

EIGHT CREATIVE FLATCAR LOADS p.44

May 2018

CLASSIC TOY TRAINS®

O AND S GAUGE FOR THE OPERATOR AND COLLECTOR ■ ClassicToyTrains.com



EXCLUSIVE!
GEMS FROM
ROCKER NEIL
YOUNG'S TRAIN
COLLECTION p.24

**DREAM
LAYOUT**

GREAT SCENES

**EXPLORE A HIGHLY
DETAILED O GAUGE
RAILROAD** p.32



U&R'S STUNNING POSTWAR PASSENGER CARS p.52

Layout salutes the Lionel trains of 1950 p.48

Your photos p.12 American Flyer homecoming p.38

**BONUS
ONLINE
CONTENT CODE**

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NEW!

TAMPA TOWERS FROM MENARDS

Ray's construction crew is hard at work at the future site of Tampa Towers!

Prebuilt and ready to go!

Includes:

- Two die-cast trucks – a cement mixer and pump truck with an articulating arm that reaches 32" above the ground!
- 19 0 scale workers and Jack the German Shepherd
- Various construction materials including three pallets of block, a crate, a toilet, a sink, and even the blueprints

SKU 279-4432 \$129.99



NEW!

Wally's Service Station

(279-4431) \$89.99



Includes a revolving Shell sign, over 30 LED lights, lighted pumps, three 0 scale workers, Jack the German Shepherd, and more!

Lighted Shelby (279-4234) and Jeep (279-4225) sold separately

NEW!

Oak Point Nuclear Facility

(279-4433) \$99.99



Features a rotating interior light with red, blue, and green colors to simulate the reactor, two electrical transformers each with 2 lights, two 0 scale workers, and Jack the German Shepherd!

Red Barn (279-4430) \$89.99
Sally's Restoration Shop (279-4032) \$99.99
Bus Maintenance Facility (279-4033) \$99.99
World Headquarters (279-3972) \$119.99
York Hotel Royale (279-3973) \$119.99
Military Field Hospital (279-2674) \$29.99
30-Sign Maintenance Shed (279-3069) ... \$69.99

Chippewa Valley Farm Supply (279-3389) .. \$69.99
Ranch House on Cedar Ave (279-3970) \$69.99
Menards® Hobby Shop (279-2677) \$79.99
Fire-Damaged Engine House (279-3092) \$79.99
Pepsi® Bottling Plant (279-3860) \$99.99
Milwaukee Rd Maint. Shed (279-2291) \$69.99

Menards® Power & Light (279-3051) \$99.99
Watkins City Block (279-3971) \$99.99
Morton® Salt Factory (279-3847) \$99.99
Fire Station No. 12 (279-3848) \$99.99
Herman's Sauerkraut Factory (279-3073) \$99.99
Train Station (279-3846) \$99.99
Red Owl® Store (279-3472) \$99.99

FOR MORE INFORMATION OR TO ORDER, VISIT MENARDS.COM/TRAINS



10-1/2" Flatcars

279-0704	Milwaukee Road with Wooden Crates	\$24.99
279-0710	Union Pacific with F150 and Barrel Load	\$24.99
279-0771	Burlington Northern with Two Flatbed Trailers	\$19.99
279-0861	C.N.W. with Chicago F.D. Ambulance - Lights!	\$29.99
279-2300	Chicago & North Western with Maintenance Truck	\$19.99
279-2301	B.N.S.F. with Maintenance Truck	\$19.99
279-2640	Santa Fe with Maintenance Truck	\$19.99
279-2641	Pennsylvania with Maintenance Truck	\$19.99
279-2642	Soo Line with Maintenance Truck	\$19.99
279-2643	Union Pacific with Maintenance Truck	\$19.99
279-2644	Wisconsin Central with Maintenance Truck	\$19.99
279-2653	Milwaukee Road with Maintenance Truck	\$19.99
279-2666	Pennsylvania with Pennsylvania Tractor	\$19.99
279-2667	Wisconsin Central with Wisconsin Central Tractor	\$19.99
279-2668	B.N.S.F. with B.N.S.F. Tractor	\$19.99
279-3050	Union Pacific with Two U.P. Panel Trucks	\$24.99
279-3052	Soo Line with Two Soo Line Panel Trucks	\$24.99
279-3053	Santa Fe with Two Santa Fe Panel Trucks	\$24.99
279-3948	Santa Fe with Santa Fe Trailways Bus	\$19.99
279-3844	Lehigh Valley with Travel Bus	\$19.99
279-3186	Chicago & North Western with Kubota Tractor	\$19.99

10-1/2" Flatcar Dealer Packs

279-3180	C.N.W. with Ambulance - Lights!	(4-Pack)	\$99.96
279-3170	C.N.W. with Maintenance Truck	(8-Pack)	\$129.92
279-3171	B.N.S.F. with Maintenance Truck	(8-Pack)	\$129.92
279-3172	Santa Fe with Maintenance Truck	(8-Pack)	\$129.92
279-3173	Pennsylvania with Maintenance Truck	(8-Pack)	\$129.92
279-3174	Soo Line with Maintenance Truck	(8-Pack)	\$129.92
279-3175	Union Pacific with Maintenance Truck	(8-Pack)	\$129.92
279-3176	Wisconsin Central with Maint. Truck	(8-Pack)	\$129.92
279-3177	Milwaukee Road with Maint. Truck	(8-Pack)	\$129.92
279-3450	Union Pacific with Two Panel Trucks	(4-Pack)	\$84.96
279-3452	Santa Fe with Two Panel Trucks	(4-Pack)	\$84.96
279-3949	Santa Fe with Santa Fe Trailways Bus	(4-Pack)	\$69.96
279-3188	C.N.W. with Kubota Tractor	(8-Pack)	\$129.92

11-1/2" Flatcars

279-3433	New! Chesapeake & Ohio w/ Goodyear® Truck - Lights!	\$29.99
279-3446	New! A.T.S.F. with Stake Truck - Lights!	\$29.99
279-3443	CSX with Pepsi® Beverage Truck	\$24.99
279-3444	New York Central with Mtn. Dew® Beverage Truck	\$24.99
279-3445	Rock Island with Kemps® Tanker	\$24.99
279-3436	Santa Fe with Shell Fuel Container	\$24.99
279-3437	Santa Fe with Shell Tanker	\$24.99
279-3476	Pennsylvania with Excavator - Lights & Sounds!	\$24.99
279-3178	Chesapeake & Ohio with Cement Truck	\$24.99
279-3560	MRS with Budweiser® Beverage Truck	\$24.99
279-3843	Southern Pacific with School Bus	\$24.99
279-3434	Canadian National with Logs	\$29.99
279-3435	Canadian Pacific with Lumber	\$29.99

11-1/2" Flatcar Dealer Packs

279-3896	New! C&O w/ Goodyear® Truck - Lights!	(4-Pack)	\$99.96
279-3899	New! A.T.S.F. with Stake Truck - Lights!	(4-Pack)	\$99.96
279-3559	NYC with Mtn. Dew® Beverage Truck	(4-Pack)	\$89.96
279-3567	Rock Island with Kemps® Tanker	(4-Pack)	\$89.96
279-3892	Santa Fe with Shell Fuel Container	(4-Pack)	\$89.96
279-3566	Santa Fe with Shell Tanker	(4-Pack)	\$89.96
279-3891	Pennsy. with Excavator - Lights & Sounds!	(4-Pack)	\$89.96
279-3395	Chesapeake & Ohio with Cement Truck	(4-Pack)	\$89.96
279-3561	MRS with Budweiser® Beverage Truck	(4-Pack)	\$89.96
279-3897	Canadian National with Logs	(4-Pack)	\$99.96
279-3898	Canadian Pacific with Lumber	(4-Pack)	\$99.96

14-3/4" Flatcars

279-3074	Alaska with Dump Truck	\$34.99
279-3075	Alaska with Cement Truck	\$34.99
279-3076	Alaska with Excavator	\$34.99
279-3167	Pennsylvania with Wire Spools	\$39.99
279-3057	Chicago & North Western (No Load)	\$29.99
279-3058	Pennsylvania (No Load)	\$29.99
279-3059	B.N.S.F. (No Load)	\$29.99
279-3060	Alaska (No Load)	\$29.99

14-3/4" Flatcar Dealer Packs

279-3457	Alaska with Dump Truck	(4-Pack)	\$119.96
279-3458	Alaska with Cement Truck	(4-Pack)	\$119.96
279-3459	Alaska with Excavator	(4-Pack)	\$119.96
279-3164	Pennsylvania with Wire Spools	(4-Pack)	\$139.96
279-3182	Chicago & North Western (No Load)	(4-Pack)	\$99.96
279-3183	Pennsylvania (No Load)	(4-Pack)	\$99.96
279-3184	B.N.S.F. (No Load)	(4-Pack)	\$99.96
279-3185	Alaska (No Load)	(4-Pack)	\$99.96

Specialty Cars

279-3688	Container Car with Two Containers	\$49.99
279-3912	Bi-Level Auto Carrier with Interchangeable Signs	\$49.99

Specialty Cars Dealer Packs

279-3689	Container Car with Two Containers	(4-Pack)	\$179.96
279-3913	Bi-Level Auto Carrier with Signs	(4-Pack)	\$179.96



Tubular Track Dealer Packs

279-3464	10" Straight (That's Only \$1.58 each!)	(24-Pk)	\$37.99
279-3465	30" Straight (That's Only \$2.92 each!)	(24-Pk)	\$69.99
279-3466	0-31 Curve (That's Only \$1.87 each!)	(24-Pk)	\$44.95
279-3469	0-36 Curve (That's Only \$1.87 each!)	(24-Pk)	\$44.95
279-3467	0-42 Curve (That's Only \$1.87 each!)	(24-Pk)	\$44.95
279-3470	0-54 Curve (That's Only \$2.08 each!)	(24-Pk)	\$49.99
279-3468	0-72 Curve (That's Only \$2.29 each!)	(24-Pk)	\$54.99
279-3471	0-96 Curve (That's Only \$2.50 each!)	(24-Pk)	\$59.99

Boxcars

279-4250	Santa Fe War Bonnet (Blue)	\$19.99
279-4252	Illinois Central	\$19.99
279-4254	Baltimore & Ohio (Red)	\$19.99
279-4256	Chessie System (Yellow)	\$19.99
279-4258	Milwaukee Road (Black)	\$19.99
279-4260	Norfolk Southern (Gray)	\$19.99
279-4262	Norfolk and Western	\$19.99
279-3981	Southern Pacific	\$19.99
279-3983	The Rock	\$19.99
279-3985	Union Pacific	\$19.99
279-3984	Great Northern (Green)	\$19.99
279-3986	Western Pacific (Orange)	\$19.99
279-3988	New York Central Pacemaker	\$19.99
279-3814	Canadian Pacific	\$19.99
279-3816	Penn Central	\$19.99
279-3826	Burlington Northern	\$19.99
279-3832	Great Northern (Blue)	\$19.99
279-3066	Alaska	\$19.99
279-3067	Chesapeake & Ohio	\$19.99
279-3168	Southern	\$19.99
279-3169	New York Central	\$19.99
279-0869	Weathered Maine Central	\$24.99
279-2626	Weathered Mississippi Export	\$24.99

Boxcar Dealer Packs

279-4251	Santa Fe War Bonnet (Blue)	(4-Pack)	\$69.96
279-4253	Illinois Central	(4-Pack)	\$69.96
279-4255	Baltimore & Ohio (Red)	(4-Pack)	\$69.96
279-4257	Chessie System (Yellow)	(4-Pack)	\$69.96
279-4259	Milwaukee Road (Black)	(4-Pack)	\$69.96
279-4261	Norfolk Southern (Gray)	(4-Pack)	\$69.96
279-4263	Norfolk and Western	(4-Pack)	\$69.96
279-3982	Southern Pacific	(4-Pack)	\$69.96
279-3984	The Rock	(4-Pack)	\$69.96
279-3986	Union Pacific	(4-Pack)	\$69.96
279-3988	Great Northern (Green)	(4-Pack)	\$69.96
279-3887	Western Pacific (Orange)	(4-Pack)	\$69.96
279-3889	New York Central Pacemaker	(4-Pack)	\$69.96
279-3815	Canadian Pacific	(4-Pack)	\$69.96
279-3817	Penn Central	(4-Pack)	\$69.96
279-3827	Burlington Northern	(4-Pack)	\$69.96
279-3833	Great Northern (Blue)	(4-Pack)	\$69.96
279-3841	Alaska	(4-Pack)	\$69.96
279-3482	Chesapeake & Ohio	(4-Pack)	\$69.96
279-3189	Southern	(8-Pack)	\$129.92
279-3190	New York Central	(8-Pack)	\$129.92
279-3413	Weathered Mississippi Export	(8-Pack)	\$169.92



Military Rolling Stock

279-3093	10-1/2" Flatcar with Support Our Troops Trailer	\$19.99
279-3449	10-1/2" Flatcar with Military Van	\$19.99
279-7847	10-1/2" Flatcar with Pickup and Shells	\$24.99
279-2672	10-1/2" Flatcar with Tanker Trailer	\$24.99
279-3800	10-1/2" Flatcar with Two Military Jeeps	\$19.99
279-3473	10-1/2" Flatcar with Military Truck and Missile	\$19.99
279-3474	10-1/2" Flatcar with Military Truck and Gun	\$19.99
279-3475	10-1/2" Flatcar with Cargo Truck	\$19.99
279-3478	10-1/2" Flatcar with Tarp-Covered Load	\$19.99
279-3962	10-1/2" Flatcar with Military Truck and Machine Gun	\$19.99
279-3964	10-1/2" Flatcar with H.I.M.A.R.S.	\$19.99
279-3966	10-1/2" Flatcar with Military Semi Tractor	\$19.99
279-3516	10-1/2" Assorted Military Flatcars w/ Loads #2 (4 P.c.)	\$69.96
279-3989	11-1/2" Flatcar with Leopard Tank	\$29.99
279-3384	11-1/2" Flatcar with Half Track	\$29.99
279-3448	11-1/2" Navy Flatcar with Fuel Container & Van	\$29.99
279-3187	11-1/2" Air Force Flatcar with Rocket Fuel Container	\$29.99
279-3568	14-3/4" Flatcar with Wood Deck (No Load)	\$29.99
279-3089	14-3/4" Flatcar with Military Helo	\$39.99
279-3396	14-3/4" Coast Guard Flatcar with Coast Guard Helo	\$39.99
279-3398	14-3/4" Navy Flatcar with Navy Helo	\$39.99
279-3691	14-3/4" Flatcar with Floodlights - Lights!	\$39.99
279-7848	Boxcar with Artillery Shells	\$24.99
279-3850	Old Crow Express WWII Nose Art Boxcar	\$24.99
279-3951	Diabolical Angel WWII Nose Art Boxcar	\$24.99
279-3993	In the Mood WWII Nose Art Boxcar	\$24.99
279-3950	Military Tank Car	\$19.99

Military Dealer Packs

279-3441	10-1/2" Flatcar with Military Van	(8-Pack)	\$129.92
279-3404	10-1/2" Flatcar with Pickup and Shells	(3-Pack)	\$64.97
279-2672	10-1/2" Flatcar with Tanker Trailer	(4-Pack)	\$89.96
279-3381	10-1/2" Flatcar with Two Military Jeeps	(4-Pack)	\$69.96
279-3473	10-1/2" Flatcar w/ Military Truck & Missile	(4-Pack)	\$69.96
279-3672	10-1/2" Flatcar w/ Military Truck & Gun	(4-Pack)	\$69.96
279-3673	10-1/2" Flatcar with Cargo Truck	(4-Pack)	\$69.96
279-3474	10-1/2" Flatcar with Tarp-Covered Load	(4-Pack)	\$69.96
279-3675	10-1/2" Assorted Military Flatcars w/ Loads	(4-Pack)	\$69.96
279-3963	10-1/2" Flatcar w/ Military Truck and Gun	(4-Pack)	\$69.96
279-3965	10-1/2" Flatcar with H.I.M.A.R.S.	(4-Pack)	\$69.96
279-3967	10-1/2" Flatcar with Military Semi Tractor	(4-Pack)	\$69.96
279-3516	10-1/2" Assorted Military Flatcars w/ Loads #2	(4-Pk)	\$69.96
279-3990	11-1/2" Flatcar with Leopard Tank	(4-Pack)	\$99.96
279-3385	11-1/2" Flatcar with Half Track	(4-Pack)	\$99.96
279-3890	11-1/2" Navy Flatcar w/ Fuel Container & Van	(4-Pack)	\$99.96
279-3893	11-1/2" Air Force Flatcar w/ Fuel Container	(4-Pack)	\$89.96
279-3568	14-3/4" Flatcar with Wood Deck (No Load)	(4-Pack)	\$99.96
279-3462	14-3/4" Flatcar with Military Helo	(4-Pack)	\$139.96
279-3397	14-3/4" Coast Guard Flatcar w/ C.G. Helo	(4-Pack)	\$139.96
279-3399	14-3/4" Navy Flatcar with Navy Helo	(4-Pack)	\$139.96
279-3691	14-3/4" Flatcar with Floodlights - Lights!	(4-Pack)	\$139.96
279-3304	Boxcar with Artillery Shells	(4-Pack)	\$84.96
279-3992	Diabolical Angel WWII Nose Art Boxcar	(4-Pack)	\$89.96
279-3994	In the Mood WWII Nose Art Boxcar	(4-Pack)	\$89.96
279-3951	Military Tank Car	(6-Pack)	\$99.94

Hoppers & Tank Cars

279-3044	Chicago & North Western Coal Hopper	\$19.99
279-3045	Great Northern Coal Hopper	\$19.99
279-3065	Alaska Coal Hopper	\$19.99
279-3854	Burlington Northern Coal Hopper	\$19.99
279-3855	Chessie System Coal Hopper	\$19.99
279-3859	Reading Coal Hopper	\$19.99
279-3872	New York Central Covered Hopper	\$19.99
279-3873	Northern Pacific Covered Hopper	\$19.99
279-3874	Union Pacific Covered Hopper	\$19.99
279-3875	Western Pacific Covered Hopper	\$19.99
279-3974	Santa Fe War Bonnet Tank Car	\$19.99
279-3952	CSX Tank Car	\$19.99
279-3954	Milwaukee Road Tank Car	\$19.99
279-3958	Pennsylvania Tank Car	\$19.99
279-3960	Union Pacific Tank Car	\$19.99
279-3049	Chicago & North Western Tank Car	\$19.99
279-2679	Quaker State Tank Car	\$19.99
279-2680	Great Northern Tank Car	\$19.99
279-2681	Wisconsin Central Tank Car	\$19.99
279-3064	Alaska Tank Car	\$19.99

Hopper & Tank Car Dealer Packs

279-3485	Chicago & North Western Coal Hopper	(8-Pack)	\$139.92
279-3486	Great Northern Coal Hopper	(8-Pack)	\$139.92
279-3496	Alaska Coal Hopper	(8-Pack)	\$139.92
279-4002	Burlington Northern Coal Hopper	(6-Pack)	\$99.94
279-4003	Chessie System Coal Hopper	(6-Pack)	\$99.94
279-4007	Reading Coal Hopper	(6-Pack)	\$99.94
279-4010	New York Central Covered Hopper	(6-Pack)	\$99.94
279-4011	Northern Pacific Covered Hopper	(6-Pack)	\$99.94
279-4012	Union Pacific Covered Hopper	(6-Pack)	\$99.94
279-4013	Western Pacific Covered Hopper	(6-Pack)	\$99.94
279-3975	Santa Fe War Bonnet Tank Car	(6-Pack)	\$99.94
279-3953	CSX Tank Car	(6-Pack)	\$99.94
279-3955	Milwaukee Road Tank Car	(6-Pack)	\$99.94
279-3959	Pennsylvania Tank Car	(6-Pack)	\$99.94
279-3961	Union Pacific Tank Car	(6-Pack)	\$99.94
279-3495	Chicago & North Western Tank Car	(8-Pack)	\$139.92
279-3490	Quaker State Tank Car	(8-Pack)	\$139.92
279-3491	Great Northern Tank Car	(8-Pack)	\$139.92
279-3492	Wisconsin Central Tank Car	(8-Pack)	\$139.92
279-3497	Alaska Tank Car	(8-Pack)	\$139.92



O Scale Die-Cast

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279-3931	1:50 Forklift Loader	\$29.99
279-3932	1:50 Aerial Fire Engine	\$29.99
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279-3934	1:50 Atego with Crane	\$24.99
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279-3940	1:50 Single Drum Roller	\$24.99
279-3942	1:50 Dump Truck	\$24.99
279-4231	1:50 Construction Crane	\$49.99
279-4232	1:50 Container Handler	\$39.99
279-4221	1:48 Menards® Panel Truck	\$19.99
279-4222	1:48 Train House Panel Truck	\$19.99
279-3498	1:48 Ambulance (Red)	\$9.99
279-3500	1:48 MTN DEW® Beverage Truck	\$9.99
279-3501	1:48 Pepsi® Beverage Truck	\$9.99
279-3502	1:48 Goodyear® Stake Truck	\$9.99
279-4225	1:48 Military Jeep	\$9.99
279-4226	1:48 Military Half Truck	\$19.99
279-4206	1:48 Menards® Stake Truck	\$9.99
279-4208	1:48 Military Stake Truck	\$9.99
279-4212	1:48 Penske® Box Truck	\$9.99
279-4214	1:48 Jack Link's® Box Truck	\$9.99
279-4220	1:48 Military Truck w/ Jeep	\$9.99
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279-4228	1:48 Cement Truck	\$12.99
279-4229	1:48 Dump Truck	\$12.99
279-4230	1:48 Tow Truck	\$12.99
279-3839	1:48 Union Pacific Box Truck	\$14.99
279-2669	1:48 Santa Fe Box Truck	\$14.99
279-3796	1:48 Penske® Box Truck	\$14.99
279-4327	New! 1:55 Ray's Cement Pump Truck	\$49.99
279-4326	New! 1:48 Ray's Cement Truck	\$19.99

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LINEUP

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Michael Schrier's highly detailed O gauge layout is the result of 60 years of model railroading experience.

BY MICHAEL SCHRIER
COVER PHOTO BY Michael Schrier

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A recent auction featured the unusual trains and factory prototypes Neil Young cherished.

