

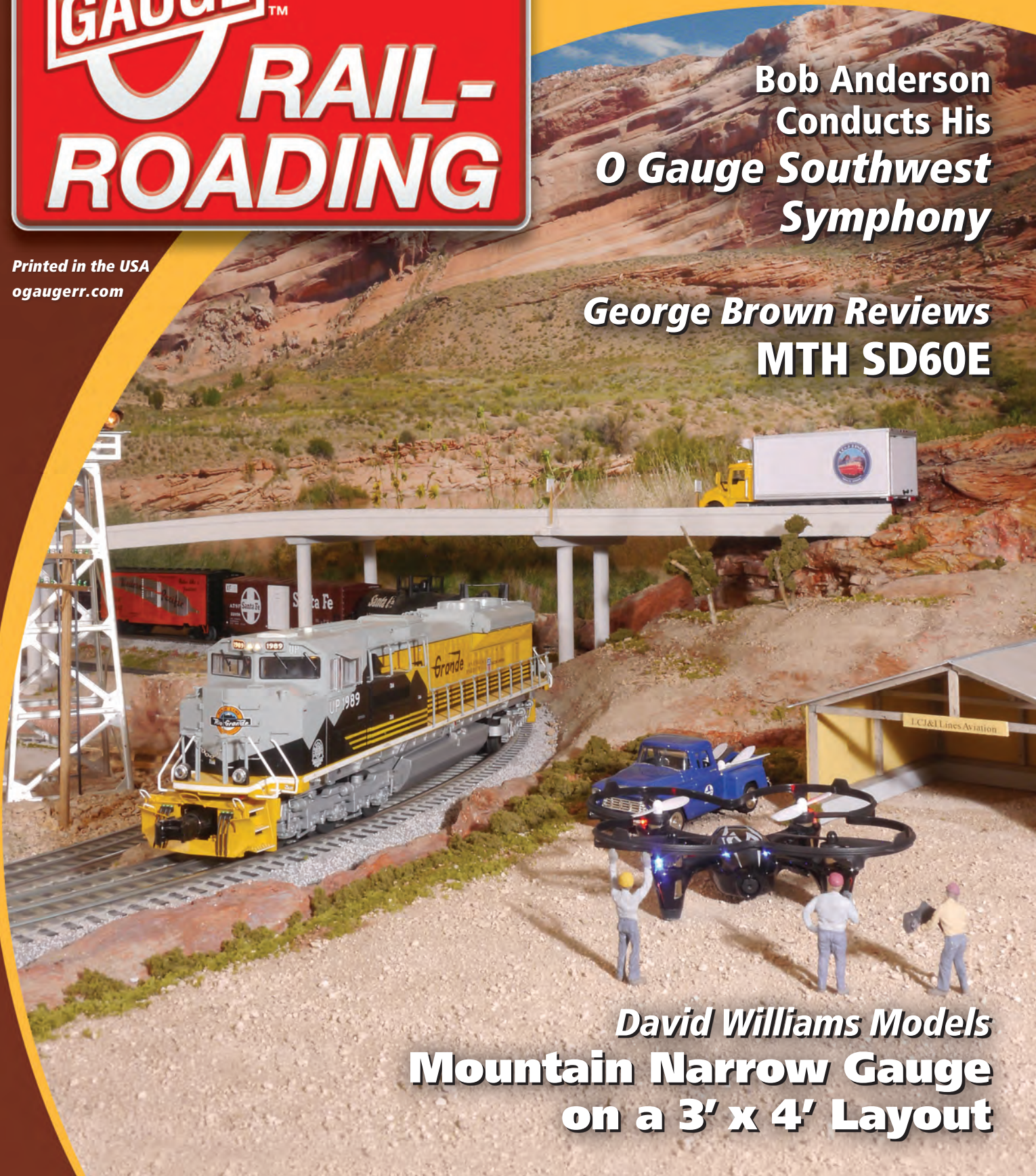


*Run 289
January 2017
\$5.95*

**Bob Anderson
Conducts His
0 Gauge Southwest
Symphony**

**George Brown Reviews
MTH SD60E**

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**David Williams Models
Mountain Narrow Gauge
on a 3' x 4' Layout**

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Why Made in America STILL Works

Those of you who read our open letter published in the various magazines in the past may be skeptical of why products made in America are a better idea. While many of you know that our main competitor, Atlas, has been having little success getting track and switches from their Chinese suppliers over the last year and a half (as of Feb 2015) there are other reasons as well. Here at Ross Custom we had a price increase on Jan 1st 2015, our first increase in nearly five years. I noticed that even though Atlas hasn't been available the prices in their online store keep going up and up. I thought I'd show you a comparison of regular retail prices as I write this today, of Ross Custom made in America versus Atlas made in China. Note we use switch machines made by Z-Stuff for Trains on our remotes that are made in Taiwan.

ROSS MADE IN AMERICA

031 REMOTE.....	\$89.95
042 REMOTE.....	\$89.95
054 REMOTE.....	\$89.95
064 REMOTE.....	\$89.95
072 REMOTE.....	\$89.95
080 REMOTE.....	\$94.95
096 REMOTE.....	\$99.95
054/031 CURVED REMOTE.....	\$99.95
072/054 CURVED REMOTE.....	\$89.95
096/072 CURVED REMOTE.....	\$114.95
0120/096 CURVED REMOTE	\$134.95
031 WYE REMOTE	\$94.95
042 WYE REMOTE	\$94.95
054 WYE REMOTE	\$94.95
072 WYE REMOTE	\$94.95
11 DEGREE WYE REMOTE.....	\$94.95
22 DEGREE WYE REMOTE.....	\$94.95
#4 REMOTE.....	\$89.95
#5 REMOTE.....	\$89.95
#6 REMOTE.....	\$99.95
#8 REMOTE.....	\$114.95
#10 REMOTE.....	\$144.95
THREE WAY REMOTE	\$299.95
FOUR WAY REMOTE	\$274.95
DOUBLE SLIP SWITCH	\$249.95
#5 DOUBLE CROSSOVER.....	\$479.95
#8 DOUBLE CROSSOVER.....	\$679.95
#4 YARD CROSSOVER.....	\$209.95

TRACK

031	\$7.49
036	\$7.49
042	\$7.99
054	\$6.99
064	\$6.99
072	\$6.99
080	\$7.49
084	\$7.99
092	\$7.99
096	\$8.49
0100	\$8.99
0104	\$8.99
0112	\$9.49
0120	\$9.99
0128	\$10.99
10 INCH STRAIGHT	\$5.99
29" STRAIGHT	\$12.99
GARGRAVES FLEX TRACK 37"....	\$8.95

ATLAS MADE IN CHINA

036 REMOTE.....	\$104.95
045 REMOTE.....	\$104.95
054 REMOTE.....	\$104.95
NOT MADE	
072 REMOTE.....	\$104.95
NOT MADE	
NOT MADE	
NOT MADE	
072/054 CURVED REMOTE.....	\$132.95 WOW!
NOT MADE	
NOT MADE	
NOT MADE	
NOT MADE	
072 REMOTE.....	\$104.95
NOT MADE	
NOT MADE	
NOT MADE	
#5 REMOTE.....	\$129.95 WOW!
NOT MADE	
#8 REMOTE.....	\$132.95
NOT MADE	
NOT MADE	
NOT MADE	
DOUBLE SLIP SWITCH....	\$264.95
NOT MADE	
NOT MADE	
NOT MADE	

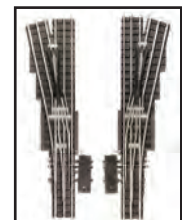
027.....	\$7.95
036.....	\$6.75
045.....	\$7.95
054.....	\$6.75
063.....	\$8.95
072.....	\$9.95 WOW!
081.....	\$11.95 WOW!
NOT MADE	
090.....	\$14.50 WOW!
099.....	\$15.95 WOW!
NOT MADE	
NOT MADE	
0108.....	\$18.95 WOW!
NOT MADE	
NOT MADE	
10 INCH STRAIGHT....	\$6.75
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40" FLEX TRACK....	\$26.50 WOW REALLY?? YEP!!



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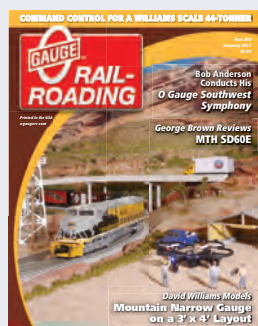
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ON THE COVER

Bob Anderson models the great American Southwest in a modest-size spare bedroom, and his Lillianville, Charlestown, Joella Canyon, and Isaac Yard Lines (LCJ&I) nicely illustrates the high level of O gauge modeling attainable in a small space. And, yes, that's a real operating drone you see in the lower right corner of the photo.

Photo by Bob Anderson



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Editor's Corner

Allan Miller



A late afternoon run of a new Alco RS27 from MTH occurs on my dealer's store layout. I'm a sucker for demonstrator paint schemes in any case, but with this Alco the real selling point is the sound set.

I Like the Sound of That

Sometimes bigger *is* better. And when it comes to the sounds made by model trains, we O-gaugers are at a decided advantage. Short of large scale (G gauge and such) and the actual prototype, our O gauge locomotives fitted with their larger boards and speakers are capable of producing robust and increasingly diverse and accurate sounds that impart our models with an increased level of realism.

This was not always the case of course. Those who have been around the O gauge hobby for a good long time will likely recall the post-World War II years when the sounds our trains made were pretty much limited to the noise created by an open-frame motor, the unrealistic sound of a steam locomotive whistle generated by spinning blades in some sort of echo chamber, or the lame simulation of a diesel engine horn made by a conventional bicycle horn.

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Then came early and decidedly feeble attempts to duplicate the sounds of a steam locomotive via a bunch of loose BB pellets rattling around in a rotating drum installed under the tender frame, followed in 1971 by Lionel's first electronic sound system called the Mighty Sound of Steam. It wasn't especially mighty by any means, but at least it was a step above wholly unrealistic motor noise.

In 1989 Lionel introduced its first iteration of RailSounds fitted in the tender of the firm's reissue of its prewar B6 Pennsy switcher. These electronic sounds were analog recordings of train sounds and they were by any standard of that time and even since quite good.


Diesel RailSounds appeared on the scene the following year, but through 1993 this feature was available only as a somewhat generic version installed in boxcars and dummy diesel units, either of which the operator would customarily pull directly behind a powered diesel.

Then in 1994, RailSounds II appeared on the scene. This version featured digital recordings of actual locomotive sounds and is a system still widely regarded as the standard in O gauge locomotive sound technology. RailSounds II first appeared in a Santa Fe Mikado with sounds captured from a full-size prototype Mikado, and that same year a Conrail SD60 became the first powered diesel from Lionel to internally house the RailSounds system.

Also in 1994, Lionel's chief competitor M.T.H. Electric Trains introduced its own sound system called Proto-Sound licensed from QSI, Inc. and often referred to by hobbyists as "Proto-Sound 1" in a Union Pacific Challenger. The sounds were good, not as good as RailSounds in my opinion, but I along with many who had experience with this early Proto-Sound version probably most vividly recall the infamous "three clanks of death" associated with Proto 1. Three rings of the engine's bell on start-up would indicate that the software had gone belly-up and you now had a dead locomotive and

a subsequent repair on your hands. Between battery issues and that three clanks thing, the original Proto-Sound was not exactly a *resounding* hit, pun intended.

Six years later in the spring of 2000, MTH introduced Proto-Sound 2, which was developed by the MTH technical staff and fitted into the tender of a Pennsy E6 Atlantic steamer. Proto-Sound 2 and the subsequent Proto-Sound 3, introduced in 2011, are also *digital* sound systems incorporating authentic railroad sounds such as steam chuffs and diesel roars; synchronized puffing smoke; authentic horn, whistle, and bell sounds; squeaking brakes; coupler release sounds; locomotive start-up and shutdown sounds; and a host of others.

The point of this brief look at the evolution of the two premium sound options available to us is that we have two major manufacturers to thank for investments in costly technologies that bring us closer to the realism so many of today's hobbyists seek and all too often even demand. And it's not just a matter of a few folks sitting at a computer and putting these sound effects together. In fact, the inspiration for this column came in part from a recent published interview with MTH Sound Engineer Chris Story in which he discusses the exhaustive process followed in creating an accurate sound set for the new MTH GE 44-ton switcher released a short time before this article appears. The real kicker for me though was the new Alco RS27 Demonstrator locomotive that I received a short time ago. In a word, "Wow!" Anyone familiar with the distinctive sounds emitted by Alco power, especially at start-up and shutdown, will know exactly what I'm referring to. 



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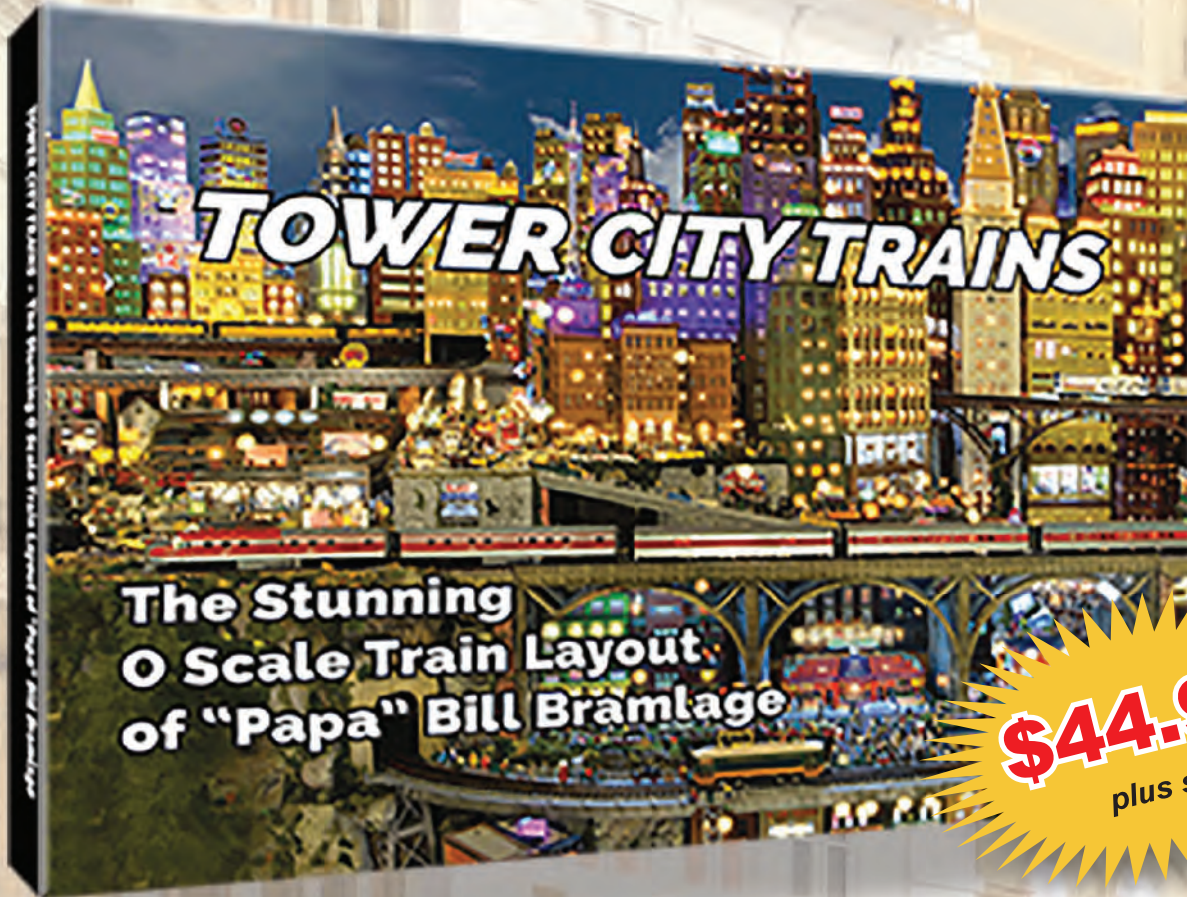
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Product Showcase



Rolling Along

New additions to the ever-expanding line of traditional-size rolling stock from Menards include the Penn Central, Chessie System, Norfolk Southern, and New Haven boxcars. These resin boxcars are compatible with all O gauge track and will negotiate O27 curves. Features include metal trucks, die-cast operating couplers, and sliding doors. In addition to the four cars shown here, 14 different road names are available in the growing lineup at \$19.99 per car. To see or purchase these and other boxcars in the lineup, visit your Menards store or www.menards.com.



Special Run PGE Hopper

The Canadian Toy Train Association (CTTA) is offering a special 55-ton, 2-bay hopper car to commemorate the Pacific Great Eastern (PGE) Railway. The PGE operated in British Columbia on Canada's west coast and was later acquired by BC Rail. The limited-run die-cast car by Atlas O will be available in two road numbers. Cost is \$75.00 plus \$12.00 shipping per car with delivery expected in summer 2017. For more information or to place an order, write to mlhorne@shaw.ca or call 604-560-4028.



All Aboard

Menards new Train Station is pre-lit, pre-assembled, and detailed. Features of this open-bay structure include 16 figures, bay windows, shingled roof, trash cans, luggage, crates, Jack the German Shepherd, and an Allentown announcement board. The structure's exterior is lit by over 40 LED strip lights. Separate sale 4.5 volt AC adapter Menards #289-4005, 4006 required. 10-5/8" x 22" x 5-3/4". Menards #279-3846 at \$99.99 is available at any Menards store or www.menards.com.




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Millhouse River Studios has created the Layout Time Animation Control (LTAC) that can add animation and automation control to any layout. From simply controlling relays to triggering animated accessories, LTAC does the job. LTAC plays sounds, automates room lighting from day to night, can play a programmed sequence, and can work with the master time clock with programmed events driven by time. The base system pictured is \$279.99. See the full details and features and also order at www.studiozphoto.com/millhouse.html.



Company Row Housing

Row housing is frequently in neighborhoods adjacent to industrial areas that employed large numbers of workers. On space-stingy model train layouts, row houses provide a great way to meet the housing needs of your 1:48 scale population. A new series of Company Row Houses is being offered by Lionel with each ready-built row house featuring a scribed stone foundation, scribed brick chimney, and separately applied porch roof and posts. These distinctive buildings are offered in colors pictured here. Each house is \$59.99 at your Lionel retailer. 



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



Sky High

Mike Guarraia photographed his MTH 0-6-0 switcher heading a freight consist across a viaduct he constructed for his 3-rail O gauge layout. Mike used rigid insulation foam for this structure and formed the arches using a hot wire guided by two simple wood jigs he had crafted.



Speed Demon

An MTH Pennsylvania Railroad Aerotrain breezes by a Gulf gas station on James Barnett's two-level 3-rail O gauge layout in Gainesville, Texas. This scene is on the upper level of the 10' x 31' layout that features two lower level and one upper level loops. The layout is fitted with MTH RealTrax track and switches and has both MTH DCS and Lionel Legacy command control capability. James said the layout is meant to be generally reflective of mid-America in the 1960s.



Excursion in O

Just about everyone loves steam engines. A Nickel Plate Road passenger excursion train with steam power in the lead approaches a grade crossing on the outskirts of town on Ralph Langefeld's 3-rail O gauge layout. The prototype 779 is a 2-8-4 Berkshire locomotive that was built in 1949 for use on fast freight trains and was the last new steam locomotive delivered to the Nickel Plate Road.

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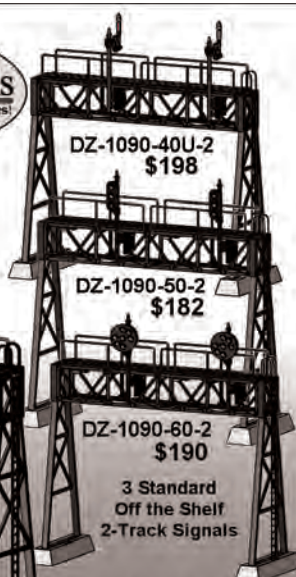


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Product Reviews



Atlas O Gunderson Maxi-IV Well Car

Review and Photos by George Brown

Special-purpose railcars built with deep wells riding low between the trucks and at only a few inches above the rails carry standardized steel containers, which are frequently stacked two high. Some of the colloquial names for these cars are stacks, double stacks, container cars, stack cars, and well cars. The containers, which hold materials or merchandise from the shipper to the receiver, fit into the railcar wells for the rail mode of the intermodal ship, rail, and truck logistics system.

Early full-size stack cars are frequently coupled in articulated sets of up to five. Each of these cars is capable of holding two 20' or one 40', 45', or 48' container in the well depending on its length. A longer container can be stacked on top of the container that's in the well. Later cars in sets of three are capable of accepting containers from 20' to 53' in each well. According to the Greenbrier website, "The Maxi-Stack IV car is the mainstay of the United States domestic double-stack car fleet because it provides the optimum balance between tare weight and capacity."

Like the containers they are designed to carry, real stack cars are now available in several lengths as are 1:48 scale models of these cars. Early O scale stack cars could carry either one 40' or two 20' containers in each well with a matching or longer container stacked on top. Early Gunderson Twin-Stack cars had bulkheads on each end of the individual car that limited the upper container to 45' maximum. Atlas O has offered the early Twin-Stack cars in the past along with separate-sale 40' and 45' containers.

The prototype for the Atlas O model featured in this review is the articulated three-unit Gunderson Maxi-Stack IV Well Car from The Greenbrier Companies. Just released for the Atlas O Maxi-IV model are separate-sale 53' containers also reviewed in this issue. Note that the set of Maxi-IV cars does *not* include any containers.



Features and Details

Packaged as the prototypically correct articulated three-unit set, the Atlas O Master Gunderson Maxi-IV Well Car is die-cast with realistically thin, perforated sheet steel walkways. Container guides are plastic glued to the die-cast bodies. The two end units, the units with the couplers, are correctly marked as “A” and “B” with the center unit having the correct “C” marking. The coupler end of the B unit has the die-cast manual brake gear with a stamped-steel brake wheel. Even the steps and handrails appear to be die-cast.

After closely studying each unit, I consider the well car set as a testament to the toolmaker’s art and the finisher’s craftsmanship. The cast-in and separate details are exquisite as I expected based on my prior experiences with Atlas O products. Additionally, each of the three individual units has a pleasant hefty and solid feel. Overall length is 52” between the faces of the closed tinplate couplers or 51-1/8” end-to-end. Individual unit weight is: A unit—1 pound, 14 ounces; B unit—2 pounds, 1 ounce; C unit—1 pound, 3 ounces. Total weight of all three units is... the envelope please...5 pounds, 2 ounces.

