

FIND OUT WHAT'S HOT IN TOY TRAINS p.17

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O AND S GAUGE FOR THE OPERATOR AND COLLECTOR

May 2020

A modern
Santa Fe
passenger
set p.44



SPACE SAVERS

3 COMPACT LAYOUTS

- Switching the gritty city – in 3x8 feet! p.34
- 4x8 Flyer layout puts down roots p.26
- A Lionel D-62 layout gets new life p.52



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— PAGE 3 —

**ADD CATTLE PENS
TO YOUR LAYOUT** p.66



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content

26

LINEUP

MAY 2020 VOL. 33 NO. 4

[COVER STORY]

34 FUN IN SMALL SPACES

How to pack action into a 30-square-foot layout.

BY ROGER CARP

Cover photo by Patrick Jean

26 **COMPACT LAYOUT**
The start of something big
A 4 x 8 foot S gauge layout promises to grow and grow.
BY ROGER CARP

32 **Lionel's top brass for 1967**
Unique boxcars from the Train Collectors Association.
BY ROGER CARP

40 **Solving a 1907 mystery**
The American Miniature Railway Co. made toy trains for a short time.
BY DAVE MCENTARFER

44 **Lionel's overlooked modern-era warbonnets**
An O gauge icon at a value price!
BY MICHAEL CONNOR

48 **Take a load off, Allis**
Lionel flatcars carried construction equipment.
BY ROGER CARP

52 **COMPACT LAYOUT**
Restoring a Lionel postwar display
A lot of T.L.C. brings a D62 layout back to life.
BY RICHARD LYONS

66 **TIPS & TECHNIQUES**
An easy to make livestock pen
Common vintage Marx fence sections keep the cattle in.
BY ERIC BEHEIM



48

IN EVERY ISSUE

- 4 Editor's Desk
- 6 Letters
- 7 Modern Era Notes
- 8 Photo Album
- 14 News & Products
What's selling? What are you buying? Plus more!
- 20 Questions & Answers
- 22 Collectible Classics
Authenticast's no. R-153 Junior Farm Set
- 24 Views From The Underground
- 56 Reviews
MTH UP 1111 SD70ACe, Menard's Schneider terminal
- 65 Ad Index
- 66 Tips & Techniques

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Thanks for help, big and small

WHEN LITTLE READER CONTRIBUTIONS MAKE BIG DIFFERENCES

So much has made it possible for *Classic Toy Trains* to become the premier toy train publication. The first thing that comes to mind is the outstanding articles written by experts in the hobby.

The next is the creativity provided by our designers, illustrators, photographers, and production supervisors. Alongside these contributions have always been the support and assistance offered by loyal advertisers of every sort.

No one on the editorial team can minimize the contributions received from the greatest readers any magazine could ask for. Since the inaugural issue hit newsstands in 1987, you've shared opinions and ideas, directed us to superb layouts and collections, and submitted stories and photos. So we're requesting your help again.

Writing for Editor Hal Miller and Editorial Assistant Rene Schweitzer, I'm asking you to **consider making three kinds of contributions, each**

fairly little in scope and simple in effort, yet guaranteed to have a major impact.

1 To start, please let us hear from any of you whose O or S gauge layout should be regarded as "compact" (say less than 125 square feet). This issue has as its theme compact layouts, and you'll discover three terrific ones in the pages that follow.

Each of these O or S gauge layouts will inspire you, especially if space at home is at a premium. There's much to learn from them when developing a track plan and finishing awesome scenery. We're constantly asked to spotlight smaller layouts yet finding them is a challenge. Here's your chance to make it happen.

2 Related to this first little request is one for more photos of what you're building. What small projects are you undertaking to improve the appearance and operation of your layout? Please send us a few shots of your best scenes.

3 The third way in which we would appreciate your contributing has to do with the books published here at Kalmbach Media Co. We're on the lookout for contributors whose experience and expertise can help us strengthen the pocket price guides we compile about Lionel and American Flyer trains. Do you know of models missing from the latest editions? Can you update pricing information? Have you been thinking of ways to make these books better?



Okay, now that I've thrown the ball in your court, I feel confident that you'll come through. Feel free to send an email or letter to Hal or me at

the addresses listed elsewhere on this page. If you have digital photos to include, please attach them to your message.

Our goal always has been to make *Classic Toy Trains* better, so it can

shed light on how you can enjoy your trains more fully while expanding the ways you do so. We depend on your ideas and insights to achieve that aim and now look forward with excitement to hearing from you and preparing for a greater future.

Roger Carp

Roger Carp, Senior Editor

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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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<table border="1"> <tr> <td>March 8</td> <td>April 5</td> </tr> <tr> <td>May 3</td> <td>June 14</td> </tr> </table>		March 8	April 5	May 3	June 14		
March 8	April 5						
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THREE GENERATIONS IN O GAUGE



Mike Graziani (center) stands with his son, Max (left), and his father behind the O-27 layout Max made to showcase the family's postwar Lionel and Marx trains and accessories.

My 15-year old son, Max, recently completed a small 3-rail layout for his grandfather. The goal was to build an O-27 layout that would showcase the simple Lionel and Marx trains and accessories my father had received as a child in the postwar era that we still use and run, every year, on our family's Christmas layouts.

It was also intended to loosely depict the progression of taking your newly received O-27 starter set and simple accessories and turning them into more of a finished, permanent "railroad."

Space and time were limited, as Max wanted to present the layout at Christmas. I suggested he use as the base for the layout an unused air-hockey table in my parents' basement. The layout's dimensions could then be sized to allow the board to reside within the recessed "ice" surface of the table. Max used sheet foam for hidden supports and perimeter profile as well as cardboard lattice for the mountain shape.

As you can see from the photo, all three generations in our family are proud of what my son built and will continue to enjoy it. – Mike Graziani, Pittsburgh, Pa.

■ NO POSTWAR 594

I appreciate the increased emphasis on American Flyer in the February 2020 *Classic Toy Trains*. However, I wish to bring to your attention an apparent misconception in the article about the no. 594 track gang. Although the Gilbert Co. cataloged the 594 in 1941-42 and 1946-47, no track gangs of postwar production have to my knowledge been reported.

All observed samples found complete with a box and inner tray have had "prewar Gilbert Flyer green" painted bases, were fitted with three Fahnestock clips, and were wired with wire with impregnated cloth insulation, and came with two prewar-style track trips that insert between the inner and outer rails of 3-rail O gauge track. Also, each came with a no. M2266 instructions for connection to 3-rail track.

Catalog entries in 1946-47 and the inclusion of an altered wiring scheme for a postwar track gang in the no. M2502 operating instructions make clear that Gilbert intended to

continue the 594. Yet due to (apparently) low preorders, the company filled what orders it had with leftover prewar production, as was its practice right after World War II.

If someone can offer evidence of a true postwar 594 made with plastic insulated wire with proper provenance, Flyer collectors would be delighted to finally have confirmation of its existence. – Bob Bubeck, Midland, Mich.

■ NEW NAME WANTED

I agree with Bob Keller about the need for a new name for the modern era of toy train production (February 2020 CTT). The scope is too large to be useful, considering how this era spans 50 years and reflects a variety of changes in the industry, including location for making products, safety standards, and a range of materials and technologies.

I have an idea of what items are from the prewar and postwar eras. But the modern era can entail anything from low-quality remakes of postwar

items all the way up to digital control of high-quality items.

I support the idea of splitting the era and calling the years since the 1990s the digital era. Any dividing point is going to be open to controversy. I suggest a start date be tied to a significant digital offering being made, such as the introduction of command control or sophisticated sound systems or when the first digital boards were developed. – Don Powell, Melbourne, Fla.

■ THANKS FOR LEGO

I want to applaud you for the fantastic review of the LEGO City Passenger Train in the January 2020 CTT. I am a collector and operator of postwar

and modern-era Lionel trains and an Adult Fan Of LEGO (AFOL). LEGO trains should be included in the discussion of classic toy trains..

LEGO is to kids of today what Lionel was to kids of the 1950s: a recognizable toy that lets them build their own little

world. (Sounds like a 1950s Lionel promotion.)

Children still love trains. They just need a way to transition from the Thomas the Tank Engine wood trains to more sophisticated trains.

The model railroading and toy train communities should embrace LEGO trains as a way to introduce children to the world of trains. – Wes Lloyd, Gaithersburg, Md.



HAVE A COMMENT?

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MODERN ERA NOTES

WITH BOB KELLER



The New York Central turned out to be the gateway to my S gauge collection.

S gauge confessions

COMING CLEAN ABOUT COLLECTING 1/64

OK, I'll admit it. I own some S gauge trains. In *True Confidential* fashion, I can further confess that they belonged to my grandfather. Alas, those trains had stopped working long before I found them in his attic. Further, the pieces that remained were stored poorly for three decades before they made it to me.

TRUE CONFESSION 1

Then a funny thing happened at a train show. My wife bought an American Flyer *Royal Blue* locomotive for herself.

Of course, an engine needs something to pull, so she picked up a few freight cars with the goal of making that the official Christmas tree train.

After a few holidays of running the *Royal Blue*, I began to think there might be some truth to, "S: The perfect scale."

Still, I resisted, until I saw an S-Helper Service New York Central switcher. I bought it. Next was an American Models NYC switcher. Then a Lionel NYC Geep. This was becoming a trend.

TRUE CONFESSION 2

Thanks to a formerly unused pool table, I got at least partially into the S gauge railroad business. It was just endless loops, but they were trouble-free! The trains were smaller, but still had great detail.

And the reliability! Some background: at the time, most of my O gauge fleet had

balky mechanical reverse units that frequently brought the wreck train out.

But the S gauge locomotives jumped into action when voltage was applied, reversed when made to, and never hit a dead spot and changed direction! Wow!

TRUE CONFESSION 3

I think S gauge has a bright future. It has three firms serving the market, with the advantages of modern electronics, manufacturing, and decoration. You wouldn't see this much competition if the scale was dying.

American Models has an impressive line of diesel and steam locomotives, and rolling stock, most of which is available to order right now.

S-Helper Service is now part of MTH. Manufacturing issues and electronics upgrades have slowed new releases, but if you like scale detail, they are tops.

Of course, the standard bearer is American Flyer. Lionel may have won the war, but in a twist of fate it's expanding the line of scale-detailed locomotives like the Nickel Plate Road's 2-8-4 Berkshire and contemporary rolling stock.

It's also not forgetting its past. Lionel serves the Flyer base with postwar-style rolling stock, letting hobbyists freshen fleets and keep their classics.

I've seen many of my fellow 3-railers occasionally cross the aisle and have admiring eyes for S. 'Fess up! **CTT**



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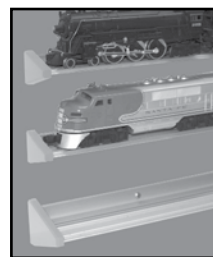


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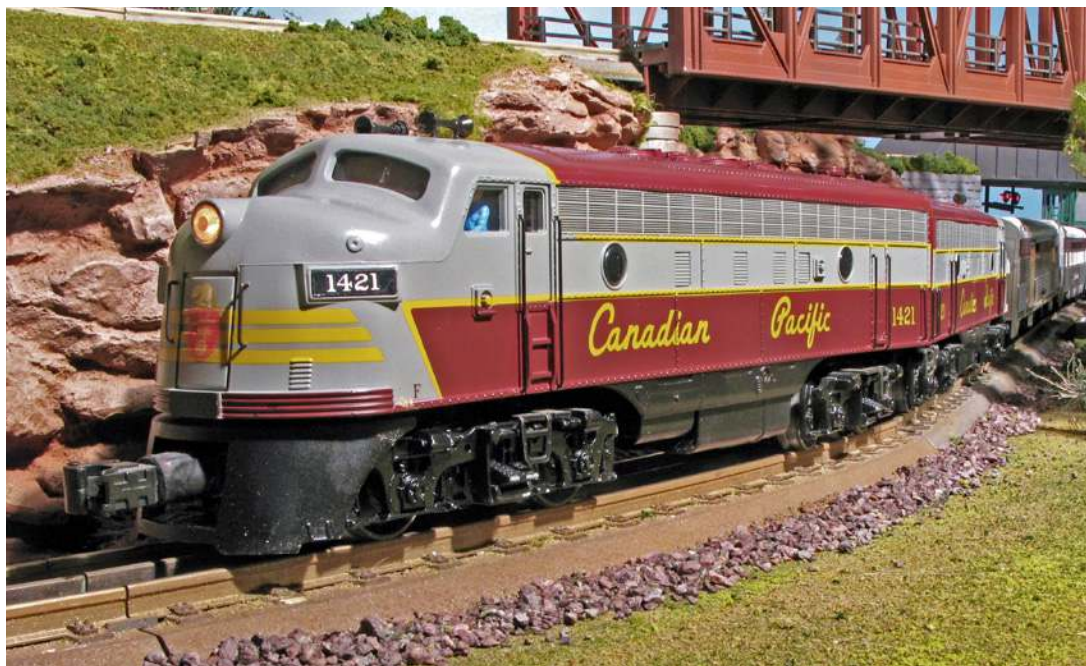
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► DAVE NUSSDORFER'S O GAUGE LAYOUT

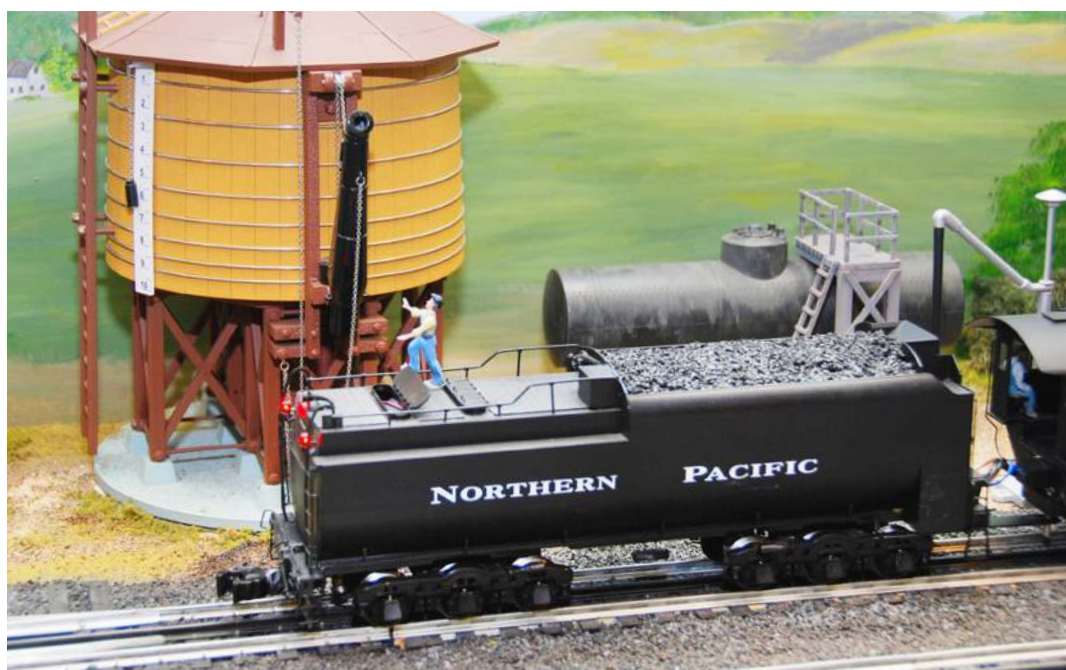
The *Canadian*, queen of the streamlined passenger trains run by the Canadian Pacific during the postwar era, accelerates on its journey west in this pleasing scene on Dave Nussdorfer's 26 x 27-foot Canadian Western RR. Dave makes his home in Okemos, Mich., where he spends time updating the railroad Dave Rickaby has photographed. Readers will soon see much more of this O gauge wonder in *Classic Toy Trains*.





◀ BEACHES MUSEUM'S O GAUGE DISPLAY

The story of how Henry Flagler developed the Florida East Coast Ry. and its impact on the growth of the Sunshine State comes to life on the O gauge display built by the Toy Train Collectors Club based in Jacksonville, Fla. Bob Burch, a member of the group, submitted this photo by Moody McCall. Visitors, including attendees of the 2020 national convention of the Train Collectors Association, are always welcome to see the layout in the Beaches Museum in Jacksonville Beach.



◀ WILLIAM BAXTER'S O GAUGE LAYOUT

Afternoons in small-town Minnesota, with a Northern Pacific steam engine and tender being refilled with water, were great parts of William Baxter's youth. So were American Flyer S gauge trains. Yet when Bill built the layout of his dreams at home in Plymouth, Minn., he opted for O gauge. His Allgone & Nevermore RR keeps alive memories that Bill enjoys sharing with his daughter, Sherri Christofaro.



▲ LARRY OSTERHOUDT'S O GAUGE LAYOUT

Mention *The Addams Family* television series from the 1960s, and folks will start humming the theme song and recall the toy train layouts on which Gomez Addams gleefully crashed Lionel trains. A big fan of the Super O display shown during the first season in 1964 is Larry Osterhoudt. This resident of Downey, Calif., has built an outstanding replica and created a detailed track plan. To learn more, please check out *Lionel Trains of the 1960s*, the latest special-interest publication from *Classic Toy Trains* (www.KalmbachHobbyStore.com/CT13).





◀ GLENN ZUMBACH'S S GAUGE LAYOUT

Inertia led Glenn Zumbach to hold on to the 50 or so superb American Flyer engines and cars his father had accumulated during the postwar decades. Then, just when Glenn was on the verge of selling the entire S gauge collection, he felt a renewed interest in them. He held on to everything. Not long afterward, he built a layout at his home in Taylor, Pa. Next, Glenn tripled the size of the collection. Thus did Glenn respectfully honor the memory of his father while "having a blast!"



▲ RON FINDLAY'S O GAUGE DIORAMA

Shooting photographs of trains, whether miniature or full-size locomotives and rolling stock, adds drama and flair to them. Ron Findlay, who lives in San Luis Obispo, Calif., understands this fundamental notion and so makes a point of emulating what the distinguished photographer O. Winston Link presented in pictures from the 1950s. Lionel's no. 2046 4-6-4 small Hudson steam engine and tender never looked more powerful and elegant than in Ron's shot. Behind is a Lionel no. 455 oil derrick and pumper also from the early 1950s.

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and detailed undercarriage. The trailer features functioning landing gear and side skirts. Coming this fall is a Peterbilt Model 379 with 63-inch mid-roof sleeper and 53-foot utility trailer in Pac-Man Transport livery. Visit Firstgearonline.com.



SPECIAL CAR: The Chicagoland Lionel Railroad Club is offering a special orange O gauge Santa Fe PS-1 boxcar. The modern LionScale car with die-cast trucks and separately applied extras is 11½ inches long. The run is limited to 100 pieces; sales are on a first-come, first-served basis. Cost is **\$80** with **\$11** shipping on the first car and **\$3** on the second. Visit clcrtrains.com or email info@clcrtrains.com.



SOUTHERN TOWER: The Train Loft of Winston-Salem, N.C., in conjunction with MTH Electric Trains, has the no. 30-90427 Southern Ry. O scale switch tower available. Also still in stock is the no. 30-90592 Norfolk & Western switch tower. Both are **\$69.95** each plus shipping. Call **336-760-9817** or email **JKonc52032@aol.com**.



