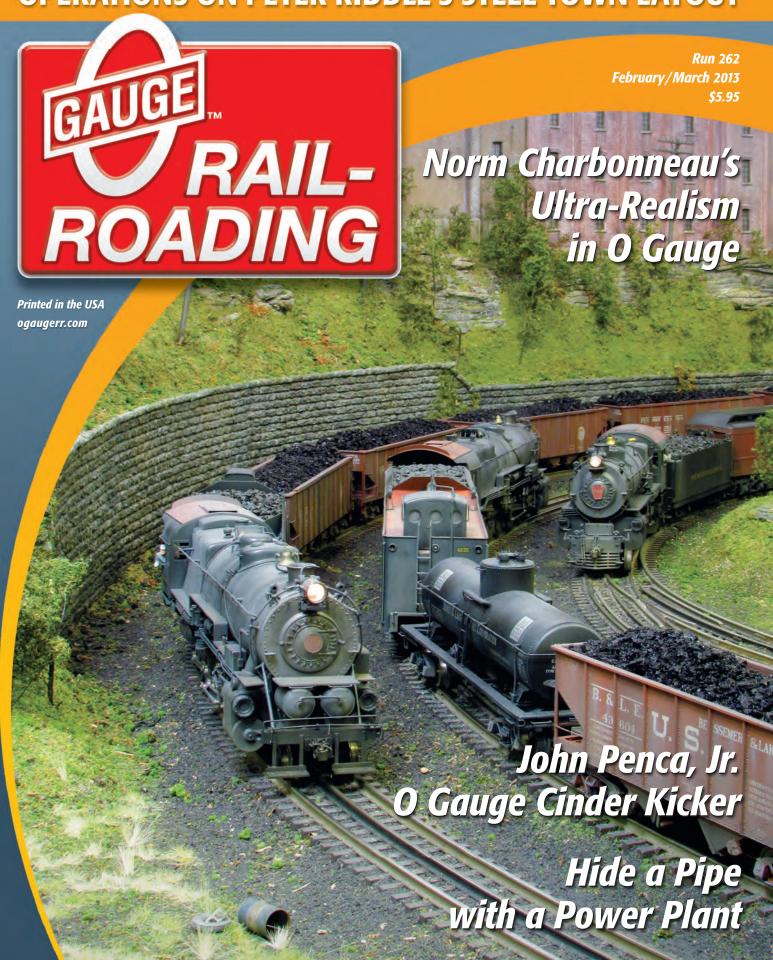
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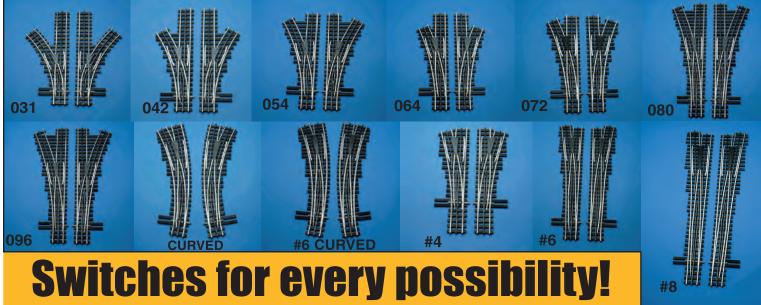
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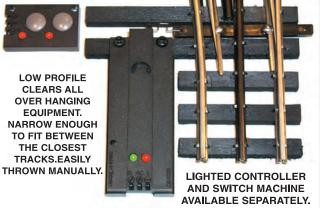








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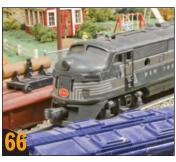
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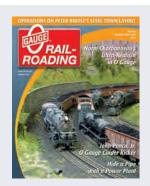
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ON THE COVER

This highly realistic O gauge scene was shot on Norm Charbonneau's fabulous layout in his Michigan home. But the layout is no more. Norm moved to a new house late in 2012, and the layout had to be dismantled. The good news is that just before it was taken down, Norm provided us with a fine selection of photos to share with our readers. Even better news is that Norm will be building a new and bigger layout in his new home, and we hope to see his handiwork in our magazine many times in the future.

Photo by Norm Charbonneau



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Editor's Corner

Allan Miller



A "Gotta Have It" Moment

Most everyone who has been in this hobby for a while, and regardless of his or her perceived level of self-control, has probably been in one of those situations where something was spotted in the latest train catalog or on a hobby shop shelf that

sparked a "gotta have it" moment. You saw something that triggered an urge to pull out the wallet and spend a few, or more than a few, hobby budget dollars for an item that you couldn't really rationalize buying but decided that you wanted any-

how. Sound familiar?

That is what happened to me recently, and it provided the topic for this column. I find the subject worth writing about because in recent years I have prided myself on resisting hobby-related impulse



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purchases after many years of snatching up just about anything that caught my eye. I still have drawers and closets full of trains and related "stuff"—the result of that earlier somewhat impetuous habit.

But over the past several years, I have done a pretty good job of focusing my O gauge interests to the extent I can rather easily avoid giving in to the urge to buy something just because it appeals to me, temporarily at least, for whatever reason. These days, my O gauge models of choice are those that represent the Alaska Railroad and rail operations of the U.S. Army and the Army Transportation Corps. I won't go into detail about why I chose those two modeling themes, but suffice it to say, I find them intriguing and different enough from the mainstream to merit my continued interest and attention. For the most part, I have remained faithful to this focused purchasing plan for locomotives in particular because they tend to be the big ticket items of the hobby.

But I must admit that I fell off the wagon recently when I attended a Saturday afternoon event at Dave Minarik's Mercer Junction train shop in Mercer, Pennsylvania. Readers of this magazine are likely familiar with Dave because his impressive home and store layouts have been featured in these pages on several occasions. Dave is also an active participant on our forum.

I was at Mercer Junction that day to partake of a presentation conducted by Lionel Director of Customer Service Mike Reagan. As usual, Mike did his customary

superb job of explaining details about the Lionel Legacy system, demonstrating a preproduction prototype for the new Legacy CAB-1-L (a simplified version of the Legacy handheld unit), and fielding questions from his attentive audience.

But before Mike's presentation got underway, Dave spent some time showing me the latest version of an MTH GE Evolution Hybrid locomotive that had recently arrived and that was selling about as fast as he could unpack his allotment. I had read our Product Review Editor George Brown's evaluation of this locomotive in our December 2012 issue but hadn't given it much further thought until I saw this distinctive engine in operation on Dave's store layout.

I was immediately hooked! I'm a sucker for flashing lights on locomotives, especially cab-top beacons, rotating Mars

lights, alternating ditch lights, and things of that sort. This GE Evolution model had enough moving lights in the form of charging lights along both sides of the frame to absolutely enthrall and captivate a fellow like me. On the prototype these lights indicate the engine's battery charging sequence. You can easily see them in the accompanying photo that Dave provided. And, of course, this very contemporary diesel-electric also has the requisite alternating ditch lights.

All well and good, but how could I, a hobbyist intent on focusing on

two specific rail operations, justify buying one of these engines? Dave had just one left in stock. He expected to have more arriving at some point, but I'm the kind of guy who preaches patience and sometimes fails to practice what I preach. It was one of those gotta have it moments, and I left Mercer later that day with a box containing the Evolution Hybrid comfortably nestled on the back seat of my car. I rationalized the purchase to my self-satisfaction by reasoning that because the locomotive bore a GE demonstrator paint scheme, it could logically see time on the Alaska RR or even with the Army's rail operations. Perhaps one or both of my model railroads were considering a purchase or lease and, before doing so, wanted to put a demo unit through its paces. That reasoning worked for me, and a "gotta have it" became a got it! To tell the truth, I really don't feel all that guilty.





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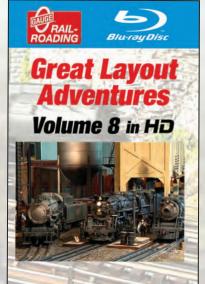
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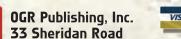






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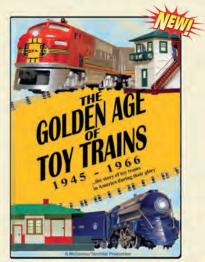
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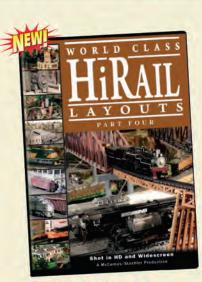
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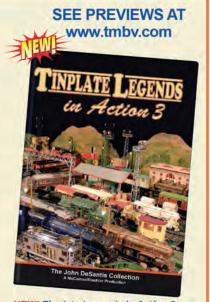
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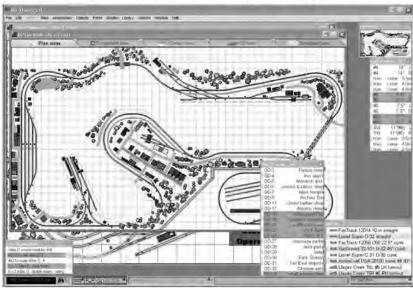
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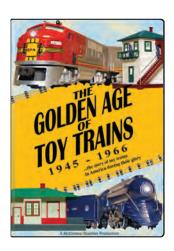
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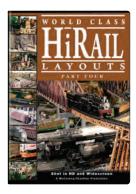
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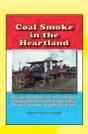
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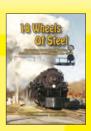
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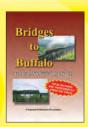
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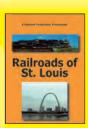
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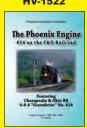
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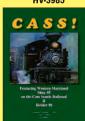
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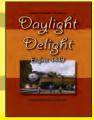
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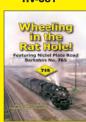








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Product Reviews



Bachmann Spectrum On30 Baldwin 2-4-4-2 and Sound Module

Review and Photos by George Brown

In the real world of 30" narrow gauge, steam locomotives were designed to pull heavy loads on poor track, frequently with tight curves and steep grades. Often employed in private mining or logging operations, these locomotives were usually small with wheel arrangements of 2-4-4, 2-6-0, 2-8-0, and so forth. In the On30 hobby, the Spectrum line of products from Bachmann Trains includes these types along with the leviathan 2-6-6-2 that I reviewed in Run 248. Although the new Bachmann Spectrum 2-4-4-2 in this review is slightly shorter, it's still a big engine for On30 at 12-1/4" from front to rear footboards and 12-3/4" over the coupler knuckles. Regardless, the engine negotiated the tight 18" radius curves of my temporary HO loop of Bachmann E-Z Track. If you're not familiar with On30

gauge, its narrow-gauge trains are 1:48 scale, yet they run on HO gauge track, which is approximately a scale 30" between the rails.

According to the builder's plate, the prototype for the Bachmann 2-4-4-2 rolled off the erecting floor at Baldwin Locomotive Works in 1908. With the different sizes of the front and rear cylinders, this locomotive was obviously a doubleexpansion, or compound, Mallet. In this type of locomotive, high-pressure steam from the boiler drove the rear cylinders and then went to the larger diameter front cylinders at a lower pressure. The expended steam then exited the engine through the exhaust stack with an exhaust note of a normal single-frame steam locomotive with one pair of cylinders.

A real locomotive's appearance in log-

ging or mining operations could and often did change as dictated by changing operating conditions and even owners. Visual changes included the type of pilots, smokestacks, lights, cabs, and fuel bunker or tank for coal or oil.

Construction and Features

As with past Spectrum On30 locomotives I've reviewed on these pages, the 2-4-4-2 is highly detailed with mostly plastic and some die-cast components. With its predominately plastic construction, the locomotive and tender are relatively light at 15 ounces and 4 ounces respectively. By the way, the weight of the tender includes the optional, owner-installed SoundTraxx Tsunami digital sound module, which I'll get into shortly.

At this writing, all versions of the model are painted, but not lettered. These versions include either a simulated steel or wooden cab in either all black or black with white stripes, red window frames, and red doors. All have a graphite-colored smoke box with legible builder's plates on both sides and a number plate on the front.

Couplers on the pilot and tender are magnetically or manually operated E-Z Mate Mark II, which are the same type as those installed on Bachmann On30 rolling stock as well as on its Spectrum line of HO train products.



Our evaluation sample had the simulated steel cab with the decoration shown in the photos. The vent on top of the cab roof was molded in the open position, and the roof lifted off to reveal the well-detailed boiler backhead with separate plumbing and painted gauges. On each side of the cab is a seat box for an owner-supplied 1:48 scale crewman.

A gloss black step plate between the engine and tender is hinged, while underneath each side of the cab is a socket for wires from the tender. These wires perform the same functions as the tether cords on O gauge steam locomotives. Although incorrect connection is impossible because the wires are way too short to cross from one side of the tender to the other side of the engine, their sockets and plugs are keyed for correct connection.

Inside the boiler is a small can motor with dual flywheels and drive mechanisms to both the front and rear engines. True to prototype, the rear engine frame is ridged to the boiler, and the front engine swings to negotiate curves in the track. A universal joint connects the motor to the front engine's drive shaft.

The tender rides on arch bar trucks and carries the DCC decoder electronics and speaker for the optional sound module. From the factory, a plastic cover simulating a load of coal is on top of the tender.

Included with the 2-4-4-2 are several plastic parts for subtly converting the engine to suit individual preferences. These parts are a tube pilot, spoke wheel pilot truck, real coal to enhance the molded plastic coal pile, an oil tank plus a sight glass housing that replaces the firebox doors, three smokestacks, and three sets of headlights and backup lights with LEDs. Also included is a tender bulkhead to install with the oil tank. With the exception of the lights, I found these parts simple to install, and they can significantly alter the engine's appearance

Bachmann 0n30 2-4-4-2 **Features and Details**

Analog DC speed and direction control DCC speed, direction, and lighting control Dual-mode NMRA-compliant decoder Sound ready with factory-installed speaker DC can motor with geared drive LED headlight and backup light Detailed cab interior with painted gauges Clear plastic cab windows Sliding side windows Separate brake shoes on drivers Detailed metal rods and valve gear Wire coupler cut levers and handrails Wire pipes of the proper size Twine whistle and bell lanyards Operating scale couplers

depending on what was changed. On our evaluation model Mallet, I installed the tube pilot, spoke wheel pilot truck, visored headlight, and flared stack. I initially tried both of the balloon stacks but didn't like either of them.

