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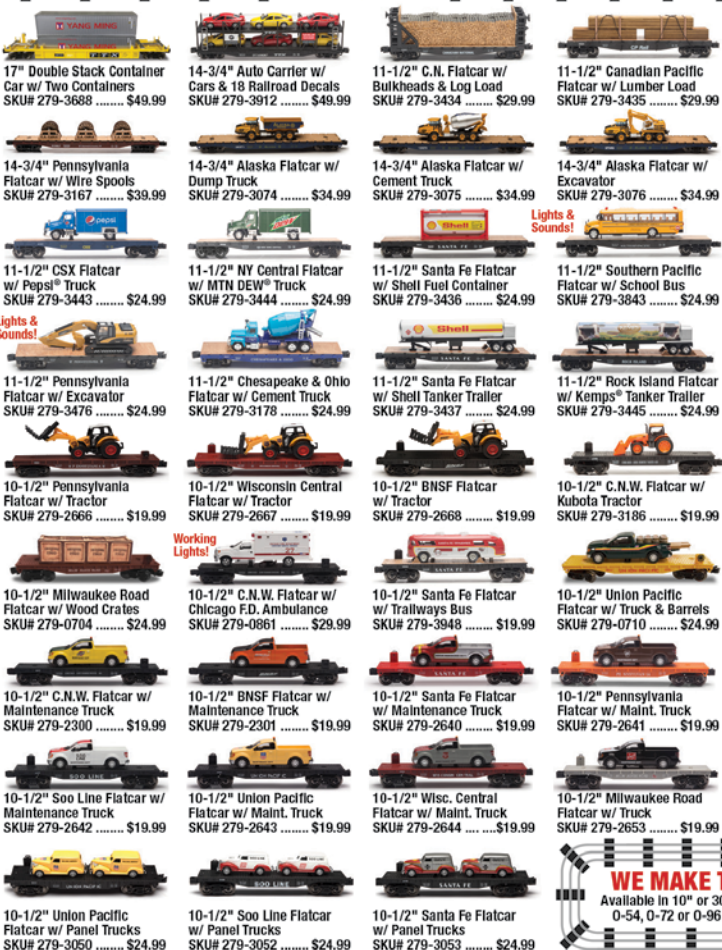
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**CLASSIC TOY
TRAINS**

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EDITOR'S DESK

WITH CARL SWANSON



A tale of two hobbyists

LIFETIME HOBBY SATISFACTION IS ABOUT THE JOURNEY AND NOT THE DESTINATION

In its promotional materials long ago, Lionel stated electric trains were “a lifetime investment in happiness.” That is certainly true for me and for nearly all *Classic Toy Trains* readers. It is especially true for Peter Atonna and Joe Algozzini, whose work is prominently featured in this month’s issue.

Peter, whose layout appears on the cover and is profiled in an article starting on page 40, is one of the finest modelers working in O gauge.

“Peter Atonna has carved out a unique niche for himself,” writes Senior Editor Roger Carp. “Since his youth in the 1940s, he has been designing and constructing one outstanding layout after another.”

The key to writing about Peter’s latest O gauge railroad, Roger jokes, is to simply get there before it disappears.

In truth, Peter enjoys many aspects of the hobby yet finds special satisfaction in learning new skills and honing them to perfection. Peter has built railroads in N, HO, S, O, and prewar Standard gauge. Several have been featured in CTT. His lifetime investment in happiness involves tools, a fresh challenge, and an empty spot in a spacious train room!

Joe Algozzini seemingly has little in common with Peter save a mutual interest in O gauge trains dating to childhood.

Joe is an expert in Lionel’s postwar era. His byline first appeared 30 years ago in the second issue of CTT and his latest article, “Lionel trains for 1967,” starts on page 48. Joe has also painstakingly built an extraordinary Lionel collection, which will be revealed for the first time in our upcoming *All-Star Electric Trains* special publication.

His lifetime investment in happiness is uncovering the stories behind the trains. For example, 1967 was not a good year for Lionel. It closed its Hillside, N.J., factory and failed to produce a consumer catalog. Despite its woes, Lionel still managed to turn out a few sets and items of rolling stock, one of which is shown above.

It was a sad time, Joe says, but also an example of how this once-dominant company handled adversity.

Although these two men follow different paths, they agree the joy of the hobby is in their never-ending search for knowledge.

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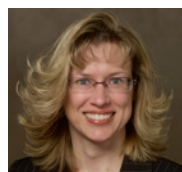
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LETTERS

FROM OUR READERS

ADDITIONAL LESSONS ON BUILDING A QUIET O GAUGE LAYOUT FROM JIM STEED

Rubber roadbed update

Thank you for printing my article on rubber roadbed in the September Tips, Tools, & Techniques column. Here is a photo of my progress to date. No roads, trees, shrubs, people, cars, or scenery as yet, but, I am moving along. I temporarily screwed the track in place, used 20-gauge black insulated wire to "twist-tie" the track snugly to the roadbed and

then removed all the screws.

Presto, the layout now runs pretty quietly.

I like the wire better than plastic zip-ties because I can quickly untie wire and make small adjustments. I placed thin rubber sheets underneath the nine postwar switches. I am well satisfied with the low level of train noise. Works great!

*Jim Steed
Blairsville, Ga.*

HAVE A COMMENT Write "CTT Correspondence" on your letter and mail it to Classic Toy Trains, P.O. Box 1612, Waukesha, WI 53187-1612, or email us at correspond@ClassicToyTrains.com and put the words "reader correspondence" in the subject line.



