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March 2018

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LINEUP

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O gauger Brian Inch knows the value of a small layout.

BY ROGER CARP

COVER PHOTO BY BRIAN INCH

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TRAINS**

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Five big reasons to build a small layout

A 5 X 9-FOOT RAILROAD HAD A KING-SIZED REWARD

We have a treat for you! Much of this issue is devoted to compact layouts – a subject near and dear to many of us. I started out with a “one board” railroad: just a single 4 x 8-foot sheet of plywood.

It featured an oval of track with one switch. It had one structure. Its scenery was nothing more than a coat of green paint. And it seemed like plenty of railroad for 7-year-old me. Many readers I've spoken with also have warm childhood memories of similarly modest railroads.

The O and S gauge builders we profile in this issue work their magic in not much more space than I had. Planning with care and building with skill, they prove compact layouts can, indeed, be plenty of railroad.

There is nothing new about this approach. A postwar Lionel factory-built display is fea-

tured on page 28, and an American Flyer display, built by an employee of the A.C. Gilbert Co., is showcased on page 50.

Reader Alan Caddell, whose 5 x 9-foot layout is shown on page 44, said the birth of his grandson, James, rekindled his own interest in trains. By the time James turned 5, Alan was ready to start work. The railroad grandfather and grandson (shown above) built ended up being an incredible bonding experience.

In the cover letter accompanying his article and photographs, Alan set out the following five reasons for wanting to share his story with CTT



readers and encourage others to tackle a similar project:

1 It is never too late (or too soon) to build upon your love of trains, and there's never been a better time to enter the hobby.

2 A smaller layout is less intimidating for first-time builders.

3 Small layouts inspire problem-solving and creativity.

There are many ways to run trains in a small area!

4 A layout is a great way to lure children away from tablets and television by providing a fun alternative to digital entertainment.

5 A compact layout is a tremendous opportunity to leave a lasting legacy for children and grandchildren. By working together you can develop a layout that will be passed down, along with the priceless memories associated with its construction.

Thanks, Alan, for reminding us that starting small can pay off in big ways. Do you have youngsters in your family who can use a little time away from the screen? Build a model railroad together!

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CLASSIC TOY TRAINS

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LETTERS

FROM OUR READERS

LIONEL'S AUTOMOBILE-CARRYING BOXCARS

Auto-carrying boxcars

I have been a subscriber from the first issue of *Classic Toy Trains* and continue to enjoy it greatly.

The December 2017 issue had a fine article on automobile-carrying railcars made by Lionel ("Automobiles roll on Lionel Lines" by Roger Carp). Prominently mentioned is the no. 6468 double-door boxcar, one of my all-time favorite Lionel cars. I remember poring over a picture of one in a catalog when I was very small. I, of course, have one on my present layout, along with one of the older no. 2458 Pennsylvania RR cars.

I think I first developed a liking for double-door auto-

mobile boxcars as a result of an illustration of one in *The Big Book of Real Trains*. That book, on which I expect many of us cut our railroading teeth, was illustrated by George J. Zaffo.

As an aside, it may be of interest to readers to know that the Lionel Operating Train Society (LOTS) commissioned a convention car from Lionel that approximated the appearance of the Tuscan 6468. The no. 17882 car features an operating end-of-train device. If I am interpreting the data on the car correctly, it was issued as a commemorative of the LOTS national convention in Baltimore in July 1990.

Gene Dodd
Raleigh N.C.

Corrections

The Collectible Classics column profiling the American Flyer no. 20435 Meteor train set (January issue) was very informative and interesting. There is, however, one error. The 4-6-2 Pacific steam engine, cab no. 21099, included in this set is not a K5.

The Flyer K5, a Pennsylvania RR Pacific, is included in the no. 20450 Trail Blazer set and has cab no. 21115. The telltale feature of the K5 is the bell positioned below the headlight on the front of the smokebox. American Flyer did a nice job modeling this distinctive engine.

I have been very impressed with Collectible Classics. Keep

up the fantastic work!

Brian Dugan
Bay City, Mich.

Reader Allan Anderson noted a discrepancy in the track plan of Al Marotta's 8 x 15-foot S gauge layout in the January issue. The length of the yard on the left side of the room is 17 feet, 6 inches. The measurement shown, 8 feet, 2 inches, refers to the layout width. – Editor

The correct product numbers for the MTH RailKing New Haven Crusader locomotive reviewed in the January issue is 30-1700-1. The correct number for the Union Pacific 49er locomotive reviewed in the February issue is 30-1704-1. – Editor

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82946	Chessie Coal Covered Gondola	39.95
82326	Western Maryland Woodchip Hopper Car	44.95
82327	C&O Hi-Cube Boxcar	34.95
83055	Lehigh Valley Coal Covered Gondola	44.95
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25731	California Zephyr-CB&Q 18" 2/Car Pass	139.95
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37977	Hooker Tanker Accident Scene	64.95
38219	Texas Special MKT FT B-unit Non-Pwd	49.95
38356	#2239 Illinois Central F3 Frt Set	339.95
38358	Wabash F-3 'AB'	224.95
38562	D&H Sharknose Non-Pwd 'B'	75.00
38567	B&O Sharknose Non-Powered B-unit	89.95
38572	NY Sharknose Non-Powered B-unit	89.95
38573	SP Daylight LEGACY Sharknose 'AA'	350.00
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38763	C&NW SCALE F-7 Non-Powered B-unit	99.95
38855	Grand Northern LEGACY Diesel #2519	299.95
39344	Monopoly Boxcar #5 Set 3-pack	74.95
39547	Pennsylvania F-3 Non-Powered B-unit	129.95
39548	Pennsylvania F-3 Powered B-unit	244.95
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81439	Pumpkin Head Motorized Handcar	39.95
81644	168/69 Chessie Baby Madison 7-Car Set	269.95
81649	173/774 S.P. Baby Madison 7-Car Set	269.95
81705	Milwaukee Road 86' Hi-Cube Boxcar 2pk	84.95
81706	Frisco 86' Hi-Cube Boxcar 2pk	84.95
81739	78/78 Santa Fe Baby Madison 7-Car Set	269.95
81749	63/64 Pullman Baby Madison 7-Car Set	269.95
81887	DT&L LEGACY Boom Car w/Sounds	124.95
81969	PRR 18" Aluminum SL Parlor/Coach	159.95
81975	SP 18" Aluminum SL Sleeper/Coach	159.95
82489	Milw. 18" Alum. Olympian Hiawatha 2pk	159.95
82009	Plug-n-Play Suburban House	35.95
82015	Plug-n-Play Wind Turbine	42.95
82652	Global Ethanol 30K Tank Car 3-pack	129.95
82947	Wonder Woman & Green Arrow b/c 2pk	99.95
82950	AquaMan & Martian Manhunter b/c 2pk	99.95
82953	Joker & Lex Luther Boxcar 2pk	99.95
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83634	Keystone Smoke Fluid Loader	199.95
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31711	PWV Wabash F-3 AB Light Set	595.00
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31736	C.P.Rail 'Grain Train' Set	895.00
31739	PWC #773 Hudson Freight Set	995.00
31740	PWC Virginian FM Freight Set	595.00
38328	PWC N P-GP-9 Freight Set	499.95
51007	Union Pacific M-10000 Passenger Set	595.00
82528	NYC Empire Hudson & 21' Pass Set	1599.95
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LIONEL 2017 ITEMS

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82447	Sheriff & Outlaw Car	56.95
82717	Disney Villians Hi-Cube 2-pack	114.95
82917	Disney Station Platform	38.95
82925	Scrooge McDuck Mint Car	56.95
83244	Shell Elevated Oil Tank	71.95
83252	Gold Medal Milk Car with Platform	128.95
83435	World War II Pylon	114.95
83437	PE Announcement Coach for LionChief	78.95
83633	Alaska Gold Mint Car	49.95
83752	Western & Atlantic Horse Car & Coral	128.95
83745	Lionelville Hospital	56.95
83802	Disney Happy Halloween Boxcar	60.95
83944	John Deere Boxcar	60.95
84296	S.P. Salad Bowl Express Set	809.95
84309	Pennsylvania Blinking Water Tower	31.95
84330	Witches Brew Tank Car	49.95
84332	Halloween Spooky Sounds Boxcar	56.95
84333	Strasburg Gondola with Vats	46.95
84334	Strasburg 1/2 Covered Bridge	42.95
84335	Pennsylvania Culvert Gondola	46.95
84366	Pennsylvania Woodchip Hopper	46.95
84383	Elevated Oil Tank	67.95
84480	John Deere Covered Bridge	49.95
84481	John Deere General Store	60.95
84482	John Deere Gondola w/Hay Bails	53.95
84483	John Deere Grain Vat Car	53.95
84485	Disney Covered Bridge	49.95
84496	Shell Gas Station	107.95
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82176	Norfolk & Western LC+ Rectifier	249.95
82177	New Haven LC+ Rectifier	249.95
82178	Conrail LC+ Rectifier	249.95
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83605	Presidents LC- Mikado w/Bluetooth	359.95
81480E	John Deere RS-3 Diesel (no box)	129.95
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84253	Pere Marquette LionChief Plus Berkshire	377.95
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1158	C.P. 'Maple Leaf' Set (sealed)	295.00
1160	Burlington 'Great Lakes' Frt. Set	295.00
1260	N&W Continental Limited Diesel Frt	295.00
1361	Gold Coast Ltd. SD-40 Frt. Set (sealed)	395.00
1502	NYC 'Yardchief' 0-4-0 Freight Set	195.00
1552	Burlington North. SD40 Boxcar Set-sealed	395.00
1867	Milwaukee Road Frt. Set 9 (sealed)	295.00
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11700	Conrail SD-40 Freight Set (sealed)	325.00
11704	Southern GP-9 Freight Set	195.00
11705	Chessie SD40 AC Fopper Set	350.00
11706	Virginian Truckee 'Dry Gulch' General Set	295.00
11712	Great Lakes Steam Passenger Set	295.00
11713	Santa Fe Dash-8 Frt. Set (sealed)	395.00
11719	Delaware & Hudson RS-3 Freight Set	245.00
11733	Western Pacific 'Freight River' Frt	295.00
11738	So Line GP-38 Freight Set	275.00
11744	NYC RS-3 Diesel Frt./Pass. Set	245.00
11749	Western Maryland GP-20 Hopper Set	245.00
11912	Lionel Steel Ore Car Set	250.00
11910	Lionel Steel Ore Car (addn to #11912)	59.95
11934	Virginian TMCC Rectifier Hopper Set	295.00
21900	Civil War Union General Set	395.00
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30084	Shakespeare 'Kinetel Hall' Pass. Set-sealed	399.95
31706	Union Pacific Burro Crane Set	175.00
52300	LCCA Halloween General Set	395.00

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1387	Milwaukee Road Steam Pass. Set	265.00
1463	Coca-Cola NW-2 Frt. (partially sealed)	195.00
1463	Coca-Cola NW-2 Frt. (sealed)	225.00
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11722	Gis Pink Train 'Steam Frt' Set (1991)	595.00
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11745	U.S. Navy NW-2 Frt. Set (sealed)	265.00
11770	SEARS Circus Steam Freight Set	195.00
11775	Budweiser Steam Freight Set	145.00
11785	Union Pacific 4-4-2 Steam Frt (sealed)	195.00
11905	Santa Fe 4-4-2 Steam Frt Set (sealed)	175.00
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8753	Pennsylvania Tuscan 5-Stripes	295.00
83030	Pennsylvania Bronze (LN-225)	275.00
83033	Amtrak (LN-1950)	250.00
83034	Pennsylvania Silver	250.00
83113	Pennsylvania Green Solid Stripe w/TMCC	250.00
83114	PA #2332 Green 5-Stripes w/Display Case	395.00

LIONEL STANDARD GAUGE

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13103	1/3408 Blue Comet 400E w/ 5 Pass Cars	195.00
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14163	#840 Industrial Power Station	525.00

LIONEL 21" PASSENGER CARS

83002	Penna. Broadway Ltd. StationSound Diner	214.95
83006	U.P. Excursion StationSound Diner	214.95
83007	Penna. Broadway Ltd. 2-pack addn.	214.95
83019	U.P. Excursion 2-pack addn.	214.95
83022	Penna. Broadway Ltd. 4-Car Set	429.95
83042	Union Pacific Excursion 4-Car Set	429.95
83102	Southern Pacific Daylight 4-Car Set	429.95
83107	Southern Pacific Daylight 2-Car addn.	214.95
83110	S.P. Daylight StationSound Diner	214.95
83111	American Freedom 4-Car Set	429.95
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83119	American Freedom StationSound Exhibit	214.95
83120	CSX Passenger 4-Car Set	214.95
83125	CSX Passenger 2-Car Addn.	214.95
83128	CSX StationSound Diner Car	214.95
83586	Penna. Broadway Ltd. 2-Pack #2	214.95
83589	American Freedom 2-Pack #2	214.95
83592	American Freedom 2-Pack #3	214.95

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3-16040	Norfolk Southern 50' Modern Boxcar	42.95
3-17030	Reading PS-1 Boxcars	42.95
3-17040	New York Central PS-1 Boxcars	42.95
3-17060	Rio Grande 14 Panel Hopper	38.95
3-17070	Conrail 14 Panel Hopper	38.95
3-17080	Erie Lackawanna 14 Panel Hopper	38.95
3-17130	ACFX ACF 4-Bay Covered Hopper	42.95
3-17140	Great Northern ACF 4-Bay Cov. Hopper	42.95
3-17150	Santa Fe ACF 4-Bay Cov. Hopper	42.95
3-17160	C&NW (UP) ACF 4-Bay Cov. Hopper	42.95
3-17703	Crayola 2-Bay Hopper (LionScale)	60.95

LIONEL SCALE-SIZE CARS

LIONEL SCALE-SIZE CARS		
11891	Pennsylvania Die-Cast Coal Hopper 3pk.	199.95
17299	Virginian PS-1 Boxcar	74.95
17336	Pratt Fruit Express Steel-Side Reefer	59.95
17353	Needham Steel-Side Reefer Car	39.95
17433	BNSF Bathtub Gondola 3-pack	149.95
17482	BNSF Bathtub Gondola 3-pack	159.95
17721	NYC/MTK 40-Ton Stock Car 2pk.	99.95
17724	Canadian National Steel-Side Reefer	56.95
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21873	P&LE Die-Cast Offset Coal Hopper 3pk	144.95
25972	Milwaukee Road Round-Roof b/c.	34.95
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27259	Pennsylvania 40-Ton Stock Car	54.95
27263	Polar Railroad PS-1 Boxcar	49.95
27266	Pennsylvania Merchandise PS-1 Boxcar	49.95
27276	Nickel Plate Double-Sheathed Boxcar	49.95
27282	Union Pacific AAR Double-Door Boxcar	49.95
27283	6464 Scale PS-1 Boxcar 2pk. (GN/WP)	49.95
27291	Pennsylvania Double-Sheathed Boxcar	49.95
27375	Norfolk Pacific 67' Mechanical Ref 3pk.	169.95
27412	GATX Tank Train Intermediate Tank Car	69.95
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27459	Norfolk Southern Die-Cast Coal Hopper	49.95
27459	Western Pacific Double-Door Boxcar	49.95
27478	Western Pacific Cylindrical Hopper	54.95
27658	P.P.L. Western Pacific Wagon	49.95
27762	Weyerhaeuser Wood Caboose	54.95
27776	W.F. Wedge Flow Flatcar	69.95
27828	Atlantic National Bathtub Gondola Car	54.95
27841	CSX Bathtub Gondola 2pk	109.95
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27850	71' CSX -or- Norfolk South. 60' Boxcar.	69.95
27882	Southern 40-Ton Stock Car	60.95
27894	CS&P S-Gondola w/cover	49.95
27895	Santa Fe PS-4 Bulkhead Flatcar w/load.	69.95
27953	Reading PS-2 Hopper Car 2pk.	99.95
27982	Southern Pacific Double-Sheathed b/c.	39.95
29334	DL&W Lackawanna Double-Sheathed b/c	269.95
29404	Bethlehem Steel Hot Metal Car 3-pack	269.95
29477	Youngstown Hot Metal Car 3-pack	229.95
29478	GATX Tank Train Tanker 2pk.	149.95
29786	Bethlehem Steel Die-Cast 4-Bay Hopper	56.95
29787	Pennsylvania Die-Cast 4-Bay Hopper	56.95
31726	CIL 3-Assort Offset Hoppers/PA Caboose 29.00	29.00
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81688	C.B.&Q. GLA 50-Ton Hopper 3-pk.	157.95
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82703	B.N. PS-4 50' Flatcar w/Tarped Load	54.95
82706	Southern 50' Flatcar w/Tarped Load	54.95
82840	Santa Fe PS-4 Flatcar w/40' Trailer	78.95
82841	Erie-Lacka. PS-4 Flatcar w/40' Trailer	78.95
82844	Washington PS-4 Flatcar w/40' Trailer	78.95
82852	Meadow River 40' Lumber Flatcar	64.95
82863	C.B. & Q. PS-5 Gondola w/load	64.95
83350	Northwestern Pacific Sheathed Boxcar	60.95
83470	74' Black -or- Weathered Steel Car 3pk.	171.95
83478	Bethlehem Steel Hot Metal Car 2pk.	142.95
83481	S. Steel Hot Metal Car 2pk.	142.95
83519	REA Sensor Car Reefer	92.95
84334	Norfolk Southern AAR 30K Tanker 3pk.	179.95

PHOTO ALBUM

YOUR PICTURES



▲ FRANK KNAUTZ'S O GAUGE LAYOUT

The 11 x 11-foot O gauge railroad Frank Knautz shared with *Classic Toy Trains* readers in the November 2013 issue may not fit precisely with our current theme of compact layouts. All the same, the Lionel classics he posed in scenes like this one never fail to impress. Frank, who resides in Sarasota, Fla., prizes his F3 diesels, none more so than the no. 2242 New Haven units getting ready for their next run. He enjoys telling the tale behind the dashing postwar engines he considers his greatest find – and will soon do so in CTT.



▲ FRANK O'HARE'S O GAUGE LAYOUT

Every time Frank O'Hare's grandsons visit him in Gahanna, Ohio, the first words out of their mouths are: "Can we run the trains?" And Frank, being the loving grandfather and O gauge enthusiast that he is, immediately invites the boys to join him at the controls of his home layout. In short order, he steers a long freight on to the main line and cranks up the speed for lots and lots of fun.



▲ RUSS BOERSMA'S O GAUGE LAYOUT

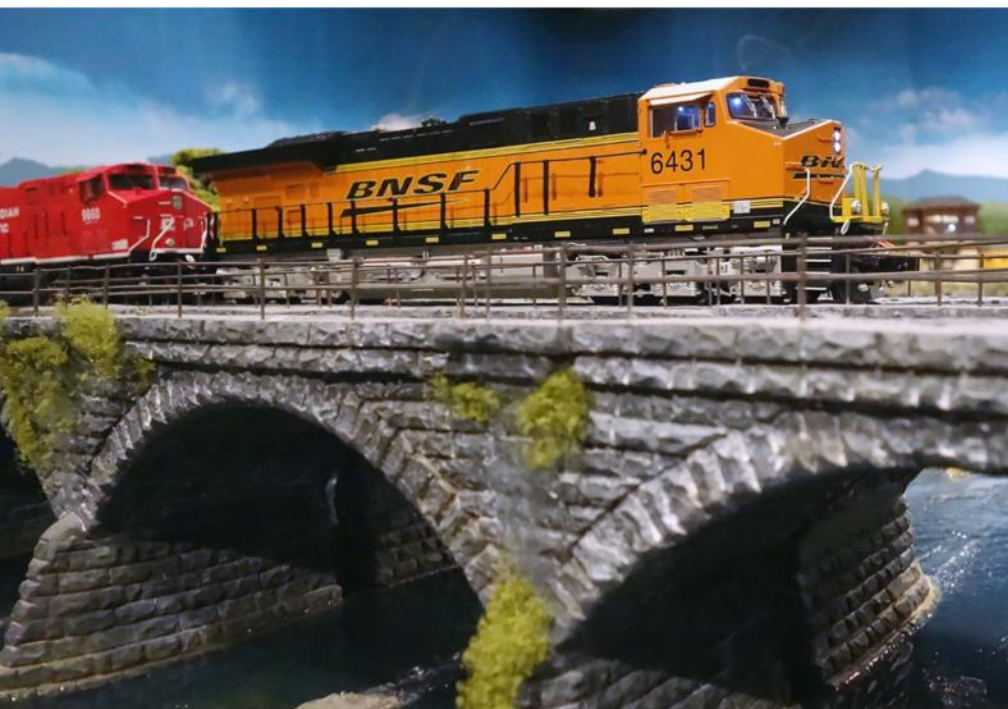
The scene Russ Boersma snapped on his O gauge layout in Leawood, Kans., might have come from *The Twilight Zone*. An elderly woman walked into the Train Shop, eager to sell her family's Lionel no. 1517W *Texas Special* freight set from 1954. While the owner contemplates what to offer, a train passes on the main line. *Texas Special* F3 A and B units pull a no. 6464-225 Southern Pacific boxcar, as they did in that set!

