED BLUE 4-CAR STD. GAUGE 418 SET MSRP 599.95 2005 V1	\$509.00
M10-5043	TURQUOISE 4-CAR STD. GAUGE 418 SET MSRP 599.95 2005 V1	\$509.00
M10-5046	TT BROWN 4-CAR STD. GAUGE STATE SET MSRP 1499.95 05V1	\$1299.00
M10-5053	DRC 4-CAR STD GAUGE BLUE COMET SET - WITH 10-1245-1 05V2	\$1899.00
M10-5056	SOUTHERN 4-CAR STD GAUGE BLUE COMET SET MSRP 1,199.95 05V2	\$1099.00
M10-5060	JERSEY CENTRAL 330 ser pass. car	\$95.00
M10-5061	TTGREEN/BRASS 4CAR STEPHEN GIRARD SET MSRP 699.95 08V1	\$549.00
M10-5063	TEXASPAF 4CAR STEPHEN GIRARD SET MSRP 699.95 2008	\$549.00
M10-5065	LV 4-CAR STEPHEN GIRARD SET WITH 10-1255-1 - 4-CAR = 649.00	\$1199.00
M10-5066	PA. 4CAR STEPHEN GIRARD SET MSRP 699.95 R2-12/08 2008	\$549.00
M10-5069	DK GRAY 3CAR STD GAUGE 300 SER. PASS. SET MSRP 399.95 2008	\$299.00
M10-5070	MOJAVE 3CAR STD GAUGE 300 SER PASS SET MSRP 399.95 2008	\$299.00
M10-5071	ORANGE 3CAR STD GAUGE 300 SER PASS SET MSRP 399.95 2008	\$299.00
M10-5072	PEA GRN 3CAR STD GAUGE 300 SER. PASS SET MSRP 399.95 2007	\$299.00
M10-5073	PEACOCK & DK GRN 3CAR STD GAUGE 300 SER PASS SET 399.95 2008	\$299.00
M10-5074	STATE BROWN 3CAR STD GA 300 SER. PASS SET MSRP 399.95 2008	\$299.00
M10-5075	TT BLUE 3 CAR STD GAUGE 300 SER. PASS. SET MSRP 399.95 2007	\$299.00
M10-5076	CHESSIE 330 SERIES BAGGAGE CAR MSRP 149.95 2007 R2-4/9	\$105.00
M10-5077	CHRISTMAS 330 SERIES BAGGAGE CAR MSRP 149.95 2008	\$105.00
M10-5078	JERSEY CENTRAL 330 SERIES BAGGAGE CAR 149.95 2007 R2-4/9	\$105.00
M10-5080	PA 330 SERIES BAGGAGE CAR MSRP 149.95 2008	\$105.00
M10-5081	LIGHT GRN IVES 3CAR STD GAUGE PASSENGER SET R-3 9/8 2008	\$299.00
M10-5082	ORANGE IVES 3CAR STD GA 180 SER. PASS. SET 399.95 R3-9/8 2008	\$299.00
M10-5083	REDBLX BLK IVES 3CAR STD GA 180 SER PASS SET 399.95 R3-9/8 2008	\$299.00
M10-5084	RED CRACKLE IVES 3CAR STD GA 180 PASS SET 399.95 R4-9/8 2008	\$299.00
M10-5085	YELLOW&BLK IVES 3CAR STD GA 180 PASS SET 399.95 R9 9/8 2008	\$299.00
M10-5086	APPLE GRN IVES 4CAR STD GAU 240 SET 699.95 R6-11/08 2007	\$549.00
M10-5088	BLK/OR IVES 4-CAR STD GA 240 WITH 10-1281-1 - 4-CAR = 649.00	\$1399.00
M10-5089	GADET BLUE IVES 4CAR STD GAUGE 240 SET 699.95 R4-11/8 2007	\$549.00
M10-5090	CHRISTMAS 330 SERIES PASSENGER CAR MSRP 149.95 08V1	\$99.00
M10-5094	LEHIGH VALLEY 330 SERIES PASS CAR MSRP 149.95 R6-1/9 2008	\$119.00
M10-5095	DK GRN W/BRASS TRIM 4CAR STD GA 418 SET 699.95 R1-11/8 2008	\$549.00
M10-5153	DRC STD. GAUGE BLUE COM. BAGG. CAR	\$329.00

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3rd Rail N&W Streamlined K2a

Review and Photos by George Brown

At a first glance, the streamlined Norfolk and Western 4-8-2 Classes K2 and K2a looked like the road's famed Class J 4-8-4. Because of their close resemblance to the Js, the streamlined K2 classes were frequently referred to as J-Juniors. Before the onslaught of diesel locomotives, these 4-8-2s were the regular power for the mainline passenger runs on several of the N&W's divisions and they also pulled mainline locals. At the road's larger terminals, the K2 classes were standby power for trains normally powered by the Js. In their later years of service, the versatile 4-8-2s pulled mixed trains, local freights, and even served on coal drags when the N&W experienced shortages of motive power.

The N&W first began using the 4-8-2 mountain type for heavyweight passenger service with 16 Class K1 locomotives erected in the road's Roanoke Shops in 1916 and 1917. They became the N&W's primary power for mainline passenger trains, replacing 4-6-2s as the trains became longer and heavier.

As a class, the K1 was so successful that in 1919 the N&W accepted 10 USRA heavy 4-8-2s built by Alco. The road assigned the class of K2 to these Alco 4-8-2s and numbered them 116–125. Later the N&W ordered 12 additional 4-8-2s from Baldwin based on the same USRA design as the Class K2. Erected in 1923, the 12 Baldwin 4-8-2s became N&W Class K2a

numbered 126–137. Both K2 classes were nearly the same, but with a few subtle differences such as placement of the double check valves and the bell on top of the boiler. On the K2, these valves were behind the sand box, while on the K2a the valves were in front. Both K2 classes rode on 69" drivers and developed 58,000 lbs of tractive effort from a boiler pressure of 200 psi. For all intents, the N&W considered the K2 and K2a as one class.

One of the distinctive characteristics of the N&W K2 classes was the location of the feedwater heater hanging from the left side of the boiler between the second and third drivers. When the engines were

streamlined in 1945 and 1946, a large shroud extended down from the side skirting to cover the feedwater heater.

As part of their streamlining, the K2 classes received larger tenders with a capacity of 30 tons of coal and 22,000 gallons of water. Although these tenders looked like the Class J's welded units, they were constructed with rivets. Additionally, new 1/2" thicker tires increased driver diameter on each J-Junior from the original 69" to 70".

The 1:48 scale 3rd Rail locomotive in this review models K2a number 126 after its second modernization in 1949. Road numbers 133 and 137 are also available. In the 1949 rework of the real J-Juniors, solid wheels replaced spoke wheels on the pilot trucks, and the tender trucks received roller bearings. However, each engine's trailing truck retained its spoke wheels. The bell was also relocated from on top of the boiler to the left side pilot beam behind the steps. The resultant hole in the top of the boiler shroud was left vacant.

My thanks to Jimmy Lisle of the Norfolk & Western Historical Society for



his help with prototype information about the N&W 4-8-2s and specifically the K2a J-Juniors.

Construction and Features

Sunset/3rd Rail is one of the few builders today that produces brass steam locomotives for the 3-rail O gauge hobbyist. Regardless of the type, each engine is a limited production model that is handcrafted from brass sheets, wire, or bar stock along with lost wax brass castings. Even the drivers are made from brass using a process not unlike the minting of coins.

Each axle for the drivers and tender trucks is sprung, although the springs are rather stiff. To accommodate the independent vertical movement of each of the sprung drivers, the side rods are prototypically articulated. Other operating mechanical features include the prototypical swing-out front coupler, mechanical oiler linkage on the right side valve gear, opening vents on the cab roof, and opening water tank hatch. Underneath this hatch are the control switches for command and sound electronics.

An LED headlight, green LED classification lights, and lit number boards adorn the front of the locomotive, while a light illuminates the inside of the cab. Inside the industrial green cab is a detailed boiler backhead with hand-painted valve handles and gauge faces. The valves, gauges, and firebox doors as well as the throttle and duplex stoker are all individual castings. On each side of the cab, a painted figure representing a crewman sits on its respective seat box. A directional backup light is on the back of the tender.

At the back of the cab, a hinged step plate fills the wide visible gap between the engine and tender. However, I found it rather curious that the only glazing in the cab was in the window behind each crewman. None of the other cab windows had clear plastic representing the window glass of the real K2a.

Inside the boiler are a skew-wound Pittman motor equipped with a large flywheel and a fan-driven smoke unit. The unique silent drive mechanism from 3rd Rail features a metal drive shaft that spins in ball bearings, metal gears encased in



a metal gearbox, and a toothed carbon-fiber drive belt that transfers mechanical power from the motor to the drive shaft.

The tender carries the TMCC and RailSounds 4.0 electronics, licensed from Lionel, and the Cruise Commander motor driver board from Electric Railroad. The Cruise Commander electronics use electromotive feedback from the motor for

speed control rather than an external optical sensor arrangement. Additionally, this board employs a high-frequency pulse width modulation of 20 MHz for quiet motor operation. Also inside the tender is a 9-volt battery for short-term backup power to the sound system.

A load of real coal fills the bunker in the tender...well actually the load is a thin layer of coal glued to a brass plate. Of course, the paint and lettering on the J-Junior are what I've come to expect from 3rd Rail—flawless.

Except for the extra length of the drawbar between the engine and tender, which is mandated by the model's ability to run on O54 tin-plate curves, the model's major dimensions measured quite close or at 1:48 scale of the real streamlined K2a.

At Trackside

Streamlined locomotives don't usually do much for me because the fascinating myriad of pipes, unions, and appliances associated with steam are not visible. But on the rails and at the head of a passenger or freight train, I found the 3rd Rail model of the K2a to be unusually handsome and also well suited to my rather small layout. Visually, the engine has a well-appreciated mass, but its modest length does not appear to overwhelm everything else on the tracks. A streamlined





passenger train of 15" aluminum cars looked just as good as one with 20" cars, as did a freight train of steam-era boxcars and reefers.

On the O72 loop of my editorial Carpet Central Railroad, the J-Junior was at home at any speed from a dead-slow crawl to an open throttle highball. It also negotiated the Atlas O72 crossovers between my O72 and O54 main lines without hesitation in both forward and reverse. Of course, since the engine is designed for O54 minimum curves, it also smoothly and dependably traveled my O54 main line.

Steam exhaust sounds are switch-selectable at two or four chuffs per driver revolution, while another switch selects smoke unit voltage for either command or conventional operation or turns the unit off. I opted for the realistic four chuffs, but with the smoke unit off.

Unfortunately, the Lionel RailSounds 4.0 generic heavy steam sound repertoire doesn't reproduce the hooter whistle of N&W fame, but the rest of the sounds are reasonable and are pleasantly loud, obviously to the annoyance of my next door neighbor's dogs. With the sound system and dogs muted, only the faint whir of the spinning motor and the rush of the wheels on the rails broke the silence of my train room. Now that's what I call a quiet runner!

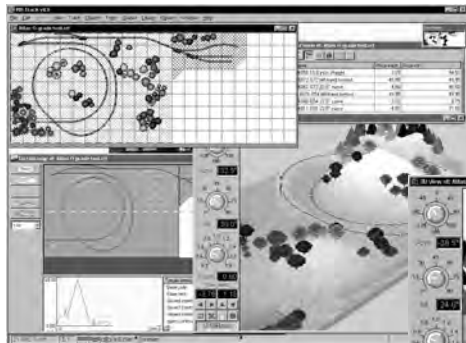
The tender's coil-operated coupler opened on cue from my CAB-1 remote controller every time, and what pleased me the most was the light pressure necessary to close it.



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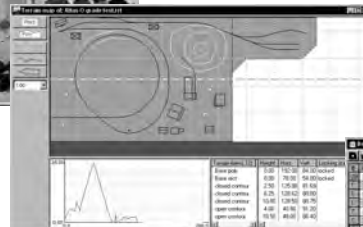
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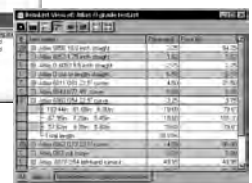
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Switching with the J-Junior was realistic and fun as it eased into the awaiting baggage car or express reefer.

I enjoyed all of the J-Junior's operating effects using either my original TMCC equipment or Lionel's Legacy control system. The Cruise Commander's default configuration for TMCC operation with a CAB-1 is 100 speed steps with speed control on. To run the locomotive using the Legacy system with the CAB-2 in TMCC mode, you have to configure the Cruise Commander for 32-step operation as described in the locomotive's operations pamphlet. Or alternately, you can enjoy 100 speed steps with the CAB-2 running in CAB-1 mode, which was my preference.

At the End of the Run

Brass locomotives still have an aura that makes them unique in today's world of die-cast steamers and plastic diesels. For the brass aficionado, the 3rd Rail model of the N&W streamlined K2a beckons a closer look. I enjoyed my time with it. 

3rd Rail N&W K2a Performance

(smoke unit: off; sound: on; speed control: on)

Length: 25-1/2" over coupler;
25" pilot to tender sill

Distance Between Pickup Rollers:

1st and 2nd: 4-5/8"

1st and 3rd: 13-1/8"

1st and 4th: 17-1/4"

Weight on Driving Wheels: 7 lbs, 2 oz

Tender Weight: 2 lbs, 8 oz

Tractive Effort @ 18 VAC: 2 lbs, 7 oz @ 2.5 A, 45 W

Minimum Sustained Speed @ 18 VAC:

2 scale mph @ 0.7 A, 12.6 W

Maximum Tested Speed @ 18 VAC:

60 scale mph @ 1.5 A, 27 W

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Eight O scale aluminum streamlined passenger cars;
train weight 13 lbs; pull to move train 12 oz (amps
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G1743 = Canadian Pacific G5a 4-6-2 (Decorated as pictured, with Worthington
Feed Water Heater, Cab Numbers 1200 & 1201) ~or~ G1745 - Painted all black,
no lettering w/ silver smoke box and Worthington Feed Water Heater



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Weaver Brass Service Station

Review and Photos by George Brown

In the late 1930s and into the early 1960s, the neighborhood service station was not only where the family car was fueled and serviced, it was also somewhat of a social center. Frequently, its owner employed local mechanics as well as energetic teenagers who pumped gas, checked oil level and tire pressure, fixed flats, and washed cars after school and on weekends. And while the lad was cleaning the road grime and remains of summertime bugs from the car's windshield, the station owner would engage in conversation with his customers, often on a first name basis. In the background, a bell on the pump rang indicating another gallon of 9¢ gas went into the car's fuel tank. When the weather was warm, the station's soft drink

box was a particularly popular diversion for drivers and passengers alike. Even local neighborhood residents walked to their local gas station to buy a cold bottle of soda pop for a nickel.

Of course, the service station was where one usually took the family car for its periodic oil change and lube and also the inevitable replacement of light bulbs, tires and tubes, batteries, fan belts, wiper blades, and so forth. Usually, in less than an hour, the owner or his mechanic could do a tune-up on his customer's Ford, Nash, Pontiac, Studebaker, Chevy, Packard, or any other make of American car on the road at that time. And for the children in the neighborhood, the station's air hose inflated many a bicycle tire.

Without a specific prototype, the Norry Gas and Oil service station from Weaver Models captures the typical characteristics of prewar and postwar neighborhood service stations, especially those in the rural or small-town Northeast. Oh, I understand that Norry is the local residents' nickname for Weaver's hometown of Northumberland, Pennsylvania.

Two sheets of self-adhesive signs accompany each Norry Gas and Oil service station with more than enough signs on each sheet to decorate the station as you want. Gas stations of the past often displayed signs that advertised the automotive products they sold. For this review's lead photo, I cut out and applied the signs that appealed to me and then placed one of

my 1:43 scale '41 Fords at the gas pumps for visual effect. This car is from my collection and is not sold by Weaver. The rest of the photos show the station as I received it from Weaver for this review.

