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**CLASSIC TOY
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CLASSIC TOY TRAINS (ISSN 0895-0997, USPS 005-466) is published
monthly except for April, June, and August by Kalmbach Publishing Co.,
21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodi-
cals postage paid at Waukesha, Wis., and additional offices. Postmaster: Send
address changes to CLASSIC TOY TRAINS, PO Box 62320, Tampa, FL
33662-2320. Canada Publication Mail Agreement #40010760.

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The eyes of an artist

HOW LIONEL'S POSTWAR CATALOG ILLUSTRATOR ENDED UP WORKING WITH CTT

Robert M. Sherman understood the magic of electric trains, and he had the rare ability of capturing that magic in brilliant illustrations. If you were a child in the postwar years, daydreaming through the pages of the latest Lionel catalog, you were entering a visual world largely created by Bob Sherman.

Born in 1912, Sherman played with Lionel trains as a boy and even visited the company's Manhattan showroom to see the then-current Standard gauge layout. Years later, as an illustrator employed in Lionel's advertising department, Sherman would design the track plan for the 1949 showroom layout.

Sherman worked as a consulting editor for *Model Builder*, Lionel's in-house model railroading magazine. He drew illustrations for the Lionel-sponsored book *Model Railroading*, published by Bantam, and *The Golden Book of Trains*, published by Simon & Schuster Books with the cooperation of Lionel.

Of course, most of Bob's hours were occupied with the illustrations that would form the backbone of the yearly consumer catalog. Working with a 2H pencil, Sherman needed about two



weeks of painstaking effort to create the line drawings for a single two-page catalog spread. Other artists added color at a later stage.

Sherman left Lionel at the end of the 1950s. In 1991, author Bill Curtis interviewed him for a February 1992 *Classic Toy Trains* article.

"The outfits were illustrated in a very dramatic perspective," Sherman told Curtis. "The Santa Fe streamliner I drew in the 1952 catalog (shown at left) is a good

example. You couldn't do this using a mechanical device. It takes the eyes and hands of an artist."

Then nearly 80 years old, Sherman had lost none of his abilities. In fact, CTT commissioned him to do three paintings showing classic Lionel locomotives in catalog-like settings. Prints of these paintings, including the one on our cover, are available at www.KalmbachHobbyStore.com/CTTPosters. You can view Bob's work on page 22 and read more about the man who drew postwar dreams.

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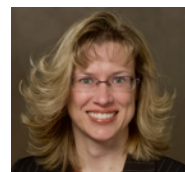
Editor
Carl Swanson
cswanson
@ClassicToyTrains.com



Senior Editor
Roger Carp
rcarp
@ClassicToyTrains.com



Associate Editor
Bob Keller
bkeller
@ClassicToyTrains.com



Editorial Assistant
Rene Schweitzer
rschweitzer
@Kalmbach.com

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CLASSIC TOY TRAINS

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Back issues: ClassicToyTrains.SingleCopy@customersvc.com

EDITORIAL & ADVERTISING

To contact our **editorial staff**, call us at 262-796-8776, fax us at 262-796-1142, or send an email to editor@ClassicToyTrains.com.

To contact our **advertising department**, call us at 888-558-1544, or send an email to adsales@ClassicToyTrains.com.

RETAIL QUESTIONS

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Art Director	Elizabeth M. Weber
Photography Supervisor	William Zuback
Production Specialist	Sue Hollinger-Yustus
Art and Production Manager	Michael Soliday
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Ad Sales Representative	Mike Ferguson
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United States: 1 year (9 issues) \$39.95; 2 years (18 issues) \$74.95; 3 years (27 issues) \$106.95. Canadian: Add \$10.00 postage per year. All other international subscriptions: Add \$12.00 postage per year. Payable in U.S. funds, drawn on a U.S. bank (Canadian price includes GST) BN 12271 3209 RT.

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LETTERS

FROM OUR READERS

Modern DC can motors like those used in this Lionel LionMaster Cab-Forward locomotive from 10 years ago offer excellent performance. But are replacement parts available?



SKILLS ARE IMPORTANT – AND SO ARE SPARE PARTS

Parts availability

I thank Lionel for stocking the parts we need to keep our toy trains running, but I am concerned the DC can motors currently in use by all the major train makers may not be available in the future.

I repair VHS video cassette recorders, and one of the most common problems I encounter is loss of power from age and use. Often all I need to do to repair a VCR is replace its DC can motor.

Already I find that two of my Lionel locomotives do not have replacement motors available: the nos. 11107 Southern Pacific Cab-Forward steam locomotive and the 28225 SP diesel.

I loved the older-style AC motors.

After cleaning the armature and replacing the brushes those motors would be as good as new.

At some point I may need to chuck a non-performing DC motor into a lathe in order to open the housing for repairs. I am not looking forward to that.

*Roger Graeber
Sebastopol, Calif.*

The best hobby

I know our hobby is changing. Everything does, as a matter of course. But preserving the skills necessary for scratch building is the same as preserving the ability to create the personal, perfect piece of miniature reality that is a model railroad.

Several years ago, I built a model of a historic mill that once stood in the small town in which I live. I donated that model to the local historical society, and it is now displayed in the society's museum. I credit my years of model railroading experience for giving me the skills necessary to build that model.

I mention this simply because this hobby is a learning experience, and the skills it develops have utility beyond the bounds of the model railroad itself.

I cannot imagine a world without model railroading. It is the best hobby in the world.

*Jim Walbert
Occoquan, Va.*

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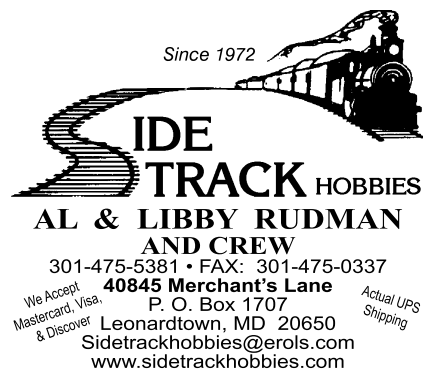
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18053	LCC #726 BERKSHIRE STEAM LOCO	\$595.00
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28316	PA HERITAGE SD70 Ace DIESEL WLEGACY L9V2	\$639.00
28318	CONRAIL HERITAGE SD70ACe W29735 CABOOSE L10V1	\$899.00
28345	N&W HERITAGE SD70ACe W27639 CABOOSE L10V1	\$749.00
28354	CSX GENSET SWITCHER MSRP 799.99 L11V1	\$645.00
28554	PENNSYLVANIA RS-11 NP MSRP 169.99 0507 L7V1	\$155.00
28559	CHESSIE GP30 LEGACY L07V2 MSRP 459.99	\$345.00
28594	WHITE PASS NW-2 SWITCHER MSRP 299.99 L9V1	\$145.00
28640	SOUTHERN PACIFIC BERKSHIRE TMCC FROM SET #31963	\$165.00
28696	UP BERSHIRE JR. LOCO AND TENDER	\$499.00
34504	B&O F3 (NON-POWERED)	\$200.00
34545	RIO GRANDE F-3 B-UNIT MSRP 269.99 L7V2	\$139.00
34625	NORTHERN PACIFIC F3 AA SET LEGACY MSRP 699.99 L11V1	\$595.00
34628	NORTHERN PACIFIC F3 POWERED B-UNIT MSRP 379.99 L11V1	\$279.00

34633	FRISCO F-3 POWERED B-UNIT MSRP 379.99 L11V1	\$246.00
34634	FRISCO F-3 (NP) B-UNIT MSRP 239.99 L11V1	\$151.00
34689	WESTERN MARYLAND F7 AA DIESEL MSRP 729.99 L12V1	\$595.00
34692	WESTERN MARYLAND F7 POWERED B-UNIT MSRP 399.99 L12V1	\$325.00
34693	WESTERN MARYLAND F7 (NP) B-UNIT MSRP 249.99 L12V1	\$179.00
34754	ALASKA LEGACY #1210 C-420 DIESEL MSRP 529.99 L12V1	\$429.00
34755	ALASKA LEGACY #1214 C-420 DIESEL MSRP 529.99 L12V1	\$429.00
34756	ALASKA #1217 (NP) C-420 DIESEL MSRP 259.99 L12V1	\$199.00
35499	ALASKA (NP) COACH MSRP 129.99 L11V1	\$99.00
38144	C&O F-3 AA SET MSRP 699.95	\$425.00
38160	PENN F-B-2 MSRP 199.95	\$69.00
38161	MKT FB-B UNIT MSRP 199.95	\$69.00
38219	TEXAN TEXAS SPECIAL FT B-UNIT MSRP 119.99 L14V1	\$89.00
38234	PENN GG-1 (SILVER) MSRP 329.99 L12V1	\$189.00
38357	#221P U.S. MARINE CORPS ALCO POWERED A-UNIT 299.99 L14V2	\$217.00
38371	#2031 ROCK ISLAND ALCO AA SET MSRP 299.99 L12V1	\$246.00
38377	#23363T ILLINOIS CENTRAL F3 (NP) A-UNIT L13V1	\$169.00
38386	WABASH #2367 AB SET (TRADITIONAL) MSRP 499.99 L14V2	\$329.00
38401	NYC JET POWERED RDC BUDD MSRP 299.99 L10V1	\$229.00
38405	CSX HERITAGE CHESSIE #8451 AC6000 W27652 CABOOSE L14V1	\$845.00
38406	CSX HERITAGE CHESSIE #2659 AC6000 L14V1	\$695.00
38408	CSX HERITAGE WESTERN MARYLAND AC6000 #2659 L11V1	\$549.00
38418	BN BICENTENNIAL U30C #1777 W27665 CABOOSE L11V1	\$589.00
38425	ROCK ISLAND PWD. JET BUDD RDC SET W35497 COMBINE & 35498 COACH	\$599.00
38428	ALASKA POWERED BUDD COACH MSRP 299.99 L11V1	\$199.00
38429	NYC M-497 POWERED JET CAR L11V1	\$325.00
38563	BALTIMORE & OHIO RF-16 AA SET MSRP 729.99 L14V2	\$455.00
38573	SOUTHERN PACIFIC RF-16 AA SET MSRP 729.99 L14V2	\$455.00
38577	SOUTHERN PACIFIC RF-16 (NP) B-UNIT MSRP 249.99 L14V2	\$199.00
38585	NORFOLK SOUTHERN LEGACY #7203 SD80MAC L12V1	\$599.00
38644	TEXAS & PACIFIC MIKADO JR WTMCC MSRP 399.99	\$299.00
38701	BURLINGTON F3 (NP) B-UNIT MSRP 249.99 L12V1	\$160.00
38725	BURLINGTON LEGACY #9654 SD80MAC DIESEL L12V1	\$549.00
38740	BNSF FRISCO (NP) #1916 HERITAGE MSRP 259.99 L12V1	\$169.00
38779	NYC LIONCHIEF PLUS RS-3 MSRP 339.99 L15V1	\$249.00
38965	SOUTHERN (NP) #1896 STDO SCALE DIESEL	\$229.00
38966	NORFOLK SOUTHERN HERITAGE ES44AC #8114 W27694 CABOOSE	\$699.00
38980	ALASKA (NP) LEGACY GP35 #2502 MSRP 259.99 L13V2	\$234.00
38997	CSX LEGACY GP35 #4363 MSRP 499.99 L13V2	\$450.00
38998	CSX (NP) LEGACY GP35 #4390 MSRP 259.99 L13V2	\$234.00
39544	IRON 'ARRY REMOTE LOCOMOTIVE 139.99 L14RTR	\$95.00
39547	PENNSYLVANIA B-UNIT (NP) MSRP 229.99 L14V2	\$179.00
39554	NORFOLK SOUTHERN LEGACY GP35 #3918 MSRP 499.99 L13V2	\$429.00
39555	NORFOLK SOUTHERN (NP) LEGACY GP35 #2915 MSRP 259.99 L13V2	\$189.00
39582	UNION PACIFIC #9717 DASH-9 DIESEL (NP) MSRP 259.99 L13V1	\$239.00
81309	SOUTHERN PACIFIC LIONCHIEF PLUS 4-6-3 MSRP 429.99 L15V1	\$299.00
81331	IRON 'ARRY REMOTE LOCOMOTIVE 139.99 L14RTR	\$95.00
81596	UP LEGACY SCALE 4-12-2 STEAM LOCO #9000 L13V2	\$1,495.00
81600	PENN LEGACY WEATHERED RF-16 SHARKNOSE AA L13V2	\$695.00
82119	GULF MOBILE & OHIO #1007 S2 MSRP 649.99 L14V2	\$439.00
82130	EMD DEMONSTRATOR #1962 GP30 MSRP 649.99 L14V2	\$439.00
82133	PENN CENTRAL #2246 GP30 MSRP 649.99 L14V2	\$439.00
82134	GULF MOBILE & OHIO #501 GP30 MSRP 649.99 L14V2	\$439.00
82135	GULF MOBILE & OHIO #521 GP30 MSRP 649.99 L14V2	\$439.00
82171	BNSF LIONCHIEF PLUS GP20 MSRP 339.99 L15V	\$279.00
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82175	VIRGINIAN LIONCHIEF PLUS RECTIFIER MSRP 339.99 L15V1	\$279.00
82181	WESTERN MARYLAND LEGACY 2-8-0 #734 BTO MSRP 799.99 L15V2	\$629.00
82206	NORFOLK & WESTERN #1218 CLASS A LIONMASTER BTO 999.99 L16V1	\$829.00
82208	NORFOLK & WESTERN #1212 CLASS A LIONMASTER BTO 999.99 L16V1	\$829.00
82245	BALTIMORE & OHIO #7620 CLASS A LIONMASTER BTO 999.99 L16V1	\$869.00
82274	BALTIMORE & OHIO CHESSIE #7500 SD40 BTO 649.99 L15V1	\$519.00
82290	SANTA FE LIONCHIEF PLUS FT AA MSRP 499.99 L15V2	\$399.00
82418	ERIE #861 LIONCHIEF PLUS CAMELBACK MSRP 429.99 L15V1	\$349.00
82749	PA GG1 #4935 VISIONLINE BTO MSRP 1399.99 L16V1	\$1,185.00
82751	PA GG1 #4913 VISIONLINE BTO MSRP 1399.99 L16V1	\$1,185.00
82760	NORFOLK SOUTHERN #7245 SD90MAC BTO MSRP 649.99 L16V1	\$569.00
82764	UNION PACIFIC #8055 SD90MAC BTO MSRP 649.99 L16V1	\$569.00
82770	VIRGINIAN #906 ALLEGHENY 2-6-6-6 STM BTO MSRP 2199.99 L16V1	\$1,795.00
82810	UNION PACIFIC LEGACY FEF-3 #835 GRAYHOUND 1699.99 L15V2 BTO	\$1,379.00
82813	CASS SCENIC LEGACY HEISLER #6 MSRP 1299.99 L15V2 BTO	\$1,099.00
82816	SAINT REGIS PAPER #92 HEISLER LEGACY STM 1299.99 BTO L15V2	\$1,099.00
82828	UNION PACIFIC LIONCHIEF PLUS GP38 MSRP 339.99 L16V1	\$289.00
82959	LIONEL 115TH ANNIVERSARY LEGACY BERKSHIRE	\$1,899.00
82965	LIONCHIEF PLUS SANTA FE HUDSON MSRP 439.99 L16V1	\$359.00
82975	BALTIMORE & OHIO LIONCHIEF PLUS A5 0-4-0 449.99 L16V1	\$339.00



▲ JEFF SILK'S O GAUGE LAYOUT

Although trains operating in California in the late 19th century differ dramatically from the road diesels and rolling stock seen today, settings like this one near Yosemite National Park hardly change. Towering trees, awesome rock formations, and soaring timber trestles are a winning combination for any layout. No wonder Jeff Silk enjoys running O gauge models of old-time wood-burning engines as much as he does first-generation diesels on his 26 x 50-foot layout in Redwood City, Calif. Steve Crise snapped this picture, as he did the photos used to illustrate the article about Jeff's railroad in the September 2013 issue of *Classic Toy Trains*.



► WILLIAM VANWEY'S O GAUGE LAYOUT

Plenty of three-railers run Lionel Santa Fe F3 diesels they received as kids in the postwar era. At William VanWey's home in Bartlesville, Okla., tubular track and accessories give his no. 2343 A-A duo a home. Two steamers were on hand when his daughter, Diana Johnson, took this photo.



▲ BOB DAVIS'S GAUGE LAYOUT

Yellow dominates the S gauge layout Bob Davis has been building since the 1970s. Not just the Union Pacific diesels heading matching passenger cars (from the American Flyer line cataloged by Lionel in the early 1990s), but also leaves on the trees Bob made by hand using materials gathered near his home in Old Lyme, Conn. An upcoming *Classic Toy Trains* article on Bob's 23 x 27-foot layout will show other colors, too.

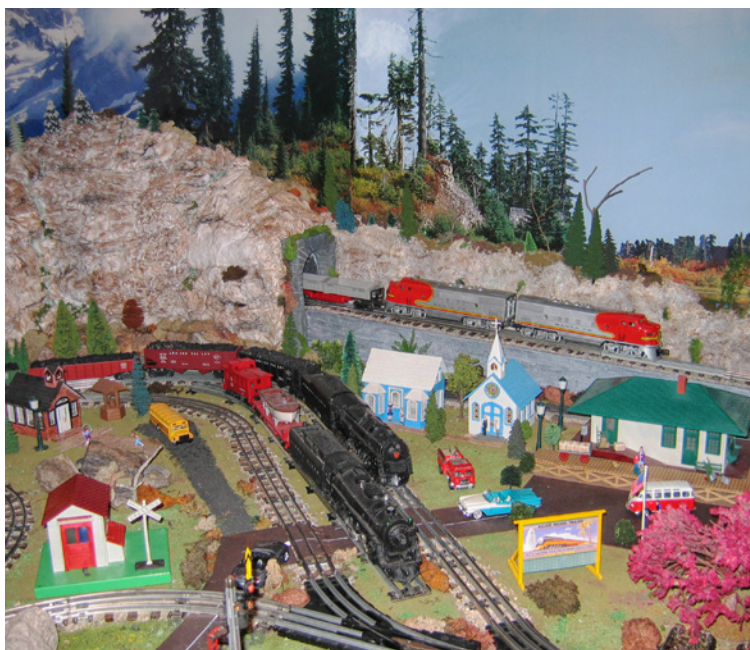


PHOTO ALBUM



◀ DONALD MACCORMACK'S O GAUGE LAYOUT

Baseball is a big interest of Donald MacCormack, whose fine 17 x 23-foot O gauge empire will soon be profiled in *Classic Toy Trains*. When he heard about Lionel's no. 12016 four-car subway set honoring the New York City teams that battled in the World Series of 2000, he burst out of his home in Huntsville, Texas, to buy one. Don runs it on the top level, while in the distance below is his *Texas Special* passenger train. Championing the Lone Star State excites Don as well, but that's another story.

▶ BOB SHAW'S O GAUGE MODEL RAILROAD

The foreman must be admiring Bob Shaw's MTH New York Central 2-8-2 Mikado. Photographer Charlie Stoia snapped this vignette – one of many evocative scenes on Bob's 21 x 62-foot O gauge Moonglow RR, which will be featured in an upcoming issue.