PHOTO ALBUM



▲ FRANK KAMIAN'S STANDARD GAUGE LAYOUT

Pretend you're about to celebrate your 11th birthday in the early 1930s. Your folks escort you to the biggest department store in town, where you see a display of Lionel Standard gauge trains and accessories. They tell you to pick out any outfit you see as your gift. Which one will you choose? Frank Kamian owns several of those prizes, which are shown on his home layout in Aptos, Calif. We featured it in the October 2016 issue of *Classic Toy Trains*.



◀ TOM RIBSON'S O GAUGE LAYOUT

With all the winter snow melting fast now that spring has arrived in southern New York, the Susquehanna River continues to rise. Or at least that's what is happening on Tom Ribson's O gauge railroad. A resident of Rochester, N.Y., he jokingly reports the BNSF and Canadian Pacific General Electric ES44AC diesels dashing over the stone bridge feel "lost" being so far east!



▲ GEORGE DONALD'S O GAUGE LAYOUT

Amid the black-painted steam locomotives dominating George Donald's O gauge railroad, a Lehigh Valley combination splendid in the line's red-and-black scheme captivates us with its eye-catching magnificence. Little wonder that George, who makes his home in Bethlehem, Pa., where the Lehigh Valley once made its headquarters, keeps alive many memories of that fallen flag. Readers of *Classic Toy Trains* will learn more about his layout when it's showcased in an upcoming issue.



SEND US YOUR BEST PICTURES

to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Include your name, address, and day-time telephone number; a description of each image; and the name of the photographer or layout owner.

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LIGHTS, CAMERA, TRAINS IN ACTION!

Well, I have to say I was pleasantly surprised by the positive feedback I received to the debut of this column in the February 2018 issue of CTT. Quite frankly, being a couple steps removed from magazine production left me a bit unsure how videos from Model Railroader Video Plus (MRVideoPlus.com) would play to you.

As it turns out, you're an accepting audience that's rarin' to glean as many helpful tips, tricks, techniques, and insights as you can. Especially when they can be demonstrated *anywhere* you and your computer, tablet, or smartphone go! Which was a point driven home while I was attending a large train show this past winter.

When a longtime CTT reader recalled my passion for modern (and Canadian) toy trains, he also made reference to my penchant for adding realistic weathering effects – something he claimed he could *never* do without an airbrush or without someone to show him how. That's when I calmly reached for my smartphone and



called up an image of my very first and all-time favorite effort – a Lionel/MPC-era Geep that received its grimy finish from nearly every means *except* an airbrush.

The reader was still skeptical, so I then clicked to MRVideoPlus.com and shared a related Video Step-by-Step weathering feature (MRVideoPlus.com/Weathering). I'm not sure if he was more pleased to see so many weathering options available across the subscription website, or the thorough demonstration of the processes. Either way, it sure made

my day to confirm that MRVP's library of instructional videos is right there to help modelers working in all scales. See for yourself! Watch the FREE VIDEO playlist at MRVideoPlus.com/CTTPlaylist. **CTT**



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Item	Milwaukee Road (Orange/Maroon/Black) Description	MSRP	Sidetrack
M11-2016-0/1	Std. Gauge Super 381 Electric Trad. or w/PS 2.0	\$1,299.95	\$1,229.00
M11-40013	3-Car Std. Gauge State Set	\$1,199.95	\$1,149.00
M11-40014	Std. Gauge State Baggage Car	\$399.95	\$399.00
M11-40015	Std. Gauge State Coach Car	\$399.95	\$399.00
M11-40016	Std. Gauge Solarium State Car	\$399.95	\$399.00

\$2,995⁰⁰
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\$2,125⁰⁰
 Engine & 3-Car Set



Item	Pennsylvania (Tuscan Brown) Description	MSRP	Sidetrack
M11-2039-1	Std. Gauge Super 381 Electric Engine w/PS 3.0	\$1,299.95	\$1,149.00
M11-40103	3-Car Std. Gauge State Set	\$1,199.95	\$1,099.00
M11-40104	Std. Gauge State Solarium Car	\$399.95	\$359.00
M11-40105	Std. Gauge State Coach Car	\$399.95	\$359.00
M11-40106	Std. Gauge State Baggage Car	\$399.95	\$359.00

\$2,995⁰⁰
 Complete Set



\$2,125⁰⁰
 Engine & 3-Car Set



Item	Two-Tone Brown Description	MSRP	Sidetrack
M11-2040-1	Std. Gauge Super 381 Electric Engine w/PS 3.0	\$1,299.95	\$1,149.00
M11-40107	3-Car Std. Gauge State Set	\$1,199.95	\$1,099.00
M11-40108	Std. Gauge State Solarium Car	\$399.95	\$359.00
M11-40109	Std. Gauge State Coach Car	\$399.95	\$359.00
M11-40110	Std. Gauge State Baggage Car	\$399.95	\$359.00

\$2,995⁰⁰
 Complete Set



\$2,125⁰⁰
 Engine & 3-Car Set



Item	New Haven (McGinnis) Description	MSRP	Sidetrack
M11-2041-1	Std. Gauge Super 381 Electric Engine w/PS 3.0	\$1,299.95	\$1,149.00
M11-40115	3-Car Std. Gauge State Set	\$1,199.95	\$1,099.00
M11-40116	Std. Gauge State Solarium Car	\$399.95	\$359.00
M11-40117	Std. Gauge State Coach Car	\$399.95	\$359.00
M11-40118	Std. Gauge State Baggage Car	\$399.95	\$359.00

\$2,125⁰⁰
 Complete Set
 (Either)

\$1,949⁰⁰
 Engine & 3-Car Set



Item	Great Northern American Flyer 4696 Set Description	MSRP	Sidetrack
M11-1042-1	4696 Steam Engine w/PS 3.0	\$999.95	\$879.00
M11-40111	3-Car Std. Gauge Presidential Set	\$1,199.95	\$1,099.00
M11-40112	Std. Gauge Presidential Diner Car	\$399.95	\$359.00



Item	Lehigh Valley American Flyer 4696 Set Description	MSRP	Sidetrack
M11-1043-1	4696 Steam Engine w/PS 3.0	\$999.95	\$879.00
M11-40113	3-Car Std. Gauge Presidential Set	\$1,199.95	\$1,099.00
M11-40114	Std. Gauge Presidential Diner Car	\$399.95	\$359.00

\$2,399⁰⁰
 Complete Set



\$1,779⁰⁰
 Engine & 3-Car Set



Item	Blue Comet (Two Tone Blue - Nickel Trim) Description	MSRP	Sidetrack
M11-1051-1	400E Tinplate Steam Engine w/PS 3.0	\$995.95	\$859.00
M11-40040	3-Car Std. Gauge Blue Comet Set	\$1,099.95	\$949.00
M11-40041	Std. Gauge Blue Comet Baggage Car	\$379.95	\$349.00
M11-40042	Std. Gauge Comet Coach Car	\$379.95	\$349.00

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PRODUCT NEWS

WITH BOB KELLER



WANDER DOWN TO WALLY'S: Train Town can now have a full-service gas station with a rotating sign from Menards. The no. 279-4431 Wally's gas station has six gas pumps with illuminated globes, two oilcan stands, two air hose stands, a few tires, trashcans, a soda machine, three uniformed employees, and, of course, our four-legged friend, Jack the German Shepherd. Front and rear signage on the O gauge structure is impressive, as is the rotating Shell sign in the circular art deco oval roof illuminated from below. A power adapter is sold separately. The structure costs \$89.99 plus shipping, or opt for free shipping to your local Menards store. For more information, or to purchase, go to www.Menards.com/Trains.

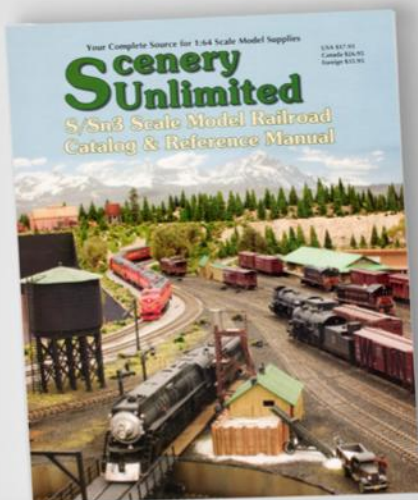
CELEBRATE 10 YEARS OF

HI-RAILING: The Lone Star Hi-Railers are offering a custom-run freight car from MTH to celebrate the group's 10th anniversary. The Center Flow hopper is 13 $\frac{3}{4}$ inches long and has die-cast metal trucks and couplers. The O gauge car costs \$54.95 plus \$12 shipping. Pay by check or money order to LSHR Club Car, Attn: Eric Haist, 1517 Arrowhead Ln., Carrollton, TX 75007-6021. Go to www.lonestarhirlers.com for more information about the car and the Hi-Railers.





HELP MOVE THE HEAVIES: Atlas O's 52½-foot war emergency gondolas are in stores now. The cars were a wartime workaround for a shortage of cars able to carry long and heavy materials. Wood was substituted for steel wherever possible, and these were rated at a 70-ton capacity. The gondolas have scale dimensions and die-cast-metal trucks and couplers, and require O-42 or wider-diameter track. The O gauge car is available undecorated as well as in Grand Trunk Western (shown), Indiana Harbor Belt, Norfolk & Western, Pennsylvania RR, and Santa Fe liveries for \$56.95 each. See your Atlas O retailer or go to www.atlasO.com for more information.



S GAUGE GEAR YOU NEED:

Scenery Unlimited has released its latest big book of all products S gauge. The *S/Sn3 Scale Model Railroad Catalog & Reference Manual* contains 230 pages of locomotives, rolling stock, backdrops, track, scenicking materials, structure kits, and power supplies. The book is indexed and costs \$17.95 plus shipping. See your S gauge retailer or go to www.sceneryunlimited.com.

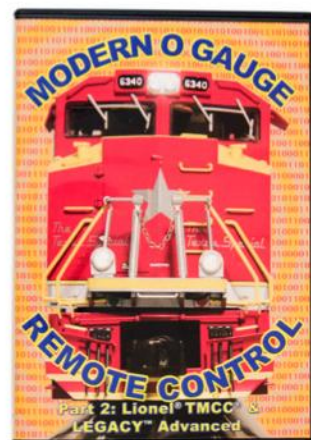


EXCLUSIVE CLUB CAB NUMBER: The Lionel Collectors Club of America (LCCA) has introduced an exclusive cab number for its members and hobbyists who want to be members. The club's cab number is 6019. The built-to-order New York Central 4-8-4 Niagara is equipped to operate via Legacy command control using Lionel Universal Remote or the LionChief app. Other features include three speakers, safety-valve steam effects, and water scoop spray from beneath the tender. LCCA members who buy the engine through the LCCA will receive a year's membership extension. Non-members who buy through the LCCA will receive a free year's membership. The price of the O gauge locomotive has yet to be determined, but no-obligation preorders are being taken by the LCCA through February 28, 2018. To preorder this steamer call the LCCA's national business office during regular work hours at 815-223-0115 or go to www.lionelcollectors.org.

PRODUCT NEWS



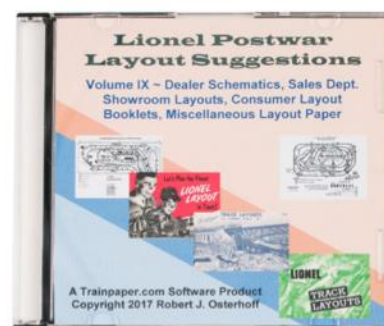
NEITHER RAIN NOR SLEET: Woodland Scenics helps Train Town's mail and parcels get delivered with the latest Built-&-Ready building: the no. BR5864 Letters, Parcels & Post. Features on the structure include a freestanding mailbox, a stone foundation, a porch overhang, side steps, and a rear loading dock. The structure has a decorated and lighted interior made for use with the Just-Plug power system. The O scale building costs \$129.99. See your Woodland Scenics retailer or go to www.WoodlandScenics.com for more information.



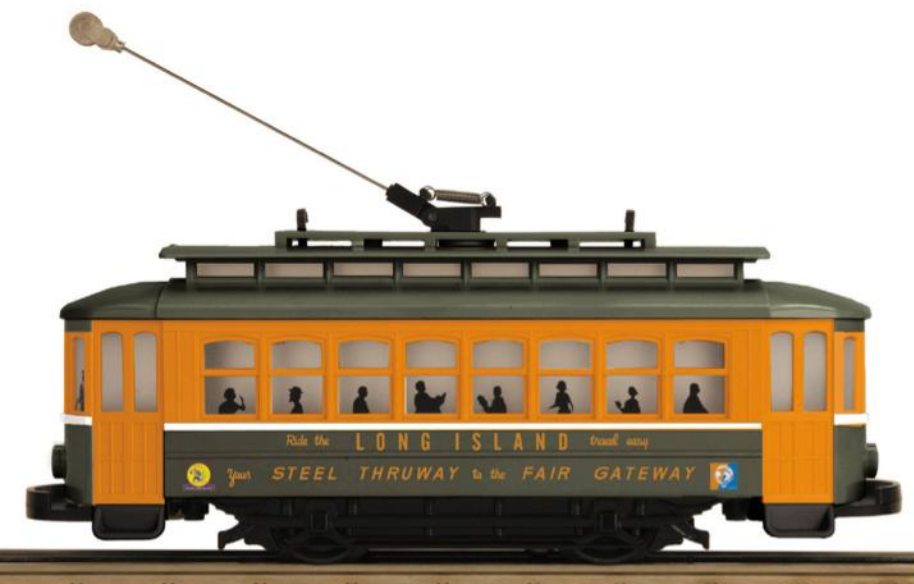
CLUES ON COMMAND: TM Books & Video has released the second in its series of DVDs on modern command and control systems. *Modern O Gauge Remote Control Part 2: Lionel TMCC and Legacy Advanced* shows operators how to maximize their use of Lionel's two major command-control systems. The 65-minute DVD is hosted by Bob Phillips and costs \$14.99. See your hobby retailer or go to www.TMBV.com to order.



EAST COAST HEAVY METAL: The New York Central's P2 electric-profile locomotive is back in the MTH lineup. The Premier line product has a die-cast metal frame and body, two can-style motors, and ProtoSound 3.0 command and sound system. The O gauge model is available in three versions: NYC white stripe (shown), NYC lightning stripe, and Cleveland Union Terminal. Each version comes in two cab numbers. The O gauge locomotive costs \$799.99 each. See your MTH retailer or go to www.MTHtrains.com for more information.



PLAY IT LIKE A KID: The latest DVD completed by Robert Osterhoff is *Lionel Postwar Layout Suggestions*. The DVD includes 19 promotional layout schematics issued by Lionel's Sales and Service Departments in the 1950s and '60s. There are more than 200 pages of layout suggestions as well as layout booklets published by Lionel. The disc, which can be viewed on Mac or PC computers, is priced at \$20 plus \$3 shipping. Order from Robert Osterhoff, 1622 Garden Valley Dr., Wildwood, MD 63038, call 636-458-3659, or go to www.Trainpaper.com.



THE LONG ARM OF THE LONG ISLAND: TrainWorld is offering two more custom-run O gauge MTH products in the colors of the Long Island RR. The no. 30-5161 bump-n-go trolley has the road number of 293. The MTH model has an illuminated interior, a movable power pole, and bump-reverse action. It operates on O-27 track and costs \$69.99. Also available is the no. 30-5168 operating handcar. The MTH motorized unit features two crewmen that move and an automatic bumper reverse mechanism. The unit costs \$59.99. Both the trolley and motorized unit can be ordered at www.Trainworld.com.

WANT TO SUBMIT A NEW PRODUCT? Send complete ordering information and a large, hi-res photo file to bkeller@kalmbach.com or on a CD by mail to Bob Keller, *Classic Toy Trains* magazine, PO Box 1612, Waukesha, WI 53187-1612.



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11181	C.N. GP-9 Piggy Back Set w/Legacy	699.95
11201	W.M. 4-6-6-4 Challenger w/Legacy	849.00
11257	Pennsy 2-8-2 Mikado w/Legacy	849.00
11270	G.N. 2-6-0 Mogul w/RS	529.95
11276	L&W 0-8-0 #1 w/Legacy	629.95
11295	Elk River Shay #1 w/Legacy	859.95
11330	Polar RR K-4 w/Legacy	699.95
11367	C.P. #111 2-Truck Shay w/Legacy	799.95
11379	Pennsy 0-4-0 Switcher Loco	429.99
11385	U.P. 0-4-0 Yard Switcher	429.95
11386	B&M Berkshire w/Legacy	1,139.00
11413	J-Class 4-8-4 Pilot Loco	1,099.00
11419	S.P. Blk GS-2 #4412 w/Legacy	1,199.95
11427	S.P. 0-4-0 Switcher	439.95
11428	Milw 0-4-0 (Conv) Multi Roads Avail	439.95
11446	U.P. 2-8-8-2 Y-3 #3671	1,259.00
11449	U.P. 4-8-8-4 Big Boy #4004	2,395.00
28297	S.P. GP-9 Diesel w/Legacy	379.95
28307	Wabash FM w/Legacy	469.00
28311	U.P. DD35 #70 Diesel w/Leg (2 #s)	599.95
28312	B.N. SD60 #8301 w/Legacy	479.95
28354	CSX Genset w/Legacy	779.95
28363	B.N. SD60 #8302 w/Legacy	479.95
28383	Conrail Genset w/Legacy	769.95
28384	C.N. Genset Switcher w/Legacy	699.95
29366	S.P. Tank Train Oil Can Set	699.95
30145	Candian Maple Leaf Frt Set	499.95
31774	AEC Radioactive Transport Set	239.95
31778	#1484WS Hudson Pass Set	449.00
31783	BNSF Ice Cold Express Set	895.00
34559	NH F-3 AA w/Horn	479.99
34625	N.P. F3 AA Frt Set Inquire "B" Units	679.95
34737	N.P. GP-9 (Multi Roads Avail)	449.95
34738	N.P. GP-9 #317 w/Legacy	449.95
38354	#1464 U.P. Anniv. Pass Alco Set	429.95
38310	#2185W NYC F3 AA Freight Set	449.00
38311	#2276W Budd RDC Set	369.00
38312	#2343 SF F3 AA	399.99
38313	B&O Budd RDC P&D	269.00
38324	#2507W N/H F-3 Freight w/5 Cars	429.00
38328	#1623W N.P. Frt Set w/Leg. Closeout	449.95
38329	#2261W Freight Set (646 w/5 Cars)	459.00
38338	#2129WS Berk Freight Set	549.95
38353	X-628 Promo Navy Set	549.00

38358	#2239 I.C. F-3 Freight Set	549.00
38419	U.P. U30C #2918 w/Legacy	499.00
38420	U.P. U30C #2897 w/Legacy	499.00
38421	N.P. U33C #3305 w/Legacy	499.00
38422	N.P. U33C #3307 w/Legacy	499.00
38737	BNSF S.F. #1999 SD70ACe Dummy	259.95
38738	BNSF Frisco Heritage SD70ACe	499.95
38742	BNSF B.N. #1975 SD70ACe	499.95
38743	BNSF B.N. #1980 SD70ACe Dummy	259.95
38750	EMD Demo #2012 SD70ACe	499.95
38784	C.N. #4000 GP-35	479.95
38855	G.N. GP-35 #2519	479.95
38976	S.F. GP-35 w/Legacy	449.95
39562	B.N. GP-35 w/Legacy	479.95
39568	BCR Dash-9 w/Legacy	499.95
39572	BNSF Dash-9 w/Legacy	499.95
81135	B.N. SD70MAC #9431 w/Legacy	549.00
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81270	Bethlehem Steel Dockside Set	259.00
81212	G.N. S-2 Diesel w/Legacy	599.99
82122	Pennsy S-2 Diesel w/Legacy	599.99
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82205	BNSF ES44AC Golden Swoosh	649.95
82269	N.P. #1382 4-6-0 w/Legacy	799.95
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82694	U.P. #3985 (BLK) 4-6-6-4 Challenger	969.00
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82528	Empire State Express Set	1,849.95
82716	Mickey's Holiday Express Set	299.95
82761	U.P. SD-90MAC w/Legacy	629.99
82784	B.N. GP-9 #1706 w/Legacy	499.95
82785	B.N. GP-9 #1804 w/Legacy	499.95
82806	U.P. FEF #844 Black	1,599.99
82809	U.P. FEF #838 Black	1,599.99
82815	Mt. Ranier Scenic Heister #91	1,199.99
83080	Rio Grande 0-4-0 Switcher Set	249.95
83193	S.P. Lines #4449 GS-4 w/Legacy	1,649.95
83197	AM Freedom Train #4449 GS-4	1,649.95
83371	G.N. SD-45 #400 Hustle Muscle	599.95
83380	U.P. SD-45 #1	599.95
84072	Everett Mogul #11	619.99
84248	S.P. AC-9 #3800	1,899.99
84250	S.P. Daylight AC-9 #3811	1,899.99
84251	S.F. LC+ Berkshire w/BT (More Roads)	429.99
11319S	Pennsy K-4 Red Arrow w/4 Pass Cars	1,399.95