NEW IN O FROM NOCH: After the launch of its O scale figures in 2018, Noch is expanding the line with several new sets including Anglers (no. 7870, MSRP **\$14.62**). Also available in O are nos. 17871 Cyclist; 17872 Climbers; 17880 Wedding; 17900 Cows, black-white; and 17901 Shepherd and sheep. Visit **Noch.com/en**

ROCKIN' ALONG: Chooch has released its no. 8544 O scale Dry Stack Fieldstone Rock Wall. The sections measure 11½ x 3½ x ¼-inch thick. They can be cut with scissors and interconnect left and right or top and bottom. Dry-stack rock walls are a Scots-Irish building tradition dating back to the 19th century. Using gravity to place each rock, the walls were used to retain the soil on hillsides and fencerows. Visit **Choochenterprises.com**.



CUSTOM RUNS: The Metropolitan Division of the Trains Collectors Association (METCA) has produced several O gauge boxcars exclusively made in the U.S.A. for the organization. Recently released road names include Canadian National, Canadian Pacific, and BC Rail. Prior releases Conrail, Linde Union Carbide, Manufacturers Railway, Public Service, and Penn Central are also available. Cars are **\$89** or three for **\$249**, shipping included (Canada add \$10 per order). Mix-and-match as you like. Quantities limited to remaining stock on hand. Visit **metca.org/store.html** or mail check payable to METCA to **METCA Box Cars, 6 Packard Dr., Middletown, NJ 07748**, or email **DivisionCar@metca.org**.



SCENIKING IS BACK: Roll Outs photo backdrops are available in S (19 scenes) and O (32 scenes) scales. Digitally printed on 24-pound, glare-free paper using long-life inks, all are 6 feet long and 16½ inches tall. All scenes have identical top coloration to support extension upward using a matching paint; sky-only scenes with clouds and deepening color are also available to double the backdrop height. All scenes connect with a ¼-inch seamless overlap enabling unlimited backdrop length. View the full range of Roll Outs in all scales at sceniking.com.

WHAT'S HOT ►



WILLIAMS 70 TON



MTH G.E. 44-TON PH. 3



LIONEL GS-1 HYBRID NO. 9999

EACH ISSUE WE'LL CONTACT A RETAILER TO SEE WHAT'S SELLING IN THEIR STORE. THIS ISSUE WE TALKED TO **KEN BIANCO, SR., OF TRAINWORLD** IN BROOKLYN, N.Y. HERE'S WHAT HE HAD TO SAY:



WHAT'S SELLING THAT'S IN STOCK NOW:

- MTH Electric Trains O Scale Premier G.E. 44-Ton Phase 3 Diesel Engine w/ Proto-Sound 3.0
- Williams GE 70-Ton Switcher w/True Blast Plus "Rutland is selling especially well."
- Lionel Promontory Summit 150th Anniversary Set
- Lionel Union Pacific ES44AC no. 119 (built to order)
- Lionel Union Pacific ES44AC Jupiter no. 60 (built to order)
- Lionel New York Central Legacy scale J3a Hudson 4-6-4 Steam Locomotive no. 5429 w/streamlined tender (built to order)
- Lionel Pennsylvania RR no. 6434 J1A (built to order)
"ES44 fantasy schemes in general are selling well. People just want something different."

GETTING ORDERS AND ATTENTION:

Lionel Pilot Vision GS-1 Brass Hybrid no. 9999. "We had a sample at Amherst (Amherst Railway Society Show, West Springfield, Mass., Jan. 25-26) and took a lot of orders. The Lionel George Bush passenger car set, scale Big Boy and LionMaster Big Boy had a lot of people interested, too."

RECENTLY ANNOUNCED AND GETTING BUZZ:

- MTH RailKing Imperial Southern Pacific 4-8-8-2 Cab Forward
- The Lionel Limited 120, passenger set and Northeast caboose
- MTH RailKing Imperial GE ES44AC CSX Spirit of Law Enforcement
- Lionel Pixar- and Disney-licensed products

WHAT ARE YOU BUYING?

WE ALSO ASKED READERS ABOUT THEIR PURCHASES. HERE'S WHAT YOU HAD TO SAY:

- Lionel no. 6-38089 K4s– *Rich, Hightstown, N.J.*
- Lionel no. 773 scale Hudson – *Don, Venice, Fla.*
- Lionel no. 90 trolley – *Art, New Freedom, Pa.*
- Lionel no. 27543 Santa Fe flat-car w/load – *Robert, Pittsburg, Kans.*
- Set of Lionel Classics passenger cars nos. 323, 324, 325 – *Mike, Greensburg, Ind.*
- Lionel American Flyer Polar Express set plus baggage car and 2019 Christmas car – *Tom Woy, Gettysburg, Pa.*
- MTH RailKing New Haven RS-3 – *Fred, Millington, N.J.*
- American Models S scale USRA 4-6-2 Pacific with Vanderbilt tender lettered for Erie – *Tommy, Lewiston, N.Y.*
- Marx no. 24965 Walgreens Army set – *Steve, St. James, Mo.*
- Lionel LionChief New Haven Rectifier locomotive – *Stan, Placentia, Calif.*
- Lionel 44-ton locomotive (post-war) – *Benjamin, Loudonville, N.Y.*
- Lionel Legacy Delaware & Hudson Alco C-420 – *John, Tacoma, Wash.*
- MTH PS-1 PCC trolley – *Thomas, Caldwell, Idaho*
- Ives no. 3253 0-4-0 electric locomotive – *Michael, Cleveland, Ohio*
- American Flyer Nickel Plate Road 2-8-4 Berkshire – *Joe, Mullica Hill, N.J.*
- Menards hopper – *Becky, Parma Hts., Ohio*
- Menards boxcar – *Doug, Ottawa Kans.*
- Lionel postwar NW2 – *Bill, Aiken, S.C.*
- Lionel Legacy Southern Pacific Train Master – *Ken, South Lyon, Mich.*
- American Flyer Pennsylvania RR work train with add-on cars – *Rich, Gettysburg, Pa.*
- Menards New Haven boxcar – *Ed, Grosse Pointe Woods, Mich.*

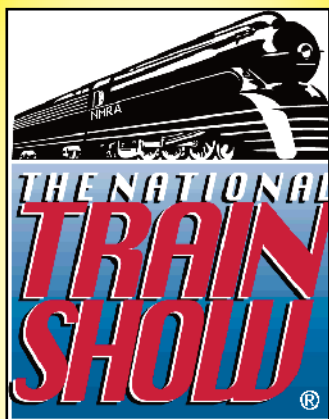
NEWS & PRODUCTS

STORE IT HERE: TW Trainworx has released its O scale Small Warehouse (no. TWX-2186; \$127). The 6 x 14 x 8½-inch laser-cut wood structure has five freight doors and a small concrete loading dock on the front of the building. It includes two skylights and gravel to give the roof texture. Each kit includes an LED strip for interior lighting, peel-and-stick windows and doors, and separately applied lintels and sills. Visit Twtrainworxstore.com or call 214-634-2965.

CORRECTIONS: In the February issue, the price for the reviewed Woodland Scenics windmills (nos. BR5867/BR5868, p. 60) should have been \$60.99. In the March issue, the cover story was written by Neal Schorr, not Neil as printed. CTT apologizes for both errors.



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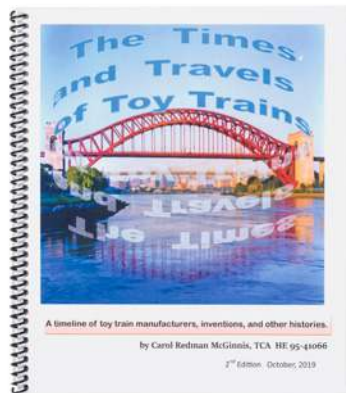
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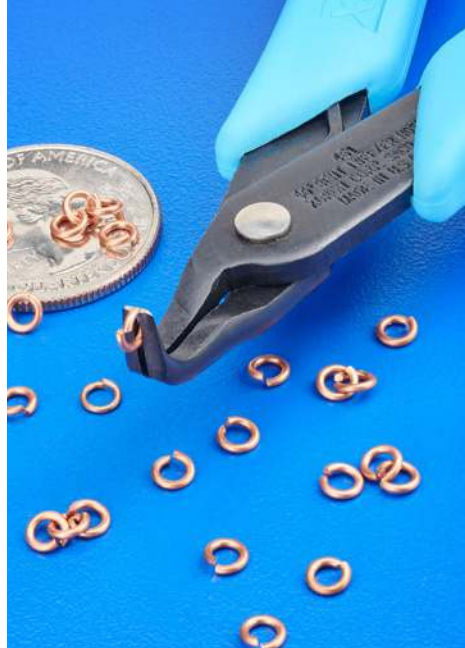
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A BRIEF HISTORY: *The Times and Travels of Toy Trains* by Carol Redman McGinnis gives a timeline of the evolution of toy trains. The 55-page book starts in 1838 and runs to the present day. There are comprehensive lists of manufacturers and the gauges in which they produced trains, plus a wealth of other information. Price is **\$19.54** which includes tax and shipping. Email **CarolMcGinnis74@verizon.net** to order.



GET A GRIP: Plenty of tasks on an O or S gauge project involve handling small parts and working in tight areas. Xuron's no. 451 TweezerNose pliers can help. The 90-degree bent pliers made of blackened high-carbon steel feature Xuro-Rubber hand grips and an internal return spring. Price is **\$21.95**; order from **Xuron Corp., 62 Industrial Park Rd., Saco, ME 04072**, or visit **Xuron.com**.



PULLING THE PIN

Chooch Enterprises founder Mike O'Connell has announced his retirement. Chooch launched in 1974 and aimed at bringing detail and quality in all products for the modeler. The company was an early pioneer in resin and vinyl items and has created hundreds of products over the years.

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New life for a Burro crane

TROUBLESHOOTING A LIONEL MOTORIZED UNIT

Q The used Lionel no. 3360 Burro crane I bought showed no life when placed on a track or after I placed leads on the pickup rollers and one of the wheels for ground. I took apart the motor: The brushes were good, and the springs were intact.

Next, I cleaned the armature and checked it with an ohmmeter. There was good continuity and 1.3 ohms between all three sectors. All the wires to the double-coil motor appeared connected. I found a bushing and a ball bearing for the bushing plate as I reassembled it. It doesn't appear abused or overheated. The armature moves freely.

When I apply leads to one of the brushes (the one where the small coil wire isn't attached) and ground to the frame of the motor, I get nothing. Should I unsolder the wire connections to the motor and remove the motor frame to check the wire connections on the reversing switch below? Fine soldering of the small coil wires may be above my pay grade! – Mickey Demain, Milwaukee, Wis.

A The motor in the Burro crane uses a double-wound field. That's how it reverses with the mechanical switch in the frame. Essentially, there are two field coils

wound around the single set of laminations. Imagine one is clockwise and the other counterclockwise. Only one is used at a time. Powering one makes the armature spin one way,

Powering the other makes the armature spin the other way. So, one brush is always connected to the center rail and considered "hot"; the other brush is connected to one side of each on the field windings.

There are two other ends of the field windings. Grounding either will make the armature spin in one direction or the other. Grounding both at the same time will make the armature chatter in place.

The two ends go to the reversing mechanism in the frame, part of which is spring

Cataloged in 1956 and '57, the Lionel no. 3360 Burro crane sometimes demands basic troubleshooting to keep running. Here's the information operators need.

loaded. Pushing it one way moves a slide that grounds one of the wires and powers the motor. Pushing it the opposite way reverses the action.

I think the problem lies in the reverse mechanism. Rather than grounding it to the frame, try grounding it direct to one wire or the other. Good luck.



RESTORING A LIONEL NO. 226E

Q A few questions regarding the Lionel prewar O gauge no. 226E steam engine I'm restoring. First, what does the firebox section look like? The cast piece on mine is missing as well as the light. Second, the name plates seem to be brass and not nickel. Is that a possibility, or have they just tarnished over the years? Third, the silver

Anyone planning to restore a Lionel steam engine from the prewar period, including a no. 226E, must obtain quality original or reproduction parts before starting.

pipings is staying a golden color after I clean it with silver polish. Is it just tarnished also and do I need to keep cleaning it? – Dave Olsakowski, Bridgewater, N.J.

A Let's start with the firebox section. A Google search on images should provide enough photos to see what is missing. Regarding the trim, all the parts you mentioned were originally nickel-plated brass. Polishing them has removed the plating, which is why they're taking on a brass color (it's the underlying base material). Continued polishing will remove more plating and reveal more brass.

FASTRACK SIDING LOSES POWER WITH MANUAL SWITCH

Q My 5 x 14-foot O gauge model railroad uses a Model Rectifier Corp. Throttle Pack to run conventional and LionChief Plus locomotives over FasTrack. I added a siding with an illuminated bumper at the end so I could store either the conventional engines while running the LionChief Plus units or vice versa.

Here's the problem I need help with. I removed the jumper wire on a straight section 1 3/8 inches long with an isolated center rail and hooked up two wires going to an on/off toggle switch so I could control the on/off power. However, when I direct one of my locomotives into the siding through a manual right-hand switch, the track shorts out and everything is dead. Please tell me what I'm doing wrong. – John Herrera, New Hope, Pa.

A If you've been using a no. 12060 block section track, I assume you took the jumper wire off the center rails (the two connections are attached to the toggle switch). If so, there's no difference when the switch is closed than if you had put in a regular track section. It should work as you planned.

Something may be shorting on the manual switch. Take out the insulated section and attach regular straights. If the problem still persists, focus on the track switch. If not, then check the wiring to the insulated section.

REVIVING A FLYER WATER TANK

Q Do you have information about how to set up the internal mechanism on an American Flyer no. 596 water tank. I'm refurbishing a prewar example of that Gilbert accessory and can't find any pictures or diagrams. – *Larry Cunningham, Jeffersonville, Ind.*

A The American Flyer 596 water tower is a pretty simple operating accessory. It should have three wires coming out of it: black is ground for both the light and coil that lowers the spout, yellow is hot for the light, and green is hot for the coil.

When the accessory is in use, the black wire goes to base, the yellow goes to the 15-volt post, and the green goes to the control button. The other side of the control button is then attached to the 15-volt post.

BETTER WIRING FOR A LIONEL RW

Q I have a Lionel type-RW 110-watt transformer with a speed control, a whistle, and a reverse button. It has five posts labeled: A, U, B, C, and D. My track is wired with the center rail to the U terminal and the outer rail to the A terminal. I'm trying to hook up a Lionel no. 2126 whistle shed to the horn button on the RW, and it doesn't work. I've tried using the D and U terminals and connecting the C terminal to the U terminal. Both times the horn just blows continuously. What arrangement for the wiring do you advise? – *Steve Borowicz, Tunkhannock, Pa.*

A The whistle controller on the RW is used to blow the whistle in the tender of a steam locomotive (if equipped) or the horn in a diesel or electric locomotive (again, if equipped).



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Operators have been enjoying the American Flyer no. 596 water tank since the A.C. Gilbert Co. introduced it in 1940. Wiring the mechanism is straightforward.

Since you already know that hooking up the shed to power makes the whistle blow, you simply have to add a pushbutton control between one of the wires (it doesn't matter which one) and the transformer. The button will break the circuit. Pushing it will close the circuit, causing the whistle to sound.

LIONEL FT DIESEL NEEDS A B UNIT

Q I have a Lionel no. 30217 Southern Pacific diesel freight set from 2013. The FT A unit would like great with a matching B unit. But Lionel never made one in the "black widow" scheme. Is there a way to rewire the reverse unit to enable a second A unit run in reverse in order to create a lash-up? – *Ed Moss, Apex, N.C.*

A Probably not if the original reverse unit is to be used. With the additional motors – and subsequently the additional load placed on them because you now have twice the pulling capacity – you'll push the original reverse board past its designed limits. You could get an aftermarket high-amperage reverse unit and lash both locomotives together.

Of course, if you don't plan to reverse the locomotives, it will be simple to lock one in forward and the other in reverse and run them that way. Furthermore, if you do plan on reversing them, you can reverse the power leads to the motors in the rear unit. When you power it up, the front unit will start in forward and the rear unit will start the same. **CTT**

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AUTHENTICAST'S NO. R-153 JUNIOR FARM SET

Certain scenes are all but required if you want to have an entertaining O or S gauge layout. Poll modelers and they'll list city stations with platforms, main street lined with stores, and a peaceful residential neighborhood with a park just around the corner.

Don't forget a farm. You can probably envision the scene right now: a red barn with the homestead not far away, white fencing bordering green pastures and brown pens, miniature tractors and related implements, and a harvest of figures.

These days, completing convincing farm scenes is a breeze. Circumstances were different during the early years of the postwar era. If you imagined having a farm or ranch on your railroad, completing the scene presented a few challenges, not the least of which was finding animals to add. Luckily, there was the no. R-153 Junior Farm Set marketed by Authenticast.

■ PIONEER IN CASTING

The story behind the R-153 and the many other O gauge and HO scale figure sets developed by Comet Metal Products Co. for its Authenticast brand opened in 1919. The business had been established by Abraham Slonim in Richmond Hill, N.Y., as a fabricator of simple metal items, including miniature soldiers. An alloy composed of lead and zinc served as the foundation for what Comet was making.

When problems arose with that material and how it was being cast, the founder's sons rode to the rescue. Joseph and Samuel Slonim explored the possibility of using centrifugal force to push molten metal into the molds to create detailed miniatures less likely to deteriorate.

Solving that problem opened the door for the firm to expand its lineup of models for the hobby field and the armed forces. As World War II raged, Comet produced a

huge range of replicas of American and foreign aircraft, ships, and tanks for the military to use when planning tactics.

■ VARIETY OF FIGURES

The Slonims had seen the advantages of using their patented die-casting process to win contracts from the A.C. Gilbert Co. to make figures for its American Flyer brand of O gauge accessories. They returned to that field after the war, splitting the production of items between laborers in Ireland and employees in New York. Most of the painting was done overseas.

Throughout the late 1940s and into the 1950s, Comet created what must have seemed like an endless variety of die-cast figures fitting into so many niches. A volume might be written about the line of miniature soldiers, delicately painted in uniforms representing historic and contemporary armies from around the globe.

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Much more relevant to readers of *Classic Toy Trains* were the wonderful sets of figures and details marketed for model rail-roaders. The catalogs published to sell Authenticast figures introduced hobbyists to an incredible assortment of railroad workers and passengers, factory and road laborers, and male and female travelers.

Also appealing to individuals building O and S gauge layouts were the sets of realistic highway and railroad signs as well as the individually boxed trucks and buses. Modelers in either area used the Authenticast items, though the typical height of the figures (1½ inches) made them more appropriate for O gauge than S.

■ DOWN ON THE FARM

Amid the array of miniature workers and

travelers were everything needed to detail a farm scene. The R-153 featured a large brown cow, along with pigs, chickens, and sheep. In addition, you got three painted humans to manage the farm. Another set, the no. R-423 Farm Scene, included fences and trees, a well with a bucket, more male and female figures, and a handful of agricultural tools.

