

# BUILD THE COMPACT READING CENTRAL—PART 2

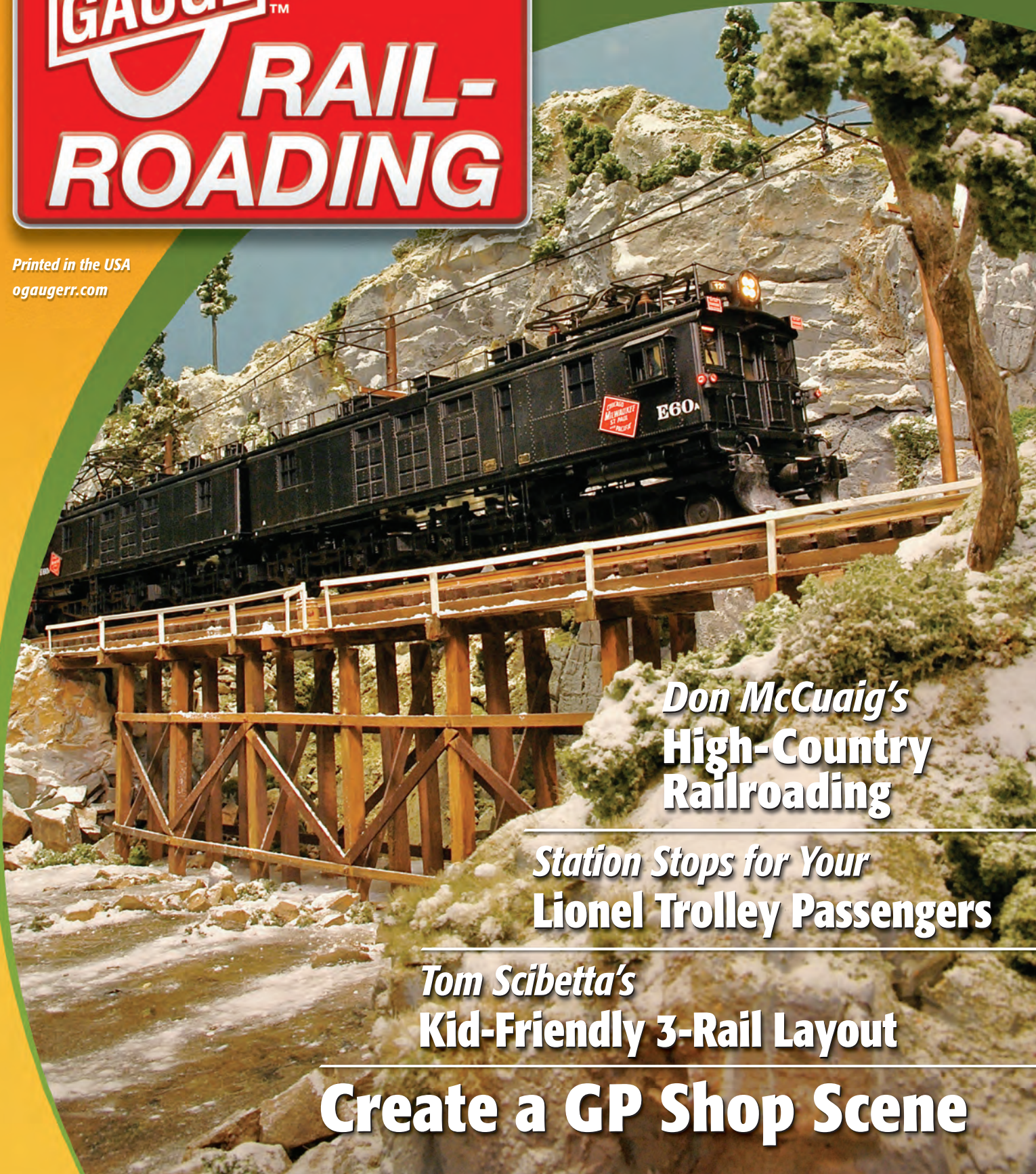


Run 248

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*Don McCuaig's  
High-Country  
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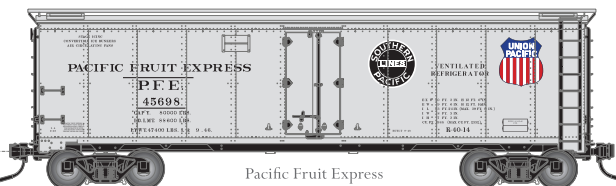
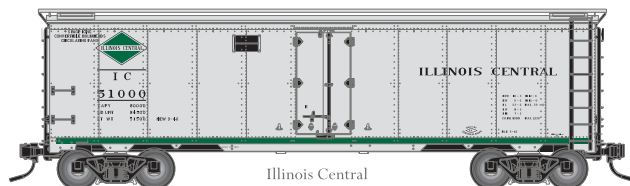
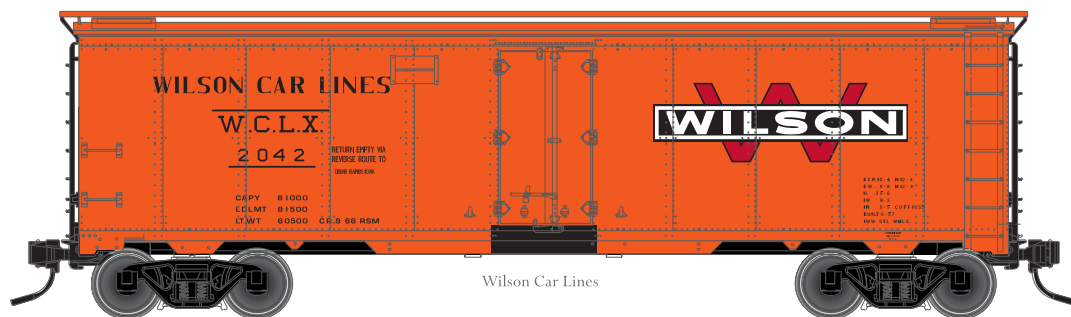
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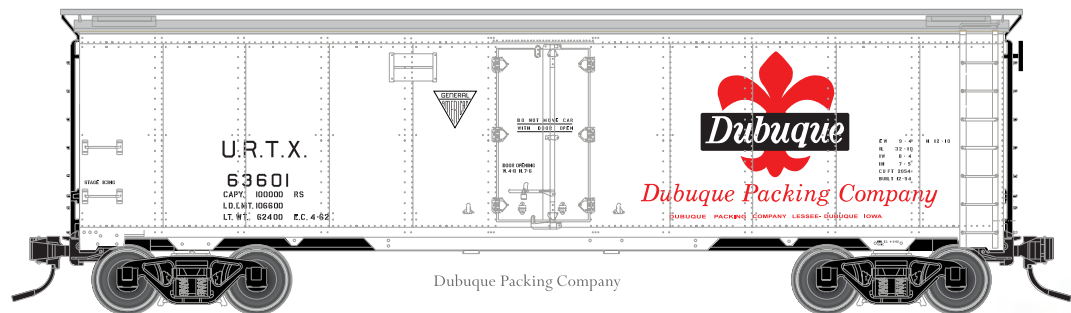
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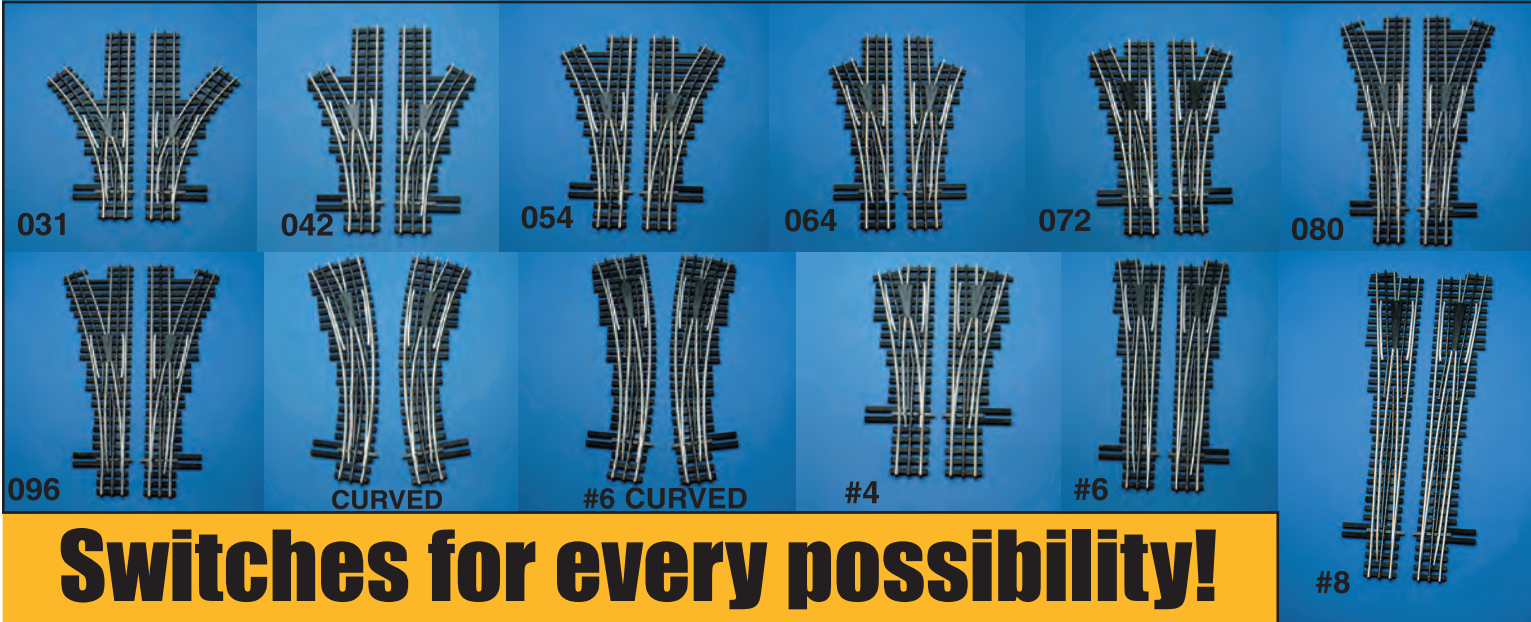


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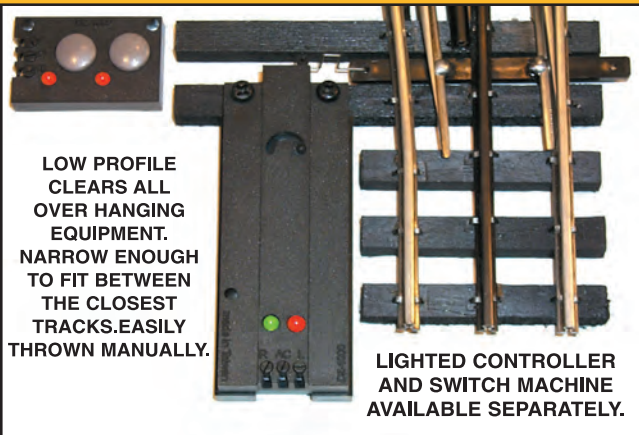


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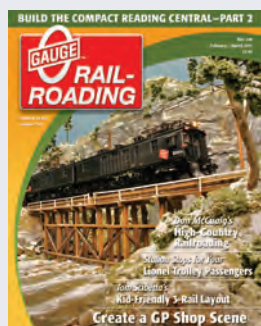
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## ON THE COVER

When Don McCuaig was planning his layout, he wanted a great track plan, spectacular scenery, and locomotives and rolling stock specific to the railroads and era he enjoyed most. But he also wanted his rail line and the adjoining town to have a reason for existing. A young shutterbug who once lived in the town on Don's layout guides us on a tour of high-country railroading along the Milwaukee Road's gap between electrified sections, where steam power was still used.

*Photo by Don McCuaig*



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## Consider the Unit Train

Photo by Louis Granato III



A unit train of petroleum products snakes its way through some of the striking scenery on Anton Wilson's layout, which was featured in Run 236, June/July 2009.

*Encyclopedia Britannica* defines unit train as a "...freight train composed of cars carrying a single type of commodity that are all bound for the same destination." I've long been a fan of such trains, both the prototype variety and as seen in the modeled world. There's something about a train made up of a single type of rolling

stock, be it refrigerator cars, tank cars, hoppers, auto carriers, or something else, that just seems unified, purposeful, and "right." It represents the movement of large quantities of some single commodity en masse—something no competing form of transportation can replicate on the same scale.

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U.S. railroads advanced the unit train concept in the 1950s in an effort to provide lower shipping rates and faster service that would help them more effectively compete with the trucking industry. Since a unit train is a dedicated carrier in the sense that it hauls a specific type of freight to a specific destination, with no switching or transfers involved along the way, there are significant savings in both time and money—an attractive prospect for both the carrier and the customer (particularly high-volume customers). Many prototype railroads today conduct and still actively promote unit train operations: coal via the NS, grain on the BNSF, and the popular CSX “Juice Train” for Tropicana Products are just a few of the contemporary examples.

In the world of O gauge model railroading, it seems to me that the unit train concept transfers rather nicely to our smaller empires, especially if one is modeling a theme focused on service to a particular industry or the transport of a particular commodity or simply enjoys collecting rolling stock of a particular type.

My own O gauge modeling interests are geared toward somewhat disparate prototypes: the contemporary Alaska Railroad and the fallen flag Southern Railway, with a bit of U.S. Army Transportation Corps action thrown in for good measure. How that diverse mix became the focus of my modeling is another story, but in the course of researching the history of those railroads, I rather quickly learned that unit trains were, and in some cases remain, an important part of their respective operations.

I’ve also found unit trains to be a fine way to both operate and display a couple of distinctive types of rolling stock that have tended to accumulate in my collection. For example, I am partial to tank cars and, over time, have accumulated a good number of them. I can’t really say what attracted me to tank cars some years ago; I just happen to like them. In any event, since the Alaska Railroad is one of my favorite real railroads, and since about half of that railroad’s freight revenue results from the transport of petroleum products including gasoline and jet fuel, there was a kind of unplanned natural fit that merged those two interests.


The Southern Railway, my other prototype road of interest, is generally credited with initiating the coal unit train, and that meshes quite nicely with my fondness for hopper cars. Coal always was an important commodity in regions served by the Southern, and it remains an important revenue source now for the present-day Norfolk Southern.

Since the U.S. Army Transportation Corps had close connections with both of my favorite railroads, and with the Alaska Railroad in particular, even my military railroading interests can be logically supported by unit trains. The armed forces, and the Army in particular, have for many years transported war materiel, supplies, and troops via such dedicated trains.

And there are certainly other types of unit trains commonly seen in the U.S. now or in earlier years. They may haul aggregate, wheat, corn, molten and finished metal products, refrigerated foodstuffs, the U.S. Mail, and even garbage, along with any number of other materials and products.

Since unit trains are dedicated to transport of a sole commodity, the cars are generally all of the same type, with the only variation being in the liveries they bear. So you might model a unit train comprised of a full string of colorful Santa Fe billboard reefers or nearly identical NS hoppers, or you might do as I do and assemble an entire consist with just one type of car, but including rolling stock representative of a variety of different roads or firms.

About the only limitation to the unit train concept experienced in the modeled world relates to train length. The most lucrative prototype unit trains are usually quite long, but that’s not always practical or even possible in our miniature worlds. About 10 cars or so is pretty much the maximum on my modest-sized pike. Still, I really do enjoy seeing those cohesive consists rolling along, and once my Alaska Southern has its oil field in place—thanks to the half-dozen Lionel oil derricks in my collection—those trains will have a real purpose for being.

As to the unit train, chances are you’re already running one or more on your layout. If not, it’s something worth considering. 



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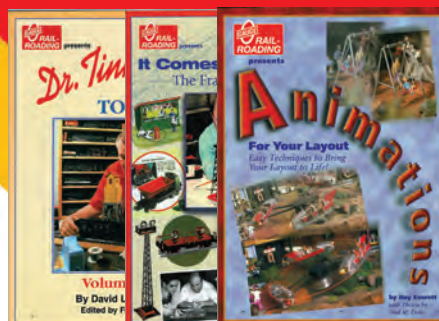
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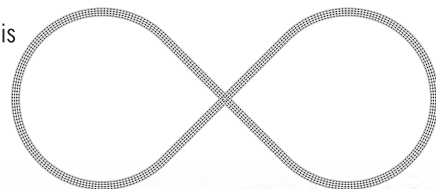
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# Smoke Signals

## Product Announcements

### Atlas O Founders Series USRA 0-6-0

During WWI, Alco and Baldwin built over 250 USRA 0-6-0 switchers, which worked for years on a number of class 1 railroads as well as on short lines. The die-cast 1:48 scale model of the USRA six-coupled switcher from Atlas O's Founders Series includes separately applied whistle and bell cords, individual boiler pipes, opening cab windows and roof hatches, crew figures, truck chains on the tender, and details specific to the owner railroad. Road names for this release of the 0-6-0 are the Burlington, Pennsylvania, Raritan River (shown), Union Pacific, and Wheeling & Lake Erie. 3-rail engines feature TMCC with EOB speed control, RailSounds 4.0, smoke, and operating coil couplers for \$679.00. 2-rail Gold Editions include a smoke unit and a QSI Quantum System for \$679.00, while 2-rail Silver Editions for owner-installed DCC are \$569.00. See your Atlas O dealer.



### CP Rail Reefer

Canadian Car is producing a prototypical Canadian Pacific Railway refrigerator car in both 2-rail and 3-rail. Manufactured for Canadian Car by Atlas O, the highly detailed 53' 6" wood express reefer will be available in spring 2011 for \$75.00 plus \$10.00 shipping (\$4.00 shipping per additional car ordered). To order, make check payable to "Mark Horne" and send to: Canadian Car, c/o Mark Horne, 16266 26th Ave., Surrey, BC, Canada V3S 6Z3. For additional information, send e-mail to [mlhorne@shaw.ca](mailto:mlhorne@shaw.ca) or call 604-761-1500 evenings.

### Regional Scenery Items

Scenic Express has responded to customers seeking more scenery items specific to the western and southwestern U.S. in particular. The Southwest Adobe Scene with Ristras #CA0607 pictured here is among the new items being offered. Another is Southwest Desert Scene #CA0602 with 5-1/2" saguaro cactus centered among brightly colored southwest flowers and vegetation. Two Rocky Mountain scenes are available. One includes pines #CA0600, and a second features blue spruce trees #CA0606. These and other new landscaping scenes are handcrafted by Creative Accents exclusively for Scenic Express. All scenes retail for \$29.99 each. To shop or to download the latest Scenic Express catalog, visit [www.scenicexpress.com](http://www.scenicexpress.com) or call 724-468-3851.



### King Kullen Boxcar

The Railroad Museum of Long Island is offering a commemorative boxcar decorated for King Kullen Grocery Co., recognized as the nation's first supermarket chain. The Lionel 6464-style O gauge boxcar No. 6-52577 features a split-door design, die-cast trucks, and colorful graphics. Production is limited to advance orders. Profits will go to the operating maintenance and upkeep of the museum. Orders must be received by May 12, 2011, with anticipated delivery in early December 2011. Cost is \$62.00 in U.S. funds, with shipping and restricted membership included. Canadian and foreign orders add \$10.00 extra for shipping. Checks should be made out to LITTLE (Long Island Toy Train Locomotive Engineers) and mailed to: LITTLE, Box 1124, Southold, NY 11971. Visit [www.RMLI.org](http://www.RMLI.org) for information about the museum.



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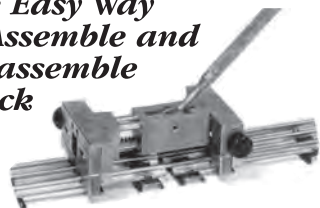


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## RMT Catalog

In March 2010, RMT/Ready Made Trains joined with Aristo-Craft to form RMT by Aristo-Craft. During that summer, RMT by Aristo-Craft secured the use of much former Marx, Kusan, and K-line O and O27 gauge 3-rail tooling from the Sanda Kan factory in China. These classic toy trains will now become part of the expanded RMT product line. A recently released 24-page full-color catalog shows many of these new items. Multiple road names, multiple-number road name sets, buildings, and the reintroduction of the K-Line Super-Snap tubular track line are among the highlights. Send \$5.00 (U.S. shipping

included) to RMT, P.O. Box 173, Bloomsbury, NJ 08804; [www.readymadetoys.com](http://www.readymadetoys.com).

## Divco Delivery Truck (Derelict Version)

Diecast Direct, under its America Heritage Models banner, offers a variety of 1:43 scale die-cast models of the popular multistop delivery trucks built by the Detroit Industrial Vehicle Company before and after WWII. The latest addition



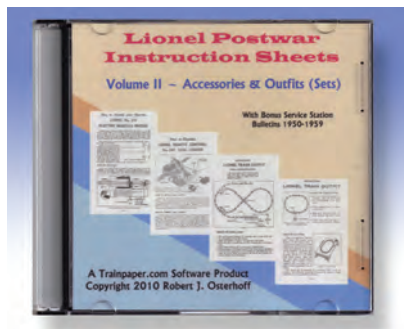
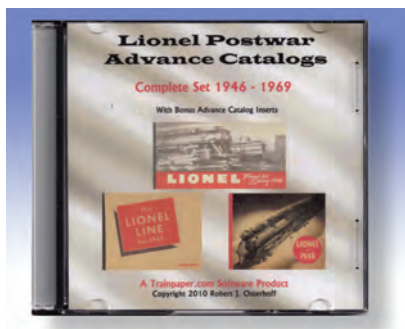
to the lineup is this derelict version, which represents a truck long out of use and abandoned. As is typical with abandoned vehicles, small parts such as mirrors have been pilfered over the years, and the model is heavily weathered. Additional suggestions to customize such vehicles include flattening the tires or breaking windows. Consider creating a Divco graveyard with these vehicles. They sell for \$19.95 each, but by purchasing four or more of them, the price is only \$15.00 each. Order from Diecast Direct, 3005 Old Lawrenceburg Rd., Frankfort, KY 40601; 800-718-1866; [www.diecastdirect.com/ogr](http://www.diecastdirect.com/ogr).




## Cool 40' Refrigerator Cars

Now available from Williams by Bachmann are new 40' refrigerator cars in five colorful liveries. These cars feature newly tooled Bettendorf trucks with a hidden uncoupling

mechanism. Decorated with prototypical graphics, the Traditional Line cars are 10" long by 3-1/2" high and feature a durable ABS plastic shell; die-cast trucks; and metal frame, wheels, and brake wheel. The cars will negotiate O27 curves. Liveries available include the Riverside Milk Dairy (#47459) pictured here, Dairymen's League (#47458), A.C. Dole & Son (#47460), Dogfish Head IPA (#47461), and Bricktown Brewery (#47462). Suggested retail price is \$47.95 per car. See them at Williams by Bachmann retailers or at [www.bachmanntrains.com](http://www.bachmanntrains.com).



## Postwar Lionel DVDs

Bob Osterhoff has two new DVDs for Lionel enthusiasts. First is the *Lionel Postwar Advance Catalogs Complete Set 1946-1969* that offers a unique full-color reference for the complete range of hard-to-find advance dealer catalogs. The DVD includes nearly 1,000 pages of catalogs and a bonus section of scarce postwar catalog inserts and the super-rare Spring 1946 and spiral-bound 1950 anniversary advance dealer catalogs. Price is \$40.00 plus \$2.00 shipping. The second DVD is the *Lionel Postwar Instruction Sheets Volume II, Accessories and Outfits (Sets)*. This DVD provides a comprehensive basic reference for 46 popular postwar train sets and 80 different accessories. The DVD includes over 340 pages of instruction sheets and original documentation plus a bonus of rare 1950-1959 Lionel service bulletins. Price is \$14.00 plus \$2.00 shipping. Both DVDs provide PDF files viewable by Web browsers on Windows or Mac computers. Available directly from Bob Osterhoff, 1622 Garden Valley Dr., Wildwood, MO 63038; [www.trainpaper.com](http://www.trainpaper.com); 636-458-3659. 