16001	U.P. 4-8-4 w/PS 3 Blk/Coal	429.95
16211	S.P. 4-8-4 GS-4 w/PS 3	449.95
16451	Erie 2-8-8-2 Triplex w/PS 3.0	629.00
16471	Erie Triplex w/5 Cars	779.95
16481	S.P. 4-8-8-2 Cab Forward	679.95
16671	G.N. 2-8-8-2 Loco w/PS 3.0	629.00
25581	U.P. Dash-9 Diesel w/PS 2.0	369.00
26431	U.P. Dash 8 Narrow Nose w/PS 2	389.00
27741	U.P. SD70 Heritage w/2 Frt Cars	449.00
29021	G.N. GP-35 Diesel w/PS 2.0	429.00
29351	G.N. SD-45 LH Diesel w/PS 2.0	399.00
31681	UP 4-6-6-4 Challenger w/PS 2	1,395.00
34831	S.P. 4-8-4 GS-4 w/PS 3.0 #4449	1,049.95
34851	S.P. 4-8-4 GS-4 w/PS 3.0 #4444	1,049.95
34981	C.N. U1F Steam Pass Set w/PS 3	1,149.95
34991	G.N. 4-8-4 w/PS 3.0 #2579	1,049.00
35011	G.N. 4-8-4 w/PS 3.0 #2584	1,049.00
200341	N.P. GP-9 Diesel w/PS 2.0	399.95
200343	N.P. GP-9 Dummy Unit	189.95
200351	Amtrak Turbo Train	829.95
201201	BNSF Dash-9 w/PS 2	399.95
201431	G.N. SD-70ACe Diesel	399.95
35351	U.P. FEF 4-8-4 4-Car Pass Set	1,229.00
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35411	NYC 4-8-4 Nigara w/4 Car Pass Set	1,229.00
202481	S.P. GP-9 Diesel	399.95
202911	S.F. GP-35 Diesel w/PS 3	399.95
202941	B.N. SD-45 Diesel w/PS 3.0	439.95
203391	G.N. DC-3 Rail Inspection Car w/PS 3	459.95
204021	G.N. F-3 ABA Diesel Set w/PS 3	779.95
204121	Milw SD40-2 Diesel w/PS 3	449.95
204171	BNSF Dash 8 Diesel w/PS 3	459.95
204211	BNSF Dash 8 Diesel Frt. Set w/PS 3	729.95
204651	Pennsy GE 44-Ton Diesel	429.00
204681	S.F. GE 44-Ton Diesel	429.00
205061	GE Evo Hybrid ES44AC w/PS 3.0	499.95
205101	BNSF ES44DC w/PS 3.0	469.95
206541	N.P. SD-45 LH Diesel w/PS 3.0	459.00
207311	S.F. Dash 8 Diesel w/PS 3.0	449.95
200241RK	N.P. RS-3 w/PS 2.0	299.95
200243RK	N.P. RS-3 Dummy	149.95
200831RK	N.P. Alco RS-1 Diesel w/PS 3.0	299.95
201161RK	G.N. SD-45 w/PS 3	319.95
204621S	Milw E-6 ABA w/5 Pass Cars	1,249.00
29831RK	BNSF GP-9 Diesel w/PS 2	289.95
29901RK	MRL SD70ACe w/PS 2	299.95

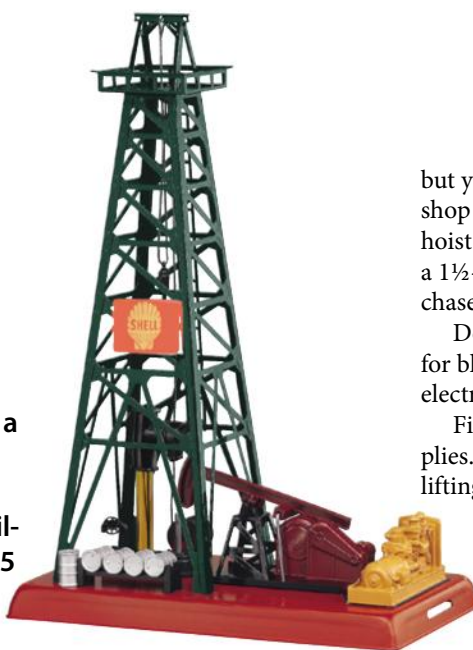
REPLACEMENT OIL DERRICK BOARD?

USE A LIONEL CIRCUIT BOARD FOR AN MTH BOARD

Q I have an MTH no. 455 oil derrick with a burned-out circuit board. I called MTH and was told the oil derrick is no longer produced, so the circuit board was not available. All I have found on eBay are Lionel 455 circuit boards. Can I substitute one of these? If not, what should I do?

— Gary Towner, Warsaw, N.Y.

A The circuit board is a simple timer board to operate the pump. My guess is the Lionel version will probably work. The input voltage should be the same. Since the MTH version is a reissue of the Lionel postwar accessory, the coil impedance is probably close. Otherwise you'll need to cannibalize another MTH derrick.



but you still may wish to consider a mini-shop vac. These are lighter and easier to hoist around a tabletop. Many have about a 1½-gallon capacity and can be purchased for \$20 to \$30.

Don't forget canned air, which is used for blasting out gunk from keyboards and electronics. These go for about \$7 a can.

Finally, check your housecleaning supplies. Swiffer-brand products are good at lifting dust and cobwebs.

OLD LOCOMOTIVES, NEWER ELECTRICAL POWER?

Q For years I've run postwar trains. I've finally been tempted to buy one of the new locomotives with command-control features. Will my large Lionel and American Flyer transformers be able to run the new locomotives? — Cary Dunn, Syracuse, N.Y.

A If your transformers are in good operating condition, they should be able to handle new locomotives in conventional (throttle-control mode) or command mode (18 volts of track power regulated by a handheld controller).

The only time you may not be satisfied



CALLING MR. CLEAN

Q I have a small layout and have been surprised at how dusty it gets. Do you have any suggestions for an easy way to keep it clean? — Eric Hobbie, Malibu, Calif.

A This is tough because the answer is pretty much no. Short of covering your railroad with one or more light tarps, you'll discover it will still get dirty. Household dust and particulates as well as whatever may drift in through windows or your HVAC system will congregate on top of freight cars and structures. Layout

cleaning is an ongoing process.

Soft-bristle paintbrushes (household sizes as well as arts and crafts sizes) may be best for swiping dust from the top of locomotives, cars, and structures. Paper towels and cotton swabs will help you root out grime congregating around details and seam lines.

Suction works as well, but keeping figures and unsecured ballast and shrubs from being taken in may be tricky! Small keyboard vacuums cost \$10 to \$20. Most shop vacs will try to pull your structures, people, and detail parts down the hose,

CTT READERS WRITE



Regarding Mitchell Rebeck's concerns about the weak pulling power of a Lionel postwar 6-8-6 turbine steam engine, CTT contributor Stan Trzoniec writes: "Relating to your question of traction tires on older equipment, this may help. When I was a teenager, I received the no. 2245 *Texas Special* diesels for my birthday. Although I was pleased with how the F3 equipped with

one motor could pull its limited collection of passenger cars, I found it left much to be desired when coupled to a long freight train. That's when I spied a roll of friction (not electrical) tape on my father's workbench.

"Taking a small strip, placing it lightly on a piece of glass so as not to use up too much of its adhesion qualities, I cut strips with a straightedge narrow enough to fit on the drive wheels of the

locomotive. Wrapping it around the wheel until it met the other end, I cut it carefully to allow both ends to fit flush on the wheel without an overlap.

"The result was increased traction simply because of the tape's texture and softness — maybe the first traction tire. I still use this trick on my older locomotives. No need to change wheels or worry about extra height. Placing the tape on two wheels is sufficient. And the

is when operating locomotives equipped with Lionel's TrainMaster Command Control or Legacy or MTH's Digital Command System *and* you are not operating with the command-control equipment. You'll get the basic sounds, but may not be able to trigger some sounds or features, including remote uncoupling. While those locomotives and their sound systems are designed to operate using conventional transformers, you'll need digital controllers to activate these additional features.

LOOSE WIRE

Q I recently bought a Lionel no. 602 Seaboard NW2 diesel switcher. I cleaned it up and got it running smoothly; however, the wire leading out of the back of the horn is not connected anywhere. I tried touching it to different solder lugs on the horn relay and then depressed the whistle button on my type-RW transformer, but I could not find the right place to reconnect the wire, as none of them triggered the horn. When I touch the wrong solder lug, the horn sounds constantly without the horn button being depressed. Can you tell me the correct solder lug to reconnect this wire to? – Mike Lurie, St. Michael, Minn.

A On the relay there are several tabs on the stack of lugs and insulators screwed to the front of it. There should be three on the top of the stack. Two will have a notch in them, and one will have a small hole. The wire from the horn goes to the one in the back with the hole in it. **CTT**

tape lasts a long time!"

Reader Al Reitz suggests: "Mitchell might want to consider adding weight to the turbine to help with the lack of traction. He could try fishing weights or a modified weight from a postwar Berkshire. The no. 671-219 ballast weight was mounted over the gearbox to replace the worm cover on later Berkshires to improve performance."

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MARX'S NO. 555 COLORADO & SOUTHERN REEFER

A group of colorful and inexpensive freight and passenger cars hit the O-27 market in the final years of the pre-World War II era. They were produced through the postwar period, and then carried over into the first few years of the modern era. Yes, 1936 into the 1970s is quite a remarkable run!

Girard Manufacturing Co., owned and operated by toy magnate Louis Marx, introduced the series of six-inch-long models acclaimed for their lithography. The many classic pieces of rolling stock for three rails proved irresistible to children and enhanced the legacy of the ingenious Mr. Marx.

General characteristics

Before focusing on the no. 555 Colorado & Southern refrigerator car, some comments about Marx six-inch-long freight cars are in order.

Over the nearly four decades Marx manufactured its six-inch models, company designers modified them to handle either four wheels or eight wheels. Here, the emphasis is on freight cars equipped with only four.

Marx, like his competitors, offered a broad range of products featuring every common kind of freight car, along with a few specialized types. Boxcars, flatcars, gondolas, hoppers, and tank cars filled the ranks. So did floodlight and crane cars, not to mention items with a



The Marx no. 555 Colorado & Southern six-inch-long refrigerator car featured a sheet-metal body and ends lithographed cream, a red roof, red lettering and Marx emblem, a blue-and-white Colorado & Southern herald, four-wheel trucks, and tab-and-slot couplers

military orientation. Caboose completed the roster.

Frames varied, with the first having rounded ends without coupler pockets. It gave way to one having square ends with coupler pockets. They were painted black (glossy or dull finish), but silver was known. As for the wheels, they usually were stamped, two-piece parts fabricated out of steel.

The coupler originally used on the Marx six-inch, four-wheel freight cars was the kind known as "tab-and-slot coupler." They could be riveted or twisted (prior to World War II) or punched (associated with production from 1946 to '52).

A plastic knuckle coupler arrived in 1953. That superior type remained the norm all the way to 1972.

A growing roster

The assortment of rolling stock categorized as Marx six-inch, four-wheel models is nothing short of enormous. Moreover, variations in color and lettering often occurred.

What made the freight cars stand out was their eye-catching and detailed decoration. Production supervisors at Girard Manufacturing Co. relied on lithography. Artists created designs often with the name and herald of a railroad, car data, and simulated rivets and ladders, among other details. During manufacturing, laborers printed the design on a flat metal surface. For Marx rolling stock, sheets of steel plated with tin were used.

The group of cars released in 1936 included a refrigerator car, assigned the number 91453 and then changed to 555. Marx lettered it for the Colorado & Southern Ry., a Class 1 line operated independently in Wyoming, Colorado, and New Mexico from 1898 to 1908. The Chicago, Burlington & Quincy had acquired the C&S after that date.

The 555 stayed in the lineup through 1942, when federal restrictions put an end to the manufacture of miniature trains that used metal. The C&S reefer did not return to production until 1953. After just another year in the roster, Marx deleted the beautifully lithographed car.

Decoration

First decked out in yellow with black markings on the sides and roof, the refrigerator went to a cream body and doors in 1937. By and large, the roof and lettering were blue before the war with a red C&S herald (exceptions to the latter exist). Cars with a red roof and lettering with a blue herald came after the war.

The lithography on the scarcest and most valuable prewar and postwar 555 reefers (blue or red roof) varied from the usual in a rather cool way. One side featured a partially open door with a railway worker in view. The opposite side had a fully open doorway and a different figure on the job. — Roger Carp

Marx cataloged the no. 555 Colorado & Southern refrigerator car from 1937 to '42 and then from 1953 to '54. The 2011 edition of *Greenberg's Pocket Price Guide to Marx Trains* values models with sliding doors at \$15 in good condition and \$50 in excellent. Scarce variations with solid doors and lithographed figures are priced at \$100 and \$250, respectively, based on the roof and frame colors.

VIEWS FROM THE UNDERGROUND

WITH LOU PALUMBO

The train I always wanted

WE ALL HAVE OUR DREAM SETS

Recently, I received a phone call from my good friend and customer, Father Michael Ruthenberg. You may recall from an earlier column that he is a Catholic friar serving in Chicago at the retirement home for the Little Sisters of the Poor.

Father Mike, as I call him, became acquainted with me about 10 years ago, after reading Views from the Underground in *Classic Toy Trains*. He's been a customer of my store and a reader who occasionally comments on what I write.

I mentioned Father Mike a few years ago because I thought it was nice he built a layout every year for the sisters to see. The trains are set up in front of a window facing an inside hallway.

It was really neat how many of the sisters would line up in their wheelchairs and watch the trains run for long periods during the holiday season.

Father Mike had called to ask if could get a Lionel no. 2528WS 5-Star General outfit. He told me that he has been looking for that Super O Old West set for many years. It is the set he has dreamed of since it came out in 1959.

Father Mike went on to say that he wanted one of the General train sets back then. However, his father told him that since the family had recently moved they could not spare the extra money to purchase that set for "little Father Mike."

Christmas in 1959 was rough for the Ruthenberg family, and Father Mike had to settle for the train he had already had. But he always wanted to get that set, especially this year because he hoped to run it on this year's layout for the sisters.

After listening to Father Mike, I told him that his phone call must have come through divine intervention. Lionel had

recently reintroduced the 5-Star General to its line, and that very day I received my first shipment of the new sets.

I had looked at the sets and determined they were done very well. They featured remote control, with sounds of steam, a whistle, and engineer voices.

Then I started thinking about how, like Father Mike, I had dreamed of getting a particular set when I was a boy in the 1950s. I wanted an American Flyer no. 5002T circus train, which I had seen in the catalog for 1950.

Dad said the train I had would suffice under our Christmas tree and did not think there was room for another train. I knew better, but wasn't going to win that argument. Still, I never



We're never too old to relive the times and the toy trains of our past.

stopped wishing for a circus set.

Since I have been avidly collecting trains over the past 30 or so years, I have been fortunate enough to pick up a circus train. In fact, I now have three!

How about you? How many of you reading this column have trains you never received and have always dreamed of owning? Let's hear your stories.

By the way, Father Mike called me back to tell me how pleased he was with his new 5-Star General. He said the sisters loved all the sounds it made.

Almost 60 years after first seeing Lionel's Old West set, Father Mike finally got the train he'd dreamed of. Maybe, it's because he kept on searching.

We're never too old to relive the times and the toy trains of our past.

Keep searchin'. **CTT**

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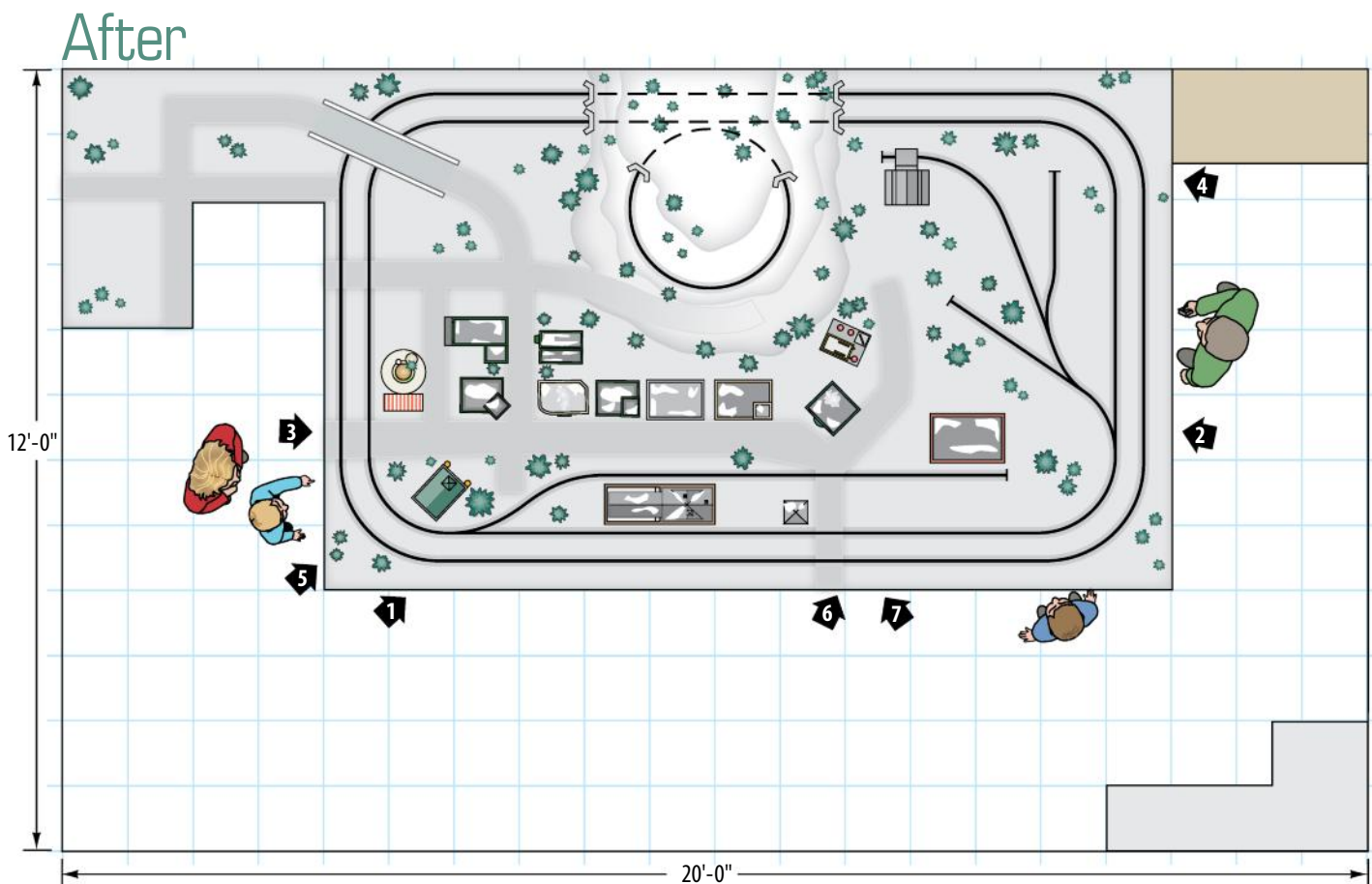
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LOU PALUMBO, owner of the Underground Railroad Shoppe in New Castle, Pa., writes this exclusive column for CTT. He can be reached at 1906 Wilmington Rd., New Castle, PA 16105 or email at trainplum@yahoo.com



Let's follow the steps taken by Kellie Jaeger as she creates a track plan for *Classic Toy Trains*. Here's the final diagram done for the cover story on Donald and Miriam Pruter's layout in the December 2017 issue.



HOW CTT'S
KELLIE JAEGER
CREATES
BEAUTIFUL
TRACK PLANS
READERS
ADMIRE

FROM TRACK TO SHINING TRACK

By Roger Carp

When celebrating the 30th anniversary of *Classic Toy Trains* magazine, we on the editorial team paid tribute to several outstanding layout builders and experts on modeling techniques. Also earning our gratitude and respect were the different photographers whose pictures have enhanced every sort of article and department.

Now the moment has arrived to express appreciation to another type of artist – the illustrators who have executed track plans over the past three decades.

Early on, praise went to Robert Wegner, Terri Field, Rick Johnson, Roen Kelly, and Jay Smith. For the past 15 or so

years, Kellie Jaeger has handled the challenges.

CTT takes pleasure in turning the spotlight on Kellie. She has agreed to share what she does to transform rough sketches into the detailed diagrams readers find so useful.

Where she begins

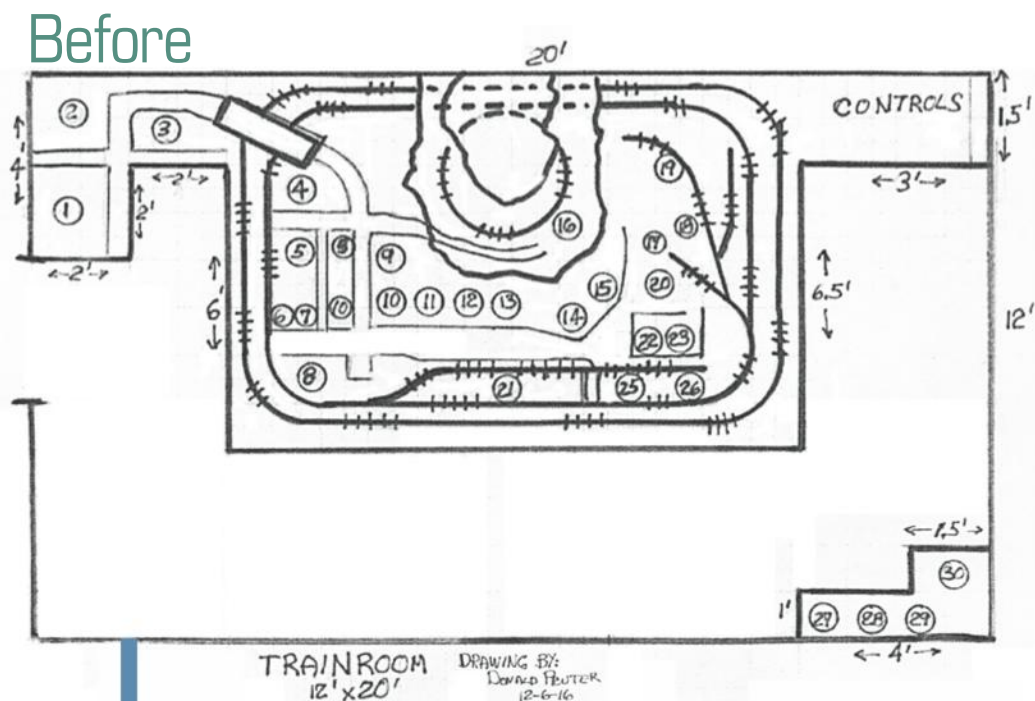
Virtually every proposed article about an O or S gauge railroad for CTT includes a request that the builder provide an illustration showing the location of the main lines, sidings, and spurs. In addition, the drawing should have the dimensions while indicating major areas with accessories and structures.