Unsurpassed in beauty, the figure sets

from Authenticast suffered two blows in the 1950s that finished off the brand. First, a fire at the plant in Ireland curtailed production there. Meanwhile, the growing reliance on cheaper injection-molded plastics undermined the market. Comet found ways to survive, but its days of dominating one significant part of the modeling hobby were over. – Roger Carp



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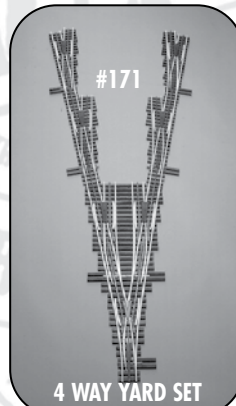
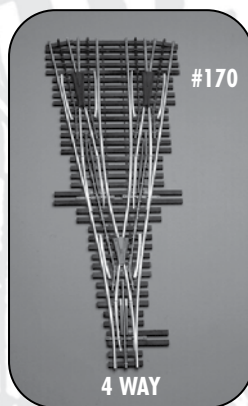
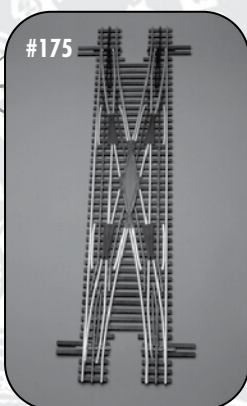
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VIEWS FROM THE UNDERGROUND

WITH LOU PALUMBO

Daylight to darkness

HOW ONE SET CAPTURED THE MARKET

In the 1970s, the Lionel line made by Model Products Corp. started to feature O gauge streamlined passenger sets led by F3 diesels. One of my favorites was the Pennsylvania RR train.

This set, never given a product number, came with two handsome A units painted Brunswick green (nos. 8952 and 8953). The duo pulled five aluminum cars with Tuscan red stripes in what resembled an updated version of the set led by a GG1 in 1955 and '56.

Popular demand called for F3 A units painted Tuscan red to match the cars. So the nos. 8970 and 8971 made their debut in 1979. A year later, B units matching both of the A-A combinations arrived.

What a beautiful train you had. Being an avid Pennsy fan, I made the set an absolute must-have.

In 1982, the late Peter Bianco, a good friend who owned Trainworld in Brooklyn, suggested to another good friend, Len Carparelli, that he paint a mock-up of a Southern Pacific passenger train with F3s and cars in the *Daylight* scheme.

Len did a beautiful job with the set, which he gave to Peter. And he, in turn, presented them to Lenny Dean, a great gentleman in management at Lionel.

Lenny and everyone else at Lionel fell in love with the SP passenger train and decided to put it into production. As a result, the cataloged line released for 1982 included the Southern Pacific *Daylight*, a five-car set with F3 diesels.

The train proved to be an immediate hit with Lionel enthusiasts. In 1983, Lionel brought out the no. 8307, a GS-4 4-8-4 steam engine and tender painted to match. The stunning black-orange-silver scheme made the locomotive another blockbuster. To take advantage of the

interest, Lionel introduced an F3 B unit to accompany the A-A duo.

Prices went crazy. More folks wanted the set, engines, and cars than were available. Prices skyrocketed, with the steamer's value rising from \$400 to more than \$1,500 in a year. The hard-to-find B unit, which had retailed for \$150, was going for 10 times that amount. The train and engines, initially priced at less than \$1,000, commanded more than \$3,000!

Then in 1991, under the leadership of the late Richard Kughn, Lionel Trains,

Inc. released another SP *Daylight* 4-8-4 steamer almost identical to the earlier one except for the dual headlight. That new model destroyed the inflated price of the original *Daylight* steamer.

In the February 2009 *Classic Toy Trains*, I noted how hobbyists had lost confidence in the collectibility of Lionel trains because they worried

about how it might reproduce older ones, thereby undermining their value.

I have mixed feelings on this because both sides are correct. People shouldn't gouge others with high prices for trains that may not be reproduced. But it feels good to think you're getting a collectible model when you buy a train. So, you see, I do not have a stance to recommend for train production in the future.

I did not have a stash of Southern Pacific steam engines to sell at the inflated prices. So, I was not affected by the reproduction of the *Daylight*.

The *Daylight* passenger train is still one of my favorites of all time. However, when the second Southern Pacific steamer was produced, the *Daylight* train went into darkness for a lot of the train collectors who had illusions of making a big buck from their investment.

Keep searchin' **CTT**



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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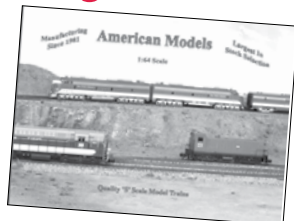
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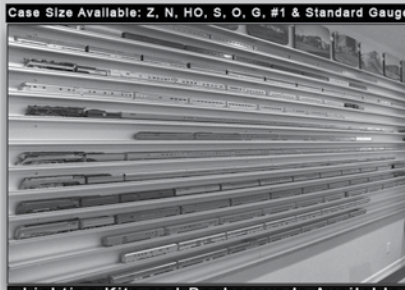
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THE START OF SOMETHING BIG

A 4 X 8-FOOT S GAUGE LAYOUT PROMISES TO GROW AND GROW

By Roger Carp • Photos by Richard Gabryszewski

Remember how the March 2018 issue of *Classic Toy Trains* shone a spotlight on a terrific selection of compact layouts? Every one of those five O and S gauge railroads, which ranged in size from 45 to 96 square feet, represented a complete project. The people designing them had everything they wanted in a small area.

American Flyer enthusiast Richard Gabryszewski looks at his compact S gauge display differently. He's finished this 4 x 8-foot beauty, enhancing it with mountain scenery and many old and new structures.

But to this retired military officer, the layout he considers the best he's ever made serves as the foundation of something much larger and more elaborate. Rich has vowed to expand the main lines, create more landforms, and add structures.

◆ Used to limits

Any individual who makes his or her career in the armed forces expects to be pulling up stakes and moving on a regular basis. Where the moves will take an officer remains uncertain; that he or she will be on the go is a virtual guarantee.

Rich serves as the perfect example of the soldier leaving one base and heading to another. With his wife, Sarah, and son, Richard Jr., he went all over the globe until finally deciding to retire and settle down.

One notable consequence of always moving was that Rich could never construct a permanent S gauge layout. Trying to create a massive and highly detailed model railroad would have been folly, since assignments frequently took the Gabryszewski family to new places. Nothing to do except pack up the trains and unpack them at the next place.

Interestingly, the transient nature of Rich's approach to the hobby went back to his childhood, long before he enlisted in the armed forces. Carpet layouts – networks of track assembled on the floor of a





1 On an S gauge layout measuring 4 x 8 feet, Rich Gabryszewski runs both postwar trains and some of the finest modern engines. An example of the latter is this General Electric U33C decorated for the Santa Fe (Lionel no. 48185).

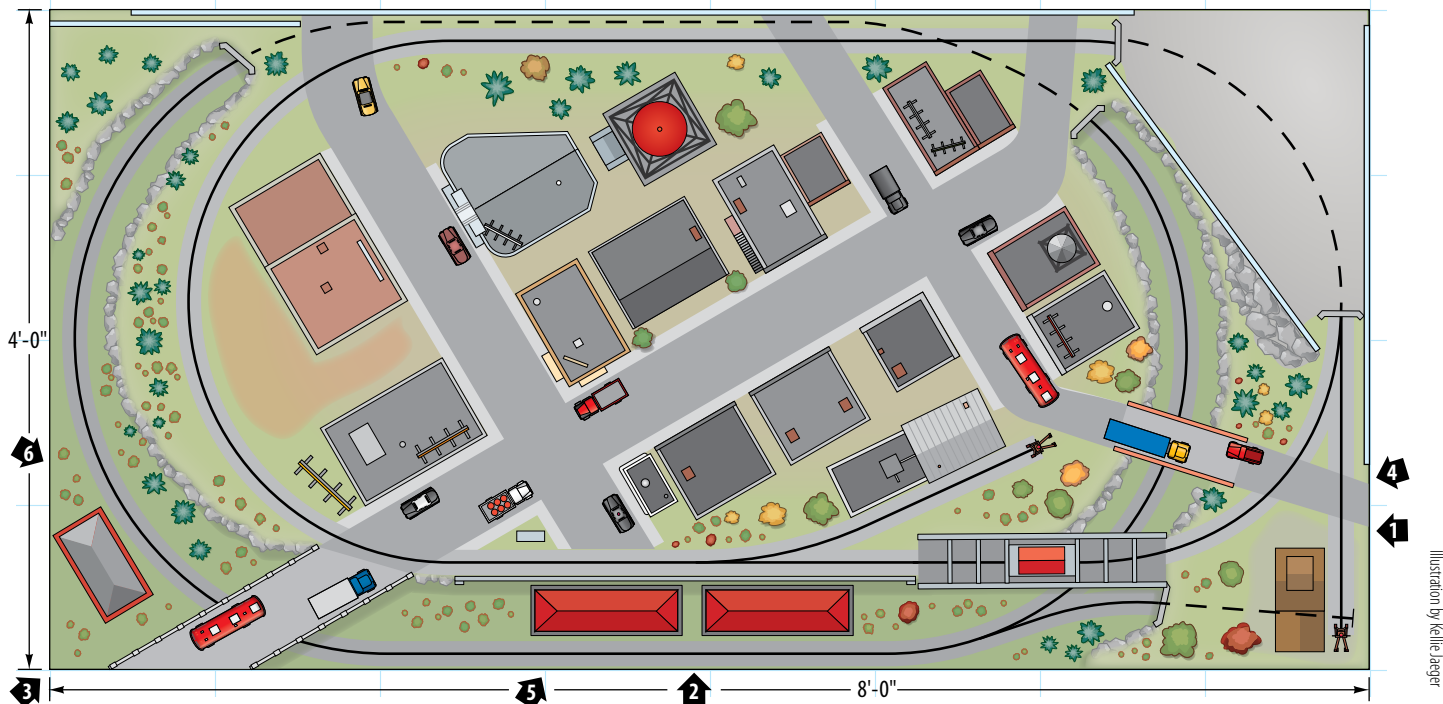


Illustration by Kellie Jaeger

In only 32 square feet, S gauge modeler Richard Gabryszewski has packed in accessories and structures to form memorable scenes. The numbered arrows correspond to the numbers in each of the captioned photographs that he shot.

bedroom, attic, or den – had been the rule for as long as he could recall.

Rich laughs when thinking back to his youth in the 1950s. “My dad had received an American Flyer train in 1948, which was before my sister and I were even born. He arranged them on the floor of our house a few times each year, making a layout we could play with.” But there was never a thought of anything permanent.

Even after Rich received a Marx windup train as a 6-year-old in 1957 or a Flyer set two years later, the idea of a permanent layout wasn’t considered. Instead, his roster grew, going from a Frontiersman set to a pair of steam engines, five diesel units, and 32 assorted freight cars.

Yet no American Flyer Lines layout materialized on a tabletop or sheet of plywood.

◆ Permanent now?

Year after year of roaming the world meant the same routine for Rich. He would eagerly set up his American Flyer track

and switches, always knowing in the back of his mind that orders would eventually arrive for him to pack up and ship out elsewhere.

Yet circumstances kept getting better. Freight and passenger trains, which originally had either chased each other around extended loops on the floor or wound around chairs

and under sofas, found new homes. They might be running on lines assembled over sheets of plywood. There could be grades for them to climb and descend. On occasion, Rich went so far as to make scenery.

Then came the happy time when in retirement Rich could weigh the benefits of a permanent S gauge railroad. Or so he

imagined. Somehow, even when Sarah and he had put down roots, the layouts he built had a short lifespan.

Rich jokingly referred to the initial displays as “train gardens” intended to entertain his wife, son, and visitors during the annual holiday season. He launched construction around Thanksgiving and let the railroad stay up through the first weeks of the next year. Then, regardless of how big and complex the layouts were, down they came, even a tri-level one measuring 10 x 12 feet.

Buying a new home suddenly curtailed this pattern of build and destroy! Sarah encouraged her husband to relax by claiming some real estate in their family room to create a satisfying and attractive S gauge layout. He might even go ahead and envision what he constructed as a stepping stone to a larger display.

◆ Start very small

Rich listened to his wife and trusted his instincts to proceed and then plan for the future.

AT A GLANCE

Name: Richard Gabryszewski’s S gauge layout

Dimensions: 4 x 8 feet

Track and switches: American Models, S-Helper Service (diameters range from 20 to 24 inches)

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

Rolling stock: American Models, Downs Model Railroad, Gilbert American Flyer, Kinsman, Lionel, S-Helper Service, S-Scale America

Controls: Gilbert American Flyer no. 30B transformer

Accessories: Gilbert American Flyer, Z-Stuff for Trains

Structures: Bar Mills, DSL Shops, Gilbert American Flyer, Lehigh Valley Models, Mini-Craft, MTH, Pine Canyon Scale Models

Vehicles: Eastwood Automobilia, Hartoy, Menards, M2 Machines

Figures: Arttista, Authenticast, Bowser, Lionel, MTH



2 The 2-level S gauge model railroad occupies a niche in the Gabryszewskis' living room. Isn't it a pleasure to see the American Flyer no. 790 Trainorama panels put to good use? You know members of the A.C. Gilbert family would have enjoyed this layout.

He worked in a deliberate way until putting the final touches on the detailed American Flyer layout showcased in this issue. In time, he aims to increase its dimensions while adding track, structures, and more.

Benchwork epitomized the challenges facing Rich. The layout should be viewed as a building block meant to be independent and attractive.

So, Rich formed a 4 x 8-foot table standing only 30 inches off the ground. The height, which he believed could change in the future, made every section easily visible.

Metal supports combine with 1 x 4 lumber to provide a sturdy foundation. Rich found a sheet of ½-inch-thick plywood to cover the assembled framework. Experience had taught him the wisdom of securing a layer of foam board on top of the plywood to reduce the noise.

Experience also impressed on Rich the importance of using the very best track on the market. Surprisingly, a single current brand failed to win him over.



3 Red and yellow wildflowers sprouting on a gentle hillside compete for attention with the Shell sign from Miller Engineering. Shattering the calm is an American Flyer no. 336 Union Pacific 4-8-4 Challenger and tender leading a string of vintage and new freight cars.

Rich instead decided to go with different types of track on the main level as well as the elevated level 7 inches higher. He bought sectional pieces from American Models for the low level, gluing them to cork roadbed. Items from S-Helper

Service went on the upper. Rather than affixing those pieces permanently, he laid them on foam board secured to the plywood to make it easier to make modifications in the future as the layout expands in size.

♦ Old and new controls

The growing roster of S gauge locomotives belonging to Rich spans the decades of his life. In addition to postwar steam and diesel units from the A.C. Gilbert Co., the stable includes contemporary models from



4 Rich captured a brakeman perched on the rear platform of the American Flyer no. 930 action caboose as it prepares to enter one of the truss bridges on his railroad.

American Models, Lionel, and S-Helper Service. The variety greatly pleases Rich.

Owning vintage and modern motive power makes Rich comfortable operating his trains via conventional and command control. It stands to reason he will later design his

a no. 30B transformer. Stored away, waiting until its time to join in handling the bigger railroad, are other Gilbert power sources, such as the nos. 12B, 19B, and 30B units.

Rich looks forward to the day when he will be able to supplement his transformers

method of controlling all the turnouts. Manual operation succeeds these days because the layout is small. Remote-controlled management will be the rule once the main lines are expanded for a larger layout and more sidings and spurs are then added.

Rich wanted to generate more visual interest by having landforms support an elevated section and then border one area as mountains.

ultimate S gauge layout to accommodate both modes.

Right now, the control panel adjacent to the main level of Rich's compact layout features one of the champions of the Flyer line from long ago:

with a contemporary model from Lionel or MTH. Then, he insists, TrainMaster Command Control will take over and operate all his S gauge trains.

The same wait-and-see approach explains Rich's



Richard relied on a mix of vintage S gauge equipment and some of the excellent models recently put on the market to build his model railroad.

interest by having landforms support an elevated section and then border one area as mountains. The latter would blend with the printed backdrops. One more thing: Rich wanted everything to be removable, even the top layer.

The goals demanded plenty of foresight about materials and techniques.

"I used foam insulation board," Rich said, "which I vertically mounted to form the outline of the mountain along the upper level. Next, I stuffed it with old newspaper and covered everything with paper soaked with wet plaster to form a hardened scenery shell. Rock molds using plaster went on to provide features."

Once the appearance of the landforms got Rich's approval, he went on to cover them with a commercial brand of light brown latex paint. Specific locales received treatment with hobby paints, either sprayed or brushed where needed.

Ground cover came from Noch, Scenic Express, and Woodland Scenics. Bushes and trees arrived ready to plant from Busch, JTT Scenery Products, Noch, and Woodland Scenics. The vegetation mixed wonderfully with the American Flyer no. 790 Trainorama backdrop sections introduced by Gilbert in 1953.

♦ Where he began

More than 30 years ago, when Rich was stationed in Michigan, he joined a model railroad club and built a module for the group's display layout. The attitude nurtured there, of creating a self-contained unit that can be smoothly incorporated into a much larger exhibit, continues to motivate Rich, especially with scenery.

The guiding principle when developing this 4 x 8-foot rail world was to generate visual



5 The majesty long associated with New York Central passenger trains comes to life in this scene on Richard's S gauge layout. He likes operating the postwar American Flyer no. 320 Hudson and tender from 1946 and its heavyweight cars.

6 RIGHT Blasting across the main line on the lower level this fine day in June is a Lionel no. 48168 Union Pacific Heritage Electro-Motive Division SD70ACe road diesel.

◆ More structures

Deciding which of the old and new model structures Rich has accumulated over the years would fill the city in the middle of the layout has taxed his mind. He's acquired so many miniature stations, businesses, offices, and residences fabricated out of pressed-wood and injection-molded plastics.

Inevitably, a few favorites have to bide their time until Rich has more real estate to devote to urban and industrial areas. For the current display, he selected a handful of vintage structures from the Gilbert Co. and Mini-Craft plus current models built by Bar Mills, Lehigh Valley Models,

MTH Electric Trains, and Pine Canyon Scale Models.

Interesting as those ready-to-use items definitely are, a personal project elicits the most comments from viewers. Rich developed a building front from DSL Shops into a unique structure beautifully painted and weathered. He first augmented the front with walls and then a roof made from scratch and enhanced with HO scale parts. Later, he inserted at the rear HO windows that match the dimensions of the front windows.

Rich also has put details inside four key structures, including the White Castle restaurant and Greyhound Bus



Depot. He has added counters, furniture, and trash cans. Interior and exterior lighting completed the different projects he had undertaken.