BY ROGER CARP

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BY ROGER CARP

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BY JACK SMITH

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BY ROGER CARP

52 U&R Manufacturing made stunning passenger cars

Decades ago, a small business made beautiful O gauge streamliners.

BY FRED HAZEKAMP

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Prices Subject to Change & Valid for Mail Order only

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15068	Coca-Cola Woodside Reeler Car.....	29.95
15098	Lone Ranger Boxcar.....	24.95
17775	DC Coal Hopper 3pk. (NYC/Savannah).....	129.95
17779	DC Coal Hopper 3pk. (Lacka/CNJ/Enie).....	129.95
17783	DC Coal Hopper 3pk. (RDG/Wabash/Illinois).....	129.95
25727	California Zephyrs-WP 18" 2-Car Pass. Set.....	139.95
25731	California Zephyrs-CB&Q 18" 2-Car Pass. Set.....	139.95
25796	PE Heavyweight 18" Gold Observation Car.....	119.95
26496	Lionel Aquarium Co. Fish Food Vat Car.....	25.00
26660	Coca-Cola Vat Car.....	31.95
27676	Canadian Nat. Smoking Wideside Caboose.....	49.95
27917	B&O Baggage Mail Non-Pwd. Budd Car.....	39.95
29671	Smoke Pellet Car #2.....	20.00
29791	Wizard of Oz 75th Anniversary Boxcar.....	24.95
29996	Marines - or - 29997 Air Force Boxcars.....	35.95
34705	Pennsylvania Sharknose Non-Pwd. B-unit.....	89.95
35290	PE Streamliner Bag/Diner Pass. Car 2pk.....	69.95
37195	100th Ann. Grand Central Terminal.....	149.95
37816	Rockville Bridge w/FastTrack.....	275.00
37821	Smoke Fluid Loader (Command Only).....	169.95
37933	MG Switch Tower.....	149.95
37966	Lionel Cylindrical Oil Storage Tank.....	54.95
37977	Hooker Tanker Accident Scene.....	64.95
38219	Texas Special MKT FT B-unit Non-Powered.....	49.95
38358	#2239 Illinois Central F-3 Freight Set.....	339.95
38386	Wabash F-3 'AB' (Postwar Remake).....	224.95
38562	D&H Sharknose Non-Pwd. B-unit.....	75.00
38567	B&O Sharknose Non-Pwd. B-unit.....	89.95
38572	NY Sharknose Non-Pwd. B-unit.....	89.95
38573	SP Daylight LEGACY Sharknose 'AA'.....	350.00
38577	Southern Pacific Sharknose B-unit.....	89.95
38761	Jersey Central SCALE F-3 Non-Pwd B-unit.....	99.95
38763	C&NW SCALE F-7 Non-Powered B-unit.....	99.95
38855	Great Northern LEGACY Diesel GP-35.....	299.95
39344	Monopoly 3-pack Boxcar Set #5.....	74.95
39547	Pennsylvania F-3 Non-Powered B-unit.....	124.95
39548	Pennsylvania F-3 Powered B-unit.....	234.95
81023	Central of NJ 4-4 Yard Boss Set.....	299.95
81439	Pumpkin Heads Motorized Handcar.....	39.95
81644	/68/69 Chessie Baby Madison 7-Car Set.....	269.95
81705	Milwaukee Road 86' Hi-Cube Boxcar 2pk.....	84.95
81706	Firco 86' Hi-Cube Boxcar 2pk.....	84.95
81739	/78/79 Santa Fe Baby Madison 7-Car Pass. Set.....	269.95
81887	DT&L LEGACY Boom Car w/Sounds.....	124.95
82489	PRR 18" Aluminum SL Parlor/Coach 2pk.....	159.95
82498	Milw. 18" Aluminum Olympian Hiawatha 2pk.....	159.95
82009	Plug-N-Play Suburban House-Purple.....	35.95
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82950	AquaMan & Martian Manhunter b/c 2pk.....	99.95
82953	Joker & Lex Luthor Boxcar.....	99.95
83497	2015 National Train Day Boxcar #1.....	54.95
83634	Keystone Smoke Fluid Loader (Command).....	199.95
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83758	MLB New York Yankees Jersey Boxcar.....	44.95

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1072	Cross Country TPW Freight Set (sealed).....	295.00
1387	Milwaukee Road 4-4-2 Steam/Pass. Set.....	265.00
1463	Coca-Cola NW-2 Frt. (partially sealed).....	195.00
1463	Coca-Cola NW-2 Frt. (sealed).....	225.00
17177	CSX SD-18 Freight Set (sealed).....	245.00
17122	Girls 'Pink' Train Steam Frt. Set (1991).....	595.00
17411	Soo Line 'Northwest Exp.' NW-2 Fl. Set.....	195.00
17445	U.S. Navy NW-2 Freight Set (sealed).....	265.00
17775	Budweiser Steam Freight Set.....	145.00
11900	Santa Fe 4-4-2 Steam Freight Set (sealed).....	175.00

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81304	Canadian National LC+ 4-6-4 Hudson.....	289.95
81309	Southern Pacific LC+ 4-6-2 Pacific.....	289.95
81311	Alaska LC+ 4-6-2 Pacific Locomotive.....	289.95
83286	John Deere 4-8-0 Loco/Tender (no box).....	165.00
83605	Presidents LC+ Mikado w/Bluetooth.....	359.95
81480E	John Deere RS-3 Diesel (no box-set breakup).....	129.95
84252	Nickel Plate Road LC+ Berkshire w/BT.....	377.95
84253	Pere Marquette LC+ Berkshire w/BT.....	377.95
84255	Lionel Lines LC+ Berkshire w/BT.....	377.95
37110	/37191 10" Terminal Track w/36 Watt Pack.....	15.95
37110	/37191 10" Terminal Track w/54 Watt Pack.....	24.95

LIONEL BOXED SETS

1070	Chessie Royal Ltd. Diesel Frt. (sealed).....	295.00
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
1867	Milwaukee Road Frt. Set 9 (sealed).....	295.00
1907	Southern Pacific Frt. Set 3 (sealed).....	295.00
1971	Reading 'Quaker City' Set (sealed).....	295.00
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51502	Lionel Steel Ore Car (addon to #11912).....	59.95
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31714	Amtrak Acela Passenger Set (sealed).....	1795.00
31736	C.P. Rail Grain Train Set.....	795.00
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82327	C&O Hi-Cube Boxcar.....	34.95
82328	Chessie Extended Vision Caboose.....	34.95
82338	Railbox Hi-Cube Boxcar.....	34.95
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83055	Lehigh Valley Coil Covered Gondola.....	44.95
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In the February debut of his Video Plus column, Kent Johnson introduced *Classic Toy Trains'* video partner, MRVideoPlus.com (MRVP). Kent, a former CTT senior editor, is a producer for the video website, which provides MRVP subscribers with a library of more than 1,000 fun and informative videos – with more being added at a rapid clip.

Initially an offshoot of our sister magazine, *Model Railroader*, MRVP launched in 2013. Its catalog of videos soon expanded to include all aspects of the scale modeling hobby, the world of prototype railroading, and, yes, O and S gauge toy trains.

Truly, Kent said it best when he described MRVP as a treasure trove of game-changing hobby videos.

Our cover story this month is a great example of the power of the CTT/MRVP partnership.

Michael Schrier's O gauge layout is the culmination of 60 years of model railroading experience. Michael's article, starting on page 32, features crisp photography, along with the author's insights into the process of planning and building a fine layout.

Thanks to the power of our partnership with MRVP, you can also tour this layout in a professionally produced video.

Visit www.MRVideoPlus.com/OGApreview to watch a free



Photo by Michael Schrier

preview. MRVP subscribers can enjoy the full video, which makes this a particularly good time to consider joining. Your MRVP subscription unlocks all the site's videos for \$27 a year if you are a current CTT subscriber. Visit www.MRVideoPlus.com for more information.

There's plenty more to enjoy in this month's issue, including a detailed report on the recent auction of music legend Neil Young's train collection.

Senior Editor Roger Carp worked with Julien's Auctions in Culver City, Calif., to bring you this look at some of the sale's highlights.

Many of the auction's most significant lots originated during the time Young served as a minority owner and a consultant for Lionel. He was instrumental in the launch of Liontech in 1992 and, two years later, in the introduction of both RailSounds II and TrainMaster Command Control.

As Roger explains in the article, beginning on page 24, the auction is a reminder of the singer's remarkable contributions to the hobby. We are pleased to bring you this exclusive story.

A handwritten signature in black ink, reading "Carl Swanson".

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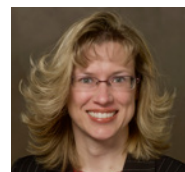
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LETTERS

FROM OUR READERS

MADISON HARDWARE MEMORY AND FLYER'S NEW HAVEN CONNECTION

Roger Carp's "His goal: Madison Hardware" in the February issue brought to mind a similar experience I had with owner Lou Shur.

Nearly 40 years ago, my wife, year-old son, and I squeezed into our Chevrolet Chevette and headed on a 1,000-mile trek to Long Island to visit friends. While there, my buddy wanted to take me "into the city" and asked if I had anything in particular I'd like to see. I told him the only place I wanted to visit was Madison Hardware.

"A hardware store?" my friend said incredulously.

We were soon on our way to 105 East 23rd Street. Parking proved to be impossible, so he dropped me off and circled the extended city block more than 20 times waiting for my exit. This gave me time to meander up and down the aisle of this holiest of train store shrines.

Ecstasy was interrupted by a voice saying, "If you're not going to buy something, please make room for someone who is!" I turned to find Lou Shur – and his expression was identical to his photo in the story!



Russ Hicks
Eaton Rapids, Mich.



Madison Hardware in New York City was famous for its selection of trains and its often-irascible owner.

New Haven and Flyer

Mark Suek's article in the February *Classic Toy Trains* on American Flyer New Haven locomotives was an interesting look at A.C. Gilbert's offerings honoring the company's hometown railroad. Along with the Union Pacific, Gilbert cataloged more engine types for the New Haven than any other road.

I would like to point out one small error in the article, however. The author states that Gilbert first offered a New Haven engine in 1953 with the introduction of the no. 293 Pacific. This is not completely accurate, as the model was actually introduced in 1949 as the nos. 290 and 295 Pacifics.

Although the nos. 290/295 carried "American Flyer" tender markings without a railroad herald, they unmistakably were scale models of a New Haven I4 class Pacific with details such as an Elesco feed-water heater, arched cab windows, and short headlight faithfully reproduced. American Flyer offered this locomotive with its no. 650-series New Haven-lettered Osgood Bradley passenger cars, creating a prototypically accurate New Haven passenger train prior to 1953.

Scott Griggs
Louisville, Ky.



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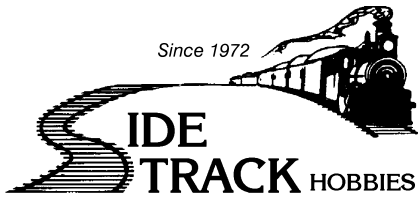
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17752	POLAR RAILROAD ROUND ROOF BOXCAR MSRP 69.99 L16RTR	\$40.00
18556	C&M ROLLING STOCK 3 BOXCARS/CABOOSE (4-PACK)	\$98.00
19087	CHESAPEAKE & OHIO HEAVYWEIGHT 4-CAR SET (1997)	\$129.00
19245	MICKEY'S WORLD TOUR HI-CUBE	\$15.00
19262	"PERILS OF MICKEY" HI-CUBE BOXCR II	\$27.00
19264	"PERILS OF MICKEY" HI-CUBE BXCRIII	\$15.00
19270	DONALD DUCK 60TH BIRTHDAY HI-CUBE	\$15.00
19271	MINNIE MOUSE "BROADWAY MINNIE" HI-C	\$15.00
19723	DISNEY EXTENDED VISION CABOOSE	\$48.00
19845	AQUARIUM CAR-COMMAND EQUIPED	\$102.00
19920	LIONEL VISITOR'S CENTER BOXCAR	\$14.00
19931	"1994" TOY FAIR BOX CAR	\$14.00
19956	98' TOY FAIR B.C.	\$15.00
19977	TOY FAIR BOX CAR (1999)	\$15.00
19989	TOY FAIR BOXCAR 2000	\$15.00
19996	2001 TOY FAIR BC	\$15.00
21934	CUSTOM SERIES II - OBSERVATION CAR/2 FLATCARS 3-PK	\$80.00
22958	ELECTRO COUPLER-DASH-9	\$5.00
22959	ELECTROCOUPLER KIT ATLANTIC STMR	\$5.00
24124	CARNIVAL PEOPLE PACK MSRP 26.99	\$10.00
24191	PARK PEOPLE PACK MSRP 26.99	\$10.00
24194	CIVIL SERVANTS PEOPLE PACK MSRP 26.99	\$10.00
24197	CITY ACCESSORY PACK MSRP 26.99	\$10.00
24252	POLAR EXPRESS WOLVES & RABBITS ANIMAL PACK 26.99	\$18.00
25134	POLAR EXPRESS ADD-ON DINER MSRP 69.99 L16RTR 08/16	\$47.00
25135	POLAR EXPRESS ADD-ON BAGGAGE CAR MSRP 69.99 L16RTR 04/16	\$47.00
25186	POLAR EXPRESS ADD-ON HOT CHOCOLATE CAR MSRP 69.99 L16RTR	\$47.00
25930	JOHN ADAMS BOXCAR MSRP 69.99 L16RTR	\$24.00
25931	ANDREW JOHNSON BOXCAR MSRP 69.99 L16RTR	\$24.00
25932	CALVIN COOLIDGE BOXCAR MSRP 69.99 L16RTR	\$24.00
25933	HARRY S. TRUMAN BOXCAR MSRP 69.99 L16RTR	\$24.00
25934	SANTA FE MAP & SLOGAN REEFER 3-PACK MSRP 144.99 L16RTR	\$109.00
25942	WESTERN FREIGHT COAL-DUMP/GOND/HOPPER EXP PK 154.99 L16RTR	\$82.00
25960	CHRISTMAS TREE TRANSPARENT BOXCAR MSRP 74.99 LC13	\$41.00
25962	THANKSGIVING POULTRY STOCK CAR MSRP 69.99 LC13	\$36.00
26660	COCA-COLA VAT CAR MSRP 69.99 L15RTR	\$45.00
26833	MLR OPERATING RADAR CAR	\$72.00
27857	PA DOUBLE-DOOR BOXCAR W/END DOORS MSRP 74.99 L14V1	\$46.00
28425	POLAR EXPRESS EEL HAND CAR L16RTR 08/16	\$86.00
29205	MICKEY MOUSE RR HI-CUBE BC	\$24.00
29217	6464 '97' TOY FAIR B.C.	\$24.00
29220	LIONEL CENTENNIAL HIGH-CUBE BOXCAR 4-CAR SET	\$82.00
29225	H.O.R.D.E. BC (LIMITED)	\$24.00
29635	MONOPOLY MINT CAR "GET OUT OF JAIL" MSRP 69.99 L9V2	\$36.00
29649	LIONEL SP SMOKE PELLETS MINT CAR MSRP 69.99 L11V2	\$45.00
29671	SMOKE PELLET MINT CAR #2 MSRP 69.99 L15V1	\$19.00
29793	WHERE THE WILD THINGS ARE BOXCAR MSRP 69.99 L15RTR	\$43.00
29904	TOY FAIR BOX CAR (2002)	\$10.00
29918	2003 TOY FAIR BOX CAR	\$10.00
29919	2004 TOY FAIR BOX CAR	\$10.00
29925	POLAR EXPRESS TOY FAIR BOXCAR	\$95.00
29958	2009 APPRECIATION BOXCAR DIE-CAST	\$38.00
29960	ROCK ISLAND RAILROAD ART BOXCAR MSRP 57.99 L9V1	\$35.00
29979	ANGELA TROTTA THOMAS "CHRISTMAS MORNING" BC 59.99 LC12	\$36.00
30128	WESTERN FREIGHT BOX/COAL-DUMP/HOP EXF PK MSRP 137.99 L12RTR	\$71.00
30135	SCOUT FREIGHT FLAT-W-AUTO/BOX/TANK EXP PK MSRP 114.99 L15RT	\$81.00
316030	CSX 50' MODERN BOXCAR MSRP 59.99 7/17	\$43.00

