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Building on a great idea

OUR STAFF-MADE PROJECT RAILROAD SERIES GETS A VIDEO UPGRADE

Beginning this month and continuing for the next three months, staff members from *Classic Toy Trains* magazine and Model Railroader Video Plus (MRVP) will take you through the process of building a great-looking, fun-to-run O gauge layout.

The adventure begins on page 24, with MRVP's Kent Johnson (author of our "Video Plus" column) presenting the detailed track plan for the 5 x 9-foot layout and discussing the thinking behind his design.

Kent then shows, step by step, how he and MRVP's David Popp made the layout's lightweight and sturdy benchwork.

Classic Toy Trains has built many project layouts over the years but this one is the best yet. Certainly, it is the most innovative in its presentation. As always, each major stage of construction is clearly explained in the magazine and illustrated with detailed photos.

Kent, David, and the talented staff of MR Video Plus also filmed each step in



The staffs of *Classic Toy Trains* and MR Video Plus teamed up to build this 5 x 9-foot layout. A four-part series detailing its construction begins this month.

the process. If a picture is worth a thousand words, how much more information can be drawn from watching expert layout builders at work?

The videos are available on our partner site, www.MRVideoPlus.com. CTT subscribers can add an MRVP subscription for \$27 a year, which unlocks the project

railroad series and provides full access to a library of more than 1,000 informative videos.

If video streaming is not your thing, the project railroad videos are also available on DVD. Visit www.KalmbachHobbyShop.com for more information.

While you're visiting the online store, you may want to consider the just-released and completely updated editions of the *Greenberg's Pocket Price Guides* for both Lionel and American Flyer.

The *Guides* have been tracking the values of thousands of toy train items for 40 years. As Senior Editor Roger Carp writes in his story beginning on page 32, hobbyists depend on the *Greenberg's Pocket Price Guides* yet few know the story behind their creation and how

Kalmbach Media experts determine current market values.

From operators to collectors, there's something for everyone in this issue!

YOUR EDITORIAL STAFF



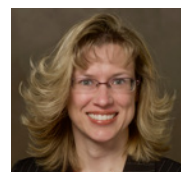
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Before preparing an article, contact us to determine whether we're interested. Guidelines for writing articles and taking photographs are available from our website.

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CLASSIC TOY TRAINS

OUR MISSION

Classic Toy Trains is the indispensable source for toy train hobbyists. Our mission is to enhance our readers' enjoyment of the toy train hobby by publishing useful information and engaging insights about layouts, how-to projects, and hobby news and heritage.

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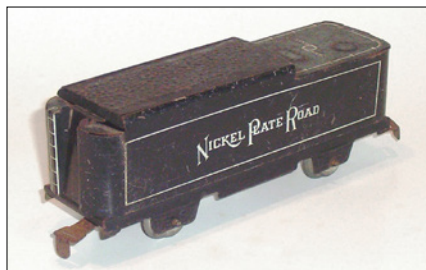
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LETTERS

FROM OUR READERS

MORE ON MARX AND A TIP FOR REALISTIC RAILROAD SOUNDS



Harry Noble photo

Marx Nickel Plate tenders

"The discovery of a life-time," Eric Beheim's account in the July issue of finding Marx's elusive Nickel Plate Road wedge tender, is a good article with great photos.

Yes, Marx made two four-wheel NKP tenders, one in seven-inch size and one six-inch size. The six-inch tapered "wedge" model does look best

Marx's uncommon Nickel Plate tenders still excite collectors. Both six-inch and seven-inch tenders were made. This is an example of a Marx no. 941 seven-inch NKP tender.

with the small Marx no. 999 locomotive, as in the article. However, it's not a seven-inch model as per the photo caption. The larger seven-inch tender would better match a longer Marx no. 333 Pacific.

Marx also made two versions of the PRR Merchandise Service boxcar mentioned in the article. One version had printed-on closed doors and

the other, shown in the article, had separate sliding doors.

Harry Noble
Xenia, Ohio

Realistic sound

Current toy trains sound just like their full-scale cousins, but the illusion is broken when a stadium voice announces the train is leaving or an engineer's "cab chatter" features a voice louder than the locomotive he is operating.

My suggestion for human voices is to install a small railroad radio frequency scanner in the train room. This allows the locomotives to keep their realism.

Allen Kennedy
Hilo, Hawaii

Ideas from the May issue

Jack Smith's article on freight car loads ("Get a load of this!" May *Classic Toy Trains*) and Roger Carp's visits to the layouts of Bob Davis and Robert Banks provided a host of ideas for this Standard Gauge enthusiast. Jack's ideas are applicable to every scale, and the photos showing views of the whole layouts were particularly interesting.

Kirk Lindvig
Malvern, Pa.

HAVE A COMMENT?

Write to "CTT Letters" at *Classic Toy Trains*, P.O. Box 1612, Waukesha, WI 53187-1612, or email us at correspond@ClassicToyTrains.com and put the words "letters" in the subject line.

Great Trains Great Memories

Christmas and Electric Trains, an **all-new** special issue from *Classic Toy Trains* magazine, recalls the joys of Christmases past through holiday-themed layouts, iconic store displays, spectacular train sets, and readers' memories.

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18574	Milwaukee Road GP-20.....	195.00
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18842	B&E GP-38 Diesel w/Display Case.....	195.00
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LIONEL STANDARD GAUGE

PHOTO ALBUM

YOUR PICTURES



JOHN AND CONNIE COY'S O GAUGE LAYOUT

A photo like this one, shot by John Coy on the O gauge layout he built in Avon, Ind., with help from his wife, Connie, leaves you wishing the Great Northern was still in business. The view of the *Empire Builder* train led by an F45 diesel captures what was great about postwar railroading in the Rocky Mountains. The Coys keep that history vibrant on their Glacier Line, soon to be featured in *Classic Toy Trains*.



FREDERIC LEE'S O GAUGE LAYOUT

On a May afternoon in the late 1950s, a New Haven passenger train headed by F7 diesels from Williams traverses the western portion of Connecticut, not far from New Milford, where O gauge modeler Frederic Lee calls home. Memories of life in postwar New England inform every section of his 13 x 14-foot Union City Connecting RR.



DOUG GOMEZ'S O GAUGE LAYOUT

Doug Gomez, whose O gauge layout was featured in the May 2001 CTT, brings us up to date with his 22 x 22-foot three-level layout in Redwood City, Calif. Lionel locomotives from two memorable eras of American railroading greet each other at a busy grade crossing.

PHOTO ALBUM



SAM McMILLEN'S O GAUGE LAYOUT

About the best quality the spouse of a toy train enthusiast can have is a good sense of humor. As proof, Linda McMillen managed to laugh after her husband, Sam, said he had put a figure of a lady in a rocking chair on the platform of the MTH observation in her honor. Both of them enjoy running trains on the 8 x 15-foot O gauge railroad filling a preferred spot at their home in Huntington Beach, Calif.



CARMINE CRUDELE'S O GAUGE DIORAMA

Walt Disney continues to influence many toy train lovers the world over, including Carmine Crudele, who put together this O gauge diorama. He first added lights to a model of a Midwestern station purchased near his home in Plantation, Fla. Then Carmen repainted an MTH RailKing 4-6-0 engine and tender for the Walt Disney World RR. All that was left was staging the train and taking this photograph.





JACK HALBLEIB'S S GAUGE LAYOUT

Lifelong S gauge enthusiast Jack Halbleib remains very loyal to the A.C. Gilbert Co. of postwar days. On his layout in Chippewa Falls, Wis., viewers spy the American Flyer nos. 593 switch tower, 596 water tank, and 751 log loader, plus a no. 5300T mine train set. Jack's railroad will soon be highlighted in *Classic Toy Trains*.



TONY DIBARTOLO'S O GAUGE LAYOUT

Residents of Tony DiBartolo's O gauge layout in Wilmington, Del., enjoy the finer things in life – malts, cream pies, and candy! After finishing dinner, they head for dessert at the K-Line Dairy King or the Lionel Chat & Chew Diner. But a few folks dream of hijacking the Lionel Hershey's train set to steal endless chocolate Kisses.

WANT TO CONTRIBUTE?

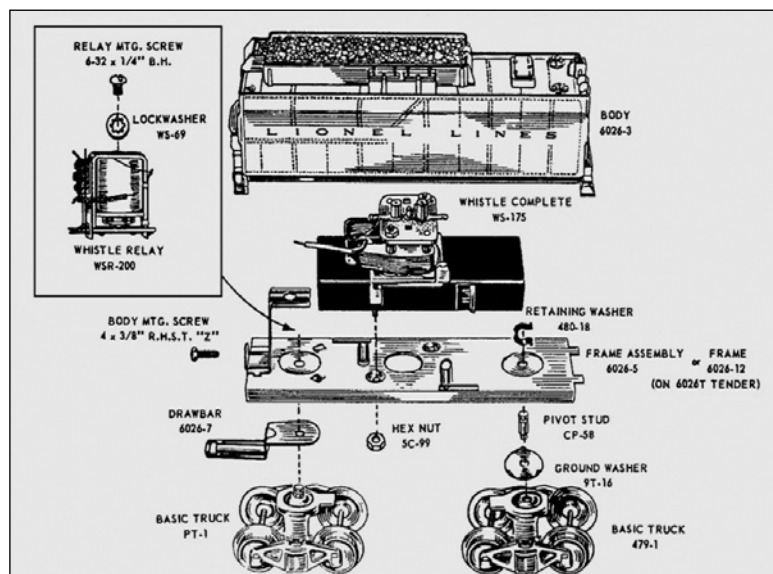
PLEASE SEND your best pictures to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Digital photos must be taken with the camera set at the largest-possible file size. Include your name, address, and daytime telephone number; a description of each image; and the name of the photographer or layout owner. If your photo is published, we will pay you \$50 as long as we have not previously bought the photo.

ERRATIC WHISTLE

EASY TO TROUBLESHOOT

Q I have a Lionel no. 6026W tender, and its whistle has become erratic. When I trigger the whistle it will start to sound, but cuts off fairly quickly. In trying to figure out if it was the whistle or the transformer, I tested the tender with three transformers (two different no. 1033s and a ZW). The whistle worked a little better with the 1033 and not well with the ZW. Is it more likely a tender relay problem? If not, what might cause the trouble?

– William Montgomery, Fort Worth, Texas



A If you are just checking the whistle and there is no other load on the track, the relay will not stay closed. If the transformer whistle controllers are working properly, the first part of the movement of the lever will create a DC offset of about 3 volts.

This should close the relay.

As you continue to move the lever, you go into the holding voltage portion of the whistle circuit and should see about 0.8 volts. This should hold the relay closed. Because of the way the whistle circuit is designed, there needs to be a

load on the track to help create the proper offset. Try adding a locomotive (since that is the way everything was designed).

If that doesn't solve anything, the problem is more likely with the whistle controllers than the relay. The relay has a single moving part,

whereas the controllers have many parts, including a copper oxide rectifier that can drift from its value.

If none of this equipment has been serviced in more than 60 years, it's more likely that the whistle controllers are at fault rather than the relay.

HOBBY LUBRICANT PLASTIC-SAFE LUBE

Q I'm just getting back into toy trains after many years. I'm surprised to see how many O gauge locomotives have plastic gears. I've heard that some greases don't work well with plastic. Which ones are safe for plastic-gear trains? – Richard Mead, Thousand Oaks, Calif.

A Generally, Richard, any modern white grease sold by Bachmann, Lionel, or MTH for this purpose will be fine.

For testing O gauge locomotives, our default lubricant has been Labelle no. 106 plastic-compatible grease. It works into gears quickly, and we haven't experienced "gunking up" in the gears over time.

Any of these lubes should be available at your local hobby retailer or the usual sources online.



STARTER SET UPGRADE

Q I'm a novice railroader with Lionel trains. I bought a starter set with an O-27 4-4-2 steam locomotive. It just had a traditional air whistle, but I would like to upgrade with some type of sound unit. I've seen all the ads for DCC and Tsunami, but am unsure if these are compatible with O gauge. – Dave Santos, New Kent, Va.

A Hard to say. If the Lionel locomotive has a DC motor, it is possible to convert it to DCC by removing the original electronics and replacing everything with DCC equipment. But it will not run in the typical O gauge railroading environment.

If you want to add sounds, there are companies that offer sound boards designed for typical O gauge use (meaning AC from 7 to 18 volts). All the boards use a DC offset to trigger a whistle or horn,

and many of them also have a bell sound. Some more elaborate sound boards have a chuff sound or diesel ramp-up sound that is speed regulated.

However, they usually require input, such as a magnetic reed switch or a cam-operated micro switch, to give the board some sort of signal as to speed.

Check for sound boards designed specifically for this market, and your conversion will be much easier.

Dallee Electronics, www.Dallee.com, offers a variety of sound packages for O gauge locomotives. Williams by Bachmann also offers single sales of its True Blast diesel and steam sounds boards. These are simple and have bell and horn/whistle sounds, but you may find those suitable for a starter set engine. Good luck, Dave!

WHICH WAY THE WIRES?

Q I have an American Flyer no. 577 remote control whistle. I am rewiring it and want a wiring diagram so I can rewire

it correctly with the right color of wires – yellow, green, and black. I have 20-gauge stranded instead of solid wire. Some of the original wires were either cut or are missing. – Don Bardoun, Northfield, Ohio

A We don't have a diagram, but the black wire goes to the center leads for the lights. The yellow wire goes to ground for the lights and to the brush closest to the rear of the billboard.

The green wire goes to the field. The other field lead goes to the brush closest to the front of the billboard.

LOSING HEAT-STAMPED LETTERS

Q Over time and much handling of some of my trains, the heat stamping is starting to vanish. Is there a cure for this? – Vernon Marsh, Chicago, Ill.

A Unless the cars were of great personal value, I doubt if you'd want to go to the expense of having the cars professionally restored. Otherwise, one hesitates to say something can't be done. This may be close to that mark, though.

Reviving lost heat stamping is largely a

“do-it-yourself” project calling for a steady hand and some artistic ability. And I don't recommend it!

Keep in mind that this bit of “restoration” will lower the value of your equipment. This being noted, at this point, you probably can't hurt anything.

First of all, no matter how you intend to renew the lettering, experiment on junker cars or shells in hopes of perfecting your technique. You can probably find some cheap broken cars/shells at a train

show to practice on.

Next, pick your coloring source. If you're determined to have sharper markings, you can fill in the fading letters using a very fine felt-tipped pen.

Find a brightly illuminated place. Work slowly and carefully to prevent the pen from slipping.

If you consider using model paint, choose a good white or black paint for the project. Be sure to use a fine-tip brush.

Best of luck, Vernon! **CTT**



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PRODUCT NEWS

WITH BOB KELLER

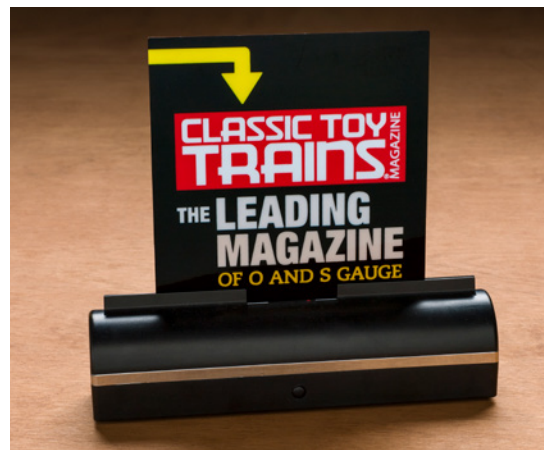


BOOK'EM JACKO: Give five-oh a prominent spot on your O gauge layout with the no. 279-4435 Police Plaza from Menards. The multi-story police station features a brightly illuminated entrance (guarded by, who else? Jack the police dog) and a rooftop helipad with police chopper. The roof has flashing red LEDs, and the helipad has alternating red and white LEDs surrounding the "H" logo. But the surprise is that the helicopter blades rotate. The structure costs \$99.99 plus shipping. Order online at www.Menards.com/Trains and opt for shipment to your local Menards store.



ESSENTIAL INFORMATION: A quarter-century of often dizzying progress in command-control systems has seen Lionel move from traditional transformer-controlled operation to TrainMaster, Legacy, and now LionChief and LionChief+ control systems. New and experienced three-railers may need to take a step back to figure out what it all means. To fill this void, TM Books & Video has released a new book, *Modern O Gauge Remote Control Lionel TMCC & Legacy Basics and Advanced*. The volume introduces the TrainMaster and Legacy

systems and looks at locomotive control, programming options, operating accessories, and switches with TMCC/Legacy. The 96-page book has more than 200 color photos and costs \$24.99 plus shipping. See your hobby retailer or order at www.TMBV.com.



LIGHT UP YOUR LAYOUT: Fly the toy train flag with the nos. 69015 *Classic Toy Trains* illuminated billboard with billboard frame and 69021 illuminated billboard with desktop adaptor (shown). Both versions are priced individually at \$49.95 plus shipping. Order online at www.KalmbachHobbyStore.com.

IN MEMORIAM



JOSEPH GRZYBOSKI JR., the owner of Grzybowski's Train Store in Moosic, Pa., died in June. The mail-order firm he established in 1977 rose to become one of the top Lionel dealerships in the U.S. In recent years, as noted in the November 2017 issue of *Classic Toy Trains*, Joe passed leadership of the business to his two sons, Jeremy and Joe III, making Grzybowski's Train Store a successful example of a multi-generation hobby shop.

Joe built an outstanding collection of Lionel trains from the postwar era that he enjoyed putting on display in his store for customers to appreciate and learn from. The first store, which Joe opened in 1988 with assistance from his wife, Theresa, was located in his hometown of Scranton, Pa. Customers there and in the store in Moosic benefited from Joe's generosity in sharing his knowledge and insights with fellow hobbyists.

All of us at *Classic Toy Trains* are grateful to Joe for his dedicated promotion of model trains and his longtime support of this magazine. We offer condolences to Theresa, Joe's wife of 43 years, their three children, and their three grandchildren.

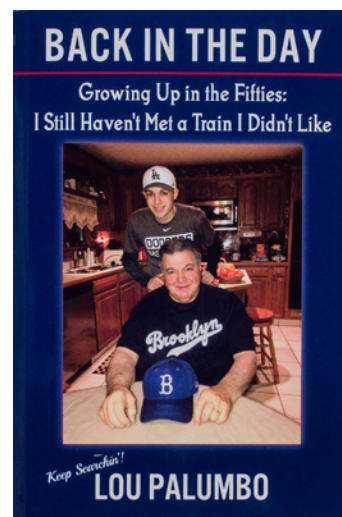


SNACK TIME: The Metropolitan Division of the Train Collectors Association (METCA) is offering an O gauge Charles Chips E-Z DIVCO truck. The motorized unit runs on E-Z Streets/ SuperStreets track – as well as on three-rail track. Made by Bachmann Trains, the vehicle costs \$79.99 postpaid (Alaska, Hawaii, and Canada add \$5 shipping per order). Order online at <http://metca.org/store.html>, or download a form to fill out and send it to Charles Chips DIVCO Truck c/o Bob Amling, 5 E. Warwick Ct., Farmingdale, NJ 07727.



THE WHEELING RIDES

AGAIN: Stockyard Express has announced a second run of its custom-painted Wheeling & Lake Erie Ca-1 caboose. The limited-edition O gauge model, made by MTH Electric Trains, features a striking yellow and black paint scheme, die-cast metal trucks and couplers, and interior decoration and illumination, and is available in two road numbers: 0813 and 0815. The car costs \$69.95 plus shipping. For more information, go to www.stockyardexpressllc.com.



NEW FROM LOU: The latest book from Lou Palumbo is *Back in the Day: Growing up in the Fifties*. Lou looks back on toy trains, childhood, and more. The 198-page softcover book costs \$12.99 plus \$3 shipping and is available from **Amazon.com** (search Lou Palumbo), www.undergroundrrshop.com, or by mail from The Underground Railroad Shoppe, 1906 Wilmington Rd., New Castle, PA 16105.

PRODUCT NEWS



MOST MODERN GONDOLA IN S GAUGE: Des Plaines Hobbies/S Scale America is offering a new, fully assembled model of a Thrall no. 2743 gondola in S gauge. The model features 100-ton trucks, wire grab irons, and separately applied grab irons. Five road names are available and cars come in three road numbers each. The current run includes Canadian Pacific, CRLE (Gondola Connection), CSX, DJLX (David J. Joseph), and DME (Duluth, Minnesota & Eastern). The cars, which are 1:64 scale and come with American Flyer-compatible trucks and couplers, cost \$59.95 each. Order direct from www.desplaineshobbies.com.



LIGHT THE ROAD OR THE RAILS: The latest O gauge freight cars from Menards are the nos. 279-3433 Chesapeake & Ohio flatcar with illuminated Goodyear truck and 279-3446 Santa Fe flatcar with illuminated Chippewa Valley Farm Supply truck. The vehicles are lit by track power. The railcars cost \$29.99 each plus shipping. Order online at www.Menards.com/Trains and opt for free shipment to your local Menards store.