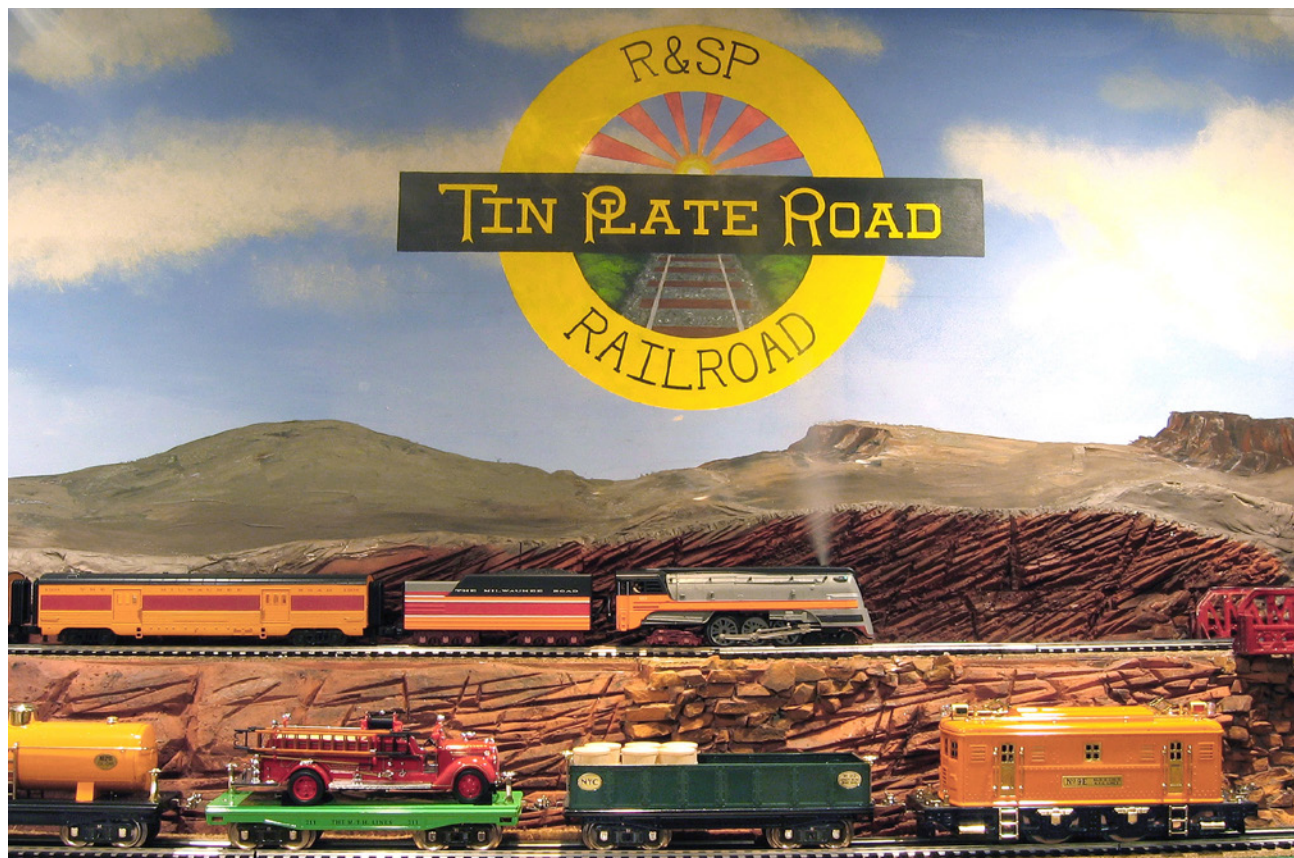
▶ RICHARD PARKE'S STANDARD AND O GAUGE LAYOUT

Prewar collector and operator Richard Parke of Seattle, Wash., named his colorful display of vintage and reissued Standard and O gauge trains the Tin Plate Road. After all, so many of the antiques he prizes were produced using tinplated sheet steel decorated by painting or lithographing.

◀ DAN MARQUARDT'S O GAUGE LAYOUT

Mixing backdrops with scenery can make a compact O gauge railroad appear larger and more interesting. Dan Marquardt gave tips on how to achieve that goal when his 8 x 8-foot layout was shown in the September 2013 issue of *Classic Toy Trains*. Dan thought readers would like seeing how his display in Darien, Ill., looks after dark. A Bowser trolley drops off folks eager to patronize the pinball outlet just before hitting The Drunken Clam (a customized Lionelville Pharmacy) to imbibe with Peter, Quagmire, and their pals from TV's popular animated series *Family Guy*.





PRODUCT NEWS

WITH BOB KELLER



LOCOMOTIVE TEST TRACK: GooddealsDCC has a compact solution for your test track needs, with its O and S gauge test tracks made with a non-warping PVC platform and installed wired track. Each one is available as a 36-inch-long section or as a two-unit set spanning 72 inches. Quick connect latches make longer runs possible. O gauge modelers will want the nos. TT-4 test track for \$46.95 plus shipping and TT-4XL extended-length track for \$99.95 plus shipping. S gaugers will prefer the nos. TT-6 test track for \$46.95 and the TT-6AFXL extended-length track for \$99.95. For more information visit the website or email gary@gooddealsdcc.com. Order online at www.gooddealsdcc.com or call 224-703-0111.



A NEW CHRISTMAS TRADITION: The Lionel Collectors Club of America (LCCA) announces its 2017 All-American Christmas car. This year's O gauge railcar is the fourth in the series, and it has festive red, white, and blue holiday graphics. The opening doors are adorned with the American flag. The 10½-inch-long model, made by Lionel in the U.S., uses new tooling. It features die-cast metal sprung trucks, operating couplers, and a metal frame. The Christmas boxcar can be ordered from the LCCA business office. The order deadline is November 30, 2017, with delivery expected before Christmas. This car is available exclusively to LCCA members for \$74 plus \$10 shipping, limit one per member. If you are not a member of the LCCA, membership starts at \$25 per year. Details and order forms for the Christmas car can be found at www.lionelcollectors.org or by calling 815-223-0115 during business hours.



FOR THAT LAKESIDE GETAWAY: Woodland Scenics has added the Grillin' & Chillin' trailer to its lineup of Built-&-Ready structures for O gauge enthusiasts. The fully assembled and decorated mobile home has approximately a 5 x 10-inch footprint. There is a large, covered deck, greenery, and various detail pieces. The trailer, which has a printed interior and LED illumination (made for use with the firm's Just Plug system), costs \$94.99. See your local hobby retailer or go to www.woodlandscenics.com to order.



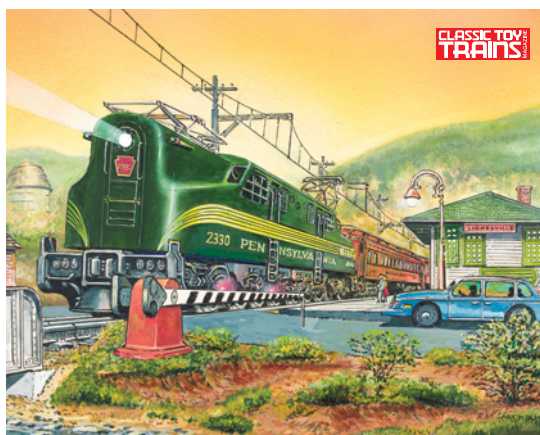


SURVEYORS OF THE SEA LANES: Menards has bolstered its O gauge product line with two more flatcars with helicopter loads. The no. 279-3398 is a U.S. Navy flatcar with Navy MH60R anti-submarine warfare helicopter onboard. The no. 279-3396 U.S. Coast Guard flatcar with

MH65 general-purpose rescue and patrol helicopter will handle operations closer to shore. These are long, scale-length railcars, and the loads are removable. Each model costs \$39.99 plus shipping. Order online at www.menards.com and select free shipment to your local Menards location.

GET FRESH FRUIT FAST:

The Lowell Smith Signature Collection has released its third custom-run refrigerator car from Atlas O. The O gauge model comes decorated for American Fruit Packers and the Independent brand Northwest Pears livery. The car, which has scale dimensions and detailing as well as superb graphics, is available in two- and three-rail versions. The latter is priced at \$89 plus shipping and is available from www.lowellsmith.net.



PRINTS FROM THE PAST: Classic Toy Trains is pleased to release three prints by noted Lionel postwar catalog artist Robert Sherman. He executed these illustrations exclusively for CTT in the 1990s. First up is the no. 69017 "Santa Fe Warbonnet F3 Diesels" from the centerspread of the December 1998 CTT. Next is the no. 69016, depicting a Lionel no. 773 Hudson steam engine rolling past a freight yard. Finally, there is the no. 69018 "GG1 at Lionellville Station," the cover of the February 1992 CTT. The prints are on high-quality 100-pound coated gloss text stock and cost \$14.99 each or all three for \$39.99) plus shipping. To order, go to www.KalmbachHobbyStore.com/cttposters or call 877-243-4903.

PRODUCT NEWS



DOWN AT THE CO-OP: The latest Built-&-Ready structure from Woodland Scenics to arrive in stores is the no. BR5859 H&H Feed Mill. The fully assembled and decorated 1:48 scale structure models a rural farm supply shop. It has a long loading dock for rail service in the rear, a truck delivery dock in the front, and a pickup dock on the left side. There is also a silo with a movable grain chute. There is illumination for signage, the silo, and the printed interior. Add-on details include a soda machine, pigeons, a water hose, and sacks of seed. The LED lighting is made for use with the Just Plug system from Woodland Scenics. The O gauge building costs \$249.99. See your hobby retailer or order online at www.woodlandscenics.com.



CLASSIC CAPITOL

ROUTE: *Classic Toy Trains*

contributor Stan Trzoniec has released another volume in his photo history of Northeastern railroads. *The Baltimore & Ohio: The Old Mainline from Hancock W. Va. To Cumberland, Md.* The 175-page book has more than 215 photos of the route, including the Magnolia cutoff. The book costs \$62 plus \$5 shipping (cash or check or money order made out to Stan Trzoniec). Order from **OutdoorPhotoGraphics.com, 562 South St., Shrewsbury, MA 01545.**

ROADSTERS BY RAIL:

The latest railcar design from Menards is the no. 279-3912 TTX auto carrier. The O gauge model features a load of six die-cast metal vehicles and a sheet of 20 railroad names so owners can personalize the car for their favorite railway. The car costs \$49.99 plus shipping. Order online at www.menards.com and select free shipment to your local Menards location.



LIGHTS, ACTION, CAMERA:

Menards expands its lineup of O gauge assembled and decorated buildings with the latest addition, the no. 279-3848 Fire Station No. 12. The structure appears to be having an open house, and members of the public are watching the ambulance with its flashing lights. The fire station boasts interior and exterior lighting, a landscaped base, and an interior with decoration suggesting the firehouse is fully staffed. Even better, it resembles the firehouse seen on the TV series *Emergency* in the 1970s. The station costs \$99.99 plus shipping. Order at www.menards.com.



BIG ORANGE: In O gauge operation, the most colorful hoppers may be the vibrant Waddell Coal Co. cars. Williams by Bachmann offers the no. 48208 Waddell Coal two-bay hopper. The car, which features die-cast metal trucks and couplers and a removable coal load, is priced at \$79.95. See your hobby retailer or go to www.bachmanntrains.com to order.



FOR YOUR AGGREGATE DUMPING NEEDS: Whether you need to dump ballast, rock, coal, boulders, or sand, the no. 47953 Lehigh & New England operating coal dump car from Williams by Bachmann can meet the challenge. The O gauge model requires either an O gauge uncoupling section or the no. 47999 operating car remote controller for activation. The remote can control as many as 24 operating cars. The coal dump car costs \$159.95, and the remote controller costs \$69.95. See your hobby retailer or go to www.bachmanntrains.com to order.



LIONEL ZW WHISTLE WOES

SELF REPAIR OR REPAIR SHOP?

Q I bought a Lionel type-ZW 275-watt transformer at a train show. When I got it home I discovered the whistle mechanism didn't work. Any idea how to repair it? — John Thubborn, Taylor, Pa.

A We don't recommend our readers attempt to repair power supplies unless they have previous experience, John. The vintage ZW transformer can be a particularly challenging accessory to take apart and reassemble, so we suggest you take it to a hobby shop that services vintage Lionel products.

Having said that, there are many reasons why a whistle controller might fail, with the most common cause being a failed "whistle disc." This is the copper rectifier disk visible on the front side of the direction/whistle controller on the left side of

the transformer and on the backside on the right.

You'll need Lionel part no. 1041-13, but it will take a bit of disassembly to properly replace it. The speednut holding it in place is pressed on a stud.

Pulling off the speednut is easy; replacing it is more challenging. The stud is loose and needs to be backed up so the disk can be held tight when pressing the speednut back on.

There are also two fiber insulating washers that need to be aligned properly so the disk does

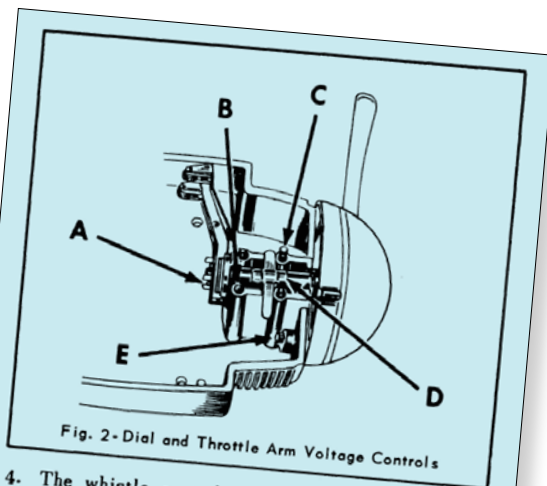


Fig. 2-Dial and Throttle Arm Voltage Controls

4. The whistle control assemblies are held to the transformer case by a machine screw at point B and a lock ring at point C. After the screw and lock ring are removed the right hand control can be lifted off and folded back. To lift off the left-hand control, however, some of the wires may have to be unsoldered. When replacing controls observe their correct position. The semi-circular notches cut in the edge of the fibre pieces should face the rear of the transformer. Don't forget to replace both pieces of insulating paper between the bracket and the fixed voltage dial shaft. Both are necessary to maintain proper pressure on the contact spring "D".



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11257	Pennsy 2-8-2 Mikado w/Legacy
11270	G.N. 2-6-0 Mogul w/RS
11276	L&W 0-8-0 #1 w/Legacy
11295	Elk River Shay #1 w/Legacy
11330	Polar RR K-4 w/Legacy
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11427	S.P. 0-4-0 Switcher
11428	Milw 0-4-0 (Conv) Multi Roads Avail
11446	U.P. 2-8-2 Y-3 #3671
11449	U.P. 4-8-8-4 Big Boy #4004
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28307	Wabash FM w/Legacy
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28312	B.N. SD60 #8301 w/Legacy
28354	CSX Genset w/Legacy
28363	B.N. SD60 #8302 w/Legacy
28383	Conrail Genset w/Legacy
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31774	AEC Radioactive Transport Set
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31783	BNSF Ice Cold Express Set
34559	N/H F-3 AA w/Horn
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34738	N.P. GP-9 #317 w/Legacy
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38310	#2185W NYC F3 AA Freight Set
38311	#2276W Budd RDC Set
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38313	B&O Budd RDC P&D
38324	#2507W N/H F-3 Freight w/5 Cars

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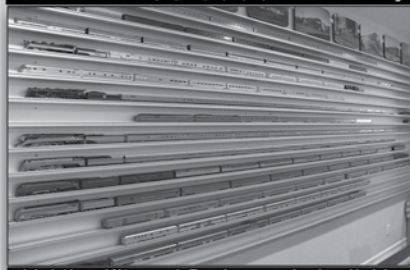
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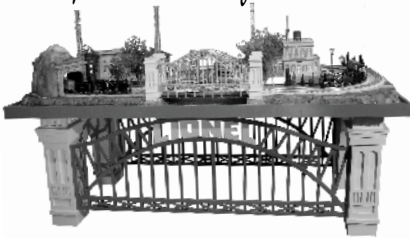
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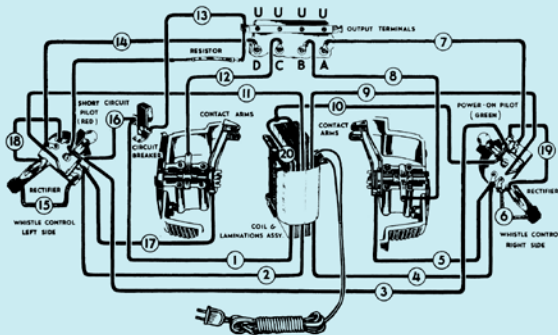
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17

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LEAD NO.	DESCRIPTION
1	NO TUBING
2	BLACK TUBING
4	YELLOW TUBING
6	RESISTANCE WIRE
9	YELLOW TUBING

LEAD NO.	DESCRIPTION
11	BLACK TUBING
13	HEATER WIRE (See note)
15	RESISTANCE WIRE
20	YELLOW TUBING

not short. It's not impossible to do – just watch how you take things apart and be sure to put them back together the same way. An extra set of hands doesn't hurt the first time you attempt it. Extra eyes can come in handy, too!



LIONEL NO. 397 COAL LOADER SHAFT REMOVAL

Q I have to replace the conveyor belt on a Lionel no. 397 coal loader, but I cannot figure out how to remove the long shaft so I can free the beam assembly to put the belt around it. The cam seems to be holding it from coming completely out. Can you help? – Tony Roof, Gainesville, Fla.

A The cam farthest from the motor is probably frozen.

This happens when the parts get rusty. You need to remove the cam to slide the shaft through the drive roller in the beam assembly.

Heat will be difficult to apply because of all the plastic pieces nearby.

Avoid beating the end of the shaft. This will distort or break off the end of the shaft that rides in the bearing. Penetrating oil may help. If this fails, replacing the shaft assembly is the best solution. **CT**

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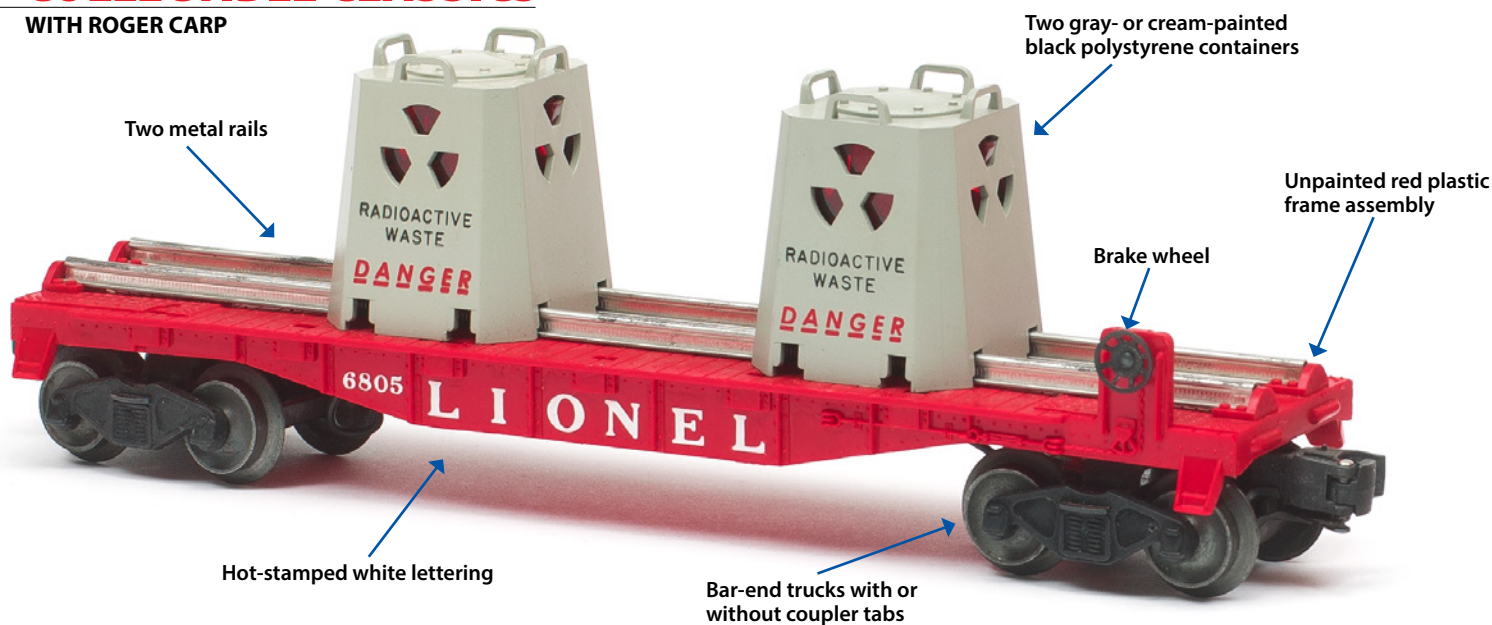
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LIONEL'S NO. 6805 ATOMIC ENERGY DISPOSAL CAR

The roster of Lionel cars had, by the end of the 1950s, reached somewhat of a dead end.