316080	O LIONSCALE C&O 3BAY OFFSET MSRP 54.99 L16V1	\$37.00	83254	WESTERN UNION TELEGRAPH ANIMATED GONDOLA 69.99 L16RTR 09/16	\$47.00
32902	CONSTRUCTION ZONE SIGNS MSRP 9.99	\$8.00	83256	GREAT NORTHERN HORSE TRANSPORT CAR 79.99 L16RTR 09/16	\$57.00
34195	UPS PEOPLE PACK MSRP 26.99	\$15.00	83313	REA REINDEER EXPRESS AGENCY FC W/TRAILER 69.99 L16RTR 12/16	\$43.00
34359	DEALER APPRECIATION 2011 BOXCAR (UNCAT) MSRP 69.99	\$47.00	83316	SANTA'S SLEIGH AQUARIUM CAR MSRP 79.99 L16RTR 12/16	\$53.00
34360	NO DISC. DEALER APPRECIATION 2012 BOXCAR	\$72.00	83347	ATLANTIC COAST LINE DBL-SHEATHED BOXCAR 84.99 L16V1 09/16	\$51.00
35130	POLAR EXPRESS DISAPPEARING HOBO CAR MSRP 74.99 L16RTR	\$53.00	83349	ROCK ISLAND DOUBLE-SHEATHED BOXCAR MSRP 84.99 L16V1 09/16	\$51.00
35239	NEW JERSEY TRANSIT ADD-ON PASS (2PK) MSRP 99.99 L14RTR	\$55.00	83351	WABASH DOUBLE-SHEATHED BOXCAR MSRP 84.99 L16V1 09/16	\$51.00
35259	LONG ISLAND RAILROAD PASS CAR (2PK) MSRP 109.99 L14RTR	\$57.00	83437	POLAR EXPRESS CONDUCTOR ANNOUNCEMENT CAR 109.99 L16RTR 12/16	\$76.00
35290	POLAR EXPRESS STREAMLINER PASS CAR 2-PK MSRP 149.99 L16RTR	\$62.00	83445	SMITHSONIAN OLD ST. NICK CHRISTMAS BC (USA) 84.99 L16RTR	\$48.00
35293	ANGELA TROTTA THOMAS TOYLAND EXPRESS BOXCAR 64.99 LC13	\$36.00	83497	2015 NATIONAL LIONEL TRAIN DAY BOXCAR MSRP 84.99	\$47.00
36257	MICKEY MOUSE HI CUBE BOXCAR	\$38.00	83498	Q 2016 NATIONAL LIONEL TRAIN DAY BOXCAR MSRP 84.99	\$53.00
36744	LITTLE MERMAID AQUARIUM CAR	\$53.00	83519	REA SCALE SENSORCAR STEEL REEFER MSRP 129.99 L16V1 12/16	\$86.00
36887	GREAT WESTERN ANIMATED GONDOLA MSRP 64.99	\$45.00	83544	PA GG1 COMMEMORATIVE N5B CABOOSE MSRP 94.99 L16V1 09/16	\$67.00
37058	GHOST GLOBE CAR MSRP 79.99 L15RTR	\$53.00	83556	DISCONNECT LOGGING CABOOSE (BRN) MSRP 39.99 L16V2	\$32.00
37094	WIZARD OF OZ AQUARIUM CAR MSRP 84.99 L15RTR	\$61.00	83559	DISCONNECT GONDOLA MSRP 39.99 LT16V2	\$32.00
37097	WHERE THE WILD THINGS ARE AQUARIUM CAR 84.99 L15RTR	\$62.00	83560	DISCONNECT TANK CAR MSRP 39.99 L16V2	\$32.00
37909	NORTH POLE CENTL CHRISTMAS JET SNOW BLOWER MSRP 137	\$67.00	83645	POLAR EXPRESS BOXCAR 2PK MSRP 169.99 L16RTR 09/16	\$114.00
39252	LENNY DEAN 60TH ANNIVERSARY BOXCAR MSRP 55.99	\$14.00	83655	HAMM'S BEER REEFER MSRP 79.99 L16RTR 09/16	\$53.00
39341	DEALER APPRECIATION BOXCAR '10	\$38.00	83657	MILLER BEER REEFER MSRP 79.99 L16RTR 09/16	\$53.00
39344	MONOPLY BOXCAR (3PK) MSRP 164.99 L12RTR	\$72.00	83689	ANGELA TROTTA CHRISTMAS COVERED BRIDGE 10/17 LC17 69.99	\$48.00
39361	COKE POLAR BEAR BOXCAR MSRP 84.99 LC15	\$40.00	83758	NEW YORK YANKEE JERSEY BOXCAR (UNCAT) MSRP \$84.99	\$38.00
39362	THOMAS KINKADE EMERALD CITY BOXCAR MSRP 74.99 L15RTR	\$48.00	83759	BOSTON RED SOX JERSEY BOXCAR (UNCAT) MSRP \$84.99	\$38.00
39376	MONOPOLY BOXCAR (2PK) MSRP 139.99 L15RTR	\$72.00	83775	COCA COLA HERITAGE MILITARY BC #1 \$84.99 L16V2	\$48.00
39547	PENNSYLVANIA B-UNIT N/P MSRP 229.99 L14V2	\$143.00	83776	BATMAN V SUPERMAN "THE DARK KNIGHT" BOXCAR MSRP 84.99	\$57.00
6-82101	MERCURY CAPSULE ASTRONAUT CAR MSRP 79.99 L15V1	\$58.00	83780	BATMAN V SUPERMAN "MAN OF STEEL" BOXCAR MSRP 84.99	\$57.00
7-11486	G-GAUGE PENNSYLVANIA RAILROAD FLATCAR 39.99 L15RTR	\$18.00	83781	COCA COLA HERITAGE MILITARY BC #2 \$84.99 L16V2	\$57.00
7-11527	G-GAUGE SNOOPY (PEANUTS) RAILWAYS GONDOLA MSRP 39.99 L15RTR	\$19.00	83782	COCA COLA HERITAGE MILITARY BC #3 \$84.99 L16V2	\$57.00
7-11773	MICKEY MOUSE CHRISTMAS R-TPLAY BATT. G 119.95 L16RTR	\$85.00	83800	HAPPY THANKSGIVING BOXCAR MSRP 79.99 L17RTR	\$62.00
7-11826	RTP STRAIGHT TRACK PACK MSRP 9.95	\$8.00	83923	USA TROTTA THOMAS SANTA'S COOKIES BC 84.99 10/17 LC17	\$57.00
7-11827	RTP 12 PC CURVED TRACK PACK MSRP 9.95 2017?	\$8.00	83925	USA FROSTY THE SNOWMAN BC 84.99 10/17 LC17	\$57.00
7-11832	RTP LEFT & RIGHT INTERCHANGE TRACK MSRP 9.95 2017?	\$9.00	83943	USA POLAR EXPRESS BC 84.99 10/17 LC17	\$57.00
81018	SHELL VAT CAR MSRP 79.99 L17RTR	\$53.00	83944	JOHN DEERE BOXCAR MSRP 84.99 L17RTR	\$57.00
81067	MONOPOLY AQUARIUM CAR MSRP 84.99 L15RTR	\$53.00	83945	RICHARD NIXON PRES. BOXCAR MSRP 69.99 L17RTR	\$53.00
81080	BN 8000 GALLON TC #107898 MSRP 72.99 08/14 L14V1	\$40.00	83946	JIMMY CARTER PRES. BOXCAR MSRP 69.99 L17RTR	\$53.00
81198	GREAT NORTHERN US MADE BOXCAR MSRP 69.99 L15RTR	\$47.00	83948	WILLIAM HOWARD TAFT PRES. BOXCAR MSRP 69.99 L17RTR	\$55.00
81199	PRR US MADE TANK CAR MSRP 69.99 L15RTR	\$47.00	84117	40' STEEL REEFER BURLINGTON MSRP 84.99 10/17 L17V1	\$61.00
81200	TIMKEN US MADE TANK CAR MSRP 69.99 L16RTR	\$47.00	84130	WIDE VISION CABOOSE BN MSRP 94.99 10/17 L17V1	\$67.00
81203	PRR US MADE FLATCAR MSRP 69.99 L15RTR	\$47.00	84140	NORTHEAST CABOOSE WM(CIRCUS) MSRP 89.99 10/17 L17V1	\$72.00
81204	SANTA FE US MADE FLATCAR MSRP 69.99 L16RTR	\$47.00	84330	WITCHES BREW TANK CAR MSRP 69.99 L17RTR	\$47.00
81205	TIMKEN US MADE FLATCAR MSRP 69.99 L16RTR	\$43.00	84332	HALLOWEEN SPOOKYSOUNDS BOXCAR MSRP 79.99 L17RTR	\$53.00
81290	THOMAS KINKADE HOLIDAY COVERED BRIDGE MSRP 69.99 LC15	\$50.00	84333	STRASBURG GONDOLA WITH VATS MSRP 64.99 RTR	\$53.00
81372	SANTA'S RESERVE COCOA TANK CAR LC15 MSRP \$59.99	\$40.00	84334	STRASBURG HALF COVERED BRIDGE MSRP 59.99 L17RTR	\$50.00
81373	CANDY CANE CHRISTMAS FLATCAR W/BULKHEADS 59.99 LC15	\$40.00	84335	PENNSYLVANIA CULVERT GONDOLA MSRP 64.99 10/17 RTR	\$53.00
81432	PENNSYLVANIA RAILROAD GIRDER BRIDGE MSRP 20.99 L15RTR	\$17.00	84341	TELL-TALE REINDEER CAR MSRP 79.99 LC17 10/17	\$53.00
81462	PA "BROADWAY LIMITED" ADD-ON BAGGAGE CAR 69.99 L16RTR	\$51.00	84371	DISNEY MICKEY'S HOLIDAY HOPPER MSRP 69.99 LC17 10/17	\$48.00
81486	NYC PATROL HELICOPTER FLATCAR MSRP 59.99 L14RTR	\$45.00	84372	CHRISTMAS STATION PLATFORM MSRP 42.99 10/17 LC17	\$36.00
81493	MISSILE CARRYING CAR MSRP 64.99 L15V1	\$44.00	84374	2017 CHRISTMAS MUSIC BOXCAR MSRP 79.99 LC17 10/17	\$66.00
81494	SANTA'S SLEIGH ROCKET FUEL TANKCAR MSRP 64.99 L16RTR	\$40.00	84375	LIONEL 2017 CHRISTMAS BOXCAR MSRP 64.00	\$38.00
81534	CHRISTMAS TOYS STOCK CAR MSRP 69.99 LC14	\$44.00	84376	TROTTA THOMAS SIGNATURE EXPRESS AQUARIUM CAR 84.99 LC17	\$57.00
81568	4TH OF JULY PARADE CAR MSRP 79.99 L16RTR	\$53.00	84487	DISNEY DONALD DUCK HOLIDAY TANK CAR MSRP 69.99 LC17 10/17	\$48.00
81793	BERWIND GLA 50TON TWIN HOPPER 3PK MSRP 219.99 L15V1	\$143.00	84498	NORFOLK SOUTHERN FIRE RESCUE CAR MSRP 74.99 L17RTR	\$53.00
81810	LIONEL LINES N5B CABOOSE MSRP 94.99 L15V1	\$62.00	84500	NORFOLK SOUTHERN UNIBODY TANK CAR MSRP 74.99 L17RTR	\$53.00
81839	PFE PACIFIC "FRIGHT" EXPRESS STEEL SIDED REEFER #81839 L14V1	\$48.00	87027	LARGE SCALE HOLIDAY BOXCAR MSRP 59.99	\$24.00
81871	LOGGERS FIGURE PACK MSRP 29.99 L16RTR 03/16	\$19.00			
81942	2014 MLB WORLD SERIES CHAMPION BOXCAR MSRP \$69.95	\$24.00	42590	AF UNION PACIFIC AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82053	NORTH POLE CENTRAL ICE CAR #82053 MSRP 74.99 L16RTR	\$48.00	42592	AF NORFOLK SOUTHERN AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82080	CNW 3-DOME TANK CAR MSRP 49.99 L16RTR 09/16	\$33.00	42593	AF BNSF AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82082	NORFOLK SOUTHERN FLATCAR W/PIPPES MSRP 49.99 L16RTR 09/16	\$38.00	42597	CANADIAN PACIFIC BALDWIN SWITCHER MSRP 289.99 AF15 05/16	\$228.00
82084	VIRGINIAN BOXCAR MSRP 49.99 L16RTR 09/16	\$34.00	42598	UNION PACIFIC BALDWIN SWITCHER MSRP 289.99 AF16	\$228.00
82100	POLAR EXPRESS HERO BOY'S HOUSE MSRP 89.99 LC15	\$66.00	42599	YOUNGSTOWN STEEL BALDWIN SWITCHER MSRP 289.99 A16	\$228.00
82111	LIONEL 2-BAY COAL HOPPER MSRP 59.99 L16RTR	\$38.00	47900	DELAWARE & HUDSON COACH 2PK MSRP 159.99 AF16	\$114.00
82344	WESTERN MARYLAND WOOD CHIP HOPPER MSRP 64.99 L16RTR	\$43.00	47903	DELAWARE & HUDSON DINER/VISTA DOME 2PK MSRP 159.99 AF16	\$114.00
82349	FRIDAY THE 13TH JASON BOXCAR MSRP 64.99 L16RTR	\$57.00	47906	DELAWARE & HUDSON FULL VIST/COMBO 2PK MSRP 159.99 AF16	\$114.00
82447	SHERIFF & OUTLAW CAR MSRP 79.99 L17RTR (SPECIALTY)	\$55.00	47909	DELAWARE & HUDSON BAGGAGE/OBSERV 2PK MSRP 159.99 AF16	\$114.00
82498	THE POLAR EXPRESS LETTERS TO SANTA RPO CAR 69.99 L16RTR	\$48.00	47912	SOUTHERN PACIFIC DAYLIGHT PASSENGER CARS 2PK 159.99 AF16	\$114.00
82623	WEST INDIA FRUIT STEAMSHIP CO PS-1 BOXCAR 79.99 L15V1	\$49.00	47915	SOUTHERN PACIFIC DINER/VISTA DOME 2PK MSRP 159.99 AF16	\$114.00
82624	LINDE AIR PRODUCTS PS-1 BOXCAR MSRP 79.99 L15V1	\$49.00	47918	SOUTHERN PACIFIC COMBIN/OBSERV 2PK MSRP 159.99 AF16	\$114.00
82625	AIR REDUCTION PRODUCTS PS-1 BOXCAR MSRP 79.99 L15V1	\$49.00	47927	AF UP AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82630	PENNSYLVANIA N5B CABOOSE W/TRAINPHONE ANETENNA 94.99 L15V1	\$76.00	47928	AF UP AUTO CARRIER 10/17 MSRP 74.99 AF17	\$51.00
82677	STRASBURG 3-DOME TANK CAR MSRP 64.99 L16RTR 09/16	\$57.00	47929	AF UP AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82684	SUPERMAN/GREEN LANTERN BOXCAR 2PK MSRP 169.99 L16RTR	\$123.00	47933	AF NS AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82686	WASHINGTON SENATORS BOXCAR MSRP 84.99 L15RTR	\$55.00	47936	AF BNSF AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82689	OPERATION EAGLE MISSILE CARRYING CAR 64.99 L16RTR	\$48.00	47937	AF BNSF AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82702	ONTARIO NORTHERN PS-4 FC W/LOAD MSRP 89.99 L15V1	\$58.00	47938	AF BNSF AUTO CARRIER 10/17 MSRP 74.99 AF17	\$54.00
82703	BURLINGTON NORTHERN PS-4 FC W/LOAD MSRP 89.99 L15V1	\$58.00	47940	AF FASTRACK R20 RH COMMAND/REMOTE SWITCH MSRP 109.99	\$75.00
82704	RIO GRANDE PS-4 FLATCAR W/LOAD MSRP 89.99 L15V1	\$58.00	47941	AF FASTRACK R20 LH COMMAND/REMOTE SWITCH MSRP 109.99	\$75.00
82708	CHRISTMAS GINGERBREAD CROSSING SHANTY MSRP 39.99 L16RTR	\$32.00	47960	AF UNION PACIFIC BOXCAR MSRP 64.99 AF16 06/16	\$47.00
82710	PRR CHRISTMAS ICE BREAKER HOPPER MSRP 64.99 L16RTR	\$38.00	47961	AF NEW YORK CENTRAL BOXCAR MSRP 64.99 AF16 06/16	\$47.00
82718	DISNEY VILLAINS HI-CUBE BOXCAR 2PK MSRP 159.99 L16RTR 09/16	\$105.00	47963	AF PENNSYLVANIA RR 2-BAY COVERED HOPPER 59.99 AF16 06/16	\$43.00
82721	DISNEY DUMBO 75TH ANNIVERSARY BOXCAR MSRP 84.99 L16RTR 07/16	\$24.00	47965	AF NEW HAVEN LOG DUMP CAR MSRP 79.99 AF16 06/16	\$57.00
82739	6464-125 NORTH POLE CENTRAL BOXCAR MSRP \$79.99 L16RTR	\$48.00	47967	AF CSX WAFFLE-SIDED BOXCAR MSRP 64.99 AF16 06/16	\$47.00
82741	CHRISTMAS TINSEL VAT CAR #82741 MSRP 69.99 LC15	\$43.00	47970	AF NEW YORK CENTRAL BAY-WINDOW CABOOSE 74.99 AF16 09/16	\$54.00
82742	CANDY MOUNTAIN CHRISTMAS 4-BAY HOPPER MSRP 64.99 L16RTR	\$38.00	47974	AF 2016 CHRISTMAS BOXCAR MSRP 64.99 AF16 09/16	\$47.00
82745	CHRISTMAS COCOA BARREL SHED MSRP 49.99 LC15	\$38.00	47983	AF PIGGYBACK UNLOADER W/UP FLATCAR 109.99 AF17	\$79.00
82843	WESTERN MARYLAND PS-4 #7020 W/40' TRAILER MSRP 109.99 L15V2	\$76.00	47985	REA PIGGYBACK FLATCAR W TRAILER MSRP 64.99 AM17 10/17	\$47.00
82844	PENNSYLVANIA PS-4 FLATCAR W/40' TRAILER MSRP 109.99 L16V1	\$76.00	47986	AF FASTRACK 4.5" STRAIGHT/ MSRP 4.99	\$3.00
82852	MEADOW RIVER LUMBER 40' FLATCAR W/LOAD MSRP 89.99 L16V1	\$57.00	47987	AF FASTRACK 1.75" STRAIGHT/12BX MSRP 4.99	\$4.00
82853	PICKERING LUMBER 40' FLATCAR W/LOAD MSRP 89.99 L16V1	\$57.00	47988	AF FASTRACK 1-3/8" STRAIGHT/12BX MSRP 4.99	\$3.00
82878	SMITHSONIAN BOXCAR (MADE IN THE USA) MSRP 84.99 L15V2	\$57.00	47995	AF PRR PA AA DIESELS/LCS MSRP 699.99 10/17 AF17	\$550.00
82906	DISNEY PLUTO WALKING BRAKEMAN BOXCAR MSRP 99.99 L16RTR 12/16	\$72.00	47998	AF SF PA AA DIESELS/LCS MSRP 699.99 10/17 AF17	\$550.00
82908	DISNEY MICKEY'S CHRISTMAS RR SHANTY MSRP 49.99 L16RTR 12/16	\$38.00	48018	POLAR EXPRESS PASSENGER COACH ADD ON MSRP 69.99 AM17	\$47.00
82913	USA DISNEY WINNIE THE POOH BOXCAR MSRP 84.99 L16RTR 07/16	\$57.00	48028	SP DAYLIGHT LEGACY PA AA SET /LCS 699.99 10/17 AF17	\$550.00
82914	DISNEY AQUARIUM CAR MSRP 84.99 L16RTR 07/16	\$57.00	48060	CHESAPEAKE & OHIO MIKADO MSRP 649.99	\$490.00
82921	DISNEY VILLAINS HI-CUBE BOXCAR- EVIL QUEEN MSRP 79.99 L17RTR	\$62.00	48061	B & O PACIFIC MSRP 649.99	\$495.00
82922	DISNEY VILLAINS HI-CUBE BOXCAR-SCAR MSRP 79.99 L17RTR	\$62.00	48165	M&STL BALDWIN SWITCHER MSRP 289.99 AF16	\$228.00
82925	SCROOGE McDUCK MINT CAR MSRP 79.99 L17RTR	\$53.00	48376	AMERICAN FLYER 2009 CHRISTMAS BOXCAR MSRP 69.99 L9C	\$48.00
82947	WONDER WOMEN/GREEN ARROW 2PK (USA) MSRP 169.99 L16RTR 09/16	\$95.00	48384	AMERICAN FLYER 2010 HOLIDAY BC MSRP 69.99 LC10	\$47.00
82953	JOKER/LEX LUTHER BOXCAR 2PK (USA) MSRP 169.99 L16RTR 09/16	\$95.00	48389	"FLYER FANTASY" S GAUGE BC MSRP 69.99 LC10	\$47.00
82954	2016 LIONEL CHRISTMAS BOXCAR MSRP 64.99 L16RTR 12/16	\$34.00	48393	KEYSTONE CAMERA BOXCAR MSRP 69.99 L11V1	\$46.00
82977	15 ALL-STAR BOXCAR (UNCAT) MSRP 84.99	\$24.00	48397	HALLOWEEN BOXCAR MSRP 69.99 L11V1	\$46.00
83071	UNIVERSAL LC/LC + REMOTE CONTROLLER MSRP 49.99	\$37.00	48442	AF LINES "AIR SERVICE" SINGLE-DOME TANKCAR 59.99 AF16	\$43.00
83148	CHRISTMAS EXPRESS BOXCAR MSRP 52.99 L16RTR 09/16	\$29.00	48647	#23 COAL 3-BAY HOPPER MSRP 59.99 AF16	\$42.00
83157	SMITHSONIAN AIR & SPACE BOXCAR 2PK (USA) 169.99 L16RTR 09/16	\$111.00	48654	NS HERITAGE ERIE CYLINDRICAL HOPPER MSRP 79.99 AF16	\$56.00
83163	KINKADE CHRISTMAS BOXCAR (USA) MSRP 84.99 L16RTR 09/16	\$55.00	48662	#22 SCENERY GRAVEL 3-BAY HOPPER MSRP 59.99 AF16	\$42.00
83190	MOON PIE TANK CAR MSRP 74.99 L16RTR 09/16	\$58.00	48664	AM FLYER CHRISTMAS SCALE CYLIN HOPPER MSRP 79.99 AF16	\$57.00
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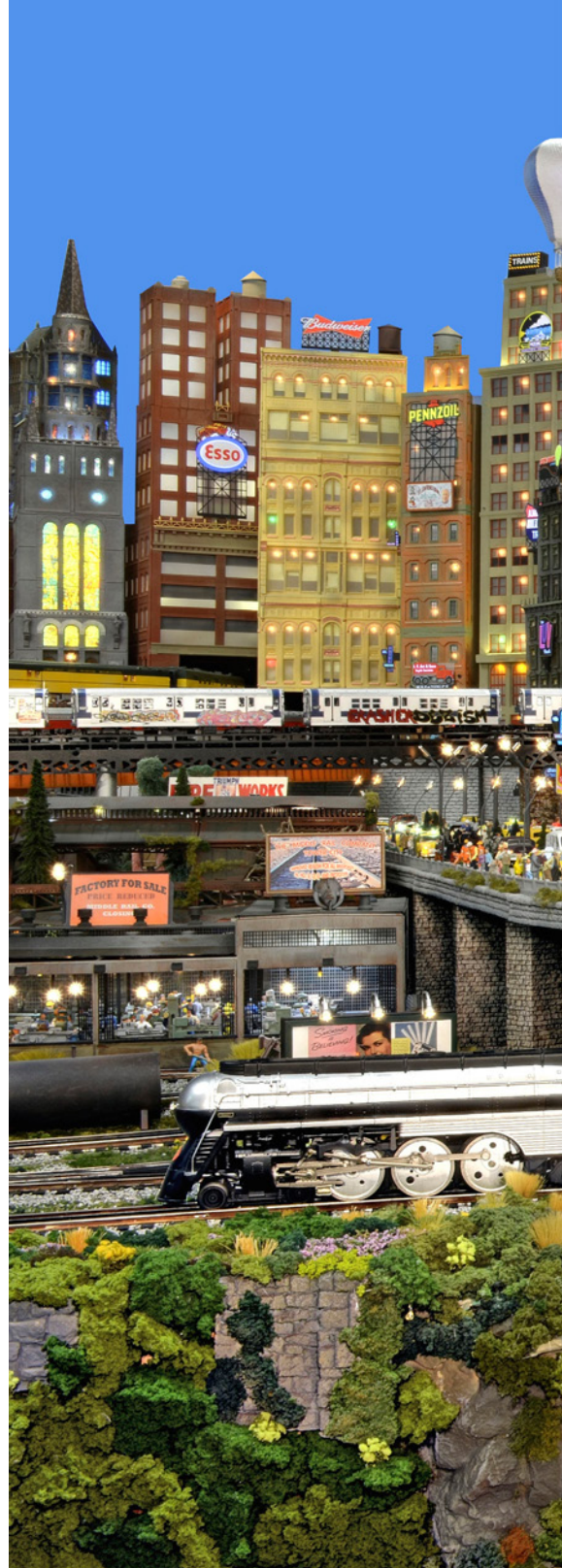


▲ ANDREW STONE'S O GAUGE LAYOUT

A long – very long! – Illinois Central train snakes around the main town on Andrew Stone's O gauge railroad in Springfield, Ill., on its way through a mountain range to Chicago. The Lionel set looks fantastic, standing out against the K-Line Starlite Diner. Andy and his son have spent years completing this three-rail layout.



SEND US YOUR BEST PICTURES of toy train subjects to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Include your name, address, and daytime telephone number; a description of each image; and the name of the photographer or layout owner.



◀ BRAD ROCK'S S GAUGE LAYOUT

Brad Rock's train room in Virginia Beach, Va., is a time machine back to the postwar era. A wonderland awaits visitors, with some of Lionel's finest trains on shelves and Gilbert's American Flyer accessories in operation. Animated S gauge cars and their platforms nestle by signals and freight loaders. Plasticville kits ring the outer part of the display.



▲ WILLIAM BRAMLAGE'S O GAUGE LAYOUT

Prosperity in the form of elegant skyscrapers and viaducts characterizes the metropolis serving as the centerpiece of William Bramlage's O gauge layout. In fact, the architectural wonders of this city that tower over all the citizens and leave observers speechless, all but overwhelm the New York Central streamlined 4-6-4 Hudson steam locomotive and tender guiding a train filled with aluminum passenger cars on its journey west. The eye-catching train just may be going through Cincinnati, Ohio, where Bill makes his home.

PHOTO ALBUM



▲ BOB SLATER'S O GAUGE LAYOUT

A gang of taggers hit Bob Slater's O gauge model railroad not long after it highlighted the March 2016 issue of *Classic Toy Trains*. Rolling stock on the very realistic 20 x 20-foot three-rail layout based in Greensboro, N.C., suddenly sported colorful graffiti, much to Bob's surprise. Then he remembered that Erica Dambacher, a skilled artist, was actually the one who had redecorated his freight cars. And she had done so at his request!

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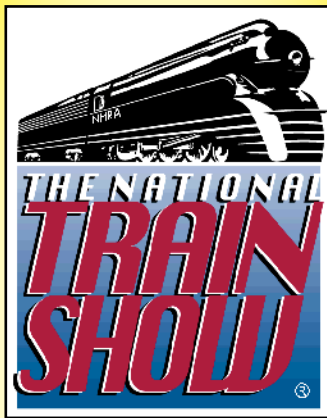
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You won't get an argument from me (a guy who loved clicking pictures of his layout for the pages of *Classic Toy Trains* magazine) about the joy that comes from constructing a photogenic layout. However, a layout video is literally worth more than a thousand photos (a 60-second clip filmed at 30 frames per second equals 1,800 unique snapshots)!

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Case in point, Michael Schrier's O gauge layout, as highlighted in this issue. Through the printed words and photos, you'll gain background about Mike and his layout. But when you see the video (MRVideoPlus.com/OGApreview) we

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produced for Model Railroader Video Plus, you'll discover the details only 100,000 moving pictures can provide!