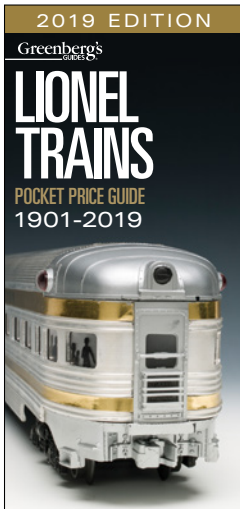
WEAVER TRUCKS

RETURN: The best improvement Weaver Models made with its rolling stock was the die-cast metal freight car truck. Well, O gaugers can rejoice because they're back, courtesy of the MTH no. 20-89022, a pack containing a pair of Bettendorf die-cast metal trucks. The pack has two O gauge trucks and coupler arms and costs \$29.95. See your MTH retailer or go to www.MTHtrains.com.



WANT TO SUBMIT A PRODUCT?

Send complete ordering information and a large, hi-res photo file to bkeller@kalmbach.com or on a CD by mail to Bob Keller, Classic Toy Trains magazine, P.O. Box 1612, Waukesha, WI 53187-1612.



INDUSTRY STANDARDS: The 2019 editions of Greenberg's Pocket Price Guides for Lionel and American Flyer trains are available now. The no. 10-8619 American Flyer guide lists Gilbert and Lionel American Flyer production as well as modern S gauge models for \$15.99. The no. 10-8719 Lionel guide includes prewar to contemporary production for \$21.99. See your hobby retailer or order online at www.KalmbachHobbyStore.com.



UP THE CREEK? GET A PADDLE: Right On Track Models launches a new structure kit for O gauge railroaders: the no. O-09 Canoe and Paddle Store. The structure has a generic general store look to it and is made from precision cut basswood. It has highly detailed windows and doors as well as cast resin and printed parts. The kit costs \$148 postpaid. To order or to get more information, go to www.rightontrackmodels.com.



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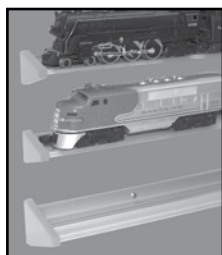
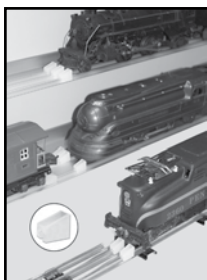
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LINK. LOOK. LEARN TO BUILD A LAYOUT

Tell me, is there any experience in the hobby that tops the moment you start building the benchwork for a new layout? No, wait. Is there any instance that eclipses the fun of running that first train over the main line? Hmmmm. Can you really beat the feeling you get when you glimpse a finished layout scene and think to yourself, "I made that (and it looks pretty good too!)"?

Even after building numerous big and small layouts over the years, it's still pretty much impossible to say exactly what stage of layout construction is the single most fulfilling accomplishment.

But I can tell you that the thrill of sharing all of those moments with others always seems to nudge its way to the top of my list. And that's especially true following the CTT/MRVP collaborative effort to build the 5 x 9-foot O gauge City Terminal & Transfer Railway.

While CTT and MR Video Plus have each produced plenty of project layouts for their subscribers to enjoy, there's never been a joint effort between the two siblings. Until now!

As presented on page 24 of this issue, you'll see the results from the pairing of MR's busiest builder with CTT's most prolific layout builder, along with supporting staff from each team.

Both magazines have showcased project railroads in print before, but this

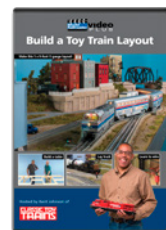
marks the first time either publication has enhanced the assembly instructions with video.

By partnering with MRVP, we are able to show you instructional videos for each step; share the specific tools, tips, and techniques involved; and present

the insights of the builders as the layout takes shape.

You can watch with an Internet-enabled device and a subscription to MRVideoPlus.com. Or you can buy the *Build a Toy Train Layout* series on DVD (item no. 15348) from www.KalmbachHobbyStore.com.

Either way, you'll get to join in the fun. I'm hoping you'll share your experiences with us too! CTT



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FROM THE UNDERGROUND

WITH LOU PALUMBO

What we collect

TOY TRAINS ARE SOME OF THE OBJECTS WE CHERISH

It's just human nature to collect. People collect thousands of things. Matchbook covers, baseball cards, ice-cream scoops, 78-rpm records, and bottle caps – I could go on and on listing them.

Knowing how different individuals collect so many different items is good news for both psychologists and toy train collectors. Long after we in the current generation of train collectors have moved on, our treasures will be collected by younger generations.

I wrote about this phenomenon in the column published in the January 2010 issue of *Classic Toy Trains*. You might remember it: "Where have all the Lionels gone?"

That column is still one of my favorites. I based it on the song written by Pete Seeger, "Where Have All the Flowers Gone?" You probably know that classic, which has been recorded by many singers and groups, including the Kingston Trio and Peter, Paul and Mary.

My conclusion in 2010 is the same today: Anyone worried about what is going to happen to the train hobby should rest easy. You'll be long gone before anything major happens to it.

So enjoy your trains now and make plans on handing them down to someone that you like in the future. Then another generation will be ready to step in to the great hobby we have made.

Vintage cars and hot rods are some of the things that train hobbyists also collect. The car shows at Carlisle, Pa., are usually held about the same times as the Eastern Division of the Train Collectors Association organizes its semi-annual meets in York, Pa. So it doesn't come as a surprise to learn that many train collectors attend both events.

Old vending machines, jukeboxes, and pinball machines are also some of the favorite items collected by train hobbyists. What else do each of you collect?

We have done a magnificent job categorizing and describing virtually all the trains made in the U.S. and Europe since 1900. Many books have been written to guide future hobbyists en route to establishing their own train collections.

There are always going to be individuals wanting to collect model train treasures. People usually want to have something no one else has. That is the basis of the collecting fever, or as I call it, "The collecting disease." It's a lot of fun, and I'm glad that I have it.



Everyone wants to be the first to have a rare find. That's the fire burning inside every collector's soul. Supply-and-demand therefore dictates the value of all items.

I love to collect trains because the hunt for an item is more fun than finding it. Once you find an item, you have to start hunting for another.

Every time I buy a box of old trains I'm hoping to discover a special item – not to sell – but to take home and put on display in my personal collection.

While collecting trains I find many nostalgic items I usually keep. Does that make me a hoarder? It probably does, but so what? I'm not hurting anybody by hoarding what I find. Besides, somebody is going to get a lot of nice stuff.

Old toys are at the top of my list of things that I collect besides trains. I display them at my store in New Castle, Pa., where I can share them with everyone.

Now you know more about me and why my tag line after every column is ...

Keep searchin'. 

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

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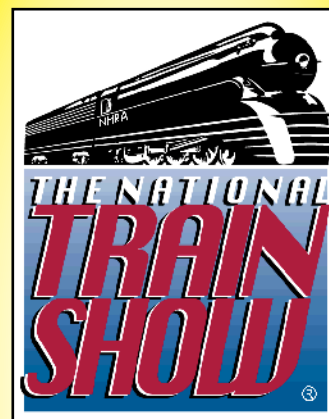
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ADD A WORKING CLOCK TOWER

TRANSFORM A TRAIN STATION
INTO A LAYOUT SHOWPIECE

Story and photos by Lee Willis

Sitting proudly atop the train station, the clock tower in **photo 1** shows the correct time to all four points of the compass. Adding this eye-catching detail is a fun, straightforward project.

GETTING STARTED

I started with a Menards no. 2793846 O gauge train station to which I had added a new entry, roof, additional trim, and a name-board for my small town, San Bettadaise.

The addition of a clock tower starts with four inexpensive analog electric watches (**photo 2**). I bought my watches on Amazon, but there are usually five or six different models of inexpensive, plastic-cased electronic men's watches under \$10 each on eBay.

Men's watches have a 30-mm diameter face, which translates into a 5-foot-wide clock face in O scale. Women's watches have 20- to 23-mm faces, which is 3 to 4 scale feet. The watches come with replaceable batteries that typically last about three years.

There are several different

watch face designs to choose from in this price range. I picked a men's watch I thought looked best on this tower. I actually bought six watches for less than \$50, anticipating that they might not be durable, but after nearly two years the original four still work fine, as do the two extra watches I keep in my spare parts cupboard.

The tower is made from foam core board covered with JTT's textured plastic sheeting (www.jttmicroscale.com). I followed a simple design I created

PHOTO 1

Sitting atop an O gauge Menards Train Station, this added clock tower keeps the correct time on all four sides. Author Lee Willis shows how he added this detail.

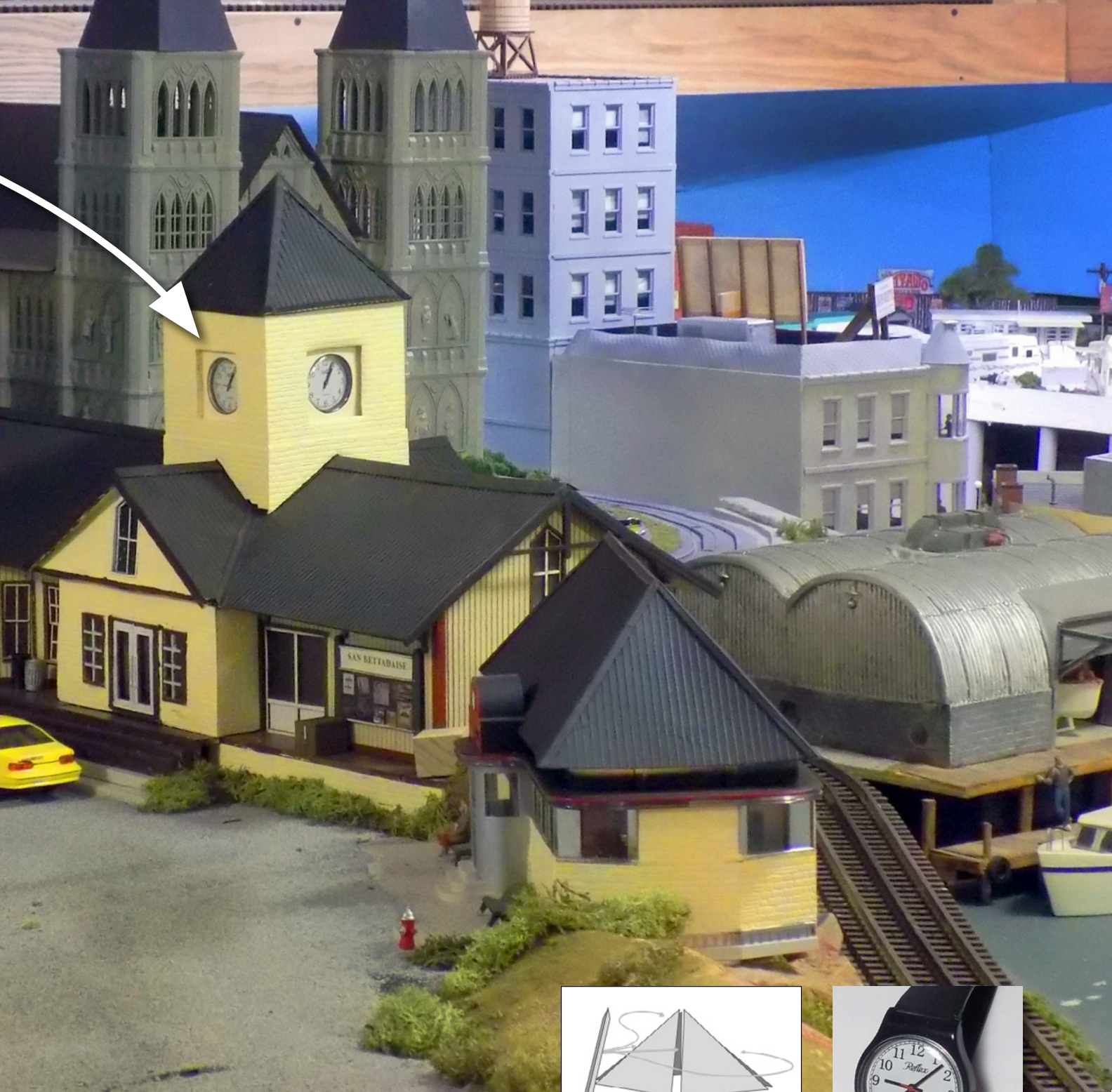
after studying several early 20th century clock towers online. In my design, each clock is set in a recessed square niche in the tower side. This is a common feature of 19th and early 20th century clock towers and it looks attractive to me.

The basic clock tower is made of ¼-inch-thick foam-

core and wood and was easy to assemble (**see the accompanying diagram**). I first cut out the four side pieces of foam-core, remembering to make two of them ½-inch narrower since they will fit inside the other two at the corners. I then cut the 1¾-inch holes in each.

I assembled the tower body straight and square, adding a brace made from a length of





½-inch-square poplar hardwood at each corner. I glued the tower body together with yellow carpenter's wood glue.

The next step is the only intricate part of this project: I had to cut the bottom of each tower face so the tower would sit straight and level on the station's roof. This is tricky because the roof is made in two sections with different

itches and heights.

I made a mock-up of the tower using manila-folder cardstock and fiddled with it until it fit. Then I carefully cut the foam-board to match, taking care to leave a little extra in place and gradually trimming the lower edge until the tower sat true.

Once that was complete, I used rubber cement to attach

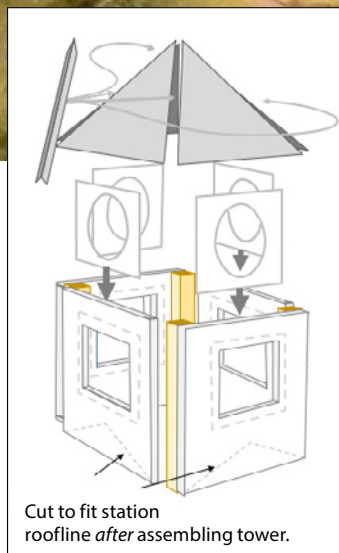


PHOTO 2

With their wristbands removed, inexpensive men's electric watches make great O gauge clocks.

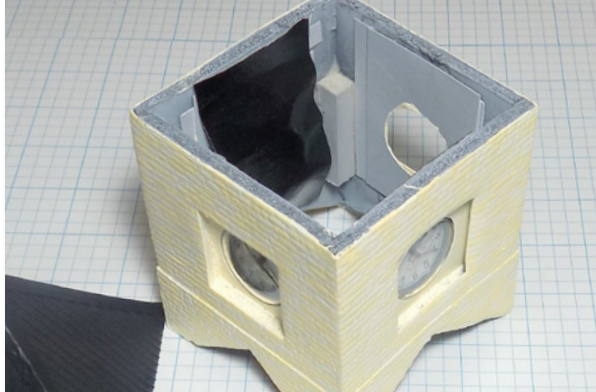


PHOTO 3

Each watch is simply taped into place.

WHAT YOU'LL NEED

- Gorilla tape
- JTT no. 97445 random coarse stone sheet, 7.5 x 12 inches
- JTT no. 97408 ribbed roof plastic sheet, 7.5 x 12 inches
- Menards no. 2793846 O gauge train station
- Plastruct model airplane cement
- Poplar rod, ½-inch square, 36 inches
- Rubber cement
- White foam core board ¼-inch-thick sheet, white, 24 x 36 inches
- Yellow carpenter's glue

JTT no. 97445 rock-face plastic sheet to the sides of the tower. I used scissors and a hobby knife to trim the plastic flush.

Next I cut out four 2¼-inch-square pieces of the JTT rock-face plastic. I then cut a round hole in the center of each just the size of a watch crystal (30 mm) using a hobby knife. I cemented each to the inside of a tower face.

There is nothing fancy about how the watches are mounted. I removed the watch bands and held each watch in place with a length of Gorilla tape (**photo 3**). While this product looks like black duct tape, it is stronger, doesn't dry out, and can still be removed if necessary. I aligned each watch in its hole and taped it in place from the inside.

The roof of the tower is made of JTT's no. 97408 O gauge tin roofing material glued with Plastruct model airplane adhesive. All four roof pieces are identical, as are the four thin top pieces that cover the seam at each corner.

A TIMELY ADDITION

This clock tower project produced a great payoff for my

time and effort. It transformed an already nice train station into one of the most visible features on my layout and a real showplace.

The working clocks are a unique feature and are often noticed only after visitors, having looked over the layout for a while, realize the passenger station's tower clocks are keeping the correct time. **CTD**

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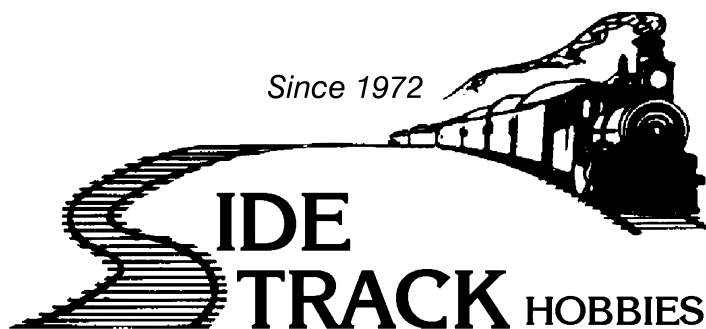
054 outside curve

031 inside curve

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STEP-BY-STEP

BUILD THIS TOY TRAIN LAYOUT

Story by Kent Johnson

What do you get when you ask *Model Railroader* magazine's most prolific layout builder to join forces with *Classic Toy Trains* magazine's most prolific layout builder to construct an all-new O gauge railroad? Clearly you'll have two guys who really love to play trains! But more significantly, you'll get to watch and learn exactly how inspiration, keen hobby insights, and seasoned how-to instruction shape a forward-thinking toy train layout like this 5 x 9-foot railroad we're calling the City Terminal & Transfer Railway.

As producers for Model Railroader Video Plus (MRVideoPlus.com), David Popp and I, aren't new to building toy train layouts. But our labors for MR's video streaming product (launched in 2013) tend to concentrate on N, HO, and O scale interests. Time for that to change! So pay attention as David and I, along with our pals Bob Keller and Jenny Maaske, deliver the essential instruction you'll need to start building your very own version of the CT&T Ry.

An MTH Amtrak F40PH diesel shines under the bright lights of the city on this compact O gauge layout.



Photo by William Zuback



**BIG TRAINS AND BIG BUILDINGS
FIT INTO THIS 5 X 9-FOOT CITY
TERMINAL & TRANSFER RAILWAY**





MRVP producers Kent Johnson (center, front) and David Popp (center, back) launched into construction, before being joined by Bob Keller and Jenny Maaske.

New Layout, New Approach

Starting from the first toy train layout I built for CTT (Cascade & Timber Trail Ry., 2008) through the most recent (Port Terminal & Western, 2013), the instructions printed in multiple issues guided readers to a completed layout over several months. Now in 2018 we have a better way to convey the essential steps, without making you wait!

Track plans, benchwork diagrams, wiring schemes, and the like are best provided and studied in print. But showing how these layout components fit together is much clearer when presented in video instruction you can pause and repeat. That's where MR Video Plus fits into the picture.

Over the past five years, MRVP has become the leading authority for video-streaming hobby instruction. Part of what helped our subscription service reach that pinnacle is our building at least one new project layout every year.

Through comments, criticisms, and even our own gaffes, we've filmed and edited our videos to present the layout building instructions you'll want to see demonstrated. The video series associated with the CT&T Ry. project layout is no different, as MRVP subscribers can see when using an Internet-enabled computer to visit MRVideoPlus.com/CTTonMRVP

But even if video streaming "just isn't your thing," there's no reason for that to keep you from enjoying this project. *Classic Toy Trains* is also offering a DVD of the same instructional CT&T Ry. videos found on MRVP. Purchase *Build a Toy Train Layout* on DVD (item no. 15348) at KalmbachHobbyStore.com

Now that you know how our project layout will play out, let's get started on construction!



Track Plan

For most hobbyists, the first step in developing a track plan is to compile and assess your layout design preferences. Legendary layout designer John Armstrong coined the phrase "Givens and Druthers" when referring to these key factors in helping determine if you'll end up with a layout you'll actually enjoy!

But for our foray into O gauge layout construction, David and I decided just one criterion had to be met – the CT&T had to move easily through the double doors of our workshop.

After establishing the 5 x 9-foot canvas, I queried CTT's Bob Keller and Carl Swanson for their layout preferences. As expected of CTT's product review specialist, Bob yearned for sweeping curves to host some of the largest locomotives currently manufactured.