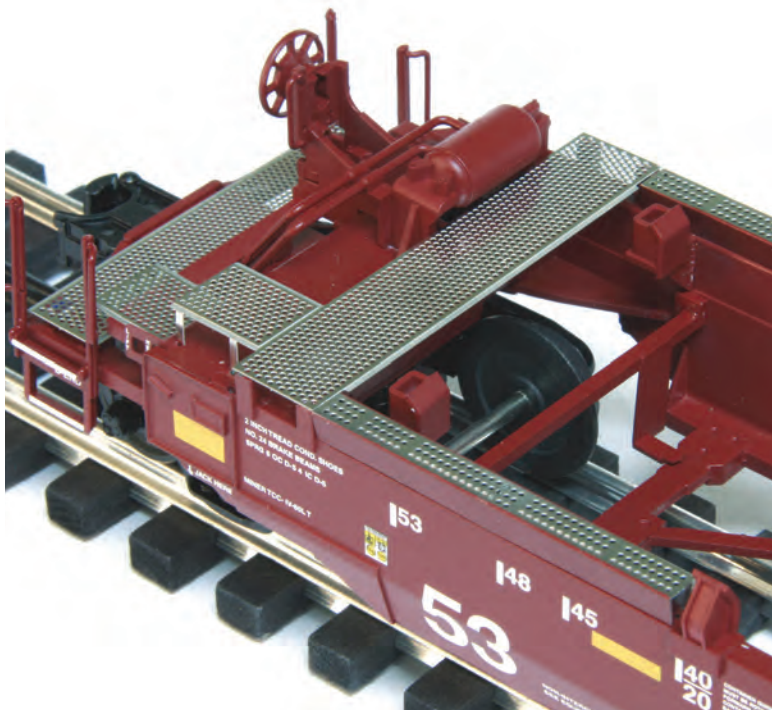
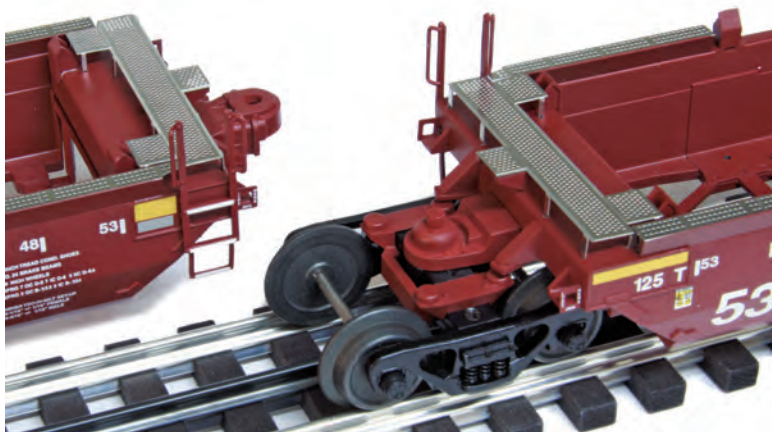
On our 3-rail evaluation sample cars, each of the die-cast operating couplers has a realistic plastic air hose with the requisite isolation valve. I was pleased to see that the couplers are articulated on their respective trucks; that is, they can swing laterally to either side in curves and have a self-centering spring. The opening mechanism for each coupler is completely hidden from normal viewing angles and has a hidden manual release tab that I found easy to use once I knew where it was.

All units ride on scale models of the Barber S-2 style of truck that has realistic rotating roller-bearing caps. Although the trucks feature separate springs and plastic brake shoes, they are robustly rigid to carry the weight of the cast metal car. The B unit has a truck at both ends while the A and C units have a truck only on one end. The other end of the A and C unit fits over the articulating kingpin on the center plate for the adjacent car’s truck.

As to the finish and decoration on our cars lettered for Florida East Coast, they proved to be flawless. Additional road names available in this initial release of the 53’ Gunderson Maxi-IV Well Car are BNSF with the circle-cross logo, BRAN, and TTX.

At Trackside

If the weight of the die-cast three-unit well car is a potential deterrent, not to worry. On the editorial Carpet Central Railroad, the cars rolled amazingly easy considering their total weight plus that of their plastic containers. For operation on 3-rail layouts, Atlas O recommends O72 curves with O54 as the minimum curves, which I can confirm without





reservation. Although the three-unit articulated set rode well on my O52 loop, because of the length of each unit, they looked better rounding my wider O72 curves.

A design point that pleased me was the unit-to-unit connection at the center plate over the articulating truck. This connection consists of a simple large cast loop on one unit that fits over the large cast kingpin on the other unit. Connecting or disconnecting two units takes literally a split second. I couldn't create an unwanted disconnect. All three units stayed connected regardless of how I tried to fault them.

The new Master 53' containers from Atlas O and also the new Trainman 20' containers rode in the wells like they were made for the task, which of course they were. In addition to the new containers from Atlas O, I successfully loaded and ran the Maxi-IV with 40', 45', and 48' containers from other O gauge manufacturers. I note that with one exception, all of the other O gauge container manufacturers are no longer in business.

The three-unit Maxi-IV double stack fits visually and operationally with my 1:48 scale stack train consist of Atlas O five-unit 40' Twin-Stacks plus individual 48' Maxi-Stacks and 40' Thrall stack cars from other manufacturers. At the head of my stack train is a scale reproduction of lash-ups like the real ones my wife

and I chased across eastern New Mexico in the early 1990s: two Santa Fe Super Fleet 8-40BW's with a matching GP60B between them—all from Atlas O.

At the End of the Run

With the full-size stack trains now heavily or exclusively populated with 53' stack cars and containers, the newly tooled, die-cast 53' well cars from Atlas O are timely. For the O gauge railroader who likes to model contemporary railroading on wide curves, the Atlas O 53' Maxi-IV Well Car will likely fit in well. 🚂

3007402B Florida East Coast Gunderson Maxi-IV Well Car

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Atlas O; www.atlaso.com

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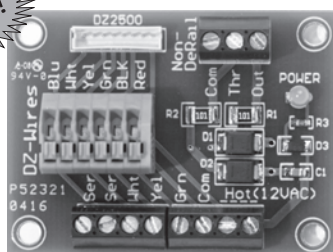
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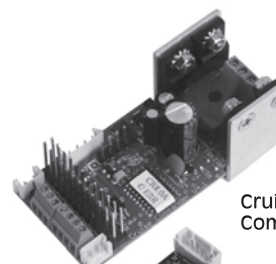
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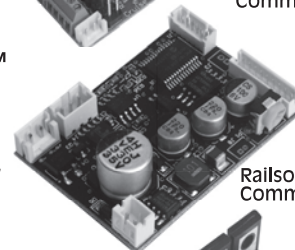
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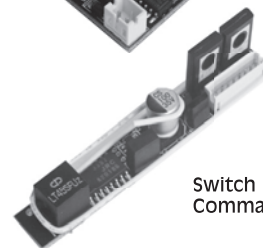
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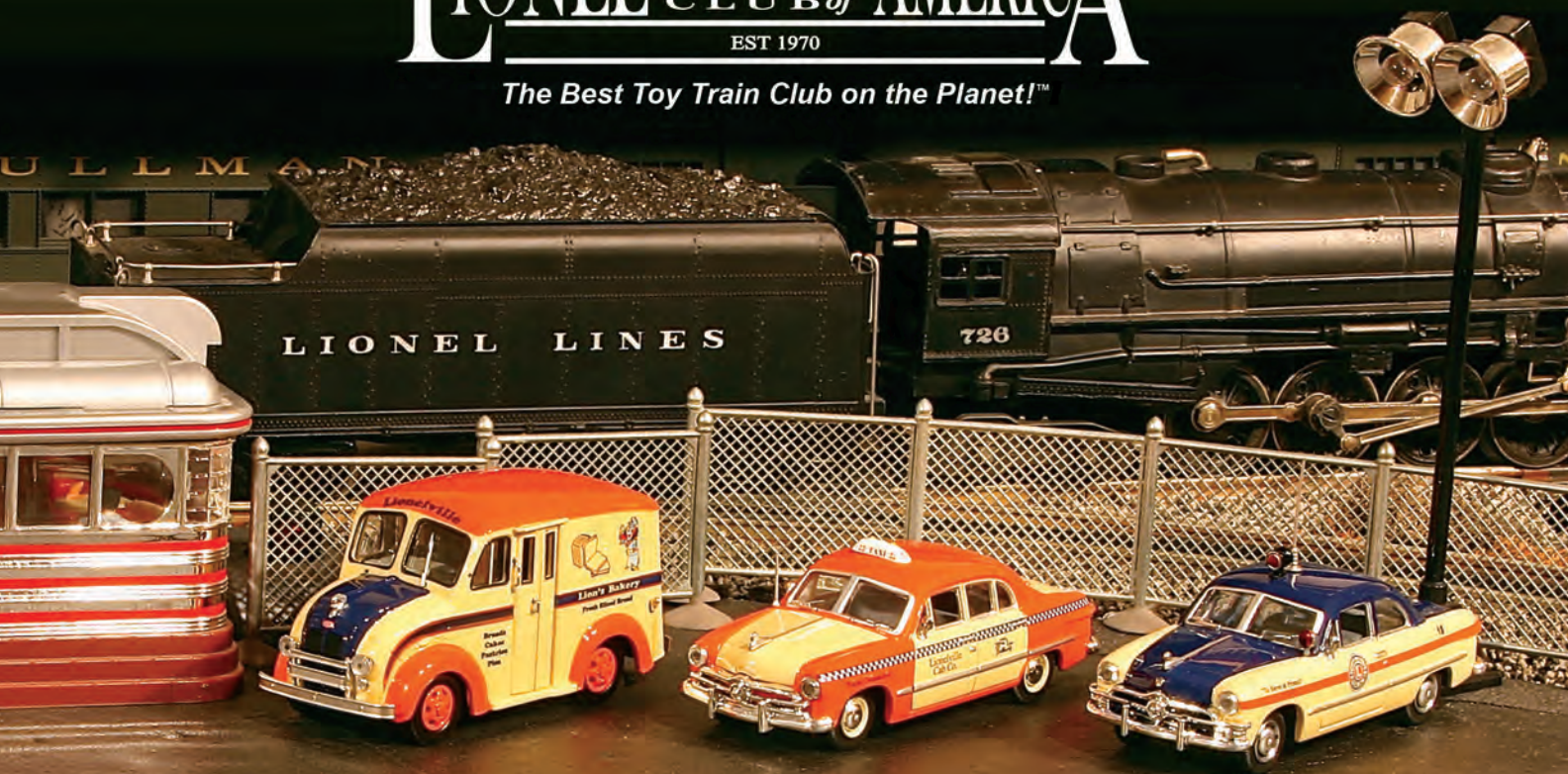


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Atlas O Intermodal Containers

Review and Photos by George Brown

Intermodal transportation of merchandise and other goods is the logistic backbone of the consumer-driven economies not only in North America but also around the globe. Shipments can be loaded into standardized corrugated steel containers and transported via the differing modes of ship, rail, and truck from the originating source to the final destination without being unloaded and loaded en route. The most common is the general purpose container that is also called a dry van, dry cargo, or dry freight container.

The two vertical load-bearing frames for all 40' and longer containers are a standard 40' apart. At the corners of these load-bearing frames are sockets that receive double-pin twist-lock connectors. Four connectors lock two containers together for transit. This standard design allows just about any combination of 40' to 53' containers to be stacked in well cars.

However, two 20' containers placed end-to-end are required if a 40' or 45' container is to be stacked on top of them. Or, two pair of 20' containers can be stacked on top of another two 20' pair. A 20' container cannot be stacked on top of a 40' or longer container.

North American operators originally favored the 53' long by 114" tall containers with 110" of internal height to compete with the same size of highway trailers. These large high cube containers are now widely used domestically and are frequently the dominant or only size carried in double-stack trains.

That said, let's take a look at the just-released (in September 2016) separate-sale Atlas O 1:48 scale 53' dry van high cube containers plus the Trainman 20' containers.

Master 53' Containers

Prototypes for our two evaluation samples of the Atlas O 53' containers are built by two different manufacturers. One is CIMC with our sample model decorated in EMP (Union Pacific) colors. Other available colors for this container are Hub Group (Norfolk Southern), UMAX (Union Pacific and CSX), and undecorated. A pack of six CIMC containers is available with two of each available operator names.

The other prototype is from Jindo with our sample model wearing CSX Intermodal identification. Other operator names for the Jindo containers are Hub Group, Pacer Stacktrain, and undecorated. Again, a pack of six Jindo containers is available with two of each of the operator names.

As best I can tell from photographs on the Internet, both types of containers are modeled and decorated accurately, which is what I've come to expect from Atlas O. According to the Atlas O website, the corrugations on the CIMC container are prototypically correct with 8-55-8 on the sides, 6-54-6 on the roof, 10 on the closed end, and 1-3-1 on the doors. The 8-55-8 and so forth represent the number of corrugations within the external sections of the container. The CIMC container also has placard holders on the front wall, both sides, and one door. No placard holders are on the Jindo container.

Corrugations on the Jindo container are noticeably different from those on the CIMC box. Also different between the two types of containers are the separate molded plastic door latching mechanisms, which by the way do not operate. I understand



from the features listed on the Atlas O website that two different roof variations are modeled on the Jindo containers.

Small holes are at the corners of the load-bearing frames for each container. Each of the four holes accepts one of the four small plastic double-ended pins that are shipped in a packet with each Atlas O Master container. To stack one container on top of another, a pin is inserted into each of the small four holes on top of the lower container. The upper container is easily set into place on top of the pins. From experience I caution that these pins are small and can be difficult to find if dropped.





On both of our evaluation samples, their plastic moldings in addition to the paint and decoration are perfection. Even where the lettering is tiny, it is crisp and clearly legible with magnifiers.

Trainman 20' Containers

The 1:48 scale Trainman 20' containers are sold as a pack of two. In addition to the Hanjin decoration on our evaluation samples, this release also has 20' containers decorated for Evergreen, K-Line, and MOL. Both sides and one end are corrugated with flat-panel doors at the other end. On the doors, both molded-in sets of door latches are so precisely painted that I initially thought they were separate pieces.

Four stacking pins are molded into the bottom of each container with receiver holes at the top of each corner. This way,

two pairs of the Trainman 20' containers can be stacked in a 40' or longer well. Or, two end-to-end 20' containers can ride prototypically in the well with a 40' or longer container stacked on top and held in place by the small pins supplied with Atlas O Master containers.

As with the Master containers, the finish and decoration of the Trainman containers are flawless. I was especially intrigued by the precisely painted thin black recesses around the molded-in doors—perfect!

At Trackside

Both of our sample 53' containers fit perfectly as a single or double-stacked load in the wells of the 1:48 scale Gunderson 53' Maxi-Stack IV units also reviewed in this issue. Additionally,



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each of the two samples rode equally well underneath or on top of one of my 40' and 45' containers, also from Atlas O.

The two 20' Trainman containers rode on top of two other-make 20' bulk containers in one of my prior-release Atlas O 40' Twin-Stack cars. That configuration worked great with a really unique appearance. A 40' and also a 45' container, both Atlas O products, rode solidly on top of the two Trainman 20' Hanjins.

At the End of the Run

As an O gauge railroader who likes and has several sets of 1:48 scale double-stack railcars, the Atlas O containers have been and still are the preferred loads for my cars. As I have proven to myself, an eclectic collection of containers can be assembled over time at a modest cost and in various sizes and names. With such a

collection, the loads in the well cars can be varied at will creating one or more realistic-appearing and fun-to-run intermodal stack trains. 🚂

3006301 CSX Jindo 53' Container

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MTH

Norfolk Southern SD60E

Review and Photos by George Brown

Nearly all the products that I review present themselves for a favorable first impression during unpacking, some are uniquely noteworthy, and a few are downright exciting for a variety of reasons, the most prevalent being their paint schemes and details. The 1:48 scale model of the Norfolk Southern rebuilt SD60E decorated in the road's 9-1-1 Honoring First Responders color scheme ranks solidly as exciting. Actually, even after spending a couple of weeks on the editorial Carpet Central Railroad, the long and colorful SD60E still attracts my attention every time I go into the OGR testing lab— my train room. In addition to the artistic color scheme and outstanding details, the model captures the unique massive appearance of a real SD60E.

Prototype Notes

The year 2001 saw the start of the Norfolk Southern capitalized program that rebuilt existing locomotives to extend their asset

life and to lower the locomotive replacement costs associated with new locomotives. According to slides presented at the railroad's investor and financial analyst conference in 2011, the railroad leveraged on the low-cost rebuild capabilities of the former Pennsylvania Railroad's Juniata shops, which were included with the Conrail acquisition in 2000.

Older units entering the program first resulted in GP38s being upgraded to GP38-2 equipment with solid-state controls, new operator's cabs, and rebuilt prime movers. These locomotives in addition to rebuilt GP40-2s with higher horsepower turbo-charged prime movers and SD40E units with microprocessor controls were part of a 10-year program to cascade the railroad's oldest road units down to its fleet of locomotives for yard and local freight duties.

Because of dramatically escalating prices for new road locomotives, in 2010 the Norfolk Southern embarked on a 10-year program to rebuild its fleet of 1980s-vintage SD60s into low-cost

SD60E replacement locomotives for its road fleet. The “E” suffix stands for “enhanced” as follows:

- Prime mover upgraded to electronic fuel injected EMD 16-710G3B-1C, power increased from 3800 hp to 4000 hp, Tier 0+ emissions compliant
- Automatic stop/start to reduce idling time
- NS-designed split cooling system giving 40-50 degree cooler engine operating temperature and a 7-percent fuel efficiency increase
- New electrical cabinet and wiring with EM2000 microprocessor control
- Upgraded traction motors
- NS-designed wide Crescent Cab
 - Meets FRA crash standards
 - Large sun visor
 - Features air conditioning, cab signals, and locomotive speed limiting
 - Built by Curry Supply in Curry, Pennsylvania
 - Padded floor and ceiling
 - Stainless steel restroom
- New crashworthy fuel tank
- Electronic air brakes
- Long hood forward units converted to short hood forward

Of course the most noticeable telltales of the SD60E are the unique wide cab with its heavy eyebrow over the cab windshield and the central air intake grille housings extending from the sides of the long hood, just forward of the exhaust stack.

The single locomotive painted in the colorful, contemporary 9-1-1 scheme was originally to be Norfolk Southern #7003. On each lower side of the cab is the acronym TRANSCAER that stands for Transportation Community Awareness and Emergency Response. This outreach effort assists communities in preparing for and responding to possible hazardous materials transportation incidents.

Other specially painted NS SD60E locomotives are the red, white, and blue #6920 honoring veterans and #6963 decorated for Go Rail’s 10th anniversary.





Construction and Features

Construction of the MTH SD60E model follows the more or less standard design of a molded ABS body shell mounted on a stamped-steel frame. For the weight necessary to achieve a reasonable pulling power in addition to manufacturing simplicity, the pilots, truck blocks and side frames, and fuel tank are die-cast metal. For operating reliability, all the drive gears on both powered trucks are either machined metal or are sintered metal castings. Additionally, all axles spin in machine-turned bronze bushings.

Most of the SD60E's attributes are visible in the photos or listed in the features and details sidebar.

On each truck, the first and third wheelsets are flanged with traction tires on the wheelset closest to the fuel tank. Actually, traction tires are not absolutely necessary and they rarely exist on 2-rail O gauge locomotives, but these rubber tires do add significantly to wheel adhesion with the rails and thereby the locomotive's pulling power, or tractive effort.

Molded-in details such as louvers, access doors and panels, hinges, and latch handles have the outstanding crispness that I've come to expect from MTH locomotives. But the principal differentiators for the 9-1-1 SD60E are its paint and graphics. Regardless of whether or not they meet with individual approval,

MTH SD60E Features and Details

- Proto-Sound 3, DCS and DCC receiver/decoder electronics
- Freight Yard Proto-Effects
- Fan-driven smoke unit with variable output
- Dual DC can motors with flywheels
- Proto-Scale 3-2 conversion capable for 3-rail or 2-rail operation
- AC or DC track power
- Metal worms and drive gears
- Hi-rail or scale wheels
- Four traction tires on hi-rail version
- Perforated steps on pilots
- Wire sand pipes and brake lines on trucks
- Wire handrails, grab irons, and coupler cut levers
- Separate MU control cables
- Separate and molded-in underframe details
- Separate horns, air conditioner, sand fills, and antennas
- Separate lifting rings or tabs
- Metal handrail stanchions
- Movable roof fans
- See-through wire radiator screens
- Coil-operated coupler both ends
- Directional LED headlights
- Prototypical Rule 17 lighting
- LED operating ditch lights both ends
- Illuminated cab interior and number boards
- Molded clear windows
- Separate windshield wipers and rearview mirrors
- Painted crew figures
- Minimum O42 curves



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the contrasting red and black with the white and tan ribbons at the color separations are attention-grabbing. Personally, I'm a sucker for contrasting color schemes, especially those based on red with white or black contrasting colors. I also found the mustard yellow accessories on top of the cab and hood as particularly novel and appealing. As to the graphics and lettering, they are all crisp testimonials to the decorator's art, which again is typical for a locomotive from MTH.

At Trackside

To me, the start-up of a large internal combustion engine is an exciting moment, especially a real diesel locomotive or aircraft. As such, my first moments of listening to the Proto-Sound 3 recording of the 16-cylinder EMD model 710 coming to life were most pleasurable.

Within seconds of the initial start-up, the fan-driven smoke unit was making itself known with a plume of white vapor from the exhaust stack. But...but...wait...whoa! Modern emissions-compliant prime movers on real diesel locomotives aren't supposed to smoke. If they do, something is drastically wrong inside the engine's upper end, and its hosting locomotive is soon going to occupy a bay in the railroad's diesel shops.

But then, the model SD60E runs in a 1:48 scale fantasy world where smoke spewing out its exhaust suggests a hard-working prime mover, regardless of emissions compliance. So whatever level of smoke an O gauge railroader wants from the SD60E, from none to dense, the MTH smoke unit is sure to please. For prototypical and ecological correctness, and especially because I don't like smoke, I shut down the smoke unit after a brief test to prove its variable-density capability.

On its initial run around the CCRR, the big SD60E began to run smoothly at 3 scale mph on the DCS remote's display panel. After proper lubrication and a few hours of running time on just about any MTH diesel locomotive, my experience has shown that it will start and run smoothly at 2 scale mph, and some will handle 1 scale mph without hesitation. As to how the big E from MTH runs, to quote the slogan from the former Packard Motor Car Company, "Ask the man who owns one." It runs great!


On my O72 and O54 main lines as well as through O72 crossovers and virtual industrial sidings, the SD60E performed without a fault. It also did well on a temporary loop of O46 Atlas sectional track. However, because of nearly 10" between the truck pivot points, there was a lot of overhang to the inside of the O46 curve, which is normal for a long locomotive like the SD60E.

I'm amazed at the low current draw of the Proto-Sound 3 electronics package, LED lighting, and permanent magnet can motors in current-production MTH locomotives including the SD60E. For example and as listed in the performance sidebar, the SD60E consumed a scant 1.4 amps at 18 volts pulling our standard test train at a scale 60 mph. By comparison, my original Proto-Sound GP60M pulling the same train at the same speed drew 3.64 amps at 15.6 volts. 'Nuff said!





At the End of the Run

For the modeler of contemporary railroading east of the Mississippi River, the 1:48 scale Norfolk Southern SD60E could easily complement the layout plus its existing motive power and rolling stock. A search on the Internet revealed “street prices” for the MTH SD60E in the range of \$440 to \$460 at several mail-order dealers, who by the way are also OGR advertisers. 

20-20593-1 Norfolk Southern SD60E

Retail price: \$499.95 at MTH dealers

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

MTH SD60E DCS Performance

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

Length: 18" over couplers

17-1/2" between end sills

Distance Between Locomotive Pickup Rollers:

1st and 2nd: 3-1/2"

1st and 3rd: 10-3/4"

1st and 4th: 14"

Weight on Driving Wheels: 5 lbs, 7 oz

Power Consumption at Idle @ 18 VAC: 0.13 A, 2.3 W

Tractive Effort @ 18 VAC: 2 lbs, 1 oz, @ 4.8 A, 86.4 W

Minimum Sustained Speed @ 18 VAC: 3 scale mph @ 0.8 A, 14.4 W

Maximum Tested Speed @ 18 VAC: 60 scale mph @ 1.4 A, 25.2 W

Power Transformer: Lionel ZW-L

Command System: MTH DCS Version 5.0; TUI powered by MTH Z-500

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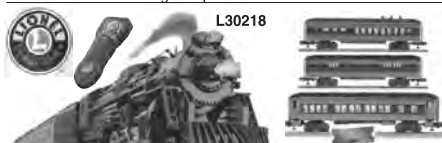
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THOMAS & FRIENDS

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Continued next column

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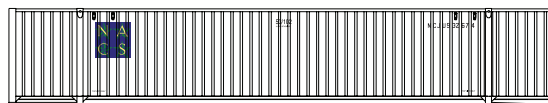
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Charles Siegel is president and buyer for Train City, Inc.



Southwestern U.S. scenery traversed by motive power hauling train consists appropriate to that part of the country provides the underlying theme for the LCJ&I Lines.