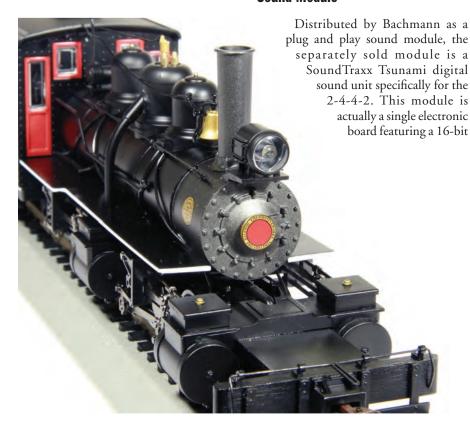
Changing the lights on the engine and tender took some planning. I had to cut the wire leads on the new light housings so they would fit into the respective sockets and also remove the smokebox front, which just snaps off and back on. A pair of hemostats came in handy to hold the sockets so I could insert the light's pins. The tender shell came off too, which took no more than a number 0 Phillips screwdriver and a couple of minutes. Afterwards the locomotive's revised appearance was worth it. Then just for grins, I also installed the oil tank and bulkhead on the tender and the sight glass housing on the boiler backhead, which was a snap both figuratively and literally. And grins there were! Even though no instructions were available for customizing the engine, an excellent illustrated parts sheet proved helpful. In fact, all of the Spectrum On30 locomotives I have reviewed in the past included this type of handy information about the product.

Even without lettering, the finish on the 2-4-4-2 is nothing less than outstanding.



I especially liked the flat black cab roof contrasting with the satin black of the rest of the engine. Of course, the red cab doors and window frames set off the white running board edges and wheel rims. If the engine were mine, I'd paint white rims on the optional spoke wheel pilot truck so it would match the other wheels and also letter the tender and cab for some type of mining or logging operation.

Sound Module



microprocessor that generates a number of steam effects including steam exhaust chuffs, bell, whistle, air pump, dynamo, side rod clank, brake squeal and release, coupler clank, open cylinder cocks, firebox blower, and others.

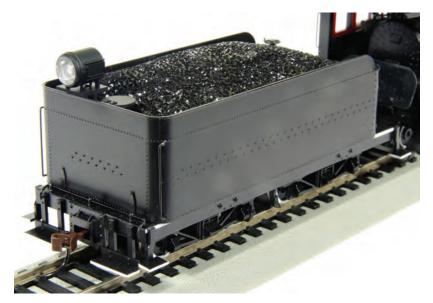
I found installing the sound module easy to do using the instructions that come with it. All that's involved to physically install the board is taking the plastic coal pile off the tender and plugging the board onto the decoder board located inside the tender shell. The hardest part of the installation was figuring out how to get the coal pile off the top of the tender shell, and that turned out to be a no-brainer. The coal pile, which is held in place by three molded pins and gravity, simply lifts off.

Programming the sound module's configuration variables, or CVs as they are known within the DCC community, are explained in the instruction sheet that comes with the sound module.

At Trackside

For testing...okay, playing with the 2-4-4-2, I laid a temporary 18"x 36" loop of Bachmann E-Z Track on the floor in my train room. For power, I initially used a Bachmann E-Z Command DCC controller and later employed a Bachmann Spectrum conventional DC power pack. Then it was time to connect the two sets of wires from the tender to the engine, set the locomotive on the rails, and link the drawbar—a process not unlike setting up an O gauge steamer. One of the several reasons I'm an O gauge railroader is the small HO







wheel flanges. I've never enjoyed working with them, as they seem to defy rerailing. So why didn't I use a rerailing section of track? Hey, that would be...like...well, cheating.

Again similar to O gauge locomotives equipped with command control and sounds, DCC locomotives have to run under command control to deliver their full sound and operational capabilities. Of course the Bachmann Spectrum 2-4-4-2 is no exception. All of the DCC and sound functions worked as I expected. When I ran the engine using the conventional DC power pack, the steam chuff, whistle, bell, and other sounds triggered automatically, which was entertaining considering that my power pack had no means to trigger them manually.

In DCC operation, the engine started after I rotated the throttle knob only a few degrees, which was what I expected to happen. In conventional operation, called analog DC in the 2-rail model railroad hobby, I slowly rotated the throttle knob to about half of its travel before the locomotive's sound started, with additional throttle necessary to start the locomotive moving.

The folks at Bachmann state in their advertising that the DCC decoder supports all the recognized programming methods, but I'll have to take their word for it because I know little about DCC. I twiddled with several of the CVs on the 2-4-4-2 with successful results, but I didn't get creative with reprogramming the engine from its factory settings. No information for programming the DCC decoder accompanied our evaluation unit, so I relied on bits and pieces from my notes on the 2-6-6-2 review. Although the open architecture and programming capabilities of DCC are obviously popular with a large number of 2-rail hobbyists across several gauges, I'm not a fan of that technology. I prefer the plug and play proprietary command and sound systems from the 3-rail O gauge suppliers. I'd rather play with trains, not computers.

Under way, the 2-4-4-2 ran smoothly and quietly as did other Bachmann Spectrum On30 locomotives I've reviewed and HO locomotives I've seen. This is not surprising since the running gear and electronics in the On30 articulated are the same as those used in Bachmann Spectrum HO locomotives.

I have to interject that for an O gauge rail-roader who's used to today's dynamic sounds from 3-rail locomotives, the sounds from the tiny speaker in the 2-4-4-2's tender are rather wimpy. But then, that's the nature of small speakers and limited audio power.

The tender's coupler easily engaged the coupler on the lead car of several weighted HO freight cars that I pressed into service. After all, necessity is the mother of improvisation, or was





that invention...whatever. A train of On30 cars would have been a lot more fun and realistic, but the HO cars were all I had and they did the job of loading the engine. When traveling around the loop, the little 2-4-4-2 didn't seem to notice the train on its drawbar. It just trundled effortlessly along the HO rails.

At the End of the Run

Mallet for those heavy log trains or steep grades, the 2-4-4-2 could be the perfect match. With or without the optional sound module, it's a neat little locomotive.

29002 Bachmann Spectrum ready-for-sound On30 2-4-4-2 44952 16-bit SoundTraxx Tsunami module

Retail price: locomotive \$525.00; sound module \$119.00; both available at Bachmann dealers

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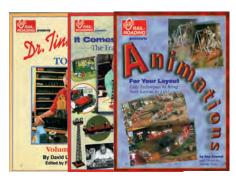
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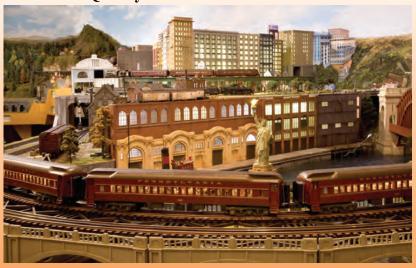
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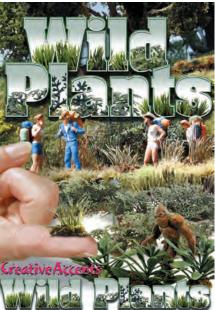
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MTH RailKing Proto-Sound 3.0 GG1

Review and Photos by George Brown

In the toy train hobby, the GG1 has become as much of an icon as the real ones were, instantly recognizable and eminently popular. In fact, on my return to the hobby

in the early 1990s, one of my first locomotive purchases for the then O31 Carpet Central Railroad was a traditional size GG1. Its end-to-end trucks with their 20

wheels portrayed the same image of power and style as its 1:1 scale prototype. And best of all, the real and O gauge GG1s were equally at home at the point of a streamlined passenger limited, manifest freight, and anything in between.

The traditional size RailKing GG1 is considerably shorter than scale as was the similarly sized GG1 that Lionel introduced to the 3-rail O gauge toy train market back in 1947. In a visual comparison between these two engines, the handsome new Brunswick green RailKing model with its five stripes and 4842 on its flanks is slightly taller and wider than my 1948

vintage Lionel 2332, along with a few other minor differences.

MTH released its traditional size GG1 initially with Proto-Sound, later with DCS with Proto-Sound 2.0, and now Proto-Sound 3.0. The first of the GG1s equipped with DCS and Proto-Sound 2.0 was released with the Dealer Appreciation Program Congressional passenger set, and Ed Boyle loaned me his DAP GG1 so I could see and run both first editions of the PS2 and PS3 Pennsy electrics. As an extra treat, which was actually serendipity in action, Ed also loaned me his recently acquired PS3 GG1. He and I wanted to

review the RailKing GG1 in this issue, but the sample model from MTH was delayed considerably because, as we later learned, it was the test bed for the new and markedly downsized owner's manual...a pamphlet actually. I'll get into the subject of that pamphlet later. Two days





after Ed's engine arrived here at the OGR Southwest Office, the MTH engine showed up. Would I pass up this golden opportunity to run double-headed GG1s at the point of a long train of traditional size freight cars? Not a chance! As a result, both PS3 GG1s spawned some fun time running together in conventional operation as well as alone under DCS control. Without a doubt, 40 wheels of double-headed motive power were downright awesome.

Construction and Features

Of course the big news for the latest RailKing GG1 is the Proto-Sound 3.0 electronics with supercapacitors instead of batteries for electrical power backup and compatibility with DCC. However, because this engine is for 3-rail operation only and DCC is primarily a control system for 2-rail operation, I'll leave DCC alone and just acknowledge that it's in the PS3 control software.

The other neat feature is the motorpowered pantographs. Inside the top of the body casting and underneath each pantograph is a small DC can motor with a mechanism of two slide shuttles. This mechanism automatically raises and lowers its pantograph when the locomotive direction is changed as controlled by the Proto-Sound 3.0 electronics. Actually, springs that are part of each pantograph provide the impetus to raise it. The slide shuttles for the raising pantograph move apart from each other and allow the springs to lift the pantograph. This way, the pantograph will rise either to its limit or until it contacts an overhead catenary wire. On the other end of the engine, the slide shuttles move toward each other, thereby pulling its pantograph down.

Both pantographs can be easily removed from the engine, but I recommend against doing that. Each pantograph has two thin metal arms that fit into the plastic slide shuttles hidden inside the body shell and must be properly positioned. This can be done if you're careful and understand the slide shuttle mechanism, but there is a risk that the mechanism can be damaged. I'll get into the operation of the pantographs later.

Additionally, the owner's pamphlet states a warning to unlatch the pantographs



RailKing GG1 Features and Details

DCS and Proto-Sound 3.0 electronics

Automatic operating pantographs

Track or overhead catenary power

Die-cast body with stamped steel frame

Die-cast truck side frames and pilots

Stamped steel cab ladders

Metal decorative horns

Dual can motors with flywheels

Metal drive gears

Dual 6-wheel power trucks for 12-wheel drive

Four traction tires

Directional LED headlights

Coil-operated Proto-Couplers

Minimum 031 curve



or turn the automatic operation off before applying power to the engine. A slide switch located underneath the engine turns the automatic operation of the pantographs on or off. I don't know about other folks, but when I read anything stated as a warning, I get real cautious so I won't tear up the new toy or possibly even get hurt. First of all, the pantographs are not latched down but are held lowered, or parked, by their internal over-center springs. Absolutely nothing will happen or be damaged with the pantographs parked when the engine powers up. In fact, with the pantographs parked, nothing visually happens at power-up or during direction change.

Power for the GG1 can come from either the track via the truck rollers or an overhead catenary wire via a raised pantograph. Which pantograph is raised depends on the GG1's direction of travel with the pantograph at the following end of the body rising automatically. To identify which direction the engine will run at power-up, a small "F" at one end of the body and on each side indicates the default forward end. A switch located underneath the engine selects which power source the

engine is to use. As explained in the full owner's manual that I downloaded from the MTH website, manual control of the pantographs using the DCS hand-held controller is possible with version 3.10 or later of the DCS software.

As I mentioned earlier, I got to compare the first GG1 released with PS2, the DAP GG1, with our evaluation sample equipped with PS3 and the operating pantographs. One difference was the heavier DAP GG1, which does not have operating pantographs. It is over seven ounces heavier than the new GG1, possibly because of the PC boards and batteries plus maybe even the shell castings. Another notable difference was the DAP GG1 has illuminated classification and marker lights, where the new PS3 GG1 does not. On our sample of the PS3 engine, the clear lenses for these lights picked up the light from the LED for each headlight. As to running the two engines simultaneously on the editorial CCRR using the same TIU, other than the operating pantographs on our PS3 GG1, the two engines ran the same, which was proof positive of complete compatibility across the DCS product line.

But one point that remained a predictable constant was the excellent paint and decoration on the new GG1. The only criticism I have is a noticeable mismatch where the horizontal gold stripes join the stripes that curve down at both ends and on both sides. But overall, the satin finish on our sample of the GG1 made for a really handsome engine.

Owner's Manual

I usually don't say much about the manual that accompanies a locomotive under review. However, and beginning with the PS3 edition of the RailKing GG1, MTH has taken a different direction with the manuals it provides to its customers. Instead of the usual fairly comprehensive booklet of 48 pages, give or take a few pages, the GG1 came with an 8-page quick start pamphlet that covers the bare essentials. For those who want the full manual. it's available on the MTH website for viewing, saving as a PDF file on your computer, or printing. Of course, the O gauge railroader who doesn't have a computer with an Internet link could be in a bind for sure.



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An illustrated page at the back of the quick start pamphlet shows how to get to the full manual. However, the web pages I found on the MTH website at this writing in early October 2012 had no resemblance at all to what was shown and described in the pamphlet for a product shipped to consumers in July. So to find the full manual, it was hack time. After a couple of false starts on the MTH home page, I clicked on the link for Service. On the resulting page, my clicking on the button for Product Files & Documents displayed a page with a product search window. I entered the GG1's product number of 30-5117-1 in the search box and clicked on search. That action displayed four icons, one of them representing an open book, which turned out being the target I was hoping for. Clicking on the book icon brought up the PDF file of the full manual. Well, MTH is definitely saving on paper and printing costs but....

At Trackside

Running the RailKing GG1 was a hands down exercise in fun; that is, after I read and understood operation of the pantographs in the owner's pamphlet and then the downloaded full manual. After raising the rear pantograph and lifting the front one out of its parked position so it too would work under control of the electronics, the GG1 performed as advertised and also as I expected. When its direction was reversed in either DCS or conventional operation, the front pantograph raised and then the rear one lowered.

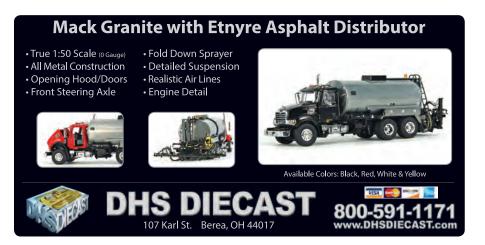
Going back to forward operation, the rear pantograph raised and the front one lowered. It was a blast to watch, and with two GG1s coupled together, the visual scene is not unlike a choreographed stage show.

For initial power-up, I recommend turning the sound system way down so the recorded sounds of cooling blowers don't drown out the noise from the pantograph mechanism. After I heard the mechanism, the whole pantograph operation made technical sense, so I turned the sound back up to a comfortable level...uh, not full blast.

As to the blower sounds, I recall that the real GG1s I watched from trackside at the Pennsy's 30th Street station and at the depot at Levittown, Pennsylvania, were silent. I don't remember hearing any sounds of blowers; but then, that was 60 years ago, and perhaps the load wasn't heavy enough to kick in the cooling blowers.