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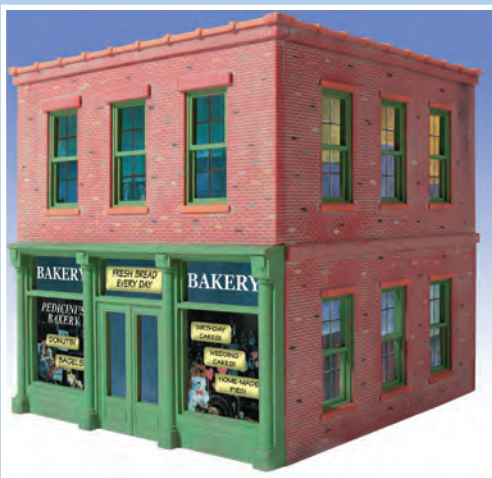
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We are looking for quality photography with good lighting and clear images; however, on-camera flash photos are generally not acceptable. Send your photo, CD, or prints to Readers' Rails, 33 Sheridan Road, Poland, Ohio 44514-1680. Or you can e-mail your image and text files to [editor@ogaugerr.com](mailto:editor@ogaugerr.com).



Dennis Livesey provided this photo and preview of what we will see when we revisit noted O-gauger Phil Klopp's spectacular layout. This layout has appeared in numerous hobby publications and videos, and Phil continually implements changes and improvements, which we plan to explore in depth.

Drew Madere grew up in Louisiana. His 11' x 20' layout in Mobile, Alabama, rekindles memories of boyhood years when he walked along the rails of the Illinois Central Gulf Railroad, did some crawfishing alongside Kansas City Southern tracks, and saw the Southern Pacific in action around New Orleans. The layout has Lionel TMCC and Legacy command control. His wife, Paula, helped paint the nicely done sky backdrop for the layout located in their 20' x 24' garage. Drew's layout will be featured in an upcoming issue.





This is Paul Jann's third appearance in "Readers' Rails." The logging portion of his layout was seen in Run 238, October/November 2009, and a scene from his mining operation appeared in Run 242, April/May 2010. Next up by popular demand from our readers is full-blown coverage of Paul's entire rail empire. Coming soon!



David Kleine lives in Hobart, Indiana, and runs a mix of 2-rail and 3-rail on his home layout. David is partial to military models for his rolling stock loads. The nicely detailed tank on the flatcar is a Tamiya 1:48 scale kit that David built, painted, and weathered.

A Lionel GE hybrid diesel locomotive takes an exhaustive test run on Steve Kudiba's layout. The colorful engine is showing off its capabilities in front of the mountain that Steve built to cover the entrance to his network of staging tracks under the table.







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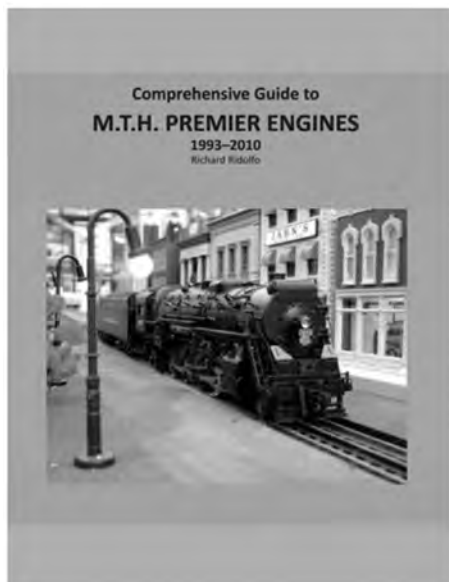


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## Atlas O C628 and C630 Diesels

Review and Photos by George Brown

When I first learned that Atlas O scheduled a rerun of its Alco Century C628 and C630 diesel locomotives, I immediately called to order one for review on these pages. I initially planned working with just a C628, but during my conversation with Atlas O's Vice President, Jim Weaver, he suggested I also take a look at a C630 with its characteristic aftercooler housing on top of the hood. And then an unpowered or dummy C628 came into the picture, too.

This review was especially fascinating for me because of the numerous physical differences between the two 1:48 scale models of the big Alco six-axle Century diesels. As I researched the real locomotives, the models got more fascinating. However, it quickly became obvious

that the real Century diesels and especially the heavy and powerful C628s and C630s were not highly regarded by their owner railroads. But regardless, those snub-nosed freight haulers inspired the impressive and handsome models shown in Photo 1. The Southern Pacific engine is a C630, while

the leaner-looking one in Lehigh Valley's striking snowbird livery is a C628.

### Prototype Notes

Alco's C628 developed 2750 hp from its turbocharged 4-cycle V16 model 251C prime mover, while the C630 generated 3000 hp. In the early 1960s' horsepower race between Alco, EMD, and GE, the six-axle Alco Century diesels were in the lead by a full length.

Several versions of the early C628s rolled out of Alco's Schenectady shops in what railfans called phases. The earliest or phase 1 units featured rain shields covering the induction air intake grilles, short access doors on the side of the hood below the exhaust stack, and a full-width V







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cab front. Later phases eliminated the rain shields, raised the height of the short access doors, and revised the cab front. The full-width V narrowed to the width of the two center windshields with flat panels placed in front of the engineer and conductor stations. With this cab change, the crew's front door opened against the left side handrails instead of against the nose hood.

Appliances such as the front headlight housings, horns, sandbox fills, and footboards varied according to each railroad's order. However, standard equipment on Century diesel cabs were three pairs of white, green, and red lights above the number boards that could be turned on as necessary for classification lights or marker lamps.

On the C630, the aftercooler housing along with the requisite grille and radiator visually distinguished it from a C628. Internally, a GE alternator made

the C630 the first U.S. locomotive to use an alternator-rectifier transmission. This transmission gave the C630 its extra 250 hp over the C628. But in spite of their awesome power for the times, the Century diesels simply were not reliable. Sadly, they were Alco's last gasp with locomotive production at Schenectady ending in 1969.

## Construction and Features

Hallmarks of Atlas O Master Line locomotives are details that are unique to the road name and also the type, which in this case includes both the C628 and C630. Photo 2 shows the road-specific detail differences in the pilots, cab fronts, headlights, sand fills, and horns. Of course, the same separately applied details also abound on each model such as MU and brake lines, coupler cut lever, hinged step

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plate, safety chain, grab irons, and horns. Separate windshield wipers rest against the flush windows that are realistically ringed with black paint simulating rubber mounting gaskets.

The directional headlights are warm white LEDs, while the appropriate colored LED illuminates each of the three pair of directional classification and marker lights. White classification lights are the outer pair, green the middle pair, and red markers the inner pair closest to the headlight housing.

In Photo 3, the Lehigh Valley unit correctly models the phase 1 C628 with the rain shield over the intake grille. In contrast, the Southern Pacific engine accurately presents the C630's aftercooler housing and intakes.

As with all Master Line locomotives, each of the big Century diesels has a die-cast frame, which adds weight

for traction and provides a rigid platform for the model. Of course, this frame is considerably more expensive to produce and assemble than one stamped from sheet steel. But as an owner of several Atlas O Master Line diesels, I feel the results are worth the cost.

The cast frame and all metal trucks with their die-cast replicas of the Alco double drop equalizer side frames (Photo 4) are common to both the C628 and the C630. These side frames have separately applied brake cylinders and linkage, air and sand pipes, and speed recorder cable. Although the equalizer springs look as if they are separate, they are actually cast into the side frame. Additionally, the unequal spacing between the three axle journals of each truck is dimensionally correct as is the rest of the model. Inside the non-opening window on each side of the cab



4

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is a figure representing the crewman.

Photo 5 shows the left front side and back of the cab, along with the detail around the cast metal fuel tank, which held 2,000 gallons of diesel fuel on the prototypes. The separate chain is for the hand brake on the real diesels. I especially liked the silver-trimmed cab windows simulating aluminum frames and the movable clear plastic wind wings mounted on the side of the cab.

On the pilot at the back of the Alco (Photo 6) are the same details as on the front pilot in addition to the wire grab irons, headlights, and marker lights. As Photo 7 shows, the radiator fan housing snaps off for access to a slide switch that selects either white or green classification lights. In this same area, a metal clip holds a 9-volt alkaline battery for powering the RailSounds

through power interruptions or shut-down. If you run the engine primarily in command operation, installing the battery, which Atlas ships in the box with the engine, is not necessary.

Each truck includes two center-rail pickup rollers and four traction tires, as shown in Photo 8. Also visible are the prototypically correct perforated steps on the pilot casting and the command and sound control switches on the frame.

Mechanically and internally the C628 and C630 are the same locomotives. A DC can motor with a flywheel powers all six wheels on each truck. TrainMaster Command Control electronics, licensed from Lionel, control the motors, lights, smoke unit, and coil-operated couplers, while the Engineer-on-Board motor driver board



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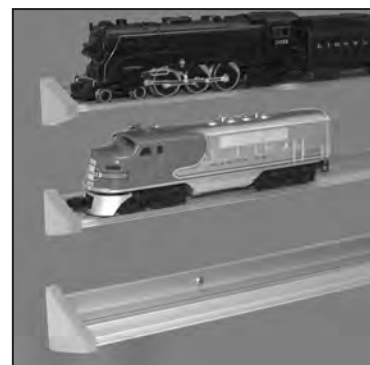
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provides constant speed control. Lionel RailSounds 4.0 electronics reproduce sounds of the Alco prime mover, horns, bell, coupler opening, and radio chatter.

Since I like to run multiple unit diesels, an unpowered C628 with cab number 639 joined with our powered Lehigh Valley number 638 (Photo 9). Except for a different cab number and its lack of motors, electronics, and lights, the dummy unit was identical to its powered counterpart including the coil couplers. But without control electronics, the dummy unit's couplers were inoperable. Adding a Mini Commander EX board and white LEDs would give command control over the coil couplers as well as directional headlights, thereby enabling the dummy to function fully with its powered unit. "Smart Dummy Revisited" in Run 238, October/November 2009, chronicles installation and performance of a Mini Commander EX board in an Atlas O dummy diesel. If the two Lehigh Valley snowbirds were mine, the dummy unit would likely have the board and LEDs installed in it by the time of this review.

I found all three of our review samples a pleasure to study closely because of their flawless paint and graphics. Of course the



two Lehigh Valley C628s were a perfect visual match for each other. I was also pleased that the Southern Pacific C630 matched my gray and red SP and Cotton Belt Trainman RSD15s, which Atlas released over three years ago.

### At Trackside

For all intents, both powered models of the big Alcos ran identically, which would have surprised me if they hadn't. With or without a train and the dummy unit in tow, startup was smooth as was the accel-

eration and deceleration to and from road speed. Even though the EOB speed control was designed for operation with the original CAB-1 remote controller and command base, it performed well with my Legacy control system in either CAB-1 or TMCC mode.

Because of the 16-3/4" between the footboards and the three-axle trucks with their long wheelbase, Atlas O specifies O54 as the minimum 3-rail curve. Operation was flawless as both powered models and also the dummy unit rode the Atlas O54 and O72 curves on the editorial



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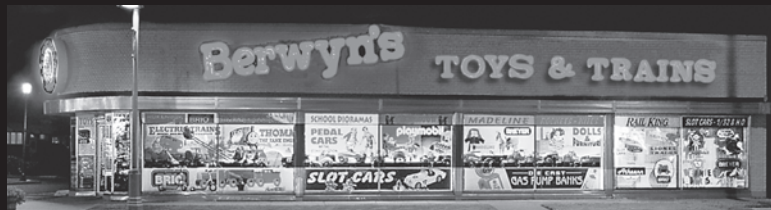
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Carpet Central Railroad. Additionally, the two snowbird C628s tracked through my Atlas O72 crossover switches forward as well as in reverse with the surefootedness of a pair of Grand Canyon trail mules, as did the SP C630.


The fan-driven smoke unit generated more than enough of the white vapor. Thankfully, the smoke was white and not black. If it were black, I could say without reservation that the resulting sooty plumes would be prototypically accurate representations of the Alco 251's exhaust.

I was curious to see if the SP C630 would run successfully if coupled to the pair of Trainman RSD15s I mentioned earlier. Using the configuration commands available with EOB, I turned the speed control off and set the motor driver to 32 speed steps to match the operating parameters of the two Trainman engines. In a nutshell, the TMCC lashup of the three

Alcos was operationally and visually a complete success, so I enjoyed a train with triple-headed SP road diesels over a span of several evenings. It was during these running sessions that I witnessed an additional benefit to the Master Line die-cast frame. I should interject here that the RailSounds 4.0 system in the Master Line C630 is the same as in the Trainman RSD15s. Regardless, noticeably deeper and throatier sounds of the prime mover emanated from the cast-framed C630 than from the two RSD15s with their stamped steel frames. It was a ferroequine audiophile's nirvana, or as Kitty put it...noisy!

### At the End of the Run

My several weeks with the powered and dummy C628s and the powered C630 were all too short.

The Lehigh Valley snowbirds were a pair of downright attractive locomotives, and as to the SP engine...well, Southern Pacific is one of my five favorite roads. Bottom line, the big Alco Century diesels from Atlas O get my highest accolade—the Green Aspect Award for clear track ahead. 

1333-4 Lehigh Valley C628 (powered)

1383-1 Lehigh Valley C628 (unpowered)

1328-2 Southern Pacific C630 (powered)

Retail price: \$499.95 (powered), \$229.95 (unpowered) at Atlas O dealers

Atlas O; atlaso.com

### Atlas O C628-C630 Performance

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

**Weight on Driving Wheels:** 6 lbs, 2 oz

**Weight of Unpowered Unit:** 4 lbs, 15 oz

**Distance Between Pickup Rollers:**

1st and 2nd: 2"

1st and 3rd: 7-3/4"

1st and 4th: 9-3/4"

**Tractive Effort @ 18 VAC:** 2 lbs, 8 oz @ 4.7 A, 84.6 W

**Minimum Sustained Speed @ 18 VAC:**

1 scale mph @ 2.2 A, 39.6 W

**Maximum Tested Speed @ 18 VAC:**

60 scale mph @ 1.2 A, 21.6 W

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# Bachmann Spectrum On30 Articulated 2-6-6-2

Review and Photos by George Brown

Whenever I hear or see the term On30 locomotive, I usually envision a small steamer such as a 2-4-4 Forney, a 2-6-0 Mogul, or a 2-8-0 consolidation at the largest. For an On30 steamer, the recently released Bachmann Spectrum model of the articulated 2-6-6-2 shown in Photo 1 is huge at approximately 12-1/2" from front to rear footboards. But even with this length, the engine can negotiate tight 18" radius curves of HO track. For those of

you who are not familiar with On30, its narrow-gauge trains are 1:48 scale, yet they run on HO gauge track, which is approximately a scale 30" between the rails.

The prototype for the Bachmann 2-6-6-2 rolled out of Baldwin Locomotive Works in 1908, obviously built to pull heavy loads. It was a compound, double-expansion Mallet designed for work on logging or mining railroads. Repairs or modifications were frequently made in backwoods operations to suit the conditions at the time. As a result, a particular locomotive's appearance changed over time and frequently with a change in ownership. The types of pilots, smokestacks, and lights were visually apparent changes as was the

type of fuel used. In the early years following the prototype's construction, choices for fuel were either wood or coal, while in later years, oil probably proved viable in the firebox.

## Construction and Features

As with other highly detailed Bachmann Spectrum locomotives, the 2-6-6-2 has both plastic and die-cast components. Separate piping, handrails, valve rods, and coupler cut levers are the proper size of wire, as shown in Photo 2, while the bell and whistle lanyards are twine. Both the front and rear engines have separate brake shoes hanging between the drivers in addition to full valve gear. Driver axle springs are molded into the front and rear frames, but they are difficult to see at normal viewing angles.

Riding in front of the smokestack, the operating headlight features a constant brightness LED instead of an incandescent bulb. A number plate decorates the smokebox front, while a legible builder's plate is on each side. Couplers on the pilot and tender are Bachmann E-Z Mate Mark II, which are the same as those mounted on the company's On30 rolling stock and also its HO train products.







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3

Our evaluation sample is lettered for the Pocahontas Lumber Co. #40 and is equipped with the simulated wooden cab shown in Photo 3. All cab windows have clear plastic glazing with a sliding window on each side. Initially I thought the roof vent opened and closed, but it is fixed. However, the step plate between the engine and tender is hinged and also slides laterally. Underneath each side of the cab is a receptacle for wires from the tender.

Other available 2-6-6-2 models with the simulated wooden cab are lettered for the Greenbrier and Big Run Lumber Co. and the Colorado Mining Co. A version of the 2-6-6-2 lettered for Midwest Quarry & Mining has a simulated steel cab. The most noticeable difference between the two cabs is

the arched roof in the wooden version and a flatter roof on the steel variant. Unlettered models in all black or black with red trim and white striping are also available.

Inside the cab is the detailed back-head with the separate plumbing and painted gauges shown in Photo 4. On each side of the cab is a seat box in its proper place for a figure of a crewman, which is not included. The industrial green paint on the cab's interior helps to show off the details, but I have to question if the real engine rolled off the Baldwin erecting floor in 1908 with a green cab interior or one painted all black.

Inside the molded plastic boiler is the small can motor with dual flywheels and drive mechanisms to both

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the front and rear engines. Of course, the rear engine frame is prototypically fixed to the boiler, while the front engine swings to negotiate curves in the track. A universal joint connects the rigidly mounted motor to the front engine's drive shaft.

The tender in Photo 5 rides on long wheelbase arch bar type of trucks that, according to Bachmann, are correct for the prototype. A directional backup light, with the same LED illumination as the headlight, mounts on the left rear corner of the water tank. The photo also shows the tender's factory-installed fuel load of simulated coal.

As with Bachmann's other On30 locomotives, the 2-6-6-2 includes the additional and optional plastic parts shown in Photo 6. They are a tube pilot, simulated wood fuel load, an oil tank plus a sight glass housing that replaces the firebox doors, three smokestacks, and three sets of headlights and backup lights. Not shown are the different tender bulkheads for each of the three types of fuel loads. These parts are simple to install and dramatically alter the engine's appearance. Compare the customized engine in Photo 7 with the factory-assembled engine shown in the previous photos.

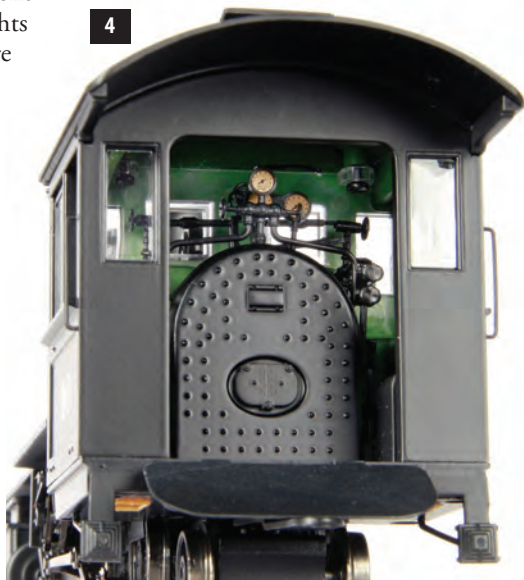
Even though no instructions are available for installing the conversion parts, a comprehensive, illustrated parts breakdown for the engine and tender accompanies each locomotive. This breakdown proved helpful when I installed the oil fuel tank

with firebox sight glass, brass-capped smokestack, visored headlight, and tube pilot.

## At Trackside

To run Pocahontas #40, I set up an 18" radius loop of Bachmann E-Z Track on the floor in the OGR testing lab...well, my train room actually. Then the progression was to connect the two cables between the tender and engine, link the drawbar, and place the engine and tender on the rails. One of the reasons I'm an O gauge railroader is the small HO wheel flanges that can resist rereiling with what seems like a fiendish glee.

Housed inside the plastic tender shell is a dual-mode NMRA Digital Command Control (DCC) decoder



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from Bachmann. Our evaluation sample also includes a SoundTraxx sound system with 16-bit Tsunami technology. Sounds include steam exhaust chuffs, bell, air pumps, dynamo, injectors, coupler clank, water stop, and three different whistles. According to the Bachmann website, these sounds were recorded from real steam locomotives.

Digital command locomotives have to run under command control to deliver the full capabilities of their onboard sound systems, and the Bachmann Spectrum 2-6-6-2 is no exception. All sound and motion functions worked as I expected using a Bachmann E-Z Command controller. When I ran the engine using a Bachmann Spectrum conventional DC power pack, the steam chuff, whistle, bell, and other sounds triggered automatically, which was entertaining since the power pack had no means to trigger them manually.

After turning on the conventional DC power pack, I slowly rotated the throttle knob about 30 degrees and...nothing happened. At about half of the knob's travel, the locomotive's sound started, but it took about two-thirds of the available throttle to move the engine. Of course, the DCC controller started the engine after I rotated the throttle knob only a few degrees, which was what I expected.

The advertising copy writers at Bachmann state the DCC decoder supports all the recognized programming methods. But since the only DCC programming I know is what I gleaned off the instruction CD that accompanied the 2-6-6-2, I'll have to take their word for it. I twiddled with several of the

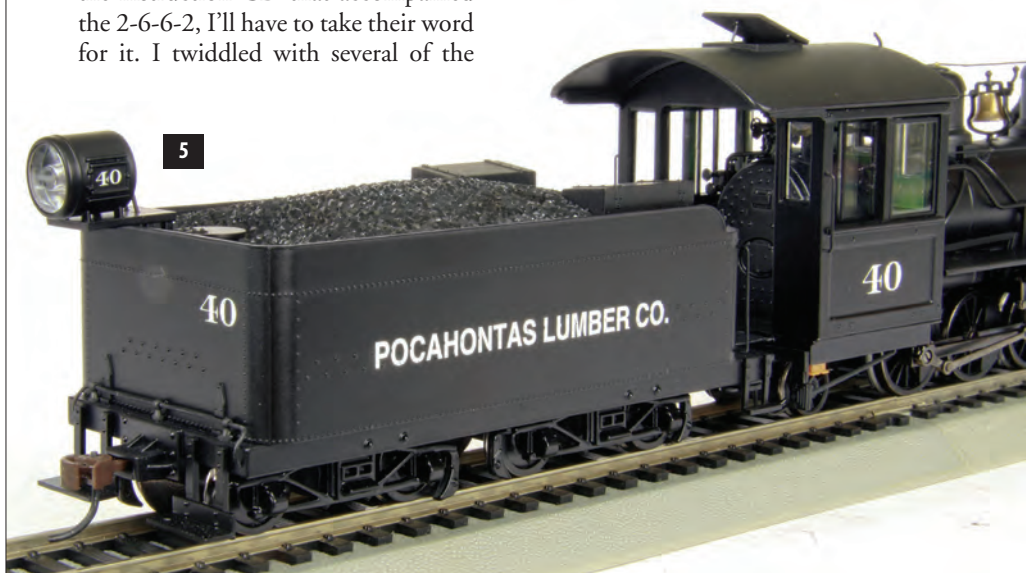
CVs, which is "DCC speak" for configuration variables, on the 2-6-6-2 with successful results. But I didn't get creative with reprogramming the engine from its factory settings. If I may make a subjective comment, although the open architecture and programming capabilities of DCC are obviously popular with a large number of 2-rail hobbyists, I prefer the 3-rail command and sound systems of TMCC/RailSounds and DCS/Proto-Sounds.

On the rails, the 2-6-6-2 ran smoothly and quietly, just like other Bachmann Spectrum On30 and HO locomotives I've seen. After all, the running gear and electronics in the On30 articulated are the same as those used in the company's HO locomotives.