◆ Onward and upward

Surveying the S gauge railroad occupying a prime spot in the

family home, Rich remarks, "It isn't the size of a layout that matters, but what you do with the space you have." Though he looks forward to expanding the 4 x 8-foot display, he feels a great sense of accomplishment in what he has finished, regularly updates, and adds to. **CTT**



LIONEL'S TOP BRASS FOR 1967

By Roger Carp

UNIQUE BOXCARS FROM THE TRAIN COLLECTORS ASSOCIATION

Putting together *Lionel Trains of the 1960s*, the latest special-interest publication from *Classic Toy Trains*, offered many enjoyable yet challenging tasks. Several brand-new articles needed to be written to

complement the surveys of Lionel's annual cataloged line our editorial and art teams had decided were essential.

Among the new features were essays on the "stars" associated with each year. Most of those models were familiar locomotives and operating cars; a few others were scarce or overlooked items not always part of the cataloged line.

While selecting the stars from the early 1960s proved

simple, the project grew more difficult as the years passed. Lionel had been reducing its line, especially after leadership had closed down the Engineering Department. For 1967, the source was the national convention held by the Train Collectors Association.

Prizes numbered 6464

By the middle of the 1960s, with the TCA set to celebrate its first decade in existence, its

national conventions were attracting more members and their families. Naturally, the individuals in charge of planning the conventions wanted to make them more of a draw. An obvious answer was to offer attendees opportunities to purchase unique items.

Convention organizers found it easiest to work with Lionel to provide special cars newly manufactured or freshly decorated. For example, at the annual meeting in Pittsburgh during the summer of 1965, attendees might order a brand-new member of the no. 6464 series of near-scale boxcars already considered desirable.

Then, two years later for the

convention scheduled to be held in Baltimore during June, the men in charge considered something similar yet not identical. Current-production boxcars from Lionel had appeal, but asking the firm to create something altogether different seemed out of the question and too expensive.

Instead, led by William Vagell, a well-known collector who owned the Treasure House, a hobby shop in Garfield, N.J., organizers cooperated with marketing personnel from Lionel to come up a group of boxcars unlike anything seen before. The nine models stood out and have become collectible.



The Train Collectors Association bought from Lionel 601 of the 6464-series boxcars left over after 1966. It modified them to sell at its national convention in June 1967, replacing the plastic door on one side with a special brass-plated section marked to publicize its annual convention. Models courtesy Joe Algozzini

Building on success

Decision makers at Lionel had begun viewing the 6464 boxcars from a different perspective. Prior to 1966, they had been content to maintain the roster of cars at three or four road names each year. Few additions had been announced.

Then came the great turnaround. The cataloged line assembled for 1966 included nine near-scale boxcars. Some models released in the 1950s and then deleted came back as separate-sale items and components of O gauge outfits.

Lionel breathed new life into the nos. 6464-375 Central of Georgia, 6464-450 Great Northern, 6464-650 Denver & Rio Grande Western, and 6464-700 Santa Fe, among others. It brought out a Western Pacific boxcar in orange with a blue feather as no. 6464-250.

How well the cars sold is a mystery, although a surplus almost certainly existed after the year ended. When Vagell came asking on behalf of the TCA, Lionel had an answer. It would sell 600 of the leftover cars, along with the prototype



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of the no. 6464-475 Boston & Maine. What happened to the cars after they left Lionel hardly mattered to those guys.

Vagell had the 601 boxcars modified, thereby transforming them into unique items.

First, according to postwar expert Paul V. Ambrose, each boxcar was given a new label. On the underside of its frame was rubber-stamped in white inside a white border: "12th T.C.A. / NATIONAL / CONVENTION / BALTIMORE, MD. / JUNE-1967."

Second, Ambrose added, one of the regular-production plastic doors was removed and put inside the type IV body shell. It was replaced by a special brass-plated aluminum door long enough to cover the length of the door guides.

On the left side of the shiny piece was enameled the name and logo of the Train Collectors Association. On the right side was the design of a railroad crossing signal, inside of which appeared information about the convention.

Worth pursuing

Quantities of the road names vary significantly, as shown in the table. Acquiring any of the nine takes time and expense, yet they distinguish a collection and get attention.

Even though the modified 6464 boxcars offered by the TCA in 1967 were not part of the cataloged line for that quiet year, they stand out because of their appearance and scarcity. In a year characterized by little activity at Lionel's headquarters, the nine cars made by TCA truly were the stars. **CTT**

Boxcars modified for the Train Collectors Association in 1967

6464-250	Western Pacific	159
6464-375	Central of Georgia	100
6464-450	Great Northern	97
6464-475	Boston & Maine (prototype)	1
6464-475	Boston & Maine	3
6464-525	Minneapolis & St. Louis	7
6464-650	Denver & Rio Grande Western	137
6464-700	Santa Fe	92
6464-725	New Haven	3
6464-900	New York Central	2

FUN IN SMALL SPACES

HOW TO PACK ACTION INTO A 24-SQUARE-FOOT LAYOUT

By Roger Carp • Photos by Patrick Jean

So much puts smiles on our faces at the editorial offices of *Classic Toy Trains*. But maybe the best news we receive comes when we learn about a younger member of the hobby who has finished an outstanding and exciting layout. Our grins get wider yet when we find out that he or she did so in a relatively small space.

We've been lucky enough to receive news of this nature a few times over the past decade. Then it's been our pleasure and honor to introduce you to a skilled modeler eager to make the past come alive in three dimensions.

Our latest candidate for stardom is Patrick Jean. His experience in the O gauge niche of model railroading is not long – less than 7 years. Yet what he's accomplished in terms of creating realistic and detailed scenes will leave you impressed. Better yet, Patrick's compact display proves how

much can be done, regardless of how little real estate may be available. Let's see why his layout has all of us smiling.

◆ Reversing the order

If you read *Model Railroader* magazine, you've noticed that most feature articles end with a short biographical profile of the owner. Frequently it mentions starting with a Lionel or American Flyer toy train as a child and then moving on to HO or N scale as a teenager or adult.



Following the journey from toy trains to scale models hardly surprises any of us. We've come to expect to read it, believing it to be the norm in the hobby.

Not necessarily, at least shown by an increasing number of O and S gauge modelers. They, much like Patrick, have reversed the sequence of development. To be specific, many of the younger participants in our field state that they began with HO or N as youngsters

because it was so popular and accessible. At some point in their youth they felt frustration with those trains. They found the quest for the ultimate in realism unsatisfying and limiting. Rather than abandon the hobby, they, like Patrick, shifted their interest to larger, toy-like trains.

Only in the case of this young Canadian, the change of heart was anything but straightforward. Patrick got an HO train when he was a boy and then built a layout consisting of an oval of track with two turnouts added.





1 Besides switchers, Patrick Jean has filled his O gauge motive power roster with several MTH road diesels. Leading a boxcar off the main line today is this RailKing Alco RS-1.

Unhappy with HO scale modeling, Patrick opted to sell most of his trains and race into the world of motorcycles. He still read model railroad publications, and they kept the flame burning inside him, though not enough to build a new layout.

One afternoon while walking through Montreal, Patrick spied in the front window of an antique shop a display of vintage Lionel electric trains. He stopped to stare at the layout, especially liking the slick

orange-and-blue printed boxes stacked behind it.

The same thing happened the next time Patrick was in the neighborhood.

Something eventually clicked, and Patrick felt compelled to bring home a train. Oddly enough, it was N scale, the smallest type he had ever operated. Many months later, disappointed in the little train, he vaulted to G scale, the largest he had ever operated. Still nothing grabbed him, so he tried O scale with two rails.

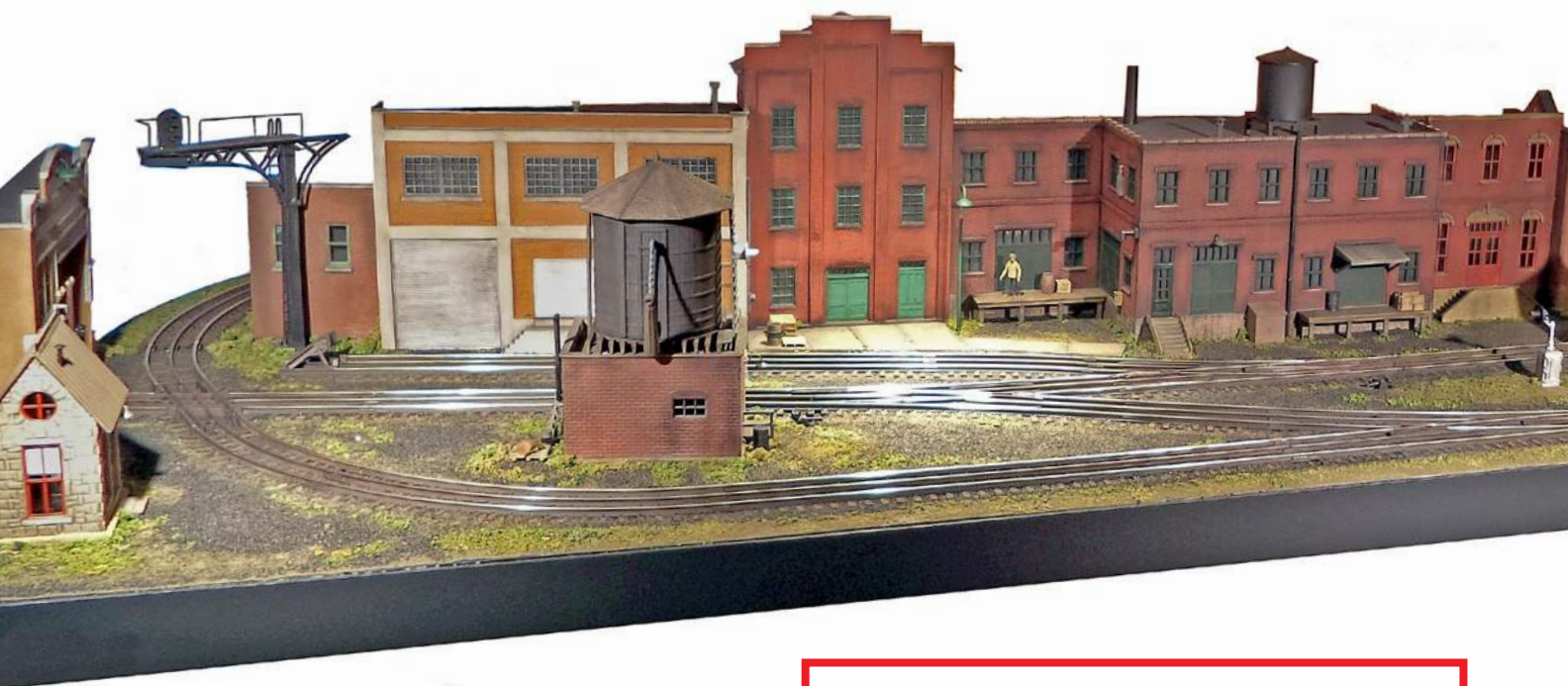
You may be getting the feeling Patrick's saga is reminiscent of what went on with Goldilocks and the three bears. Pretty close, because it was just a matter of time before he discovered something between N and G, namely O gauge with its three rails. He especially liked its blend of fancy and real.

◆ Where next?

Patrick summarized what occurred during the first few years after he realized O gauge



Railroading, whether watching full-size trains or modeling in the smallest scales, has long been a part of Patrick Jean's life. He now devotes time and talent to O gauge.



would be right for him. He started lots and lots of 3-rail layouts, quickly abandoning them for any number of reasons. Again, he felt he was waiting for all the tumblers to fall into place and then, like a bank safe, open.

The breakthrough seems to have taken place the moment Patrick understood his layout didn't have to be enormous or complex to provide plenty of challenges while guaranteeing the enjoyment he craved.

Thus was born the 3 x 8-foot industrial railroad

being showcased in this issue. Patrick had a vision of what he wanted, namely, what it should look like and how it ought to be operated. He fine-tuned his mental images before getting down to it.

Why something so compact, particularly with trains and structures as large as those integral to O gauge modeling? The layout could fit on top of a door!

"I needed a change," Patrick explains, "something new. I have always preferred small and portable layouts. They are

Patrick understood his layout didn't have to be enormous or complex to provide plenty of challenges while guaranteeing the enjoyment he really craved.

cheap and easy to complete. The idea of building my layout to the finest level of detail was very important to me."

♦ **Advantages of O-27** Patrick's experience as a model railroader, not to mention the extensive reading about track planning, scenery construction, and wiring he had done

over the previous 30 years, beautifully prepared him to create a superb and unique compact layout.

Getting started meant purchasing a commercial plywood door to use as the foundation of the railroad. Patrick put it on legs so it stood 48 inches off the floor.

For track, the best solution appeared to be sections and switches made by Atlas O. Straights and curves from the firm's O-27 line appealed most to Patrick. They impressed him as sturdy, built well, and highly dependable.

Patrick eventually switched to GarGraves flextrack for his staging area. The trick, he notes, was bending it to the



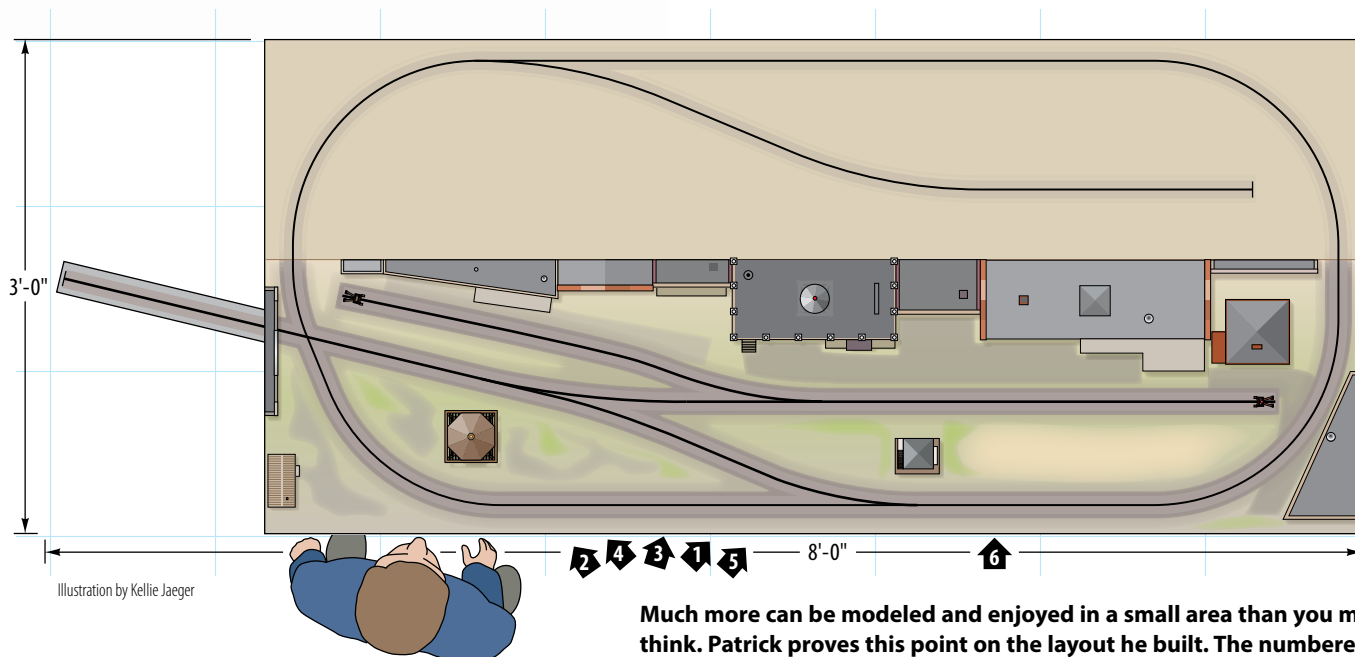
2 LEFT Switching cars around the handful of industries on Patrick Jean's compact 3-rail layout keeps the engineer on this MTH RailKing Canadian National Baldwin AS-616 busy. The 3 x 8-foot railroad uses a fold-down section so trains can finish their runs.



AT A GLANCE

Name: Patrick Jean's O-27 layout
Dimensions: 3 x 8 feet
Track: Atlas O, GarGraves
Switches: Atlas O (diameters range from 54 to 72 inches)
Motive power: Lionel, MTH, Williams
Rolling stock: Atlas O, Lionel, MTH
Controls: MTH no. Z-500 transformer with Digital Command System
Structures: Ameri-Towne, Atlas O, Lionel, Woodland Scenics
Figures: Woodland Scenics

3 The main portion of Patrick Jean's neat O-27 model railroad features weathered track and detailed structures. Diesels pick up and deliver freight cars before heading out.



Much more can be modeled and enjoyed in a small area than you may think. Patrick proves this point on the layout he built. The numbered arrows correspond to the numbers in each of his captioned photos.

diameter approximately that of an O-27 curve. He relied on a homemade wood jig to do so smoothly and accurately.

Once all the straights and curves pleased Patrick, he secured them using what he calls "cigar box nails." Only in the hidden area did he replace them with screws. Cinder ballast from Woodland Scenics finished the trackwork.

The power sources ranged from a conventional transformer made by MTH Electric Trains (its no. Z-500) to one of the same kind connected with

the firm's Digital Command System Remote Commander. Patrick, while pointing out the two conventionally controlled locomotives he still owns, prefers to operate via command control his MTH diesel units with ProtoSound 2.0 or 3.0.

Governing Patrick's choices of motive power and command control is his wish to switch freight cars with engines running at very slow speeds. For this, he finds the DCS Remote Commander, which MTH puts in its starter sets, to be indispensable.

Patrick notes, "The DCS Remote Commander has only one channel, so I had to create electrical blocks for the layout." As a consequence, he can isolate certain areas of the layout from other parts. The main line, the storage track, and all the sidings can be kept independent of each other.

Ensuring that his compact layout functions in this manner lets Patrick run a train

continuously on the main line while he or another operator switches cars on the branch line. "Just as is true on a full-size railroad," he notes with laughter, "you really have to be extremely careful whenever you're crossing the diamond!"

♦ Adapted structures

Selecting structures demanded foresight and care on Patrick's part. He knew there were not



EXCLUSIVE VIDEO // Go to www.ClassicToyTrains.com/LayoutVisits



4 Completing the railroad meant studying vintage photos and making sure nothing was missing. The various kinds of lights and building materials enhance this area.

going to be many of them – the size of the layout made it impossible to plan an extensive city or business district. Instead, to create an industrial area that was both convincing and appropriate for switching, Patrick felt he had to choose

buildings that could bolster the chronology and atmosphere he desired.

Patrick intently studied the structures on the market, determined to pick out the right ones to meet his goals without having to resort to the

time-consuming process of scratchbuilding them. Luckily for him, Atlas O, Lionel, and Woodland Scenics, among other companies, put some detailed factories and warehouses out there. Patrick had only to acquire the ones he

5 In his ongoing quest for realism, Patrick weathers every model and structure. The freight cars show more wear and tear than does the Canadian National 44-tonner.

wanted and perhaps combine their parts.

Adapting what Patrick could buy became a priority. At most, he might have to take pieces from one kit and use them to modify another structure. Often, what he thought necessary demanded far less of him. He painted buildings different colors and applied pastel chalks to lightly weather them to look aged and worn.

Weathering, Patrick insists, cannot be overlooked, not when you want to give your layout a dated sense to it. Finishing everything with Testor's Dullcote seems essential, too, because it rids plastic walls, roofs, and so forth of their basic shine.