Designers could do little more with the near-scale boxcars, tank cars, and hoppers than experiment with different colors and try new road names. Gondolas might get novel loads, but otherwise were set.

The greatest and more innovative exception to the slow pace of change was the list of flatcars. Engineers treated the humble model as though it were a stage on which they could add actors and scripts. They re-imagined Lionel flatcars with innovative loads, eye-catching features, and mechanisms that amounted to ingenious toys.

Breaking through was the no. 6805 atomic energy disposal car, which arrived in 1958. The animation blended an unexpected type of load with the simple yet entrancing features of blinking red lights.

Flatcar advances

The saga of Lionel's flatcars took a step forward in 1953.

Striving to upgrade near-scale rolling stock, Lionel

introduced the no. 6511, an all-plastic flatcar carrying a load of five silver pipes. The model used a new 10-inch-long frame (part no. 6511-2) into which 13 open stake holes had been molded. No other plastic flatcar was offered in 1954 (die-cast metal cars with a searchlight or cable reels continue to be marketed).

Different flatcars appeared in 1955. But the only ones using the 6511-2 frame were the nos. 3460 flatcar with trailers (an exclusive component of the new no. 460 piggyback transportation set), 6311 flatcar with pipes (virtually identical to the 6511), and 6414 Evans auto loader. Engineers saw no need to modify the frame for those newcomers.

Change came in 1956. A similar frame (part no. 6424-11) made its debut because Lionel intended to produce many more flatcars. Heightened demand led to doubling the molds. The 6424-11, like the 6511-2, had provision for 13 open stake holes, but only two were open on flatcars manufactured in 1956 and '57.

Several newcomers arrived in 1956, flatcars known for the

different loads riding on either of the all-but-interchangeable frames. Advancing the noteworthy trend was the no. 6424 flatcar, which relied on the new mold to hold a two-piece metal stamping on which a pair of miniature premium automobiles was secured.

Loads characterized the array of flatcars offered in 1957, too. To be specific, models using plastic frames cast from the 6424-11 or 6511-2 molds came with trailers, automobiles, lumber, wheels, pipes, or one boat or airplane.

Adding lights

Lionel broadened the kinds of loads even further in 1958 for its plastic flatcars. But the most significant development involved the addition of lights.

For the 6805, designers changed the 6424-11 mold so much the frame assembly had a new number (6805-26). They filled in the end slots securing the truck plates, adding two stops at each end of the deck to hold in place two metal rails (part no. 6805-14). Engineers also put in four slots for clips to hold the rails and provide electrical contact.

Unlike earlier flatcars, the atomic energy disposal car promised more than a load. Not that the two plastic containers were typical. They were supposed to be concrete radioactive waste containers, each hot-stamped "Danger" in red.

Designers snapped inside each gray- or cream-painted plastic container a translucent red base and light filter holding a flashing lamp. As a 6805 moved, current passed through pickups to the base assembly, causing the bulbs to blink.

Slick as the 6805 was, Lionel never tried to capitalize on the same effect. Think of how flashing lights might have represented a lantern or acetylene torch in a laborer's hand or been used to enliven the no. 3545 operating TV monitor car brought out in 1961. A missed opportunity for the toy train giant. – Roger Carp

Lionel cataloged the 6805 atomic energy disposal car in 1958 and '59. The 2017 edition of Greenberg's Pocket Price Guide to Lionel Trains values the O gauge operating model at \$40 in good condition and \$206 in excellent.

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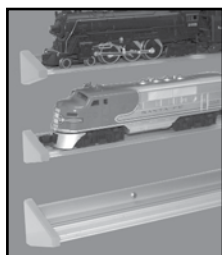


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VIEWS FROM THE UNDERGROUND

WITH LOU PALUMBO

Holy smoke!

PUFFS OF PRAISE FOR THE GREATEST POSTWAR INNOVATION

Want to know the biggest and most significant difference between the electric trains made and sold in the U.S. before World War II and all the O and S gauge beauties produced after peace returned in 1945? Of course you do!

In my opinion the main difference was the invention of reliable smoke mechanisms successfully installed on the locomotives made during the postwar years.

Smoke was a novelty for me and all the other kids introduced to trains in the late 1940s. It brought life to my Flyer set, impressing everyone who watched it.

Nowadays, many customers walking into my store are eager to reminisce about the toy trains from their past. I can predict how people of a certain age will remember with ease the puffing smoke emitted from steam locomotives manufactured after 1945.

Lionel enthusiasts recall putting "little pills" into the smokestack of their 2-6-2 or 4-6-4 locomotives. Flyer guys talk about the liquid that made it possible for smoke to come billowing from S gauge Atlantics, Pacifics, and other steamers.

Funny thing – even a lot of individuals who played with an American Flyer set in the 1940s and '50s somehow remember putting tiny pills in the stacks of their steamers. We all know American Flyer engines did not use pellets. Instead, smoke was produced by squeezing oil from a red plastic capsule into a small funnel placed into the smokestack.

I never press customers about cases of mistaken identity. Instead, I figure someone else in their family – a cousin or older brother – or a kid in their neighborhood let them play with a Lionel steam engine.

But S gaugers shouldn't fret. American Flyer trains smoked better than the Lionel engines my buddies had. Besides smoke, the early Flyer trains were the first to have "choo-choo" sound incorporated into the smoke unit. Units with synchronized

puffing and choo-choo sound showed that Gilbert was ahead of its time.

Looking at the current scene makes it clear trains produced now depend on smoke units more than ever. Every engine, even replicas of diesels, features smoke. They use fluid and not pills to get smoke pouring from their stacks.

Different smoke units remain on the market today, being produced by several firms. Experience has taught me some of those mechanisms work better than others.

Yet they are essential to people of all ages looking at locomotives to buy. Engines that smoke poorly tend to be rejected by potential buyers.

By the way, the most common reason a smoke mechanism fails to work well is still the obvious one. Someone puts way too much smoke fluid into the unit. Fortunately, once the problem has been solved, the unit will again function as expected.

A few other observations. First, locomotives with synchronized puffing sounds typically depend on fan-driven smoke units for the effects. Second, the whistles often shoot a blast of smoke when activated on high-end steamers.

Firms making smoke fluids are thriving, and I sell more smoke fluid now than in the past. In fact, a zillion scents must be available. I don't like to carry too many of them because it takes an hour for someone to decide which one they like best. My favorite remains the cedar smell of the Flyer smoke because it never fails to remind me of Christmas morning long ago when I played with my Flyer trains.

And how many of you know there is also a scent on the market today that's supposed to be non-scented smoke? Somebody, please explain that one to me!

Keep searchin'. **CTT**



LOU PALUMBO, owner of the Underground Railroad Shoppe in New Castle, Pa., writes this exclusive column for CTT. He can be reached at 1906 Wilmington Rd., New Castle, PA 16105 or email at trainplum@yahoo.com

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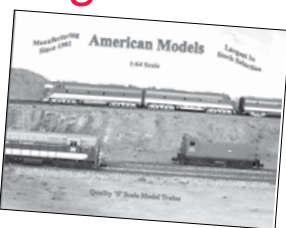
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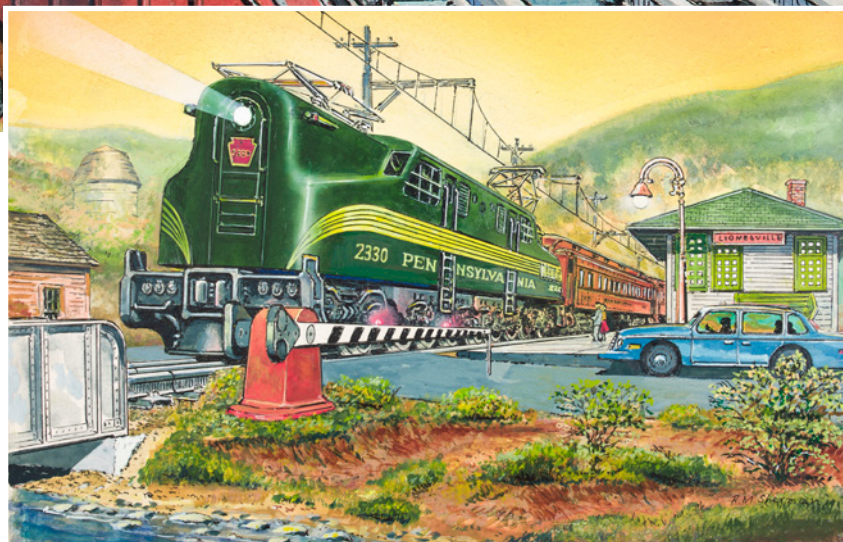
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Dream maker for Lionel

By Roger Carp

As we commemorate the 30th anniversary of *Classic Toy Trains*, members of the editorial and art teams take pride in recalling how our magazine has over the years paid tribute to a number of individuals who contributed to the achievements of the Lionel Corp. during the post-World War II years. Among the most memorable and notable of those people was Robert M. Sherman, whom we spotlighted in the February 1992 issue.

During a career at Lionel that spanned the late pre-war and early postwar eras, Bob handled an array of assignments involving illustration and modeling. He outlined illustrations for consumer catalogs, handcrafted models for *Model Builder* (the hobby publication Lionel published), supervised the creation of instructional and promotional brochures, and designed displays, including the famed O gauge layout built in the company's showroom in New York City.

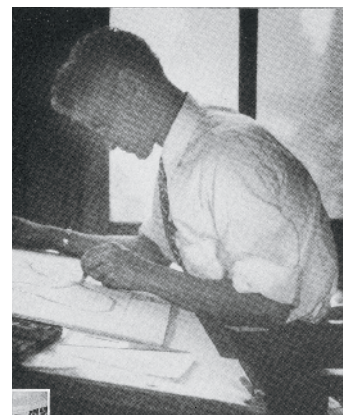
Besides focusing on Bob's distinguished career, CTT asked him to create artwork featuring a few of the finest locomotives and accessories of the postwar period. He painted three original pieces, and now prints are available for you to purchase.

From art to modeling

The most comprehensive article published in CTT about Bob appeared as an interview conducted by Bill Curtis. There, Bob reminisced about growing up in New Jersey and discovering his passions for full-size railroads and mechanical and architectural drawing.

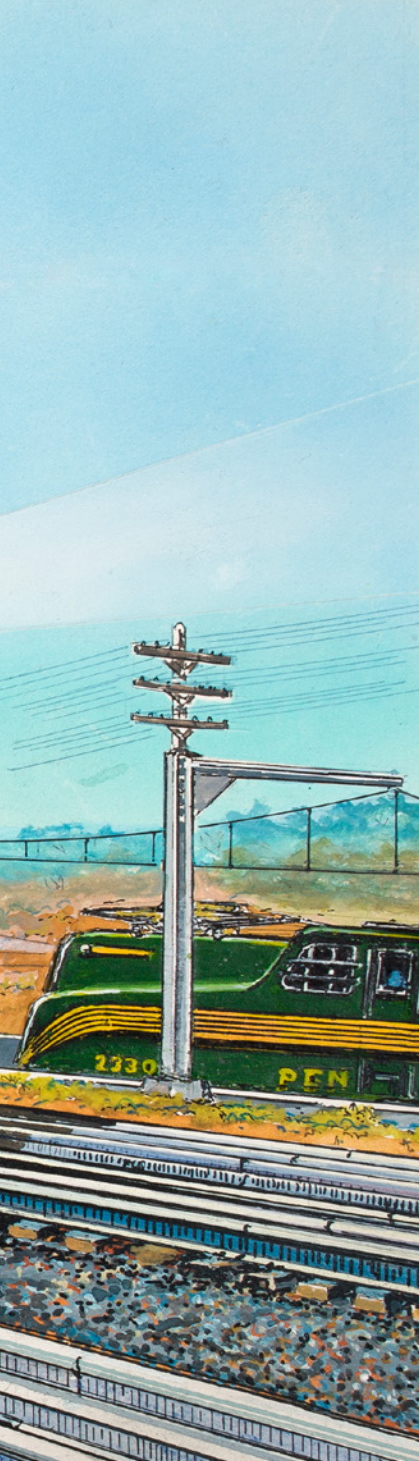
Dissatisfaction with the heavy demands of a job at an advertising studio in New York City prodded Bob to show his work to Archer St. John, who was then serving as advertising manager for Lionel. Bob was hired on the spot in 1938 and soon was doing pen-and-ink drawings of toy trains for newspaper advertisements and writing articles for *Model Builder*.

MEET THE CATALOG ILLUSTRATOR WHO BROUGHT POSTWAR O GAUGE TO LIFE



Robert Sherman, who did much to inspire dreams by helping to illustrate Lionel catalogs during the postwar period, created these three superb paintings of postwar trains and accessories.

On Sale Now Prints of the paintings in this article, drawn exclusively for *Classic Toy Trains*, are available. Printed on 100-pound coated gloss stock, the 16 x 20-inch prints sell for \$19.99 each, or as a set of 3 for \$39.99. Visit KalmbachHobbyStore.com/CTTPosters





What felt like a perfect job came crashing to a halt just a few years later. In June of 1942, not long after the U.S. entered World War II, the federal government prohibited the use of metals for the production of toy trains. Lionel had to shift its emphasis to manufacturing precision instruments for the American armed forces.

Lionel, forbidden from producing electric trains, saw no purpose in trying to advertise them. Bob was let go, and he sought employment elsewhere.

Luckily for Bob, executives at the toy company did not forget about him. He returned to the payroll in 1946, thrilled to be back. Once again, he was authoring how-to pieces for *Model Builder* and contributing preliminary artwork for the annual catalogs.



Bob, shown at a drawing table late in his long and productive life, provided illustrations for several of the instructional and promotional booklets Lionel released in the early 1950s.

Displays for the public

Bob told CTT that as much as he enjoyed all the different responsibilities given to him after war, he hated toiling by

himself. He left Lionel briefly, only to be hired back. The key incentive was the opportunity to blend his talents with those of two equally creative men.

For the next several years, Bob worked alongside Bill Vollheim and Art Zirul at a small firm known as Diorama Studios. There, the trio built small displays used to show off Lionel's trains and accessories in department stores, various public venues, and television.

The highlight for Diorama Studios occurred during the winter of 1948-49. Lionel's top leaders, unhappy with the huge O gauge layout filling the firm's main showroom in New York City, contracted with Bob and his associates to design, construct, and wire a new display.

What Art, Bill, and Bob, as well as Steve Paganuzzi, built in a few months influenced a generation of Lionel enthusiasts. The 16 x 32-foot railroad showed how realistic scenery could complement toy trains.

Back to catalogs

For the next several years into the 1950s, Bob continued to diagram track plans and add trackwork and landscaping to the compact, action-packed three-rail displays Diorama Studios finished for an array of clients. He seemed to know just how much to fit into the small amount of real estate available without leaving the layouts looking cramped.

Yet the assignments truly filling Bob's days involved the advance and consumer catalogs assembled by the Advertising Department under the direction of Joseph Hanson. For Bob, the essential work year after year was developing the initial illustrations using pen and ink. He sketched train sets and individual models in an assortment of settings, both fanciful and realistic. They were, without question, superb depictions of Lionel's finest.

Over time, Bob came to depend on a variety of devices and techniques to ensure his drawings showed the miniature trains at their best. Sometimes, better than their best, as when he relied on forced perspective to make the models appear larger and more dramatic.

What Bob did not do – indeed, he never was asked to do or claimed to have done – was tackle every aspect of the process. In other words, Bob did not add the rainbow of colors that added life and beauty to the final illustrations.

Different artists took what Bob had started and completed the magnificent views distinguishing the full-color catalogs released to millions of consumers. The legions of unidentified illustrators were seldom under contract with Lionel.



Lionel in 1950 supervised the writing and publication of an introduction to toy trains. Bob sketched a preliminary version of the cover illustration.

Illustrating books

Perhaps the last projects to be connected with Bob were a handful of books published to

promote Lionel trains. The most significant of them was *Model Railroad*, a paperback published in conjunction with Bantam Books in 1950.

Bob shared information about planning and building a three-rail layout in many of the chapters. He also provided some black-and-white illustrations. A sketch of his was used as the basis of the exciting image on the cover.

Other books credited to Bob in the 1950s included *The Golden Book of Trains* and *The Golden Book of Train Stamps*. He followed other paths after that until being featured in CTT in the years before his death in 1993 at the age of 81.

With the three paintings Bob did for CTT, we properly honored his influential and beloved art for Lionel. **CTT**

P27901

1948 International KB-7 Dump Truck (1:43) - \$34.95 - New! ~ #WB223 - (Red/Black)

'62 Cadillac Series 62 Miller Meteor Hearse (1:43) - \$89.95 - New! ~ #NEO46840 - (Black)

1968 Ford F-100 Pickup w/Slide-In Camper (1:43) - \$134.95 - New! ~ #NEO44849 - (Blue)

BUILD A MODERN SERVICE PLATFORM

AN EASY-TO-MAKE STRUCTURE
FOR YOUR TERMINAL

Story and Photos by Stan Trzoniec

With my O gauge Delaware & Raritan Valley RR expanding all the time, the workers at Appleton Yard needed a locomotive-servicing platform for minor repairs and to provide a safe boarding point for the head-end crew. Using common styrene shapes and hobby stripwood, I completed the simple-to-build platform shown in **Photo 1**.

With the exception of the stripwood platform deck, I made everything from easy-to-use, clean-cutting styrene plastic. Actually, I got the idea from the Plastruct catalog, but since that firm offered a platform kit in only HO scale, I simply ordered the needed parts in O and made a scaled-up version of the same project for my O gauge trains.

To begin, I cut the four pieces of the deck frame from Plastruct no. RT-8 rectangular tubing. I cut these pieces at a 45-degree angle to join neatly

at the corners. I started by cutting two 6 $\frac{1}{16}$ -inch pieces for the long dimension.

Since I will add a four-section-long length of Plastruct no. HR-8 railing at a later step in the project, the 6 $\frac{1}{16}$ -inch platform length means the handrails will fit flush to the ends. If you want to make your platform longer, add the appropriate section-by-section length of the handrail material.

I used a Zona saw with a 32-tooth-per-inch blade to carefully cut the two long sides of the frame. Next, I cut a pair

of 2 $\frac{1}{2}$ -inch pieces to serve as the short sides of the platform. Using a fine file, I cleaned up all the angles while checking the square of this assembly.

Plastruct no. PPC-2 Plastic Weld made easy work of joining the pieces. Brushing a bit at each corner drew the liquid into the joint via capillary action. After it had dried, I brushed additional glue on the reverse side to further secure the bond.

Photo 2 shows how I used a permanent marker to draw 90-degree right-angle lines on

a piece of mat board as a reference mark. This helped me keep the pieces square as the adhesive dried. I used a weight to push in on each end (cans of soup work well) and to hold everything together while the adhesive was drying.

With the frame completed, I moved to the supporting columns. Standing on GarGraves track, my locomotive walkways are 1 $\frac{3}{4}$ inches above ground level. Using the same HR-8 tubing and taking into account the thickness of the future wood floor, I calculated the





PHOTO 1. This maintenance platform installed in Appleton Yard on the author's O gauge Delaware & Raritan Valley RR required about four hours to build. This simple project fits perfectly in tight areas and adds an interesting structure.



PHOTO 2. To assure a right angle while gluing the frame, Stan used a felt-tip marker and straightedge to draw a 90-degree guide on mat board. With today's fast-setting adhesives you need to hold the pieces together only briefly.