What arrives at our offices varies tremendously in accuracy, detail, and completeness. Anything from hand-drawn sketches on notebook paper to scale diagrams printed using commercial programs installed on personal computers.

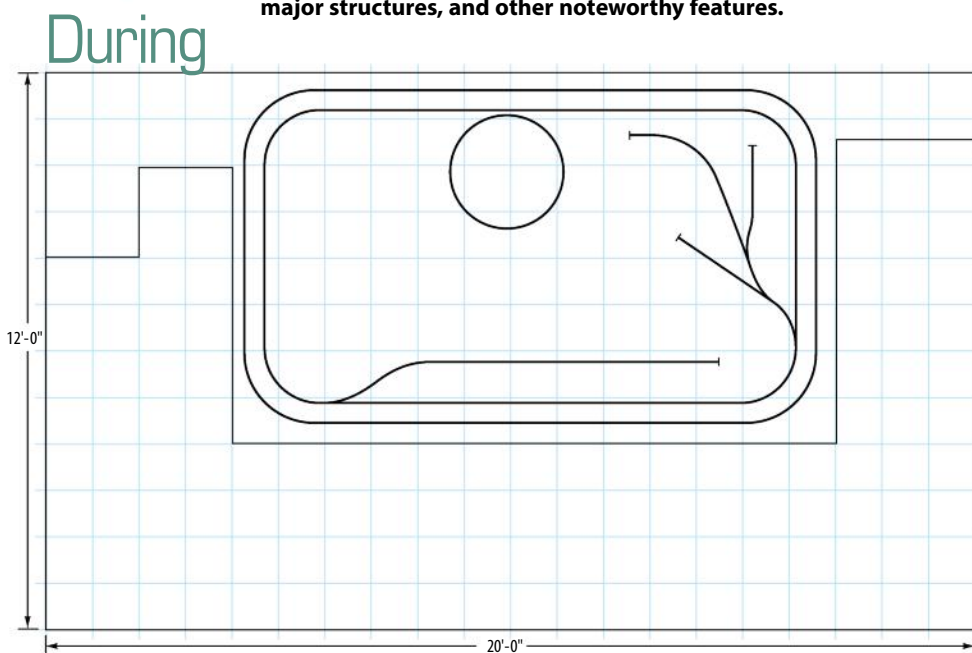
After an editor has gathered the relevant materials, along with the edited manuscript accompanying the article, he presents everything to Kellie. Over the next two or three weeks, she'll work her magic.

Kellie looks at the sketches. Typically, she says, this artwork fails to give her sufficient information to move ahead. Then it is time to consult the photos of the layout, comparing what she notices there with the preliminary illustrations. An overall view of the layout is especially important.

From Kellie's observing the pictures alongside the sketches, she can see how accurate the artwork is. She picks out discrepancies as well as unknown spots. Meanwhile, Kellie is asking many key questions about



Everything begins with a sketch submitted by the owner to show the dimensions of the layout as well as the location of all track (including any lines hidden from view), switches, accessories, major structures, and other noteworthy features.



After studying the sketch as well as all the photographs taken of the layout, Kellie creates a grid over which to situate the layout using its dimensions. Then she adds the different main lines and sidings before showing the outline to the editor of the story.

the dimensions, the sort of track laid, the diameters of curves, and the brand and radii of the switches.

Using Adobe Illustrator

Once Kellie thinks she has enough information, she proceeds to create a plan using

Adobe Illustrator. She has scanned whatever artwork she has been given and relies on that as her starting point. Essential is deciding what scale the drawing will be. Specifically, she says, will 1/4 inch or 3/8 inches equal 12 inches?

From this point forward,

Kellie says, she will use that scale to finish the plan. The person designing the article to be published will place and possibly shrink it to fit on the page. The scale ensures the small color images added to the plan of structures, accessories, and other notable features

are in a realistic proportion to everything else put there.

Having determined the dimensions of the final track plan, Kellie conveys this information to the designer of the article. She lets him or her know what her plan will look like so the designer can figure out how and where to place it on a page. At this stage, the plan will be labeled "FPO," short for "For Position Only."

Layers and structures

Kellie adds a background grid and outlines the ground layer of the plan. She draws the various lines of track, not to mention the roads and streets, the rivers and other bodies of water. Major scenic effects, such as mountains, follow.

If the O or S gauge railroad includes elevated levels, then

Kellie will put them in now. She generally uses different colors to indicate each line rising over the tabletop or principal level. Dotted lines note track that is hidden from view.

Structures find a place on almost every track plan published in CTT. For them, Kellie has assembled over the years a library of drawings of buildings and accessories developed by the major toy train manufacturers.

When Kellie needs to show a Lionel no. 97 coal elevator, an Ives station, a Gilbert no. 779 oil drum loader, or an MTH bank, she has artwork to use. Then she just inserts the image where necessary.

Sometimes Kellie can reuse the artwork as she kept it. At other times, she has to modify the colors or sharpen a detail.

Take bridges. Over the past century, toy train manufacturers have come up with different types in various scales. Kellie must determine whether she will be adding a bascule, a girder, a truss, or another kind. Should she need a bridge unlike anything in her library, she outlines and illustrates it.

Final touches

Kellie's track plan has all the dimensions, the track on different levels, and noteworthy details (accessories, structures, and names). Before handing the diagram to the editor of the article, she will check it against all the photos of the layout and correct any discrepancies.

By the way, the overall environment on a layout – a desert, forest, or city – will bring it all together. Kellie uses the colors from the types of scenes.

Once she's satisfied with the piece of art, Kellie submits her

"first draft" to CTT's longtime art director, Elizabeth Weber. Lil evaluates it and sends it to the editor of the article. If any revisions are called for, Kellie will do them.

The process concludes with the addition of scattered trees and vehicles. Kellie also puts in figures of adults and children (and occasionally pets) standing alongside the layout.

Last come what are known as "camera pointers." These are the thick arrows with numbers printed inside that correspond to the captioned images in the articles. They let readers know where on the layout each of the photographs was taken.

Sounds pretty technical and demanding, right? Not to Kellie! Even after all these years, she looks at the tasks associated with finalizing a CTT track plan as enjoyable. "It's almost like I get to build a layout along with the stories." **CTT**



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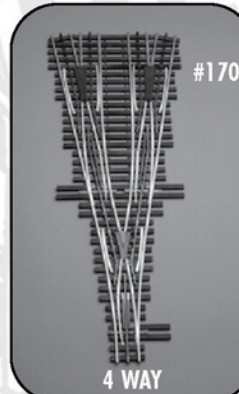
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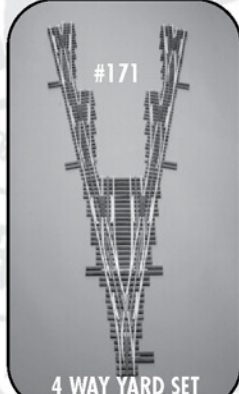
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Lionel's no. 11771
Micro Racers Express
is an O-27 set
produced exclusively
for K-Mart in 1989 to
capitalize on the
then-popularity of
miniature toy
automobiles.



By Michael C. Connor

One Lionel outfit made in recent years hits the trifecta of collector interest: Its rolling stock is decorated for Lionel Lines, and it is both an uncataloged set and a department store special. It is the **Lionel no. 11771 Micro Racers Express**, produced exclusively for K-Mart in 1989.

The O-27 set is unusual for another reason. Typically, a modern-era department store exclusive set will contain a single specially marked car and the remainder of the train will be standard production items. However, all five items in the Micro Racers Express are unique to this set. This is likely due to its theme,

which is so far off Lionel's beaten path that regular rolling stock would have seemed out of place.

Heading the train is a **no. 18704 2-4-0 Porter steam locomotive**, molded from black plastic and numbered "8704" on the cab. This DC-only engine has an operating headlight and a chrome bell. Lionel

modern era



WHAT'S IT WORTH?

IN MINT CONDITION

- No. 18704 Lionel Lines 2-4-0 locomotive & tender: \$43
- No. 16108 Racing Fuel single-dome tank car: \$13
- No. 16325 Micro Racers ramp car: \$28
- No. 16508 Lionel Lines SP-type caboose: \$17

Values courtesy
Greenberg's Pocket
Price Guide to Lionel
Trains, 1901-2018

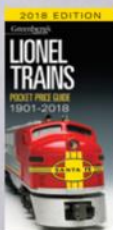


Photo by Jim Forbes

Trains Inc. paired it with a slope-back tender, also in black plastic, with "Lionel Lines" in white letters and a cast-in simulated coal load.

The no. 16508 Lionel Lines Southern Pacific-type caboose is molded in orange plastic on a black plastic frame. A black circle-L Lionel logo dominates the sides of the

caboose, with "6508" and "Lionel Lines" printed below.

Only two freight cars are included in the set. Both are eye-catching and fun.

The no. 16108 Racing Fuel single-dome tank car has a yellow plastic body with black end caps mounted on a black frame. Based on the nos. 6015/9050-style O-27 tank car, it is lettered with "Racing Fuel," a circle-L "Petroleum Company," and "LPC 6108."

The second car is the highlight of the set. The no. 16325 Micro Racers Exhibition ramp car is a highly modified version of Lionel's postwar no. 6343 barrel ramp car. It is molded entirely in red plastic. The "16325" number is printed in white, and checkered flags adorn one side of the ramp body. The railing supports the black-and-white "Micro Racers Exhibition" sign.

The car also includes a standard Lionel canister, molded in black with "Micro Racers Oil" and two checkered flags printed in white. A press-fit disc fastened to the car holds the canister in place.

Four Micro Racers, similar in style to open-wheel race cars like those used at the Indianapolis 500, fit on the ramp. The wheels of the race cars rest in shallow square depressions formed in the surface of the ramp. Even so, the small cars can fly off during operation – a problem easily solved by a dab of adhesive.

In common with Lionel sets marketed in the late 1980s, the rolling stock was equipped with metal wheels and operating couplers. Rounding out the set was a 27 x 36-inch oval of O-27 track, a few telephone poles, and a DC power pack.

The Micro Racers Express was a low-priced item. It sold for around \$60 or \$70 when it first hit the shelves; the price may have been reduced to \$45 or \$50 in the after-Christmas sale.

These days, O-27 enthusiasts can find the 11771 outfit fairly easily and expect to pay \$75 to \$100. When you do encounter the set, take a moment to admire the unusual features of this modern gem. **CTT**

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LOOPS & TUNNELS fill a classic display

THE LIONEL
NO. D-224
LAYOUT
PROMISES
LOADS OF
FUN IN ONLY
5 X 9 FEET

By Roger Carp • Photos by Daniel Brown

The theme of this issue of *Classic Toy Trains* is summarized in just two words: compact layouts. Articles focus on the enjoyment and interest O gauge railroads covering less than 100 square feet can provide operators.

When it comes to packing fun and excitement in a small area, no one compares with the designers who created display layouts for Lionel during the postwar era.

Evidence of what the Display Department had accomplished appeared in *Lionel Trains*:

Best Layouts & Store Displays, a special-interest publication put out by CTT in 2015. Still, there's always room to celebrate more of those layouts – which is what we'll do with the no. D-224.

◆ Displays promoted the line

The D-224 layout, a 5 x 9-foot display made available by Lionel to retail accounts in 1958, carried on a tradition launched by the toy train manufacturer in the pre-World War II decades and advanced after 1952. During the 1950s and



into the '60s, the Display Department typically developed three new layouts each year, plus countertop items and possibly a wall poster.

Presenting the latest accessories cataloged by Lionel was the goal behind each of the compact railroads (their dimensions went from 4 x 6 feet to 8 x 8 feet). New train sets (purchased separately) ran on one to three loops of track on one or two levels while signals and lights glowed.

Because of the need to design and promote the layouts early in the production year, the

items used tended to come from the previous year. Thus, a railroad offered to the trade in, say, 1956, typically featured the freight loaders and stations most recently introduced in 1955. It could also have wired to its base perennial favorites that had been in the line for years.

♦ Super O track debuts

Shifting focus to the D-224 shows it to have been among the first displays to highlight Super O track, the more realistic brand of three-rail

Lionel in 1958 offered to authorized retail accounts three action-packed Super O display layouts, including the 5 x 9-foot no. D-224. Two trains could be run at the same time for viewers to enjoy when they weren't looking at the accessories.

HOW TO ASSEMBLE LIONEL D-224 DISPLAY



Remove the control board from its packed position and bolt it to the side of the display with the bolts and nuts provided. The display should be leveled accurately. All loose parts for the various accessories are contained in the box packed with the display.

D-224 Display is designed for operation of two train outfits; one on the outer oval and the other on the graded "over-and-under" track in the center. The graded layout is sectionalized so that the appropriate track voltage can be supplied to its up-grade and down-grade portions to obtain even train speed all around the circuit.

Because of the placement of the various track signals and the location of the graded track blocks the trains should be operated in the directions indicated by the arrows on the plan view. Note that the trains shown in the photograph above are traveling in the wrong direction.

The ZW transformer, which powers the display, is connected as follows:

Left-hand throttle (Posts D-U) controls voltage to the outside track.

Right-hand throttle (Posts A-U) controls voltage to the level portions of the inside track and also supplies down-grade voltage which is reduced by means of a resistor.

Left-hand dial (Posts C-U) controls voltage to the accessories and to the two trolley tracks.

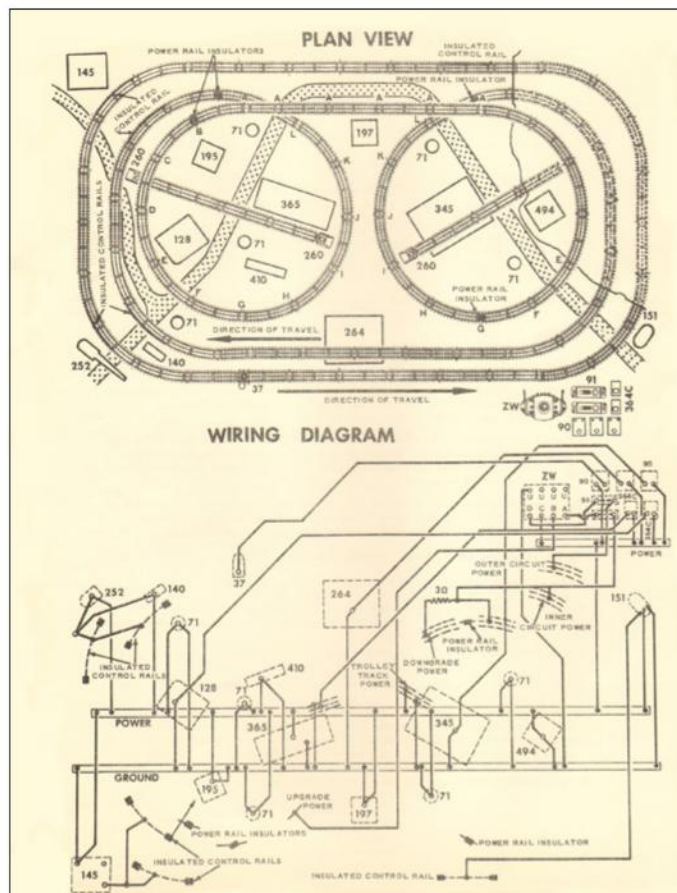
Right-hand dial (Posts B-U) controls voltage to the up-grade portion of the inside track.

In order to maintain the display operating at maximum efficiency please observe the following recommendations: Wipe the track frequently with Lionel "Track-Clean". Accumulation of dirt, grease or oil on the rails interferes with proper electrical contact and may cause the train to lose traction. Provide duplicate locomotives for the trains being demonstrated so that they may be checked, lubricated and overhauled periodically without interrupting the operation of the display. Stop the operation of the display every hour or so to allow the equipment to cool down.

The Lionel Corporation
Display Department
28 Sager Place
Irvington 11, N. J.

Printed in U.S. of America

D-224-31 8-58



Lionel sent with the D-224 instructions for how to assemble and wire the 5 x 9-foot display (a single type-ZW transformer handled all the accessories and the trains). Anyone looking to build a compact layout should consider replicating this jewel.

straights, curves, and switches Lionel had announced in its consumer catalog for 1957. Because the track wasn't being produced in significant quantities early that year, the Display Department had to wait. Not until 1958 could it promise Super O layouts.

Boy, did the crew at the Lionel plant exceed the expectations of dealers and customers with three neat operating displays using Super O track.

Start with the no. D-223, a 4 x 8-foot railroad with two loops and a couple of sidings priced at \$235 (without trains). Light towers, billboards, signals, freight loaders, and operating

freight cars found homes on the flat surface decorated with green and tan paint, grass, and lichen. A type-ZW transformer handled the power.

Now skip to the no. D-225, an 8 x 8-foot Super O marvel over which three freight or passenger trains might travel on two levels. For a net cost of \$380, a retailer received a spectacular layout filled with operating accessories of all sorts.

In the middle, in terms of size and price, was the D-224. Two trains could traverse what Lionel called an "Eye-catching

over and under trestle arrangement." For \$260, a dealer was able to set up an exciting display given a rugged mountain through which two lines went in and out as well as two nearly symmetrical loops.

♦ Its customer

This is not the first article in CTT to showcase a surviving example of the D-224. Never before, however, has our magazine been able to show the immense wood packing crate assembled by Lionel for shipping the brand-new 5 x 9-foot

display item.

According to the paper label affixed to the crate, this D-224 had in 1958 been dispatched from Lionel's factory in Irvington, N.J., to Pollard's Department Store in Allentown, Pa. A toy buyer there likely had seen the picture and explanation of the 5 x 9 and thought it would be perfect.

♦ The fate of the layout

Daniel Brown, a collector of Lionel displays, shared his D-224 with us. Some of his other layouts appeared in the March 2017 issue.

Daniel wonders whether the fact that the shipping crate for the display survived intact meant Pollard's Department Store never assembled the layout. The fate of his Super O operating railroad probably will never be known; instead, planners can study it as the basis of a great layout. **CTT**

Carpenters at the Lionel factory created this sturdy wood crate for shipping the D-224 to Pollard's Department Store in Allentown, Pa. No trains were included.





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**NEW
ENGLAND
ON TWO SHEETS
OF PLYWOOD!**



O GAUGER BRIAN INCH KNOWS THE VALUE OF A SMALL LAYOUT

By Roger Carp • Photos by Brian Inch

Modeler Brian Inch can recite

the assets of every brand of O gauge track now on the market. He's familiar with systems of command control and can rate them against conventional modes. Not a locomotive current or vintage escapes his scrutiny. This is a guy who knows the three-rail hobby from all possible angles.

Interesting, therefore, to hear Brian extol the virtues of plywood when it comes to building a layout – a product integral to the toy train scene since at least the close of World War II – which is a lot longer than Brian has been alive! How is it that Brian, who could have used any product as the foundation of his compact layout, considered it a no-brainer to start with a couple of sheets of 4 x 8-foot plywood?

Although Brian started his 4 x 16-foot display in the same way his father or even grandfather might have decades ago, on these two sheets of plywood he has completed scenes reminiscent of life in postwar New England. Superb detailing injects wonder and beauty into the layout.



◆ Humble material

Whether they entered the hobby in the 1950s or the 1980s or perhaps the 2000s, many *Classic Toy Trains* readers got going with a single piece of plywood.

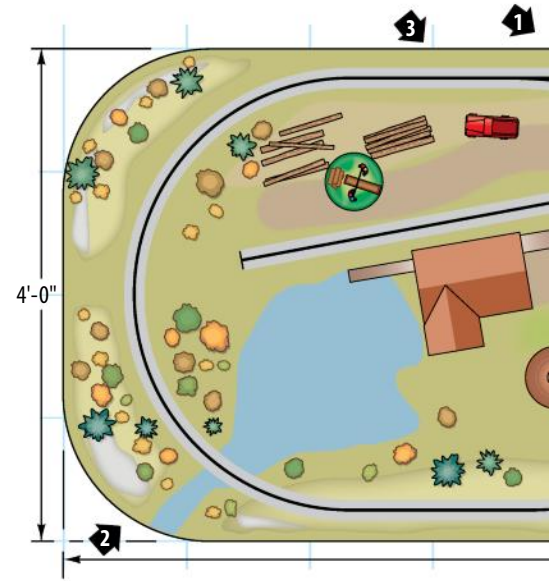
Something about a 4 x 8 sheet of ½-inch-thick plywood turned it into the ideal foundation for a three-rail layout. There is sufficient space in its 32 square feet for a long main line as well as passing sidings or maybe spurs for accessories.