American Southwest Symphony

Article and Photos by Bob Anderson

A model train layout is like a symphony. It exhibits an overall theme. Various engines and cars are like instruments playing leading roles and creating melodies and narratives: some contrasting, others supportive and compatible.

Maybe I am overdoing the musical analogy because I'm confined to a 9' x 13' layout in a 12' x 15' spare bedroom. Perhaps a string quartet is a more apt metaphor, but I prefer to go with the grandiosity of a symphony with its many instruments and movements.

The overall theme of my Lillianville, Charlestown, Joella Canyon, and Isaac Yard Lines (LCJ&I) is the American Southwest. I feel a deep sense of peace, completeness, and oneness

with nature in driving through the red rock country of Utah and Colorado. What better way to retain that feeling, short of living there, than to create a piece of the red rock Southwest on my layout. As an added touch, my daughter-in-law designed the LCJ&I Lines logo highlighting the reds, yellows, and browns of the area and complemented by a blue sky.

Reinforcing the Theme in a Backdrop

While driving Interstate 70 through the area, I often see dramatic and colorful rock outcroppings but with few turnouts and side roads allowing me to stop and photograph them. However,



The backdrop is comprised of nine overlapping photos assembled into a large panorama of a magnificent red rock formation along the Colorado River.

on State Road 128 outside Moab, Utah, there's a parking lot by a bridge and the Colorado River with a beautiful cliff right across the river. This became the dominant theme for my layout with other scenery designed to match it. I took nine overlapping photos reversed left to right and assembled them into one 24-megabyte panorama photo, thanks to Photoshop Elements.

After searching for companies that make backdrops, I selected Backdrop Junction (www.backdropjunction.com), which provides prints on a vinyl-like material with an adhesive backing. It created 30' of backdrop for me, which I mounted on 1/16" ABS plastic sheets that were then fastened on two walls using small strips of industrial-strength 3M double-sided tape. The overall theme was set.

Southwest Colors and Routes

As a native Californian, I've grown up with certain railroad "instruments" embedded deep in my psyche. Two that stand out and still excite me are Western Pacific with its Feather River route and the orange-sided Pacific Fruit Express reefers of Union and Southern Pacific, especially the wood-sided reefers of the early 20th century. When the Lionel 2006 Volume 2 catalog introduced a 3-pack of those reefers plus an individual additional car, I knew those would be major "instruments" on my layout. My string of eight cars on two spurs is a constant presence on LCJ&I Lines. Those reefers in turn led to my scratchbuilding an icing platform with an operating conveyor built from a rubber toy tractor tread and a small geared motor.

One other fallen flag that resonates deep within me from my Colorado trips is the Denver & Rio Grande Western (D&RGW). When I saw the scale die-cast D&RGW 3-bay coal hoppers in the Lionel 2011 Volume 2 catalog, I had the next "instrument" for my symphony. But coal hoppers need a coaling station. Luckily, I had two spurs along one wall leading to a far corner—an ideal location for the coal breaker kit offered



A stark passenger loading platform shares yard space with an icing facility.

by K&P Brick & Building Co. It fills the corner and provides a rationale for those black hoppers.

My layout also needed a passenger station, preferably an old, western-looking, and wooden one. I found just the one at Andersen Model Kits (www.andersenmodelkits.com). Its Contention City Depot is modeled on a real depot now saved at the Old Tucson western theme park.

Of course, BNSF has taken over my fallen flag companies. To show its current presence in the Southwest, I decided that pairs of Menards 14-3/4" BNSF flatcars should be used to haul 80' pipeline segments, which I made from 3/4" steel EMT tubing. Given the wide curves on the layout, these paired flatcars and long pipelines can traverse the whole layout successfully. So in addition to having a coal operation, I'm now supporting the oil industry.

Layout Considerations

Although it's a luxury on a small layout, I designed my layout around a 24" Ross turntable. It has eight spurs for locomotive storage and provides action. Other considerations I used in designing the layout were lessons learned from previous layouts.

- An O72 outer loop and an O60 inner loop are a must. I want graceful curves and at least the option of running larger engines, even if this precludes in the space available creating reversing loops. All track and switches are Lionel FasTrack.
- The two main loops are on separate electrical blocks: one tied to the A throttle and one to the D throttle on a post-war ZW transformer. Through toggle switches, I can either tie the two blocks together or control them separately. I can also run the inner loop conventionally (with throttle control) while using either conventional throttle control or Lionel Legacy control on the outer loop.
- The layout includes internal access spaces that allow me to reach all track and scenery. I've filled those spaces with hinged plywood covered with scenery, which can be dropped down to provide needed access.

Scenery

In creating Southwest scenery, I needed rock outcroppings similar to those on my backdrop. I chose Flexrock MM0501 rubberized rock formations made by Mountains in Minutes. I covered them with a base coat of tan latex paint and then colored them with assorted diluted latex paints. To blend the FasTrack into the scenery, I painted the sides of the plastic ballast with diluted white glue, and while it was still wet, I sprinkled Woodland Scenics Medium Ballast Gray Blend onto it. Most of the desert covering are Low Desert Soil and High Desert Sand & Gravel, which provides contrast in rail yards and on dirt roads, from Arizona Rock & Mineral Company at www.rsscenery.com.

In my rail yard and turntable spurs, I used 1/8" Komatex PVC plastic sheets laid between spurs to raise the level of the layout to the top of the FasTrack ties and



This short spur can only handle a single piece of rolling stock and it has to be accessed through Tunnel Canyon.



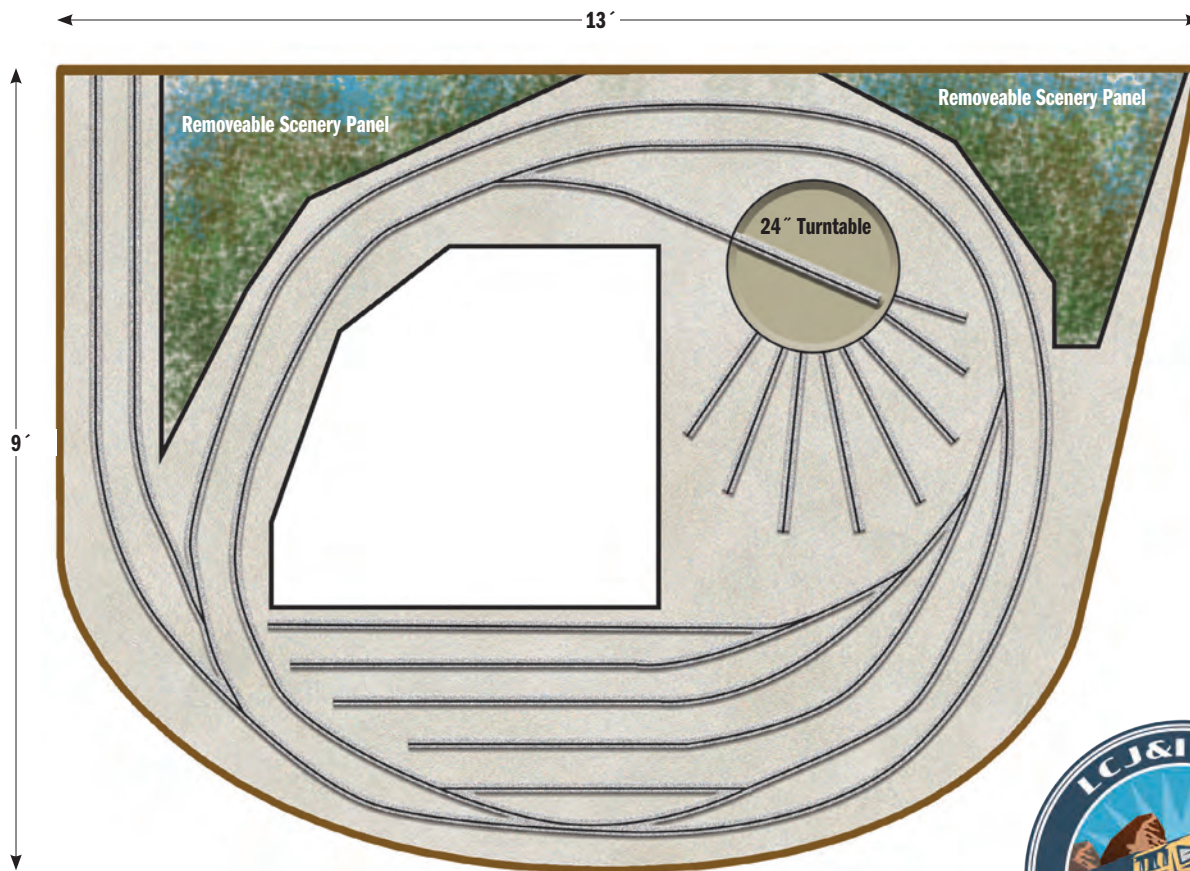
Moe's Garage is nestled in a small valley.

then filled it all in so the rails appear to be buried in the dirt. The PVC sheets can be cut easily with a jigsaw, and then I sanded the edge on a bevel to match up with the plastic ballast of the FasTrack spurs.

Into the Third Dimension

With my small space and large rail curves, I don't have the room for graceful grades up to a second level and then back down. But a third dimension adds

considerable interest to a flat layout. My solution was to create a highway starting at ground level but then traveling up and over my two mainline loops and into the Rocky Mountains. Again I used 1/8" PVC plastic sheets to create long stretches of the highway, bordered by plastic barriers that are meant to resemble poured concrete barriers. This seems to be an effective way of creating height and visual interest in the third dimension without needing to run track up to a second level.

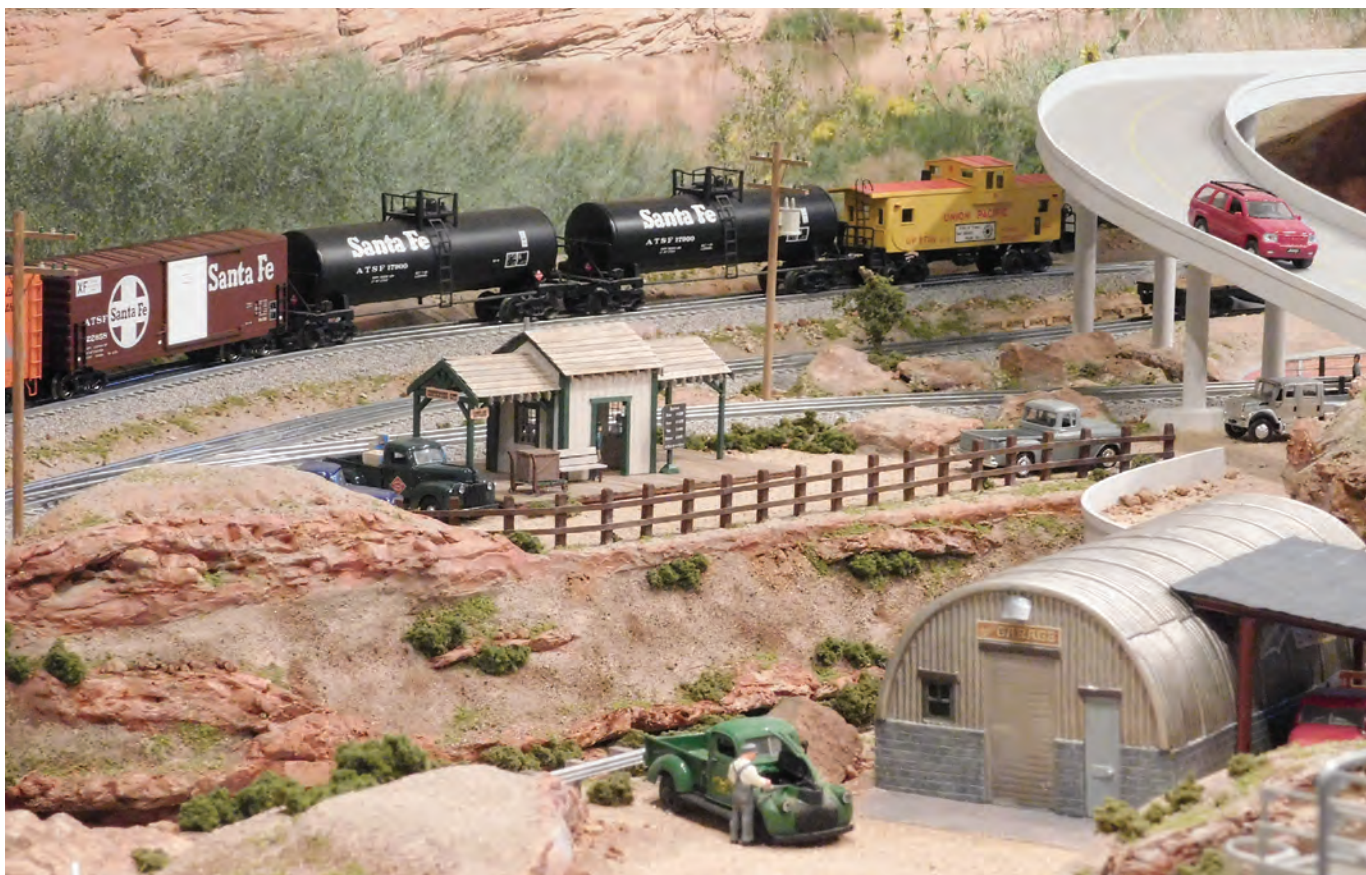


LCJ&I Lines

072 Outer Loop
060 Inner Loop
Switches: 7 060R; 2 060L; 2 072R



This coaling station is a K&P Brick & Building Co. model. The layout is fitted with Lionel FasTrack that is given a more realistic appearance by applying ballast to the molded plastic roadbed.



Contention City Depot lies on the ridge above Moe's Garage.



The highway helps create the impression of greater elevation on what is essentially a single-level layout.



It is early evening on the sparsely populated passenger platform.



There is no roundhouse, so a lot of maintenance work has to be performed in areas adjacent to the turntable.



A drone—a real one—supports operations on the LCJ&I Lines.



It takes two flatcars to transport 80' pipeline segments.



Outer loop curvature is 072 and the inner loop is 060 minimum diameter. A Mikado approaches the outer loop with its long consist.

Dual-Use Space

More recently, I've run out of space, forcing me to be more creative. In one corner, I built a hinged collapsible platform from 1" square wood strips to provide access when needed for Tunnel Canyon, a tunnel on a lower level, leading to a small loading dock spur. This is yet another way to add a third dimension to the layout. The tunnel goes nowhere; it's a fake spur. To get even more use of the available space, I created a lift-off removable dirt area on a sheet of 3/16" plywood that fits over the tunnel area. On it I've tailored a drone landing field complete with hangar. I find that small microdrones, like the Hubsan X4, seem close to O scale, and I can pretend that LCJ&I Lines has a drone to monitor its rail operations. Flying it successfully over the layout is quite another matter! The Hubsan has an integral HD video camera, but so far I've faked drone videos by waving a video camera over the layout. My drone operations are still too erratic to provide video overviews of the layout directly from the microdrone.



A 24" Ross turntable is a focal point on this modest-sized layout.



Santa Fe power keeps a switchman busy at the yard interchange.



The western U.S. is well represented by the Union Pacific operating in an appropriate landscape.



Details abound on the scratchbuilt icing facility, which features an operating conveyor.

Videos of Layout Construction and Operation

Overall, I'm pleased with both the Southwest ambiance of the layout and the diversity of switching operations I can execute on its six spurs. I take particular pleasure in creating short YouTube videos showing both construction and operation details. On my channel, rha90272, videos 15–40 document the construction and operation of my current layout. The channel now has over 800 subscribers and more than 170,000 views. The following videos are directly relevant to the themes I've highlighted in this article and provide many more details and examples.

Video 19 - Building a FasTrack rail yard

Video 21 - Installing a photographic backdrop

Video 22 - Building a coal breaker kit

Video 23 - Building a highway and red rock scenery

Video 36 - Hauling 80-foot pipeline segments

Video 40 - Drone operations

Together, the videos illustrate movements and variations on my layout. In addition, the chuffing of my D&RGW Mikado and Legacy steam and diesel engine whistles and bells bring additional music to my ears. It definitely looks and sounds like an American Southwest symphony to me! 🎵



About the Author

Bob Anderson built a two-level layout with scenery on a Ping-Pong table in junior high school. Then after retiring from a career in information science at a nonprofit think tank, he created a series of layouts of increasing complexity and attempts at realism. The layout described here is his third version in the last decade. Bob lives with his wife in Silicon Valley and laments the lack of basements in California.

A do-it-yourself operational enhancement

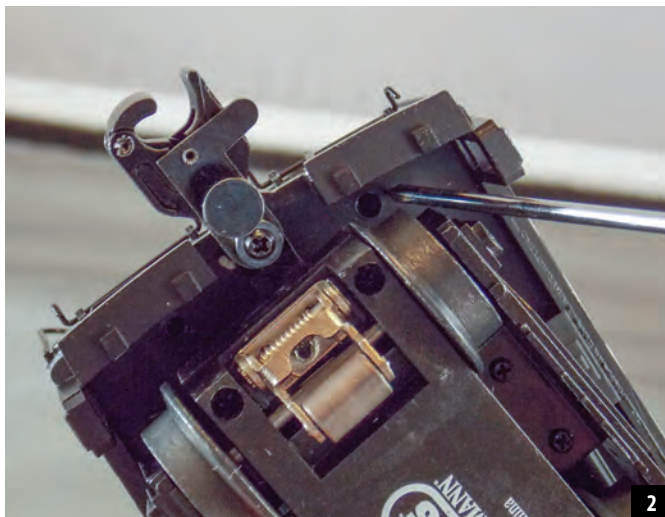


COMMAND CONTROL FOR A CONVENTIONAL LOCOMOTIVE

Article and Photos by Dave Siburn

Here's a great weekend project for those who might like to add command control capability to one of the recently released O gauge, scale-proportioned, Williams by Bachmann 44-ton center cab switchers. After seeing one of these nicely detailed and smooth-performing switchers run conventionally, I decided to see what it would be like to operate this versatile engine with command control (Photo 1).

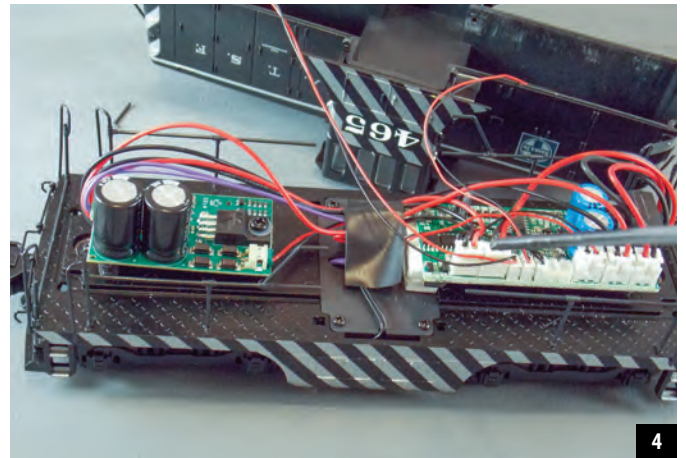
Remove the shell from the 44-tonner. Turn the engine over



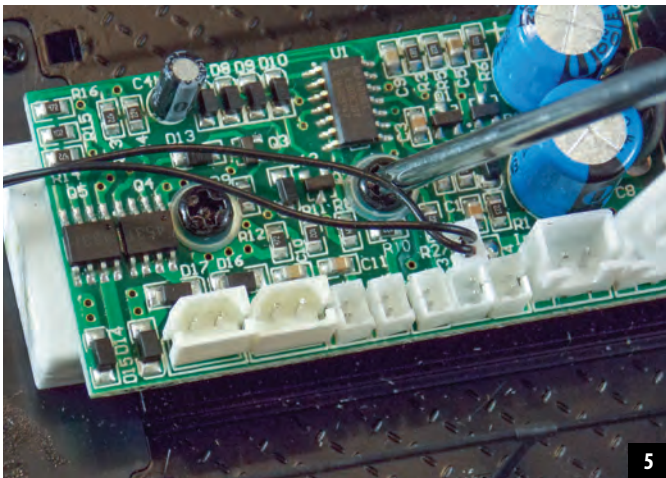
and swivel the trucks in order to gain access and to remove the four body mounting screws located one in each corner (Photo 2). While holding the engine upside down, look for the four square locking tabs in the center of the underside. Carefully push in each tab toward the center to detach and lift the locomotive body or shell from the frame (Photo 3). Place the shell alongside the frame, being careful to not disturb the headlight wires, which remain attached. With the body removed, you will see circuit boards and



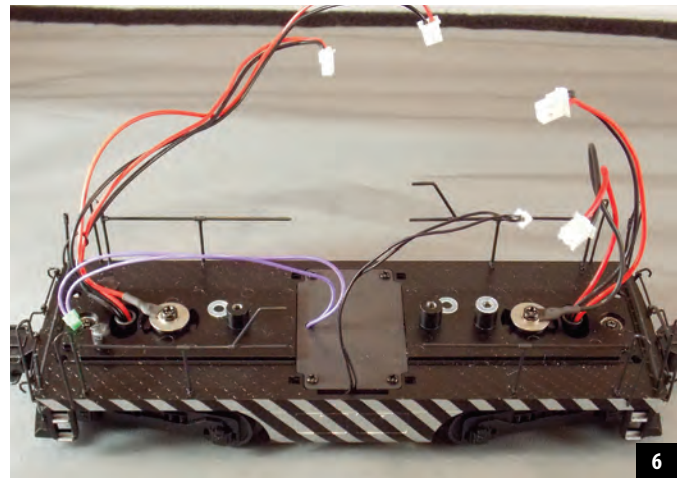
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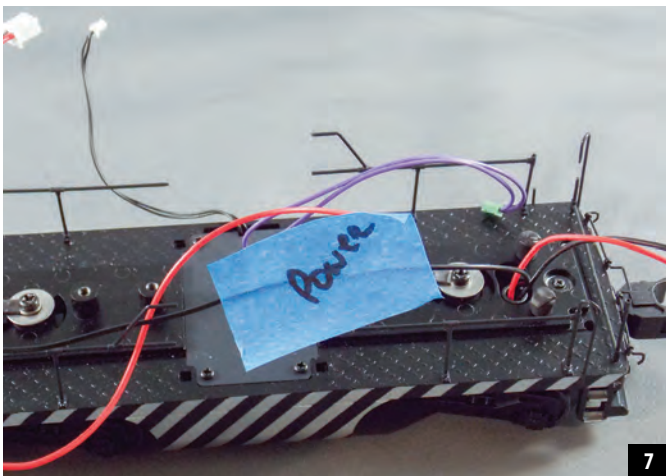
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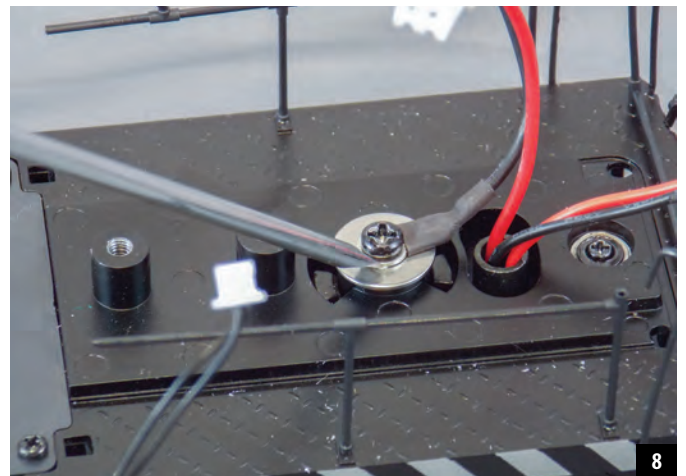
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a plethora of different colored wires (Photo 4). Don't panic! This whole project will be fun and easy. For now just identify what you are looking at.