The tender's coupler easily engaged the coupler on the lead car of my test train, which consisted of several weighted HO freight cars that our son and daughter played with when they were youngsters. A train of On30 cars would have been a lot more realistic, but the HO cars provided the overall train weight I wanted. On startup and when traveling around the 18"x 36" loop of HO track, the little 2-6-6-2 didn't seem to notice the train on its drawbar. It just trundled effortlessly around the loop.

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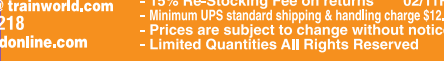
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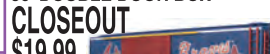
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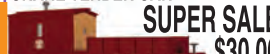
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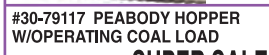
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# Journey in Time Along the Milwaukee Road

Article and Photos by Don McCuaig

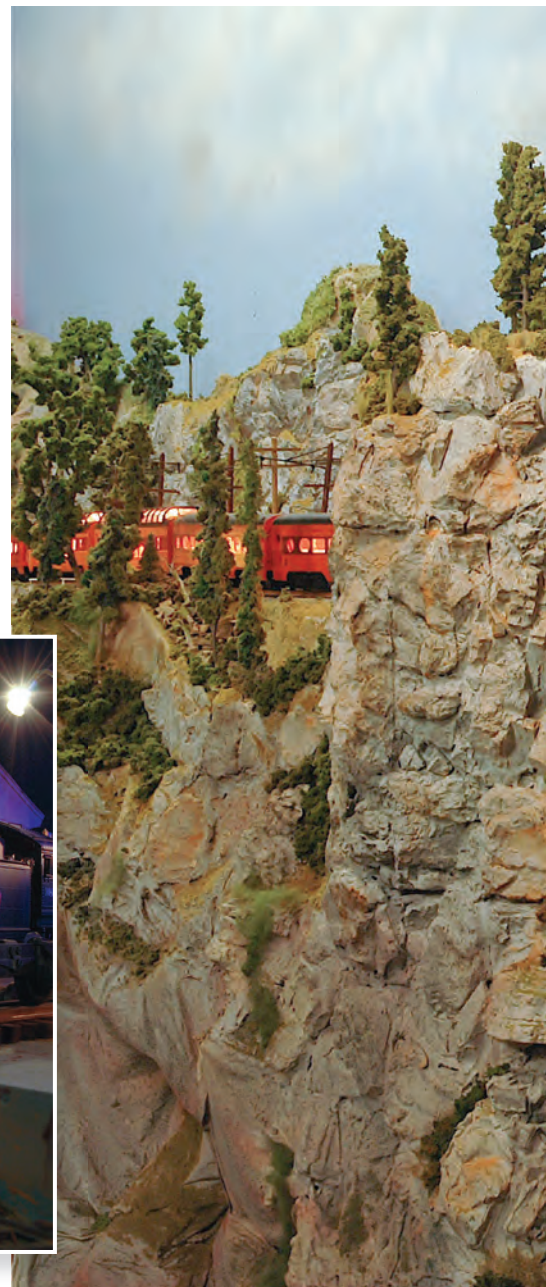
Some of us in this hobby have at one time or another longed for a layout that incorporated a great track plan, spectacular scenery, and locomotives and rolling stock specific to a particular railroad and era. There are also questions about building a layout that we don't often ask ourselves. Why does this railroad exist? Why would a town be in this location? What would the folks who would live there do for a living?

There must be a reason for the railroad's being, so I decided to create that reason in my mind for building my railroad. I also took it a step further. I wanted to see how my layout's reason for being might have been recorded and remembered by a fictional young shutterbug in the era I chose and in the town I created. Now as an adult, that lad recalls vivid details of the town, its

people, and his earlier life there and he still has a collection of photos he took back then. The following story is a fantasy.

My story begins in the late summer of 1953. I lived in a small town at the end of "The Gap" on the Chicago, Milwaukee, St. Paul & Pacific Railroad, known simply as the Milwaukee Road. It was called The Gap because it was the nonelectrified portion of the railroad. The often bankrupt Milwaukee Road never had the money to complete the planned substations and catenary, so The Gap had to be worked by steam and first-generation diesels that hauled trains between the electrified sections, where electrics would take over again.

The little town where I lived had but one reason to exist: steam locomotives. There was indeed a small amount of farming in



The steam repair facilities were kept busy 24 hours a day.



**RIGHT:** Our town was not big, but there was something for everyone there. My friends and I enjoyed exploring the town during our summer evenings.

**BELOW:** Milwaukee Road electric locomotives were the power of choice in this part of the country.







We were always warned to stay away from the trailer park, but you cannot tell a lad not to go there and really expect him to obey.

the high desert area, but almost everyone I knew made a living, directly or indirectly, working at the Milwaukee Road's steam repair facilities. Some work was also done on the big electric and diesel engines there, but that involved more service than repair. My dad and the guys he worked with could do almost any kind of repair a steam

engine needed.

It was a wonderful place to grow up. Things were simpler back then. Looking back now, I think it was the happiest time of my life, although I never really appreciated it enough. On my birthday in the early summer of 1953, I got one of the best presents my parents ever gave me, aside from

my electric train, of course. They gave me a slightly used Kodak Retinette 35mm camera that was made in Germany. Other than my parents and my dog, the focus of my photography at the time was virtually anything and everything that had to do with the railroad.

With my camera in hand, my friends

Plenty of steam power provided service through The Gap.







Welding in the shop area was always a great sight at night.



Because Mom worked most Friday nights, Pop and I often ate at Stella's Diner.

and I roamed all over town and around the railroad. Our parents never worried much about us because everyone knew everyone else, and folks looked after us and kept us out of any real trouble. The only place I was told to stay away from was the trailer park. Strange things supposedly happened there, and not so nice people lived in those trailers, or so I was told. Of course my pals and I had to check it out and found nothing strange about it, and the people seemed very

nice. The only thing that was truly interesting was the swimming pool, which was a luxury that was almost nonexistent over on our nice side of town.

Our summer days and nights were magic. The sounds of steam, electric, and diesel engines filled the air, and there were trains everywhere. Some of the best times involved taking my friends down to the roundhouse to watch my dad work on the engines. I was so proud of him and marveled

at how his large, grease-covered hands could handle such massive tools while using them to expertly fix anything that might be wrong with the locomotives. We also enjoyed watching the welders, especially at night. The colorful sparks, the sound, and the smells were amazing.

Because of the constant financial problems suffered by the railroad, my mom worked at the local five-and-dime store. My dad was often furloughed, but I enjoyed having him home. My mom had to work every other Friday night, so Pop and I would eat supper at Stella's Diner and then take in a movie. It's funny how some things stick in your mind forever, like the time my dad took me to see my first and only 3-D movie on a warm summer night. *Creature from the Black Lagoon* was scary stuff for a 12 year old back then.

But my favorite times were when just Pop and I would take drives in our old Ford station wagon and hike to places I could never have gotten to on my own. We packed lunches and strapped on World War II canteens filled with water. I took pictures of the railroad all afternoon. One of my favorite photo locations was the hill above the old Wilson Bridge, named after the small lumber mill that stood next to it. My dad also finally relented and took me to a place I had wanted to see for years. Previously, he had said it was too dangerous. I had heard about this mysterious place for as long as I could remember, and one fine sunny afternoon he agreed to take me

there. It was a long walk alongside the tracks from our old car—maybe about two hours each way. We had to be especially careful going through a dark tunnel and then across a long wooden trestle because a train could come anytime. We carefully listened for even the faintest sound of an approaching train. Some of the electrics were so quiet they could be on you before you knew it.

Walking across that high trestle was





*Creature from the Black Lagoon* was a hit with everyone in town and the source of a lasting memory back when 3-D was new technology

On many weekends, Pop and I would go out for a day of watching trains.



The old Wilson Lumber Mill was photographed from Wilson Bridge.







Walking along or sometimes even on the tracks required special vigilance, especially when going through a tunnel or across a bridge or trestle.



EF2 GE electric boxcabs hauled their long freight at Eagles Nest.

frightening. I never took my eyes off the ties. When we finally got across, my dad told me to turn around and take my first look at Eagles Nest. It was as incredible as everyone said. I couldn't believe how high it was. We sat for hours and managed to get pictures of two trains: a long slow freight

pulled by EF2 GE electric boxcabs, including a helper, and a new FM Erie-built diesel pulling the Olympian. I hoped we would see one of Pop's steamers, but that never happened since they seldom ran in the electric district.

Only a short year and a half later, all of

this would change. The following summer I knew something was wrong, but my parents tried to keep it from me. I heard rumors now and then but didn't want to believe them. The entire town seemed different. Folks didn't greet each other the way they did just a year before. Finally, my

A gleaming FM Erie-built diesel pulling the Olympian was captured in the fading sunlight of a late summer afternoon.







One day the roundhouse stalls were filled with steam power; the next day diesels and electrics replaced the steamers.

The area around Eagles Nest provided several great locations for both viewing and photographing the railroad.



parents told me the Milwaukee Road's steam operations were ending in a few short weeks. I was heartbroken! It was hard for me to really accept this because all my life I had been around steam engines. It seemed like one day they were there, and the next day they were gone.

After the end of steam, my dad worked a few days a month doing minor repairs on the electrics and diesels, but it wasn't enough to sustain us. The five-and-dime store closed, and my mom was out of a job. We knew we had to move. It was sad seeing the town close down, one store at a time. The movie theater closed the week before we moved to Seattle. I remember looking out the back window of our old Ford with all of our belongings packed almost to the roof. When we pulled out of town, there was hardly anyone to be seen on the streets.

As luck would have it, my dad landed a job as a welder in a shipyard. Seattle was nice, but it was nothing like our little railroad town. I am told almost everything back there is gone now, including, of course, the Milwaukee Road. The only commercial





The Milwaukee Road's distinctive and colorful EP2 bipolars were frequent visitors to the area. Only five of them were built.

This last train of the day was photographed on a rainy summer evening.





structures remaining are the general store and the lone local gas station. So now I am left with just these photos and the many fond recollections of a long-ago time. But

those are two precious things that will remain with me always and help me recapture moments of what I consider to be the most memorable period of my life. 🚂



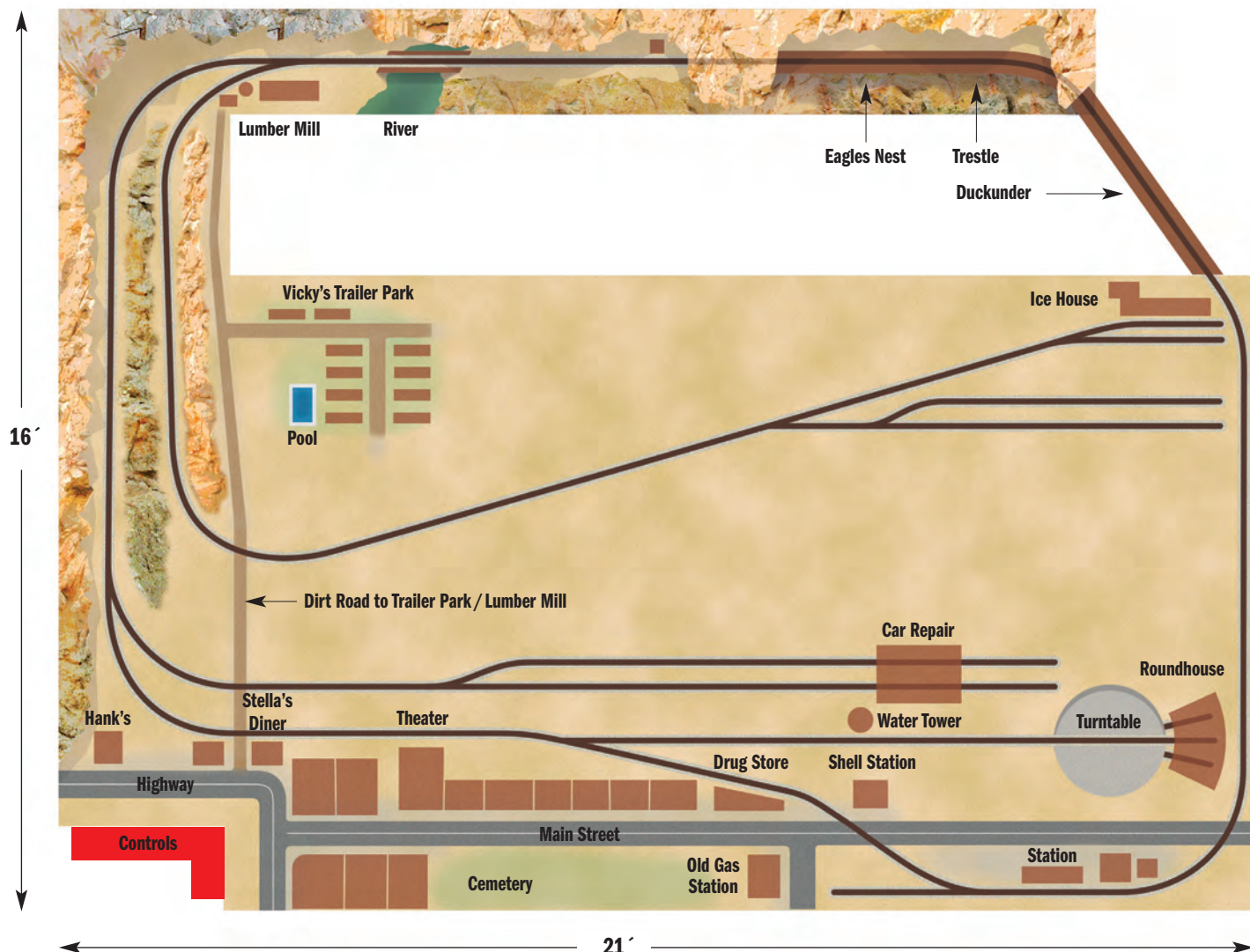
## About the Author

Don McCuaig and his wife, Vicky, are semiretired in Marin County, California. Their family consists of rescue dogs, Lucy and Daisy, and their buddy, Max, the cat. Don has been interested in trains since he got his first Lionel on Christmas morning in 1948. He traveled the world working in broadcast television as a special projects producer and photographer for 37 years. He has won a number of Emmy and other awards. Vicky and Don still do production work with

their company, Journey Films. Don's favorite client is the Golden Gate Railroad Museum. They run a 1921 SP 4-6-2 Pacific steam engine. Two years ago, they shot over 40 hours of high definition video to produce a one hour DVD for the museum. This is Don's third large layout.

## The Layout

|                      |   |
|----------------------|---|
| <b>Theme</b>         | Milwaukee Road in 1953 from the high desert through the Cascade Mountains                             |
| <b>Layout Size</b>   | 16' x 21'   |
| <b>Track</b>         | GarGraves Phantom   |
| <b>Switches</b>      | Ross Custom   |
| <b>Curves</b>        | 072 minimum diameter  |
| <b>Motive Power</b>  | Atlas O, K-Line, MTH, Weaver  |
| <b>Rolling Stock</b> | Atlas O, K-Line, Lionel   |
| <b>Power</b>         | MTH Z-4000 transformers   |
| <b>Control</b>       | Lionel TMCC and Legacy for all steam and diesel locomotives plus MTH DCS for all electric locomotives |





# Completing the Reading Central Railroad

Article and Photos by Jim Policastro

In the previous issue, I described how the Reading Central Railroad's Doorway to the Northeast began taking shape in a compact, door-sized 31"x 80" area. Sectional benchwork was constructed, and a combination of traditional tubular track, GarGraves Phantom flexible track, and Ross Custom switches was screwed down on a luan plywood tabletop. The plan included the use of a sector plate, or pivoting track section, to access more spur tracks in a smaller area than could be accomplished by track switches alone (Photo 1).

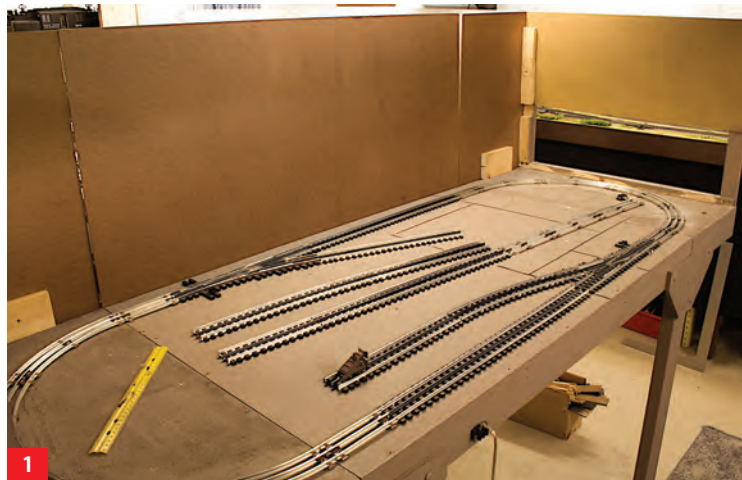
In this issue, a rocky hillside that hides a sizable coal deposit will be created, and a coal mine will be constructed to bring that resource to market. A city filled with unique buildings will take shape, and, finally, an operating scheme will be devised that will challenge the railroad crews.

## A Hillside in Coal Country

In keeping with my goal of easy portability, all major scenery elements had to be removable. A lift-off section containing the hillside was designed to cover one of the tight O27 end loops. Tempered Masonite hard-board backdrops 24" high were braced and joined in an L-shape arrangement, with an opening left near the bottom of the end backdrop for access. Tunnel portals of medium density fiberboard were cut with a jigsaw and glued to luan plywood foot plates (Photo 2). These foot plates were cut with the jigsaw to establish the shape of the removable hillside scenery panel. Next, using a hot glue gun, cardboard strips were glued to the backdrop, to the tunnel portals, and to the foot plates to form one unit (Photo 3). Strips of gauze







material saturated with plaster were then dipped in warm water and applied over the cardboard strips (Photo 4). After the plaster had set, a variety of plaster rock castings were arranged on the hillside. Bedrock is most likely to be visible on the more vertical cliff faces, so this was kept in mind as the castings were attached using acrylic latex caulking compound. Sculptamold, a plaster and papier-mâché product, was used to fill in around the castings to anchor them in place (Photo 5). Finally, the entire hillside was coated with a layer of Sculptamold using a long spatula (Photo 6). In areas that would not be covered with vegetation, the Sculptamold was applied in a horizontal pattern to represent sedimentary layering.

The rocky areas were given a coat of light gray flat latex house paint. A few shadow areas were created with a wash of diluted black acrylic paint. When everything was dry, the rocks were painted using antique white acrylic paint on a nearly dry brush to highlight the edges. Areas to be covered by vegetation were painted a medium brown (Photo 7).

## Vegetation and the Coal Mine

I wanted to model the dense vegetation typical of summer in the Appalachians. Woodland Scenics Clump Foliage in burnt grass, light green, and medium green gave the desired effect. Full-strength white glue was used to secure the foliage. In places where the slope made it difficult for the foliage to adhere, I cut a dark cloth to the desired shape and then glued the foliage to the cloth, again using the hot

glue gun. Then, I glued the cloth in place on the hillside (Photo 8). Touches of coarse turf and some regular foliage were added to create a smooth transition from rock to heavy underbrush. The overall effect was a good representation of summertime in Pennsylvania (Photo 9).

The final touch to be added was the coal mine. Since a small structure was in keeping with the overall scale of the layout, a Plasticville coaling station was given new siding from Plastruct and a conveyor system to bring coal from the mine (Photo 10). The support posts were shortened and glued to concrete footings made from medium density fiberboard to lower the structure by a few scale feet. This gave it a less spindly appearance. This may be a very oversimplified representation of a mine, but there wasn't a lot of real estate to work with. The conveyor was a piece of 1"x 1-1/2" lumber cut at the proper angle and covered with corrugated siding from a hobby shop.

## The City Scene

The city serves two purposes. First, it hides the sector plate from view. A city overpass supported by Masonite girders is the perfect disguise. Here, an old Lionel 623 diesel switcher has emerged from the hidden sector plate with an empty hopper headed for the coal tippie (Photo 11). The opening is wide enough for easy access but hidden from casual view. Second, the city would hide the other tight O27 end curve and provide a variety of interesting scenic vignettes. The key to making a small layout look big is to create many individual scenes. As the viewer's eye is drawn from one







small detailed scene to the next, the layout will appear larger than it really is.

To add visual interest, the various structures were placed on different levels for a stacked effect. By hiding the lower parts of many buildings and by adding numerous stone retaining walls between levels, the effect of distance is increased. Many structures are low-relief flat buildings placed along the backdrop. Photo 12 shows from left to right a Lionel residential structure, an Ameri-Towne #865 Antique Shop topped with part of a Plasticville town hall clock tower, and an Ameri-Towne #442 Acme Machine Company. On the hill to the right, the power station is a Lionel powerhouse paired with an MTH power station and topped with a Walthers HO scale transformer. The rooftop billboards are HO scale products from Athearn with new advertisements printed from the Internet. In the background, the tan wooden frame structure was created from an IHC row house kit. The tall corner building was built using Ameri-Towne parts. To its right is a Walthers Cornerstone low-relief building. Most of the other backdrop buildings were assembled from Ameri-Towne parts. All were decorated

with signs and posters also printed from the Internet. The retaining walls are Scenic Express products. These are flexible castings that have beautiful deep stone detail and are very easy to cut to size with a modeling knife.

The road leads into the city over a modern-looking concrete bridge assembled from pieces of Masonite, medium density fiberboard, dollhouse trim molding, and round 1/2" dowels. Buttons, plastic game pieces, and small marbles provide ornamentation for the railing (Photo 13). Because the road really has no place to go in the small city, it exits to the right into a conveniently placed tunnel portal.

## Operations on the Reading Central

Operations are centered primarily on the two spurs that lead to the coal mine. Empty coal hoppers must be brought to the mine, and full hoppers have to be hauled away. The spur at the front of the layout serves as the interchange track where loaded cars are picked up by other railroads, and empties are returned. The access openings at each hidden end curve serve as "fiddle yards." These are areas where it is permissible to remove engines and rolling stock by hand and replace them with other equipment. This is a necessary part of operations on small layouts, as well as on many not-so-small empires.

A typical day of operations might begin with a small switcher hauling loaded hoppers from the mine spurs, one at a time via the sector plate, and bringing them to the interchange track. The engine will have to use the loop to run around the cars to spot them on the interchange track.

Some loaded hoppers may be brought to the end loop under the power station to provide the fuel used to generate electricity. They are removed through the fiddle yard access area and returned there later when empty. Meanwhile, the switcher is exchanged for a road engine and some extra freight cars at





10



11

the fiddle yard. Cars from the interchange track are added to the train, which runs around the loop as many times as desired to reach its destination. Eventually, the empty cars are returned to the interchange

track, and the switching engine reappears to take them one by one back through the sector plate to the mine tracks. At other times, different types of freight cars can be brought to the interchange track, provid-

ing the city with a variety of other commodities.

But then, on many other occasions I just like to sit back and watch them run.



12



13

## Reading Central Vignettes

These photos demonstrate that layout size has little or nothing to do with the level of realism that might be achieved. My vignettes illustrate just a few of many individual scenes that are part of the landscape along the Reading Central lines.



Small details will bring any scene to life and add interest. Just because my layout is small doesn't mean I had to skimp on its details. In fact, these highly detailed scenes made this layout seem larger.

A Lionel GP38 in flashy Lehigh Valley livery adds a splash of color to this compact trackside scene.





## Modeling Tips



Sidewalks were constructed using individual 1" squares cut from Masonite. These were sprayed a concrete gray color and glued down to form sidewalks and walkways.