Budding engineers lacking a pair of switches still endorsed the 4 x 8 sheet because they could fashion a figure-8 with its crossover in the middle. With a set of trestles you could lay a main line that rose above on the surface of the board before descending gently to the flat surface.

1 The spot where the elevated line crosses over the double-track main serves as the focal point of Brian's portable O gauge layout. A Maine Central train picks up speed as it passes the switch tower he built from scratch using wood and plastic shapes.



2 Arranging two 4 x 8-foot sheets of plywood end to end enabled Brian to create a layout showcasing his fascination with his native New England as it looked two generations in the past. He takes the compact railroad to local and regional shows.



Lucky were the operators able to find room for a second 4 x 8. By pushing it alongside its twin they created an 8 x 8 empire. Arranging one sheet perpendicular to the other fashioned an L-shaped base of 8 x 12 feet – plenty of room for a double-track main and sidings.

Less commonly, layout builders put the two 4 x 8s end to end. Such a long and narrow layout offered distant if tight runs while reducing the possibility for a few spurs. Brian preferred a 4 x 16-foot design for his current O gauge railroad. A real benefit, he discovered, was being able to

separate the pair of plywood sheets and pack them, one on top of the other, in a van to transport to train shows for display.

◆ Never too tired

With the exception of a few years while attending high school, Brian has been an active O gauge enthusiast since turning seven. His dad played with Lionel trains as a youngster and so eagerly introduced the hobby to Brian. The intention was to find a leisure activity the two of them might enjoy together for many years. As Brian recalled in the May 2012 issue of CTT,

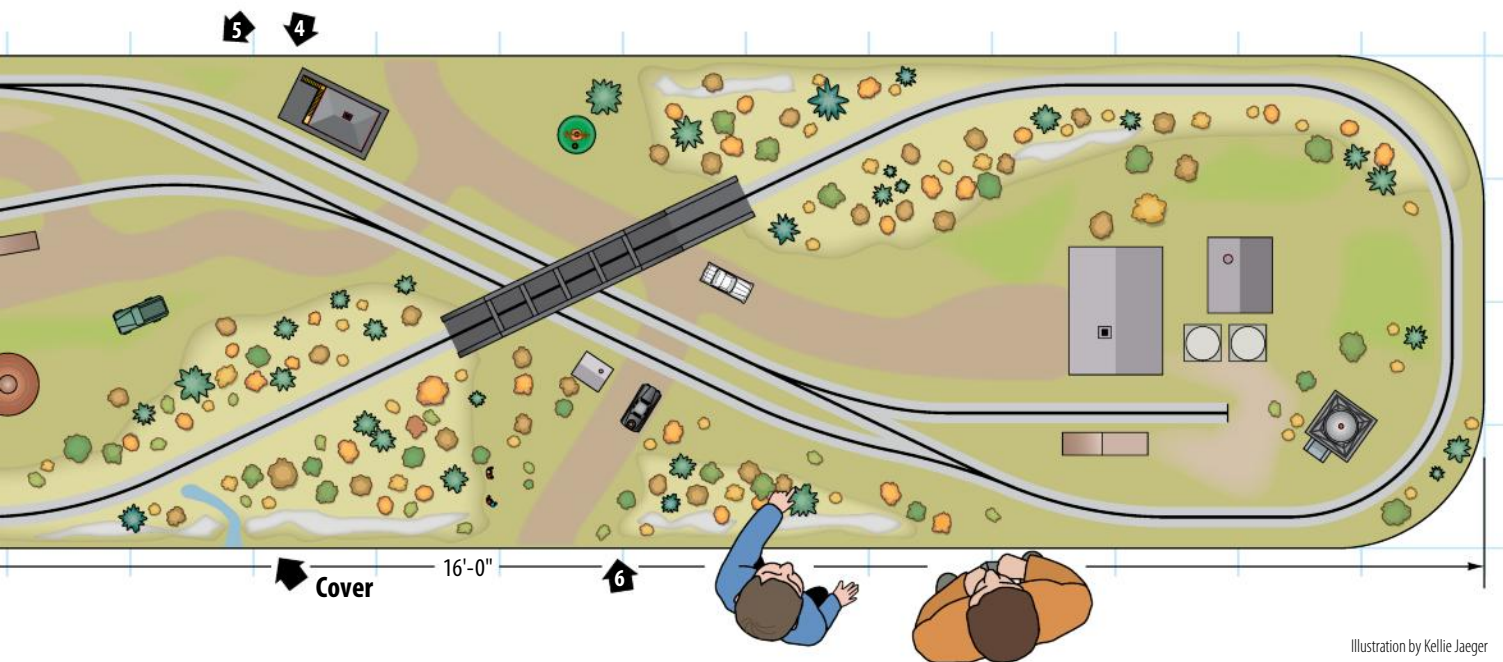
working on upgrading the layout was a terrific bonding experience.

Brian's boyhood railroad lit a fire in his soul he has never wanted to put out. He enjoys every stage of designing and constructing layouts, especially when he can share the time with his wife, Jessica, their son, Riley, and two daughters, Meghan and Elise. Toy trains have evolved in the Inch household until they have become something the entire family really loves.

The O gauge railroad previously featured in CTT captured the look of railroading, manufacturing, and agriculture



3 It's the summer of 1951, less than a year after the Bangor & Aroostook purchased this GP7 road diesel from the Electro-Motive Division of General Motors. The newcomer looks terrific hauling flatcars with freshly hewn boards out of town.



Brian went from the 16 x 20-foot O gauge layout featured in the May 2012 issue of CTT to the 4 x 16-foot display shown here. The setting is still postwar New England. The numbered arrows correspond to the numbers in each of the captioned photos he took.

in Maine during the postwar years. Brian and Jessica like residing in Maine and so used that 16 x 20-foot display to give their three youngsters a glimpse of life as it was before they had been born.

Circumstances changed for the Inch family, and Brian realized that three-rail display was simply too large and demanding. In its place, he sought to build a 4 x 16-foot layout that was also going to focus on life and labor in postwar Maine.

◆ The right combination

Gathering pencils and pads of paper, Brian started sketching track diagrams. The confines of his proposed 4 x 16-foot layout became evident but it wasn't long before Brian arrived at a configuration he liked.

It amounted to a figure-8 whose main line crossed over itself right in the center. The lower level boasted a passing siding, along with spurs to the two principal industries: a Coors brewery at one end and a log loader at the other. In Brian's mind there was going to be a nearby spot for an animated sawmill as well.

Anyone who recalls what Brian accomplished on his big layout knows realistic modeling is important to him. He studies the history, economy, railroads, and terrain of Maine so his efforts at replicating them will be convincing and satisfying. Weathering structures, selecting adequate details, and appropriately landscaping the flat lands and rolling hills all become challenges he feels he must conquer.

The drive to create realistic scenes shaped the development of the current railroad. At the same time, Brian admits to a fondness for animated accessories.

"I am dedicated to accurately modeling what life in Maine was like when my dad was growing up," Brian said. "But I also get a kick out of animation. In this case, I enjoy the fact that my operating freight cars and accessories transport logs and beer. At their respective facilities, I've wired sound modules to add fun."

LAYOUT AT A GLANCE

Name: Brian Inch's O gauge layout

Dimensions: 4 x 16 feet

Track: GarGraves (36-inch diameter)

Switches: Ross Custom Switches with Tortoise machines

Motive power: Lionel, MTH

Rolling stock: Lionel, MTH

Controls: Lionel type-ZW transformer with Lionel Legacy and MTH Digital Command System

Accessories: MTH

Structures: Scratchbuilt

Vehicles: Corgi, Ertl, Yat Ming

Figures: Woodland Scenics



◆ Simple scenery

When on the previous layout Brian had had approximately 320 square feet at his disposal, there had been enough real estate for a fairly elaborate network of track. He went out of his way to list the key features: three main lines, 10 or more spurs, run-around tracks, a crossover, three tunnels, and a long tunnel. Can't forget the huge locomotive-servicing facility complete with turntable and roundhouse.

Now, Brian was claiming an area about 20 percent as big. Into 64 square feet he would have to lay suitable main lines and sidings while leaving space for the manufacturing and agricultural facilities he wanted. Suggesting the handful of scenes captured Maine during postwar days might be the greatest challenge Brian had yet faced as a tried-and-true three-rail fan.

The trick to realizing that goal, Brian concluded, touched on the trains he operated and the scenery he made for them to travel through. Engines, boxcars, cabooses, flatcars, and gondolas painted and lettered for the Bangor & Aroostook, the Boston & Maine, and the Maine Central set the scene. The roster of steam and first-generation diesel (switchers and cab units) reinforce the postwar setting.

Landscapes were more difficult. Brian had much less space in which to capture the look of northern New England.

Mountains, he decided, would not be as prominent on his compact layout as they had been on the previous one. Valleys,



4 ABOVE The engineer of a Boston & Maine 0-8-0 steam switcher slows down the old-time locomotive on an April day to receive orders from the train master at the switch tower. The block signal made by Z-Stuff for Trains is a favorite of Brian's. Figures and a pickup truck carrying barrels make viewers feel they're part of the activity.

5 RIGHT Small industries occupy notable sites on the compact three-rail layout. The logging camp and nearby sawmill dominating one side of Brian's brand-new display require regular deliveries of raw lumber. A Maine Central SW9 diesel switcher is dropping off a New Haven flatcar filled with logs on a morning in June.

bodies of water, and forests would serve as the prime features attesting to the locale.

Chunks of Styrofoam glued in place and then carved and shaped went on first. Brian covered them with thick paper and plaster before coloring the surface with brown or green latex paint. Ballast, ground foam, and trees completed the process. For water effects, he again used the two-part epoxy marketed by Enviro-Tex.

♦ What he liked

Fortunately for Brian, some of what had succeeded so well on his bigger homage to

Brian had trusted the flextrack put out by GarGraves and the turnouts from Ross Custom Switches. Brian felt comfortable returning to those dependable products.

Brian installed cork roadbed, another old favorite. It reduces the sound of passing trains. Also in his list were switch machines made by Tortoise. The result is a network that impresses observers with its realism and operators with its reliability.

Brian has been an advocate of command control since Lionel broke through with its TrainMaster Command Control in the 1990s. As always, his major power source is a postwar ZW transformer. But where he once used TMCC to run his fleet, he currently goes with the Digital Command System from MTH as well as Lionel's Legacy to operate the many MTH models.

♦ Personal visions

"I enjoy creating unique structures from original plans and photos," Brian said. "I use the products on the market and end up with something with a basis in reality –



a model of a structure you might have seen in rural Maine in the 1950s."

By reducing the dimensions of his new layout Brian needed only a few structures but made sure they capture postwar New England. A sawmill, a brewery, a switch tower, and a crossing shanty met the requirement. Knowing operating cars blend well with the sawmill and the brewery increased their value.

♦ Off to the show

Faster than imagined, Brian was putting the finishing touches on his 64-square-foot display. Riley provided assistance and encouragement. He, like his sisters, enjoys the special effects and operating models. All of them have a ball helping their dad uncouple cars on spurs at the industries.

TOY TRAINS HAVE EVOLVED IN THE INCH HOUSEHOLD UNTIL THEY HAVE BECOME SOMETHING THE ENTIRE FAMILY REALLY LOVES.

postwar Maine fit into the compact version he was working feverishly to complete. What he had liked before promised to bring the same benefits, a fact that deepened his respect and preference for certain items.

Track is the place to begin. In the past,



The compact layout advertises what Brian and his custom layout business can do. Yet he transports it to shows for more reasons than promoting his company.

"I enjoy seeing people as they watch the trains travel on the main lines," Brian says. "Dreams are being made, and the future of this great hobby is being taken care of. That's the best of all." **CTT**

To learn more about Brian Inch's layout-building business, *Model Rail Scenes*, you can contact him at www.modelrailscenes.com or 207-564-0705.

6 A couple hours before sunset, a Boston & Maine freight drifts down the double-track main line. Cargo aboard includes liquid chocolate, milk, and lumber.



Destination EAST JABIP

**PETER AND MARILYN PERRY'S
8 X 12-FOOT LAYOUT OFFERS
PLENTY OF EXCITEMENT**

By Peter Perry • Photos by Kim Pratt

A track plan published in the March 2011 issue of *Classic Toy Trains* helped me develop the idea for my latest O gauge layout. My wife, Marilyn, and I had moved into a new home. Now I was looking for the perfect platform on which to operate my postwar Lionel trains and accessories.

Paging through my copy of CTT, I discovered a tri-level track plan shared by Ray Stuber. It was what I had been searching for, especially because it used conventional power. I was familiar with command control, but wanted to go back to what I'd done as a boy.

◆ Adventure back to the 1950s

The more I studied Ray's plan the more it seemed an ideal salute to the 1950s. In the past, I had built layouts using command control to run big and sophisticated new locomotives. But I felt ready to rethink my planning and use my Lionel ZW 275-watt transformer and three CW 80-watt power sources to work.

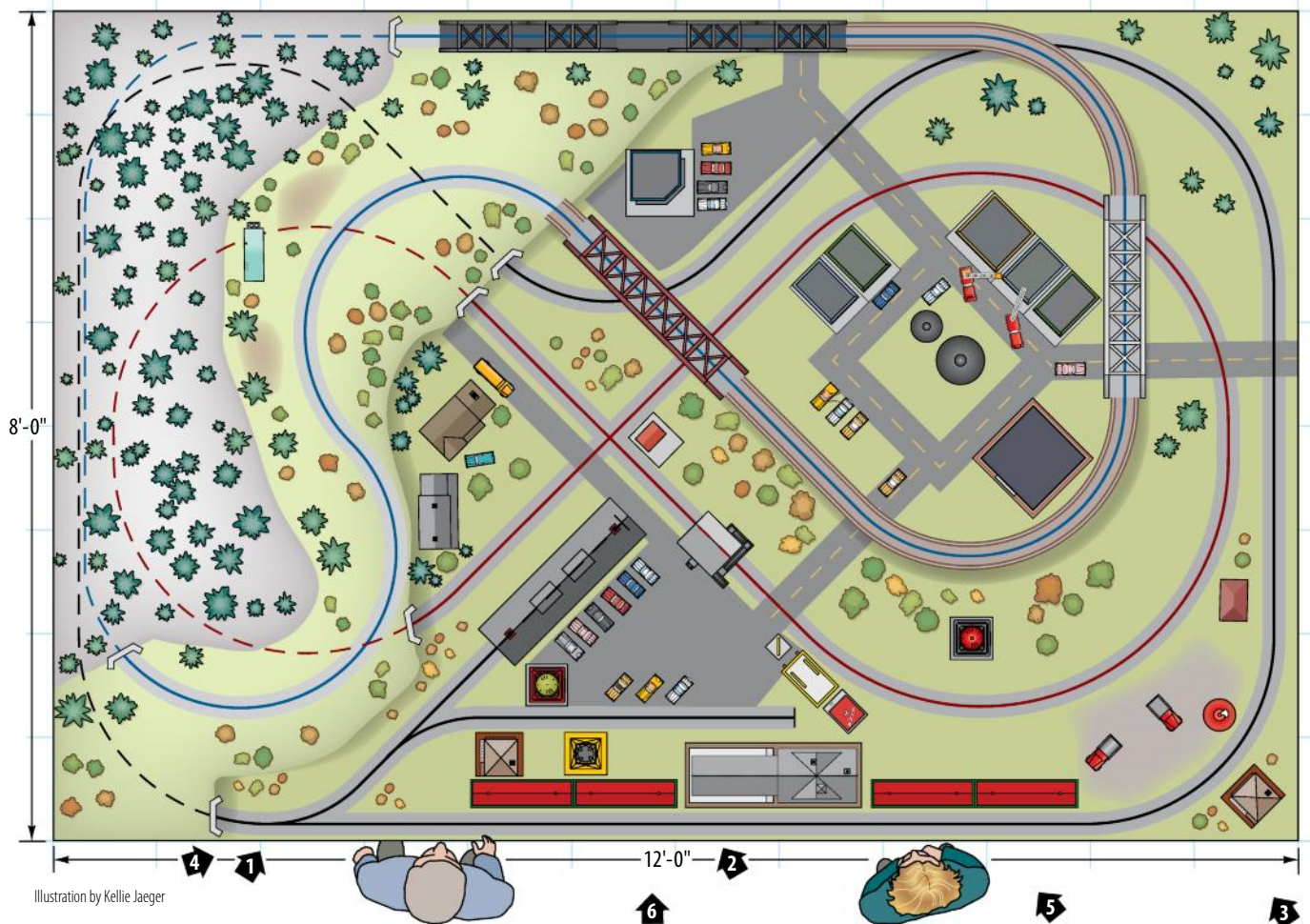
I decided an 8 x 12-foot platform would handle components of Lionel's FasTrack system much better than the 6 x 10-foot display Ray had described in CTT. Three 4 x 8-foot sheets of plywood arranged side-by-side would make construction and wiring much easier. I realized I wouldn't have enough space for the bottom level Ray had shown in his drawings.

So I ended up building a model railroad I called "East Jabip" without it. By the way, the name came to me as I was struggling for a layout theme. East Jabip is a slang term meaning a remote, out-of-the-way place.

1 Kids splash in a pool in August, blissfully unaware school will be starting again soon. They can admire the Lionel no. 28222 Santa Fe Dash 9-40C road diesel roaring by. The fun takes place on Peter and Marilyn Perry's new O gauge layout – the East Jabip RR.







In less than 100 square feet, Peter and Marilyn Perry have an elevated route and two main lines on the primary level to create plenty of excitement. The numbered arrows correspond to the numbers in each of the captioned photos taken by Kim Pratt.



2 A Pennsylvania RR passenger train headed by an MTH GG1 electric circles by a freight on the main level of the layout Pete made using a track plan in the March 2011 *Classic Toy Trains*.

◆ Ready to build

After Marilyn and I had moved into our new home and completed some essential tasks, I launched work on my

new O gauge railroad. I taped off an 8 x 12-foot rectangle on the floor of the basement. Then I set up three loops, using FasTrack curved and

straight pieces. I had to make sure everything would fit.

Satisfied with my preliminary work, I assembled the benchwork out of 2 x 6 lumber (sturdier than 2 x 4 wood). On top went sheets of ¾-inch plywood. And over the surface I

put down some sheets of ½-inch-thick Homasote.

The elevated level is supported by 2 x 6 legs standing 11 inches higher than the main level. I checked out how the top loop was going to circle over the two lower lines and

LAYOUT AT A GLANCE

Name: Peter and Marilyn Perry's East Jabip RR

Gauge: O

Dimensions: 8 x 12 feet

Track and switches: Atlas O, Lionel FasTrack (31-inch diameter)

Motive power: Lionel (postwar, modern), MTH

Rolling stock: Lionel (postwar, modern), MTH

Controls: Lionel types CW (3) and ZW transformers

Structures: Atlas O, Country Wicker, Lionel, MTH, Power Master, Woodland Scenics

Vehicles: Athearn, City Cruiser, Corgi, Ertl, Hallmark, Maisto, MTH, Phoenix Mint, Road Signature

Figures: Artista, Bachmann, Berkshire Valley, Life-Like



3 Peter and Marilyn Perry enjoy having visitors explore their compact three-rail layout. If asked, they will encourage friends to run the trains via their conventional controls. In the past, Pete had installed command control on his O gauge railroads.

still make it possible for folks to see the action below.

To solve that problem, I fashioned 16 wood piers by hand, each with a height of 10 inches. After painting them, I lined them up in a manner close to what I've seen on Amtrak's line over the Brandywine River in Pennsylvania.

The 2 x 6 piers let me use four of Lionel's no. 62716 short extension bridges and two longer ones (nos. 2122 and 12772). To give that suspended section a more realistic look, I transitioned the FasTrack to Atlas three-rail track.

◆ Linear supports

I'm proud to have found a way to give linear support under the suspended section. Support beams beneath the track and between the piers hold it up,



4 The pride and joy of Pete's O gauge roster has to be the Lionel nos. 2353 Santa Fe A-B-A diesel combination he received as a youngster. They still pull his streamlined passenger cars.



5 ABOVE Steam and diesel locomotives from the postwar era share trackage rights with a few of the latest engines from Lionel and MTH on the Perrys' East Jabip layout.

6 RIGHT This shot gives you a good idea of how much action takes place on the 8 x 12-foot East Jabip RR. Emergency crews rush to handle an auto accident and a fire at the hotel.

just as they would in real life. I purchased garden edging trim from a building supply store, ran its desired width through my band saw, and created the corresponding "notches" atop the piers to accommodate the horizontal support beams beneath the rails.

fitted them under the upper loop's facade, placing vertical trim strips where cards met each other following the curvature of the wall.

I made the bearing wall under the elevated straight run at the rear of the layout from industrial-strength foam insu-

Laying track sections where trains will pass each other, especially on curves, demands precision. So I worked hard to integrate odd lengths of Fas-Track on certain curves to avoid problems like sideswiping. Installing shorter straights (varying in length from 1 3/8 to 5 inches) helped me get the track exactly as needed to provide passing trains proper clearance. Things got touchier when I located the piers supporting overhead tracks.