Jim Steed photo

Jim Steed provided this photo of progress on his layout, featured in the September Tips, Tools, & Techniques column.

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PHOTO ALBUM

YOUR PICTURES



▲ CHUCK WINGATE'S S GAUGE LAYOUT

Crews on Chuck Wingate's 15 x 26-foot S gauge layout never get the opportunity to rest. He insists on keeping all the steamers perfectly serviced with their tenders filled with the coal needed for long trips. Anyone not hired to work on Chuck's motive power probably has a job at one of the many freight-loading accessories he has installed on his model railroad in Westport, Mass. Readers can expect to learn much more about Chuck's realistic S gauge display in an upcoming issue of *Classic Toy Trains*.



▲ ERIC BEHEIM'S O GAUGE DIORAMA

The secrets behind the terrific pictures Eric Beheim takes of his vintage Marx trains in realistic settings will be unveiled later this year in our latest special-interest publication: *All-Star Electric Trains: Celebrating 30 Years of Classic Toy Trains*. Sharp-eyed enthusiasts recognize how Eric, who lives in Descanso, Calif., posed a Wm. Crooks set with a Marx Fort Apache play set from the 1950s. Baldemar Manzo beautifully restored the O-27 steam engine and tender.



▲ GARY CLARE'S O GAUGE LAYOUT

Just about everybody living in or near Altoona, Pa., seems to be standing around the massive station on this fall afternoon to admire the streamlined Pennsylvania RR steamer on display. Gary Clare, who makes his home in that city, relies on the O gauge railroad he constructed to pay tribute to the Pennsy, which many people consider America's greatest and most significant railroad. Filling scenes with figures is a favorite part of the hobby for Gary.



▲ SAL SOLDANO'S O GAUGE LAYOUT

Sal Soldano always runs lots of Lionel and MTH trains on the 15½ x 35-foot layout completed less than a year ago at his home in Wall, N.J. And, as photographer Dennis Brennan can attest, Sal has filled the multiple-level O gauge display with dozens of contemporary structures and accessories. Yet viewers make a mistake if they overlook the superb trackwork featuring crossovers and turnouts from Ross Custom Switches. Look for more photos of Sal's layout in the December issue of *Classic Toy Trains*.

► ROBERT BANKS' O GAUGE LAYOUT

Just one resident of Lionelville decided to break away from the high school football game to check out the New York Central F3 diesels (Lionel no. 2344 units) stopping to drop off passengers on a Saturday. The quiet vignette takes place on the O gauge layout Robert Banks designed at his home in Lake Bluff, Ill., to honor the classic trains and accessories Lionel used in its line for 1950, when he received his first train.





▲ ROBERT HILLIARD'S O GAUGE LAYOUT

Considering Robert Hilliard resides in Reading, Mass., it comes as a surprise to pals in the Boston Metro Hi-Railers to see him running motive power lettered for the Southern Ry. and the Great Northern on the compact layout he recently finished in his family room. Says fellow club member Andy Zalewski, who snapped this picture, "Bob loves all trains, though models by Lionel have a special place in his heart."

► SILVER RAIL CLUB'S O GAUGE DISPLAY

Be advised you should study the photo Peter Martens took before reading further. Look at the 4-6-4 Hudson from Lionel and the quiet Victorian residence. Your eyes are not deceiving you – the main line really does pass through the three-story house. What gives? Peter, who formed the Silver Rail Club in Richmond, Va., to publicize the toy train hobby, created this O gauge display after his father recalled an obscure novelty song recorded by Rusty Draper back in 1956: *The Railroad Comes Through the Middle of the House*. Folks who have seen the display at shows thank the father and son for a few laughs.



PRODUCT NEWS

WITH BOB KELLER



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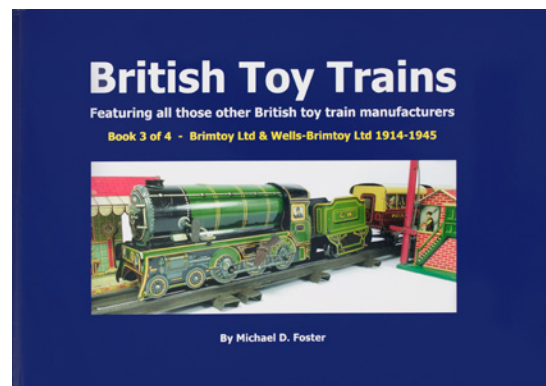
The Williams by Bachmann no. 47979 Southern Ry. operating boxcar is available now. The O gauge freight car, which simulates unloading with an operating figure, runs on O-27 or wider-diameter curves. It can be triggered by a track activation section or the Williams by Bachmann no. 47999 handheld remote controller. The car costs \$159.95 (controller not included). See your hobby retailer or go to www.bachmanntrains.com for more information.

FACE FRONT: Empire Rail has announced handmade and painted wood-core facades compatible with your O gauge model railroad. The artistic designs are intended for backdrop use, with their depth ranging from ½ to 3 inches. The facades vary in price from \$15 to \$125. For more information go to www.empirerail.co or call 860-887-5799.