Construction and Features

After extracting the 1:48 scale service station from its clear plastic box, I initially felt the service bay and office doors were too tall as were the front windows. But a quick check with a ruler dispelled my concerns. Both service bay doors are a reasonable scale 9-1/2' tall. The windows are the correct height for an office with a 12' ceiling, while the office door's height is also reasonable with a simulated transom above it. After all, this model represents a service station built long before air conditioning became prevalent. Additionally, the lower half of the office windows simulate being boarded over to discourage after-hours break-ins. Hmmm, a rough neighborhood perhaps?

The structure is made from .025" sheet brass with scribed bricks on the walls and chimney, panels on the doors, and shingles on the roof. I was pleased to find that even the two gas pumps and soft drink box are brass as are the oil drums, barrels, crate, and bucket that sit outside the walls of the washing and lubrication bays. Note that the pumps and soft drink box model those installed in gas stations in the late 1940s and early 1950s rather than during the prewar era.

Clear sheets for the windows are the only plastic components in the building. About the only items not included with the station are the gas, air, and water hoses, which can be easily modeled and placed appropriately.

At the doors for the service bays and also on the roof on each side of the station's sign are simulated floodlights made from brass wire and small stamped brass pans. An electrical fuse box and service conduit plus a burglar alarm box are on one service bay wall while on the other is a window that was closed off with simulated cinder blocks and another burglar alarm.

The building sits on an elevated 11-3/4" square base made from .040"






G1965 Norry Gas and Oil Service Station

Retail price: \$129.95 from Weaver

Weaver Models; 570-473-9434; www.weavermodels.com

sheet brass with the structure positioned as if it were on a street corner. Including its base, the station's weight is impressive at slightly over 2-1/2 lbs. Inside, the building is completely hollow, and the base is cut out along all five walls allowing installation of interior and driveway lighting or even construction and insertion of a detailed interior. That could make for a fun construction project over a winter weekend or two.

Overall Impression

I found the completely painted Norry Gas and Oil service station a delightful and nostalgic model representing simple times long gone from the American scene. The satin finish paint is excellent and never chipped as I handled the building in the course of this review. For the weathering enthusiast, it should prove easy to do, or Weaver can do it for you for a modest cost. 



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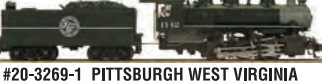
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YOU CAN'T STOP PHIL KLOPP

Article and Photos by Dennis A. Livesey

Layout owner Phil Klopp and his friend Dennis Livesey are no strangers to longtime readers of OGR. Phil wrote and Dennis photographed an article about Phil's On30 tourist railroad for Run 179 (April 2001), another article titled "Bringing Catalog Pages to Life" for Run 186 (April 2002), and a detailed how-to article about Phil's "Aerial Layout" for Run 195 (August 2003). Phil's layout can also be seen on the OGR video, Great Layout Adventures: The Ultimate Collection.

— Allan

Phil Klopp is one fortunate man. How could he not be? He married Linda, partnered with her in running a successful hobby and crafts shop, and built a beautiful home with all the space needed for a "dream layout."

I, too, am fortunate since I count Phil and Linda as personal friends. In addition to writing about his layout in the past, I have also visited them on numerous occasions and have been constantly delighted with some new aspect, idea, gadget, or gag that Phil has come up with. He has an imp-

ish sense of humor similar to the late, great Disney animator and toy train collector Ward Kimball and believes that no matter how serious something may seem, life should be fun and enjoyed with as much of a smile as possible. What better way to enjoy life than by creating a miniature rail empire?

Evolution of a Dream Layout

Phil's dream layout was begun in 1987 and it had the luxury of being constructed

in a custom-built home where the architect had created basement space under the garage, laid PVC pipe in the concrete floor for layout electrical wiring, and incorporated the full footprint of the house above.

"I had no master plan," Phil admits. "I started by conceiving vignettes of famous railroad locations such as Horseshoe Curve, Starrucca Viaduct, Tehachapi Loop, and the Rocky Mountains and then just worked to loosely tie them together. I based the construction on a modular layout concept of a single scene with three mainline



With a new day fast approaching, the roundhouse area comes alive with lights, smoke, and sounds as stabled beasts are prepared for their assignments.



It's definitely a busy day for both rail and highway traffic on and around Starrucca Viaduct. This is an 8' long model of the 1,040' long stone arch bridge that spans Starrucca Creek near Lanesboro, Pennsylvania.

tracks running through it. I initially made five modules, and it just grew from there."

Phil's layout was up and running in about 17 months. As a result though, he readily admits, "You can look around the layout and see a lot of flaws. My track work is not the best, and my wiring is not as perfect as I wish it could be. It's not that I don't strive to improve in those areas; it has just never been easy for me to do that stuff. Sometimes I tend to build it up too fast. Still, not only am I getting better as a builder, but the things being offered to the hobby today keep getting better and better. For example, I'm amazed by the tremendous variety of trees, shrubs, and other landscaping materials and small details that are being offered."

Originally, Phil used GarGraves track exclusively on the layout, which he felt looked a whole lot better than overscale, tight radius, O gauge sectional track.

But that was then, and this is now. Unforeseen when the layout was built was the imposing size of some of today's scale equipment. Even though the layout was built with 72" diameter curves, there was a problem with large and long locomotives clipping trains on adjacent tracks and clearing trackside scenic features and other items such as catenary poles. As a result, Phil decided to replace his track with MTH ScaleTrax and to increase clearances throughout the layout.

"I decided to go with ScaleTrax because I feel it is a better looking product," Phil says. "I really enjoy the more prototypical look and the smaller rail profile. When the new tracking job is completed (it's almost finished now), trains should run without risk of damaging other locomotives."



The diesel engine servicing facility at Richland is a constant beehive of activity. Note the integration of scale and popular Lionel operating accessories in this scene.



Adjacent to Horseshoe Curve is the imposing Reading coal mine, a primary source for the hard, black, clean-burning anthracite coal that is favored by roads operating on this layout.

A number of photographers have gathered at Tehachapi Loop to document the Santa Fe's hallmark Super Chief streamliner.



The Klopp Philosophy

Most any kid who had a Lionel catalog in the 1950s was apt to want everything in it, and Phil was no different. But he also wanted what the catalogs promised: remotely controlled trains running through realistic scenes. This, then, is the basis of his approach to the hobby, which involves having realistic track and scenery while still retaining a variety of out-of-scale but fun accessories. Phil says, “It is one of the reasons why I never got into HO.”

Phil makes extensive use of “crowd pleasers” on his layout, which he defines as anything that is especially appealing to the kid in all of us.

“I have the old standards like a Lionel 3462 Milk Car, 464 Lumber Mill, 455 Oil Derrick, and 494 Rotary Beacon on the layout,” Phil points out. “But I also have new sources of action like the Dixie Drive-In burger stand, where there is a recording of me trying to pick up a waitress named Linda. I can press a button, and the sound comes from a recording chip available by special order from Radio Shack that allows about 20 seconds of dialog. There is also the hobo camp near the coal mine with Johnny Cash music playing, the haunted house in the amusement park with scary sounds, the circus with its calliope music, and the swing dance scene. I find that sounds played via five separate CD players really add that extra touch of realism and believability to the scenes.”

Phil hastens to add, “I have always combined tinplate and scale. I may have moved more toward scale in recent years because that’s the direction of the offerings in the marketplace, but I’ll always keep those out-of-scale action accessories because that way I have things that keep people laughing and excited. Visitors who come to see my layout are bringing their kids and they just want to have a good time. So I really try to cater more to them.”

At the amusement park next to the circus, the big new attraction is a modern steel roller coaster built from a Coaster Dynamics kit. It took a lot of skill and time to put it together, but it was well worth it. It is really cool to see it in action.

Phil says, “Over at the Starrucca Station that is made from a Lionel Rico Station kit, the passengers seem to disappear and are replaced with an empty platform with a guy running after the train. That is a project from *Animations for Your Layout* by Roy Everett that was published by OGR.” [Editor’s note:



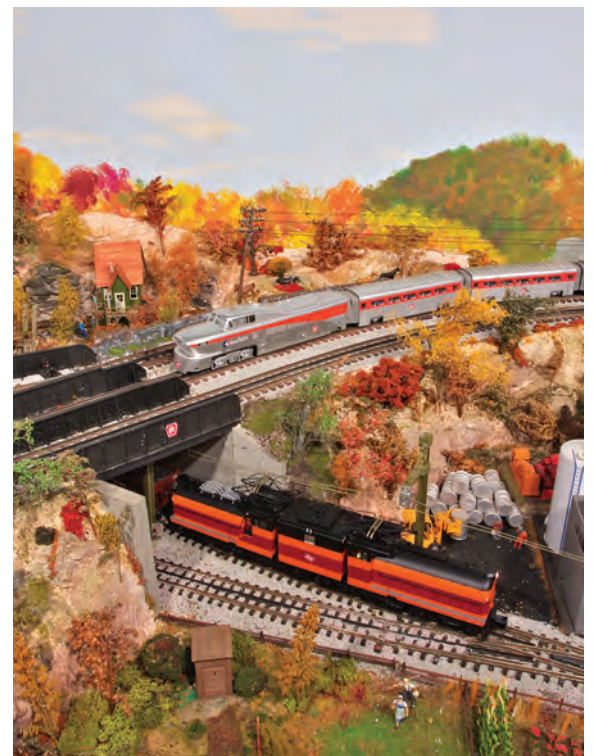
(Displayed in sequence from top to bottom)—At Starrucca Station, made from a Lionel Rico Station kit, passengers seem to magically populate the almost empty platform after a train arrives. This animation originated in *Animations for Your Layout* by Roy Everett that was published by OGR Publishing.



Perhaps the biggest crowd pleaser of all on the layout is the burning YB Fardy (Makers of Gasterex) factory. A Halloween fogger from Wal-Mart provides a copious amount of smoke. The smoke effect, combined with red lighting rippling inside the building and the firemen pumping real water, delights the visitor.



A few track workers are crossing the small suspension bridge that leads to Wicked Wanda's.



Passengers aboard that sleek Pennsy Aerotrain are treated to views of the spectacular autumn scenery and a freight consist pulled by a hefty Milwaukee Road bipolar electric.



A whole different layout can appear out of thin air! Flip a switch, a prewar Standard Gauge and O gauge tinplate layout lowers from the ceiling (above), complete with State Sets, a Hell Gate bridge, a massive power plant, and O gauge Zephyrs (below).



That book is still available from OGR Publishing.]

As part of his lighting design, Phil has a special “blue dusk” scene where blue mushroom lights cast a twilight atmosphere over the railroad. “When I run trains during the blue dusk scene,” Phil says, “visitors really enjoy the atmosphere with all the miniature building lights on and the lights of the trains running around the layout in the near dark.”

Ever the prestidigitator, Phil can con-

jure layouts out of thin air! By flipping a switch, a wondrous prewar standard gauge and O gauge tinplate layout can be lowered from the ceiling, replete with State Sets, a Hell Gate bridge, and O gauge Zephyrs.

“But perhaps the biggest crowd pleaser of all,” Phil asserts, “is the YB Fardy, (Makers of Gasterex) burning factory. It has been a part of my layout for a long time. Gary Clare, my friend who works at Scenic Express, turned me onto a Wal-Mart Halloween fogger for improving the smoke effect.

With its red lighting rippling inside, the firemen pumping real water, and billowing plumes of smoke, it brings the house down every time.”

Hardware Upgrades

Phil has kept himself and his layout abreast of developments in the hobby’s technology. Starting in the 1950s with what is now called conventional control, he hopped right on board with Lionel’s



Horseshoe Curve in autumn is resplendent with colorful scenery that serves as a backdrop for plenty of railroading action.

TMCC when it was introduced. Not surprisingly, the latest Lionel Legacy equipment has also been installed. It took considerably more effort to install wiring that would accommodate MTH DCS, but Phil says the effort was well worth it.

Track power for the layout is provided by a beefy 400-watt Right-of-Way Industries transformer, which is no longer made. With command control available throughout the layout, and with only one of the three running tracks set up for conventional,

Phil uses seven of Lionel's Power Bricks for most train power duties. For additional power he buys 12-volt power supplies made for home driveway lighting.

Locomotives reflect the transformer power source, of course. Originally, he had all Lionel, but now he has MTH locomotives as well. Because not all the trackside and overhead clearances have yet been enlarged, Phil limits the size of new locomotives to the equivalent of the MTH RailKing Erie Triplex or the Lionel

LionMaster PRR T-1 Duplex. Even though smaller than scale, they look just right and are wonderful to watch in action. The rolling stock has similarly evolved from pure Lionel tinplate to a mix of Lionel, MTH, Weaver, and some Atlas.

Closing Thoughts

"Keeping up with today's modeling is a challenge," Phil confesses. "I constantly look for ways to improve the layout. We layout



Trolley passengers will soon be enjoying a fun-filled time at the zoo, the amusement park, or the nearby circus. If time permits, they may take in all three attractions.

guys look at what the other layout guys do. I get ideas from them, and they get ideas from me. That all results from the social networking we now have in our hobby.”

On this last point, I would like to add that Phil reaches out not only to like-

minded train fans but also to the broader community. He is a genuine ambassador for the hobby, doing his part to demonstrate both personally and via his handiwork all the best that this hobby has to offer. 🚂

Editor's note: Stay tuned! You'll see some photos of the Winter Park section of Phil's layout in Run 253, our December issue.



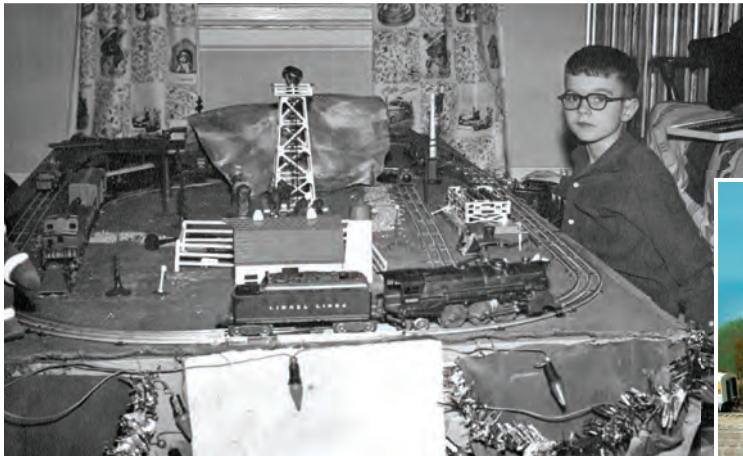
A Virginia Rectifier and New Haven EP5 race under the catenary on an electrified section of the layout.



This shot of the coal mine illustrates the amount of detail added to every scene. The myriad of detail attracts the viewer's attention and virtually compels further study of the scene.



LEFT: A dance contest is in full swing with participants seemingly unaware of...
RIGHT: ...the train wreck cleanup that is taking place nearby.



ABOVE: Phil at age seven was playing with his beloved Lionel 2035.

RIGHT: Oh, oh! There's lots of finger pointing going on, but we may never know who was responsible for that cornfield meet seen behind these two operators. Was it caused by Linda with her MTH DCS or Phil with his Lionel TMCC/Legacy controls?



Here's a faithful re-creation of pages 24 and 25 from Lionel's 1958 consumer catalog complete with a nuclear power plant, several 175 Rocket Launchers, and a Virginian Rectifier pulling a freight.