With the engine at rest, the headlight is dimmed, but it turns bright as the engine gets under way. And the horn sounded about right as best I could recollect. I won't go into the scripted voice recordings of the passenger station effects other than the fact that they are available in the PS3 recordings.

Power-up and start under DCS was normal when compared to any other PS2 or PS3 locomotives. Of course, in conventional transformer-controlled operation, startup was delayed for a maximum of 15 seconds to charge the supercapacitors. With both of the PS3 GG1s coupled together for conventional operation, their charge times were identical and of course varied accord-



ing to how long they both had been powered down.

Both our evaluation sample and Ed's GG1 tracked the editorial CCRR rails with aplomb on both main lines and crossover switches. Ed's engine ran smoother and with less gear noise than the evaluation GG1, which I found rather surprising since both engines have about the same amount of running time and distance. But with some additional run-in time, I'm sure the evaluation engine would smooth out considerably.

At the End of the Run

For pulling whatever train is coupled to it, the RailKing GG1 continues down the O gauge path blazed in 1947. If I were considering a traditional size GG1 for my consist of postwar Madison cars, I wouldn't hesitate for a moment plopping down my credit card for the RailKing GG1.

30-5117-1 RailKing GG1

Retail price: \$399.95 at MTH dealers

M.T.H. Electric Trains; www.mthtrains.com

MTH RailKing GG1 Performance

(sound: on; speed control: on)

Length: 15" over couplers; 13-3/4" between end sills

Distance Between Locomotive Pickup Rollers: 6-3/4"

Weight on Driving Wheels: 6 lbs, 11 oz

Tractive Effort @ 18 VAC: 1 lb, 10 oz @ 2.7 A, 48.6 W

Minimum Sustained Speed @ 18 VAC: 3 scale mph @ 0. 6A, 10.8 W

Maximum Tested Speed @ 18 VAC: 60 scale mph @ 0.9 A, 16.2 W

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Six-car passenger; train weight, 7 lbs; pull to move train, 7 oz; traditional size Madison cars from Williams

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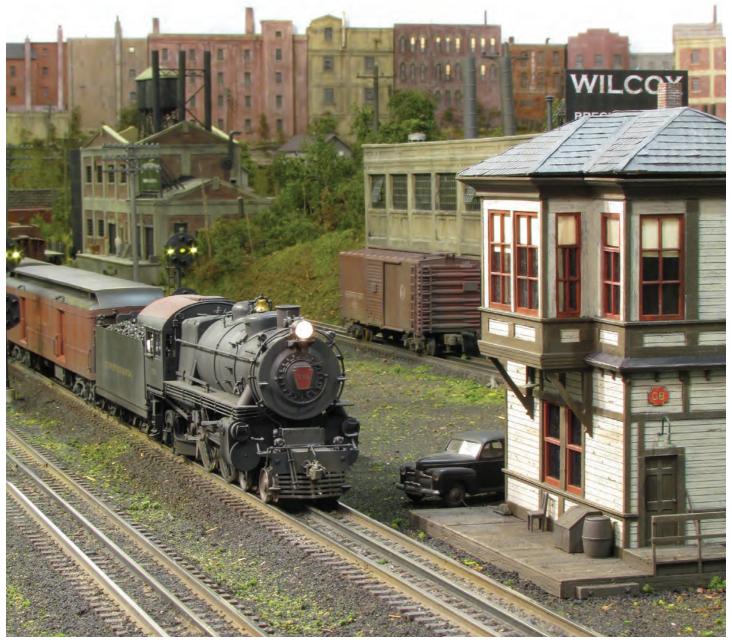




Artistry in O Gauge

Article by Allan Miller

Photos and Diagrams by Norm Charbonneau



A Pennsy E6 passes GB tower.

f If you've been around the O gauge hobby for a time, you've likely heard of Norm Charbonneau and his superbly detailed hirail layout. Norm's layout has been featured in the hobby press and on video and it has attained well-deserved legendary status in the world of 3-rail O gauge railroading.

An old saying is that all good things must come to an end, and so it is with Norm's current layout. By the time you view this expanded album of final photos, his layout will be long gone, at least in its present form. As is so often the case when the real world intrudes on our miniature empires, Norm was faced with dismantling his handiwork due to an impending move to a new home just a few miles away from his current residence. The layout had to go, and as you'll see in one of the final images presented on these pages, Norm wasted little time in dismantling it. Fortunately, he decided to put his photographic skills to use for us one last time. He provided us with a series of realistic photos that depict the final days of his layout, including a photo of the last run.

Even more fortunately for O gauge railroading, Norm is determined to follow this layout with yet another bigger and even better effort. A preliminary track plan for the new and larger pike is also presented here, although it is subject to change once Norm gets settled into his new home and has time to prep the layout room to his satisfaction.

You can view Norm's layout in action on the new World Class HiRail Layouts Part 4 video from TM Books & Video, www.tmbv.com. For continuous updates and progress on the new layout, visit Norm's blog at www.normstrains.blogspot.com.

When I received the images that Norm provided, it didn't take me long to decide that I would devote an inordinate amount of pages to displaying this modeling masterpiece. It seemed to me

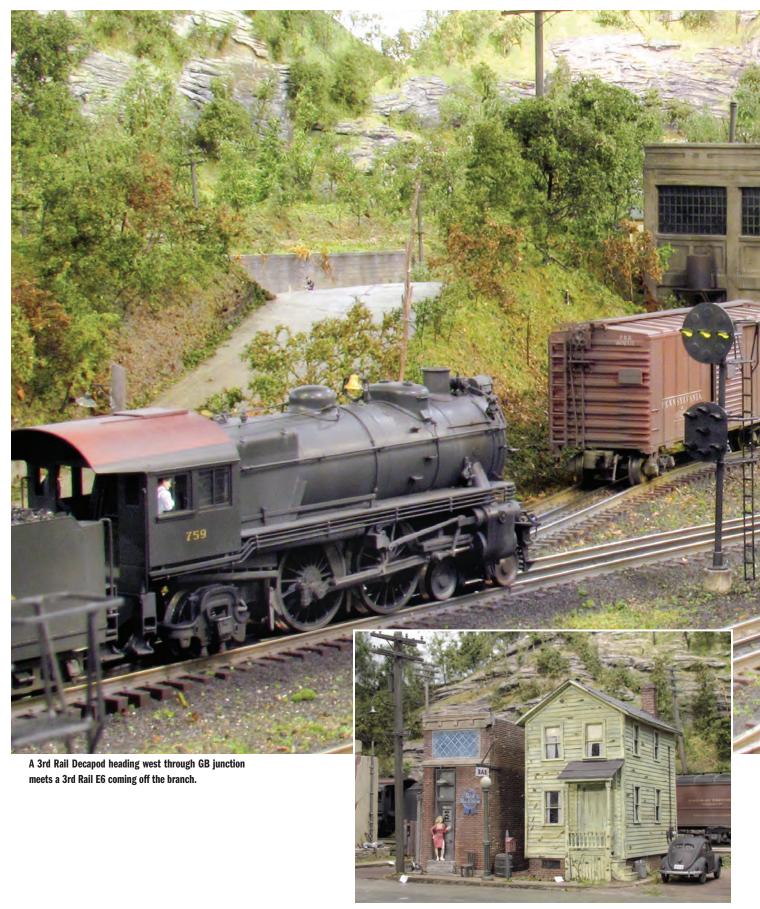
that you would enjoy a permanent album that provides a testament to what can be achieved in O gauge. I believe you will agree that it was a good decision.



PRR #4668 and #759 pace each other.



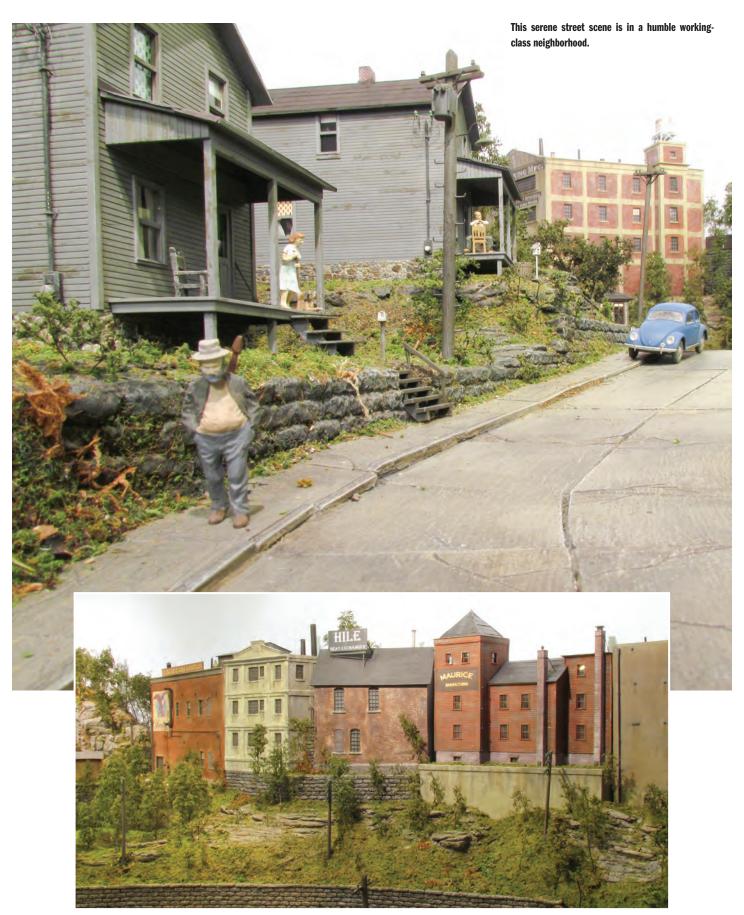
The Palace Hotel Card Room is a Downtown Deco kit.



 $Archie's \ Bar \ is \ a \ slightly \ modified \ Downtown \ Deco \ kit, and \ the \ worker's \ house \ next \ door \ was$ built from scratch. The VW is a Tamiya kit.



A three-way meet is taking place just outside GB junction. The locomotives involved include a 3rd Rail Q2, a 3rd Rail I1 Decapod, and a Lionel Legacy K4.



This shot of city bluffs features Maurice Manufacturing, named after Norm's grandfather.



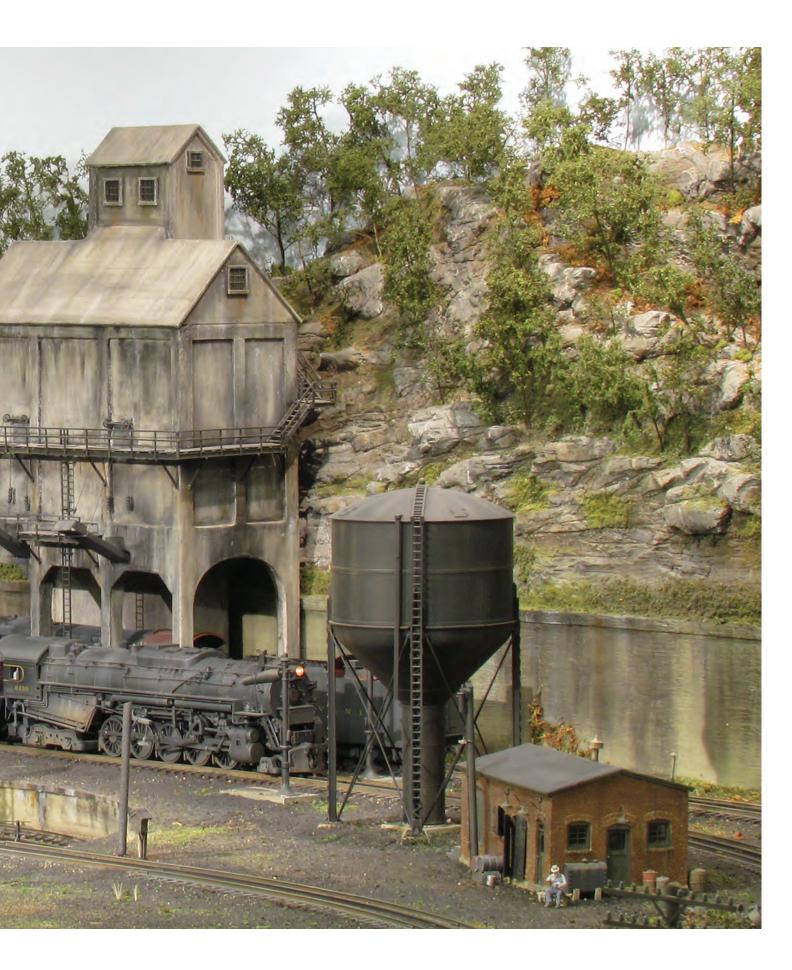
Whistling loudly, as evidenced by the visible steam emission, a Lionel Legacy K4 pulls a short passenger consist through GB junction.



That's a 3rd Rail N1 seen through the door of one of the roundhouse bays.



 $The \ coaling \ tower \ in \ this \ yard \ area \ scene \ is \ based \ on \ a \ Grand \ Trunk \ prototype \ that \ still \ stands \ in \ Durand, \ Michigan. \ The \ turntable \ is \ by \ Bowser.$

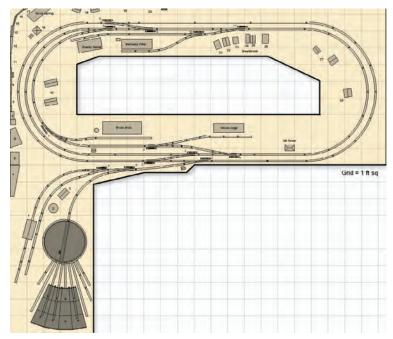




A 3rd Rail Decapod with its coast-to-coast tender heads into GB junction.



A Lionel Legacy K4 passes through the outskirts of the urban area.



The layout displayed on these pages is no more. It was dismantled in late October 2012.