◆ First time for scenery

Never had I made mountains for an O gauge layout. I chose window screen applied to vertical wood framing. I scrubbed the protective finish off the screen with hot water and soap before covering it with canned spray insulation.



I completed the mountains by adding six tunnels, including one that's HO scale to simulate a highway. Topping off the neat scene is a 4 x 12-foot horizontal canvas mural depicting Peyto Lake as it sits amid the Canadian Rockies. I got it from Murals Your Way (www.muralsyourway.com).

I made the landforms from canned spray insulation, which made it easy to stick commercial trees into the hillsides. I painted the landforms to blend with the colorful mural.

Then I enclosed the open back side of the mountains with a 1/2-inch-thick piece of 8-foot-long plywood shaped at

MARILYN AND I LOVE OUR BRAND-NEW "LITTLE WORLD IN THE BASEMENT" AND ENJOY HAVING FRIENDS OVER TO WITNESS THE ACTION TAKING PLACE ON THIS VERY "ACTIVE" LAYOUT.

For the bearing wall along the curved upper loop, I took a 5 x 7-inch cinder block card to a copy center to get 12 more reproduced. Next, I glued them to foam core board and

lation board. First, I roughed up the surface using a wire paint removal brush. Then I painted the surfaces to look like they were actually rock walls. Simple yet effective.



the top to conform to the top edges of the mountain. I laid it onto a notched horizontal 2 x 4 attached to the platform's base.

To keep the plywood attached to the back of the mountains, I used stainless-steel screws that I carefully inserted into what I call their "home holes." I then lined up everything with special markings I added. The markings make it easier to replace the side cover should I have to remove it to clear any derailments inside the mountain.

Hand-painted highways, parking lots, a town square, and green moss added to the natural scene as countryside

leads to cityscape. Downtown buildings and a special concentration of motorcycles by MTH made it that East Jabip was having quite a hectic motorcycle rally today!

♦ East Jabip

As noted earlier, "East Jabip" refers to any remote, out-of-the-way place. Since my little town looked so nifty and inviting, I decided that because I had always heard of East Jabip yet never knew where it was, this must be the place! Martians, crocodiles, Batmobiles, Sesame Street figures, and graveyard ghosts add to the colorful name.

The highlight of the action involves a car/motorcycle collision answered by emergency equipment equipped with blinking LED lights installed by my friend J. Pearce. A graveyard with a hearse, a coffin, the Grim Reaper, and flying bats looks down over East Jabip. Houses, a swimming pool, a hotel, a motorcycle shop, a general store, a coffee shop, and a tavern make up the rest of the town.

I added smoke to a Lionel hobo camp by installing a smoke mechanism from an HO scale steam locomotive. Operating MTH traffic signals in the center of the town and a

fire at the hotel add notes of realism to the layout as well.

♦ Most exciting time

Marilyn and I love our new "little world in the basement" and enjoy having friends over to witness the action taking place on this very "active" layout. I have to say our latest adventure in model railroading is by far the most exciting.

Anyone interested in creating a nifty new railroad should keep close tabs on articles in *Classic Toy Trains*. The suggestions I discovered in the March 2011 issue set in motion the process that led to this layout for Marilyn and me. **CTT**



A 5 X 9-FOOT
LAYOUT FOR THE
GENERATIONS

GETTING A LEGACY ON TRACK



The door company (upper left) generates considerable traffic, and the workers' favorite spot for lunch is right next door.

Story and photos by Alan G. Caddell

I didn't have trains as a kid, nor did my friends, but years of watching a seemingly endless procession of rumbling, shrieking, and swaying freight cars from the family station wagon hooked me. It wasn't just the physical presence of the trains that captivated me but also the text adorning the outsides as they blurred by: Cotton Belt, Santa Fe, Air Ride, *Super Chief*, and Fast Freight. My sisters and I would try to count the cars that seemed to keep time with the clang-clang-clang-clang of the signal bells. This was the inspiration for a lifelong interest in trains.

Over the years I considered building a train layout, but there never seemed to be the right moment to justify the time, expense, and space required. That all changed, however, with the birth of James Alan, my first grandchild, who quickly showed a fondness for wooden toy trains.

By the time James had turned five, I was ready to start building a layout with the intention of passing it down to him and hoping he in turn will pass it along to his children. I figured in the interim he would let me play with it.

I was limited to a 5 x 9-foot space, so I felt fortunate to



Parking is indeed tight, but no one seems to mind. The compact footprint and scenery mean it will take a glance or two for a viewer to notice there is no vehicle exit.

find a design in the *Lionel Track and Power Guide* that seemed to offer the best use of that limited size. The track plan included four switches and a few uncoupling/dumping sections. It would keep James' interest after the round-and-round aspect of running the train became rou-

zines seemed beyond my capabilities, I chose to cover the board with textured paint to resemble sandy soil. I installed Lionel FasTrack and used colored chalks to age the ties and upper areas of the ballast to soften the sterile look of the rails.

The narrow gap between two sets of track along one side of the layout was too small for accessories or structures, so I installed an additional section of FasTrack with a bumper on each

TIP IF YOU WANT SUPPORT FOR YOUR LAYOUT, CONSIDER NAMING IT AFTER YOUR SPOUSE.

tine. I acquired accessories to add interactivity to the layout.

James and I began construction in October 2014 of what I named the Suzette Lee Line RR. (Tip: if you want support for your layout, consider naming it after your spouse.) We started on the outer edge by expanding a standard sheet of plywood to form the base. James was able to help with drilling holes and turning some of the screws. It was a special moment when James and I signed our names to the board's underside for his children to see.

◆ Simplified scenery

Because the landscaping I saw in maga-

zines seemed beyond my capabilities, I chose to cover the board with textured paint to resemble sandy soil. I installed Lionel FasTrack and used colored chalks to age the ties and upper areas of the ballast to soften the sterile look of the rails.

The finished board looked huge initially, but I soon learned it would be tough to fit in everything I wanted to include. I painted a road and parking areas for a couple of buildings, but quickly realized it would barely be wide enough for one vehicle and would

LAYOUT AT A GLANCE

Name: Alan and James' Suzette Lee Line RR

Gauge: O

Dimensions: 5 x 9 feet

Track and switches:

Lionel (36-inch minimum diameter)

Motive power: Lionel, MTH

Rolling stock: Lionel, Menards, MTH

Controls: Lionel type-ZW transformer

Accessories: Gilbert American Flyer, Lionel (postwar, modern)

Structures: Bar Mills Models, Blair Line, Menards, Woodland Scenics

Vehicles: Die-Cast Direct

Figures: Lionel, Model Tech



dead-end on each end. Also, the small parking lot would make it impossible for vehicles to leave.

After test-fitting the various accessories and structures, I saw that my limited areas of straight track prevented large pieces, such as my lumber mill and culvert loader, from loading or receiving materials. What would I do with the small islands of isolation surrounded by raised FasTrack? If I wanted to include my accessories, I had to find a way around these obstacles.

I wanted to have as many accessories as possible to keep James interested. As a solution, I placed items like the log loader and coal loader where they could access railcars.

But there was no way to place the culvert loader so it could access a car. Instead, I adopted a "fake it as you make it" philos-

ophy and built a mock spur by placing a piece of non-operational track alongside the loader that extends close to the main line.

Gluing planks to FasTrack created a crossing scene – crossing gate signalman optional!



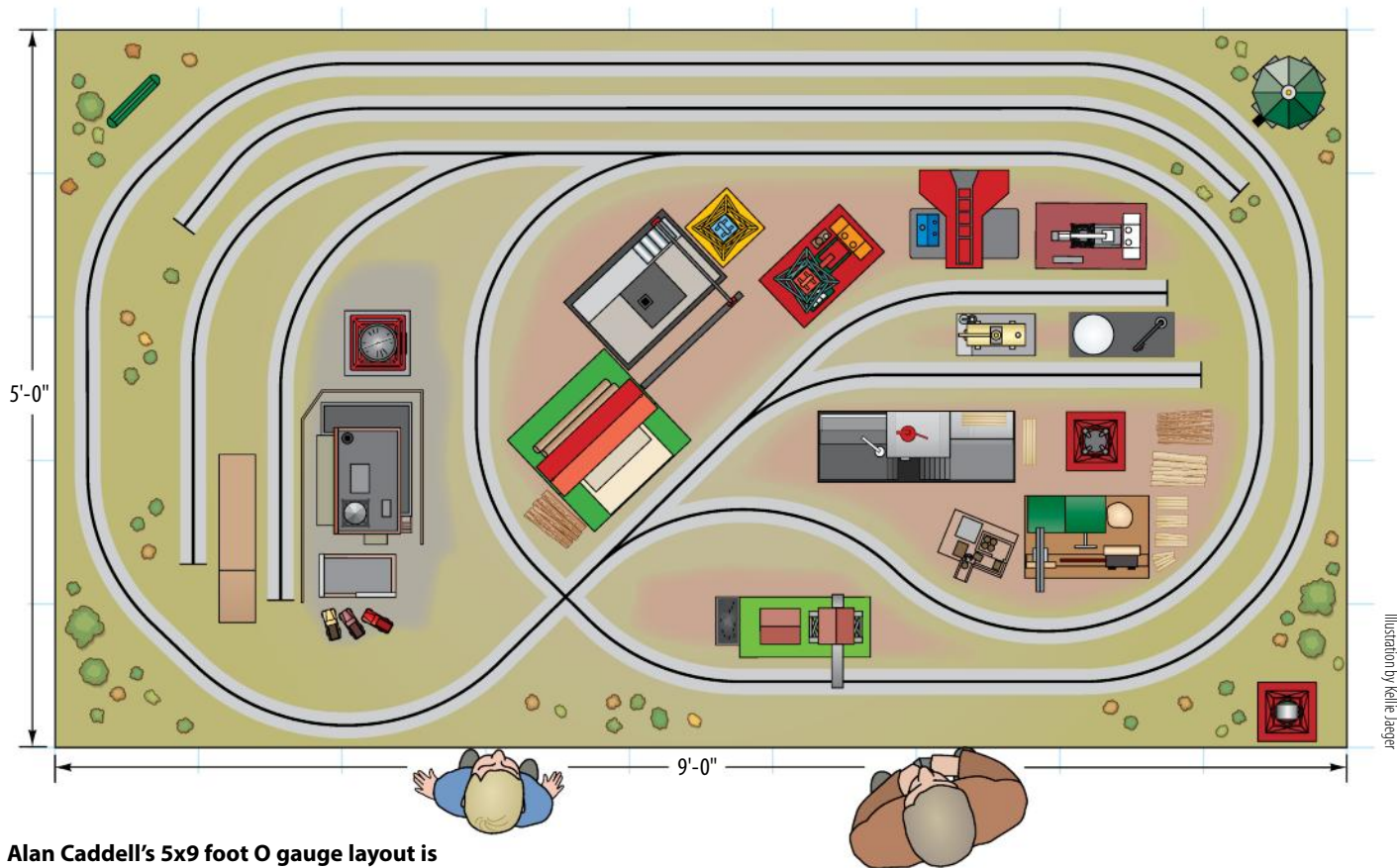


Illustration by Kelle Jaeger

Alan Caddell's 5x9 foot O gauge layout is a unique mix of industrial operations and train running. The plan was designed for his grandson, James.

With a bumper at the end near the loader and the other end concealed by a fence, it appeared to be connected.

♦ Wiring

Having installed the track and chosen where to place the accessories, I began to wire the layout – the most challenging part of the project. I had never realized the effort underneath the layout was at least as equal to that which is visible.

Eventually, I had the underside of the layout wired and moved everything inside. I connected the accessories, hoping they and the tracks would function correctly once I completed the control panel.

♦ The details

With the basic layout finished, I focused on detail work. While I initially liked the effect provided by the textured paint, I realized it was boring. Also, the gap between the FasTrack base and the top of the layout was unrealistic and irksome.

Fortunately, I found some helpful and encouraging tutorials online that showed step by step how to use commercially available products, including ballast, to



Lumber, coal, and oil production accessories are the heart of the operation. Accessories can be activated with ease from a single control station.

upgrade the appearance of a layout.

I started by applying ballast to the outside of the FasTrack. Then I used chalk to blend the lighter-colored stone with the molded sides of the track to give the illusion that differences in color were due to grease, oil, and dirt.

I took James to see real tracks and get a sense of how ballast works and looks so he better understood what I was doing. I then tackled landscaping. As it turned out, the process of simulating vegetation was not overly difficult, and the products I used really enhanced the otherwise flat and



The control panel provides a central spot to operate switches and accessories. The Suzette Lee Line is powered by a Lionel postwar ZW transformer. Note the track plan between the controllers. This helps operators locate the right accessory to trigger.

uninteresting corners of the layout.

As I gained confidence, I placed additional vegetation (including some natural foliage I collected) between the tracks and other areas. Soon I realized I had landscaped most of my painted areas!

My narrow, one-directional, and double dead-ended road provided James with something to do since the layout wasn't yet operational. He spent considerable time running a car back and forth and, to my dismay, aggressively up and over the section of FasTrack it led into.

Because the painted road was far lower than the raised track crossing it, it created a barrier to the two buildings and a park-

◆ Getting creative

Problem solving and fakery became fun for me. For example, I felt the Lionel dowel-like "logs" used in the log loader looked unrealistic, especially when I had already cut tree branches to simulate logs.

Since you can't run real branches in the loader, I transformed the loader into a debarking operation where logs are shaved down and then loaded onto cars for further processing. By placing shaved branches and piles of shavings near the scene, it had a plausible explanation for dowels being loaded.

Similarly, I wanted to conceal the raised platform that comes with the Lionel derailed tank car. I assembled and painted a plastic "chain-link" fence kit and then used a heat gun and wire cutters to deform the fence to simulate dam-

aging lot. Although James had no problem "driving" his car up and over the ballasted track, it certainly wasn't realistic.

I solved this problem by cutting, gluing, and weathering strips of wood over the FasTrack to create a rail crossing. James could park a vehicle alongside other vehicles without apparent concern as to how these cars get in and out of Mrs. C's Bar and Grill.

age caused by the tank car crashing through it. The fence, some workers, and a few pieces of equipment hide otherwise inexplicable differences in ground height.

Sleight-of-hand also exists outside the Caddell Coal Co., where trucks await coal to be unloaded from hoppers. While the tower does have access to the hoppers, there is no explanation for how trucks enter or exit the island created by the sur-

rounding track. That said, the crowded area helps conceal this fact, which generally goes unnoticed.

I used mounted photographs of industrial buildings to create a backdrop at the rear of the layout. Using photo editing software, I added names of family and friends to some of the buildings.

I glued on window ledges and frames, ladders, external lights, and other elements to add dimension to the backdrop. I cut out some of the printed windows and replaced them with plastic film in front of LED lights. Finally, I added billboards on some of the rooftops.

◆ The control board

The last key task was building the control panel for the switches to the track and accessories. I was frustrated the first time I powered the track after moving it inside months earlier because it didn't work. Fortunately, I had labeled the wiring under the board and was able to figure out what was causing a short circuit. When everything actually worked, I was elated!

I added an oak border to the sides of the layout, which included concealed LED rope lights below to cast a nice glow on the floor. I had metal labels engraved for the control panel switches and one for the oak border reading: Built for James, 2015.

I chose a Lionel ZW transformer and ran power separately to lights, accessories, the main line, and the short back-and-forth auxiliary track.

My inexperience with wiring caused me to forgo the use of electrically isolated track on the four sidings. However, using LionChief Plus remote-controlled locomotives enabled me to park short trains on sidings without them being affected by mainline operation.

It took 10 months of part-time work to complete the layout. I learned a great deal in the process and take pride in what I accomplished. Most importantly, I was able to spend substantial time with my grandson on a common project he and I continue to enjoy together.

I know I have done something right when James runs in the house after kindergarten yelling, "Is it train day, Grandpa?" Then he elects to run trains instead of watching television or playing computer games.

Our layout provides the priceless opportunity to create lasting memories and a legacy that holds the potential to be passed down for many years. **CTT**

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EXCLUSIVE

A layout for A.C.

GREAT AMERICAN FLYER DISPLAY BUILDER FRANK CASTIGLIONE CAME TO THE RESCUE

Frank Castiglione, an imaginative and industrious builder of displays for the A.C. Gilbert Co. during the years after World War II, loved to tell stories about his days at the toy firm. As readers learned in *All-Star Electric Trains*, the new special-interest publication from *Classic Toy Trains*, Frank contributed to memorable S gauge layouts at three of the Halls of Science associated with the Gilbert Co. He also designed items for television programs.

The article about Frank's career left out a few tales. A favorite of his relates to an S gauge layout he had to finish for a friend of A.C. Gilbert. Better, there's also the never-before-published plan of that ingenious layout – a project for any American Flyer modeler to tackle.

SOMETHING FOR A FRIEND

One question virtually every American Flyer enthusiast asked when meeting Frank related to whether he had ever met A.C. Gilbert. Frank was pleased to say he had ... and then launched into another fascinating story.

Not long after starting work for the Gilbert Co. in the late 1940s,

Frank to his surprise had received a summons to the office of its founder. Mr. Gilbert exchanged pleasantries with his much younger employee before mentioning his friend Electra Havemayer Webb. She and her husband, he told Frank, had accompanied Gilbert on hunting trips. Now she wanted a layout.

What Gilbert probably failed to explain to Frank was something about the background of his friend. Electra Webb, a member of one of the wealthiest families in New York, loved Americana. To preserve artifacts and save relics, she had caravaned throughout New England, acquiring weather



The project that in time became an 8 x 12-foot display of Flyer S gauge trains and accessories at the Shelburne Museum in Vermont began as a 7½ x 19-foot design for one of A.C. Gilbert's good friends. Maury Romer sketched the layout, and Frank Castiglione finished it.

Photo courtesy Shelburne Museum

By Roger Carp

Gilbert's friend

vanes, woodcarvings, and quilts. She bought barns, railroad depots, houses, schools, and even a light-house, having them transported to her estate in Shelburne, Vt.

After the war, Mrs. Webb began exhibiting her treasures in some of the 20 building she owned. Naturally, in the course of amassing an enormous collection of vintage housewares, she had accumulated every sort of rustic plaything.

Fascinated by the hundreds of toys she owned and prepared to show the public, Mrs. Webb concluded any sort of display would be enhanced by an operating layout featuring contemporary electric model trains and accessories. Her

friendship with A.C. motivated her to contact him to outline what she wanted for an S gauge railroad.

REACHING OUT TO FRANK

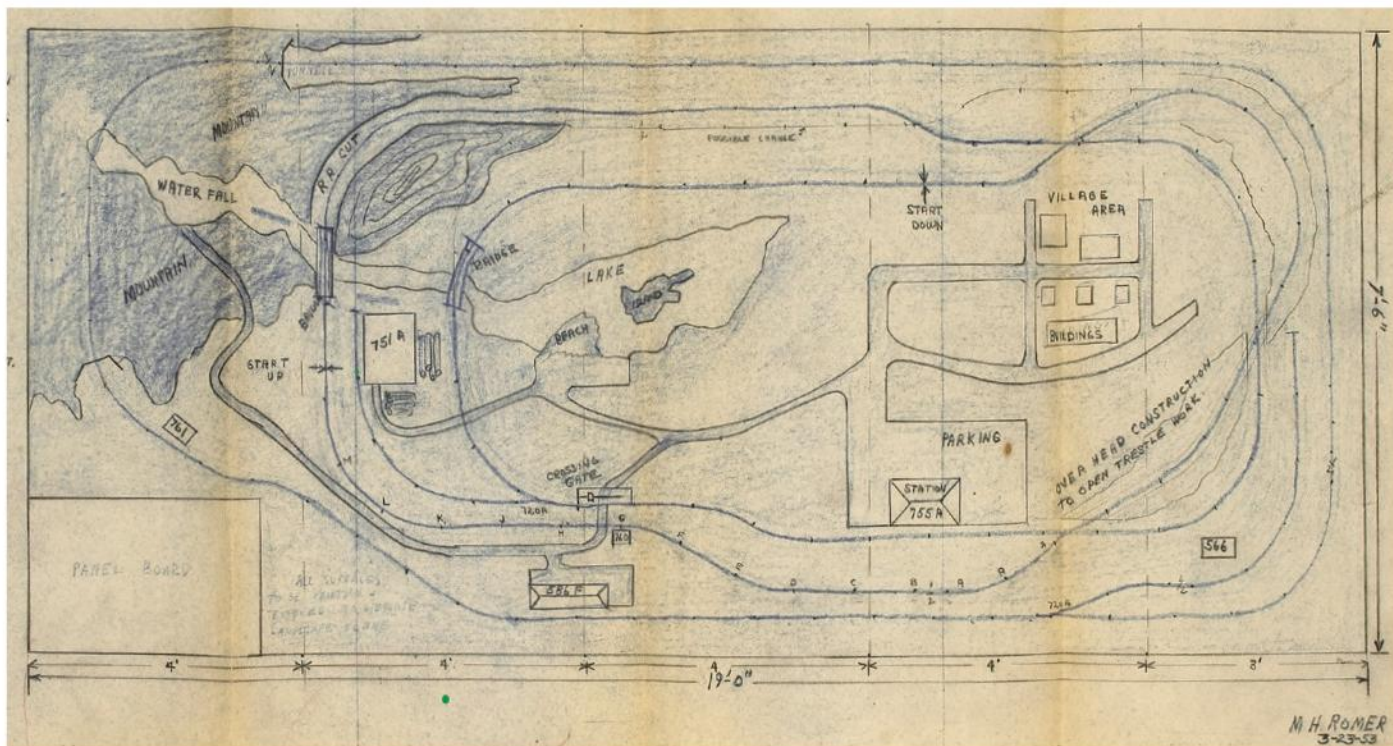
After patiently listening to Mrs. Webb's increasingly growing list of items and special effects, Gilbert paused and tried to figure out how he might gratify her wishes without losing his sanity. The solution to his woes? He contacted Frank.