MAJESTY IN MOTION: Atlas O's much anticipated F7 diesels have arrived, and these are some of the most striking locomotives to ride the three-rails. The O gauge models have two can-style motors, a die-cast metal chassis, and a smoke unit. A-units include a scale pilot and operate on O-36 or wider-diameter track. B units require O-45 or wider-diameter track. The Lionel TrainMaster-equipped models are compatible with Lionel's Legacy command-control system and have cruise commander speed control from the Electric Railroad Co. Current run road names include Amtrak, Erie-Lackawanna, Milwaukee Road, Pennsylvania RR, Rio Grande, and Santa Fe (shown left). Undecorated units are also available. Powered units cost \$499.95, while unpowered units sell for \$219.95. See your Atlas O retailer or go to www.atlaso.com for more information.



MORE PREWAR: Michael Foster has released another volume in his series documenting toy trains made in the United Kingdom. *British Toy Trains Vol. 3, Brimtoy Ltd. & Wells-Brimtoy 1914-1945* is an interesting exploration of trains, accessories, and manufacturing processes of Brimtoy from the start of World War I through the end of World War II. The book is available for \$55 plus \$6 shipping from Blystone Books, 2132 Delaware Ave., Pittsburgh, PA 15218 or call 412-371-3511. It is also available from Al Michelini at Britishmarx@gmail.com (email for price and availability).

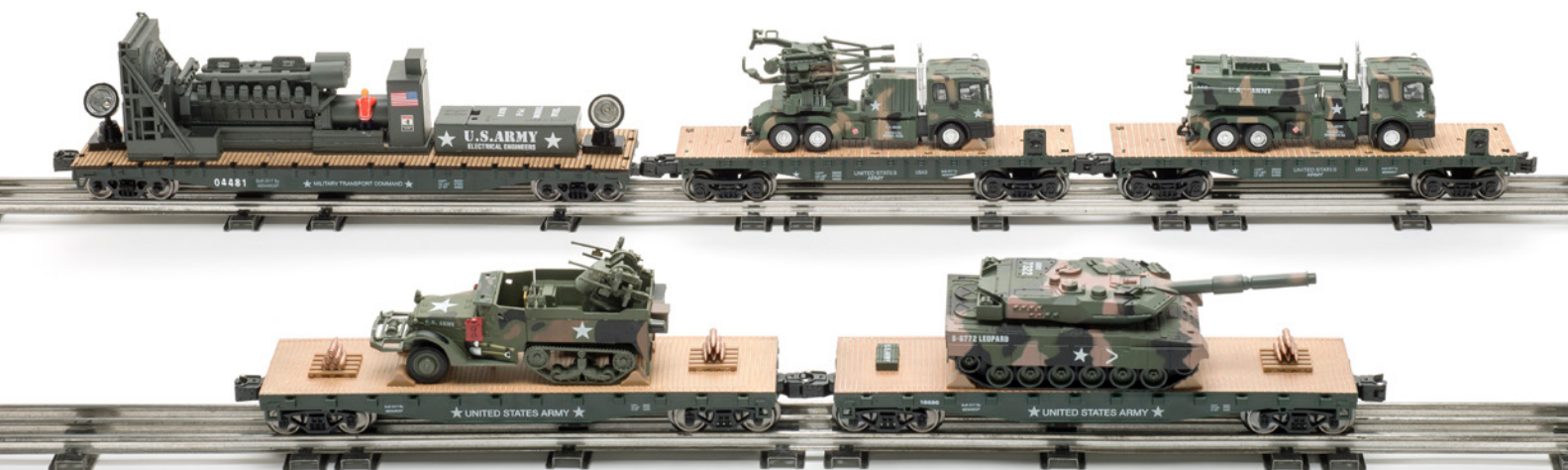


TURN THE LIGHT ON: The first new *Classic Toy Trains* billboard in decades is available now. The illuminated sign is powered by your track power or transformer and is made by Town & Country Hobbies. The design is an iconic Lionel postwar F3 diesel. The sign costs \$10 plus shipping. This is a perfect item for any O or S gauge railroad. Order online at the **Kalmbach Hobby Store** at <https://kalmbachhobbystore.com/product/layout-accessory/69014>.



BUILD YOUR CONTAINER FLEET: Menards has introduced the first container car for its O gauge lineup. The no. 279-3688 17-inch-long double-stack intermodal car (with two containers) features metal trucks, add-on car detailing, and two containers with graphics for Yang Ming (a Taiwanese shipping firm). The car cost \$49.99 plus shipping or in the no. 279-3689 four-pack for \$179.96 plus shipping. Order online at www.menards.com and select free shipping to your local Menards store.

PRODUCT NEWS



THE ARMY RIDES THE RAILS: Fans of O gauge military trains will look forward to the latest releases from Menards. Rear: The nos. 279-3691 Army flatcar with generator for \$39.99, this O gauge flatcar features two battery-powered searchlights (batteries included); the 279-3962 Army flatcar with truck and machine gun (priced at \$19.99), 279-3964 U.S. Army flatcar with truck and HIMARS rocket launcher (\$19.99). Front: the 279-3384 U.S. Army flatcar with half-track (\$29.99), and 279-3989 U.S. Army flatcar with Leopard tank (\$29.99). Go to www.menards.com to order and select free shipping to your local Menards store.