An easy and fun cross-scale kitbashing project

H0 Diesel Service House Becomes the O Scale Middle Rail Factory

Article by Bill Bramlage Photos by Jim Barrett

For many years at the TCA Eastern Division's York Meet, I have been collecting O scale industrial manufacturing equipment, factory and office accessories, and appropriate figures in order to build a detailed factory for a highly visible area of my layout. On this last trip to York, I found the perfect building, even though it

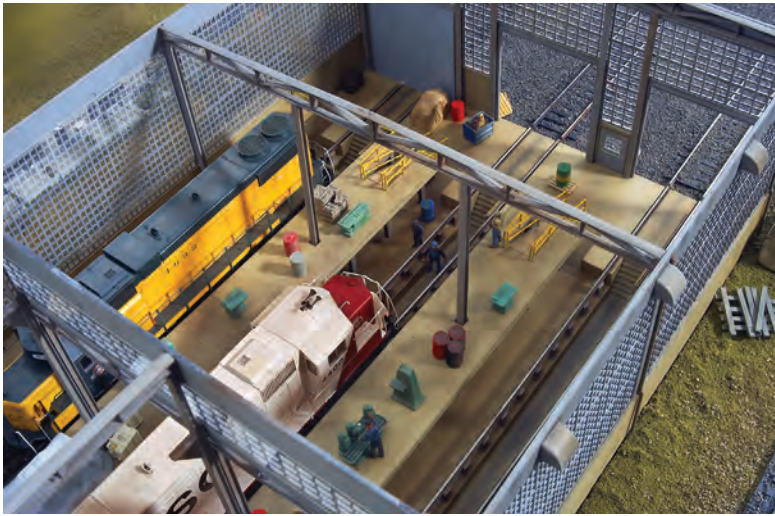
was originally made in another scale, for kitbashing into an O gauge factory with large windows, open doors, and a partially open roof that would offer a good view of the interior of the factory.

The building I chose was the Walthers (www.walthers.com) Diesel Service House, #933-2916, an HO structure kit. The HO-size doors were filled and covered, and the engine entrances were altered into O-size personnel and equipment entries. Portions of the interior floor were raised, the tracks were covered, and the roof was altered to allow better viewing of the interior. The big change was to create large open windows and totally open the side of the structure that would be seen by viewers.

Lighting is important in any factory. I chose to use Dallee RL-LED warm white #2379 lighting strips. These lighting strips can use either AC or DC power up to 25 volts. An intensity adjustment screw allows you to vary the amount of light to any level desired for your structure. All strips come with a plug-on two-pin

Wm. K. Walthers graciously provided this catalog photo of its original H0 Cornerstone Series Diesel Engine House, kit #933-2916.






This second photo provided by Walthers shows the original interior of the HO engine house. For my modification, I covered the track areas with wood walkways, which were placed slightly lower than the machinery floor areas.

connector. The strips are mounted to the structure with double-stick tape. This lighting provides perfect illumination for a factory and enhances the view through the windows.

Additional lighting and detailing included the creation of hanging lights using brass lampshades (#72-110-10) and 12-volt clear bulbs (#18-012-10) from Miniaturics Corporation (www.miniatronics.com).

An interior speaker and industrial sound module with manufacturing sounds from Innovative Train Technology Co. (www.ittproducts.com) are built into the structure.

I weathered the building with chalk and sprayed it with Dullcote in order to dirty it up a bit. The structure will be located on the edge of my modeled ghetto below Tower City. This structure will become the factory headquarters for the Middle Rail Company, whose motto is "Solve your two-rail operating problems by adding our Middle Rail." 



Here's a view of the final O gauge remodeled and weathered factory. The engine openings of the original HO structure have been changed into equipment and worker entries in the O gauge factory. The former HO scale doorways have been covered and are positioned behind soft drink and candy machines. The entire viewing side has been opened and has retractable windows. The roof structure has been altered and made retractable in order to view the detailed interior.



TOP LEFT: Part of the roof has been removed here to assist viewing the detailed factory interior. In this photo I've left the lighting system on the center roof beam exposed just for the photo. N gauge track was glued to the top of this beam to provide easy electrical hookup for all the interior lights. Dallee LED strips are applied to the bottom of the beams with double-stick tape. All electrical components are powered with a 12-volt AC source.

TOP RIGHT: In this photo the roof is in position but is partially retracted to show the building's interior to guests who would be standing near the edge of my layout.



ABOVE: Business is so brisk that a second shift has been added for this night view.

RIGHT: Here's a view through one of the three large side windows showing the Middle Rail Company employees busy making middle rails for all the O gauge track. This company has discovered how much better trains run with three rails as compared with two. Interior hanging lights are 12-volt bulbs, brass lampshades, and a short piece of plastic tubing. The number of lights in the photo is multiplied by reflections in the rear window material.



ENHANCE THE LIGHT AT THE END OF THE TUNNEL

Article and Photos by Eliot Scher

There is something mysterious and foreboding about a railroad tunnel. Although it is believed that it is inherently dangerous to walk on or near train tracks, there is something about rails disappearing into a tunnel that tends to draw us closer for a better look (Photo 1). Will a locomotive burst out of the tunnel belching smoke and steam? Will we hear it churning toward us with plenty of time to get out of the way? Would there be room for us if we dared to enter? We're drawn to the tunnel as if hypnotized.

The O gauge Munoz Central Lines has tunnels galore. On two long grades, one ascends up to Munoz, and the other descends into a double portal of darkness. Imagine being trackside and hearing a chuffing behemoth making its way toward the mouth of this dark portal. What is going to emerge from that tunnel?

I wanted viewers to peer into the tunnel and see nothing but blackness...well, almost nothing. When we look into a railroad tunnel, usually some light enters that illuminates the tunnel walls. I wondered how I could build those walls so viewers would experience the look of the real thing.

I have seen videos of master modelers who have built tunnel liners or used textured

walls to lead from the tunnel entrance to some interior point. I hoped that I could use my Mac to create an image of cut stone wall. The first step was to see if I could find on the Web an image of cut stone. On the Internet, there are quite a few free images available using Google to search for "cut stone wall." However, it is unlikely we'll find the exact size or scale image, let alone in the resolution needed to make it realistic.

Of course, there are alternatives for sale. High-resolution images are available

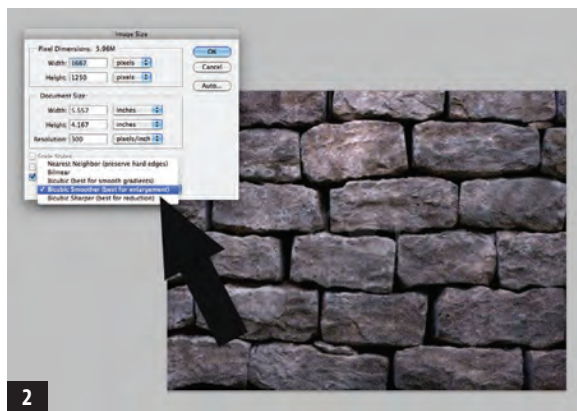
from photo sites as are textures on compact disks. Then there's also the old standby of purchasing textured cut stone walls from vendors who specialize in railroad scenery.

I decided to see if I could transform a relatively low-resolution image downloaded from my computer into something approximating a convincing tunnel wall. After all, it gets pretty dark in a tunnel, so perhaps I could make a free low-resolution image work satisfactorily.

I was able to find and download a 72 dpi



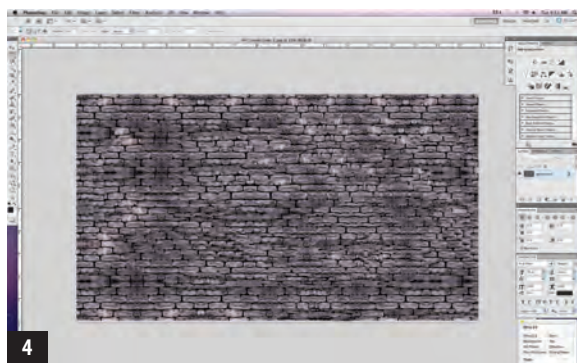
1



2



3



4



5

image of a cut stone wall on the Web and opened the image in Photoshop software. I first increased the resolution to 300 dpi using the “Image Size” window, changing the dpi from 72 to 300, and then clicking “Bi-Cubic Smoother” (Photo 2), which is the better choice for increasing the resolution of an image. You could accomplish the same thing with just about any image-editing application.

The next step was to copy the image to a new file with dimensions approximately the size of the paper I would be printing on. I used 13” x 19” matte presentation paper for my liner printed on a large format printer. You can use a smaller paper size as well. For example, my tunnel liner height was less than 10”.

I pasted the image of my cut stone wall onto the file and dragged it into the top left corner. I then flattened the image and pasted a second cut stone wall onto the same file. I chose “Free Transform” to manipulate the second pasted image by grabbing the top of the second pasted image (Photo 3) and inverting it vertically so that the top of this second paste mated with the bottom of the first paste. I then continued flattening the image file and pasting more images, inverting them either vertically or horizontally depending upon whether I was dropping them next to the previous cut stone wall or under it.

When my images filled the entire page (Photo 4), I detected mirror images of the cut stone wall pasted files. To correct that problem, I used the clone tool to randomize the stones. In Photoshop, you can change many of the clone options. I chose to use a small circle as my clone tool and changed both the “flow” and the “opacity” from “100%” to “50%.” Now I could work on the stones.

I placed the small oval clone tool as close to the division between pasted images as I could and began to remove any telltale lines that could be seen. Once I was satisfied that the seams were gone, I decided to do something about any obvious mirror images. A cut stone wall has lots of random sizes and colors.

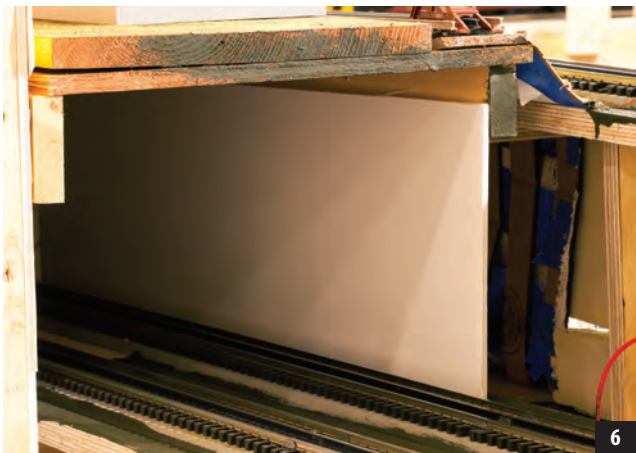
I increased the size of the clone tool and decreased the flow and opacity for personal taste. I chose an area of the image that was different from my target area by clicking the “Option” key on the Mac and slowly moved the cursor over the areas that appeared to be mirror images. Slowly, those pieces started to change and look more random.

I am comfortable getting hard-copy prints to look like what is on my computer screen. Colors can be changed dramatically using Photoshop, or you can simply increase or decrease brightness, contrast, or saturation if your printed image is not what you envisioned.

I fit a piece of 30” foam core into the unfinished tunnel opening (Photo 5) immediately behind the tunnel portal. The tunnel portal hid the end of the foam core, and since the tunnel was below eye level, the opening hid the top of the foam core.

After sizing and fitting the foam core into the tunnel (Photo 6), I sprayed adhesive on the foam. Photo 7 shows the tools I used. Be sure to work in a well ventilated area and wear a mask suitable for this purpose. Don’t spray on the print or you will have incredibly sticky fingers. I then placed the edge of the print on the foam core and used a hand-held roller for flattening images on backer boards, called a brayer and available at art supply stores, until I was sure the image had adhered properly and there were no air bubbles. Because my print was 19” long and the foam core was 30” long, I added a second print. I carefully mated it to the edge of the first print and mounted it. I finished the foam core liner by cutting off the excess with a hobby knife.

Prior to mounting, I placed my cut stone liner into the tunnel and leaned it against the riser (Photo 8). I wanted to see how it looked with the tunnel portal in place. I was happy with the result, so it was time to install it permanently.



6




7



8

I glued the foam core against one of the risers inside the tunnel and also drove a small sheet rock screw into the foam core above the point where it would be visible to viewers. Now I could move on to mounting the tunnel portal and doing some scenery work.

I had chosen an image file on the Internet that matched my cut stone tunnel portal pretty closely. The color and the texture of the portal was what I was looking for. I installed the portal, painted the roadbed, glued down rocks and shrubbery, and then added ballast. I now had my mysterious and foreboding tunnel. As an added surprise, the sound of my steamers now reverberate inside the tunnel more than ever before, and I like to watch these beasts blast out of the tunnel and past the rail fans (Photo 9).

The timeless image of a father and son standing by a tunnel entrance was the final touch. It reminded me of those times when my father took me down to Penn Station back when my love of trains was born. 



9



An MTH Newark Public Service PCC serves the layout's downtown with selected passenger stops.

Remembering Good Days in Scranton

Article by Ron Zweig Photos by Walter Windish

My interest in railroads results from my growing up in Scranton, Pennsylvania, at the height of the steam era. Known as the “Anthracite Capital of the World,” Scranton was served by five railroads including the Delaware Lackawanna & Western, New York Ontario & Western, Delaware & Hudson,

Central Railroad of New Jersey, and Erie. Although transportation of coal was the major activity, all of these systems also offered passenger service.

By a quirk of fate, I lived on Railroad Avenue. I presume it was so named because it was bounded by three railroads: the

Lackawanna, D&H, and Erie. All three lines could be viewed from our upstairs windows, and I spent a lot of time watching steam engines belch smoke and roar by. I also enjoyed a period of hopping rides on coal cars as they headed to and from the colliery. One unforgettable day, an engineer

invited me to ride in the cab, and a fireman taught me the correct technique of feeding the firebox.

I was also fascinated by trolley cars. Scranton was the site of the first commercially operated streetcar system in the country. It was also home to the Lackawanna and Wyoming Valley Railroad. Commonly known as the Laurel Line, this 17-mile, high-speed interurban transit line ran between Scranton and Wilkes-Barre with stops at two large amusement parks.

My parents moved to the small town of Jessup, eight miles north of Scranton, during my high school years. I commuted from Jessup to Scranton High School on the D&H. The ride was in old wooden cars, and I had to dust the coal soot from my clothes when I disembarked. Those recollections are fond memories for me and become more cherished as the years go by.

My desire was to relive the memories of those years by creating a model of the ideal Scranton of the 1950s. The opportunity arrived in 1986. Our children had left the nest, and we were ready to downsize to a smaller home. My wife, Marcia, and I



That passing 4-6-4 Hudson doesn't appear to evoke so much as a glance from the men playing checkers or those napping.

found a house for sale that, amazingly, contained the beginning of an O scale layout. The owner had constructed a 15' x 30' layout platform on a foundation of 2 x 4s. An upper level was modeled after the

Pennsylvania Railroad station in Newark, New Jersey, using bricks cut from actual brick facing, complete with keystone arches. The homeowner was moving out of state and was delighted to sell his house to

Eight circus cars, built by David Reichard, occupy the siding where a multitude of circus animals are being unloaded.





Here's about as close an overall view of the layout as can be achieved.

The catenary system on the upper level of my layout is fully functional.



someone who intended to continue the project. Marcia was also relieved to find a house she liked and, as a bonus, a project to keep her husband busy in his retirement years.

Overview

The layout was originally 12' x 24' in overall size, and I added an L-shaped extension to it. It's a walk-around layout located in an 18' x 34' x 36' room with independent heating and air conditioning and is built with 2x4s, plywood, and Homasote. The benchwork is enclosed with drywall covered in wainscoting, which gives it a finished cabinet look. Four doors provide access to the area under the table.

There are five main lines, three on the main level and two on the upper level, all using minimum O72 super-elevated curves. The layout has approximately 600' of track and 30 GarGraves switches operated by Tortoise machines mounted under the table. The track plan is designed to allow trains to interconnect with each line and to travel between the two levels. The main level also includes a reversing loop. Several sidings are included to access various industries and a four-track storage yard.

Overhead lighting is provided by a series of 49 rheostat-controlled stage lights in white, red, yellow, and blue, providing a myriad of scenic moods. These can be operated manually or by a light timer that produces effects from sunrise to sunset on



The five-stall Korber roundhouse is serviced by a 105' Diamond Scale indexed turntable that accesses 10 tracks.

a preset basis. The effect is surprisingly realistic. All houses, factories, stores, and train stations are internally and externally lighted. Many with individually lighted rooms are controlled by micro switches to activate them intermittently. Lighted neon signs by Miller Engineering are positioned on several buildings. All streets are lighted with LifeLike street lamps, and the intersections have operating traffic lights.