PHOTO 3. Once everything on the frame had dried, Stan was ready to add vertical supports. When installing them make sure they are square with the frame. Pressing down on each will ensure they are flush with the top of the frame.

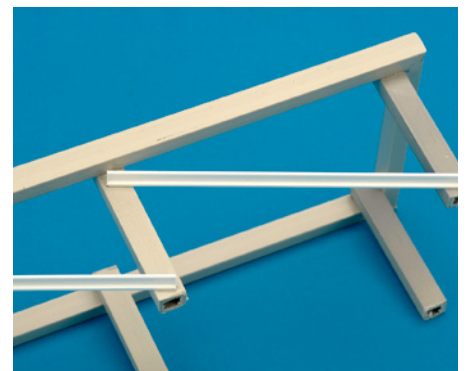


PHOTO 4. Add diagonal side braces to the supporting posts to upgrade the appearance. You can cut the ends at an angle for a more finished look, but Stan noticed actual railroads in the Northeast favor simple right-angle cuts.

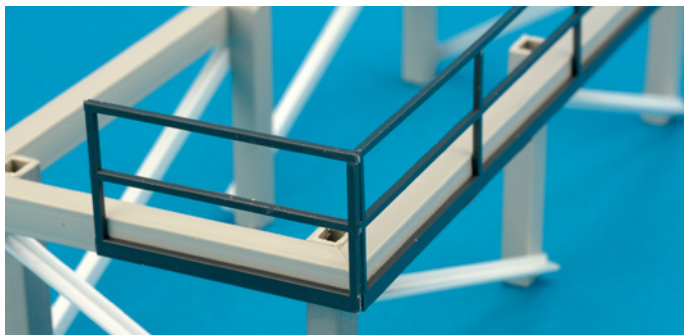


PHOTO 5. For crew safety, railings are installed on the rear and sides of the platform. Fast-acting styrene adhesive makes short work of this task.



PHOTO 6. The author's maintenance platform takes shape as the deck is test-fit. Depending on your railroad, wood or diamond plate can be an option. Cut the floor to fit.



PHOTO 7. Stan used scribed hobby wood for his deck and scored a line every couple of inches to give the impression of individual boards. Adding scratches before staining shows use.

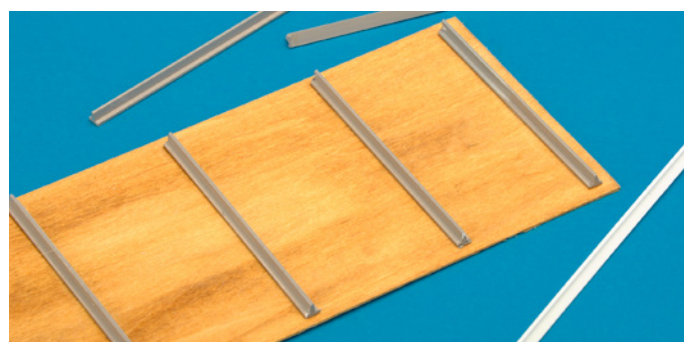


PHOTO 8. To keep the floor from warping, Stan added styrene tee bracing underneath. He used Gorilla Glue to hold the pieces together and allowed the components to dry overnight.



PHOTO 9. Note how the tee braces add realism to the model. By attaching the deck from underneath with styrene cement, the structure becomes more secure and easier to move around.

height of the vertical supports as 1½ inches.

Since I needed six pieces at the same height, I cut a few extras and picked out the half-dozen closest to my desired length. I set the uprights flush with the frame (**Photo 3**) and added a drop of weld. As the adhesive set, I brushed more of it into the corners so the weld worked its way down and into the junctions of the frame and supports.

After adding the corner

posts, I measured halfway across the frame, made a tick mark, and installed the middle supports.

Installing the braces

For the diagonal side and end braces, I used Plastruct no. TFS-4 tee bracing (**Photo 4**). Since there might be a little variation in the distance between each support, I measured, marked, cut, and glued each brace as I went along. If you want to be a perfectionist,

you can cut the braces at an angle top and bottom for a more finished appearance. However, I've observed most real railroads use a right-angle cut for structural braces.

After all the braces had dried and the entire assembly seemed secure, I installed the back and side HR-8 railings (**Photo 5**). I cut the back railing four sections long so it fit to the end of the frame. I brushed a line of Plastic Weld along the joint where the base of the railing meets the frame.

I then cut one section of the railing for each of the two short sides of the platform, attaching them in the same manner but adding a little weld to the vertical sides for a neat appearance.

Adding the deck comes next. If you want a diamond plate steel floor, you can opt for Plastruct no. PS-152, which is realistic in appearance. I used ½-inch-thick Northeastern Scale Lumber with ⅛-inch scribe lines. In either case, cut the floor to fit snugly inside the railings (**Photo 6**).

I scored lines every scale 8 feet, or about 2 inches, to simulate individual planks (**Photo 7**). I put in a few scrapes with the end of the saw blade to show use – more at the front, less at the rear – before staining the wood with Minwax Special Walnut.

I added floor braces under the deck by cutting five supports from the TFS-4 stock and securing them with Gorilla Glue no. 770B single-use tubes (**Photo 8**). I placed weights on the pieces and left them to dry.





WHAT YOU'LL NEED

Plastruct (plastruct.com)

STYRENE SHAPES:

- HR-8 Handrail
- KL-8 Ladder
- PPC-2 Plastic Weld
- RT-8 Platform frame
- SR-8 Side railing
- STA-6 Stairs
- TFS-4 Braces

Northeastern Scale Lumber (northeasternscalelumber.com)

- 6013** 1/2-inch-thick, 1/8-inch scribed

The next day, I installed the braced floor and brushed weld to hold it in place. **Photo 9** shows the nice effect it gives to have some relief between the floor and frame.

I then installed a set of steps on one end and a ladder at the other end. I cut Plastruct no. STA-6 stairs at the 11th step. (You may need more or fewer,

depending on your location.)

On the side of the steps closest to the tracks, I added a no. SR-8 railing and painted it yellow for safety (**Photo 10**). At the opposite end, I installed a no. KL-8 ladder to give the yard crew an alternate way to get to the platform (**Photo 11**).

Moving the steps, ladder, and railing from one end to the other before gluing allows you to fit this project to any area on your layout. You can also move the side railings forward and place the steps and ladder at the rear of the platform if you wish.

I painted the bottom of the platform concrete gray while leaving the steps and railings their natural color. I added waste barrels and workers. You might consider weathering or adding rust streaks.

I selected a light-colored finish for more effective photography. I am now experi-



PHOTO 10. Originally, Stan intended the platform to fit a different location. By relocating the steps and ladder he was able to make it fit a different spot.

menting with a darker wood stain mixed with a tiny amount of motor oil.

If you are looking for an enjoyable and useful project on a cold, rainy weekend, this is it!



PHOTO 11. Stan installed a ladder on the opposite side of the platform to add variety. This might work better on some layouts, as the stairs make a longer footprint.

Thanks to styrene components, fast-bonding cement, and quick-drying paint, total time for this interesting line-side structure was less than four hours. **CTT**

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Lionel's

Story by Len Carparelli

FAB FOUR

for 1957

FOUR BREAKTHROUGHS HIT THE
SHELVES 60 YEARS AGO



Six decades have passed since the onset of one of Lionel's more memorable periods, when its leaders tried fervently to boost sales. Lionel's spot as the premier toy manufacturer was slipping away as the 1950s progressed.

Already by 1955, executives were seeing declines in sales (a 38 percent drop over the preceding two years). They tried to diversify, but nothing seemed to help. Then came 1957. Perhaps the last great year of the era. That year saw engineering and sales leaders introduce four train-oriented items. Each innovation left its mark and branded 1957 as a watershed moment in the history of the corporation.

The front cover of the Lionel consumer catalog for 1957 heralded classic locomotives. Len Carparelli looks at and assesses four innovations for 1957.

1 Super O track

After years spent envisioning and developing a new, more realistic O gauge track system, Lionel introduced Super O. It represented the company's first attempt ever to revamp its track since 1900!

(Solid T-Rail track, offered in the late 1930s, was a separate line entirely. Unlike Super O, it was not intended to eventually replace tubular O gauge.)

Lionel's tubular sections were sturdy, reliable, and easy to connect. But they looked nothing like full-size track. Lionel was still fabricating its O and O-27 straights and curves using the same time-tested methods of construction it had used for years: three rails, all the same size (too large) three unrealistic metal ties, and three track pins to join each section to the next. No matter how well tubular track functioned electrically, in terms of realism it just wasn't cutting it by 1956.

Joshua Lionel Cowen, the co-founder of the business, took to heart the advertisements run by his chief competitor, the A.C. Gilbert Co., in which it boasted about how its American Flyer brand operated on realistic two-rail track.

As Lou Shur, owner of Madison Hardware Co. in New York City, told me many years ago, "Pop [the nickname he gave the elderly Cowen] was absolutely livid – furious – about those ads, because they attacked Lionel's unrealistic track by stating, 'real trains run on TWO rail track.' Lou went to recall how Cowen wanted a two-rail track system in the Lionel catalog by 1957 – 'or else!'"

Of course, Cowen's demand that the company switch over to a two-rail system, which would not be compatible with Lionel's O gauge and O-27 trains, was out of the question. But he kept insisting, so a compromise had to be reached.

Out came Super O! It had two outside rails with a thin copper blade acting as the electrical conduit for the center (third) rail. With the addition of a realistic brown plastic track bed simulating 16 wood ties per section, tie plates and rail spikes, Lionel got the appearance of two-rail track while meeting the electrical requirements of three-rail. That meant older equipment would operate on the new system.

Executives assumed Super O track would be at the top of the innovations for 1957. Finally, Lionel had track as realistic as its trains. The cover of the new consumer catalog heralded Super O as the "most important development in model railroading since Magne-Traction." New engines would have to take a backseat.

In keeping with the heavy advertising and promotion of Super O, Lionel chose to replace many O gauge sets with Super O sets in its cataloged line. By 1958, it had

NOW SHE CAN DO ANYTHING HE CAN DO...WITH LIONEL'S NEW

FOR GIRLS: No. 2037-500LT
in fashion-right colors...with cars to match

Girls, you wanted it! Here it is... a real Lionel baseball in soft, pastel shades. Show your friends you really are you when you actually take the handle of the beautiful pink-faded steam locomotive and send her on her way.

YOURS HAS
SMOKE AND
MAGNETRACTION,
TOO!

FOR BOYS: No. 2037LT
pulling a man-sized freight set

- ▶ **Placing** (loadlight with built-in lift) - green powder coating, 800,000-lb. maximum lift
- ▶ **Excavating** (backhoe) - piping, boulders, pumps, tanks, and other debris, rivers
- ▶ **Equipped with exclusive MAGNETIC TRACTION** powered by a dependable, heavy-duty parallel gear drive
- ▶ **Real operating costs** (generator, pulling device) - 2011 with 40-hp motor and skid-steer action
- ▶ **Ridely durable** (bright type terrain showing simulated steel 40-42)
- ▶ **A full 312" long** (over snowshoes to tip of trailer)

Here's a man-sized view of freight costs to go with your mighty 2017 Lino. The steel-built *New France* motorcycle can cut extra-wide, durable, deep, strong, the new 40-hp motor, 40-hp motor, 40-hp motor. Call us, the first one with pipes, the operator arc, bumper arc and cushion. See your dealer for his full-inclusive net price.

2017 with 40-hp motor and skid-steer action if bought separately, \$39,900.

You Give Your Orders From This Streamlined Transformer
Linn's long-life and easy-to-operate 50-watt transformer lets you control your heat with built-in auto thermostat. You can start, stop and back her up - speed up or slow her down. 85 components are in high-impact phenolic housing. Air cools double base of heavy gauge welded steel. Built-in circuit breaker. Operates seven accessories. 115 v., 60 cycles. AC, US, approved.

EXCLUSIVE PASTEL TRAIN SET FOR GIRLS!

PUFF SMOKE

Just like real locomotives, your steam loco puffs real-life smoke, smoke pellets or smoke liquid are provided

With "Q37" sets you get locomotive, cars, track, transformer, coupling section, hooks, lubricant and instructions. And... remember... all Lionel locomotives and cars are a better buy when you purchase them in sets. Only your Lionel dealer can give you his special complete set price.



Lady Lionel set

Another development derived from Lionel's effort to expand its market.

Decision makers hoped an O-27 outfit aimed at girls (no. 1587S Lady Lionel freight set) would reverse sales disappointments

Higher-ups at Lionel hoped to attract girls into the largely male dominated hobby of model railroading. What better way, they imagined, than by presenting a

set decorated, as the consumer catalog for 1957 put it, “in fashion-right soft pastel colors”: pink frosting, robin’s egg blue, buttercup yellow, sky blue, and lilac.

The play failed. Though Lionel used existing models, tooling, and graphics from older items to keep costs to a minimum, girls turned up their noses at the Lady Lionel. They wanted toy trains that looked like real ones.

The Girl's Set was such a sales

bomb some retailers repainted the pink no. 2037-500 steamers black so they could sell them! Lionel cataloged the 1587S for a second year, just to help dealers dispose of leftover inventory.

Ironically, because the Lady Lionel sold so poorly at the time, an original set in collectible condition is highly sought today. Examples with all their original packaging now command handsome amounts of money.

Introducing a freight set painted in colors executives thought appealed to girls seemed a surefire way to boost sales. Too bad for Lionel O-27 outfit no. 1587S met with indifference and derision. Girls wanted the same realistic models as boys did.

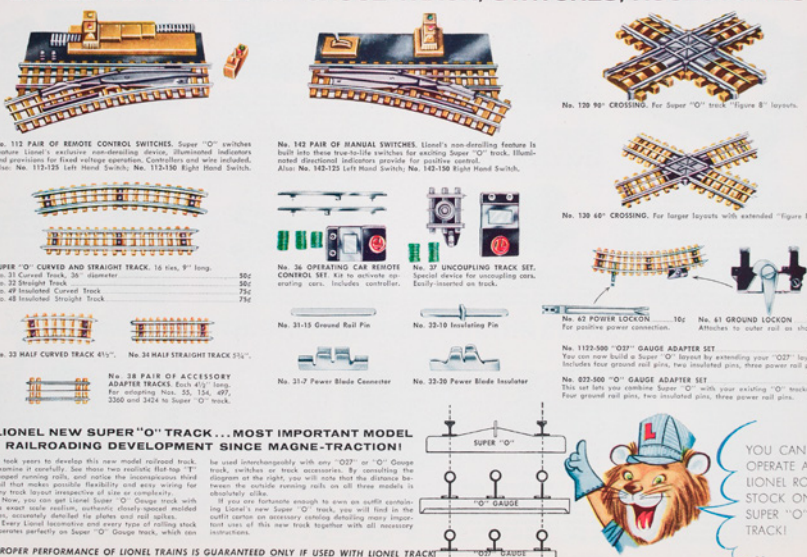
eliminated O gauge outfits entirely, offering sets only with O-27 or Super O track.

Although the consumer catalog showed members of the O gauge track line still available for separate sale, Lionel plainly was phasing out that designation.

Too bad problems with Super O arose almost immediately. The biggest related to turnouts, whose design had been based on the cheaper O-27 no. 1122 switches (prone to overheating and coil meltdown). Engineers should have used as their prototype the sturdier and more dependable O gauge no. 022 switches.

Even after Lionel revamped its Super O switches after 1958, operation still suffered. Designers never corrected the flaws, particularly when it was becoming obvious how Super O was failing to capture the loyalty of modelers. Hobbyists balked at the complicated hookup and the tendency of sections to come apart if not screwed down.

LIONEL NEW SUPER "O" GAUGE TRACK, SWITCHES, ACCESSORIES



Super O track – a system of straights, curves, switches, and crossovers developed to give Lionel a more realistic brand to sell – represented years of research by company engineers. Lionel hoped it would counter claims of superiority by rivals.



The final large and impressive O gauge model of a steam locomotive and tender developed by Lionel was the no. 746 Norfolk & Western J-class 4-8-4 Northern. The handsome streamlined pair failed to generate enthusiasm from consumers.

3 Streamlined 4-8-4 Northern

With most American railroads rapidly switching to diesel power by 1957, the venerable steam locomotive was beginning to see the end. "Dieselization," as the trend of eliminating steam engines was called, had been completed by most domestic lines. Railroads familiar to Lionel fans soon to have switched over included the Great Northern, Milwaukee Road, New York Central, and Santa Fe.

Yet a third innovation associated with Lionel's 1957 line was a bold and attractive steam engine and tender: the no. 746 Norfolk & Western class J streamlined 4-8-4 Northern. It was, the catalog proclaimed, "dramatic evidence that steam locos can be right up to the minute in power and design."

The story behind the 746 is a fascinating one, retold most recently by *Classic Toy Trains* Senior Editor Roger Carp in his new book, *Collectible Lionel Classics: Treasures from the Postwar Era*.

John Van Dyke, a fan of the N&W, fabricated a model of the streamlined steamer using a Lionel 2-8-4 Berkshire. He then informed Lionel's Engineering Department of what he had done and offered to share his handiwork with them if they'd make a "J."

Lionel's initial reluctance to design and market a new steam engine was related to the sales decline it was experiencing. Tooling up for entirely new products, especially engines, was expensive. However, because Van Dyke had based his model on a mechanism already in production, Lionel ingeniously adapted it so the only new tooling required was the boiler; the boiler front; and the steam chest.

Engineers did relent and tool up new truck sides so the rear truck might be more prototypically accurate. Yet the rear truck frame was

almost identical to the one on a Berkshire, with a longer drawbar added along with new truck sides. A four-wheel front truck from a small Hudson yielded the N&W's signature 4-8-4



wheel arrangement. The rest of the class J model was a slightly modified no. 736.

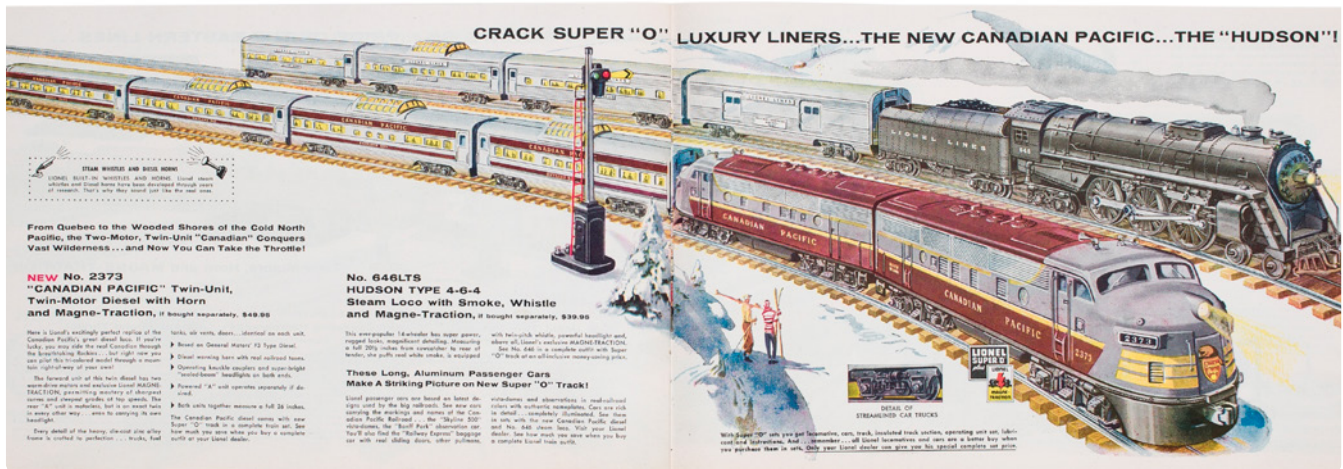
Lionel's ingenious engineers came up with a new smoke unit for 1957 that used liquid instead of pellets. They installed it on the 746 as well as other steam engines. As for a tender for the J, Lionel relied on its old standby, the no. 2046W. The whistle tender now sported a new paint scheme adorned

with bright red and yellow striping to match what the detailing along each side of the 4-8-4.

