

A MODERN CHRISTMAS LAYOUT p.46

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Super at 75

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set the hobby
on fire**
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LINEUP

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The group's O gauge layout keeps getting better.

BY ROGER CARP

Cover photo by Hal Miller

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Richard Mack's been a toy train fan since 1933.

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Something special

And a hobby birthday, too

■ **WE'RE HEADED INTO** the holidays, which means it's prime layout building time.

I'd wager more O and S gauge layouts get built at this time of year than any other – mostly due to all those that get set up around Christmas trees. While many are temporary, they do have some scenery and structures, so they fit the definition of a layout.

If, however, you're looking to construct something a little more substantial and perhaps perma-

nent, you will want to pick up a copy of our new special publication, *Toy Train Layouts for Small Spaces*, by visiting our online store,

KalmbachHobbyStore.com.

While all of our specials have terrific information, it's hard to remember a volume that offers so much value for the first-time builder, the modeler looking to construct something more manageable, or the armchair dreamer.

There are more than 25 track plans included, many of which have components and even structures clearly marked and listed. And there are designs featuring

modern track systems as well as traditional tubular rails.

You'll find lots of information on wiring and control systems, too – something for every experience and technological level.

There's even a nod to the past, with a number of Lionel display layouts and some updated riffs on these classics.

It's an ideal holiday gift for that toy train enthusiast in your life – or even for you! I mean, you've been extra good this year, right?

Thank you for smoking

This year marks a milestone 75th anniversary in the history of smoke, one of the most enduring and special effects in our hobby.

It seems like smoke has always been a part of toy trains, but that's not quite true. It wasn't until just after World War II that locomotives began puffing – a popular effect that's not only allowed but encouraged yet today.

Lionel and American Flyer were locked in a race to develop this feature in the mid-1940s. Who do you think won? Turn to p. 32 to find out and learn more.



Hal Miller, Editor



IMPORTANT ANNOUNCEMENT

» For more than 35 years, *Classic Toy Trains* has been – and will continue to be – your premier resource for O and S gauge trains past and present. But over the course of that span, the publishing business has undergone massive changes. Paper, printing, and postage costs have risen exponentially. Readers of every age and interest level are increasingly looking for content online. The way hobby information is consumed is constantly changing, and we must change with it.

Starting with the January/February 2022 issue, CTT will be published six times per year. All current subscribers will receive the number of issues published in a year term. The amount of time remaining on your subscription will not be altered. The publishing schedule will be January/February, March/April, May/June, July/August, September/October, and November/December.

Despite the reduction in the number of print issues, we'll still produce the same amount of content you have come to expect from us. More of that content will now be published on [Trains.com/CTT](https://trains.com/CTT) with unlimited access to registered subscribers. So, if you haven't registered on [Trains.com](https://trains.com), please do, so you can enjoy the full range of stories, reviews, and videos we create for you.

We remain committed to serving our loyal audience with more and better stories, videos, and product information, both in print and online.

We love O and S gauge trains just as much as you do and look forward to serving you for many years to come.

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

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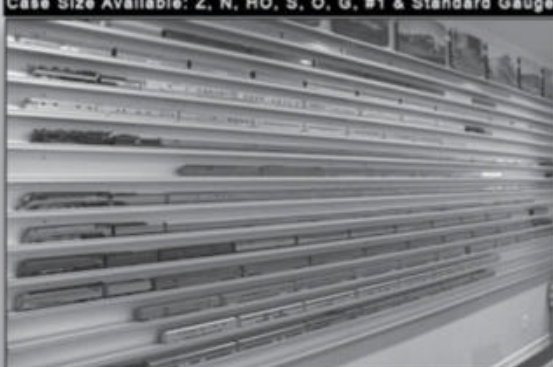
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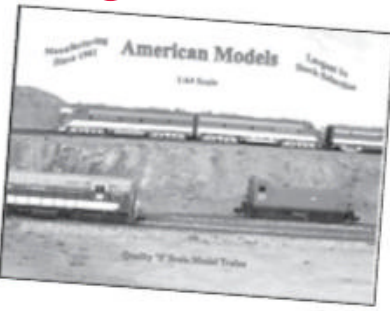
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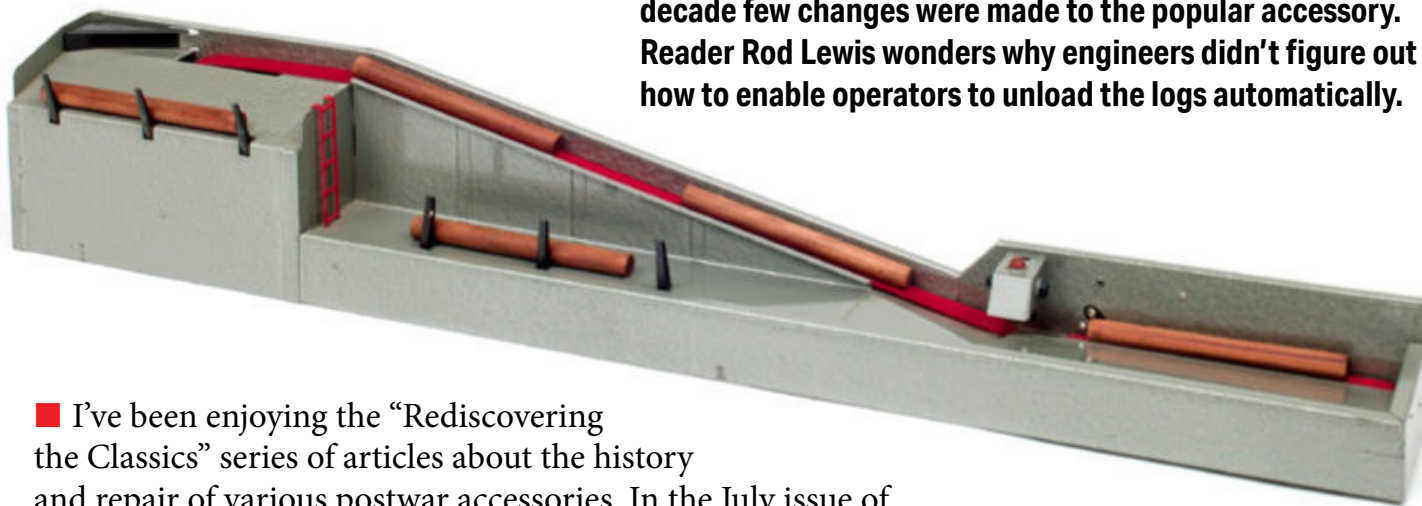
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Improving Lionel's postwar log loader



Lionel introduced the no. 364 conveyor lumber loader in 1948 and kept it in the line through 1957. Yet during that decade few changes were made to the popular accessory. Reader Rod Lewis wonders why engineers didn't figure out how to enable operators to unload the logs automatically.

■ I've been enjoying the "Rediscovering the Classics" series of articles about the history and repair of various postwar accessories. In the July issue of *Classic Toy Trains*, the focus was on the Lionel no. 364 conveyor lumber loader, which I have and really like using. But what surprises me is that Lionel didn't include an automatic means to hold and then unload the logs at the top of the ramp. Instead, they pile up until their weight causes them to fall off the top onto an awaiting car. I also find it disappointing that Lionel, MTH, Williams, and other current manufacturers haven't come up with many new action-type accessories on that level. Despite this, life will go on! – Rod Lewis, Torrington, Conn.

Virtues of older trains

The prices of locomotives made by Lionel and MTH shock me. Why would anyone pay \$900 for a new engine when for the same amount they could buy a postwar New York Central F3, a Santa Fe F3, and a Pennsylvania RR turbine, all in decent condition? Prewar and postwar trains will run forever. The new electronically designed trains will not, and their parts will be impossible to find.

I've been in this hobby my entire life and built layouts for 10 years. I predict people will start focusing again on prewar, postwar, and early modern O gauge trains. – Nick Comando, Manorville, N.Y.



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18558	MKT GP-7 w/display case.....	195.00
18590	Nickel Plate Road C-420 w/SignalSounds.....	195.00
18811	Alaska SD-9.....	175.00
18824	Montana Rail Links SD-9.....	145.00
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18908	New York Central Alco 'AA'.....	145.00
18921	/28 C&NW NW-2 & Calf Unit.....	150.00
18922	/23 New Haven Alco 'AA' (sealed).....	145.00
18934	Reading FA-2 Alco's 'AA' (sealed).....	150.00
28848	Santa Fe GP-38 w/display case.....	195.00
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18211	Susquehanna Dash 8-40B.....	175.00
18214	CSX Dash-8 40C #7500.....	195.00
18215	CSX Dash-8 40C #7643.....	195.00
18217	Illinois Central SD-40 #6007.....	175.00
18219	C&NW Dash-8 w/Railsounds.....	195.00
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K623-7432	North Carolina Scale Hopper Car.....	35.00
K632-7421	Delaware O-Gauge Tank Car.....	20.00
K632-7427	Maryland O-Gauge Tank Car.....	25.00
K632-7429	New Hampshire O-Gauge Tank Car.....	25.00
K632-7433	Rhode Island O-Gauge Tank Car.....	25.00
K765-7422	Pennsylvania Scale-Size Boxcar.....	30.00
K765-7423	New Jersey Scale-Size Boxcar.....	20.00
K765-7424	Georgia Scale-Size Boxcar.....	25.00
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K765-7431	New York Scale-Size Boxcar.....	25.00
21104	Oregon Scale-Size Boxcar.....	25.00
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2131530	NYC L2a Mohawk #2728.....	1439.99
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2126350	CSX 65' Mill Gondola.....	71.95
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2126390	Missouri Pacific Vision Boxcar.....	144.95
2126400	Pennsylvania Vision Boxcar.....	144.95
2126410	Southern Pacific Vision Boxcar.....	144.95
2126680	Polar Express 40' Flatcar w/Bell.....	71.95
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2128060	Christmas Tree Lighted Flatcar.....	61.95
2128070	Christmas Present Dump Car.....	57.95
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2128110	This Bud's for You Reefer Car.....	57.95
2128120	Those Who Know Bud Reefer Car.....	57.95
2128130	Miller Vintage High Life Reefer.....	57.95
2128140	Coors Vintage Reefer.....	57.95
2128150	FORD Vintage Boxcar.....	53.95
2128160	CHEVY Vintage Boxcar.....	53.95
2128170	Halloween Sound Car.....	57.95
2128180	Christmas Music Boxcar #21.....	57.95
2128190	2021 Christmas Boxcar.....	46.95
2128200	Pennsylvania Girder Bridge Flatcar.....	60.95
2128210	Polar Express Girder Bridge Flatcar.....	61.95
2128220	BATMAN Aquarium Car.....	71.95
2128230	Road Runner Aquarium Car.....	71.95
2128240	Polar Express Operating Present Car.....	64.95
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27917	B&O Budd Dummy Baggage Car.....	49.95
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52299	LCCA Las Vegas Lady Luck.....	49.95
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58549	LCCA Texas Special 'Diamond' Car.....	295.00
58566	LOTS Virginian & Truckee Car.....	99.99

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YOUR PICTURES



↑ DON WOLFORD'S O GAUGE LAYOUT

When nightfall arrives and the myriad lights erupt on Don Wolford's O gauge layout, the scene combines the best elements of a department store window and a state fair midway. Exciting as the Lionel and MTH trains are, including the North Pole Central engine and tender pulling vintage passenger cars, what thrills observers most are the carnival rides and fireworks effects. Don had a blast installing the whirling items from Lemax and Mr. Christmas. Surrounding them in the Barrington, Ill., vista are stores, a movie theater, and a castle, all parts of the Snow Village line made by Department 56. The eye-catching Ferris wheel was fabricated out of Lego bricks, with aftermarket lighting by BrickStuff.



← BILL ANDERSON'S O GAUGE LAYOUT

Before Santa and his reindeer made their final delivery in the town of Billville, O gauge modeler Bill Anderson captured them ascending into the sky on Christmas Eve. He snapped the picture as a Lionel Long Island RR Alco RS-3 burst ahead on the main line, leading a string of coaches so folks could get home in time to celebrate with family and friends the next morning. Bill constructed the compact display in front of a window that looks onto the front porch of his home in Enola, Pa., so visitors could glimpse the action.



↑ J.R. DEAL'S MULTIPLE-GAUGE DISPLAY

The history of the colorful multiple-gauge display residing with J.R. Deal at home in Summerville, S.C., can be traced back more than 80 years to the 4 x 8-foot Christmas layout his father built with Marx O gauge trains. Inspired by his memories of that exciting part of holiday celebrations, J.R. let his imagination take off. With help from his son and daughter, he developed a wonderful tribute to toy trains of all sizes that now stands at 12 x 12 feet on the main level (Standard and O gauge trains operate there) with a 4 x 8-foot upper line for his S gauge favorites. Plasticville U.S.A. buildings and operating accessories from all the major American manufacturers add animation and drama to every square foot.

WANT TO CONTRIBUTE?

Please send your best pictures to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Digital photos must be taken with the camera set at the largest possible file size. Include your name, address, and daytime telephone number; a description of each image, including the gauge and make of the train; and the name of the photographer or layout owner if he or she is someone other than you. If your photograph is published, we will pay you \$50 as long as we have not previously bought the photo. For more on photos specs, please go to trains.com/ctt/magazine/contributor-guidelines/

PHOTO ALBUM

YOUR PICTURES



↑ RICK TONET'S O GAUGE LAYOUT

Interesting to watch dedicated scale modelers evolve into toy train enthusiasts. This is what happened to HO builder Rick Tonet. These days, the resident of Natrona Heights, Pa., can be found gussying up his 4 x 8-foot holiday display by adding vehicles, figures, and lights. We're checking out the town on the layout a day after the first snowfall of the season. Most of the snow has melted, but folks are busy tending to their wreathes and bringing home some of the Christmas trees sold on the lot adjacent to the main line.

← DAVE BAULE'S S GAUGE LAYOUT

The tireless Dave Baule keeps building impressive and beautifully landscaped S gauge layouts we're proud to showcase in *Classic Toy Trains*. This scene, part of a model railroad in Cedarburg, Wis., soon to be profiled in our magazine, leaves no doubt about his talent for making stunning scenery. Passenger trains on the Denver & Rio Grande Western greet each other in a snowy paradise, just a week or so before Christmas. Unfortunately for them, the temperature has dropped well below freezing, so none of the local citizens dared come out to admire them.



→ CAREY AND TOM TARKMAN'S STANDARD GAUGE LAYOUT

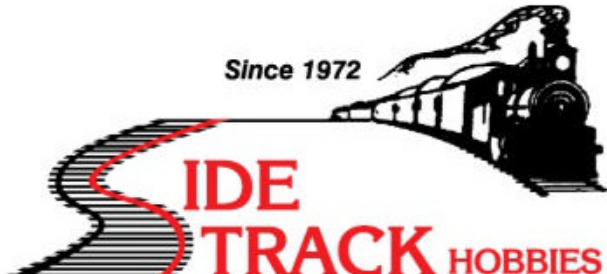
The noise and bustle characterizing the Standard gauge railroad Carey Tarkman and her husband, Tom, recently completed in their home in Wichita, Kan., has abruptly shut down on Christmas day. One of the railroad officers deposited beautiful glass ornaments in a gondola alongside the Marx freight terminal. The only excitement we can notice is Santa himself, celebrating with a couple of his elves before they return to the North Pole and start making toys they'll deliver a year from now to nice and not naughty children around the world. Readers of *Classic Toy Trains* will see more of Carey's handiwork in an upcoming issue.

↓ TERRY WALSH'S O GAUGE LAYOUT

A different spin on the familiar cry that Wheaties cereal is the "Breakfast of Champions" occurs on Terry Walsh's O gauge railroad. Instead of whole milk, he suggests Iron City Beer! Maybe Terry, who built this massive three-rail display by his Christmas tree in Tarpon Springs, Fla., has fond memories of Pittsburgh's home brew. Plenty of buildings from Department 56 and trains from Lionel and MTH keep viewers glued to the action when they visit in December.



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M20-3780-1	CENTRAL PACIFIC #60 JUPITER 4-4-0 W/ PS3 MSRP 899.95	869.00
M20-3782-1	BALTIMORE & OHIO B&O 4-4-0 W/ PS3 MSRP 899.95	869.00
M20-3783-1	STRASBURG 4-4-0 AMERICAN W/ PS3 MSRP 899.95	869.00
M20-3784-1	PENNSYLVANIA 4-4-0 AMERICAN W/ PS3 MSRP 899.95	869.00
M20-3789-1	BLUE MOUNTAIN & READING 4-8-4 T-1 #2102 PS3 M20V2 1,199.95	1,149.00
M20-3791-1	CHESSIE 4-8-4 T-1 #2101 W/ PS3 M20V2 1,199.95	1,149.00
M20-3797-1	NICKEL PLATE ROAD 2-8-4 #765 EARLY M20V2 MSRP 1,199.95	1,169.00
M20-3798-1	NICKEL PLATE ROAD 2-8-4 #765 LATE M20V2 MSRP 1,199.95	1,169.00
M20-3799-1	PERE MARQUETTE 2-8-4 #1223 M20V2 MSRP 1,199.95	1,169.00
M20-3807-1	UP BIG BOY 4-8-8-4 RESTORATION(OIL TENDER)#4014 M21AS LTD	1,699.95
M20-3808-1	UP BIG BOY 4-8-8-4 ORIGINAL (COAL TENDER)#4014 M21AS LTD	1,699.95
M20-40071	SP 2CAR MADISON BAG/COACH PASS SET MSRP 199.95 12/17 M17V2	149.00
M20-40074	MILWAUKEE ROAD 4-car 70' MADISON SET M20V1 MSRP 379.95	349.00
M20-40075	MILWAUKEE ROAD 70' MAD.COMB/DIN SET M20V1 MSRP 199.95	175.00
M20-44022	MILWAUKEE RD 2CAR 70' MADISON BAGG/COACH 199.95 M15V2	155.00
M20-44053	SOUTHERN PACIFIC WWII MARINES 70' MADISON COACH MSRP 99.95	89.00
M20-44054	SOUTHERN PACIFIC WWII NAVY 70' MADISON COACH MSRP 99.95	89.00
M20-5681-1	LONG ISLAND BB3 ELECTRIC W/PS3 MSRP 749.95 M14V1 01/14	675.00
M20-5707-1	CLEVELAND UNION TER. P2 BOX CAB #221 PS3 M18V1 MSRP \$799.95	699.00
M20-5722-1	MILWAUKEE ROAD EP-2 BIPOLAR W/PS3 M20V1 MSRP 799.95	729.00
M20-5723-1	MILWAUKEE ROAD EP-2 BIPOLAR W/PS3 M20V1 MSRP 799.95	729.00
M20-5728-1	PENNSYLVANIA TUSCAN 5-STRIPE GG-1 MSRP \$849.95	829.00
M20-5729-1	PENNSYLVANIA GREEN 5-STRIPE GG-1 MSRP \$849.95	829.00
M20-5730-1	PENNSYLVANIA TUSCAN SOLID STRIPE GG-1 MSRP \$849.95	829.00
M20-5731-1	PENNSYLVANIA GREEN SOLID STRIPE GG-1 MSRP \$849.95	829.00
M20-5732-1	PENNSYLVANIA SILVER SOLID STRIPE GG-1 MSRP \$849.95	829.00
M30-1704-1	UNION PAC 4-6-2 49ER STEAM ENG PS3 2906 MSRP 459.95 M17V1	399.00
M30-1783-1	4-6-4 Imperial Empire State Express Steam Engine w/PS3 #5426	469.00
M30-1819-1	UNION PACIFIC 4-6-6-4 CHALLENGER #3990 PS3 M20V2 \$799.95	749.00
M30-1825-1	CHESSIE 4-6-2 IMP PAC STM W/PS3 MSRP \$499.95 M19V2	459.00
M30-20440-1	SEABOARD E-8 AA DIESEL SET PS3 3053 MSRP 399.95 9/17 M17V2	359.00
M30-20534-3	MTA LO-V2-Car Subway Add-On W/LED LTS (NP) MSRP 239.95	199.00
M30-20576-1	CHICAGO CTA 3200 SERIES 4-CAR SUBWAY MSRP \$499.95 M18V2	459.00
M30-20577-1	YELLOW BK 3200 Series Subway Set w/PS3.0 MSRP 499.95 18V2	419.00
M30-20577-3	YELLOWBK 2-Car 3200 Series Sub Set (NP)MSRP 179.95 18V2	145.00
M30-20614-1	SOUNDER F59PHI #909 DIESEL W/ PS3 MSRP \$359.95	329.00
M30-20635-1	SD70ACE DIE ENG W/PS3 (GEORGE BUSH 4141) MSRP \$369.95	339.00
M30-20636-1	SD70ACE DIE ENG W/PS3 UNION PAC 9096 MSRP 369.95	339.00
M30-20661-1	CANTON RR SW1500 RAILKING SCALE W/ PS3 M19V2 MSRP \$349.95	319.00
M30-20670-1	SANTA FE GOLD BONNET ALCO PA AA SET M19V2 MSRP \$479.95	429.00
M30-20699-1	CHESAPEAKE & OHIO E8AA SET w/PS3.0 MSRP \$439.95	419.00
M30-20699-3	CHESAPEAKE & OHIO E8B NON-PWRD MSRP \$159.95	145.00
M30-20750-1	CSX ES44AC #911 IMP. DIE. ENGI. W/ PS. M20V2 MSRP 369.95	339.00
M30-20751-1	CSX ES44AC #1776 VETERANS W/PS3 M20V2 MSRP 369.95	339.00
M30-20752-1	CSX ES44AC #3194 IMP. DIE. ENG. W/ P.S. M20V2 MSRP 369.95	339.00
M30-20756-1	HALLOWEEN ES44AC IMPDIE.& CAB PS/3 M20RTR MSRP 449.95	399.00
M30-20757-1	CHRISTMAS ES44AC IMP. DIE. & CAB PS/3 M20RTR MSRP 449.95	429.00
M30-20758-1	CHRISTMAS ES44AC IMP. DIE. & CAB PS/3 M20RTR MSRP 449.95	425.00
M30-20780-1	GULF MOBILE & OHIO GM&O #1103 RS-1 W/PS3 M20V2 MSRP 359.95	319.00
M30-20799-1	TRUMP 2020 ES44ACE IMP DIE&CAB SET W/PS3 M20V2	549.00
M30-20800-1	BIDEN 2020 ES44ACE DIESEL & CABOOSE SET W/PS3	499.00
M30-20811-1	BNSF (25TH ANNIV) RK ES44AC & CABOOSE PS/3 M21AS MSRP 449.95	429.00