No matter how little real estate is available, there always seems to be room for both vegetables and flowers. The tomato plants are plastic flower stems with craft beads representing tomatoes. The flowers are Silflor products from Scenic Express.



Vines are being added to a retaining wall. Full-strength white glue is spread in a branching pattern, and coarse turf is tamped onto the glue with the fingertips.



Texture is added to the luan plywood road using premixed lightweight spackle. When dry, it is sanded smooth leaving some irregularities that resemble worn, patched blacktop.



A few inches along the backdrop was all that was needed for a small passenger station. On a small layout, it's important to make use of all available real estate.



The backdrop was painted with some indistinct hills and tree shapes. Liquid acrylic violet was used for distant mountains with green for the line of trees. The green was toned down using red, its complementary color. Some of the sky blue backdrop paint was added to both the purple and the green to tie everything together. The row of trees was painted by holding a 2" brush vertically and dabbing on the color. The natural shape of the bristles formed the trees. Note that distance is conveyed through color tone. Distant hills and trees are bluer and lighter in tone. Nearby objects are more intense in color.



I like to include some local wildlife in the more remote areas of my mountain.



Details, details, and more details are all arranged to provide an imagined reality.

The layout's primary industry is a continual beehive of activity.



A weathered MTH Western Pacific Geep idles on the short mine siding while awaiting clearance for a move to the main line.



# Create a GP Diesel Shop Scene

Article and Photos by Frank Cozzi

This project was inspired by a photograph in *The Model Railroader's Guide to Locomotive Servicing Terminals* by Marty McGuirk. The photo shows a crane lifting the hood of a Jeep to expose the prime mover. I thought that this would make a nice static display scene for the engine service facility on my layout. I realized that you could cut apart a Lionel GP diesel locomotive shell to separate the section of the hood that covers the prime mover. At the TCA York meet, I purchased a GP shell, a frame with trucks, and a fuel tank.

The first step is to cut apart the shell. For this I used a razor saw and a typical plastic carpenter's miter box. I cut a piece of 1x2 pine down on a table saw to 1-1/4" wide so it would fit inside the shell. This supports the sides of the shell during cutting. I placed a strip of 1/2" thick Homasote in the miter box. This compensates for the step in the shell and keeps it from getting scratched (Photo 1). If you look closely, you can see that the shell includes molded-in lines that represent the center hood section (the one with the exhaust stacks). These are where the cuts in the shell are to be made, as shown in Photo 2. Carefully hold the bottom of the shell against the side of the miter box and make the first cut. Turn the shell over and cut the opposite side. Make sure that the cuts of the two sides line up. Then score a line on top of the shell using a scribe and a steel ruler, joining the two side cuts. Use this line to cut through the top of the shell with the razor saw. The shell I had was too tall to make this cut in my miter box, so I had to do it freehand. Make the same cuts along



the other dividing lines. If you have done it correctly, you should have three sections, as shown in Photo 3.

Three tabs on the frame (Photo 4) need to be flattened to fit the prime mover. I removed the trucks from the frame by prying off the C-clips with a small screwdriver. Be sure they don't go flying off! I carefully flattened the tabs with a block of scrap wood and a hammer on my workbench. After flattening, they should look like Photo 5. My frame was a little rusty and dirty, so I cleaned it and spray-painted it flat black.

The center shell section is the one that is lifted to service the prime mover. I added some styrene strips using CA adhesive, as shown in Photo 6, to represent some inter-


nal structure. I cemented in a 1-5/16" long piece of .125 x .188 strip styrene at the bottom of the section to keep the sides parallel. I then bent .020 diameter brass rod around a 1/16" drill bit to form lift rings. I drilled .021" diameter holes in the top corners of the shell section using a miniature drill and a pin vise and cemented in the lift rings with a drop of CA adhesive. The styrene strips and lift rings were then painted Polly Scale Grimy Black. I had some leftover scale chain that I threaded through the lift rings.

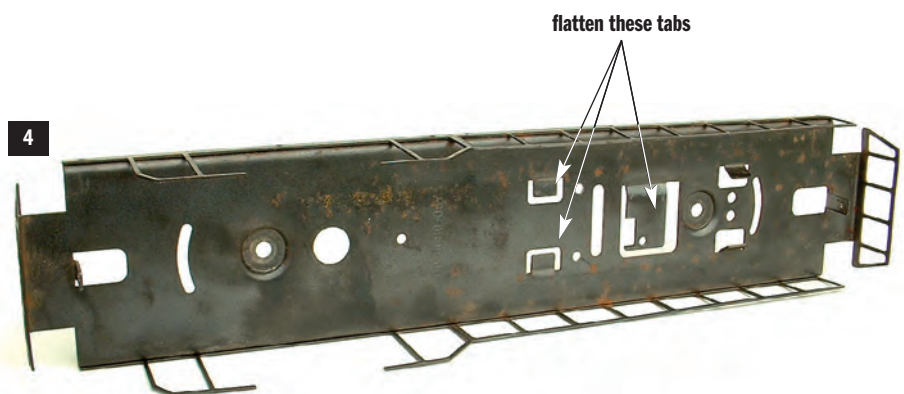
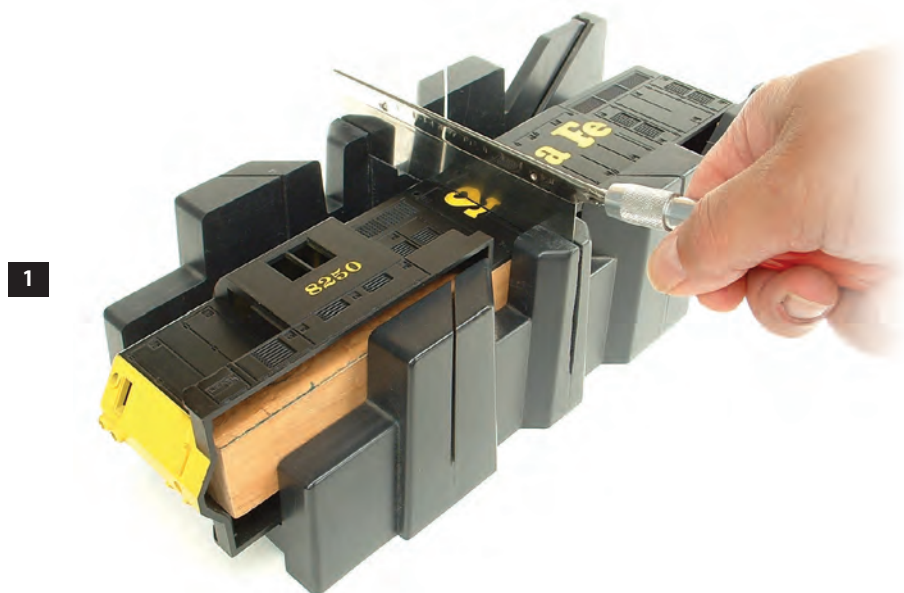
The GP-series diesel locomotives used the venerable EMD 567 prime mover. Walthers offers an HO model of the 567, but I could not find an O scale model. So as a substitute, I used an MTH diesel



engine-generator set. It's not exactly a 567, but it is a reasonably good-looking stand-in. If someone makes an O scale model in the future, I can always change it. I made a mounting base for the prime mover using .080 styrene sheet, as shown in the diagram on page 61 and Photo 7. Paint the top side of the mounting base with the Grimy Black. Two of the holes in the base are for mounting the fuel tank. Cut off the two bosses on the inside of the fuel tank and drill  $3/32$ " diameter holes in their place. The single boss at the other end of the tank was broken off, so I replaced it with a piece of  $1/8$ " styrene round rod (Photo 8). Place two No. 2 x  $3/4$ " long flat-head machine screws through the fuel tank mounting holes on the top side of the mounting bracket. Attach the engine-generator set to the mounting bracket with two No. 4 x  $1/2$ " long flat-head sheet metal screws inserted through the bottom. I had to drill out the generator set mounting holes to make them slightly larger to fit the No. 4 screws. When you are finished, the assembly should look like Photo 9.

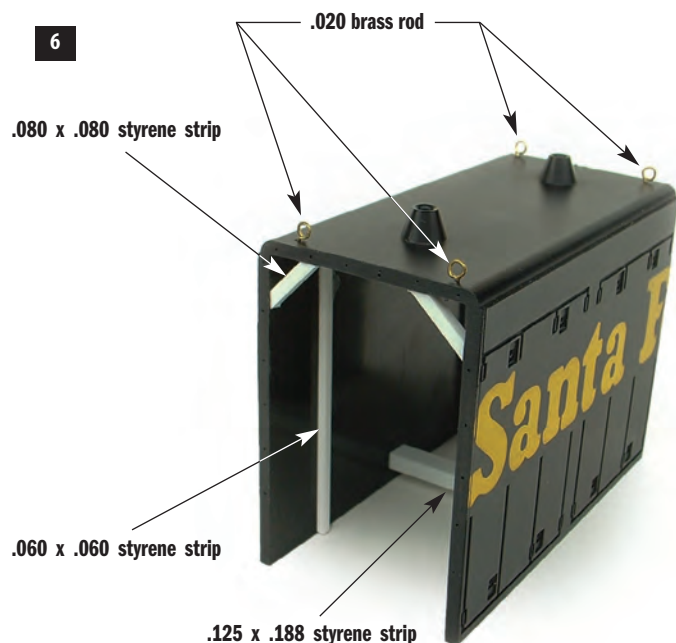
Reattach the trucks to the frame using the two C-clips. Mount the prime mover assembly to the frame by passing the two fuel tank mounting screws through the holes on the top (Photo 10). Mount the fuel tank to the bottom of the frame with the two mounting screws and two No. 2 nuts (Photo 11). Mount the two GP shell ends to the frame with the body mounting screws. The open ends of the shells should fit over the ends of the prime mover mounting base (Photo 12).

You can add headlight lenses and horns to your GP shell if it does not have them. You can now suspend the center hood section from an appropriate derrick on an adjacent track. Add some work figures, and you now have a convincing purpose for your layout's engine maintenance facility. 





6



## Materials List

| Supplier                      | Qty. | Item  |
|-------------------------------|------|---|
| <b>Lionel</b>                 | 1    | GP shell                                    |
|                               | 1    | Frame                                       |
|                               | 1    | Fuel tank                                   |
| <b>MTH</b>                    | 1    | Two-piece generator set, No. 30-50028       |
| <b>Lionel Parts Suppliers</b> | 2    | Horn postwar, No. 50-100                    |
|                               | 2    | Headlight lens postwar, No. 2328-10         |
| <b>K&amp;S Engineering</b>    | 1    | .020 brass rod, Stock No. 8159              |
| <b>Evergreen Scale Models</b> | 1    | .080 styrene sheet, No. 9080 or No. 9280    |
|                               | 1    | .125 x .188 strip styrene, No. 188          |
|                               | 1    | .060 x .060 strip styrene, No. 153          |
|                               | 1    | .080 x .080 strip styrene, No. 164          |
|                               | 1    | 1/8" styrene round rod                      |
| <b>Floquil Polly Scale</b>    | 1    | Grimy Black F414137                         |
| <b>Miscellaneous</b>          | 2    | No. 2 flat-head machine screw 3/4" long     |
|                               | 2    | No. 2 hex nut                               |
|                               | 2    | No. 4 flat-head sheet metal screw 1/2" long |

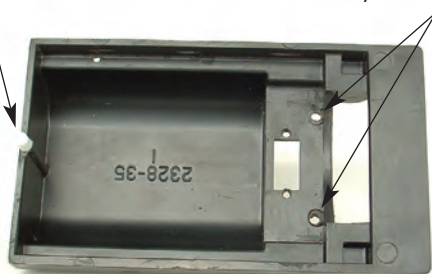
7



1/8" styrene round rod

remove bosses and drill 3/32" diameter holes

8



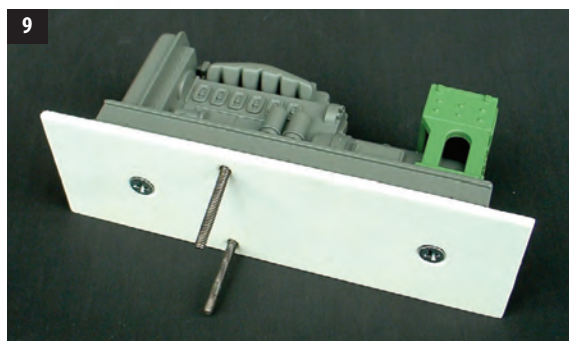
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11



9



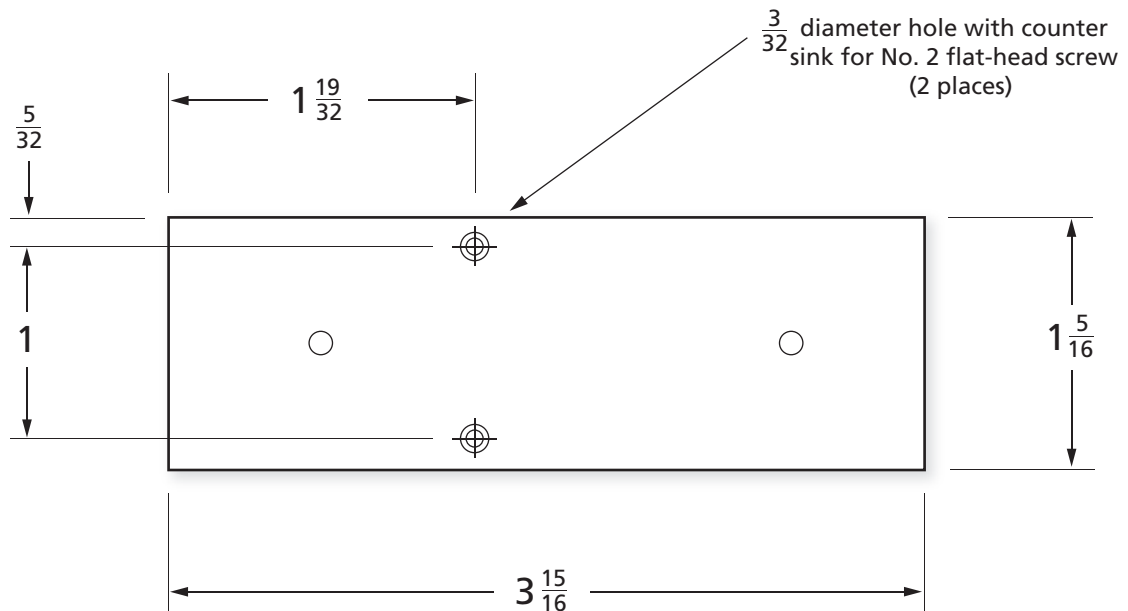
12





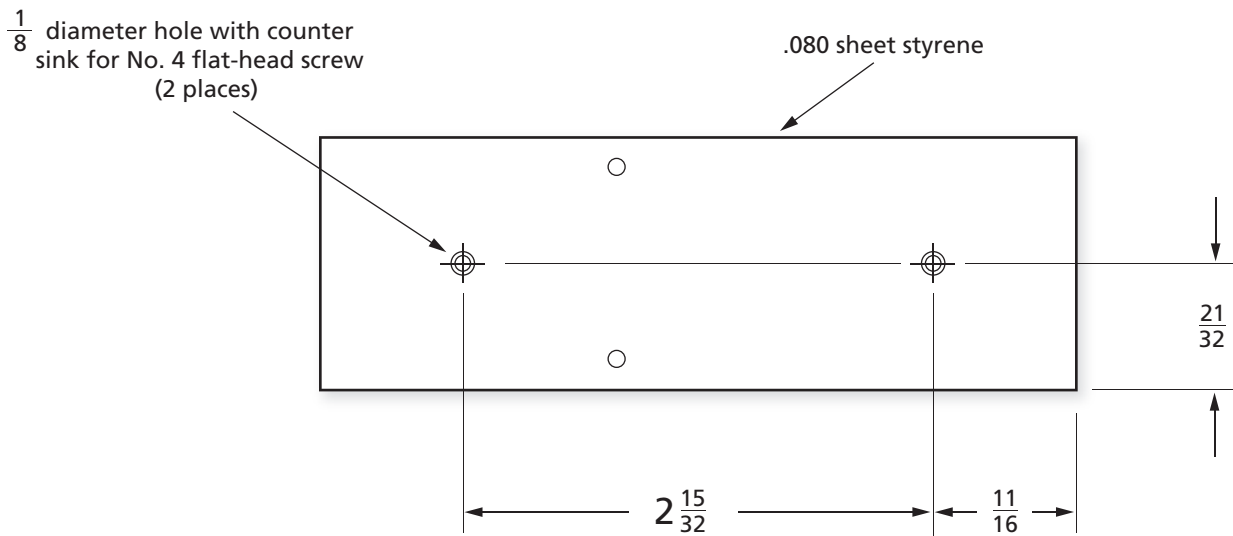
# PRIME MOVER Mounting Base

*Diagram to scale, all dimensions are in inches*



**TOP**

← **Short Hood of GP**



**BOTTOM**







# Rambling Rocky Ridge Railroad or RRRRR

Article by Tom Scibetta

Photos by Ed Olszewski and Jim Barrett

My enthusiasm for trains and railroading began when I was around 10 years old and lived on the west side of Buffalo, New York. That was when my younger brother and I received our first and only Lionel train set. We subsequently set it up every year at Christmas and could always count on receiving something new to make the train look different.

As the years passed and my brother's interest waned, my parents allowed me to build a 4' x 8' holiday layout in the living room, which I expanded to 4' x 12' over a few years. Although it took weeks to set up, my parents felt it was worth it to see the delight expressed by relatives, friends, and neighbors who visited during the holiday season.

We also had a relative who was a train enthusiast as well as a close friend who was a Lionel dealer. Both of them set up elaborate train displays for Christmas. However, no matter how old I was or how careful I promised to be, I was never allowed to run or even to touch anything on their layouts. It was because of this I eventually decided all of my own layouts would be kid friendly. Children would not only be allowed but actively encouraged to run the trains and accessories.

The passing years included marriage, four children, and a move to the suburbs of Syracuse, New York. Every year that same train was set up around the Christmas tree. Then as the family grew older, our holiday layout progressed from one that was initially 4' x 8' to a larger 8' x 8' size. We followed that one with a second holiday train layout in the

basement. Our basement was a mixed activity area used by the entire family throughout the bitter New York winters.

We expanded our small house by adding a large playroom and a full basement with space for a large permanent layout. That was 28 years ago. To make things kid friendly in keeping with my long-time vow, I wanted simple interaction with realistic scenes, accessories that fit with the scenery, and trains that didn't look like they were crowded together and just going around in circles.

Having had no experience in building a large layout, I elected to work with a model railroad designer. For around \$400, he supplied a finished plan that I liked. I consider it the best train investment I ever made. Currently, the layout occupies about 800 square feet with about 860' of track (nearly eight scale miles).

I didn't have either a prototype railroad or specific scenery ideas in mind when I started my adventure of building the layout. I just wanted something that would look good. In addition to making the layout kid friendly, another objective was to entertain visitors with scenery, accessories, and trains. The actual work was done by trial and a whole lot of error.

The layout was built in six progressive sections, with a loop at the end of each section that allowed trains to be sent out and

**OPPOSITE:** A faster Lionel Wabash A-B team passes a slower GM&O GP20 freight train on the adjacent line. I use ground throws from Caboose Industries on all GarGraves switches near the edge of the layout to give visitors and operators even more interaction.

**RIGHT:** Spectators look on while waiting their turn to ride the Swampy Pond Live Steam RR Club's equipment. This operating Z scale line circles a pond. All of the O gauge track is weathered.





returned in continuous operation. The scenery in each section was finished so the layout would look complete, and every few years, a new area would be available for viewing. Thanks to full-time employment and some volunteer work, which consumed most of my spare time, I am not finished yet.

When asked how we would move the layout if needed, I tell the folks it is very simple and is purposely designed for moving. We simply remove the trains, buildings, structures, and accessories. Then the demolition crew comes in with jackhammers and puts everything else in a dumpster.

The layout uses L-girder construction with 1/2" plywood creating elevations. With the pulling power of today's trains and lightweight cars, these elevations eliminate the flat layout look. Except for the two yard areas, all track varies in height between 41" and 63" from the floor.

The main line has an overall 2 percent grade, with grades in some areas as steep as 5 percent. Even with these steep grades, the right scenery can make things look very realistic. In one area of the layout, a full-turn helix in a mountain makes a pronounced change in elevation appear more natural.

GarGraves track on Homasote roadbed was the natural choice for this layout because of the prototypical appearance.

**RIGHT: A visitor is treated to this realistic view down Main Street in this town on a high ridge.**

**BELOW: Tourists with their camper are treated to a view of the old alongside the new as a Lionel UP diesel on the main line passes a Williams Challenger.**





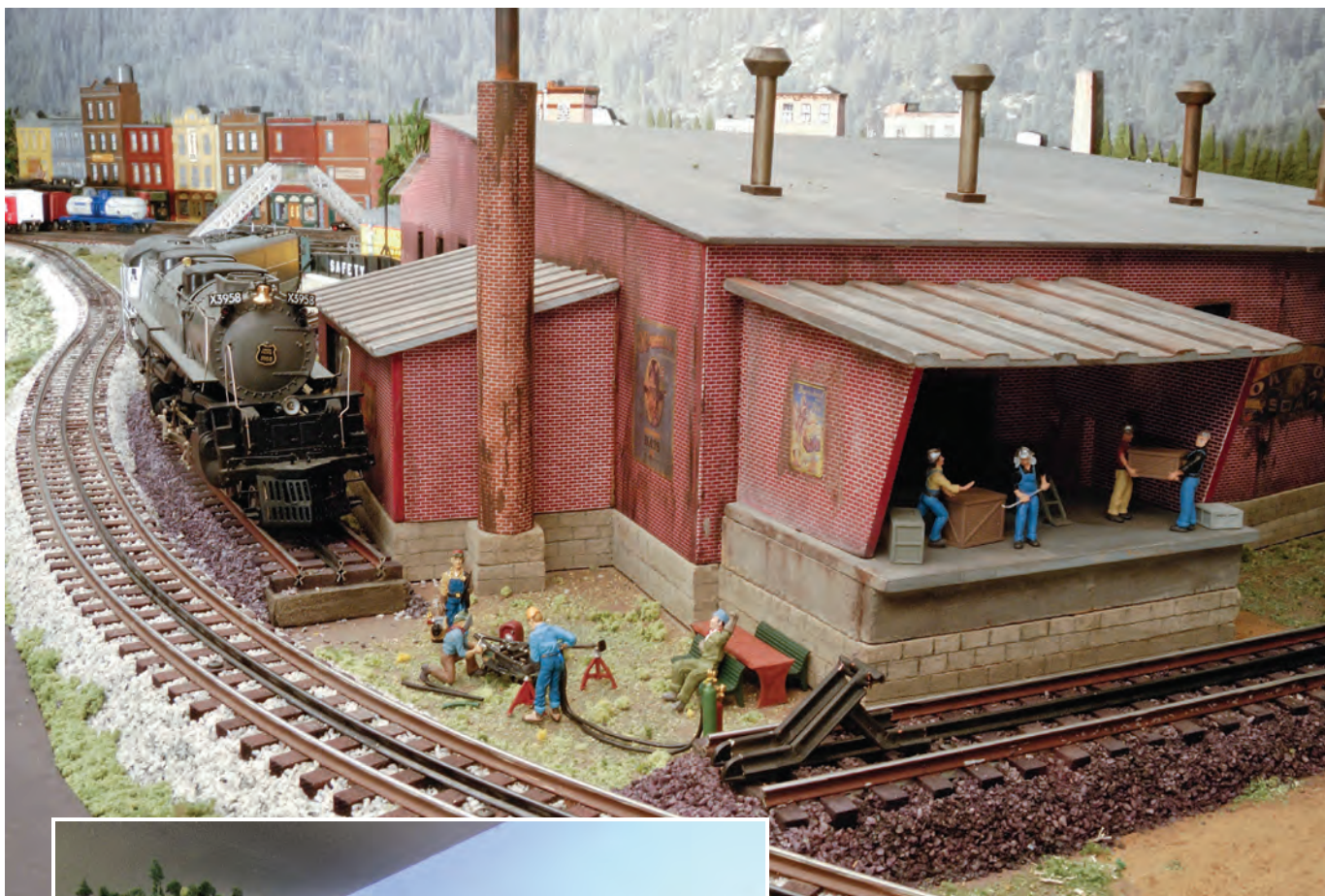


K-line, Lionel, and Williams rolling stock fill this yard along a mountainside town. Buildings are Elfin Models' fronts fitted with 2" sides to give them a three-dimensional look. Mountains and evergreens are HO scenic backdrops from Backdrop Warehouse. They are three-dimensional using various layers of cardboard, so no portion of the picture actually touches the wall.