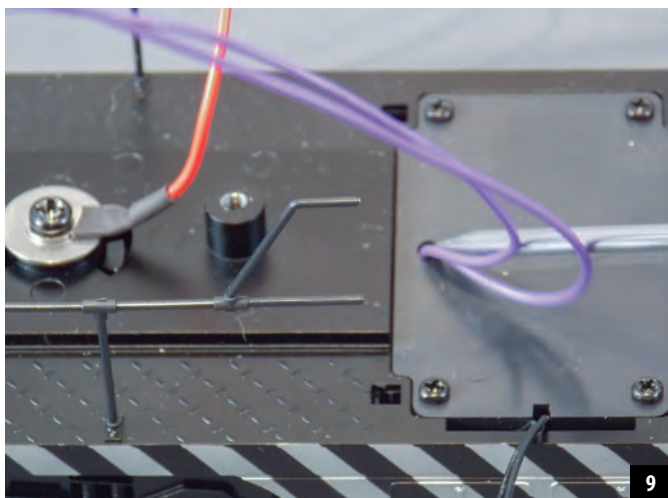
On the left is the sound board, and on the right is the driver board. One by one unplug the wire harnesses from the circuit boards. Take your time doing this! Once all the wire harnesses are unplugged, the shell can now be set aside leaving the frame and the boards.

Now remove the boards. On the driver board are two Phillips head screws in the center of the board. Remove those screws

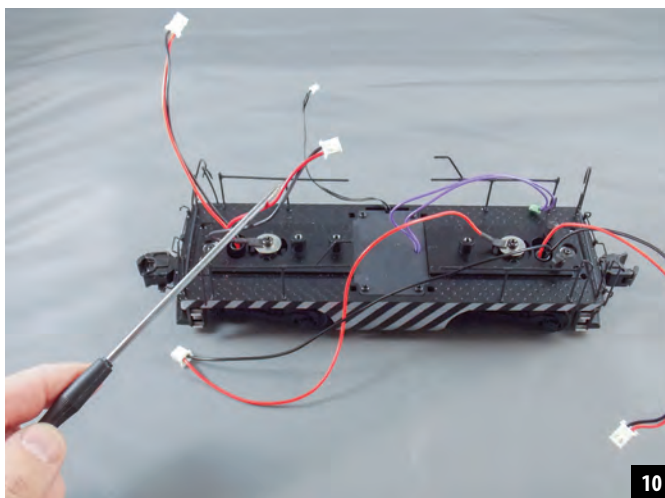
(Photo 5). Then remove the sound board following the same steps.

With the boards removed, you are left with lots of wires (Photo 6). In the middle of the chassis on the outside edge is a pair of thin black wires with a white plug; this is the reverse lock-out switch. Further on in this project, it will become the program/run switch—more on that later. The violet wires are the speaker wires, but at this point, identify the many black and red wire combinations. You may choose to label these wires with masking tape as you read through this explanation.

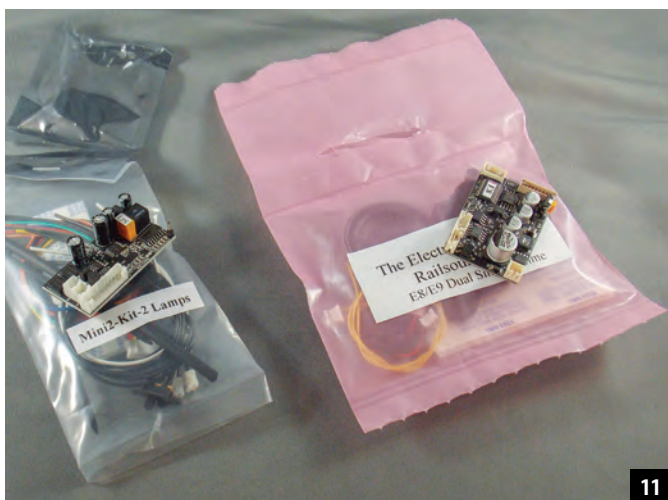
An example is illustrated here (Photo 7). There are truck



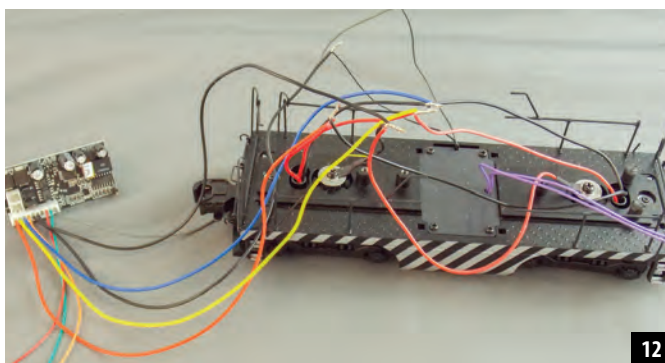
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mounting screws on each side of the chassis (Photo 8). One screw has a black wire attached to it; that is a ground wire. The other screw has a red wire attached, and that is the second ground wire (Photo 9). Note: the red ground wire in this particular engine is the longer of the two ground wires, and the black ground wire is shorter. This will become important because the longer wire can extend to the opposite truck screw, which will determine the driver board placement side of the frame. Now that the ground wires have been identified, find the power or center pickup rail wires.

At the opposite end of the wire, identified above as the ground wire, is a white two-pin plug. Most two-pin plugs have both a power wire and a ground wire. Follow the wire from the plug end down into the center cup of the frame. This is the positive feed/power wire to the pickup roller on one side (Photo 10). Now do the same for the opposite side to determine the power lead to the pickup roller. Keep in mind that, in this application, if the ground wire is red, the power lead will most likely be black. And the opposite in wire color applies on the other side. Use a wire cutter to cut the plug end off about an inch below the plug on each side.

Twist the two ground wires described above together and the two power wires together. This will leave a set of red and black wires coming out of the trucks on both sides. These are motor power leads. Again, cut the plug ends off these leads. The only

difference is to twist both red wires together and both black wires together. Now move on to identifying what is going to be installed into the 44-ton switcher.

Here are the parts to be used (Photo 11). Due to the limited amount of space inside the 44-ton locomotive, I elected to use the DC Mini Commander and RailSounds kits offered by The Electric Railroad Company (www.electricrr.com).

ERR DC Mini Commander Kit includes:

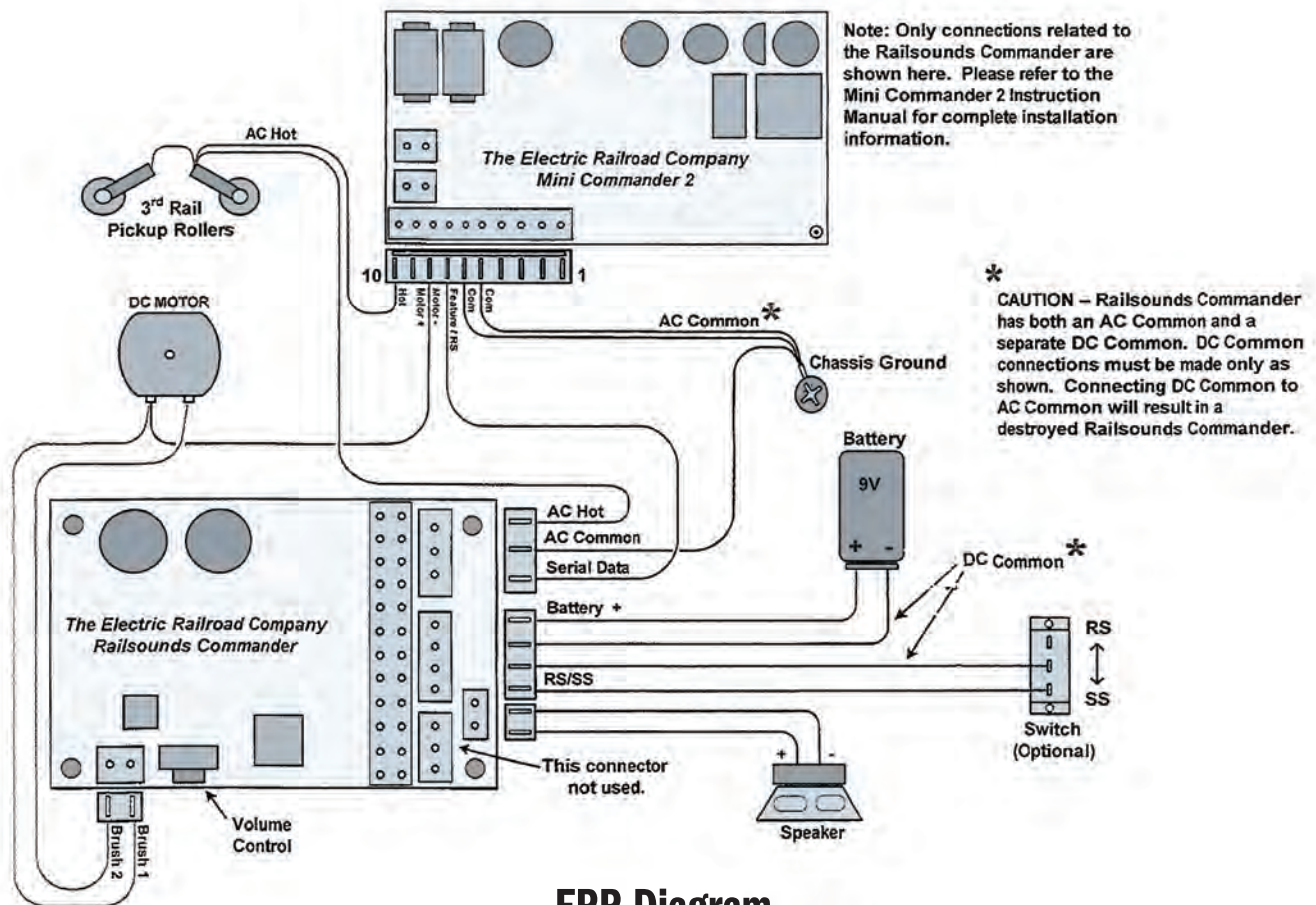
- Driver board
- Double-sided tape
- Wire harness

ERR RailSounds Kit includes:

- RailSounds Audio Power Board
- RailSounds Board
- Double-sided tape
- Wire harness
- Speaker kit

For this project, use the speaker that comes in the kit or the one already installed in the 44-tonner's chassis. To use the ERR speaker kit, refer to the installation guide provided by the manufacturer. For this installation, I simply used the speaker that is already mounted in the chassis.

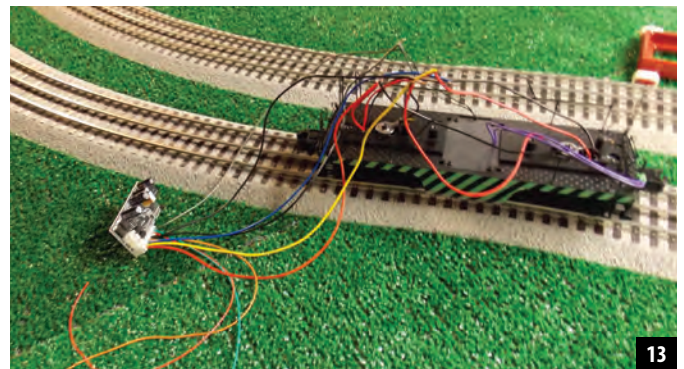
Before beginning installation of these parts, it's a good idea to prep the wire by neatly stripping the ends with wire strippers. Now connect wires to the DC Mini Commander following these seven steps:



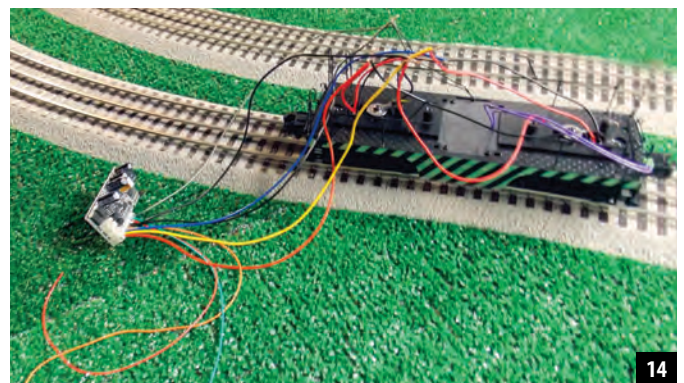
ERR Diagram

Courtesy of The Electric Railroad Company

1. Refer to the ERR Diagram. Connect the power feed first (Photo 12). Take the red wire and the yellow wire and connect them to the pickup roller leads described above.
2. Installation note: The board I have chosen to use is the DC Mini Commander and it has two black ground wires in the center of the plug. Attach one of the black wires from the driver board to the ground wires on the chassis.
3. Take the yellow wire from the driver board and connect it to the two red motor leads (Photo 13). Is this beginning to make sense? Okay, let's keep going.
4. Refer to the ERR Diagram to install the program/run switch. Take one of the thin center black wires that was labeled earlier and cut off the white plug end. Take the gray lead from the driver board harness and connect it to one of the thin black wires. Take the second thin black wire and connect it to the ground (black wire on the harness). This completes the transformation from reverse lock-out switch to program/run switch.
5. At this point stop and test the locomotive. Place the chassis on the track, making sure the program/run switch is on "Run." Note: "Lock" is now "Program." Power up the track and select ENG 1 as with any TMCC application; the locomotive should start. Now turn the power off, flip the engine over, and select "Run" on the switch; then place the locomotive back on the track. Remember, you are in test



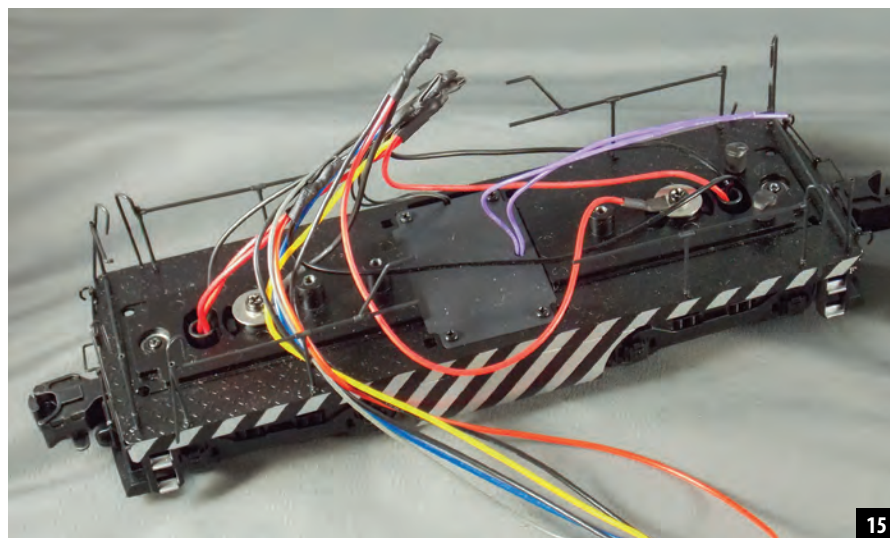
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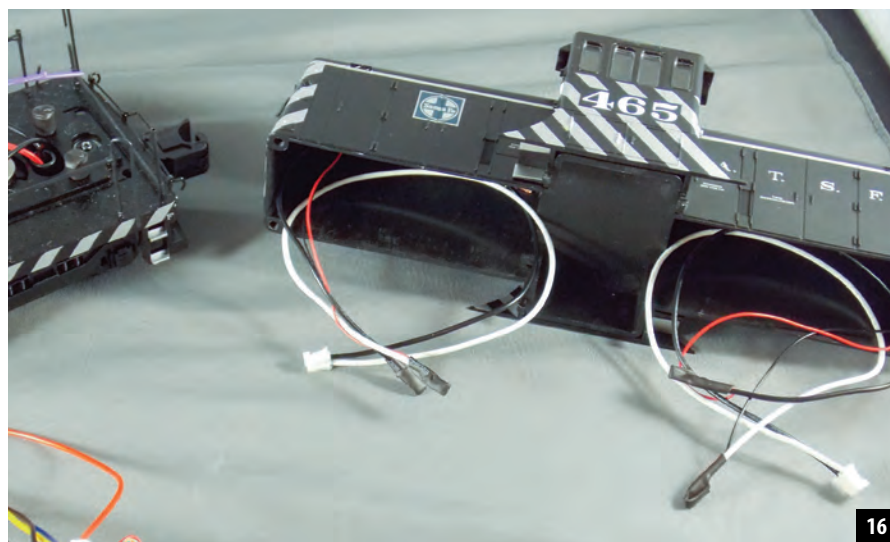
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mode now, so take care not to catch or pinch the wires, as you do not have things buttoned up yet (Photo 14). Set the transformer to 18 volts and select ENG 1; the engine should start to move. If it does not, check for loose wires and retrace the steps.

6. As a finishing touch for wires, you have the option of soldering the ends and using shrink tubing or securing them with wire nuts (Photo 15).
7. Hook up the lights. This particular chassis presents some design challenges. If you turn over the shell, you will see LED circuit boards, one at each end. They look the same, but there is something different about each. Let's see what it is. Start with one set of the red and black wires that are attached to one end of the chassis. Cut the ends off these wires and attach a two-pin connector with white and black wires (Photo 16). At this point you won't know which combination of wires will light the lights. Start with attaching the black wire to the red wire and the white wire to the black wire. Twist them together and plug them into one of the two-pin connectors on the driver board. Test the lights by putting the engine on the track and giving it some power. If you see lights, you have been successful. If not, just reverse the wires: white wire to red wire and black wire to black wire. Do the same for the other side. Another issue could be the directional output of the lights. Refer again to the ERR Diagram.



15



16

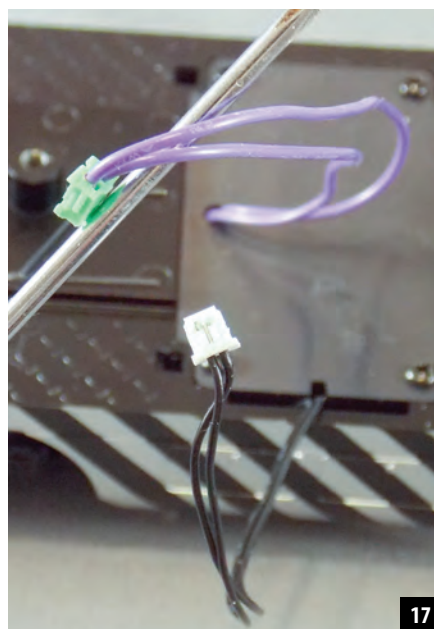
RailSounds Installation

Now move on to installing RailSounds using the ERR Diagram. As noted earlier, use the speaker already mounted in the locomotive due to space restrictions.

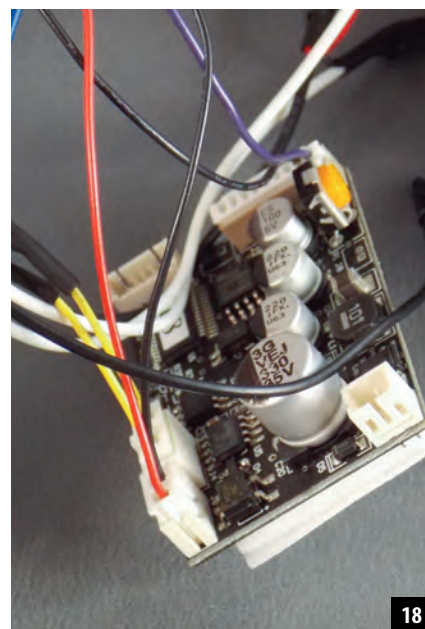
Find the two violet wires tagged earlier (Photo 17). As done throughout this project, cut the plug end off, leaving the two violet wires. Strip the ends.

Locate the speaker that comes with the kit. It will have two yellow wires connected to it. Cut the white plug end off about two inches from the plug.

At this point, set the speaker aside leaving two yellow wires and the plug end, which are needed. Connect the two purple wires to the two yellow wires. Solder and



17



18

tape or use wire nuts to connect them.

Retrieve the wire harness that came with the Sound Commander kit. This will have a four-wire plug on one end and two dual-pin connectors on the other end. On the four-pin connector side, one purple wire and two black wires come out of the same connector along with one red wire (Photo 18).

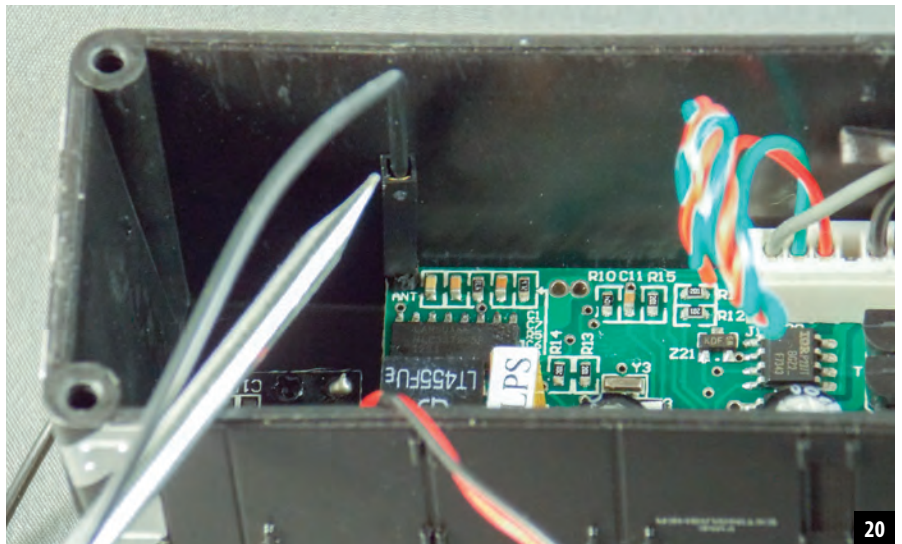
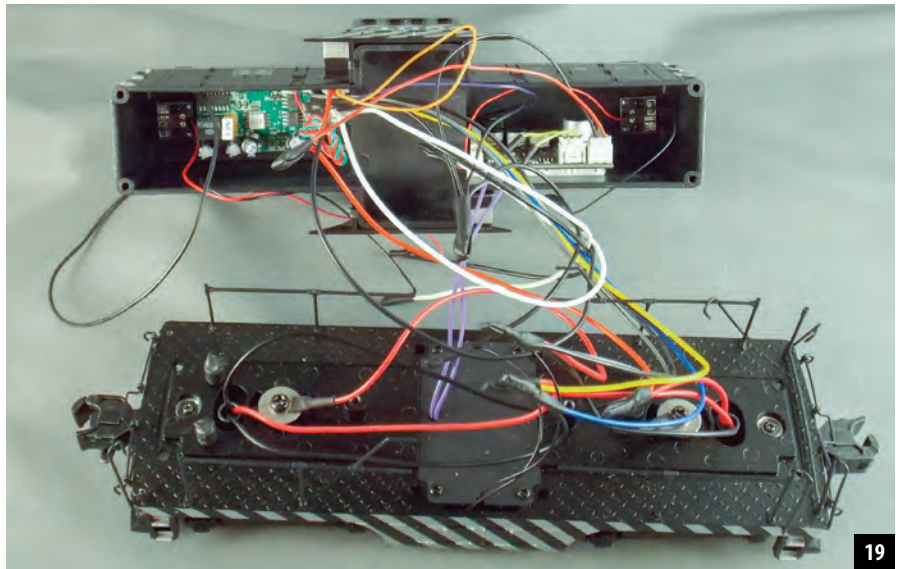
Cut the two dual-wire plug ends off using the ERR Diagram. This will leave a red and black wire set and a purple and black wire set coming out of the four-pin connector.

Strip all four wire ends. Connect the purple wire to the orange wire on the driver board harness. Connect the black wire to the black wire on the driver board harness. Take the red wire and connect it to the red power lead on the driver board harness. You will have another black ground wire that will connect to the black ground wire on the driver board harness (Photo 19).