History, unfortunately, showed the 746 as another sales bomb. Lionel cataloged the streamlined steamer for a few more years. The consumer catalog for 1960, its final year in the line, had it relegated to a small drawing in the O-27 section, where it was described as available as a separate-sale item only.

Most likely, Lionel quit manufacturing the 746 after 1958. Following that year, the company did its best to dispose of whatever inventory was left over.

As late as 1974, Madison Hardware Co. was advertising its remaining new 746 engine and tender combinations in their master carton for \$29.95! Think of how much a never-opened 746LTS might bring on the collector market nowadays!



Corporate leaders at Lionel, who were eager to reach out to youngsters living in Canada, had worked with the Canadian Pacific RR on the decoration of the no. 2373 F3 A-A diesel combination and the streamlined passenger cars they pulled in outfit no. 2296W. Once more, what might have been a smart idea just did not generate heightened sales for Lionel.

Canadian Pacific passenger set

Did you recall how Lionel put a four-car streamlined passenger set at the top of each year's cataloged line? After using F3 diesels as the motive power for a desired set in 1952, '53, and '54, executives had switched allegiance to Pennsylvania RR GG1 electrics in the next two years.

Then for 1957, sales leaders returned to the F3. Only not one decorated for the Santa Fe, as had been the rule previously. They opted, instead, for a new A-A combination painted and lettered for the Canadian Pacific to head set no. 2296W.

The no. 2373 duo was a surprising move by Lionel's top brass. That railroad was largely unknown to most Americans, especially boys like me, who were the force behind Lionel sales. Most of us wanted trains modeled after the railroads that ran through our home towns.

Leaders should have known Canada was not a large part of Lionel's market. The list of authorized service stations had more than 800 locations in the U.S. in 1956 – and fewer than 50 in Canada.

Maybe those men, striving to broaden Lionel's appeal, thought they could boost sales in Canada with a set highlighting the CP. "If you're lucky," declared the text accompanying artwork of the 2296W set in the consumer catalog, "you may ride the real Canadian through the breathtaking Rockies, but right now you can pilot this tri-colored model through a mountain right-of-way of your own!"

Again, however, what seemed like a savvy sales tactic, fell short of the mark. Sales of the 2296W proved disappointing, and Lionel discontinued the Canadian set after only one year, never to appear in the postwar catalogs again.

Lionel decision makers and designers, in an ill-fated attempt at matching what the Canadian Pacific actually did to let travelers see more of the spectacular scenery, filled the set with an unusual consist. It offered three no. 2552 Vista-Dome cars and not the traditional assortment of one or even two dome cars with a Pullman coach added for versatility. Trying to be more realistic merely left Lionel open to criticism from frustrated customers.

About all consumers could do was augment their purchases with the two separate-sale Pullmans also cataloged in 1957: the nos. 2553 *Blair Manor* and 2554 *Craig Manor*. Poor sales of the CP passenger outfit explained why sales of the two Pullmans proved even more dismal. Now, though, the set, like the Lady Lionel, leaves collectors hypnotized, and prices for the 2296W continue to skyrocket.

END TO INNOVATIONS After 1957 and the disappointing results of notable sets and the new track, the innovations at Lionel ceased. The departure of Cowen, along with an even more disappointing financial picture for 1958, greatly affected the company. That year Lionel actually lost money for the first time since the Great Depression!

In the ensuing years, Lionel's engineers and production supervisors began following a practice of drastically cheapening their line. Heading out the door for good were die-cast metal trucks and couplers, heavy locomotive frames cast

from zinc alloy, and any number of sturdy and finely detailed products. Just about every locomotive offered in 1958 was either a reissue of an older item or a standby with a new paint job, such as the no. 2242 New Haven F3 A-B pair.

Yet we should not forget the efforts made by corporate leaders in 1957 to enhance the train line and reach new niches in the toy train marketplace. They had dared to experiment and focus on railroad realism, although in ways that failed to bring new folks into the Lionel fold or revive the fading enthusiasm of longtime fans. **CTT**



SETTING DOWN ROOTS

By Roger Carp • Photos by Doug Kearney

THE KEARNEYS FINALLY BUILD THEIR OHIO & SOUTHWESTERN RR

In 1961, Ricky Nelson crooned about being a travelin' man. The rock 'n' roll star sang that he had made a lot of stops and in every port owned the heart of at least one lovely girl – and had no intention of slowing down.

The Kearney family, Bob and Pat as well as their three sons, also made a lot of stops over the years. From Ohio to Arizona and then off to New Mexico, only to pull up stakes and head for the sunshine of California.

In every part they owned the heart – of more and more Lionel trains! Bob built a collection of postwar and modern-era O gauge locomotives and rolling stock. Only now, with the help and support of his son Doug, has this veteran hobbyist at last constructed the layout he long desired.



1. If you're going to name your layout the Ohio & Southwestern RR, as Bob and Pat Kearney did, you need to pay tribute to the railroads that once ran in the Buckeye State. How do you like steam power from the Norfolk & Western and the Nickel Plate Road? Bob favors them because he grew up near their main lines in Ohio.

Roots go deep!

Bob loved his Lionel beauties. He was carrying on traditions launched by his own dad. The Kearney family had entered the world of model railroading way back in the 1930s, when Bob's father had begun playing with Marx trains. After World War II, he had graduated to Lionel models.

The magnificent engines and cars spent little time in their boxes, not after Doug's grandfather vowed to run them on a true layout. So what if the family home had no open space for an O gauge railroad. The elder Kearney's solution was to grab shovels, pickaxes, and wheelbarrows to dig out a basement.

Of course, when Bob built a home in the early 1970s, he added a full basement. He did so to have a special place where he could run those trains over benchwork made out of 2 x 4s and sheets of plywood.

Eventually, harsh winters chased Bob

and his clan out of Ohio. They set out for warmer weather, ending in the Southwest.

Pat saves the day

The odyssey of the Kearneys started with a 10-year stint in Arizona. Did they run trains? Sure – a loop of track on carpet in their living room. They acquired more Lionel trains, and the temporary layout migrated to a sheet or two of plywood on a pool table.

Next stop for the Kearneys was New Mexico, where Doug attended high school. Not much time for trains in the four years there before the family pulled up stakes, leaving the Land of Enchantment for a new home in California.

After Bob retired, he brought out the trains while adding to his collection. Four

loops of Lionel FasTrack wound around furniture in the living and dining rooms. Doug, watching his dad enjoy the trains, told him, "It's time to get them off the floor and running on a layout."

Pat told her husband he could use the two rooms where he had created his Carpet Central. "My dad and I thought my mom was joking," Doug said, "but she was serious. To be honest, I think she was just tired of dusting the furniture since they didn't use those two room anyway!"

Bob and Doug started the 17 x 26-foot layout showcased here in *Classic Toy Trains*. Work on what they christened the Ohio & Southwestern RR (reminding them of the family's traveling) began in March of 2012 and, for all intents and purposes, has continued through the present.

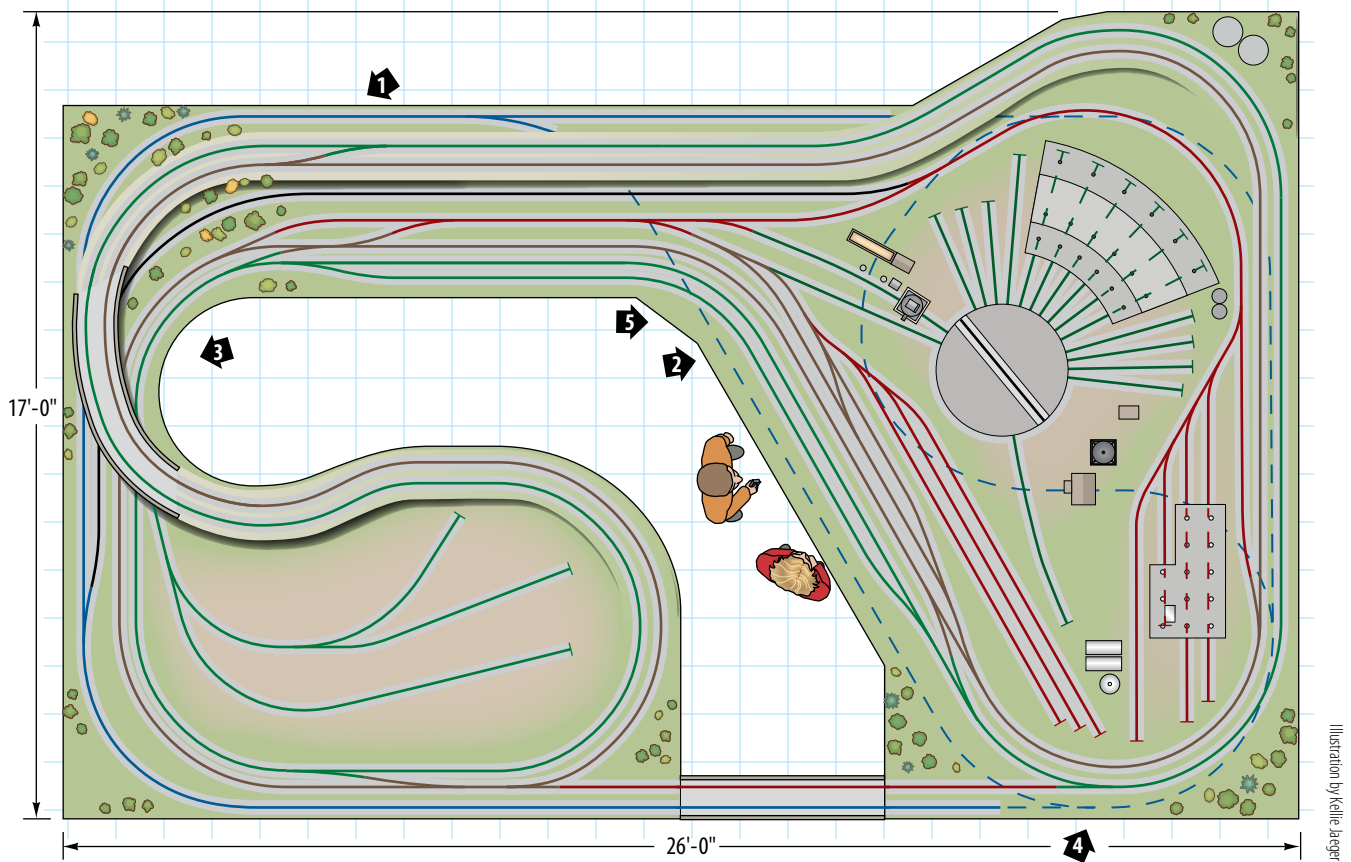


Illustration by Kellie Jaeger

The Ohio & Southwestern RR, in name and scope, expresses the passion three generations of the Kearney clan share for toy trains. The numbered arrows correspond to the numbers in each of the captioned photos.



2. Now you understand exactly why the Kearneys refer to their family's 17 x 26-foot display as the Ohio & Southwestern RR. The Santa Fe has been a favorite of Doug's since his father brought him across the country to settle in southern California, where that railroad once operated. Few of the engine-servicing facilities shown in CTT rival this one in size and detail.

LAYOUT AT A GLANCE

Name: The Kearney Family's

Ohio & Southwestern RR

Gauge: O

Dimensions: 17 x 26 feet

Track: GarGraves (72- to 89-inch diameters)

Switches: Ross Custom Switches

Motive power: Atlas O, Lionel, MTH, 3rd Rail

Rolling stock: Atlas O, Golden Gate Depot, InterMountain Railway, Lionel, MTH, Weaver

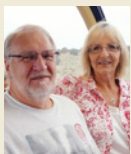
Controls: Lionel 180-watt PowerHouse (4), type-ZW, type-ZW-C, MTH Z-4000 transformers with Lionel TrainMaster Command Control and Legacy systems

Accessories: Lionel, Millhouse River Studio, MTH

Structures: Altoona Model Works, Bar Mills, Brennan's Model Railroading, Crescent Locomotive Works, Keil Line, Korber, Lionel, Model Tech Studios, MTH, Pecos River Brass

Vehicles: Athearn, Motor City Classics, Road Signature

Figures: Arttista, Bachmann, Woodland Scenics



3. Fans of the Santa Fe will probably linger at this photo taken by Doug. Freight trains meet on two levels on a chilly afternoon in February. Snow covers the peaks of the San Gabriel Mountains just east of Los Angeles. The diesels are General Electric Dash 8 and Dash 9 models from MTH.

Books and videos

Doug calls the Ohio & Southwestern RR the first attempt his dad and he have ever made in building a realistically landscaped model railroad reliant on the most elaborate systems of control. But it is a first layout only literally. Everything else about it reflects depth and expertise.

The Kearneys gathered information over the past 20 years by reading model railroading books and studying instructional videos on the Internet. Volumes about assembling versatile benchwork helped. So did scenery books written by Dave Frary and Dennis Brennan.

Best of all, says Doug, have been the modelers who have shared their knowledge on the Internet. "Dennis Brennan and Alan Zamorski helped us with many tasks. Our greatest inspiration came from the videos Rich Battista made to showcase his O gauge Black Diamond Ry. layout."

Ready to go

Insights and techniques shared by three of the finest O gauge modelers around motivated Bob and Doug. The 2 x 4 pieces of lumber the two of them used for the foundation went together in no time. On top of that framework, father and son put

sections of ¾-inch-thick plywood until they had the skeleton of a layout whose levels climbed from 44 to 52 to 63 inches.

Next came the track. GarGraves all the way! According to Doug, some of the straights they secured with 18-gauge brads dated from the 1950s, when his grandfather had bought them. Other sections were "newer," having been brought home by his dad in the 1970s. Something about the wood ties and blackened middle rail, not to mention the ability to bend the curves, appealed to the family.

Controlling it all

The best way to understand the Ohio & Southwestern RR is as a layout built to fulfill the dreams of three generations of Kearneys. True, the railroad has the look of one developed in the past decade. But many key aspects of its design and construction reflect the participation of members over the past half-century.

How operators control their trains – indeed, the nature of those freight and passenger trains – gets right to the point. Doug realized the layout must, if it was

going to meet all expectations, include both conventional and command control.

Nothing less would enable the Kearneys to run the postwar locomotives surviving from Bob's childhood as well as the newcomers to the family roster sold by Atlas O, MTH Electric Trains, 3rd Rail, and, no surprise, today's Lionel.

Lionel ZW transformers haven't retired since handling Bob's engines in the 1950s. Now, Doug says, the vintage power packs handle the lights around the layout.

For the heavy lifting, father and son turned to what's on the current market: a

BEST OF ALL, HAS BEEN THE WILLINGNESS OF EXPERIENCED MODELERS TO SHARE WHAT THEY HAVE LEARNED.

Lionel ZW-C with four 180-watt "bricks" (the two upper main lines) and an MTH Z-4000 (the lower loop and the tracks in the engine-servicing yard). Then they installed the components needed for Lionel's Legacy command system.

Sharing details, Doug summarized the wiring as 14-gauge for the star pattern



4. Expertly integrating photo backdrops with the three-dimensional scenery and neat structures leaves viewers wondering where one element ends and the other begins. Together, they create an ideal setting for the slightly weathered Santa Fe diesels.

derived from guidelines created for the MTH Digital Command System and 10-gauge to connect the transformers to the Track Interface Units from MTH. Thinner types (18- to 30-gauge wiring) worked well for lights around the layout. Feeders amounted to 14-gauge wired soldered to main lines every 6 to 10 feet.

Mountains stand tall

Doug describes first how his dad and he went back a generation when they considered how to fabricate the mountains for the Ohio & Southwestern RR. They first assembled a web of cardboard strips and layered pieces of plaster-impregnated fabric over it. The two of them next spread on top of that solid foundation either Sculptamold or Structolite, depending on the sort of texture they wanted in areas.

Quickly, Doug proceeds to discuss a second method for landforms. Basic is

geodesic foam from Bragdon Enterprises and then using it in conjunction with rubber molds from Woodland Scenics and Bragdon to cast rock outcroppings and walls. The final step involves affixing these plaster features wherever desired.

Time to color the different surfaces of the exposed landforms. According to Doug, "All exposed Homasote and plaster ended up covered with earth-colored latex paints. We primed the geodesic foam with gesso and painted it with artist's acrylics from crafts stores. We stained plaster rocks with diluted acrylic paints, adding highlights and shadows with oil-based paints applied with dry brushes."

Ground cover and vegetation

Bob and Doug sprinkled on real dirt shoveled into buckets and sifted thoroughly after they had carried it home. Where they live in the West is so hot and

arid that dirt becomes thoroughly dry: "Nothing can grow in it!" Doug said.

Finely sifted soil became the main ingredient of ground cover for a lot of areas. The two men poured into it powdered black paint and crumbled ballast the same hue. Then they spread the dark mix around their turntable and roundhouse.

Where vegetation was called for, father and son ordered ground foam from Scenic Express and Woodland Scenics. They trusted the variety of colors and textures would satisfy every need foreseen. Of special value, they said, was a relatively new product called Static Grass Flock, put on the market by Woodland Scenics. An applicator from Noch did the trick.

The photos show the many realistic bushes and trees modeled for the layout, so learning how Doug and Bob made them is a priority. The Kearneys specified clump and fine leaf foliage from Woodland Scenics, along with several products put out by Scenic Express. That list included SuperTrees, ditch weeds, Super-Leaf items, and Briar Patch branches.



5. The Kearneys, including their son Doug, know from experience in the hobby that details, especially figures, inject life and add realism into scenes. They pay attention to even the tiniest element, including sand spilled on the track and by a storage bin.

Upgrading structures

Layouts like the Ohio & Southwestern RR, which shine a spotlight on the landscaping, can cause observers to overlook outstanding structures. Doug tries his best to ensure the railroad-oriented and residential buildings get their respect.

Most of the structures admired belong to commercial lines. Altoona Model Works, Brennan's Model Railroading, Korber, and Millhouse River Studio stand out. Doug and Bob get a kick out of upgrading what they buy, usually by painting and weathering exterior surfaces.

The Kearneys also enjoy adding track-side and other kinds of details. After combing through listings and catalogs from Bar Mills, Keil Line, and Model Tech Studios, among other businesses, they make purchases aimed at improving every neighborhood, yard, and highway. They note the importance of installing lights.

Plus backdrops for depth and realism. At each end of the layout Doug and Bob used carpet tape to hang a two-piece item from Backdrop Warehouse to panels of

1/8-inch-thick Masonite they then screwed to 1 x 2 stringers attached to a wall.

Finest area

Mountains, backdrops, buildings, and plenty of trains – Pat gazes at what her husband and son have put in the living room and smiles when she remembers how Bob dreamed of a layout and how Doug worked with his dad on a project that tightened their strong bond.

The two of them spent more than a year building the roundhouse (a plaster kit), making sure the painting and weathering were perfect. As challenging for the Kearneys were the yard office (a wood kit with laser-cut parts) and the diesel shed they kitbashed using modular walls from Pecos River Brass. “Figuring out the right kind of adhesive to use turned out to be extremely important,” Doug said.

It demanded lots of effort to finish the yard and its facilities. But it was worth it.

Time to learn

Anyone reading about the Ohio & Southwestern RR should take to heart the advice generously shared by Doug. Of course, his wisdom boils down to taking whatever steps are necessary to construct the layout you’ve dreamed of.

Doug recommends reading about what you’ll need to do while searching for

THE TWO OF THEM SPENT MORE THAN A YEAR BUILDING THE ROUNDHOUSE (A PLASTER KIT), MAKING SURE THE PAINTING AND WEATHERING WERE PERFECT.

answers in traditional sources (hobby magazines and books) as well as novel ones, notably Internet sites and forums. Then enjoy discovering how much you can achieve, from making realistic scenery to wiring a command-control system. He says, “You can fulfill your goals of having a layout to run your trains!” **CTT**



The lineup of brand-new 6-inch trolleys released by a revamped Marx Trains back in the 1990s included three colorful schemes.