HOW THE NATION ONCE MOVED PARCELS: The Railway Express Agency was how significant quantities of less-than-carload traffic once moved around the U.S. The American Heritage Models product line has introduced a series of five O gauge-compatible die-cast metal Railway Express and REA Express vehicles available as set no. AHM-SET-REA. The set includes three step-vans (two Railway Express Agency and one REA Express) and two REA Express cargo trucks (one green and one gray) for \$79.95. The vehicles are also available separately for \$19.95 each. Order at www.diecastdirect.com.

LET YOUR CAR RIDE TO FLORIDA:

MTH's Premier line is offering an O gauge replica of the 75-foot *Auto Train* automobile carrier car in two car numbers of two differing Amtrak *Auto Train* liveries (shown is no. 20-95271). The cars have opening ends for loading and unloading vehicles and operate on O-54 curves. The models cost \$79.95 each. See your hobby retailer or go to www.mthtrains.com for more information.



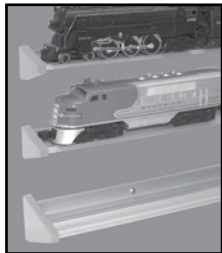
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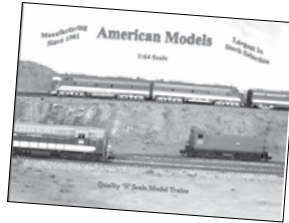
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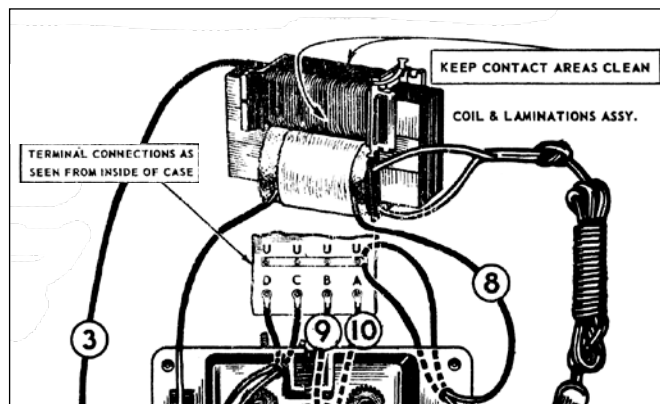
QUESTIONS • ANSWERS

WITH JOSEPH L. MANIA AND THE CTT STAFF

V TRANSFORMER POSTS

Q My Lionel type-V transformer has four speed control knobs (numbers 1 through 4) on the top. There are two parallel rows of terminals on the back with numbers 1 through 4 between the rows going from left to right. Which of the rows of terminals are the ones for the center rail? — *Thomas Meany, Valatie N.Y.*

A Use the top row for the outside rail, as these four binding posts are connected together internally. The bottom row can then go to each of your four blocks. Obviously, the numbers correspond with the knobs on the face.



CTT READERS WRITE

We received many suggestions to help reader Fred Sloan (February 2017 Q&A) with his Lionel no. 50 section gang car.

Reader Robert A. Caffee suggests he spray a very small amount of WD-40 on a cotton swab and rub it on the wheels and center pickup rollers.

David Sladovich adds, "I had to take very fine sandpaper and scratch up the sides and tops of the springs so they would make better electrical contact. Be careful not to distort the shape of the springs while you are doing this."

On the American Flyer transformer mystery mentioned in the March 2017

Q&A, Mike Kunkel notes, "I had a similar issue with some Flyer trains I purchased from a hobby shop. They included a no. 1½ 45-watt transformer in nearly perfect shape, except for missing the center variable volt terminal and the voltage markings on the outer shell. It had just a base terminal and the 16-volt terminal.

"When I removed the shell from the base, it was obvious there had never been a center terminal to allow the transformer to provide variable voltage for train operation.

"I obtained a few brass screws, nuts, and fiber washers and created the post I needed. The transformer now works fine." **CTT**

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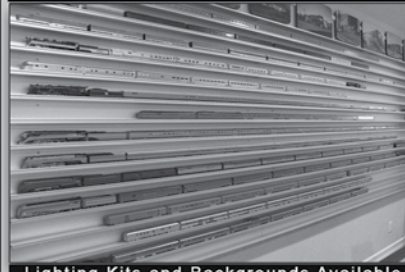
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17

COLLECTIBLE CLASSICS

WITH ROGER CARP



LIONEL'S NO. 9727 TAG RY. BOXCAR

Nothing beats boxcars! Often, the more exotic and less familiar the railroad name or graphics, the more desirable the boxcar becomes. A notable example of this trend is the Lionel no. 9727 Tennessee, Alabama & Georgia Ry. boxcar, an uncataloged item from 1973.

TAG – you're it!

A rail system traversing the neighboring states of Tennessee, Alabama, and Georgia emerged before 1900. What originally was called the Chattanooga Southern Ry. linking that rail hub in the Volunteer State with Gadsden, Ala., had inaugurated service by 1891.

Unfortunately for investors, financial irregularities soon caused the line to enter receivership. It ended up reorganized as the Tennessee, Alabama, & Georgia Ry. in 1911. Not until the 1930s did the railway's bottom line gain a level of stability.

The primary purpose of the TA&G, according to the third edition of *The Historical Guide to North American Railroads* (2014), "was to tap the iron, coal, and timber resources of

northeastern Alabama." By the postwar era, however, the railway's handful of locomotives mainly handled raw materials and finished goods for steel mills in Gadsden.

By 1971, when the Southern Ry. acquired the TA&G, its 87-mile system depended on eight diesels and 94 freight cars. Little by little, the Southern abandoned portions of the line. Trackage still deemed useful became the property of the Norfolk Southern after 2008.