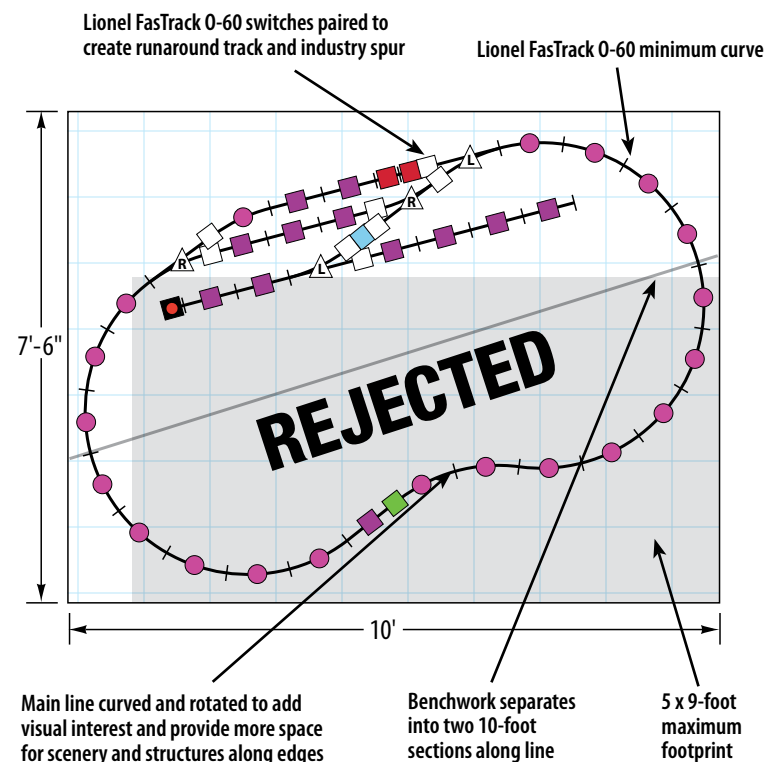
Similarly, Carl had a keen interest in seeing how we could incorporate some of the massive industrial structures now arriving on the O gauge market.

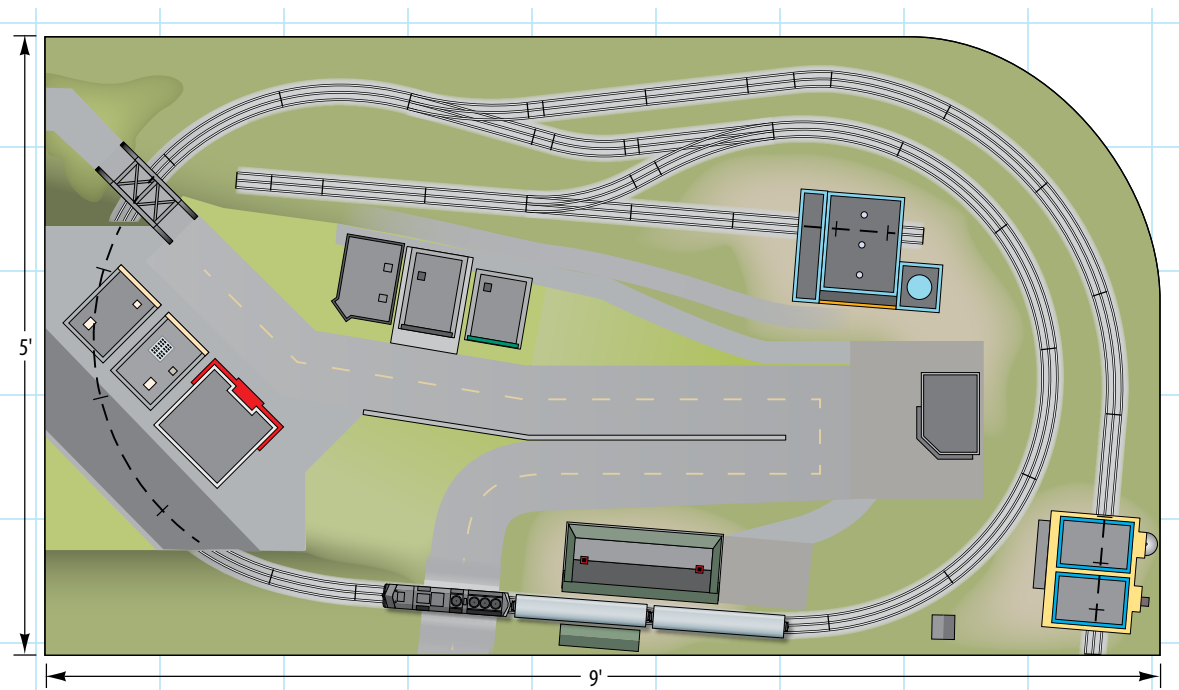
Having more than a few toy train track plans under my belt, I knew the impossible task that lay ahead. I decided it might be helpful to illustrate what 50 pounds of stuff looks like when forced into a five-pound bag. While this original plan was never a real consideration, it demonstrates the importance of shaking out your criteria prior to buying even a single section of Lionel FasTrack!

With a nip here and a tuck there, all manageable when using RR-Track software (rrtrack.com), I was able to shape a compact layout that maintained characteristics of something much larger. Indeed, compromise factors into all phases of construction.

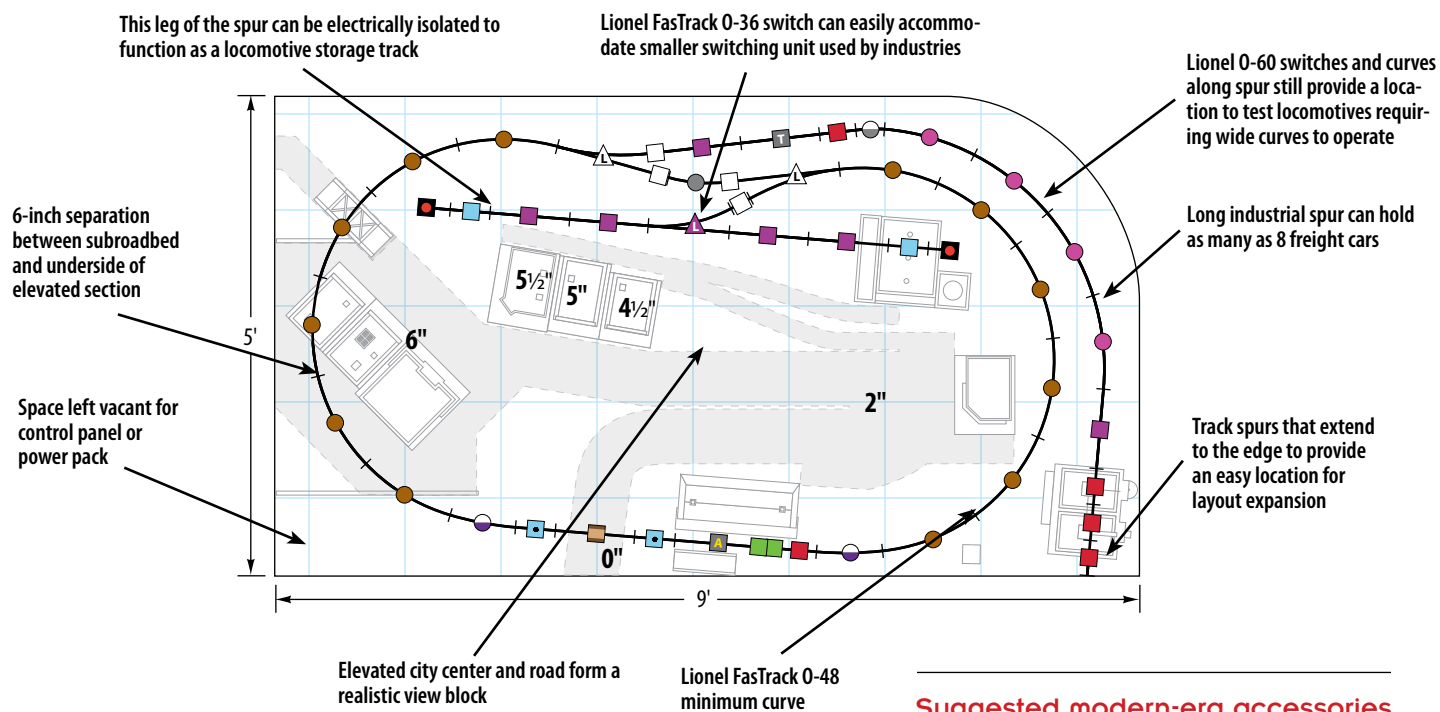
Lionel FasTrack components

Quantity/Description/Number	Quantity/Description/Number
8 □ 1.38-inch straight (12073)	20 ● 0-60 curve, 22.5-degree (12056)
1 ■ 1.75-inch straight (12026)	2 △ 0-60 right-hand track switch (12058)
2 ■ 4.5-inch straight (12025)	2 △ 0-60 left-hand track switch (12057)
1 ■ 5-inch straight (12024)	1 ■ bumper (12059)





Illustrations by Kelle Jager



Lionel FastTrack components

Quantity/Description/Number

- 4 1.38-inch straight (12073)
- 2 1.75-inch straight (12026)
- 5 4.5-inch straight (12025)
- 2 5-inch straight (12024)
- 2 5-inch insulated straight (12029)
- 6 10-inch straight (12014)
- 1 10-inch terminal straight (12016)
- 1 10-inch activator straight (12027)
- 1 0-36 curve, 11.25-degree (12023)

Quantity/Description/Number

- 1 0-36 curve, 22.5-degree (12022)
- 12 0-48 curve, 30-degree (12043)
- 4 0-60 curve, 22.5-degree (12056)
- 2 0-84 curve, 11.25-degree (12061)
- 1 0-36 left-hand track switch (12045)
- 2 0-60 left-hand track switch (12057)
- 1 grade crossing (12036)
- 2 bumper (12059)

Suggested modern-era accessories

Quantity/Description/Number

LIONEL

- 1 short extension bridge (62716)

MENARDS

- 1 hobby shop building (2792677)
- 1 Morton Salt factory (2793847)
- 1 Pepsi bottling plant (2793860)
- 1 York Hotel Royale (2793973)

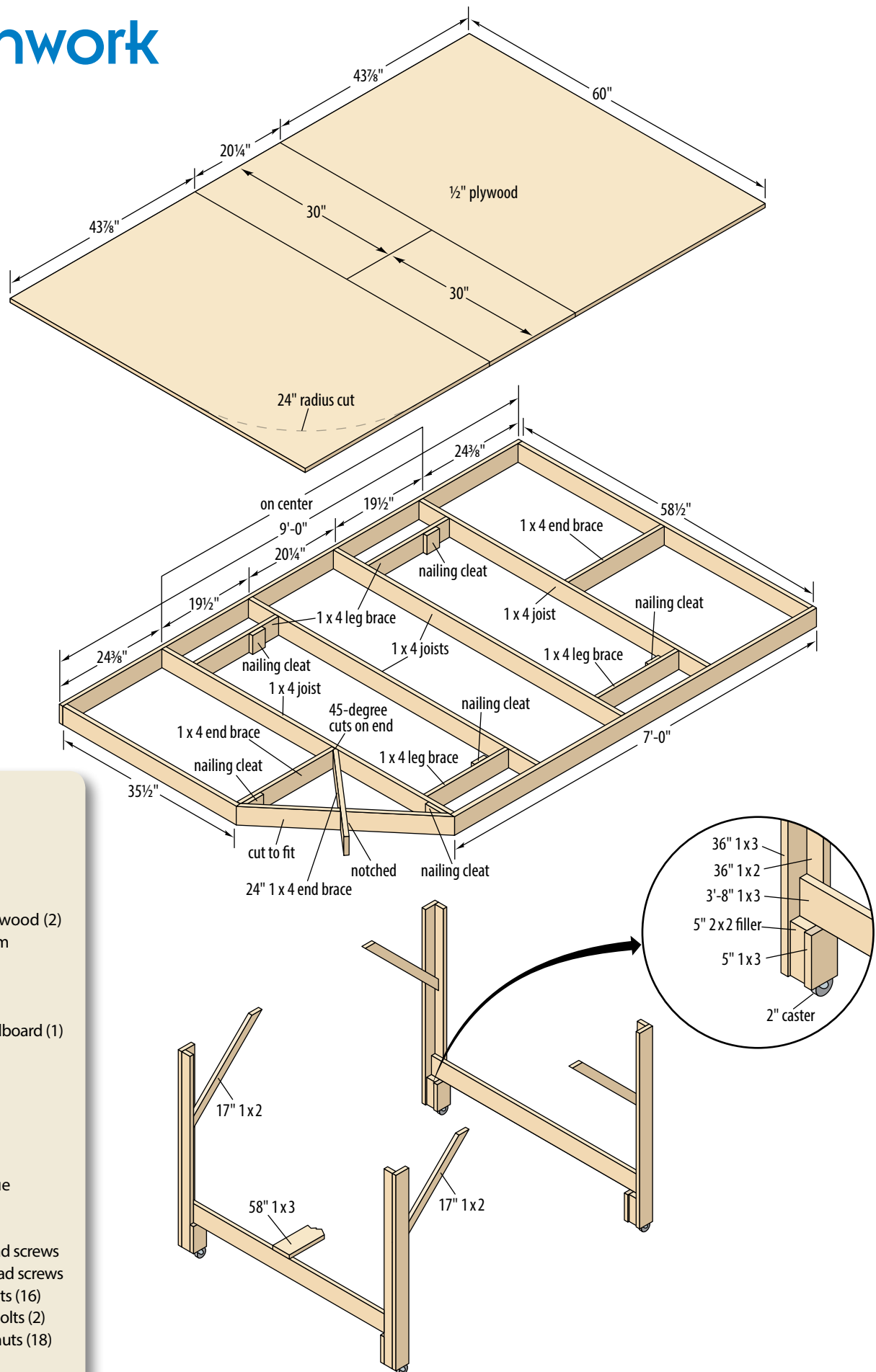
MTH

- 1 passenger station (30-9014)
- 1 townhouse (30-9080)
- 1 Katz's Deli (30-90020)
- 1 coffee shop, opposite corner (30-90061)

WOODLAND SCENICS

- 1 J.W. Shoe Cobbler (5843)
- 1 Emilio's Italian restaurant (5855)
- 1 Work shed (5857)

Benchwork



Frame

- 1 x 4, 8-foot (2)
- 1 x 4, 10-foot (5)

Top

- 4 x 8-foot, 1/2-inch plywood (2)
- 4 x 8-foot, 1-inch foam insulation board (2)

Fascia

- 4 x 8-foot, 3/16-inch hardboard (1)

Legs

- 1 x 2, 8-foot (3)
- 1 x 3, 8-foot (4)

Supplies

- Carpenter's wood glue
- Foamboard adhesive
- 2-inch finishing nails
- 3/4-inch x no. 6 pan-head screws
- 1-inch x no. 10 pan-head screws
- 1/4 x 2-inch carriage bolts (16)
- 1/4 x 3 1/2-inch carriage bolts (2)
- 1/4-inch washers/wingnuts (18)
- 2-inch casters (4)



After applying wood glue to the ends, David used corner clamps and squares to align the components at a 90-degree angle. He then inserted three 2-inch brads at each joint.



The rounded corner design found at one end of the layout required special framing formed by making 45-degree cuts on the ends of the 1 x 4 pine lumber components.

Photos by Ben Lake



Each leg received a 2-inch caster, which will facilitate moving the layout in and around the workshop.



To make the layout easier to transport, David used 1/4-inch carriage bolts, washers, and nuts to make the legs removable.

David Popp, our resident woodworker in model railroader's clothing, can build layout framing or "benchwork" just about any way you can dream up. But a heavy-duty or highly customized hardwood frame for a small to midsize layout just isn't necessary, even with big toy trains and city structures in play.

Instead, David turned to the traditional grid-style or "butt-joint" technique, to form the base of our freestanding layout. The key to any butt-joint assembly is that the adjacent ends of the dimensional lumber pieces, plus the resulting table ends and sides, should be set square (90-degree angle). You'll see

how easy that is when you first select or cut straight lumber pieces (see list of materials) and then follow David's framing diagram and his lead in the instructional videos (MRVideoPlus.com/CTTP1).

Next, David and I focused on getting a leg up on the layout. In our case, we not only wanted to raise the height of the benchwork to 36 inches above the floor, but also wanted to make it easy to move. In the leg construction diagram shown here, you'll see a favorite design that's worked well on previous layouts. It will work great here after we installed the 2-inch casters, as demonstrated in the construction video (MRVideoPlus.com/CTTP2).



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The 1/2-inch plywood used to cover the table must be cut into sections that set properly over the 1 x 4 frame components.

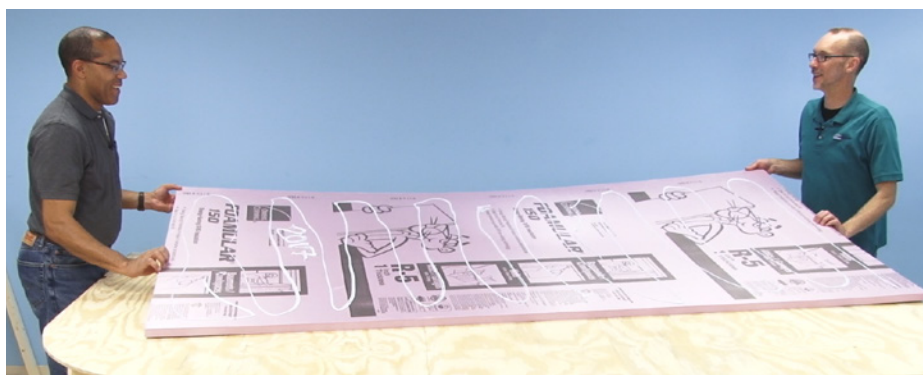


Photos by Ben Lake

Clean and straight rip cuts can be made easily by using a circular saw and another board clamped in place as a guide.



A yardstick can be turned into a compass used for tracing the rounded curve pattern.



After applying foam-compatible adhesive to the initial 1-inch-thick 4 x 8-foot sheet of foam insulation board, Kent and David flipped it over and secured it to the plywood.



Adding hardboard fascia helps protect the foam from damage in transit.



With the foam board and fascia in place, Kent and David moved the completed benchwork into position for the next phase of construction – trackwork and wiring!

A frame and legs do not a layout make! But adding a top to our table sure helps. Clearly, a full sheet of 1/2-inch-thick plywood won't cover an entire 5 x 9-foot layout. So, we (by that, I mean David) did the math and then came up with the specific cut pieces you'll need. If you need proof, we've provided plenty of video evidence and other helpful assembly insights (MRVideoPlus.com/CTTP3).

To complete this stage of layout construction, we first cut two 4 x 8-foot sheets of 1-inch-thick foam insulation board.

Then we used PL300 foam-compatible adhesive to secure the subroadbed sections to the plywood surface (MRVideoPlus.com/CTTP4).

David and I let the adhesive dry for a day, which provided enough time to cut and install the hardboard fascia. Then we gathered the essential track and wiring components Bob Keller and I were going to need for the next stage of construction.

You can watch it now on MR Video Plus or wait to read the next installment in the October 2018 issue of *Classic Toy Trains!* **CTT**

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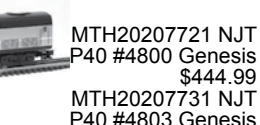
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WHAT YOU MUST KNOW

ABOUT GREENBERG'S PRICE GUIDES

By Roger Carp

Dedicated collectors and curious newcomers have long turned to one source for information about their toy trains:

Greenberg's Pocket Price Guides. They trust the data in convenient and comprehensive references experts update and improve almost every year.

Yet even the most experienced hobbyists, individuals who use and depend on *Greenberg's Pocket Price Guides*, probably do not know the story behind their creation and ongoing development. Let's take you behind the scenes at Kalmbach Media, where these valuable books are made.

Rise of Greenberg Publishing Co.

The place to open the tale of *Greenberg's Pocket Price Guides* is in a town in Maryland about 40 years ago.

In Sykesville, Bruce C. Greenberg was expanding his publishing firm. Supported by his wife, Linda, he had begun by reproducing Lionel consumer catalogs from the pre-war and postwar eras. Then he had overseen the publication

of a series of reference guides to the trains manufactured and sold by Lionel since 1901.

The comprehensive volumes about Lionel and later American Flyer and Marx trains offered hobbyists the information they desired. Descriptions, often bolstered by photos, set forth details about the makeup and decoration of engines, cars, and more produced by major American toy train firms.

In addition, Bruce and the specialists helping him had investigated the values of items in different states of condition.

Bruce assembled lists of what Lionel and other firms had manufactured. They showed the hundreds of locomotives and other trains in order, according to the product numbers given by companies. Then, using pricing information submitted by experts who attended regional and national shows, printed values in books easy to carry and consult.

Brilliant by-product

The lists of items and their values appeared in functional softcover books whose vertical format made them convenient to stick in pants pockets. Bruce called it *Pocket Price Guide*.

Starting in 1979 with Lionel trains, Greenberg released compact price guides on an annual basis. A companion focusing on American Flyer S gauge arrived in 1980. Guides to Marx and even LGB Large scale trains came later.

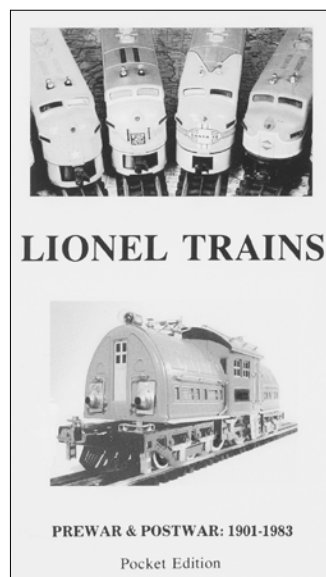
The process established by Bruce and Linda Greenberg for *Pocket Price Guides* continued after Kalmbach acquired the company's assets and inventory in 1993. Books on Lionel went on hitting the market every year. The S gauge pocket guide, which grew to include American Models, Lionel, MTH Electric Trains, and S-Helper Service, changed to every other year. The Marx volume appeared less frequently.