Scenery

My favorite activity is the design and construction of scenery. The mountains,

trees, streets, houses, industries, and lakes create the proper atmosphere for the entire project. The result of a strictly enforced zoning code produced a community of distinct residential, business, and industrial areas. An efficient road system features traffic-light-controlled intersections. An electric generation plant and a power substation are included.

The layout also features a movie theater, park, playground with operating rides, lake, amusement park, and traveling circus. There is no graffiti on the buildings, no potholes in the streets, and no cracks in the sidewalks. It is the kind of environment you might want to visit and live in. The dual mainline upper level has four bridges, keystone arches, and tunnels lined with brick. The design was inspired by the access lines to the Pennsylvania Railroad station in Newark.

Functional Catenary

On the upper level, a functioning catenary system modeled after the Pennsy mainline system was designed and built with the help of Bob Lavezzi. The towers were made from 1/4" square brass spaced about 30" apart on straight runs and closer on curves. Each line is 80' long. The primary wire is beryllium wire and runs the entire length in one continuous piece. The system was constructed on-site and involved many hours of delicate soldering. The result was rewarding, and I now have an electric overhead system that performs extraordinarily well.



This house on fire has flickering orange lights, real water using a small aquarium pump, smoke from a fog machine, and the sounds of a crackling fire.



A three-ring circus scene, created by Al Gommelko, has an operating trapeze act.

My layout takes on a whole new look as the lighting shifts to night. The downtown area contains all the essentials, including a bank, hotel, church, restaurant, food stores, barber shop, dental office, and miscellaneous stores typical of a small city.



I run an MTH Bi-Polar passenger set, Lionel Lackawanna commuter cars, and some Lionel GG1 engines under the catenary. All have been modified to run from the overhead wire. Modification is relatively straightforward by disconnecting the roller pickup power feeds and connecting the feed to the pantograph. Because the pantographs often did not exert enough pressure on the catenary power wire, I installed stronger springs.

New York City Subway

In 1998 MTH introduced a New York City subway set. As a frequent rider on the New York City subway, I knew this was going to be a high-priority addition to my layout. I visited the New York City Subway Museum where I gathered ideas on how to replicate a subway station.

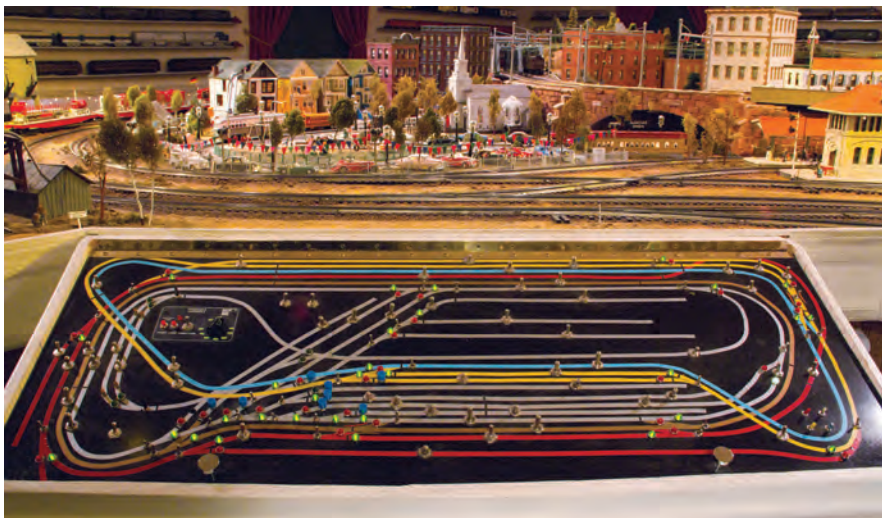
Of course, the subway line had to be below ground level. This presented a problem because conditions did not allow for continuous ovals of track—I was limited to a straight run of 30'. I designed a plan for two parallel lines with a station in the center. Using Dallee Electronics components and two Lionel ZW transformers, I was able to program both lines to arrive, stop, make station announcements, and depart the station at preselected intervals. Through the use of smoked Plexiglas and black cloth, the cars appear to disappear on their way to the next stop.

The subway station is a replica of the busy 42nd Street station. It includes an escalator made from bicycle chain and powered by two mini motors. The effect is continuous passenger travel down to the station and up to street level. The station is brightly lit using LED lighting strips attached to the station ceiling.

Action Everywhere

The trains on my layout produce action because they move, smoke, whistle, ring bells, squeal their brakes, and make station announcements. Operating accessories dating back many years have also provided action via unloading milk cars, culvert loaders and unloaders, coal elevators, water towers, forklifts, coal ramps, and others. All of these provide 3-rail nostalgia. I decided to install even more action devices and scenes. My layout had to have an abundance of action.

An amusement park with five operating rides made by Ed Jones is circled by an



The control panel has a schematic of the layout with red and green lights, which indicate switch positions.



As in real life, the subway line runs beneath street level.



The subway station bustles with activity. It includes a continuously operating escalator made from a bicycle chain and powered by two mini motors.

operating Z scale ride. In the residential area, a house on fire is being battled by the local fire department. In the playground, children are on swings, teeter-totters, and a revolving ride. Other operating features include a functioning backhoe designed by Al Gommelko, a man moving furniture, a boy flying a model airplane, a garage door opening and closing, and a crane lifting bridge beams. There's also a man operating an air hammer at a road construction site, two men sawing logs, a florist watering plants in a greenhouse, and a child on a rocking horse ride.

A personal favorite is a miniature Santa Fe Alco passenger set that runs in the hobby store window. My friend Lee Berman constructed the set from a small novelty key chain. It is powered by a small motor concealed under the store.

Motion Detectors

The latest addition to the layout is a series of International Train Technology sound modules activated by motion. In the real world, motion detectors are used to



This flaming volcano, a sure point of attention, was made using an orange light, some white silk, and a small blower.

open doors automatically in stores or to detect intrusion and trigger an alarm in a house or commercial building. I installed six of these in hidden locations around the layout. When a visitor reaches the site, the detector activates a sound module that

transmits sound to a hidden speaker at that location. The sound module plays for about 40 seconds. These effects are as follows:

- Calliope music at the amusement park
- Circus music for the big top



The Central Railroad station is serviced by tracks on two levels.



The placement of figures, vehicles, parks, and amusement areas establish the tone of my layout. After a career as a city manager and local government adviser, I wanted to use that experience to create the ideal city.

Accessories such as the Lionel culvert loader and culvert unloader are among the many action-packed operating attractions on my layout.

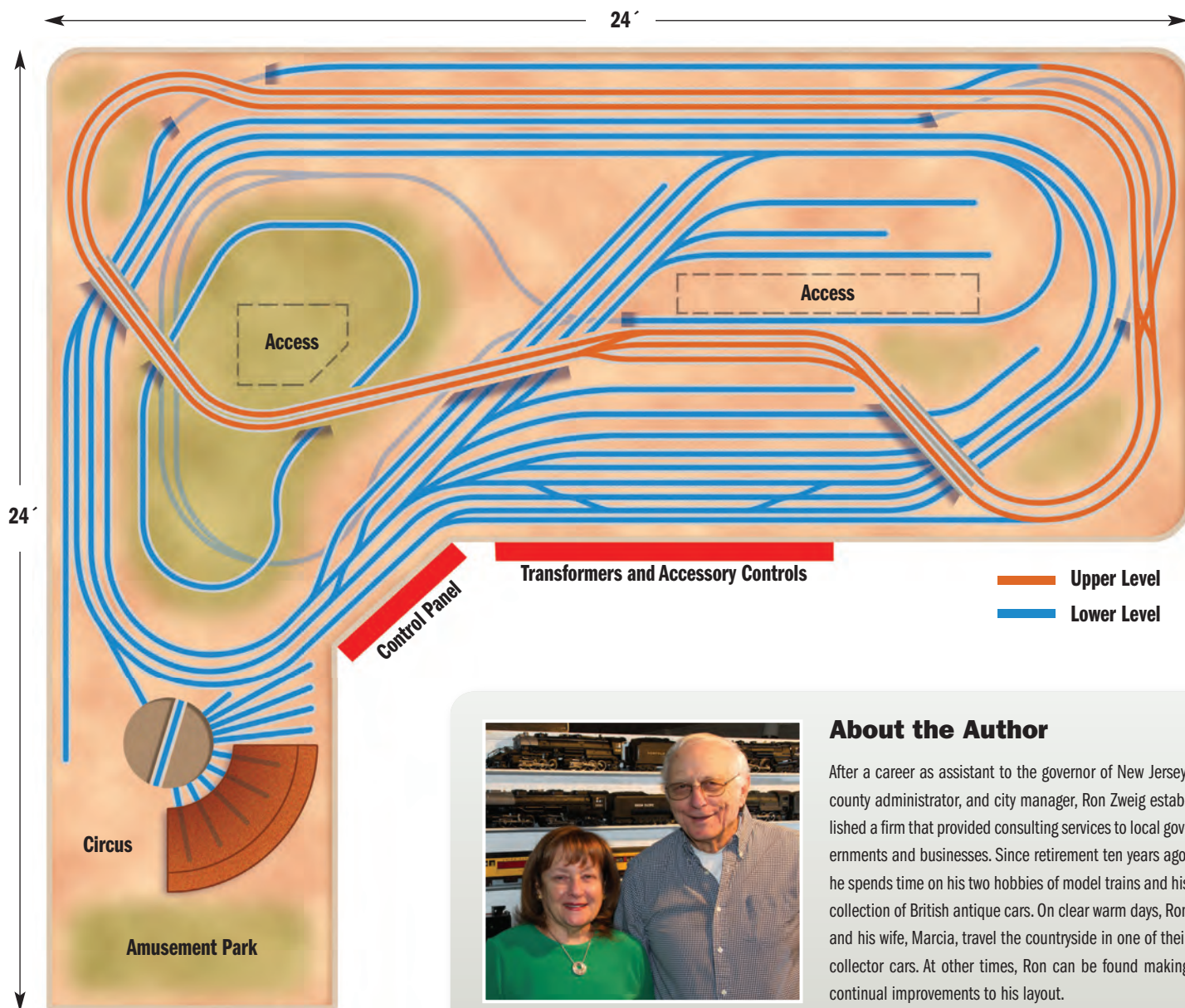


- Birds chirping in the forest
- Hobos singing around the campfire
- Children laughing while swimming in the lake
- Wedding music at the church

The system operates very well in a walk-around layout setting, especially when conducting a tour of the layout. I wanted to create a layout that would evoke memories and smiles, and I like to think that I have accomplished that goal. 🎯

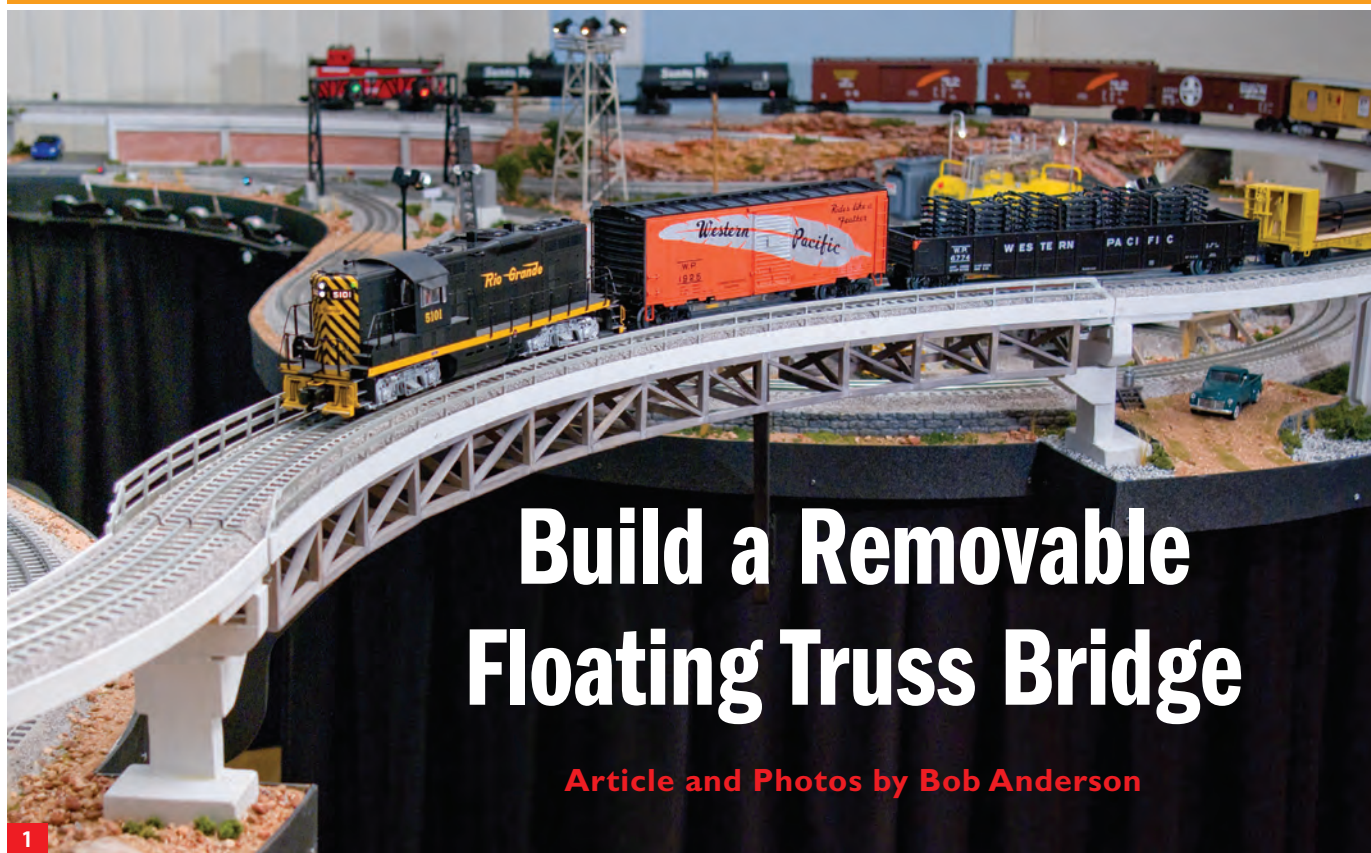


Vehicles have working headlights and tail lamps, and some even have flashing turn signals.



About the Author

After a career as assistant to the governor of New Jersey, county administrator, and city manager, Ron Zweig established a firm that provided consulting services to local governments and businesses. Since retirement ten years ago, he spends time on his two hobbies of model trains and his collection of British antique cars. On clear warm days, Ron and his wife, Marcia, travel the countryside in one of their collector cars. At other times, Ron can be found making continual improvements to his layout.



Build a Removable Floating Truss Bridge

Article and Photos by Bob Anderson

I decided to construct an upper-level track around the edge of my evolving 10' x 12' layout. This required spanning a space measuring more than 3' between the two separate islands of my folded dogbone layout (Photo 1).

This presented three problems. First, the gap was to be spanned by three O72 full-curve Lionel FasTrack sections that are 3'6" of track. Second, the span needed to be easily removable because the main controls for my layout are inside the loop formed by the new upper level. Third, because the spanning bridge is curved, there are strong torsional forces on its endpoints as a train passes across.