Make the connections on the wire harness. Attach the red and black wires to the two yellow wires on the existing speaker using wire nuts or by soldering and applying shrink tubing. The two-pin plug goes into the two-pin connector on the RailSounds Audio Power Board.

The final steps are to glue the black antenna wire to the shell for good reception (Photo 20). Use a hot glue gun, silicone, or double-sided tape strips. Carefully and neatly tuck all the wiring back into the shell and then place the shell back on the frame. Finally, reinstall the four mounting screws that were removed at the start.

Enjoy running and performing switching operations with this now-more-versatile locomotive (Photo 21). 🚂





A trio of Porters are hard at work on the G&D. Two of the small locomotives are double-heading a mine train on the layout's middle level while another has just taken on water higher up the mountain.

Tour the Gozenowear & Duznutin

Article and Photos by David Williams

The Gozenowear & Duznutin (Goes Nowhere and Does Nothing) Railroad was created as a layout designed to run multiple trains and try out new methods of modeling and scenery building in a small space while making use of materials and scraps from previous builds. This is an On30 narrow gauge layout, and the overall design is very simple but nevertheless challenging. It is a three-level layout with three loops, all mounted atop a small 3' by 4' base.

Actually, 3-rail O gauge was my first venture into model railroading. Each Christmas, Santa would add more track and a car or two. One Christmas though, he left some buildings and turnouts, and I began to understand there was more to trains than a loop around the Christmas tree. My parents as well as my cousins, James and David O'Brien, share my fascination for trains. I also had the privilege of being part of the Youth in Model Railroading club in Denver, Colorado, where I have made lifelong friends like



This overview of the depot area shows all three of the layout's levels.



This 2-8-2, the largest motive power currently serving the G&D, is crossing one of a number of small trestles and bridges, which are common fixtures in mountain railroading.

Steven Colyn and Larry Price who have supported me and taught me a whole lot about modeling.

After 3-rail O gauge, I became interested in HO for its greater detail and more realistic look over the 3-rail track. From there, On30 became a natural and obvious evolutionary step once I subsequently decided that I wanted to get back to larger-sized trains with a high level of detail that could still be accommodated in a modest space. With On30, I found I could also build my collection at an affordable price due to Bachmann's less costly but still highly detailed Spectrum locomotives and rolling stock.

The bottom loop of my layout is the largest (if one can call it large) with 15" to 18" radius curves made with standard Atlas Code 83 Flex-Track. The middle loop has as its tightest turn a 9" radius curve made with Micro Engineering Code 83 dual-gauge flex track. The top level has the tightest turns with a roughly 13" diameter, which puts the radius at anywhere from 6" to 7" made with Peco Code 100 On30 flex track. The layout is built on carved foam board, and the track is laid on Woodland Scenics foam Track-Bed.

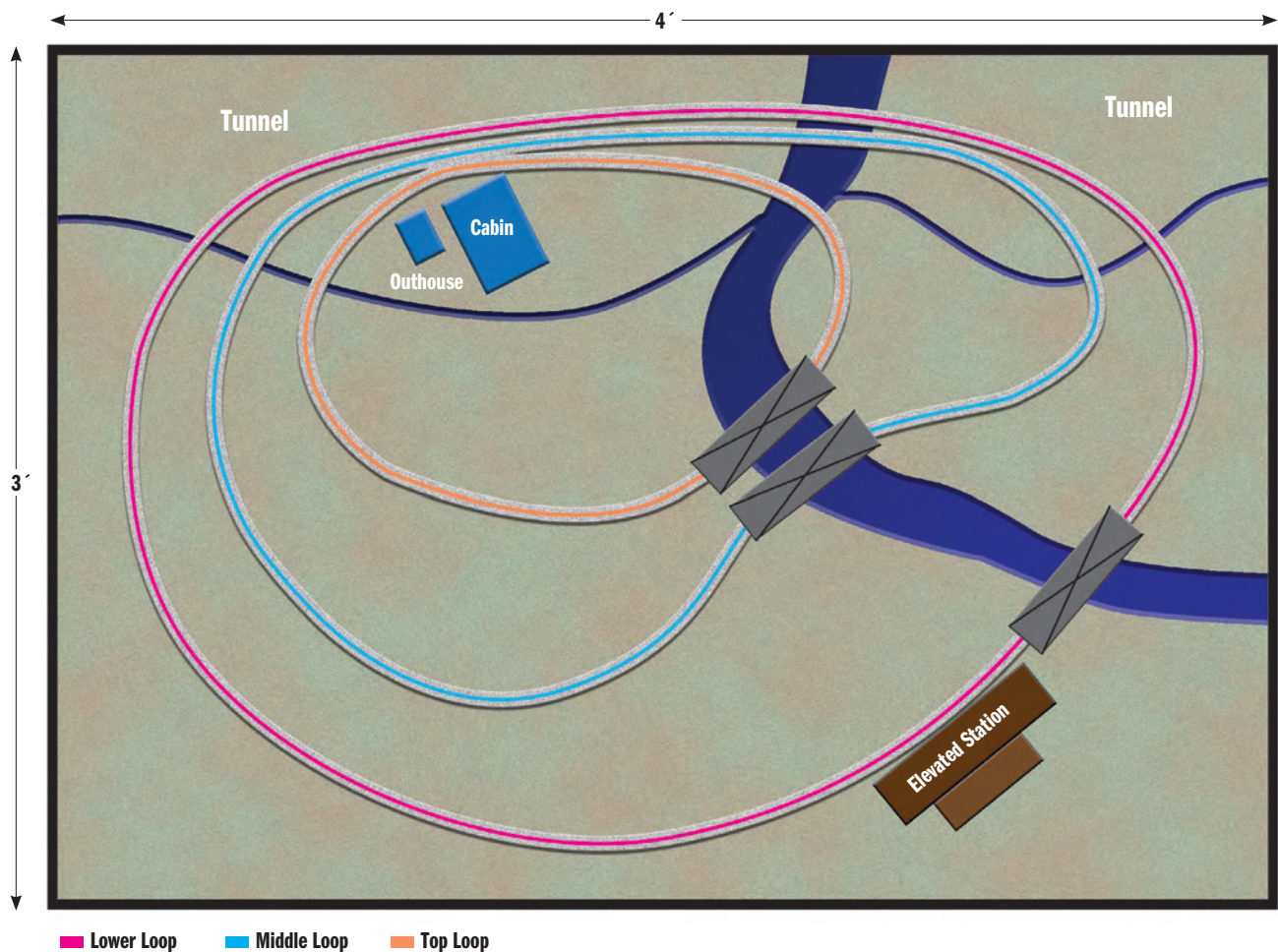
All locomotives on my current roster are from the Bachmann Spectrum line



A Porter adorned with antlers squeals around a tight turn as it exits the high tunnel.



Triple tunnels here...one is on each of the layout's three levels.



and all are equipped for DCC operation. Some locomotives are also fitted with Tsunami sound systems. Most of the rolling stock is also Bachmann Spectrum, although the list also includes some Boulder Valley Models “shorties” I built as well.

Some of the locomotives and rolling stock I have were initially received in either very used or very loved condition and came to me broken and in unusable condition. I have been very lucky to have received them with the stipulation that if I could make them work I could have them. As a modeler on a budget with some mechanical interest and aptitude, this is an ideal scenario. All of my locomotives and rolling stock are weathered, detailed, decaled, and occasionally kit-bashed to my liking. I did have to modify some of the larger units so they could take the sharp radius turns. The whole layout runs on an NCE Pro Cab Digital Command Control (DCC) system.



Two Porters head back to the mine with just tailings from the previous load evident in the shorty mine cars.



This rail truck has been modified to become a water tanker designed to serve locomotive refueling points along the line.



There are no large water towers on this railroad, but these smaller facilities more than adequately meet the needs of the tiny narrow gauge locomotives.

A lot of the techniques and modeling skills showcased on this layout were ones I either learned from my days in the youth club and perfected over the years or found while reading online blogs or watching YouTube videos that seem to cover anything and everything from weathering track to weathering locomotives. Much of what I do is a combination of techniques.

All the trees on the layout are pine and spruce from Grand Central Gems. I occasionally add more foliage to the stock trees to give some different visual effects. Bushes and shrubs are either a lichen, clump foliage, or ground cover. I have found that the best results come from mixing many different materials and using multiple textures and colors.

In operating concept, the Gozenowear & Duznutin (G&D) Railroad is a simple backwoods railroad. The railroad matches its simple surroundings and represents an era when steam was slowly being phased out in favor of newer diesel power. None of those nasty diesels have made it to this small backwoods railroad yet, much to the satisfaction of the current crews.

A small depot on an elevated platform acts not only as a gate to the outside world for this isolated town but also as a gathering place for those who live in the nearby community. A small trapper's cabin can be seen sitting atop the mountain, overlooking all that goes on.

You can find all sorts of trains traveling through and around this small mountain area. A team of Porter locomotives pulls a long line of side-dump ore cars. A somewhat larger locomotive may be found pulling a mixed train, usually consisting of a boxcar, tank car, flatcar, and a combine car since this is both



Its nap time for both the local trapper and his faithful hound.

a passenger and freight line. A modified rail truck can also be seen with a big water tank mounted on its flatbed. This vehicle goes from place to place and refills water tanks along the line because most of the locomotives don't have the larger capacity onboard tanks generally needed for rugged mountain railroading.

As this small backwoods railroad expands, there is bound to be a need for a yard and service area for locomotives and rolling stock. My G&D recently made a purchase of land just off its main line and is working on acquiring funds and possibly making it a joint yard operation with a larger railroad in the area, such as the Colorado & Southern and the Denver & Rio Grande Western.

I am engaged in a hobby that is a whole lot of fun. It allows me to express my creative side, which has led to so many relationships and friendships. 🚂



The depot deck is a pleasant gathering spot for local residents and an early afternoon game of chess.



It's the final run of the day for the engine crews of Porters No. 2 and No. 10.



About the Author

David Williams is a professional racquet technician and manager of a tennis pro shop in Denver, Colorado, when not building model railroad layouts. He is finishing work on a welding certification and, perhaps one day would like to work for a railroad in that capacity. He spends a lot of time with his friends and family, and luckily they are also into trains and model railroading. He and his cousins like to take "TRAINcations" and to make pilgrimages to favorite locations in Colorado or California to visit scenic railroads, museums, and any train stores in the area.



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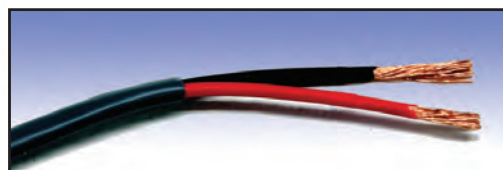
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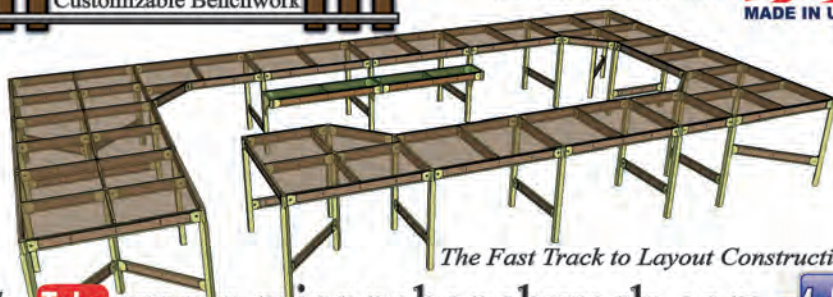
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Lionel Century Club GG1: A Solid Hit for the Series

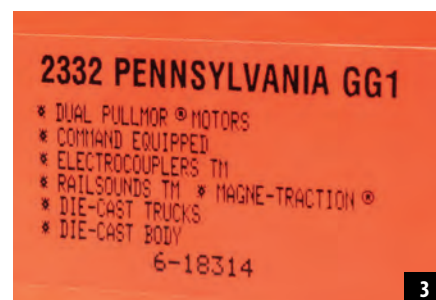
When the traditional-size Pennsylvania 2332 GG1, 6-18314, was offered in 1997 as part of the pantheon of iconic Lionel Postwar locomotives selected for the Century Club, it was the only electric motor in the bunch and a great choice (Photo 1). A legend among railfans and O-gaugers in its own right, the 2332 reproduction was a perfect companion for the other famous Century Club engines: the 726 Berkshire (6-18053) and 671 Turbine (6-18057) steamers, the 2333 New York Central F3 A-A diesels (6-18135), and the top-of-the-line 773 Hudson (6-18058).

Once you paid \$100 to join the Century Club, you were entitled to buy the excellently decorated, feature rich, green five-stripe GG1 (6-18314) that was made in Michigan, right here in the United States of America, for \$749.95. Now, let's take a look at what you got for your money from Lionel at the turn of the century.

Packaging

The decorative outer box for the GG1 was an elegant, textured metallic gray with "2332 Pennsylvania GG1, Lionel Century Club" printed in silver on the center of the top of the box with a Lionel Century Club circular logo positioned next to it (Photo 2). The familiar orange and cream box for the GG1 carried a lot of information on the box flap, especially since this was 1997 and the combination of features like command equipped, dual Pullmor motors with RailSounds and Magne-Traction would be an unusual mix today (Photo 3). But more on that later.

The box also had "Guaranteed, Made and Litho in the USA" printed on it. It showed its age with the printed admonition: "For Ages 8 to Adult." Today the



phrase would read: For Ages 14 to Adult. I guess the government is trying to tell us something about our younger O gauge hobbyists. (I am being very charitable toward well-meaning bureaucrats here.)

Appearance

The Century Club GG1 buyer (in this case, yours truly) got the best decoration job that the Michigan factory could produce in 1997. All of the things Lionel production people had learned about painting, lettering, and most importantly striping

traditional-size GG1s since the first MPC GG1 (the 8753 in a dusty "sort of" Tuscan made in 1977) came together beautifully, and the end result for the 6-18314 was a very good-looking Pennsylvania electric. The head-on view in Photo 4 shows how nicely the five gold stripes merge with the gold and red Pennsylvania keystone above them and the special "Century" name printed in gold below them. The 2332 numbering is clear, as seen in Photo 5, as is the word "Pennsylvania" (Photo 6). Plus, the five gold stripes are evenly applied across the body of the GG1 (Photo 7), and



all of the gold numbers, letters, and stripes are the same shade of gold, which enhances the overall appearance of the Century Club 2332. The gold air horns emphasize the Century Club identity of the 6-18314, which is a neat touch (Photo 8).

The green body color has a pleasing satin sheen and is evenly applied, although the finish is not quite as smooth as that achieved with currently produced Lionel engines.

Features

Underneath its attractively decorated shell, the 6-18314 chassis is an intriguing mix of postwar technology coupled with the latest 1990s Lionel tech including command control and RailSounds (Photo 9). For example, the two blue capacitors on the top of each of the postwar-style Pullmor open-frame AC motors are there to filter out any interference the motors could cause the RailSounds board. This was especially important because the 6-18314 was the first Century Club locomotive to offer the brand-new RailSounds features of TowerCom and CrewTalk, as the Lionel 2332 Pennsylvania GG1 *Owners Manual* proudly announced, complete with starbursts (Photo 10)! Even better, the announcements were specific to the 2332.

The GG1 also had ElectroCouplers and Magne-Traction, so you didn't need to worry about replacing those pesky traction tires since this was the era when Lionel tubular track still reigned supreme.

The 2332 *Owners Manual* also details how to install the two pantographs and states that one of them should be up during command control operation because the pantograph acts as an antenna for the LCRU command control radio board (Photo 11).

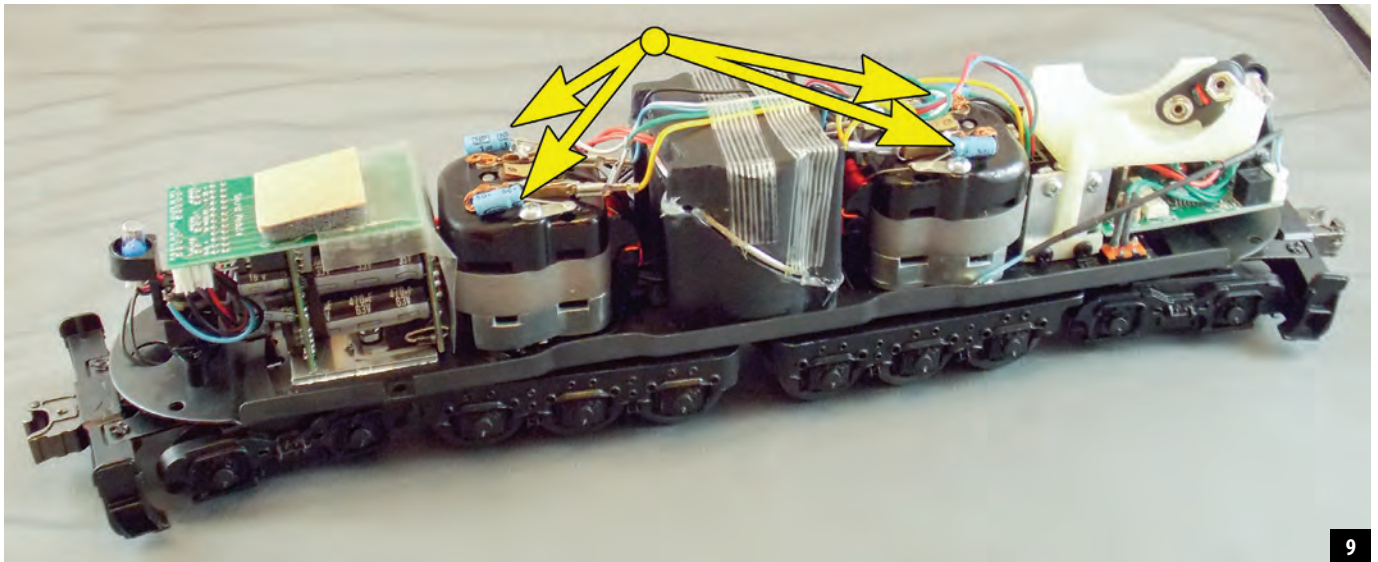




8

Connections

The Century Club catalog features a striking two-page spread with an accurate rendering of the 2332 Pennsylvania GG1 in an appropriate art deco setting with a massive Union Station in the background and a 1940s airliner flying overhead. This is really a great piece of eye candy if you are a 3-rail O-gauger, but there is one thing missing: the glamorously curved electric is by itself with no passenger coaches (Photo 12). After all, the original 1947 single-motor 2332 was only sold as part of set 2124W, which came with three Tuscan Irvington cars. All three cars were numbered 2625, but each had separate names. The name Irvington was used first in 1946 for another set, and the other two were dubbed Madison and Manhattan for the new GG1 passenger outfit.



9

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like SW, ACC, RTE, TR, or ENG). The CAB-1 keypad overlay included with your GGI are designed to help you learn the auxiliary features specific to this locomotive. **Remember: SW is not used.**

0 Stops and resets the GGI's. Resets the GGI's direction to FORWARD. Resets Railroads to automatic RPM operation. **SW: SW, ACC, RTE, TR, or ENG.**

1 Raises the volume of Railroads. **SW: SW, ACC, RTE, TR, or ENG.**

2 CrewTalk™ is the sound of inaudible walkie-talkie communication. **SW: SW, ACC, RTE, TR, or ENG.**

3 Raises Railroads RPM level. Starts up Railroads RPM sound. **SW: SW, ACC, RTE, TR, or ENG.**

4 Lowers the volume of Railroads. **SW: SW, ACC, RTE, TR, or ENG.**

5 Activates the Railroads shut-down sequence. Just like the real

thing, your GGI's RPMs must first idle for shutdown to occur. Press 6 repeatedly to lower RPMs until they won't descend further. Your locomotive is now at idle. Press 5 to initiate the shutdown sequence: **SW: SW, ACC, RTE, TR, or ENG.**

6 Lowers Railroads RPM level. **SW: SW, ACC, RTE, TR, or ENG.**

7 TowerCom™ is an audible announcement that includes that engine's road number and/or name. **SW: SW, ACC, RTE, TR, or ENG.**

8 Not used on GGI.

9 Not used on GGI.

Maintaining and servicing your GGI

Installing the pantograph on your GGI

Although your engine is wired to operate on a three-rail track, it is equipped with operating pantographs which can be wired into the power circuit by any model railroader whose layout works with a catenary or overhead power line.

The pantographs are held in place

with a spring catch and can be removed simply by pulling the base frame upward. This is a very important feature as it prevents damage to the pantograph in the event of a derailment or catching on a catenary. To replace, open the pantograph and snap into place by pushing in the center portion.

The four installation pieces are packaged separately and need to be installed. Simply snap them into the four supports as shown here.



Note!

One of the pantographs acts as the antenna. Your GGI may not respond to command control without the pantograph installed.

Note!

If you do wire power to the pantograph, you absolutely must fold down and secure the other pantograph with wire or string so that it does not accidentally pop up and touch the power line.

CATEGORY OPERATION

First remove the body from the frame of your GGI (see page 5) for prototype operation. Unscrew the pantograph in the rear; it will be necessary to switch the order of connections to the pantographs. To do this you will need to unsolder the antenna lead from the rear pantograph pick-up, after about 1/2" of wire to the antenna lead, and solder it to the front pantograph pick-up. Next establish a wire from the rear pantograph pick-up to the wire not containing the red leads from the LCRU and roller pick-up.

Pantograph pick-up located here inside body

The answer to getting appropriate cars for the Century Club 2332 to pull turned out to be simple. I already had them! Ten years after the 6-18314 saw the light of day, Lionel debuted the first Conventional Classics passenger set (6-31777), a replica of the 1947, 2124W outfit, which included three heavyweight Irvington passenger coaches painted in just the right reddish shade of Tuscan used for the postwar cars. When George Brown and I wrote about that set in the June/July 2009 issue in "Collector's Gallery," I noted "The Irvington Cars Are Stars" because they looked so good and ran so well. Here they are headed by the Century Club (6-18314) (Photo 13).

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Don't get me wrong, the Conventional Classics GG1 looks quite good, as you can see with this comparison shot with the 6-18314, but it does not have command control, and I was not thrilled with how it ran in conventional (Photos 14 and 15).


Bonus

Lionel decided to make a matching Irvington observation car to go with the modern Conventional Classics GG1 set, and the 2626 Sager Place was produced. It became an instant hit and commanded quite a premium when it was first available (Photo 16). Now I had a four-car consist led by a legend and also trailed by one (Photo 17). That is a good thing if you have decided to operate some of your collectibles as I have.

Conclusion

The 6-18314 was the best traditional-size GG1 Lionel could make in 1997 and it wears its age well. The tooling made for the Lionel GG1

produced a selectively compressed gem that captured the essence of the Raymond Lowey designed original. It is a worthy member of the five postwar replica locomotives that made up the Century Club offerings. In terms of values, current prices range from \$300 to \$400 plus, depending on condition and whether or not a particular electric has a display case.

Lately, when I research values of Lionel trains from the 1990s, I think of them in terms of the rate of depreciation the piece has experienced over the years rather than any collector appreciation it might have. It is like looking at a nice, low-mileage, domestic used car rather than a limited-production exotic. No matter...anybody who owns a Century Club GG1 is lucky to have one (Photo 18). 