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PRODUCT NEWS

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SHORTLINE MEMORY: The Rahway Valley RR was an uncommon short line in that it managed to make a profit during the Great Depression. The New Jersey line soldiered on until 1986, with its last vestiges expiring in 1992. The Metropolitan Division of the Trains Collectors Association salutes this uncommon carrier with a custom-run boxcar from Ready Made Trains. The O gauge boxcar has colorful graphics and die-cast metal trucks and couplers. The car costs \$29.99 each, with shipping costs in the continental U.S. being \$10 (one or two cars), \$15 (three to five cars), and \$20 (six or more cars). For orders going to Alaska, Hawaii, or Canada, please inquire. Go to www.METCA.org for more information. Send your payment, in U.S. funds, to Rahway Valley Box Car c/o Stuart Rankin, 6 Packard Dr., Middletown NJ 07748.



MURDER, SHE WROTE: It's murder, and Tom McCloud and the Central Pennsylvania Model Railroad Club are in the thick of it! In *Murder to Scale*, author Debra Schiff weaves a murder mystery with a most uncommon setting: the world of model railroading. The novel is full of personality types and settings that will seem familiar to model railroaders. You just may wonder if this can happen in your club! The 190-page paperback costs \$7.99 and is available through www.Amazon.com.



ESPEE IRON: MTH's Premier line Alco PA-1 in Southern Pacific *Daylight* colors is available now. The O gauge powered unit, no. 20-20843-1, features two can-style motors, MTH's ProtoSound 3.0 command and sound system, Mars light, smoke unit, and coil couplers. The unpowered B unit, no. 20-20843-3, has a detailed body and metal couplers. The powered unit costs \$479.95, and the unpowered unit is priced at \$199.95. See your MTH retailer or go to **www.MTHtrains.com** for more information.

ILLUMINATE THE ROAD:

Woodland Scenics has announced the Just Plug Vehicle line. The O gauge series features 12 vintage vehicle designs, including eight coupes, one station wagon, and three light trucks. The designs had been previously offered in N and HO scales. To light the vehicles, just connect them into your Woodland Scenics Just Plug light hub. The vehicles cost \$49.99 each. See your hobby retailer or go to **www.woodlandscenics.com** for more information.



STOP FOR A COOL ONE: Bachmann Trains' Roadside U.S.A. line serves up a cone of happiness with the no. 35303 ice cream stand. The O gauge structure represents one of many roadside refreshment stands seen around the country, most notably in tourist areas. Made of cast resin, the structure has a compact footprint for easy placement on a layout, and its distinctive soft-serve ice cream-style roof will be a favorite destination for your 1:48 scale Towntown residents. The structure costs \$89 (vehicle and people not included). See your Bachmann retailer or go to **www.Bachmanntrains.com** to order.

PRODUCT NEWS

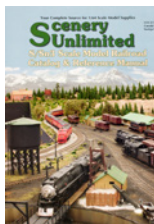


BUILD A HIGH-RISE HAVEN:

Set a construction scene on your O gauge layout with the no. 279-4432 Tampa Towers. The construction site measures 18½ x 16½ inches and represents a high-rise apartment complex with five stories erected. The building features a train run-through tunnel, 19 O scale workers, construction materials, pallets, workers, Jack the German Shepherd, and two die-cast metal vehicles. The vehicles are a concrete mixer and a concrete pump truck with extending safety supports and a raising concrete pumping boom. The heavy structure costs \$129.99 plus shipping, or select free shipping to your local Menards. Order online at www.Menards.com/Trains.



CORRECTION



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MIDLANDS EXPRESS: Darstaed Trains has released a very limited edition of O gauge tinplate British-outline passenger car sets to pair with British steam power, such as MTH's London Midland & Scottish Ry. (LMS) *Duchess*-class 4-6-2 Pacifics. The cars are of metal construction with die-cast metal sprung trucks. They have detailed interiors and installed lighting. Darstaed offers three car groupings with each batch available in two different LMS liveries, as well as two British Railways liveries. Offer 1 has nine cars, including a 3rd class brake end with working rear light, 3rd class coach, composite coach, 12-wheel dining car, kitchen car, 1st class brake end, 12-wheel sleeping car, full brake car, and 1st class car for \$799.95. Offer 2A has six cars, including a 12-wheel dining car, kitchen car, 1st class brake end, full brake van, and two 12-wheel sleepers for \$535.95. Offer 2B has six cars, including three 12-wheel sleeping cars, one full brake car, one 1st class car, and one 12-wheel diner for \$535.95. The sets are available either through Darstaed's U.S. distributor Edward Cognazzo, www.Eurovintagetrains.com; or at its booth in the Orange Hall at location EE-03 at the semi-annual train meet sponsored in York, Pa., by the Eastern Division of the Train Collectors Association. For more information about Darstaed's British-outline trains go to www.Darstaed.com.

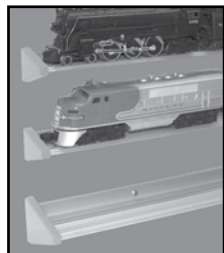
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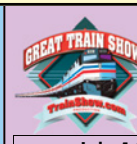
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CONVERTING DCS TO TMCC POSSIBLE – BUT NOT NECESSARILY EASY

Q I have an older MTH no. 20-20112-1 GP38-2. Can it be retrofitted for Lionel's TrainMaster Command Control system? If so, what is basically involved?

– John Erdos, East Hampton N.Y.

A Using the respective TMCC and Digital Command System controllers, you can run both systems on the same railroad. Unless there is a mechanical problem, you don't necessarily have to have it converted.

In answer to your question, you can make just about anything TMCC. Because DCS and TMCC are dramatically different, the procedure will

involve gutting all the electronics and replacing them with TMCC controls, so you may want to think hard about it before committing.

The parts that need to stay are the motors, smoke unit, lights, speaker, speed sensor, couplers, and switches. They are usually the most difficult parts to contend with, so the addition of the TMCC boards is relatively easy.



The boards from Electric Railroad Co. are designed for easy installation and require a few small hand tools and a soldering iron. Instructions are included with each kit.

Basically, you will be attaching a hot and a ground to the board, motor leads to the motor(s), and outputs to the lights, couplers, and smoke unit. You also have to add wire to an existing switch for Program/Run and put on the antenna, which can be as simple as a wire hot-glued inside the body.

Adding sound is fairly simple, as there is a wire harness that plugs into the motherboard from the sound board. You will need to attach a wire to the speed sensor for input for diesel and braking sounds.

LOOSE MOTOR TRUCKS

Q I have three Lionel no. 18823 Chicago & Illinois Midland SD9s. All the trucks with motors are loose from the frame. How can I reconnect them to the frame?

– David Groth, Athens, Ill.

A I imagine the tabs that hold the truck frame to the locomotive frame have pulled loose from the truck. The tab is like an inverted “T” and is pressed into the plastic truck frame.

The proper fix would be to replace the truck, but since that part is unavailable you have to find another solution. The best method will be to glue the part back

in place. Many types of glue won't work on the type of plastic used to make the trucks, so I recommend a polyurethane type of glue.

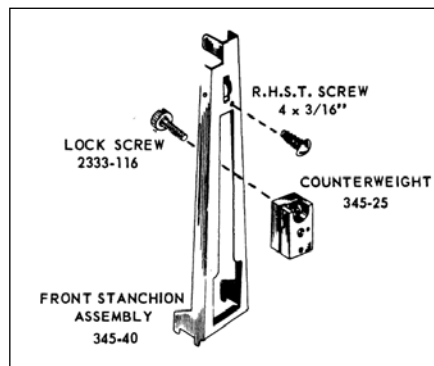
Once the part is in place, you need to put the spring and cup washer on it below the locomotive frame. Then add the cup washer, the spring, and the speed nut on the top of the frame.

WOBBLING LIONEL SWITCHER

Q I purchased a Lionel no. 18501 diesel switcher in like-new condition. When I ran the unit, it wobbled. There seemed to be excessive play between the motor and the motor truck assembly when compared to a Lionel postwar no. 6220 switcher. I added a plastic bushing between the motor and the truck pivot bracket to reduce the play. This did not cure the problem, so what do you suggest?

– Dave Dolinsky, Finleyville, Pa.

A The way Lionel designed the switcher leaves very little contact between the frame and the trucks, so it does have a slight bit of movement. Look to see if the springs between the trucks



and truck brackets are present. The part number for the spring is 622-123.

CULVERT UNLOADER PART

Q I own Lionel nos. 342 culvert pipe loader and 345 culvert pipe unloader accessories that have been in our family since the 1950s. I want to install them on a layout, but the counterweight used on the 345 is missing. – Leslie Nell, Bayonne, N.J.

A The counterweight has been reproduced and is available from many parts dealers. You should be looking for part no 345-25 (shown above). **CTT**

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VIEWS FROM THE UNDERGROUND

WITH LOU PALUMBO

Email, eBay, and E-units

CONSTANT CHANGE IN THE TOY TRAIN HOBBY

It seems like every word today uses the letter "E" as a prefix. Think about it: Email and eBay, just to name two, are a part of the everyday language now.

My buddy Len Carparelli reminded me of another key term starting with "E" that everybody in the toy train hobby knows: E-units. Yet Len also notes how those Lionel assemblies have faded in importance in the train business.

Let me explain about this change on a more specific and personal level.

When I opened up my store, the Underground Railroad Shoppe, in 1985, I spent a lot of time repairing prewar and postwar Lionel trains. Each fall, when the train season opened, I had to stock up on parts to repair E-units.

I had a large supply of new and rebuilt E-units for prewar and postwar trains.

The story behind the E-unit is a fascinating one. In 1930, Lionel acquired the assets of the Ives Manufacturing Corp., a manufacturer of Wide and O gauge trains that had filed for bankruptcy. Ives was the first to have an electronic reverse unit (the R-unit) controlled by a transformer.

The Ives R-unit consisted of a drum with electronic contacts revolved by a pawl. The pawl pulled the drum over two sets of brass fingers that would reverse and stop the motor put in the model locomotive. An electronic coil in the R-unit controlled the pawl.

But Lionel had only a manual reverse manipulated by a switch installed on each of its locomotives. Its executives coveted the Ives R-unit, so acquiring that part when Ives filed for bankruptcy proved to be a breakthrough for Lionel.

Engineers at Lionel modified the R-unit into today's electronic reverse unit. From 1933 on, the firm referred to the assembly at an E-unit, and it has

served Lionel well, being easily shifted by a transformer into three positions: reverse, neutral, and forward.

Postwar American Flyer S gauge trains used a variation of the E-unit. Nowadays, both of these electric reverse units are things of the past. Instead, the latest O and S gauge locomotives rely on chips found in the electronic boards installed on them to control a range of functions,

among them reversing, sounds, smoke, and whistle. This specialized circuitry makes possible all the special effects toy train operators look for.

However, spare circuit boards can be expensive and hard to find. Manufacturers change them often and do not supply many available replacement parts.

I'm challenged when it comes to both troubleshooting and repairing the new locomotives. Luckily, I hired a guy who's good at servicing them, but he has to deal with the limited availability of parts for any engine more than a few years old.

I think toy train manufacturers should give more thought to making repairs easier and more reasonable in terms of labor and the cost of parts. Replacing these boards ought to be simple.

Truthfully, I don't know why toy train makers don't put out at good prices electronic reversing units compatible with all domestically produced toy trains. They could sell them separately, the way we can buy universal remote-control units for our TV sets.

I may be asking for too much, but it doesn't hurt to plant some seeds in the minds of those firms. Until then, I'll be on my personal computer. I have to check all the Email that comes to me, thanks to the listings of vintage and modern toy trains I keep putting on eBay!

Keep searchin'. **CTT**



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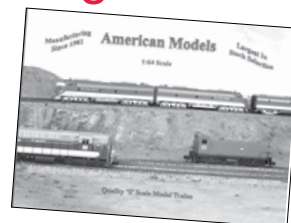
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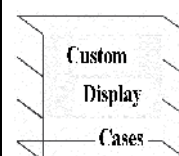
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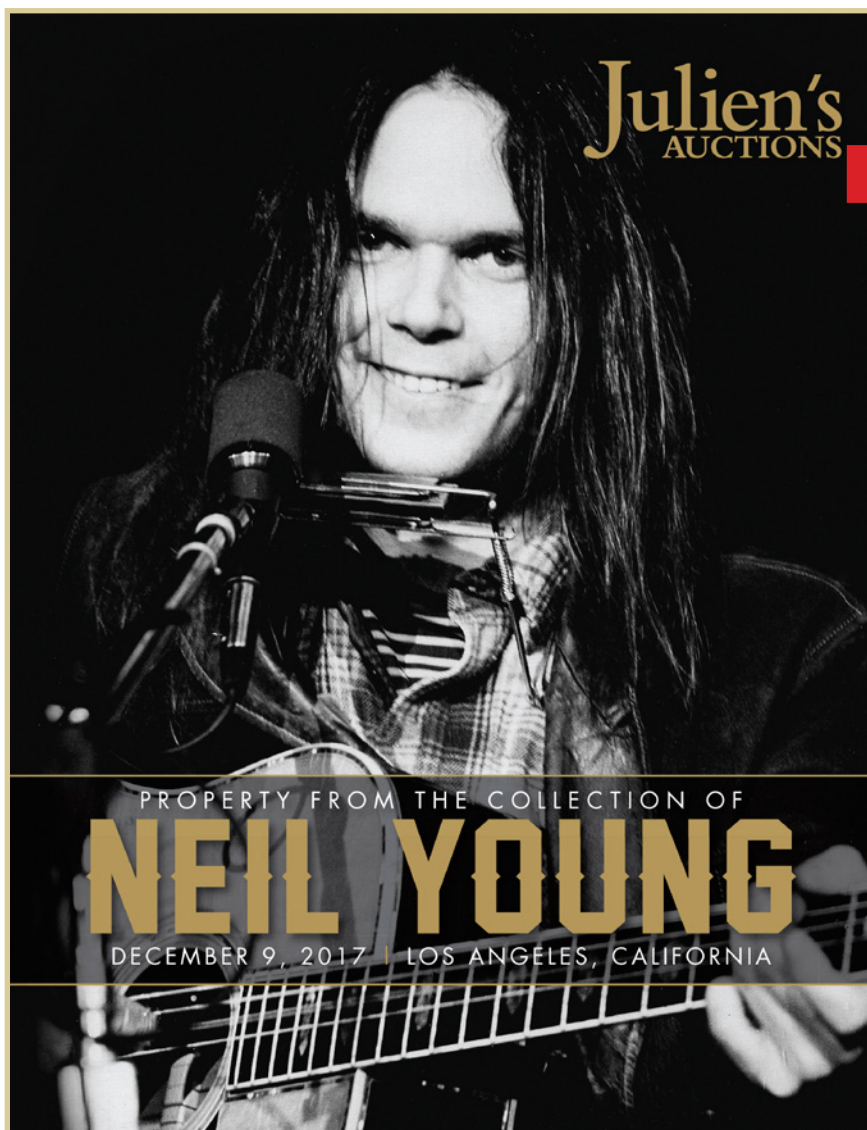
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LOU PALUMBO, owner of the Underground Railroad Shoppe in New Castle, Pa., writes this exclusive column for CTT. He can be reached at 1906 Wilmington Rd., New Castle, PA 16105 or email at trainplum@yahoo.com

GEMS



Neil Young, among the most influential rock performers of the past half-century, has been avid model railroader since receiving a Marx set as a boy in Canada. He later assembled a large collection of Lionel trains and even owned a substantial portion of the company. More than 250 lots of toy trains from Young's collection went up for bidding in December 2017 under the auspices of Julien's Auctions.

By Roger Carp

Photos by Summer Evans – courtesy
Julien's Auctions

The news that Neil Young, a legend in the music industry and a former owner of Lionel, had put up for auction items from his collection of toy trains caught the attention of hobbyists everywhere. Many obtained copies of the catalog issued by Julien's Auctions and studied the approximately 250 lots of postwar and modern-era outfits, locomotives, rolling stock, and command-control prototypes being offered.

Classic Toy Trains worked with Darren Julien and his staff, based in Culver City, Calif., to provide this exclusive look at some of the most interesting items sold at the event held on December 9, 2017.

Many of the most significant lots originated in the past 25 years, during which Young has served as a minority owner or a consultant for Lionel. His involvement in the launch of Liontech in 1992 culminated two years later in the introduction of both RailSounds II and TrainMaster Command Control.



FROM A ROCKER'S COLLECTION



AUCTION
FEATURES
THE TRAINS
NEIL YOUNG
CHERISHED



PROTOTYPE F3 DIESEL WITH ODYSSEY MOTOR

Among the notable projects associated with Young and his years influencing the lineup from Lionel was the Odyssey motor. The company

did catalog that innovative power source, but executives chose not to go forward with production.

The model belonging to Young started as a reissue

of the no. 2343 Santa Fe F3 cab unit from the postwar era. The clear plastic shell had a red "Odyssey" sticker on its nose and matching lettering on the sides,

which had red and orange stripes taped on. The translucent shell made it possible to see the two motors inside. **The prototype F3 sold for \$2,880.**

LIONEL ZW-D TRANSFORMER PROTOTYPE

Neil Young's lifelong fascination with model railroading, in particular the electronics associated with it, had motivated him to devise a sophisticated method enabling his sons to control the trains on their O gauge layout. An exclusive look at the Young family's innovative three-rail empire highlighted the March 1993 issue of CTT.

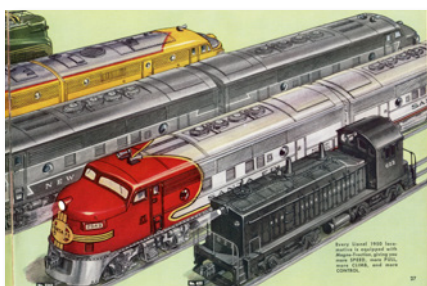
In the years after joining Richard Kughn at Lionel Trains Inc., Young had worked to share what he had learned about improving control and sound systems. A project of special interest

to him was building on the legacy of the iconic type-ZW transformer from postwar days to give contemporary modelers more power at their disposal on O gauge railroads.

As described in the auction catalog, "The ZW-D was designed to be a conventionally operated transformer and a TrainMaster Command Control unit in a single housing." An important detail was having the functions of a CAB-1 located on the top of the impressive transformer. Ultimately, Lionel executives decided not to put the ZW-D into regular production.

Bidders at the event could inspect three functioning pre-production models with a functional TMCC unit on the top (all from the Lionel /Liontech Archives). There also was this nonfunctioning prototype owned by Young. **It sold for \$1,280.**





PROTOTYPES NO. 622 NEW YORK CENTRAL NW2 DIESEL SWITCHER

Lionel cataloged in 1949 and '50 a replica of the NW2 diesel switcher made by the Electro-Motive Division of General Motors. Leaders gave it two numbers so they could put one NW2 in their O gauge line and the other in their

O-27 roster. The nos. 622 and 6220 came painted black with white hot-stamped lettering and decals for the Santa Fe.

Artwork in the catalogs for 1949 showed a different model of an NW2 – the one built by General Models. No

Santa Fe markings were evident. Then in the consumer catalog potential buyers saw the switcher decorated as Lionel.

The advance catalog for 1950 showed NW2s with the correct Santa Fe lettering and herald. Yet the consumer catalog for



PROTOTYPE NO. 57 AEC SWITCHER

The no. 57 AEC switcher joined the list of motorized units in 1959. The advance catalog declared the 7½-inch-long "2-4-2" baby

diesel' was capable of hauling "a string of cars." Lionel cataloged the 57 through 1960. Available from the Young collection was a model identical

to the 57, as it had appeared in the advance catalog. This prototype had been made using the body of a no. 56 Minneapolis & St. Louis Min-

ing Transport (new for 1958). The red lettering was covered with white paint, and a paper AEC decal was put on top.

The unit sold for \$11,250.

LIONEL VISION DASH 8 ROAD DIESEL LOCOMOTIVE CAMERA CAR

A handful of premier steam engines from the prewar era, including a no. 700E O scale New York Central 4-6-4 Hudson, served as the prelude to models of Dash 8 road diesels that had been converted to non-powered camera cars. The purpose of all the locomotives was to provide a televised engineer's view of what the catalog called "traveling layouts."

Among the revamped road diesels was this handsome Lionel Vision unit. The no. 8789 stood out as one of three models described as "an original HORDE tour layout camera car." (Neil Young and his band, Crazy Horse, took part on the sixth annual tour sponsored by Horizons of Rock Developing Everywhere in 1997.) In addition to the camera installed inside the plastic shell of the engine, lights and a lens had been secured to each of the ends.

The model sold for \$640.



PROTOTYPE MOCK-UP FOR COMMAND CONTROL HANDHELD REMOTE & POWER BASE

Lionel never mass-produced this handheld remote and power base, which designers intended to augment the command-control system. They made the non-working mock-up of a polymer or resin and painted it black. It featured a digital display, control buttons, and a handle on the side reminiscent of those added to the ZW transformer from the post-war era. This unique piece sold for \$1,920.

1950 showed the black NW2 switchers lettered in white for the New York Central.

Collectors, aware of the artwork, wondered if versions of the 622 with New York Central markings had been made.

The auction featured one Lionel NW2 prototype identified as a General Models switcher (right). It came lettered for the New York Central and had "Built By Lionel" on the lower side of the cab. A New York Central red-and-white herald was affixed to the front of the shell. The model sold for \$1,152.

The second item listed as a "Prototype Lionel 622 New York Central NW-2 Diesel Switcher" (previous page) was an early Lionel model with rubber-stamped

New York Central lettering on the sides of the hood and 622 on both sides of the cab. The numerals on the lower portion of the nose were individual decals. It sold for \$3,437.



PROTOTYPE PENNSYLVANIA RR EP-5 ELECTRIC LOCOMOTIVE

In 1956, Lionel introduced the no. 2350 New Haven EP-5 electric. The full-size version of the locomotive from General Electric had made its debut on the New York, New Haven & Hartford RR the previous year. Commercial success motivated

Lionel to give the same electric a different look in 1957 and to finish it with Milwaukee Road markings as no. 2351. A third EP-5, Tuscan red with one long gold stripe and a Pennsylvania RR keystone herald, came along in 1958 as the no. 2352.

A prototype of the attractive electric, painted over a gray plastic body shell, was offered in the auction. Details included lettering and numerals decaled on each side of the shell below the single gold stripe. The Pennsy EP-5 sold for \$3,200.