Layout Specifications

Dimensions:

• 19-1/2'x 22-1/2'; L shape (main section 9-1/2'x 22-1/2'; roundhouse extension 5'x 10')

Benchwork:

• Tabletop created with 1/2" plywood and 1x4s with 2x4 legs

Power and Control:

• Lionel TMCC-Legacy with two Powerhouse 135W bricks and one TPC300

- · Atlas track and switches on Midwest Cork roadbed
- Switches controlled by Lionel SC-2s
- 099 and 090 curves on main line, 072 curve on sidings and spurs
- Bowser 30" turntable; TMCC controlled with K-Line Mikado parts
- PRR mast signals by Atlas and Custom Signals
- Signal interlocking by Terry Christopher of Custom Signals

Scenery:

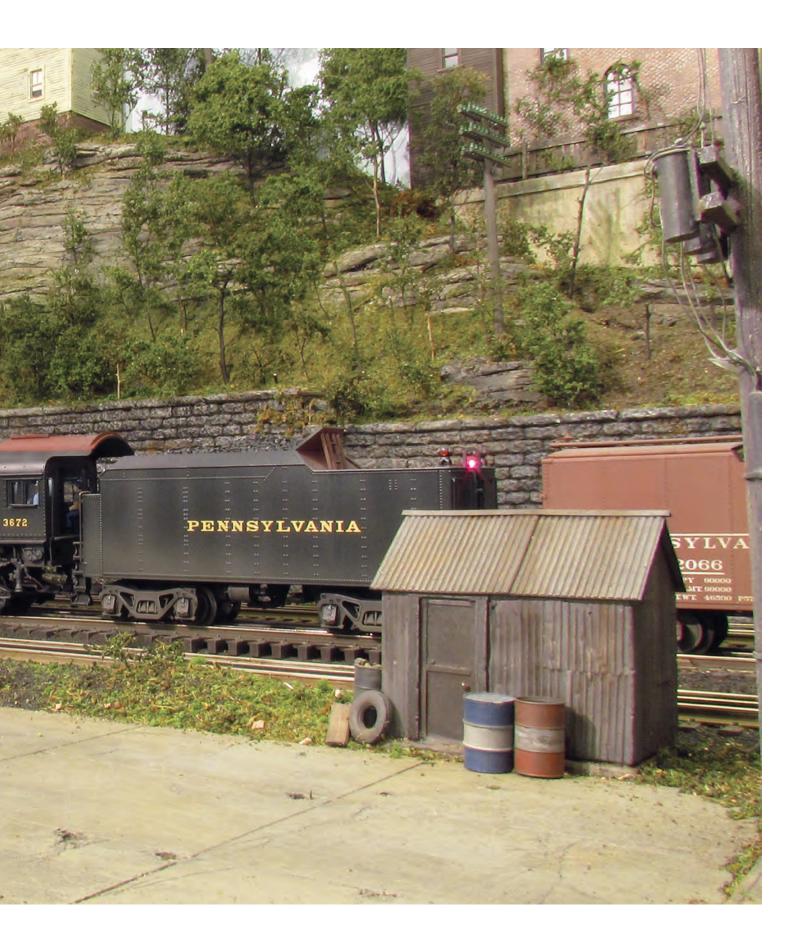
- Landforms carved from pink extruded polystyrene board
- Rockwork created with carved plaster of Paris
- Scenic Express Super Trees and Super Sages
- · Structures built from scratch, kits, and kit parts
- Kits by Korber, DPM, Downtown Deco, Gloor Craft, and Stone Mill Models
- Custom structures based on Michigan prototypes
- · Scenery inspired by northeastern and midwestern industrial locations



This charming country house started out as a Design Preservation Models Lunde series "Aunt Eleanor's" model.



Here's another shot of the Lionel Legacy K4.



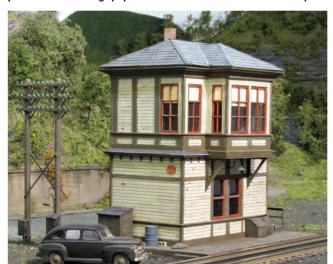


That photographer at far left is capturing a shot of an engine crewman oiling around in the last days of Norm's layout.



The last run passes the Bruce Bros. Gear and Axle Co. plant.

Here's an overall shot of GB tower with the tower operator's 1942 Ford, a Tamiya kit, parked outside. The telegraph pole is made with Weaver crossarms and other parts.

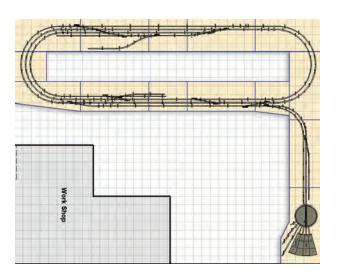


Work on dismantling the layout got underway soon after the last run was completed.





This set of MTH Centipedes is equipped with Engineer-On-Board cruise control.

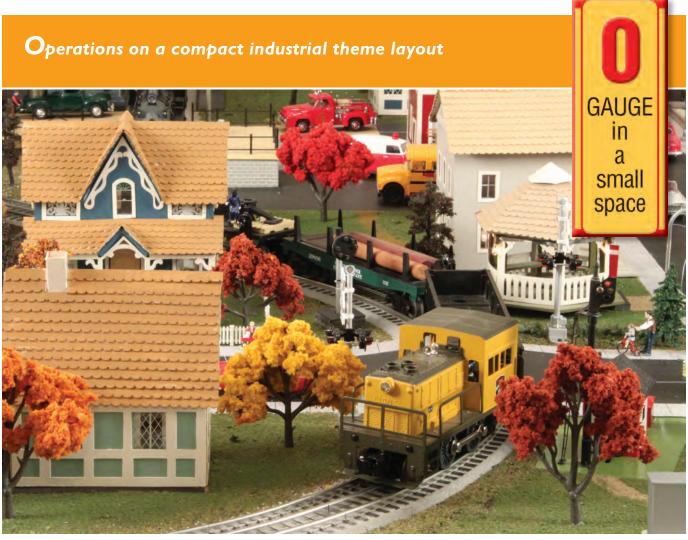


The preliminary proposal for the new layout. This image, created with RR-Track software, provides a basic idea of what Norm might be looking for in his new layout. He was just experimenting with the space as it currently exists. The layout may actually be slightly longer after he moves a few walls around during the remodel and prep phases. Once the space is fully defined and mapped, Norm will finalize the plans over the winter months. He has quite a few options for different formats and so forth.



About the Author

When Norm Charbonneau isn't working on his layout, he and his wife, Deborah, can be found driving around in their vintage original 1964 VW Beetle.



The always-busy Plymouth switcher heads through town en route to another assignment. Small motive power is particularly well suited to small layouts.

Steel Town U.S.A.

PART 3: RAILROADING WITH A PURPOSE

Article and Photos by Peter H. Riddle

The Bethlehem Steel layout offers a wide range of operational possibilities with its accessories and freight destinations. The track plan and equipment for this layout may be found in the preceding two issues of *OGR*. The layout is designed so that products loaded in one area are delivered as far away as possible. In a 6'x 10' layout, this is admittedly not very far. However, trains may circle the main line any number of times to increase the illusion of traveling to distant points.

Delivering the Steel Products

Culverts are the main product produced by my steel company. To accomplish delivery, a locomotive must back onto the siding outside the steel plant and wait for the culverts to be loaded into the special Bethlehem Steel Company gondola, a Lionel product made especially to work with the loader and unloader.

The engineer proceeds from the plant area to the main line and then backs

through the reverse loop track so the rear of the train will be lined up with the sidings in the delivery area of the train yard. He drops the depressed center flatcar and caboose at the uncoupler next to the freight bin on one siding and then pulls forward again and backs into the other siding until the gondola is spotted beneath the culvert unloader for delivery.

As the culverts are being transferred, the engineer picks up a load of coal from the MTH coaling tower to deliver to one of the trackside bins either in the train yard or at the steel plant. By adding another dump car to the consist, loads of scrap metal, lumber, or any other product might also be shipped on the same train. Complex freight delivery patterns add interest to operation sessions, especially when two or more people are working together.

An American Flyer magnetic crane places the culverts in a waiting flatbed truck. Lionel sold a similar crane in the years immediately before and after World War II as well as a more modern version in the postwar period. The postwar model has been reissued several times during the modern era. When all of these maneuvers have been accomplished, the engineer returns to the steel plant for another load.

Distributing Milk Products

The dairy operation provides a number of options for pickup and delivery. A vintage Lionel 3472 animated refrigerator car may leave a load of milk cans at any of three locations: the milk depot and two freestanding milk platforms depending on where your customers wish to pick the product up.

The earlier 3462 milk car was the first piece of Lionel rolling stock with an animated human figure. It initially appeared in the 1947 catalog, and cars with the same type of mechanism have been produced well into the modern era. They are widely available today.

Milk cans are loaded into the car through a hatch in the roof where they slide down an internal chute one at a time to lie just behind the door. A solenoid propels the milkman figure with a somewhat violent motion through the door to deposit a can. The cans contain a tiny magnet intended to keep them upright on the metal platform, but unless the current in the track is fairly low, the cans often fall over.

A more complex and very realistic milk delivery system was first introduced by K-Line and later marketed under the K-Line by Lionel trademark. It consisted of two separately available elements: a Dairymen's League milk depot and a matching car. This accessory provided an intricate delivery pattern, giving the operator a lot to do with the trains. As with the older Lionel model, the Dairymen's League car can deposit its product on any platform of the correct height, such as the Lionel platform and the K-Line by Lionel platform that comes with the car.

The internal mechanism of the car is elaborate. A conveyor belt feeds each can to a point near the door and deposits it in front of a motorized milkman. The figure then pushes through the door and leaves a can on the platform. The action is gentler than the solenoid-operated vintage car, and the unmagnetized cans remain upright. The figure is realistically painted rather than monochromatic as in the Lionel car.

In designing the milk depot, K-Line developed an



The Lionel culvert loader that was first marketed during the postwar period and reissued several times since operates smoothly and dependably.



Sidings provide operating fun as the rolling stock is rearranged for loading and unloading. Uncoupling tracks, such as the GarGraves unit seen at the end of this depressed center flatcar, are located strategically.



A magnetic overhead crane lifts the culverts from the gondola and deposits them on a raised platform where they roll down into a holding area. The Lionel culvert unloader is well designed and performs reliably.

ingenious method of loading the car that needs neither a hatch in the roof nor human intervention. A door on the opposite side of the car opens inward, and the milk cans are placed inside where they end up on the conveyor belt. But it's much more fun to let the milk depot do the job.

This accessory is equipped with a conveyor belt that moves cans from an outdoor platform into the building. A human figure then pushes the cans one by one out through the door. If the Dairymen's League car is properly positioned next to the depot, the little guy places the cans inside on the car's conveyor belt and ready for delivery somewhere else. The only problem with this arrangement is that it is very hard to see the man in the depot as he places the cans inside the car, although looking down the track from the end of the car reveals the action. To see a lot of action, spot

a boxcar next to the depot with the doors open on both sides, or deliver the cans onto a flatcar.

The K-Line milk car and depot are one of very few toy train accessories that can be operated entirely without anyone having to touch the freight. Simply drop off milk cans from the car onto the depot's conveyor belt, turn the car around using the reverse loop, and load them back into the opposite side of the car. Then deliver the cans to other locations all at the touch of a button. Of course, all the delivered cans eventually have to be collected and returned to the depot by hand, but with enough cans, that won't happen very often.

Support Industries

I've placed a number of freight bins throughout the layout to allow for delivery of various kinds of products, such as



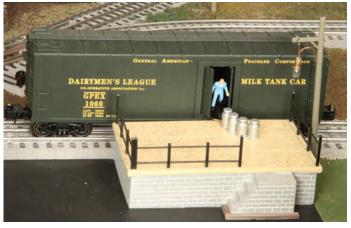
No time is wasted as the MTH coaling tower scoops up a load and drops it into the tower's hopper. A touch of a button sends the coal cascading into the dump car seen coupled behind the Lionel Bethlehem Steel mogul locomotive.



This postwar American Flyer magnetic crane is a fun and functional accessory. In addition to rotating by remote control, with its load held up by the magnet, the boom moves up and down to deposit a product.



The Lionel vintage automated milkman ushered in a whole new era in toy train fun shortly after World War II and spawned a wide variety of accessories with animated figures.



Thanks to a smooth motorized mechanism, the K-Line by Lionel Dairymen's League milkman deposits cans without tipping them over.



Tall structures, such as this Lionel operating oil well, can fill up unused corners of a layout.



This Dairymen's League milkman could be wondering where the refrigerator car has disappeared to.



Leaving the doors open on both sides of a typical boxcar reveals the milkman delivering his cans from the depot.



Freight deliveries, such as this load of rough-cut logs, are the life blood of an industrial town.



The construction industry in this prosperous small town receives its building materials by rail. Western lumber is off-loaded opposite the dairy building, courtesy of a Santa Fe Moe and Joe flatcar, which is a long way from home here in western New York State.

logs that were loaded into the car by the American Flyer loader on the opposite side of town. A busy Lionel oil well pumps crude from the ground and sends it off to the refinery through an imaginary pipeline. The imaginary refined product comes back via another imaginary pipeline to be loaded into tank cars at the MTH Columbia Oil storage tank station.

Milled lumber can be delivered to any

of the trackside bins by Lionel's hardworking team of Moe and Joe. This operating car is an O gauge version of an American Flyer S gauge car originating more than half a century ago. To further expand a lumber operation, model sawmills are available from both Lionel and MTH.

Barrels of fantasy maple syrup arrive next to the dairy in Steel Town courtesy of Canadian National Railways. Lionel also makes a remote control barrel loader to expand this industry.

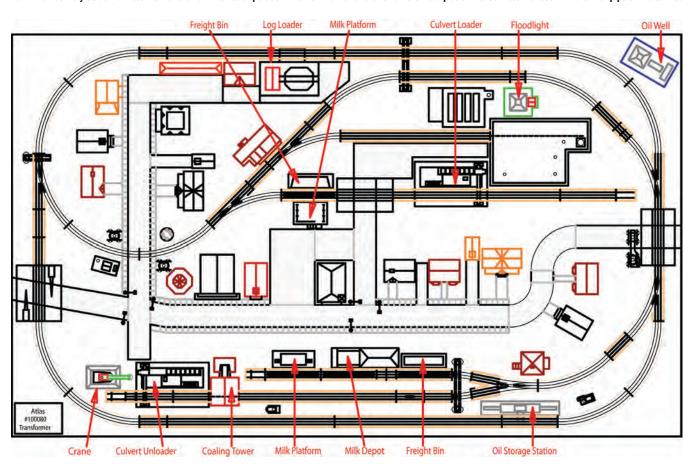
A layout with an industrial theme provides the perfect setting for plenty of action, even in a small space as trains move loads along the line. A wide variety of accessories can be found to customize this or any layout. The possibilities are limited only by your imagination.



The French spelling on this Canadien National maple syrup car suggests that it made its journey south from La Belle Province in Quebec. A simple vibrating mechanism in this Lionel car sends the barrels cascading into a trackside bin guided by an animated roustabout.



This MTH oil delivery station is motorized for slow and realistic operation. The workman is lowered on an overhead platform to connect his hose with the filler pipe on the tank car.



A Cinder-Kicker's Railroad

Article by John Penca, Jr.

Photos by David Minarik and Patty Penca

I owe my interest in trains to my father, John Penca, Sr., who worked as an engineer on the New York Central firing steam in the late 1950s. When I was young, my father built my brother and me a fine American Flyer layout complete with all the Plasticville structures. When HO gauge took hold in the 1960s, we took up the S gauge tracks and replaced them with HO. For the next 40 years or so, I built layout after layout, always wanting to sharpen

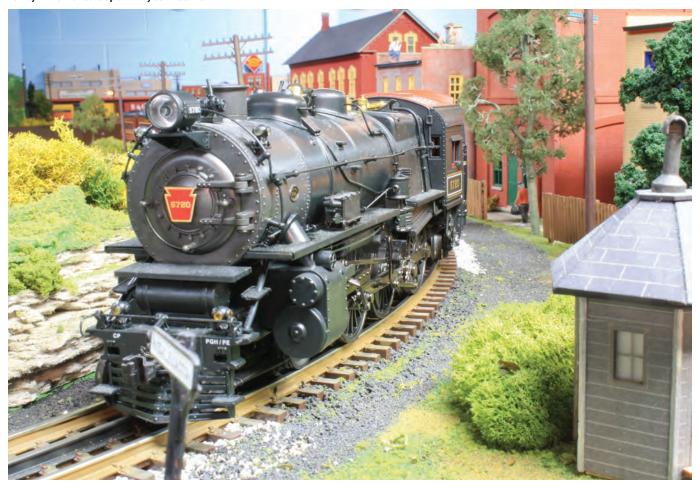
my skills to construct the ultimate layout.