ITEM NO.	DESCRIPTION	SALE
LIONEL		
11319	TUSCAN PRR RED ARROW K-4 4-6-2 W/ 28635 & 25639	729.00
11433	PENNSYLVANIA PW NUMBER #681 S-2 TURBINE L14V1	1,399.00
11724	GREAT NORTHERN F-3 ABA MAGNA-TRACTION - RAILS SOUNDS 6-CARS	1,099.00
18107	D&RG ALCO PA-1 ABA RAILSOUNDS	599.00
18107S	D&RG ALCO PA-1 ABA - 6 CAR SET W/19122-7	1,099.00
1926080	O REEFER FGE #38947 W/FREIGHTSOUNDS MSRP 149.99 LS18V2	109.00
1926171	UP BUNK CAR #906115 MSRP 99.99 Q2/19 L18V2	69.00
1926172	UP BUNK CAR #906118 MSRP 99.99 Q2/19 L18V2	69.00
1926173	UP BUNK CAR #906121 MSRP 99.99 Q2/19 L18V2	69.00
1926290	UP TOOL CAR #915129 MSRP 99.99 Q2/19 L18V2	69.00
1926361	O 52" COIL GONDOLA UNION RR #3021 MSRP 89.99 LS18V2	69.00
1926362	O 52" COIL GONDOLA UNION RR #3163 MSRP 89.99 LS18V2	69.00
1926630	GRT NORTHN FREIGHTSOUNDS PS-1 BC 39412 MSRP 134.99 L19V1	99.00
1926640	PA FREIGHTSOUNDS PS-1 BC 24267 MSRP 134.99 L19V1	99.00
1926650	RIO GRANDE FREIGHTSOUNDS PS-1 BC 466024 MSRP 134.99	99.00
1926670	SP OVERNIGHT FREIGHTSOUNDS PS-1 BC 97945 MSRP 134.99 L19V1	99.00
1926680	SUSQUEHANNA FREIGHTSOUNDS PS-1 BC 501 MSRP 13 L19V1	99.00
1926690	WESTN PACIFIC FREIGHTSOUNDS PS-1 BC 19531 MSRP 13 L19V1	99.00
1926820	POLAR EXPRESS 15TH ANNIVERSARY FRTSOUNDS PS1 BC MSRP 144.99	99.00
1926930	MILW RD CUPOLACAM WIDE VISION CABOOSE MSRP 129.99 L19V1	99.00
1926940	M-T-K EXT VISION CUPOLA CAM CAB #100 MSRP 129.99 L19	99.00
1927241	NORFOLK WESTERN TOOL CAR MSRP 179.99	159.00
1927243	BAGGAGE CAR N&W CAVALIER #114 MSRP 179.99 L19V1	159.00
1927283	UNION PACIFIC 60" BAGGAGE #1826 YELLOW MSRP 179.99 L19V2	159.00
1927480	O SOU 18" PASSENGER CAR 2 PK #2 MSRP 399.99 LS18V2	289.00
1927500	O SOU STATIONSOUNDS DINER #3168 18" MSRP 329.99 LS18V2	239.00
1927630	THE POLAR EXPRESS STATIONSOUNDS HOT CHOCOLATE CAR 329.00	279.00
1927700	BLUE COMET ANNOUNCEMENT COACH MSRP 74.99 L19RTR	55.00
1927710	CANADIAN PACIFIC 21" STATIONSOUNDS DINER DOME #550 MSRP 329	249.00
1928060	O MICKEYS CELEBRATION AQUARIUM CAR MSRP 99.99 LV2RTR	79.00
1928070	NEW YORK CENTRAL NYC FLATCAR W/BOAT MSRP 69.99 L19RTR	49.00
1928150	READING HOPPER 6 PK MSRP 149.99	99.00
1928210	ANHEUSER BUSCH MALT TONICS REEFER MSRP 79.99 L19RTR	45.00
1928240	ANHEUSER BUSCH UNIBODY TANK CAR MSRP 74.99 L19RTR	45.00
1928260	MILLER HIGH LIFE BEER REEFER MSRP 79.99 L19RTR	45.00
1928270	COORS BEER REEFER MSRP 79.99 L19RTR	45.00
1928280	HAMS BEER REEFER MSRP 79.99 L19RTR	45.00
1928400	THE POLAR EXPRESS HERO BOY WALKING BRAKEMAN MSRP 99.99 L19	79.00
1928490	2019 CHRISTMAS BOXCAR (MERRY CHRISTMAS TO ALL) MSRP 64.99	20.00
1928510	UNION PACIFIC BARREL RAMP CAR MSRP 74.99 L19RTR	55.00
1928680	UNION PACIFIC UNI BODY TANK CAR MSRP 69.99 L19RTR	49.00
1931340	NORFOLK & WESTERN LEGACY J CLASS #600 MSRP 1449.99 L19V1	1,349.00
1931470	NYC LEGACY J3a #5418 MSRP 1399.99	1,299.00
1932080	DISNEY LIONCHIEF PLUS 2.0 BERKSHIRE MSRP 524.99 L19V2	469.00
1932140	SANTA FE LC 2-4-2 STEAM ENGINE L20V1 MSRP 199.00	159.00
1932150	SOUTHERN LC 2-4-2 STEAM ENGINE L20V1 MSRP 199.00	159.00
1933327	UNION PACIFIC FANTASY 60 JUPITER LEGACY ES44AC MSRP 599.99	449.00
1933510	CANADIAN PACIFIC LEGACY FA-2 AA SET MSRP 899.99	779.00
1933571	BTO MILWAUKEE RD BI-POLAR LOCO MSRP 1299.99 L19V1	989.00
1933600	NEW YORK CENTRAL LEGACY BI-POLAR #300 MSRP 1299.99	989.00
1933610	PENNSYLVANIA PRR LEGACY BI-POLAR #4501 MSRP 1299.99 L19V1	989.00
1934032	NS ET44AC LC+2.0 #3619 L21V1	329.00
1934050	BURLINGTON NORTHERN BN LC RS-3 199.99	159.00
1938010	USA MICKEY THE TRUE ORIGINAL BC MSRP 84.99 L18 RTR	55.00
1938050	SOUTHERN RAILWAY 125TH ANNIVERSARY BC MSRP 84.99 L19RTR	55.00



1938180	USA MARTIN VAN BUREN BC MSRP 69.99 L19RTR	49.00
1938190	USA JAMES BUCHANAN PRESIDENTS BC MSRP 69.99	49.00
1938200	USA WILLIAM MCKINLEY PRESIDENTS BC MSRP 69.99 L19RTR	49.00
1938240	WWII LIBERTY SHIPS BC MSRP 84.99 L19RTR	59.00
1938260	WINGS OF ANGELS BLONDE BC MSRP 89.99 L19RTR	59.00
2026120	ATSF "FLAT SPOT" FREIGHTSOUNDS BOXCAR #17819 MSRP 134.99	105.00
2026140	ERIE LACKAWANNA "FLAT SPOT" FREIGHTSOUNDS BC #74210 134.99	105.00
2026160	ILLINOIS TERMINAL "FLAT SPOT" FREIGHTSOUNDS BC #8427 134.99	105.00
2026170	NEW YORK CENTRAL "FLAT SPOT" FREIGHTSOUNDS BC #163194 134.99	105.00
2026180	PENN CENTRAL "FLAT SPOT" FREIGHTSOUNDS BOXCAR #253321 134.99	105.00
2026190	UNION PACIFIC "FLAT SPOT" FREIGHTSOUNDS BC#125404 134.99	105.00
2026200	BALTIMORE & OHIO I12 CABOOSE #C2428 MSRP 109.99 L19V2	89.00
2026210	BALTIMORE & OHIO I12 CABOOSE #C2406 MSRP 109.99 L19V2	89.00
2026220	BALTIMORE & OHIO I12 CABOOSE #C2822 MSRP 109.99	89.00
2026230	BALTIMORE & OHIO I12 CABOOSE #C2457 MSRP 109.99 L19V2	89.00
2026240	CHESSIE SYSTEM I12 CABOOSE #902440 MSRP 109.99 L19V2	89.00
2026250	THE POLAR EXPRESS™ #C2425 I12 MSRP109.99 L19V2	89.00
2026270	DEEP ROCK #6516 8K GALLON TANK CARS MSRP 79.99 L19V2	59.00
2026280	EVERETT DISTILLING #41 800G TANK CAR 79.99 L19V2	59.00
2026290	HERCULES POWDER #10673 8K GALLON MSRP 79.99 L19V2	59.00
2026300	INDEPENDENCE ENERGY #1776 8K GALLON MSRP 79.99 L19V2	59.00
2026320	AMTRAK VETERANS LED FLAG BC 60" MSRP 119.99 L19V2	89.00
2026330	I LOVE USA LED 60" FLAG BOXCAR MSRP 119.99 L19V2	89.00
2026340	KCS LED FALG 60" BOX MSRP 119.99 L19V2	89.00
2026370	UNION PACIFIC 4141 LED 60" FLAG BOXCAR MSRP 119.99 L19V2	89.00
2026380	TRANSCONTINENTAL 150 LED 60" FLAG BOXCAR MSRP 119.99 L19V2	89.00
2026520	PACIFIC FRUIT EXPR. SMOKING 57" REEFER MSRP 199.99 2/20	159.00
2026551	BURLINGTON NORTHERN BEER CAR #3069 MSRP 99.99	79.00
2026581	COORS BEER CAR 99.99 2/20	79.00
2026582	COORS BEER CAR26 99.99 2/20	79.00
2026631	PRR/MASON DIXON 50" FLATCAR W/ 20" TRAILERS MSRP 119.99	89.00
2026632	PRR/MASON DIXON 50" FLATCAR W/ 20" TRAILERS MSRP 119.99	89.00
2026642	TTX/HENNIS 50" FLATCAR W/ 20" TRAILERS MSRP 119.99	89.00
2026651	UP/MERCHANTS 50" FLATCAR W/ 20" TRAILERS MSRP 119.99	89.00
2026652	UP/MERCHANTS 50" FLATCAR W/ 20" TRAILERS MSRP 119.99	89.00
2026700	BLUE COAL 2 BAY HOPPER 3 PK MSRP 279.99	219.00
2026730	WADDEL COAL 2-BAY HOPPER 3PK 279.99 2/20	219.00
2026742	PS-1 BOXCAR CNW#143576 L20V2 MSRP 74.99	55.00
2026743	PS-1 BOXCAR L&N#16576 L20V2 MSRP 74.99	55.00
2026744	PS-1 BOXCAR NYC#161500 L20V2 MSRP 74.99	55.00
2026745	PS-1 BOXCAR SP#97994 L20V2 MSRP 74.99	55.00
2026746	UNION PACIFIC UP FRIENDSHIP TRN. 74.99 2/20	55.00
2026820	SANTA FE VISON STOCK 3PK 399.99 2/20	329.00
2026840	CB&Q BURLINGTON VISON STOCK 3PK 399.99 2/20	329.00
2026860	MKT THE KATY VISION CAR 399.99 2/20	329.00
2026890	N5 CABOOSE PRR#492418 MSRP 99.99 L20V2	79.00
2026910	120 NORTHEAST CABOOSE 114.19 2/20	89.00
2026960	SANTA FE VISION FEEFER 3PK 349.99 2/20	299.00
2026980	VISION MDT REEFER 3PK 349.99	299.00
2026990	PENNSYLVANIA VISION REEFER 3PK 349.99 2/20	299.00
2027080	SANTA FE CALI LIMITED PASS. CAR 2PK 399.99 2/20	329.00
2027370	CHESSIE SPECIAL 2PK 18" #2 L20V2 MSRP 449.99	369.00
2027540	SP LARK 21" STATION SOUNDS DINER/ PASS.MSRP 459.99	379.00
2027660	SOUTHERN PACIFIC GOLDEN SATE VISTAVISON DOME 399.99 2/20	279.00
2028010	GEORGE BUSH MINT CAR MSRP 89.99	69.00
2028020	SHARK AQUARIUM CAR MSRP 99.99 L19V2 RTR	79.00
2028240	ANHEUSER-BUSCH COLD STORAGE CAR MSRP 89.99	69.00
2028270	BATMAN VS JOKER DUEL CAR 84.99 2/20	65.00
2028310	L LINES MILK CAR W/ PLATFORM 179.99 2/20	149.00

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2028350	ANGELA TROTTA THOMAS CHRSTITMAS BOXCAR 74.99 2/20	59.00
2028520	STAR TREK ROMULAN ALE TANK CAR 79.99 2/20	59.00
2028540	STAR TREK CAPT KIRK BOXCAR 74.99 2/20	59.00
2028620	O 2020 TRAIN DAY BOXCAR M20V2 MSRP 74.99	59.00
2031352	PENNSYLVANIA RR LEGACY B6SB #1644 699.99 2/20	599.00
2031400	VISION GS-4 STEAM LOCO #120/LCS L20V2 MSRP 1,999.99	1,699.00
2031422	SOUTHERN PACIFIC VISION GS-1 BRASS HYBRID4403 2,199.99 2/20	2,049.00
2031680	DAYLIGHT AUX WATER TANK 349.99 2/20	299.00
2032200	SANTA FE LIONCHIEF 0-8-0 #729 MSRP 219.99 L20V1	189.00
2032220	READING LIONCHIEF 0-8-0 #1493 MSRP 219.99 L20V1	189.00
2032230	SOUTHERN LIONCHIEF 0-8-0 #1849 MSRP 219.99 L20V1	189.00
2033052	NORFOLK SOUTHERN SD38 #3808 LCS MSRP 599.99 L19V2	499.00
2033310	UNION PACIFIC LEGACY SD70ACE BUSH 4141 MSRP 599.99 L19V2	499.00
2033380	SOUTHERN LEGACY E8 AA SET 999.99 2/20	899.00
2033390	FRISCO LEGAXY E8 AA SET 999.99 2/20	849.00
2034020	PENNSYLVANIA LIONCHIEF PLUS 2.0 GG1 #4877 MSRP 499.99 L19V2	419.00
2034030	PENNSYLVANIA LIONCHIEF PLUS 2.0 GG1 #4872 MSRP 499.99 L19V2	419.00
2034110	PENN. F3 AA LIONCHIEF PLUS 9542 699.99 2/20	629.00
2034220	LIGHTNING MCQUEEN GP38 219.99 2/20	179.00
2035030	TOY STORY HANDCAR 99.99 2/20	79.00
2038050	GEORGE H. W. BUSH PRESIDENTIAL MUSA BOXCAR MSRP 79.99 L19V2	59.00
2038080	BERLIN WALL MUSA BOXCAR 89.99 2/20	69.00
2038210	WINGS OF ANGELS ASHTEN GOODNEOUGH MUSA BC 89.99 2/20	69.00
2038220	WINGS OF ANGELS JESSIE RAY BC MUSA BC 89.99 2/20	69.00
81132	N&W TMCC (1955) OLD STYLE INSPECTION TRUCK #67 179.99 L15V2	139.00
82959S	115th LEGACY BERK W/ 29220 BOXCARS & 81810 COMPLETE SET	2,149.00
84669	O Gauge Desert Storm Made in USA Boxcar MSRP 89.99	69.00
84670	O USA KOREAN WAR BOXCAR MSRP 84.99 L18V1	69.00
84671	O Gauge Vietnam War Made in USA Boxcar MSRP 84.99 L18V1	69.00
84672	O Gauge Memorial Day Made in USA Boxcar MSRP 89.99	69.00
84677	O Peanuts Comic Art - Meadow USA Boxcar MSRP 89.99	69.00
84724	SANTA FE ADD-ON BAGGAGE CAR	69.00
84747	2018 CHRISTMAS BOXCAR MSRP 64.99 11/18	20.00
84766	GONDOLA W/ CONSTRUCTION SIGNS MSRP 64.99 L19RTR	49.00
84767	DEMENTORS COACH W/SOUND MSRP 84.99	75.00
84780	O GAUGE US CABOOSE MSRP 74.99	59.00
84782	PRESIDENTS CABOOSE MSRP 74.99 L19RTR	59.00
84857	O HUSKY STACK TTX #56150 MSRP 129.99 L18V1	95.00
84866	SOUTHWEST HUSKY STACK #6003 MSRP 129.00 L18V1	95.00
84922	CYLINDRICAL HOPPER CSX #225370 MSRP 89.99	69.00
85009	O PRR 18" HEAVYWEIGHT COACH 2PK #1 MSRP 399.99 L18V1	299.00
85050	CSX LEGACY SD70ACE #4849 MSRP 599.99	469.00
85079	WIDE VISION CABOOSE DODX MSRP 99.99	79.00
85080	WIDE VISION CABOOSE MRL MSRP 99.99	79.00
85227	18" HVYWT. 2PK BAGGAGE/COACH GM ORIENTAL LTD MSRP 399.99	329.00
85230	18" HVYWT. 2PK SLEEPER/COACH GM ORIENTAL LTD MSRP 399.99	299.00
85233	18" HVYWT. 2PK SLEEPER/DINER GM ORIENTAL LTD MSRP 399.99	299.00
85236	18" HVYWT. 2PK SLEEPER/OBSERVATION GM ORIENTAL LTD	329.00
85264	HOGWARTS ADD-ON COACH MSRP 74.99	65.00
85299	READING & NORTHERN N5 CABOOSE MSRP 99.99 L18V1	75.00
85301	RJ CORMAN N5 CABOOSE MSRP 99.99 L18V1	75.00
85317	SPIRIT OF THE UP MADE IN USA BOXCAR MSRP 84.99 L18V1	69.00
85346	PENN CENTRAL SCALE RPO #5267 MSRP 159.99	129.00
85405	DRGW Heritage LED Flag Boxcar #1989 MSRP 119.99	99.00

WITH THE CTT STAFF

FOUR-AXLE FREIGHT HAULER. Atlas O has announced this Premier line Electro-Motive Division GP40 diesel locomotive decorated for CSX, Denver & Rio Grande Western (black and orange with large "Flying Grande" lettering), Penn Central (black and white in two road numbers, with red "C" in one number), Port Harbor (First Responders scheme in one number), and Union Pacific (Armour Yellow and Harbor Mist Gray). The O gauge GP40 is offered in two road numbers per scheme unless noted and features die-cast metal truck sideframes, pilots, and fuel tank; two painted crew figures; and ProtoSound 3.0 DCS. The road diesel, scheduled for release in the second quarter of 2022, is priced at **\$569.95**. Visit your favorite Atlas O dealer, call the manufacturer at **908-687-0880**, or visit shop.atlasrr.com to order.