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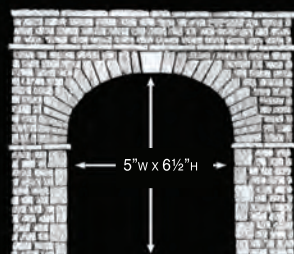
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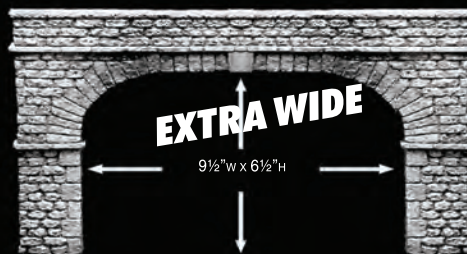
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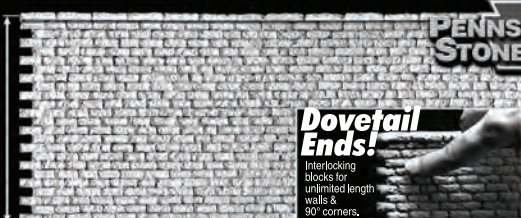
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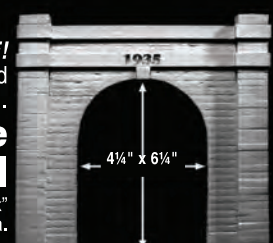
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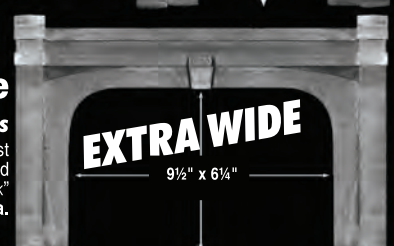
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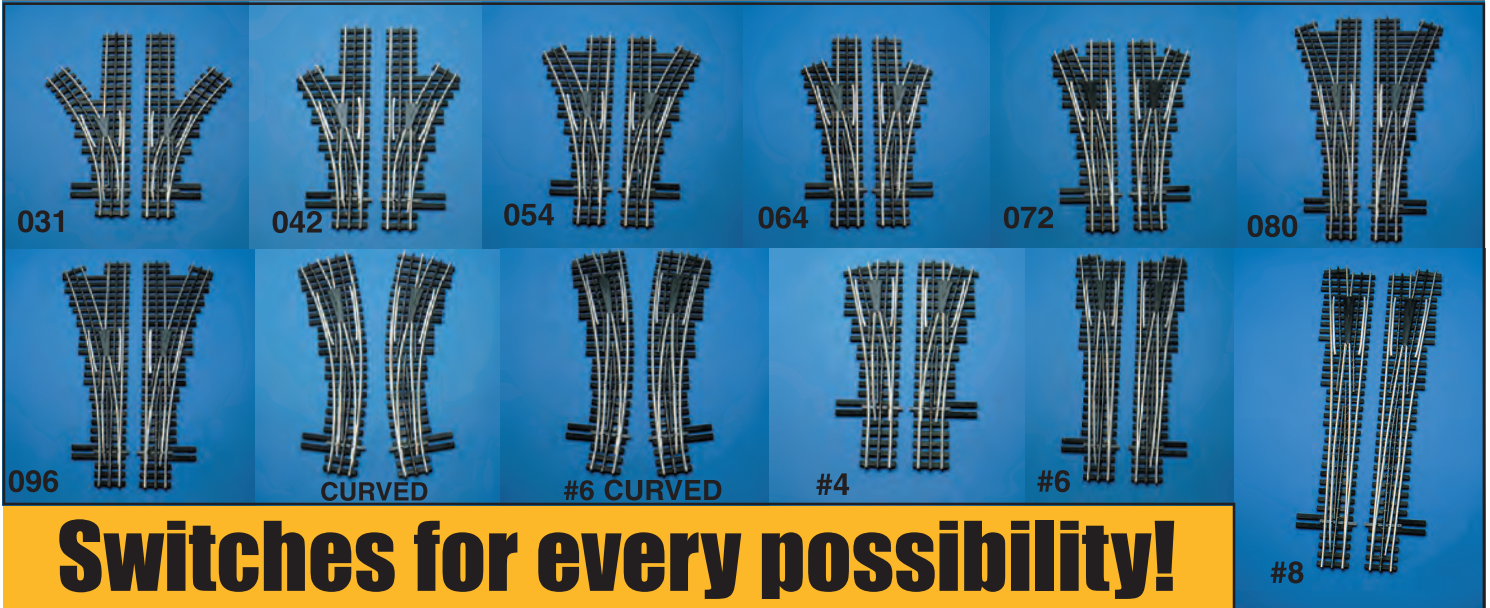
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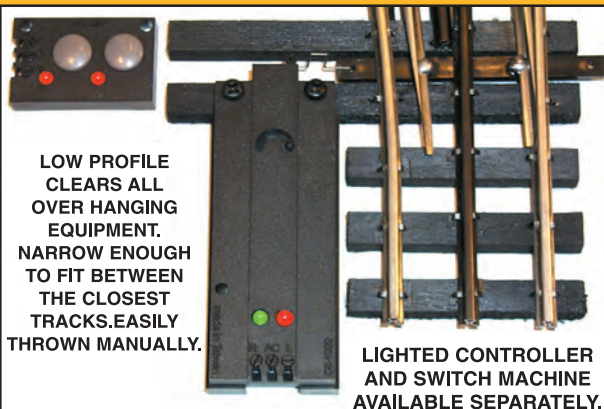
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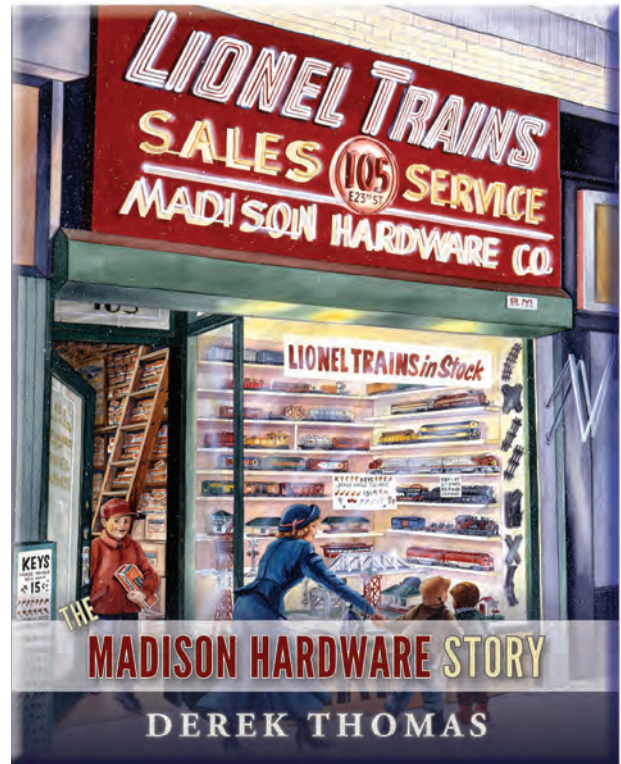
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Madison Hardware: A Lionel Time Capsule

Book review by Allan Miller

Photos courtesy of Richard Kughn



The cover features an Angela Trotta Thomas painting of the store's entrance.

Here's a new book that is sure to appeal to folks in the O gauge hobby who recall or want to learn more about the days when toy trains, and Lionel trains in particular, were the plaything of choice for the vast majority of American boys.

Derek Thomas, OGR's Facebook page administrator and creator of the Notch Six podcasts that keep O gauge hobbyists up to date on personalities, products, and events in the hobby, has added *The Madison Hardware Story* to his list of contributions to our favorite leisure pastime.

A good many of us who are now in our so-called golden years will recall having visited or at least heard about Madison Hardware, New York City's mecca for anyone who ever longed for, owned, needed parts or repairs for, and above all just loved Lionel trains. Even if you never had an opportunity to enter the door at 105 East 23rd Street in Manhattan between 1909 and 1989, you very likely knew something about this establishment via hobby publications or through personal contact with other hobbyists who had visited the establishment or conducted business with the two co-owners, Louis Shur and Carl Shaw.

The name Madison Hardware (more formally Madison Hardware Company) was definitely something of a misnomer in any case since traditional hardware items accounted for, by far, the least significant inventory in the place. This was, first and foremost, a Lionel trains store and, especially, a Lionel store whose proprietors were well known for their direct, close, and long-standing relationship with the toymaker's namesake, Joshua

Lionel Cowen, and with virtually anybody and everybody of note on his payroll. In short, Madison Hardware was a very special enterprise with unique connections to Lionel that for 80 years reigned supreme as the place to go for just about anything bearing the Lionel label. It's safe to say that this particular shop was about as close an extension of the actual Lionel factory as one could possibly find in New York or anywhere else.



The well-known signage from the front of Madison Hardware is taken down. This sign was crated and shipped to Detroit for eventual restoration and reinstallation in the new store.

Much has been written about Madison Hardware over the years, and a good many tales have circulated about the two interesting characters who ran the place. Now though, for the first time and packaged in one nicely illustrated volume, readers can partake of a comprehensive account of the store's long, colorful, and noteworthy history.

Many of the book's 16 chapters are made up of personal accounts and recollections of those relatively few individuals who were fortunate enough to have shared a relationship with Lou or Carl that extended beyond business transactions. Chapter Eight, for example, is titled "He's Got a Gun?" and it was written by *OGR* magazine contributor Skip Natoli who first visited Madison Hardware in the late 1950s in the company of his parents. Skip's home layout—a true celebration of New York—was the cover feature in our December issue. As it was with Skip, it's probably safe to say that a good number of lifelong O-gaugers had their inspiration sparked by a visit to 105 East 23rd Street.

The book includes 200 photographs, many previously unpublished. Also included are a number of examples of the superb toy train artwork appropriate to the period and created by Angela Trotta Thomas.

Madison Hardware closed its doors in Manhattan in 1989, but that was not the end of the story. Four chapters are devoted to the reincarnation of the business after Richard Kughn purchased the entire inventory "lock, stock, and barrel," as the saying goes, and moved everything to Michigan that same year. He was the president and CEO of Lionel Trains Incorporated from 1986 to 1995.

To be sure, many of us seasoned citizens in the hobby can recall when there were literally hundreds if not thousands of well-stocked hobby shops throughout the nation in the prewar and the post-World War II periods when trains reigned supreme in the world of boy toys. Madison Hardware was different in so many ways, and you will see why and how when you read this informative and entertaining book.



The amount of Lionel product on the shelves at Madison Hardware was overwhelming at times. Imagine trying to scan room after room with scenes like this while searching for a specific product.



One of the final jobs before the process of moving Madison Hardware began was to photograph the exterior of the store one final time. A night photo session was arranged with professional lighting and photographer. One of the resulting photographs from this session was used by Angela Trotta Thomas to create her painting of Madison Hardware for Richard Kughn.

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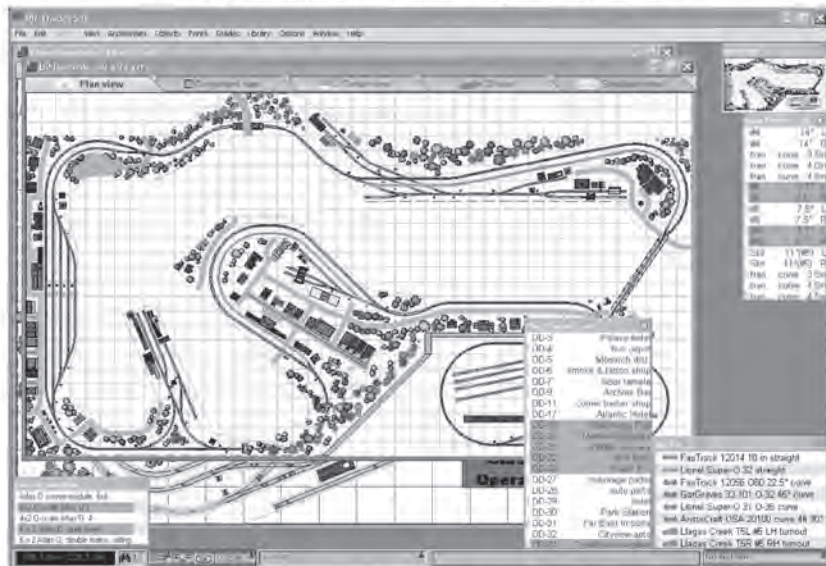


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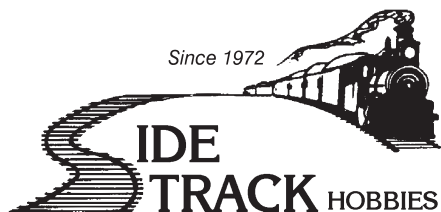
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18818	RAILROAD CLUB GP-38 DIESEL ENGINE	\$119
22610	ALCO FA A-4 DIESEL W/ HORN (K-LINE)	\$129
24503	DEINVER & RIO GRANDE WESTERN ALCO PB	\$79
24563	PENNSYLVANIA F-3 POWERED B-UNIT COMMAND CONTROL	\$129
25582	NY TRANSIT AUTHORITY SUBWAY PASS (2PK) MSRP 399.99	\$149
25595	NY CITY TRANSIT AUTH R16 SUBWAY ADD-ON 2PK MSRP 399.99	\$149
28004	B&O TRAD E6 ATLANTIC LOCO & TENDER	\$249
28052	N & W CLASS - A MSRP 1399.95	\$899
28071	NORTHERN PACIFIC 4-4-2 ATLANTIC	\$299
28075	C&O 2-6-6-2 MSRP 1399.95	\$899
28076	NICKEL PATE ROAD 2-6-6-2 MSRP 1399.95	\$899
28253	CNW U30C NON-POWERED	\$49
28380	NYC "LIGHTNING STRIKE" #9959 DD351 NON/PWR L10V2	\$199
28549	WHITE PASS NW-2 SWITCHER L9V1	\$129
34594	RIO GRANDE F-3 B UNIT	\$99
34633	FRISCO F3 POWERED B-UNIT L11V1	\$199
34634	FRISCO F3 B-UNIT (NON-POWERED) L11V1	\$99
35499	ALASKA NON-POWERED COACH MSRP 129.99 L11V1 06/11	\$75
38160	PENN F-8-2	\$60
38161	MKT FB - B-UNIT	\$60
38219	TEXAN FREIGHT FT B-UNIT L10V2	\$89
38234	PENN GG-1 (SILVER) L12V1	\$189
38357	#221P U.S. MARINE CORPS ALCO POWERED A-UNIT L14V2	\$150
38371	#2031 ROCK ISLAND ALCO AA SET L12V1	\$199
38428	ALASKA POWERED BUDD COACH MSRP 299.99 L11V1	\$199
38459	N&W #330 RS-11 NON-POWERED DIESEL L12V1	\$119
38465	ALASKA LEGACY #3604 RS-11 DIESEL L12V1	\$299
38563	BALTIMORE & OHIO RF-16 AA SET L12V1	\$399
38573	SOUTHERN PACIFIC RF-16 AA SET L12V1	\$399
38658	4-4-0 GENERAL W/TRAIN SOUNDS MSRP 164.99 L8V1	\$150
38680	WIZARD OF OZ 4-4-2 STEAM (FROM WIZARD OF OZ SET)	\$50
38701	BURLINGTON F3 NON-POWERED B-UNIT L12V1	\$125
38740	BNSF FRISCO NON-POWERED #1916 HERITAGE L12V1	\$135
38779	NEW YORK CENTRAL LIONCHIEF PLUS RS-3 L15V1	\$229
38821	SANTA FE LIONCHIEF PLUS GP7 L15V1	\$229
38976	AT&SF LEGACY GP35 #3318 L13V2	\$339
39547	PENNSYLVANIA B-UNIT N/P MSRP 229.99 L14V2	\$129
41184	P&WV HEAVY MIKADO #1152 L14	\$799
81215	SOU LEGACY H24-66 TRAINMASTER #6300 MSRP 549.99 L14V2	\$399
81299	CHESSIE SYSTEM LIONCHIEF PLUS 2-8-2 MIKADO L15V1	\$299
81302	CHESAPEAKE & OHIO LIONCHIEF PLUS HUDSON L15V1	\$599
81307	BALTIMORE & OHIO LIONCHIEF PLUS 4-6-2 PACIFIC L15V1	\$299
81308	CANADIAN PACIFIC LIONCHIEF PLUS 4-6-2 PACIFIC L15V1	\$299

81309	SOUTHERN PACIFIC LIONCHIEF PLUS 4-6-2 PACIFIC L15V1	\$299
81331	IRON ARRY REMOTE LOCOMOTIVE L14RTR	\$89
81332	IRON BERT REMOTE LOCOMOTIVE L14RTR	\$89
82115	BURLINGTON LEGACY #9308 S2 DIESEL SWITCHER L14V1	\$439
82119	GULF MOBILE & OHIO #1007 S2 DIESEL SWITCHER L14V2	\$439
82130	EMD DEMONSTRATOR #1982 GP30 L14V2	\$439
82131	TOLEDO, PEORIA & WESTERN #700 GP30 L14V2	\$439
82133	PENN CENTRAL #2246 GP30 L14V2	\$439
82134	GULF MOBILE & OHIO #501 GP30 L14V2	\$439
82135	GULF MOBILE & OHIO #521 GP30 L14V2	\$439
82171	BNSF LIONCHIEF PLUS GP20 MSRP 339.99 L15V1 07/15	\$279
82172	NEW YORK CENTRAL LIONCHIEF PLUS GP20 MSRP 339.99 L15V1	\$279
82173	NORFOLK SO (ORG) #10 LIONCHIEF PLUS GP20 339.99 L15V1	\$279
82174	NY SUSQUEHANNA #1800 LIONCHIEF PLUS GP20 339.99 L15V1 07/15	\$279
82175	VIRGINIAN LIONCHIEF PLUS RECTIFIER L15V1	\$279
82181	WESTERN MARYLAND LEGACY 2-8-0 #734 MSRP 799.99 L15V2 BTO	\$629
82206	NORFOLK & WESTERN #1218 CLASS A LIONMASTER BTO 999.99 L16V1	\$829
82208	NORFOLK & WESTERN #1212 CLASS A LIONMASTER BTO 999.99 L16V1	\$829
82213	KC SOUTHERN "NAKED BELLE" ES44AC #4696 L15V1	\$529
82245	BALTIMORE & OHIO #7820 CLASS A LIONMASTER BTO 999.99 L16V1	\$829
82273	ATLANTIC COAST LINE #1031 LEGACY 4-6-0 L14V2	\$619
82274	BALTIMORE & OHIO CHESIE #7500 SD40 BTO L15V1	\$519
82275	BALTIMORE & OHIO CHESIE #7593 SD40 BTO L15V1	\$519
82284	CONRAIL (SAVINGS BONDS) #6300 SD40 BTO L15V1	\$519
82288	CLINCHFIELD #3000 SD40 BTO L15V1	\$519
82290	SANTA FE LIONCHIEF PLUS FT AA L15V2	\$399
82302	SANTA FE LIONCHIEF PLUS FT POWERED UNIT	\$229
82311	POLAR RAILROAD #2515 0-6-0 BTO L15V1	\$549
82412	READING BIRNEY TROLLEY MSRP 99.99 L15RTR	\$85
82418	ERIE #861 LIONCHIEF PLUS CAMELBACK L15V1	\$349
82453	AMTRAK #200 Ph II F40PH DIESEL BTO MSRP 549.99 L16V1 12/16	\$476
82454	AMTRAK #207 Ph II F40PH DIESEL BTO MSRP 549.99 L16V1 12/16	\$476
82456	AMTRAK #388 Ph III F40PH DIESEL BTO MSRP 549.99 L16V1 12/16	\$476
82457	AMTRAK CABBAGE #90218 Ph III F40PH DIESEL BTO 399.99 L16V1	\$347
82458	AMTRAK CABBAGE #90219 Ph III F40PH DIESEL BTO 399.99 L16V1	\$347
82534	NYC STREAMLINED J3a #5429 LOCO L15V1	\$1,199
82749	PA GG1 #4935 VISIONLINE BTO MSRP 1399.99 L16V1 12/16	\$1,212
82751	PA GG1 #4913 VISIONLINE BTO MSRP 1399.99 L16V1 12/16	\$1,212
82754	PENN CENTRAL GG1 #4828 VISIONLINE BTO 1399.99 L16V1 12/16	\$1,212
82757	CANADIAN PACIFIC #9116 SD90MAC BTO MSRP 649.99 L16V1 09/16	\$529
82760	NORFOLK SOUTHERN #7245 SD90MAC BTO MSRP 649.99 L16V1 09/16	\$529
82764	UNION PACIFIC #8055 SD90MAC BTO MSRP 649.99 L16V1 09/16	\$529
82767	C&O #1601 ALLEGHENY 2-6-6-6 STM BTO MSRP 2199.99 L16V1 09/16	\$1,729
82768	C&O #1604 ALLEGHENY 2-6-6-6 STM BTO MSRP 2199.99 L16V1 09/16	\$1,729
82770	VIRGINIAN #906 ALLEGHENY 2-6-6-6 STM BTO 2199.99 L16V1 09/16	\$1,729
82792	PENNSYLVANIA GP9 #7006 DIESEL LEGACY MSRP 549.99 L15V2 BTO	\$449
82807	UNION PACIFIC LEGACY FEF-3 #4844 GRAYHOUND 1699.99 L15V2 BTO	\$1,379
82810	UNION PACIFIC LEGACY FEF-3 #835 GRAYHOUND 1699.99 L15V2 BTO	\$1,379
82813	CASS SCENIC LEGACY HESLER #6 MSRP 1299.99 L15V2 BTO	\$1,099
82816	Saint Regis Paper #92 HESLER LEGACY STM 1299.99 L15V2 BTO	\$1,099
82826	CSX LIONCHIEF PLUS GP38 MSRP 339.99 L16V1 09/16	\$289
82959	115th ANNIVERSARY LEGACY BERKSHIRE	\$1,899
82960	NYC LIONCHIEF PLUS MIKADO #1548 L15V2	\$349
82965	SANTA FE HUDSON #3450 LIONCHIEF PLUS L16V1	\$359
82969	WM LIONCHIEF PLUS PACIFIC 4-6-2 MSRP 429.99 L16V1 09/16	\$359
83199	READING #2119 NORTHERN T1 STM BTO MSRP 1699.99 L16V1 12/16	\$1,359
83203	CHESSIE STEAM SPEC. #2101 NORTHERN T1 STM BTO 1699.99 L16V1	\$1,359
83204	BALTIMORE & OHIO #1695 0-8-0 SWITCHER BTO 899.99 L16V1 09/16	\$779
83214	LIONCHIEF - NORTH POLE CENTL #25 4-6-2 PACIFIC STM 429.99	\$399
83399	BALTIMORE & OHIO #6705 H16-44 DIESEL BTO 549.99 L16V1 12/16	\$449
83405	SOUTHERN #6547 H16-44 DIESEL BTO MSRP 549.99 L16V1 12/16	\$449

MTN ENGINES PREMIER

Item No.	PRICES SUBJECT TO CHANGE	Our Price
20-20165-1	UNION PACIFIC VERANDA TURBINE&TENDER W/PS3 M14V2	\$749
20-20248-1	SOUTHERN PACIFIC GP-9 DIESEL W/PS3 M12V2	\$329
20-20304-1	WESTERN MARYLAND FA-2 ABA DIESEL SET W/PS3 M13V1	\$579
20-20304-3	WESTERN MARYLAND FA-2 ABA DIESEL SET (NP) M13V1	\$145
20-20305-1	NYC FA-2 ABA DIESEL SET W/PS3 M3V1	\$579
20-20305-3	NYC FA-2 B-UNIT DIESEL SET (NP) M3V1	\$145
20-20306-1	CANADIAN NATIONAL FA-2 ABA DIESEL SET W/PS3 M13V1	\$579
20-20306-3	CANADIAN NATIONAL FA-2 B-UNIT (NP) M13V1	\$145
20-20307-1	GREAT NORTHERN FA-2 ABA DIESEL SET W/PS3 M13V1	\$579
20-20307-3	GREAT NORTHERN FA-2 B-UNIT DIESEL (NP) M13V1	\$145
20-20313-1	GE DEMO #2011 ES44AC DIESEL W/PS3 (HRW) (UNCAT) \$479.95	\$449
20-20350-3	TEXAS SPECIAL F-3 B-UNIT DIESEL (NP) M13V2	\$149
20-20371-1	MARYLAND MIDLAND GP38-2 DIESEL W/PS3 M14V1	\$349
20-20374-1	NORF STHN DASH-8 NARROW NOSE DIESEL W/PS3 HRW M14V1	\$389
20-20376-1	UNION PACI DASH-8 NARROW NOSE DIESEL W/PS3 HRW M14V1	\$389
20-20378-1	CANADIAN NATL FM TRAINMASTER DIESEL W/PS3 (HRW) M14V1	\$389
20-20389-3	RF&P F-7 B-UNIT DIESEL (NP) M14V1	\$139.95
20-20415-1	CANADIAN PACIFIC GP-30 DIESEL W/PS3 M14V2	\$379
22-20429-2	ELECTRO MOTIVE SD70ACe DIESEL W/PS3 (SCW) M14V2	\$379
22-20430-2	ELECTRO MOTIVE SD70ACe DIESEL W/PS3 (SCW) M14V2	\$379
20-20442-1	SP SD45-3 TUNNEL MOTOR DIESEL W/PS3 M15V1	\$379
20-20444-1	NORFOLK SOUTHERN SD60M DIESEL W/PS3 M15V1	\$379
20-20485-1	CONRAIL GP38-2 DIESEL W/PS3 (HRW) M15V2	\$389
20-20504-1	NORFOLK SOUTHERN ES44AC DIESEL PS3 HRW 499.95 M15V2 11/15	\$419