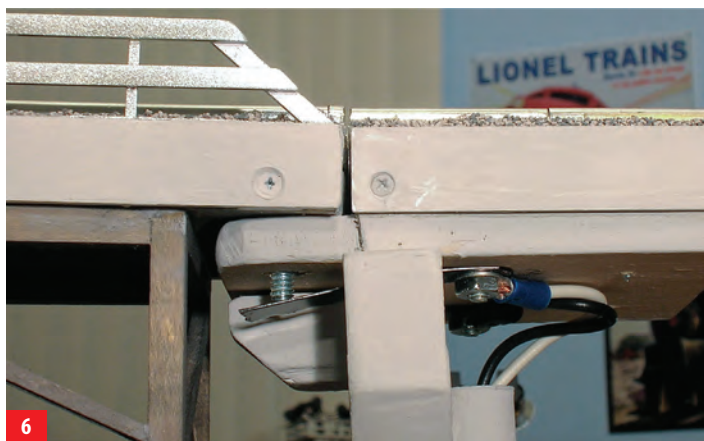
The solution required a number of components. To begin, I created a truss bridge with 1/4" bass wood glued under 3/8" plywood that is supporting the track. This removable truss included two 8/32 x 1" machine screws affixed as shown in Photo 2.

Next, I created a tongue of 3/8" plywood extending an inch beyond the fixed track (Photo 3) with two holes just larger than the 8/32 machine screws in the removable truss.

Underneath the holes in each plywood tongue, I placed two metal straps, which are actually 2" lengths of an old hacksaw blade, sanded so the raw metal showed. The machine screws on the truss structure engaged the flexed straps as the truss was pushed down. These straps provided power connections on each end to the removable span. I found the hacksaw blade had just the right stiff yet flexible qualities to act as a power contact.

To handle the torsion forces, I fashioned two supports from 3/8" plywood and attached them with hinges to the underside of the two tables. When I painted them matte black, the supports disappeared against the black curtain beneath the train table (Photos 4 and 5). I considered these butterfly wing style of supports to be good insurance against the bending and twisting






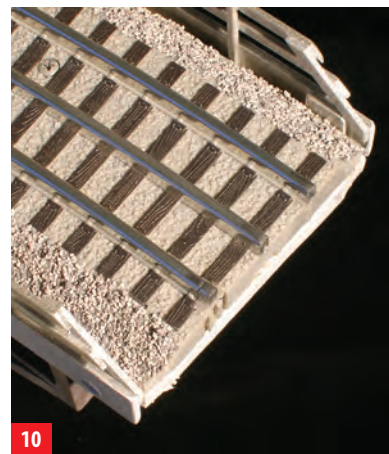
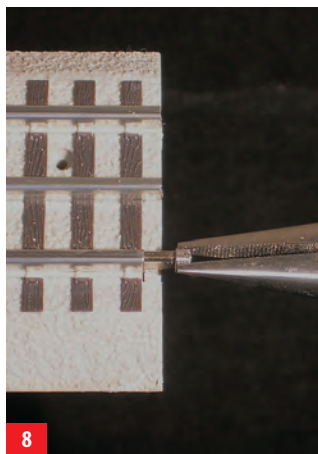
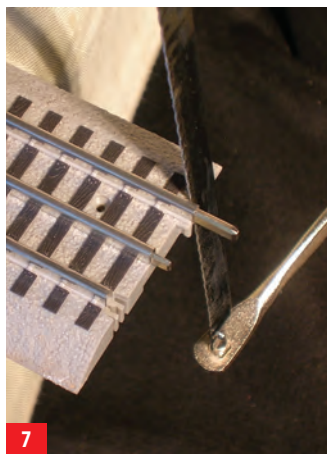
acting on the structure. After completing the bridge, I found that they were necessary to support the span. Because the supports were hinged, they could be swung out of the way when the span was not in place.

I then added a railing, created from strip styrene and spray-painted metallic gray, to the removable section. Then I stained the wooden truss structure with diluted India ink.

To hold the section in place, as shown in Photo 6, I put small alligator clips (not shown) on the 8/32 machine screws just underneath the plywood tongues. These screws push down tightly against the electrical contacts, which are the flexed hacksaw blades. I could have used nuts for more permanent yet removable fasteners.

Rails on Lionel FasTrack sections have different lengths at their ends. Where the rail ends meet (both fixed and removable), I used a fine hacksaw blade to cut off the extended rail and pin (Photo 7). I reversed the short piece of rail I just cut off, stuck its pin into the end of the shorter rail as shown in Photo 8, and glued it. The three rails were now equal length, as shown in Photo 9. I used a motor tool to bevel the ends of the bridge slightly to remove any remaining interference between the fixed and removable track sections when the span is in place (Photo 10).

My curved bridge is solid enough to support any of my trains and can also be removed in seconds. The final result is a curved bridge that appears to be floating in space over a bottomless canyon. 



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Lionel's Standard Gauge Commodore Vanderbilt Set A Large Part of a Brief Revival



In 2002 Lionel LLC cataloged two Standard Gauge passenger sets. This was the first time a Lionel company had listed Standard Gauge tinplate trains since 1938. The flashier of the two sets was No. 6-13004 Hiawatha Passenger Set, consisting of a

streamlined 4-6-4 Hudson steamer and four colorfully decorated streamlined cars that stretched for almost 12' along the rails. MSRP for the Hiawatha set was \$2,199.95. The next newcomer was more soberly dressed in the dark gray of the New

York Central. The 6-13008 set was headed by a truly massive New York Central Commodore Vanderbilt Hudson 4-6-4 steam locomotive and tender (Photo 1) pulling three heavyweight passenger cars that took up almost 8' of Standard Gauge 3-rail track. The suggested retail price for the Commodore Vanderbilt set was \$1,799.95.

A Massive Machine

In terms of size, weight, and visual impact, the Commodore Vanderbilt locomotive is the standout piece of the set. The die-cast body and running gear alone, without the tender, weighs 17.6 lbs and is 19-5/8" long, which means if you lift it on a regular basis for a few months, it can significantly enhance your upper body strength. Who needs barbells when you have a Lionel Standard Gauge Commodore Vanderbilt? The weight and heft of the engine also tacitly emphasizes that this is not a toy train for children.

The smoothly streamlined, dark gray painted shell is accented by silver striping on the bottom of the skirting and also on the edge of the walkway and the cab





(Photo 2). The Commodore Vanderbilt lettering on the side is a matching shade of subdued silver. The expanse of the sloping nose houses an illuminated headlight and is accented with a blue New York Central oval. The cab interior features some cast-in piping and a glowing firebox (Photo 3). The only other adornments on the streamlined exterior are separately applied handrails and a small gold-colored bell and whistle recessed into the body. The six-wheel drivers are a first for Lionel Standard Gauge steamers (Photo 4), and the blind center drivers allow the big locomotive to negotiate Lionel Standard Gauge curves.

Inside, the locomotive is powered by two Pittman motors with flywheels and is equipped with modern electronics including TrainMaster Command Control, RailSounds, and a fan-driven smoke unit. The electronic controls and speaker for the sound are located under the cab above the four-wheel trailing truck.

The sheet-metal tender adds 4.2 lbs and 13-5/8" in length to the steamer

(Photo 5). The tender has lots of rivets on its squared-off sides, and the large gray painted area is relieved by a pin stripe on its flanks. The tender rides on a pair of black six-wheel trucks. The only decoration on the back of the tender is a silver metal ladder with a latch coupler in the rear, but no electronics inside, so the backup light is a dummy (Photo 6).

Together, the Commodore Vanderbilt engine and tender weigh over 21 lbs and are almost 3' long when connected, which makes an impressive sight.

The Heavyweight Cars

All three heavyweight passenger cars that make up the consist are painted Pullman green with black roofs. The paint is semi-flat with a slight sheen, just like the dark gray of the engine. Each car is lettered for the New York Central, and both the numbers and lettering are gold. The cars weigh approximately 5 lbs each and are

about 19-1/2" long. They ride on black four-wheel trucks with stamped details, but no other embellishments (Photo 7).

In addition to the operating sprung passenger doors on all three cars, the 219 combination car has opening and closing baggage doors (Photo 8). All three cars have Lionel's familiar latch-type couplers. The easily removable roof allows access to a detailed interior that has facing chairs with tables between them, a separately painted baggage area in front, and two restrooms in the rear (Photo 9). The heavyweight coach is numbered 1007, and its interior has a restroom at each end with frosted windows for privacy (Photo 10). The detailed underside is the same for each car (Photo 11). The Commodore Vanderbilt 745 observation car boasts four interior lights, including one for the illuminated drum head (Photo 12). The observation car has the same pale green floor and brown plastic chairs as the other cars, but this interior view also reveals that each restroom has a commode with a mov-



able lid—perhaps a level of traditional prewar detail not totally needed in today’s Standard Gauge designs. Nevertheless, the open-air platform of the 745 provides a handsome setting for the end of the train.

There were only three different cars made for the set, and no separate sale cars were produced.

Packaging

The 6-13008 Lionel Standard Gauge Tinplate Commodore Vanderbilt Passenger Set comes in one very large and very heavy decorated black box that is almost 28” long, 19” wide, and 17” high (Photo 13). There are no individual component boxes inside, but the contents are well protected by three layers of custom-formed foam and other packaging materials. The classy black of the box makes a perfect background for the blue New York Central oval. The Korean origin of the set is plainly printed on the box. Given the short revival of Standard Gauge trains at Lionel, the slogan above and below the Lionel logo is ironic: “Standard Gauge... Standard of the World.”

Impressions

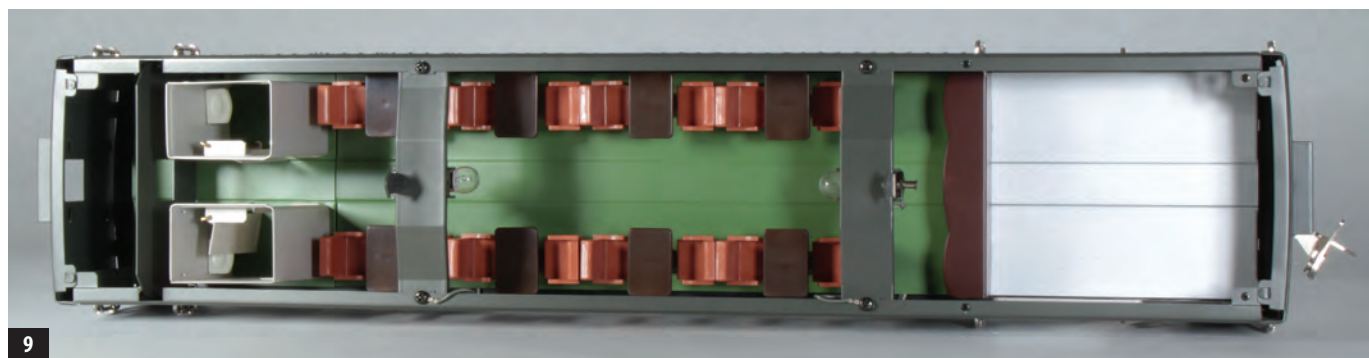
My initial impression of the set concentrated on the Commodore Vanderbilt locomotive. The engine conveyed the cold, brutish machine masiveness of the real steamer in a way that a smaller O size electric train could not. There was nothing cute about this dull gray-painted monster; it



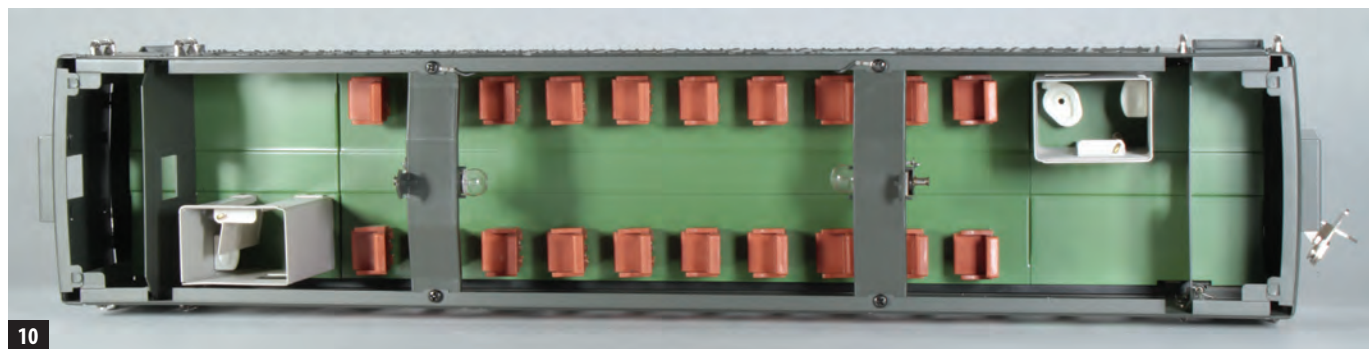
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10



mimicked the sense of awe that a full size 4-6-4 Hudson generated. I could respect the Korean builder's achievement in bigness, but I could never feel affection for it.

Also noticeable was the lack of detail in a locomotive that was so large a part of such an expensive set. The designers apparently wanted to make the Commodore Vanderbilt more realistic than prewar offerings, but still stay true to its Standard Gauge tinplate origins. The result was that most higher-end O scale-proportioned 3-rail steam locos in 2002 easily had a higher level of detail and were equipped

with the same type of electronics. On the toy train end of the Standard Gauge spectrum, the Commodore Vanderbilt lacked the bright work that made tinplate toy trains so attractive. As you can see in Photo 14, the O gauge Commodore Vanderbilt 264E 2-4-2 steamer and 265T tender from the 2008 Lionel Prewar Celebration Series Red Comet set had a lot more bright metal details than its older, much larger Standard Gauge cousin.

Each of the three heavyweight cars were similarly affected in terms of design priorities. The realistic dull paint with a

slight sheen made them less attractive as toys. Pullman green and black are difficult colors to make bright and beautiful in the tinplate context, but using shiny paint might have helped. Also, some bright work on the trucks and on other places on the bodies would have livened up the look of the consist. The lighted drum head on the observation car was a nice touch, and the interiors in all three cars certainly matched the level of detail found in the best prewar Lionel Standard Gauge tinplate sets.

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Failure in the Tinplate Marketplace

In late 2001 and 2002, Lionel faced an entrenched competitor in the tinplate marketplace with a long history of making high-quality replicas of prewar Lionel, American Flyer, and Ives originated tinplate trains. The MTH Tinplate Traditions line offered a variety of Standard Gauge and O gauge tinplate sets, individual cars, accessories, and track. Most of the Tinplate Traditions locomotives were also available with either original-style open-frame motors or can motors with contemporary Proto2 electronics. The recent acquisition of the fabled Ives nameplate by MTH made a challenging situation even tougher from the Lionel perspective, especially since Lionel let the Ives name slip away.

In order to successfully reenter the tinplate market it had pioneered decades ago, Lionel marketers and management decided the company needed to offer Standard Gauge tinplate trains to the buying public that were perceived to be different and superior to the original prewar designs sold by competitors. Lionel went

in with several advantages in this endeavor. First and foremost was the Lionel name, which only they could legitimately use in 2002. Lionel marketers believed that putting the Lionel name on the new products

would give them instant credibility and acceptance among the faithful who were into tinplate. Younger Lionel customers who were attracted to the new trains might also be interested. Second, using six-wheel



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drivers for the two streamlined steam engines allowed the die-cast bodies of Milwaukee Road Hiawatha and Commodore Vanderbilt Hudsons to be longer, sleeker, and more realistic than four-wheel Standard Gauge engines while still using traditional sheet-metal building techniques for passenger cars and tenders that were in keeping with the look of earlier Standard Gauge trains. Third, putting up-to-date electronics and sound into the locomotives helped demonstrate that they were contemporary designs and not rehashes from the past.

What happened in the marketplace did not make Lionel happy. It is my understanding that Lionel had seven or eight hundred of the Standard Gauge tinplate Commodore Vanderbilt sets manufactured in Korea, along with a like number of the more expensive and more elaborate Milwaukee Road Hiawatha sets. Whether

colorful or realistic, a similar fate befell each of them in the retail arena. About two thirds of the sets built were sold at more or less retail, and the other third were blown out at less than wholesale. What started out as a Standard Gauge comeback for Lionel became a one-year experiment that was judged unsuccessful.