A DOUBLE-DOOR DELIGHT. The Atlas O 50-foot modernized double-door boxcar is back in a colorful assortment of paint schemes, including Rock Island (blue with "Route Rock" lettering), Chesapeake & Ohio (brown), Detroit & Mackinac (brown), Norfolk & Western (black), and Western Pacific (brown with "The Western Way" slogan). The Master Line model, due out in 2022, is available in two road numbers per scheme (**\$94.95**). An undecorated version is also available for **\$89.95**. Features on the O gauge boxcar include separate, factory-applied grab irons, ladders, and brake-line details; an ABS body; and die-cast metal articulated couplers. Order from your local Atlas O dealer or online at shop.atlasrr.com



BUILD A KIT. French manufacturer Minifer presents this laser-cut cardboard low-relief kit. The structure, which measures 9.84" x 3.14" x 8.26", includes a blank sign and detailed instructions. The Printing House is priced at **\$172.11**. The price may vary based on the current exchange rate. Order online at the manufacturer's website: minifer.fr/en

LOS ANGELES PAST AND PRESENT. *Los Angeles Railway* by Steven J. Crise, Michael A. Patris, and the Mount Lowe Preservation Society is now available from Arcadia Publishing. The 96-page book, part of the publisher's Past & Present series, compares vintage images from the collection of the Mount Lowe Preservation Society to corresponding contemporary photographs. The softcover book has more than 160 color photos and is priced at **\$23.99**. Online orders may be placed at arcadiapublishing.com. The book is also available through retailers that carry Arcadia Publishing titles.



A MULTI-PURPOSE HAULER. Chicago & North Western (brown, black, and white with CMO reporting marks), Delaware & Hudson (black and white), Great Northern (brown, black, and white), Louisville & Nashville (brown and white), Missouri Pacific (black and white), and Norfolk & Western (black and white) are the schemes on this Atlas O Premier line two-bay open hopper. The O gauge model, which is being sold in four road numbers per scheme, has an ABS body, die-cast metal trucks and couplers, and a removable coal load. The two-bay hopper is priced at **\$79.95**. It's available at hobby shops and direct from the manufacturer at shop.atlasrr.com



TWO-FOR-ONE. Brand-new paint schemes on the Atlas O Trainman series 52'-6" flatcar with pipe load are British Columbia (green), Grand Trunk Western (blue), and Western Maryland (brown). New road numbers are offered on models painted for Burlington Northern (green), Conrail (gray), CP Rail (Action Red), and Union Pacific (Armour Yellow and red). The flatcar, due out in the second quarter of 2022, is available in two numbers per scheme. The O gauge model (**\$64.95**) features roller-bearing trucks with rotating bearing caps, a pipe load with separately applied load tie-downs, and a factory-applied brake wheel. Orders can be placed at your local hobby shop or with the manufacturer (**908-687-0880** or shop.atlasrr.com).

IN MEMORIAM

Charles A. "Charlie" Kalmbach, son of Kalmbach Publishing Co. founder Albert C. Kalmbach, died on August 25, 2021. He was 79 years old.

Charlie was employed by Northwestern Mutual Life and later also worked in real estate. He stayed connected with his father's company for nearly half a century.

"Charlie had a deep devotion to Kalmbach Media inspired by his father, who welcomed him to the Board of Directors in 1972," said Dan Hickey, Kalmbach Media CEO. "He was very proud to have served on the board for almost 50 years and took great interest in the wellbeing of Kalmbach employees."

Jerry Brettschneider, known throughout the Midwest for having laid the groundwork for clubs uniting operators and collectors of Lionel O gauge trains, died in his hometown of Milwaukee on July 3, 2021. As described on p. 34 in the story on the Milwaukee Lionel Railroad Club, Jerry founded what became the club as a boy in 1947. He remained a loyal and devoted member of the group for the rest of his life. A career in the U.S. Army Reserves enabled Jerry to establish similar clubs with impressive O gauge layouts in Chicago; Racine, Wis.; San Francisco; and St. Louis. His love of Lionel trains and drive to introduce people to the pleasures associated with them never ebbed.

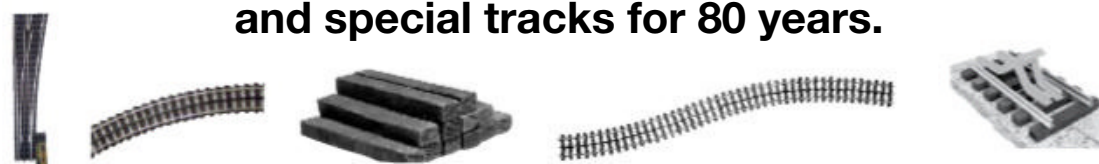
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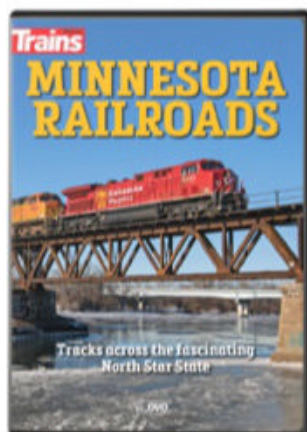
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HAVE A COLD ONE. The Desert Division of the Train Collectors Association is celebrating it's 50th anniversary this year. To mark the special occasion the group is having Lionel produce an O gauge A-1 Beer mechanical refrigerator car. A-1 Beer was brewed by the Arizona Brewing Company for the market in the state for 50 years. The A-1 label started following World War II, and neon A-1 signs could be found in almost every bar and cafe in Arizona. The reefer is available singly (**\$84.99**) or as a two-car set with numbers 101971 and 102021 (**\$154.99**). Shipping is included. For information and ordering visit **tcadd.org**



GOPHER STATE SAMPLER. Our sister publication *Trains* presents *Minnesota Railroads*. The 120-minute DVD, priced at **\$24.99**, features the state's Class I railroads (BNSF Ry., Canadian National, Canadian Pacific, and Union Pacific), short lines, Amtrak, commuter lines, and railway preservation. The DVD includes segments on fast mainline trains traveling from Chicago and the Twin Cities to the Pacific Northwest and Canada; iron ore mining railroads; passenger travel via Amtrak's *Empire Builder*; the Milwaukee Road 261 steam locomotive; unique short lines, including the Twin Cities & Western, St. Croix Valley, and Minnesota Commercial; snowplow action; and more. Look for it at Kalmbach Media retailers or purchase online at **KalmbachHobbyStore.com**

A BIG HOOK BOOK. *Ohio Locomotive Crane Company* is available from SilverLake Images LLC and Ron's Books. The 104-page softcover book (**\$35**) is part of the Manufacturers' Catalog Archive series. The work includes the undated catalog *Locomotive Cranes*, which details the components that make up cranes and their mechanisms and has photos and drawings of different cranes and accessories. Also featured is the booklet *Handbook on the Care and Operation of Ohio Locomotive Cranes*, which covers how to maintain and operate cranes. Order by phone at **914-967-7541** or online at **ronsbooks.com**



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What makes a great locomotive?

Here are some factors to grade power

■ **I HAVE A LOT OF O GAUGE LOCOMOTIVES** – steam, diesel, and a few electric. They vary by manufacturer, age, and features. I was kicking around the idea of how I would rank them and which locomotive would be the greatest one in the fleet. How to determine it? What factors would be key in consideration?

Nostalgia

This was the easiest to begin with. I still have two diesels from my childhood – a Lionel no. 41 Army switcher and a no. 6250 Seaboard NW2 switcher. My Lionel no. 2018 2-6-4 was lost years ago, but for this I substituted a 2018 my wife bought me 30 years ago.

Mechanical reliability

Broadly speaking I've had little trouble with my engines over the years. But little isn't none!

The top dogs in the unreliability category are my MTH Centipede A-A set and an SD90MAC diesel. They were original ProtoSound – victims of the seven clanks of death.

The only critical failure I had occurred 20 years ago with the beautiful Lionel no. 18002 New York Central 4-8-2 Mohawk. Running at high speed with a 20-car freight, its E-unit for no reason went into neutral, stopping the locomotive and turning it into a brick into which the cars slammed.

Of course, that happened during a layout tour for fellow Kalmbach employees. Sigh. The engine went into a display case and has been there since.

So this category didn't eliminate much, either.



The winnah and champeen – at least in the Command Control division of the great locomotive rating race – is my Lionel no. 18079 2-8-2 Mikado. How would you decide what locomotive is the best in your fleet?

For whatever it's worth, the bare-bones Williams diesels are the most bulletproof motive power I have.

Good-looking design

This eliminated a fair number of postwar steam engines and several diesels. While I like them, the compression of the design to fit O-27 track can be a bit jarring. Examples would be older MTH RailKing F3 and E8 diesels that to me seemed closer to S gauge than O. My RailKing Dash-9 appears to be about the size of a postwar NW2 switcher.

I also don't have a problem with stamped-steel handrails, but artistically they detract more than they enhance. This took out quite a few engines.

Body detail is another factor. Lots of cast-in louvers, doors, hinges, and handles are a plus. On steamers, cast-in piping works. Add-on detailing is a big plus to me.

However, some details, such as diesel lift rings and piping, can be damaged by my clumsy

fingers. So locomotives with easy-to-see but non-endangered detailing score points!

Does road name matter?

While I'm sympathetic to the New York Central, vibrant colors have a place in my heart.

The Florida East Coast's red and yellow livery is great. The Delaware & Hudson might have run gray engines, but their D&H shield and blue stripe are classy. Even the Boston & Maine's brown with stripes had an aura of understated class.

Bells & whistles

Most of my home running is conventional, but more recent command-equipped engines deliver many of the features such as sound and better low speeds when running with transformer control. I like smoke and sound, but eventually turn them off.

As far as modern features go, I'd rank smoother running as my favorite with sounds a close second.

Bottom line

In my fleet of conventional power, my greatest engine is my childhood 6250 switcher.

This is a good, scale-sized model of the real diesel and has a powerful nostalgic spot in my memory. It's a great puller, has colorful livery, sat in a box from 1968 to '92, and fired up and moved when powered up at the latter date. Now that's reliability!

In my command-control fleet, the Lionel no. 18079 2-8-2 gets top honors. It's a good, generic Mikado and a dependable runner. It isn't too visually overwhelming to run traditional cars behind.

This just shows that in my book, old-school locomotives are as competitive as new, bright, and tech-loaded trains for the title "Great" locomotive.

So, what do you consider the key points that set apart your favorite engine? Please let us know! – Bob Keller



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Determining which tenders go with Lionel steam engines from the first years of the postwar era can be a challenge.



Correct tenders for Lionel's steamers

Which tenders really came with the nos. 224 and 675 engines?

Q I recently purchased a Lionel no. 224 steam engine equipped with blackened handrails. I'm now looking for the right tender to go with it, but I can't find any information about the handrails added to the no. 2466W that was included with the 224 in 1946. In addition, can you tell me, which tender came with a Lionel no. 675 in 1948 and '49? Was it a no. 6466WX with a magnetic coupler? I have one of them, but mine has the coil coupler typically found on an earlier no. 2466WX whistle tender. – *Robert E. Smith, Kansas City, Mo.*

A The general opinion among Lionel collectors is that the 224 with blackened handrails was 1945 production. Therefore, the correct tender would have no drawbar and would also have blackened deck rails. The 1946 version typically has silver handrails on both the locomotive and the tender.

The year 1948 saw the introduction of magnetic couplers at Lionel. The O-27 line was converted first; the premium O gauge line got them on some items that year. As the UCS track was not available in 1948, O gauge outfits were packaged with coil coupler cars and RCS track sections. I'm not aware of any surviving production records.

Consequently, I have to assume if your locomotive was included in a set, the 2466WX tender would be proper. While

engines available for separate sale probably followed suit, it is certainly possible Lionel shipped some with 6466WX tenders.

Derailments on FasTrack switches

Q I have a problem with the FasTrack O-48 switches on my layout. When a locomotive is going through the diverging route, its front wheels ride up on the joint formed by the inside rail of the through route and the outside rail of the diverging route and derail. It seems the check rail opposite this joint doesn't keep the truck in the proper alignment needed to pass through. How can I fix this problem? – *Jim McCullough, Westerville, Ohio*

A If the problem exists with all of your similar locomotives, the place to check is the switch. If it occurs with only one locomotive, the problem is likely caused by that engine.

Make sure the switch is level and not twisted from screwing it to your layout. Is the swivel rail moving all the way over? Is it misshapen in a way that causes it to grab a wheel flange? Maybe it needs a tweak.

Next, inspect your locomotive to determine all wheels are the proper gauge. Be certain there is sufficient spring pressure on the front truck and no bind from side to side. Look at the ground wire on the truck-mounting screw – if it has one – to see whether it's hanging up on anything.

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What are electrocals?

Q Many descriptions of Lionel rolling stock from the 1970s mention the cars being decorated with "electrocals." What are they? How do they differ from other forms of printing heralds and car data on the sides of plastic models? – *Rebecca Chestney, Parma Heights, Ohio*

A An "electocal" looks like the typical water-release decals you may remember used to come in model kits. The main difference is that the electrocal is transferred to the surface with heat and pressure, usually by the item passing over or under rollers that apply the transfer. Electrocals made possible the addition of multicolor graphics over a surface that had raised detail.

Faulty horn on Lionel Alco

Q I can't get the horn to work on my Lionel no. 209 New Haven Alco diesel locomotive. I should also let you know I have a Lionel no. 681 turbine paired with a whistle tender. When I use the whistle control on my KW transformer, the tender whistles. Could the horn relay be the problem? How do I test the horn? – *Mike Tranavitch, Sharon, Mass.*

A Try to close the relay by hand. Lightly push up the moveable contact on the front of the relay and see if the horn sounds. If it does, be sure the relay closes when the whistle control is activated. If not, check the wiring.

The wire from the horn goes to the rearmost solder tab on the stack on the front of the relay. The battery bracket is insulated from the frame. The negative side of the battery contacts the battery bracket.

Since the relay is attached to the battery bracket, it becomes part of the circuit too. The positive side of the battery touches the insulated copper tab on the battery bracket. This in turn goes to a solder lug that secures the horn itself.

When the relay closes, it completes the circuit from the battery to the horn. The circuit is only 1.5 volts, so any corrosion



One of the most striking Alco FA diesels cataloged by Lionel during the late 1950s and early '60s was the no. 209 New Haven. Sometimes there are problems with its horn, but fixing the problem is straightforward.

or poor contact at any of the points in the circuit can result in a horn not operating.

The closed circuit has many points. Think of it in the following way: negative side of the battery/battery bracket/relay frame/closed contact of relay armature/rearmost solder tab/wire to horn/horn/solder tab on attaching screw/wire to copper tab on battery bracket/positive terminal on battery. **CTT**

READER'S TIP from William Rifenbury: "I wanted to connect my Z-Stuff for Trains nos. Z-1000 and Z-2500 switch machines to its no. Z-1003 switch controller. However, a call to the company confirmed they will not work together."

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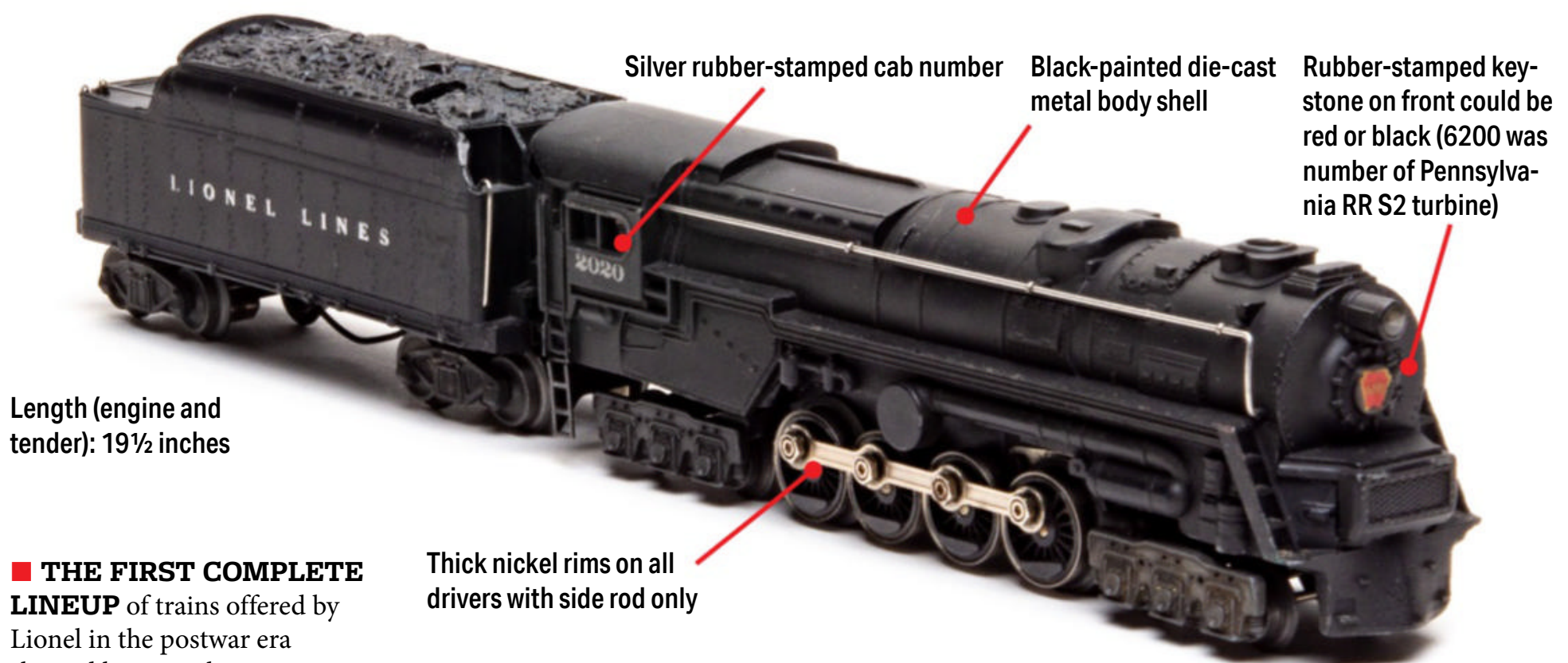
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WITH ROGER CARP

Lionel no. 2020 Turbine from 1946

A smokin' addition to the early O-27 line



Length (engine and tender): 19½ inches

■ **THE FIRST COMPLETE LINEUP** of trains offered by Lionel in the postwar era showed how much engineers had accomplished. They had equipped a few steamers with a brand-new smoke mechanism.

Lionel's replica of the head-line-grabbing S2 6-8-6 steam turbine introduced by the Pennsylvania RR stood out. It was part of the O gauge and O-27 lines. And it came with the new smoke unit described elsewhere in this issue.

Curious background

Executives, bewitched by the publicity the S2 had received at its debut in 1944, pressed ahead with a replica to showcase as their first entirely new postwar locomotive. "The New, Handsome Powerful Lionel 20-Wheel Pennsylvania Steam Turbine Locomotive," as the model was anointed in the consumer catalog for that year, thrilled model railroaders for a few reasons. Count among its mechanical traits a horizontally mounted Lionel Precision Atomic Motor used in tandem with a worm shaft that turned

two axles with worm wheels. Spur gears linked the worm shaft with the motor shaft.

Then arose one of the problems that plagued the initial version of the turbine. Designers crammed the motor and worm shaft into so tight a space inside the die-cast metal casting they couldn't mount the reverse unit vertically. As a consequence, they had to lay the unit flat and devise a plug-and-jack arrangement in the cab to handle lockout functions. No customary slot in the shell for the lever.

Another challenge faced by the Engineering Department involved getting a model with 20 wheels to operate on track with a 31-inch diameter or, worse, the 27-inch diameters used by O-27 operators. They chose to omit flanges from the two middle drivers on each side. Doing so tightened the turning radius yet regrettably compromised the pulling power of the 2020.

Worrisome smoke

Another drawback to the 2020 and its O gauge no. 671 twin related to special effects. The headlight worked great, as did the whistle unit installed in the no. 2020W tender trailing behind. No, it was the smoke unit that troubled users.

The 2020, like the 671, relied in 1946 on a special bulb used to heat the smoke pellet while serving as a headlight. Never did the unit work as dependably as advertised to generate thick clouds of smoke; in fact, the melted pellet might burn youngsters if they weren't careful. Time for engineers to return to their drawing boards.

Upgrades galore

Postwar Lionel collectors and operators know how improvements to the design of the turbine and its motor arrived a year later. As important, a better smoke mechanism was soon completed and installed in virtually all Lionel O gauge

and O-27 steamers, from the top to the middle.

Yet the initial O gauge and O-27 turbines, including the 2020 shown here, retain historical significance as members of the extensive roster of locomotives, rolling stock, accessories, and more with which Lionel exerted its dominance in the early postwar marketplace. The leader in the toy train field before World War II made sure to have some impressive locomotives with novel features, including smoke, when it came time to remind customers who was top dog after peace returned. – Roger Carp

The 2022 edition of Greenberg's Pocket Price Guide to Lionel Trains values the 1946 version of the 2020 steam turbine at \$75 in good condition and \$173 in excellent.

Model courtesy Sommerfeld's Trains & Hobbies

WITH LOU PALUMBO

The new normal

What's being missed these days

■ **I DON'T KNOW ABOUT** you, but I'm tired of hearing about COVID-19. In this, the end of the second year that the world has been dealing with this terrible pandemic, surely, we all need relief.