Then it happened! I followed in my dad's footsteps. At 18, I became a railroader and put in 40 years as a conductor working on several railroads that inherited the old NYC property. On my over-theroad trips to Buffalo, New York, I would pass the time at local train shops in the area. One day a Lionel 3-rail NYC bay window caboose caught my interest. After some deliberation, I bought it for display

purposes, or so I told my wife, Patty. That was fine for a week or so, and then I bought some Atlas track and a few cars. Well, I must have an engine, right? A Lionel C&O 0-8-0 switcher fit the bill rather nicely, and I was deep into O gauge.

To get things started, I built a switching layout in an unused space so I could enjoy my new scale. Cars were moved between two end-point terminals, with industry switching taking place between

Pennsy K4 #5720 heads up a midday commuter run.





This tiny 0-4-0 switcher is one of the true workhorses of the line and has just picked up the caboose prior to taking on the day's first assignment.

the two. As my roster of Lionel, Atlas, and MTH grew and grew, so did my desire to expand the layout. After all, my steam locos needed room to run.

Around the Room

My current layout is constructed domino style of 2'x 4' table sections. This way the plywood and Homasote is not wasted, as I get four sections from a 4x8 sheet. I use Atlas track since this is what I was used to while modeling in the HO world. I began using TMCC and incorporated DCS as my collection of locomotives grew. Several engines are also equipped with Kadee 805 couplers, although I generally use a transition car with a Kadee coupler on one end and a traditional tinplate O coupler on the other. Most of my rolling stock is fitted with Kadee 805 O scale couplers for ease of coupling and for the prototype appearance. In order to operate properly, switches and curves are a minimum of O54 with some O72 switches in the yard.

Making It Real

After about 40 years of painting and detailing HO track, the transition to doing

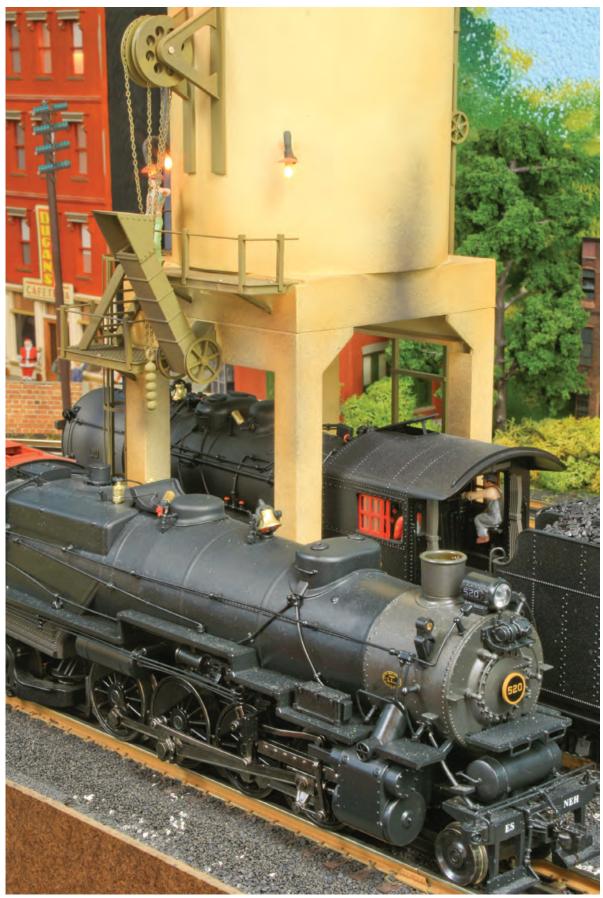


Because of an ever-growing motive power roster, there's always plenty of activity at the two-stall engine house.

the same in O gauge is a snap. All track is painted and ballasted using ballast from Woodland Scenics. I now use ground throws from Caboose Industries instead of toy train switch machines. For realism, everything is located within arm's reach. The layout is 54" off the floor, so no bending is necessary to obtain a trackside view.

Everything in Its Place

The first thing that visitors notice, in addition to trains running around them at arm's reach, is that everything is in its



Pennsylvania L1 #520 makes a stop at the coaling tower.

proper place. The advantages of time spent in real railroading in the yard or on the road afforded me the opportunity to see where things properly go-sort of like observing real-world detailing. Small details become important such as ballast color in certain locations where grass grows or doesn't grow, placement of line poles and relay boxes, where and why signals are placed, and so forth. In the past, trains carried multiple cabooses because more trains ran in one direction than in the other, which meant that cabs deadheaded back when they reached their destination. Images available to me on a daily basis are also applied to my modeling.

Being an Illusionist

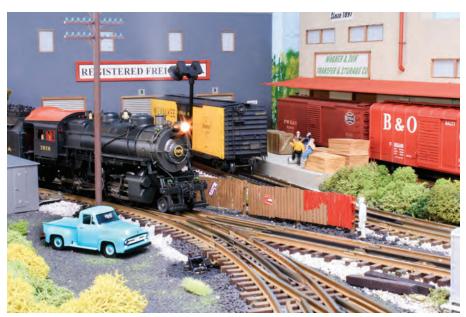
Buildings used on my layout are from OGR Ameri-Towne, Walthers, MTH, Plasticville, and Lionel. Some structures are built from scratch. My daughter, Haley, painted our backdrop. Figures are from Arttista, Bachmann, and Woodland Scenics. Some buildings in the background are simply flats created by cutting off the box covers of their HO counterparts. Others are made by a company known as Radical Flats and are actually HO. Because my layout is just 2' wide in most areas, the flat buildings help to create the illusion of distance. Many model railroaders are, after all, illusionists in one way or another.

My rolling stock is mostly Atlas O, yet another carryover from my HO days. Some items are off-the-shelf stock models, and others are special runs made for a number of dealers. The rest of the roster is comprised of MTH, Weaver, and Lionel rolling stock. All cars have weathering applied.

Running Trains

Operationally, I built a branch line to the other side of my basement and moved into the former HO staging yard area where I commandeered space for three 14' tracks. The trains depart from there on the single track and head into the main train area. They drop cars at the yard or set them off along the line as needed before returning to the staging yard. Additionally, trains pick up or originate at this point and distribute cars around the layout.

I enjoy night operation, so my buildings are lighted with strategically placed lights to flood an area, always keeping in mind how it might look in real life. Blue



The fence painter has to move over, at least temporarily, to avoid being brushed aside by that 2-8-0 Consolidation taking the through track.



Pittsburgh & Lake Erie and Reading Lines diesels pace each other on the straightaway.



Lots of passenger train traffic centers around the local depot.

light bulbs from my hardware store add a touch of moonlight. I added a recorded tape from Green Frog Productions of crickets chirping to set the appropriate mood.

Spouses and Friends

As a friendly bit of advice, it's a good idea to keep your spouse in mind when purchasing your model railroading equipment and supplies. My wife would count my rolling stock purchases once a month to see how many new ones I had acquired. That information would then be strategically employed when it came time to plan our vacation cruises.

A genuine pleasure for me has been all the new friends I've made since I've started on this O gauge adventure. O gauge railroaders tend to display a more laid-back approach to their modeling. I give a special thanks to Dave Minarik at Mercer Junction for inspiring me, and a big thanks to my wife. I have a feeling there's another costly cruise in my future!



Railfans enjoy the sight of the passing Western Maryland #65 F unit.

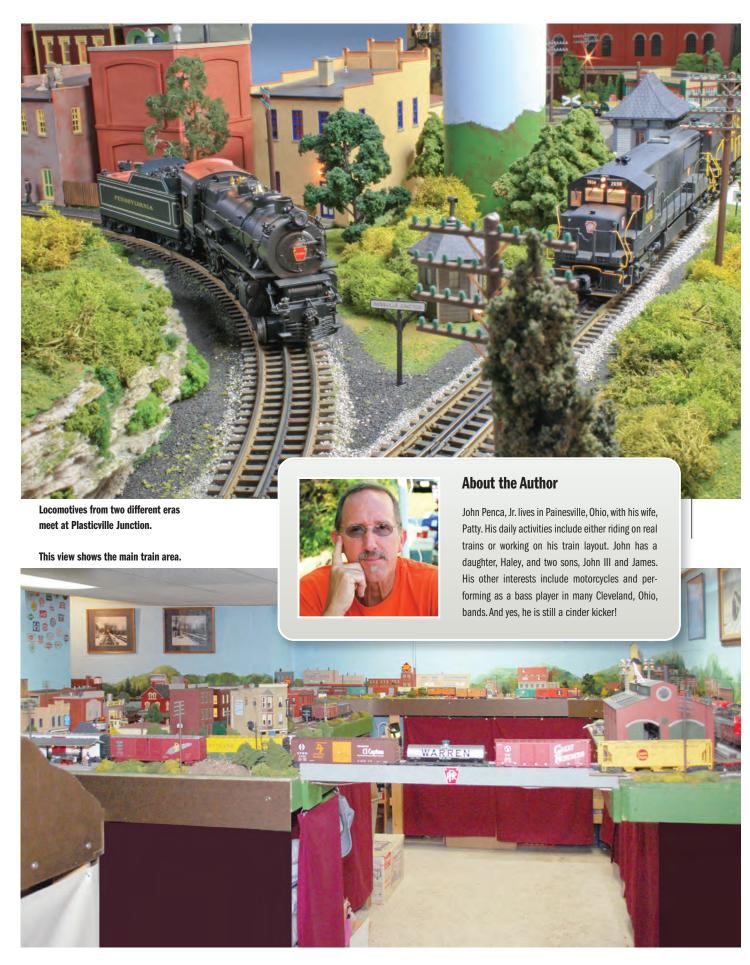


A shop crew prepares to do some minor repairs on a Pennsy N8 caboose.



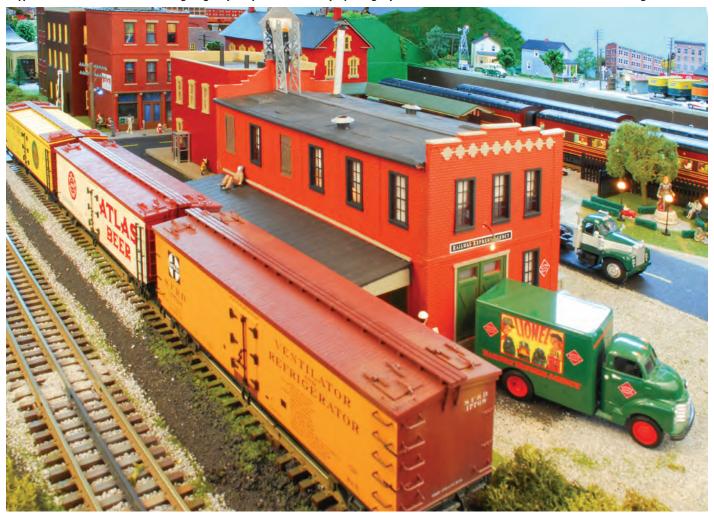
Workers take a coffee break in the yard while one of them tells a fish story.



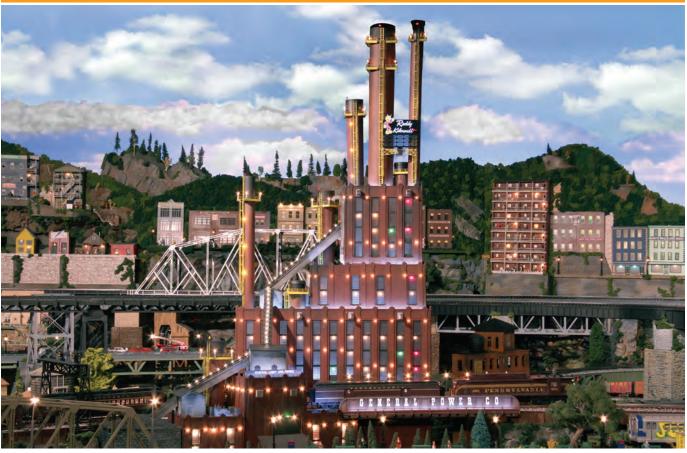




It appears that another load of Lionel trains is getting ready to depart the local Railway Express Agency warehouse. We can assume the trains did not arrive in those refrigerator cars.



Creative solution to a common problem



Twilight falls at General Power and Light in O gauge.

Building American Power

Article and Photos by Bill Bramlage

Many layout construction projects, particularly those built in lower levels of a home, encounter a weight-bearing pole or

large drainpipe that intrudes somewhere on the layout. This layout blight is something we just have to live with since it is

expensive and difficult if not impossible to remove. After my train visitors had observed this type of pole in the middle of my layout and had commented on its presence over the past five years, I decided to incorporate the steel pole and an adjoining conduit pipe into a large power plant chimney project.

My chief advisor on this project was my good train friend Gayle Rotsching who had worked for our local power company for over 43 years. Gayle observed that my train world has many cities and towns that require electricity, so a power plant is an expected structure located next to the river gorge. Power plants are large structures with multiple stacks or chimneys and are usually located next to a river and train tracks. Large chimneys would provide the perfect hiding place for the steel pole. Because these plants are usually remote and isolated, they are covered with many



The prototype for the modeled power plant is an expansive structure with many lights and tall chimneys.

lights for high visibility and safety. The chimneys also have many safety lights to warn approaching aircraft. This power plant is a fine solution for the layout's steel pole problem. A structure with the impact of many lights is also compatible with my layout's style. As a result of Gayle's recommendation, he was appointed general contractor for this modeling project; I was the labor.

Coal arrives at the power plant by rail or river barge and is piled in a field adjacent to the plant. Conveyors carry the coarse coal to a tipple at the top of the plant. The coal is pulverized and sent to a furnace. Water is heated in boilers to produce steam that drives a multifan turbine. A generator at the end of the turbine shaft is the source of 13,000 volts. Nearby is a step-up transformer or substation that generates anywhere from 138 kV to 300 kV electricity to be sent over the transmission lines.

The project got underway with an Internet search for nighttime images of U.S. power plants. Many of these plants had an extensive number of exterior lights, massive size, numerous conveyor shafts, and multiple tall chimneys with caged ladders and platforms. A power plant was not necessarily the only solution to the problem of a pole in a layout, but it was a viable one.