THE STORY BEHIND MODERN MARX TRAINS PRODUCTION

INSPIRED

I noted with interest the article Harry Noble had written for the March 2016 issue of *Classic Toy Trains* in which he explained how to build a Marx box-motor traction unit for his O-27 layout using items he had scavenged from his junk box. He reported using, among other pieces, a 6-inch-long wagon-style tinplate lithographed tender and a two-wheel non-reversing motor assembly from a vintage Marx no. 400 or 490 steamer.

Marx Trains released two groups of military-oriented models. They came decorated for the U.S. Military Corps (front) and the Atomic Energy Commission (elevated).

Frankly, I found Harry's how-to article very inspiring because it showed there is still a lot of interest among CTT readers in old Marx trains. I cared a lot about them, too, because I was heavily involved

in producing new Marx trains from 1992 to about 2004.

Recalling a Marx set

The business I helped to establish 25 years ago aimed to re-create items inspired by and

compatible with some tinplate models made by Louis Marx & Co. in the late prewar and early postwar eras. We did not, however, intend to duplicate any vintage collectibles.

One of our inspirations,





Each of the new Marx trolleys consisted of a lithographed sheet-steel shell, a metal chassis (front), and a motorized body equipped with four wheels and a headlight.

BY THE PAST

Story and photos by James R. Flynn

which bounced between the drawing board and prototype bench, was an O-27 train set powered by a 6-inch boxcab motor. Our earliest ideas appeared in "Right Time, Right Place," published in the January 1995 issue of CTT.

That brief magazine article contained images of a Chicago Transit Authority elevated passenger train as well as a maintenance-of-way train. Both sets were hand-painted prototypes made back in 1993. They ended up displayed in our company's archives.

The MOW set never made it into production. By contrast, the CTA passenger set, complete with trestle pieces, was released in 1998. That train did well on the market.

Additional names

The popularity of the CTA train motivated us to produce a similar set decorated for the New York City IRT subway. Both had station call sounds activated by start/stop.

The motors in the urban power units were a modification of our standard motor squeezed into the 6-inch four-wheel frame. Trimming and other modifications were required for wheel clearance.

Next to appear on the market were Park Avenue trolleys. They followed the CTA and IRT and were also an overwhelming success. The final boxcabs were the Atomic Energy Commission (AEC) and THOR military switchers, made in the early 2000s.



Planned but never put into production by Marx Trains during its brief history was a long *Olympian* type of boxcab unit. The prototype came decorated for the Pennsylvania RR.

An *Olympian*-style boxcab with articulated porches was on the prototype bench, when we sold the company in 2004. Sadly, it never went into production, although a crude prototype model of that concept was fashioned. That engineer-

ing sample made use of the same motor/frame unit, car trucks and frame parts, plus some over-the-top trim.

Developing those boxcabs was demanding, but making them was fun, as was seeing most go into production. **CTT**



STRIKING THE RIGHT BALANCE

ACTION AND AUTHENTICITY MAKE A WINNING O GAUGE
COMBINATION FOR NEAL ZOUMBOUKOS



By Roger Carp • Photos by Dave Horton

Ladies and Gentlemen: Prepare to be amazed by this balancing act. Watch as one man defies the odds and manages to remain upright while being pulled by two powerful forces! *Classic Toy Trains* proudly presents the Great Zoumboukos! No tightrope or acrobat – this balancing act involves a 17 x 20-foot layout featuring elements of toy-like fancy and realistic scenes.

1. Neal believes Lionel's renditions of Santa Fe F3 diesels (in this case, his no. 2353 A-A duo) never lose their beauty. They age with elegance, much like a motion picture starlet or an American-made automobile from the late 1950s.



2. Who says realistic scenery doesn't enhance the appearance of postwar toy trains? Neal's attractive layout shows how well solid landscaping complements the fanciful look of antique locomotives, railcars, and accessories. Patti McNutt, an artist from the Pacific Northwest, painted many of the scenic features; the eye-catching commercial backdrops in the distance were sold by Falter.



LAYOUT AT A GLANCE

Name: Neal Zoumboukos'
O gauge layout

Dimensions: 17 x 20 feet

Track and switches: Lionel, Ross Custom Switches (31-inch to 72-inch diameters)

Motive power: Atlas O, K-Line, Lionel (postwar, modern), MTH

Rolling stock: Atlas O, Inter-mountain, K-Line, Lionel (postwar, modern), MTH, Weaver

Controls: Lionel types KW, ZW transformers with TrainMaster Command Control

Accessories: Lionel, Marx

Structures: Atlas O, Lemax, Lionel, Plasticville

Vehicles: Diecast Direct, Ertl, GreenLight Collectibles, Hot Wheels, Lionel, MTH, SpecCast Products, Welly, Yat Ming

Figures: Life-Like Products, Preiser, Woodland Scenics

Neither joyful whimsy nor authenticity overwhelms the other. In this one layout Neal Zoumboukos neatly captures the best of both niches of the toy train hobby.

Love of vintage trains

The story of this layout really begins with Neal's love of vintage electric trains. He speaks glowingly of the Lionel O gauge steam passenger set his godfather gave him in 1950. Outfit no. 2136WS, originally cataloged in 1948, nurtured Neal's desire to balance toy trains with the realism soon to assume so much importance for him.

That three-car passenger train put into motion the balancing act that has consumed Neal for more than six decades. During his youth, the Lionel set motivated Neal and his dad to build a 6 x 10-foot layout in the family garage.

More real than Lionel?

Neal found new ways of fine-tuning the mental skills that transformed a toy operating on three-rail track into a realistic model of what could be seen on many American railroads. Moving into HO scale in the 1980s advanced those skills. Neal learned how to assemble and finish structures and to fashion eye-appealing scenery with help from his wife Yvonne while becoming an advocate for the merits of realistic modeling.

In the final years of the 20th century, Neal's commitment to HO modeling gained momentum. He respected everything the smaller and realistic trains provided. Realism meant more to him.

Neal's talents were not all that grew during the period when HO modeling commanded his time and resources. A compact scale layout he expected to stall at 24 square feet continued to expand until it topped out at 84 square feet.

Without abandoning the HO layout or regretting his involvement in the scale side of model railroading, Neal progressed forward by returning to the O gauge niche. He planned a three-rail layout along the

NEAL'S ATTRACTIVE LAYOUT SHOWS HOW WELL SOLID LANDSCAPING COMPLEMENTS THE FANCIFUL LOOK OF ANTIQUE RAILCARS, LOCOMOTIVES, AND ACCESSORIES.

perimeter of his 6 x 14-foot HO empire. Whimsy would exist alongside scale.

Ready to balance

Neal was on the verge of a feat few individuals dare to attempt or care to attempt! He would complement his realistic and satisfying HO railroad with a toy-like and equally satisfying O gauge one.

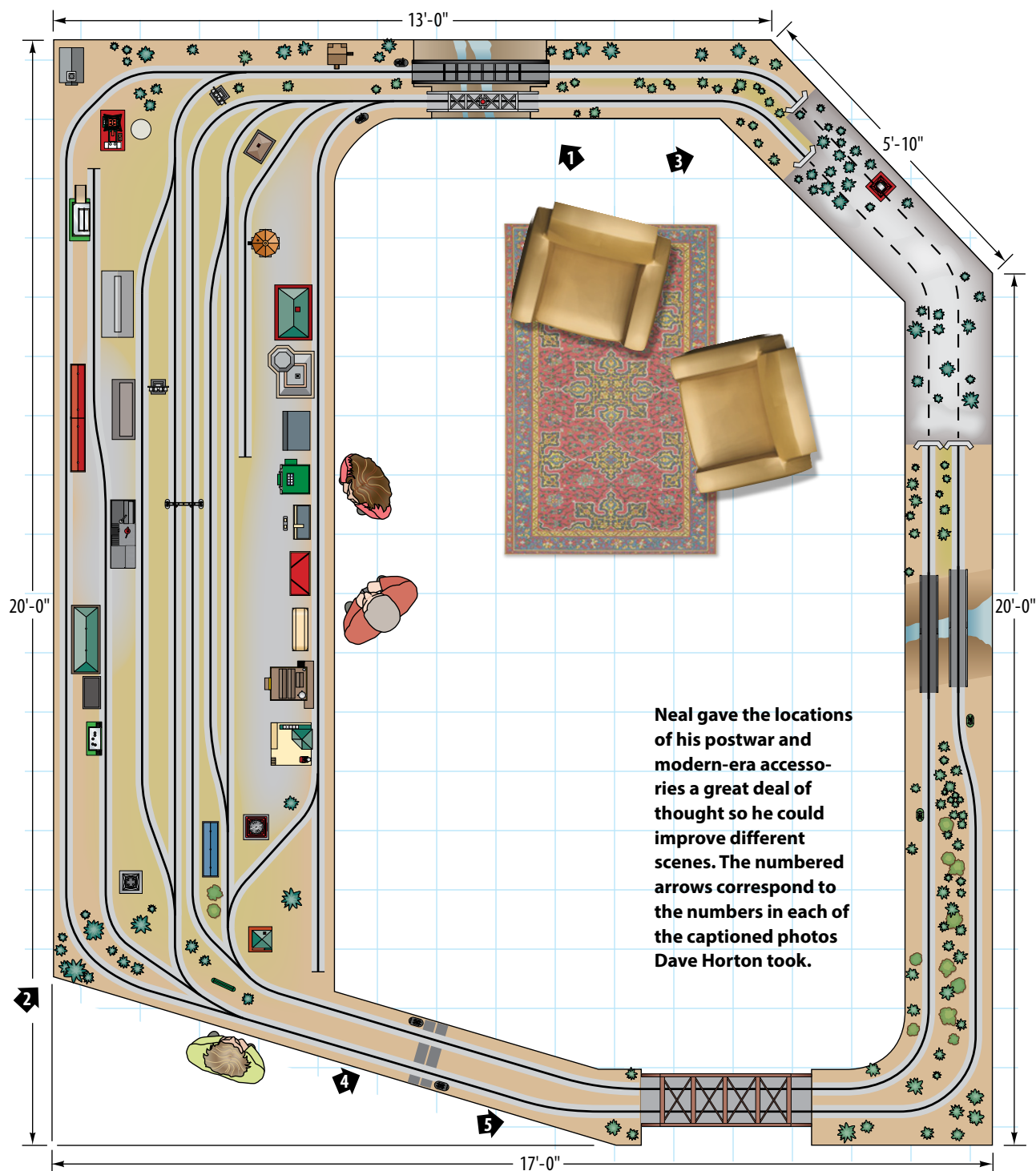


Illustration by Kellie Jaeger

Neal has developed an O gauge railroad in which antique toy locomotives, rolling stock, and accessories thrive in realistic settings reminiscent of his HO world.

The tools Neal relied on to achieve his balancing act, plus the techniques and tricks he used, have much to teach us. A love for Lionel trains need not cause us to reject the advantages of realism. Indeed, blending postwar items with the latest scenery and buildings has many benefits.

Start with the track

Neal was very familiar with benchwork when he began work on the 17 x 20-foot layout shown here. He had gone beyond tabletop methods. Books, magazine articles, and experience building his HO display had taught him about the open-grid method he adopted for his O gauge layout.

After putting a layer of ½-inch-thick sound board over the plywood surface, Neal debated what sort of track to use.

Traditional Lionel tubular track had the appearance he wanted.

So Neal had voted first for something that suggested toy trains. But he shifted to realism by acknowledging the limitations of the customary 31-inch-diameter curves. For a more authentic look, he moved up to the wider pieces available from Lionel, selecting 54-inch-diameter curves.

A commitment to realism emerged further when Neal focused on the need to

3. How often during the 1950s did kids who worshiped Lionel struggle to decide at the holidays whether to request a colorful diesel or a powerful steam locomotive?



4. As Neal put it, “Maybe Lionel didn’t offer any Southern Pacific F3s back in the 1950s – but it should have!” These gorgeous A-B-A units cataloged in 2000 (no. 38197) roll regally through a grade crossing guarded by vintage Lionel no. 154 highway flashers.

properly finish his trackwork. He inserted Realistic Railroad Ties sold by Three R Plastics and poured on the ballast from Dechant’s Railroad Express.

Best kinds of control

Although Neal is partial to postwar models, he owns more locomotives and cars manufactured in the modern era of production (1970 to the present) than he does trains made in the 25 years after the end of World War II.

Neal’s roster of contemporary electric trains also strikes a balance. He points to

motive power and rolling stock from firms other than Lionel. Locomotives from MTH Electric Trains, Atlas O, and K-Line, along with freight and passenger cars by Atlas O and Weaver share space on the shelves and main lines with Lionel items.

If you appreciate the balancing act Neal performs, you will understand why he operates his trains using conventional means as well as command control. He votes for the best systems of both eras.

“I run my postwar Lionel engines, along with my MTH locomotives, with a conventional transformer,” Neal said. “My

modern Lionel steam engines and Atlas O diesel depend on TrainMaster Command Control. At least most of the time!”

A final nod to balance came down for Neal to wiring the latest rendition of the classic Lionel type-ZW power source at the helm of his control panel. That big boy handles the various trains. But a vintage type-KW transformers is in charge of the different operating accessories and the banks of lights on the layout.

Neal referred to 10-gauge wire when asked about mainline feeders. He soldered them 5 feet apart. Thinner kinds of wire – he specified 18- to 24-gauge – serve the many turnouts, accessories, and lights.

Toys amid scenery

Neal appreciates the whimsical qualities of his postwar freight and passenger trains. He finds much to love about the accessories Lionel highlighted in its line, especially the brightly colored plastic features and ingenious animation. “These are among the finest toys ever made,” he says.

Such allegiance dictated that Neal showcase his postwar signals, freight loaders, and light towers from Lionel and Marx. Similarly, he wanted to leave lots of



5. A Lionel no. 224 steam locomotive and tender from Neal's roster of postwar trains bursts out of a truss bridge with a short freight in tow. He bought the Faller background scene and mounted it on 4 x 6-foot sheets of corrugated plastic.

real estate for Plasticville kits, including businesses and railroad facilities.

But Neal didn't want an entirely fanciful world. His layout must be more than a simple environment with grass mats or carpeting for fields and mirrors for water.

Neal made his goal plain: Realism in the form of believable scenery made with the latest techniques and materials provides the finest stage for his trains.

REALISM IN THE FORM OF BELIEVABLE SCENERY MADE WITH THE LATEST TECHNIQUES AND MATERIALS PROVIDES THE FINEST STAGE FOR NEAL'S TRAINS.

Consequently, Neal designed sections of the benchwork to form the deep canyons he desired. They, like the towering mountains erected after he had lain the track, began with wire mesh stapled to wood forms and framework. Then he slathered on Sculptamold for the surface, which he shaped carefully.

After Neal had assessed the results and pronounced his satisfaction with them, he turned over the responsibilities of scenery to his wife, Yvonne. "She used latex paints, watercolors, and tempera coloring to complete the shells."

The husband-and-wife team, along with their granddaughter Samantha, balanced their talents to add ground covering and foliage. Yvonne agreed with Neal about the quality of Woodland Scenics landscaping products. For the trees they favored items from Grand Central Gems, Heki, and Woodland Scenics.

Realistic Water, also from Woodland Scenics, made modeling water as easy as filling a tray for ice cubes! All Yvonne had to do was paint the bottom of the pond or creek and then pour the Realistic Water.

Go for the middle

When conversing with Neal or merely listening to him describe how he developed his O gauge layout, you're struck

with his sense of tranquility. No tension in his voice, and no feelings of regret about what he might have done.

This skilled model railroader gained a high level of satisfaction with his O gauge display by following his instincts and sticking to the middle ground. He gave his postwar trains and accessories a central role without abandoning his appreciation of the growing array of products and modeling methods leaving their mark on the hobby today.

So it is little wonder Neal advises newcomers and veterans alike to think about what they love regarding trains, scenery, and controls and then attempt to let them have equal value. Balance and moderation, which folks agree are the elements of a gratifying life, work as successfully when creating a model railroad certain to please you for many years. **CTT**

SUBSCRIBER EXTRA

TO WATCH A VIDEO of Neal Zoumboukos' O gauge layout, go to www.ClassicToyTrains.com and click on "Subscriber Extra"



TWICE THE TALE

By Roger Carp • Photos by Nancy Parsons

FANTASTIC
RESULTS
WHEN RICH
AND NANCY
PARSONS
BLENDED
THEIR SKILLS

Want to get to know someone better?

Ask about his or her favorite childhood toy. What you learn will shed new light on that person.

It's a simple question that helped Nancy Parsons understand her husband, Rich, just a little better. He spoke of the American Flyer train set he had received in 1955. His warm memories of that S gauge train delighted Nancy as much as Rich.

Nancy listened to Rich's tale and encouraged him to expand his collection of post-war models and accessories; Nancy also suggested to her husband that he build an S gauge layout. And with her as his construction partner. Their talents combined for a superb project.



1. ABOVE An American Flyer no. 355 Chicago & North Western Baldwin locomotive leads a freight train past the Shell refinery and tank farm on the 6 x 18-foot S gauge layout Rich Parsons built with help and inspiration from his wife, Nancy.

2. LEFT A long freight train consisting of rolling stock made by the A.C. Gilbert Co. during the postwar era drifts past a Plasticville frosty bar. Nearly all the structures come from the classic lineup of kits sold by Bachmann Bros. in the 1950s.

NTS

Getting tough

Nancy initially failed to get why the old S gauge train meant so much to her other half. She listened as Rich described the no. 5510T and recalled playing with it for hours on end. He spoke of track configured like a figure eight on top of a 4 x 8-foot

sheet of plywood painted dark green. It was just a basic layout with no scenery or structures.

Then Nancy mentioned her intention to add the old Flyer freight train to the contents of the family's upcoming garage sale. Someone, she said, would be happy to take the locomotive and cars off their hands.

Rich cried, "Oh no you don't!" The train had to stay.

The timing was perfect. The younger of their two sons had just earned his undergraduate degree. Rich was now free to indulge himself by preserving his boyhood set while picking up more pieces. Off he went to shows and swap meets as the 1990s concluded.

Fairly soon, Nancy was attending the same local and regional train shows. No one remembered whether Rich invited her along or if she came on her own. All that mattered was how much fun the two of them kept having.

They expanded both the collection and their knowledge of American Flyer. Shelves at their home quickly bulged with S gauge locomotives and railcars until the day Nancy laid down the law. "We are buying all these Flyer trains," she told

Rich. "If you don't build, you don't buy!"

Always a partner

Although Rich had not built an S gauge layout in more than 40 years, being given an ultimatum to launch work merely made the prospect of being able to have a two-rail display for all his trains look more and more appealing. He began planning within a week or two.

Hunting for a partner took even less time. Rich's younger son, Andy, eagerly agreed to assist with the layout. Over an extended weekend, the father-and-son team made progress on an L-shaped display measuring 8 x 33 feet. Nothing especially fancy or elaborate about it, but they did have fun.

Discovering how much fun the men in the family could have with American Flyer left Nancy eager to jump in. The



3. A different American Flyer Baldwin diesel switcher – no. 21918 decorated for the Seaboard Air Line – flies past the nos. 593 signal tower and 774 floodlight tower.

trains, Rich shifted his view from the middle of the 20th century to the dawning of the 21st. He saw the merits of Lionel's Legacy system of command control. His purchase of a Lionel S gauge locomotive equipped with Legacy components prodded him to learn more about it. Pleased with Legacy, he wired the whole layout to be compatible with it.

New with old

Nancy endorses her husband's approach of combining the new with the old. Their modeling philosophy allows them to rely on postwar transformers to generate the power for command control. Similarly, it lets them fluctuate between nailing in place current-production flextrack by GarGraves and screwing into position old left- and right-hand switches from Gilbert.