This is the first scene visitors see when entering the layout area. Included are eight operating accessories; five are equipped with sound. The seven Marx spotlight towers are the same size; however, for perspective each base is cut lower the farther back they go.







**Woodland Scenics' welders perform minor repairs on a Williams Challenger alongside a Scale University roundhouse. Other workers are uncrating some much needed equipment.**

**A Lionel 0-4-0 switcher pulls coal cars to a mine located at eye level. The mine is at the top of a full-circle helix built into the mountain. Below the trestle, a Williams SP passenger set runs on one of the two main lines.**



The customized curves that can be formed with GarGraves flexible track help to make any layout unique.

Having seen and read about so many great HO layouts, I wanted the type of realistic scenery I had seen presented in various model railroading publications. Lacking artistic ability, I joined the Central New York Division of the NMRA and was quickly overwhelmed with new ideas and proven methods for building scenery.

Molding rocks struck my fancy, and, once I started doing it, I couldn't stop. To date, some 2,500 pounds of molding plaster and Hydrocal are on the layout. My mountains are constructed on an under-frame of wooden strips placed about 2' apart. I covered this supporting structure with cardboard strips about 1-1/2" wide and as long as I needed them to be. Woven together in a simple rectangular pattern approximately every 6", the strips were held together with glue with several clothespins as clamps





Workers are lining up a GP9 for overhaul in the roundhouse, while a steamer is ready to get back to work. The hills, trees, and background along the curved wall hide a tunnel and a corner of the room.



A Lionel 164 Sawmill blends nicely with its surrounding scenery. The track on the right climbs a 5 percent grade, but it works and fits the scenery.



The interior of this station is lighted and detailed as are all buildings within a couple of feet of the edges of the layout. Detailing of structures farther back is rarely noticed and not necessary.



This is one of the layout's signature scenes. A Lionel 0-4-0 switcher crosses Triple Falls Gorge that extends from eye level to the floor. The waterfall in the background appears to flow, accompanied by sounds of a waterfall.

until the glue dried. I then covered this framework with paper bags soaked in a Hydrocal slurry. After everything dried, rock molds made with molding plaster were put in place and finished. Edges of molded rocks made my layout appear larger. Because of the amount of rockwork and mountain effects, my youngest daughter suggested the name Rambling Rocky Ridge Railroad, or RRRRR.

During the building of the first and second sections, I created two separate viewing areas with mountains that formed two triangles. The intent was to prevent people from seeing both sides at the same time, thus making the layout appear larger. This formed a funneled viewing area, which caused me to understand the interesting and useful concept of forced perspective.

On my layout, my experiments with forced perspective began by taking eight Marx yard spotlight towers and gradually reducing their heights with a saw. The front tower, positioned closest to the viewing position, was left full size, but the others were cut progressively lower with the last one being a full 2" shorter than the original tower. I continued to use this concept throughout the layout and found that trees were the easiest to work with.

I currently have about 2,800 trees, with more being





**This panorama shows the two main lines. Rock molds along the edges of the layout help extend the scenery, while molded rock extends to the floor.**



**This construction scene shows how corners are eliminated. I use 1-1/2" cardboard strips to give a general shape to the area, lay them into a basket weave, then follow with a layer of paper bags dipped in Hydrocal. I subsequently add rock molds to the Hydrocal base.**



**I positioned these O gauge accessories in front on the layout. The lumber mill and pink car in the background are HO scale and are placed higher and farther back for perspective.**

added all the time. The taller 12" trees are in front, with sizes decreasing to 1" against the wall. Two difficult scenes involve a mirror to display an HO train and town and another mirror for an HO farm and mine scene. Both mirrors are hidden behind mountains. Lionel accessories are in front, American Flyer S gauge accessories farther back, and HO items at the back. An HO hand-car and other HO items are placed in a valley on or near the floor.

At one point there was no place to continue a road, so I simply carved a 4" square into a mountain and constructed a 3' long tunnel, resulting in the tunnel being 4"x 4" at the front end and tapering down to 2"x 2" in the back. I glued a picture of a country scene to the back wall; lit up the picture and the tunnel; and then placed an O gauge truck in front, an HO car in the back, and another vehicle between them.

My layout features more than 20 operating accessories, and several of them have homemade sounds as an added feature. One of them is an American Flyer barrel loader with a workman who sings, "Four barrels of beer on the rack, four barrels of beer, take one down, pass it around, three barrels..." The singing is synchronized with the barrels being unloaded. Another is a Lionel yard tower with two men inside who spin in an endless circle. One asks, "Hey, Joe, how is your side?" The other voice responds, "My side is okay, how is yours?" This dialog banters back and



forth with “No, Joe, this is my side, you’re looking at the wrong side” and so forth. Next, a Lionel freight station has audio of two workers jokingly criticizing each other. Additionally, a K-Line passenger loading platform has a talking conductor. All of my accessories are blended with the scenery and run with separate switches that visitors can operate.

The average person visiting my layout is probably not much interested in transformers, which I hide or put inside small control panels. Conventional transformer control powers a section, but Lionel TMCC is used for the rest of the layout. This allows me to run Williams, K-Line, and Lionel trains. Switching is done by hand or with controls located opposite the switches.

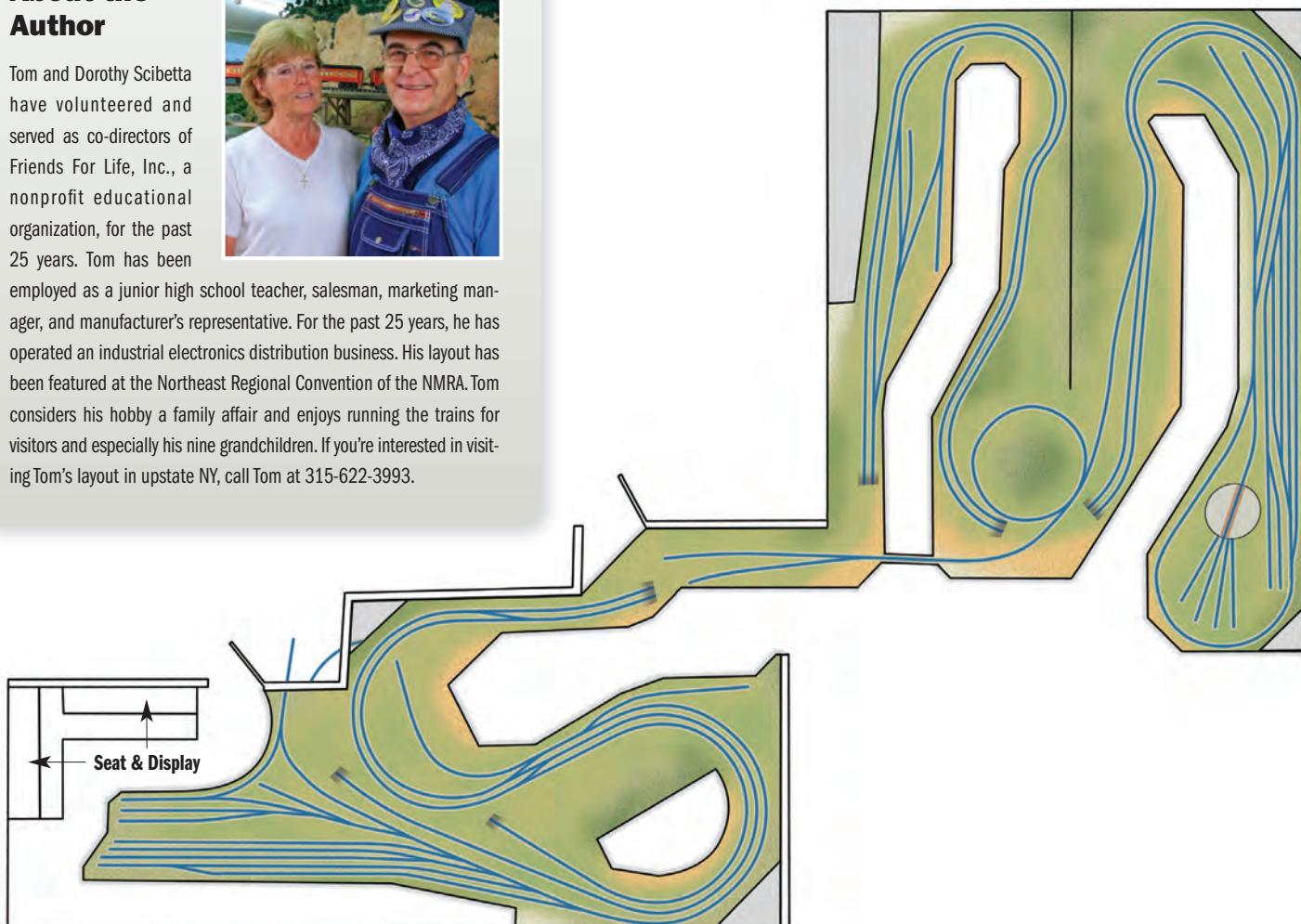
I’m not concerned about using proper road names. I simply use and enjoy whatever I have. My layout is intended to be fun for all ages from 5 to 105. I like to believe that I have come close to achieving that goal, but there is always more to do. The great thing is that it’s fun just trying to add more fun things to the layout. 🚂



Lionel's culvert unloader is under repair, while a freight train on the main line passes over a dry gorge that is subject to flash flooding with real water.

## About the Author

Tom and Dorothy Scibetta have volunteered and served as co-directors of Friends For Life, Inc., a nonprofit educational organization, for the past 25 years. Tom has been employed as a junior high school teacher, salesman, marketing manager, and manufacturer's representative. For the past 25 years, he has operated an industrial electronics distribution business. His layout has been featured at the Northeast Regional Convention of the NMRA. Tom considers his hobby a family affair and enjoys running the trains for visitors and especially his nine grandchildren. If you're interested in visiting Tom's layout in upstate NY, call Tom at 315-622-3993.





*Tame those bump-and-go motorized units.*



# A More Realistic Ride for Your Lionel Trolley Passengers

Article and Photos by Lee French

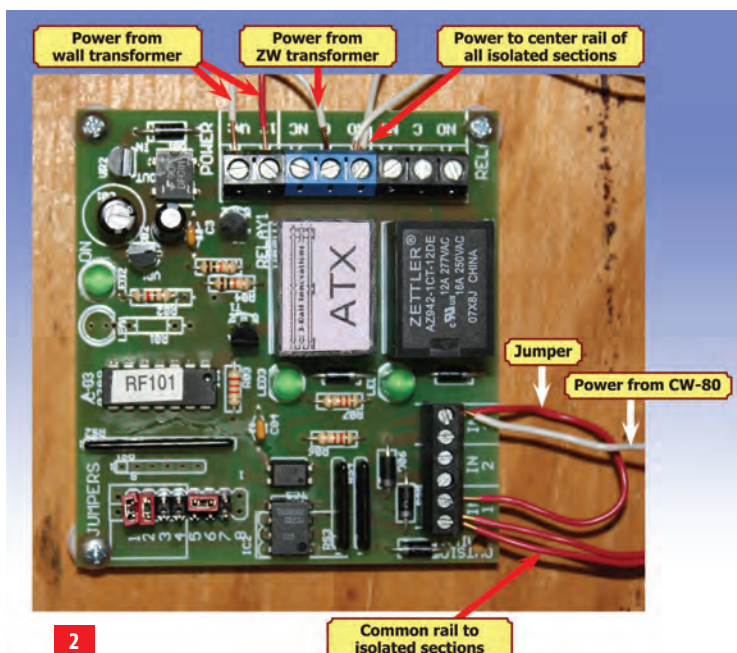
Over many years, Lionel has produced numerous small motorized units. They come in many versions, styles, and road names. Given their diminutive size, they are a great choice for smaller layouts. I own many of these units, but I particularly enjoy the Lionel trolley cars (Photo 1). Their constant motion always captures my attention.

Although the newer versions from Lionel run quietly at slow speeds, for directional control, they still rely on a bump-and-go reversing mechanism. My layout is small, and the trolley only travels about 5' between each station before encountering a Lionel 260 bumper at each end of the line and reversing. At slow speeds,

the total time for a one-way trip is less than 10 seconds, and the constant bump bump bump becomes a distraction, not to mention the wear and tear on the trolley. After years of seeing my trolley passengers waiting hopelessly for a chance to board, I decided it would be more realistic if I could get the trolley to stop at each station for at least a brief time. I have no experience with complicated electronics, didn't want to alter my existing Lionel units, and wanted a low-cost solution. At first, I thought the way to accomplish this task would take some research, but luckily for me, I already had the answer at my fingertips.

On the inner loop of my layout, I installed an Automatic Train



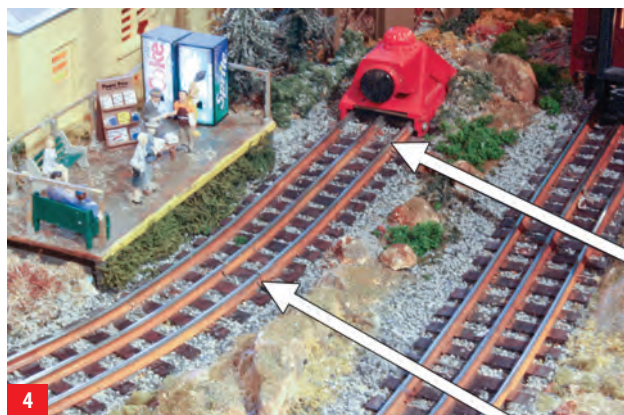


Xchange (ATX) controller from Three-Rail Innovations. The concept of the ATX (Photo 2) is that it combines isolated track blocks with relays and electronics to control train operations. It is capable of controlling multiple blocks, trains, or accessories. My needs were made much simpler.

To install the ATX, I first created an isolated block using my Dremel tool to make several cuts in the power rail and the common outside rail in the GarGraves track positioned near the passenger train station. I then connected the rails to my ZW and CW-80 to the ATX, as described in the installation diagrams. The ATX requires two track power inputs, one of which cannot exceed 12 volts. A common ground wire connects the two transformers that have been phased together. The ATX is powered by a separate 12-volt wall transformer, which I purchased at a local electronics discount shop for a few dollars. The ATX features jumpers that allow selection of the number of times the train will pass through the isolated block before stopping and the length of time for it to pause. For my inner loop, I selected four block passes and a 20-second pause at the station.

The last step was easy. I locked one of my Lionel Alco diesel locomotives on forward only and sat back to watch. What a difference! Instead of my passenger train running endless 30-second loops around the layout without stopping, the train made four trips and came to a stop with the passenger cars perfectly aligned at the station platform. Because only the isolated block section where the engine was located had lost power during the 20-second wait interval, the passenger cars remained illuminated. When the ATX restored the power after 20 seconds, the train pulled out. I wondered if I could apply the same concept to a bump-and-go unit.

After some discussion with John Kerklo at Three-Rail Innovations, I ordered a second ATX. The ATX is available either with or without an operating manual. Because I purchased one with my first ATX, this time I only needed the controller unit, thereby saving a few dollars. The installation process would be similar to my inner loop design, but since I wanted the trolley to pause at either station, a few refinements would be needed.







The desired concept was that the trolley would travel the length of track, reversing as designed, and then at a selected time pause at each station. When power was restored, the trolley would continue forward, bump and reverse, and then proceed back to the other end of the line where the process would be repeated.

Again I made several cuts in the GarGraves trolley line common outer rail to create the isolated blocks (Photos 3 and 4). Next, I made one cut in the center power rail at each end of the trolley line. This cut needed to be positioned carefully. The length of the block allowed for coasting distance to occur when power was removed. The position of the stopped trolley also had to align with the passenger platform at each end of the line. If the trolley stopped too close to the bumper when power was restored, it did not have enough momentum to activate the reversing mechanism. If it was too far away, the trolley did not stop at the right location for the station, and thus realism suffered when the reversing sequence occurred. I have shown the location of the cuts I selected in Photos 5 and 6.


As I did with my inner loop, the next step was to connect wires from each of the isolated sections to the ATX and to the ZW and CW-80, as shown in my wiring diagram. The ATX requires only

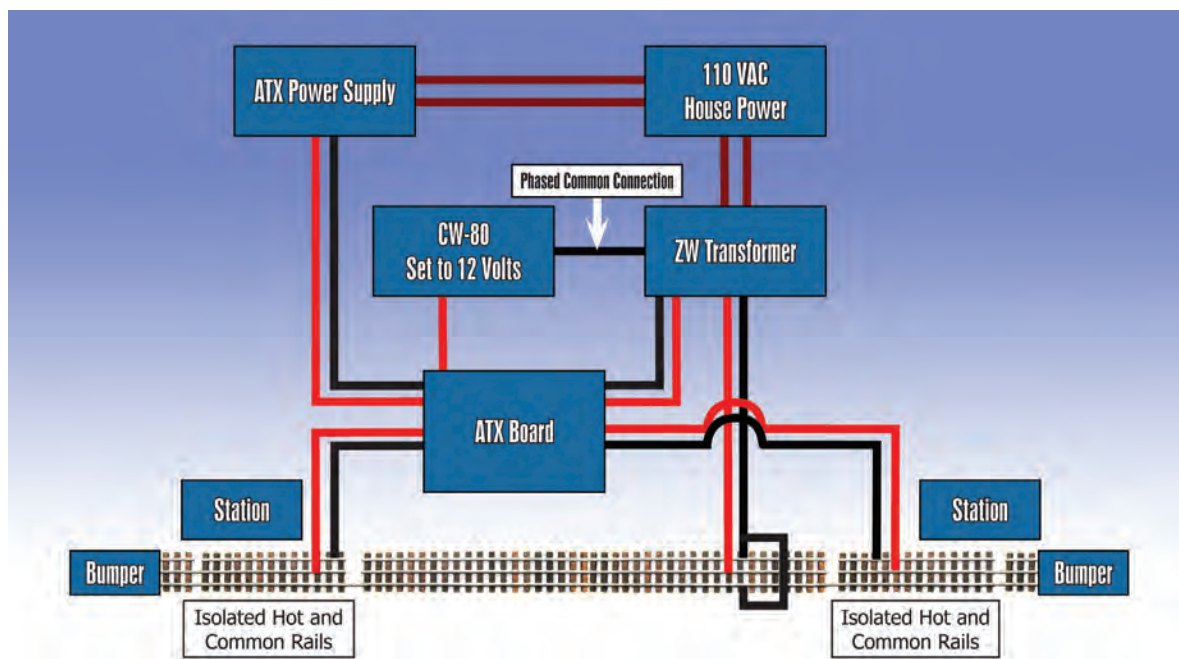
a few amps to operate, so I was able to splice in the same wall transformer for my inner loop. The transformers were already phased and connected with a common wire, so a second one was not necessary. Since I wanted the trolley to stop at either station, a little math was required to select the jumper settings. The ATX counts the number of passes the train makes through the isolated block. If an even number jumper setting was selected, the trolley paused only at one station. An odd numbered jumper setting allowed it to alternate the station stops. I selected three passes with 20 seconds of wait time. This kept the trolley runs to a minimum and reduced passenger waiting time. After checking a few wires and adjustments, it was time to see the results.

What I found was better than I had hoped for. At low speed, the trolley glided into the station platform and on the selected pass stopped for passengers to board. A few seconds later, the trolley restarted, moved forward only an inch or so, struck the bumper, reversed, and headed back down the line (Photo 7). A few passes later, the process was repeated at the other station. The result was a dramatic improvement. After all these years, my trolley passengers were treated to a less stressful experience.

There is an added bonus as well. Since each end of the trolley line is now an isolated block, the lighted bumpers remain off during the trolley's trip. When the trolley restarts after pausing, both bumpers light and remain lit until the trolley leaves the isolated block. This adds more fun and action.

This idea would also work for Lionel fire cars, gang cars, or anything else that uses the bump-and-go concept, including bumper-initiated reversing on trolleys from MTH and Atlas O Industrial Rail. With longer trolley lines, additional stop and wait sequences could be added along the line at additional passenger stations. The cost was very reasonable at less than \$50. The setup was easy, and I didn't have to alter any of my existing Lionel power units. John Kerklo was great to work with and took more than enough time to answer my questions.

Time for me to go; I have a trolley to catch! 