A Possible Future

From the perspective of almost a decade, it may be that the Commodore Vanderbilt and Hiawatha sets were not failures but that simply too many of them were made to be absorbed by the marketplace of tinplate buyers existing at that

time. Now that the MTH Tinplate Traditions line has grown into the licensed Lionel Corporation Tinplate operation, there may be a broad enough customer base to absorb a set a year at the upper end of the Standard Gauge market, if the production runs are lower this time. The good news for any revival is that the original sets wore the Lionel brand, were designed from the ground up for modern electronics and motors, and employed a common six-wheel driver that could be used for other projects. The tooling already exists, which is an important financial consideration in a business environment where money is tight and when more MTH resources are devoted to expanding their HO and European O scale lines. The Lionel Corporation Tinplate product line has been around since 2009 and could probably use some freshening with new tooling. It seems it would not be that hard for Lionel and MTH to cut a deal on the use of the tooling along with the usual licensing fees for the Lionel name for these new products. This might be the basis for a win-win for both customers and the two firms. What the heck, it is worth a look!



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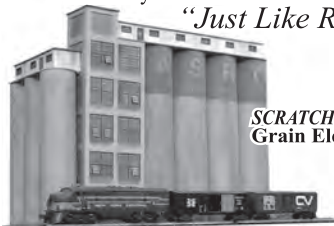
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Star of the Great Locomotive Chase

Railroads played a vital role in the Civil War that divided this nation from 1861 to 1865, and it's probably fair to assert that they were a major factor in determining the war's outcome. Of all the railroads, railroad equipment, and railroad men involved, there's little doubt that a diminutive locomotive named General (commonly referred to as The General) became the most enduring symbol of railroading's participation in that conflict.

As most school children are taught,

The General was the star character in a daring but ill-fated raid into southern territory by a 22-man team led by Union scout and spy James J. Andrews. The plan was for the raiders to commandeer a train and disrupt the Western & Atlantic Railroad (W&A RR) line between Atlanta and Chattanooga, thereby isolating the Tennessee city and opening it to seizure by Union forces.

The train the raiders found was a passenger consist stopped at Big Shanty (now

Kennesaw), Georgia, for refueling and to allow crew and passengers a breakfast and rest stop. That train was headed by The General. All went well at the start, but the plan didn't take into account the dedication and determination of W&A RR conductor William Allen Fuller who was determined not to allow his train to be stolen. William Allen Fuller, using several different rail conveyances, chased James J. Andrews and his men from Big Shanty to Ringgold, Georgia, a distance of some 80-plus miles. The General ran out of fuel there, and the raiding party scattered. All were subsequently captured, and James J. Andrews and seven others were hanged as spies. Several military members of the raiding party were the nation's first Medal of Honor recipients. James J. Andrews did not receive the medal because he was a civilian.

The General

Official Name	General (commonly referred to as The General)
Builder	Rogers, Ketchum & Grosvenor (Paterson, NJ)
Built Date	December 1855
Wheel Arrangement	4-4-0
Track Gauge	5' originally; regauged to 4' 8-1/2" in 1886
Driver Diameter	60"
Locomotive Weight	50,300 lbs
Original Owner	Western & Atlantic RR (No. 39; renumbered 3 in 1880)
Retired	1891
Current Owner	Southern Museum of Civil War and Locomotive History
Current Status	Static display



The General now resides at the Southern Museum of Civil War and Locomotive History in Kennesaw, about a 30-minute drive from downtown Atlanta. During a recent visit to the Atlanta area, Jim Barrett made a brief side trip to Kennesaw to check out this treasure of American railroading history. Here—appropriately presented as we commemorate the Civil War's Sesquicentennial—are a few of the photos Jim took, along with some basic facts about the locomotive.

—Allan Miller



The Sand House

Article and Photos by Frank Cozzi

Locomotives use sand for traction.

In the steam era, sand houses were often used to store and dry the sand for delivery to locomotives.

I wanted to add a sand house to the locomotive service facility on my layout. Because some of the available kits are fairly expensive, I thought it might be a good idea to explore some alternatives. When I realized that a sand house is basically just a house with sand (and always trying to save a buck if I can), I decided to make my own. The OGR Ameri-Towne #503 Trackside Shed makes a nice sand house. For the tower, I used the Lionel No.

6-14255 Sand Tower (Photo 1).

In a prototype sand house, “green” sand is first dried in a stove, and then compressed air is used to deliver it to the tower through piping. From there, it can be dispensed to a steam locomotive’s sand dome (Photo 2).

After assembling and painting the Ameri-Towne Trackside Shed, I constructed a chimney out of 3/16” plastic tubing and painted it black to suggest the stove that is used to dry the sand. I represented the sand house piping with 1/8” plastic tubing, which I made in three sections: two angled sections and one straight. I formed the appropriate angles in the tubing by carefully softening the tubes with the heat generated by a soldering iron and, once softened, bent them around a wooden dowel. Through trial and error, I got the two angles correct. Then I measured and cut a




straight piece to join the two angled pieces. I painted the tubing sections silver and assembled the three tubing sections using pieces of .063" brass rod and a drop of CA adhesive. To attach the piping to the tower, I drilled a .063" hole in the top of the tower and glued in a small piece of the .063" rod. I drilled a 1/8" hole in the top of the roof for the piping to enter the sand house.

A "sand release mechanism" was added to the tower's sand delivery spout by forming two brackets out of small bits of sheet styrene. I drilled holes in the brackets for a "release handle" made out of .020" brass rod and then drilled a 9/64" hole in each bracket and slipped them over the tower's sand delivery spout. I inserted the .020" brass rod through the holes in the brackets. A length of insulated wire served as the delivery tube.

I decided to make the sand bin open-ended with two walls. The walls were made by gluing lengths of .188 x .250 strip styrene together with some .125 x .188 posts added to the side. You can customize the length of the bin to suit your facility. I painted the sand bin brown and added some white and Earth color with a dry brush. A piece of extruded foam was

carved, brushed with white glue, and coated with Fine Buff Ballast to represent a sand pile (Photo 3).

This was a fun-to-do, low-cost way to add a sand house to my layout. Now my locomotives have a place to get sand so they won't slip on those steep hi-rail grades. 



Materials List

OGR Publishing, Inc.

Ameri-Towne Trackside Shed #503

Lionel

Sand Tower No. 6-14255

K&S Engineering

.020" Brass Rod, Stock No. 8159

.063" Brass Rod, Stock No. 8162

Plastruct

1/8" Tubing, Cat. No. TB-4

3/16" Tubing, Cat. No. TB-6

Evergreen Scale Models

.125 x .188 Strip Styrene, Item No. 188

.188 x .250 Strip Styrene, Item No. 399

Floquil Polly Scale Paint

Grimy Black, F414137

Roof Brown, F414275

Reefer White, F414113

ATSF Silver, F414143

Earth, F414311

Woodland Scenics

Fine Buff Ballast, B73 or B1373

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TUTA33M	33" Turntable with manually indexing motor	\$1299.95
<u>Automatic Indexing Turntable</u>		
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TUTA24A	24" Turntable with Automatic indexing motor	\$1549.95
TUTA27A	27" Turntable with Automatic indexing motor	\$1599.95
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Bricking the Easy Way

What we modelers have always needed has been a good and easy process to make the details stand out on our structures' brick walls. Injection-molded plastic walls for O gauge structures, such as the ones we sell in our Ameri-Towne line, have always had a nice advantage because the color of the brick has been molded right into the plastic. That made it relatively easy to simulate the appearance of brick mortar because when you wipe water-based acrylic paint over the wall, the paint gathers in the cracks for the mortar as well as on the face of the brick surfaces. With a little scrubbing and some paint thinner, you can wipe the excess white paint off the surface of the bricks, leaving the rest of it to show up as brick mortar in the cracks.

But a problem with this method is that only brick-colored raw plastic can be used to apply brick mortar using flat white paint. If you start with a painted brick-colored wall, when you apply the white acrylic paint for the mortar and wipe it off, most of the brick-colored paint wipes off

along with the white acrylic paint, leaving a mess. Since there is now a wonderful choice in painted, built structures, finding a product that will allow you to easily apply mortar lines without ruining the brick color paint becomes important.

I found something that will work perfectly. I give credit for this handy tip to our forum contributor Cheryl Watson, who does repairs and sales for Michigan Model

Train Center in Pinckney, Michigan. When I posed the dilemma to her while visiting the store, she said, "Oh, that's easy. Just use Roberts Brick Mortar."

I had never heard of this product. The store didn't have any on hand, so I looked them up online. Roberts Products Company is located in Milwaukee, Wisconsin, (www.robertsbrickmortar.com). Mr. Roberts was on vacation, but I got in touch with a train store in Minnesota that had a 4 oz jar of Roberts Brick Mortar, which sells for \$15.95. It is also available in a 1 oz jar for \$7.95, but I wanted the larger one for all the projects I plan to use it on.

The 4 oz jar is what you see in Photo 1 along with the only other material or tool needed to easily obtain perfect brick mortar the first time, and every time after that. Roberts Brick Mortar and a soft rag made out of something like an old bed sheet or T-shirt work great. Also, be aware that this product needs a lot of mixing.

One of the secrets to the success of this product is that it is water soluble. It is a



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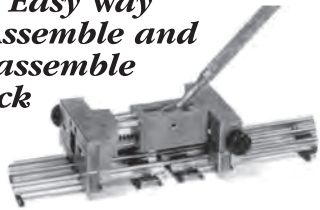
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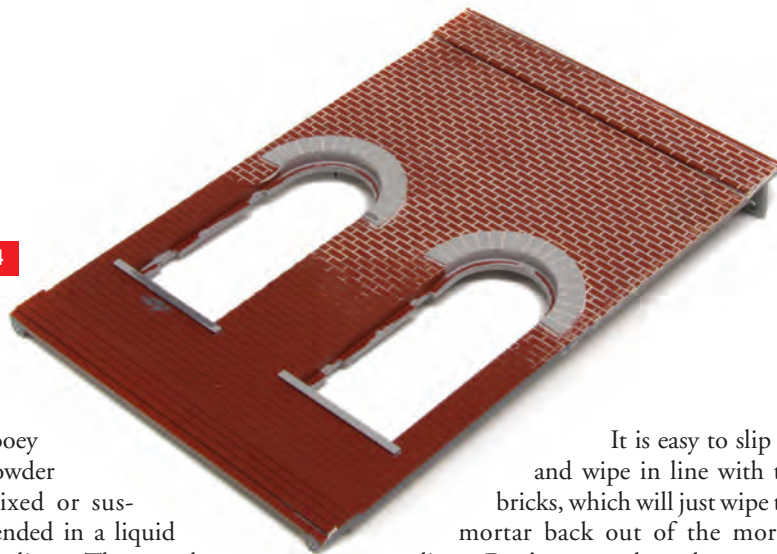
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gooey powder mixed or suspended in a liquid medium. The powder easily separates from the liquid, so it is very important to stir the mix frequently while applying, as shown in Photo 2. When you first use it, a lot of mixing and shaking is required to get the right consistency. If it appears thin and watery like paint, then it is not mixed well enough. I use a coffee stir stick to first get the congealed white powder thoroughly mixed up. Then I shake the jar very frequently between applications to keep it mixed. What it should look like is very thin pancake batter when it is mixed properly and well.

Take a small rag, dip it into the mix, and lightly apply it right onto the brick wall without worrying about the brick-colored paint that you are applying it over. Wipe it on diagonally across the mortar lines making sure that it gets into all the lines. I used a wiping motion that is about 45 degrees to the lines, allowing it to get deeply into all the mortar lines without wiping it back out.

It is easy to slip up and wipe in line with the bricks, which will just wipe the mortar back out of the mortar lines. Don't worry about how much gets on the bricks, just make sure that it does, indeed, get into the mortar lines well. Photo 3 shows what it will look like as you go.

As the product instructions say, wait until the solution dries to a hazy appearance. Then, using a lightly damp rag wrapped over your fingertip, simply wipe the white haze off of the brick paint, and you will see spectacular-looking brick mortar appear right before your eyes. Remember to again wipe diagonally across the brick surface so you don't remove the mortar from the lines. Using very light pressure, frequently change the position of the rag around on your fingertip to keep a fresh part of the rag doing the work.

With very little practice on a scrap piece of wall, you should be able to get results as shown in Photo 4. Since all real building walls don't have perfect mortar lines, you will quickly see how you can give any wall distinctive characteristics and an individual look by

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simply how much of the mortar you wipe away with the rag. You can get very distinct lines such as what you see in my examples, or you can obtain lighter and thinner mortar lines by just wiping a little more here and there. The important thing is to keep a fresh damp piece of cloth on your fingertip, and the mortar should come off easily without taking the brick-colored paint with it. And, if you remove too much mortar, it's still not a problem. All you need to do is reapply some more Roberts Brick Mortar—as much as you like—and repeat the process until you obtain the desired result.

The rag does not need to be very wet. I keep a wet sponge handy and push the rag into the sponge when I want to dampen it. Since this mortar compound is not permanently bonded to the plastic brick, when you get to the point where you are satisfied with the appearance, spray the model with Testors Dullcote, and the brick mortar will be sealed beneath the soft flat finish.

Photo 5 shows a project I'm currently working on. I am making an MTH engine shed into several stalls against the end wall of my layout room. I'll cover that project in a later issue. I snapped the window frames out of the



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wall, and then I applied the mortar over just the end panel of the building. In Photo 6, I cleaned the bricks off and snapped the window frames back in place. Without damaging any existing painted surface and without adding any new paint, you can see the dramatic difference in the photo between the front wall and the end wall.

Photo 7 shows another application on the MTH brewery. For something like

this, I disassembled the building, applied Roberts Brick Mortar on all the brick surfaces, and then wiped them down. Note that any painted surface, including pad-printed surfaces such as the signs painted on the building's brick walls, were not damaged after applying and wiping off the Roberts Brick Mortar. When finished, the reassembled building was sprayed with Testors Dullcote. Hmmm! I like it so well

I just might try the same treatment to the shingled roof. I think it would look like dust right at the edges of the shingles. Another nice thing about this product is that if you don't want a bright white appearance to your mortar (or shingle dust), it is very easy to wipe a stain over the finished mortar surface. The brick mortar will change color as it absorbs the stain, but the brick will not. When you are satisfied with the appearance, apply Testors Dullcote and seal in all your efforts.

I've also tried this treatment on unpainted, brick-colored plastic walls, such as those in our Ameri-Towne line. The results are equally dramatic. The beauty of this product is that if you change an item like the engine shed that already has painted surfaces, you can still add the brick mortar and make it any color without harming the finished wall.

After using this product for just a short time, I heartily endorse it. The results are spectacular, and it is easy to work with. I often tell modelers at my seminars that the real definition of an expert is somebody who has done absolutely everything wrong at least once. Then the expert gets to tell everyone the right way to do it. This stuff works so well that, thanks to Cheryl's tip, when it comes to brick mortar, we can all be experts now. 



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Do you have a technique or tool to protect the surface of the train base plate from scratching when removing the horseshoe washer from the Lionel trucks and similarly when lifting the tabs on all Marx accessories?

—Phil Coduti

Not really a tool, but more like some simple techniques combined with a couple of tools. To remove the horseshoe clip from the grooved post sticking through the flat metal plate on postwar Lionel rolling stock, I use a sheet of .010" acrylic made with a horseshoe shape cut into it that allows me to slip it under the metal horseshoe clip fastener. Once that is done, I turn it around so that the opening on the acrylic protector is turned the opposite way from the opening on the horseshoe clip. That protects the base from any scratching. Then I spread the horseshoe clip slightly by using a precision blade screwdriver. That technique prevents any scratching of the flat base beneath the horseshoe clip.

On Marx tabs, I first slip a piece of Scotch tape under the metal tab. Then I gently slide a precision flat-blade or chisel-type knife under the tab and slowly lift the tab up the minimum amount needed to get it to slip past the slot. The Scotch tape just ensures the blade does

not actually pry against the painted surface under the tab. —Jim

I have a question regarding wiring for our modular layout. We're using GarGraves track on modules 70" long. The total length of the largest loop is about 100'. We will be using both TMCC/Legacy (TPC 300s and 400s) and DCS.