The plant structure was assembled from a total of five Korber #916 General Light & Power kits. I had four kits in inventory but had to borrow the fifth kit from another train friend Art Hopkins. At the time of this project, Korber kits were somewhat hard to find. But Korber has recently been purchased by Rich Redmond, and production is once again going strong. The #916 kit I used should be back in production in 2013.

The plant was constructed one level at a time, and each level has a removable or hinged wall so the full structure can be positioned where it surrounds the steel pole. All construction was done on my workbench. The various components of the power plant were frequently fitted on my layout to check the building's size, relationship of power plant height to chimney height, relationship to other layout structures, and the proper fit of all components. I wanted the finished project to complement the layout, not dominate it.

Exterior embellishment of the structure was completed with vent covers and ductwork. These components can be obtained from Scenic Express. When the building



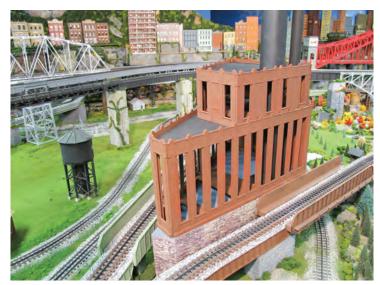
Structural poles in the middle of my layout were a major visual distraction. Of course, such poles can't be removed. With many tracks nearby and with no room for a mountain, I decided to build a power plant to mask this distracting element.



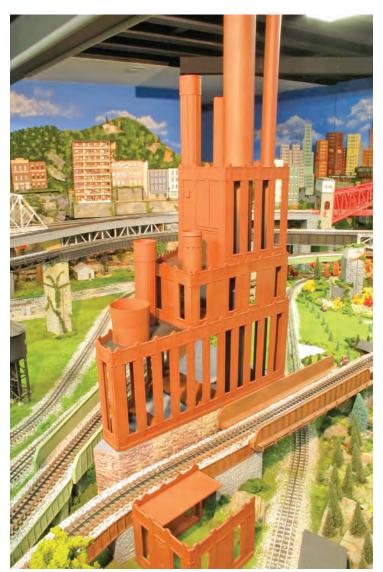
After measuring the available space on the layout, the first level of the power plant model was constructed on my workbench.



Level one of the power plant was placed atop a foundation base sized and positioned to fit.



This view shows levels one and two in position. The poles, which are to be chimneys, are still much too tall, and a third level for the building will be needed to mask more of their overall height.



The power plant structure now has three levels, and the chimney height, relative to the structure looks good. I can't shorten the largest chimney.



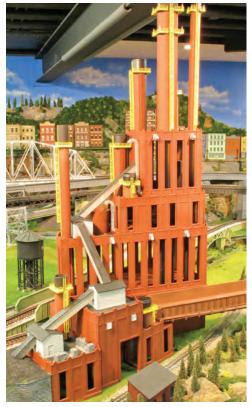
A conveyor coal moving system has been added to the structure.

construction was complete, the structure was sprayed with Testors Dullcote in order to eliminate reflection and shine. Opaque and dull acetate was installed in the windows.

Chimney construction involved collecting various types of pipes, PVC pipes, and even parts from my Sears shop vacuum system. Chimney diameter and height was to be in relationship to the size of the steel pole. I made frequent changes in chimney size and position during each preliminary setup on the layout. The chimney ladders, cage protection system, and fencing came from Plastruct. Each chimney was a separate construction and wiring project and each was topped with a red blinking LED. The platform had corner lights, and amber lights were positioned along the ladders. All electrical components, connections, and wires were located inside each chimney, with electrical connectors attached near the base. We powered the chimney components with 12-volt AC.

The power plant has over 400 lights. All incandescent bulbs were obtained from Miniatronics. Clear, amber, red, and green bulbs ranging from 12 to 16 volts were used. AC power was obtained from a 12-volt Malibu outdoor transformer purchased at the local home improvement store. I positioned 12-volt bulbs near the interior of many windows.

LED strip lights, powered with DC power sources of 9 to 12 volts, were used for both general interior lighting and for lights pointing up along the roof edge of each building level. These lights were purchased from many sources. I obtained 300 lights per continuous strip from



Additional exterior details are visible in this view, including Plastruct ladders, cages, platforms, and fences.



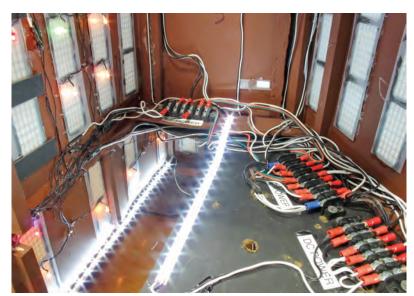
Here's the model on my workbench. It was moved back and forth from the layout to the workbench so many times that I lost count. But the portability factor made the entire construction task easier. Window frames and dull acetate window material have been added.



This close-up view shows a chimney created from a Sear's vacuum cleaner accessory. A blinking red light tops each chimney. Ladders, cages, lights, and platforms have been added. Electrical connectors are located at the chimney's base.

Internet providers by doing a search for LED strips. The lights were ordered in both cool and warm clear as well as in various colors. I chose LEDs because they were available in small sizes, consumed very little energy with no heat involved, provided good light output, and were inexpensive.

The row of white lights along the roof of the conveyor structures are Miniatronics products. There are 15 bulbs per string, and the DC transformer is provided. This light source plugs into house current. The blinking sign on the largest chimney is a Miller Engineering sign and is powered by



Here's an interior look at the lighting installed in just one level. Each level contains electrical connections for 110 VAC, 12 VAC, and 12 VDC plus connectors to the next level.



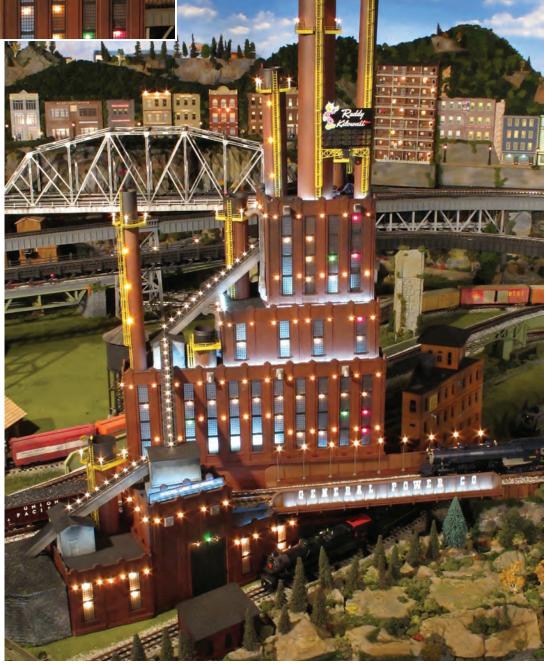
A close-up view shows the exterior lighting for the conveyor system, chimney, each roof edge, and LEDs for the signs.





Many electrical sources were used in this model including 110-volt AC, 12volt AC, 12-volt DC, and 4.5-volt DC. I approached each level of the power plant as a separate electrical project. When the building was fully assembled, all electrical systems in level one connected to level two by quick disconnects, and then the same process was used to connect level two to level three. Leads and disconnects were installed in all levels for all the chimney hookups.

This was a big and somewhat challenging project, but the rewards were great. When the power plant is turned on, most visitors exclaim, "Oh my, look at those lights!" No one sees the pole.



Final result-the pole is gone!

ARTIFACTS AND 3-RAIL

Article and Photos by Bill Parisi

The Canfield War Vet Museum in Canfield, Ohio, was opened by its current curator, Lew Speece, in 1990 to honor American sacrifice in war (Photo 1). The museum contains more than 44,000 artifacts from America's wars and conflicts dating back to the American Revolution. For model railroad enthusiasts, there's also a hidden treasure in the museum's basement. There, a group of dedicated people have been working hard on restoring and building model train layouts in HO, HOn3, and 3-rail O gauge.

In 1993, museum trustee Jack

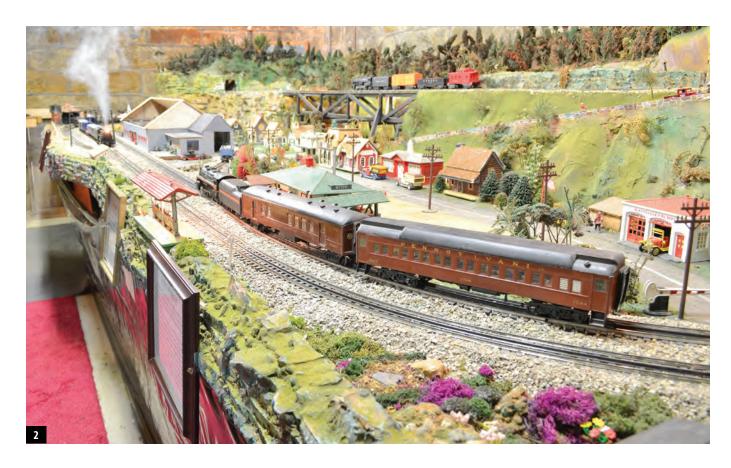
Whitehouse along with members of a local N gauge modular group turned their modular layout into a permanent layout on the second floor of the museum. A few years later, a 3-rail O27 layout, built on three 4x8 sheets of plywood, was also located on the second floor. A club member donated trains and accessories for use on this lay-

In the mid-1990s, with increasing numbers of artifacts being donated to the museum, the second floor was needed to display this influx of military items. The train layouts would have to be dismantled

and a new location found for them. Dedicated museum members excavated the basement to lower the floor three more feet. This area would be the new home for the train layouts. During the move, the N gauge layout was abandoned, and that platform became the base for a new modern-day HO layout, which has since been expanded to include Pennsylvania's famous Horseshoe Curve and a coal mine opera-

In a separate area of the basement is another HO layout based on a Civil War theme. A small HOn3 logging layout is





adjacent to the mining operations. At the far end of the basement, the 3-rail O gauge layout was reconfigured for its new space. It measured 7'x 23' and became a display dedicated to the World War II era. This layout included a dual main line and also an S gauge mountain loop.

Over the next four to five years, members passed on or left the group, and eventually there were no more members to work on the layouts, which sat in disarray for more than a year accumulating a thick layer of dust. In 2006, Jack Whitehouse returned to the museum and started working on the layouts again. It took him over a year to get the trains running. Then, using donations and his own money, he worked on these layouts by himself for approximately four years.

In 2011, a young man named Josh Cohen (age 11) from the Cleveland area and his grandmother paid a visit to the museum and viewed the layouts. This initial visit led to repeat visits over many months, and Josh was eventually allowed to bring his Lionel trains to run on the O gauge layout. During one of those visits, Josh commented to Jack that they should form a club so they could recruit more members. As word spread, more children

and their parents and grandparents joined the effort. Due to the size of the basement. the informal club has a limited membership. In addition to Jack Whitehouse, the Canfield Model Railroaders of the War Vet Museum currently includes five children, ages 9 through 13, along with one of their parents or grandparents. They meet on Saturdays to work on the layouts and operate trains and also oversee the layouts during special events. The parents and grandparents have brought a wealth of knowledge to the club and are passing their woodworking, wiring, scenery, electronics, and other talents and expertise on to the youngsters.

The O gauge layout has been extensively reworked (Photo 2). The upper S





gauge track has been replaced with O gauge. There are two hidden pop-up sections so club members can access hard-to-reach areas.

GarGraves track and switches are used throughout, and the layout has been rewired to make it easier to troubleshoot problems. Track and accessories are powered by three transformers: a Lionel Trainmaster RW for the upper-level track, an American Flyer AC 30B for the two lower-level tracks, and a Lionel 1033 for the accessories.

Engines and rolling stock are prewar and postwar Lionel and Marx (Photos 3, 4, and 5). An MTH Proto-Sound engine and rolling stock fill the roster.

Plasticville and custom-made buildings are used on the layout. The centerpiece is a factory made out of Legos (Photo 6). The interior of the factory is highly detailed (Photo 7). When complete, this factory will represent General Fireproof of Youngstown, a metal office furniture manufacturer that made the rear wings for three different fighter airplanes during World War II.

Expansion to the layout is currently underway. A switching yard is being built along a side wall and will interchange with the outer loop of the main line. Building fronts will be used as a backdrop for this new section. The yard will include a two-stall engine house. This yard area will have its own transformer so a club member can put together a consist without interfering with mainline operations.







One noteworthy scene models an actual event from World War II history. The "spy among us" scenario took place about 20 miles from the museum in Girard, Ohio. A gas station owned by a German-born man overlooked several very active railroad lines (Photo 8). Unknown to the local community, the man was a spy (Photo 9). He would monitor rail traffic, copy car numbers and types of loads, and

then send this information back to Germany via shortwave radio. He was eventually caught, and his operation was shut down. This shows how important American railroads were to the overall war effort.

A visit to the museum is a very rewarding experience. Not only are visitors able to view thousands of wartime artifacts and memorabilia, but they also receive a lesson

in railroad history. The Canfield War Vet Museum is located at 23 East Main Street (US Route 224) and is open seven days a week, excluding holidays, from 10 a.m. to 3 p.m. Admission is free, although donations are greatly appreciated. For additional information about the museum, visit www.warvetmuseum.org.







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Collector's Gallery

Ed Boyle



A Revolution That Did Not Happen

Trains courtesy of Mike Reagan

Lionel trains were probably some of the most technologically advanced toys you could buy before World War II. The prewar Lionel line featured remotely controlled air whistle tenders for its more expensive steamers plus operating couplers and automatic log and coal dump cars that could be controlled with the push of a button for a special track. Operating accessories included an electromagnetic crane, which could actually pick up and deliver small pieces of steel, and remote controlled log and lumber loaders. The immediate postwar years of 1946 and 1947 brought even more wonders including puffing smoke units for steam locomotives, realistically operating knuckle couplers, and last but not least the 4109WS Lionel Electronic Control Set (Photo 1).

Components and Capabilities

The 1948 version of the electronic control set we are examining is slightly different from the first 1946 outfits. In place of the prewar derived 4457 metal Pennsylvania N5c caboose, the 1948 set had the brand-new 4357 plastic-bodied SP-style caboose (Photo 2). Otherwise, all electronic control sets listed from 1946 through 1949 were basically the same.

The ECU-1 electronic control unit was equipped with ten different colored buttons (Photo 3). It transmitted radio waves through the rails to miniature Type RU electronic control receivers. An RU receiver is seen here under the 4671W whistle tender (Photo 4). Two receivers were located in the whistle tender: one to control the reverse unit and one to activate the whistle. Each of the four pieces of rolling stock in the set also had one receiver.

A conventional transformer varied the speed of the engine, but pressing the correct brightly colored buttons on the ECU-1 let the operator start, stop, and reverse the 671R Pennsylvania steam turbine locomotive and









blow the whistle in the tender without touching the transformer (Photo 5). The 4671W tender had a jack to carry the electronic control signal to the reverse unit inside the engine (Photo 6). The brush plate on the locomotive had a receptacle for the tender jack (Photo 7). The tender and the engine had colored dots on their sides that corresponded to the button colors on the ECU-1, and that made it pretty simple to use the electronic control system, when it was working right (Photo 8).