Conventional idea

A regional short line would hardly have made the final list of road names for Lionel to use on its rolling stock in postwar days. But circumstances changed after General Mills leased the rights for its Model Products Corp. to make and market Lionel electric trains and accessories after 1969.

The list of near-scale boxcars General Mills was releasing grew longer in the early 1970s. First in 1970 came the no. 9200 series. Next in 1972 dashed the no. 9700 series, which encompassed single- and double-door boxcars and five

stockcars by the time the final member came out in 1982.

During those years, the 9700 club increased with additions to the O gauge line cataloged by MPC and a few items described as "uncataloged."

Such pieces of rolling stock were created by toy train firms for special accounts rather than the general public. Retailers stood out as customers, as did organizations dedicated to advancing collecting or operating Lionel electric trains.

Request from LCCA

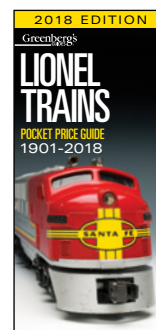
The Lionel Collectors Club of America, established in 1970, wanted to emulate the Train Collectors Association and the Toy Train Operating Society. Officers saw the benefits of annual national conventions for members. They also realized selling unique models produced just for the LCCA by Lionel would bring in necessary revenue.

What started with a no. 9701-B Baltimore & Ohio double-door boxcar in 1972,

continued a year later with the 9727 TAG single-door model. The LCCA held its national convention in Huntsville, Ala., in 1973 so the TAG Ry. was an appropriate choice.

Lionel painted the 10½-inch-long near-scale car Tuscan red and stamped the railway name and graphics in white. It put out 1,176 examples, numbering them sequentially on the bottom of the metal frame. – Roger Carp

Lionel (MPC) produced the no. 9727 TAG Ry. boxcar for the annual national convention held by the Lionel Collectors Club of America in 1973. The 2018 edition of Greenberg's Pocket Price Guide to Lionel Trains values this uncataloged car at \$70 in excellent condition and \$135 in mint.



2018 GUIDE

All new information about Lionel trains is available here. Order at www.Kalmbach-HobbyStore.com

VIEWS FROM THE UNDERGROUND

WITH LOU PALUMBO

We choose to remember

COMING HOME CAN BE MORE COMPLICATED
THAN YOU FIRST THINK

Ever since I published my book of columns in 2012, readers have asked when my second book will be out. So I started thinking about toy trains and the different individuals who enjoy them. Now I'm writing a new book related to what so many of us consider the world's greatest hobby.

If you read Views From The Underground, you know I use the 1950s as a base for many of my memories about toy trains. Like many of you, I grew up during the 1950s.

We think of the good old days when we recollect these great memories. An easy way to categorize these memories is by calling them nostalgia.

Did you know the word "nostalgia" is derived from a Greek word meaning "coming home"? Fits perfectly. Many of us feel like we're coming home when we return to these old feelings.

We collect old cars, jukeboxes, comic books, and trains. We love anything that brings back these feelings of happiness.

My book will recall what it was like to grow up in the 1950s. It will also consider how our diverse experiences back then made us the kind of folks we are today.

We remember things that recall those feelings. Feelings of happiness come alive when we operate vintage toy trains, watch old TV shows and movies, sit behind the wheel of an old car, and dance to tunes from the early days of rock 'n' roll.

The flip side of the nostalgia coin is that we choose to forget many of the things that weren't so good during those times. We want to come home to the best.

Let's be honest. The 1950s had its share of scary things. A big fear was polio. Every child was constantly warned of the dangers of that disease. Many youngsters suffered and were crippled.

People across the U.S. breathed a sigh of relief in 1952, when Dr. Jonas Salk of Pittsburgh, Pa., developed a vaccine to prevent that horrible disease.

During the 1950s, Americans worried about the possibility of a communist takeover. There was a fear and distrust of strangers that still bothers me.

Tied to warnings about the Soviet enemy were fears of a nuclear attack that could destroy our country. Some families constructed bomb shelters in case of an attack. Kids were constantly reminded of that possibility and even practiced bomb drills in school. When a loud siren was

heard, we had to scurry under our desks for protection.

The economy was not that great during the recession that hit the U.S. in the late 1950s. Many of my friends had to rely on surplus food distributed by the government to supplement their families' lack of income. We used the surplus powdered milk to line our baseball fields. The surplus cheddar made ter-

rific grilled cheese sandwiches.

There were many things in the 1950s that we choose to forget – and plenty more we enjoy remembering. We love reminiscing about those days with peers and telling stories to our grandchildren.

My new book will be titled, *Back In The Day: I Still Haven't Met A Train I Didn't Like*. It will review the 1950s and everything I experienced growing up.

In the pages of my new book I plan to celebrate the good times without overlooking a few of the bad times of those years. Especially the best of times during those wonderful Christmas holidays we spent with our families and played with our toy trains around the Christmas tree.

This sense of coming home is what all of us long for when we indulge in the nostalgic feelings that help us relax during trying times. This is why we always ...