How it's done

Preparation for each *Greenberg's Pocket Price Guide* begins two years before its publication. A member of the Books Department works with an editor at *Classic Toy Trains* to select a desirable model to photograph for the front cover. William Zuback shoots the image under the guidance of Art Director Tom Ford.

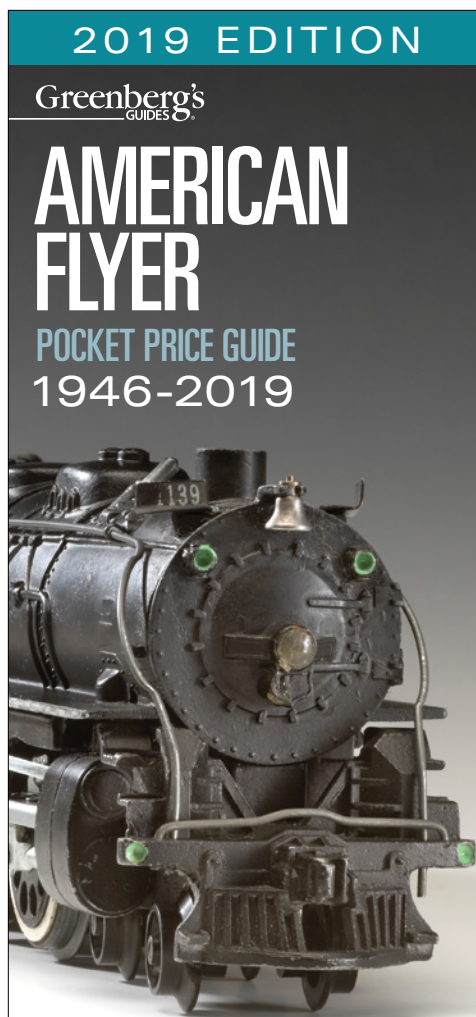
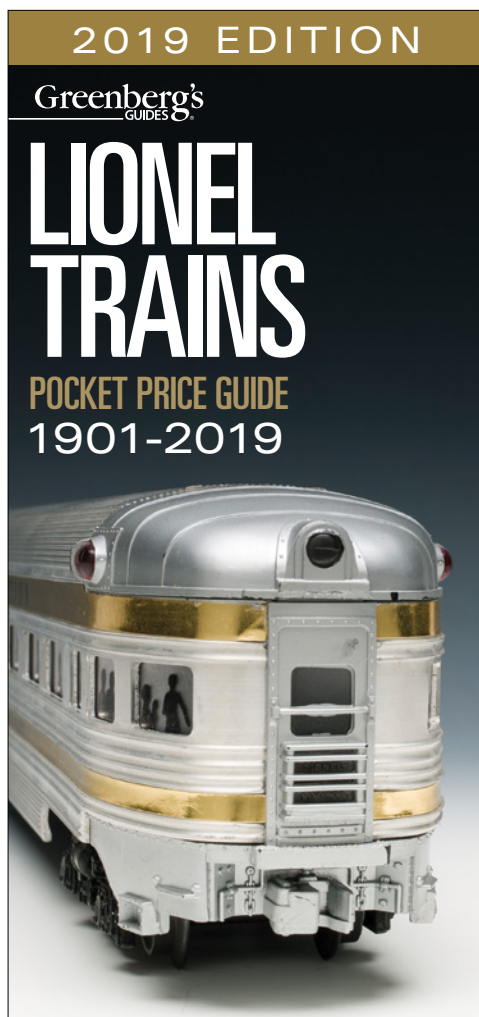
Correspondence received by the Books Department often provides information about items not currently listed or whose description needs modification. They may also offer insights on the values.

At the same time, a group of about a dozen expert hobbyists residing in different parts of the U.S., are attending train shows and auctions and checking online sources. Specially, they record the actual prices at



Things have changed with the premier price guide in the hobby. The 1983 edition needed only 68 pages to handle Lionel trains. The 2018 edition required 432 pages!

ESSENTIAL BOOKS SHAPING THE HOBBY FOR 40 YEARS



The two latest editions of *Greenberg's Pocket Price Guide* produced by Kalmbach Media cover Lionel's trains and accessories throughout its history as well as the S gauge models made by the A.C. Gilbert Co. and several contemporary businesses.

which prewar and postwar models in varying conditions sell. They also investigate relevant information about values being shared by national toy train collecting associations.

The copious facts about individual models and their values are then amassed and organized by the Books Department. This information makes it possible to update and improve each *Greenberg's Pocket Price Guide*.

Of course, Lionel never quits increasing its lineup of O

and S gauge accessories and trains. Using the catalogs it published, the product numbers and descriptions of the latest additions are gathered and printed in the brand-new pocket guides. Not a simple step but necessary if the guides are to remain trusted resources for collectors and operators with all levels of experience.

Two challenges

Meeting the expectations of users has since the very beginning called on the different

editors of *Greenberg's Pocket Price Guide* to confront two notable challenges. Both relate to the elementary question of what should be included.

Lionel, as stated, keeps on multiplying the items in its line, so that many hundreds of newcomers fill its catalogs every year. Identifying the new models and ensuring they are listed demands a great deal of time and effort from editors.

All the same, there is no doubt the task is necessary, even if it fattens up each

pocket guide. Truthfully, few pants have pockets big enough to hold the latest editions!

Uncovering and including individual models not included in Lionel's cataloged roster is another challenge. Here, editors of the price guides depend on outside contributors to share product numbers and brief descriptions of special items made for train clubs, collecting groups, and stores.

The second and perhaps greater challenge has to do with variations. As experts discovered differences in prewar and postwar models, they declared to have found legitimate variations, some of which deserved to be valued highly.

Editors of *Greenberg's Pocket Price Guide* have aimed to include many of these noteworthy variations to benefit users. However, they have also concluded some were so minor and had little if any effect on values that putting them in the book wasn't crucial. Naturally, opinions can change and listings can be expanded.

Always getting better

Intensive research from editors and ongoing contributions from outsiders will enable *Greenberg's Pocket Price Guides* to continue to improve and exceed the expectations of hobbyists who invest in them.

All of which requires anyone using the guides who sees an omission or an error to share this information. By doing so, all of us can guarantee this invaluable resource will get only better. **CTT**

TO ORDER BOOKS:

The brand-new editions of *Greenberg's Pocket Price Guides* can be ordered by going to www.KalmbachHobbyStore.com



BUILDING AN O GAUGE
WORLD THAT'S GRIMY,
DUSTY, AND COLD



IT'S A DIRTY JOB ... and George Flanagan was GLAD to do it!

By Roger Carp • Photos by George Flanagan

Declaring that you want to construct a realistic layout hardly sets an O gauge enthusiast apart

these days. Lots of hobbyists swear they're building a model railroad that captures the feel and the look of a slice of the American past.

George Flanagan has gone further. More than basing his 16 x 21-foot L-shaped layout on his memories of growing up in the anthracite coal country of Pennsylvania, this O gauge modeler has weathered every one of his locomotives and structures using natural materials he dug up, unearthed, or cut down.

In other words, George doesn't mind getting dirty, especially if doing so means his home layout looks authentic to him and convincing to visitors. He wants everyone who sees his Linganore Valley RR to come away feeling certain they've wandered back to the Keystone State years ago on a frigid day in March.

1 Care to model the anthracite coal country of eastern Pennsylvania the way George Flanagan has done on his O gauge railroad? Then be prepared to weather your locomotives and structures. Nothing used in that region, including this Reading Lines 4-8-4 engine and tender (Lionel no. 18006), stayed clean and shiny very long.



GEORGE DEPENDS ON NATURAL MATERIALS TO MAKE LANDSCAPES LOOK AUTHENTIC. DIRT, WEEDS, AND ROCKS GIVE HIM AMAZING SCENES.

No need to go small

Model railroaders who have abandoned the trains of their youth while embracing HO or N scale are commonplace. The colorful toys they loved as kids lose their magic once the siren known as scale realism casts her spell over them.

There are, of course, exceptions to this rule – the hobbyists who came of age with O or S gauge trains and remain loyal to the models they enjoyed with their parents and siblings.

George is one of the modelers whose commitment to toy trains has never wavered. Just the opposite! George has spent many years exploring what can be done to create a highly realistic rendition

3 For George and Jaclyn, the best part of finishing the layout is that their sons, Brady and Colin, have reached the age (and height) to share in all the fun.

of modern railroading.

With great creativity and hard work, he recognized how three-rail trains invite him to model what he recalled from his boyhood in Pennsylvania. Realistic presentation remained firmly in his grasp, even if the locomotives and rolling stock he owned were hardly scale replicas.

2 The *Pennsylvanian*, Amtrak's day train across the Keystone State, spends little time in the towns struggling to survive in coal country. Folks want to get between Philadelphia and Pittsburgh very quickly.

Weathering is key

George refused to let the middle rail be an obstacle to his plans. He wisely understood that the realistic look he so desired depended on much more than the kind of track he adopted. If he could transform his engines and railcars, not to mention the structures he installed, success certainly would be within his reach.



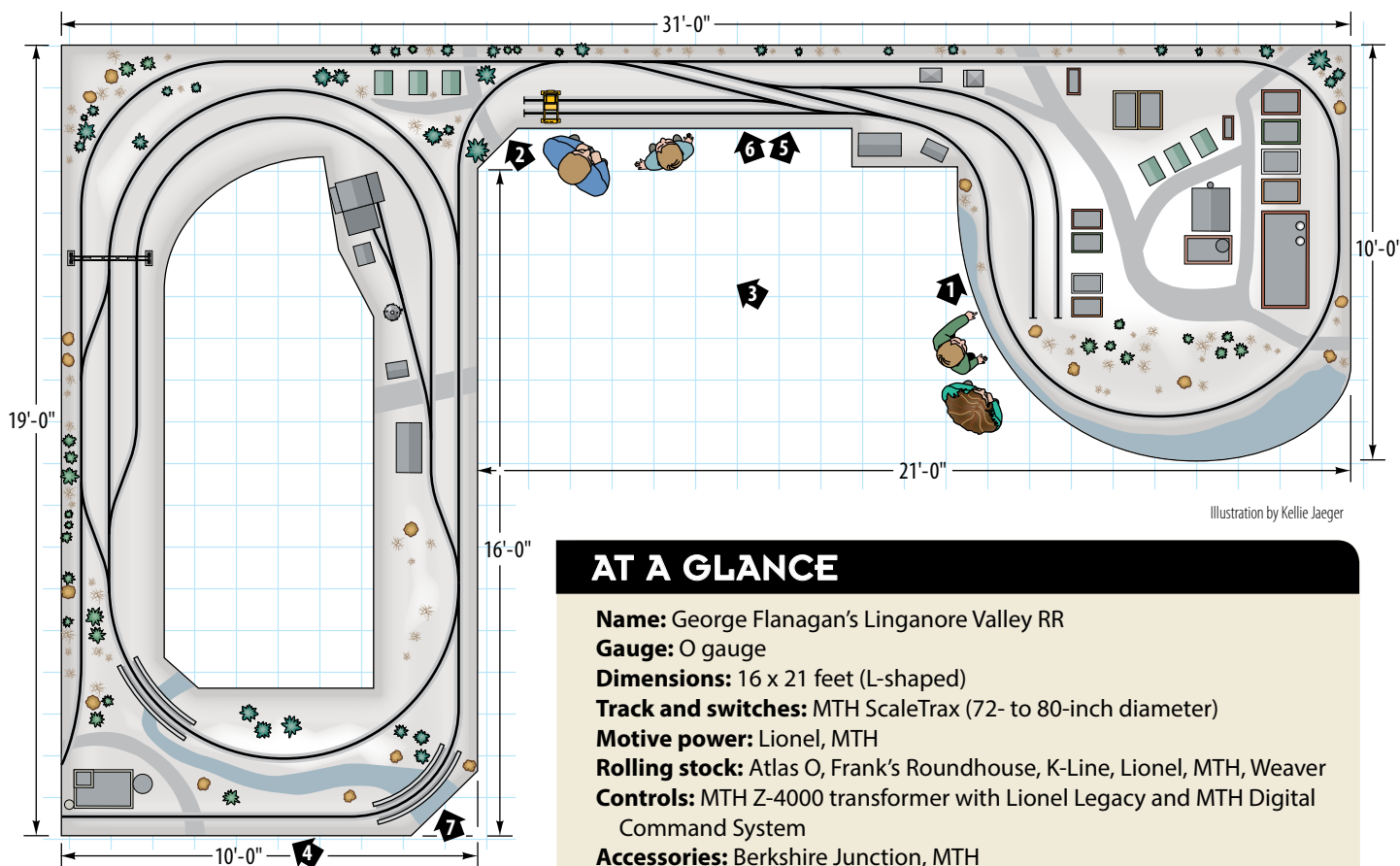


Illustration by Kellie Jaeger

AT A GLANCE

Name: George Flanagan's Linganore Valley RR

Gauge: O gauge

Dimensions: 16 x 21 feet (L-shaped)

Track and switches: MTH ScaleTrax (72- to 80-inch diameter)

Motive power: Lionel, MTH

Rolling stock: Atlas O, Frank's Roundhouse, K-Line, Lionel, MTH, Weaver

Controls: MTH Z-4000 transformer with Lionel Legacy and MTH Digital Command System

Accessories: Berkshire Junction, MTH

Structures: Ameri-Towne, B.T.S., Downtown Deco, FOS Scale Models, Korber Models, K&P, Lionel, Model Tech Studios, MTH, scratchbuilt, Walthers, Weaver

Vehicles: Conrad Modelle, Corgi, Ertl, Majorette, Road Champs, Welley Die Casting, Yat Ming

Figures: Bowser, Model Power, Preiser

The plan of George's L-shaped Linganore Valley RR proves to be rather simple, yet it offers sufficient operating enjoyment. The numbered arrows correspond to the numbers in each of the captioned photos snapped by George.

George knew weathering his diesels and cars so they seemed to have been in service for years was essential to accomplishing his goal. Asked for specifics, George said his weathering techniques range from using a wash on some items to using powders, acrylics, and oil paints on others to achieve different results. He does all this without an airbrush.

Elsewhere, as you'll learn, George depends on natural materials to make landscapes look authentic. Dirt, weeds, and rocks give him amazing scenes.

Child of a different era

Recalling his first set proves to be an easy task for George. He has only to turn the calendar to the early 1980s.

"My first train was the Lionel no. 1254 Black Cave Flyer. I played with that three-car freight and its 0-4-0 steam engine and tender for countless hours. Because of all the activity, the little train didn't last long."

George soon was accompanying his father to train shows held in the central part of Pennsylvania near their home. Gifts to nurture his enthusiasm included postwar steamers and a striking Lionel Santa Fe F3 A-B-A combination.

From compact O gauge layouts Mr. Flanagan built for his son during the holiday season, the two progressed to a large railroad George was allowed to maintain all year. It occupied the attic of the family's home, with one line stretching into the crawl space of the adjacent residence.

A hiatus lasting more than 15 years began about the time George entered high school. Not until he was approaching his 30th birthday did he consider reigniting his fascination with O gauge trains. He credits his wife, Jaclyn, and her wish to have a train running over a loop of track beneath their Christmas tree.

Excited by the sight of a postwar train dashing around the wrapped gifts and under the tinsel and decorate glass balls, George made plans for a true layout. He launched work in 2007 and, as he admits, made plenty of mistakes. "But I was learning so much that everything I did wrong ended up teaching me something."

Ready to get down

George, like so many modelers, tried to learn from every mishap and error. That experience turned out to be the main reason that, with support from Jaclyn and their two sons, Colin and Brady, he felt ready in 2014 to launch work on a more challenging and better O gauge layout.

Right after the Flanagan clan moved into a new house, George surveyed the open space and realized the train room of his dreams could become a reality. Not



4 LEFT Coupling an MTH model of Conrail GP20 no. 2100 brings back memories for George of watching those boldly painted road diesels travel near his home town.

5 RIGHT Temperatures dipped into the 20s on this March morning when two CSX road diesels pulled a train west toward Pittsburgh. The SD70ACe on the point and the SD40-2 behind come from MTH Electric Trains. Credit for making the trees goes to George.

6 LEFT George named the fictitious line that serves the mines and industries on his 16 x 21-foot layout after an area in nearby Maryland. The paint scheme on the Weaver GP38 and MTH RS-3 should bring to mind one used by the old Lehigh Valley RR.



that he wanted to commandeer the entire basement. The freshly painted area downstairs should belong as much to the kids as it should to their devoted dad.

George claimed a portion of the basement he thought would be suitable for a L-shaped railroad. The longest legs measured 16 and 21 feet. Those dimensions ensured that his layout would be large, yet it would not take over the downstairs. It would, instead, nicely complement all the furniture and play equipment there.

Up quickly went L-girder benchwork built out of 1 x 3 pieces of finished lumber. The main level would, George decided, stand 50 inches off the floor. Brady and Colin could see everything on top of the ½-inch-thick plywood platform and the layer of Homasote put on that base.

Experience, both good and bad, on the previous layout represented much of George's education about O gauge track. He felt eminently qualified to judge the

systems on the market. ScaleTrax from MTH Electric Trains met his criteria regarding realistic appearance and easy installation (secured with no. 7 brads).

The curves George selected ranged in diameter from 72 to 80 inches. He now admits he could have used even wider sections to accommodate the longer and longer locomotives he's been buying. Something to learn for the next layout!

Command control

George wanted only a single train to be running at any time. Therefore, only one good transformer would be necessary to provide all the juice. George went with a no. Z-4000 power source sold by MTH.

And he opted for command control, because he appreciated its advantages. "I liked being able to run trains from different points around my layout. So, the features on Lionel Legacy and MTH Digital Command System appealed to me."

Better, the two systems of command control made it easier for visitors to run trains. The benefits of having command control became clear the first time George hosted an open house for members of the Maryland O gaugers and wanted to entice them with a short operating session.

More than walkaround capabilities were required to satisfy club members. George wanted even power distribution throughout the layout, so he relied on 14-gauge for the bus wiring and 16-gauge for feeders to outer and middle rails.

On to the best parts

The artist in George couldn't wait until he could finish testing the trackwork and wiring. When he saw something he didn't like, he scrutinized the electronics to correct the problems.

Before long, it was time to begin with George's two favorite modeling activities: make scenery and add structures.



Landforms of varying height and bulk generally started with thick pieces of pink and blue Styrofoam. George stacked them to get the desired foundation. For areas on the layout where he anticipated planting many trees, he opted for a softer and less messy material – green foam that he obtained from a local florist shop.

Regardless of the type of foam George hot-glued into place, the next step in his creating scenery involved carving the exterior. Over the foam he draped rags and towels dipped in a mixture of plaster, cement, and vermiculite. In a few areas he substituted painted masking tape.

Brushing on earth tones of latex paint preceded scattering on screened dirt and stones. Other forms of ground cover were, George said, dead grass and weeds, scraps of hemp rope, paintbrushes, and fur from castoff stuffed animals. A mixture of white glue and isopropyl alcohol went on to hold everything in place.

“Since I chose to model the late winter and early spring on my model railroad,” George said, “the trees were pretty easy. I got out in nature and found branches and stuff that looked like miniature trees. I made other out of caspia, a plant available in crafts stores.”

The pines George made using trimmings from discarded Christmas trees as the trunks and green furnace filter material for the branches. Last, he sprinkled on dark green static grass for the needles. Spray adhesive held on everything.

The ponds and other natural waterways flowing not far from the forests were ably modeling using Enviro-Tex two-part epoxy. Once that hobby supply had dried, George carefully added Mod Podge to create ripples on the surface.

Backdrops represent commercial products purchased from LARC Rail Products as well as photos George took and then had enlarged to poster size.

Realistic structures

George raised, as the primary goal of his layout, the hope of bringing to life his memories of coming of age in Pennsylvania. He wanted to convince viewers they had traveled back to that region depended on his structures. If they looked right – appropriate to the area and the era and were properly weathered – he would be able to claim victory.

First of all, George needed to assess the models of commercial, industrial, and residential buildings on the market and make prudent decisions about which ones to buy and how to modify their colors and detailing and then weather them.

Asked to specify the manufacturers, George rapidly provides a long list of familiar and unexpected names. Ameri-Towne, B.T.S., Downtown Deco, Korber Models, Lionel, Model Tech Studios, MTH, Wm. K. Walthers, and Weaver were predictable choices. Less obvious were the



FORMS OF GROUND COVER ARE DEAD GRASS AND WEEDS, SCRAPS OF HEMP ROPE, PAINTBRUSHES, AND FUR FROM CASTOFF STUFFED ANIMALS.

items from the less-known lines from FOS Scale Models and K&P.

Of course, a modeler as talented as George doesn't rely completely on what he could buy as finished structures or kits. He scratchbuilt a number of the factories, stores, and taverns essential to replicating in miniature the district where he had grown up.

"I try to make my structures as realistic as I can," George said. "Doing so means detailing the interiors of some buildings and weathering just about everything on the layout. I usually work from photos so I can get a good idea of how something once looked and then try to duplicate it on my model."