"I thought I had been fired!" Frank said when asked about his reaction to getting a call to meet with Gilbert. Then in a deep voice he imitated Gilbert: "I hear you're the display man. Why don't you get this woman off my back?"



But there were plenty of other jobs to do first, which might be why work on the layout didn't begin until March 1954. By then, A. C. Gilbert had chosen Maurice Romer, who was supervising the development of the Flyer line, to

Frank Castiglione was on the Gilbert payroll for less than a decade after World War II, yet he contributed to the design and completion of several notable displays. The best and certainly most influential of them were S gauge railroads at the Gilbert Hall of Science in New York City.



Thanks to the Castiglione family, *Classic Toy Trains* can share this drawing of the S gauge layout Frank modified to satisfy Mrs. Electra Webb. Ambitious American Flyer operators may want to build versions of the original 7½ x 19-foot concept.

plan the 7½ x 19-foot layout, which had a painted backdrop depicting the Green Mountains of Vermont, and obtain the approval of the demanding Webb.

CHANGES WERE MADE

Frank and other men in the Display Department made the layout a priority. Once they had it done, Frank and John

yelling. “Where are my rolling hills? A. C. promised me!”

Frank tried to defuse the situation, telling Mrs. Webb he wasn’t the boss and a flat layout was what he had been told to build. Furious, she demanded to know where the truck was, so the layout could be shipped right back to New Haven.

However, the truck had already departed for the shop in Connecticut. As Mrs. Webb debated whether to have the state patrol pull over the truck, Wall arrived and learned, “We have a little problem.”

The problem boiled down to Mrs. Webb wanting an S gauge layout that modeled the scenery of Vermont. That meant lots of hills, forests, and lakes.

Wall conferred with Gilbert and Romer. He then told Mrs. Webb that the mountains were supposed to be depicted on the backdrop; if added to the layout, they would overwhelm the S gauge trains and scenery.

Wall’s explanation pacified her. Peace reigned until he unceremoniously added, “We’ll build whatever you want, but it’s going to cost you.”

“Suddenly,” Frank said with laughter, “Mrs. Webb started screaming at us. At the very top of her lungs she roared, ‘I don’t care what it costs!’”

MONTHS IN VERMONT

And Electra Webb didn’t care what the layout was going to cost. Guess who was savior? Frank spent the next few months on the Webbs’ estate making sure the Flyer display met all her expectations.

Frank and his fellow workers used traditional methods for building the scenery, with bronze screen and plaster of paris serving as the base and material of the mountains. They built houses and other structures out of pressed cardboard. Meanwhile, an artist painted the mountainous backdrop plus a sky with clouds.

Everything fell into place, and a superb 8 x 12-foot layout took shape. Mrs. Webb had specified it be only 30 inches off the ground so kids could watch the trains and operate all the accessories.

LASTING LEGACY

After Electra Webb’s death in 1960, the administrators of the Shelburne Museum struggled to figure out what to do with a display of postwar trains set up amid a collection of toys 50 to 100 years older.

Museum supervisors elected to donate the outstanding S gauge layout to a nearby technical school. The Brandon Training Institute eagerly accepted the gift, putting it to good use for more than a decade. The American Flyer display remained there until wearing out in the 1970s. **CTT**



YOU CAN READ MORE ABOUT FRANK CASTIGLIONE AND HIS WORK AT GILBERT IN THIS NEW SPECIAL-INTEREST PUBLICATION. TO BUY A COPY, VISIT THE “TOY TRAIN” SECTION OF KALMBACHHOBBYS-TORE.COM.

Wall (the department manager) plus a third worker set out to deliver the display. “We got there early,” Frank said, “and the Gilbert truck got in about an hour later. Then Mrs. Webb drove up.

“As I’m carrying the display in,” Frank went on, “she lets out a bellow.

“No! No! No! This is not what I ordered!” Frank recalled Electra Webb

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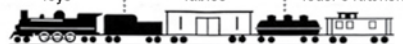
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WEEKEND WORKSHOP

WITH THE CTT READERS AND STAFF



Gene Maag modified a roofless Lionel prewar baggage car that lacked its original roof. He painted it to match his orange-and-blue New York Central passenger consist. It looks terrific on his home layout.

Making the roof fit the car!

ADJUST THE ROOF OF A PREWAR LIONEL PASSENGER CAR

I'm a fan of trains in general, and prewar trains in particular. Not long ago I found a Lionel no. 602 baggage car. This common O gauge car was missing its roof. Of course, as any prewar enthusiast knows, that wasn't necessarily a deal-breaker,



Fully assembled, the refurbished baggage car stands ready to take its spot on the head end of Gene's express train.

because there was probably a mate sitting in a junk box waiting to be noticed.

A friend thought he had a matching car roof and gave it to me, but I discovered it was about $\frac{1}{8}$ inch too short.

We prewar collectors can be resourceful, so I decided to extend the roof! The car was destined for a complete repaint to match the rest of my orange-and-blue New York Central passenger consist. Follow along as I outline a simple project you can try.

Expand the roof perimeter

First, I removed the paint from the edges of the roof. Then I placed the roof on a flat surface and soldered $\frac{3}{64}$ -inch brass wire to the perimeter.

Soldering a large area of metal with a soldering iron can be difficult. It takes extra time because keeping the metal hot is challenging.

After soldering, I filed the bottom of the solder smooth and flat. I made sure the wire conformed to the curvature of the roof.

Apply the texture

I used Bondo auto body filler to change the roof curve over the wire extension. This material is also good for filling in any dings or holes needing repair. It can dry in as little as an hour, but I suggest letting it sit overnight.

I used 180-grit (or finer) sandpaper to smooth the surface. I also used the sandpaper

THE PROCESS

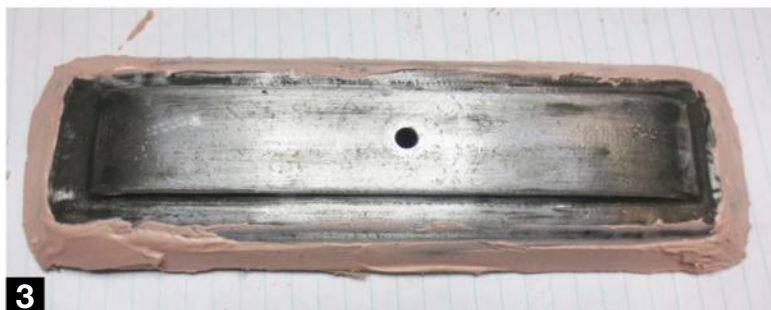


1

1 Gene needed to extend the baggage car roof $\frac{1}{8}$ -inch so it would fit his roofless shell. **2** He soldered a brass wire to the roof to act as a frame for auto-body fill material. This view is the underside of the roof.

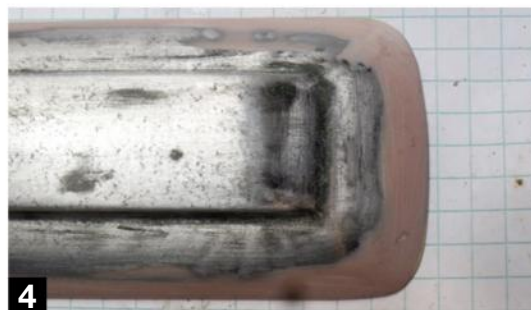


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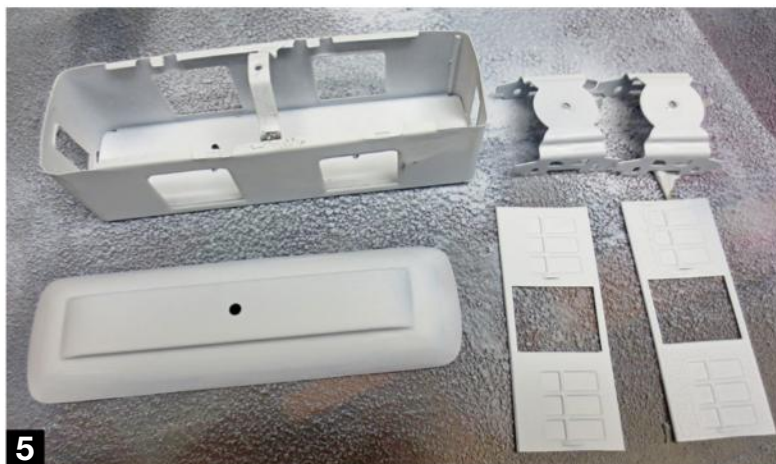


3

3 Gene applied Bondo in ample quantity, knowing he would sand down any excess. **4** Using fine-grit sandpaper made it easy for Gene to file away excess bonding material as well as define the curvature of the roof. **5** The car was disassembled and primed. Gene had another opportunity to note any defects that might need repair or sanding before he applied the paints.



4



5



6

6 The roof and baggage doors were painted blue, the body orange, and the trucks black. Gene took the extra step of baking the finish in a disposable aluminum tray. He estimates 30 minutes at 200 degrees should be adequate. After the painting, most observers would be hard pressed to identify this roof as being the wrong one for this car.

for smoothing the curve on the sides of the roof.

Prime and pick your colors

Next, select a primer. I used an automotive-type primer.

When you apply the primer you may see imperfections that weren't previously as noticeable. If any are crying out to be fixed, don't fret. Just add more Bondo and then sand and prime the roof again.

You can paint your trains any color combination you want. I, however, have a train led by a Lionel no. 259E locomotive I've painted orange and blue and lettered for the New York Central.

I wanted this baggage car to match that one-of-a-kind livery. While I was working on the new roof shape, I stripped the paint from the car and prepared it for its repainting.

I used Krylon spray paints for this project, but you can use the brand of your choice. The roof and doors got a coat of blue, while the car shell got orange. I added gold lettering for the New York Central and car number 602.

Bake the finish

I like the smooth look of a baked-on paint finish for my tinsplate cars. Just set the oven

temperature at 200 degrees and place the car in a disposable aluminum tray. Let it bake for 30 minutes. When removing the tray from the oven, use oven mitts!

Reassemble the car and trucks. You can feel pride that you have taken a vintage car without a roof – and a roof without a car – and made them part of your operating fleet. – Gene Maag

PRODUCT REVIEWS

WITH BOB KELLER



NO. BR5862 DOUBLE DECKER

Mobile living

BUILT-&-READY O SCALE MOBILE HOMES
BY WOODLAND SCENICS

The three Built-&-Ready mobile homes from Woodland Scenics prove that astonishing things can come in relatively small packages. I will confess to some confusion with the idea, but when I opened the box and saw the three buildings, I got it.

When I was a kid, a friend of my uncle's suggested he and I come up to his cabin for the day. What I saw was a farmer's field with a fairly large pond dredged out in the middle of a field, and surrounding the lake were 10 to 12 mobile homes people used as weekend get-aways. With no good TV signals and maybe only WLW from Cincinnati on the radio,

you really would have been getting away from it all.

There wasn't an Airstream to be seen, but some fairly nice, modest mobile homes. They were not permanently affixed, but the owners had set out – almost in a competition – to personalize their areas with shrubs and flowers and here and there, a birdbath. It was pretty neat. Right there in the middle of a large farm was as pleasant a little neighborhood as you could find. Tornadoes need not apply!

OPENING THE BOX

We received the nos. BR5861 Grillin' & Chillin' trailer, BR5862 Double Decker trailer, and BR5863 Sunny

Days trailer. Thanks to see-through clam-shell packaging, I could see clearly how each mobile home was unique. They are all gems, each having the mystique to build a scene around. All the O gauge trailers come ready for use with the Woodland Scenics Just Plus lighting system and cost \$94.99 each.

SKYLINER

The BR5862 Double Decker is a virtual trailer park skyscraper. Okay, that isn't quite right. But it does mount a small cupola with windows above the bedroom. You can decide whether this is for extra air/ventilation or a spot for the

kiddies to bunk.

One side has two doors, both of which have portholes! One door is at the living room and the other at the bedroom. Both have wood steps. This side also has one large picture window and two smaller two-pane windows.

The opposite side has a picture window and three smaller two-pane windows. There is a door with closed vent slats on the lower half. You can clearly see the wheels beneath the house. There is a TV antenna attached to the side.





BR5861 GRILLIN' & CHILLIN'

BR5863 SUNNY DAYS

The front of the trailer has a four-pane window, with most of one pane taken up by an air conditioner. There are two propane tanks mounted on the frame for the trailer hitch. There is no decoration around the base, and the trailer is on "cement" blocks.

The roof looks aluminum and has two vents. Interestingly, there are two car tires on the roof. Whether or not these are spares for travel or inner tubes for floating on a lake, they add some color.

The trailer's windows all have curtains, but they look wonderfully mismatched. The neatest feature of all is what you can see looking through

the right-side picture window. When the building has power applied, you can see an old black-and-white TV set with a flickering screen. How cool and retro!

Oh, the back end has an oval window looking to the rear as well and a curved wall. Yes, there is a bumper as well as four simulated brake lights.

Extras for this trailer include a picnic table, a horizontal propane tank, a garbage can, and a freestanding water faucet.

Not quite as orderly as the Grillin' & Chillin' model, but much more relaxed.

THE COOKOUT KING

The BR5861 Grillin' & Chillin' model is the trailer equivalent of a country manor. It has a sedate green-and-white scheme. There is a matching striped canopy over the deck. In my mind, this shade of



green screams late 1950s or early '60s.

When I first saw the Grillin' & Chillin' trailer, my mind went back to the street where my grandparents had lived. While it was a residential neighborhood, one of their neighbors had a 1956 Ford painted light green and white (it had previously been pink and white). Wow, the odd memories your brain tucks away, waiting to be awakened!

Below the canopy is a wood deck with a railing and two

recliners and a grill. Yes, there are eats on the barbeque! There is a main entry on the deck, and a picture window and a smaller window enhance both sides of the entry.

There is a side door to the left of the deck. It has a set of wood steps and a trashcan at the bottom.

The opposite side has a back door (no steps), two small windows, and a longer window with a mounted air conditioner. There is also a large vertical propane tank

The mobile homes are all gems, each having the mystique to build a scene around.

PRODUCT REVIEWS

connected to the trailer. Finally, an old-school TV antenna runs from ground level to an inch or so above the trailer.

The flat roof is aluminum colored and has a step-down at the rear half of the trailer. It has two vents positioned on the middle back side.

The front of the trailer has an eight-pane window. Just below the window are a trailer hitch and two propane tanks. A shrub is planted near the hitch. Lattice-work wraps around the base of the trailer, and plants fill the area in front

of the hitch.

The interior is decorated with printed cardstock scenes that look like authentic interiors. The lighting is bright and natural in appearance. All the windows have curtains, and they seem to fit the happy, casual look of the place.

The rear has a two-pane window and a bumper. Also, to remind us that it is, in theory, still a mobile home, there are two simulated brake lights!

The trailer has a freestanding water faucet you can plant in the ground anywhere near the structure.

The Grillin' & Chillin' trailer is casual, but everything about the design suggests there is a place for everything and everything is in its place.

FUN IN THE SUN

The BR5863 Sunny Days trailer makes me happy – even if I want to be grumpy! The bright white siding, along with the carefully applied yellow accents on the body, makes me think “carefree.”

The five different “metal” awnings struck me. They’re placed over the doors and windows. These suggest the owner

isn’t going anywhere; this trailer is his or her castle! This notion of being a fixed place in a mobile home park is reinforced by the matching “metal” skirting running all around the trailer. It seems it would take some effort to get this baby rolling again.

The driver’s side has a smallish three-pane picture window and two two-pane windows. There are two doors, one with a four-pane window and the other with a single-pane window.

There are two sets of steps. The main entry has handrails.



Blast off

O GAUGE U.S. AIR FORCE SW8 SWITCHER
BY MTH ELECTRIC TRAINS

A large part of my childhood was spent about a mile south of the property line for Patrick Air Force Base in Florida and within easy view of launches from Cape Kennedy. That being said, my family took many visiting friends and relatives from “up north” on the Sunday self-guided drive-through tour of the space center.



The other lacks them, but has a trashcan nearby!

The opposite side has the same three-pane picture window as the other side. There are two other windows: one- and two-pane versions. There is a backdoor with cast-in vents. There is a large vertical

propane tank attached to the side of the trailer.

The rear has a two-pane window, a bumper, and two simulated brake lights.

As with the other trailers, the Sunny Days has cardstock interior decoration and an amazing collection of curtains.

Extras for this trailer include two 1950s-style metal lawn chairs, a matching metal table, and a water hookup.

A PARK OR A SINGLE?

These O gauge trailers each tell their own tale. Individually, they would be perfect for that

small spot by your layout's river or lake. As a group you could build a unique scene around them as a retirement village or a tourist camp.

Heck, if you're good with a fine brush, you can repaint the trailers. Like weathering freight cars? You could make these candidates for Rustoleum Park! There is no limit to what you may do with half a dozen.

Hats off to Woodland Scenics for coming up with three interesting structures that are similar in concept, but are as different as night and day. –

Bob Keller

Now I can't imagine this being done today, but they gave you a map and you were on your own – although there were security vehicles parked at intersections to prevent unauthorized detours.

One highlight of the tour was a drive past the facility where Titan missiles were assembled. The main reason I always tagged along was to view two U.S. Air Force diesel switchers used to facilitate movement of the missiles.

Other than seeing a string of U.S. Navy helium cars seemingly parked in the same place each visit, I had no idea how elaborate the center's railway network was until I came to work at Kalmbach Publishing Co in 1996. NASA had its own railway, and at one time as many as three Air Force SW8s were assigned to Cape Canaveral operations. Between 1965 and 2005, they supported 82 Titan launches. The space center's rail line operated 38 miles of track, but it was pared down to 17 and has been dormant since 2015.

The ultimate fate of that rail line may still be determined in the future, since Florida officials have been kicking around an idea to use it as a transit point for container operations at Port Canaveral.

OPENING THE BOX

This is a model of an 800-horsepower SW8 switcher. The Electro-Motive Division of General Motors built 374 of them for North American railroads and indus-

tries between 1950 and '54.

Air Force unit no. 2021 is on display at the Air Force Space & Missile Museum on the Cape Canaveral Air Force Station. It is displayed on the track it once used to move Titan rockets for launch.

The SW8 from MTH Electric Trains is the type of diesel you could build a model railroad around. The fact that it can negotiate O-27 curves means you can use it in nearly any role. The model possesses the familiar EMD outline that dominated the yard switcher market for 40 years. This makes it a prime candidate for a line modeling anything from the 1940s to the 1980s and beyond.

The pilot has front brakeman's steps, and the pilot steps have yellow safety stripes. The model mounts coil couplers.

Handrails on the pilot will help your crew climb aboard. There is a cast-in grab iron as well as cast-in louvers on the battery boxes. Two steps and add-on handrails lead up to the cab door. The deck has cast-in safety tread.

The sides have cast-in door, hinge, handle, and louver detailing. The add-on rail that runs along the engine compartment is painted blue to match the locomotive. The top of the engine compartment has cast-in seam and bolt detailing.



When moving a missile, the locomotives were connected by an arm to assure they moved in tandem. Note the USAF roundel on the cab. US Air Force photo

There is a single exhaust stack and a bell by the intake. At some point later in their lives, the Titan locomotive stacks had spark arrestors installed (missing from the MTH model). The horn was also moved from the traditional spot just below the long-hood cab roof to top of the cab. The new add-on horn is a five-chime version and not the old single horn, one-chime style. The five-chime horn is on the 2021 displayed at Cape Canaveral.

Although the livery is uncomplicated, painting and decoration were excellent. The yellow and blue safety stripes were clear and crisply applied.

ON THE TEST TRACK

The sound system is good, replicating the EMD diesel sounds, horn, and bell. The chatter kicks in periodically. I was

PRODUCT REVIEWS



slightly surprised that there was nothing like, "Quick, call the dispatcher; the general wants his coffee!" or "Is this one going to the Moon, Mars, or Moscow?" But seri-

O GAUGE SW8 DIESEL FROM MTH

Price: \$329.95 (no. 30-20408-1) **Min Curve:** O-27 **Cmd Low:** 2.9 smph **Cnv Low:** 3.1 smph **High:** 73.6 smph **Drawbar pull:** 1 lb., 2 oz. **Features:** Two can-style motors, ProtoSound 3.0 command and sound system, coil couplers **Current-production road names:** Chicago & North Western, GM Diesel Division (Canada), Nickel Plate Road, Southern Pacific, U.S. Army, and U.S. Air Force. For more information: Go to www.afspacemuseum.org/displays/

ously, it delivers a nice sound package in an affordable model.