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| 6086 045 Right                      | 67.95 | 39.95 |
| 6471 Phil. & Reading SS Box045 Left | 59.95 | 49.95 |
| 8876 BAR 50' Box045 Left            | 79.95 | 59.95 |

## MTH PREMIER LOCOMOTIVES

|                                    |        |        |
|------------------------------------|--------|--------|
| 1215-1 Dorfan #1134 Std G.Steam P2 | 899.95 | 795.95 |
|------------------------------------|--------|--------|

## MTH PREMIER LOCOMOTIVES (cont.)

|                                     | Retail  | NOW     |
|-------------------------------------|---------|---------|
| 2070-1 CP GP 30 P1 LN               | 349.95  | 169.95  |
| 2292-1 D&H Sharks A-B P2            | 550.95  | 398.95  |
| 2501-3 UP Alco S2 Dummy             | 159.95  | 89.95   |
| 2635-3 NH Alco PA-B Unit Dummy      |         | 149.95  |
| 2643-3 UP Dash 8 40C Dummy          | 169.95  | 129.95  |
| 2693-1 UP SD40 P2                   | 429.95  | 349.95  |
| 2794-1 Grand Trunk Alco S2 P2       | 399.95  | 319.95  |
| 2855-1 Reading GP 40 P2             | 399.95  | 349.95  |
| 2856-1 Wisconsin Cent. GP 40        | 399.95  | 298.95  |
| 2859-3 Maine C. GP 38 Dum/Light LN  | 199.95  | 179.95  |
| 2920-3 NS SD 70 M-2 Dum/Light LN    | 199.95  | 149.95  |
| 3038-1 PRR ATLANTIC 4-4-2 P2 no box | 698.95  | 498.95  |
| 3141-1 PRR H 3 2-8-0 P2 LN          | 698.95  | 598.95  |
| 3180-1 PRR L1 Mikado P2             | 899.95  | 849.95  |
| 3313-1 CP Royal Hudson P2           | 999.95  | 849.95  |
| 3313-1 CP Royal Hudson P2 Display   | 999.95  | 798.95  |
| 3314-1 CP Royal Hud. (Southern)P2   | 999.95  | 698.95  |
| 3387-1 GN R2 Set w/4 Ore & Cab. P2  | 1499.95 | 1449.95 |
| 3415-1E UP Big Boy (only) P2        | 1399.95 | 1299.95 |
| 3416-1E UP Big Boy (only) P2        | 1399.95 | 1299.95 |
| 5590-1E PRR P 5A (only) P2          | 698.95  | 398.95  |
| 200046-1 SF F3's A-B-A P2           | 699.95  | 649.95  |
| 200050-1 CP Rail E8 A-B-A P2        | 699.95  | 649.95  |

## MTH RAIL KING MOTORIZED UNITS

|                                    |        |        |
|------------------------------------|--------|--------|
| 1494-1 WM Mohawk 4-8-2 P2          | 399.95 | 359.95 |
| 1496-1 NYC Mohawk Pass Set         | 499.95 | 449.95 |
| 1497-1 NYC Mohawk Freight Set P2   | 499.95 | 449.95 |
| 1531-1 Erie TriplexFreight Set P2  | 799.95 | 749.95 |
| 2745-1 NYC SW1 P2                  | 299.95 | 269.95 |
| 2802-1 Santa Fe Alco RS1           | 299.95 | 249.95 |
| 2846-1 NYC 4 Car Mu P2 Set         | 499.95 | 398.95 |
| 2868-1 W. Maryland RSD P2          | 299.95 | 198.95 |
| 2868-3 W. Maryland RSD Dummy       | 149.95 | 98.95  |
| 2872-3 Burlington SD9 Diesel Dummy | 150.95 | 129.95 |
| 2882-1 B&M SW9 P2                  | 299.95 | 269.95 |
| 2882-3 B&M SW9 Dummy               | 119.95 | 107.95 |
| 2974-1 Cen. New Eng. GP 20 P2      | 299.95 | 279.95 |
| 2974-3 Cen. New Eng. GP 20 Dum.    | 149.95 | 139.95 |
| 4189-1 UP GP9 P2 w/smoke           | 299.95 | 249.95 |

## MTH RAIL KING PASSENGER CARS

|                                   |        |        |
|-----------------------------------|--------|--------|
| 67340 CP Streamlined 4 Car Set    | 199.95 | 129.95 |
| 67450 D & H Streamlined 4 Car Set | 199.95 | 129.95 |
| 69076 Wabash Mad. 4 Car Set       | 199.95 | 129.95 |

## MTH PREMIER PASSENGER CARS

|                                  |        |        |
|----------------------------------|--------|--------|
| 65152 SF Streamlined, Plated     | 399.95 | 369.95 |
| 4261 SF RPO Mad.                 | 69.95  | 49.95  |
| 68152 SF RPO Streamlined         | 89.95  | 69.95  |
| 6118 SF Blue Goose 2 pc Alum     | 179.95 | 89.95  |
| 66071 Mil. Road Streamlined 2 pc | 159.95 | 79.95  |
| 65138 VIA Rail Streamlined 5 pc  | 399.95 | 298.95 |
| 62012 Cent. Pac. 64' Head Coach  | 89.95  | 49.95  |
| 62014 UP 64' Head Coach          | 89.95  | 69.95  |

## MTH PREMIER PASSENGER CARS (cont.)

|                         | Retail | NOW    |
|-------------------------|--------|--------|
| 62013 UP 64' 3 Car      | 249.95 | 198.95 |
| 62029 NY & NC 64' 3 Car | 249.95 | 198.95 |

## BACHMANN ON3

|                                   |        |        |
|-----------------------------------|--------|--------|
| 25657 Greenbrier & Big Run Shay   | 300.95 | 139.95 |
| 25660 Pocahontas - Climax         | 300.95 | 159.95 |
| 25661 Midwest Quarry Shay         | 300.95 | 139.95 |
| 25663 Little River Shay           | 300.95 | 139.95 |
| 25699 Unlettered Shay             | 300.95 | 139.95 |
| 25760 Pocahontas - Climax         | 300.95 | 159.95 |
| 25799 Climax Undecorated          | 300.95 | 169.95 |
| 26114 PRR Combine                 | 53.95  | 49.95  |
| 28463 Little River Rail Bus(Dec.) | 250.95 | 159.95 |
| 29801 Wood Dump Cars 3 pc         | 59.95  | 39.95  |
| 29802 V Dump Cars 3 pc            | 59.95  | 39.95  |

## LIONEL BOX CARS, REEFERS & STOCK CARS

|   |       |       |
|---|-------|-------|
| 9444 Louisiana Mid. Box                 | 39.95 | 19.95 |
| 9815 NYC Early Bird Scale Reefer        | 49.95 | 29.95 |
| 15000 DRG Waffle Box                    | 39.95 | 19.95 |
| 15019 Santa Fe Waffle box               | 39.95 | 19.95 |
| 15020 New Haven Waffle Box              | 39.95 | 19.95 |
| 16742 Gil Finn's Aquar Car              | 79.95 | 59.95 |
| 17200 C. Pac. Scale Box                 |       | 39.95 |
| 17202 SF w/Rail Sounds                  | 89.95 | 69.95 |
| 17204 MP Modern Scale Reefer            | 59.95 | 39.95 |
| 17216 PRR Double Door Box used          | 29.95 | 19.95 |
| 17222 WP Std 'O Box                     | 49.95 | 29.95 |
| 17302 SF Reefer w/ETD                   | 69.95 | 49.95 |
| 17354 Swift Scale Reefer                | 59.95 | 39.95 |
| 17364 REA Scale Reefer                  | 59.95 | 39.95 |
| 17367 New Haven Scale Reefer            | 59.95 | 39.95 |
| 17354 Swift Steel sided Reefer          | 59.95 | 39.95 |
| 17377 American Express Reefer           | 62.95 | 39.95 |
| 17396 North Western Steel Reefer        | 59.95 | 39.95 |
| 19279 Georgia 6464 Box                  | 49.95 | 29.95 |
| 19555 Swift Std 'O Reefer               | 49.95 | 29.95 |
| 19556 Swift Std 'O Reefer               | 49.95 | 29.95 |
| 19587 Hershey's Chocolate Reefer        | 44.95 | 32.95 |
| 19658 N & W Tool Car                    | 39.95 | 29.95 |
| 19932 Visitor's Center                  | 29.95 | 19.95 |
| 19949 I Love NY Box                     | 49.95 | 29.95 |
| 25003 W. Pac. Box                       | 39.95 | 29.95 |
| 25066 '09 O Gauge Christmas plast. Trks |       | 24.95 |
| 26178 CN Reefer                         | 39.95 | 19.95 |
| 26191 North Pole Reefer                 | 39.95 | 29.95 |
| 26745 Lionel Aquar. Car LN              | 69.95 | 39.95 |
| 27215 Rock Island PS1 Box               | 59.95 | 39.95 |
| 27249 GN Express                        | 64.95 | 32.95 |
| 27251 WP Express                        | 64.95 | 32.95 |
| 27268 NYC Dble Door Pacemaker           | 69.95 | 49.95 |
| 27313 Bowman Scale Reefer               | 64.95 | 39.95 |
| 27314 Western Dairy Trans. Milk Car     | 64.95 | 39.95 |
| 27240 Pere Marq. 50' Scale Box          | 74.95 | 49.95 |
| 27247 M.Pac. Dble Sheathed Scale Box    | 64.95 | 44.95 |



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|---------------------------------------|--------|--------|--|--------|--------|---------------------------------------|--------|--------|
|                                       | Retail | NOW    |  | Retail | NOW    |                                       | Retail | NOW    |
| 27249 GN Express Scale Box            | 64.95  | 49.95  | 17014 G.W. Graffiti 2 Bay              | 49.95  | 29.95  | 14178 TMCC Direct Lockon              | 49.95  | 29.95  |
| 27251 WP Express Scale Box            | 64.95  | 39.95  | 17016 CNW 2 Bay Cov.                   | 49.95  | 29.95  | 14183 TMCC Access. Motor Controller   | 114.95 | 49.95  |
| 27253 UP Modern Scale Box             | 59.95  | 39.95  | 17038 Clinch Field PS2 2 Bay Cov.      | 54.95  | 39.95  | 14184 TMCC Block Power Controller     | 103.95 | 49.95  |
| 27367 Sheffield Milk Scale Reefer     | 69.95  | 49.95  | 17064 Miss.-Kansas-Texas PS2 2 Bay     | 54.95  | 34.95  | 14267 Sir Topham Hat Oper. Gateman    | 74.95  | 39.95  |
| 27370 Borden's Milk Scale Reefer      | 69.95  | 49.95  | 17065 Boraxo PS2 2 Bay Cov.            | 54.95  | 34.95  | 49839 Union Station                   | 89.95  | 69.95  |
| 27371 Borden's Scale Reefer           | 69.95  | 39.95  | 17077 Boraxo PS2 2 Bay Cov.            | 54.95  | 34.95  | 24206 Gantry Crane Oper. TMCC         | 279.95 | 249.95 |
| 29616 Cascade Range Bunk Car          | 39.95  | 29.95  | 17078 Boraxo PS2 2 Bay Cov.            | 54.95  | 34.95  | 16874 Coaling Station                 | 79.95  | 69.95  |
| 29918 2003 Toy Fair                   | 49.95  | 19.95  | 17086 Maine Cent. Die Cast Offset Coal | 64.95  | 39.95  | 34193 UPS Oper. Billboard             | 49.95  | 19.95  |
| 29943 Texas Special Art Box           | 49.95  | 29.95  | 17090 JC Die Cast Coal                 | 69.95  | 39.95  | 24242 Icing Stationg Oper.            | 99.95  | 79.95  |
| 36250 NYC Box                         | 39.95  | 19.95  | 17093 P&LE Die Cast Coal               | 64.95  | 39.95  | 12912 Pumping station Oper.           | 99.95  | 69.95  |
| 36728 SP Oper. Brakeman box           | 69.95  | 49.95  | 17122 Rock I. 3 Bay Std. O. Cov.       | 39.95  | 19.95  | 14159 Billboard Oper.                 | 49.95  | 19.95  |
| 36813 State of Maine Oper. Brake. Box | 79.95  | 59.95  | 17124 ADM ACF 3 Bay Cov.               | 39.95  | 24.95  | 24299 Main Street Cream B Bldg.       | 36.95  | 29.95  |
| 36861 PRR Oper. Poultry Car           | 79.95  | 49.95  | 17157 Wonder Bread ACF 3 Bay Cov.      | 49.95  | 29.95  | 24298 Franklin M. Bank                | 59.95  | 44.95  |
| 36888 Casper Aquar. Car               | 79.95  | 59.95  | 17171 Lionel 3 Bay Cyl. 100 Years      | 69.95  | 39.95  | 21252 Boy Flying Kite Oper.           | 59.95  | 29.95  |
| 36893 UP Transport Instruction Car    | 74.95  | 49.95  | 17177 Pull. Std. PS 2 Scale Cov.       | 54.95  | 29.95  | 14114 Transfer Ext. for 350           | 99.95  | 79.95  |
| 39248 Erie Double Door Box            | 29.95  | 19.95  | 19312 Reading 4 Bay Coal               | 29.95  | 19.95  | 24214 Flood Tower 4 Lt. Metal         | 74.95  | 49.95  |
| LIONEL CELEBRATION SERIES             |        |        | 27119 Fire Stone 3 Bay ACF Cov.        | 49.95  | 39.95  | 24296 Engine House Building           | 79.95  | 64.95  |
| 119878 Helium Tank Dump Car           | 49.95  | 29.95  | 27142 CP 3 Bay Scale Coal              | 49.95  | 29.95  | 24224 Water Tank Oper.                | 149.95 | 98.95  |
| 29839 Cherry Picker Car               | 62.95  | 39.95  | 27150 N&W PS2 Scale Cov.               | 69.95  | 29.95  | 12902 Marathon Oil Derrick Oper.      |        | 169.95 |
| 29848 Radar Car Oper.                 | 79.95  | 49.95  | 27151 N&W PS2 Scale Cov.               | 69.95  | 29.95  | 24183 Gas Station Oper.               | 149.95 | 98.95  |
| LIONEL PASSENGER CARS                 |        |        | 27152 N&W PS2 Scale Cov.               | 69.95  | 29.95  | 12770 Arch Under Bridge               | 26.95  | 19.95  |
| 15517 Crescent Heavyweight 2 pack     | 229.95 | 198.95 | 27164 UP Die Cast 3 Bay Coal           | 64.95  | 39.95  | 14097 Rotary Aircraft Beacon          | 80.95  | 64.95  |
| 15520 Crescent Hw. Station Sds. Diner | 269.95 | 229.95 | 27174 Hercules ACF 3 Bay Cov.          | 69.95  | 29.95  | 24272 Train Orders Oper. Bldg.        | 79.95  | 69.95  |
| LIONEL CABOOSES                       |        |        | 27412 Conrail 3 Bay Coal Cov.          | 59.95  | 39.95  | 14098 Mainline Crossing Gates Scale   | 84.95  | 64.95  |
| 6926 T.C.A. 1986 Convention LN        | 69.95  | 39.95  | 27419 PRR Pr & Lt uncataloged die cast | 69.95  | 49.95  | 24295 Cowen's Operating Hobby Shop    | 419.95 | 298.95 |
| 17602 Conrail Std. O LN               | 59.95  | 39.95  | LIONEL / K-LINE CARS                   |        |        | 24117 Covered Bridge                  | 41.95  | 37.95  |
| 17617 DRG Scale Size LN               | 79.95  | 49.95  | 6389 Ewing Oil Tank                    | 39.95  | 19.95  | 12912 Pumping station Oper.           | 99.95  | 69.95  |
| 17684 Conrail NE Scale Size           | 84.95  | 59.95  | 6441 Rio Grande Box                    | 39.95  | 19.95  | 24288 NYC Blinking Lt. Tower          | 39.95  | 29.95  |
| 26552 Santa Fe LN                     | 39.95  | 19.95  | 6455 Frisco Box                        | 39.95  | 19.95  | 16848 Pet Store With Sounds           | 79.95  | 59.95  |
| 27604 Up Ca4 Ext. Vis. Scale Size     | 84.95  | 59.95  | 6473 B & O Box                         | 39.95  | 19.95  | 24294 AEC Nuclear Reactor-Operating   | 299.95 | 249.95 |
| 27619 WP/UP Heritage CA 4             | 84.95  | 59.95  | 8443 Rutland Box                       | 39.95  | 19.95  | 24168 Tire Swing - Operating          | 69.95  | 39.95  |
| 29736 N.Y.C. NE Scale (from Set)      | 89.95  | 79.95  | 22143 Boston & Albany Oper Log Cr      | 74.95  | 44.95  | 24137 Mr. Spiff & Puddles - Operating | 69.95  | 39.95  |
| 36526 PRR Work                        | 39.95  | 19.95  | 634501 Santa Fe Tank                   | 39.95  | 19.95  | 14210 Pony Ride - Operating           | 69.95  | 49.95  |
| 36527 Santa Fe Work                   | 39.95  | 19.95  | 612-2011 Southern Bay Wind. Cab.       | 59.95  | 39.95  | 24172 Balancing Man - Operating       | 69.95  | 39.95  |
| 36534 N.Y.C.                          | 39.95  | 19.95  | LIONEL GONDOLAS                        |        |        | 22191 Passenger Station - Operating   | 104.95 | 69.95  |
| 36604 PRR                             | 39.95  | 19.95  | 17469 B&O PS5 Cov. Scale S.            | 59.95  | 39.95  | 14221 Witches Cauldron - Operating    | 69.95  | 39.95  |
| 36814 Rio Grande Animated             | 79.95  | 49.95  | 17475 Koppers PSS w/11 Cont.Scale      | 69.95  | 49.95  | 34162 Oil Pump - Operating            | 52.95  | 42.95  |
| LIONEL TANK CARS                      |        |        | 17477 L&N PSS w/11 Cont. Scale         | 69.95  | 49.95  | 14211 Road Crew - Operating           | 89.95  | 69.95  |
| 17900 Santa Fe Uni-Body               | 59.95  | 39.95  | 17478 N&W PSS w/11 Cont. Scale         | 69.95  | 49.95  | 14229 Crossing Shanty                 | 19.95  | 14.95  |
| 17902 New Jersey Zinc Uni-Body        | 59.95  | 39.95  | 17479 LV PSS w/11 Cont. Scale          | 69.95  | 49.95  | 12802 Operating Oil Drum Loader LN    |        | 129.95 |
| 17904 Texaco Uni-Body                 | 59.95  | 39.95  | 17480 Rock I. PSS w/11 Cont. Scale     | 69.95  | 49.95  | 12701 Operating Fuel Station          |        | 79.95  |
| 17905 Ardier Dan.M. Uni-Body          | 59.95  | 29.95  | 26375 CP Rail                          | 29.95  | 19.95  | 16777 Lionel Cola Platform LN         |        | 98.95  |
| 17906 SCM Uni-Body                    | 59.95  | 29.95  | 29865 Southern Oper. Barrel Car        | 74.95  | 54.95  | TOY FAIR BOX CARS                     |        |        |
| 17916 Burlington Uni-Body             | 59.95  | 49.95  | 39472 Santa Fe Culvert w/Culvats       | 59.95  | 39.95  | 1982, 1984, 1985                      |        | 29.95  |
| 17919 Koppers Uni-Body                | 59.95  | 49.95  | LIONEL ACCESSORIES                     |        |        | 1991, 1997, 2003                      |        | 29.95  |
| 17925 Beefmaster Uni-Body             | 69.95  | 49.95  | 24101 Mainline Color Position Signal   | 59.95  | 49.95  | WEAVER                                |        |        |
| 17952 ADM Unibody                     | 59.95  | 39.95  | 14099 Mainline Block Target Signal     | 49.95  | 39.95  | U3915LD B&M Coal Hopper               | 44.95  | 33.95  |
| 17953 ADM Uni-Body                    | 69.95  | 49.95  | 14092 Floodlight Tower - 8 Lights      | 37.95  | 29.95  | G1951 Switch Tower - Brass            | 63.95  | 39.95  |
| 17960 Amaizo 8000 Gal.                | 54.95  | 39.95  | 24298 Franklin Mutual Bank             | 59.95  | 49.95  | G1953A Interlocking Tower - Brass     | 71.95  | 59.95  |
| 26189 NYC Uni-Body                    | 39.95  | 29.95  | 22931 Mainline Cartilever Signal Brgd. | 69.95  | 59.95  | G1954B Switch Tower                   | 63.95  | 49.95  |
| 26190 SF Single Dome                  | 29.95  | 19.95  | 12888 Railroad Crossing Flasher        | 44.95  | 34.95  | WE-8 NYC E8 A-B-A                     | 429.95 | 298.95 |
| 27408 MCP                             | 59.95  | 39.95  | 22192 Hot Box Oper. BBQ Shack          | 79.95  | 69.95  | 633 LV C628 LN                        | 289.95 | 179.95 |
| 29604 Meadow Brk Molasses Single Dome | 52.95  | 39.95  | 34126 Market Bldg.                     | 59.95  | 49.95  | 1557 PRR VO1000 Cmd                   | 349.95 | 269.95 |
| 36105 Skelly Oil                      | 34.95  | 19.95  | 14191 Controller Cable                 | 8.95   | 6.95   | U3504LD PRR REA Box                   | 43.95  | 36.95  |
| LIONEL RINGLING BROS. CIRCUS          |        |        | 16845 Bookstore                        | 59.95  | 49.95  | U2942LD MEC Caboose                   | 51.95  | 45.95  |
| 22227 Advert. 18" Car                 | 99.95  | 79.95  | 34131 Al's Hardware                    | 69.95  | 49.95  | U2963LD B & A Caboose                 | 51.95  | 45.95  |
| 22235 Flat w/ wagon & Oper. Truck     | 74.95  | 49.95  | 34130 Jim's 5¢ and 10¢                 | 69.95  | 49.95  | G22703LD B & M Baggage Car            | 84.95  | 79.95  |
| 22240 Combo Flat w/ Stock & Wagon     | 49.95  | 44.95  | 12916 Watertank - Operating            | 129.95 | 79.95  | G22806LD B & M RPO Car                | 84.95  | 79.95  |
| 22249 Dining Dept. Wood Reefer        | 79.95  | 59.95  | 12968 Right of Way Girder Bridge Kit   | 29.95  | 14.95  | U2333L B & M Coal Hopper              | 43.95  | 29.95  |
| LIONEL HOPPERS                        |        |        | 14133 Madison Hdw. Oper.Hobby Shp.     | 498.95 | 398.95 | U19001L C & O 2 Bay Cov. Hopper       | 35.95  | 29.95  |
| 16495 Santa Fe 2 Bay Coal             | 29.95  | 19.95  | 36855 Gr. Western Horse Car w/Corral   | 159.95 | 129.95 | U19003L B & M 2 Bay Cov. Hopper       | 35.95  | 29.95  |
| 17003 Dupont Two Bay Center Flow      | 49.95  | 32.95  | 22149 Dairymen's Oper.Milk Car & Plt.  | 139.95 | 98.95  | U20015L MEC Double Door Box           | 33.95  | 29.95  |
| 17008 DRG Std. O Cov. 2 Bay           | 39.95  | 29.95  | 24214 Floodlight Tower                 | 74.95  | 67.95  | U20012L GN Double Door Box            | 33.95  | 29.95  |

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| 97630 Petrotheme Cyl. Hopper            | 49.95  | 29.95 |
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| 90225 Agar Packing Reefer               | 49.95  | 29.95 |
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| 94356 Peter Fox Brewing Reefer          | 54.95  | 34.95 |
| 94336 Lebanon Special Reefer            | 49.95  | 34.95 |
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| 5636D Horlacher Reefer                  | 69.95  | 49.95 |
| 5636E Hornung's Beer Reefer             | 69.95  | 49.95 |
| 5636B Augustiner Brewing Reefer         | 69.95  | 49.95 |
| 94334A Italian Swiss Colony Reefer      | 49.95  | 34.95 |
| 90011 Slag Car Set 3 pc.                | 129.95 | 94.95 |
| 94303 Phenix Cheese Reefer              | 44.95  | 29.95 |
| 94323 Anheuser Busch Reefer             | 54.95  | 34.95 |
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| 94305 Merchant's Biscuit Reefer         | 44.95  | 29.95 |
| 94350 St. Ansgar Produce Reefer         | 49.95  | 29.95 |
| 94355 Gluek Grewing Reefer              | 44.95  | 29.95 |
| 94335 Horlacher Reefer                  | 49.95  | 29.95 |
| 94342 Schmidt's Tiger Ale Reefer        | 49.95  | 29.95 |
| 94343 Clipper City Reefer               | 49.95  | 29.95 |
| 94348 Senate Beer Reefer                | 49.95  | 29.95 |
| 94353 Nye & Nissen Reefer               | 49.95  | 29.95 |
| 94201 Best Beer Reefer                  | 49.95  | 29.95 |
| 94222 Miller High Life Reefer 60' Reef. | 59.95  | 39.95 |
| 94224 Pitt. Brewing 60' Reefer          | 59.95  | 39.95 |
| 94205 Rolling Rock Operating Reefer     | 99.95  | 69.95 |
| 94221 PFE Operating Reefer              | 99.95  | 69.95 |
| 97584 Virg. 4 Bay Coal Hopper           | 44.95  | 19.95 |
| 90187 Virg. Coal Hopper                 | 44.95  | 19.95 |
| 90257 NS Coal Hopper                    | 44.95  | 19.95 |
| 90253 Mil. Road Coal Hopper             | 44.95  | 19.95 |
| 98547 Detroit Flat w/ 2 Police Cars     | 69.95  | 29.95 |

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|                                 |       |       |
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| 90004 Country Freight Station   | 39.95 | 29.95 |
| 90292 Fun Throttle Bar          | 39.95 | 29.95 |
| 90294 Big Cletus Baar-B-Que     | 39.95 | 29.95 |
| 90299 Valley Hardware           | 44.95 | 32.95 |
| 90163 D&RG Express Bldg.        | 49.95 | 39.95 |
| 90274 Capital Star Saloon       | 44.95 | 34.95 |
| 90298 Country Store             | 44.95 | 34.95 |
| 11078 Flood Light Tower         | 49.95 | 39.95 |
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# *Lionel Illustrated Price and Rarity Guide*

Review by Allan Miller

In light of my prior experience in compiling, editing, and publishing toy train price guides and reference books, I'm always keen on examining what's new and available in the way of printed guides for the collecting community. So when I received the latest *Lionel Illustrated Price and Rarity Guide Prewar-Postwar (1900-1969) 2011 Edition* covering Lionel production, I was more than mildly interested in seeing how this new book might stack up against earlier editions and how it might compare with other guides devoted to the same subject.