Pressed to select one of the scratchbuilt structures as his favorite, George pointed out the Quandel concrete plant. He said it

was the first structure he had ever made from scratch, basing his work on a prototype he recalled from his childhood. "We lived down the street from that facility," George said. "Every day when I was a boy I watched cement mixers drive to and from it."

Ready for assistance

Despite creating a spectacular O gauge railroad to preserve memories of growing up in Pennsylvania, George certainly doesn't live in the past. A pair of active little boys named Brady and Colin, who are demanding his time and attention, makes escaping the present impossible.

And George and Jaclyn wouldn't have it any other

7 The MTH Premier line replica of a General Electric AC6000 escaped the heavy weathering George does to his models, but the girder bridge did not. To be safe, he advises us not to swim or eat the fish in that stagnant pond.

way. In fact, when George looks ahead to how he'll change his Linganore Valley RR (named for a region in nearby Maryland), he predicts Brady and Colin will be assisting him. Besides running three-rail trains, they'll learn how to make scenery and assemble buildings.

What George would like to see happening in the future, although he knows his young sons are far from ready, will be help with adding a turntable and roundhouse.

He also dreams about installing operating signals and extending scenic effects below the main level.

But those improvements will have to wait. For now the Flanagan family is much too busy enjoying the down-and-dirty O gauge tribute to the coal country. **CTT**

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TO WATCH VIDEO
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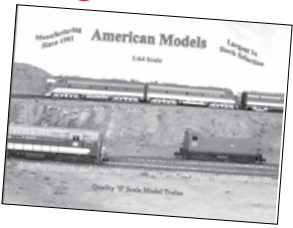
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SIMPLE AND RELIABLE

VERSATILE DOUBLE-POLE DOUBLE THROW (DPDT) SWITCHES

By Peter H. Riddle • Illustrations by Kellie Jaeger

With the great number of digital and electronic features available to model railroaders today, it may be easy to forget there are many simple, inexpensive items that add to the fun of operation and require no special technological expertise to install. One such device is the venerable double-pole double-throw switch (DPDT).

A DPDT is a switch that can complete two separate electric circuits in two different directions (**see diagram below**). There are six connection points for wires on the back of each switch. The two connections in the middle are the poles, and the pairs at the ends are the two throws.

When you push the control lever on the switch down, there is an internal electrical connection between the left pole and the

upper left throw. At the same time, the right pole connects to the upper right pole, as shown by the dotted lines.

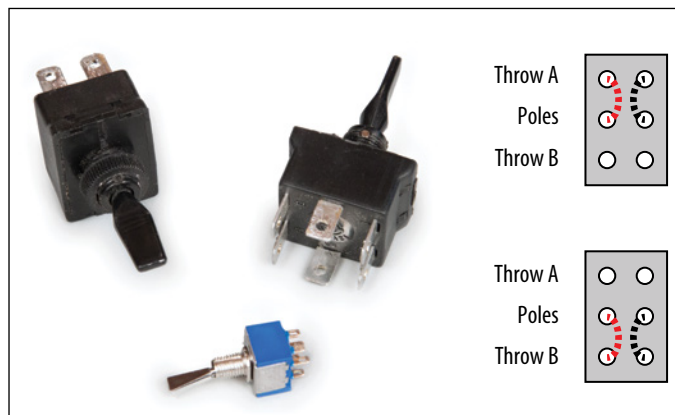
When you push the control lever on the switch up, there is an internal electrical connection between the left pole and the lower left throw. At the same time, the right pole connects to the lower right pole.

SWITCH SCHEMATIC

1 DPDT SWITCHES

come in different sizes, including the large automotive type (front and back views shown at top) and the miniature variety (at bottom). The miniature DPDT is preferred for model railroad use, as it fits readily into a ¼-inch-diameter hole on a control panel and so takes up little room.

There are three main types of DPDT switches. In the simplest version, the switch has only two positions, either up or down, and the poles are always connected to one of the two pairs of throws. In the



center-off type, there are three positions; when the switch is in the middle posi-

tion, no current can flow to either set of throws.

Finally, there is the spring-

return-to-off type, in which current flows only as long as the operator maintains pressure on the switch. As soon as it is released, the control lever moves back to the center-off position automatically.

The return-to-off type of switch is an excellent choice for operating a powered track turnout switch and has the advantage of being much, much smaller than the typical switch controller that comes with such products as traditional Lionel O or O-27 gauge, Lionel FasTrack, or MTH Real-Trax turnouts.

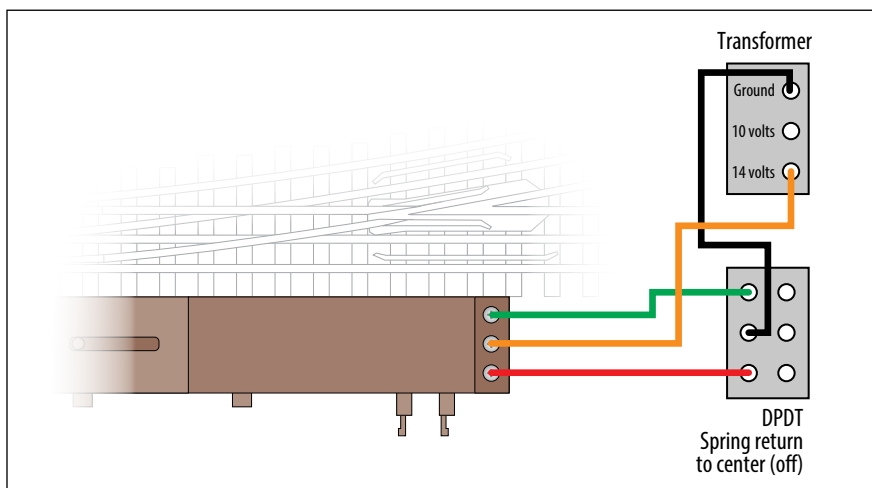
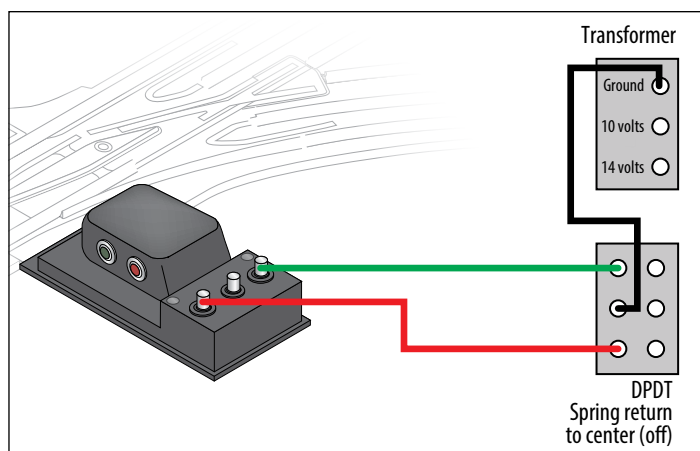
CONVENTIONAL TURNOUT

2 A TYPICAL toy train switch, such as the early Lionel O-27 model shown here, has three wire connection posts. The switch derives its power from the track. The middle post is a ground connection, and the other two posts control the straight (green wire) and curved (red) positions of the switch.

To operate this type of switch with a spring-return-to-off DPDT, solder a wire to one of the poles and connect it to

the ground post of the transformer. Solder wires to the upper and lower throws of the DPDT and connect them to the two outer posts of the switch, as shown.

In this manner, the switch moves to the curved position when the DPDT is pushed up and to the straight when the DPDT is pushed down. Note that only one side of the DPDT is used and you need not connect a wire to the middle post of the switch.



TURNOUT

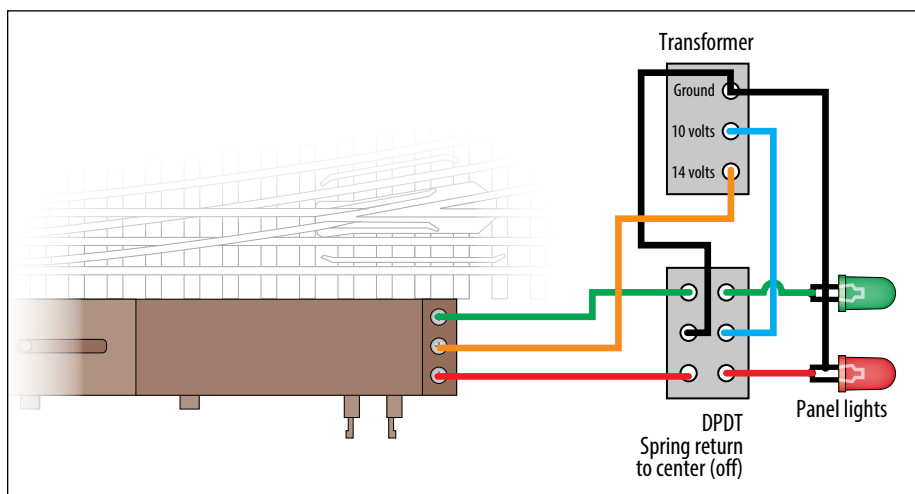
3 SOME SWITCH MACHINES, such as the Atlas 21st Century product shown at left, do not derive their power from the track. The middle post is the power connection, and the other two posts control the straight and curved track positions.

To use a spring-return-to-off DPDT, connect a 14- to 16-volt accessory post of the transformer directly to the middle post of the switch machine. This connection is shown in orange. The other wires attach in the same manner as shown at top.

TURNOUT WITH PANEL LIGHTS

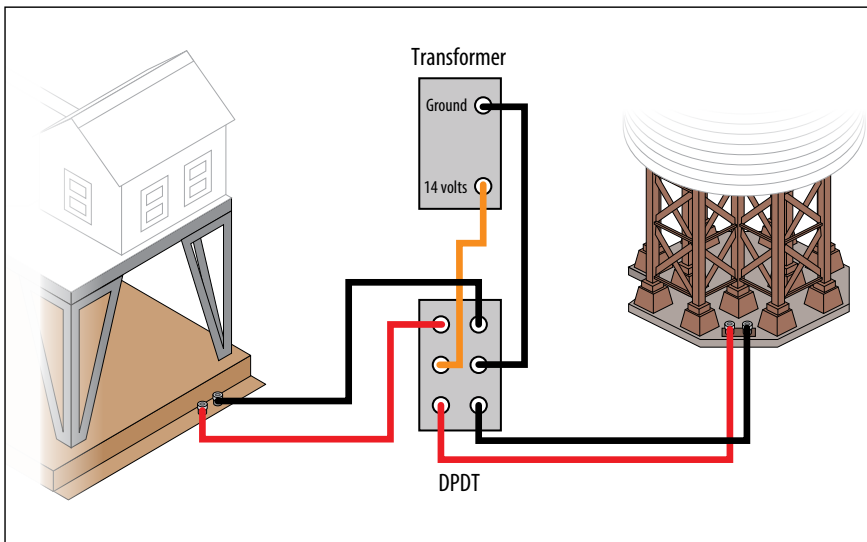
4 THE TWO SIDES of a DPDT switch are independent. This makes it possible to use the second side for a different set of connections. For example, you can install low-voltage green and red lights on your control panel. They will come on briefly to show the straight and curved positions of the switch when you operate the DPDT. This is useful when the track switch is at a distance from the control panel or hidden by scenery.

This diagram shows panel light connections through a DPDT to an MTH no. Z-4000 transformer, which has two accessory voltage posts – one for 14 volts and one for 10 volts. (Most large transformers have similar posts.) In this case, we used the 14-volt post for the switch machine



and the 10-volt post for the lights. The connections for the switch machine are the same as shown in example 3 (above). There is a ground connection to the cases of the two light bulbs and green and red

wires to the base connections of the bulbs. The green light will flash when the switch moves to the straight position, and the red light will flash when the switch goes curved.



TWO ACCESSORIES

5 YOU CAN REDUCE clutter on a control panel by using just one DPDT to operate two different accessories. The log loader (left) is wired to the bottom pair of throws on the DPDT, and the water tower connects to the upper pair of throws. The ground and accessory voltage posts of the transformer connect to the poles.

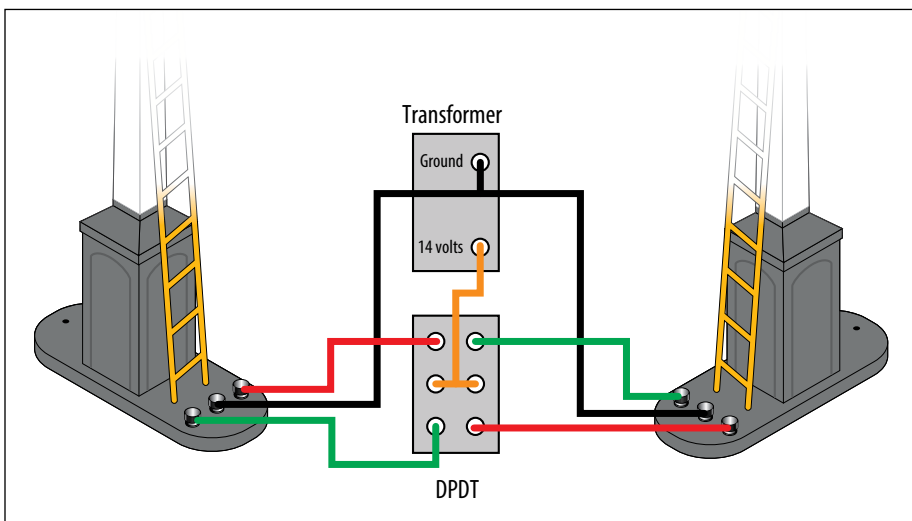
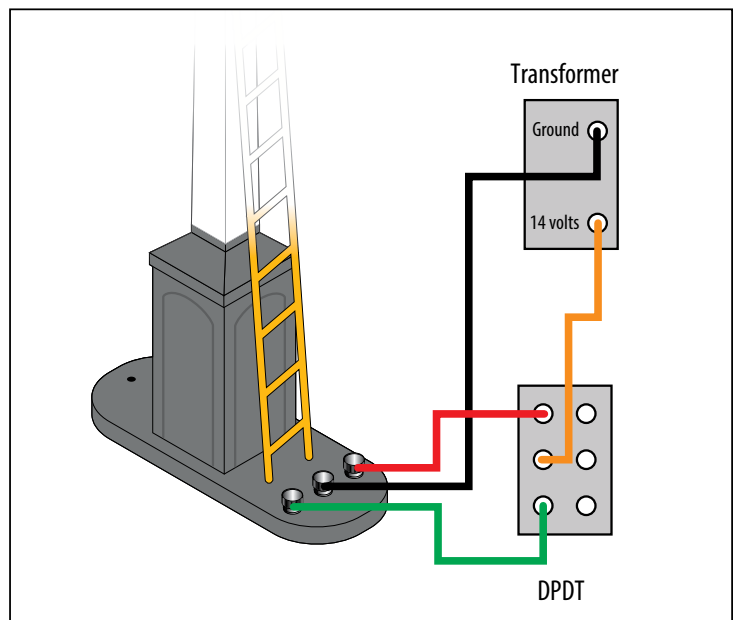
When you push the DPDT up, the water tower spout comes down. When you push the DPDT down, the log loader operates. If you don't want to hold the DPDT lever while the accessories are running, you can use a center-off DPDT instead of the spring-return-to-off type.

BLOCK SIGNAL

6 WHILE BLOCK SIGNALS, semaphores, and similar accessories may be wired to the track to operate automatically when trains pass by, some people prefer to activate these signals manually, especially when two or more modelers are operating on a large layout at the same time.

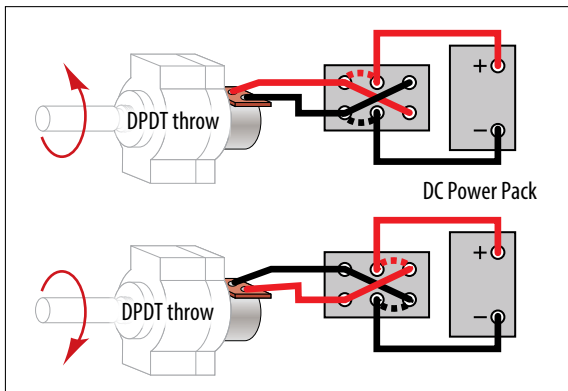
This diagram shows how to connect a DPDT to a typical block signal, with the ground wire attached to the middle post on the accessory and wires from the upper and lower throws of the DPDT connected to the left and right posts of the signal. These posts are connected internally to the green and red light bulbs, respectively.

One pole of the DPDT connects to an accessory power post on the transformer. When the DPDT is pushed down, the red light will come on. Push the DPDT up, and the signal turns green. If you use a center-off DPDT, you can turn the signal off when there are no trains in the area, which is prototype practice on many railroads.



TWO SIGNALS

7 IF YOU HAVE TWO SIGNALS, perhaps one at either end of a block of track, you can connect them to the same DPDT. Note that the green post of one signal and the red post of the opposite signal are attached to the upper throws of the DPDT. The reverse is true of the lower throws. When one signal is red, the other one will show green. You can connect both signals to the same side of the DPDT, but wiring them as shown makes it easy to disconnect one if repairs are needed.



DC MOTOR REVERSE

8 ONE OF THE MOST common uses for a DPDT is to provide a reverse switch for a direct current (DC) motor. DC motors reverse direction when the plus (+) and minus (-) sides of the power source exchange positions. (This is how HO and N scale trains, which operate on direct current, are reversed.) If you have an accessory with a direct current motor and wish to provide two-way operation, examine the wiring shown right.

A DC power pack is wired to the poles of a DPDT, plus (+) to one side and minus (-) to the other. The two wires from the DC motor are connected to one set of throws on the DPDT. Finally, there are two jumper wires soldered across the throw terminals of the DPDT, connecting the lower left throw to the lower right throw, and the upper left throw to the upper right throw.

The plus side of the circuit is shown in red, and the minus side is black.

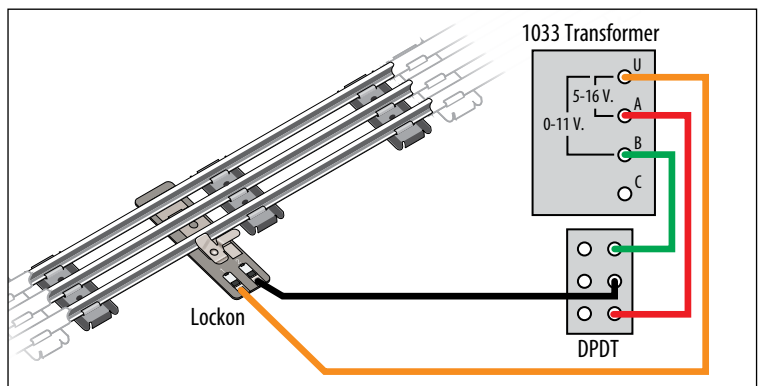
In the top diagram, when you push the DPDT one way, the current flows from the poles to the left set of throws, as indicated by the dotted lines. But when the DPDT is pushed in the opposite direction (lower diagram), the plus and minus sides of the circuit connect to the right set of throws and then through the jumper wires to the opposite connections of the motor.

DUAL VOLTAGE

9 IN GENERAL, lighter locomotives require relatively low voltage, while heavier or two-motored engines need higher voltage to operate properly. Lionel accommodated this in the prewar and postwar eras by building transformers with a single throttle and dual-voltage ranges. The models included the nos. 1033 (which came with most postwar O-27 sets), the similar 1032 and 1044, and the larger type-R and type-RW models.

You can use a DPDT to provide the option of high- or low-range voltage. The 1033 transformer has four posts where wires may be attached, labeled U (throttle), A and B (ground for high and low voltage), and C. Posts U and A provide 5 to 16 volts for heavier locomotives, and posts U and B provide 0 to 11 volts for lighter weight equipment.

The throttle post is connected directly to the middle rail of the track (orange wire) via lockon connection no. 1. The two ground



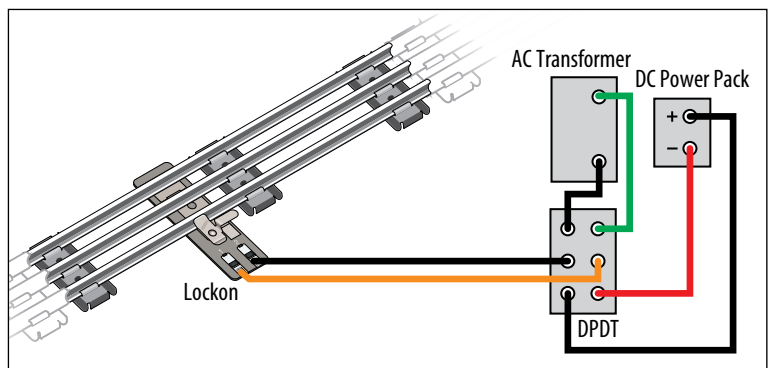
posts of the transformer (A red, and B green) are wired to the throws of the DPDT. The proper voltage can be directed to the track through the DPDT, depending upon the the equipment is in use. Push down for low voltage and up for high voltage.

DUAL TRANSFORMERS

10 MOST O GAUGE trains operate on alternating current (AC) provided by AC transformers. During much of the early modern era (1970 and later), Lionel marketed a number of low-priced sets in which the locomotives had DC motors and operated via a DC power pack. These trains cannot be operated on layouts with an AC transformer. However, some of these inexpensive sets are attractive, so you may wish to run them occasionally. A DPDT will enable you to connect both an AC transformer and a DC power pack to the same track.