CUSTOM-PAINTED NO. 2360 GG1 ELECTRIC

Judging from the array of postwar models of the GG1 electric locomotives placed in the auction, the Lionel icon must have been a favorite of Neil Young. Almost every major variation of the nos. 2330, 2332, 2340, and 2360 was represented in the auction.

Perhaps that's the reason toy train restoration artist Len

Carporelli went with a GG1 after he was asked to prepare something unique to celebrate Young's 60th birthday in 2005. Over the die-cast metal body shell of a 2360, he added lettering for "The Young R.R." On either side Len put "NO. 60" in reference to the special occasion. The one-of-a-kind piece of memorabilia sold for \$1,280.



PROTOTYPE NO. 2242 NEW HAVEN F3 A AND B DIESEL LOCOMOTIVES

Collectors often concentrate on the models of Electro-Motive Division F3 cab units Lionel cataloged or considered producing. In

search of clues, they scour catalogs. They know the advance catalog Lionel issued very early in 1958 included a black-and-white photograph of the

no. 2242 New Haven F3 A and B units executives intended to add to their roster. The manner in which the two-some was decorated differed in subtle

CUSTOM SLUG FROM THE BROKEN ARROW RANCH



Acquiring any train once owned by Neil Young was enough to encourage many hobbyists to take part in the regular or the online auction conducted by Julien's. Even better to some participants was purchasing an item whose decoration had been inspired by an event, property, or enterprise created by this rock legend.

There were regular-production freight cars painted and lettered for Vapor Records, which Young and his manager, Elliot Roberts, had established in 1995. Other rolling stock paid tribute to landmark albums Neil had recorded, carried miniature versions of Young's touring bus, or mentioned automobiles he owned.

An oddity that excited bidders brought to mind the Broken Arrow Ranch, where Young had resided with his family in California. The non-powered diesel began life as a Lionel Santa Fe slug. Modified in various ways, it was then lettered "Div. Broken Arrow Ranch San Francisco" and equipped with TrainMaster Command Control. **The unit sold for \$1,152.**



PROTOTYPE 2-8-4 BERKSHIRE STEAM LOCOMOTIVE AND TENDER

Richard Kughn had recruited Young to join forces at Lionel Trains Inc. in 1992 and share his expertise in electronics and his vision regarding the future of the hobby. RailSounds II and TrainMaster Command Control became their pet projects.

This prototype of a 2-8-4 Berkshire steam locomotive and tender was constructed of die-cast metal and left unpainted. It came lettered "RPK" on the cab for Kughn, the onetime owner of LTI, which accounted for the lettering across the tender.

The circuit boards used for RailSounds II and TMCC could be found inside the shell of the handmade tender. It, like the engine, had stickers with lettering and numerals associated with the projects. **The pair sold for \$896.**



yet noticeable ways from the diesels ultimately manufactured in quantity by the corporation. **The two unusual New Haven units sold for \$8,960.**

Neil Young's layout

The rocker's layout is featured in "Celebrities with O gauge trains" PDF article collection. Visit the Digital Downloads section at www.KalmbachHobbyStore.com.



LIONEL POSTWAR NO. 2338 MILWAUKEE ROAD GP7 DIESEL LOCOMOTIVE

The auction, which also featured musical instruments, recording and audio equipment, and classic automobiles, opened with approximately 100 lots of Lionel sets and models from all eras of

production. The items included a range of regular-production pieces. Besides many middle-of-the-road freight and passenger cars, Young's superb collection boasted several highly desirable locomotives.

Lionel enthusiasts who are familiar with the no. 2338 Milwaukee Road GP7 road diesel cataloged in 1955 and '56 know the earliest engines produced came with a solid orange band

running completely around the cab. All the later and more common models of the 2338 had a black-

painted cab lacking the orange stripe. This GP7 with an orange stripe across its cab sold for \$1,152.



CUSTOM-PAINTED HORDE TOUR COMMODORE VANDERBILT 4-6-4 HUDSON LOCOMOTIVE

A spectacular O scale replica of the famous New York Central *Commodore Vanderbilt* 4-6-4 Hudson, which was the first streamlined steam locomotive in America, headlined for Lionel in 1996. The no. 18045 captured the sophistication and beauty of the full-size engine that had turned heads and drawn praise in 1934.



Neil Young appreciated the sleek lines and bevy of realistic details designers at Lionel put on the first of the company's models of the *Commodore Vanderbilt*. No surprise, therefore, to find it the auction like-new versions of the 18045 and its handsome twins, the nos. 18067 and 18063 Hudsons, which followed in 1997 and 1999, respectively. Their selling

prices ranged from \$500 all the way to \$640.

Apparently, the rock singer's devotion to the *Commodore Vanderbilt* inspired him to have this model custom-painted in the hues of the rainbow, with white stars sprinkled across the front of the boiler, painted in a rich blue.

The one-of-a-kind steam engine and tender made its home on a display that traveled with Young and his band on the 1997 HORDE

tour. As a bonus, the two-time inductee into the Rock & Roll Hall of Fame signed his name in white marker on the underside of the cab.

This magnificent O scale model, lauded in the auction catalog as "truly a work of art by all definitions," sold for \$10,000. Only two other trains offered (prototypes of the Lionel nos. 57 AEC switcher and 6464-100 Western Pacific orange box-car with a blue feather) surpassed that high level.

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Welcome to MIKE'S

EXPLORING A NEW, HIGHLY DETAILED O GAUGE LAYOUT

In August of 2012, I retired after 43 years of teaching college history. I was probably not psychologically ready to retire, but with 60 years of model railroading experience I knew how to fill my newly acquired leisure time. I would build one last O gauge layout that would avoid the mistakes I had made in the past.

My layout would not be housed in a pre-Civil War basement or the upper half of a garage with slanting walls. My wife and I bought an 1,800-square-foot walk-out lower level with 9-foot ceilings. With the removal of a few walls and the installation of 200 feet of fluorescent lights, I had a space appropriate for a dream layout.



1 Fellow hobbyists appreciate the care with which Michael lays GarGraves track and Ross switches. The warehouse is a kitbash based on a Dennis Brennan project using four aircraft hangars from the Plasticville line.

TRAIN WORLD

Story and photos by Michael Schrier

Priorities for the layout

Planning the layout came next. Because I regard playing solitaire and listening to iTunes as the best uses of a computer, I turned to my John Armstrong planning books. Armstrong is famous for his “givens and druthers” that aim to establish priorities. For me, the givens were easy.

1. No duckunders or liftouts. I wanted to come downstairs and walk unimpeded to all parts of the layout.

2. Forty-eight-inch minimum radii. I have about 70 scale-length passenger consists that look and function better on large radius curves.

3. Do not lay more track than I was

willing to clean and no hidden trackage. My previous layouts all had become true maintenance nightmares.

4. An emphasis on mainline running but not prototypical operation. Sixty years of reading *Model Railroader* and *Railroad Model Craftsman* magazines left the impression that model railroading

LAYOUT AT A GLANCE

Name: Michael Schrier's O gauge layout



Dimensions: 33 x 41 feet

Track: GarGraves (96-inch minimum diameter)

Switches: Ross Custom Switches

Motive power: Atlas O, Lionel, MTH, Weaver, Williams

Rolling stock: Atlas O, K-Line, Lionel, MTH, Weaver, Williams

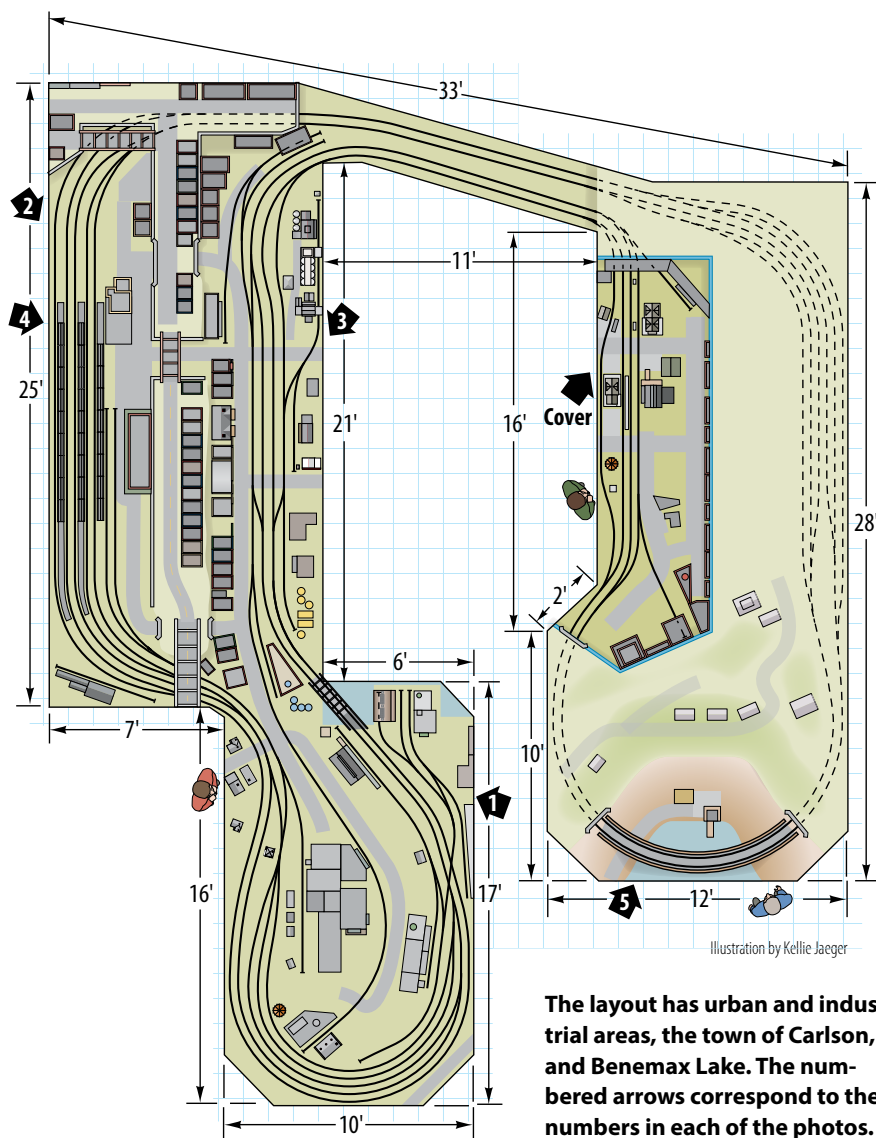
Controls: MTH no. Z-4000 transformers (2) with Lionel Legacy and MTH Digital Command System

Accessories: Atlas O, Custom Signals, Z-Stuff for Trains

Structures: Ameri-Towne, Berkshire Valley, Chooch Enterprises, Design Preservation Models, Downtown Deco, DSL Shops, Korber, Model Tech Studios, MTH, Pecos River, Scale University, Twin Whistle Sign & Kit, Wm. K. Walthers

Vehicles: Brooklin Models, Corgi, Ertl, First Response, Franklin Mint, Matchbox, Rextoys, Solido, Yat Ming

Figures: Arttista, Preiser, Scenic Express, Woodland Scenics



The layout has urban and industrial areas, the town of Carlson, and Benemax Lake. The numbered arrows correspond to the numbers in each of the photos.

equals prototypical operation. I find more pleasure in scratchbuilding, creating realistic scenes, and watching the *Super Chief*, the *20th Century Limited*, and the *Empire Builder* run through these scenes.

Benchwork and track

These givens plus the location of the stairs, doors, and bathroom determined the shape of the layout. Although I favored around-the-wall track plans, the only solution for my requirements was a tabletop surrounded by two-foot-wide aisles.

I made the benchwork from ½-inch plywood on a grid of 1 x 4s supported by 1 x 4 and 2 x 4 legs. Two sets of staging drawers were built into the framework.

The disadvantage of a large tabletop layout is access. I solved this by placing all track work within arm's reach of the layout edges and filling the center of the layout with maintenance-free scenery. (I do not consider dusting part of maintenance.)

The track plan is a conventional double track mainline that follows the contours of the tabletop and includes a five-track passenger terminal and a seven-track staging area. The track is GarGraves flextrack, and the switches are Ross with Caboose Industries hand throws laid on cork roadbed.

I painted the track with Floquil Railroad Tie Brown and used Scenic Express O scale, no. 20 ballast because it is more prototypically scaled than most O gauge ballasts.

The care I took in laying the track was tested when I handed control of the *Hiawatha* with seven 80-foot cars to a 12-year-old. While I was talking to his mother, he was trying to ascertain the top speed of the streamlined Atlantic. When I next glanced at

the layout, the *Hiawatha* was flying along at 100 mph – in reverse. Thank goodness for good track work and wide radii!

Wiring

I installed the wiring in a conventional homerun pattern for the two main lines, which are independent of each other. I used a pair of bus lines for lights and

accessories. All the wiring is 16 gauge with feeders every 12 to 15 feet for the main lines. There are no electrically isolated blocks. Toggle switches control power to the siding.

A pair of MTH Z-4000 transformers powers the MTH DCS and Lionel Legacy and TMCC command-control systems. I also use the original Z-4000 remote, which

I had planned four major scenic areas: a cityscape, an industrial sector, the town of Carlson, and Benemax lake and canyon.



2 Among Michael's greatest talents as a builder is knowing how to enhance scenes by adding detailed and weathered structures, vehicles from the era being modeled, and figures. He based this scratchbuilt station on a Frisco depot once in Fort Smith, Ark.

gives walkaround options for my many conventionally powered engines.

In retrospect, given the length of the individual homeruns, I should have used 14-gauge wire with drops every six to nine feet. Nevertheless, operation is excellent, and the only problems I encounter are the temperamental nature of the Legacy and DCS systems.

Four major areas

Once I was assured that my trains were running smoothly, I turned to my favorite activity, which is the creation of scenes. I had planned four major scenic areas: a cityscape, an industrial sector, the town of Carlson, and Benemax lake and canyon.

The first three would be composed of structures both urban and industrial. I had no shortage of structures since I had saved the buildings from my previous layouts. However, many of them were flats that needed conversion to three dimensions.

This provided a welcomed opportunity to detail interiors, although I repeated my past mistakes by detailing buildings that were too far removed from the viewer to be appreciated. If a building is not located within two feet of the viewer and does not have large windows, it is not worth detailing the interior.

Almost every manufacturer of O gauge structures is represented on the layout. My urban structures are mainly from Chooch, DSL, and Downtown Deco. The factories are Design Preservation Models modules (Haun, REA, and Carlson), Pecos River (Daley), Korber (Schroeder), Ameri-Towne (Dustmat), and Model Tech Studios (Barloon and Herminson).

Two more structures deserve special attention. Cooper Cycle is a free-lanced scratchbuild. In addition, my Union Station is a scratchbuilt model of the Frisco (St. Louis-San Francisco Ry.) station that once stood in Fort Smith, Ark.

Streets, lights, and details

I made the streets, station platforms, and sidewalks from either styrene or joint compound, and used balsa for the retaining walls. I painted everything with Floquil Aged Concrete and weathered them using a mixture of denatured alcohol and India ink.

I wanted working streetlights, but all the lights currently available were not really scale. I settled for Lionel streetlights, but should have made my own. (Atlas has recently marketed O scale lights.)

The figures are Artistta, Preiser, and Woodland Scenics. If buying Preiser, get the 1:48 figures not the 1:43. A town can have only a few eight-foot giants!

The vehicles are the usual die-cast products including Ertl, Corgi, Solido, Rex, and Brooklin, and all cars and trucks fall within the 1930-50 period. Vehicles are one of the easiest ways to date one's modeling period.



3 A Rock Island Alco diesel switcher waits its next assignment on the latest O gauge model railroad Michael has designed. He finished this realistic display in just three years, using items from previous layouts and the free time retirement brought.

Town of Carlson

The town of Carlson reflects the fun modelers have with names. Beth Carlson was one of my favorite students, and she was actively involved in creating the industry that bears her name, Carlson Cuddly Creatures, a leading manufacturer of stuffed animals including the famous line of Bearly Beth Bears.

Beth's husband, Scott, is the town doctor, and his office patterned after my father's office in Fayette, Iowa, is across the street from the Bearly Beth outlet store. Scott also runs the Cubs Corner, and his optimism has finally been rewarded. Almost 50 percent of the buildings on the layout are named after friends.

Carlson is also the only place on the layout where it was necessary to use backdrops to create separation between scenes. Despite trying all the recommended techniques, I have never mounted commercial backdrops successfully. Thus, for Carlson, I used foam core board painted blue.

This may not be an ideal material for backdrops, but it is cheap, lightweight,

comes in convenient 4 x 5-foot sizes, and if painted on both sides will not warp. A few clouds would undoubtedly have enhanced the backdrop, but I have yet to develop any confidence in my ability to produce realistic clouds. As a footnote to the topic of backdrops, I have recently discovered that if I can produce appropriate digital images, the Blick Art stores can enlarge these images to whatever size I want and dry-mount them on foam core for a very reasonable fee.

Benemax Canyon and Lake

I realized from the early planning stages that my layout would lack spectacular scenery, but I did reserve one portion to address this issue. The result is Benemax Canyon and Lake, a popular recreational area not far from Carlson. (Beth's children are Ben, Max, and Maya.)

Visually the scene is separated from Carlson on one side and the staging yard on the other side by the canyon walls that are approximately four feet high. The main line enters and leaves the scene via tunnels and crosses the lake on a concrete viaduct.

Cutting a 4 x 4 section out of the tabletop created the foundation for the canyon and lake, but I left the portion that carried the main line that would form part of the viaduct. I had considered taking the scenery to the floor, but the proportions seemed wrong.

I chose to mount the cutout section on a 2 x 12 base, and I began roughing out the canyon walls with newspaper, duct tape, and the ever-present foam core. I covered the walls with plaster cloth reinforced with a coat of Hydrocal.

In the past, when I arrived at this point in scenery construction, I would turn to rock molds to create the rock formations. However, the number of individual molds needed for the job seemed daunting, and I decided on a new approach.

I had used Sculptamold for a few small projects, and I had been pleased with the results. The Sculptamold was mixed thickly and troweled on thickly with a putty knife creating natural rock surfaces that could be further carved with putty or palette knives.

I finished the canyon walls with the usual assortment of earth tone washes and a dusting of Arizona Rock earth powders. I was reasonably pleased with my efforts, but there are two things I should have done differently. I over-carved some areas, and I would have been better served to work directly from pictures of rock faces. I also needed more contrast in the coloration, which was very evident in the photographs I took of the canyon.

Maya's Landing

With the canyon walls complete, I built a base from scrap wood for Maya's Landing, the road, and the parking lot and used newspaper and plaster wrap to form the banks of the lake. I used Scenic Express medium soil blend, which is sifted soil and sand, for the ground cover and finished the process with turfs from Scenic Express and Woodland Scenics.

The main line enters and leaves the scene via tunnels and crosses the lake on a concrete viaduct.



4 The golden age of passenger travel by rails survives in all its glory on Michael's 28 x 33-foot O gauge marvel. The Baldwin Centipede diesels wearing Pennsylvania RR Brunswick green this morning are from the MTH Premier line.

I particularly like the variety of tufts carried by Scenic Express that make very convincing weeds. I sealed the lake bed with caulk and painted it a deep blue feathering greens and browns around the edges. I surrounded the borders of the lake with stones and rip-rap, and I installed a Model Tech Studios pier.

The concrete viaduct was next. Originally, I had visions of a dramatic trestle or spindly girder bright, but in the end, I settle for a rather plain concrete viaduct for which I had the requisite skills to build. It

is constructed from dimensional balsa, painted aged concrete, and weathered. Last but not least, I poured Woodland Scenics Realistic Water and set the boats and swimmers in place.

Completing the layout

In a little over three years, I had completed a large layout mainly because I had salvaged so much of my previous layouts. Unlike many modelers who reach this stage and proclaim there are many more details to add, I do not feel that urge.

I have made compromises in the construction of this layout, but I am pleased with the level detail achieved and have no desire to tear it down and start over. The only thing I would have done different is to build the layout at 48 inches instead of 36. Working underneath the benchwork would have been greatly facilitated.

However, I do have a problem. I was fully convinced this would be the last layout I would build, and I do not want to undertake another large layout. But my doctor terms me a young 76, and my chief retirement activity is model railroading.

Fortunately, adjacent to my current layout there is an unused 14 x 18-foot room. Can O scale be comfortable in such a small space? Yes, it can if it's On30. **CTT**



5 Michael built this impressive viaduct out of balsa to carry trains across Benemax Lake. Not far from the water filled with boats and swimmers on a summer afternoon is Maya's Landing.

SEE MIKE'S TRAIN WORLD

TO WATCH A FREE PREVIEW VIDEO of Michael Schrier's new O gauge layout, go to www.MRVideoPlus.com/OGApreview





A NEW ENGLAND HOMECOMING

By Roger Carp • Photos by Bob Davis



1 Travelers head to Boston on the B&M train creeping over the deck girder bridges. They should arrive before the Maine Central freight train on the elevated line.