A year ago – 2020 – was the first time my staff and I had to miss the holiday season at my store. That's right, after 35 years in business the Underground Railroad Shoppe couldn't celebrate the most wonderful time of the year.

The store was not open for over-the-counter sales, and the Christmas O gauge layout crowds come to visit and admire didn't operate. All we had a year ago was limited curbside pickup sales.

Now, the second year has passed, and we're going to try to reopen over-the-counter sales and the layout, though with limited hours during the holiday season. We're hopeful and keeping our fingers crossed.

I think of the memories of past years and remember how great anticipation was for every holiday season. When I was growing up in New Castle, Pa., we were reminded every November, when the weather would change and the holiday season would kick off at Thanksgiving.

Local stores would show off their Christmas merchandise and decorate their windows and counter tops to enhance the holiday spirit. Of course, the model train displays were my favorite.

At home, the aromas of the holidays would filter throughout our house. Some of the smells I recall came from the foods being prepared. Others came from the freshly cut Christmas tree, which brought happiness to everyone.

Speaking of Christmas trees, they always had miniature villages beneath their lowest boughs. Surrounding them was, naturally, an electric train. Its steam engine would puff white smoke as it circled around our dream world.

Winter was a time we spent at home during those cold evenings accompanied by our pets and the trains. We were immersed in our favorite time.

No surprise we long for those great times, when we forgot any problems. Nostalgia brings us real comfort.

I've often pointed out that the word "nostalgia" is derived from a Greek term meaning "coming home." It is that feeling of comfort that returns while operating trains and building model villages. We return to the days that were so good.

This holiday season, we all hope to return to some sort of new normal that resembles the old normal. This is why I hope that 2020 and 2021 will become distant memories of a time in history we'll be glad has ended.

Trains will again be added under many Christmas trees that were absent in the past couple of years. Kids will once more enjoy building new villages with their parents.

Families will come together to celebrate Thanksgiving and Christmas.

Grandma and Grandpa will be able to visit and enjoy the family.

We're involved in a hobby intertwined with wholesome family values. I want to see this continue and grow, especially because electric trains provide one way that dads and kids can share a hobby the family can appreciate.

New memories will be formed. This Christmas will start us back to the hobby that has provided years of enjoyment and certainly will for many years to come.

I wish everyone a Merry Christmas and Happy Holidays.

Keep searchin'! 

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



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WITH DON HEIMBURGER

New column!

Not destined for glory

Like Casey Jones, haste sent steamers to doom



■ **HAVING BEEN EMPLOYED BY THE ILLINOIS CENTRAL RR** in their public relations department for seven years, I often was asked to send photos of Casey Jones and his no. 382 4-6-0 Ten-Wheeler steam locomotive out to railfans, groups, and associations for their use. We also sent along additional literature about Casey's background and his famous train wreck.

Other firms jumped on Casey's story. To help sell their Ta-Non-Ka Bond paper line, Badger Paper Mills of Peshtigo, Wis., printed a large 22" x 30" foldout sheet on that stock, explaining the history of Casey and his rendezvous with destiny. It seems hundreds of thousands of people were interested in Casey's life, and perhaps even more so his demise.

A look-alike 4-6-0 is still displayed at the Casey Jones Railroad Museum in Jackson, Tenn. The prototype all-purpose and similar 4-4-0 locomotive, copied by Gilbert's S gauge Frontiersman and Casey Jones engines, was built by firms, such as Alco, Baldwin, Mason, Richmond, Rogers, and Schenectady, among others. During the Civil War, the locomotive stars of the Great Locomotive Chase were both 4-4-0s, as was one of the engines in the "Wedding of the Rails" ceremony at Promontory Point, Utah, in 1869.

Certainly the 4-4-0 and 4-6-0 were well recognized in the railroad industry, as well as folklore, and it's no wonder the A.C. Gilbert Company decided to produce the 4-4-0. Apparently customer inquiries to

Flyer's homely 4-4-0 locomotives were the product of fast production and low price.

Gilbert helped sell them on the idea of producing a "Casey Jones-type" locomotive to add to their lineup.

William Shelton of Akron, Ohio, wrote Gilbert in February of 1959 stating, in part, he had an idea that should appeal to you "and something I do not believe has ever been done. Make a replica of the Cannonball Express that Casey Jones was pulling out of Memphis in 1900 when he was killed at Vaughn, Miss."

Shelton continued, "I think this would be a revelation to hobbyists and they would sell well." He suggested to put in information about Casey's life.

Maury Romer, sales engineer at that time for the Gilbert Co., replied, "We would be unable to do this now, as we just brought out an old-type wood burner with a high stack which we call The Frontiersman, and with which we are putting on a big promotion."

Nevertheless, two months after



The 4-4-0s were included in the no. 20800 Game Train set, which didn't sell well but fetches a premium today.

Shelton's correspondence, Romer received a letter and information from the press relations manager at Illinois Central detailing Casey's life and background and his tragic accident; this was apparently in response to customer interest in a possible "Casey Jones" engine model. It wasn't much later that interest turned into action at the plant.

In 1961, '62, '65, and '66 Gilbert turned out the no. 21165 Erie 4-4-0 engine, with the 1966 offering uncataloged. It offered the 21166 in the Burlington road name in 1963 and '65.

In 1963, the no. L2001 unpainted black-plastic 4-4-0 was included in set no. 20800, known as the Game Train. It came with an unnumbered Buffalo Hunt green gondola and Freight Ahead caboose, game board, accessories, and instructions. That set did not sell well and is considered scarce today.

Also in 1963, Gilbert offered an uncataloged L2002 Burlington Route 4-4-0 in two lettering versions – black lettering on a white Burlington herald and white lettering on a black Burlington herald as well as an uncataloged Erie RR-logo engine. There were simulated glass reflections painted on the cab windows.

The no. 21168 Southern Ry. version of the 4-4-0 steamer was cataloged in 1961 and '63. It came equipped with knuckle couplers in 1961 and Pike Master couplers the next two years.

In all, the Casey Jones locomotives were described as a pale shadow of the classic prototypes. The rudimentary plastic engines lacked a working headlight, smoke, sound, or operating couplers. They featured only a single side rod and valve gear stamping and even lacked a reverse unit. This was an effort to quickly produce an inexpensive steamer for a fast-changing market in which price was considered paramount.

Because some of the Flyer 4-4-0 engines are scarcer than others of its type, they command higher prices. Generally speaking, the cheaply made Flyer 4-4-0s were the result of an ill-conceived marketing strategy that ultimately failed. **CTT**



Don Heimburger is the former publisher of S Gaugian and has written extensively about American Flyer.

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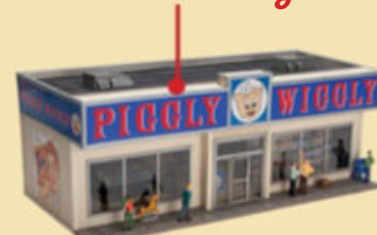
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STORY AND PHOTOS BY MARC HOROVITZ

WHAT'S THE FUN IF THEY DON'T RUN?

A layout to store and operate a colorful (mostly) Marx collection

On a fine 1974 Saturday morning in Austin, Texas, while pursuing one of my favorite activities – attending garage sales – I came across Linn Westcott's book, *HO Railroad that Grows*. On a whim, I asked the woman running the sale if she had the trains to go with it. She replied she didn't, but her husband had some old trains he wanted to sell.

I was in graduate school at the time and had been away from model trains since leaving high school. Still, I got his phone number, made an appointment, and went to see him. What he showed me changed my life.

The man's trains had belonged to his father and were prewar Lionel – a *Flying Yankee* streamliner with two extra cars, a no. 249E freight set, several accessories, and lots of track.

At the time, my ignorance of old toy trains was almost angelic in its purity. I had the vague impression Lionel had entered business around 1950. I had no idea anything as wonderful as these splendid metal objects had ever been produced.

On the spot I made the conscious decision to become a train collector. A deal was struck, and the trains were mine!

In Austin at that time there were virtually no other train collectors. Every Saturday, when Barb, my bride to be, and I went out to sales, I would ask if there were any old toy trains. Hardly a weekend passed when I didn't bring something home.

My taste at the time was universal. I bought it all – Lionel, American Flyer, Hafner, Marx, and others. I discovered the Train Collectors Association and began learning about what was out there, and what was common and what was scarce.



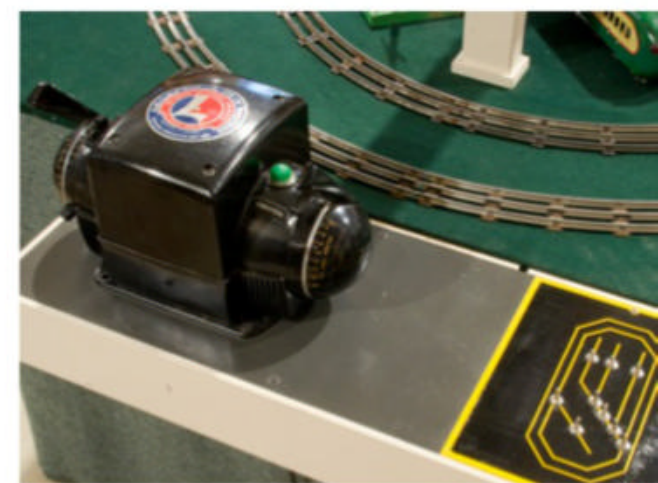


Left: A lineup of New York Central passenger trains wait at a Hornby tinplate station. A Marx switch tower and dual lampposts provide plenty of illumination for the scene.

Bottom left: A Southern Pacific A-A set of diesels passes a prewar Lionelville station while approaching the main line.

Below: A Lionel ZW transformer and a simple control panel are all the author needs to control the trains.

Bottom right: The three best-known versions of Marx's windup M-10005 train. Variations abound, especially in the striking blue-and-silver scheme.





An overview of one side of the layout.
The outer loop of track has no switches.

After graduate school I moved back home to Denver. I started attending TCA gatherings and train shows, meeting people and increasing my collection. I came to understand that all toy trains had two values: collector and intrinsic.

A train's collector value, based on scarcity and condition, was often far above its intrinsic worth. But some toy trains had an intrinsic value that, at least to my eye, was well above their collector value. In the 1970s, Marx trains fell into the latter category.

I began to watch for and learn about Marx. It was not unusual back then to find more common rolling stock for a dollar apiece, or an entire set for \$10. Even the rarest of the rare wasn't all that expensive when compared with the upper-end Lionel sets.

Getting into Marx

It was difficult to learn about Marx history. Louis Marx started his toy company in 1919. Unlike Lionel and American Flyer, for whom toy trains were the primary product, Marx's train line was a small part of its vast toy empire.

Also unlike the other major train makers, Marx put out little or nothing in the way of a yearly consumer catalog, thus denying collectors a coherent timeline of its products.

Marx's production seemed chaotic. Some items seemed to have a short lifespan, while others – the no. 556 caboose, for example – appeared for decades in many variations. Much of what was produced before the war continued afterward.

Who could make sense of it all? It wasn't until Eric Matzke's Greenberg guides to Marx came on the scene that some order was brought to the chaos.

It soon became clear to me that I was never going to have

even a significant sampling of all of Marx's products. Given that, I decided to pick up what I liked. This resulted in a diverse yet still somewhat commonplace collection. That said, it's colorful and pleasing to my eye.

Most appealing about Marx trains was the creativity that went into their design and construction. These were the bottom of the line when compared to those of other O gauge manufacturers. They were cheap, noisy, and gritty, but they ran and were made for play. You could run them straight into a wall, and they shook themselves off and asked for more.

There were few, if any, extraneous parts to be broken off. If a tin body got bent, it could often be twisted back into shape.

I've seen few old Marx motors, seemingly D.O.A., that could not be brought back to life again. There's nothing finicky about them – they clatter, spark, and rumble, but they work. They could be relied upon even when the gear teeth were getting thin and the bearings were shot.

If you couldn't afford even Marx electric trains, there were also the company's clockwork offerings, often in the same body styles.

When my wife and I moved into our current house around 25 years ago, the trains came with us, packed in apple boxes. There they stayed for many years.

I'd forgotten much of what was even in the boxes. One day I decided to find out. I sorted through them, culling duplicates and taking stock of what I had.

I still owned the first prewar Lionel pieces I'd acquired, along with some others, and a couple of prewar American Flyer trains. There was also a fair amount of Hafner and Hornby windup, or clockwork, trains. But mostly I had Marx.



The entire layout is just 4 x 10 feet, but it packs a lot of action. Two trains can run simultaneously, while three more wait in the wings.

A place to run them

I decided it was time to build a layout. The disposal of a large item in the basement at home provided the required space for a 4 x 10-foot layout with no fancy track plan or scenery.

I had a lot of O-27 track, so I played around with different plans on the basement floor. In experimenting, I discovered that many of my Marx trains couldn't get through Lionel switches. The locomotives had cast-in gears on the drivers that fouled the guard rails. Conversely, The pickup rollers on the Lionel engines wouldn't span the large gaps in the Marx switches, causing the E-units to cycle to neutral and stopping the trains. Marx engines used long "skates" to span the gaps.

The solution was an outer loop with no switches on which I could run any train. For the inner loop, I opted to use the old tinplate Marx switches since it would host mostly Marx trains.

For the outer loop's track, I wanted the widest possible radius. I had a rail bender for a different type of track, so I turned some new wheels for it on my lathe that would fit the tinplate rail, and was able to bend my track to a custom radius.

The inner loop has four sidings, each of which can hold a train. Each siding can be electrically isolated. Thus, any consist can be brought out on the main line to run and then returned to its respective siding while another comes out.

There are four main circuits: outer loop, inner loop, switches, and lights. Each circuit was initially powered by a throttle of my Lionel type-ZW transformer.

When I finished the wiring and turned everything on for the first time, all was good ... for about two minutes. Then the circuit breaker popped in the transformer.

It took me a long time to figure out that all the Marx lights I had installed were overloading the ZW! I solved that problem by handing that circuit to a dedicated transformer.

The top of the table is covered with green felt. Some tinplate structures by Lionel, Marx, and Hornby populate the layout. The only operating accessories are a couple of Marx signals and a Lionel automatic gateman.

I was short of wall space for shelves, but wanted to display as many trains as I could. I finally came up with the solution shown in the pictures. Five 2 x 3-inch columns rise from the center of the table. These support a total of 12 nine-foot shelves, six to a side. The columns penetrate the table and are attached to gussets beneath for side-to-side stability. Longitudinal stability is supplied by diagonal guy wires.

The arrangement makes it convenient when I want to change equipment on the tracks.

I still want to add some shelves to the walls for the remainder of the collection. However, that must wait for another day. **CTT**

THINKING SMALL?

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SMOKE

SET THE TOY TRAIN WORLD ON

FIRE

Lionel and Flyer raced to be first with this effect in 1946

STORY BY ROGER CARP



Smoke was the big news in the toy train field 75 years ago. The A.C. Gilbert Co. and the Lionel Corp. were claiming to have been first with a mechanism able to produce safe and clean smoke. The American Flyer no. 322 Hudson here was belching lots of smoke, none of which, Gilbert promised moms, would damage draperies.

The year 1946 promised to be great for toy train enthusiasts. After being prohibited by federal mandate to make new trains during World War II, manufacturers had seen all restrictions lifted by the late summer of 1945. Not until the next year did it seem likely Lionel and Marx would bring out full lines of O gauge trains and the Gilbert Co. would have its S gauge trains ready.

Engineers at Lionel and Gilbert, eager to take the postwar market by storm, rushed to develop a dependable, inexpensive, and safe mechanism for generating smoke from their steam engines. Amazingly, both toy makers succeeded in that quest 75 years ago. Time to salute their efforts, which thrilled children and adults.

Next breakthrough

The evolution of miniature locomotives had been long and steady by the time the war ended. The beginning involved using electricity to enable replicas of steam and electric engines to move without being touched. Next came the introduction of functioning lights on the different models.

The next frontier was sound. While Ives faltered and American Flyer waited, Lionel boldly announced the addition of a toy-like chugger on its O gauge and O-27 locomotives in 1933. It was followed by a fairly authentic whistle two years later.

The wish for realistic replicas would keep on driving innovation by Lionel and then the A.C. Gilbert Co. Improvements in couplers and lighting represented one area. Smoke – clean and reliable – was another. How could model locomotives be made to produce smoke that looked convincing to observers yet was safe?

Smoke finally arrives

In a fascinating coincidence, Gilbert and Lionel tied for first place in the early days of 1946. Both toy companies declared their new and complete line featured locomotives equipped with smoke mechanisms. Equally as fascinating was discovering inventors connected to the two firms had taken different routes to bring out different kinds of units for their engines.

Gilbert created smoke using a special liquid. Illustrations of virtually every steamer in the American Flyer roster showed clouds of dark gray smoke billowing out of the stacks of both S gauge and HO scale engines made by the Gilbert Co.

Lionel was running right behind its tough new rival in the early months of

1946. Being second was no disgrace, not after engineers had struggled for so long to develop a good smoke mechanism. Unfortunately for Lionel, the smoke unit and pills used with it turned out to have problems badly in need of correction. What led the way in 1946 fell short of what Lionel had wanted to achieve. Actual success with smoke arrived the following year.

Heated bulb

Chief Engineer Joseph Bonanno had insisted on leading the campaign for introducing smoke in Lionel locomotives after World War II. What he had devised consisted of a special light bulb inserted in the die-cast metal boilers used for two top-of-the-line steamers making their debut in 1946: the nos. 671 and 2020 6-8-6 Turbines and 726 2-8-4 Berkshire.

When one of the little white smoke pellets Bonanno had developed was dropped in the stack, it landed in an indented section of the bulb. There, it rapidly heated until wisps of white smoke drifted out. The process was simple and ingenious. As noted in the consumer catalog for 1946, the smoke was “clean, white, and odorless ... [and] synchronized with driving mechanism to puff when the train is in motion.”

Unfortunately for Lionel, there was trouble with both the unit and the pills.

To start, as chemist and toy train

enthusiast Joseph Lechner has noted, the specially shaped light bulb shattered fairly easily. Even had it been more rugged, it was still expensive to manufacture, a point top executives at Lionel frowned upon.

Consumers realized the pellet dissolved almost immediately. That meant the melted pellet was transformed into a hot liquid that could harm young operators if they turned their engine upside down and the molten material dripped out.

Finally, the material Bonanno had relied upon – ammonium nitrate – had corrosive qualities that over time would damage the interior of the die-cast metal body shells.

Try, try again

Dissatisfied executives at Lionel and unhappy consumers pushed the firm to concede toward the end of 1946 that more work was necessary to refine its smoke mechanism and the tablets used. Failure was unacceptable, particularly with Gilbert apparently having come up with a safe and clean method for producing smoke.

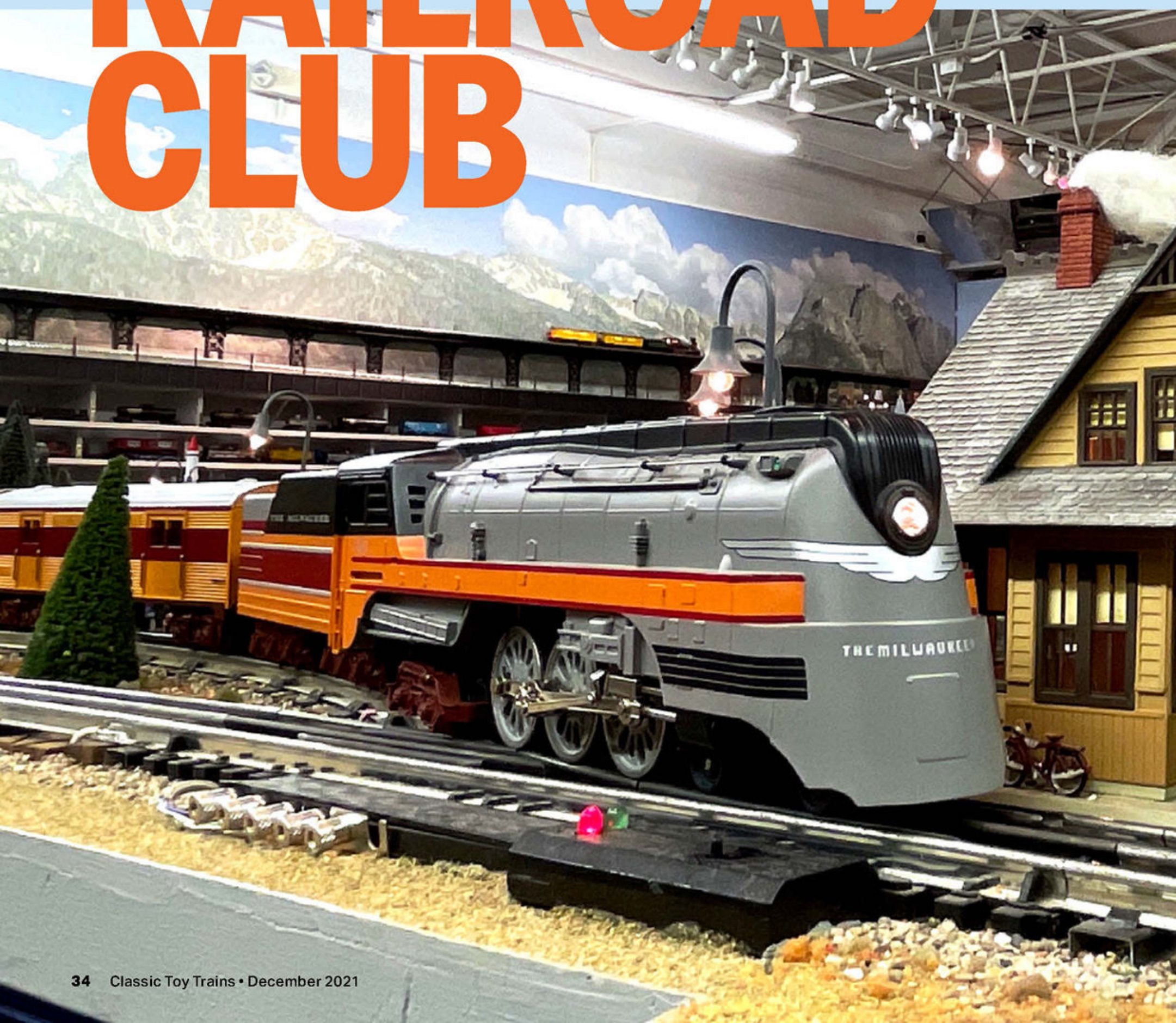
Chief Engineer Bonanno and his hard-working and clever crew, along with a chemist associated with Lionel, drove themselves to respond successfully to the challenge. By 1947, they had conquered all obstacles, and Lionel could proclaim its smoke to be superior. **CTT**



Lionel equipped its brand-new Turbines and Berkshire steam engines with smoke units in 1946 that consisted of a special light bulb inside the boiler capable of heating the tablets dropped down the smokestack to generate plumes of white smoke.