Connect the poles of the DPDT to the track – one pole to the middle rail (No. 1 on the lockon) and one pole to the outside rails (No. 2). Connect the AC transformer to one set of throws and the DC power pack to the other set of throws. This arrangement allows you to select either type of current, depending upon whether an AC or a DC locomotive is on the track.

The simple DPDT is an inexpensive and highly versatile device that can solve a number of problems on a model railroad. You can apply these basic principles to any situation where two different types of electrical input are required. **CTT**





Lionel's mysterious

THE NO. 1050 FOUND A HOME NORTH OF THE BORDER

Story by Joe Algozzini and Roger Carp

Photos by William Zuback

Lionel found success developing sophisticated, highly detailed locomotives for the upper end of the toy train market in the postwar years. Bringing out elementary models the firm could make quickly and at little cost to appeal to the low end – that must have been the true challenge for Lionel.

Steam switchers often served the latter purpose. The small locomotives had few key features, so Lionel could turn them out rapidly without devoting substantial resources to them. Proof of what the firm sought to accomplish came with the 0-4-0 switchers released in the 1940s and '50s.

The trend continued into the 1960s, nearly to the end of the postwar era. One simple 0-4-0 never made it into the cataloged line. Instead, Lionel targeted it to promotional sets. The no. 1050 became desirable while shedding light on how leaders remade the O-27 line in the 1960s.

Descent in quality

Models of steam switchers returned to the Lionel roster right after World War II. Engines with either an 0-4-0 or an 0-6-0

wheel arrangement had been prominent parts of the line between 1939 and '42. One of the former types joined the cataloged line in 1946, heading an O-27 outfit and offered for separate sale.

The no. 1665, as Lionel designated the newcomer, boasted a die-cast metal chassis, an operating headlight, and a knuckle coupler on its pilot. Lionel paired the switcher with a no. 2403B Lionel Lines die-cast metal tender equipped with die-cast metal trucks, knuckle couplers, and a realistic bell that tolled continually.

As explained in the January 2018 issue of *Classic Toy Trains*, Lionel had deleted the 1665 after 1946. It revived the

0-4-0 in 1948 as no. 1656. That switcher led O-27 set no. 1425B in 1948. It came back in 1949 with the carryover three-car work train. Then it was dropped.

Lionel moved on without a steam switcher for several years. Then in 1955 the company announced a new and less-detailed 0-4-0 engine. The no. 1615 served as the motive power for O-27 set no. 1527, a three-car outfit retailing for \$29.95. Besides cheapening the steamer, Lionel had removed the bell from the tender.

The same inexpensive and rather mediocre combination came back in 1956,

again offered for separate sale and as part of a midrange freight set. A year later, the 1615 showed up in the cataloged line only as a separate-sale item. Its price had risen from \$19.95 in 1955 and \$22.50 in 1956 to \$23.50 in 1957.

The disappointing sequence of events worsened in 1958. Lionel brought out a new 0-4-0 with fewer features. The no. 1625 lacked the operating





switcher

ABOVE Lionel removed details from its 0-4-0 steam switcher in the late 1950s until it had the basic no. 1050. Rather than use the engine and its tender in a cataloged outfit in 1959, the firm dispatched it to Canada to pull this promotional four-car freight train.

RIGHT The catalog Canadian retail giant Simpsons-Sears issued for Christmas of 1959 was the source of information about how Lionel first used the 1050 steam switch engine.

front coupler of its predecessor, having only a non-operating plastic one. Also, its slope-back tender came with plastic AAR trucks and not die-cast metal ones.

Lionel used the 1625 to pull an O-27 set with play value. The no. 1595 featured a trio of military-themed flatcars: the nos. 6804 Marine Corps anti-aircraft and sound truck, 6806 Marine Corps radar and medical truck, and 6808 Marine Corps two-gun tank and a searchlight truck. Lionel made the switcher available for separate sale at the same \$23.50.

Hidden from nearly everyone

If Lionel's 0-4-0 production between 1955 and '58 was considered part of a downsizing program, the steam switcher introduced in 1959 proved the trend was



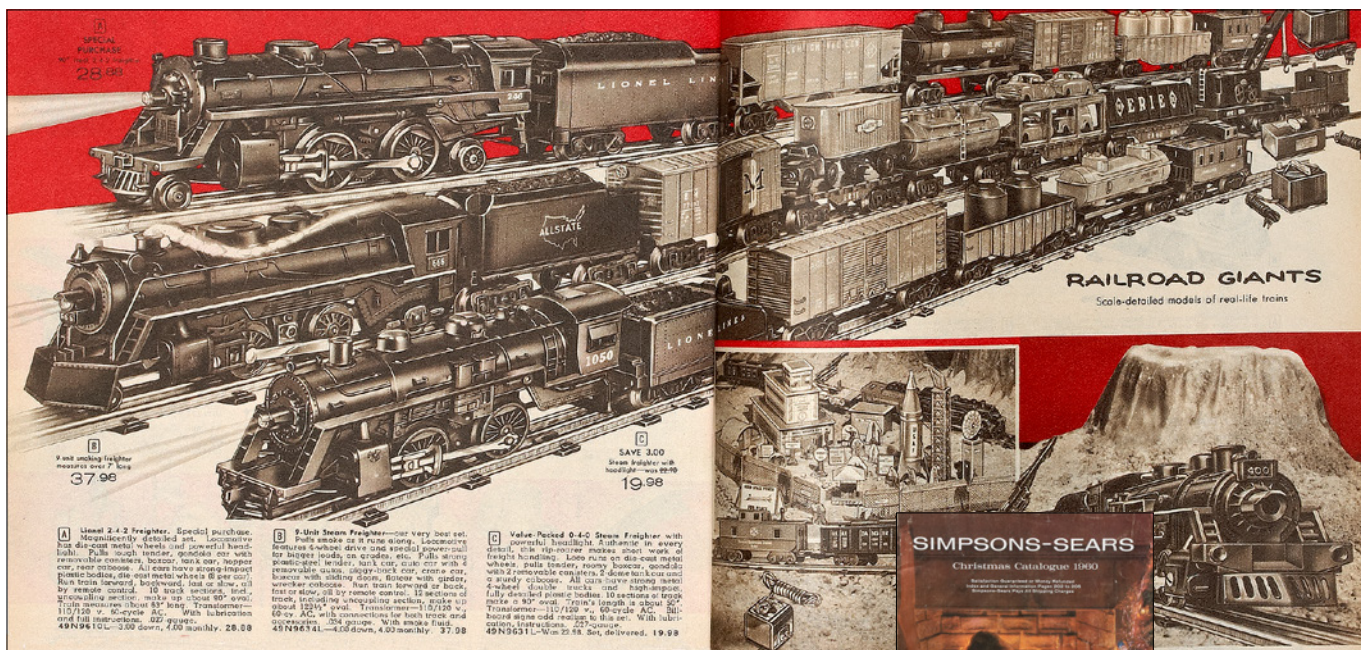
getting only worse. In place of the 1625 came the no. 1050. Designers had cheapened it, creating a product embarrassing when compared to earlier 0-4-0s.

Corporate leaders probably were so uneasy with the idea of having made nothing more than a throwaway toy that they decided to avoid mentioning the 1050 and its no. 1050T Lionel Lines slope-back tender in the consumer catalog.

How did anyone learn about the release

of the 1050 in 1959? You either owned a copy of the *Lionel Service Manual* or caught a glimpse in any of the advertisements that described the new 0-4-0 steam switch engine. No wonder so many early collectors of postwar Lionel trains were not aware of the 1050.





By the time Simpsons-Sears issued its Christmas catalog for 1960, it had updated the illustration of outfit 49N9631L to show the 1050 switcher.

The *Lionel Service Manual* shed light on the hidden story of the 1050. It revealed that the new 0-4-0 was a non-cataloged locomotive offered only in promotional sets. Other information contained there made clear the 1050 had no front or rear trucks (thus making it an 0-4-0) and moved in a forward motion only.

Sold in Canada in 1959

Lionel enthusiasts living north of the U.S. border had other ways to learn about the 1050. For the Christmas catalogs issued by Simpsons-Sears in 1959 and '60 told buyers all about the 1050 and more.

The Christmas catalog for 1959 depicted outfit no. 049N9631L as a four-car freight train with a retail price of \$22.98 Canadian (\$153 in current American dollars). The catalog described this set as a "truly wonderful value at this price."

The Simpsons-Sears catalog praised the 1050. "Authentic in every detail, the rip-roaring steam-style locomotive makes short work of freight problems."

Sharp-eyed consumers, ready to order the set, must have wondered why the accompanying illustration showed a 1625 as its motive power. No way did that outfit (promotional set no. X-833) come with the steamer deleted after 1958.

Yet the X-833 did feature four quality O-27 freight cars. A brand-new no. 6044 blue Airex boxcar led the way. Oddly, the catalog depicted a no. 6014 Bosco boxcar. Next came nos. 6045 Lionel Lines double-

dome tank car, 6042 blue Lionel Lines gondola with two unmarked red-plastic canisters, and 6047 Lionel Lines caboose. Even a no. 310 set of five billboards was thrown in.

Lionel also offered the 1050 steam switcher and tender in 1959 as part of promotional outfit no. 1103. That set duplicated the contents of the X-833 except for omitting the 6045 tank car. Both sets included a no. 1103-10 instruction sheet.

Canada in 1960

The Simpsons-Sears Christmas catalog for 1960 got the illustration of the outfit correct. It depicted a 1050 and a 6044 Airex boxcar. The description of the set was basically unchanged from 1959, a fact that suggests the Canadian retailer was satisfied with what Lionel assembled for it.

The promotional train set designated no. X-553NA was assigned a lower retail price. It sold in 1960 for \$19.98 Canadian



(\$132 in current American dollars).

According to *Authoritative Guide To Lionel's Promotional Outfits, 1960-1969*, Lionel packaged 1,200 examples of set X-833 and 1,000 examples of set X-553NA. That information substantiated the view that the X-833 was well received and so justified the order placed by Simpson-Sears for 1960.

Lionel targeted the 1050 steamer to other retailers as part of promotional set 1103 for 1960. Consulting *Authoritative Guide To Lionel's Promotional Outfits, 1960-1969*, revealed that Lionel made 4,398 examples of that set over 1959-60. Add that quantity to the 2,200 examples of sets X-833 and X-553NA and you see the total production numbers for the 1050 amounted to 6,598 units.



More plans

Lionel discontinued the 1050 in 1961. But the story of that misbegotten 0-4-0 was far from over. Corporate decision makers had more plans for the little steamer, as they brought it back for 1963, though with different product numbers.

As the new no. 1061 Trendsetter, the low-end 0-4-0 served as the motive power for outfit no. 11415 (listed only in the advance catalog for 1963). Matched to an unmarked black-plastic no. 1061T slope-back tender, it led two freight cars: the nos. 6502 flatcar with a girder and 6167 Southern Pacific-type caboose.

As the no. 1062, it headed cataloged set no 11311, a three-car freight. The 1062 came with the same 1061T slope-back tender. They pulled nos. 6409-25 flatcar with pipes, 6076-100 unmarked gray hopper, and 6167 SP-type caboose.

Lionel assigned the 11415 a retail price below \$10. It offered the 11311 for \$14.95. Information in *Authoritative Guide To Lionel's Promotional Outfits, 1960-1969* stated that more than 100,000 examples of the two outfits were made. Lionel's goal remained to get a train set in as many households as humanly possible.

Lionel continued to manufacture the 0-4-0 over the next three years as the motive power for low-end starter sets. The quality of those steamers was low.

For 1964, the 1061 headed cataloged outfit no. 11420, a freight train with only two cars that marketing executives priced at \$11.95. The no. 1062 led cataloged outfit no. 11430, a freight set with three cars that was priced at \$14.95.

Noticing how Lionel had placed two inexpensive starter sets in the same consumer catalog brought back memories of

1948. That was when the firm had done the same to introduce its Scout outfits. Of course, Lionel had marketed the latter sets as a foundation for "A Complete Railroad System." And it had noted how another \$30 or more would buy additional track, switches and accessories.

Lionel never promoted its cheaper sets with an 0-4-0 in such a manner in the middle 1960s. Instead, by producing more than 175,000 promotional outfits with a 1061 or 1062 in 1963-66, it aimed only at getting consumers to buy a set.

The future hardly seemed to matter. All that executives tended to focus on was trying to grab a larger share of the shrinking low-end market for toy trains.

Conclusion

The 1050 played an important role for Lionel, as it apparently used this new locomotive to test the market before deciding to introduce other 0-4-0s to carry forward their manufacturing and marketing plans.

Executives might have assumed cheaply built 0-4-0s still served a purpose and so decided to flood the market with inexpensive starter sets. Perhaps they hoped to compete more effectively with the low-end trains still being put out by the A.C. Gilbert Co. in its American Flyer line and Louis Marx & Co.

Lionel had adopted a low-cost strategy with its Scout outfits between 1948 and the early 1950s. Then as in the middle 1960s it had aimed to reach families and other consumers with far less disposable income to spend on electric trains.

In the short run, the renewed approach must have succeeded. Otherwise, why

would Lionel's leaders have created so many promotional and cataloged sets in the 1960s headed by one of its inexpensive 0-4-0 steam switchers?

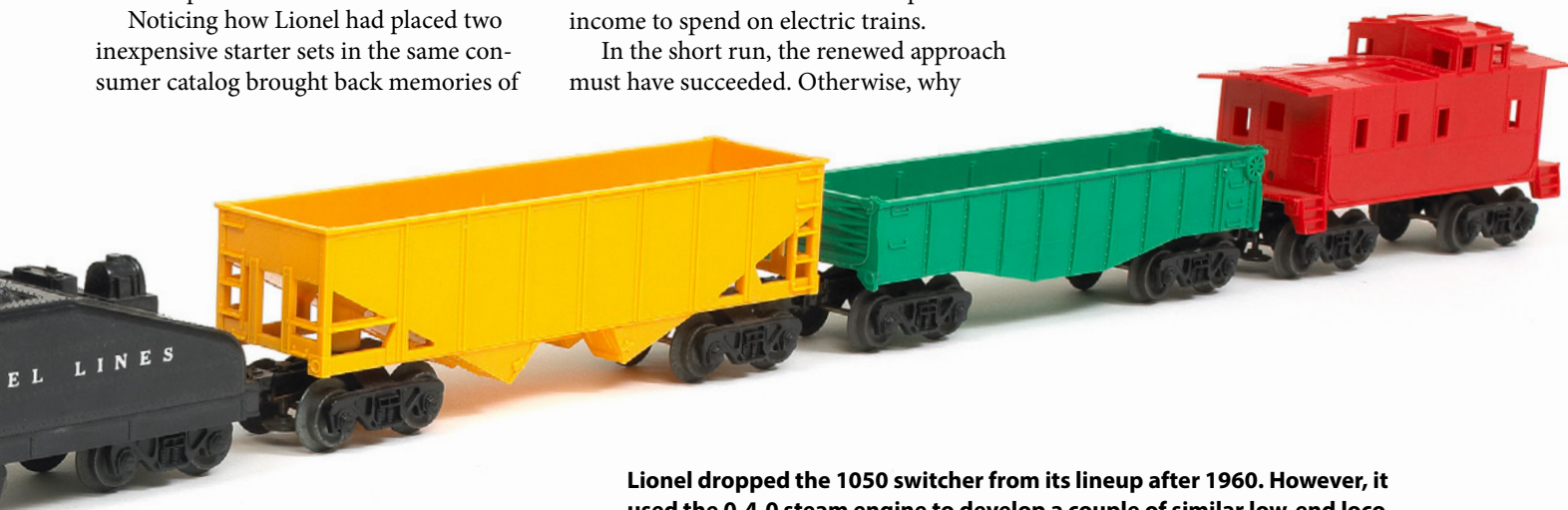
In the long run, however, the myopic approach failed. The poorly made outfits promoted by Lionel did not offer a solid foundation for building a model toy train empire, as the firm's earlier and better-crafted 0-4-0s had done.

NO WONDER SO MANY EARLY COLLECTORS OF POSTWAR LIONEL TRAINS WERE NOT AWARE OF THE 1050.

The marketing strategy of the middle 1960s seemed destined to send kids, frustrated and disappointed with their Lionel outfits, in other directions. How different from Scout sets – durable and dependable enough to motivate children to expand their layouts and upgrade their trains.

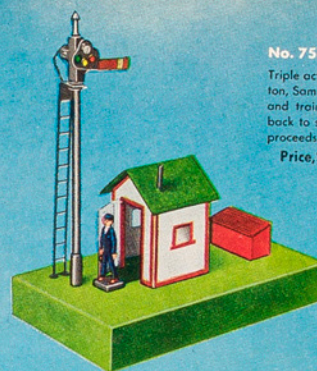
Therefore, replacing quality for quantity was probably not what the toy train hobby or market was looking for at that time. It might also have contributed to Lionel's decline and even leasing the train line to General Mills for 1970. **CTT**

Thanks go to John Schmid of Project Roar Publishing, the late Tasker Brush, and Peter S. Czelusta.



Lionel dropped the 1050 switcher from its lineup after 1960. However, it used the 0-4-0 steam engine to develop a couple of similar low-end locomotives, including the no. 1062. Cataloged outfit no. 11430 from 1964 used that model to lead three unmarked freight cars.

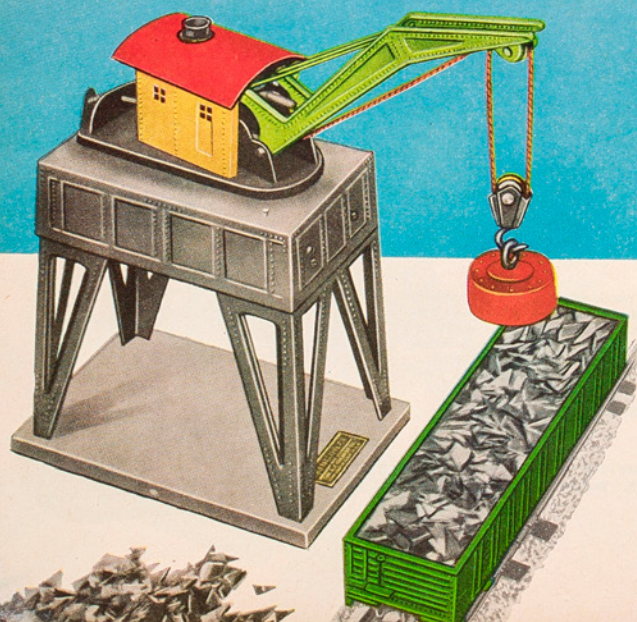
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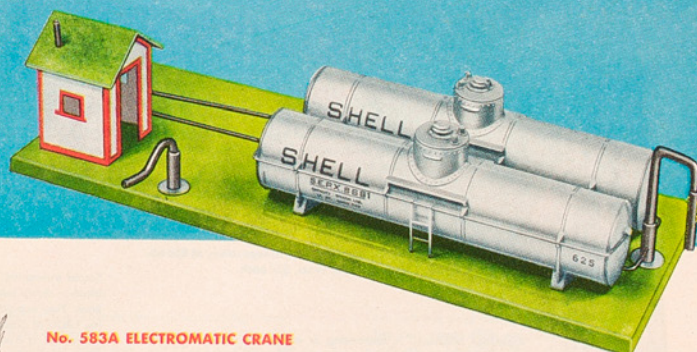
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Price, \$4.50. Denver and West, \$4.75.

The American Flyer line featured an electromagnetic crane from 1939 all the way through 1953. Minor changes in the colors chosen and the mechanisms used were about the only ways the accessory changed during its years in Gilbert's cataloged line.

NEW INSIGHTS

ON THE FLYER NO. 583 ELECTROMAGNETIC CRANE

Story and photos by Ed Hyland

AN UNREPORTED
CHANGE AFFECTED
THIS GREAT S GAUGE
ACCESSORY FOR 1949

A quiet revolution changed the toy train industry in the 1930s. Firms aimed to introduce more realistic products. Advances in the die-casting of metals and the compression-molding of plastics shaped that trend.

The A.C. Gilbert Co. began to develop scale and semi-scale engines and rolling stock while pushing

A KEY ASPECT OF THE CRANE'S OPERATION INVOLVED RAISING OR LOWERING THE MAGNET.

for greater animation in its accessories. The latter goal led in 1939 to the introduction of the no. 583 electromagnetic crane. That loader thrilled kids before the war and then from 1946 through 1953.

The 583 and its successor, the 583A, hardly changed in appearance over those years. But engineers at Gilbert made minor yet significant modifications to its mechanical workings, including changes for 1949 few collectors have noticed.

Answering a need

The story behind the development of the 583 opened in a curious fashion with the Gilbert Co. championing an HO scale replica of the New York Central class J1 4-6-4 Hudson steam engine and tender. Designers at the firm in New Haven, Conn., elected to install an AC (alternating current) motor in the Hudson.

Unfortunately for Gilbert, every other domestic manufacturer of HO trains used DC (direct current). Worried about losing sales, company leaders responded by having their team of engineers modify the steamer with a DC motor for 1939.