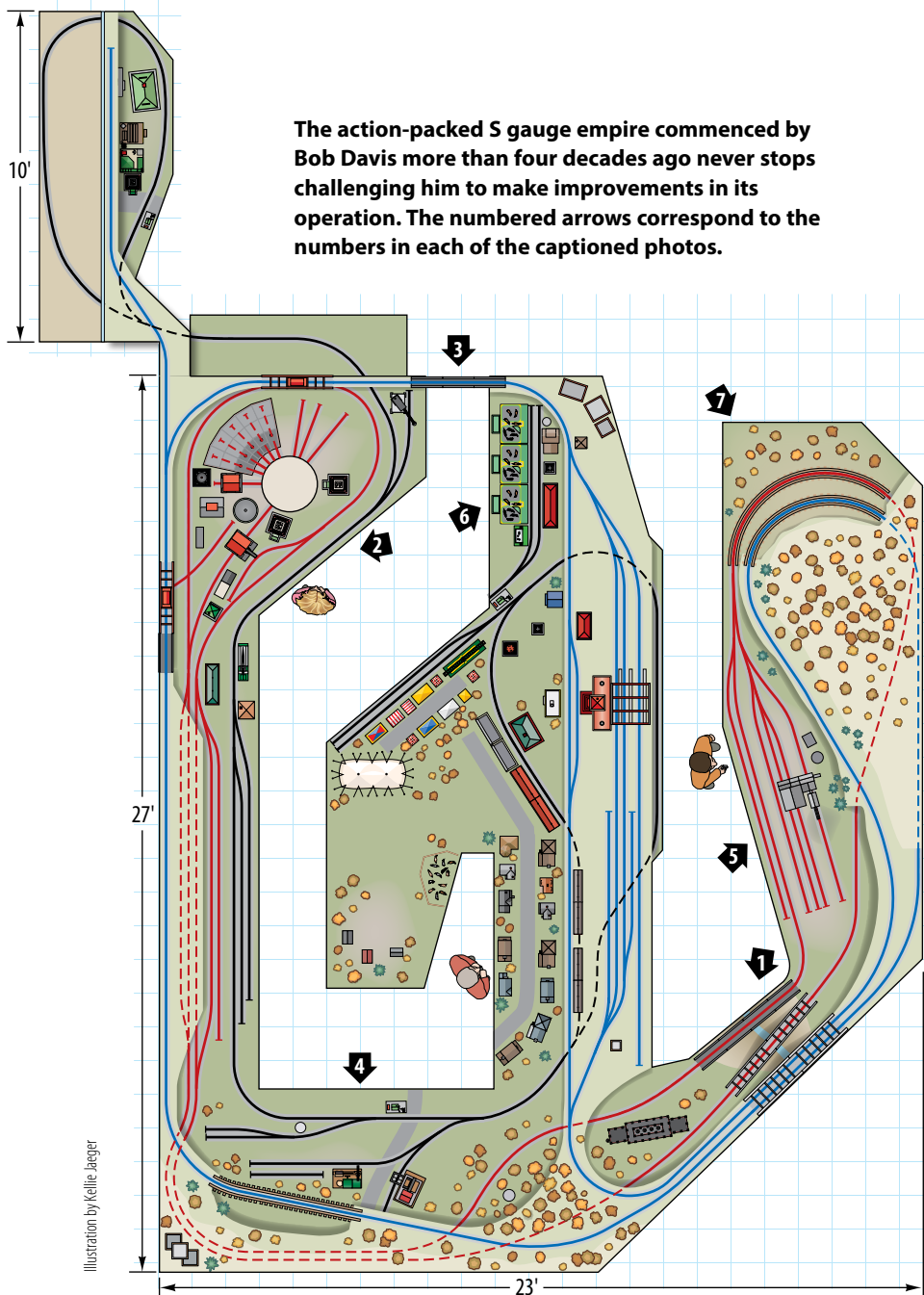
**BOB DAVIS
RECONNECTS
WITH HIS
ROOTS ON AN
AMERICAN
FLYER
LAYOUT**

Something about American Flyer S gauge trains invariably connects them to New England. Of course, there are collectors and operators of the locomotives and railcars made by the A.C. Gilbert Co. in every part of the U.S. and Canada.

Nor should it be forgotten that Flyer models came lettered for lines in the South, the Midwest, and the Pacific Northwest.

All the same, when seeing layouts dominated by Flyer pieces or picturing the sets cataloged by Gilbert during the 1940s and

'50s, hobbyists often think of the region encompassing Massachusetts, Vermont, Rhode Island, and their neighbors. Maybe they remember, too, the company was based in New Haven, Conn., or associate the toy line with a few railroads serving the area.



The action-packed 5 gauge empire commenced by Bob Davis more than four decades ago never stops challenging him to make improvements in its operation. The numbered arrows correspond to the numbers in each of the captioned photos.



2 Night has fallen on Bob's sprawling layout, which means activity in the primary yard has ended for the day. Dashing by the turntable and signals is a Boston & Maine passenger train.

The Flyer sets were packed away until Bob retrieved them around 1976 at the urging of his father, who was eager to clean out the loft above the garage.

So Bob answered one of those "Old Toy Trains Wanted" advertisements, expecting to find a buyer eager for his postwar trains. But that's not quite what happened.

"Two hours after I arrived at the fellow's home," Bob recalls, "I walked out holding two boxes of Flyer trains and track he had sold me plus an application form to join the Train Collectors Association! And I still had my personal stuff. The hunt for more was on. I've been at it ever since."

► GETTING BIGGER

Bob, more to his own surprise than Ellen's, found more and more joy in American Flyer trains and accessories. He acquired freight loaders and boxcars, signals and steamers, bridges and cabooses.

During the same time, Bob was building a layout. He laid track and switches and relied on a few Gilbert transformers to unleash freight and passenger trains.

Bob's hopes of expanding the S gauge railroad became real in the early 2000s. The key to its doubling in size? A neighbor's rather mischievous dog!

"One day I saw a neighbor getting ready to carry to the dump 15 to 20 pieces of 1 x 4 pine," Bob said. "Turned out his dog had been chewing them. I offered to take the whole bunch, using the lumber as the framework for areas where I eventually added a curved trestle and a coal tippie.

A perfect example of linking American Flyer with New England is the 23 x 27-foot S gauge layout built by Bob Davis. The landscapes he made derive from his memories of growing up in that region and traveling through every corner. And his favorite trains to operate remind viewers of the Boston & Maine, the Maine Central, and the New Haven, all of which dominated the local rail scene.

► SURPRISING RETURN

The sizable portion of the lower part of the Davis homestead allotted to Bob afforded him opportunities to create a large and picturesque layout. Quite a gift, and one

that longtime S gauge enthusiast intended to use to great advantage.

Before diving into construction, Bob spent time contemplating his goals for the railroad. This was going to be his third layout, one his wife, Ellen, and son, Steve, encouraged him to build before he retired.

Constructing any sort of layout, regardless of its size or complexity, hardly matched what Bob expected to be doing in middle age. True, he had played with American Flyer trains while a young boy in the early 1950s. His father had helped build an S gauge layout shortly thereafter. Yet by the time Bob hit adolescence, he had lost interest in those toys.

“Even though I didn’t volunteer to take the dog, I did show my gratitude. I named the coal mine after it.” A sign above the entrance tells you it is the Roxie-1.

In addition to the scavenged, badly gnawed pine, Bob bought new 2 x 4 pieces for the benchwork. He finished the open-grid type by screwing everything together to create a foundation whose main level stood 35 inches off the floor.

► AND GETTING HIGHER

Interestingly, Bob decided not long after the platform was too low. Using a small hydraulic jack, he patiently raised it to 40 inches. The process required him to lift individual segments under which he inserted 1-inch blocks. On and on Bob went until the main level had reached a better height. Over it he added a second level 42 inches off the floor. The third and highest was 54 inches.

Crowning the foundation, both in the original layout and the addition, would go sheets of ½-inch plywood. Similar pieces of Homasote or ceiling tiles completed

4 Developing vignettes featuring classic Gilbert accessories is always fun for Bob. Here, he used a no. 23796 operating sawmill, along with scratchbuilt pulpwood cars and gondolas with wood-chip extensions.



3 Some of Bob’s American Flyer models from the postwar period spend time on the shelves he built along one wall of his train room. Rest assured, though, he does not hesitate to operate them over a three-level layout measuring 23 x 27 feet.

LAYOUT AT A GLANCE

Name: Bob Davis’ S gauge layout

Dimensions: 23 x 27 feet with a 5 x 10-foot extension

Track: American Models, GarGraves, S-Helper Service (radii range from 19 to 24 inches)

Switches: American Models, Gilbert American Flyer, Tom’s Turnouts & Trackwork

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

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

Controls: Gilbert American Flyer, Lionel ZW transformers with TrainMaster Command Control

Accessories: Gilbert American Flyer, Lionel, scratchbuilt

Structures: Gilbert American Flyer, Korber, Mini-Craft, Pioneer Valley, Plasticville, scratchbuilt, Walthers

Vehicles: Dinky Toys, Manoil, Tootsietoys

Figures: Artista, Authenticast, Lionel





5 Another project Bob likes to show off to visitors to his train room is the scratchbuilt mining complex. It features a Walthers kit and coal jennies made by cutting up HO scale gondolas. Don't overlook the array of postwar and modern-era rolling stock.

the principal level. Cork roadbed made by Midwest Products went next.

► NETWORK OF TRACK

Visions of main lines winding through New England inspired Bob from the first days of constructing his layout. What he desired was a traditional Flyer display, but one influenced by HO scale modeling (open-grid construction and lots of realistic scenery). Therefore, he moved forward with Gilbert track and switches from postwar days.

Not away but over the passing years, Bob felt his enthusiasm for the antique track dampen. It looked out of place with the realistic landscaping and didn't provide reliable conductivity.

6 Many American Flyer operating cars, buildings, and passenger equipment fill this corner. Looks like most of the cows have already been shipped to market. Some may end up on the menu at the diner.

He investigated what manufacturers were putting on the market and replaced the old sectional track with 36-inch-long pieces of S gauge GarGraves flex track.

Everything was progressing until Bob attended a convention held by the National Association of S Gaugers. There, he discovered how he liked the code 139 flextrack by S-Helper Service and the code 148 track by American Models.

Bob left the Flyer switches in place and

kept GarGraves sections on the main level. On the upper lines he used the new track and switches. They blended perfectly with the older sections, as the heights of the ties compensated for the different rail heights. Not so with the main lines; the Flyer switches were higher than the GarGraves track. Bob carved out the Homasote to lower the switches.

Turnouts soon underwent their own evolution. Bob began with Flyer switches whose position he changed manually. The vast majority of them lost their place when he discovered the excellent switches formerly available from Tom's Turnouts & Trackwork.

In addition, to control the 29 turnouts, Bob began installing the switch machines marketed by Tortoise and built switch control panels with bi-color light-emitting diodes. About half of Bob's switches, mainly those he installed on yard tracks, continue to be manually operated.



► MOUNTAINS FIRST

To model New England, Bob had to make choices about which areas to replicate. The Atlantic coast paled in magnificence to the Berkshire Mountains in the west. Bob built up hills filled with trees and brush. He nailed screen wire over wood blocks secured to the flat platform. Next, he sprayed expansion foam on the screening to form a one-inch base where trees could be inserted anywhere.

Bob followed by draping paper towels soaked in Hydrocal over the foam to create a solid foundation. He colored the white landforms using latex household paints as well as diluted India ink.

► RIVERS AND FORESTS

Hillsides throughout Massachusetts and its neighbors show hardly any empty space. Deciduous and coniferous trees grow on the steep sides and rocky surfaces. Brush crams areas alongside ponds and rolling rivers. Modeling the diverse flora and the different waterways emerged as the next challenge for Bob.

Enviro-Tex two-part epoxy worked wonders for the lakes and streams. In one area Bob experimented with clear plastic beads he had to melt to form a mixture he poured under a few bridges to serve as a shallow river. The mess plus the intense heat discouraged him from using it again.

Further landscaping of the mountains and valleys benefited from ground foam, foliage, and trees sold by Scenic Express. Still, Bob took the most pleasure in gathering natural materials and transforming them into bushes, logs, and trees.

Walk around the layout and you'll get a sense of how Bob incorporated moss dyed green and weeds pruned and colored into ravines and hillsides. Sand and dirt, ground-up leaves and dyed sawdust, and rocks and gravel served other purposes as he did scenery. Especially useful for trees were Sedum plants, a weed known as Meadow Sweet, and chopped-up branches from an artificial Christmas tree.

► TIME TO CIVILIZE

Developing the towns and railroad facilities, the factories and mines Bob viewed as essential elements in his S gauge tribute to New England might have been the best part of the project.

Bob took the most pleasure in gathering natural materials and transforming them into bushes, logs, and trees.

To launch that phase of work Bob cataloged the structures and vignettes he wanted most. He decided to start with a village – not too big yet prosperous and busy. To this he added a station reminiscent of what the Boston & Maine or the New Haven had built for passenger and freight traffic generations ago.

Bob planned a roundhouse with a turntable, and shops for keeping steam and diesel locomotives in tiptop condition and maintaining passenger and freight cars.

Equally important to Bob were a coal

he envisioned from kits or even out of plastic and wood parts.

In the end, Bob followed both paths. Alongside the streets he carved into the Styrofoam bases he situated antique toy bungalows and ranch houses. He made several structures by hand, including the roundhouse and turntable and the circus big top, midway tents, and sideshow.

► “NEVER FINISHED”

Questioned about what Bob likes the most about his 23 x 27-foot S gauge empire, he replies emphatically: “It is never finished – and that’s a good thing!”

Bob continues to spot places crying out for improvement or even expansion. He won’t stop upgrading structures by adding



7 The two curved trestles Bob crafted out of almost 1,000 individually cut parts always earn compliments. A Union Pacific train glides past a B&M express.

mine and its adjacent tipple, plus a few industrial sites. Incorporating postwar operating accessories, notably freight loaders, into those scenes should be a pleasure and afford visitors much to see.

► STRUCTURES ADD CHARACTER

The collector in Bob was drawn to the residential and commercial structures from the postwar American Flyer and Plasticville U.S.A. lines. Goodness knows he had amassed many of those classics.

Meanwhile, the modeler in Bob pushed back and insisted he take a few risks, which meant making some of the facilities

lighting inside and arranging details outside. One more siding on the uppermost level is on the horizon. So is broadening the layout’s New England heritage.

The goal for the future, as it has been for more than 40 years, is to run the locomotives and rolling stock. Bob states, “This layout helps me display my trains as they operate in realistic settings people can easily enjoy, see, and play with.”

If Bob’s railroad has caught your attention or his approach has inspired you, his effort will have paid off. Now he hopes you’ll get to work and do whatever you can to share this great hobby. **CTT**

GET A LOAD OF THIS!

8 CREATIVE
LOADS FOR YOUR
FLATCARS AND
GONDOLAS



Story and photos by Jack Smith

I am a big believer in the slogan “reduce, reuse, recycle.” When something breaks or wears out I take it apart and save its useful parts. I use some of these interesting objects to make unique flatcar and gondola loads on my O gauge New York & New England RR (featured in the September 2014 *Classic Toy Trains*). The following photos show some of the loads I have been able to create using broken, extra, or used-up household items.



STEEL CYLINDERS

This photograph features a Lionel no. 9136 Republic Steel gondola with a load of large steel cylinders. The cylinders are plastic filler pieces, which came with plastic shelving units and were used to keep the shelves from shifting in the package. They perfectly fit the Republic Steel gondola and make an appropriate-looking load.

I stacked them and held them in place with a drop of glue where the cylinders touched. After the glue had dried, I wrapped carpet thread around the cylinders to represent steel cable tie-downs and tied the thread on the bottom. All that remained to do was set the load in the gondola.

STEEL PLATES

I installed recessed lighting fixtures in the drop ceiling when I was building my train room. Each lighting fixture came with metal brackets for alternative installations. I didn't need those brackets, but I saved them anyway. Later, I remembered them and thought they would make a good load for my postwar Lionel no. 6462 gondola. I placed ten of these brackets side by side to fill the width of the car.

I glued wood supports along the sides and along the top of the load to keep the brackets in place. The wood supports are actually On3 narrow gauge railroad ties. I purchased a bag of 500 of these ties many years ago, and they have served me well in many different applications, none of which involve narrow gauge railroading!



IMPELLER LOAD

The large, propeller-type object loaded into a Lionel no. 9315 Southern Pacific gondola is a water pump impeller from the lower unit of an outboard motor. It has a strong industrial look and makes an interesting load.

I started by cutting two pieces of $\frac{1}{4}$ x $\frac{1}{4}$ -inch stripwood the width of the gondola. I pushed two brads into each piece of stripwood to act as tie-down points and glued the stripwood in place in the bottom of the gondola. I tied carpet thread to one brad, extended the thread over the load to the other side, and then tied it to the opposing brad in the stripwood. The impeller is not glued in place; it is held by the tension of the thread.

HEXAGONAL PIPE LOAD

This shows my custom-painted Bangor & Aroostook flatcar with six hexagonal pipes on board. These pipes were once the wand that opened and closed the blinds on the sliding glass door to our deck. The plastic hook at the top of the wand had broken off, and there was no way to repair it. I took it to my shop and cut it into O scale 36-foot lengths. I then spray-painted them using a flat oxide red primer to give them an industrial look. I stacked them three over three, surrounded by On3 ties glued to the pipes. After the assembly had dried, I glued the load to the flatcar.



TRIANGULAR BEAMS

A similar application can be seen on the Lionel no. 9121 Louisville & Nashville flatcar. These triangular beams are from a window mullion that snapped when my wife was removing it to clean the window glass. I soon had the broken mullions cut to O scale 36-foot lengths, stacked, glued, and supported by the narrow gauge ties. I removed the insulating coating from a length of stranded aluminum electrical wire and wrapped the load. The bare wire looked like steel cable. I then glued the load to the flatcar securely.

6



INDUSTRIAL ELECTRIC COMPONENTS

I tend to go through a lot of ink in my computer's printer. This results in lots of empty ink cartridges. I noticed the cartridges' molded casing resembles heavy-duty electrical components, complete with protruding bases for resting on foundation pads in a factory or manufacturing plant. The contact points for the printer even have the appearance of a control panel. They had the right look for interesting flatcar loads.

I started by painting the cartridges an institutional sage green in a satin finish for that "sheet metal" look. I then searched my supply of leftover decals to see if I could come up with something appropriate.

I found some tank car decals listing valves and pressure ratings as well as some high-voltage warning decals from a diesel locomotive set. In addition, I added component numbers using the decal manufacturer's product identification codes. (These

numbers can usually be found in the corners of decal sheets.)

I glued each cartridge on two narrow gauge ties to act as bottom supports and then glued each unit to a Lionel flatcar, which I custom-painted and lettered for the New York Central.

I then used waxed string to represent cable tie-downs. The brown color of the string gives the appearance of rusted cable, and the wax coating prevents slipping.

I placed a cotter pin in the middle stake pocket on each side of the flatcar to serve as a tie-down point. I threaded the string through two holes I drilled in the floor of the flatcar to secure the cartridges on either end. The string went over the component, through one hole, and along the bottom of the car and up into the adjacent hole and then over the component to the cotter pin on the opposite side. The middle component is tied over its center from one cotter pin to the other.

7



GEARS ON THE MOVE

Here is one of my NY&NE flatcars with a load of large gears. The gears are from a paper shredder that gave up the ghost. As usual, I took it apart to salvage what I could. The inside was a treasure trove of all sorts of heavy-duty parts and gears. I removed the gears I wanted to use, cleaned off the grease, and spray-painted them with red oxide primer. To mount and secure the vertical standing gears, I cut $\frac{1}{4}$ x $\frac{1}{4}$ -inch cedar lath to a $\frac{3}{4}$ -inch length, with one end cut at a 45-degree angle to place against the gear on each side. I then glued the gears and the wood supports to the flatcar.

To make it seem as if the load was properly secured, I again used waxed string to simulate cable tie-downs. I threaded the string through the flatcar stake pockets and tied it off. The horizontal gears were simply stacked on cut cedar lath, glued, secured with waxed string threaded through the stake pocket, and tied.

LOAD FOR A WELL CAR

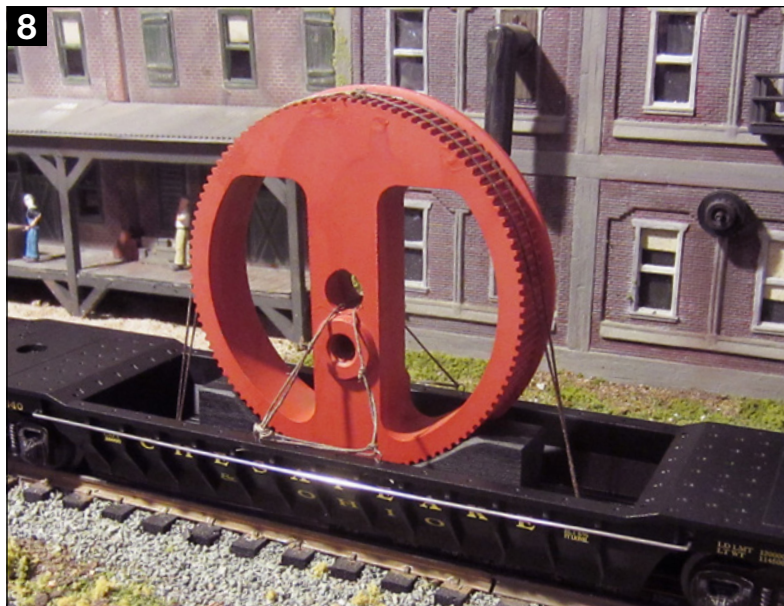
This illustrates what can happen when life gives you lemons and you make lemonade. While working on an airbrushing project at my spray booth, my compressor suddenly went kaput. The project had to be put on temporary hold until I could obtain a replacement compressor. In the meantime, I disassembled the now-defunct unit. It, too, proved a treasure trove of interesting parts, including this large gear. It made a perfect load for my Lionel no. 16946 Chesapeake & Ohio well car.

I cleaned the gear and then gave it a coat of red oxide primer. I cut a piece of pine to $\frac{3}{4} \times \frac{3}{4} \times 4$ inches. I traced the arc of the gear onto the wood and cut it out using a band-saw. I then painted the wood flat black.

The Lionel car came with two cable reels, which I removed. These reels had been secured with elastic bands using four small holes in the bottom of the car. I placed small wood screws in the two inner holes to attach the wooden gear support. I then glued the gear on this cradle. I placed two cotter pins in the two outer holes and threaded waxed string through the pins and over the top of the gear to act as tie-down cables.

Along the top of the sides of the car are small circular indentations, which, on the actual car, are probably holes for securing loads.

Using these as a guide, I drilled two holes on each side of the car and placed small cotter pins in each. I then threaded waxed string



through the middle hole of the gear and through each cotter pin to keep the load from shifting laterally.

This load is heavy, but I have not encountered any problems with this car being pulled

along, even in a freight consist of considerable length.

I hope this has inspired you to take a second look at items that "bite the dust" in your house and see if some parts can have a second life. **CTD**



SWITCHES & TRACK

for all 3 Rail O Gauge & O27 Trains

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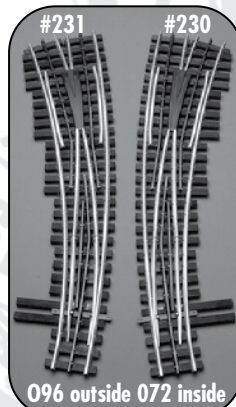
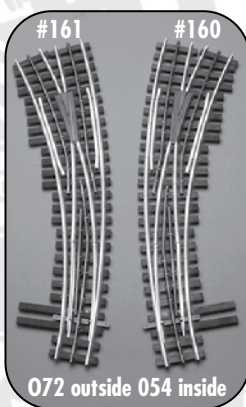
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BUILD A LAYOUT THAT



THIS 11 X 11-FOOT O GAUGE DISPLAY

By Roger Carp • Photos by Robert L. Banks

Collectors concentrating on the outfits, locomotives, and accessories offered by Lionel during a single year in the post-World War II era will find inspiration in the compact O gauge layout developed by Robert Banks. He has designed an 11 x 11-foot three-rail display capable of letting three trains operate simultaneously.