"Practicality dictated our choices about track," Rich explains. "Nancy and I had accumulated lots of American

two of them were discussing something bigger and more sophisticated than what he had recently completed. The coupler gradually sketched out plans for what evolved into the 6 x 18-foot S gauge railroad shown in *Classic Toy Trains*.

Shared goals

Nancy and Rich assessed the empty space at their disposal and became more confident in their talents for making scenic effects. They learned how to fashion the vignettes they had always dreamed of, incorporating classic operating accessories with a wide range of contemporary structures, figures, and details.

One component of what Nancy and Rich wanted was a mountain range at one end of

the layout. Peaks would rise until they stood 18 inches above the main platform. They were going to be 56 inches off the floor of the train room.

Another notable piece was a control panel at one end of the rectangular tabletop railroad. It, like the primary section of

their railroad, depended for support on a framework consisting of 1 x 4 and 2 x 4 braces and 2 x 4 legs. On the panel Rich installed Gilbert AC and DC transformers as well as a more recent power source from American Models.

Taking the lead in operating



4. The double-track main line Rich and Nancy formed out of sections of GarGraves flex-track dominates their layout. Gilbert accessories add entertainment for guests.

LAYOUT AT A GLANCE

Name: Rich and Nancy Parsons' S gauge layout

Dimensions: 6 x 18 feet

Track: GarGraves flextrack (26-inch diameter)

Switches: Gilbert American Flyer

Motive power: American Models, Gilbert American Flyer, Lionel, S-Helper Service

Rolling stock: American Models, Gilbert American Flyer, Lionel, MTH, S-Helper Service

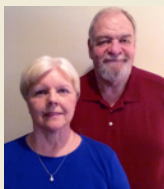
Controls: American Models, Gilbert American Flyer transformers with Lionel Legacy command control

Accessories: Gilbert American Flyer, Lionel

Structures: Plasticville U.S.A.

Vehicles: Hartoy, Hot Wheels, Johnny Lightning, Plasticville U.S.A.

Figures: Artista, Plasticville U.S.A., Woodland Scenics



Flyer switches and were satisfied with how smoothly they performed. Once we saw how nicely they matched up with GarGraves steel pieces, we knew combining them was the right decision."

Even so, Rich confesses to being frustrated by the tight diameter of the Gilbert switches. If he had to start all over, he would buy modern turnouts with at least a 42-inch diameter, which is much wider than the 26-inch Flyer pieces.

More to Rich and Nancy's liking is the excellent performance offered by the locomotives made by American Models, Lionel, and S-Helper Service. No way they would have restricted their motive power roster to only steamers and diesels cataloged by Gilbert half a century ago. By the same token, however, they refused to omit those distinguished old-timers either. Balance made good sense.

"Can we do it?"

That might have been the question Nancy and Rich kept asking themselves as they finished laying track and soldering 16-gauge wire in place for bus and feeder lines. What perplexed them was whether they had the artistic talent and patience to add scenery.

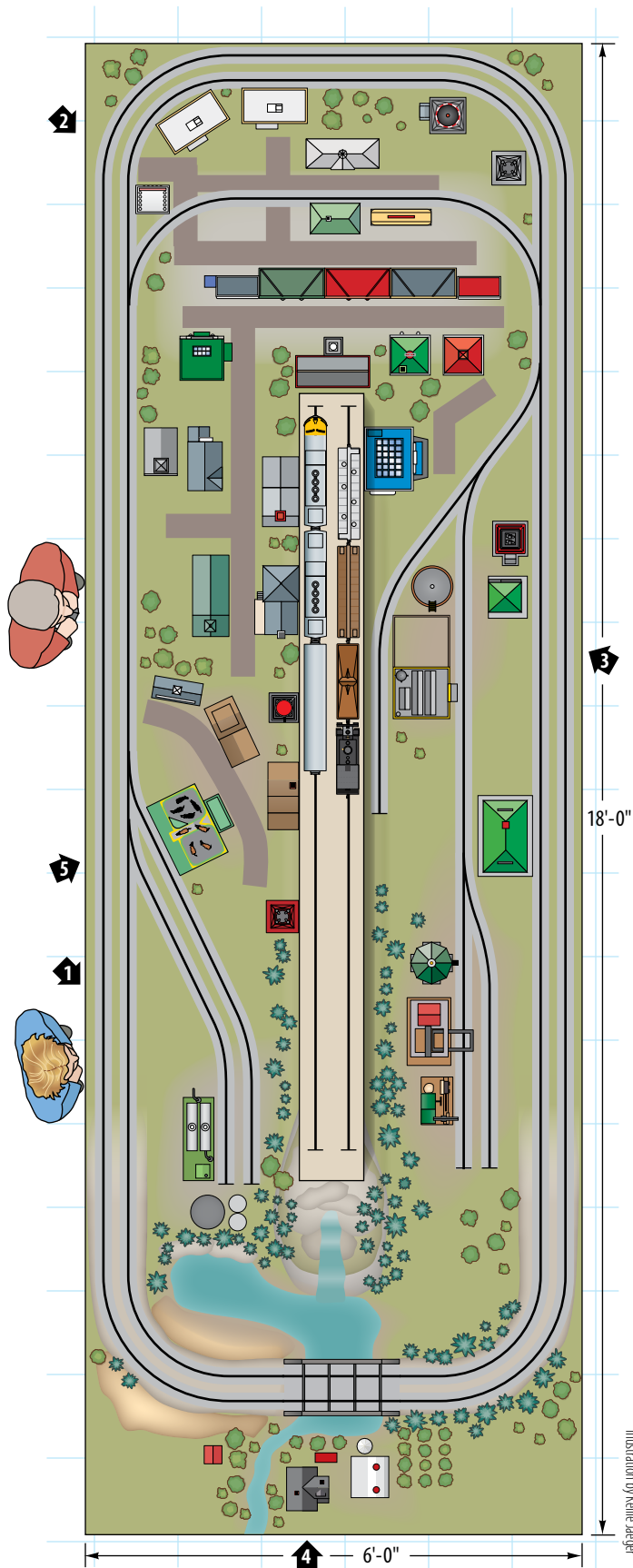
Each spouse encouraged the other. They consulted hobby publications for insights about the best techniques and materials. Then they plunged ahead.

Most challenging was the mountain range. Traditional methods called for forming the foundation with crumpled newspaper draped with paper towels soaked in plaster. Over that went strips of plaster-infused cloth that Rich and Nancy covered with Sculptamold. Then they waited for the shell to dry.

Agreeing they were proceeding in the right direction, the husband-and-wife team colored the scenery base with latex wall paints left over from home projects. Next came acrylic crafts paints purchased from hobby shops and retail outlets. Greens and browns looked best.

For vegetation, the couple tried commercial products as well as natural materials found near their home. Lichen and grasses originated in the Woodland Scenics line. Moss, flowers, and twigs came from their backyard and neighborhood. Nancy and Rich made some of their trees using sedum, branches, and furnace filter "stuff."

The more features the pair completed, the more they felt comfortable with landscaping.



Rich and Nancy enjoy sharing their detailed S gauge layout. The numbered arrows correspond to the numbers in each of the captioned photos.



5. The American Flyer no. 771 operating stockyard looks at home by the Plasticville fruit stand and the no. 165 Golden Grain Elevator (also from Gilbert). Nancy and Rich have a knack for combining disparate elements to create wonderful vignettes.

Commercial items, including trees and shrubs, went on, too. But the most fun and satisfaction occurred when Rich and Nancy fashioned their own.

Old school approach

The enjoyment the couple felt every time they walked into the train room and rolled up their sleeves for the next project carried through with the additional scenic effects necessary for completing individual areas. Planning to have a river and a lake meant Nancy and Rich had to paint what would be the bottom before learning how to successfully work with the two-part epoxy used to model water.

Again, what the two of them started with trepidation and uncertainty soon evolved into attitudes of confidence and creativity. Rather than shy away from what some model-

ers dislike as a messy project, Rich and Nancy found a pleasure. Quickly, they were employing the epoxy to create puddles and standing water.

Same thing happened with the roads. Motorways intended to be unfinished depended on fine sand or gravel from a pet store. They first had to paint the road black or brown. Urban streets benefited from the simulated brick roadway from Department 56.

Of course, the major features required at this point were structures. Rich abandoned his approach of blending new with old in favor of an old school perspective. For in conversations about beloved toys from long ago, he spoke reverently about the residences, stores, banks, schools, farms, and industrial and railroad buildings making up the Plasticville U.S.A. listings.

"We have to use those old kits," Rich told his wife. She acknowledged the merit of those postwar classics, agreeing they beautifully finished every scene. In only a handful of sites did Nancy press for the freedom to build a small structure and to insert a few contemporary details.

understand the gentleman she married more fully.

The great layout Mr. and Mrs. Parson built doesn't only reflect their plans, Nancy said.

"We sought out ideas from friends and family," she notes, "using most of the ones we liked. Asking around for suggestions improved the layout."

FOR VEGETATION, THE ARTISTIC COUPLE TRIED COMMERCIAL PRODUCTS AS WELL AS NATURAL MATERIALS FOUND NEAR THEIR HOME.

Ask around

Nancy often walks around the layout, looking at scenes filled with mementos of her husband's boyhood. Listening to his recollections, joining him at train shows, and working with him on the 6 x 18-foot S gauge railroad helped her

It's important, Rich said, to make a layout your own. Let memories, visions, and wishes shape its look. Instead of having external realities dictate what you build, go with the personal. You'll have a layout that tells the world, especially loved ones, who you are. **CTT**

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To celebrate three decades of *Classic Toy Trains*, the magazine's editorial staff teamed up with Lionel to create a one-of-a-kind commemorative boxcar — the *Classic Toy Trains* 30th Anniversary Lionel Boxcar.

The high-quality O scale boxcar features die-cast metal sprung trucks, operating couplers, and doors that open and close.

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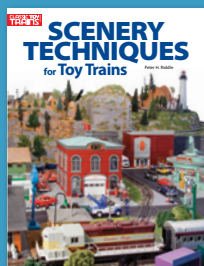
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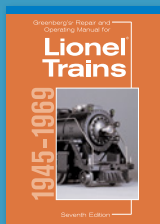
The *Classic Toy Trains* 30th Anniversary Lionel Boxcar will be available in September 2017.

Build a BETTER Toy Train LAYOUT

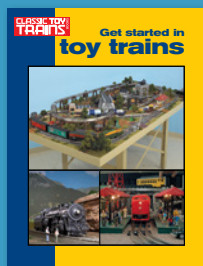
Discover helpful tips for building a better toy train layout. Explore the books below to find expertise on toy train modeling, including operating advice and guides to creating scenery.



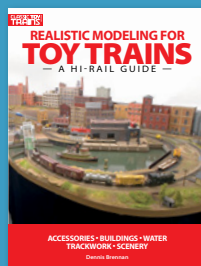
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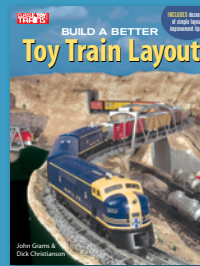
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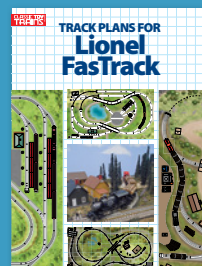
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P30670



Lee Olson shows you how to repair a die-cast metal American Flyer truck. Here is a repaired truck mounted on a flatcar. No exotic tools or special skills are needed to get your postwar S gauge cars back on track.

American Flyer truck rehab

HOW TO REPAIR BROKEN AMERICAN FLYER DIE-CAST TRUCKS

Chances are that if you own American Flyer S gauge trains from the postwar era, you have a few with broken or damaged trucks. What do you do with them? Try to repair them using vintage components!

It didn't take me long to accumulate a collection of broken Flyer die-cast metal trucks from bargain boxes at local train shows (**Photo 1**). Many times, the die-cast sideframes were broken away from the bolster arms, where the two small wedges grip the top of

the sideframes.

This assembly wasn't made to tolerate repeated bending when replacing the axles. (Later versions of the trucks were not made this way, as the sideframe was riveted to the bolster.) The repairs I have seen required drilling and/or tapping the sideframe and left a bolt head sticking out of the top. I didn't care for that, and came up with my own method.

Get started

The materials you need are relatively common: Needle files (flat and triangular), needlenose pliers, a clamp, and J-B Weld epoxy glue (**Photo 2**).

Sideframe

Start by using the flat file to clean up the slot in the sideframe for the bolster end, and file away any rust. Then use the triangular file to smooth out both ends where the sideframe was pressed onto the bolster (**Photo 3**).

Bolster

Next, use the pliers to bend the bolster end flat, as it typically bowed when it breaks away from the sideframe. Then take the flat file and smooth off the bottom and sides of the bolster end.

Don't file the top or the end of it, as it shows at the top of the sideframe (**Photo 4**).

File away any rough spots and remove all rust. File away only the minimum amount for a tight bolster-to-sideframe fit.

Test-fit

Check how the two pieces fit together. Since the sideframe and the bolster can

come from different trucks, this will be a trial-and-error procedure.

The bolster end should fit all the way into the sideframe, and the two support ears need to be tight and flush against the back of the sideframe.

File the bolster as necessary to get the parts to mesh; you may need to bend the bolster with the pliers to get the correct fit (**Photo 5**).

Alignment

Place the assembled fitted parts on a flat surface and check that the bottoms of the sideframes are level with each other and there is no twist in the bolster. The sideframes need to be vertical.

If not, a slight bending of the bolster arm will bring it into alignment. Then measure the distance between the insides of the sideframes; they need to be no farther than 1¼ inches apart and parallel to each other (**Photo 6**).



Assembly

Once you are satisfied with the fit, glue the parts together. It takes only a small amount of epoxy to join the pieces, so doing several at once makes sense. I recommend using J-B Weld because it is a strong adhesive that achieves nearly 4,000 psi of tensile strength.

The steel reinforcement formula assures a good electrical contact if it's used for operating boxcars and illuminated cabooses.

Place a small amount of mixed epoxy glue in the top slot of the sideframe and a tiny bead along the ears of the bolster that contact the back of the sideframe. Insert the bolster into the sideframe, and clamp it in place.

Check the alignment of the sideframes to each other. J-B Weld has a long working time, so you don't need to rush the process. Wipe off excess epoxy with a cotton swab, as the dried material is extremely hard to remove.

If there happens to be a space between the sideframe and bolster, the epoxy will cure to a dark gray, which is a good color match with the sideframe.

Set aside the repaired truck for at least 6 hours. Better to let it have 15 to 24 hours so the epoxy can fully cure.

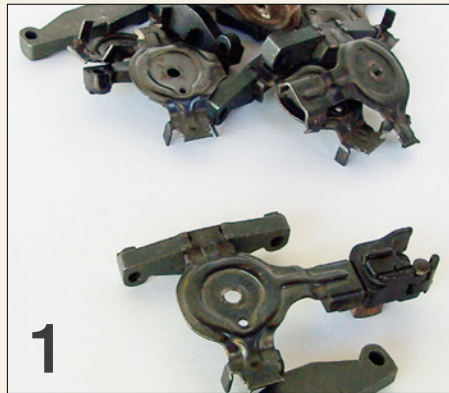
Last step

Remove the clamp after the epoxy has cured, and you're ready for the axles. Before installing the wheels, remember why this truck was broken in the first place.

Always bend the bolster arm, not the sideframe, just enough for the sideframe to clear the axles. Then bend the bolster arm back to hold the axle ends in the sideframe pockets.

Now your broken car is ready to hook up to a locomotive and get rolling for some Flyer fun! – Lee Olson

GET STARTED



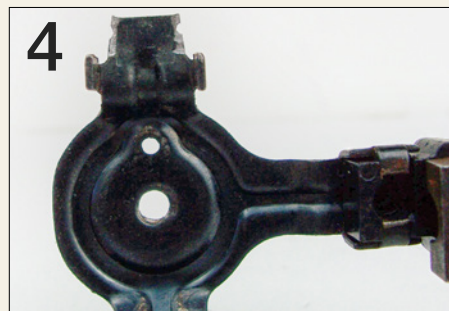
A pile of bent or broken trucks can probably be found in the "under the table" junk box many dealers bring to shows.



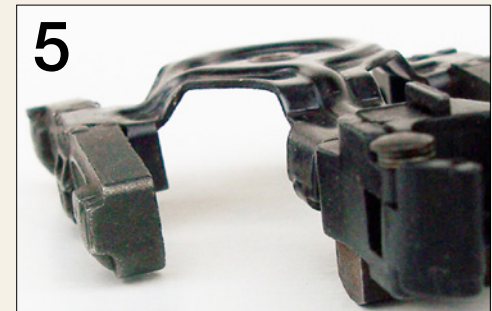
Files, pliers, a clamp, and glue are what you'll need for this project.



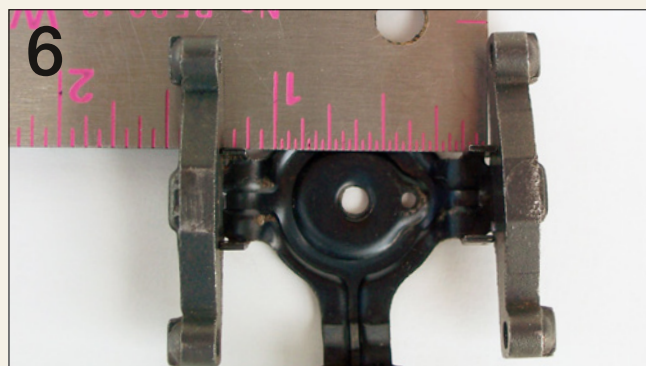
You'll need to use the files to clean broken metal or rust from the slide in the truck sideframe.



Bend the bolster end flat and smooth the broken end of the bolster.



File the bolster as needed to get the parts to fit. Remove rust for a clean, tight fit.



Measure the distance between the sideframes. They should be parallel and no farther than 1¼ inches apart.

PRODUCT REVIEWS

WITH BOB KELLER



Return of an S gauge standard

S GAUGE EMD F3 DIESEL FROM MTH ELECTRIC TRAINS

I was terribly disappointed when S-Helper Service closed its doors. The shakeup of manufacturing in China, and the firm's attempts to regain control of its own tooling, were not a happy way for SHS to bow out. Products in the S-Helper line were superbly designed, ran well, and featured amazing levels of detail (I still recall how impressed I was with the wood texture cast into the cars the first time I saw them).

Fortunately for S gaugers, the story had a happy ending: MTH Electric Trains acquired the S-Helper line and returned it to production. While rolling stock arrived in fairly short order, locomotion was delayed.

I was, pleased, therefore, when MTH shipped its S gauge F3 diesel and even more satisfied with the fidelity to S-Helper's legacy of detail and smooth operational characteristics.

For more than 20 years, the familiar rounded face of the cab unit dominated railroad-ing. The General Motor's Electro-Motive Division developed the FT, F3, F7, and E-series

locomotives, all of which proved the point of diesel locomotive economics and reliability and shuffled steam locomotion to museums and scrapyards. At one point it seemed like every railway in the country – large or small – had EMD units on its roster.

So if you run a transition-era railroad, F units aplenty fit in. If you operate a more modern theme, you can't go wrong with a heritage unit or two for excursion runs.

Opening the box

MTH's re-launching of the S-Helper locomotive line is a

great thing for the S gauge and the toy train community.

The F3's weight and feel suggest quality assembly – no rattles or loose parts and the weight didn't shift when the model was held in different positions.

Both of the forward windows have wiper arms. The compound curves of the nose are flawless. The classification lights are situated just above the large number boards.

Below the headlight you'll see the front access hatch. It seems to be a separate piece, though encouragement from a fingernail didn't make it open. It does have an add-on door handle, and there are add-on grab irons on either

side of it. The pilot is smooth, and the coupler has a wide range of swing. There are no brake or multiple-unit or uncoupler details, although the rear of the unit has a nice uncoupler arm.