Published by TM Books & Video and produced by Tom McComas and Joseph Stachler, the latest 216-page, perfect-bound guide is in the familiar 4-3/8" wide by 10-1/2" tall format associated with TM's previous Lionel guides. It's not exactly what might be considered a pocket price guide unless one has fairly deep pockets. I know some train collectors with seriously deep pockets. But it's certainly convenient enough to take along in the car or to carry in an over-the-shoulder bag or backpack when frequenting various meets and shows.

Tom's and Joseph's last Lionel guide was published more than five years ago in 2005. They stopped producing guides after that because they felt that prices weren't changing much and the firm's staff was heavily involved with various video projects. But persistent requests from fans prompted them to give it another go, and as Tom notes: "Let the chips fall where they may." These words are followed by the admonition, "So, Mr. Collector, fasten your seat belt; you're in for a bumpy ride." That bumpy ride assertion is rather strongly supported by both the value list-

ings and the trend arrows after many individual product entries that point upward for perceived rising values and downward for values deemed to be declining. There are, indeed, far more of the declining than the rising indicated in the pages of this book.

Before checking into any prices in this or any other toy train price guide, all readers should take time to read thoroughly

and perhaps even repeatedly "Introduction" and "About This Guide" at the front of the book that lay the groundwork for what's inside. The information presented there is invaluable for understanding how the listings are compiled and formatted and how individual product values were determined.

Structurally, items are listed by category within their respective production periods, and catalog numbers within each category are presented in numerical order. If you know the number of an item you might be looking for, there's a numerical listing of the book's entire contents in the closing pages, followed by a "Quick Reference" list of the general categories and their subcategories. I found this indexing format easy to use and, to the best of my knowledge, accurate. Only the most significant collectible variations of an item, those worth more than the normal production version, are listed.

I found it particularly interesting that TM chose to use the original TCA and TTOS grading standards, not the newer and more complicated TCA standards, to determine an item's condition. In this guide, "Excellent" is used as the basis for valuing prewar items, and "Like New" is used for postwar trains. As guide contributor David Dansky notes: "Perhaps I'm just a Luddite, but the old standards seemed to work just fine. Thoreau said to simplify and simplify—our leading train organization must have missed that lecture." Ironically, some in recent years have even lobbied for a set of operational standards for toy trains, categories that somehow define how well locomotives in particular perform. Talk about muddying the waters even further!





Rarity listings are indicated in parenthesis after the item name and carry a numerical value ranging from 1 to 5, with 5 being the rarest and 1 being most common. Trend arrows, where used, are placed in the right-hand column immediately following the price.


Personally, I've always valued price guides more for the reference resources they are rather than for the pricing information they provide. Pricing is dependent on so many ever-changing variables and conditions that it's virtually impossible for any reference, printed or even online, to inform you on a timely basis that this object is now worth this much. Fortunately, this new TM book is much more than simply a price and rarity guide. It's also an exploration of the current marketplace for prewar and postwar Lionel and a source of insightful glimpses into other areas of interest to toy train collectors.

A favorite section of mine is the "Fall 2010 Market Report" in which Tom and others knowledgeable in the collecting field pontificate on the current collecting

climate as it relates to prewar and postwar Lionel trains. The economy, the impact of reproductions, the increased supply of toy trains, Internet sales, and other aspects are explored, and there are even a few recommendations made for ways to expand the hobby. Also included in the market report are articles by Tony Wallis of America's Best Hobby, David Dansky of Train Heaven, John La Lima of East Coast Train Parts, and Allan Miller (yours truly). Readers can certainly agree or disagree with the viewpoints advanced, but at the very least, they are thought-provoking.

A "Toy Train Revue" section in the book includes Madison Hardware Redux to bring readers up to date on that most famous of all train stores, along with a perspective on toy train collecting written by *Chicago Tribune* writer Ron Grossman. Also included are 32 pages of color photographs of select prewar and postwar items. An added feature is that these photos and others can be viewed at the TM website under "TM Guide Photos."

With tongue planted firmly in cheek,

Tom McComas is quoted on the back cover of his book saying, "The TM *Lionel Prewar/Postwar Guide* is the best on the market. I think everyone should buy one." I would certainly agree! It's a fun read for anyone interested in toy trains for what they represent. To coin an old Lionel slogan, these trains are an "Investment in Happiness" rather than just an investment. 

### ***Lionel Illustrated Price and Rarity Guide***

#### ***Prewar-Postwar (1900-1969) 2011 Edition***

- Published by TM Books & Video, softcover, perfect bound, 216 pages
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# Lionel Nation 5 DVD

Review by Allan Miller

Lionel fans anxiously awaiting another DVD to add to their ever-growing Lionel Nation series need wait no longer. *Lionel Nation 5* is now available with all new footage of current Lionel layouts and a bonus feature displaying layouts built during Lionel's glory years of the past.

Filmed in high definition and widescreen format, the 55-minute program is a McComas-Stachler Production filmed and edited by Tom McComas and Joseph Stachler. The DVD is packed with a variety of diverse and interesting segments. Highlights include the following:

- A look at Lionel's first three Vision Line locomotives in action
- Visits to the extensive layout at Northpark in Dallas, Texas; George Werderich's layout where TMCC-controlled and postwar trains coexist in happy abandon; and Craig Chidester's impressive postwar layout and collection
- A stop at the Choo-Choo Diner in Des Plaines, Illinois, where your burgers and fries arrive on board a Lionel train
- A side trip to the New York Central Museum in Elkhart, Indiana, where some prototypes are compared, detail for detail, with their counterpart Lionel models
- A look at Presidential Railcar U.S. #1, The Ferdinand Magellan, used by several former chief executives
- A bonus featurette comprised of 16mm footage shot in the 1950s that spotlights the collections and layouts of TCA charter members Don Fernandez, Ed Pinsky, Tony DiSanto, and others

There are other segments as well, but these are the ones that I particularly enjoyed and have viewed several times over.

When it comes to all the bells and whistles, Lionel has loaded just about everything into its renditions of the Pennsylvania CC25 0-8-8-0, GE ES44AC

hybrid, and Santa Fe 2-10-10-2 articulated, the first three releases in its high-end Vision Line. Viewers are treated to a sampling of many of the advanced features that have to be seen operating in video or in real life to be fully appreciated.

I always enjoy layout tours, whether vicariously via print or video or through actual on-site visits, and *Lionel Nation 5* treats viewers to tours of two private layouts and one major public display.

Craig Chidester's impressive postwar collection and layout fills a 22' x 32' train

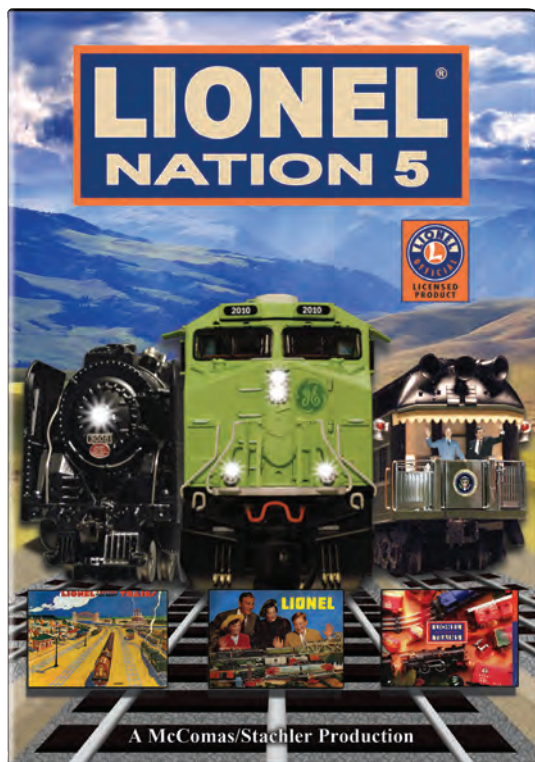
trick I picked up from Craig's interview is that his train display shelves, which pretty much run from floor to ceiling, have the lower shelves tilted slightly upward and the higher shelves tilted slightly downward for better viewing.

The second privately owned layout belongs to George Werderich. Toy trains are a family affair with the Werderich clan, a group effort as George calls it. His wife and offspring are all involved with building and operating the 14' x 22' layout. George runs a mix of scale and toy trains

on three loops, thoroughly enjoying the whimsical as well as the realistic. Most of the track is GarGraves with Ross and GarGraves switches, but the upper level is fitted with Lionel Super O track. Power for the TMCC-equipped layout is provided by four ZW transformers, and George runs both conventional and command-controlled trains that are a mix of both contemporary and postwar Lionel. You are as apt to see the Acela gliding by as you are the hard-to-find Halloween Set, the 50th Anniversary Union Pacific passenger set, the rare postwar Canadian Pacific passenger set, or the more recent Santa Fe El Capitan. Plenty of Lionel operating accessories provide action all over the layout. The lesson learned from viewing George's layout is, it's all fun!

After visiting a layout or two, you may want to stop for a bite to eat 1950s style at the Choo-Choo Diner where your meal is delivered by a Lionel train. The popular diner opened in 1951 with Standard Gauge trains, but it now runs Lionel O gauge trains for eight to ten hours a day.

Trains at Northpark is a large public holiday season display that has benefited the area Ronald McDonald House for some 20 years. Photographed for the video in 2009, the layout was completely redesigned for the 2010–2011 holiday season, so you'll have to wait to see the new version in a future Lionel Nation video.



room. Craig's collecting interest centers on acquiring every Lionel postwar accessory, including variations. But he collects just about anything Lionel made in the 1945–1969 period including science sets, chemistry sets, and various other non-train items. He estimates he currently has more than 3,000 items in his collection and maintains a highly detailed computer-generated inventory list. He can operate five trains simultaneously on his layout. One neat



The Journey through America theme transports visitors from San Francisco to New York City with plenty of Lionel train action to be seen along the way. In all, 32 trains operate at once on the layout, which has been viewed and enjoyed by more than 83,000 visitors every year.

The bonus featurette that closes out the video is sure to delight Lionel Standard gauge layouts and postwar O gauge enthusiasts. Among the layouts and collections captured on 16mm color film are Dr. DiSanto's extensive layout and collection, Dave Allen's empire, and the layout and collection of Don Fernandez, along with some others that are not identified. Also included are brief vignettes of New York's famed Madison Hardware, Bill Vagel's Treasure House hobby shop, and several others. I can't say that I was enthralled with the extemporaneous narration that accompanies this segment. Background music may have been better in this case, but I'm very fond of tinplate trains in particular and was delighted to see so many originals (no repros here) strutting their stuff in all their glory.

This fifth in the Lionel Nation series is, like its predecessors, pure viewing enjoyment. Load it into your DVD player, settle back with a bowl of popcorn, and enjoy the show! 🎬

### Lionel Nation 5 DVD

- Produced by TM Books & Video, 55-minute running time
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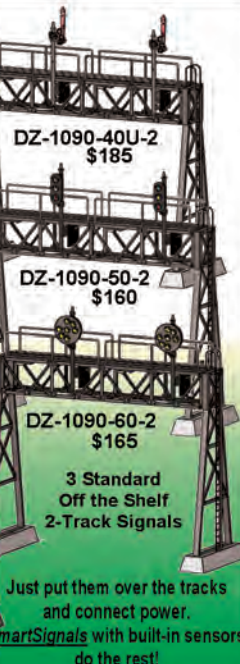


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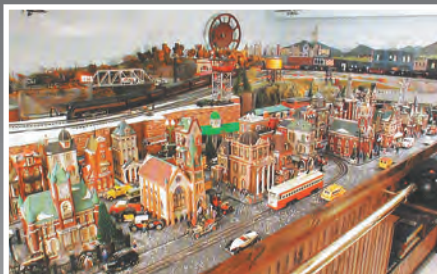
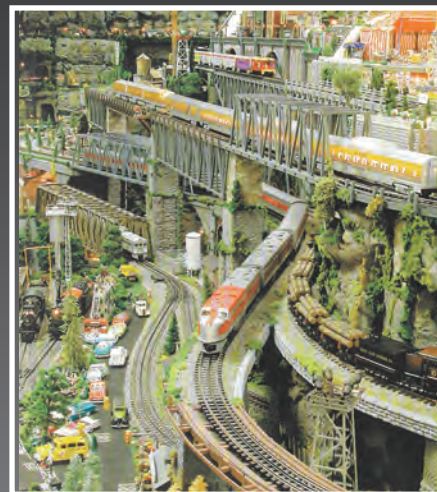
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## Multiple Eras at Temple


In July 2010, locomotives with build dates stretching over a period of nearly 80 years were on display or working at the BNSF yards and locomotive facilities at Temple, Texas. On the left in the photo is a Santa Fe Class 3400 Pacific from the 1920s, which is on static display. Seen on the locomotive facility tracks are a GP30 from the 1960s wearing the Santa Fe yellow bonnet scheme, an SW1500 from the early 1970s in Burlington Northern colors, and a GE Dash 8-40CW from the 1990s in BNSF livery.

At the right edge of the photo is a wooden

Santa Fe depot built in the early 20th century on the CG&SF main line at Moody in Central Texas. The depot was moved from Moody to Temple in the early 1970s and restored as part of the town's railroad heritage display. Today the depot is the home of the Central Texas Area Model Railroaders.

Not in the photo but seen on the same cloudy and humid summer day in Temple were BNSF or leased Dash 9s, Dash 7s, SD70s, SD45 cabless B units, SD40s, GP38s, and even a lone GP9 working as a yard goat. Based on my visit to Temple that day, an O gauge railroader who models the

current era in railroading can be prototypical running a myriad of EMD or GE diesel locomotives in various liveries and with build dates dating back to the 1940s. Even steamers can be on display or working as power for railfan excursion runs.

Sorry, no Alcos were at Temple. But an ex-Santa Fe RSD15 Alligator decorated in Southern Pacific black widow colors runs today on the Austin & Central Texas, an excursion railroad with scheduled runs between the Central Texas towns of Cedar Park, Bertram, and Burnet. 

-George Brown





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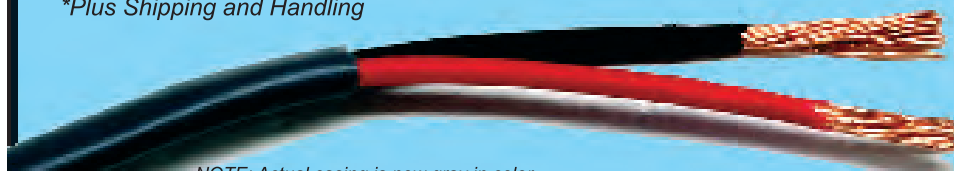
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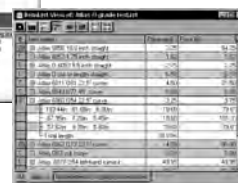
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## Build a Waterfall

Article by Alan Ramsey    Photos by Jim Barrett

Run 247, January 2011, featured a tour of the layout of my good friends Pat and Jean Marinari, and we have received comments from several readers asking how the waterfall feature on the layout was created.

Actually, it was a fairly simple project, and Pat and I agree that it resulted in a pretty convincing attraction that would enhance the look of just about any layout, even if built in smaller dimensions. So I decided to put together this brief step-by-step idea for anyone who may be interested in adding a similar wet look to a layout.

Before starting work on the actual waterfall, we made sure that all of the scenery and details in the area adjacent to and immediately behind the selected waterfall location were as complete as possible. This included adding ground cover, positioning and painting any rocks, and adding


detail that might be needed behind the waterfall.

Photo 1 shows the few simple and easily obtainable materials used to construct the falls: clear silicone caulk, .015" thick clear sheet styrene, and wooden skewers.

For this waterfall, 3" x 12" strips of clear styrene were used as a supporting base for application of the caulk. Using an ordinary caulking gun, we applied caulk from top to bottom across the width of the clear styrene base. As soon as the base was covered and before the caulk had a chance to dry, a skewer was used to further tease and distribute the caulk (Photo 2). After everything looked as we wanted it to, we used a clothespin to hang each waterfall strip from a line so it could dry.

After the strips have completely dried, they can be applied to the prepared area of the layout in either of two ways. Since the

waterfalls on Pat's layout are pretty high, three 10" to 12" sections, the styrene base was left attached. However, as Photo 3 illustrates, the silicone caulk could also be peeled from the base and then applied without the supportive backing and directly to the waterfall area. This allows for more flexibility in placing the waterfall material (Photo 4). Regardless of the method chosen, and even with a combination of the two in some areas, the waterfall material is anchored to the layout by applying more caulk to the top and bottom of the strips.

We are very pleased with the results obtained, as shown in Photo 5, with this fast, easy, and inexpensive way of creating a prominent waterfall for the layout. It's something you may also want to try when you need a logical source of water for a pond or lake on your layout. 







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**Do you have a question about repairing or operating your trains? Do you have a problem with your trains, accessories, or layout?**

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I was wondering if you might have the total amount of FasTrack you used for the D-265 layout featured in Run 207. I'm interested in doing it, but I didn't see any mention of how many FasTrack sections you used for this layout.

—Thomas F. Hess

*Unfortunately, I didn't keep records of exactly how many pieces of FasTrack sections I used to duplicate the layout, which was originally done in Super O. I remember that I calculated how many full circles of Super O were used (some fractional number such as, but not necessarily, 2-5/8 as an example) and then multiplied that out against how many sections of FasTrack would be used for the same diameter. There is a difference between FasTrack and Super O on how many sections it takes to complete one full circle. It has been so long ago that I no longer have any of my notes left for the project.*

*Straights are all over the place on what it will actually take since the switches made from FasTrack are not the same amount of curve as the switches made from Super O. As a result, lots of small adjustments need to be made to get the tracks to line up, which results in various different lengths of FasTrack for the adjustments.*—Jim

I had a problem with an MTH 0-6-0 switcher going through an MTH crossover. Both electrical pickups for the train are located under the tender and were contacting the plastic isolation pieces of the crossover before making contact with another power rail. I used your idea with the metal foil tape, and it worked great. I'm new to the hobby and need all the advice I can get.

—Ken Focht, Hartland, MI

*Great to hear that it worked OK! I used a foil tape made by 3M, and it made good electrical contact right through the sticky side of the tape.*—Jim

I'm looking at a two-train layout with MTH Proto-Sound locomotives. What would I need to incorporate a DCC system? What prompted me to explore that question was the recent article on *The DCS O Gauge Companion* by Barry Broskowitz. Depending on the financial requirements, I'm interested in looking into the system.

—Dan Venet

*I'm afraid I can't be of help to you on the DCC system since, from what I know about it, it is far more complex and cumbersome to use than DCS. I admit that I've never looked into it in depth, but I just don't see anything it would do that either DCS or the combination of DCS and TMCC couldn't do better.*—Jim

My DZ-1000 switch motors are mounted on the switches with wires dropping through holes in the layout top. Also, my DZ-1000 motors don't have the screw terminals. The wires were soldered into the switch motor at the factory. The DZ-1008 relay instructions and the DZ-1000 instruction sheets don't show this arrangement though.

When I tried to slide the relay pins into the switch motor where the wires are soldered in, all that happened was they ran into the side of cylinder-like points where the wires are soldered in place. Is there a trick to attaching the DZ-1008 to the DZ-1000 that I'm not seeing?

—Pat Shediack

*I forgot for a moment that some DZ-1000s come with their wires soldered directly into the end of the machine instead of having screw terminals that the user can attach wires to. Attaching the DZ-1008 is actually easier. Simply combine the same color wires from the machine (red, yellow, and green) with the matching colors of the wires coming from the DZ-1000 switch machine. Just connect them together by soldering or with tiny wire nuts. Then position the DZ-1008 relay conveniently in back of the DZ-1000 switch machine and stuff the wires from both machines through a larger hole in the table.*

*The two devices, the DZ-1000 switch machine and the DZ-1008 relay, do not have to be physically attached. What you have just done electrically is the same thing the little bare metal prongs of the DZ-1008 relay would have done if they were inserted under the screw heads into the DZ-1000. Therefore, you can just snip off the bare metal prongs to keep them from touching each other or anything else and anchor the relay right behind the DZ-1000 or anywhere else you might want to anchor it, even below the table if you prefer since its location will have absolutely no physical bearing on its operation.*

*Attach the black wire from the DZ-1008 to the AC common of the transformer that powers the switch machines. There are three remaining wires from the DZ-1008 of blue, gray, and white. The blue wire needs to be attached to anything you want to switch back and forth in the relay. The gray and the white wires from the DZ-1008 relay are the result of the switching action in the relay. When the switch machine is thrown, the results of the gray and white wires will be reversed.*—Jim



I just got the first of my many MTH engines out of its box so that I now can run TMCC and DCS on the same layout. I got the locomotive ready to move out, with things oiled and greased in accordance with the manual. I added some SuperSmoke smoke fluid that I have been using for years in Lionel engines, but in the MTH engine, I am getting very little smoke. Why is this?

—Frank Nardo

*My guess is that you have not fully read the directions for the MTH Proto 2 engines and have not set the smoke volume for the desired amount of smoke you want to see. In full DCS mode, you need to go to the remote and press Menu/Control/Smoke Volume/Edit Smoke Volume and select either the Min, Med, or Max setting. Max will dramatically pour out more smoke than I've ever seen from any other manufacturer's smoke unit. Try that and let me know what happens.—Jim*

I am working with a friend of mine to install MTH DCS in his 3-rail layout, and we are wondering about the length of the cables we'll need to run. We've both read about the need to have cables running from the TIU to the track at the same length and all of that, but what we are wondering is how critical it is to keep a short run between the TIU and the track. Would it be acceptable to run wires around the wall to the block they will power, or should they be routed across the floor beneath some rugs to keep the wire run-length down?

I have done DCC installations in the past for my club and friends but have not worked with the MTH system, so we are trying to figure this out before the new system arrives. What are some other good tips for DCS wiring? Thanks for the help.

—Kevin Chain

*Contrary to most of what has been said and misreported, the length of wire run from the TIU to the rails can be up to 90' or more if the wire is 14 to 16 gauge. Also, the need to have equal lengths has also been overblown.*

*The more important lesson to be learned is to not run more than one wire to the same run of center rail, contrary to the days when we ran lots of jumper wires every so many feet. Repeated wire drops can cause the digital signal to collide in the rail, often*

*limiting the signal strength. Since any command-controlled engine only takes from the track the amount of power needed to maintain a selected speed, repeated wire jumpers are of no use anyway. The track may be supplied with 22 volts, but the engine is only demanding 8 to about 15 volts, depending on the speed setting of the engine. If there is only one wire jumper for a lengthy section of center rail, who cares? The original 22 volts may feed to 19 or 20 volts, but since the engine only wants 8 to 15 volts, it will not slow down one bit.*

*Keep in mind that fewer solder connections and shorter wire lengths have a favorable effect on digital signal strength. When I find that signal strength is waning, I just jump power over to another channel of the TIU. That starts me out with a whole new source of digital signal, but the same source of electrical power. If more than one TIU is needed for a layout, who cares? Simply set that TIU address as #2, to make both TIUs #1 and #2 into a super TIU, and everything is fine. You can do this with up to five TIUs for one 20 channel super TIU.*

*If you have additional remotes, each individual remote must be set for Super TIU for that remote to broadcast to all TIUs simultaneously. That way, any individual engine can travel through any channel or even any TIU and still receive its orders.—Jim*

I am seeking advice on a problem I am having with the postwar coil couplers on my locomotives and rolling stock. I am running my trains on Lionel O gauge tubular track, which works fine. Because of space limitations, I used K-Line by Lionel O72 SuperSnap tubular switches. I chose these because the switch mechanism does

not extend out from the switch, allowing me to keep my lines closer together. The switches function very smoothly, and I rarely have a derailment. The tradeoff for the savings in space seems to be that I cannot run my early postwar equipment. The pickup shoe for the coil coupler will activate when crossing the switch and uncouple the train. Certain operating cars will momentarily buzz when passing over the switch but do not have time to fully activate. I have spoken to Lionel technicians at the TCA York meet and at service centers, and they cannot offer a suggestion. I am reluctant to cut the wire or damage the truck in any way because there are times when operating trains that I do want to be able to uncouple the cars. Do you have any suggestions?