Bob believes the track plan he came up with provides lots of operating possibilities for hobbyists who prefer to focus on showing off all the vintage trains they have collected. His home layout

entertains his friends as well as grandchildren while enabling Bob to enjoy the finest pieces Lionel cataloged in 1950, the year when the corporation commemorated its golden anniversary.

Returning to the hobby

Bob was not a stranger to the toy train hobby when he made his return in 1990. He had played with Lionel sets as a boy during the middle of the 1950s, although everything he had owned long ago had been lost since then.

Everything started for Bob approximately 60 years ago. While still in elementary school, he heard of a neighbor willing to part with the large and somewhat elaborate O gauge layout he had constructed over several years.



Lionel type-ZW transformers provide the juice Bob Banks needs to run three trains at once on his two-level O gauge layout, along with the switches and accessories.

CELEBRATES MIDCENTURY LIONEL

As Bob recalled, the 12-year-old youngster had built an L-shaped railroad over which two trains could run at once. The layout consisted of a 4 x 8-foot piece of plywood plus a 4 x 4-foot section holding a mountain with a track spiral in it.

Bob and his father went to the home of the neighbor. Eight-year-old Bob carried his “life savings” – about \$40. That was enough to pay for the layout, which he set up at home and run for a few years. Then one day, Bob’s younger

brother and his pals wrecked it. The trains later were given away.

Decades passed until the day in 1991, when Bob was having lunch with a friend who mentioned coming across boxes with his father-in-law’s old Lionel trains. He was talking with a few local dealers about buying the vintage models.

Bob abruptly asked if he might match the highest offer, and his friend agreed. Thus did he become the owner of the dusty boxes and the trains inside.

Treasures from 1950

Bob carried the boxes home, piled them up in the kitchen, and, in his words, “attacked them like a kid at Christmas.” He carefully took out various locomotives and cars, none of which had its original box. However, Bob liked discovering that everything had been wrapped in newspaper dated July 14, 1954.

While the papers dated from 1954, the motive power, rolling stock, and transformers belonged to the line Lionel had cataloged in

HIGHLIGHTS

**1950
LIONEL**

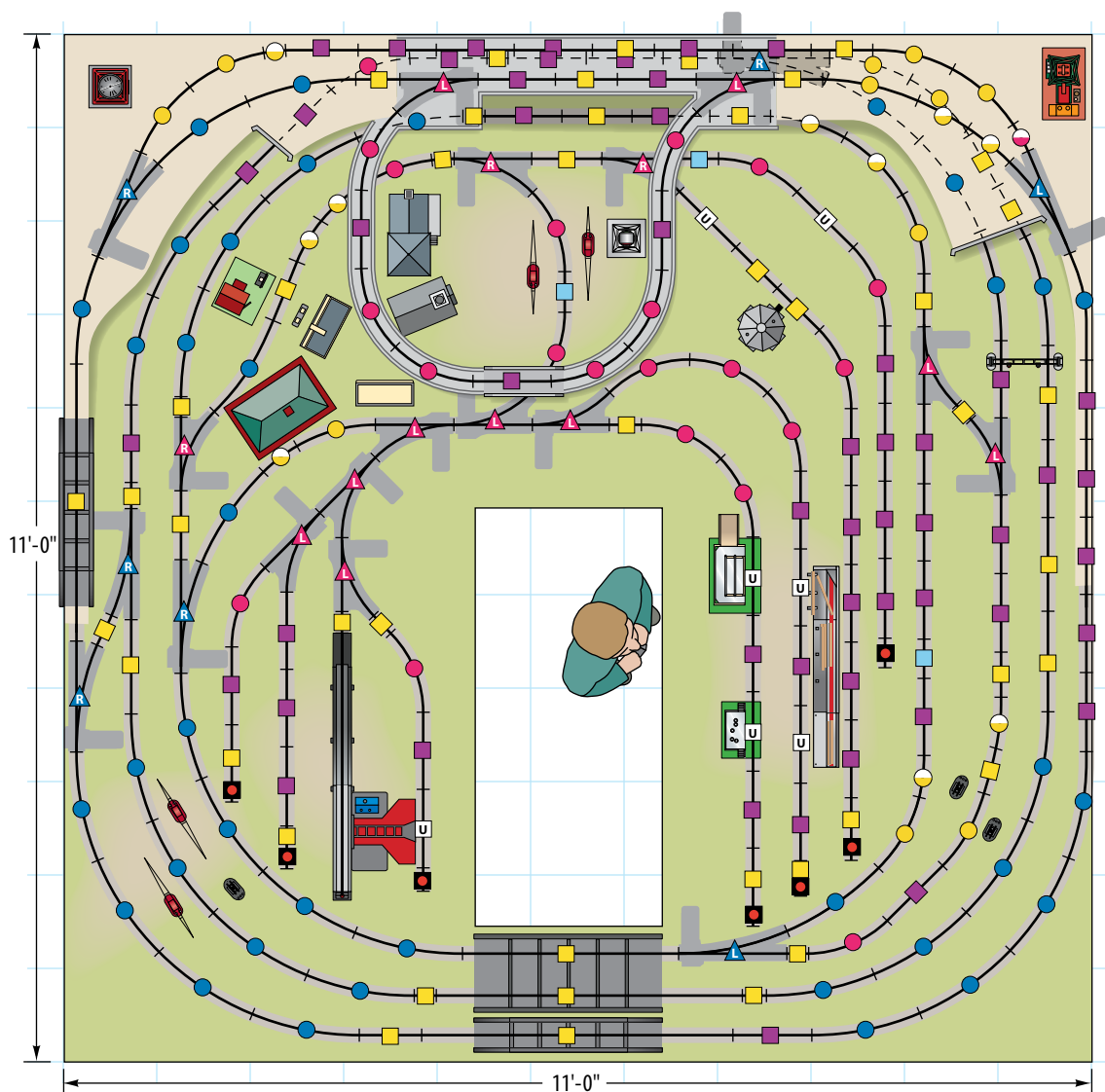
RIGHT

Lionel accessories and Plasticville U.S.A. structures upgrade the two levels of three-rail action characterizing the track plan created by Bob Banks.

Illustration by Kellie Jaeger

BELOW

Painting the rails of the tubular track and adding wood ties enhanced the appearance of the layout. Bob wanted his O gauge display to look as though was from 1950.



its golden anniversary of 1950. Even the two consumer catalogs issued that year were in the boxes.

Among the prizes Bob discovered were a no. 773 Hudson steam engine and its no. 2426W whistle tender plus no. 2343 Santa Fe F3 A-A diesels. He also appreciated the no. 2035 steamer and 6466W tender.

Other treasures included two classic operating cars: the nos. 3472 milk car and platform and 3656 cattle car and corral. Also packed in the boxes were nos. 364 conveyor lumber loader and 397 diesel-type coal loader, along with two transformers (type-KW and no. 1033). Quite an amazing group of pieces.

Over the years, Bob has acquired more of the models cataloged in 1950. He estimates his roster has nearly all the locomotives and most of the

freight and passenger cars Lionel put on the market that year. In addition, a few items from later in the 1950s have found homes on the layout.

Compact display

The 11 x 11-foot layout Bob now enjoys has as its main goal to showcase the colorful, innovative, and smooth-running trains and accessories Lionel made in 1950. Engines and operating cars continue to perform well, belying their age.

Bob uses type-ZW transformers to handle the trains and various accessories. He has the capability to let three trains operate at once over the three main loops and sidings. By the way, there are 20 vintage no. 022 switches and some modern no. 5165 turnouts with wider radii.

Among the prizes Bob discovered were a no. 773 Hudson steam engine and its no. 2426W whistle tender.

LIONEL O GAUGE TRACK COMPONENTS

Quantity	Description/Number
45	custom-cut straight
3	5.5-inch half-straight
53	10-inch straight
21	0-31 curve, 45-degree
1	0-31 curve, cut curve
11	0-42 curve, 30-degree
10	0-42 curve, cut curve
37	0-72 curve, 22.5-degrees
10	0-31 left-hand switch
3	0-31 right-hand switch
2	0-72 left-hand switch
5	0-72 right-hand switch
7	uncoupling track
7	260 illuminated bumper



Classic O gauge engines stand out on the 11 x 11-foot layout Robert Banks built to celebrate the Lionel line for 1950. Left to right: the nos. 2330 Pennsylvania RR GG1 electric, 2343 Santa Fe F3 A-A diesels, and 773 Hudson steam locomotive.

Keeping the old trains and accessories running has been a labor of love for Bob. He has repaired or rebuilt many of the engines and accessories. At least once annually, he lubricates every piece of rolling stock and some of the accessories.

Final touches for the layout involve tasks an ambitious youngster might have done in 1950. For example, Bob hand-crafted a mountain with a tunnel using

strips of cardboard and cheesecloth over which he slathered plaster of paris.

Lastly, Bob upgraded his Lionel tubular track sections by painting the rails and inserting wood ties under the straights and curves. He sized the ties to match the top of the metal ties and sprayed them with brown paint. Then he brushed the same shade over the black metal ties so everything had a uniform appearance.

Two key functions

The result of Bob's efforts is an O gauge railroad that serves two distinct functions. First, it is a layout where he can run the trains he loves and entertain visitors with fascinating accessories. Second, it is a display where Bob can pay tribute to an innovative and successful toy train firm. Why not see what you can do in a similarly compact space to meet these goals? **CTT**



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U&R MANUFACTURING'S

Stunning passenger

A SMALL BUSINESS MADE BEAUTIFUL O GAUGE STREAMLINERS

Approximately 25 years ago, a friend living in Chenango Bridge, a town in the southern part of New York, asked me to restore his Ives passenger set. As payment for the project, he gave me five 12-inch-long aluminum passenger cars lettered for the Lackawanna. The O gauge cars were new in their original boxes.

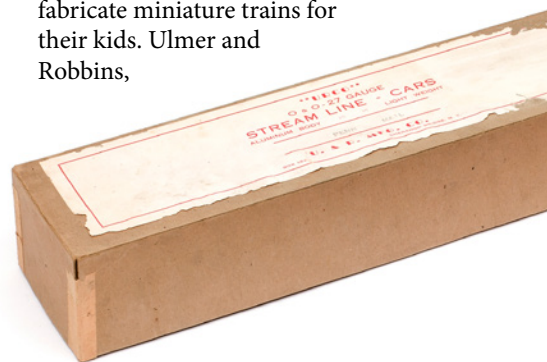
My friend didn't know much about the cars except they had been made by U&R Manufacturing Co., which according to their boxes had been in Chenango Bridge. It turned out that business had been less than half a mile from his house. I liked the models and set out to learn more about them and the firm making them.

Fundamental facts

My quest for information about U&R and the cars spanned years. One of the first tidbits I picked up was that my group of five Lackawanna cars wasn't complete. I had a coach, diner, mail car, Pullman, and an observation. Missing from the consist was the matching baggage car.

The longer I searched, the more I learned from my fellow train collectors. They led me to an article written about the firm by John Newbraugh that had appeared in the Spring 1981 issue of the *Train Collectors Quarterly*.

Two men – Donald Ulmer and Pete Robbins – had launched the business to fabricate miniature trains for their kids. Ulmer and Robbins,





U&R Manufacturing made sets of six streamlined passenger cars for the O gauge market between 1949 and '52. They came decorated for four railroads, including two schemes for the New York Central.

ssenger cars

By Fred Hazekamp • Photos by William Zuback

who used their initials for the name of the company, were employed by Link Aviation in southern New York. They worked as a tool and die maker and an engineer, respectively.

Beginning work

Production took place in the residences maintained by Ulmer and Robbins in Chenango Bridge.

Everything started around 1949 and continued through 1952.

The beginning stages of

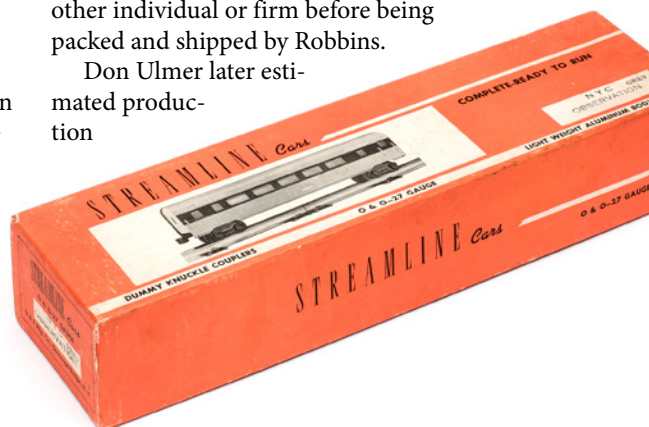
manufacturing moved forward under the watchful eyes of Donald Ulmer. Each aluminum car consisted of a frame with ends and a shell with a roof and sides. Applied grab rails made of round aluminum stock held the two pieces together. Variations in the cars related to the presence or absence of an end apron and whether a small square step was added to the step apron.

Then Robbins took over. He handled the final steps, notably, attaching the trucks (Lionel prewar

parts with black journals) and couplers (Thomas Industries parts from the late 1940s). The finished models were then painted and lettered by at least one other individual or firm before being packed and shipped by Robbins.

Don Ulmer later estimated production

Plain cardboard boxes with white paper labels (left) soon gave way to the orange-and-white boxes with an image of a Pullman used for the majority of U&R cars.







TOP LEFT Acquiring five of the streamlined cars painted and lettered for the Lackawanna inspired the author to learn about U&R, its founders, and the sets it had manufactured.

MIDDLE LEFT U&R released New York Central cars in this two-tone gray scheme that would have looked great with the F3 diesels Lionel was then cataloging.

LOWER LEFT Some collectors praise the streamliners painted Tuscan red and lettered in old for the Pennsylvania RR as the most beautiful of the five groups advertised by U&R.



totaled approximately 4,700 cars. He thought the quantity represented a fairly equal distribution of the six types of 12-inch-long cars, whose windows were translucent with simulated green shades.

Different road names

Years spent observing existing models and studying the small four-page promotional folder and larger single-sided piece shed light on the paint schemes and road names. They listed Lackawanna, New York Central (aluminum with black markings as well as two-tone gray with white markings), Pennsylvania RR, and Santa Fe. Each set of six cars featured an observation with a herald on its end.

The passenger cars originally came in plain gray cardboard boxes with a paper label on the top. After releasing about 200 items, U&R switched to orange-and-white boxes offering additional information about the ready-to-run models.

A picture of a Pullman enhanced the packaging. Consumers learned the cars had “dummy knuckle couplers” and could be used on O-27 or O gauge track. All the models had a price of \$4.95 except the observations, which were \$5.95.

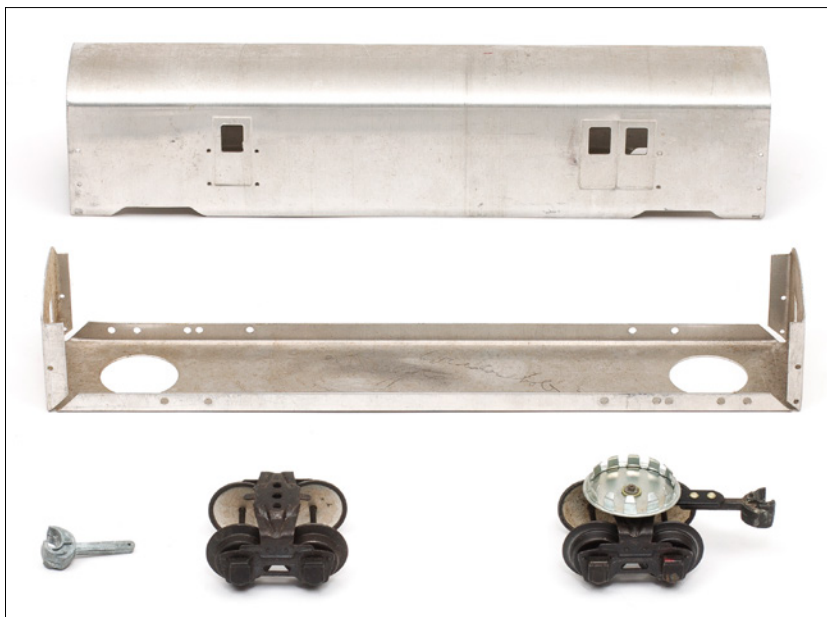
Advertising for U&R Manufacturing and its line of streamlined

cars first appeared in the September 1950 issue of *Model Railroader* magazine. The timing suggested that Ulmer and Robbins, who had launched production in 1949, had an ample supply of models to sell through wholesale and retail accounts only by the closing months of 1950. Similar ads returned to MR late in the following year.

Even though more advertisements showed up in MR during the autumn and winter of 1952, Ulmer stated that production had terminated by that time. The reason, he told Newbraugh, was not that Lionel had pushed them off the market. To the contrary, “orders became too large to fill with their present means of operation.” Also, U&R found it “difficult to get trucks at a reasonable price.”

By 1954, the only indication of U&R products in hobby publications was notice of a summer sale by a hobby shop to get rid of its inventory. Meanwhile,

In addition to the regular-production version of the Lackawanna baggage car done in gray and burgundy, two samples exist to show other schemes U&R considered.



Each U&R streamliner consisted of two primary pieces built out of aluminum, dummy knuckle couplers, and Lionel trucks left over from the prewar period.

Ulmer and Robbins had shifted their attention to other careers.

But a handful of O gauge enthusiasts remembered the attractive passenger cars. They appreciated the reasonable prices and smooth operating traits of the U&R models. Little wonder that demand remains steady for these classics. **CTT**

The author wishes to thank John Wickland for sharing his U&R sets as well as these individuals for their assistance: Jim Eberhart, Tim and Kelly Gaughan, Richard Johnson, Mike Keller, Ed Prendeville, John Ravikio, and Bill Trappen.

Anyone having more information about U&R and its cars can contact the author at foggyk@juno.com





Metal monster

RAILKING O GAUGE 2-6-6-6 FROM MTH

When the story of the modern era of toy trains is written, special notice should be taken of the MTH RailKing line. The line's O gauge steam power was selectively compressed, but kept key detail points that evoked the look of the prototype engines. As the line evolved, the compression led to more traditionally sized trains and eventually to scale-length models.

The selectively “edited” designs are rife with additional details, and good sound systems, and can make the most humble layout look terrific.

The 2-6-6-6 Allegheny is based on a comparatively late entry into the steam locomotive market. The design was intended to be a high-speed freight engine that could outperform the Norfolk & Western class A 2-6-6-4s of 1936.

The Advisory Mechanical Committee of the railroads owned by the Van Sweringen brothers (Chesapeake & Ohio, Erie, Nickel Plate Road, and Pere Marquette) worked with locomotive builder Lima to best the N&W's performance, and it did. The N&W's A-class generated 6,000 drawbar horsepower in testing, and the Allegheny had a maximum of 7,498. However, critics noted

that the Allegheny's extra 100 tons of weight should certainly have enabled that. While hardly rocket ships, the Alleghenies were fast enough that owners saw fit to equip 23 of the locomotives with passenger train heating lines.

Between 1941 and 1948, 60 Alleghenys were built by Lima

for the C&O. Then in 1945 Lima finished eight “Blue Ridge” class 2-6-6-6s for the Virginian Ry. Surprisingly, two of these late steam-era giants still exist. The C&O no. 1601 is displayed at the Henry Ford Museum in Dearborn, Mich., and no. 1604 is displayed at the Baltimore & Ohio Railroad Museum in Baltimore, Md.

OPENING THE BOX

This O gauge model has substantial size and weight just sitting in its box. Easing it out of the packaging, I could see it had impressive detailing while

still being rugged enough to be fairly safe from damage due to my misplaced fingers.

The pilot is dandy, and it is one of the most business-like I've seen on a freight engine. The front is flat with a classic “C&O for Progress” logo (where the line running to “for” represents a stream of locomotive smoke) and the engine number.

Cast-in steps rise from both sides and lead to an upper deck. There are handrails on both steps. You'll find a headlight and number board literally on the deck.

The smokebox features a wind screen and four compressor pumps on its face. Above each pair of compressors is a marker/classification light, and a gold-tone bell is in the center.

The engine has an add-on whistle and pop-off valves. You'll also see an add-on handrail running along the boiler.

The boiler is well executed, with cast-in boiler bands, rivets, and sand lines (eight from each of the sand domes). The shell has nice, deep detailing that, at first glance, you may



A C&O Allegheny pulls a heavy coal train through some steep terrain. They were powerhouses! Philip A. Weibler photo



suspect is added. The paint, especially the gray on the firebox, helps showcase the finer points, such as the rivets on the firebox.

The six-wheel trailing truck supporting the locomotive makes the 2-6-6-6 an oddity in American locomotion. This is one of the most distinctive-looking features you can find.

Below the boiler are the outstanding cast-in steam lines. They appear to be able to move vast quantities of steam to propel the engine forward. The running gear is a nicely complex system of locomotion. The syncopation of the rods catches your eyes at any speed.

The cab has two crewmen and a decorated backhead with red-painted valve handles and white gauges. The firebox has firebox glow, and it does seem to flicker while the train is in action. There are add-on wire grab irons on both sides of the cab and matching wires on the front of the tender. The locomotive and tender are mated with MTH's wireless drawbar. This gives an easy and quick connection that snaps tightly into place.

The tender mounts six-wheel trucks. There are truck chains running between the front and rear of the side-frames. In the real world, these keep the truck and tender close together in case of a derailment.

The tender has a cast-in coal load. There are also four cast-in, non-opening water hatches. The rear of the car

The cab features firebox glow as well as white-faced gauges and red valve handles.



The front-end detailing of the MTH RailKing Allegheny is great: A flat industrial face, four compressors, ladders, grab irons, and the usual assortment of lights.



has an add-on ladder, a grab iron on the corner, and a backup light. The tender also mounts a coil coupler.