The sides are beautiful. Nothing we haven't seen in O gauge, but made all the more impressive because of the

smaller scale. The cab door is solid, and grab irons are bracketed by fine wire handrails.

The cast-in kick plates are delicately painted silver, and cab steps are by the trucks. This is mirrored at the rear access hatch, although the door

lacks windows. The aft corners have steps and grab irons for hostlers or brakemen to ride.

This model was a little gem rolling down the line. It looks good and has ample scale-like detailing



The olive green, red, and yellow Seaboard Air Line paint scheme is expertly applied.

There is a see-through screen running from behind the cab door to the rear of the shell, as well as over the vents between the portholes. Later phases of F-unit production varied the number of portholes and changed from a screen to a horizontal grill.

On the roof you'll find two horns above the cab. Behind are screens over the dynamic brakes and add-on lift rings on the riveted panel. On the next panel are high-shroud fan housings. Add-on lift rings bracket the stacks. On the final roof section are two lift rings.

The rear of the locomotive is Spartan, with a cast-in and solid door and diaphragm. This design works, mainly because the rear normally faces another locomotive or a freight car. But there is a surprise here – remove the diaphragm and you'll find controls for light brightness, DCS or DCC selection, and head-light direction.

On the unpowered A unit, the controls are for light brightness, power, and head-light on/off.

There is, as mentioned, a fine wire simulated uncoupler arm running the width of the end just above the coupler.

Painting of the olive green, red and yellow Seaboard paint



The see-through screens on the side of the body indicate this is an early-production F3. See-through screens, lift rings, and elevated fan housings are some of the details that set the MTH F3 above typical postwar S gauge diesels.

age at 67 scale miles per hour. Our conventional-mode low-speed average was 3.54 scale miles per hour while the command-mode low-speed average was 2.44 scale miles per hour. Our drawbar pull was 10.5 ounces.

The sound reproduction was good, with crew voices being clear. The lighting package was suitably bright.

For scale-oriented operators, the model comes with scale wheels, scale couplers, and a solid (no front coupler) pilot as well as detailed instructions.

This model was a little gem rolling down the line. It is a capable performer that possesses ample scale-like detailing, and comes in a good selection of road names. The F3 diesel from MTH Electric Trains may become the top performer of your S gauge fleet. – Bob Keller

scheme was effectively applied, and we noted no errors. Color separation was razor sharp, and there was no bleed over the see-through screens.

On the test track

American Flyer enthusiasts have often used variations of the slogan, "S is the perfect scale." I have to tell you, even as a devoted O gauger, I'm not sure they're wrong. S gauge equipment is smaller and lighter, but in most cases no less detailed than its O gauge counterparts. Running in conventional mode, S gauge locomotives seem to deliver better performance than any pre-command control (think speed control) O gauge engine. Oh, and their prices tend to be

lower than comparable O gauge gear. Suffice it to say, with our test sample, performance carried the day.

I improvised a test track using Lionel S-20 FasTrack and used an MTH no. Z-4000 transformer for both conventional and command operation (the latter using the MTH Digital Command System App for the iPhone).

The F3 is powered with a single can-style motor driving both trucks. Operation was exceptionally smooth.

With the volume off, motor noise was virtually nonexistent, save for the clicks running over the rail joints.

We were a bit constrained for straight-line running, but we timed the high-speed aver-

S GAUGE SEABOARD F3 DIESEL FROM MTH ELECTRIC TRAINS

Price: \$379.95 (no. 35-20016-1) \$199.95 (35-20018-3 unpowered) **Min Curve:** S-20 **Cmd Low:** 2.44 smph **Cnv Low:** 3.54 smph **High:** 67 smph **Drawbar pull:** 10.5 oz. **Features:** Two motor-driven trucks, ProtoSound 3.0 command and sound system, operating couplers **Current-run road names:** Central RR of New Jersey, New York Central, Pennsylvania RR, Santa Fe, Seaboard Air Line, Union Pacific

PRODUCT REVIEWS

3007707 Burlington Express car

3007705 Troop Kitchen car

3007706 Hospital Kitchen car

3007704 Pullman troop sleeper

How we got "Over there"

O GAUGE TROOP CARS FROM ATLAS O

My dad was in the Navy during World War II, and one of the few railroad-related anecdotes he told me was that after he'd completed training, he was "put in a boxcar with wooden benches" and sent all the way to Seattle to join his ship.

Say it ain't so, Pop! A boxcar with benches? As a kid railroad fan I knew that didn't match up with Hollywood's popular view of a troop train. Surely Dad must have been wrong!

Many years later I realized that what he was probably describing were the troop cars specially built for use in moving military personnel en masse from point A to point B.

War tends to be a come-as-you-are affair. The U.S. had a bit of warm-up time before it became entangled in the global conflict, but the focus of most logistical efforts was building airplanes, ships, and tanks while forming a larger military.

The reality of moving millions of soldiers and sailors around the country, when coupled with the mass movement

of civilian war workers to newly created production centers, was enough to choke the country's rail capacity.

Each month during World War II, as many as 2,500 special trains were needed to move personnel and equipment. In just 1943, more than 10 million troops were moved back and forth around the country. Demand was up, and the total civilian fleet wasn't going to be sufficient.

The Pullman Co. tried to fill the gap with hundreds of surplus, non-air-conditioned sleepers. Excess express and

baggage cars were outfitted as temporary cook cars. The Pennsylvania RR converted automobile boxcars into make-shift troop cars and a small number into kitchen cars. More capacity was essential, so before the war was over the military had placed orders for 2,400 troop sleepers and 800 kitchen cars to fill the need.

The sleepers

The design of the sleepers was based on a boxcar, but with attention toward what type of cargo it would haul. The cars had cushioned trucks



Photo by John R. Crosby



Pullman Co. photo

and a modified brake system.

Soldiers entered the cars through doors located in the center of each side. There were no vestibules, but the cars had doors and rubber diaphragms on each end.

There were 10 windows on each side, a window at the side door and smaller windows at the washbasins and toilet. There were exhaust vents and intakes as well as a vapor heating system.

Bunks, which were in three levels, were situated crosswise out from the sides of the car and not along them. Each car's sleeping capacity was 29 passengers and an attendant. During the day, the upper berth was fixed and the middle berths were lowered to form seating.

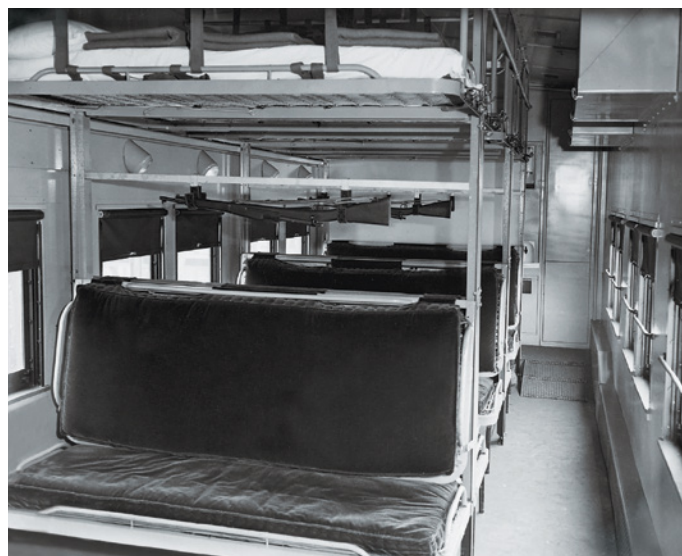
The Pullman Co. operated the troop cars. The porters were Pullman employees, and their responsibilities including setting up the berths and bedding material—just as with any regular Pullman car.

Kitchen cars

The kitchen cars had a similar genesis: boxcar shape, cushioned trucks, and steam and signal lines enabling operation on any passenger train. Entrance was via a single side door (it was wider than the doors on sleepers for easier loading of provisions). The car had an air-pressure water system that had separate lines for sinks and a crew shower.

The focal point of the operation was a pair of U.S. Army coal-fired ranges. They had an extensive overhead exhaust system. There also were a freezer, a bread locker, and ample table space for food preparation. The military units being transported brought provisions, cooking utensils, and personnel to handle the kitchen car and serve meals. The cars, which normally were placed in the middle of trains, could serve meals for as many as 250 people.

Passengers remained at their seats and were served via



Interior photos courtesy Pullman Co.



Bunks in daytime configuration (top). A Pullman attendant prepared the bedding (above), for sleep (right).



PRODUCT REVIEWS



trolley. Plates and cups were disposable paper.

Hospital kitchen cars were slightly different, having 32-volt axle generators and storage batteries for lighting.

At the end of the war the Army offered more than 2,200 sleepers to railroads at fire-sale prices. Many of them continued to work as express or baggage cars or as components of maintenance-of-way consists.

O gauge models

Weaver introduced these cars to the O gauge world, and Atlas O acquired the tooling after that firm closed. I bought two of the original cars in postwar road names and was pleased with them. They went back in their boxes and stayed there until the Atlas O versions arrived. These handsome cars feature distinctively different bodies instead of having the same type with a few alterations.

The sleeper matches the window configuration of the prototype. The side door has a

safety brace locked in place, and three steps extend down to track level. The cars have inset ventilators on the side, just below the roof. Eight exhaust ventilators are topside.

The car ends have short diaphragms, and the corners have two grab irons and a stirrup step for the crew. The rivet detail throughout the body is clean and crisp.

The interior of the car is terrific. The bunks are set up for the troops to hit the rack. I can imagine it must have gotten pretty crowded when porters had to move the G.I.s out of their seats, turn the seats into beds, and then make the bunks.

The car has undercarriage detail (supports, brake lines, and conduit) and die-cast metal trucks and couplers.

The Allied High-Speed Full Cushion trucks look great. These are the only O gauge rolling stock I recall seeing with them. Possibly because they were prone to derail. After the war they were banned from



Pullman Co. photo

interchange service.

The kitchen car shares the same level of rivet and seam detail as the sleeper. It has the same diaphragms and corner safety devices. However, the cook car has nine windows on one side and seven on the other. They are smaller and differ in shape and location from those on the sleeper.

There are no lavatory windows (no lavatory!). The kitchen car has a detailed interior, but per the windows, it is tough to see. Up top you'll find 13 exhaust stacks and a screened exhaust coming from a double oven.

Our Burlington Route express version of the kitchen car is similar to the Army version in every way, except the flush-fitted window inserts are black. This represents sealed

windows for greater security.

The painting and decoration on all the cars were skillful and free of errors. All the printing, from the large "PULLMAN" up top to the small "Water fill at each end of car" at the bottom of the cars, was clear and crisp.

Fall in!

Three cheers for Atlas O for saving the tooling for Weaver's troop cars from a fate worse than death. The high manufacturing standards of Atlas are present in the execution of these cars, and they are as unique a series as you'll find in the O gauge world.

If you bought the old Weaver cars and have problems with the metal trucks disintegrating or the car floors warping, Atlas is cataloging replacement parts for you to buy and install.

Atlas O's troop car series does history a service by recognizing an unusual car style in O gauge that few may have seen outside a museum or a history book. – Bob

O GAUGE U.S. ARMY TROOP CARS FROM ATLAS O

Price: \$99.95 (Sleeper/kitchen car/hospital car) \$74.95 (Express boxcar) **Min Curve:** O-45

Features: Die-cast metal trucks and couplers, interior illumination and decoration **Current** run road names: Pullman, Hospital Kitchen Car, Troop Kitchen Car; **Express car**

liveries: Burlington Route, Chesapeake & Ohio, New Haven, and New York Central. For more information see Patrick Wider's "Troop Cars" in the Winter 2001 *Classic Trains*.

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CLOSING DATES: Jan 2017 closes Oct 11, Feb. closes Nov. 8, March closes Dec. 9, May closes Feb. 9, July closes Apr. 12, Sept. closes June 7, Oct. closes July 12, Nov. closes Aug. 9, Dec. closes Sept. 14.

Events

CA, SACRAMENTO: T.T.O.S. River City Toy Train Meet. Scottish Rite Center, 6151 H Street, Zip Code: 95819. Saturday, September 30, 2017, 10:00am-3:00pm. Single \$5.00, Families \$9.00, children under 12 free with adult. Free parking. Contact John DeHaan, 707-642-8023

CT, GREENWICH: Southern Connecticut Model Train Show, Greenwich Civic Center September 24, 2017, 9:00am-3:00pm. Adults \$7.00, under 12 free. Valley HO Trak Layout & more. Clinics, 150 tables; trains, books, artwork, DVD's. Door prizes, free parking, refreshments. Ron's Books, PO Box 714, Harrison, NY 10528, 914-967-7541. ronsbooks@aol.com, southerncttrainshow.com.

FL, BROOKSVILLE: Regal Railways presents Toy Trains & Hobby Show/Sale. Hernando Fairgrounds, 6436 Broad St. Saturday, September 30, 2017. 9:00am-2:00pm. Adults \$5.00. Vendors, videos and operating layouts. Serving lunch items. Contact: Joe at 727-244-1341 or visit: www.regalrailways.com for more information.

GA, ATLANTA: 53rd Model Train & Railroadiana Show. Saturday August 26, 2017 Infinite Energy Center, 6400 Sugarloaf Parkway 9am to 4pm. Admission: \$9 (under 12 free). Info: Charles Miller, 3106 N Rochester St., Arlington, VA 22213. 703-536-2954 or rrrshows@aol.com

IA, HAMPTON: NCIMRRC Train Show, Franklin County Convention Center. 1008 Central West, Sunday, October 29, 2017. 9:00am-3:00pm. Admission \$5.00. Trains (all scales), memorabilia and collectibles to buy, sell and trade. Individual tables welcome. For information or table reservations contact. Eastside Trains, 641-456-1998, e-mail eastsidetrains@gmail.com

KS, WICHITA: 23rd Annual Model Train Show, Cessna Activity Center, 2744 George Washington Blvd. September 23-24, 2017, Saturday, 9:00am-5:00pm; Sunday 10:00am-3:00pm. All gauges, operating layouts, 40+ vendors, repairs, concessions, door prizes. Children's Depot with Thomas the Train. Admission: \$8.00 for Adults, Children under 18 FREE w/Adult. More information: www.WichitaToyTrainMuseum.org

NY, LINDENHURST: Northern Spur Train/Diecast Vehicles/Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (North of Hartford St.) September 24, 2017, November 5, 2017, January 7, 2018, February 18, 2018, April 8, 2018. 8:30am-1:00pm. \$5.00 adults, under 16 free w/adult. Handicap accessible. Contact: Carmelo Saccetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855

NY, ORCHARD PARK: TCA Upstate NY Chapter Show. American Legion Post 567, 3740 North Buffalo Rd. Zip: 14127. Sunday, September 17, 2017. TCA members 9:00am. Public: 9:30am-2:30pm. Admission, Adults \$5.00 under 17 FREE with paid adult. Info, www.upstate-ny-tca.com Chuck 716-390-8216

OH, PAINESVILLE: Railroad Memorabilia Show, Painesville Railroad Museum (Painesville Depot), 475 Railroad Street, Zip Code: 44077. Sunday, August 27, 2017, 10:00am-4:00pm. 216-470-5780 Email: prrm@att.net www.painesvillerrailroadmuseum.org

PA, NEW HOPE: METCA 2 HR. Fall Train Trip New Hope to Buckingham Valley PA and back, Leave 5PM sharp Saturday September 16th 2017. Includes buffet w/desserts, soft beverages. Adult \$60, Children 6-12 \$10, 5 and under Free. Purchase tickets online. Info: www.METCA.org; Contact/Info Sam Deo, eusdesa@yahoo.com, 201-757-3507. All Aboard.

TX, MCKINNEY: TCA Lone Star Division Train Show Saturday, September 9, 2017. Collin College Central Park Campus Conference Center (SE corner Community Avenue and Taylor Burk Drive) 2400 Community Avenue McKinney TX 75071. 10:30AM-4:00PM. \$6.00 per adult/\$9.00 per family. For more information contact Brian Jensen 972-414-1340 bjensentx@tx.rr.com

TX, PLANO: NTC 3rd Annual Fall Plano Train Show. Plano Centre, 2000 E. Spring Creek Parkway. September 30th, and October 1st, Saturday 10:00am-5:00pm; Sunday 10:00am-4:00pm. Adults \$8.00, 12 and under free w/paid adult. All scales & Tin Plate. Dealer tables and How-To Clinics. Information: Chris Atkins, chris@railroadmodeler.com 469-438-0741. Visit us at http://www.dfwtrainshow.com

TX, SEABROOK: TCA Lone Star Division Gulf Coast Chapter Fall Meet. Bay Area Community Center, 5002 NASA Parkway. Zip: 77586. Saturday, September 16, 2017, 10:00am-3:00pm. Contact: Mark Heavener, 281-728-8585 mark.heavener@gmail.com Ask about our special discounted table rates for this show.

VT, RUTLAND: 6th Annual Rutland Railway Association Model Railroad Show & Swap Meet. College of St. Joseph, 71 Clement Road. September 30, 2017, 10:00am-3:00pm. Admission \$5.00, under 12 free. Model Railroad Vendors, All Gauges & All Ages, Railroad Memorabilia, Layouts. Vendor Table Space Available. For Information: John Schaub, 802-774-8412, call/text

WA, CHEHALIS: Lewis County Model Railroad Club, Annual Fall Railroad Swap Meet and Show. Southwest Washington Fair Grounds, Blue Pavilion Building, 2555 N. National Ave., Zip: 98532. October 14-15, 2017, Saturday 10:00am-4:00pm and Sunday 10:00am-3:00pm. Admission \$5.00. Free parking. Contact information: Ted, 360-985-7788 or TedsTrains@LewisCounty.com

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Simulate rubber roadbed

INSULATING TAPE CAN BE A WONDERFUL THING

On my O gauge Great Georgia Central & Southern RR, I am a holdout for a green-painted plywood tabletop with tubular three-rail track. Sixteen years ago, I used Johnson rubber roadbed for track support. It looks great and deadens the sound. It is, however, virtually unavailable now.

I'm building a small, 1950s style layout for our cabin and was looking for a substitute roadbed. I wanted to use tubular track and green-painted plywood, just like Lionelville in 1950.

I stumbled across a product that mimics the Johnson rubber roadbed, without the drop-in slots for tubular ties and the simulated raised ties molded in the roadbed. What is it? Insulation tape (**Photo 1**). Plumbers use it to wrap pipes in attics, basements, and other spots where pipes can freeze.

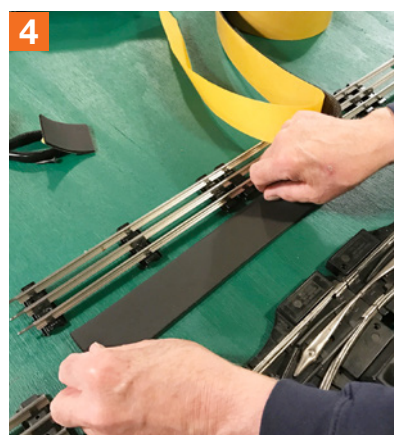
I chose the Armaflex TAP18230 from Home Depot. It is a two-inch-wide black product. Insulating tape, which is available in a variety of widths, is easy to install. Lay your track plan on the tabletop and, using a marker, place a line on the outside width of the track ties (**Photo 2**).

Then set aside the track and unroll the insulation tape against the marker line (**Photo 3**). The tape has a sticky back, just strong enough to hold the tape where you place it. It goes around curves, even O-31 sections quite easily.

Lay track sections to match the location of the tape (**Photo 4**). Presto, a magic rubber roadbed appears! Looks are one thing, but what about the sound deadening? There are several thoughts here. You can place screws through the ties to hold the track in place, but then you have the train/track noise transferred to the plywood via the screw. This isn't too bad; noise is reduced by about half.

A better solution is to replace the screws with long black twist ties or even black insulated wire, making a horseshoe "U" and twisting them tightly under the table. Glue will work too.

Plumber's insulation tape looks great and deadens the tinfoil roar for my postwar-style O gauge layout. — *Jim Steed*



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