That created a different sort of problem for Gilbert: What to do with all the leftover AC motors? Designers realized they could use the compact parts to solve another dilemma, namely, how to power a reasonably sized accessory. After all, most electric motors were in the late 1930s too big to put on freight loaders and similar models.

The AC motor proved perfect for the electromagnetic crane company leaders wanted to add to their line. Then engineers attached a new transmission to the motor, securing the latter inside the superstructure with three short bolts.



Engineers capitalized on the AC motor Gilbert had developed for an HO scale steam engine to animate the no. 583 electromagnetic crane brought out in 1939. Note the dark gray, almost black, superstructure fabricated out of sheet metal.

That transmission turned the crane's cab to the left or right. Designers then had to figure out how to reverse the motor. So, as **Fig. 1** shows, they mounted a no. XA8731 locomotive reverse unit to the front wall of the superstructure.

Engineers drilled holes into the face and fastened the prewar reverse unit with bolts inserted through the two horizontal holes. Two vertical holes weren't used.

Another wide hole provided space for the bolt used to hold the magnet to the reverse assembly. Wiring for the magnet came out of the top at the front edge. A button acted as a switch for the reverse unit. Pressing it sent energy to the magnet.

More details

A key aspect of the crane's operation involved raising or lowering the magnet. Turning the cab to shorten or lengthen the cord handled that key task. In 1939, when the 583 made its debut, the brass cord was very heavy. It acted as the ground for the magnet because the wire from the latter had only a single strand.

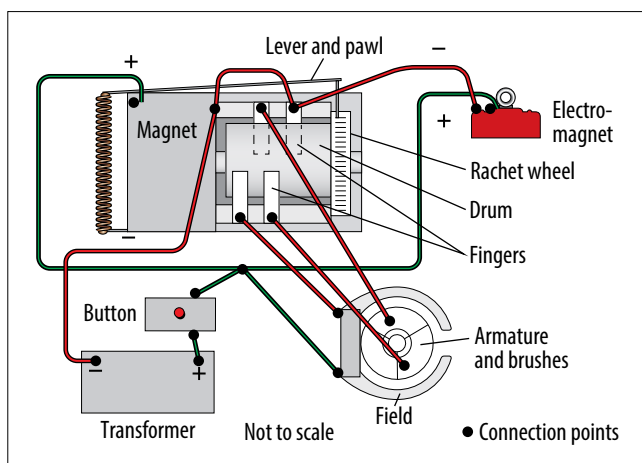


Fig. 1. Prewar examples of Gilbert's no. 583 electromagnetic crane used leftover AC motors as well as reverse units it had created for American Flyer steam locomotives.

THE 583A CRANE WAS REMOVED FROM THE CATALOG AFTER 1953.

Electrical contact happened at the hook and the magnet eye ring. That arrangement did not work well for completing the electrical circuit for the 583.

Company designers sought to make improvements for 1940. They got rid of the heavy brass cord, substituting a thinner one made of fishing line. The wire to the magnet became two strands encased in a cloth sleeve. Everything must have operated better because Gilbert made its cranes that way after the war until 1953.

From 1939 through 1942, the 11-inch-high electromagnetic crane had a sheet-metal superstructure (base, legs, deck, and platform) painted dark gray. From 1946 through 1949, the base was painted gray or green, and the legs and deck were gray. An American Flyer decal was affixed to the 4 x 6-inch base.

The sheet-metal cab, or house, always was painted yellow. Further, it usually had

American Flyer Lines lettering. The cab, which had a red roof and a black stack, came on a moving deck painted black. The boom was green with a red magnet.

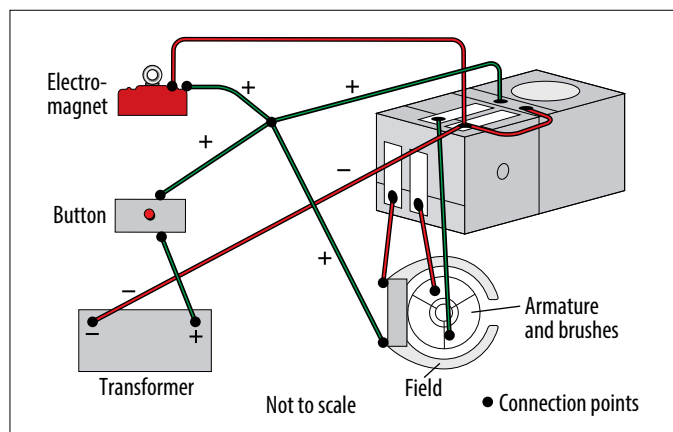


Fig. 2. Designers in the Engineering Department at the Gilbert Co. modified the 583 for 1949 by substituting a newer locomotive reverse unit for the prewar one.

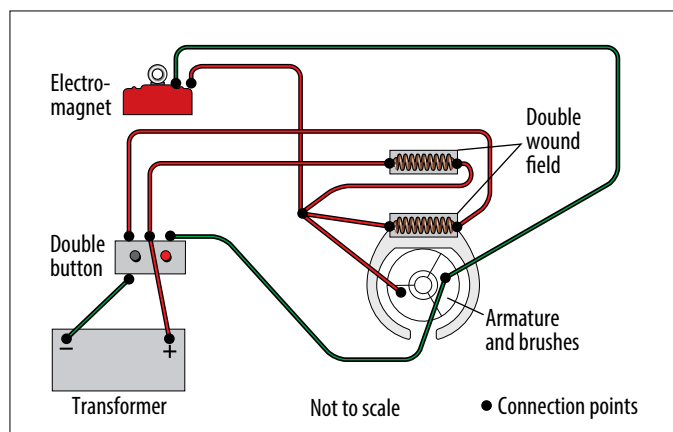


Fig. 3. Instead of using a reverse unit to rotate the crane, the engineers replaced that key part with a new motor equipped with a double wound field to improve the 583A.

cranes helped me discern that models brought out for 1949 had undergone a significant mechanical alteration.

Engineers changed the reverse unit after 1948. They replaced the earlier one with the unit developed for postwar engines (part no. XA10587).

Also, designers attached a platform to the motor as a way of securing the reverse unit (Fig. 2). They bolted the assembly to the superstructure as they had in the past. The wire came out to reach the magnet.

More dramatic changes affected the electromagnetic crane after 1949. In fact, Gilbert thought the accessory merited a new number: 583A.

Cosmetically, the superstructure went from gray to silver. The revolving platform was painted black. The cab and roof did not change. Finally, the smokestack could be painted black or even left unpainted shiny sheet metal.

Mechanically, the 583A used a motor with a double-wound field (Fig. 3). Engineers hooked the motor up to a completely new transmission. Gone was any sort of reverse unit. The wire to the magnet came out of

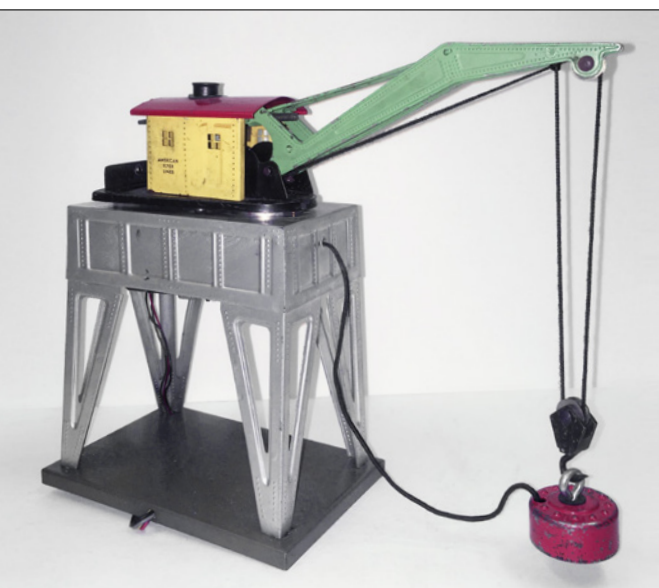
the face of the superstructure. Two pan-head screws held the assembly together.

A controller with a pair of buttons smoothly moved the 583A crane in a counterclockwise or a clockwise fashion. That was one more way in which the Flyer cranes differed and, as a result, should not be considered interchangeable.

Still popular

Marketing executives at the Gilbert Co. decided to remove the 583A electromagnetic crane from the American Flyer catalog after 1953 and never replaced it with a similar operating accessory. What a shame for S gauge modelers of all ages back then.

The decision strikes me as surprising if only because the electromagnetic crane has proved to be incredibly popular with the youngsters who see the Flyer operating displays I have constructed and put on public display over the past years. They find so much to enjoy and play with on this classic accessory. **GTT**



Changes occur in 1949 and '50

The second volume of *Greenberg's Guide to American Flyer S Gauge* does not mention changes made to the 583 between 1946 and '49. Yet experience repairing and studying electromagnetic

The 583 introduced in 1946 for the S gauge line was virtually identical to the one produced through 1942. A significant mechanical alteration occurred in 1949, when designers substituted a reverse unit from a postwar steamer for the old one.



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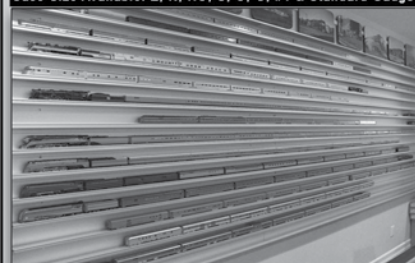
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P27901

Get creative!

BUILD A RUSTIC HOUSE FROM SCRATCH

I needed a little house to fill in a gap on my O gauge Tombstone Southwest layout. Having built all the other structures in the town, I decided to practice some house building techniques by making this one.

Here's what I wanted in the house: Small and simple to build using only wood and glue. (I used a segment of 2 x 4 scrap to build my house.) It should have siding that was easy to add and somewhat realistic looking. (I developed an easy technique using a table saw to do this.) The house should have noticeable windows that are not difficult to make, along with some inside-the-glass curtains to vale the interior. And finally, it should have simple lighting to make the building stand out when the room lights are off.

While it sounds like a lot of work, I completed the project in a few hours. I'm sure anyone with basic woodworking skills can do the same. If you need a small building easily resized for any scale, you'll enjoy this project.

I had to cut and mill the wood pieces, but you can just as easily purchase ¼-inch pieces of birch plywood to use for the sides, roof, and bottom of the house.

Generally, the house is about 3¼ inches square and 8 inches high at the peak. This was dictated by the size of the 2 x 4 I squared out (which fit my O gauge layout), but with a little imagination you could make the house smaller or larger as needed.

All the supplies are variable, depending on what you are familiar with. Feel free to



use tools and supplies you have worked with in the past; maybe you can come up with some ideas to improve upon my construction.

STEP 1»

Get an 8-inch-long section of 2 x 4 (preferably one without knots showing) and trim off the edges so the block of wood is squared off neatly. Then use a table saw to slice off three or four slabs (almost like cutting a block of cheese). You'll cut your house sides and roof from these pieces. You will probably have to use two blocks if you plan on cutting the windows and doors from this kind of wood.

STEP 2»

You'll want to sketch out a pattern for the walls, roof, windows, and doors. These pat-

terns should establish the size of your structure. Don't forget the two ends of the house will need a peak for the roof. Cut the patterns out and attach them to the wood you need to cut. These will eventually be glued together.

STEP 3»

Using your patterns, cut the walls to size. The short walls are square cuts, and the tall walls should have two 45-degree angle cuts for the roof. This can be done easily on a miter saw or by hand.

STEP 4»

Now for cutting the shingles

into the house! Each side of the house should be cut in the following manner: On your table saw, lower the blade so it just peaks above the opening. Tilt the blade to a 35- or 45-degree angle. Without turning the saw on, check that the blade will not cut completely through the side you're working on.

You only want to make a nick in the wood as the side passes over the blade. Use a piece of wood to hold the side down and move it along over the blade. It's not safe to do this with your hand holding the side down.

Place the house side even

with the saw fence, and start at the top or bottom of the side to make your first swipe across the blade. Move the fence ½ inch and make a second swipe.

Continue this process until you've reached the bottom (or top) of the house section you're working on.

STEP 5»

Cutting the windows out of the sides is easy if you use a pattern. Place a window pattern on the wall where you want it. I used two windows on three of the sides, but you can change this configuration. Attach the pattern to the



STEP 1



STEP 2



STEP 3



STEP 4



WHAT YOU'LL NEED

- ◆ Adjustable table saw (cutting out pieces and making siding)
- ◆ Electric scroll saw, or jig saw or coping saw (cutting out windows and door)
- ◆ Electric drill or drill press
- ◆ Sandpaper (medium)
- ◆ ¼-inch wood sheet (plywood or cut from 2 x 4)
- ◆ Spray adhesive (attaching patterns to the wood)
- ◆ Wood glue
- ◆ Bar clamps
- ◆ Small nail or brad (door knob)
- ◆ Roll of 2-inch-wide strapping tape
- ◆ Paint (optional)
- ◆ Light module for interior of house

wood using a temporary adhesive. You want the final window frame to fit over the hole you're going to cut, so cut out only the center of the pattern (as shown). I used an electric scroll saw to do this, but you can use a coping saw.

STEP 6»

The windows will need curtains, so I used strapping tape with threads through it I had purchased at a hardware store. Place a piece over the inside of the window. It looks like a curtain over the opening, dissipating the lighting.

STEP 7»

To glue the house together, put a light strip of glue along the edges of the short sides of the house and prop them between the two tall sides of the house.

Use clamps to hold the house square while the glue is drying. Make sure the house corners are square when you press the clamp in place and check to see the cut siding is facing outward on each side of the house.



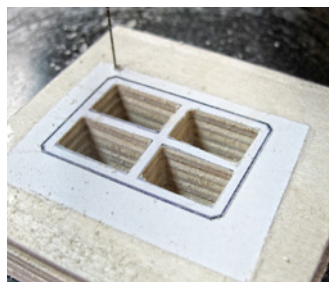
STEP 5



STEP 6



STEP 7



STEP 8



STEP 9



STEP 10

STEP 8»

With your pattern, you can cut your own windows. If you don't want to do this, you can probably find window frames that will fit from a dollhouse or miniatures store.

To cut your own frames, use some of the extra wood you sliced off the 2 x 4 block. I cut mine on a scroll saw; to make the job faster, I stacked several pieces of the ¼-inch wood together with tape and attached a pattern to the top.

STEP 9»

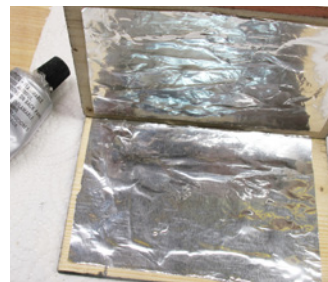
I used a pattern to cut a door in proportion to the windows or you can cut one to your own size from the extra wood.

I drilled a small hole about halfway down the door on the right side and inserted a brass nail brad for a door knob.

Cut off the extra nail that juts out the back, and dab the nail with some glue to hold it in place.

STEP 10»

Before attaching the window frames and the door with wood glue, you should do any painting or



STEP 11

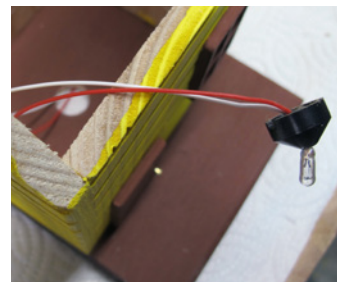
staining you like. Once these items are attached, it becomes more difficult to paint neatly. When everything has dried, you can attach the window frames over the holes you cut and secure the door in the location you think is best.

STEP 11»

Make the roof by cutting two sections from extra wood, and then glue one panel to the end of the other panel. After painting, just place it on top of the house. I didn't glue it to retain inside access. I used aluminum foil inside to better reflect light from the bulb.

STEP 12»

Don't forget a foundation for the house.



STEP 12

The base attaches to the bottom of the house. This provides a level place for the frame and a small porch.

Before attaching it drill a ½-inch hole in the bottom for wire entry. I used a small light to illuminate the house. Run the wiring down through the hole and through your layout to attach the light to an accessory connection. The light can be glued within the house.

I painted the roof of my house black and smooth. You could also make shingles in the roof to add interest to the final project. Place the roof on top of the house, and you are ready to have your tenants move in. – Al Baggetta



CTT ONLINE

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PRODUCT REVIEWS

WITH BOB KELLER



A BOLT OUT OF PHILLY

It has been said that there is no cause quite as romantic as a lost cause. I suppose that's why I like oddball power from Alco, Lima-Hamilton, Fairbanks-Morse, and of course, Baldwin.

Baldwin, the venerable steam builder, held diesel power at arm's length. To a large extent, the firm never quite visualized the threat internal combustion motors posed to steam power.

Baldwin failed to crack the code of diesel locomotive production. Standardization seemed to mean "big things," not "little things" such as wiring being installed in the same place on every single locomotive of a given type. There didn't seem to be a serious effort to improve or upgrade the models, and Baldwin seemed rather complacent about marketing. The company simply expected regular steam customers to buy its diesel products.

The VO-1000 was a workmanlike locomotive using the De La Vergne engine (a Baldwin standard from 1936 through the

end of its diesel locomotive production). Baldwins did have a reputation for having reliable, but expensive to replace, components. They were also known for excessive down time when in for scheduled maintenance, as compared to easier-to-maintain models from the competition. It often took more time for disassembly and re-assembly than other locomotive brands. By many accounts the diesels also leaked a lot of oil. In the world of standardization, Baldwin was the odd man out.

Six Baldwin VO-1000s still exist, including a Western Maryland unit.

OPENING THE BOX

The nifty thing about the VO-1000's carbody is that it pretty much has the same style as most of Baldwin's yard switchers, with key features including a squarish shell, a radiator on the end, and a cab with big windows. So the O gauge model from MTH Electric Trains has a clean and functional design that doesn't

O GAUGE PREMIER LINE BALDWIN VO-1000 SWITCHER FROM MTH

Price: \$459.95 (no. 20-20786-1) **Min Curve:** O-31 **Low speed:** 4.9 smph **High speed:** 77.4 smph **Drawbar pull:** 1 lb., 3 oz. **Features:** Two can-style motors, ProtoSound 3.0 command and sound system, smoke unit, coil couplers **Current-production road names:** Long Island RR, Milwaukee Road, Santa Fe, Seaboard, Western Maryland For more information: www.MTHTrains.com Further reading: "On behalf of Baldwin," *Trains* magazine, December 1967.

O GAUGE BALDWIN VO-1000 FROM MTH



The MTH VO-1000 has expertly applied graphics that make even a black locomotive stand out. The switcher has good visibility for the two-man crew.

and a screen just behind the headlight.

Decoration includes yellow striping, and engine numbers. The stand-out graphic element is the Western Maryland's fireball logo. There are also finely executed nomenclature items, such as the locomotive class and "Tested BLW," on the brake line air tank.

ON THE TEST TRACK

There is nothing much to report on this O gauge model: It ran well, sounded good, and even generated a nice bit of smoke. We ran it through all the switches on our test track, and it handled them like a champ. The diesel was responsive in all speed ranges, and the ProtoSound features we checked all worked. We had no surprises, and that is a good thing.

Our speed range was 4.9 to 77.4 scale miles per hour. Our drawbar pull was 1 pound, 3 ounces.

As I like to note, the startup sounds for old Baldwins always sound like the locomotive is going to rattle itself apart. They get two thumbs up for making me check the layout, looking for O scale pistons that might have flown off during startup!

If you have too many EMD switchers, this new O gauge Baldwin VO-1000 diesel from MTH is a reliable, well-running model sure to add a bit of "different" to the look of your fleet. – Bob Keller

stray far from designs used by Alco and the General Motors.

The cab has double-pane windows on the sides and door end. There are safety yellow handrails and grab irons. A headlight is mounted above the door. The two-man crew faces down the hood (there is an "F" for front painted on the long end), and the interior is painted green.

What I liked most about the body was the combo of the large radiator on the long hood capped off by a big headlight on top. The headlight looks larger than a typical diesel's light, almost as though it's an addition from Baldwin's pile of leftover steam locomotive components. There is also a grab iron running side to side.

The sides are fairly flat, which is great for applying decoration. But run your finger along the sides and you'll be able to feel the doors and louvers cast into it. There is a handrail running along the top of the engine compartment, though it's a tad hard to see. It is painted black, while there is a yellow stripe running just below and behind it.

The running boards and pilot decks all

have safety tread texture. While the pilots are fairly stark, I did like the brakeman's steps. They jut out slightly ahead of the body, versus hanging straight down on most models of older power. These steps also have safety tread on them.

Up top, many VO-1000s had four stacks; MTH modeled the single-stack version. There are cast-in access hatches



The top has an elevated headlight housing, screens, access hatches, and an exhaust stack.

THE O GAUGE STARBUCKS FROM MENARDS



The Starbucks has a design that will look at home in most layouts representing contemporary railroading. It has excellent interior and exterior detailing, and Starbucks is a brand everyone visiting your railroad will recognize. Looking down into the store (right) and seeing the interior adds an extra dimension – the building isn’t just a façade, but a three-dimensional structure with details on the inside.

A six-shot venti Americano, please!