Getting down to specifics, Patrick recommends first giving everything – track, rolling stock, and structures – a good spray of Dullcote. Why stop there? He proceeds with grimy black, rust, and dark brown shades of weathering powders. If he feels satisfied with the weathered look, he finishes with a light coat of Dullcote. Otherwise, he washes off the powders, lets the surfaces dry, and tries once again.

♦ Ready to switch

Everybody has a favorite aspect or stage of modeling. For Patrick, as enjoyable as preparing and arranging structures may be, the greatest pleasure comes when he can operate his fleet of diesel engines and move freight cars.

To maximum the mental challenges and real fun of shunting boxcars, gondolas, hoppers, and flatcars, Patrick depends on top-of-the-line



6 Finally, a bit of time for the engineer on the Great Northern Baldwin V-1000 from MTH to rest from his morning shift before coupling up and moving the tank car.

locomotives equipped with cruise control. “Look,” he says, “O-27 curves are energy-eating devices and can even bring a train to a halt! I’m glad most of my switchers and road diesels have cruise control. That way, no speed is lost on the

O-27 main line and operation is easier.”

Something else about O-27 track influenced Patrick. Their tight curves made it essential for some of his diesels to have swing pilots and modified scale couplers for the others.

His experience as a scale modeler helped Patrick reach solutions he knew would ensure reliable and less frustrating switching. This compact layout promises endless opportunities to mimic what happens on full-size lines. **CTT**

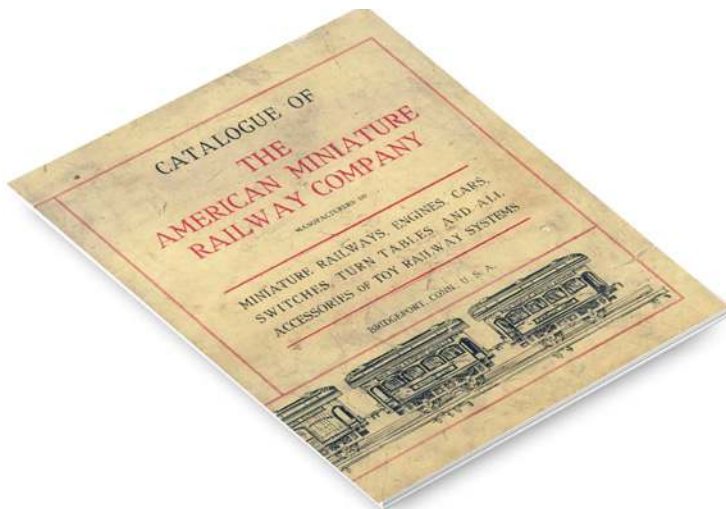


The no. 21 locomotive stood at the top of the 0 gauge line of trains made by the American Miniature Railway Co. between 1907 and 1912. Shown with the clockwork steamer is an 8-wheel tender dating from around 1910.

SOLVING A 1907 MYSTERY

THE AMERICAN MINIATURE RAILWAY CO. MADE TOY TRAINS FOR A SHORT TIME

Story and photos by Dave McEntarfer



One of the least known of the early domestic manufacturers of tinplate toy trains was the American Miniature Railway Co. (AMRR). Located in Bridgeport Conn., the enterprise was formed when a couple of toolmakers employed by the Ives Manufacturing Co. decided to leave and launch their own business.

AMRR was in business for a short time, making trains for only six years (1907-12). Yet to the credit of its leaders and workers, it brought out an extensive line that competed with Ives on just about every level.

Creative leadership

What Edward and Harry Ives were to their company, William Haberlin and Timothy Hayes were to AMRR. The latter two owned a tool shop in Bridgeport at the turn of the 20th century. From there in 1901 the father and son overseeing Ives bought the dies and tools needed to make their first line of clockwork toy trains.

Haberlin and Hayes later sold their shop to Ives and went to work for the firm as toolmakers and designers. They made the dies for all the early Ives models.

However, when Haberlin saw how Ives was growing, he decided to leave to launch his own business. He left in late 1905 or early 1906 and started to make tools and dies necessary for manufacturing a full line of new O gauge trains.

Haberlin brought with him several original ideas that he eventually had patented into some of the features and products associated with the AMRR line. Those novelties included disappearing couplers, solid-rail crossovers, switch stands, and a telegraph pole with a miniature reel of wire mounted on the base.

In March of 1907, Haberlin convinced his former partner and friend, Hayes, to leave Ives and join him in this new toy train venture. They obtained financial

backing from Herbert French, a retired railroader living in Bridgeport.

French became the head of the firm and was given the titles of manager and treasurer. Hayes was the superintendent. Haberlin was designated the designer, toolmaker, and director of manufacturing. William Izman joined the company as bookkeeper and later became a salesman.

The leaders of AMRR obtained property on East Washington Avenue in Bridgeport for a manufacturing facility, and limited production began in 1907. By the autumn of the next year, AMRR reported having grown to 25 employees.

Initial line of trains

For the first models AMRR produced, the company had to purchase 500 small and 500 large clockwork motors from Reeves Manufacturing Co. (the same firm already

The American Miniature Railway Co. put out a new catalog on an annual basis during its short existence. It showed the trains, switches, and other items being made.

selling clockwork motors to Ives). AMRR continued to purchase clockworks from Reeves until it was able to develop the tooling to make its own.

Just as the two toy train makers were making use of the same clockwork mechanism in 1907, so too did their models resemble each other in appearance. Why not? They both used dies and tooling developed by the same man: Haberlin.

Interestingly, Ives and AMRR used the same product numbers for the items they sold. In 1907 AMRR cataloged locomotives nos. 0, 1, 2, 3, 11, and 17. The tender had the catalog number 25 – the same numbering system used by Ives.

The AMRR catalog also contained the identical track layouts found in the early catalogs from Ives. The latter had copied them from Märklin.

The 5-inch-long passenger cars from AMRR looked similar to those by Ives, and some even carried the “Limited Vestibule Express” logo. Apparently Ives

The lithographed New York Pullman Palace Car from 1910-11 still looks elegant more than a century after it was made and marketed by the little-known American Miniature Railway Co. (AMRR) in Connecticut.





In 1910, the American Miniature Railway Co. introduced floor toys. This example, like the others, lacked any number. Instead, it had the "AMRR" insignia below the cab window.

noticed all the similarities and responded in 1908 by retooling its 5-inch-long passenger cars and decorating them with new names: Brooklyn and Buffalo.

Ives engaged as well in some copying of what AMRR was doing. In the recent past, Ives had made smaller clockwork engines out of tin. But starting in 1908, its nos. 0, 1, 2, and 3 locomotives went to cast iron.

Heightened competition

In 1908, AMRR first advertised that Haberlin and Hayes, in charge of its manufacturing, were the original designers of the Ives line. By that time, Ives likely was becoming more disturbed about the upstart company in its backyard.

After all, just the name of the new company seemed intended to infringe on Ives. For Ives had promoted its models as "The American Miniature Railway System" to contrast them with toy trains produced overseas and sold in the U.S.

So it wasn't mere coincidence that in 1908 Ives began putting metal tags on much of its equipment, reading "The Ives Miniature Railway System." Ives did so through 1912, which was the same year AMRR went out of business.

Ives pushed back stridently in January of 1909. It declared in advertising: "We are the original manufacturers of 'The American Miniature Railways,' although others are trying to mislead the trade by using the words 'American' and 'Systems' in different ways. Don't be misled; buy the original, which is the best."

Not to be outdone, AMRR printed the following claim in the opening pages of the catalog it released for 1909. It declared: "Our product is guaranteed to be equal in construction, material and workmanship to any line of Miniature Railways on the market and superior in many respects to other American lines."

The leaders of AMRR must have been aware of the rise of Edmonds Metzel, a company based in Chicago already using the name "American Flyer." By 1910, AMRR was printing on most of its correspondence a logo identifying the firm as the "Bridgeport Line," possibly in an attempt to confuse the toy-buying public.

Changes in 1908

Lest we forget 1908 was the year AMRR introduced freight cars to its line. They came in complete sets and included the nos. 51 stockcar, 52 refrigerator car, 53

boxcar, and 54 gravel car.

Ives brought out the same year two of its own small freight cars: the nos. 53 boxcar and 55 stockcar, adding them to the no. 54

gondola already out. But the newcomers must have been afterthoughts because neither appeared in the 1908 or 1909 Ives catalogs and are rare today.

In 1908 AMRR added a large passenger station to replace one offered in 1907 that apparently was imported. Other accessories shown in the past included two bridges in 0 gauge, a signal post, a telegraph pole, a telegraph pole with a reel, and a 3-way turntable. AMRR listed three semaphores, but they weren't pictured so we don't know what they looked like.

More additions in 1909

The AMRR line grew in 1909. The 0 gauge line gained 8-inch-long freight and passenger cars. The 1 gauge line added 10 sets. They included two cast-iron clockwork locomotives, four different passenger cars, and five freight cars.

In addition, AMRR expanded its no. 90 series of small passenger cars to include new road names. The 90-99 and 89 were catalog numbers for those cars, but there



were only three different ones: a baggage car, a coach with four long windows, and a coach with six small windows. Also, the passenger cars marked 94, 95, and 96 in the catalogs were the same cars only with different road names.

The 8-inch-long passenger cars apparently used only four numbers: 150 baggage, 151 parlor, 152 passenger, and 153 parlor. Those numbers were used over the years by AMRR, but only with different road names.

Circumstances get quite confusing with the passenger cars. Some of them have catalog numbers in the lithography and some don't. Some cars have numbers that were never cataloged. A point adding to the confusion was that 1909 was the last year we know of that AMRR printed a catalog with pictures of its trains.

Situation in 1910 and 1911

In 1910 and 1911, AMRR appeared to carry the same numbers as it did in 1909, though the firm changed the lithography on most of the line. It added a line of floor trains in 1910, the same year Ives first showed floor trains in its catalogs.

Except for a couple of cast-iron locomotives, I've never observed any items from the floor train line AMRR offered in 1910. However, if we can draw conclusions from the similarity to what Ives was doing, AMRR probably took bodies of cars from 1909 and put them on the type of base used for floor toys.

Another notable change related to the decoration of cast-iron locomotives. Prior to 1910, only the larger ones had the AMRR insignia cast into them below the cab windows. Starting in 1910, though, it appeared that the company's insignia was added to every one of the AMRR cast-iron engines below their cab.

Original items

AMRR did a fair amount of business, but never attained any real success in the market. Even though it copied much that Ives did, AMRR did produce a few original and patented mechanical features.

One was a disappearing coupler that functioned much like the American Flyer coupler. It sat in a slot that allowed the cars to bunch up when a train was stopped and then extend when it started up again. A second innovation was known as the "Signal Post." That vane-type switch stand was used on track switches and stops. It looked like the switch stands Ives marketed in the 1920s.

When AMRR went of business, it sold its dies for junk to prevent them from falling into the hands of Ives.

Other patented items from AMRR included the telegraph pole with a reel and cable, track pins, and solid-rail switches. The switches had a square center piece of metal that read "American Miniature R.R. Co. Patented 1907."

Forgotten legacy

As noted, AMRR was unable to compete with Ives and American Flyer and closed its doors in 1912. Production numbers of the firm's trains didn't survive; still, based on the number of surviving examples, they must have been very low. Frankly, AMRR trains are so rare most collectors haven't seen surviving examples. If hobbyists had seen them, they probably wouldn't know what they were.

Despite packing a catalog inside every one of its train sets, AMRR remains an enigma. That may be due to the scarcity of catalogs, which probably was caused by the request printed in the one issued for 1909 that, because the line had changed so much, recipients should "kindly destroy previous catalogues." Apparently everyone did so, because finding an AMRR catalog from 1907 or 1908 has been impossible.

Not until the early 1940s, when toy train historian Louis Hertz was on the lookout for former AMRR employees did interest in the company revive. He was able to locate only Haberlin and a former salesman named A.L. (Al) Richmond.

At that time Richmond was serving as purchasing manager for the A.C. Gilbert Co. in New Haven, Conn. He had left AMRR in late 1911 to take the job at Gilbert. He told Hertz he had then believed the days of AMRR were limited.

Haberlin stated, "If we had business enough to use up what track and what went with it ... we would still be in the toy business." He revealed to Hertz AMRR intended to make its track electric, so anyone buying the clockwork sets would have only to purchase a separate electric locomotive to have an electric train set.

When AMRR went out of business, it sold its dies for junk to prevent them from falling into the hands of Ives. Haberlin later admitted that decision had been a mistake because he had received at least one offer to buy them to restart the line.

By then, unfortunately, the AMRR factory had been shut for good. The chapter in American toy train history that concluded in late 1912 has somehow lived on, thanks to Hertz and others. More than a century later, we can remember AMRR and the two individuals at the helm who made great clockwork toys. **GTT**

The pair of Empire State Express 8-inch-long passenger cars were made and put on the market in 1910 and 1911. Despite the passage of years, they retain a sense of beauty.





LIONEL'S OVERLOOKED MODERN-ERA WAR

By Michael Connor • Photos by William Zuback

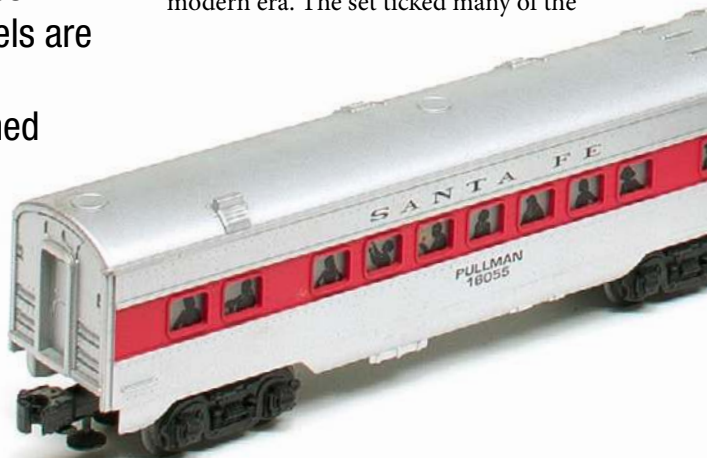
AMONG THE MOST ICONIC, if not the most recognizable, symbols in the toy train world are the locomotives painted in the Atchison, Topeka & Santa Fe's famed warbonnet scheme. Thousands upon thousands of F3s by Lionel and Alcos by American Flyer decorated with the red, yellow, black, and silver colors filled homes in the postwar era. Even today, new warbonnet models are regularly offered for high prices.

What can an aspiring collector or even a seasoned operator do to acquire red-nosed power without breaking the family budget? The answer may lie in a Lionel O-27 set made a quarter-century ago, when interest in the toy train hobby was having one of its periodic resurgences.

LTI Super Chief outfit

Under the guidance of the late Richard P. "Dick" Kughn, Lionel Trains Inc. (LTI) was riding high in 1993. New products were flooding the market and delighting collectors and operators everywhere.

One of that year's featured ready-to-run sets was the no. 11739, "The *Super Chief*." This outfit was the first Alco-powered Santa Fe passenger set offered in the modern era. The set ticked many of the





Lionel's no. 11739 "The Super Chief" outfit from 1993 is a rugged and visually appealing O gauge passenger train. The three separate-sale cars, shown below, combine to form an impressive matching consist.

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BONNETS

boxes on the checklist of highly desirable features: dual motors, illumination, and red-striped passenger cars.

Besides the Alco A unit and the three passenger cars, the set came with the usual O-27 track and a transformer. Enough straight pieces are supplied that the entire train can be seen almost without a bend in it using the furnished sections.

As will be explained, LTI released for

separate sale a matching locomotive and three more passenger cars. These additions boosted the desirability of the set.

Alco beauty

Starting with the locomotive, no. 18913, the attraction is apparent. The mostly silver body has the traditional red flowing

over the front. A yellow-and-black Santa Fe logo adorns the nose of the engine.

The Alco locomotives are built for durability and endurance in the face of being handled by children, so little external decoration is furnished. There's just a single horn to go with the cast-in features long associated with this body shape.

A pair of can-style motors controlled by an electronic 3-position reverse-unit provide plenty of power. And a single

headlight illuminates the way. The only curious aspect is an operating coupler on the front of the engine with a fixed coupler out back. However, the rationale for this approach becomes apparent when discussing the standalone items.

Stately passenger cars

Moving on to the train, the first car is the no. 16058 combination baggage and passenger car, a "combine" car in railroad parlance. A red stripe runs the length of the car, except for over the non-opening baggage doors. The "Santa Fe" name is printed above the stripe. The interior of the car is illuminated, and silhouettes of people decorate the passenger section.

The only jarring aspect of the car – and it's an aspect shared with all the rolling stock – is the name printed on the car's side. Instead of using place names along the route or perhaps the names that appeared on the actual cars, Lionel used the common descriptor for the car type. While "Combine" is a serviceable name for the car, it certainly does not inspire





Lionel Trains Inc. also cataloged in 1993 a separate-sale unpowered diesel, the no. 18919. It was designed to couple back-to-back with the *Super Chief* set's Alco locomotive.

visions of crossing the Southwest! At least the cars have operating couplers on both ends and have no prominent exposed parts vulnerable to breakage.

Next up is the no. 16059 Vista-Dome. Here the red stripe stretches the whole length of the car. A translucent plastic dome sits in the middle of the roof. In real railroad practice, this enabled passengers to get a panoramic view of the countryside while riding.

A no. 16060 observation brings up the rear. This car is a typical rounded-end design found on the tail of many passenger trains of the postwar era. As with the other two cars in the set, the observation can trace its roots back to the no. 2400 series of postwar passenger trains.

Separate-sale items

Four matching items were listed for separate sale in the same catalog, although it would be hard to imagine any of the four being used without the set. While three of the listings are passenger cars, the fourth is an unpowered diesel, no. 18919.

The non-powered Santa Fe Alco is, except for the number, identical in appearance to the powered version. An operating horn is included, along with a

front headlight and an operating front coupler. As with the set's locomotive, the back coupler is a dummy. The units are obviously intended to run as a pair coupled back-to-back, ensuring their front-mounted operating couplers are available to handle the cars.

The three separate-sale passenger cars present some anomalies. All are lettered "Pullman" even though one is a Vista-Dome. Another curious aspect is the numbering. The three cars are designated nos. 16055, 16056, and 16057, which are prior to the set's sequence of numbers.

The same red stripe, passenger silhouettes, and minimal ornamentation on the set cars carried over to the

stand-alone pieces. With the interchangeability of the Vista-Dome roof and the regular roof, variations could be created by swapping existing tops or getting additional roofs.

A final separate-sale car appeared in 1995. The no. 16092 differs from all the other cars in having an extended dome running the entire length of the car. As with the other separate-

sale items, the car is labeled "Pullman." Somebody at Lionel must have gotten a good deal on those letters!

Easy to get

The *Super Chief* set is a great way to acquire a reasonably priced representation of Santa Fe's finest. Prices for the original four-piece set generally fall below \$200 while the additional cars and non-powered engine can be obtained for much less.