MILWAUKEE LIONEL RAILROAD CLUB

**MARKS
75 YEARS**



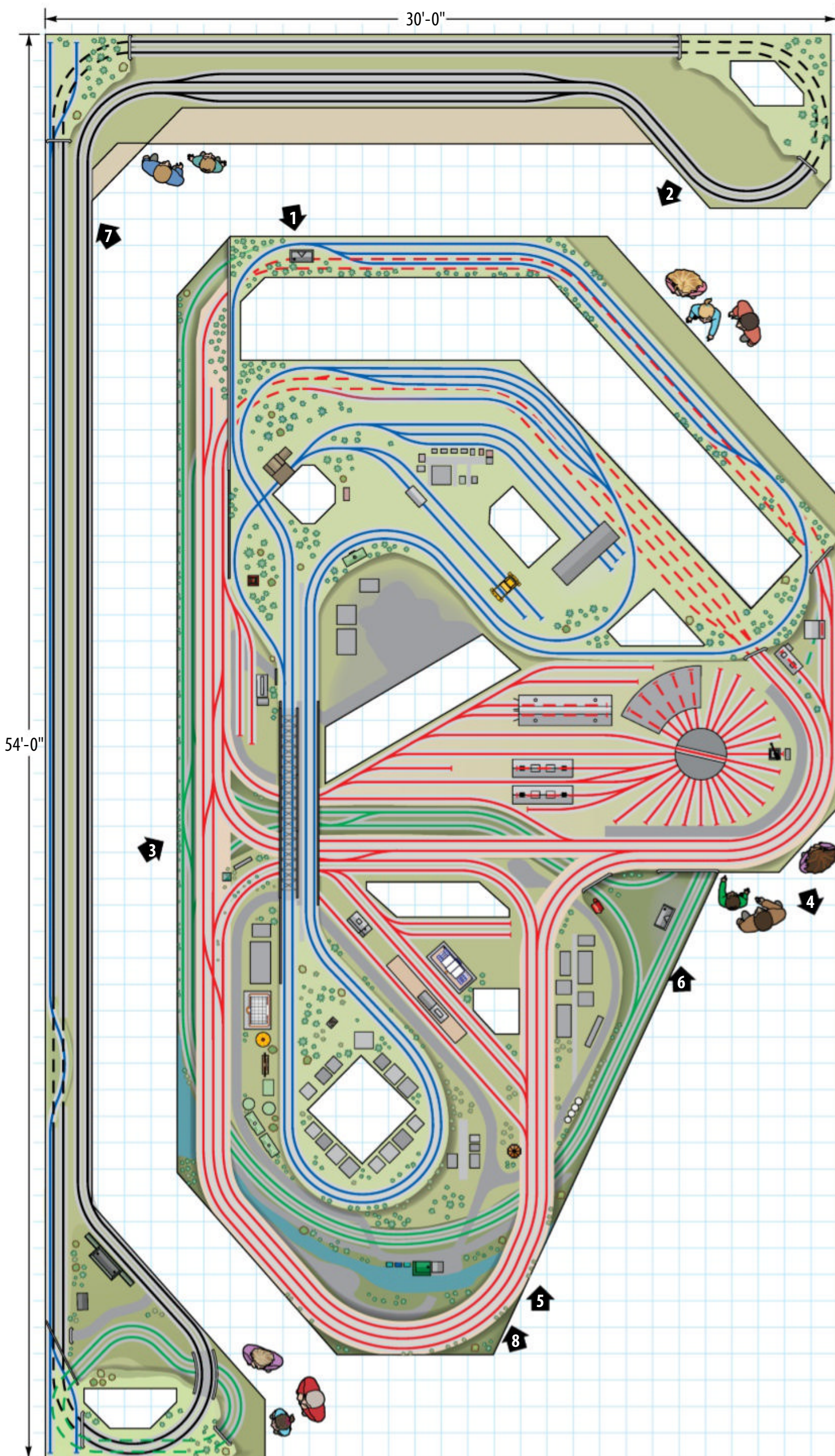
The group's O gauge layout keeps getting better

STORY BY ROGER CARP ● Photos by Williams Milbrath Jr.

Model railroading and Milwaukee have been synonymous for almost a century. This great midwestern metropolis on Lake Michigan is the home of Kalmbach Media and Wm. K. Walthers, leaders in their respective fields of hobby publishing and model train manufacturing and distributing. Milwaukee is where Trainfest, one of the country's largest and best-attended hobby shows, is held annually. And many dozens of O and S gauge plus HO and N scale layouts fill homes, schools, churches, and stores throughout Milwaukee and surrounding towns and villages.

1 Folks at the Milwaukee Lionel Railroad Club enjoy operating trains on the layout while helping their community by bringing displays to public events, working with Boy Scouts, and inviting people to use their library of books, magazines, and videos.





AT A GLANCE

Name: Milwaukee Lionel Railroad Club's O gauge layout

Dimensions: 30 x 54 feet

Track and switch: GarGraves, Lionel (diameters range from 72 to 120 inches)

Motive power: American Flyer, Atlas O, Ives, K-Line, Lionel (all eras), Marx, MTH, Weaver, Williams

Rolling stock: Atlas O, Ives, K-Line, Kusan, Lionel (all eras), Marx, MTH, Weaver, Williams

Controls: Lionel types ZW (6) and ZWL (10), MTH no. Z-4000 transformers with Lionel TrainMaster Command Control and Legacy and MTH Digital Command System

Accessories: Gilbert American Flyer, K-Line, Lionel (postwar, modern), MTH

Structures: Lionel, Menards, MTH, Plasticville, scratchbuilt, Micro-Mark, scratchbuilt

Members began work on the layout in their building by using computer-aided design software. Over 10 years crews finished it. The numbered arrows correspond to the numbers in each of the captioned photographs.





2 Nobody forgets their first glimpse of the 3,000-square-foot three-rail display constructed by the MLRC. Rising above the multiple-level O gauge layout is a scale replica of the Hell Gate Bridge in New York City that the group developed to carry three lines over the enormous room.

One great club

Toy train fans know what else truly makes the Cream City stand out: the Milwaukee Lionel Railroad Club. Among the top local attractions, the MLRC provides opportunities for people who love O gauge trains to contribute to the maintenance and operation of an immense, state-of-the-art layout offering eight levels of wonder, color, and excitement.

For readers of *Classic Toy Trains* yet to sign up as dues-paying members of the club, here's the best alternative. Thanks to the generosity of current officers of the MLRC, we'll be looking at the history of the club and then touring its remarkable 3,000-square-foot three-rail display.

We've visited the MLRC before, starting with an article in the September 1997 issue to celebrate its golden anniversary. With the members and officers gearing up to mark another significant milestone 25 years later, we couldn't wait to return to their comfortable headquarters in the suburb of New Berlin to share in all the excitement and run some long trains.

Always changing

Every time we visit the MLRC, no matter how often, there's always something new

and unexpected to check out. We walk inside, ready to be thrilled; we walk out shaking our heads in amazement at what members have conceived and then built. The size and detail of the huge O gauge layout combine to make it one glorious sight, a landmark in our community.

Of course, we're familiar with the only-in-America story behind the origins of the club whose 200 or so members soon will be blowing out 75 candles on a commemorative cake. It's the story of one fellow's ingenuity and determination – one epitomizing what really has made Milwaukee famous.

In case you're just joining us, let's summarize things fast. Late in January of 1947, a terrible blizzard paralyzed Milwaukee and shut down schools and businesses. A boy named Jerry Brettschneider, bored by being cooped up indoors, asked four pals to come over to his family's residence on the south side of the city to play trains. He was eager to share his Lionel train set with them and hoped they might bring some more track and maybe a couple more pieces of rolling stock.

The size and detail of the huge O gauge layout combine to make it one glorious sight, a landmark in our community.

The kids had a ball, forgetting the frigid weather and the classes missed. Then, like a clip out of a movie from the time, someone suggested they get together again. Jerry spoke about forming a club, with members meeting on a regular basis at different homes, electing officers, and charging dues. The arrangement lasted for four years until, after conferring with his parents, Jerry volunteered their basement as the site for assembling a permanent O gauge layout.

Years passed. The MLRC kept adding members and expanding its activities. Folks chipped in to purchase additional track and trains and eagerly organized open houses. Events aimed at the community and publicized in local newspapers and on television raised more money through admission fees. Momentum never quit swelling as Jerry and the gang finished high school and looked ahead to adulthood, with jobs, military service, and family life.

More exciting times

Fast-forward to 1976. Many of the original members as well as the peers who had enlisted in the club along the way had married and were introducing their children to the pastime that had shaped their



3 This scene turns back the clock a few generations in locomotive development. Steam reigns on the upper line, and early diesels dominate below. How cool are the Soo Line units repainted in white and red to match the cars they pull?

youth. Despite changing in many ways, their enthusiasm for Lionel trains remained intact. Very fortunately for their community, that passion was being passed down to a younger generation.

As the club looked ahead to marking its 30th year of existence, members realized the group had outgrown the basement in the Brettschneider residence. Thus followed the next significant chapter in its history – the rental of a basement in a commercial building in the northwestern section of Milwaukee. The move meant work on a new three-rail layout would commence in short order.

A larger and more complex O gauge empire, not to mention a new portable display transported to public events, enhanced the reputation of the MLRC. When the group found itself forced to move again less than a decade later, its members willingly did so and prepared to build a bigger layout. The 26 x 31-foot railroad more than satisfied them, along with readers of CTT, who expressed their approval after reading the article about the club published in 1997.

Home with bridge

If there is one lesson folks at the MLRC have learned, it is to never become complacent or expect circumstances to remain the same. To put it in a nutshell, they understand that anytime you're renting, well, things can change in a heartbeat!

A few years after the club's golden anniversary, members were faced with new issues forcing them to pull up stakes again. Frustrated by what had happened, they made a prudent if momentous decision: The time had come to buy a new site and not depend on the goodwill of landlords.

In 2002, the MLRC opened up its wallet and put a down payment on a two-story site in New Berlin. Soon, members were mapping out the 30 x 54-foot O gauge extravaganza profiled here. They envisioned an extraordinary model railroad boasting plenty of independent main lines crisscrossing the room with several levels rising from near the floor to high overhead. Intertwining

networks were going to heighten the fun and challenges associated with operation while dazzling visitors of all ages.

The biggest challenge facing the teams of talented and experienced builders from the get-go was solving the dilemma of how the three mainline tracks perched on the uppermost portion might be linked so trains could move from one side of the expansive room to the other. Keep in mind, the top level towered 8 feet above the floor. This was a difficult project.

Luckily for everyone in the club, decision makers refused to let the challenge overwhelm them or prevent them from conceiving of something really big and impressive. They were ready to wow the world! A bridge was the recommended choice for spanning the 24-foot gap. Folks nodded in agreement, but then started bickering about what the architectural marvel should look like.

The discussion went on and on until someone with a firm grasp of the history of Lionel remembered the beautiful if truncated model of the world-famous Hell Gate Bridge in New York the toy maker

If there is one lesson folks at the MLRC have learned, it is to never become complacent or expect circumstances to remain the same.

had cataloged during the final part of the prewar era. “Let’s build our own version!”

An in-depth account of how a handful of members designed and fabricated the magnificent model of the Hell Gate Bridge for the club’s new location appeared in the September 2006 issue of CTT. Suffice it to say that the completed structure is a marvel to gaze at – absolutely stunning and unforgettable. It’s even better when a train or two dashes from one end to the opposite on a long journey. Oh, and if you’re wondering, the bridge tipped the scales at more than 250 pounds!

More on construction

While a few members focused on the mammoth span based on the Hell Gate Bridge, others turned their attention toward matters more mundane yet equally

4 For your viewing pleasure, the members of the MLRC presents two of the most beautiful paint schemes ever to distinguish American locomotives: Santa Fe diesels wearing “war-bonnet” colors and a Milwaukee Road 4-6-4 Hudson in the *Hiawatha* motif.

5 A stack train moves past a town on one of the upper levels. On the point is a Lionel no. 1933281 General Electric ES44AC in Burlington Northern Santa Fe colors.

crucial to the success of the planned layout. As diagrammed, the display was intended to encompass approximately 3,000 square feet on eight levels and boast more than a quarter-mile of O gauge track as well as 15 active sidings.

What else was envisioned? Club members wished to have the capability to operate as many as 17 trains simultaneously. Equally as important to them was getting the public involved in hopes of promoting the hobby. Therefore, they designed the massive layout to feature more than 50 interactive sites that included yet weren’t

limited to animated accessories dating from the prewar era all the way up to modern times. An unbelievable aim that took about five years to achieve.

A project of such magnitude demanded the finest and sturdiest foundation. Benchwork best characterized as a blend of L-girder, open-grid, and tabletop, went up steadily, as volunteers worked throughout the weeks. They relied primarily on 2 x 6 pieces of lumber. Over the framework they secured sheets of ½-inch-thick plywood, which they covered with ¾-inch-thick Celotex board.





6 You can be sure that the motive power members choose to operate will be different on every visit to the MLRC. Some days contemporary road diesels fill the room; today, however, steam is handling the various freight and passenger trains. We're as eager to admire the models as the well-dressed crowds waiting at the station seem to be.

For track, the vote went for Lionel tubular and GarGraves "Phantom" brand. Experience using both types influenced the decisions reached by members. As one explained, "Tubular track has worn well over the years and, when necessary, can be replaced with ease." No surprise, the GarGraves sections looked more realistic, thanks to their blackened middle rail and many wood ties.

As for the range of track diameters found on the layout, club members report the curves start at 72 inches and increase to an incredible 120 inches on the main lines. Everything has proved remarkably durable and satisfactory. That includes the O-72 turnouts manufactured by GarGraves, K-Line, and Ross Custom Switches, all of which are handled remotely via up-to-date machines.

Two final notes regarding track that have relevance to virtually every O gauge club around. First, to ensure prewar and postwar locomotives could adapt to the network of rails, certain lines were laid

without switches so derailments and other problems were minimized, especially with older "flying-shoe" rolling stock. Second, to accommodate the array of locomotives members own, there had to be provision for the occasional Standard gauge engine. One main line was built using dual-gauge five-rail sections from GarGraves. Everyone was happy with these decisions.

Moving forward

Toy train clubs open their doors to individuals expressing an interest in every era of production rather than the present only. The MLRC is no exception. Further, despite the group's name, members enjoy learning about and operating O gauge trains from postwar and modern manufacturers other than Lionel. More telling, they've even installed on the layout a few accessories originally cataloged as part of the American Flyer line of S gauge trains from the A.C. Gilbert Co.

Naturally, open-minded club members cast their net incredibly widely when it



7 Skilled modeling neatly blended the three-dimensional scenery next to the main line with the two-dimensional photo backdrop glued to the wall painted sky blue behind.

came time to select structures to place all across the different landscaped surfaces. Over a period of 10 years, right after all the track in an area had been screwed into place, they had fashioned the various landforms out of papier-mâché slathered over screen wire and then painted with commercial latex colors and covered with popular scenery materials plus natural items.

From there, the miniature houses, stores, stations, factories, light towers, farms, and signals volunteers picked out went on. The principle, though not exclusive, sources of the various buildings were Lionel, MTH, and, as expected, Plasticville U.S.A. Some enterprising and talented members insisted on making some of the structures from scratch to give the display a unique personality.

Please join us!

Well before the most conservative estimates, the MLRC was ready to greet the general public and welcome the many new members. Once inside the club's headquarters, viewers young and old found themselves being blown away by the Hell Gate Bridge. They admitted to being astounded even before glimpsing the vignettes found everywhere on the layout. "Sign me up!" was the cry, and more than 200 men and women have now joined.

However, the MLRC never intended to

restrict itself to only adults and teenagers paying dues. Consequently, the group now holds an open house every Friday from 1 to 9 p.m. as well as on Saturdays and Sundays from 1 to 5 p.m. between October and April (except on holidays).

Officers and members invite outsiders to study exhibits of Standard and O gauge models illustrating the history of Lionel. They hope people will check out the library of books, magazines, and DVDs treating every aspect of model railroading and many prototype lines, in particular, those that have ever served the city of Milwaukee: Chicago & North Western, Milwaukee Road, Soo Line, and some others.

In addition, the MLRC has raised funds while reaching out to fellow Lionel enthusiasts through an ongoing series of specialized locomotives and rolling stock created in cooperation with Lionel. Examples of these unique O gauge items are on display at the club's headquarters, with the vast majority of models being based on pieces once rostered by the Milwaukee Road.

It is quite amazing to think that what

began with a few youngsters during a snowstorm has not only survived three quarters of a century but has thrived during that time. The future continues to look bright and exciting for the club and its spectacular layout. Residents of southeastern Wisconsin should consider joining the

Milwaukee Lionel Railroad Club, and tourists to the area ought to schedule a visit. Just be ready to stay longer than you plan, because the sights are overwhelming and the pleasure is endless. **CTT**

This article would not have been possible without the cooperation and encouragement of the current

officers of the Milwaukee Lionel Railroad Club: President Steve Smiley, Vice President Dave Oelstrom, Secretary Gary Schlunz, and Treasurer Jim Saer. Additional help came from Williams Milbrath Jr. and David Rohr. Everyone associated with the Milwaukee Lionel Railroad Club hopes that CTT readers will visit the O gauge layout at 2721 S. Calhoun Rd., New Berlin, WI 53151. For more information, please telephone 262-754-9900 or visit the club's website www.milw-lrrc.org

8 Different crews have tackled the essential tasks involved in completing an O gauge layout on the scale of the one belonging to the MLRC. The high-quality appearance of the track, scenery, structures, and details attests to the array of talent there.