20-20507-1	GE HYBRID EVOLUTION ES44AC DIESEL PS3 HRW 529.95 M15V2	\$459
20-20538-1	WESTERN MARYLAND SD-35 DIESEL #7435 W/PS3 HRW 499.95 M15V2	\$429
20-20514-1	NORFOLK SOUTHERN SD70ACe DIESEL W/PS3 (HRW) M15V2	\$399
20-20539-1	WESTERN MARYLAND SD-35 DIESEL W/PS3 (HRW) M15V2	\$399
20-20556-1	NORFOLK SOUTHERN F-7 A-UNIT DIESEL W/PS3 (HRW) M15V2	\$359
20-20557-1	NORFOLK SOUTHERN F-7 A-UNIT DIESEL W/PS3 (HRW) M15V2	\$359
20-20557-3	NORFOLK SOUTHERN F-7 B-UNIT DIESEL NP M15V2	\$135
20-20557-4	NORFOLK SOUTHERN F-7 A-UNIT DIESEL NP M15V2	\$135
20-20570-1	CSX GP-40 DIESEL W/PS3 HRW MSRP 499.95 M16V1	\$399
20-20573-1	NOR. SO. GP-40 DIESEL W/PS3 HRW 499.95 M16V1 #3096	\$399
20-20594-1	NOR. SO. SD60E DIESEL W/PS3 HRW 499.95 M16V1 #6920	\$399
20-20595-1	NOR. SO. SD60E DIESEL W/PS3 HRW 499.95 M16V1 05/16 #6963	\$399
20-20596-1	NOR. SO. SD60E DIESEL W/PS3 HRW 499.95 M16V1 05/16 #6957	\$399
20-2244-1	US POSTAL SERVICE USPS GENESIS PS2	\$349
20-2780-3	READING GE U30C DIE. N.P. MSRP 169.95 M7V2	\$155
20-2539-1	Chicago Northwestern U50C Diesel ENG PS MSRP 429.95	\$395
20-2539-3	Chicago Northwestern U50C DIE ENG NP MSRP 159.95	\$135
20-3133-1	NORFOLK & WESTERN 4-8-4 J W/PS2	\$799
20-3367-1	BRITISH RW DUCHESS CLASS STEAM W/PS2 (HRW) M12V2	\$899
20-3369-1	BRITISH RW DUCHESS CLASS STEAM W/PS2 (HRW) M12V2	\$899
20-3370-1	BRITISH RW DUCHESS CLASS STEAM W/PS2 (HRW) M12V2	\$899
20-3630-1	NORFOLK&WESTERN 4-8-4 J STM LOCO W/PS3 HRW 1199.95 M16V1	\$399
20-20371-1	MARYLAND MIDLAND GP38-2 DIESEL W/PS3 M14V1	\$359
20-3386-1	NYC 4-4-0 EMPIRE STATE EXPRESS W/PS2 (70" HRW) M9V2	\$525
20-3444-1	HILLCREST LUMBER CO CLIMAX LOGGING W/PS3 (HRW) M11V1	\$729
20-3469-1	PA 4-6-2 K-4s STM DIESEL W/PS3 (HRW) M11V2	\$719
20-3479-1	CLINCHFIELD 4-6-6-4 CHALLENGER W/PS3 (HRW) M11V2	\$999
20-3483-2	SOUTHERN PACIFIC 4-8-4 GS-4 STEAM W/PS3 (SW) M13V2	\$899
20-3484-2	SOUTHERN PACIFIC 4-8-4 GS-4 STEAM W/PS3 (SW) M13V2	\$899
20-3485-1	SOUTHERN PACIFIC 4-8-4 GS-4 STEAM W/PS3 (HRW) M13V2	\$899
20-3518-1	PA 4-4-4-1 T-1 DUPEX W/PS3 M15V1	\$1,199
20-3520-1E	PA #6111 T-1 DUPEX W/PS3-FROM 20-3520-1 SET M15V1	\$1,199
20-3532-1	UP FEF 4-8-4 NORTHERN W/PS3 (HRW) M14V2	\$949
20-3546-1	CHESSIE 4-8-4 STEAM ENG. W/PS3 M15V1	\$1,049
20-3558	UNION PACIFIC AUXILIARY WATER TENDER (HRW) M15V1	\$235
20-3559	UNION PACIFIC AUXILIARY WATER TENDER (HRW) M15V1	\$235
20-3560	UNION PACIFIC AUXILIARY WATER TENDER (HRW) M15V1	\$235
20-3577-1	UP 4-8-8-4 BIG BOY W/PS3 M15V2	\$1,349
20-3578-1E	UP #000 4-8-8-4 BIG BOY W/PS3 - FROM 20-3578-1 SET M15V1	\$1,349
20-3582-1	NEW YORK CENTRAL J1-e PT HUDSON 4-6-4 W/PS3 (HRW) M15V2	\$969
20-3591-1	B&O 4-4-0 AMERICAN STM PS3 86"HRW 799.95 M15V2	\$689
20-3595-1	STRASSBURG 4-4-0 AMERICAN STM PS3 HRW MSRP 799.95 M15V2 10/15	\$689
20-3602-1	MILWAUKEE ROAD 4-6-2 USRA HEAVY PACIFIC W/PS3 M15V2	\$899
20-3605-1	WESTERN MD 4-6-2 USRA HEAVY PACIFIC W/PS3 M15V2	\$899
20-3615-1	N&W 2-6-6-4 CLASS A W/TKIMM SIDE RODS W/PS3 HRW M15V2	\$1,269
20-3619	NOR.&WESTERN AUX DIECAST WATER TENDER II HRW 249.95	\$235
20-3620	NOR.&WESTERN AUX DIECAST WATER TENDER II HRW 249.95	\$235
20-5556-1	CAN NATL EP-3 ELECTRIC ENGINE W/PS2 (HRW)	\$512
20-5558-1	NEW HAVEN EP-3 ELECTRIC ENGINE W/PS2 (HRW)	\$512
20-5637-2	TUSCAN CROCODILE ENGINE W/PS3 (SCW) M12V2	\$699
20-5643-1	PENNSYLVANIA GG-1 ELECTRIC W/PS3 M13V1	\$588

RAIL KING

Item No.	PRICES SUBJECT TO CHANGE	Our Price
30-1160-1	DENVER RIO GRANDE 4-6-0 STEAM W/QSI	\$229
30-1574-1	BALTIMORE & OHIO 4-4-0 GENERAL STM W/PS3 M13V1	\$299
30-1586-1	PA 4-6-0 TEN WHEELER STEAM W/PS3 M12V2	\$299
30-1590-1	GEORGE WASHINGTON 4-6-0 TEN WHEELER W/PS3	\$299
30-1591-1	ABRAHAM LINCOLN 4-6-0 TEN WHEELER W/PS3	\$299
30-1599-1	UP 4-8-4 IMPERIAL FEF NORTHERN STM W/PS3 449.95 M13V1 05/13	\$399
30-1616-1	NYC 4-6-4 IMPERIAL DREYFUSS STEAM W/PS3 M13V2	\$339
30-1633-1	N & W 4-8-4 IMPERIAL "J" NORTHERN STEAM W/PS3 M14V1 #611	\$359
30-1635-1	JERSEY CENTRAL 4-6-0 IMPERIAL CAMELBACK STM W/PS3 M14V1	\$349
30-1649-1	SO PAC 4-8-8-2 IMPERIAL CAB FORWARD STM W/PS3 M14V1 #4293	\$549
30-1653-1	NY/ONTARIO&WEST. 4-8-2 L-3 MOHAWK PS3 429.95 M15V1 #406	\$359
30-1659-1	PA 0-6-0 IMPERIAL USRA STEAM SWITCHER W/PS3 M15V1	\$349
30-1670-1	UP 4-4-0 GOLDEN SPIKE PASS SET W/PS3 629.95 M15V1	\$449
30-1684-1	UP 4-8-4 IMPERIAL BIG BOY STEAM W/PS3 M15V2 #4014	\$629
30-1685-1	UP 4-8-8-4 IMPERIAL BIG BOY STEAM W/PS3 M15V2 #4004	\$629
30-1689-1	SO PAC 4-8-4 IMPERIAL GS4 NORTHERN STM PS3 459.95 M15V2#4457	\$379
30-1691-1	SO PAC 4-8-4 IMPERIAL GS4 NORTH STM PS3 459.95 M15V2 #4455	\$379
20-20127-1	PENNSYLVANIA ALCO PA AA DIESEL WPS3 M12V2	\$299
20-20127-3	PENNSYLVANIA ALCO PA B-UNIT (NP) M12V2	\$99
20-20159-1	MARS-M&M'S GALLOPING GOOSE DIESEL W/PS3 M13V1	\$199
20-20161-1	ALASKA GALLOPING GOOSE DIESEL W/PS3 M13V1	\$199
20-20183-1	ALASKA MP15DC DIESEL W/PS3 M13V2	\$399
20-20222-1	NORFOLK SOUTHERN F-3 ABA DIESEL W/PS3 M14V1	\$299
30-20235-1	CSX DIESEL ENGINE W/PS3 M14V2	\$269
30-20284-1	CSX SW-9 DIESEL SWITCHER W/PS3 M15V1	\$319
20-20288-1	CHRISTMAS ES44AC IMP. DIESEL & CABOOSE W/PS3 M15RTR	\$259
20-20301-1	AMTRAK RDC BUDD CAR SET W/PS3 MSRP 399.95 M15V2	\$339
20-20301-3	AMTRAK RDC BUDD CAR 2-CAR ADD-ON-SET MSRP 179.95 M15V2	\$153
20-20313-1	UNION PACIFIC ES44AC IMPERIAL DIESEL W/PS3 M15V2	\$269
20-20320-1	UP AEROTRAIN DIESEL PASS SET W/PS3 MSRP 429.95 M15V2	\$349
20-2475-1	WESTERN MARYLAND FA-2 AA DIESEL	\$229
20-2643-1	WESTERN MARYLAND VO 1000 MSV2	\$229
30-5125-1	NORFOLK & WESTERN E-33 RECTIFIER ELEC W/PS3 M11V2	\$229

Twisted Cable Barriers

Article and Photos by John R. Rapacz



Sightline is the unobstructed line of sight between an observer and a specific area. On my layout, I have a long hill from the top of Mystic Mountain leading down to 2 Mile Tunnel. Action on this road is barely seen because there is a large, white, wooden safety barrier between the road and the side of the hill (Photo 1).

I decided to improve this sightline by removing the white fence and replacing it with a post and twisted cable safety barrier that was common in the 1920s–1950s.

After I had removed the old fence, I drilled 5/16" holes about 2" deep. I planned on having the fence about 1-1/4" tall. I cut 5/16" dowels into 2" lengths and rounded the tops with a belt sander and sandpaper. Beginning directly below the rounded top, I applied 1/4" strips of masking tape to each post. I sprayed the masked posts with a gloss white and then hand-painted gloss black in the spaces that had not been covered by the masking tape. I used oil-based enamel for the gloss white and latex enamel for the black, both of which wiped off easily with a wet Q-Tip when I made a mistake. If you are not a

steady, patient painter, you can mask the white areas and spray them with black.

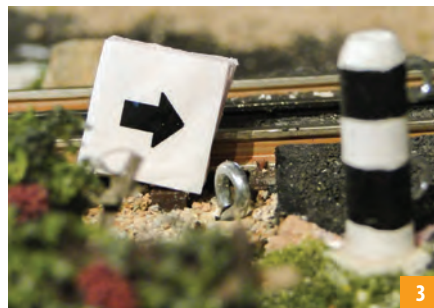
The next step was to drill a pilot hole in the black area of each post and screw in a 3/16" eyebolt (Photo 2). I learned to not drill all the way through the dowel because installing the eyebolts without pilot holes resulted in the stem of some of the eyebolts breaking off in the hardwood dowel.

Then I glued the posts into place and also glued a 5/16" eye screw into the ground about 1" away from each of the end posts (Photo 3). This acted as an anchor for the cables. After the posts were firm, I took 50-pound galvanized twisted picture-hanging wire and threaded it through the eyebolt in the ground at one end of the barrier. To make the scene more realistic, I slid a piece of electric shrink tubing over the wire. Then I looped the wire through the eye, twisted the ends with pliers, and applied a few drops of super glue. Finally, I moved the tubing over the connection and heated it (Photo 4).


I threaded the cable through the remaining eye screws until the fence was complete. I could now tighten the wire

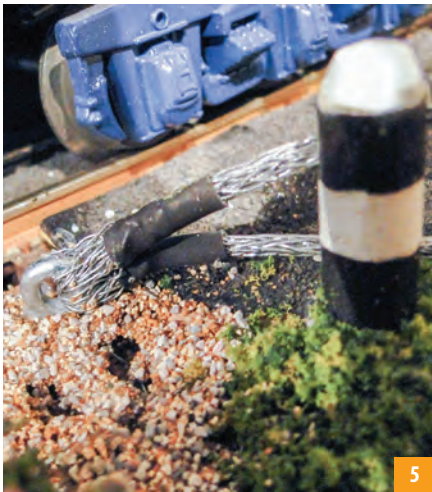


1/4" wide tape spaced 1/4" apart



either by pulling it taut or by twisting it to make it shorter. After I had the wire the way I wanted it, I attached the ends of the two cables through the ground eye screw just like on the other end (Photo 5).

This completed the fence. The sightline was now uninterrupted, and traffic could now be seen and identified as it traveled up and down the hill (Photo 6). 



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Building a Layout: Electrical Break Aways

It's a Cinch!

Previously I've shown you how I built a break-away roll-out module that will eventually have all three track trestles on it for my main lines where they cross my deep ravine (Photos 1, 2, and 3). Note: If you are an *OGR* digital subscriber, you'll be able to see how this section swings out in a brief video segment accompanying this text. The purpose of this section is, of course, to be able to get to areas of the layout behind the trestles that will need regular service for cleaning as well as for getting to derailed trains.

Although I thought it was a wonderful idea for whole complicated sections of the layout to be easily rolled away, it wasn't going to work out very well unless I could also make all the electrical connections break away as easily as the layout module itself.

It truly is a cinch to do this, but only if you use Cinch electrical connectors. If you do a Google search for "cinch jones connectors," you will come up with the Cinch manufacturer's webpage and any number of sources where you can buy these items via mail order. Although Cinch makes all manner of electrical connectors, keep in mind our unique need in model railroading, which is for relatively high-amperage connections (10–12 amps) as compared to any other use in the electrical and electronic community. For this reason I settled on what they call the Cinch 300 series Jones connectors. The logic for this is that this series of connections all handle a hefty 10 amps per pin in the connector. The only thing you have to decide now is how many pins you need for your connectors.

I have three different tracks on this roll-away module, so that is going to require six connections. But I don't know how many other things I might want to locate on this module later on in addition to the tracks themselves. How about a campfire scene with a glowing fire? How about a kid on a swing? How about a log cabin with a smoking chimney? Each of these accessories will need its own AC (or DC+) source and an AC common (or DC-) source as well.

I may want some or all of these accessories or even something else when the time comes, but I won't know until much later when I'm in the finishing stages of building my layout. I decided to play it safe and use the Cinch Jones S-312-CCT (in-line socket) and P-312-CCT (in-line plug). The "12" designation is for 12 pins, which will allow for my six pins needed for the tracks and still leave me six more for other things. That means I can have five separate accessories using different voltages and one common pin for all accessory AC (or DC) "-" connections.

You may not need that many wires for your module. If there's one thing that building a layout has taught me over the years, it is that you never know how many things you're going to put on a particular part of the layout until your layout is "done." And when does that ever happen?

It's great to have more pins that you think you'll ever need in a connector rather than find out you don't have enough after you've done all the work to make up a wire harness with a plug and socket. Keep this in mind: If you don't want all the pins in any given Cinch Jones 300 series connector, you can easily remove individual pins in both the plug and the socket, making them easier to plug and unplug.

Photo 4 shows both the Cinch Jones S-312-CCT (socket) and the P-312-CCT (plug). These are a nice, brutal plug and socket that can take a ton of abuse and keep on performing perfectly. In both the plug and socket, you will see a retaining pin partially pulled up. A pair of long-nose pliers will allow you to remove the pin completely, which will allow the separation of the housing from the plug or socket base (Photo 5).

Photo 6 shows in detail what is on the back side of the base of either the plug or the socket of the Cinch connector. If you look closely at the base, you will see that each pin has a number. The left row,



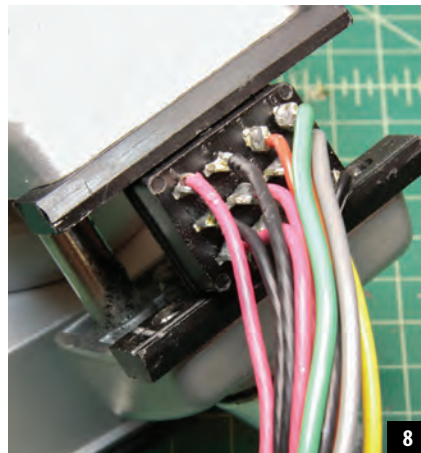
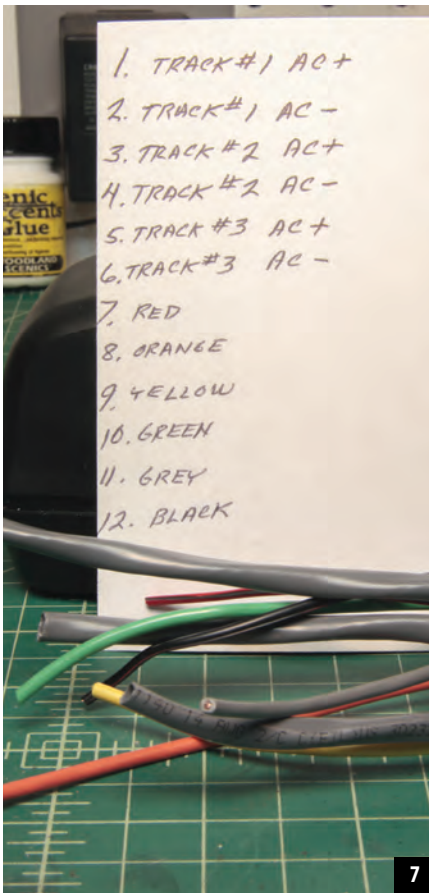
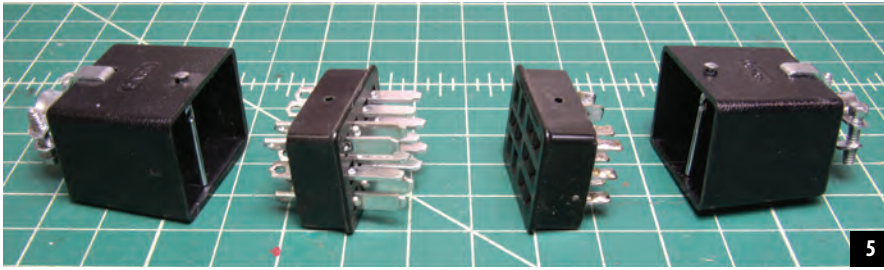
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3



4



vertically, is designated as 1, 2, and 3 from top to bottom. The next row is 4, 5, and 6, and so on across the base. This numbering system is carried across the base from the plug to the socket. That makes it easy for us. I will designate 1 through 6 for the AC + and - of my three tracks and the remaining six pins for my accessories. Since I don't yet know what I want to eventually use these pins for, I'll make it easy for myself and simply run six different colors of wire for each of the six pin numbers I

want to designate for accessories. That will give me up to five different AC or DC voltages for five different accessories and one for the AC or DC (-) for all of them.

While I'm on Photo 6, I want to make one more point. If you do much intricate soldering such as you will do on these Jones plugs and sockets, your best friend will be the tool shown in the photo. It is a Panavise Model 381 with model 380 vacuum base and 303 standard head. It will let you hold anything, at any angle, for as long as you need. That may not seem like much, but that tool makes a job like this a breeze. You would be wise to invest in one of these as there seems to be no end to the applications for it in the O gauge train hobby. These tools are available in full-line hobby shops or on the Internet.

Now for the most important part of the project, make a note card of each wire and its pin number (Photo 7). When you begin the next phase of the project, this card will eliminate any problem getting the wires and pin numbers confused. Starting with a middle row wire, solder the tinned wire to the tinned pin (tinning is applying heat and solder to the wire and heat and solder to the pin before soldering them together). Finish all the middle row wires before proceeding to the upper or lower row wires. That makes them all easy to reach when soldering. Photo 8 shows each wire soldered to its designated pin.

If your soldering skills need work, learn the correct way to solder before attempting this part of the project. It is easy to "cold solder" a connection just to have the wire break off the pin later and drive you nuts. There is only one way to correctly solder. Heat the pin and the wire equally. Any other way will result in a cold solder joint, which is weak and will fail easily. If you do things correctly, a team of wild horses couldn't separate the wire from the pin.

Once you have all the wires soldered to all the pins in both connectors, smooth out the wires leading away from the plug or socket base. Remove any kinks in the wire all the way out to the ends. Gather all the wire ends together, snip them all off evenly, and thread them through the hole in the housing for the plug or the socket (Photo 9). Slide the housing cover up the wires and gather the wires together closely at the plug and socket bases. When you push the cover housing down over the wires, they will need to be closely grouped so they all fit easily inside the plug or

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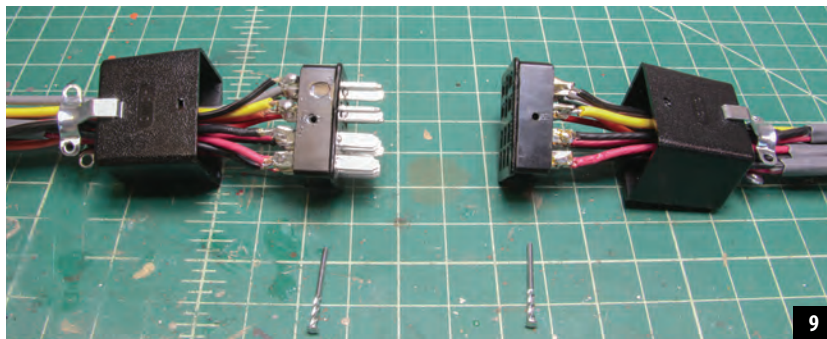
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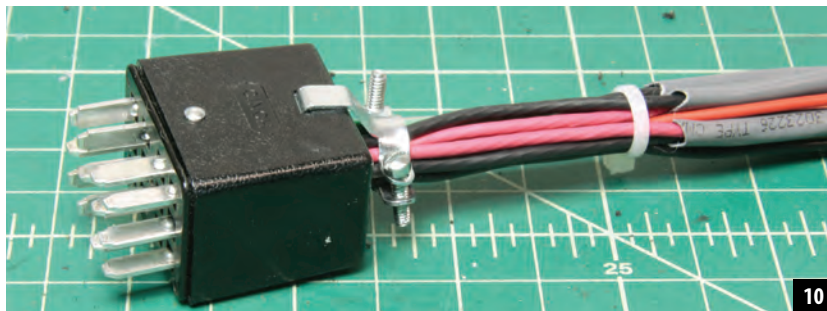


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9



10



11



12




socket housings. Insert the pin into the side of the housing and through the plug or socket base. Then tap the pin home with a tack hammer.