While such a set will never be mentioned in the same breath as Lionel's F3s and aluminum streamliners, the red and silver streaks blazing with bold Santa Fe colors make a terrific impression on any

O gauge railroad. **CTT**



A final separate-sale car, the no. 16092, appeared in 1995. The car differs from the other cars in the *Super Chief* series in coming with a full-length dome. A postwar-style Vista-Dome car (above) is shown for comparison purposes.

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LIO681190 WP Heavy Mikado	\$875.00
LIO681191 Erie Heavy Mikado	\$875.00
LIO681193 W&LE Heavy Mikado	\$875.00
LIO681994 NKP Heavy Mikado	\$875.00
LIO682213 KCS Naked Bell ES44AC	\$450.00
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LIO682238 Southern Alco PA AA	\$550.00
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LIO68227X 4/5 B&O/Chessie SD40	\$450.00
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MTH20207531 Red Arrow Liberty Liner	\$449.99

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LIO681764 Pullman Baby Madison 2 Pk	\$84.99
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Lionel introduced the nos. 6816 flatcar with bulldozer and 6817 flatcar with earth scraper in 1959. Its engineers and marketing personnel worked with executives at Allis-Chalmers, the firm making the full-size equipment.

TAKE A LOAD

By Roger Carp

Visiting postwar collector John Truckenbrod, host of *Truck's Toy Trains* on www.MRVideoPlus.com, never fails to advance my education as a Lionel enthusiast. Recently, he directed my attention to the flatcars with Allis-Chalmers construction vehicles.

Lionel meets Allis

The story behind the nos. 6816 and 6817 models can be traced as far back as 1901. Lionel brought out its first line of toy trains. Representatives of the Edward P. Allis Co. and Fraser & Chalmers merged to form the Allis-Chalmers Co. to manufacture and market industrial engines.

Allis-Chalmers broadened its line of products, intent on capitalizing on the mechanization of agriculture in the central portion of the U.S. Farm tractors and implements and then road construction equipment assumed greater importance. To help them stand out, the business made a practice of painting them bright orange.

As the line expanded, Allis-Chalmers developed specialized railroad rolling stock. One model, a "condenser car," was a flatcar with a large open well designed to haul the heat condensers used in the 1950s in nuclear power plants.

Once Allis-Chalmers started making specialized freight cars, a relationship with Lionel was likely. The condenser car would be right for Lionel, or so an outsider thought. He built a model to send to the factory for consideration. The firm's engineering team scrutinized the handmade model. Sales executives approved it as a future part of the line. Thus did the no. 6519 come to life for 1958.

Ready for two more

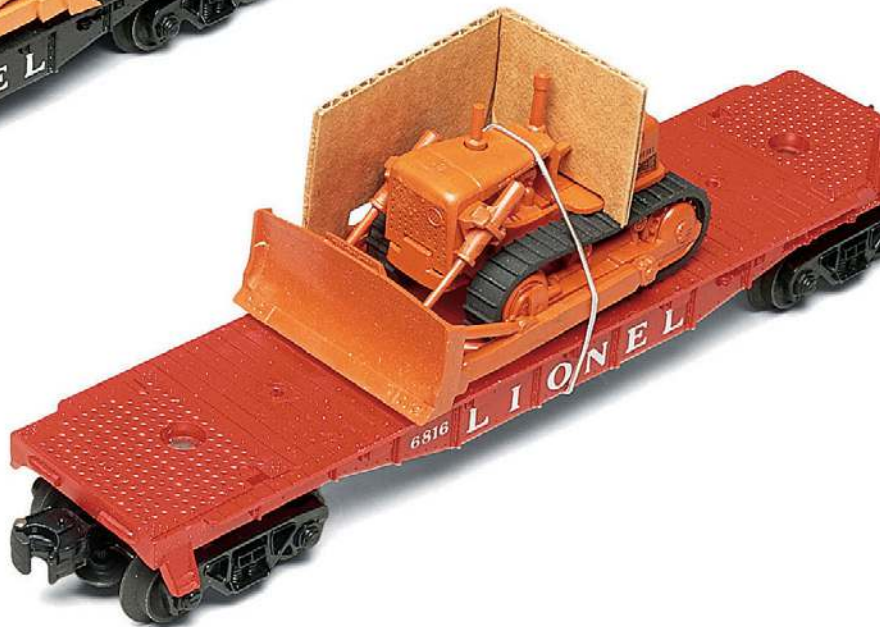
As soon as the relationship between Lionel and Allis-Chalmers had been initiated, decision makers set out to strengthen it. The obvious manner of doing so involved the creation of unique loads for the flatcars Lionel was producing in vast quantities. The best candidates for appealing to O gauge fans seemed to be models of the construction vehicles Allis-Chalmers was manufacturing at its plant in West Allis, a suburb of Milwaukee, Wis.

The strategy of using flatcars with different kinds of loads to command the attention of young model railroaders had borne fruit right from the time Lionel had adopted it in 1953. The idea was to offer kids basic freight cars that hauled auxiliary items they could use by themselves for more fun and play value.

Long plastic pipes and miniature automobiles led off a neat parade that eventually included metal wheels and trucks and



The 6816 typically came on an unpainted plastic flatcar molded in red. A scarce variation came on a black plastic frame. Lionel placed a cardboard insert inside the Orange Perforated box to protect the fragile bulldozer.



OFF, ALLIS

LIONEL FLATCARS CARRIED CONSTRUCTION EQUIPMENT

piggyback trailers. Shortly thereafter in 1958 and '59, they were joined by replicas of military vehicles, rockets, satellites, helicopters, and submarines, a number of which Lionel purchased from vendors.

The Lionel executive pushing the notion that flatcar loads could boost the commercial appeal of otherwise ordinary rolling stock was Ronald Saypol. He served as the principal assistant to Executive Vice-President Alan Ginsburg. Saypol had reached out to various businesses to license their names and logos to plaster across new Lionel models. He recognized how loads could bring rewards.

In the aftermath of cataloging the 6519 Allis-Chalmers car, Saypol aimed to tighten links with Allis-Chalmers. He proposed securing detailed models of that company's powerful bulldozer and its popular motor scraper to flatcars. Key people at Allis-Chalmers supported the plan and sent blueprints and the other materials

that Lionel's engineering staff would need to develop scale replicas.

Thus were added to the line cataloged for 1959 the nos. 6816 red flatcar with an Allis-Chalmers bulldozer and 6817 red flatcar with an Allis-Chalmers motor scraper. Both items remained part of the line through the following year.

Set components and more

For 1959, Lionel put the 11-inch-long 6816 flatcar with a bulldozer in an O-27 outfit (the no. 1617S) and a Super O set (the no. 2541W). Its comrade, the

11-inch-long 6817 flatcar with motor scraper, showed up in only a single Super O outfit (no. 2531WS). Both cars could be purchased individually for \$5.95.

A year later, how Lionel treated the two flatcars with Allis-Chalmers equipment suggested they were running out of steam. They were consigned to just an O-27 set (the no. 1639WS six-unit work train led by a no. 2037 steam engine and tender) and exiled entirely from the Super O world.

Circumstances got only worse when the cataloged line for 1961 made its appearance. Neither flatcar was used in any kind of outfit. In fact, the 6816 had been dropped entirely. The 6817 was available only for separate sale at \$5.95.

Once Allis-Chalmers

started making specialized freight cars, a relationship with Lionel was likely. The condenser car would be right for Lionel.

John knows variations

The history of the two flatcars with Allis-Chalmers construction machines would seem to be simple and straightforward. Just red cars with orange models.

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John talks about the flatcars on *Truck's Toy Trains* at **MRVideoPlus.com**

All the same, as viewers of *Truck's Toy Trains* can attest, John Trukenbrod makes it clear that the models, their loads, and their packaging are more diverse and complicated than most folks imagine. While he goes into much greater depth about everything in the segments filmed in his train room, several of his key talking points regarding the 6816 and 6817 can be summarized here with ease and clarity.

John began by looking at the flatcars. They customarily were injection-molded of red plastic left unpainted and heat-stamped with "LIONEL" and the number in white. Production supervisors first used the 6511-2 frame, later switching to the 6424-11. Generally, there is no difference in value between the two frames.

However, scarce versions of both the 6816 and 6817 have been reported with a 6424-11 frame molded in black (no 6511-2 frame molded in black has surfaced). Also lettered in white, black frames are worth much more than the red ones.

John then turned to the bulldozers and motor scrapers, warning me that differentiating among them demanded close attention to minute details. The models changed over time in slight yet noteworthy ways almost certainly because Allis-Chalmers kept pushing Lionel to get

everything accurate. Proof of what was happening could be discerned in the memos sent from them to Lionel.

To what extent Lionel altered the stamping and parts to save money rather than bowing to the concerns expressed by Allis-Chalmers can't be ascertained. The modifications, so incredibly minor, may well have reflected both factors.

Four kinds of bulldozers

Although reference books and magazines have over the years listed six variations of the bulldozer, John concludes after extensive research that only four were actually made by Lionel. The other two he says are "simply swapped parts." **Differences relate to the stamping and parts.**

1. All plastic pieces were molded in light orange similar to shade on the 6519 Allis-Chalmers car; "ALLIS-CHALMERS" was heat-stamped in black on the seat back. "HD 16 DIESEL" heat-stamped in black above black "TORQUE CONVERTER" emblem on seat sides. No black stamping on "ALLIS-CHALMERS" hood lettering. Shorter rear hitch with 5 filled-in holes.

2. All plastic pieces were molded in dark orange; "ALLIS-CHALMERS" was heat-stamped in white on seat back. "HD 16 DIESEL" heat-stamped in black above

black "TORQUE CONVERTER" emblem on seat sides. No black stamping on "ALLIS-CHALMERS" hood lettering. Shorter rear hitch with 5 filled-in holes.

3. All plastic pieces were molded in dark orange; "ALLIS-CHALMERS" was heat-stamped in white on seat back. "TORQUE CONVERTER" emblem heat-stamped in black on seat sides; no "HD 16 DIESEL" at all. No black stamping on "ALLIS-CHALMERS" hood lettering. Longer rear hitch with 3 open holes.

4. All plastic pieces were molded in dark orange; "ALLIS-CHALMERS" was heat-stamped in white on seat back. "TORQUE CONVERTER" emblem heat-stamped in black on seat sides; no "HD 16 DIESEL" at all. There is black stamping on "ALLIS-CHALMERS" hood lettering. Longer rear hitch with 3 open holes.

Two kinds of earth scrapers

John corroborates reference books and magazines that there are two variations of the motor scraper. **Differences relate to the stamping and parts.** Even though some loads were molded in a lighter orange, the value is not affected.

1. Plastic pieces were molded in dark orange. Tractor has raised "ALLIS-CHALMERS" lettering heat-stamped in black on sides of hood. Scraper has "ALLIS CHALMERS" heat-stamped in white along main frame member on each side frame. Wire frame simulates features of a windshield on driver's side. Upside-down U-shape molded into the radiator grill of tractor. Exhaust stack usually slender

2. All heat-stamped markings were removed from tractor and scraper section. Radiator grill was changed to remove inverted-U section.

Wire windshield was deleted, as were holes where it was secured.

Scarce examples of the 6817 feature a flatcar frame molded out of black plastic and not the usual red. The basic graphics on the car were heat-stamped in white.





The no. 6816-100 bulldozer came in two different boxes. The one on the right was used exclusively by Allis-Chalmers when presenting models to its customers or employees. Lionel relied on the package on the left for its separate-sale bulldozers.

Eliminations likely represented efforts by Lionel to reduce production costs.

Separate-sale packaging

The packaging of the bulldozer and motor scraper more than the models can really distinguish a collection. John, after sharing this insight, proceeded to outline how the models came in distinctive small boxes.

The component boxes are categorized according to whether they were used by Allis-Chalmers for promotional purposes or by Lionel to package construction vehicles offered for separate sale.

Getting specific, John observed that the Allis-Chalmers boxes feature black-and-white pictures of the full-size bulldozer or earth scraper. There also are diagonal orange and black stripes on the long sides. Elsewhere, there is printing identifying the item as "Made by the Lionel Corporation, N.Y., N.Y." Inside, models were not protected by an insert or wrapping.

The Lionel packaging varied dramatically. The no. 6816-100 bulldozer (priced at \$1.75 in 1959 and \$1.95 a year later) came in an Orange Picture box that includes a color illustration of the vehicle within a white background on the sides. Besides the Lionel product number, the logo of the Berles Carton Co. was printed on the box. That firm in Paterson, N.J., was responsible for making it.

The no. 6817-100 earth scraper (priced at \$1.75 in 1959 and \$1.95 a year later) came in a plain white box lacking any kind of illustration. Only the name of the item, its product number, and information about Lionel were printed on each end in black. No interior packaging was used; sometimes a sheet providing basic information about the full-size piece of construction equipment was found inside.

Off to the moon, Allis

Just when I thought I had learned everything about the flatcars, the bulldozer and motor scraper, and their boxes, John plied me with more information about them:

First, Lionel riveted plastic AAR trucks to all examples of the two flatcars.

Second, both flatcars with Allis-Chalmers loads were packed in Orange Perforated boxes, which had a side panel a dealer could remove to display the model. Only one type of box has been reported for the 6816. The 6817 came in two different sizes, one box is larger to accommodate an insert protecting the earth scraper.

Third, the bulldozer was secured to its flatcar with one no. 6418-9 elastic band. The earth scraper was secured with two.

Fourth, a delicate cardboard liner protected the loads inside their boxes. By and large, the brown liners have been lost over the intervening six decades. The scraper insert was complicated and discontinued early in production, making it a rare item.

Fifth, the 6816 flatcar with a bulldozer has been connected to only two promotional outfits – one from 1959 and the other from 1960. By contrast, the 6817 flatcar with motor scraper has been linked to 11 promotional sets. Five of them were made available in 1961 and one was assembled in 1962 (it must have been created to get rid of all the inventory remaining at the Lionel factory). **CTT**



What a striking contrast between the professionally designed component box for a no. 6817-100 motor scraper Allis-Chalmers used for its presentation models (right) and the plain white box with black printing Lionel used to pack its separate-sale items.



RESTORING A POSTWAR LIONEL DISPLAY

Story and photos by Richard Lyons

During the postwar years, especially 1948 through '59, Lionel developed some compact O gauge operating layouts for authorized dealers to purchase in order to boost sales of trains and accessories. Collectors chase after surviving examples, and operators try to build replicas.

I came across a battered yet salvageable example of the no. D62, an 8 x 8-foot operating display offered in 1952. The steps I took to restore this layout provide a blueprint for anyone looking to create an enjoyable and action-packed layout to showcase sets from the postwar period or

the modern era. There's nothing difficult about the construction and wiring.

◆ Discovering a D62

Lionel offered different layouts to fit the budget and space available in retail outlets of any size. Dealerships varied from stores

that sold trains only at the holiday season to department stores with dedicated toy departments that sold them all year.

After Christmas, some stores kept the displays for the following year. More often, layouts were sold as they were or stripped of accessories, given away, or thrown out.

More of the small layouts (4 x 6 feet and 4 x 8 feet) are seen today. The large ones (5 x 9 feet and 8 x 8 feet) are scarce, likely due to the higher initial cost and space limits. Many of the 5 x 9-foot layouts in existence were cut into sections for ease of placement. That was because the

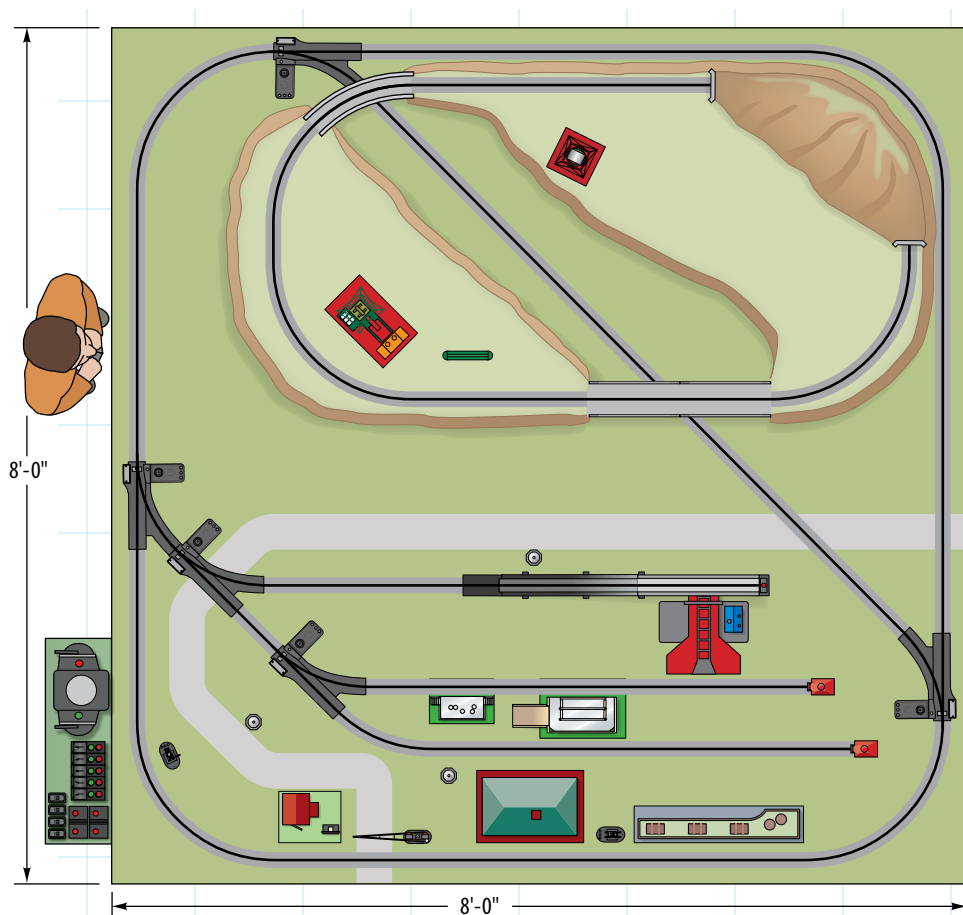


Illustration by Kellie Jaeger

ABOVE Standard O gauge sections of curved and straight track, along with some switches, are what you need to create the network of three-rail track for a D62 layout. Postwar or modern-era accessories will work just fine.

LEFT The author restored this example of Lionel display no. D62 from 1952. He praises the compact layout as having an ideal plan for today's modelers.

value of the items on them was often equal to the cost of the entire display. As Lionel suggested, the accessories and track could be removed from the display and sold.

Occasionally, however, a survivor turns up, such as my D62. It was originally purchased by Yeager's Department Store in Akron, Ohio. Yeager's was in business from the early 1900s until the late 1950s, when it declared bankruptcy. The store in downtown Akron occupied a large, multi-story building with enough storage space to keep the display for reuse. A single-purpose metal stand, made of heavy angle iron with pipe legs, was made for it.

The story goes that as Yeager's was shutting down, an employee took the D62 home. He kept it for the next 50 years.

Then in 2008, a train collector purchased it with the intention of restoring it. Unfortunately, nothing happened and the layout ended up in storage once again. I heard about the deteriorating display a couple of years ago and succeeded in purchasing it.