The livery is simple, yet very nicely done. I spotted no paint errors. All the lettering was clear and crisp.

ON THE TEST TRACK

This MTH engine was great on the test track. It was very responsive; once it settled into the selected speed, it stayed there. It was very nimble, as well. Our new test track has a bit of an "S" curve, and it was cool to watch the large engine

snake through it at speed – especially with a train in tow.

I was testing the Allegheny on O-48 track, and there was an expected cab overhang on the curves. If you're operating it on O-31 track, I suggest taking it through slowly on the first run around your layout in case you need to move any trackside objects.

The sound system was good and the bell was fine. The whistle wasn't as "manly" as I hoped. I expected an RMS *Queen Mary* deep sound and got a tonal eruption on the lighter and higher side.



PRODUCT REVIEWS

My sole disappointment was the smoke unit on the Allegheny was a bit underperforming. Normally, MTH smoke units generate vapor like a tear gas dispenser, but all I got was the scent of the smoke fluid. I turned the locomotive over to see if it had too much fluid (it didn't) and then re-loaded the fluid. I even blew down the short stack several times. There apparently wasn't an air bubble, yet nothing much happened.

I was using the IOS app to run the train and wondered if that might have been the problem. Yet after doing a reset of the engine's features, I still had little smoke.

I am inclined to classify this as a one-off, since virtually all MTH steamers have me worried about triggering smoke alarms.

The engine was a bit of squeaker. I needed to lube it twice before any squeaking was replaced by the soothing sounds of smooth metal on smooth metal.

The speed performance range was good, ranging from 5.7 scale miles per hour to 71.1 smph. Drawbar pull was 2 pounds, 2 ounces.

The MTH RailKing Allegheny may look like it would be too large and too slow for a tight-curved line, but don't believe it. It will deliver solid performance and may become the pride of your fleet. – *Bob Keller*

RAILKING O GAUGE 2-6-6-6 FROM MTH

Price: \$799.95 (no. 30-1728-1)

Min Curve: O-31 **Cmd Low:**

5.74 smph **Cnv Low:** 7.0

smph **High:** 71.1 smph

Drawbar pull: 2 lb., 2 oz.

Features: Can-style motor, ProtoSound 3.0 command and sound system, smoke unit, coil coupler **Current-production road names:** Chesapeake & Ohio, and Virginian Ry. **Further reading:** "Bragging Rights: Union Pacific's Big Boy and Chesapeake & Ohio's Allegheny," *Trains* magazine Sept. 2004



Deliver cheap, safe, and modern electrical power to your Traintown via the Oak Point nuclear power facility. Fear not, Jack the German Shepherd will keep the core safe!

Our friend the atom

O GAUGE NUCLEAR POWER PLANT FROM MENARDS

Behold the no. 279-4433 Oak Point Nuclear Power Facility. While I suppose that nothing should surprise me when I open a large box from Menards, I can assure you the "Wow" factor is still in play when I take out the box opener.

I would not have thought of a new structure to harness the power of the atom for your O gauge layout. But why not?

A nuclear power plant is a great idea. I mean, all those telephone poles on your layout have to get their juice from somewhere, right?

THE SETUP

When you think of a nuclear power plant, you think of an enormous facility with a half dozen cooling towers, dozens of power transmission lines, and vast cooling ponds. In the real world, you can have a nuclear power plant with a fairly modest footprint with a building or two and a lone

cooling tower. But you are still talking acres and acres and acres. There are smaller nuclear plants though.

Rensselaer Polytechnic Institute in Troy, N.Y., for example, owns one that was built in 1954 by Alco (yes, *that* Alco) and was transferred to the college as a research reactor. It is an exceptionally low power unit (much less than 100 watts), but it does sit on a tight footprint that mirrors



The rear, or plug-in, side of the model.



the Menards structure as a compact two-story square box (minus the cooling tower) with a tall metal smokestack.

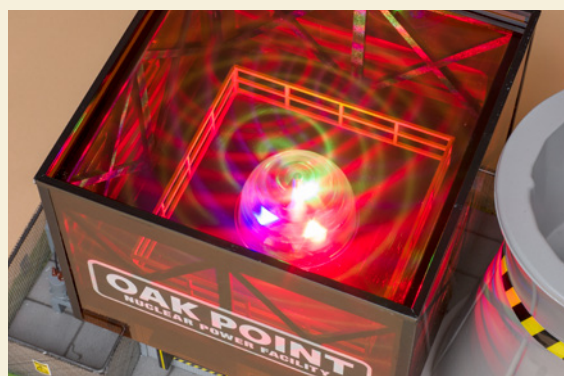
The base of the Menards nuclear plant has a footprint of approximately 18 x 10 inches. The single structure sits in the center of the base and passes for a combination control center and reactor pile. There are front and rear doors and a loading dock door in the rear. Jack the dog and two nuclear technicians are out front.

A very sturdy chain-link security fence surrounds the building with access only through the front and rear doors. The fence bears a number of signs advising no trespassing and danger; there's also the popular icon for radioactive material. These signs are stickers, so you may wish to apply a dab of glue to them if they dry and fall off.

The transparent red plastic upper level is where the nuclear magic happens.

Peering through the walls of the building I could see a large round bulb surrounded by yellow safety rails. Hmmm. Out came the wall plug – I had to see this work before it was even out of the plastic packaging.

I plugged it in and, depending on your frame of reference, it was “Core meltdown time!” or “Saturday Night Fever!”



Behold the eye of the Gorgon. The Oak Point facility will harness the power of the atom to keep your 1:48 scale digital devices fully charged 24/7!

The reactor core has a terrific rotating, and constantly changing light show that suggests something big is happening. Oh, if it only had a sound chip repeating, “Meltdown in progress. You have seven minutes to get to a safe distance.”

My whimsy meter was pegged out, and everyone who saw the accessory in action soon had a smile on his or her face.

On the left side you'll find a pair of power transformers with flashing red lights. This, of course, would be a natural spot to “connect” with your railroad village's power grid.

The right side of the structure is home to the cooling tower. It seemed to me to be a pretty good rendition of a real tower. I suspected it was from a re-purposed vase mold, but it looked all right to me.

There is a recess in the top. You can use this to keep spare change, though I suspect an adventurous hobbyist or two will sketch out a way to install a smoke unit in it for that

My whimsy meter was pegged out, and everyone who saw the accessory in action soon had a smile on his or her face.

O GAUGE NUCLEAR POWER PLANT FROM MENARDS

Price: \$99.99 (no. 279-4433)

Features: Nuclear reactor building, revolving light, two illuminated power transformers, employee and canine figures, cooling tower. **Order online at www.Menards.com/Trains**

A pair of power transformers will feed the output of Oak Point into the local municipal power grid.

cooling steam look. Even a waft of cotton material makes a nice billowing tower of steam.

The composite base is landscaped with artificial grass.

WORKING IT IN

The Oak Point Nuclear Power Facility is a natural fit with many O gauge operations. In the postwar years, Lionel created a few atomic-themed pieces of equipment. The firm even had a prototype nuclear reactor model, but it wasn't actually produced until 2000.

Lionel's no. 463 reactor has a disco lightshow via windows around a reactor capsule. It also picks up and dumps “nuclear pellets” into a gondola.

As for modern O gauge railroads, there are many nuclear-related locomotives and cars available, such as atomic waste cars, and missile/rocket launching cars. Heck, this is an accessory that begs for its own two- or three-track yard.

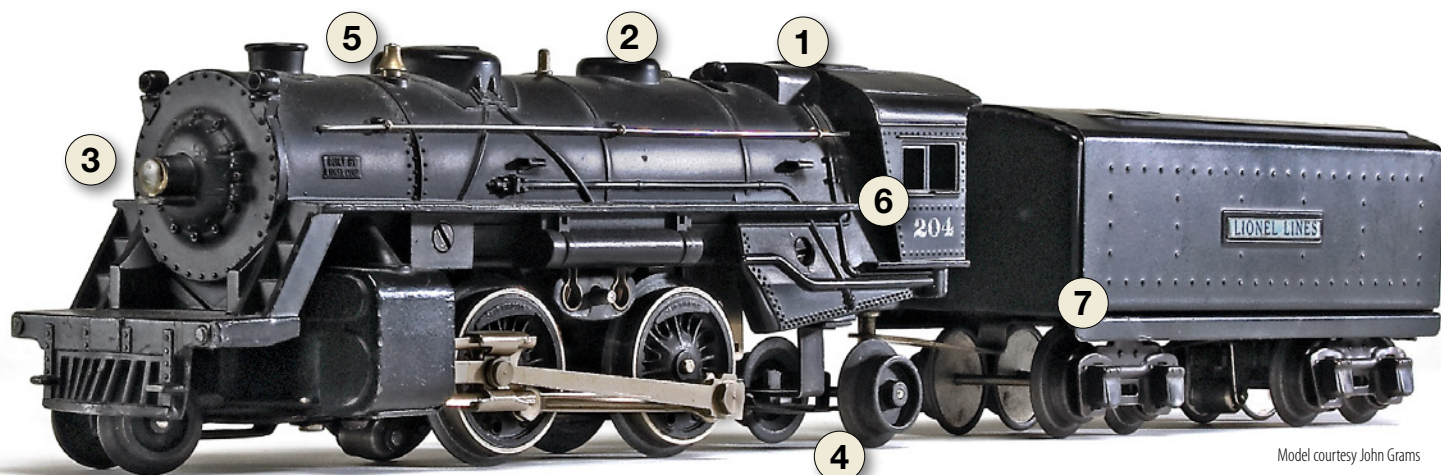
And if you don't want a nuke plant on your layout, I suggest you use the Oak Point Nuclear Power Facility to model “Johnny Nuclio's Top of the Reactor Lounge” from the old SCTV television

show. It would make a heck of a disco, too!

This is a unique building. Add it to your railroad and you can have an oil well, coal mine, wind turbine, and a nuke plant or an “all of the above” energy strategy for your Traintown thanks to Menards. – Bob

COLLECTIBLE CLASSICS

WITH ROGER CARP



Model courtesy John Grams

LIONEL'S NO. 204 STEAM ENGINE AND TENDER

Among the most significant developments on the collecting side of the toy train hobby over the past quarter-century has been the extensive research devoted to identifying and analyzing promotional sets. During the prewar and postwar eras, Lionel and its leading domestic rivals created train sets for special customers that never entered the lines they cataloged for the general public to consider purchasing.

Not only did Lionel assemble “uncataloged” outfits for department stores, retail chains, and consumer brands but it also made locomotives and rolling stock never put into its regular listings. Generally speaking, the engines lacked notable features (operating headlights, for example) and so could be used in low-end sets.

One such locomotive, the no. 204, exemplified what Lionel aimed to accomplish with promotional sets at the end of the prewar era. Even though the little steamer never joined the cataloged line, it has much to interest hobbyists.

Diverse castings

Engineers at Lionel, striving to diversify and upgrade their

group of steam locomotives, introduced new castings late in the 1930s in the wake of the revolution in O gauge motive power fueled by the development of the no. 700E scale Hudson. They intended to broaden the line with shorter, well-detailed models.

That noteworthy trend commenced in 1938 with small, medium, and large castings. Designers used each of them for distinctive scale-detailed die-cast metal steam engines. They relied on the small tooling to create the nos. 224, 229, 1664, and 1666 models. The medium and large castings went for the nos. 225 (given a 2-6-2 wheel arrangement) and 226 (given a 2-6-4 arrangement), respectively.

Something new

Then for 1940, engineers went one step farther. They developed an even smaller casting for a non-streamlined locomotive that for the first time combined the boiler and steam chest to save on material and assembly. Lionel planned to use the new part for two compact steamers priced below all other models: the nos. 204 and 1684, both of which came with a 2-4-2 wheel arrangement.

FEATURES

- 1** Gunmetal-painted die-cast metal shell (black is more common)
- 2** Three-position reversing unit
- 3** Operating headlight
- 4** Drive wheels with nickel rims
- 5** Ornamental bell and whistle
- 6** Rubber-stamped number on cab
- 7** No. 1689T sheet-metal eight-wheel non-whistle tender

Special use

Marketing leaders had run with what the Engineering Department had handed them. They had cataloged similar freight and passenger outfits whose locomotives dictated the different price points.

Executives classified the 204 as an O gauge engine because it had the no. 229M-25 motor equipped with roller pickups as well as Baldwin disk drivers.

Other mechanical features included drive wheels with nickel rims and end gear on the armature shaft turning an intermediate gear that meshed with gears cast as part of the wheels. Also, the model had

shiny metal handrails plus an ornamental bell and a whistle on its thick-walled boiler.

Lionel never used the 204 in its cataloged line. Instead, as the fourth volume of *Greenberg's Guide to Lionel Trains, 1901-1942* noted, the 204 went into 15 freight or passenger promotional outfits between 1940 and '42.

The locomotives in those sets might be painted black or gunmetal gray with the number rubber-stamped silver or white under the cab window.

For the tender, Lionel relied on two streamlined types made of two pieces of sheet metal: the nos. 1689 and 2689. Promotional sets had either the non-whistle (“T”) or the whistle (“W”) versions of those different tenders. Also, the tenders could come with black or gunmetal gray engines. — Roger Carp

Lionel offered the uncataloged no. 204 steam engine as a promotional item from 1940 to 1942. The 2018 edition of Greenberg's Pocket Price Guide to Lionel Trains values the gunmetal gray version at \$180 in good condition and \$165 in excellent and the black version at \$55 in good condition and \$105 in excellent.

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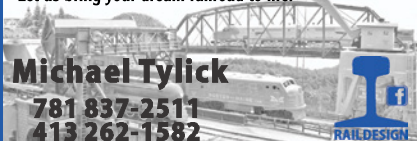
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Events Rate: \$35 per issue (55 word maximum). Ads will contain the following information about the event: state, city, sponsoring organization and name of event, meet, auction or show, dates, location, times, admission fee, name and/or telephone number and/or email of person to

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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

CA, SACRAMENTO: Sac Sierra TCA. Scottish Rite Masonic Center, 6151 H Street. Zip: 95819. May 26, 2018, 10:00am-3:00pm. Admission \$5.00, children 12 and under free. 140+ tables, free parking, operating layouts, Lionel parts man, food. Free train set drawing for 17 and under. Contact: Bryan Stanton at brsta@comcast.net

DE, ROXANA: Spring Fling Train & Toy Show. Roxana Fire House, Route 20, between Millsboro & Fenwick Island. Saturday, May 5, 2018, 9:00am-3:00pm. Admission: \$5.00 adults, children 10 and under free. Operating layouts, refreshments, door prize. For information contact Bill Ziegler, 302-537-0964 or www.delawareseasiderailroadclub.com

FL, BROOKSVILLE: Regal Railways presents Toy Trains & Hobby Show. Hernando Fairgrounds, 6436 Broad St. Saturday, May 19, 2018, 9:00am-2:00pm. Adults \$5.00. Vendors and operating layouts. Serving lunch items. Contact: Joe at 727-244-1341 or visit: www.regalrailways.com for more information.

FL, LARGO: Suncoast Model Railroad Club Train Show/ Open House, April 7, 2018. SHOW: Minnreg Hall, 6340 126th Ave. N., Largo. Saturday 9:00am-3:00pm. Admission: \$7.00, Children \$2.00 and under 11-free. Free parking. Food/snacks. OPEN HOUSE: Clubhouse, 12355 62nd Street N, Unit A. Visit www.suncoastmrrc.com Contact: irvbatten@yahoo.com

FL, OCALA: Lions Semi-Annual Train Show. First Christian Church, 1908 SE Fort King St. Saturday, June 2, 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

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.

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@portlines.com

MO, JOPLIN: Museum Complex Train Show and Swap Meet. In Schifferdecker Park, 7th Street & Schifferdecker between the golf course and pool. Saturday, April 28, 2018, 9:00am-3:00pm. \$3.00 adult, under 12 free. Rick Gardner, 11486 County Lane 214, Oronogo, MO 64855; 417-673-4888 or e-mail rickgardner4449@gmail.com

NE, OMAHA: NE-IA Railroaders 47th Annual Train and Toy Show. Ralston Arena 7300 "Q" Street, Zip: 68127. June 9-10, 2018. Saturday 9:00am-4:00pm, Sunday 9:00am-4:00pm. Admission: \$7.00, 12 and under free. Information: Bob Schaffer 402-253-8885 rgsmcman@gmail.com; Mark Nelson 402-731-1349. VENDORS WANTED! www.ne-ia-railroaders.com

NJ, BRICK: National Collector's Club Show, Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, April 29, 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, 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

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NJ, WAYNE: National Collector's Club Show, P.A.L. Hall, 1 Pal Drive. Wayne, NJ 07470. Sunday, May 20, 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.

NJ, WAYNE: National Collector's Club Show, P.A.L. Hall, 1 Pal Drive. Wayne, NJ 07470. SUNDAY, 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.

PA, HAWLEY: Model Train Show & Sale. Hawley Fire Department, 17 Columbus Ave. Sunday, April 29, 2018, 9:00am-3:00pm. Admission \$3.00, under 12 free with adult. Bill Delling, 618 Fern St., Hawley, PA 18428, 570-226-3206.

SC, CHARLESTON: Charleston Area Model Railroad Club Annual Train Show, Danny Jones Armory Park, 5000 Lackawanna Blvd. North Charleston. April 28-29, 2018. Saturday 9:00am-5:00pm and Sunday 10:00am-4:00pm. Adults \$5.00, Active military and family's are Free. Children under 12, Free. Table rentals information, contact trainshow@chamrc.com or www.chamrc.com

TX, NEW BRAUNFELS: Annual Model Railroad Jamboree. New Braunfels Civic Center, 390 S. Seguin Ave. April 14-15, 2018. Saturday 10:00am-5:00pm, Sunday 10:00am-4:00pm. Adults (over 14) \$8.00, children (5-13) \$2.00. 300 vendor tables, layouts including Legos, silent auction, refreshments, museum open house. Info: www.nbrm.org Jim Edmondson 830-629-2071

TX, SAN ANTONIO/GARDEN RIDGE: 43rd Annual TCA Lone Star Division Spring Train Show. Garden Ridge Community Center, 9500 Municipal Parkway, Garden Ridge, TX 78266. Saturday, May 19, 2018, 10:30am-4:00pm. Admission: \$6.00 per adult, \$9.00 per family. For more information contact: Pat Halpin 210-661-4238 (7:00am-11:00pm) pthalpin@aol.com

VA, FISHERSVILLE: 32nd Annual Shenandoah Valley Model Train and Railroad Show. Augusta Expoland, 277 Expo Road. Sunday, May 6, 2018, 10:00am-4:00pm. Adults \$5.00, children under 12 free. Vendor tables \$20.00. Contact: Bill Kauffman at 540-209-2698, kauffmanb@gmail.com or visit www.acmrrc.org/annual-model-train-show

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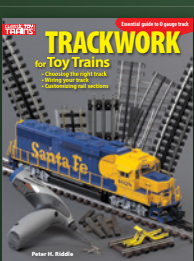
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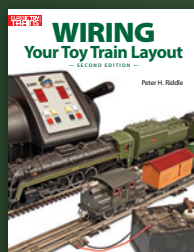
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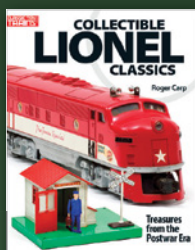
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LAYOUT VISIT

Building the dream!

Carl Chancey waited a half-century for his perfect layout.

Presenting the ideal Lionel layout

Consider this classic plan for your next O gauge project.

HOW-TO

Color your world

Understanding the basics of color is the key to unlocking realistic scenes.

Envy the owners of this Flyer set!

In 1946, the A.C. Gilbert Co. paired an accessory and a train to make a high-end set.

PLUS: News, reviews, projects, and more!

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Adding cattle or other livestock, plus landscaping turf, enables this unloading pen to give a distinctive touch to any layout or diorama.

HAVE A TIP OR TECHNIQUE TO SHARE?

Write "Tips" on your letter and mail it to Classic Toy Trains, P.O. Box 1612, Waukesha, WI 53187-1612, or email us at tips@classictoytrains.com and put the word "tips" in the subject line. We'll pay you \$25 for any tip we publish unless it was contained in a previously purchased article.

Move those dogies

AN EASY-TO-MAKE LIVESTOCK PEN

Here's a simple and inexpensive way to add a livestock unloading pen to your O gauge layout or diorama.

The basic materials needed are a 12 x 16-inch sheet of clear acrylic and six sections of vintage Marx white plastic crisscross board fence. You should be able to find sheets of clear acrylic at home-improve-

ment stores. Used Marx fence sections are inexpensively available at train shows. If the fence sections arrive a little soiled, so much the better because they'll look realistic!

Begin by painting one side

of the acrylic sheet dark brown (**Photo 1**).

Using a coping saw, carefully remove the top half of each fence section by cutting along the top edge of the middle board (**Photo 2**).

From the discarded top pieces, cut off and save the fence post caps (**Photo 3**).

Arrange the fence pieces in a pattern similar to the one shown in **Photo 4**. By using a larger piece of acrylic and more fence sections, you can make your pen larger. Once you're

satisfied with the design of your pen, use glue to secure the fence sections to the unpainted side of the acrylic sheet.

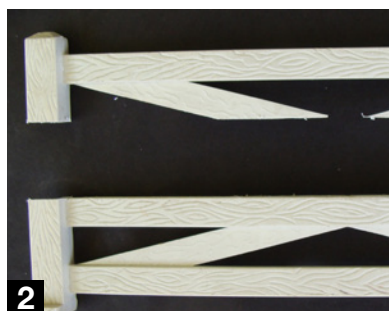
Next, secure the fence post caps onto the tops of the posts.

Finish by adding brown landscaping turf around the outside of the pen (**above**).

Arranging O gauge cattle or other livestock gives you an unloading pen that looks far more expensive than its actual cost while adding a distinctive touch to your layout or diorama. — *Eric Beheim*



1



2



3



4

PHOTO 1: Begin by painting one side of a 12 x 16-inch sheet of clear acrylic dark brown. **PHOTO 2:** Remove the upper half of each fence section by cutting along the top edge of the middle board using a coping saw. **PHOTO 3:** Cut off and save the fence post caps from the discarded pieces. **PHOTO 4:** With the painted side of the acrylic sheet facing down, arrange the sections into a pattern similar to this one and secure them in place with glue. Once the sections are attached, secure the caps onto the post tops.



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