Keep searchin'. **CTT**



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

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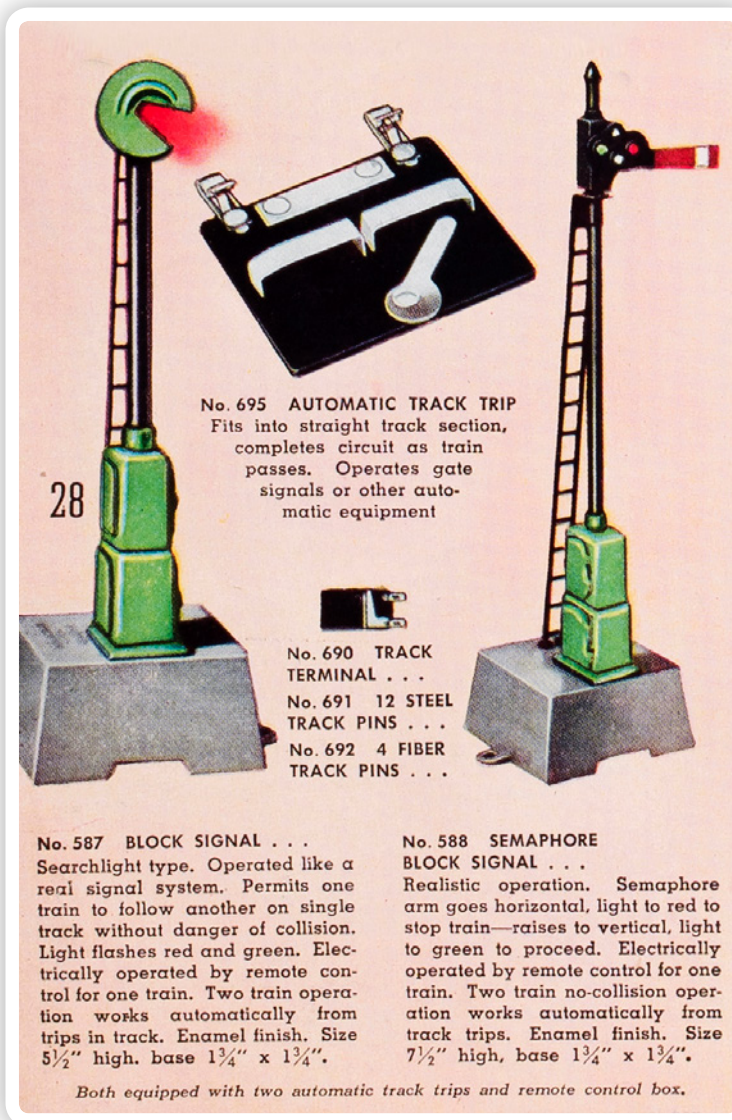
RARE & SCARCE FLYER SIGNALS

FOUR INCREDIBLY HARD-TO-FIND ACCESSORIES WERE SHOWN IN 1946-48

Story and photos by Ted Hamler

In 1946, the A. C. Gilbert Co. of New Haven, Conn., introduced its brand-new S gauge line of American Flyer trains and accessories in a big and beautiful 10½ x 14½-inch 32-page catalog featuring eye-catching illustrations of sets, locomotives, rolling stock, and much more. Only three of those pages were devoted to what amounted to a fairly substantial list of accessories: freight loaders, bridges, towers, and signals.

Turning our attention to the signals, we discover four items originally publicized by the Gilbert Co. in the final years of the pre-World War II era. All four remain highly prized by Flyer collectors, with one a true rarity.



The catalog announcing the line of S gauge American Flyer trains and accessories being made by the A.C. Gilbert Co. for 1946 included pictures and descriptions of these two signals plus two others. Genuine examples remain scarce and desirable.

584 BELL DANGER SIGNAL

The no. 584 Bell Danger Signal made its debut in the catalog for 1940. Designers apparently took the blinking signal apparatus from the 582 and grafted it onto a die-case metal base painted green with a pedestrian walkway and road painted silver or white. That base measured 5¼ x 10 inches.

A die-cast metal figure of a watchman stood at the upper edge. Wired on the underside of the 584 was a bell-ringing unit to add sound when a passing train tripped the mechanism causing the light there to flash on and off automatically.

Alan R. Schuweiler, who compiled *Greenberg's Guide to American Flyer Wide Gauge* (1989), thinks

Gilbert made only a few of the Bell Danger Signals before World War II, even though the catalogs for 1940, '41, and '42 listed it.

The consumer catalog for 1946 illustrated the 584, as did the one that came next in 1947. The accessory shown looked identical to what Gilbert had depicted before the war. And it seemed the firm actually manufactured some.

But not many! Flay and Lenart assign the post-war 584 a rarity rating of "1." *Greenberg's Pocket Price Guide to American Flyer, 1946-2017* values an example in good condition at \$250 and one in excellent at \$860. Gilbert used the same base for its no. 591 Crossing Gate (cataloged 1946 to '48).



582 AUTOMATIC BLINKER SIGNAL

The Gilbert Co., which in 1938 had acquired the tooling as well as the inventory of the American Flyer Manufacturing Co., built up its roster of O gauge steamers, freight and passenger cars, and accessories in the years that followed. Its catalog for 1940 introduced many items, including the no. 582 Automatic Blinker Signal.

The 582, according to the catalog, had double bull's-eye blinkers fabricated out of Lucite. They flashed red automatically when the weight of a passing train tripped the track mechanism packed with the signal.

The signal, which featured flashers and a crossbuck, stood 4 1/8 inches high. It had a yellow-painted die-cast metal base measuring 2 3/8 x 2 3/16 inches. A black metal plate was fastened to the top of the base; it secured a base holding a tubular steel shaft and black die-cast metal lamp heads with red lenses.