◆ Assessing the layout

The D62 was in very poor condition and required a restoration instead of a refurbishment. All the original accessories were gone, as was most of the track. Fortunately, the control panel was still in place.

The surface had been repainted, incorrect sawdust (grass) added, and many of the original features were obscured. Moisture had severely damaged the felt of the tunnel and the raised platform "skirt," and

some parts of the plywood along its edges had started to delaminate.

Restoring and refurbishing several Lionel displays in the past has taught me that two steps are essential to a successful project. The first is using original materials and techniques whenever possible. The second is careful and detailed documentation of the original item.

Before beginning, I photographed every aspect of the display, starting with the wiring, which was still present. The wiring on the display layouts was very specific in its routing and only some of the layouts were well documented. Sorry to say the D62 was not among them.

All I had to work from was a brief description and one photograph printed



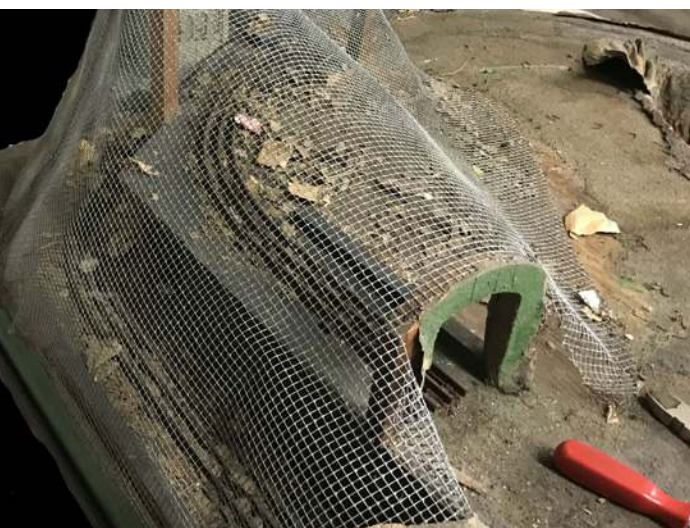
in accessories used due to a lack of availability.

I decided to preserve any original wire that was in good shape and replace any with poor or damaged insulation. This was done wire by wire to maintain the original routing. Once completed, each circuit was tested with a multimeter to assure proper operation.

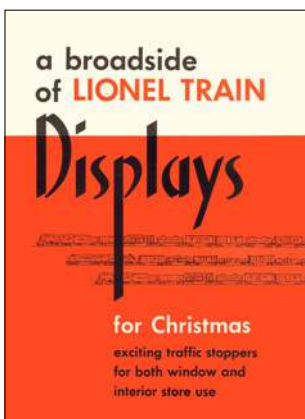
Most of the large layouts made in the 1950s had a “separate” control panel, which was designed to be “removable” yet wasn’t disconnected. The panel was bolted to the top of the layout for shipping so

there was some extra length in the wiring for this.

One feature on the D62 layout that I had not observed on previously documented control panels was the labeling of the operating controls of the various accessories. Even though it was a unique finding, I believe it was a factory application because the lettering font matched what I observed on other Lionel displays of the postwar period. I recreated that detail on my D62 with custom dry transfers.



Restoring the mountain meant the author needed to strip the landform down to its foundation made out of wood and screen wire. Then he covered it with pieces of felt, which he painted.



in the special display catalog Lionel had put out in 1952 (shown above). But what was shown was a preproduction version that differed from the final D62.

The production version lost a switch and siding, due to placement over the seam between the two sheets of plywood. Also, the no. 456 coal ramp ended up being moved, and there had been a change

All I had to work from was a brief description and one photograph printed in the special display catalog Lionel had put out in 1952.

The goal was not to preserve any of the original Lionel grass, but to remove as much material as possible. This resulted in a smooth surface that retained the original painted landmarks of the roads and accessories. The paint colors were also preserved to allow for an accurate restoration.

One interesting discovery I made when cleaning the layout was on the plateau of the upper display. I found the broken base of a plastic billboard holder. Not only did that document the placing of the sign, but when the billboard frame base was removed a patch of the original grass and color appeared. Thanks to that small spot, I was able to more accurately match the paint. After all, the base had been there since the original construction of the display in 1952.

Finally, I focused on the damaged plywood. Any place that I noticed it delaminating, I injected wood glue and tightly clamped the area to restore its integrity prior to the restoration.

♦ Painting the display

I began painting the display only after I was satisfied with how I had prepped the surface. When Lionel had made the D62, workers in the Display Department had used large silk screens to apply the paint. The lighter color was applied first; once it had dried, the green paint followed.

Over the years, Lionel had used different shades of both the light color and the green. It had opted for bright green on early displays and darker greens and earth tones in later years to get a more realistic appearance. What I was going to brush on would conform to the early ones.

The first colors I applied were gray for the track roadbed and eggshell for the highway. Since these represented the first layer of paint, the edges did not need to be sharp, so I painted them following the known track and highway route. I left them slightly wider than needed.

After the paint had dried, I temporarily mounted the track and switches to serve as guides for where to mark and mask borders for the green paint. I removed the track and began masking. For straight

♦ Fixing cosmetics

With the wiring done, I turned next to restoring what I call the layout’s “cosmetics.” The surface was filthy and stained and had been repainted. Incorrect “grass” had been heavily applied with layers of glue. Removing that material required extensive yet careful sanding.

The staples Lionel had used to attach the long absent clumps of lichen were documented and removed. I noted their placement to prevent damage to the sanding discs and to guide me when reapplying lichen.

Once that was done, I used a circular sander with grit discs ranging from 40 to 220 to remove the heavy mixture of paint, glue, and sawdust. The more aggressive grit removed the heavy buildup, and the finer grit minimized damage to any of the underlying landmarks.



runs and accessory bases, I chose to use high-quality masking tape. For curves, ¼-inch vinyl automotive graphic tape worked best because it can follow the various shapes being encountered.

◆ Time for grass

Where the positions for any signals, lamp posts, crossing gates, and so forth were critical, Lionel left the masked area the same size as the base of the accessory. For larger accessories, where the position might need adjusting, it masked a smaller area indicating where wiring access was needed. Meanwhile, workers went ahead and applied the required green paint.

Time for grass. While the green paint had still been wet or tacky, display personnel spread the artificial grass. More than half a century later, Lionel no. 919 grass still works best to get an authentic look, even though there are many products available today for imitating grass.

While the paint was wet, I applied 919 grass using a shaker equipped with large holes to uniformly spread the it over the painted area. I found a kitchen seasoning shaker worked well.

Then after a short dry time, the grass was gently patted using a light 2-inch-wide paintbrush to help “seat” it in the paint. I let everything dry before removing extra grass with a dedicated hand vacuum. That allowed for the collection and reuse of any of the loose grass.

From there, I prepared to remove the masking tape to reveal a nice sharp edge for the roadbed, roadways, and accessories. I confess to having seen occasional bleed-through. In my defense, I can say in all honesty that happened on Lionel’s original display layouts as well.

I followed by permanently mounting the track using blackened standard-head no. 4 wood screws. To replicate what Lionel had done with the original mounts, I used a variety of lengths.

Regarding the grass, I’ve noticed the heaviness of the application on original displays varies. Some layouts had minimal grass; others had very thick applications. Why the discrepancy for something being

Here’s another great surviving example of a D62 display. It offers two levels of continuous 3-rail action, along with the enjoyment provided by a dozen animated cars and accessories.

made in quantity? Probably because the displays were being assembled by groups of men hired as part-time workers whose experience and skill varied.

Something else to keep in mind: Lionel may have depended on oil-based paints, but you can use modern latex types. If you do, be

sure to work in sections rather than the whole surface at once due to the faster drying time for latex paint.

◆ To the mountain

With the base of the layout completed, I directed my attention to restoring the mountain and sides of the plateau. The poor condition of the felt covering the tunnel meant I could not save it. Instead, I had to determine which parts could be salvaged, notably the portals and the wood supports. I did manage to keep the screen wire frame originally used by Lionel.

While the mountain was a loss, most of the plateau sides were salvageable. They were caked in years of filth, so I started by

cleaning the surface with warm water and a soft brush and cloth. I worked slowly and deliberately, taking care to avoid vigorous scrubbing that could easily have removed the original water-soluble paint.

As cleaning progressed, the colors began to emerge from the grime. These original colors would be my guide in choosing the color palette of the mountain and restored plateau features.

Everytime I operate my restored D62 layout, I imagine the crowds of children who ran to see it when it occupied a prime spot in the toy department at Yeager's.

To prepare for restoring the mountain, I cleaned and fixed the original ¾-inch plywood portals. Then I reattached them to the base, which made it easier to attach them to the original wire frame of the mountain. The frame was stapled in place, and several pieces of postwar rolling stock were operated through the tunnels to make certain there was no interference.

I could begin building – or rebuilding – the mountain. With the original felt of the mountain as a pattern, I realized it had been made from a single piece of felt with a relief cut on the backside to allow for a proper fit. With a rough sizing, the dry felt was draped over the frame to allow proper fitting of the tunnel openings and final sizing before soaking it in glue.

◆ Not just any glue

To replicate Lionel's original construction, I used the same felt-soaked-in-glue technique. I had at my disposal original felt (as found in the Lionel no. 920 scenic display set). But what I had was quite small and suitable for only one short portal tunnel. So I bought a modern felt (a mix of wool and synthetic material) of similar color and proper thickness (2 mm).

The glue I applied was the same as used by Lionel: a natural product known as isinglass or fish glue, which has its own smell. It comes as dried flakes and must be reconstituted and heated to be used. There are dedicated glue pots, but an inexpensive alternative is a crock pot.

Following the directions, I mixed the glue granules 1:1 with cold water, letting them sit and absorb the water for around 30 minutes. Then with the crock pot

turned on, I stirred the mixture frequently to help the granules dissolve. On the high setting the crock pot heated to 140 degrees Fahrenheit, which is the ideal temperature for working with the hide glue.

As soon as the proper temperature and consistency had been reached (and after putting on a pair of rubber gloves), I immersed the felt in the glue. Alternately wringing it out and immersing it again, I allowed the glue to completely penetrate the felt sheet. Once everything was uniformly saturated, I wrung out the excess glue and allowed the felt to quickly lay over the framework.

◆ Miscellaneous details

Display workers at Lionel had relied on wadded-up Kraft paper to give added contouring to the felt. Therefore, I did the same thing. I used a staple gun to secure the edges of the felt to the plywood surface with 3/8-inch and ½-inch staples. The felt didn't need to be placed under tension, so I draped it to form various gullies and small valleys in imitation of what Lionel's display designers had done.

Even with the tunnel openings roughed in, I still had to make some relief cuts to allow the felt to conform to the curve of the portal. To achieve a smooth opening, I applied staples as I thought was necessary. Then, with the edges stapled down, I grabbed a brush to apply glue to saturate any dry areas of felt. Some areas needed extra applications to assure adherence to the wood.

When I felt confident I had gotten both the shape and the fit I desired, I moistened with the remaining glue the tunnel portals and any dry areas. Then I left the felt to dry for anywhere from 12 to 36 hours, depending on temperature and humidity. Once the felt had dried, it had formed a rigid shell ready for me to paint.

For painting the felt, Lionel used casein or milk-based paint. Using that kind of paint was worth the extra time and cost since doing so resulted in the same flat, muted coloring otherwise impossible to attain. Tubes and pints of casein paints can be found in many artist supply stores.

◆ Back to life

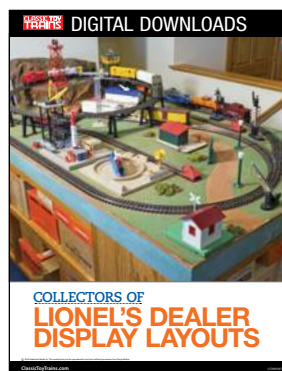
The colors Lionel used on the D62 layout were burnt sienna, burnt umber, cadmium green, cadmium yellow medium, golden ocher, raw sienna, raw umber, titanium white and yellow ocher. Using pictures of other display layouts constructed by Lionel in the 1950s, I set out to duplicate the colors I would need.

For the base coat, Lionel chose the primary colors, followed by other colors to highlight the cervices, gullies, and other features. Each display layout would have been unique in its final decoration, depending on the individual craftsmen involved and the level of quality control.

The same decorative techniques used on the mountain worked for the skirt of the plateau. My goal was to preserve as much as possible there while blending repaired areas with originals.

To begin, I patched, repaired, and replaced sections using the techniques involving the felt and hide glue. Next, I aimed to match the colors, a task that proved to be challenging where the new sections were directly joined with existing felt. By cleverly mixing and matching colors I was able to achieve the visual balance and effects I wanted on this feature.

What came after the mountain and its felt surface were finished amounted to some of the most enjoyment I had with this project. Namely, I went about repopulating the layout with some of my favorite postwar accessories. I tested everything and watched as my D62 came to life.



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Every time I operate my restored D62, I imagine the crowds of children who ran to see it when it occupied a prime spot in the toy

department at Yeager's Department Store. I can see them, just eye level with the display, dreaming of having a layout like this at home. I think as well of the adults who stood nearby, their hearts wishing for the same thing. And I realize how lucky I am to have this Lionel classic at home after bringing it back to its original glory. **CTT**



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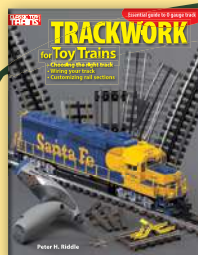
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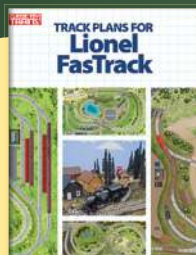
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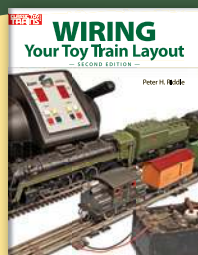
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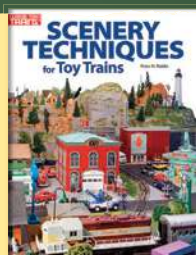
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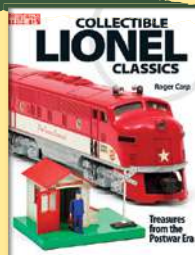
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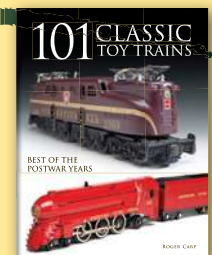
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PRODUCT REVIEWS

WITH THE CTT STAFF



Powered by the people

THE UNION PACIFIC EMPLOYEE PRIDE SD70ACE BY MTH

Asking Jack Sommerfeld, of Sommerfeld's Trains in Butler, Wis. what was the hot item in his shop, he pointed to a colorfully decorated O gauge road diesel and said, "The UP Employee Pride unit." It's really not a big surprise, considering Butler has boasted a prototype Union Pacific yard for years! Where we've seen railroads salute the military, police, and firefighters, I didn't recall anything honoring employees. UP had a very cool idea indeed.

Over the decades, railroad-ing has been described as a tough, no-nonsense industry that's as hard on its employees as it is on its track and equipment. The UP takes pride in its company heritage and recognizes it would not have risen to the position it's in without a dedicated workforce.

How better to honor it than to create a locomotive design that would be seen by the pub-

lic wherever UP rails roam? The railroad came up with a design that saluted the major skills and crafts that keep it running, as well as the many men and women who "make it happen."

The artwork is a departure from the celebratory liveries used by many other railroads. It was decided to use a graphic novel (comic book) style. This involved a basic color palette,

shading, and figures that are larger than life – and all the easier to see and comprehend when viewed at a grade crossing. It's a great way to recognize the company's employees while at the same time increasing public visibility.

The locomotive was sanded and repainted at the railroad's North Little Rock, Ark. shop. According to the UP, the engine number 1111 has a spe-

cial meaning: The number 1 railroad, with number 1 employees who have the number 1 safety dedication, with 1 vision – Building America.

■ OPENING THE BOX

Just as the simple F3/F7-style carbody made a great palette for railroad paint schemes, the EMD SD70ACe body combines plenty of flat spaces for artwork and a ton of angles to impart flair and show off a flashy design.

There's ample hatch, door, louver, and screen detailing. You'll also find an array of safety placards.

If someone had asked me what a UP employee recogni-





O GAUGE UNION PACIFIC SD70ACE NO. 1111 FROM MTH TRAINS

Price: \$519.95 (no. 22-21264-2) **Features:** O-42 operation, two can-style motors, ProtoSound 3.0 command and sound system, smoke unit, remote couplers, and directional lighting **Low speed (Cmd):** 3.0 scale mph **Low speed (Conv):** 5.9 smph, **High speed:** 65 smph **Drawbar pull:** 2 pounds, 1 ounce

tion design would look like, I'd have presumed it would have been mainly Armour Yellow. This isn't the case. The locomotive's cab area is white, red, yellow, and black!

The pilot is gray with black brake and control lines. There's a white uncoupling lever, and the steps have white safety accents and a tiny red safety warnings just below the deck. The deck has two ditch lights mounted on it, and there's a safety chain on the handrails.

The face is white, with the iconic UP winged shield logo front and center, as well as near the steps on both sides of the nose. The nose of the locomotive is red. There are handrails

leading up from the steps plus grab irons leading up to the top of the snout. There are three additional grab irons on the top, and one in front of the left sand filler pipe.

A thin yellow stripe runs down and to the rear, dividing the nose from the cab. The cab and rearward equipment boxes are black.

The number boards are illuminated, and there are two headlight lenses. The forward windows each have two wiper arms. Up on top of the roof there are two components with communication and telemetry equipment. The component is black, the antennas are white,

and each equipment block has four lift rings.

Both sides of the cab and the roof behind the crew compartment have the slogan, "Powered by our people" emblazoned in white.

There's a bit of unexpected flash on the roofline. The roof is black up to the exhaust, and there is a yellow-and-red accent stripe running to the rear. The mid-section of the roof is white, but the section housing the three radiator fans resumes black paint.

A great graphic element is the stripe rises and falls depending on the shape of the

equipment. At the rear of the locomotive, the stripe continues downward over two black screens and there's a safety placard between them.

The detail of the rear has black decking with safety tread. The red handrails also have a safety chain. Grab irons rise from both sides toward the roof and the sand-filler tube.

The art applied to the sides of the engine compartment look great. Both sides begin with an American flag blowing in the wind.

The engineer's side has graphics representing an engi-

continued on page 60



The real-life version of Union Pacific SD70ACE no. 1111 (upper right) in this photo by *Trains* Editor Jim Wrinn is eye-catching, just like the MTH model.

PRODUCT REVIEWS

continued from page 59



FRONT VIEW

neer, track worker, brakeman, welder, salesman, and customer, and a guy on a phone whom I suspect is “the brass.” These are set in front of a landscape that includes mountains, flatlands with wind turbines, and a cityscape.

The fireman’s side has a trainman, a surveyor, a mechanic, and a customer service representative, all in front of a mountain range.

In short, the locomotive has an amazing level of detail wrapped in a colorful and purposeful means for the railroad to commemorate the people who get the job done.