O gauge layout owners seem to fall into three general groups. The first is roughly “anything goes,” which is any type of train from prewar tinplate streamliners to today’s feature-laden engines from Lionel, MTH, or Williams.

The second broad group is the steam-diesel transition era, spanning the 1930s through the early 1960s. The remaining group is a bit more hardcore. On their layouts a GP40 is practically an old-timer, and the slogan for their railroads might as well be “Route of the

Latest and Greatest.”

The new Starbucks store from home-improvement chain Menards is a prime candidate for a splash of “today” for both the “anything-goes” and the modernists!

Starbucks stores come in a seemingly infinite number of

configurations. Within about three miles of my office you can find one built in an old quick-lube shop, another in a rebuilt Burger King, a shop slipped into a vacant spot in a strip mall, and another inside a Target store. So one style does not fit all!



O GAUGE STARBUCKS STORE FROM MENARDS

Price: \$79.99 (no. 279-4325) **Features:** Coffee shop with three backlit signs, interior lighting, external chairs, tables, and figures; interior store detailing and figures. Order online at www.Menards.com/Trains

FACTS AND DETAILS

The Menards Starbucks has a relatively compact footprint (roughly 8 x 11 inches) and represents a brand easily recognized by any visitor to your

model railroad. It's a good addition for 1:48 scale residents in need of a caffeine fix!

The building has an engineered wood composite base with cement block texture, such as seams and cracks. The Starbucks logo is so well illuminated it will stand out even when the room lights are on! The exterior detail I fancied most was the Starbucks green canopy and umbrella on the outside of the shop.

For those nice summer days there are two tables, chairs, and an umbrella at the front, and a table with two chairs beneath the side canopy. There are little easels for menus on each table. There is one seated customer outside and a barista nearby. You'll also find Jack the German Shepherd on a leash, being walked past the store.

Menards often includes a bit of a surprise, in that many of its structures have see-through ceilings. As a result, you don't just have exterior detailing but also things you can spot on the inside.

The interior lighting is superb. Easy-to-see details include three round tables, six chairs, three customers (two seated), and a barista behind a service counter. There is a representation of an espresso machine on the counter, and I was a bit surprised at the very nice wood texture in the countertop. This was my favorite interior detail because the counter surface looked so authentic.

Menards is improving the quality of life in your Traintown with the release of the no. 279-4325 Starbucks coffee shop. This O gauge building has plenty of interior and exterior detailing to note, and the LED lighting package is superb. It will look right at home on any 1990s-plus O gauge layout – *Bob*



JUST PLUG ILLUMINATED VEHICLES BY WOODLAND SCENICS

LIGHT'EM UP

SOME O GAUGE LAYOUTS have vehicles crammed in every nook and cranny, while others have streets so empty you'd think a nuclear alert had been issued. Of course, one of the challenges about vehicles in Traintown is largely that they are either 1:43 or 1:50, not 1:48 (unless you buy costly collector models).

Woodland Scenics is offering a collection of tidy, well-detailed vehicles clearly at home in the late steam and early rock and roll era. Plus, they can be illuminated using Woodland Scenics Just Plug system.

DESIGNS

First up is the no. JP5978 Blue Coupe. My first thought was, "Looks like a hot rod." But I scoured the web, and my most educated guess is this is a 1938 Oldsmobile coupe. The slope of the model looks a bit more graceful than on most of the similar coupes I checked out, so it could also represent a modification made by another owner in the 1960s.

The car is a nice royal blue neatly accented by all the chrome work. The car has nice grillwork, bumpers, running boards, and chrome hubcaps. There are also wiper arms and a driver's side mirror. You'll find accent stripes running up the sides and over the doors. These are subtle and not overdone.

Next is the police car. I found quite a few vintage pictures of police coupes, so it must have been a thing, and not just for supervisors. I found the most similarities to a 1949 Mercury coupe, though the grill is notably different on the model. It has a hood ornament, chrome-colored headlight frame, grill, wiper arms, and bumper. It also has chrome-colored rear mirrors, handles, and bumpers.

There is an antenna on the passenger side and a red bubble gum machine on the roof.

O GAUGE JUST-PLUG ILLUMINATED CARS

Price: \$49.99 each (nos. JP5973 police car and JP5978 blue coupe)

Features: O scale detailing, detailed interiors, illuminating lights; a variety of vehicles are available Order online at www.WoodlandScenics.com

The car is black with white doors. There are a six-pointed star and an eagle on the doors and the word POLICE on the doors and trunk. It looks good, and has period decoration.

If Broderick Crawford's character, Dan Mathews, had worked for city police and not the highway patrol, he might have had this baby. While it may not be Adam-12, it is at least Adam-6, Adam-12's granddad.

POWER

The power line feeds out of the bottom of the vehicle. The instructions suggest you decide where you want it and then drill a hole to feed the wires below the benchwork. It also suggests that if you plan on shortening the wires, do so at this point. You mate the wires with the linker plug (a simple step) and plug it into your Just Plug power port.

There is a slight difference with the police car. You have two wiring options: headlight on or flashing red bubble light. There is an extra wire for the red light option. Both are simple tasks to accomplish.

Woodland Scenics has served up the first in a new series of vehicles that will find a home on many layouts. You may want to get them sooner, rather than later! – *Bob*

AMERICAN FLYER'S NO. 9900-R ZEPHYR STREAMLINER



Model and photo courtesy Alan R. Schaefer

FEATURES: 1. No. 9910 power car with one power truck, manual reverse, operating headlight. 2. No. 9911 baggage car made of cast aluminum and equipped with sliding doors and lights. 3. No. 9912 observation car made of cast aluminum and equipped with operating lights.

Saying the word, Zephyr, can be fun. Draw out the second syllable. Can't you feel it trailing off into space, rushing away like a breeze? In the Olympian pantheon of gods and goddesses, Zephyrus ruled the west wind.

Zephyrus made a comeback in an America beset by economic depression and in need of symbols of progress and hope. He arrived in the 1930s, when the conquest of space and time was breaking new ground.

Designers obsessed with aerodynamics and acceleration increased speeds by mounting shrouds over boilers on steam locomotives and experimenting with diesels. Thus came sleek and streamlined engines and dynamic and futuristic trains.

Zephyrs big and small

An era of streamlining had opened. Railroads introduced faster and lighter trains to entice people to travel. The Chicago, Burlington & Quincy RR christened the stars of its fleets in honor of the Greek god of the west wind. Zephyrus regained vigor and glory.

Manufacturers of miniature electric trains rushed to finish toy versions. Lionel hit pay dirt in 1934 with the first of its Union Pacific streamliners. Steady sales of that classic set helped the company escape financial receivership.

The American Flyer Manufacturing Co., due to being based in Chicago, cared most about the *Zephyrs* on the roster of the hometown Burlington Route. It matched Lionel with a streamliner in its catalog for 1934, one inspired by the *Zephyr*. Two years of work led to the release of a three-car set in cast aluminum.

Power cars and more

Set 9900-R had a no. 9910 power car (11¾ inches long) equipped with an operating light in front and a second light

secured to the floor at the rear. The model had a power truck with steam-type wheels plus manual reverse. Cast weights inside added needed heft.

The 9910 pulled a no. 9911 baggage car (9½ inches long) and a no. 9912 observation (10½ inches long), both made out of cast aluminum brightly polished. The baggage car had sliding doors and illumination, plus Railway Express Agency decals on both sides. As for the observation, it came with two working lights. "Burlington Zephyr" and "9900" were decal on each of its sides.

Executives and engineers at American Flyer upgraded their *Zephyr* by adding a fourth car in 1935. The no. 9913 coach (9½ inches long), like the other models, attached to its neighbors with a semi-vestibule. The

new coach, riding on a pair of four-wheel trucks, had American Flyer decals as its primary decoration.

Needed improvements

The manual reverse on the 9910 caused woes for consumers. Designers improved the power car before the end of 1935. They developed the no. 9914, which was more than an inch longer than the 9910 to accommodate the automatic reversing mechanism. The new power car also had sliding doors, front window trim, and a remote-controlled motor truck. It remained the motive power for all *Zephyr* sets until the firm sold its assets in 1938.

The top *Zephyr* for 1935 was the no. 1327-RT, led by a 9914 power car and including a baggage car, two new coaches, and an observation. The suffix indicated track and a transformer were included.

For 1936, Flyer put the same four cars in set no. 1760. They upgraded the 9911 with a remote-controlled whistling mechanism screwed to the metal roof.

In 1937, the train returned as set no. 1761 – with one change. The whistle had been stripped from the baggage car. If consumers wanted sound effects with their *Zephyr*, they had to buy an American Flyer whistling billboard.

The company last offered the *Zephyr* in 1938, the year it sold assets and inventory to the A.C. Gilbert Co. Even if sales proved slow and disappointing, the striking O gauge version of the Burlington's streamliner reflected brightly on all that American Flyer had accomplished during its 30-year history. – Roger Carp

WHAT'S IT WORTH?

The American Flyer Manufacturing Co. cataloged the no. 9900-R set in 1934. Greenberg's Guide to American Flyer Prewar O Gauge (published in 1997) values the three-car Zephyr at \$115 in good condition and \$265 in excellent.

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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

AZ, TUCSON: Tucson Toy Train Show & Swap Meet. Tucson Expo Center, 3750 E. Irvington. November 9-10, 2018, Friday 1:00pm-6:00pm and Saturday 9:00am-2:00pm. Admission \$6.00, kids under 12 are free-proceeds support the Gadsden Pacific Toy Train Operating Museum. www.gpdtoytainmuseum.com or call Jeff, 520-310-1392.

CA, SACRAMENTO: T.T.O.S. River City Toy Train Meet. Scottish Rite Center, 6151 H Street, Zip Code: 95819. Saturday, September 29, 2018, 10:00am-3:00pm. Single \$5.00, Families \$9.00, children under 12 free with adult. Free parking. For information or table reservations, contact John DeHaan, 707-642-8023

CT, GREENWICH: Southern Connecticut Model Train Show, Greenwich Civic Center, September 23, 2018, 9:00am-3:00pm. Adults \$7.00, under 12 free. Valley Ho Trak Layout & more. Clinics, 150 tables; trains, books, artwork, DVD's. Door prizes, free parking, refreshments. Ron's Books, PO Box 714, Harrison, NY 10528, 914-967-7541. ronsbooks@aol.com, www.southerncttrainshow.com

CT, MANCHESTER: New England TCA Train Meeting at Army/Navy Club, 1090 Main Street, 06040. Sunday, September 9, 2018, 9:00am-2:00pm. Admission \$5.00, spouse and children free. 80 dealer tables with prewar, postwar, modern Lionel, American Flyer, Marx. Operating layouts. Free parking. Info: Todd at trainsmore@aol.com

FL, ORLANDO: TCA-Southern Division Toy Train Meet. Lake Nona Middle School, 13700 Narcoossee Rd. Saturday September 15, 2018, 10:00am-3:00pm. Admission, \$5.00, children under 12 free. All Scales/Trains, 2 to G. Layouts-workshops. Free parking, refreshments on site for purchase. Contact information: Mike Mills, Cell 612-382-0325 or Flyermike1949@gmail.com

GA, ATLANTA: 55th Model Train & Railroadiana Show. Saturday August 25, 2018, Infinite Energy Center, 6400 Sugarloaf Parkway. 9:00am-4:00pm. Admission: \$9.00 (under 12 free). Info: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954 or rrshows@aol.com

IA, ELKADER: 6th Annual Elkader Model Train Show and Swap Meet. Sunday August 19, 2018, 10:00am-4:00pm. Johnson's Reception Hall, 910 High Street and CJ Lanes at 821 High Street. Adults \$3.00, children 6-12 \$1.00, under 5 FREE. Free parking, lunch-stand and door prizes. All proceeds go to the Elkader Depot Fund. Information: Larry Lerch 563-880-2066

MI, CLINTON TWP: St. Louis Men's Club, Mount Clemens Michigan Train Show. St. Louis Church Comm. Center, 39140 Ormsby Street. Saturday, September 22, 2018, 10:00am-3:00pm. \$3.00/person, \$5.00/family, under 12 free. \$10/table. Contact Carl Hikade, 181 Riverside Drive, Mt Clemens, MI 48043, 586-463-5184 or e-mail: cdhikade@juno.com

MI, HASTINGS: Train & Toy Show & Swap Meet at Barry Expo Center, 1350 North M-37 Hwy. September 15, 2018, 10:00am-3:00pm. Admission \$5.00 13 and older. Sponsored by Iron Rails. Over 120 dealer tables, door prizes, several operating layouts. Information: Brad Miles, 269-953-9171, magichb@aol.com

NY, LINDENHURST: Northern Spur Train/Diecast Vehicles/Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (north of Hartford St.) September 23, 2018, November 4, 2018, January 6, 2019, February 17, 2019 March 24, 2019, 8:30am-1:00pm. \$5.00 adults, under 16 free w/adult. Handicap accessible. Contact: Carmelo Sancetta. PO Box 1286M. Bay Shore, NY 11706. 631-666-6855

NY, ORCHARD PARK: TCA Upstate NY Chapter Show. American Legion Post 567, 3740 North Buffalo Rd. Zip: 14127. Sunday, September 16, 2018. TCA members 9:00am. Public: 9:30am-2:30pm. Admission, Adults \$3.00, Family \$5.00, under 17 FREE with paid adult. Info, www.upstate-ny-tca.com Chuck 716-390-8216

OH, CLEVELAND: Great Berea Train Show, Cuyahoga County Fairgrounds, 19201 E. Bagley Rd. Middleburg Heights, OH 44130. NMRA MCR Div. 4. October 6-7, 2018, NEW SHOW TIMES 10:00am-4:00pm. This is an all gauge Train Show with over 300 tables. 440-785-9907, www.thegreatbereatrainshow.org

OH, HOLMES COUNTY: Old Eli's Train & Toy Show. Heritage Center, 3558 SR. 62, Millersburg, OH 44654, between Berlin & Winesburg. Saturday, October 20, 2018, 10:00am-3:00pm. Adults \$5.00, under 12 free! \$10.00/table, no refund, 150+ tables. Contact: Galen Eli Hoover, PO Box 45, Mt. Hope, OH 44660, Phone: 330-763-1184.

OH, PAINESVILLE: Railroad Memorabilia Show, Painesville Railroad Museum (Painesville Depot), 475 Railroad Street, Zip Code: 44077. Sunday, August 26, 2018, 10:00am-5:00pm. 216-470-5780 Email: prrm@att.net: www.painesvilleraillroadmuseum.org

OK, BIXBY: Greater Tulsa Train Show, Bixby Community Center, 211 N. Cabaniss Avenue, Zip 74008. Saturday October 13, 2018, 9:00am-3:00pm. Admission: \$5.00 adults, under 12 Free. For info: TTOS-Sooner.org

SC, COLUMBIA: Jamil Temple, 206 Jamil Road. Saturday, October 13, 2018, 9:00am-3:00pm. Admission \$5.00, under 10 FREE. Over 200 vendor tables. Large variety of G, O, HO, S/AF, N gauge. Contact Todd at 843-307-8674, sctradeshows.com

TX, PLANO: NTC 4th Annual Fall Plano Train Show. Plano Center, 2000 E. Spring Creek Parkway. September 29-30, 2018 Saturday, 10:00am-5:00pm and Sunday, 10:00am-4:00pm. Adults \$10.00, 12 and under free w/paid adult. All scales & Tin Plate. Dealer tables and How-To Clinics. Information: Chris Atkins, chris@railroadmodeler.com 469-438-0741. Visit us at: <http://www.dfwtrainshow.com>

TX, TEMPLE: 36th Annual Temple Model Train Show by Centra Mod Inc. Central Texas Area Model Railroaders, Frank Mayborn Convention Center, 3303 North 3rd St. September 15-16, 2018, Saturday 10:00am-5:00pm and Sunday 10:00am-4:00pm. Adults \$7.00, Seniors & Military \$6.00, under 12 Free. FREE Parking! Contacts: Ron Miller, 254-749-0700: David Douglass, 254-727-2155

VT, RUTLAND: Vermont Train Show & Swap Meet, September 29, 2018, Holiday Inn, South Main Street (Route 7). 10:00am-3:30pm. Admission \$6.00, children under 13 FREE. Info/dealer tables: Paul 802-259-2123, e-mail p_a_r@vermontel.net or John 802-774-8412 phone/text.

S Gauge For Sale

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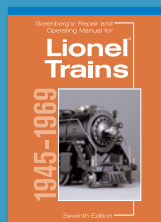
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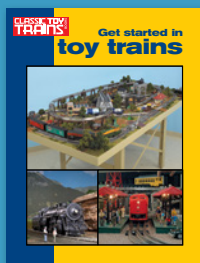
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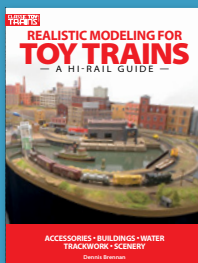
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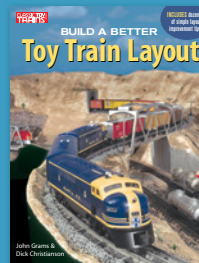
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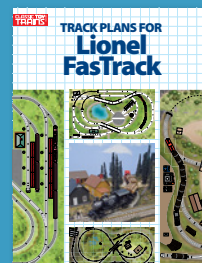
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Essential tips and the latest products add up to great-looking scenes.

Boyhood railroad wins a Lionel prize

A layout photo contest earned a memorable reward.

LAYOUT VISIT

Balancing realism and whimsy

Tour a fun and fanciful S gauge railroad.

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Discovering the earliest Ives stations

Accessories from the premier toy maker of the early 1900s.

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Eric Beheim shows you how to give abutments the look of concrete, apply spray adhesive, and then dust the surfaces with powered pumice stone. These simple elements can give your O gauge overpass a new and realistic appearance.

Easy concrete abutments

SIMPLE TO MAKE AND THEY LOOK GREAT

Although not as common as girder bridges, under girder bridges (which look like a girder bridge turned upside down) can add variety to your O gauge layout or diorama. Coming up with realistic-looking concrete abutments for an under girder bridge is simpler and more fun than you may think.

First, you'll need a pattern similar to the one shown in **Photo 1**. Its dimensions will depend upon the desired height of your bridge and the width of the abutments.

Trace the pattern onto two blocks of wood (**Photo 1**). I used blocks cut from a scrap piece of 1½-inch-thick pine

board I had left from a project.

Even with thicker pieces of wood, you should be able to cut out your abutments by hand with a coping saw. Before you put your saw away, place the bridge down onto the abutments to see how it fits their contours. If necessary, trim away more wood.

Once you've cut out the abutments, give them a base coat of gray paint to suggest real concrete (**Photo 2**). You'll find some great ideas for this in an article originally published in the January 1942 issue of *Lionel's Model Builder*.

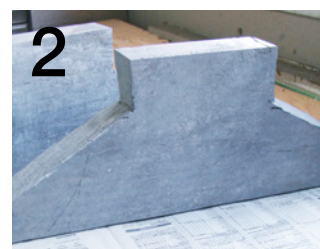
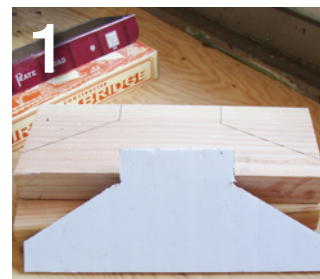
Working one surface at a time, apply an adhesive and then dust the surface with powdered pumice stone, which can be obtained from

home-improvement stores or on-line. The 1942 article suggested using clear shellac as the adhesive (**Photo 3**), though I used a spray adhesive, which dries faster.

After the adhesive had set up, I removed the excess powder and then moved on to the next surface. I kept adding layers of powdered pumice stone until I had the concrete effect I wanted. Depending on how much time you want to spend on this project, you can "age" the concrete by adding traces of soot.

Powdered pumice stone can also be used to create concrete structures, such as retaining walls, bridge piers, tunnel portals, and culverts.

– Eric Beheim



1 An under girder bridge looks like a standard girder bridge turned upside down.

2 The pattern for under girder bridge abutments looks something like this one. After you've transferred the pattern onto blocks of wood, cut out the abutments by hand using a coping saw.

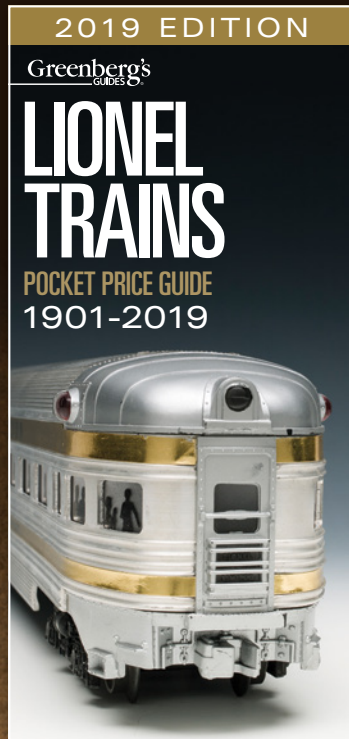
3 After making sure your bridge fits over the abutments' contours, give everything a base coat of gray paint. Add texture by applying a spray adhesive and dusting it with powdered pumice stone.

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