After cataloging the 582 from 1940 through 1942, the Gilbert Co. revived the Automatic Blinker Signal for the cataloged American Flyer line in 1946. The inexpensive accessory looked identical to its prewar forebear. The base on top of the black metal plate was painted red, as shown on page 27 of the 1946 catalog.

The postwar version of the Automatic Blinker Signal returned in both 1947 and 1948. So American Flyer enthusiasts might conclude that an accessory known to have had a three-year run in the cataloged line would be common – or at least not scarce.

It comes as quite a surprise, then, to learn that the most recent edition (published in 1993) of *American Flyer Rarity Guide with Tracks* by Robert B. Flay and Richard J. Lenart assigns the postwar version of the 582 a rating of "3" on a scale of 0 to 9 ("0" indicates "extremely rare or a prototype"; "9" indicates something "common").

Yet prices shown in the 2017 edition of *Greenberg's Pocket Price Guide to American Flyer, 1946-2017* suggest the Automatic Blinker Signal should be considered more common (\$55 in good condition and \$120 in excellent). Finally, demand may be declining for original models because Lionel reissued the 582 as the no. 49832 in 2007 and 2008. Also, prewar examples are virtually indistinguishable.

THE ACCESSORY, WHICH FEATURED FLASHERS AND A CROSSBUCK, STOOD 4 1/8 INCHES HIGH.



587 AUTOMATIC BLOCK SIGNAL

The third scarce signal associated with Gilbert's initial S gauge offerings from 1946 survived from the late prewar era. The no. 587 Automatic Block Signal had first reached the market in 1939 and lasted through 1942.

The postwar version, like its predecessor, stood 5 1/2 inches in height. Both signals featured a gray-painted die-cast metal base measuring 1 3/4 inches on each side. Other details included a tubular steel or cardboard shaft, a silver metal ladder, and a green-painted die-cast metal head whose light flashed either green or red.

A two-unit control box and two automatic track trips came packaged with every 587 to handle its exciting operation. The

continued on page 22



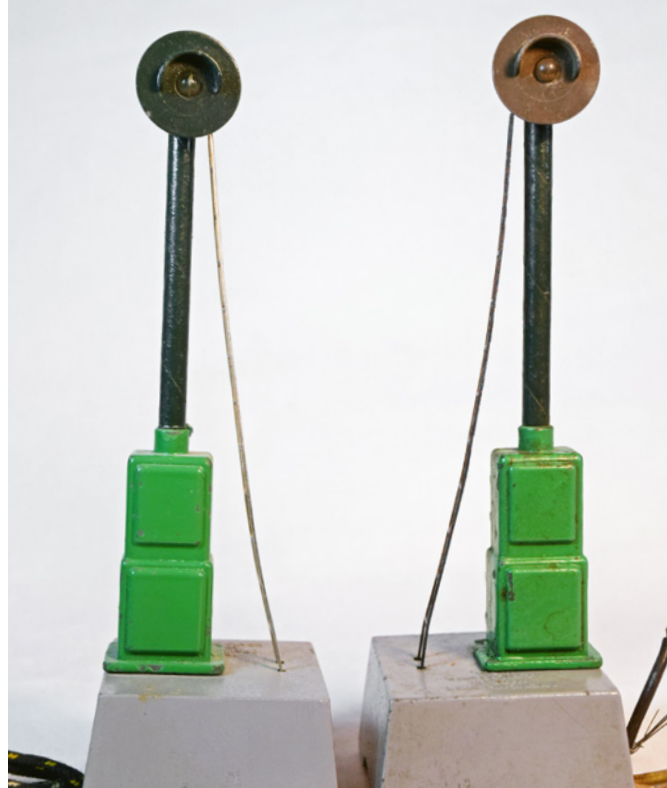
587 AUTOMATIC BLOCK SIGNAL

block signal made it possible for one train to follow another on a single line of track without them colliding.

The catalogs for 1946 and '47 did show a 587. Collectors have reported two variations. The first has a metal shaft and a green die-cast metal head. The second has a cardboard shaft, a black-painted ladder, and a black die-cast metal head. Incidentally, the postwar units have plastic-coated insulation on their wires while prewar example have a fabric coating.

Flay and Lenart give the 587 a rating of "3." *Greenberg's Pocket Price Guide to American Flyer, 1946-2017* values an example in good condition at \$70 and one in excellent at \$314. Lionel reissued the automatic block signal as the no. 49833 in 2007 and again in 2008.

COLLECTORS HAVE REPORTED TWO VARIATIONS. ONE FEATURES A METAL SHAFT AND A GREEN DIE-CAST METAL HEAD.



588 SEMAPHORE BLOCK SIGNAL

If the previous three signals should be considered scarce, the fourth ought to be judged rare. Reference guides looking at the Gilbert line immediately before and after World War II end their listings of the no. 588 Automatic Semaphore Block Signal with the letters "NRS" ("No Reported Sales"). In other words, genuine examples of this accessory seldom if ever reach the current toy train marketplace.

The first mention of the 588 was in the catalog for 1941. The copywriter lauded the signal for "Realistic operation. Semaphore arm goes horizontal, light [changes] to red to stop train. [It] raises to vertical, light to green to proceed."