The orange 4454 Baby Ruth Pennsylvania Railroad boxcar had plenty of room to carry its receiver inside the car body (Photos 9 and 10). This close-up view clearly shows the identifying control dot for the 4454 (Photo 11).

The RU receiver of the 4452 black gondola is partly visible underneath the fishbelly body (Photos 12 and 13). A view from the top shows a thick paper top covering the irregular shape of the receiver (Photo 14). The hole in the floor of the gondola may help the signal or merely provide room for the device.

The black Lionel Lines 5459 automatic dump car does not look much different from its conventional counterparts even though catalog images depicted it as being silver (Photo 15). The RU receiver located on the bottom of the automatic dump car had to do double duty (Photo 16). If the green button was pressed momentarily, it operated the electromagnetic couplers (Photo 17). When the button was held down for three to five seconds, the dumping mechanism would activate.

The blue control dots on both sides of this 4357 Tuscan SP caboose are still quite bright and easy to see by an operator (Photos 18 and 19).

Advantages and Disadvantages

The 1946 and 1947 versions of the 4109WS Lionel Electronic Control Set had a list price of \$75.00, which was 50 percent more than the roughly



















equivalent 2125WS freight set led by a conventionally controlled 671 steam turbine locomotive, and this weighed against sales of the 4109WS. In 1946, \$50.00 was a lot of money, and \$75.00 was the same price as the most expensive conventionally controlled outfit in the 1947 catalog. The 2131WS De Luxe Work Train was headed by a magnificent 726 Berkshire steam locomotive with a die-cast 2426W tender. The set also featured a consist loaded with play value: the 3462 operating milk car, 3451 automatic lumber car, 2460 operating crane car, and the 2420 wrecker caboose with searchlight.

On the plus side, electronic control cars could be uncoupled anywhere on the layout without using a special track, and the 5459 automatic dump car could be operated at any point on your pike at any time without being tied down to the location of operating tracks and all the extra wiring that they required.

On the other hand, the ability to start, stop, and reverse the 671R steam









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turbine and blow the whistle with the pushing of a couple of buttons was not perceived to be enough of an advantage over conventional control to induce numbers of customers to buy the electronic control set at a premium price. Another consideration was that the electronic control set required a fair amount of attention to make sure that the analog receivers stayed in adjustment and were accurately tuned to the frequencies emitted by the ECU-1. This significant maintenance burden did not endear the set to the relatively few customers who bought one. Sales were poor in 1946 and 1947, and there were significant quantities of unsold 4109WS sets around after the 1947 train season.

In 1948, Lionel decided on a different strategy to sell the electronic control set, which was touted as No. 4110WS Complete Lionel "O" Gauge Electronic Railroad with Four-Car Freight Set, Accessories, Track, Switches, Transformer, and Electronic Transmitter (Photo 20). The outfit included a 151 operating semaphore, a 97 coal loader, two O22 switches, and the very interesting 150-watt VW transformer, which looked like a baby ZW, plus lots of O gauge track. The price of the set and all the extra goodies was \$199.95, and this did not help sales. The same set was listed in the 1949 catalog to help clear out unsold inventory.

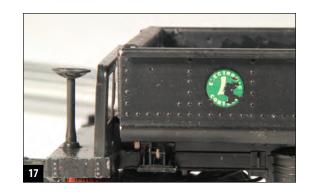
The good news for contemporary collectors is if you can find a complete 4110WS with all the original packaging, the outfit is worth several thousand dollars to serious collectors. On the other hand, the basic electronic set items from the 1948 4110WS I borrowed from Mike Reagan of Lionel consistently go for around \$400 and are not too hard to find without boxes. I used Mike's set because mine is not quite as nice, and we want you to see the best we can provide for "Collector's Gallery." Besides, it is character-building for Mike to share stuff from his technological stash with us now and again.

A Fifties Fantasy

A full-color illustration on the back cover of the 1950 Lionel catalog showed a rejuvenated electronic control set for \$87.50, but at this point dealers were not interested, and Lionel wisely decided not to produce it (Photo 21).

Epilog

The high price and fussy maintenance requirements are often cited as factors in the failure of the electronic control set in the marketplace, but one other important element has been overlooked. From 1947 through 1950, Lionel introduced a steady stream of exciting new trains and acces-









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sories that focused the attention of Lionel buyers on "the next new thing" and took attention and interest away from the expensive electronic control set that used the same engine and cars year after year. In 1947, the legendary 2332 Pennsylvania GG1 debuted with the 2124W passenger set. The year 1948 saw the introduction of the fabled Santa Fe and New York Central 2333 twin-motored F3 diesels as well as the 2400-series streamlined cars pulled by a 671 in set 2140WS. The 1949 catalog featured accessories like the 397 coal loader and the brand-new 364 log loader. By 1950, with Lionel celebrating its 50th anniversary with improved F3s, GG1s, the new Alco diesels, and the revived 773 scale Hudson, the time for the electronic control set had passed.



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Rail Tales

Grand Opening of McCuaig's Maui Lounge

Article and Photos by Matt Bushong

Somewhere between San Francisco and Los Angeles lies the small rural town of Beawslaiw, California, built along the main line of the Southern Pacific Railroad (Photo 1). It's not a big place or terribly well known, but it does sport a police station, firehouse, church, gas station, grocery store, hardware store, dry goods store, cafe, and a typical soda fountain drugstore. The town is also home to the

Brisbane & Bushong (B&B) Railroad, with offices located in a downtown building. The line has a small switching yard at Beawslaiw with service facilities for B&B locomotives and a small freight warehouse. The local train depot does well handling SP trains as well as the smaller B&B commuter runs.

In the 1950s, Don McCuaig, a longtime resident of Hawaii, retired from the Navy and moved to Beawslaiw. He came with all his life savings and with high hopes of opening his own tavern. Don settled into a cottage and soon discovered an old and vacant brick building on Main Street, formerly the office of Doc Rogers who had long since passed away. He put down all of his hard-



earned money and purchased his future saloon.

The building was a convenient location with its own parking lot. The railroad tracks were located directly behind the bar, and the passenger depot was just a block down the street. Passengers preparing to begin their travels or those just ending a trip could always come to his inviting place for a little libation.

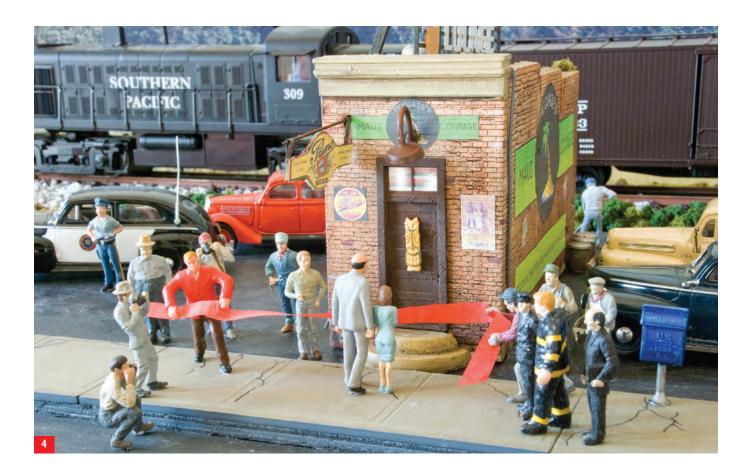
In the process of getting to

know the local townsfolk, Don soon discovered that a popular Hawaiian singer from times past named Lucy Lahaina also lived in Beawslaiw. This gave Don a great idea for his new pub. He would bring a little taste of the islands to his patrons by fitting his bar with a Hawaiian theme, complete with tropical serenades by Lucy. There would be mai tais, kai swizzlers, and Primo beer, and he would call the place McCuaig's Maui Lounge.

Donnie, as he came to be known in town, decorated his lounge with bamboo tables, rattan chairs, and hand-carved tiki masks. A firm believer in promotion and advertising, Donnie commissioned his nephew Antonio to create an eye-catching island design for his











rooftop sign (Photo 2). You see, Antonio was the artist in the family and, after only one draft he had a striking billboard sure to grab the town's attention. The large and audacious sign could easily be spotted by arriving train passengers and passing railroad crews. Donnie also placed a marquee on the side of the building announcing Thursday night performances by Lucy (Photo 3).

The citizens of Beawslaiw eagerly anticipated the completion and opening of McCuaig's Maui Lounge. A ceremony was scheduled with the town's mayor, a former pro basketball player, and his petite wife presiding over the ribbon cutting (Photo 4). Other local dignitaries on hand included the police and fire chiefs, the pastor of St. Matthew's Church, and a photographer and reporter from the Beawslaiw Bugle. Lucy made her local singing debut at

the ceremonial event. The grand opening was scheduled for a Thursday so Lucy, in keeping with the posted ad, could make her premiere lounge appearance that evening. The parking lot filled up fast, and many passengers wandered over from the train station (Photo 5). The Beawslaiw Bugle reported: "Tropical traditions of the Hawaiian Islands came alive at this new cocktail lounge and will obviously keep this town lively well into the future."

Donnie, who served as bartender for the evening, had to eventually refuse service to Elmer, the town lush, who was seen staggering around the bar after a few too many Primo beers (Photo 6). But all in all, the grand opening was a smashing success, and McCuaig's Maui Lounge has already become a popular evening hangout for the citizens of Beawslaiw.

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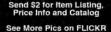
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Here's an Idea

The Wet Look

Article and Photo by Don McCuaig

Displayed here is one of my favorite shots of my last layout. A lot of people asked how I took it. You'll be surprised how easy and simple it is. You don't need expensive lighting equipment or a complicated camera. Believe it or not, all you need is the following equipment:

- Camera that can do time exposures
- Sturdy tripod
- Couple of incandescent bulb flashlights
- Sheet of wax paper
- Patience

It's that simple in terms of the equipment and supplies

needed. Mount your camera on the tripod and then lower the room light to the lowest setting on the rheostat. If you don't have adjustable lighting, turn off most of the room lights. I set my camera to the lowest light sensitivity or ISO. In my case, using a Nikon camera, the ISO is 200. The lower the number, the longer the exposure you will need—a good thing.

Take a basic shot to determine and test for the brightest areas in the scene. In this case it's the marquee area. Make several or more test shots until the lights from your layout appear to be correctly exposed. At this point don't worry about the darker areas of the scene. You just want the focal point of your picture to be as close to perfect as possible.

I always try to come up with a good reason for taking a photo. In this case I was looking to replicate a summer night in a midwestern town where a thunderstorm had just passed through. I needed a look that would capture the feeling of a recently passed storm. To achieve the desired effect, I just took a large paintbrush and wiped my "secret formula" of liquid on the street. You must work quickly because it disappears within a few minutes, depending on the temperature.

What is this amazing stuff called? Water—it's just plain old water direct from the tap. I applied more to the sides of the street



to make it look as though it had collected there. I also added a little "rainwater" to the sidewalk, but none under the marquee. I wanted to show a lot of the street, but the main focus still had to be on the theater. I'm not talking about the camera focus here, but rather the lighting focus. Your attention is always drawn to the brightest area in the picture.

The shot I had in mind was a wide view down the street at about a 45-degree angle to the street. In this case I used the widest angle lens I had. It's night, and most of the town is closed down. The bar on the far left is open, so the lights are on inside. The car dealership to the right of the theater is closed, but someone is still working late in the service department, so the light is on in that area. This gives a reason to show a little more detail in the picture. The other stores are closed, but the streetlight should reflect on the front top of those businesses. Even though the lights on the inside of those buildings are off, you still want to see some front detail.

As I recall, this shot was about a 50-second time exposure, meaning once you push the shutter button, the camera's shutter remains open for 50 seconds. A longer exposure gives you more depth of field, so everything from front to back in the scene will appear to be in focus. In this case those 50 seconds also give you time to play around with your flashlights.

I "paint" the scene with the flashlights. By paint, I mean that I take my regular household flashlight, place a section of wax paper over the lens to defuse the light, and then slowly move the resulting masked beam down the street while the camera shutter is open. I slow down where I want more light and move faster where I want less. Never completely stop moving the light. By the way, don't use the new LED flashlights because the light they emit is too white. You want a warm feel to the shot.

Now keep in mind that this is not going to be a one-shot deal. That's where the patience comes in. I took about 50 shots or more per night over a number of nights to get it just right. Once you have a good shot, try to remember how you used the flashlight and then duplicate the same moves as best you can.

After shooting for a few nights, I was happy with one shot but thought something was missing. I realized if the woody station wagon was moving down the street at night, you would see some reflection from the headlights. How could I get that reflection on the wet street? I used a small penlight. The focus of a penlight is much smaller than that of a regular flashlight. After I got my street lit and painted by my big flashlight, I quickly picked up the penlight and concentrated it on the street in front of the car in two places. I angled it just over the car so it looked as if the light was coming from the headlights. Of course, you must work fast and finish your "painted light" in that 50 seconds or so before the shutter closes. You will not always finish in time, so check your shots after a few attempts. Try to see where you can improve your lighting and your "painting" effect.

I also checked enlarged versions of my shots on the computer after 20 or so tries. That way I can really closely analyze my pictures and see what might be improved. Now, if you're crazy like me, you will print a few of the best shots to really give them a critical once-over. I hope these easy tips will help you get your layout in print.





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Backshop

Jim Barrett





Connecting Scenes

One of the biggest challenges to making a layout is what to do with all those little unconnected pieces of real estate. You know, the ones left over when we make sweeping curves near the end of the table, and the result is little pieces of layout on the outside of the curve. Or another one is when we make use of vertical space on a layout, but it results in lots of otherwise seemingly unconnected pieces of small real estate.

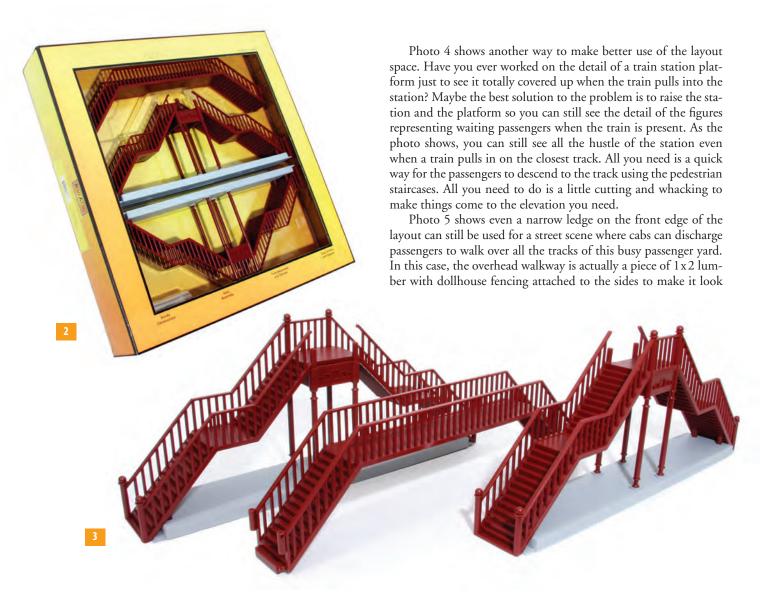
Photo 1 shows three different levels of a layout cut up by sweeping curves of a double main line. A best-kept secret of the double main line in this scene is that it was raised up to cover another track that needed to go directly underneath it through a tunnel to another location on the lowest level. The result is three different levels of seemingly unconnected small chunks of real estate.