AMERICAN FLYER'S Single-dome Gulf tank cars

Realistic models filled the S gauge roster between 1951 and '57

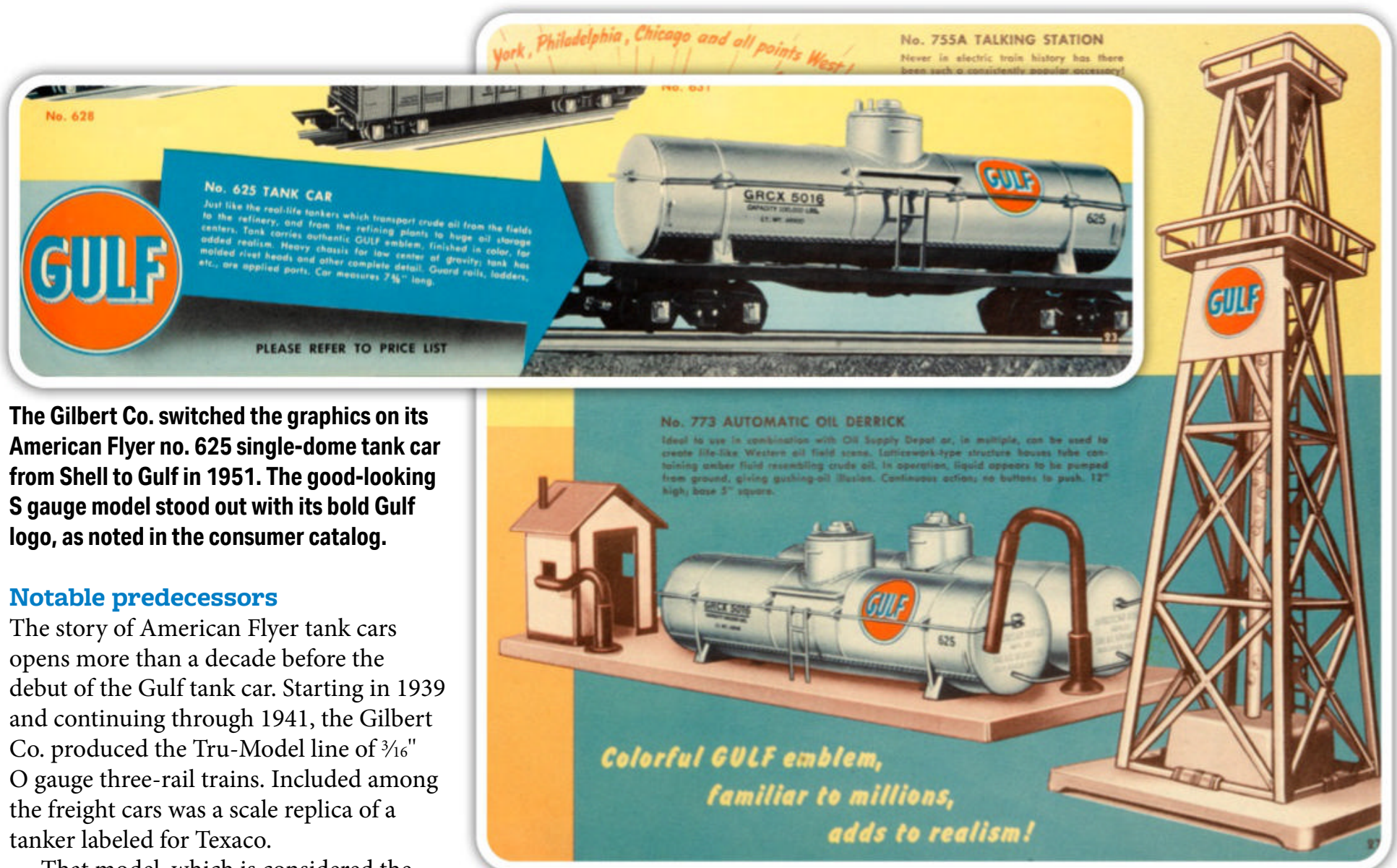
STORY BY DON HEIMBURGER ● Photos by William Zuback



Tank cars have long been prized by American Flyer enthusiasts, who sought to collect S gauge replicas of the rolling stock they saw on the railroads of postwar America. Fortunately for them, the A.C. Gilbert Co. offered a number of captivating S gauge tank cars through the years, and those neat models had different names.

Deep Rock and Hooker, Mobilgas and Shell were among the names Gilbert used on S gauge tankers cataloged in its American Flyer line. But the one seen most commonly was Gulf. In fact, between 1951 and '57, that name appeared on single-dome cars with different three-digit product numbers. Let's look over the early history of Gulf models, which opened 70 years ago with the realistic and vivid nos. 625 and 625G models.

Two identical versions of the single-dome Gulf tank car made their debut in the American Flyer lineup in 1951. The no. 625 was used in cataloged sets and offered for separate sale. The no. 625G appeared only in uncataloged sets. Both of them are easy to find today.



The Gilbert Co. switched the graphics on its American Flyer no. 625 single-dome tank car from Shell to Gulf in 1951. The good-looking S gauge model stood out with its bold Gulf logo, as noted in the consumer catalog.

Notable predecessors

The story of American Flyer tank cars opens more than a decade before the debut of the Gulf tank car. Starting in 1939 and continuing through 1941, the Gilbert Co. produced the Tru-Model line of $\frac{3}{16}$ " O gauge three-rail trains. Included among the freight cars was a scale replica of a tanker labeled for Texaco.

That model, which is considered the grandfather of the 1:64 scale tankers, featured the tank casting, handrails, and ladders Gilbert would use after World War II for its S gauge tank cars. The frame was similar to what appeared later.

Gilbert introduced its first 1:64 scale tank car in early 1946: the no. 625 single-dome model painted orange with Shell graphics. It was a handsome piece of rolling stock, but the plastic used to mold the body shell tended to warp and so different plastics were soon used.

After representatives of the Gulf Oil Co. reached out to Gilbert in 1950, it switched from lettering its single-dome tank cars for Shell to Gulf a year later during the Korean Conflict, when finding raw materials and parts for the models proved challenging. From then through 1960, many thousands of Gulf models with one or later three domes painted silver over black or gray plastic were produced and used in a large number of cataloged and promotional freight sets while also being offered for separate sale.

The American Flyer single-dome Gulf tankers compared favorably with the type-27 prototype developed by American Car & Foundry. That full-size car, many thousands of which were built in the late 1940s, could be ordered with multiple compartments holding from 4,000 to 12,000 gallons of liquid in total.

In addition to the popular American Flyer single-dome tank car, the name and familiar logo of Gulf Oil Co. appeared on two great accessories cataloged by the A.C. Gilbert Co. in 1951: the nos. 768 oil supply depot and 773 automatic oil derrick.

Getting started in 1951

The first Gulf tank car was a black plastic model painted silver and lettered in black. The cataloged version was labeled "625"; the uncataloged version was labeled "625G." Both single-dome cars featured an orange logo decal with blue Gulf lettering. They were equipped with link couplers, metal handrails, and shiny metal ladders on both sides.

For the line released in 1951, Gilbert included the 625 tank car in just one set: the no. 5106WT, which was led by a die-cast metal no. 325 4-6-4 Hudson equipped with smoke, "choo-choo" sound, and a whistle. In addition to the 625, the mid-range freight set had nos. 629 Missouri Pacific stockcar, 631 Texas & Pacific gondola, and a 630 Reading caboose.

The copy accompanying the description of the train set in the consumer catalog showed an orange-and-blue Gulf emblem and announced, "BRAND NEW THIS YEAR. Tank Car carries authentic GULF emblem to provide realism." Then in the listing of rolling stock, an oversize $1\frac{5}{8}$ "-wide Gulf Oil emblem appeared, along with a larger-than-normal $2\frac{1}{2}$ " x 6" color photo of the new 625 tank car.

With that image was printed a stirring description: "Just like the real-life tankers which transport crude oil from the fields to the refinery, and from the refining plants to huge oil storage centers. Tank carries authentic GULF emblem, finished in color, for added realism. Heavy chassis for low center of gravity; tank has molded rivet heads and other complete detail. Guard rails, ladders, etc., are applied parts. Car measures $7\frac{5}{8}$ " long." What Flyer operator could resist it?

The American Flyer line didn't feature any other tank cars in 1951. Curiously, the first Gulf models were mistakenly stamped with the reporting marks for the Shell cars ("SEPX"). Once the error was noticed, it was corrected to read "GRCX."

Accessories too

The section in the consumer catalog devoted to accessories showed two novel items also promoting the Gulf name in 1951. The nos. 768 oil supply depot and 773 automatic oil derrick both featured large orange-and-blue Gulf emblems.

The 768 came with a pair of tank cars mounted side by side minus their frames and wheelsets on a $4\frac{1}{2}$ " x 12" sheet-metal



base. There were as well feed lines, a hose, and a sheet-metal pump house. The tanks, which had Shell graphics in 1950 when the accessory was introduced, now came labeled for Gulf. They remained that way for the next two years until Gilbert deleted the 768 after 1953.

The 12"-high plastic oil derrick came from the Colber Corp. based in Irvington, N.J., which originally sold the accessory under its own name. Added to the American Flyer line, it could be used to model a Western oil field. The amber fluid inside the middle tube could, once it was heated, give the illusion of gushing petroleum.

Gilbert cataloged the 773 between 1950 and '52. The oil derrick was offered with an American Flyer base or an orange-and-blue Gulf logo sign.

More cars in 1952-54

The year 1952 was truly a momentous one for the A.C. Gilbert Co. because it improved its American Flyer lineup with realistic knuckle couplers. Consequently, while the 625 tanker returned, now a component of set no. 5204W, there was also the brand-new no. 925 single-dome Gulf tank car with the updated couplers. The latter model filled out set no. K5206W, headed by a no. K325 4-6-4 Hudson steamer and tender.

In the section of the consumer catalog presenting the various accessories, the 768 oil supply depot and the 773 Gulf Oil derrick again made an appearance. They helped the company achieve record earnings that year of more than \$900,000, topping the previous high in 1949 of \$831,000.

Once the Gilbert Co. was able to install its brand-new knuckle coupler on various pieces of rolling stock in the American Flyer line, it changed the product numbers. The single-dome Gulf tank car was then identified as no. 925 and stayed in the line from 1952 through '57.

Then for 1953, the 625 appeared in a pair of sets whose components still used link couplers. The no. 5312T was a six-item steam freight train nicknamed the Black Diamond, and the no. 5323T was an eight-item steam freight train known as the Mountaineer.

Meanwhile, the 925 Gulf tanker came in a pair of freight sets whose components were equipped with knuckle couplers. The no. K5329 Meteor was an eight-item train, and the no. K5352W Pacemaker came with slightly better rolling stock.

More expensive and desirable were the two diesel freight sets packed with a 925 tank car. There was the no. K5363W, the Silver Rocket diesel freight train with eight slick models, followed by the no. K5374W Chief, a 10-unit train headed by a Santa Fe Alco A-B-A combination.

Gilbert dropped the 625 and 625G after 1953. Only the 925 made an appearance in 1954. The impressive model appeared in six sets, four of which depended on steam engines for their motive power (they were the nos. K5412T Arrow, 5423T Mountaineer, 5437T Meteor, and K5352W Pacemaker).

Two outstanding diesel sets also came with a 925 Gulf tank car in 1954. Both the K5363W Silver Rocket and K5374W Chief were making a second showing in the roster being cataloged by Gilbert.

For 1954, the 925 single-dome tank car was also available for separate sale at a

price of \$4.50. By that year, however, it faced competition from a new type of model in the Flyer line, a model heralded as a chemical tank car in 1954. The colorful and desirable no. 910 boasted green and yellow coloring with vivid Gilbert Chemicals lettering.

Collecting them

Gilbert's use of Gulf graphics expanded the following year, when its single-dome tank car was joined by a triple-dome model. What happened in 1955 and the succeeding years, however interesting, should receive its own treatment in a later issue of *Classic Toy Trains*.

Collecting the early single-dome Gulf tankers will hardly challenge dedicated Flyer enthusiasts. They can be found at train shows and on Internet auction websites all the time, with their prices being quite reasonable relatively speaking regardless of condition.

As you hunt for examples of the 625, 625G, and 925, look out for differences in the size, shading, and lettering of the Gulf decals as well as models with complete or split tanks. The types of sheet-metal frames used, along with the trucks and couplers, will also vary, as will the number of stanchions (four or six) and whether or not the handrails wrap entirely around the ends of the car. **CTT**

The author wishes to thank Gary Baloun, Thomas Barker, Lonny Beno, Joe Bogert, Robert Bubeck, Carl Byson, Bill Clark, Greg Hurd, Andy Jugle, and Paul Nelson for helping with the research behind this article.



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Holiday No



staligia

ON AN O GAUGE LAYOUT



Modern Lionel trains changed Christmas for Richard Doolittle

STORY BY ROGER CARP ● Photos by Richard Doolittle

The fact that Richard Doolittle and his wife, Mary Kay, put O gauge trains under their Christmas tree every year hardly sets them apart from many thousands of other readers of *Classic Toy Trains* or even the millions of folks who have never heard of our magazine. Neither does knowing how the two of them have in addition designed and completed a 5½ x 20½-foot three-rail empire in their lower level of their home.

What's a genuine pleasure to learn from Richard is how Mary Kay and he have combined all the modern-era Lionel trains he operates with their nostalgic Snow Village structures and details from Department 56 to create a real Christmas winter wonderland. They have always appreciated that special season, especially when their relatives and friends visit. Then they turn on the Snow Village lights and fire up the sounds of a trusty old 2-8-0 Consolidation to revive memories of Christmases past and present for everyone.

1 Lionel's New York Central 2-8-0 Consolidation steam locomotive (product no. 11133) changed the way Richard Doolittle approached O gauge modeling. He wanted to embrace the latest advancements in track and controls on his 5½ x 20½-foot Christmas railroad.

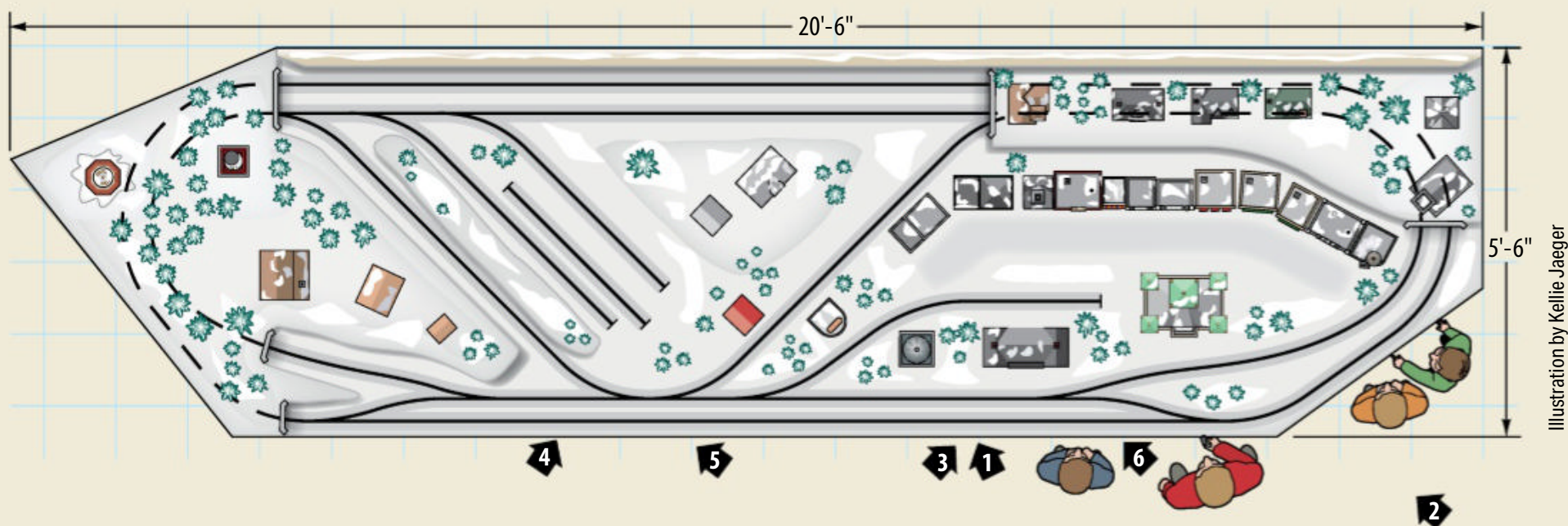


Illustration by Kellie Jaeger

AT A GLANCE

Name: Richard and Mary Kay Doolittle's O gauge layout

Dimensions: 5½ x 20½ feet

Track and switch: Lionel FasTrack (diameters range from 42" to 54")

Motive power: Lionel (postwar, modern)

Rolling stock: Lionel (postwar, modern), MTH

Controls: Lionel no. 22983 180-watt PowerHouse power supply with Legacy command control

Accessories: Department 56, Lionel, MTH

Structures: Department 56, Menards, Micro-Mark, scratchbuilt

Vehicles: Athearn, Department 56

Figures: Department 56, Model Power, Woodland Scenics

Back to 1948

For Richard, favorite Christmas memories go back to his youth in Iowa in the late 1940s. He remembers how on cold and snowy nights his family gathered around a Christmas tree decorated with colored light bulbs, silver tinsel, and beautiful ornaments of all shapes and sizes.

While Richard's father smoked a pipe and read the latest *Saturday Evening Post* and his mother darned socks while sitting in a rocking chair, 9-year-old Richard was on the floor, trying to guess what was inside the wrapped packages under the tree. Then it was off to bed, although the boy hardly slept at all on Christmas Eve.

Forget the holiday cookies and eggnog! Friends and relatives stopping by the Doolittle home during the holiday season make a beeline for the 5½ x 20½-foot O gauge layout. The numbered arrows correspond to the numbers in each of the captioned photographs Richard shot.

The next morning, Richard bounded downstairs to the living room. Under the tree in 1948, he discovered his first electric train. It was a bright and shiny Lionel no. 1111 Scout freight set purchased at the local Coast to Coast store.

Richard's father then invited him to carefully place the three-car freight train on the 4 x 8-foot sheet of plywood he had painted green with white streets. The layout rested on a pair of sawhorses. There was also a control panel.

"I loved it!" Richard declares, while admitting the layout was simple by today's standards. Then he reminisces about all the hours he spent racing his little freight and uncoupling and rejoining the rolling stock by himself and with his friends.

Nevertheless, as the years passed and the Doolittle family moved into a new residence, other activities started competing for Richard's leisure hours. Canoeing and camping occupied his time, along with model airplanes and ham radios. The train was cast aside.

Changing attitudes

Now let's look far ahead to 1986, almost 40 years since that special Christmas in 1948. Richard and Mary Kay had married and been blessed with three wonderful children. Naturally, they still celebrated Christmas with a decorated tree, piles of presents, and relaxing and meaningful times with loved ones, neighbors, and various friends.

Christmas was about to change for the Doolittles. While Richard and his

wife were doing their holiday shopping they chanced upon a display of the nostalgic porcelain structures marketed by Department 56 as part of its Snow Village line. They were pleased to discover those nostalgic buildings roughly matched in size the O-27 Scout set still packed away.

Yet Richard and Mary Kay wondered whether the postwar freight train would still operate. Excited about the possibilities, they decided to start by buying the train depot.



Once home, the two of them placed the miniature station under their Christmas tree and plugged it in. Then out came the old Lionel set and all its track. They soon assembled the loop of three-rail track and tested the transformer.

Everything ran like a charm. With the room lights off and Christmas tree lights on, the operating train caused memories of that special morning in 1948 to come flooding back. “At that moment,” Richard says, “Mary Kay and I were hooked and started looking forward to adding more Department 56 structures.”

Time for a layout

Year after year into the 1990s, the Doolittles’ collection of buildings, figures, and more grew. Everyone now knew what the perfect gift for them was.

In the meantime, Richard kept assembling the Snow Village items, along with his train, under and around the Christmas tree. Later he had to add a second level to the 4 x 4-foot display to accommodate all the additions to the collection.

Richard retired in 1999, and with Mary Kay moved to the lake home they had maintained in northern Wisconsin. It wasn’t very long before a much larger layout was conceived. It would run along the side of the great room – stretching about 25 feet in length – and stay up all year.

For more than a decade, the O gauge layout constructed there entertained three generations. Richard’s son and son-in-law, plus his grandsons, had a blast. They operated the postwar Scout train as well as their own contemporary engines and rolling stock. The new production pleased Richard, too, so he expanded his roster with a Lionel 2-8-0 Consolidation and tender lettered for the New York Central. Little wonder Richard thought he had built the layout of his dreams.

New home

Funny how dreams can change and get better! You see, Mary Kay and Richard weren’t finished moving. On the contrary, they found a house they liked even more around 2011 and made what they assert will be their last move. Certainly when thinking about their next dream layout, they intend for what they designed and built to serve as a permanent tribute to their love of Christmas.

The O gauge railroad occupying the lower level of the Doolittles’ current abode and being showcased here isn’t terribly deep – there are only 5 feet between the front edge and the wall behind. It is, however, incredibly long. To Richard’s delight,

his latest and finest layout measures nearly 21 feet from one end to the other.

Three sheets of ¾"-thick plywood were required, with Richard doing all the tasks needed to finish them before carting them inside the house to bolt together to get a sturdy and level platform. Everything went off without a hitch, thanks to Mary Kay’s suggestions.