—Jim O'Connell

*The place where the coil coupler is trying to operate is right when the slide shoe crosses over the center rail in the switch. At that moment, it gets a jolt of AC+ that inadvertently activates the coupler.*

*Since most engines have more than one pickup roller, it may be possible for you to solve the problem by finding out exactly where on the center rail the coupler slide shoe is crossing over, and at that point only, put a piece of clear tape over the center rail. That will insulate it from the slide shoe that crosses over the rail. Such a short spot of insulation on the center rail will probably not affect the power to the engine's motor since the other roller will continue to supply power to the engine.*

—Jim Barrett

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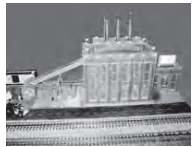
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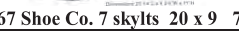
  
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## Rolling Stock from Kits

As I view the O gauge railroading hobby from my years in the media, the majority of interest, time, and expense is spent in the construction of layouts with their attending scenery as well as assembling or modifying structures of all sorts. Frequently, myriads of figures, plastic animals, and appropriately sized motor vehicles punctuate the resulting Lilliputian vistas. Of course, to those hobbyists who build permanent model rail empires regardless of size, this activity is both fun and rewarding in a number of ways that interest them. In fact, I admire examples of craftsmanship coupled with creative talent and an eye for the minutest of details, which join together in creating urban and rural scenes that are snapshots of the real world. I have had the pleasure to work with several of these folks to bring articles about their exquisitely detailed, realistic layouts and individual vignettes onto these pages.

To a smaller subset of people within the hobby, the trains are everything. To that group of folks, and I'm in there too, the only reason for the layout is the track for running the trains. Scenery is either secondary or simply doesn't exist. Sometimes a building or two plus a few railroad-specific structures like a switch tower, girder bridge, or operating signals reside on the layout, but some of these props are likely to be transitory. If this sounds like my layout, it is. But I've also talked with a surprising number of other O gauge railroaders who have a very similar outlook for various reasons.

To bring this point into perspective, my enjoyment of O gauge trains is primarily watching and listening to them run as well as...building them. Since the late 1940s, I have enjoyed building rolling stock from

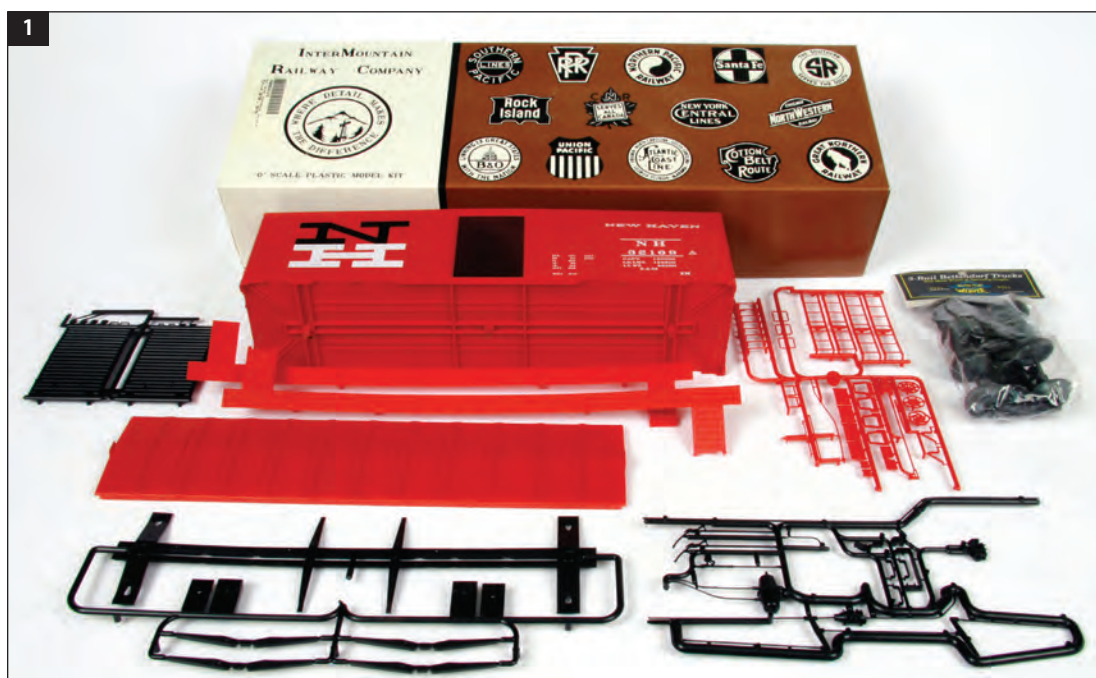
kits. Back then, kits from Athearn, Ambroid, Walthers, Westbrook, and others were predominantly wood with some pressed steel and cast components. Sometimes the sides were painted and lettered, but finishing the car always required some level of painting and even the laying of decals. Although I no longer get the enjoyment I used to from assembling and painting these wood and metal boxcars, reefers, Pullmans, coaches, and so forth, the aroma of Ambroid cement and Floquil paint is still quite nostalgic.

As I wrote in my editorial "Yesterday and Today" in Run 220, February 2007, I still have several postwar-era wooden car kits that I bought from a former coworker as well as a few from a local hobby shop, which is no longer in business. But because they can never be replaced if built, these old kits are still intact and are around for those moments of reminiscence. Besides, when compared to today's molded plastic rolling stock, cars built from those old kits don't even come close for realism, detail, or just overall attractiveness. Plus, those old cars were extremely

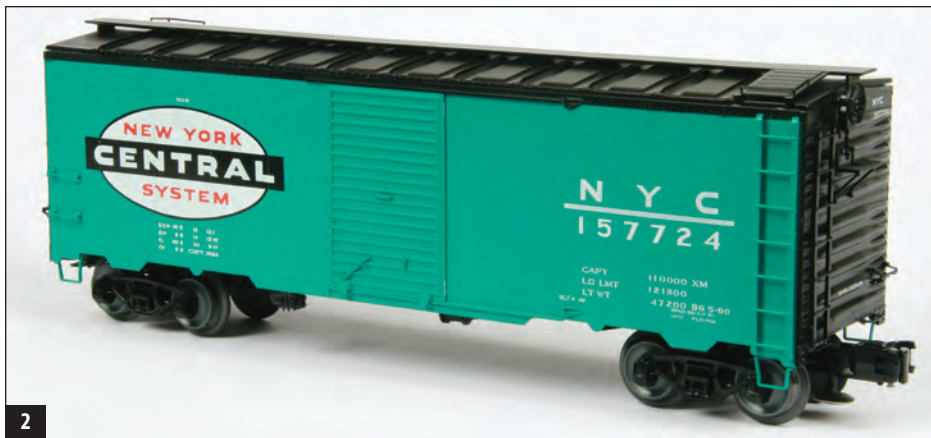
heavy and frequently pulled like lead sleds in contrast to today's rolling stock.

Shortly after returning to the hobby in the early 1990s, Kitty and I flew our Skymaster over to Houston to visit several train shops in the area. At a since-closed shop in Bellaire, I discovered 1:48 scale plastic kits of 40' AAR boxcars and 40' steel ice bunker cars from the InterMountain Railway Company. After buying and then building a couple of them, I was hooked. These cars were essentially 2-rail models but were easily modified for 3-rail trucks and couplers. To be candid, I started buying all of the InterMountain kits I could find, much to the pleasure of several hobby shop proprietors in the Houston, San Antonio, and Dallas areas. A few mail-order dealers around the country also benefitted from my search for these plastic O scale car kits.

In the mid-1990s, yet another small and now-defunct train dealer, that one in the far North Dallas area, introduced me to O scale kits of 10,000-gallon tank cars and 40' wood-side reefers from Red Caboose. They were







gorgeous! After buying his entire inventory of these cars, I naturally broadened my search for yet more Red Caboose car kits and met with reasonable success.

Photo 1 shows the components of an InterMountain 40' boxcar kit, with this one decorated in the New Haven McGinnis orange scheme. Decoration on this and every other InterMountain and Red Caboose kit I have is flawless.

I didn't photograph the sprues containing the all-plastic trucks and dummy tinplate couplers because I don't use them. I assembled a pair of these trucks with the first InterMountain car I built, and though they were attractive, they proved less than satisfactory on the rails. So my earlier cars ride on Weaver Bettendorf trucks with plastic frames and couplers, while the more recently built ones roll on Atlas die-cast 50-ton Bettendorf trucks with tinplate couplers.

For the most part, I sought kits painted in colorful liveries rather than the traditionally somber Tuscan or boxcar red. Photo 2 shows a completed InterMountain kit painted in the strikingly colorful scheme of NYC jade green and black. However, I later acquired a small number of the traditionally colored boxcars and liked them. The current rolling stock roster on the editorial CCRR includes 30 InterMountain and Red Caboose cars built and ready for their next run, while another 26 kits await construction.

On the average, building any one of these car kits provides two to four evenings of fun, depending on how much time I spend on it in each sitting. I usually use solvent-based plastic cement for assembling the kit's major components and CA on the small detail parts. Toothpicks are handy for applying CA in the neces-

sarily small amounts when attaching detail parts such as ladders and air lines. Since these cars are all plastic and include small and fragile parts such as grab irons and stirrups, they require careful handling when moving from the display shelves to the rails and back. But if a part does get broken, it's easily repaired with a small drop of CA.

Occasionally, a grab iron came off unnoticed and fell into the train room's carpet. Within several days after the car shed its component, Kitty announced that the vacuum cleaner sounded like it just ate something solid in the train room. A quick check of the cars I recently moved to or from the tracks usually revealed what piece was missing. After completing each car, I saved the leftover sprues that have extra pieces on them, so a spare part was usually available to

fix the problem.

Components for the brake rigging and plumbing are included with each kit, but because of the truck-mounted tinplate couplers, I don't install the air lines to the ends of the car. Additionally, the doors are cemented in place rather than sliding open or closed. I also found the cars tracked best with a couple of ounces of car weights bonded to the inside of the car above each truck, which scale model railroaders have known about for years.

By the way, the molds that produced the InterMountain boxcar kits have been modified and updated and are now producing 40' AAR boxcars for Atlas O. These Steam Era Classics cars differ from the original InterMountain products with opening doors, metal floors, and die-cast brake system components.

Red Caboose still offers undecorated kits of its woodside and steel reefers, 10,000-gallon tank cars, and fishbelly flatcars. Unfortunately, InterMountain abandoned the O scale kit market several years ago because the kits generally didn't sell.

In a recent conversation with Atlas O's Jim Weaver regarding any possible future for rolling stock kits from his firm, he related several of his experiences and observations on the topic. All of them demonstrated that the market for car kits just isn't there. How disappointing! The one segment of the O gauge railroading hobby that few hobbyists seem interested in constructing is...the trains.



# All Aboard!!!

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# Scheduled Meets

## January 15, 2011

**ATLANTA, GA** – 40th Model Train & Railroadiana Show, North Atlanta Trade Center, 1700 Jeurgens Ct. 9a-5p, Adm: \$7, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, (703) 536-2954, [www.gserr.com](http://www.gserr.com) or [rrshows@aol.com](mailto:rrshows@aol.com).

## January 15-16, 2011

**SOMERSET, NJ** – Greenberg Train & Toy Show, Garden State Exhibit Center, 50 Atrium Dr. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

**PLANO, TX** – 25th Annual Holiday Train Show, 2000 East Spring Creek Pkwy. Sat 10a-5p, Sun 10a-4p, Adm: \$7, under 12 free. Info: Bart Bartholomew, (214) 570-8898 or [www.dfwtrainshows.com](http://www.dfwtrainshows.com).

## January 16, 2011

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

**TROY, MI** – 7th Annual Troy Train Show, Athens High School, 4333 John Rd. 10a-3p, Adm: \$3, 12 and under free. Info: Frank E. Lams, (248) 823-4052 or [www.troytrainshow.org](http://www.troytrainshow.org).

**DAYTON, OH** – All Trains Swap Meet, Montgomery Co. Fairgrounds, 1043 S. Main (St. Rte. 48). 10a-3p, Adm: \$5, under 12 free. Free tables for all RR Clubs and Historic RR Org. Info: Larry Zeller, 1215 Camaro Court, Piqua, OH 45356-9793 or (937) 773-7186.

**NEW BERLIN, WI** – Lionel RR Club Trains & Collectibles All Gauge Swap Meet, Entertainment Center, 16000 W. Cleveland Ave. 8a-12p, Adm: \$4, under 13 free w/adult. Info: Art Oseland, (414) 764-5375.

## January 22-23, 2011

**MONROEVILLE, PA** – Greenberg Train & Toy Show, Convention Center, 135 Mall Blvd. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

## January 23, 2011

**ELMONT, NY** – St. Vincent DePaul's Model Train & Toy Show, 1500 DePaul St. 10a-3p, Adm: \$8. Info: Frank DeOrio, (516) 352-2127.

## January 29, 2011

**LA CROSSE, WI** – 20th Annual Great Tri-State Rail Sale, Show & Swap Meet. La Crosse Center, Second and Pearl Sts. 9a-3p, Adm: \$5, under 12 free. Info: 4000 Foundation, P.O. Box 3411, La Crosse, WI 54602, (608) 781-9383.

**TAMPA BAY, FL** – TCA Train Show, MinnReg Building, 6340 126th Ave. 11a-4p, Adm: \$5, under 12 free. Info: Charlie Anyan, (727) 345-0288 or [canyan1@tampabay.rr.com](mailto:canyan1@tampabay.rr.com).

## February 5, 2011

**RACINE, WI** – Tri City Train Show & Swap Meet, Roma Lodge, 7130 Spring St. 8a-12p, Adm: \$3, children free w/adult. Info: Ron Solberg, (262) 488-0193.

## February 5-6, 2011

**MIDDLETOWN, NY** – Greenberg Train & Toy Show, Orange County Fair Arena, 100 Carpenter Ave. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

**TIMONIUM, MD** – Great Scale Model Train Show, Cow Palace, Maryland State Fairgrounds. Sat. 9a-4p, Sun. 10a-4p, Adm: \$9, under 15 free, family \$18. Good both days. Info: Howard Zane, 5236 Thunder Hill Rd., Columbia, MD 21045, (410) 730-1036, [www.gsmts.com](http://www.gsmts.com) or [hzanel1@comcast.net](mailto:hzanel1@comcast.net).

## February 12, 2011

**HOWARD BEACH, NY** – METCA Train Show, St. Helen's Church Hall, 8309 157th Ave. 9a-3p, Adm: \$5, children free. Info: [www.metca.org](http://www.metca.org) or [nyshows@metca.org](mailto:nyshows@metca.org) or (718) 541-8619.

**JACKSONVILLE, FL** – 33rd Model Train & Railroadiana Show, Prime Osborn Conv. Center, 1000 Water St. 9a-5p, Adm: \$7, under 12 free. Info: Alan Altman, P.O. Box 985, Land O Lakes, FL 34639, (813) 949-7197, [rrows@aol.com](mailto:rrows@aol.com) or [www.gserr.com](http://www.gserr.com).

## February 12-13, 2011

**CHANTILLY, VA** – Greenberg Train & Toy Show, Dulles Expo and Conv. Center, 4320 Chantilly Shopping Center. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

## February 13, 2011

**WALLINGFORD, CT** – Classic Shows, LLC Train & Toy Show, Zandri's Stillwood Inn, 1074 S. Colony Rd. (Exit 13 from I-91). 9a-2p, Adm: \$5, 12 and under free w/adult. Info: (203) 926-1327 or [www.ClassicShowsLLC.com](http://www.ClassicShowsLLC.com).

## February 19, 2011

**MIDDLEBURY, IN** – 2nd Annual Essenhaus Train Show, Campus of Das Dutchman, Essenhaus 240 US 20. All gauge, Adm: \$3, family \$6, 7 and under free w/adult, tables \$12. Info: [www.Essenhaus.com](http://www.Essenhaus.com) or (800) 455-9471 Ext. 450.

## February 19-20, 2011

**ESTES VALLEY, CO** – Rails in the Rockies 2011, Conference Center, Rocky Mountain Holiday Inn (Hwy. 36 and Hwy. 7). Sat. 9a-5p, Sun. 9a-4p. Adm: \$5, 12 and under free w/adult. Info: Laura Trump, (970) 577-0343 or [coloradotrump@yahoo.com](mailto:coloradotrump@yahoo.com).

**MALTOON, IL** – Coles County Model RR Days, Cross County Mall. Sat. 9a-9p, Sun. 12p-4p, Adm: free. Info: [john@coryvillestation.com](mailto:john@coryvillestation.com).

**VIRGINIA BEACH, VA** – Greenberg Train & Toy Show, Convention Center, 1000 9th St. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

## February 26, 2011

**RINGGOLD, GA** – TCA Dixie Div. Toy Train Meet, The Catoosa Colonnade, Old Mill Rd. Members 9a, public 10a-1:30p. Adm: \$7. Info: Don Webb, 1171 Bowerie Chase, Powder Springs, GA or (770) 427-3484.

## March 5-6, 2011

**OAKS, PA** – Greenberg Train & Toy Show, Philadelphia Expo Center, 100 Station Ave. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

## March 6, 2011

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

**RACINE, WI** – Tri City Train Show & Swap Meet, Roma Lodge, 7130 Spring St. 8a-12p, Adm: \$3, children free w/adult. Info: Ron Solberg, (262) 488-0193.

## March 12-13, 2011

**HENRIETTA, NY** – Greenberg Train & Toy Show, Fair and Expo Center, 2695 E. Henrietta Rd. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).

## March 13, 2011

**PALO ALTO, CA** – Golden Gate Lionel RR Club Annual Show, Cubberly Community Center, 4000 Middlefield Rd. 11a-4p, Adm: \$6, under 12 free. Info: Mike Desing, (650) 574-8167 or [mdesing@att.net](mailto:mdesing@att.net).

**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.

**ALTOONA, PA** – Alto Model Train Museum Association Train Show, Pinecroft Fire Hall. 9a-2p, Adm: \$4, under 12 free. Info: Ron Kennedy, (814) 696-9671 or Greg Miller, (814) 695-3246, [gmamglyer@atlanticbb.net](mailto:gmamglyer@atlanticbb.net).

**HAVERHILL, MA** – 15th Bi-Annual Train Show, Haverhill High School, Exit 13, Rte. 495. 10a-4p, Adm: \$4, 5-12 \$1, under 5 free. Info: John Muise, 15 Mechanic St., Haverhill, MA 01830, (978) 373-0704 after 7p.

## March 19-20, 2011

**LONGVIEW, TX** – Junction & East Texas Train Society Train Show, Exhibition Building, Maude Cobb Conv. Center, Jaycee Dr., off Hwy. 31. Sat. 10a-5p, Sun. 11a-4p, Adm: \$8, under 12 free. Info: Homer Fleischer, P.O. Box 6704, Longview, TX 75608 or (903) 297-6330.

## March 20, 2011

**ALBANY, NY** – Mountain Toy & RR Club Swap Meet, Polish Community Center, Washington Ave. Ext. and Rapp Rd. 9a-2p, Adm: \$5. Info: George Washburn, 40 Hudson St., Hudson, NY 12534-2713 or (518) 828-7902.

## March 26, 2011

**FLEMINGTON, NJ** – BRHT Train Show, Elks Lodge, Rte. 31. 10a-3p, Adm: \$5, family \$8, under 12 free. Info: [www.brrht.org](http://www.brrht.org) or [trainshow@brrht.org](mailto:trainshow@brrht.org).

## March 26-27, 2011

**WILMINGTON, MA** – Greenberg Train & Toy Show, Shriners Auditorium, 99 Forham Rd. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or [staff@greenbergshows.com](mailto:staff@greenbergshows.com), [www.greenbergshows.com](http://www.greenbergshows.com).





April 2-3, 2011

EDISON, NJ – Greenberg Train & Toy Show, NJ Conv. and Expo Center, 97 Sunfield Ave. 10a-4p, Adm: \$7, under 12 free. Info: Greenberg Shows, 120 Easy St., Carol Stream, IL 60188, (630) 279-4087 or staff@greenbergshows.com, www.greenbergshows.com.

April 3, 2011

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

HAWLEY, PA – Hawley Fire Dept. Model Train Show & Sale, 17 Columbus Ave. Proceeds benefit fire department. 9a-3p, Adm: \$3, under 12 free w/adult, tables \$12. Info: Bill Delling, (570) 226-3206 or Fire Dept. (570) 226-9820.

April 10, 2011

POUGHKEEPSIE, NY – Kingston Model RR Club Annual Train & Hobby Expo, Gold's Gym, 258 Titusville Rd. 10a-4p, Adm: \$6, under 12 \$2. Info: Model RR Club, (845) 334-8233 or P.O. Box 1885, Kingston, NY 12402, Attn: Pete France.

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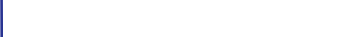
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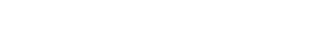


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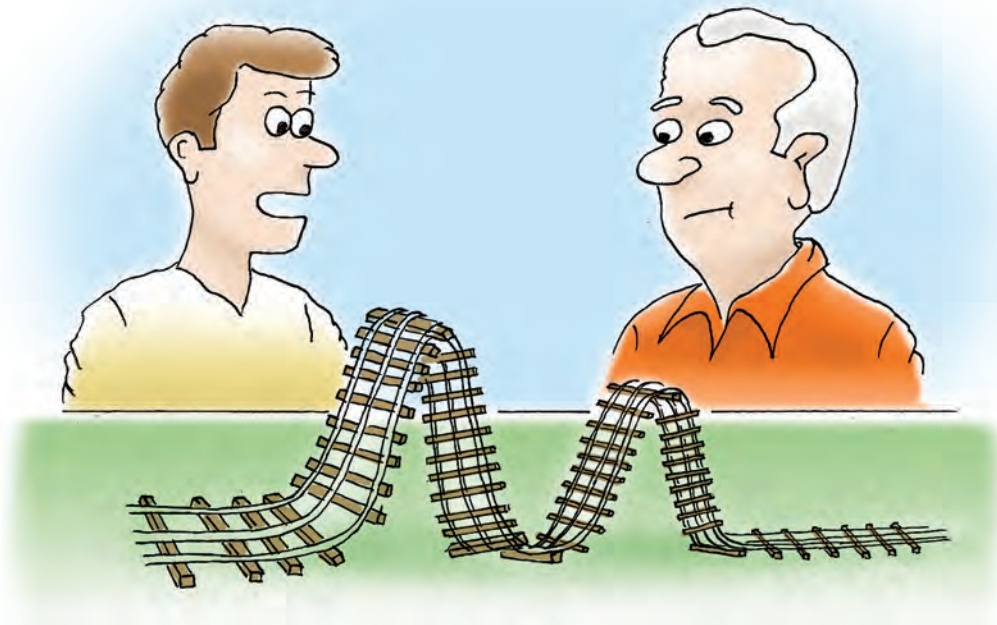
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