■ ON THE TEST TRACK

Firing this unit up, the volume was at full blast (not a good thing for a layout positioned near offices!). After adjusting the sound and the smoke output (it was also on “high”), I let it loose – or at least as loose as our test track permits.

Low speeds were smooth and responsive, and the fact that you can adjust the speed in 1 scale-mile-per-hour increments allows you freedom to run your train at whatever pace you wish.

Running silent, the mechanical sounds were not

obtrusive and made the beloved clickety-clack sound of steel wheels on tinplate rails music to my ears.

Smoke output was awesome, as I’ve come to expect with MTH units, coming close to 1980s rock music video levels of fog. Okay, that’s an exaggeration, but you’ll fill up a confined space pretty rapidly.

The locomotive requires O-42 curves, and while our test track has O-48 curves, we found the locomotive came into contact with the inside wall of our layout – the problem is ours, not the model’s. We should have placed the wall back another half-inch for the 18-inch-long frame to clear.

Our speed range ran from 3 to 65 scale mph. Drawbar pull was an impressive 2 pounds, 1 ounce.

The MTH Premier line SD70ACe is a great model with good performance, and like the old school F3, it makes a terrific platform for creative railroad paint schemes. Check it out at your local hobby retailer. Thanks to Sommerfeld’s Trains (Sommerfelds.com) for letting us have some fun with this model! – *Bob Keller*



REAR VIEW

LIONEL POSTWAR SINGLE-DOME TANK CARS

Lionel has produced a lot of tank cars over the years, but I’m going to focus on bargains in the single-dome variety.

Mainly I fill sidings or yards with them. You may want to run them in long strings. After all, you need something to haul all the crude your Lionel no.

455 oil derricks are pulling out of the ground.

Over time, I’ve found these 0-27 cars in reasonable condition for less than \$20 each at stores, shows, and in online auctions. Look for plentiful used but not abused examples. Their color will be less bright than mint versions. Sometimes you can get one in the box for around \$20. Examples without boxes usually run in the \$10-\$15 range.

Perhaps the most common are these no-frills models run in several numbers beginning in 1948. Examples include:

- **1005 Sunoco (1948-50)** Unpainted body with rubber-stamped lettering. Cars originally had infamous Scout trucks and couplers; some may have been replaced by later owners. Some cars have painted frames with steps, while others have chemically darkened frames.
- **6015 Sunoco (1954-55)** Unpainted yellow body; 2-color stamped logo; bar-end trucks with operating couplers.
- **6025 Gulf Oil (1956-58)** Unpainted body with 3-color, rubber-stamped logo; 1956 and early 1957 production have archbar trucks, later production has AAR trucks. Three color versions: black, gray, and orange.
- **6035 Sunoco (1952).** The same basic car as the 1005, other than the number and having magnetic Scout couplers.

Ready to look for a bargain?

You can see that you don’t have to simply buy a lot of cars with the same car number. So even if you are a modern-era enthusiast, postwar tank cars may still be able to fill a gap in the decoration of your layout. Who knows, they may help fill a role your fleet at a bargain price. – *Bob*



A no. 6025 Gulf tank car. Photo courtesy of Joe Algozzini

FLEET FILLERS

This is the second installment of Fleet Fillers, overviews of equipment to help fill out a car roster inexpensively. Items may be new or vintage, but must be commonly available in stores or on the secondary market for \$25 or less in good condition. The goal is to help create colorful operating collections in a budget-friendly manner.

With bright colors and a moving forklift, Menard's Schneider Freight Building can be a transportation hub on your layout.



Straight forwarder

THE O GAUGE SCHNEIDER FREIGHT BUILDING BY MENARDS

Hobbyists with a long memory may recall Lionel attempted to tap into “white line fever” with the Trains ‘n Trucking set back in the day. The reasoning was pretty solid: If kids liked trains, they also probably liked those giant rigs that hauled the freight out of the rail yard and delivered it to a destination. I mean, what kid didn’t stick an arm out the car window to get a trucker to blow their horn?

Why Schneider? The company has a global footprint in all aspects of transportation, be it by trailer, container, or even running point-distribution networks and supply-chain management.

Founded in 1935 as Schneider Transport & Storage, it’s based in Green Bay, Wis. Menards, also in Wisconsin, enjoys recognizing home-state corporations.

■ WILL IT FIT ON YOUR LAYOUT?

This is a well-thought-out transfer facility. The fully-assembled and decorated building has a modest footprint, measuring approximately 11½ by 14 inches while having a compact 5¾-inch height. The

walls suggest a modern steel industrial building painted in the company’s attention-getting orange.

The warehouse has a simulated brick foundation, and it’s mounted on a decorated landscaped base. There are front and rear loading docks, with three doorways on each side. There’s plenty of room inside to customize your own distribution center.

The rear dock is more narrow, while the front dock is wider. The docks have yellow and black safety stripes on the edge.

The wide dock has a worker with a hand truck, a pallet, a few crates, a forklift, and Jack the German shepherd.

There’s an office window to the right of the bays, and on the right side a raised set of wood stairs leading to the office door. Two employees are chatting on the walkway. There’s a large Schneider sign above the office.

It wouldn’t be a Menards structure without ample LED lighting. This building features 45 of them tucked beneath the roof overhang, thus ensuring workers on the midnight shift will have plenty of light to work safely.

You don’t need to use the lights, but if you want to, you’ll need a Menards 4.5V power supply, which plugs into a wall socket. Check Menards.com for item nos. 279-4061, 279-4062, or 279-4050. For multiple structures, you may want to consider the no. 279-4681 9-piece Plug & Play Accessory Kit, which works with the company’s illuminated vehicles as well as the buildings. All are available separately.

■ CAN’T YOU SEE WE’RE WORKING?

When I first saw the building, I thought the forklift was a nice touch. But when I powered it up, I was surprised and delighted to see it (with cargo load) slowly moving to the front and then back inside. There’s some action going on as long as the power switch is flipped!

This will be a neat accessory to position so layout visitors can see it. As if the orange paint job wasn’t eye-catching enough! It also adds another layer of realism to your layout. The boxcars get the freight to Schneider, and Schneider gets it to the customer.

The addition of the truck terminal allows you to create a focal point for all those freight trucks, box trucks, flatbeds, and even pickups you have occupying your city streets.

O gauge railroads never had a spike in business like they have with the arrival of industrial buildings by Menards. – Bob

O GAUGE TRUCK TERMINAL BY MENARDS

Price: \$89.99 (no. 279-5098) **Features:** Fully assembled and decorated structure. Includes figures, cargo pallets, and an operating forklift **Website:** Menards.com/Trains

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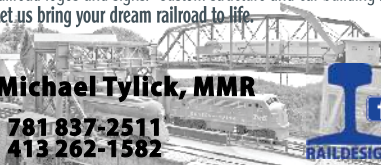
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CLOSING DATES: July 2020 closes Apr. 8, Sept closes June 10, Nov closes Aug. 12, Dec closes Sept. 10.

Events

CA, SACRAMENTO: Sac Sierra TCA. Scottish Rite Masonic Center, 6151 H Street, Sacramento, CA 95819. May 23, 2020, 10:00am-3:00pm. Admission \$5.00, children 12 and under free. 160+ tables of trains for sale, free parking, operating layouts, food. Free train set drawing for 17 and under. Contact: Bryan Stanton at brsta@comcast.net

DE, ROXANA: Spring Fling Train & Toy Show. Roxana Fire House, Route 20, between Millsboro & Fenwick Island. Saturday, May 2, 2020, 9:00am-3:00pm. Admission: \$5.00 adults, children 10 and under free. Operating layouts, refreshments, door prize. For information contact Bill Ziegler, 302-537-0964 or www.delawareseasiderailroadclub.com

FL, PINELLAS PARK/LARGO: Suncoast Model Railroad Club Train Show/Open House. April 4, 2020, NEW SHOW VENUE: Pinellas Park Performing Arts Center, 4951 78th Avenue N., Pinellas Park, FL. Saturday 9:00am-3:00pm. Admission: \$7.00, Children \$2.00 and under 11 free. Free parking. Food/snacks. OPEN HOUSE: Clubhouse, 12355 62nd Street N, Unit A., Largo, FL. Visit www.suncoastmrrc.com Contact: irvbatton@yahoo.com

KS, HUTCHINSON: Kansas Central Model Railroaders, Center of the Nation Model Railroad Expo. Kansas State Fairgrounds, Pride of Kansas Building, 2000 N Poplar or 23rd and Main entrance. June 6-7, 2020. Saturday 9am-5pm, Sunday 10am-3pm. Admission \$7.00, under 12 free w/adult. 100+ Vendor Tables & numerous layouts, free parking (handicap accessible). Contact Don Phillips 620-662-5906 or www.kansascenrmodelrailroaders.org

MN, ST. CLOUD: Granite City Train Show and Sale. River's Edge Convention Center, 10 4th Avenue South. Saturday, May 9, 2020, 9:00am-3:00pm. \$6.00, 10/under free. Buy/sell model/toy trains, books, videos, railroad collectibles. Operating model & toy train display. Children's railway play area. Win a LIONEL train set or FSM structure kit. 320-255-0033; edwardolson@cloudnet.com or www.GraniteCityTrainShow.com

MO, JOPLIN: Museum Complex Train Show and Swap Meet. Saturday, April 25, 2020, 9:00am-3:00pm. Schifferdecker Park, 7th Street & Schifferdecker, between the golf course and pool. Adults \$3.00, under 12 free. Rick Gardner, 11486 County Lane 214, Oronogo, MO 64855; 417-673-4888 or e-mail rickgardner4449@gmail.com

NE, OMAHA: NE-IA Railroaders 49th Annual Train and Toy Show. Ralston Arena 7300 "Q" Street, Zip: 68127. April 4-5, 2020. Saturday 9:00am-4:00pm, Sunday 9:00am-4:00pm. Admission: \$8.00, 12 and under free. Information: Bob Schaffer 402-990-0085 rgsmcman@gmail.com; Mark Nelson 402-731-1349. **VENDORS WANTED!** www.nebraskaiowarailroaders.com

NH, DOVER: The Great Northern New England Spring Train Show. Dover Lodge of Elks #184, 282 Durham Road, Zip: 03820. Saturday, April 4, 2020, 10:00am-3:00pm. Admission: \$5.00 per family. Exhibitor tables \$25.00 (includes entrance fee). All scales, operating layout, food. Contact Ed Martin, efminter@aol.com or 603-362-4300

NJ, BRICK: National Collector's Club Show, Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, May 31, 2020, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Brick Show.

Events Cont.

NJ, TOMS RIVER: National Collector's Club Show, Elks Lodge, 600 Washington St. Sunday, May 3, 2020, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on Toms River Show.

NJ, WAYNE: National Collector's Club Show, P.A.L. Hall, 1 Pal Drive. Wayne, NJ 07470. Sunday, May 17, 2020, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Wayne Show.

PA, EAST GREENVILLE: May 2, 2020, 9am-3pm. All gauge train show. East Greenville Fire Co., 4th & Washington Streets, East Greenville, PA 18041. Three operating layouts and approx. 90 sales tables. Hosted by North Penn S Gaugers. Admission: \$3 person, \$5 family. Free parking. Refreshments. See website www.npsgauge.org for more information.

SC, CHARLESTON: Charleston Area Model Railroad Club Annual Train Show, Danny Jones Armory Complex, 5000 Lackawanna Blvd., North Charleston, SC. April 25-26, 2020. Saturday 9:00am-5:00pm and Sunday 10:00am-4:00pm. Adults \$7.00. Active military families are Free and children under 12, Free. Additional information or table rentals, contact: trainshow@chamrc.com or www.chamrc.com

TX, NEW BRAUNFELS: Annual Model Railroad Jamboree. New Braunfels Civic Center, 390 S. Seguin Ave. April 18-19, 2020. Saturday 10:00am-5:00pm, Sunday 10:00am-4:00pm. Adults (over 14) \$8.00, children (5-13) \$2.00. 300 vendor tables, layouts including Legos, silent auction, refreshments, museum open house. Info: www.nbrrm.org Jim Edmondson 830-629-2071

TX, SAN ANTONIO/GARDEN RIDGE: 46th Annual TCA Lone Star Division Spring Train Show. Garden Ridge Community Center, 9500 Municipal Parkway, Garden Ridge, TX 78266. Saturday, May 16, 2020, 10:30am-4:00pm. Admission: \$7.00 per adult, \$12.00 per family. For more information contact: Pat Halpin 210-661-4238 (7:00am-11:00pm) pathalpin@aol.com

VA, FISHERSVILLE: 34th Annual Shenandoah Valley Model Train and Railroad Show. Augusta Expoland, 277 Expo Road. Sunday, May 17, 2020, 10:00am-4:00pm. Adults \$5.00, children under 12 free. Vendor tables \$20.00. Contact: Bill Kauffman at 540-209-2698, kauffmanb@gmail.com or visit www.acmrrc.org/annual-model-train-show

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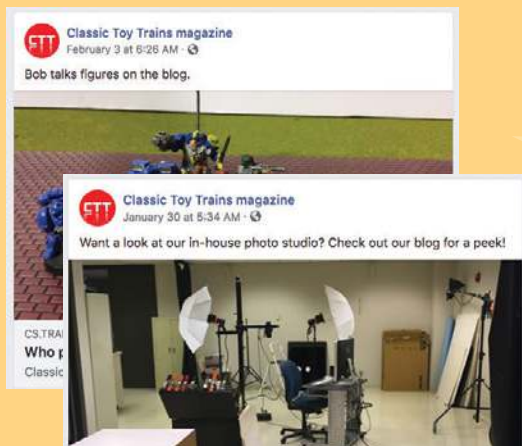
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AD INDEX

IN THIS ISSUE

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American Models.....	25	Millhouse River Studio.....	62
Arkansas Traveler Hobbies.....	62	Model Rail Scenes.....	62
Barts Pneumatics Corp.....	25	National Train Show.....	20
Brasseur Electric Trains.....	20	Nicholas Smith Trains.....	47
Brennan's Model Railroading.....	62	O Scale Hauler.....	62
Charles Ro Supply Co.....	19	Port Lines Hobby Supply.....	62
Charles Siegel's Train City.....	18	Raildesign.....	62
CIA Inc.....	5	Rich Roman.....	7
Classic Toy Trains Backlist Books.....	57	Ross Custom Switches.....	23
East Coast Enterprises.....	7	Roundhouse South.....	18
Eastside Trains.....	57	S & W Parts Supply.....	20
Gargraves Trackage Corp.....	5	Showcase Express.....	25
Glenn Snyder Display Systems.....	7	T & K Hobby Shop.....	62
Henning's Trains.....	62	Texas Trains & Diecast.....	24
L & L Model Train Co.....	62	Train Collector's Association.....	24
Lionel Collector's Club America.....	22	Traincity.com.....	62
Lionel Operating Train Soc. Inc.....	25	Trainz.com.....	25
Lionel Trains of the 1960s.....	67	The Western Depot.....	5
Mario's Trains.....	5	Wire-Plex.....	62
Menard, Inc.....	8-9, 68	Woodland.....	2
Mianne Benchworks.....	24		

NEXT ISSUE



LAYOUT VISIT

Bringing it all back home

Visit a large, realistic layout that focuses on the Midwest where the builder and his wife grew up.

HOW TO

Blend in a backdrop

A modeler shows you how to add and blend in a backdrop even if you don't have much space to work with.

Still a family affair

Come inside a hobby store that's been boosting the toy train hobby for generations and is still going strong.

Plus more:

- Lionel's Mercury program
- General Models' NW2
- A classic layout reborn

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TIPS & TECHNIQUES

WITH THE CTT READERS & STAFF



LEFT: With the addition of cattle and some turf, this unloading pen will add a distinctive touch to any layout or diorama.

Fig. 1 Begin by painting one side of the acrylic sheet a dark “muddy” brown.

Fig. 2 Using a coping saw, remove the top half of each fence section by cutting along the top edge of the middle board.

Fig. 3 From the discarded top pieces, carefully cut off and save the post caps.

Fig. 4 Using a coping saw, trim the ends from two of the fence sections, then file them flat. You’ll use them to divide the pen.

Fig. 5 Arrange the fence pieces as shown and glue them to the unpainted side of the acrylic sheet using 5-minute epoxy. Add the fence caps with CA.

An easy-to-make livestock pen

COMMON VINTAGE MARX FENCE SECTIONS KEEP THE CATTLE IN

The basic materials needed are an 11½ x 15½-inch sheet of clear acrylic, some 5-minute epoxy, cyanoacrylate (CA) adhesive, and eight sections of Marx plastic criss-cross board fence.

The acrylic sheet, epoxy, and CA are available at most local home-improvement centers. Used Marx criss-cross fence sections are available inexpensively at

model train and toy soldier shows as well as through online auctions. If the fence sections are a little soiled, that’s OK as they’ll look more realistic! Who’s ever heard of a clean livestock pen?

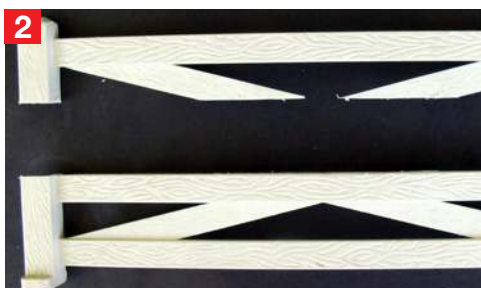
■ GET MOO-VING

This is a great first project or one to work on with the kids or grandkids. Half the fun is in visiting shows or online auctions and

collecting the parts! The project itself can be done over a weekend or a few nights.

Once you’ve added O scale cattle or other livestock, you’ll have a 3-section trackside pen that will add a distinctive touch to your layout or diorama.

With a larger sheet of acrylic and more fence pieces, you can build enough pens for an entire stockyard. – *Eric Beheim*



WANT TO SHARE?

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

Lionel is Bringing Back The 1960s

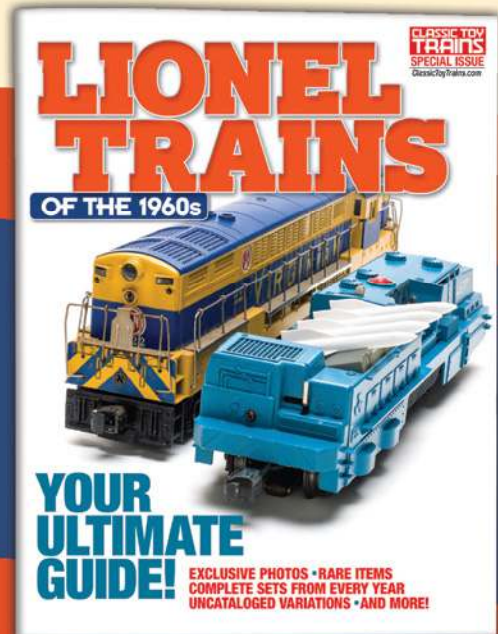
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- The Stars of: 1960 - '61, '62, '63, '65, '66, '69 - Review a cataloged item that was significant for that particular year.
- The Importance of Uncataloged Outfits - Lionel reached numerous local customers with 100s of special sets, never listed in its catalogs.
- Lionel on *The Addams Family* TV Show - Understand why Gomez Addams played with Lionel train sets.



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