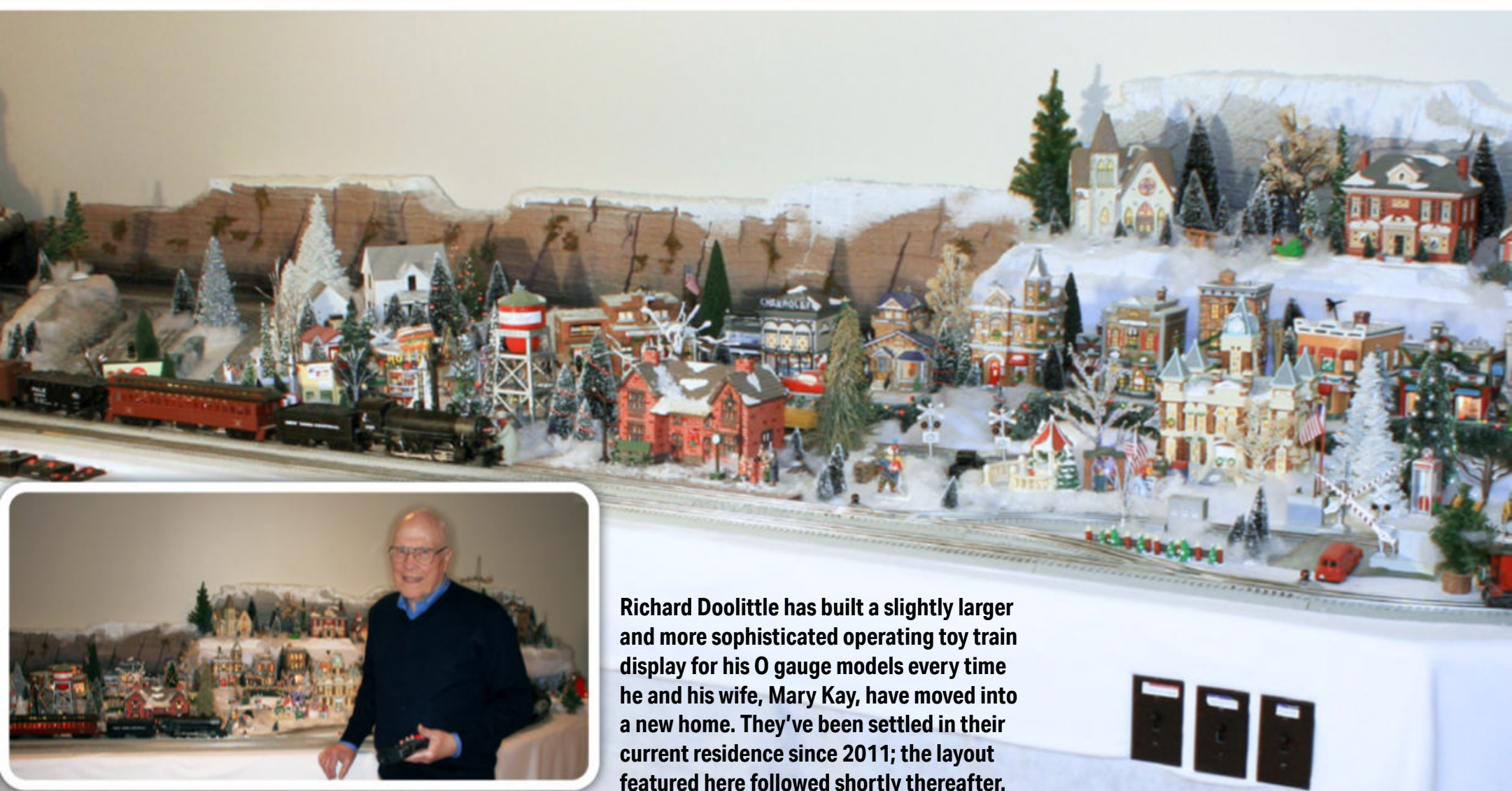
Experience taught Richard the need for a solid foundation. He relied upon 1 x 4 lumber for the legs and supports. The tabletop stood 36" off the floor.

From there, Richard put down pieces of laminate flooring to cushion the track and reduce the noise produced by the trains. Then came a layer of white felt to simulate snow on the ground and hillsides.

The track plan Richard developed consisted of two elongated loops he was going to connect with a pair of crossovers. “My principal goals” he stated, “were to be able to operate two trains simultaneously and to reverse their direction.”

As far as major scenes went, Richard and Mary Kay wanted to put their assorted Snow Village models to good use. Therefore, they elected to create a tall mountain with a ski resort at the far left side and a quaint village at the right side.

2 The 115-square-foot O gauge layout has two long loops of Lionel FasTrack with 11 remote switches and 3 spurs. Richard put in 5 uncoupling/operating sections.



Richard Doolittle has built a slightly larger and more sophisticated operating toy train display for his O gauge models every time he and his wife, Mary Kay, have moved into a new home. They’ve been settled in their current residence since 2011; the layout featured here followed shortly thereafter.



3 Residents of the village Richard built at the right side of his layout look forward to greeting their relatives and acquaintances riding aboard the MTH illuminated coach. Travelers are eager to spend Christmas in the quaint settlement.

Down to work

Sure of what he wanted to build and how to approach construction and wiring, Richard laid out his tools and prepared to start. Experience as well as familiarity with techniques explained in magazine articles and books would serve as his guide. Mary Kay's sharp eyes were all he would need to know whether he had succeeded.

Richard opted for Lionel's FasTrack because he had learned how well the sections worked when placed on top of pieces of felt. Also, the wide array of lengths and diameters appealed to him. Still another important benefit of FasTrack was how reliably the turnouts operated.

Reading Lionel's catalog impressed on Richard how diverse the list of FasTrack pieces had become. He therefore felt comfortable installing uncoupling tracks, operating sections, and slide switches for controlling track power on spurs.

Just as Richard trusted the latest track system his favorite manufacturer had



4 "Over there," Richard tells every visitor to his holiday layout, "is the Lionel no. 1001 steam engine and tender I received for Christmas in 1948." The locomotive may look as though it's retired, but don't bet against it being able to run again.

developed, so too did he also approve of Lionel's newest version of command control. He wanted very much to use Legacy components to run his trains. Lionel's 180-watt power supply would direct AC to the track, switches, signals, and trackside accessories through 14-gauge feeders and 18-gauge hookups.

Thorough testing of the FasTrack and

his Legacy locomotives erased any worries Richard had about whether everything would run smoothly. Hours and hours of flawless operation would prove that he had wired everything correctly.

Favorite scenes

For Richard, the most prominent scenic feature on the layout was going to be the

mountain soon to be looming over the left end. To start, Richard glued down several layers of 1" - and 2" -thick foam insulation. He then shaped the exterior with different hot knives until he was satisfied with the overall appearance. In the distance went thicker pieces of foam sculpted and painted to suggest a range of snow-capped peaks. Viewers imagine being in the Rockies.

The rugged appearance distinguishing landforms depended on spraying them with Rust-Oleum stone textured paints. Shades of black, brown, and gray did the trick, being enhanced with the dozens of miniature trees and other commercial types of foliage.

Mary Kay took the lead for the final phases of the landscaping, and Richard gladly listened. He advises fellow layout builders uneasy with the scenery process simply to relax and enjoy it. "Things work out better than you imagine," he says.

"Keep in mind," Richard continues, "you're trying to duplicate what Mother Nature created. You really can't go too far wrong with whatever you try."

That laidback attitude characterized Richard's work on the village. He built it on three levels. The downtown district sat on layers of foam insulation, and the residential area rested on a wood platform almost 10" higher. He mounted all the houses on sculpted foam treated to look like snow-covered rock.

Still learning

When Richard looks back over the many decades that have passed since that Scout set arrived in 1948, he reflects on how much knowledge he has gained and the self-satisfaction he has enjoyed by creating and building the layout. He's especially proud of the special structures he has built from scratch.

Every visitor hears the story behind "Grandma's House," the 1:48 scale replica of the home his grandparents established in Estherville, Iowa, more than a century ago. Richard is equally proud of the log cabin he finished using dowels cut from logs and balsa to make interior and exterior trim. He fabricated windowpanes out of plastic, and Mary Kay sewed curtains.

You can be sure that Richard and Mary Kay Doolittle never hesitate to tell viewers how enjoyable and satisfying it has been to construct the Lionel/Snow Village layout together. They have enriched their lives with Lionel trains and Department 56 models and are grateful for all the joy doing so has brought them and others. **CTT**



6 Parents and children stand by the track, getting ready to serenade people inside the approaching passenger cars. They'll sing many favorite Christmas carols.

5 Different main lines converge under the towering mountain Richard created out of foam insulation board at the left end of the layout. Don't miss the animated skiers racing down the hill.



UNTOLD STORY

BEHIND THE LIONEL STOCK-WATCH

A forgotten product for farmers

STORY AND PHOTOS BY ROBERT J. OSTERHOFF

■ As millions of people celebrated Victory in Europe Day on May 8, 1945, Lionel executives marked a different event. The day before, the U.S. War Production Board had rescinded order L-81, thereby lifting restrictions on using metal in the wartime production of toys. After years of producing compasses, binnacles and other military-related item, Lionel could again focus on manufacturing trains.

Corporate decision makers sought at the same time to diversify their product line. Besides O gauge trains, they intended to bring back the chemistry sets introduced prior to the war. They challenged the Engineering Department to think more creatively, a call that eventually led to an announcement in the annual report for the fiscal year ending February 28, 1946. President Lawrence Cowen wrote, “Your Company has developed and offered to the farm trade a new product, ‘The Stock-Watch’, an electric fence controller.”

Unanswered questions

The No. 1214 Lionel Stock-Watch is one of the most elusive, mysterious, and rare non-train products the firm ever made. It was prominently displayed in the company’s New York showroom in 1946, next to the sports trophies awarded to teams of factory workers.

When production began remains uncertain, although an unsealed production sample is marked 9-11-46. In addition, how many were made has not been documented. That Lionel was serious about marketing the product, given the catchy name “stock watch,” was made plain by the colorful label adorning the custom designed box in which it was shipped.

The function of the 1214 - the control of cattle within a contained enclosure by means of an electrified fence – made it a product sure to appeal to farmers. Lionel viewed the fence controller as a potential



So few examples of the little-known no. 1214 “Lionel Stock-Watch” have been discovered that the author wonders whether the company ever put it on the market. The one in his collection looks brand new and was found with its original box, including a colorful label on one end.

money maker, believing the firm had the technical expertise through its engineering team to develop a superior product. Unfortunately for Lionel, planners significantly underestimated the competition.

The DC controller on the Stock-Watch was designed to be portable and operate on a 6-volt dry or storage battery. It was, according to Lionel, “absolutely dependable and economical to operate.”

An examination of the Stock-Watch reveals the kind of high-quality, durable product for which Lionel was known. The timing mechanism and high-voltage generator were sealed in Lionel’s trademarked plastic enclosure like those used with military items and toy train transformers.

Marketing and service

As with Lionel trains, there was marketing and service support behind the 1214. A colorful four-page flyer introduced it. This undated promotional item was likely released in 1946, though it did not see the wide distribution typical of the company’s toy trains. Missing was any reference to pricing, and no Lionel price list from 1945 through 1947 provides a price point for the Stock-Watch.

The brochure emphasized the product was being introduced “after years of research and experimentation and thousands of hours of testing.” A March 1945 schematic diagram from the files of the Lionel Engineering Department documented a stand-alone DC fence controller as well as a combination model with AC and DC capabilities. A drawing from early 1947 depicted a wiring diagram for only an AC controller model, although the few units that have survived are DC models.

Lionel had great plans for its Stock-Watch, producing the sales brochure and referencing the product on its corporate stationery. A special 8-page Service Manual was released in June 1947, complete with a list of parts and detailed descriptions on how to service the product. There is no evidence this manual was sent to Lionel Authorized Service Stations, and its targeted customer base is unknown.

No advertising

After the war, Lionel advertised its trains and then its chemistry sets and construction kits in various hobby and mass-circulation publications. Oddly, it did nothing to advertise the Lionel Stock-Watch.

Consider *Electricity on the Farm* magazine, a technical publication that often



Lionel aimed to expand its line of products immediately after World War II with the “Lionel Stock-Watch.” That electrical device was intended to control the movement of cattle in a safe yet trustworthy manner that farmers would appreciate.

contained fence controller advertising by established companies in the 1940s. Sandwiched between advertisements for milking machines and poultry warmers were notices from Lionel’s competition, such brands as Electro-Line, Fireball, and Hol-Dem. Red Devil Tools, located near Lionel’s plant in Irvington, N.J., had also entered the controller marketplace. Notably absent was the Lionel brand.

Numerous references in *Electricity on the Farm* advised farmers not to purchase units lacking national or state certification for safety. Two of the strongest certifications for electric fence controllers were those issued by Underwriters Laboratories and the Industrial Commission of Wisconsin. Lionel received neither.

In the Service Manual issued for the

Stock-Watch, Lionel admitted its units were shipped without UL approval and customer modifications to the unit were required to bring it up to UL safety standards. When it came to protecting farm livestock, this requirement dealt a devastating blow to Lionel’s success.

Out of sight

As quickly as it was introduced, the Lionel Stock-Watch disappeared. It was never mentioned in a consumer publication, a dealer train catalog, or a subsequent corporate annual report.

Lionel may not have even offered the 1214 for sale, because only a handful are known to exist. For one of the few times in its long history, Lionel was out of its league when it headed down to the farm. **CTT**



In the train room maintained by lifelong toy train enthusiast Richard Mack, the Lionel no. 1666 steam engine and freight cars he received for Christmas of 1941 occupy a spot of importance. Postwar treasures, including F3s, fill the shelves.

WHAT DOES LIONEL SHARE WITH FDR AND KING KONG?

Richard Mack's been a toy train fan since 1933

STORY BY ROGER CARP ● Photos by Richard Mack

MAY 4, 1933, was quite a day in American life. Amid the troubles associated with the Great Depression, President Franklin D. Roosevelt offered hope from the White House, a gargantuan ape climbed the Empire State Building, and a new baby entered the world, a little fellow who has spent nearly all his life ever since enjoying Lionel.

Richard Mack, still hale and hearty as he approaches his 90th birthday, continues to operate the Lionel trains he received before turning 10 years old, along with a Hafner windup set his parents gave him first, for either his second or third birthday. Better yet, Rich serves as an enthusiastic ambassador for our hobby, exuding the same vibrancy and joy he shares when singing and playing his guitar.

First a clockwork

Before the end of FDR's first term as U.S. president, Rich had become the proud owner of a clockwork passenger train manufactured by Hafner. He recalls it appearing as though by magic on the floor of the front room of his family's home. "There suddenly was in my life a circle of track and a little streamlined train."

Rich remembers the scene clearly: "My mother would wind up the train, and it would go around the shiny track for a short time before needing a lot more rewinding. Eventually, my mother's fingers would get too sore from the constant winding, and she would just leave the train sitting on the track. I was too young to do anything more than just stare at it and wait for it to come back to life again."

A less-than-auspicious start in the hobby might have destroyed the hope of most youngsters, but not that of Mr. Mack. Rich somehow believed something better awaited him. Before long, he discovered it at a department store in Chicago.

Then his first electric train set

Several years later, Rich says, he was introduced to Santa Claus. Awed as he was, he was equally inspired by the animated displays of toy trains he admired at Marshall Field's, The Boston Store, and Sears, Roebuck in downtown Chicago.

"We always had a very pretty Christmas tree," Rich says, "My mom and dad spread cotton around the base of the tree and set up little houses with lights inside and a church with a steeple. There was a mirror with tiny ice skaters on it. Around the display they put a green fence with red posts."

One thing was missing, and Santa took care of that omission on Christmas Eve. When Rich woke up on the morning of December 25, he ran down to discover a red-painted Lionel steam engine and tender pulling some freight cars. His memory as strong as ever, Rich lists a boxcar, a tank car, a green gondola with wood barrels inside, and a red caboose. And the engine had a headlight!

Thinking back gleefully to that landmark holiday, Rich insightfully adds that local movie theaters were playing *The Wizard of Oz*, *Union Pacific*, and *Gone With The Wind*.

These classic motion pictures prove that he received his first electric train at Christmas of 1939.

Events of 1941

Rich turned 8 in the spring of 1941 and received a Ranger bicycle. A wonderful summer followed, he states, although newsreels at the same movie palaces were

Rich's parents picked out a Lionel no. 1089W three-car freight outfit to present to him. The steam engine and its cars continue to operate smoothly 80 years later.

showing war raging in Europe. But it all seemed very far away.

Or did until an evening less than three weeks before Christmas. Rich was waiting on the back porch for his buddies to come out to play. He was listening to the kitchen radio playing when the broadcaster broke in the regular program to announce the air force of Japan had bombed Pearl Harbor.

"Their mother heard the unforgettable news and immediately yelled to their dad, 'Hey Ben. Where's Pearl Harbor?' He replied that he didn't know. Very soon we all knew."

The horrible news was tempered for Rich on Christmas morning when he found under the family's decorated tree a large box wrapped in plain brown paper with no fancy bows or glitter. The box seemed huge, and the contents thrilling.

A second and better Lionel outfit belonged to Rich. A no. 1666 steam engine was heavy and impressive. "Behind it," he remembers, "were a plain tender and the most remarkable reddish maroon gondola. Then I saw a Baby Ruth boxcar and what I have to admit was about the ugliest caboose Lionel ever made."

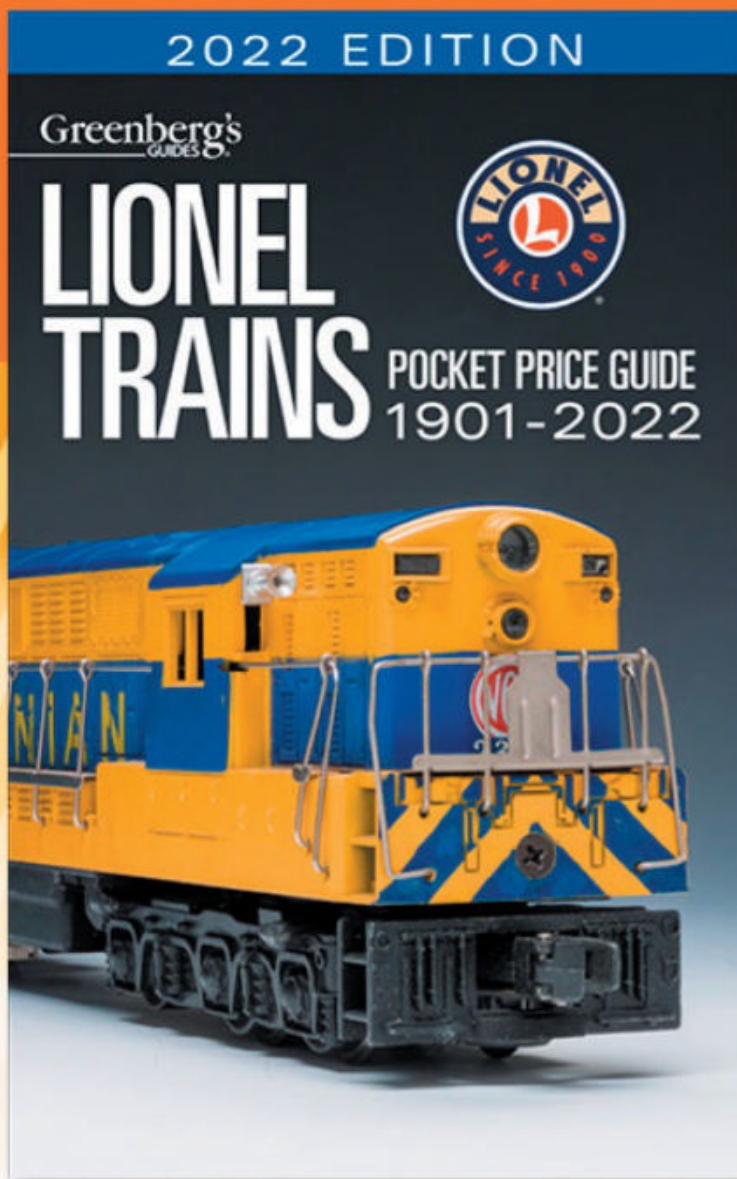
Never ending

Despite the esthetic shortcomings of the caboose and tender, Rich fell in love with the O-27 set and has never stopped operating it. In fact, it ran under the family Christmas tree for many more years, eventually taking up residence with Rich and his wife after they married in 1957. Their three sons and one daughter also enjoyed the prewar train and treasured every holiday it entertained them.

The 1666 and its three pieces of rolling stock currently occupy a place of distinction in Rich's train room. "Not a dent or a scratch or a trace of rust on it," he declares, "even though the original boxes have become old and tattered. The memories of that set are special and remain a cherished part of my life." **CTI**

Sometimes Rich takes out the Hafner clockwork passenger train given to him for his second or third Christmas in the middle 1930s. He will run it by a few favorite accessories.