Each segment of track will have a power drop to the bus. There will be a ground wire run beneath or in the roadbed of each track. The power drops will be 16-gauge wire, and the bus will be 14-gauge wire. It is possible that the number of modules will grow, but not to more than double the current plan.

What is the best possible wire to use? We are considering the wire available from OGR, but we are also considering single-conductor 14-gauge wire.

—John Gardberg

I would recommend the single-conductor wire approach. The wire supplied by OGR is two-conductor and jacketed. That's great for wiring layouts, but modules are easier to wire using single-conductor wire for each module. If you use our jacketed wire, you would then

need to strip the jacket off each length to be able to connect to the main bus wire in your designed system.

I see no reason why your proposed use of 14-gauge supply wire and 16-gauge drops won't be fine for your project. The one thing that I might suggest is that you also make an earth ground wire. An earth ground means any gauge wire that ultimately connects only to an earth ground, such as the round prong on a power plug or a pipe known to go to actual earth ground. Make this wire run on each module located between the two tracks on each module. That will straighten the wave pattern of the radio signal being emitted from the outside rails, eliminating the signal push or signal wash from one track over the other.

There is no mystery to combining both TMCC and DCS as long as you connect the MTH TIU to the Lionel Command Base using MTH's TMCC/DCS cables just for that purpose. The two systems coexist very well on the same track. Just be sure that you add the TMCC signal wire from the Command Base to the AC common after it has already passed through the TIU rather than before.

Also, make sure that the rails from any individual module do not physically connect or plug into rails from the next module using

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steel pins. Use insulating pins so the DCS signal being supplied to one module will not circle back and hit the signal being supplied from an adjacent module. That is the biggest cause of loss of digital signal to the track. —Jim

I have a Lionel No. 3656 Operating Cattle Car. Every bit of information I can find on the car tells me that I need a Lionel remote control track to make the car function. However, in this case, I cannot get the remote control track into the corral. The only way that I can get track into the corral is to use two straight sections and have the junction of the two in the middle of the corral. To me, it appears that Lionel made this corral with a functional electric contact in the corral, but I need to know how to make this car functional. I am using O gauge Lionel tubular track and don't think from the measurements that the slider on the freight truck will reach the Lionel installed contact built into the corral. Do you have any ideas on how I can make this corral and car functional on my layout?

—George McKinney

This operating accessory was designed originally to fit a standard piece of Lionel O27 track. That would allow the ground

blade (the green one) to make contact with one shoe of the car since it is part of the metal base touching the metal ties on the track. This in turn would allow AC common to get to the operating mechanism inside the car. The copper blade allowed AC+ to contact the other blade, which would then connect that AC+ to the operating mechanism inside the car.

You then passed AC+ from a constant voltage source on your transformer to a simple switch, such as a push button or maybe a slide switch, I believe. Using that method, the operating mechanism would only work when the car was in the exact right place.

All that was an extremely problematic way to ensure that the car would only operate when you had it correctly placed. So the doors would only open when it was perfectly lined up with the cattle chutes. If you want to install the corral on your layout, my suggestion would be to remove or bend down both blades and then use two Atlas O accessory slide shoe rails in conjunction with your own track and locate them in the approximate area to make the car work.

Attach one slide shoe rail to your AC+ power source, through an electrical switch of course, and attach the other either to the transformer's AC common source or to an adjacent outside rail. You can then line up the operating doors with the corral so cattle will be able to pass into the



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car. Pushing the switch will turn on the operating mechanism. —Jim

I read with interest in Run 250 the question about the gear problem with the Lionel Intermodal Crane. My grandson purchased an Intermodal Crane on eBay and had the same trouble with the gear splitting. I purchased several gears through North Lima Train Works (www.nltrainworks.com) about three years ago, and the gears are still shown on the website. The part number is 6SP2936080. Instead of the gear being in three pieces, the ones I purchased are molded in one piece. My grandson has been using the new piece for over two years without any problems. Replacing the gear wasn't all that hard either.

—Len Guggenberger

Thanks for that tip. —Jim

In Run 250, you referred to “shiny metal foil tape” that is “electrically conductive” in an answer to Ken Driscoll. However, the last paragraph of the answer warns against using this tape “where center rollers of engines travel.” I have Atlas 21st Century track and need a conductive material for 90-degree crossings so a Plymouth

switcher and a Porter locomotive can cross them without stopping. Do you have any suggestions?

In another issue, you wrote about adding magnets that were electrified at various places on a layout in order to uncouple cars. Your article referred to GarGraves track. Can Atlas or Lionel O27 track use this same method?

—Steve Barnard

What I told Ken was to not use the tape where center rail rollers will travel across tape that is connected to outside rails. That would result in a direct short. In your case, considering cross tracks, placing the tape in the middle of the crossing but not touching the wheel rails, even a small Plymouth or Porter locomotive with two rollers will travel smoothly through the intersection if you also attach a wire to or under the tape that connects to the center rail power.

In regard to your question about using the magnets placed for uncoupling —sure, you can use them on any track. In fact, if you have Atlas O track, there are little short track sections with a magnet already planted in it. My original comment, using the Lionel O27 uncoupling magnets that I scarf out of old O27 uncoupling tracks, was because they are already at the right height to use within the GarGraves track.

—Jim Barrett

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The Helper Engine

George Brown



MTH Proto-Sound 3.0 — A First Look

Here at the OGR Southwest Office, we were thrilled when the MTH model of the French ETAT Era Class 2-4-1A arrived with the Proto-Sound 3.0 electronics package. Finished in the road's postwar green and black livery, this highly detailed 1:43.5 scale locomotive shown in Photo 1 was exciting in its own right. Even though they are out of sight from normal viewing angles, the drive and valve gear rods for the low-pressure cylinders, which are located between the visible cylinder and the frame rails, are connected to the front axle crank and operate realistically. Of course, having the PS3 electronics onboard was the *pièce de résistance*.

Except for a broad stroke description of PS3 on the MTH website, minimal advertising or other information from MTH exists in the hobby magazines about PS3 in O gauge locomotives. So what does PS3 offer for the O gauge railroader?

For the 3-rail hobbyist, the biggest news is you have all the features of a PS2 locomotive, plus you no longer have to contend with a backup battery. It's gone, replaced by a pair of 2.7-volt, 5-farad supercapacitors wired in series. These supercapacitors begin charging immediately when track power comes up and store sufficient energy to run the PS3 system through its shutdown sequence following track power down. For those of you who

replaced the batteries in your original Proto-Sound and PS2 locomotives with aftermarket battery replacement supercapacitors, as I did, not having to deal with discharged batteries was...well...nice!

The only drawback to supercapacitors in PS3 is their charge time of up to 15 seconds at power up in conventional, transformer-controlled operation. During this time, the locomotive's headlight is on, but everything else including sound is inoperable. When the charge cycle completes, the headlight goes out, and the sounds start indicating the locomotive is ready to run. Other lights, such as the firebox glow on the 2-4-1A, also come on. Charge time for the capacitors varies by how long the locomotive has been powered off. Of course, charge time in command operation has no effect on the power-up and starting of the locomotive.

For the 2-rail O gauge operator who uses analog DC or even AC, again the only noticeable change between PS2 and PS3 is the supercapacitor charge time and audio-visual indications. All functions or limitations available in PS2 for the conventional AC or analog DC operator also exist with PS3.

The big feature for Proto-Sound 3.0 is for the 2-rail operator who uses Digital Command Control (DCC) equipment available from a number of suppliers. Each

PS3 locomotive has a factory-installed DCC receiver and also a decoder and speaker for sound. The Proto-Sound 3.0 system supports commands and configuration variables (CVs) defined by the National Model Railroad Association. In all, 28 user-programmable F-functions are available in PS3 locomotives, and they vary according to the type of locomotive: steam, diesel, or electric. The operator's manual that accompanied our evaluation 2-4-1A goes into considerable detail regarding DCC operation, F-functions, CVs, and programming.

A slide switch on each PS3 locomotive selects either DCS or DCC operation. On our ETAT 2-4-1A, this switch was underneath the tender floor. Of course, if the DCS-DCC switch is in the wrong position for the command control system in use on the layout, the locomotive won't work.

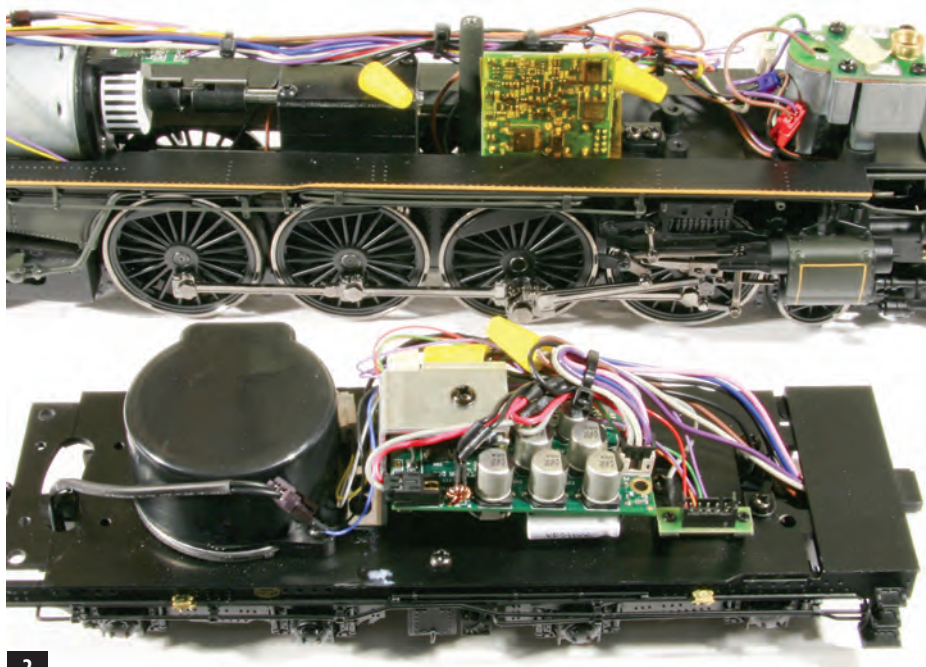
For those of you who are interested in technical details of PS3, the system employs two boards, which is unlike the PS2 system with its single board. Photos 2 and 3 respectively show the new PS3 electronics in our evaluation sample of the ETAT 2-4-1A tender and boiler and a PS2 board in a Santa Fe Hudson tender.

On our steam locomotive, the PS3 system's primary board rides in the tender. This board, called the tender board in this explanation, communicates over the rails with the DCS TIU or DCC controller, controls the locomotive, and generates the sounds. The tender board has the PS3 system's primary microprocessor, which is a TI Digital Signal Processor running at 20 MHz. Also on the tender board are the system's AC-DC rectifier, memory devices,

sound system, and transceiver for DCS or DCC communication. The memory devices store the locomotive's operating software and sound files. Also included on the tender board are the DCC decoder and pulse width modulation (PWM) light drivers with connections for up to seven LEDs. The 2-4-1A tender has only one LED for its directional backup light. All lights in PS3 locomotives are LEDs instead of incandescent bulbs, and PWM enables a wide spectrum of software-controlled intensity from these LEDs.

A secondary board inside the engine's boiler controls the motor, smoke unit, and lights on the engine. Called the boiler board, it has an Atmel ATXmega microcontroller with on-chip memory for its operating software. This microcontroller executes commands received from the system processor in the tender board, increase motor speed for example, and reports information back such as motor tach data for timing of the steam exhaust chuff sounds. On heavy steam engines with a large motor, like the 2-4-1A, the boiler board has motor driver devices rated for the large motor plus a relay for switching motor direction to forward or reverse. On light steamers with a smaller motor, such as the Premier 4-4-0 or RailKing 4-6-0, the boiler board uses lower-rated motor drivers with no relay. Both boiler boards have the same PWM light drivers as the tender board with connections for up to eight LEDs. The 2-4-1A engine has three LEDs: headlight, firebox glow, and cab light.

A bidirectional single-wire serial link carries command and data communications between the tender and boiler boards. This link is one of the six circuits in the wireless drawbar between the engine and tender. The other five circuits are 5 VDC and system ground that power the boiler board, rectified track voltage, and AC track power. Power pickup from the rails is on the engine with the drawbar carrying the AC track power to the tender and




2

the tender board.

With the distribution of PS3 control functions between the tender and boiler boards as well as power between the engine and tender, good electrical connections for all six circuits at both ends of the wireless drawbar are critical. If the connections for the 5 VDC, system ground, or serial link are open or even marginal, the locomotive powers up with a strange behavior that appears to be a mix of conventional and command operation. For example, on a steam locomotive such as our 2-4-1A, the sounds and smoke unit will start on their own as if in conventional operation while the coupler, whistle, bell, and backup light will work on command from the DCS remote controller. Additionally, the smoke unit's output cannot be changed. Any attempt to put the locomotive into motion will display the selected speed on the DCS remote, but the locomotive will not move. In this case, the engine is essentially dead because its boiler board is either not run-

ning or cannot communicate with the tender board. Completely seating the connections at both ends of the drawbar will likely clear the problem so the locomotive can perform properly. If this scenario sounds like I've seen it happen, your right—I have. The initial power-up after I unpacked the 2-4-1A failed just as I described. After a brief search for the cause of the failure, I found the connection between the front of the drawbar and the cable extending from under the cab was not fully seated—most likely during manufacture of our 2-4-1A. It was an easy fix of just pressing together the two halves of the connector.

I operate DCS locomotives exclusively in command mode except when testing them for conventional operation. But during my exploration of the conventional power-up cycle for PS3, waiting for the supercapacitors to charge was not a bother. Because I have neither the equipment nor the expertise to confirm operation of the 2-4-1A using DCC, I'll have to take it on

faith that MTH got it right. But in conventional AC or DCS operation on the 3-rail editorial Carpet Central Railroad, the French ETAT 2-4-1A with Proto-Sound 3.0 performed identically to my PS2 steamers plus those I've reviewed in the past—flawlessly. 

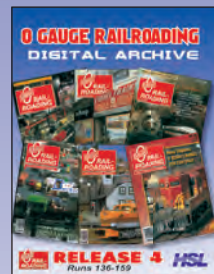
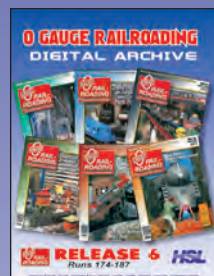


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Scheduled Meets

September 18, 2011

GREENVILLE, OH – All Trains Flea Market, Darke County Fairgrounds Coliseum, 800 S. State Rte. 49. 10a-3p, Adm: \$3, under 12 free. Info: Larry Zeller, 1215 Camaro Court, Piqua, OH 45356, (937) 773-7186, alltrains@att.net.

WHIPPANY, NJ – METCA Picnic and Mini Meet, Railway Museum, 2 Bank St. 11a-4p, Adm: free. Info: www.metca.org, (973) 361-0723, ernabuck39@verizon.net.

September 19, 2011

ST. LOUIS, MO – Boeing Employees RR Club Swap Meet, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd. Adm: \$3, under 12 free w/adult, tables \$15. Info: Wayne Schimmel, (636) 668-6313 (after 4pm CST), wmschimmel@gmail.com.

September 24, 2011

ROXANNA, DE – Toy & Train Show, Roxanna Firehouse. 10a-4p, Adm: \$5, 10 and under free. Info: Bill, (302) 537-5557.

PARMA, OH – Cuyahoga Valley S Gauge Assn. Train Show, UAW Hall, 5615 Chevrolet Blvd. 10a-3p, Adm: \$6, under 12 free. Info: (440) 526-9864, www.cvsaga.com.

September 24-25, 2011

MONROE, WI – Green County Model 33rd Annual Model Train Show & Swap Meet, Stateline Ice and Community Expo, 1632 4th Ave. W. Info: Kevin Johnson, (608) 325-9779, www.gcmrrinc.org.