Over the years, several manufacturers starting with Plasticville, then Atlas O, and now MTH and others have made different variations of overhead walkway bridges. Photos 2 and 3 show a double track overhead walkway bridge currently made by MTH. You may also find such bridges made by Atlas O, Lionel, and others if you poke around under the tables at train shows.

You may have tended to overlook this little accessory because you just don't see

sensible places where one of those overhead bridges would fit in. Consider for a moment, the key is not to think of them so much as an overhead bridge but instead as a wonderful chance to make the scene flow smoothly from one elevation to another.

By using parts of some overhead walk-way bridge kits, the scene is transformed seamlessly from one level to another and even to still another level. The bridge makes the illusion that patrons of the amusement park on the upper level can easily find other rides at the two lower levels. The result is that some small outside edges and corners of the layout on three different levels can fit right into the bigger scene at the top using the transition of the foot bridges to make them all fit together. This visual accessory connected small pieces of outer edge real estate even when they were on different levels.









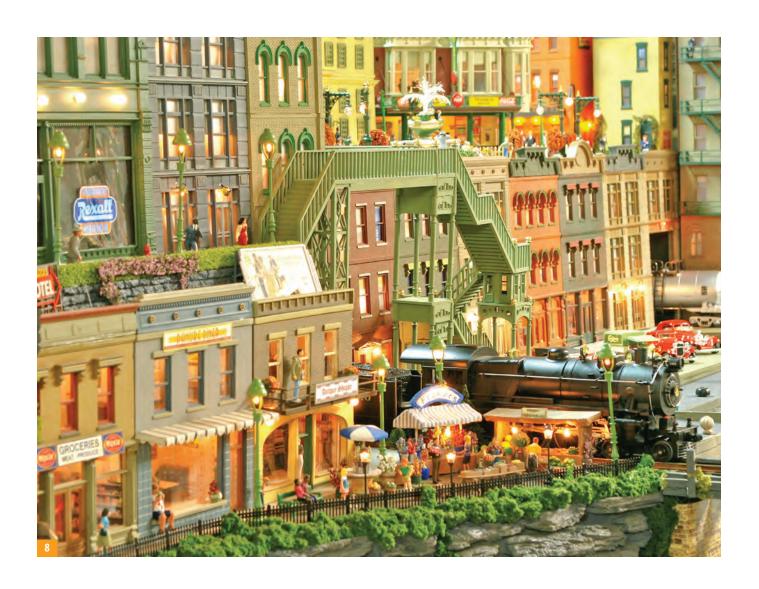
like a nice sturdy girder bridge between the two stair sections at both ends.

Here's another view of the overhead walkway at the amusement park but from the other direction (Photo 6). The background scene is so different, you aren't immediately aware it is the same bridge but from just another angle. The stairway draws your attention to the background scene so well that you get a totally different sensation by simply taking a couple of steps and looking back-same stairs, totally different scene.

City scenery is so much more dramatic when you utilize these vertical pedestrian bridges within limited space. The striking city scene in Photos 7 and 8 is actually no deeper than about 26". But with the clever use of buildings, building fronts, scenery backdrops, and some pedestrian stairs and bridges, the illusion is much deeper and very dramatic. Once again, note the same stairs are used in both of these views, just from different angles. The stairs do a wonderful job of connecting the levels and making the whole scene believable.

On your layout, why not see if there are ways to utilize a pedestrian bridge or any other vertical scenery accessory to maybe connect some of those otherwise useless pieces of real estate. Any way you can find to make better use of the space on your layout with some nice scenery is like getting new real estate views for free.





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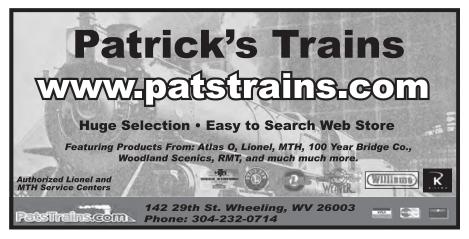
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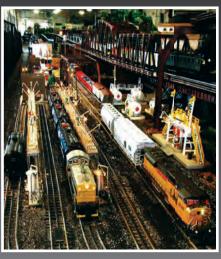
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The Helper Engine

George Brown



Publishing Dynamics



When I was a lad, I began observing that the phenomenon of change is a reliable constant. For example, in my youthful and rather limited view of the postwar Northeast, I realized that highways and airways were rapidly replacing railways for travel and for the transportation of freight. Whether this change was good or bad, it was inevitable.

Today with the changes occurring in the O gauge railroading hobby and industry, a continual and even exciting quest for us on the editorial staff is the publishing content of consistent quality within the current size of 100 pages for each issue. Of course we have only a percentage of those pages that can be devoted to this editorial content because to stay in the publishing business, a specific number of pages for each issue have to be devoted to our advertisers' messages and the vital revenue we receive from them.

Even though each issue is planned before its preceding issue goes into production and the press, this planning has a stimulating dynamics. The motivations behind these dynamics are many and varied and can include receiving an important announcement from a manufacturer or the arrival of an unusually timely article from a casual contributor. Within our staff of columnists, a dynamic opportunity can and does arise that bumps a planned column to a future issue, or even negates it.

Other dynamic changes to an issue's content can include creation of a new section that may or may not appear in every issue. What I mean by dynamic is the idea for the section is often a spontaneous one that pops up during an editorial conversation. In my experience since early 2006, envisioning and creating each new section has been a particularly synergistic and fun activity that has resulted in a number of new sections. These sections include Announcements, Readers'

Rails, Dispatcher's Log, Scene Along the Rails, Here's an Idea, and the recent Rail Tales. An especially fun event was the phone call where Allan and I came up with Return Trip Ticket that highlights revisiting a layout that we featured in a previous issue. Our conversation was spontaneous synergy in action, and in mere moments we had even created the vision for the logo, which our graphics designers at W-Graphics converted from an abstract vision to a tangible symbol. Without a doubt, the publishing environment from one issue to the next is one of constant and exciting change.

In my current editorial specialty of new product reviews, dynamic is the name of the game. If I got a bonus for every time a product scheduled for review was changed or even the one currently under evaluation was set aside for whatever reason, I could probably have afforded the MTH AC6 I wrote about in Run 258, "The One That Got Away." As to the reasons behind changing the object of a review, they could be the arrival of a more time-sensitive product from the same manufacturer or a different one, the product was damaged in transit and a replacement was not available, the item proved unacceptable for review, and so forth. One example of this type of dynamics was the inaugural release of the Atlas O Dash 8 shown in Photo 1. My review of this engine never saw ink because a last-minute, time-sensitive article bumped it out of the issue.



Of course, when all the smoke escapes from a product's electronics, which happens occasionally, switching mid-review to another product is likely unless another sample of the same product is available from the manufacturer. Arrival of a UPS or FedEx truck at our driveway always heralds promise and excitement and frequently initiates a change of some kind, even if it's just a subtle one.

You've probably noticed that beginning with Run 260, the format for our product reviews changed slightly with the addition of a sidebar listing the salient features of the product and its details. With this modified format, more photos and information about the product can fit using the same number of pages as did our previous format. Additionally, all of the product's features and its details are now listed in a tabular format so you don't have to mine for each one of them through my multiple paragraphs of blah blah blah blah. And as dictated by the dynamics of a particular issue, I can simply adjust the physical page length of each review by either loading or jettisoning one or more photos as necessary

to accommodate the issue's final editorial

The personal raison d'être behind this change is equally simple. I'm an avid reader of periodicals about my other interests, specifically aviation and classic automobiles, and I like lots of photos about the featured machinery such as the MTH Santa Fe Class 3460 Hudson in Photo 2 and the Lionel Amtrak Acela in Photo 3. So in the creation of a review for OGR, I have now the fun-filled perk of envisioning and shooting even more photos as needed, especially those products that are well detailed. After all, reading an abstract sentence or clause about grab irons made from wire is about as exciting as a cold fried egg on a winter's morning. Seeing how realistic those same grab irons appear in a photo of the O gauge model is a lot more pleasurable and dynamic, at least for me. I hope it is for you.













Scheduled Meets

January 5-6, 2013

DELAND, FL - 42nd Florida Rail Fair, Volusia County Fairgrounds, Tommy Lawrence Bldg., SR 44 and I-4 (Exit 118). Sat. 9a-4p, Sun. 10a-3:30p, Adm: \$8, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, (703) 536-2954, www.gserr.com, or rrshows@aol.com.

January 6, 2013

TRUMBULL, CT - Classic Shows, LLC Train and Toy Show, Marriott, 180 Hawley Ln. 9a-2p, Adm: \$5, 12 and under free w/adult. Info: (203) 926-1327 or www.classicshowsllc.com.

HUDSON, NY - Mountain Toy and RR Club Toy and Train Swap Meet, American Legion Hall, 7 Fairview Ave. 9a-2p, Adm: \$3. Info: George Washburn, 40 Hudson St., Hudson, NY 12534, (518) 828-7902.

January 11-12, 2013

TUCSON, AZ - Toy Train Show, Tucson Expo Center, 3750 E. Irvington Rd. Fri. 2a-7p, Sat. 9a-2p, Adm: \$6, 13 and under free. Info: Dave Hoverstock (520) 909-0722, www.gpdtoytrainmuseum.com, or trainshow@gpdtoytrainmuseum.com.

January 12, 2013

ATLANTA, GA - 44th Model Train and Railroadiana Show, North Atlanta Trade Center, 1700 Jeurgens Ct. 9a-4p, Adm: \$7, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, www.gserr.com, or rrshows@aol.com.

January 19-20, 2013

PHOENIX, AZ - Bostwick Auction 450, lots of postwar to modern Lionel, MTH and K Line. Send \$5 for catalog, which includes your admission, directions, meet and hotel info. Send to Desert Division TCA, 25375 N. Feather Mountain Rd., Paulden, AZ 86334. Info: mjatonna@gmail.com or www.theatonnas.com.

January 20, 2013

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

January 20, 2013

DAYTON, OH - All Trains Swap Meet, Montgomery Co. Fairgrounds, 1043 S. Main (St. Rte. 48). 10a-3p, Adm: \$5, under 12 free w/adult. Info: Larry Zeller, (937) 773-7186, or alltrains@att.net.

AUBURN HILLS, MI - The A Train Show, largest one-day show in Michigan, 2800 Waukegan. 10a-3p, Adm: \$3, under 12 free. All railroad related tables, prizes, operating layouts, and feature movie Thomas the Tank Engine. Info: Frank (248) 537-6008 or frank.lams@avondale.k12.mi.us.

LARGO, FL - TCA Train Show, MinnReg Bldg., 6340 126th Ave. 10a-4p, Adm: \$5, under 12 free. Displays, layouts, and door prizes. Info: Charles Anyan, (727) 345-0288, or canyan1@tampabay.rr.com.

January 26, 2013

LA CROSSE, WI – 22nd Annual Great Tri-State RR Show and Swap Meet, La Crosse Center, 2nd St. and Pearl St. 9a-3p, Adm: \$5, under 12 free w/adult. Info: 4000 Foundation, P.O. Box 3411, La Crosse, WI 54602, (608) 781-9383.

January 26-27, 2013

WEST SPRINGFIELD, MA - Amherst Railway Society RR Hobby Show, Eastern States Expo, 1305 Memorial Ave., Jan. 26, 9a-5p, Jan. 27, 10a-5p. Info: www.amherstrail.org.

February 10, 2013

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

February 17, 2013

RALEIGH, NC - TCA Southeastern Division Train Show, State Fairgrounds. 10a-3p opens to the public. All gauges, buy, sell, trade, replacement parts, operating layouts, and childrens' activities. Info: Ken Mitchell, (919) 731-7027, or www.SETCA.org.

February 24, 2013

KITTANNING, PA - Kittanning Train Show, Township Volunteer Fire Hall, Rte. 422 East of Kittanning. 10a to 4p, Adm: \$3, 12 and under free. Info: David Campbell, 734 Freeport Rd., Butler, PA 16002 or (724) 352-1113.

March 10, 2013

TOLEDO, OH - Toymasters Greater Toledo Train and Toy Show, Premier Complex, 4480 Heather Downs Blvd. 11a-4p, early birds 9a-4p, Adm: \$6, early birds \$8, 12 and under free w/adult. Info: Randy Ramsey, 1566 South Ave., Toledo, OH 43609, (419) 215-4181, trainmasters@bex.net, or www.tovmasters.org.

ALTOONA, PA - Model Train Museum Association Train Show, Blair County Convention Center, 1 Convention Center Blvd. 9a-2p, Adm: \$5, under 12 free. 140 tables, toy trains, and parts. Info: Ron Kennedy, (814) 696-9671, ronjane@atlanticbb.net, or Greg Miller, (814) 695-3246, gmamflyer@verizon.com.

March 16, 2013

HAMILTON, OH - Train Show and Swap Meet, Ross School District Administration Bldg., 3371 Hamilton-Cleves Rd. 9a-2p, Adm: \$4, ages 5-12 \$1, under 5 free. Table \$20, additional table \$15. Ross High School Choir performs "Rhythm and Motion." Proceeds benefit choir. Info: Kent Acree (513) 235-3086, Craig Keller (513) 673-5607, or Frank Kammer (513) 729-1919.

March 17, 2013

ALBANY, NY - Mountain Toy and 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 or (518) 828-7902.

March 23, 2013

STUART, FL - TCA Train Show, Knights of Columbus, 7251 S.W. Gaines Ave. 10a-4p, Adm: \$5, under 12 free. Displays, layouts, and door prizes. Info: Al Galli, (772) 219-76536, or algalli@embarqmail.com.

March 24, 2013

TRUMBULL, CT - Classic Shows, LLC Train and Toy Show, Marriott, 180 Hawley Ln. 9a-2p, Adm: \$5, 12 and under free w/adult. Info: (203) 926-1327 or www.classicshowsllc.com.

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

April 14, 2013

HUDSON, MA - New England O Scale Train Show, Elk's Hall, 99 Park St. 10a-4p, Adm: \$6 adults, \$8 family. Scale, hi-rail, P:48, and narrow gauge. Info: Larry Grant, 347 Balcom St., Mansfield, MA 02048, (508) 337-6661, or BigBrotherLar@netzero.net.

HAWLEY, PA - Hawley Fire Department Model Train Show and Sale, 17 Columbus Ave. 9a-3p, Adm: \$3, under 12 free w/adult. Info: Bill Delling, (570) 226-3206, or hawleyfd@ptd.net.

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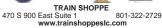
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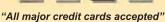
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