I used several wire ties placed about 4" apart along the wires to form them into a cable (Photo 10). The plug and the socket ends of the wire harness are shown plugged together in Photo 11. Using a volt/ohm meter, connect the leads of the meter to the two exposed ends of each wire color to verify that all connections in the plug and socket are performing correctly.

Photo 12 shows the wires from the plug harness feeding into the module. Each of the paired track wires will go to the tracks when they are all mounted onto the module. At present, only the middle track is ready to be connected. The other two will be ready once I finish the other two trestles. Until then,

their wires can be fed up to the track roadbed waiting for the track to be installed. All the future accessory wires are fed into the inside of the module where I can get to them later and hook them up as needed.

In Photo 13, the matching track wires for the socket harness are connected to the power sources on the layout for the tracks while the accessory wires will await connection to the right voltages for future accessories. Photo 14 shows the two harnesses being connected together before closing up the module.

Now your roll-out module can be easily disconnected from the layout physically and electrically every time you need to gain access to the inside of the layout, all with the least amount of inconvenience. Two suitcase snaps and one plug will separate all of it at the same time. 

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Introducing Wi-Fi DCS



In a freely paraphrased Google definition for Wi-Fi, it is a trademarked facility enabling computers, smartphones, or other devices to either connect to the Internet or to communicate wirelessly with another device within a local area. In the broad picture, Wi-Fi DCS turns either an iOS or Android smartphone or tablet into a handheld controller within the MTH Digital Command System as well as a one-tap portal to the MTH website. Basically, a smartphone or tablet with their graphics displays and tap “buttons” displaces the DCS Remote Controller with its real buttons, thumbwheel, and monochrome alphanumeric display.

As with a traditional DCS setup, the following elements are necessary for Wi-Fi DCS on an O gauge model railroad:

- Track Interface Unit (TIU); MTH #50-1003; \$179.95 (USB-to-serial adapter required for older TIUs)
- DCS Consumer Loader Program version 5.00; free download from MTH website
- DCS software version 5.0 in TIU; free download from MTH website
- Wi-Fi Interface Unit (WIU); MTH #50-1034; \$179.95
- iOS or Android smartphone or tablet
- Wi-Fi DCS app
 - Free – Control of up to three locomotives and limited features
 - Standard; \$4.99 – Full locomotive control
 - Premium; \$24.99 – Full DCS control and more (projected availability Q3, 2016)
- *Wi-Fi DCS User's Guide*: free download from MTH website

Taking each of the above elements in the order listed, the standard TIU is the command center for the DCS environment. However, to function with a WIU, the TIU must have version 5.0 of the DCS software downloaded to it via version 5.00 of the DCS Consumer Loader Program. Before doing anything, first you have to download the loader version 5.00 to your PC.

Notes regarding version 5.00 of the loader program list the required cables and related equipment for installing the program in a PC running Windows XP, Vista, and Windows 7, 8 or 10. Also stated in the notes is a suggestion stating, “Mac users may find that running a Windows emulator might work.” Of course, all previous versions of the loader program must be uninstalled before installing loader version 5.00.

Version 5.0 of the DCS software configures the TIU for operation with the WIU connected. In addition to the DCS 5.0 software, instructions for downloading and installing version 5.0 as well as the listing of the changes and improvements are all on the Proto-Sound website.

The WIU includes the USB cable for connection to the TIU, antenna, and wall plug AC/DC converter. This power converter uses an input of 100–240 VAC at 50 or 60 Hz and outputs 5 VDC at 1,000 mA. As footnoted in the digitally published *Wi-Fi DCS User's Guide*, older TIUs don't have a USB port for connection of the WIU—newer TIUs do. To connect the USB cable from the WIU to older TIUs requires a USB-to-serial adapter, such as the “Sabrent CB-DB9P” available at electronics and computer retailers. Because my Revision L TIU has a serial port and no USB port, an adapter was necessary.

This is where the smartphone or tablet comes onto play, both figuratively and literally. I found the easiest way to find the app for free or purchased download was to search for “app store wifi dcs”



on Google. At this writing in early September 2016, only the Free and Standard apps were available. The Premium app was not yet available.

Once the DCS software is updated and the WIU connected to the TIU, the startup instructions in the *DCS Wi-Fi Interface Unit Quick Start Guide* are accurate. As explained in the guide, two Wi-Fi networks are available with the WIU: MTH and home. The MTH Wi-Fi network dedicates the smartphone or tablet to DCS operation of the trains with no connection to the Internet. The home Wi-Fi network works as any other Wi-Fi device allowing the smartphone or tablet to remain connected to the Internet.

In the *Wi-Fi DCS User's Guide* are expanded instructions for working with MTH and home Wi-Fi network and also multiple WIU/TIU configurations within an MTH Wi-Fi network. The user's guide also gives the usual user interface information and tips in addition to a comprehensive tour of the app.

The WIU also supports connection to a wired Ethernet network using standard Ethernet cabling. To quote the instructions for a wired Ethernet network, "In this configuration, a network router is required. The smart device typically connects to the router via Wi-Fi, so there is limited benefit to using this configuration. It may improve overall performance in an environment with unreliable Wi-Fi network signaling."

Limited is an accurate description of the Free app. Only three locomotives can be entered into the device, and the locomotive control features are limited. At this time I definitely



favor the Standard app for its modest cost and increased features. Basically, using a smartphone or tablet vs. the DCS Remote Controller is all about what one is used to playing with and enjoying for whatever reason. The graphics and colors on the screens of today's smart devices are definitely nice. And, having the controller for O gauge trains resident on a tablet or especially the smartphone that is already an integral part of one's lifestyle is a definite plus.

Many years ago, a friend and mentor related how he obtained things that had both logical reasons and emotional rationales. His advice was for me to research the cost, appearance, style, benefits, detractions, maintenance, and so forth for all like products. Then go get the one that floats my boat. 🚢

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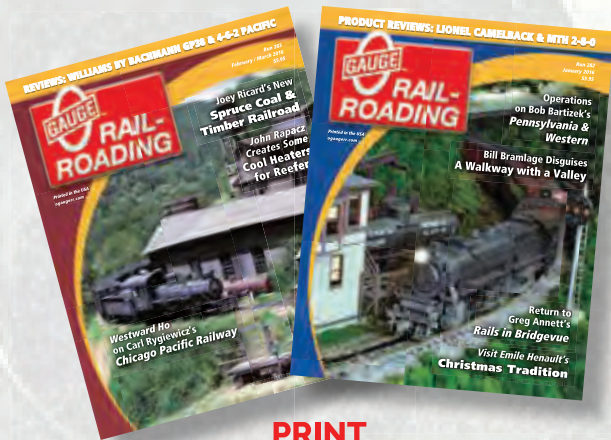
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December 10, 2016

COLUMBUS, OH – Buckeye Model Train & Artifacts 60th Show, Ohio Expo Center, Lauche Bldg. 9a-4p, Adm: \$7, under 12 free. Info: Gordon Hartranft, 58 Creed St., Campbell, OH 44405, 330-755-1914, nlion02@aol.com, www.gserr.com.

December 11, 2016

MASSILLON, OH – CJ Trains Winter Train & Toy Show, Knights of Columbus Hall, 988 Cherry Rd. NW. 10a-3p, Adm: \$5, 12 and under free. 148 tables 8' at \$20 each. Info: Jon Ulbright, 941 Buchholz Dr., Wooster, OH 44691, 330-262-7488 (after 6p EST), cathijon@sssn.net, www.cjtrains.com.

December 17-18, 2016

TAMPA, FL – Tampa 16th Model Train Show, Florida State Fairgrounds, Special Events Center. Sat. 9a-5p, Sun. 10a-4p, Adm: \$8, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, 703-536-2954, www.gserr.com, rrshows@aol.com.

January 7, 2017

KATY (HOUSTON), TX – Train Collectors Association, Lone Star Division, Gulf Coast Chapter, Annual Winter Toy Train Meet, VFW Hall, George Bush Dr. and Avenue D. 10:30a-4p, Adm: \$6, family \$9, under 12 free. Operating layouts, buy/sell trains, refreshments, door prizes. Kids get free train-related buttons, hats, Kids Club info. Info: Pat Halpin, 210-661-4238 or Carl Olson, 281-277-7630, www.tca-gulfcoastchapter.org.

January 8, 2017

TRUMBULL, CT – Classic Shows, LLC Train & Toy Show, Marriot, 180 Hawley Lane, Exit 8 on Rte. 8. Adm: \$6, 12 and under free w/adult. Info: 203-926-1327, www.ClassicshowsLLC.com.

January 13-14, 2017

TUCSON, AZ – Toy Train Show, Expo Center, 3750 E. Irvington Rd. Fri. 1p-6p, Sat. 9a-2p, Adm: \$6, 13 and under free. Info: Dave Hoverstock, 520-237-9520, Gadsden Pacific Toy Train Operating Museum, www.gpdtoystrainmuseum.com, TrainShow@gpdtoystrainmuseum.com.

January 14-15, 2017

DELAND, FL – Florida 58th Railfair, Volusia County Fairgrounds, Tommy Lawrence Bldg., SR 44 and I-4, Exit 118. Sat. 9a-4p, Sun. 10a-3:30p, Adm: \$9, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, 703-536-2954, www.gserr.com, rrshows@aol.com.

January 21, 2017

ATLANTA, GA – Model Train & Railroadiana 52nd Show, Infinite Energy Center, 6400 Sugarloaf Parkway, Duluth, GA 30097. 9a-4p, Adm: \$9, under 12 free. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, 703-536-2954, www.gserr.com, rrshows@aol.com.

January 28, 2017

LA CROSSE, WI – Annual Tri-State Rail Sale RR 26th Show & Swap Meet, LaCrosse Center, 2nd Street and Pearl Street. 9a-3p, Adm: \$5, under 12 free w/adult. Info: 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602, 608-781-9383.

February 12, 2017

WALLINGFORD, CT – Classic Shows Train & Toy Show, Zandri's Stillwood Inn, 1074 S. Colony Rd., Exit 13 on I-91. Adm: \$6, 12 and under free w/adult. Info: 203-926-1327, www.ClassicshowsLLC.com.

February 18, 2017

MIDDLEBURY, IN – Essenhaus Train Show on the Das Dutchman Essenhaus campus, 240 US 20. All gauges, operating layouts, repairs, parts dealers, selling and trading. Display tables \$20. Adm: \$3, \$6 family, under 7 free w/adult. Info: 800-455-9471, x443, www.Essenhaus.com.

March 12, 2017

PERRYSBURG, OH – Toledo Toymasters Greater Train & Toy Show, Owens Community College, Student Health and Activities Center, 30335 Oregon Rd. 11a-3p, Adm: \$6, under 12 free w/adult. Info: Randy Ramsey, 1266 South Ave., Toledo, OH 43609, 419-215-4181, trainmasters@bex.net.

March 26, 2017

MASSILLON, OH – CJ Trains Spring Train & Toy Show, Knights of Columbus Hall, 988 Cherry Rd. NW. 10a-3p, Adm: \$5, 12 and under free. 150 tables 8' at \$25 each. Info: Jon Ulbright, 941 Buchholz Dr., Wooster, OH 44691, 330-262-7488 (after 6p EST), cathijon@sssn.net, www.cjtrains.com.

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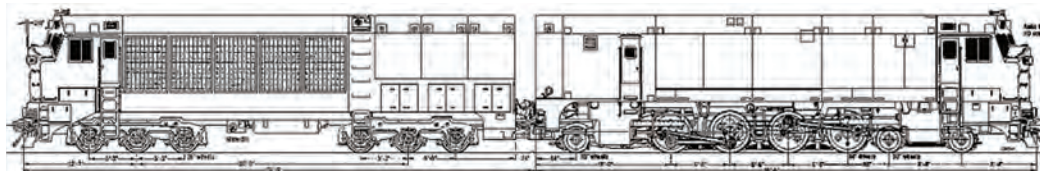
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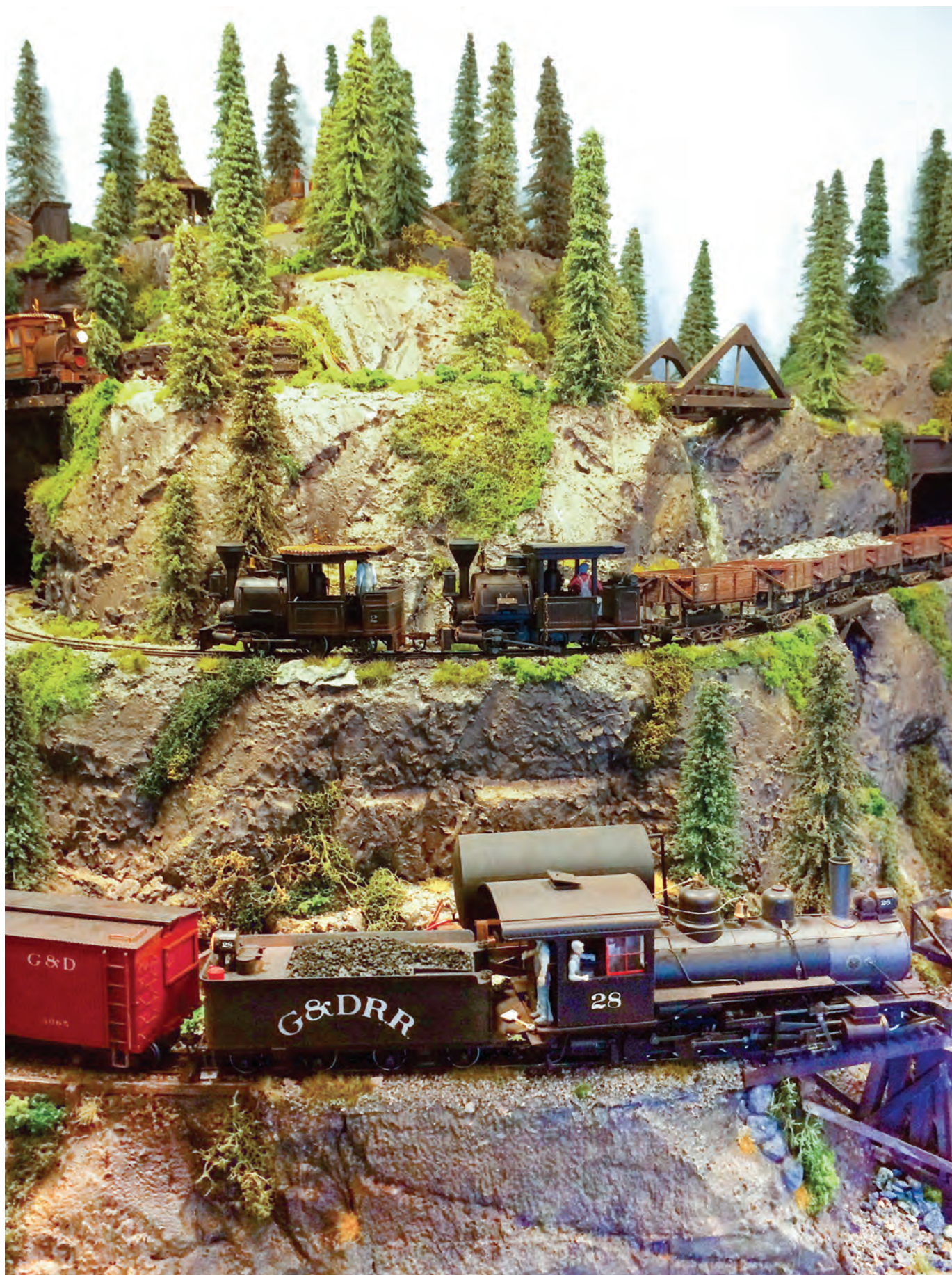
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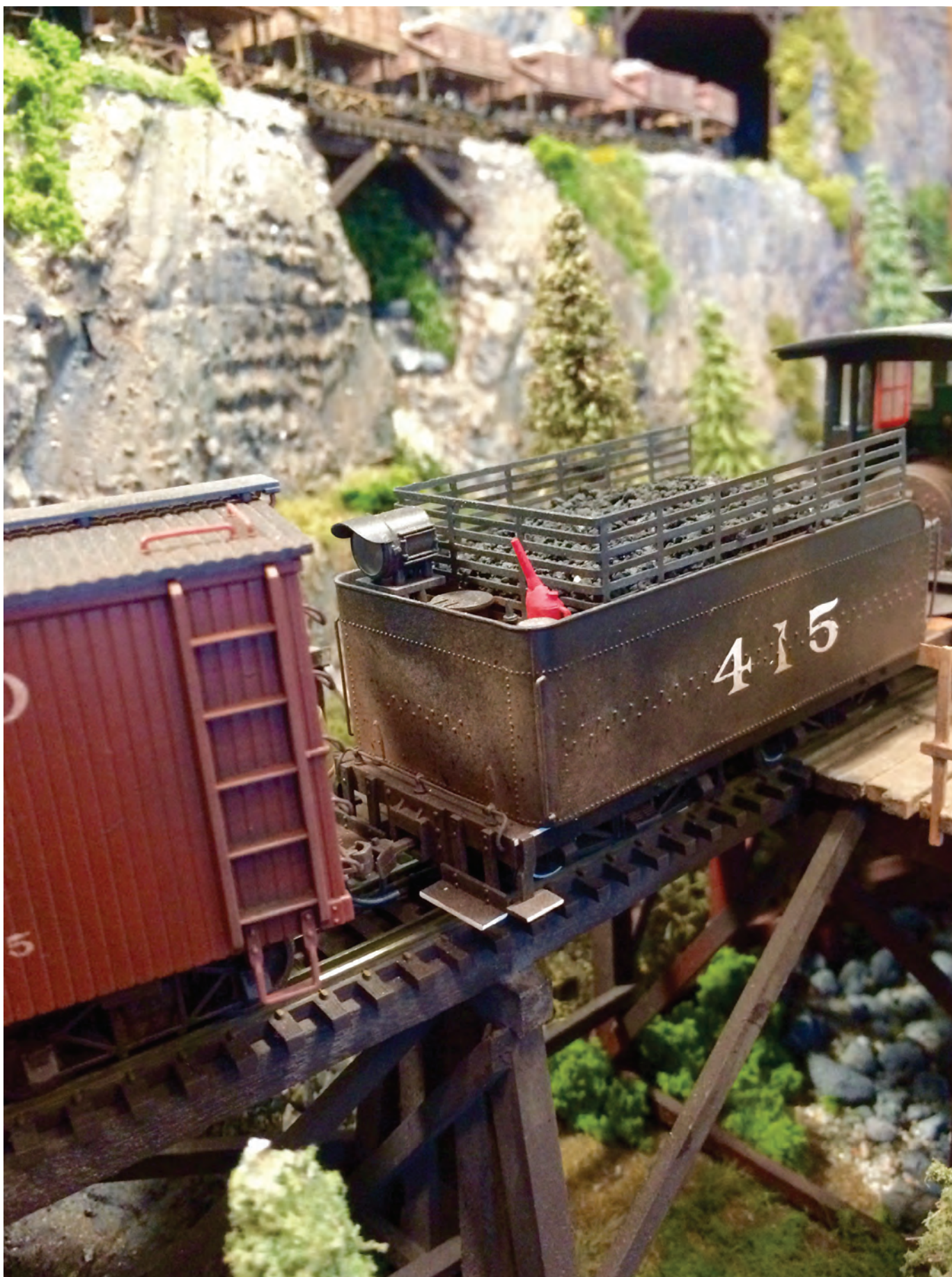
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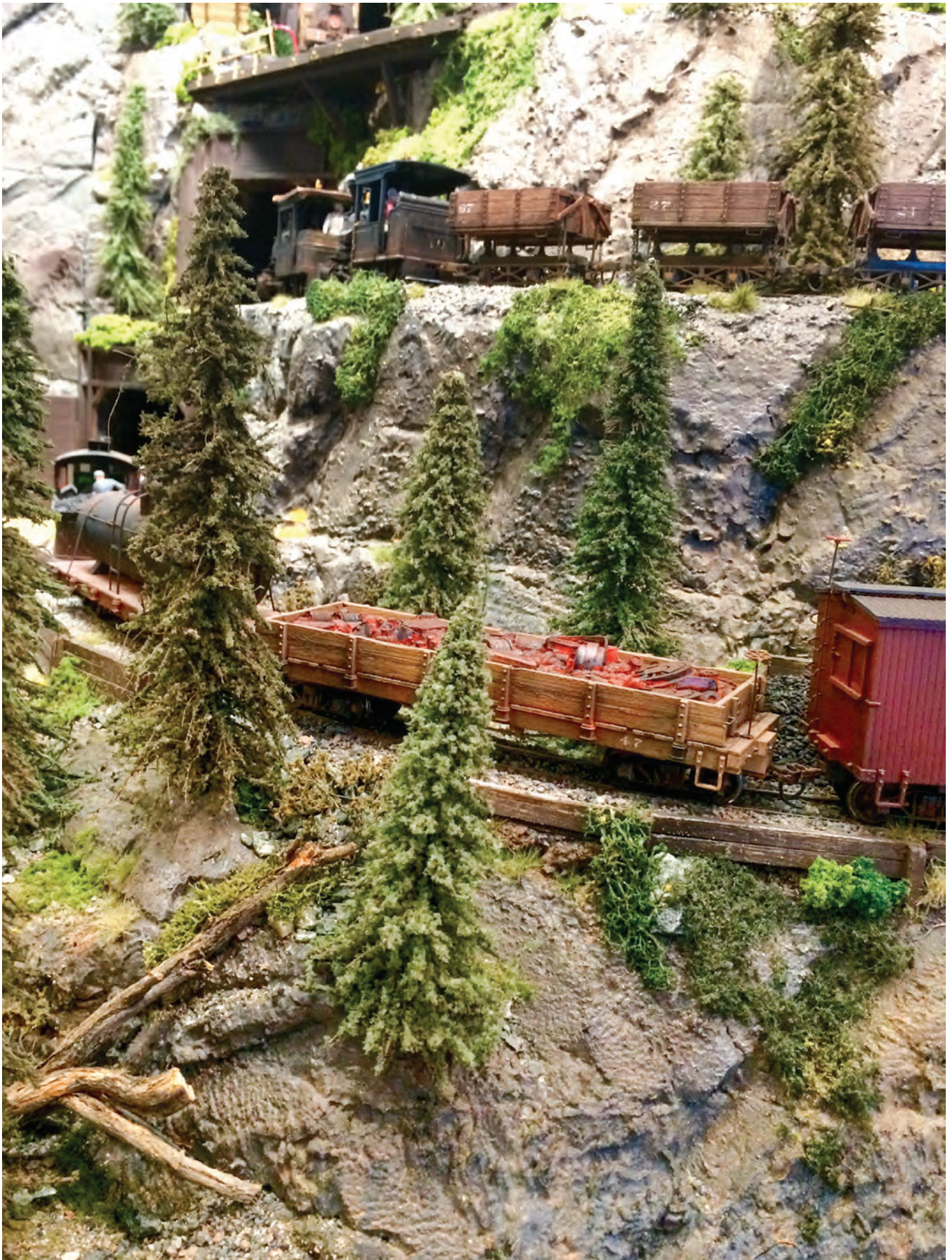






















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