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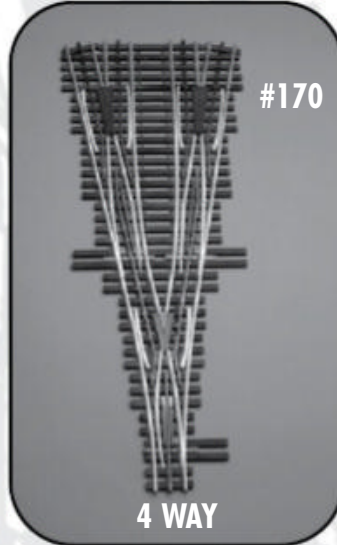
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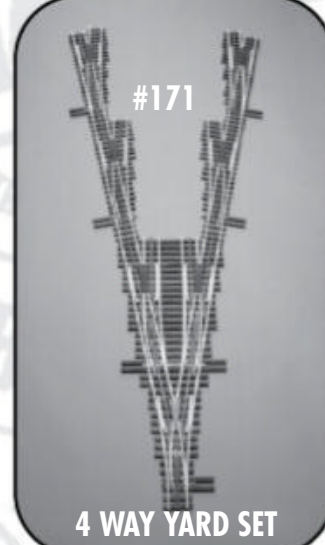
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WITH THE CTT STAFF

Lionel GP30

This Legacy locomotive is unmistakable

Electro-Motive Division's GP30 was a pioneer of sorts: a herald of the second generation of diesel-electric locomotion on American railways. By 1960 most American railroads had an idea of what worked and what didn't cut it in diesel operations.

Builders such as Alco, Baldwin, Lima-Hamilton, and Fairbanks-Morse fell to the wayside. General Motors' EMD and General Electric were winning the marketplace war – in fact, the latter's introduction of the U25B was countered by EMD with the GP30. The advantages of standardized large-scale production and common components helped secure the business for these manufacturing giants.

Between 1961 and 1963, EMD outshopped 948 GP30s in versions with and without cabs. Twenty-nine railroads bought the cab version; Union Pacific ordered 40 cabless B units. There are at least 20 surviving GP30s, a handful of them in occasional scenic railway service.

While the casual observer may mistake a GP38 for a GP40, the external appearance of the GP30 is unmistakable for anything else. Harkening back to EMD's automotive roots (think about the Aero-train), the GP30's roofline had a sort of streamlined style starting with the cab roof and extending to the rear radiators. Otherwise, the nose and body of the GP30 were similar to several thousand four-axle EMD locomotives that followed.

Opening the box

Lionel has offered up a good geographical range of road names for its new O gauge GP30. Our sample comes in the Chicago & North Western green-and-yellow livery.

The pilot has brakeman's steps, air and multiple-unit hoses, a simulated uncoupling lever, and quite unusually, a green handrail that extends forward from side to side, presumably for a brakeman to hold onto if standing on a footboard.



Both the front and rear decks have a diamond-tread drop-step and a safety chain. Handrails on both ends are white for better visibility.

The nose has two grab irons up front and a third on the engineer's side. The fireman's side has an airbrake pump. There are two classification lights on the nose. There are a sand filler cap and another grab iron on top of the "snoot."

The cab is well lit and has add-on wipers on the front. The side windows have a sun shield and wind deflectors.

Just above the windshields are well-illuminated number boards. The roof line slopes gently rearward, and there's a double-beam headlight in the center. A horn is situated above the engineer.

The body has good cast-in hinge, seam,

and latch detailing. There are see-through air-intake screens just behind the cab (and you can see yellow from the cab). There are add-on lift rings above it on the turbo-charger blister. The smoke unit exhaust is right behind.

There are four round fans, and the roofline begins to taper down after the first of them, which is for the dynamic brakes. Although they're non-functioning, fan blades can be seen inside them. There are four additional lift rings and a curved grab iron at the end of the roof.

The rear end has add-on grab irons, number boards, a twin-beam headlight, and a pair of classification lights.

The die-cast fuel tank has detailing, and you'll find a cast-in fuel cap and sight glass on the frame.



Painting and decoration were very good. The yellow and green overall scheme looks excellent, and the Chicago & North Western shield is really crisp. But this isn't just another pretty face!

On the test track

I couldn't access the locomotive with the LionChief app on my iPhone, but *Classic Toy Trains* editor Hal Miller was able to do so on his Android phone.

At home I tried two other Apple devices. I deleted and then downloaded the app on two with no change. I was able to control it with a third device, an iPod Touch with a slightly older IOS I hadn't updated. This was a first!

Once I established a connection, the model fired up quickly and the diesel sounds were excellent. The lighting package really popped in bright or dim conditions. Even the number boards stood out under normal room lighting.

The model has remote couplers front and rear. Be aware the rear coupler seems

to extend a bit more than most four-axle EMD models I've seen.

I pulled a variety of freight and passenger trains with our sample. Other than some short grain hoppers that insisted on frequently derailing on straight track (!), there was nothing dramatic to report. I also ran a train of six scale heavyweight passenger cars (12 total "old school" incandescent light bulbs), and neither the train's weight nor the power draw had any impact on performance.

Speed ranges were good. My command low-speed was 10.0 scale miles per hour, and the conventional low speed was 12.2 smph. The high speed was 75 smph. Any faster and I think it would have flown off my O-72 curves!

I reviewed a previous release of this model back in 2006. This is still a pretty solid locomotive. Good performance, better low-end speeds, and a terrific livery.

The box for this locomotive specifies minimum O-31 curves, like the previous release. However, Lionel.com says O-36. While the GP30 looks better on the latter, it can indeed run on the tighter curves.

O Gauge Legacy C&NW GP30 Diesel by Lionel

Price: \$529.99 (no. 2133451)

Features: Two can-style motors, remote couplers, smoke, Legacy sound and control. Operates in conventional mode via TrainMaster Command or LionChief Universal Remote or Bluetooth LionChief app.

Low speed (cmd): 10.0 smph **(conv):** 12.2 smph **High speed:** 75 smph

Current additional road names: (two road numbers per road name): BNSF (Burlington Northern repaint), BNSF (Santa Fe repaint), CSX (B&O repaint), CSX (Chessie repaint), Kansas City Southern, Reading & Northern, and Soo Line

Website: Lionel.com

The Legacy GP30 is a locomotive that isn't too large for a traditional O gauge layout. It's also well detailed enough for a more scale-like environment.

With the Lionel model's superb appearance and good performance, it should find a home on many railroads! – Bob Keller

Model courtesy of Sommerfeld's Trains & Hobbies, 12620 W. Hampton Ave., Butler, Wis.; 262-783-7797

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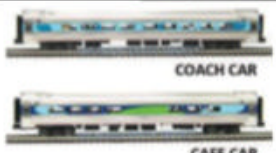
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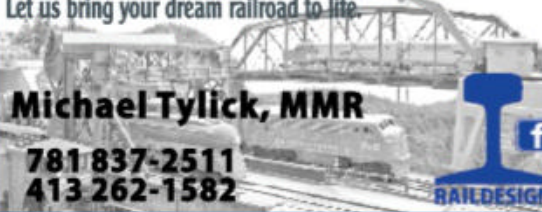
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Events

CA, CARMICHAEL (SACRAMENTO): TTOS-Sacramento Valley Division River City Toy Train Meet. Saturday, November 13, 2021, 10am-3pm. Carmichael Elks Lodge, 5631 Cypress Ave., Carmichael, CA 95608. All gauges – all ages! Admission: \$5 per adult or child over 12. Children 12 or under, free with adult. Food and refreshments. Free parking. Contact: John DeHaan, 707-483-9053

CA, SAN MATEO: Flyer Fest West sponsored by the Golden Gate American Flyer Club. Par 3 at the Lodge at Popular Creek, 1700 Coyote Point Dr. Sunday, November 21st. 10am-3pm. Admission \$15, under 18 FREE. S gauge train sales and operating layouts. Contact Paul Guaraglia, 510-677-4062, info@ggafc.org or Web www.ggafc.org Free parking, door prizes.

CA, TURLOCK: San Joaquin Valley Toy Train Operators, Inc. 46th Train, Construction & Farm Toy Show. December 4 & 5, 2021. Saturday 10am-5pm. Sunday 10am-3pm. Admission: \$8.00, kids under 12 free with an adult. Operating layouts, vendor tables, free parking. Stanislaus County Fairgrounds, 900 N. Broadway. Information: Ed Cathcart 209-479-4432 or Vernon Cowan 714-686-7165 www.sjvtoytrainoperatorsinc.com

CO, LOVELAND: Rocky Mountain Train Show November 27 & 28, 2021. The Ranch Complex, 5280 Arena Circle, Loveland, CO 80538. Saturday, 9am-5pm, Sunday 9am-3pm. 200+ sales tables, 50+ vendors, operating layouts, model trains of all scales. Admission \$8.00, under 12 free. Free parking. 303-364 0274 www.RockyMountainTrainShow.com Information@RockyMountainTrainShow.com

FL, DOVER: Regal Railways presents a Toy Train, Collectible and Hobby Christmas Sale/Show. Hillsborough County Fairgrounds, 215 Sydney Washer Road, Zip: 33527. Saturday, December 11, 2021, 9:00am-2:00pm. Admission: \$5.00 adults, children under 12 free. Vendors, videos, and operating layout. Lunch items available. Contact Joe: 727-244-1341 or visit: www.regalrailways.com for more information.

FL, PINELLAS PARK: Suncoast Model Railroad Club Train Show/Open House. Saturday, December 11, 2021. SHOW- New venue! Pinellas Performing Arts Center, 4951 78th Avenue N., Zip: 33781. 9am-3pm. Admission: \$7.00, Children \$2.00, under 11-free. Free parking. Food/snacks. Tables: Hugo Sacco: saccohugo459@gmail.com OPEN CLUBHOUSE- 12355 62nd Street North, Suite A, Largo, FL 33773. Admission: free. Visit: www.suncoastmrrc.com

GA, ATLANTA: Scott Antique Markets (featuring Anton's Antique Toy & Train Show), November 11 - 14, 2021. Atlanta Exposition Center, 3650 & 3850 Jonesboro Rd., Atlanta, GA 30354. Thursday: 10:45am-6pm, Friday & Saturday: 9am-6pm, Sunday: 10am-4pm. Admission \$5, good all weekend. Contact: Anton 937-397-3499, or email: tweissmann6@gmail.com

MI, EAST LANSING: Lansing Model Railroad Club Show and Sale. Michigan State University Pavilion. Sunday, November 14, 2021, 10:00am-4:00pm. Admission \$6.00, under 12 free. Michigan's largest train show: layouts, demonstrations and 500+ tables. Free parking. Flyer, table forms and map www.lmrc.org or call Ron St.Laurent 517-256-3588.

MO, JOPLIN: Museum Complex Train Show and Swap Meet. Saturday, November 27, 2021. Schifferdecker Park, 7th Street & Schifferdecker between the golf course and pool. 9:00am-3:00pm. Adults \$4.00, under 12 free. Rick Gardner, 11486 County Lane 214, Oronogo, MO 64855; 417-673-4888 or e-mail: rickgardner4449@gmail.com

NJ, BRICK: ECTP and Collectibles LLC presents The Brick Special Holiday Train Show. Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, December 12, 2021, 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.

contact for information. Name, daytime telephone number and street address of the person providing the information is also required but need not be included in the ad. Unless otherwise requested, ads will be published in the issue month that the event occurs in. Additional months are available at the \$45 per issue fee. Please specify issue date(s).

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NJ, WAYNE: ECTP and Collectibles LLC presents The Wayne Special Holiday Train Show. P.A.L. Hall, 1 Pal Drive, Wayne, NJ 07470. Sunday, December 19, 2021, 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.

OH, DAYTON: Dayton Train Show, The New Montgomery County Fairgrounds, 645 Infirmary Road, Dayton, OH 45417. November 6-7, 2021. Saturday, November 6, 11am-5pm and Sunday, November 7, 11am-4pm. Admission: \$8.00 per adult, children 12 and under free with paid adult. Gail Yarnall, PO Box 341233, Dayton, OH 45434, NMRA.Div.3@gmail.com. Go to http://www.DaytonTrainShow.com for updates.

OH, MASSILLON: CJ Trains Winter Train and Toy Show. Massillon Knights of Columbus Hall, 988 Cherry Road NW, 44647. Sunday, December 12, 2021, 10:00am-3:00pm. Admission: \$5.00, 12 and under FREE. \$25/dealer table, 152 - 8' dealer tables. Jon Ulbright, PO Box 446, Wooster, OH 44691, 330-262-7488, cathijon@sssnet.com www.cjtrains.com

PA, EAST GREENVILLE: November 20, 2021. 9am-3pm. All gauge train show. East Greenville Fire Co., 4th & Washington Streets, East Greenville, PA 18041. Four operating layouts and approx. 100 sales tables. Hosted by North Penn S Gaugers. Admission: \$3 person, \$5 family. Free parking. Refreshments. See website: www.npsgauge.org

TN, NASHVILLE: TCA Dixie Division, Music City Chapter, 28th Annual Christmas Toy Train Show on Saturday, December 11, 2021, 9:00am-4:00pm. The Fairgrounds Nashville, Expo Building #2. Admission: \$7, children 12 and under Free. Info: Vic Petrone, 7600 Indian Springs Dr., Nashville, TN 37221. 615-646-2232 or petrone.v@comcast.net. www.dixiedivisiontca.com

TX, PLANO: Dallas Area Winter Train Show. Plano Event Center, 2000 E. Spring Creek Parkway. January 15-16, 2022, Saturday 10am-5pm; Sunday 10am-4pm. Adults \$10.00 (for both days), 12 and under free w/adult. 80,000 sq.ft. of model railroading with numerous operating layouts on display. Dealers, layout tours, and drawings. Information: Chris Atkins, chris@railroadmodelers.com 469-438-0741. Visit: www.dfwttrainsshow.com

WI, LA CROSSE: The 30th Annual Great Tri-State Rail Sale. La Crosse Center, 2nd & Pearl Streets. Saturday, January 29, 2022. 9:00am-3:00pm. Admission \$5.00, under 12 free. 300 vendor tables. All Scales; Model, Toy & Antique Trains & Memorabilia. Information: 4000 Foundation, PO Box 3411, La Crosse, WI 54602, 608-781-9383. Visit: 4000foundation.com

*All listed events were confirmed
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NEXT ISSUE



ON A MODULE BUILD A DETAILED WINTER SCENE

Get instructions on how to create snow effects, using angles to create a dynamic view, modifying structures, and adding details that really make a display pop.

TWIST ON TRADITION

Visit a toy-like O gauge tribute to vintage and new trains and accessories. There is a lot in this layout to inspire modelers who want a traditional look to their layout.

STILL RUNNING

See a century-old Ives train set that one family still enjoys running every Christmas.

**PLUS NEWS,
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Repairing Flyer stirrup steps

A couple of different methods can help

■ VINTAGE AMERICAN FLYER

freight cars are vulnerable to sill stirrup damage. What can be done to restore these S gauge models to acceptable appearance?

An oft-repeated (but probably untrue) story is the A.C. Gilbert Co. snapped off all sill steps on a car if one was broken before shipping it to retailers. Certainly this is easy to do yourself with a fine-tooth razor saw and a file, but it leaves something to be desired in appearance.

If you have a donor car, you can cut off a step and glue it onto the project car. You have to cut off the donor step at the sill so there's enough to sand and mate with the project car. Otherwise, you end up with

BRASS BAR AND COMMON STAPLES ARE OPTIONS

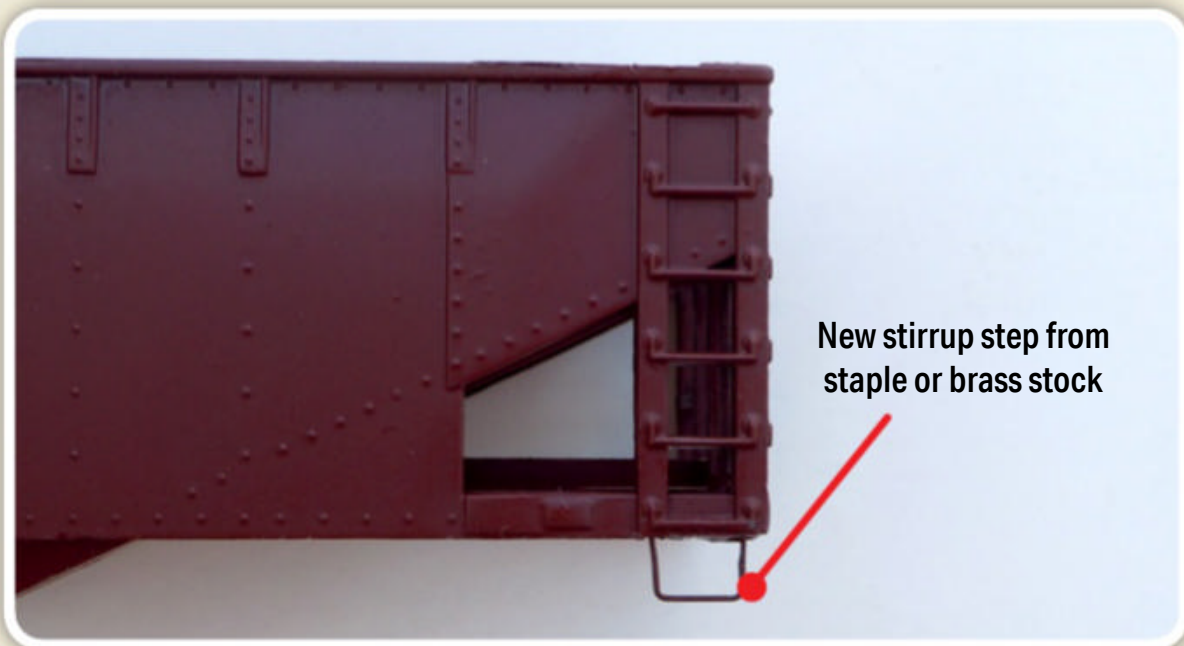
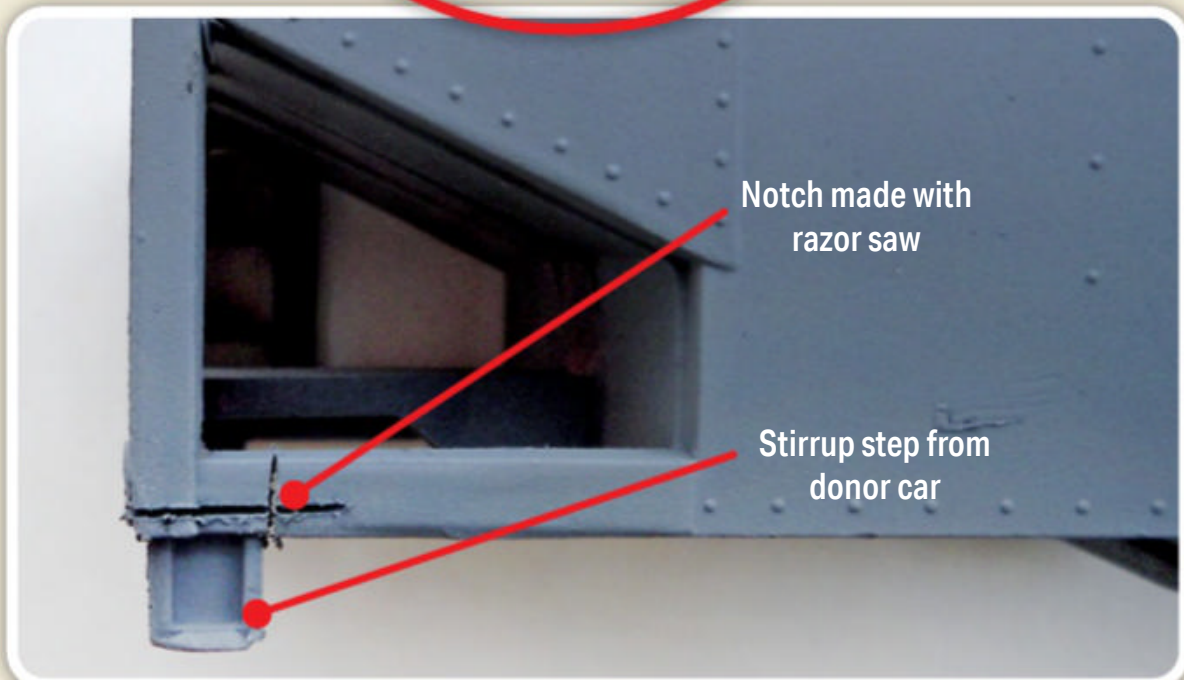
one step shorter than the remaining ones. Plus, unless you happen to have the same color project and donor car, the spot will need remedial painting.

The other option is to replace all the steps with metal ones. A source can be ordinary office staples; by rebending these, a new step can be fabricated. I prefer using $\frac{1}{64}$ " x $\frac{1}{32}$ " brass bar. Cut a $\frac{7}{8}$ " length of brass for each step, and then bend it to have a horizontal piece that's $\frac{3}{16}$ " wide to form the step.

Lining up with the outside line of steps, drill a no. 80 hole into the chassis, and then make a companion hole $\frac{3}{16}$ " away. Depending on the car, you may need to trim the height of the step uprights.

Next, add a small drop of cyanoacrylate adhesive (CA) to each upright and insert the new step, leaving $\frac{3}{16}$ " between the sill and the step. A matching paint color will complete the job. – Lee Olson

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.





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