September 25, 2011

WALLINGFORD, CT – Classic Shows, LLC Train & Toy Show, Zandri's Stillwood Inn, 1074 S. Colony Rd. 9a-2p, Adm: \$5, 12 and under free w/adult. Info: (203) 926-1327, www.ClassicShowsLLC.com.

PHILADELPHIA, PA – TCA Atlantic Div. Toy Train Meet, Plumbers Union Hall, 2791 Southampton Rd. 10a-1p, Adm: \$5, spouse and family free. Info: Bob Lubonski, 8 Pheasant Dr., Mt. Laurel, NJ 08054, (856) 608-9265.

October 1, 2011

SPRING, TX – TCA Gulf Coast Chapter Toy Train Show & Swap Meet, Cypress Creek Christian Community Center, 6823 Cypresswood Dr. 10a-3p, Adm: \$6, family \$10, under 12 free. Info: Carl Olson, (218) 277-7630, www.tca-gulfcoastchapter.com.

DELAND, FL – 38th Railfair, Volusia County Fairgrounds. 9a-4p, Adm: \$6, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, (703) 536-2954, www.gserr.com, rrshows@aol.com.

October 2, 2011

FARMINGTON, NY – Central Operating Lines Ltd. All Gauge Swap Meet, Bingo Hall, 1055 Portion Rd. 8:30a-2:30p, Adm: \$4, under 12 free w/adult. Info: Michael Iorio, 382 Hollbrook Rd., Ronkonkoma, NY 11779, (516) 314-6499.

BEREA, OH – NMRA 38th Annual All Gauge Model Train Show, Cuyahoga County Fairgrounds, 164 Eastland Rd. 10a-5p, Adm: \$7, under 16 free w/adult, special 2-day pass \$10. Info: Tom Beutler, (419) 231-1038, www.div4.org.

NEW HOPE, PA – Solebury Township Train Show & Sale, 46 N. Sagan Rd. 9a-2p, Adm: \$5, under 12 free w/adult. Info: John DeAngelis, (267) 926-9999, johndeangelis@comcast.net.

October 8-9, 2011

FORT WORTH, TX – Lockheed Martin Assn. 29th Annual RR Show, 3400 Bryant Irvin Rd. Sat. 10a-5p, Sun. 11a-4p, Adm: \$7, 10 and under free. Info: Robert Bray, (817) 713-6887 (cell 10a-10p CST), brayrlja@sbcglobal.net.

October 9, 2011

HAWLEY, PA – Hawley Fire Dept. Model Train Show & Sale, 17 Columbus Ave. 9a-3p, Adm: \$3, under 12 free w/adult. Info: Bill Dellling, (570) 226-3206.

GARFIELD, NJ – METCA Train Show, 490 Midland Ave. 9a-2p, Adm: \$5, children free. Info: www.metco.org, Bob Dobrowski, (973) 653-5975, el_railfan@yahoo.com.

ORANGE, CT – New Haven & Derby Model RR Club 19th Annual Train Show, High Plains Community Center, 525 Orange Center Rd. 9:30a-3:30p, Adm: \$5, 12-18 \$1, under 12 free w/adult. Info: (230) 874-2787, (230) 795-1020, www.newhaven-derbymodelrailroadclub.org.

October 10-12, 2011

YORK, PA – Billy Budd Model Train Meet, Days Inn Motel, 334 Arsenal Rd. Mon. 5p-9p, Tues. 8a-7p, and Wed. 8a-4p, Adm: free, tables \$30 per day or \$60 all three days. Info: Rich DeDufour, (609) 466-3933.

October 11, 2011

HIGHLAND, IN – Illana Train Club Open Meet (other dates November 8, December 13, January 10, 2012, February 14, March 13, and April 10). Arc Bridges, 9600 Kennedy Ave. 6:30p-8p, Adm: \$3, table \$4. Info: (219) 924-5534.

October 15, 2011

NEW LENOX, IL – Chicagoland Lionel RR Club Open House, 1311 Schoolhouse Rd. 9a-3p. Info: www.clcrtrains.com.

October 15-16, 2011

ABERFOYLE, ONTARIO – O Scale Club Open House (also runs October 22-23, October 29-30, and December 3-4), Quonset Hut at Southern Village Limits, 128 Brock Rd. 10a-4:30p, Adm: \$8, students and seniors \$6, children \$5. Info: Craig Webb, 257 Broadway Ave., Hamilton, ON L8S 2W7, (905) 527-5474.

October 22, 2011

NEW BRUNSWICK, NJ – Mass Transit & Trolley Modelers Convention, Rutgers Gymnasium, 130 College Ave. 9:30a-5p, Adm: \$20, spouse and children free. Info: (860) 620-9118, www.nycmodeltransit.org, transitmeet@yahoo.com.

October 23, 2011

NEW BERLIN, WI – Lionel RR Club Toy Trains All Gauge Swap Meet, Entertainment Center, 16000 W. Cleveland Ave. 8a-4p, Adm: \$4, under 13 free. Info: Art, (414) 764-5375.

KINGSTON, NY – Model Train & Railroad Hobby Show, Murphy Midtown Center, 467 Broadway. 10a-4p, Adm: \$6, under 12 \$1. Info: Nick, (845) 331-6828, kingstonmts@aol.com.

ALTOONA, PA – Alto Model Train Museum Assn. Train Show, Blair County Convention Center, 1 Convention Center Blvd. 9a-2p, Adm: \$4, under 12 free. Info: Ron Kennedy, (814) 696-9671, ronjane@atlanticbb.net or Greg Miller, (814) 695-3246, gmamflyer@verizon.net.

KINGSTON, NY – RR Clubs Annual Open House (open every Sat. and Sun. in November and first weekend in December). End of Susan St. off Pine Grove Ave. 12p-5p, Adm: \$6, under 12 \$2. Info: (845) 334-8233, or Tom Scrivani, (914) 388-3153, catman5308@yahoo.com.

GREEN BAY, WI – 2nd Annual First Freeze Train Show & Swap Meet, Riverside Ballroom, 1560 Main St. 9a-3p, tables \$15 (by Sept. 20). Info: Dennis Phillips, (920) 494-4919, gigd71107@yahoo.com, or Bob Leonowicz, (920) 465-7913, bob@rllines.com.

FAIRFIELD, CT – Station Stop 11 Train Show, Fairfield Warde High School, 755 Mellville Ave. 10a-4p, Adm: \$6, under 12 \$2. Info: Jack Ciarletto, (203) 374-1118, www.housatonicmr.org.

October 29, 2011

SUGARCREEK, OH – Old Eli's Train & Toy Show, Valley View Church, 2772 Simons Dr. 10a-4p, Adm: \$3, under 12 free, tables \$15. Info: Galen Eli Hoover, P.O. Box 45, Mt. Hope, OH 44660, (330) 763-1184.

October 29-30, 2011

RONKONKOMA, NY – Central Operating Lines Ltd. Open House, 90F Raynor Ave. 12p-5p, Adm: free. Info: Philip Gravenhorst, (631) 696-7560, (631) 737-4635, gravenhorst7@optimum.net.

TROY, NY – Greenberg's Train & Toy Show, Hudson Valley Community College, 80 Vandenburgh Ave. 10a-4p, Adm: \$7, under 12 free. Greenberg Shows, (630) 279-4087, staff@greenbergshows.com, www.greenbergshows.com.

TIMONIUM, MD – Great Scale Model Train Show, Maryland State Fairgrounds. 9a-4p, Adm: \$9, under 15 free, family \$18 (good both days). Info: Howard Zane, (410) 730-1036, hzanel@comcast.net, www.gsmts.com.

October 30, 2011

FARMINGTON HILLS, MI – The Redford Model RR Club Trainorama 2011, Costick Community Center, 28600 Eleven Mile Rd. 10a-4p, Adm: \$5, under 12 free w/adult. Info: Pierre Willermet, P.O. Box 40225, Redford, MI 48240, (313) 565-1027, pierre@hbc-benefitsandeducation.com.

FRANKLIN SQUARE, NY – RR Lines Train & Toy Show, Plattduetsche Park Restaurant, 1132 Hempstead Turnpike. 8a-1p, Adm: \$5, under 12 free w/adult. Info: John Koenig, (516) 486-6658, or Jerry Nappi, (516) 384-4566.

November 5, 2011

KIRTLAND, OH – 2-Rail O Scale Meet of the Western Reserve, Lakeland Community College, I-90 and State Rte. 306. 9a-2p, Adm: \$7, 12 and under free, tables \$37. 2-rail scale only. Info: Bob Frieden, 9695 Chillicothe Rd., Kirtland, OH 44094, (440) 256-8141.

KIRTLAND, OH – NMRA Div. 5 Model RR Promotional Day (classes on basics of model railroad-ing), Lakeland Community College, 7700 Clocktower Dr. Adm: free. Info: (440) 942-3039, www.mcr5.org, promoday@mcr5.org.

PONCHATOULA, LA – TCA Lone Star Division Fall Train Show, First Baptist Church Gymnasium, 325 E. Pine St. 9a-4p, Adm: \$6, \$9 family. Info: Pat Halpin, (210) 661-4238, pathalpin@aol.com.

COLUMBIA, MO – Central MO Chapter Ozark Div. TCA Show & Swap Meet, Knights of Columbus Hall, 2525 N. Stadium Blvd. 9a-10a TCA members, 10a-3p public, Adm: \$3, under 12 free. Info: Richard Malon, (573) 445-2446.

November 6, 2011

GAITHERSBURG, MD – 6th Annual Gaithersburg Model Train Show, Montgomery County Fairgrounds. 9a-4p, Adm: \$7, under 12 free. Info: Charles Miller, (703) 536-2954, rrshows@aol.com, www.gserr.com.

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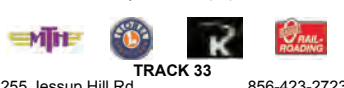
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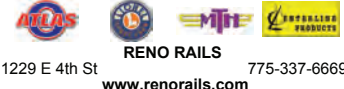
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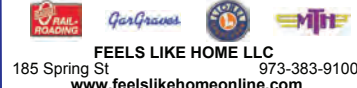
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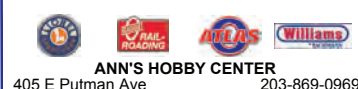
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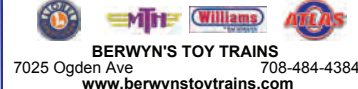
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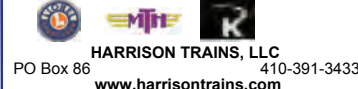
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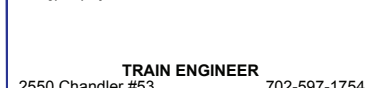
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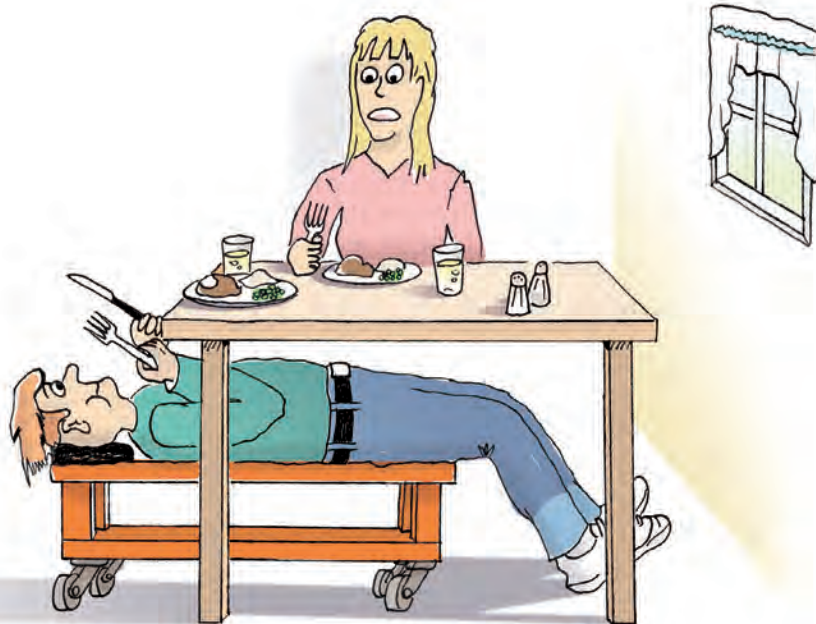
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AJ Trains39	Legacy Station2720
American Made Steel Bridges.....89	Lionel LLC.....8-9	Ready to Roll69
Atlas O LLC2	Ma & Pa Junction27	Ross Custom Switches3,82
B.T.S.75	Mega-Steam.....76	Roundhouse South77
Bart's Pneumatics Corp15	Mercer Junction Train Shoppe84	S & W Parts Supply.....84
Berwyn's Toy Trains.....25	Mianne/Foley Woodworking81	Scale Model Arts & Tech.75
Brennan's Model RR85	Micro-Mark.....17	Scenic Express12
Brummy's Landscaping17	Miller Engineering.....17	SceniKing25
C.T. McCormick Hardware.....85	Millhouse River.....77	Side Track Hobbies29
Caboose Industries.....84	Mizell Trains and Hobbies35	SMR Trains35
Catoctin Mountain Trains14	Model Building Services77	Stockyard Express27
Dallee Electronics17	Model Rail Scenes81	Sunset Models/3rd Rail100
Diecast Direct, Inc.16	Model Structures for Model Railroads	T-Tracker II84
Dixie Union Station.....8490	The Public Delivery Track90
Eaglewings Iron Craft85	Modern Toy Train Parts15	The Train Stop.....27
Ellhurst LLC25	MTH Electric Trains, Inc.91	Three R Plastics, Inc.14
Flexxbed/Hobby Innovations.....14	Nicholas Smith Trains30	Timko's Repair Depot15
Ft. Wayne RR Hist. Society87	NJ International, Inc.74	TM Books & Video.....18
GarGraves Trackage Corp.77	O Gauge Connection17	Todd's Train Depot85
Glenn Snyder Display34	OGR Publishing, Inc.	Train City87
Highball Products2718,26,28,36,70,88,94,97	Trainworld40-41
J & A Hobbies.....85	Patrick's Trains.....77	Trainz.Com77
J and W Electronics76	R & S Enterprises33	True Scene Modeling27
Justrains of Delaware10-11	R & L Lines.....15	Weaver Models35
K & P Brick & Building Co.16	Railroad Model Scenery Studios14	Western Depot.....91
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Biggest Boiler. Largest Front Cylinders tilted up to fit on turntables. Everything about this baby is HUGE. Don't miss it, there were not many made, and only a few remain. Call us Today! Layaway Payments Accepted. Now with Electric RR Cruise, And All the Works. Legacy Compatible.



Grand Trunk Western #6325 4-8-4 "Confederation"

In 1948 she **pulled the Harry S. Truman Campaign** in Michigan. In 1981 restored and relettered for Ohio Central, performed excursions to 1990. She is now waiting for her Round House to be completed. Still ready for live steam. Available in Both GTW or Ohio Central with all the works (ERR Cruise, TMCC/ Legacy Comp.) 2/4 Puffing Smoke. Only 10 Ohio Central made.

Great Northern M-2 2-6-8-0 Articulated

A true Mallet type as originally constructed by Baldwin in 1910 was Great Northern's M class 2-6-8-0. In 1926-27 these M-1 engines were rebuilt by GN as simple articulated and reclassified as M-2's.

No other steam engine has this wheel arrangement. Own yours today. ERR Cruise, Legacy Compatible, 2/4 Chuffing Smoke.

Layout: Mt. Morborough Scenic RR. By Images of the Past.



N&W Y-6b 2-8-8-2

100,000 lb Lighter Same Power as Big Boy

With 33 years of tinkering, the Y6 produced 5,600 hp top speed of 50 mph perfectly matching N&W's needs. Her weight was 100,000 lbs less than the C&O Allegheny and UP Big Boy but with the same POWER. She ran up to 1960, the pinnacle of steam locomotive design. And you can own her now. Call before she is gone. The most detailed Y6b is 3rdRail.

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