Operation was very smooth in all speed ranges. Our command-mode low-speed average was 2.9 scale miles per hour, and the conventional speed was 3.1 scale miles per hour. Our high-speed average was 73.6 scale miles per hour, but it can go much faster. I wasn't watching precisely where my finger was going on the MTH iPhone app and hit the "120 mph" mark. Uff da! The SW8 made it around the layout twice before I got it to slow down!

There are no classification/marker lights on the model, an omission that matches the prototype. The cab is illuminated, and the headlight changes based on direction of travel.

I like this model for the road name as much as because I recall seeing the real unit decades ago. But you don't buy a model just for the memories. The SW8 is a terrific little switcher that can work at low or high speeds with a range of loads in tow. Regardless of the livery, the SW8 will deliver solid performance. – Bob

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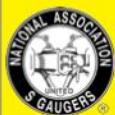
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CLOSING DATES: Jan 2018 closes Oct 10, Feb. closes Nov. 1, March closes Dec. 8, May closes Feb. 8, July closes Apr. 12, Sept. closes June 14, Oct. closes July 12, Nov. closes Aug. 9, Dec. closes Sept. 13.

Events

AL, MOBILE: Model Train Show sponsored by South West Alabama Railroad Modelers (SWARM). Via Health, Fitness and Enrichment Center, 1717 Dauphin Street. March 10, 11, 2018, Saturday 9:00am-5:00pm. Sunday 10:00am-4:00pm. Admission \$5.00, family \$10.00, children under 10, FREE. Operating layouts, several scales, train dealers, how-to-clinics. Information: Bob Adams, santafebob95@msn.com. Sellers contact Charlie Boyer, 251-454-0572, charlieboyce6@comcast.net

CO, DENVER: Rocky Mountain Train Show March 3-4, 2018. Denver Merchandise Mart, 451 East 58th Avenue, Denver, CO 80216. Saturday, 10:00am-5:00pm, Sunday 10:00am-4:00pm. 2-1/2 acres of model trains of all scales, 30 layouts, 600 sales tables, clinics and more. Admission \$10.00 Free Parking. Phone: 303-364-0274 www.RockyMountainTrainShow.com information@RockyMountainTrainShow.com

CT, GREENWICH: Southern Connecticut Model Train Show, Greenwich Civic Center March 11, 2018, 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, DELAND: 63rd Florida Railfair Model Train & Railroad Artifact Show-Sale. Saturday, April 14, 2018. Volusia County Fairgrounds (Tommy Lawrence Arena), 3150 E. New York Ave. (SR 44 and I-4), 9:00am-4:00pm. Admission: \$8.00, children under 12 free. Operating layouts. Over 300 tables. Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954, rrshows@aol.com or www.gserr.com

FL, OCALA: Lions Semi-Annual Train Show. First Christian Church, 1908 SE Fort King St. Saturday, March 3, 2018, 9:00am-3:00pm. Adults \$5.00, children 12 and under free w/ adult. Bring two canned goods and receive \$1.00 off admission. Information: Bob 352-694-6381 or cell 352-208-5284

ID, LEWISTON: 7th Annual Lewis-Clark Railroad and Collectibles Swap Meet. NPC Fair Grounds, 1229 Burrell Ave. Sunday, March 25, 2018, 9:30am-4:00pm. Adults \$5.00, children under 12 free w/adult. Several vendors. Operating model RR's available. Operation Lifesaver Train Simulator. Refreshments/food. Contact Dan Wise, 208-816-0845, wraills@cablone.net

IL, CHICAGO: Lionel Collectors Club of America will hold its 48th National Convention July 23 through 28, at Westin Yorktown, Lombard, IL. Includes area tours, banquets and train store exclusively for LCCA members, swap meet open to the public Free Saturday 9:00am-3:00pm. LCCA club membership details on club website Lionelcollectors.org. Convention details at website early 2018.

IN, EVANSVILLE: Evansville All Gauge Model Train and Railroadiana Show. St. Paul's UCC, 2227 West Michigan Street, Zip: 47712. Saturday, March 3, 2018. Gates open 10:00am-3:00pm CST. Admission \$3.00, under 12 free. Operating trains, test track, Lego display, Thomas dealer, food available. Contact John 812-426-2989

IN, MUNCIE: 27th Annual Muncie Model Train Show, Delaware County Fairgrounds, 1210 N. Wheeling Ave., Zip: 47305. Saturday, February 24, 2018, 11:00am-4:00pm. Admission \$5.00, 12 and under free. 200+Vendor tables, operating layouts, Circus Memorabilia, Free parking, Food on-site. Contact: Brandon Mundell, 765-288-6505, Store@toysforeverhobbies.com

MA, BOXBOROUGH: NASG National S-scale Convention: July 24-29, 2018, hosted by Bristol S-Gauge Railroaders at the Boxboro Regency Hotel, Vendors, Clinics, Tours, Auctions, Model contest, operating layouts & more. Cost varies with registration date and activities selected. For full information: www.bsgr.us or email doug@portliens.com

ME, AUGUSTA: Whitefield Lions Club 32nd Annual Model Railroad & Miniature Dollhouse Show, National Guard Armory, Western Avenue. February 17, 2018, Doors open 10:00am. 10:00am-3:30pm. Adults \$5.00, under 12 free, family \$10.00. Operating layouts, miniature displays. Contact: Steven Laundrie, 50 Fairview Ave., Randolph, ME 04346. Telephone: 207-582-1410, E-mail: slaundrie@roadrunner.com

ME, AUGUSTA: Maine 3Railers Model Railroad Show, Augusta Elks Lodge, 397 Civic Center Drive, Route 27, Augusta, ME 04330. Saturday March 24, 2018 10:00am-3:00pm. Admission \$4.00, under 12 Free. Operating layouts and dealers All Aboard! Come and have fun! Info: tables Richard Ridolfo, 603-929-1441 or RMSR@aol.com

MN, ST. CLOUD: Granite City Train Show and Sale. River's Edge Convention Center, 10 4th Avenue South. Saturday, April 7, 2018, 9:00am-3:00pm. \$6.00, 10/under free. Buy/sell model/toy trains, books, videos, railroad collectibles. Operating model & toy train display. Children's railway play area. Win a LIONEL train set or FSM structure kit. 320-255-0033; edwardolson@cloudnet.com or www.GraniteCityTrainShow.com

NC, ASHEVILLE: Asheville Train Show. Western North Carolina Agricultural Center. March 2-3, 2018. Friday 12:00pm-7:00pm and Saturday 9:00am-5:00pm. Admission \$6.00, under 10 free. All scales, all gauges, collectibles, artifacts. Operating layouts, Thomas The Tank Engine, hundreds of vendor tables. More: www.Asheville-Trainshow.com

NC, GREENSBORO: 10th Annual, 'Greatest Little Train Show'. AMTRAK Depot, West Concourse, 236 E. Washington St. Saturday, March 17, 2018, 10:00am-3:00pm. \$5.00 adults, under 12 free. Onsite CMR layouts. Free Downtown city meter/parking decks. Contact Jim Turkett, 336-314-3341, Jturkett@gmail.com or mail to CMR, PO Box 13642, Greensboro, 27415

NH, DOVER: The Great Northern New England Spring Train Show. Dover Lodge of Elks #184, 282 Durham Road, Zip: 03820. Saturday, April 7, 2018, 10:00am-3:00pm. Admission: \$5.00 per family. Exhibitor tables \$25.00 (includes entrance fee). All scales, operating layout, food. Contact Ed Martin, efmenter@aol.com or 603-362-4300

NJ, BRICK: National Collector's Club Show, Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, March 4, 2018, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoastrainparts.com and click on The Brick Show.

NJ, CLARK: Jersey Central Railway Historical Society Train Show and Sale. Mother Seton Regional High School, 1 Valley Road, Clark, NJ 07066. Sunday March 4, 2018, 9:00am-3:30pm. Admission: \$5.00. Model trains, railroadiana, books, photos and more. Contact: Mitchell Dakelman 908-208-2522, dakelmanm@aol.com or Heinz Ricken 909-272-3910, hricken@gmail.com. Website: www.jcrhs.org

NJ, EAST RUTHERFORD: METCA/NYSME Train Show. St. Joseph's School, 120 Hoboken Road, Zip: 07073. Saturday, April 7, 2018 METCA/NYSME members 8:00am, Public 9:00am-2:00pm. Admission: \$5.00 Adults 16+, FREE for METCA families. NYSME Club layouts open FREE to attendees. Info: www.METCA.org; Bob Amling, Secretary@METCA.org - 718-541-8619 or contact@modelengineers.org

NJ, MONTVALE: National Collector's Club Show. St. Joseph's High School, 40 Chestnut Ridge Rd. Sunday April 8, 2018, 9:00am-3:00pm. Admission: \$7.00; under 10 free with adult. Contact: John LaLima, 732-845-5966 or Joe Bianco 201-327-5254. Go to eastcoastrainparts.com and click on Montvale Show.

NJ, WAYNE: National Collector's Club Special Christmas Show, P.A.L. Hall, 1 Pal Drive. Wayne, NJ 07470. Saturday, March 25, 2018, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoastrainparts.com and click on The Wayne Show.

NY, ALBANY: Albany Train Show, Polish Community Center, 225 Washington Avenue Extension, Albany NY. Saturday March 10, 2018, 9:00am-3:00pm. Admission \$5.00 adults, Kids 12 and under FREE. O, HO and N gauge working layouts. Over 100 vendor tables of Trains and Train related items. www.albanytrainshow.com or Jeff Stedje 518-852-7725.

NY, FISHKILL: Fishkill Model Train and Railroad Hobby Show. Fishkill Recreation Center, 793 Route 52. Sunday, February 11, 2018, 10:00am-4:00pm. Adults \$7.00, kids under 12 \$2.00. 13,000 sq. ft. Operating layouts, dealer, vendor tables, Thomas the Tank engine and LEGO trains. Information: 845-616-0931 or www.kingstontrainshow.com

NY, LINDENHURST: Northern Spur Train/Diecast Vehicles/Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (north of Hartford St.) April 8, 2018 September 23, 2018 November 4, 2018 January 6, 2019. 8:30am-1:00pm. \$5.00 adults, under 16 free w/adult. Handicap accessible. Contact: Carmelo Sannetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855

NY, WEST SENECA: TCA Upstate NY Chapter Train Show. Ismailia Shrine Center, 1600 Southwestern Blvd., Zip Code: 14224. Sunday, March 11, 2018, TCA Members: 9:00am. General Public: 9:30am-2:30pm. Admission: Adults \$5.00, under 17 free with paid adult. Contact: Chuck 716-390-8216, E-mail: usnyc2015@gmail.com or www.upstate-ny-tca.com

OH, COLUMBUS: 63rd Buckeye Model Trains & Railroad Artifacts Show & Sale. Saturday, April 21, 2018 Ohio Expo Center (Lausche Bldg.), 717 E. 17th Ave. (Exit 111 off I-71), 9:00am-4:00pm. Admission: \$7.00 (children under 12 free). Info: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. 330-755-1914 Email: rrshows@aol.com or www.gserr.com

OH, KIRLAND: Railfest 2018. Lakeland Community College (AFC), 7700 Clocktower Dr., Zipcode: 44094. NMRA MCR Div. 5. March 17-18, 2018, Saturday and Sunday 10:00am-4:00pm. All Gauge Train Show with over 400 tables. 440-357-8890, www.Railfest.org

OH, MT. HOPE: CJ Trains Spring Train and Toy Show. Mt. Hope Event Center, 8076 St. Rt. 241, Zip 44660. Saturday, March 24, 2018, 10:00am-4:00pm. Admission: \$5.00, Free under 12. \$25.00/dealer table. 600+ tables. Contact, Jon Ulbright, 330-262-7488, cathijon@sssnet.com Website: www.cjtrains.com (GPS info 8076 St. Rt. 241, Millersburg, OH 44654)

OH, TOLEDO: Greater Toledo Train & Toy Show. Owens Community College (SHAC), 30335 Oregon Rd., Perrysburg, OH 43551. Sunday, March 11, 2018, 11:00am-3:00pm. Early Birds: 9:00am-3:00pm. Adults \$6.00/Early Birds \$10.00, 12/under FREE w/adult. Contact: Randy Ramsey, 1566 South Ave., Toledo, OH 43609, 419-215-4181, toledotoymasters@gmail.com

PA, KITTANNING: Train Show, Kittanning Township Volunteer Firehall, Rt. 422 East of Kittanning. Sunday, February 25, 2018 10:00am-4:00pm. Adults \$4.00, children 12 & under FREE. David Campbell, 734 Freeport Rd., Butler, PA 16002 724-352-1113

SC, COLUMBIA: Jamil Temple, 206 Jamil Road. Saturday, March 24, 2018, 9:00am-3:00pm. Admission \$5.00, under 10 FREE. Over 200 vendor tables, Thomas the Train & Friends, Railroad collectibles. Contact Todd at 843-307-8674, southcarolinatradeshow@gmail.com or www.SouthCarolinaTradeShows.com

VT, ST. ALBANS: Vermont Rails Show. Collins Perley Sports & Fitness Center, Interstate 89, Exit 19. Saturday, March 10, 2018, 10:00am-4:00pm. Adults \$5.00, children 6-12 \$1.00, children under 6 free, Sponsor: NWV Model Railroad Association. Contact Ron Piro, 802-598-0905, www.nwvrailroad.org

WA, CHEHALIS: Lewis County Model Railroad Club, Annual Spring Model Railroad Swap Meet and Show. Southwest Washington Fair Grounds, Blue Pavilion Building, 2555 N. National Ave., Zip: 98532. April 7-8, 2018, 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

WA, MONROE: UNW/4-H 27th Annual Model Train Show and Marketplace. Evergreen State Fairgrounds. February 24-25, 2018, Saturday 10:00am-5:00pm, Sunday 10:00am-4:00pm. Adults \$8.00; Juniors/Seniors \$6.00; kids under 9 FREE w/paid adult. Featuring 25 layouts, over 300 vendor tables, clinics, presentations, family fun for all ages. www.unwclub.com/unwshow.html

WA, SPOKANE: River City Modelers Spring Train Show, Spokane Fairgrounds, 404 North Havana. Sunday, March 4, 2018 from 9:30am-3:30pm. Adults \$6.00, Free under 12. 200+tables of Railroad items for sale, operating layouts, Free-MO, Operation Lifesaver & more. Free parking. For information: Shirley Sample, 509-991-2317 or email shirley@busnws.com

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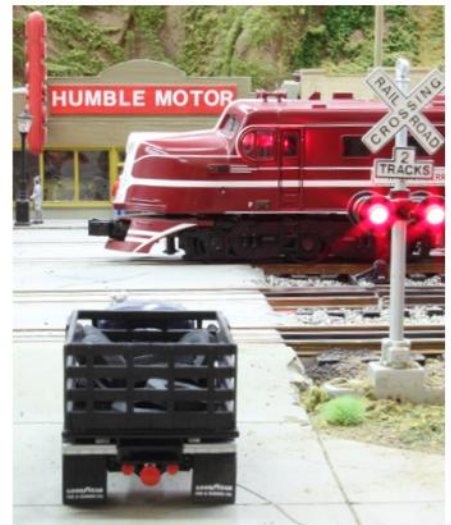
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RAILROAD IDEAS

Realism and detail on a great layout

Impressive scenes abound on this O gauge railroad.

Inside Neil Young's train auction

See the eclectic items from rocker and command control guru Neil Young's collection.

HOW-TO

Simple project adds depth to any layout

Expand your horizons with a model highway tunnel.

Postwar track plan

New layout has a '50s vibe.

PLUS: News, reviews, projects, and more!

**ON SALE
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Quick tips

MAKE A TRAIN PENHOLDER



A few scraps of wood and a spare car make a nice pen holder.

We've all got them! Freight cars that were gifts and don't fit our operations theme, old pieces we treasure but can't be run anymore, and oddities picked up at a show on impulse. Too good to throw away, and yet they sit still gathering dust.

What to do with them? Why not make a pen/pencil holder for your workbench? This can be done in an hour or two using scraps of quality wood!

A small one for N scale uses a 1½ x ¾ x 6-inch piece of mahogany for the base and a ¾ x 2½-inch piece for the receptacle (I cut it from a tomato

stake). I beveled the base on top for looks. Using a ⅝-inch drill, I bored a two-inch-deep hole in the receptacle, and then cut the end at a 30-degree angle where it attaches.

Wood glue and a countersunk wood screw secured the joint. I sealed everything with clear spray. I attached the display car with a bit of wood glue (so I can pop it off if need be). And you are done!

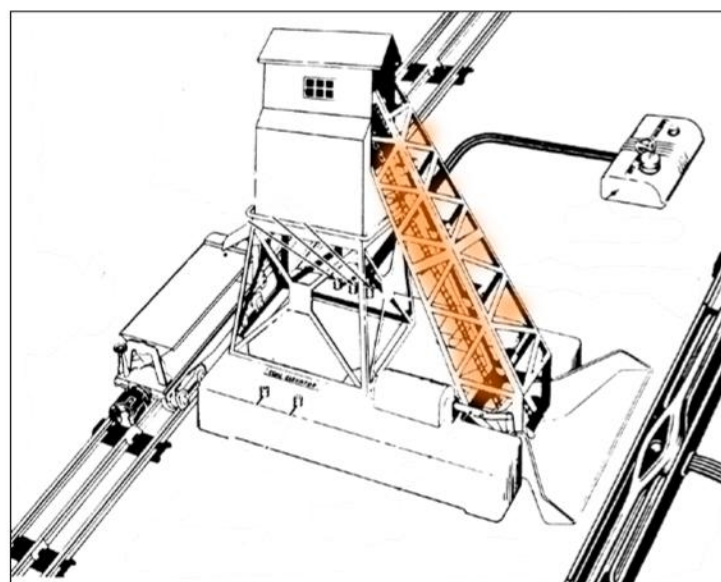
The same process works for the larger model, such as an HO scale 40-foot car or a Marx 6-inch-long four-wheel tin-plate equivalent. For the base I used a 2 x ¾ x 8½-inch piece cut from a birch kitchen cabinet door. I beveled the top and made the receptacle as described, substituting walnut for the mahogany.

After assembling and sealing the model, I mounted it differently than before. I used a countersunk 6-32 x 1½-inch machine screw up through the

MAKE THIS
PROJECT
IN LESS
THAN
90
MINS.

base. Over this I slipped a ⅜-inch-high plastic spacer to keep from overtightening and deforming the car. A hidden hole to receive the screw was drilled and tapped in the car's underframe and metal weight.

For the spacer for the tin-plate car I used a 1-inch-high wine bottle cork drilled through. Marx had already provided a clearance hole in the gondola floor, so I screwed on a nut. Viola! Oh, I did add rubber feet under the base, but these aren't necessary. It's nice to always have a pen or pencil handy. – *Harry Noble*



Orange designates clear plastic on 3 of 4 sides, front left open.

REDUCE COAL SPILLAGE ON LIONEL'S NO. 97 COAL ELEVATOR

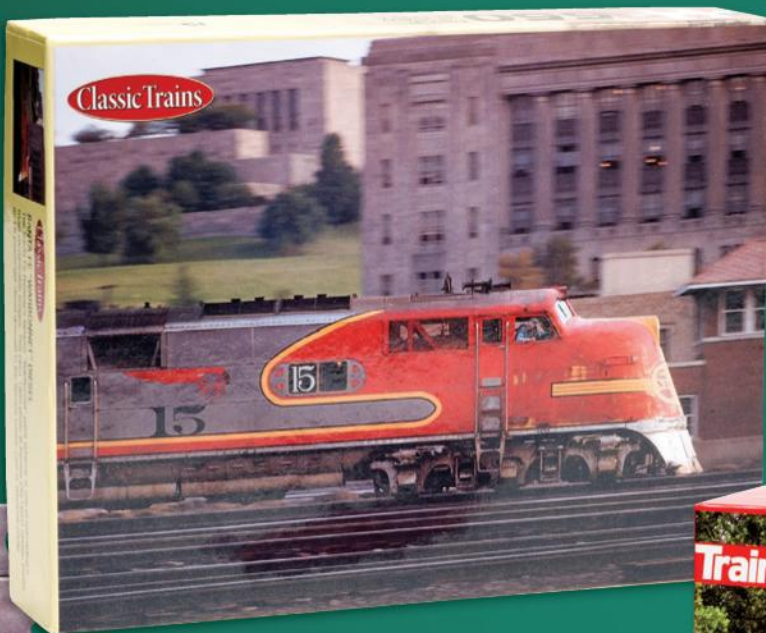
To prevent chunks of coal from spilling on a Lionel no. 97 coal elevator, I first cut strips of thin, flexible clear plastic sheets. I relied on the type used for "windows" in model train boxes (also good are plastic sheet protectors).

Then I attached the thin sheets on three sides of the coal elevator, leaving the front open. I secured them with Goop all-purpose adhesive. This will limit the spread of stray coal to the elevator area and not your layout! – *James Hirvela*

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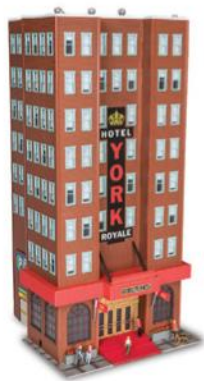
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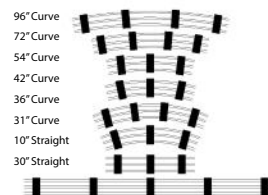


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