The Semaphore Block Signal stood 7½ inches high and had a gray-painted die-cast metal base measuring 1¾ x 1¾ inches. Other components included a tubular

steel shaft; a black-painted ladder; a black die-cast metal head with finial; green, red, and yellow lenses; and a red- and white-painted metal arm.

The green two-unit control box accompanying each 588 let operators run one train via remote control or two on a main line without worry of a collision. Two-train operation occurred automatically, due to the pair of track trips added.

The Gilbert Co. announced the 588 as part of its group of accessories for 1942, but no evidence exists to prove the firm made it. Similar circumstances explained what happened after the war. Although the catalogs for 1946 and '47 showed the Semaphore Block Signal, executives chose not to produce it.

Initial sightings of a 588 finally occurred at the American Toy Fair held in March of 1948 in New York City. The late

Robert Tufts contended the accessory operated poorly, so few orders were received. He estimated only 25 examples of the 588 were produced before Gilbert deleted it. Designers ended up using scrapped parts for the no. 758 Sam the Semaphore Man introduced in 1949.

Flay and Lenart rate the 588 at "1," although "0" would be more accurate. *Greenberg's Pocket Price Guide to American Flyer, 1946-2017* puts an example in good condition at \$650 and one in excellent at \$3,725.

The sad but honest truth with an American Flyer 588 Semaphore Block Signal, as with two of its scarce companions from after the war, is that almost every Flyer enthusiast desiring one had better be satisfied with a Lionel reissue. The no. 49835 appeared in Lionel's Flyer roster for only 2007 through 2009. **CTT**



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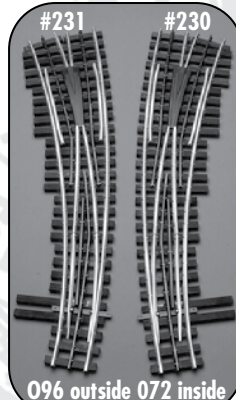
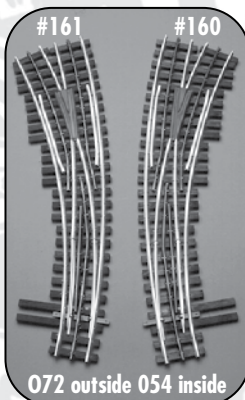
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LEFT

The Clemensville station is an enhanced and detailed Downtown Deco kit.

BOTTOM LEFT

A lumber company at the turn of the 20th century needed an equipment car. This one belongs to the Clemens Lumber Co. The extensively modified and detailed car started as an On30 kit.

BOTTOM RIGHT

The names of Mark Twain's creations give the author's home O gauge layout a specific place and time – the American West in the late 1800s. Huck Finn has grown up and opened this assay office.

When he wrote “Logging + O Gauge = Serendipity” in the December 2006 issue of *Classic Toy Trains*, Senior Editor Roger Carp said American author Mark Twain (Samuel Clemens)

would have been delighted by my 6 x 10-foot Serendip & Western RR, an O gauge logging layout set in the late 19th century. After all, Twain's literary creations Tom Sawyer and Huck Finn dreamed of “lighting out for the territories west of the Mississippi River.”

What then became of Tom, Huck, and Becky Thatcher and the other stalwarts as they grew up?

In planning a subsequent expansion of my home O gauge layout, I decided they had matured, assumed adult responsibilities, and found homes on my Serendip & Western.

It seemed reasonable to assign Twain's characters to various businesses, structures, and railroad cars. After all, Samuel Clemens worked as a printer's apprentice, typesetter, riverboat pilot, prospector, reporter, and, finally, homespun author of outstanding stature. But what if Mr. Clemens had yet another career, that of a logging entrepreneur in the American West? In this imagined scenario, the Clemens Lumber Co. seems right at home.

Twain's best-known characters occupy a specific place (America, bordering the Mississippi River) and specific time (latter half of the 19th century). We can use them to personalize a model railroad with a specific locale and era. **CTT**



ABOVE

A Shay rolls past the Clemens Lumber Co. on the author's O gauge Serendip & Western RR, a logging layout set in the late 19th century. The business is named after Samuel Clemens who, writing as Mark Twain, created some of the best-loved characters in American literature. The model is an MTH product.

RIGHT

Not to be outdone, Becky Thatcher runs a thriving dress shop in a fine two-story brick building.





PHOTO 1. Author Stan Trzoniec replaced a failed reverse unit in his Lionel no. 18503 NW2 diesel switcher with a modern E-unit and added upgraded LED lighting in the process. It is a straightforward project, and Stan's step-by-step tips ensure success.

New life for **OLD ENGINES**

Story and photos by Stan Trzoniec

REPLACE AN OLDER E-UNIT WITH A MODERN COMPONENT

For those of us who grew up with Lionel trains, it was the famous E-unit and its distinctive hum that started our streamliners running and helped with switching duties around the milk and cattle cars on busy sidings. It was the sound that gave our trains life and many of these E-units still hum away in older engines.

No matter how well you take care of your trains, E-units do wear out. Even though replacements are available, you may want to install some-

thing more modern – and a bit more quiet!

Modern circuit-based replacement E-units are available from a variety of makers.

I am partial to those made by Dallee Electronics of Leola, Pa. (www.dallee.com). Dallee makes a wide range of model railroad control, sound, and lighting modules. I've found its reverse units dependable, easy to install, and not sensitive to momentary power disruptions.

The replacement E-units can also be set for the initial

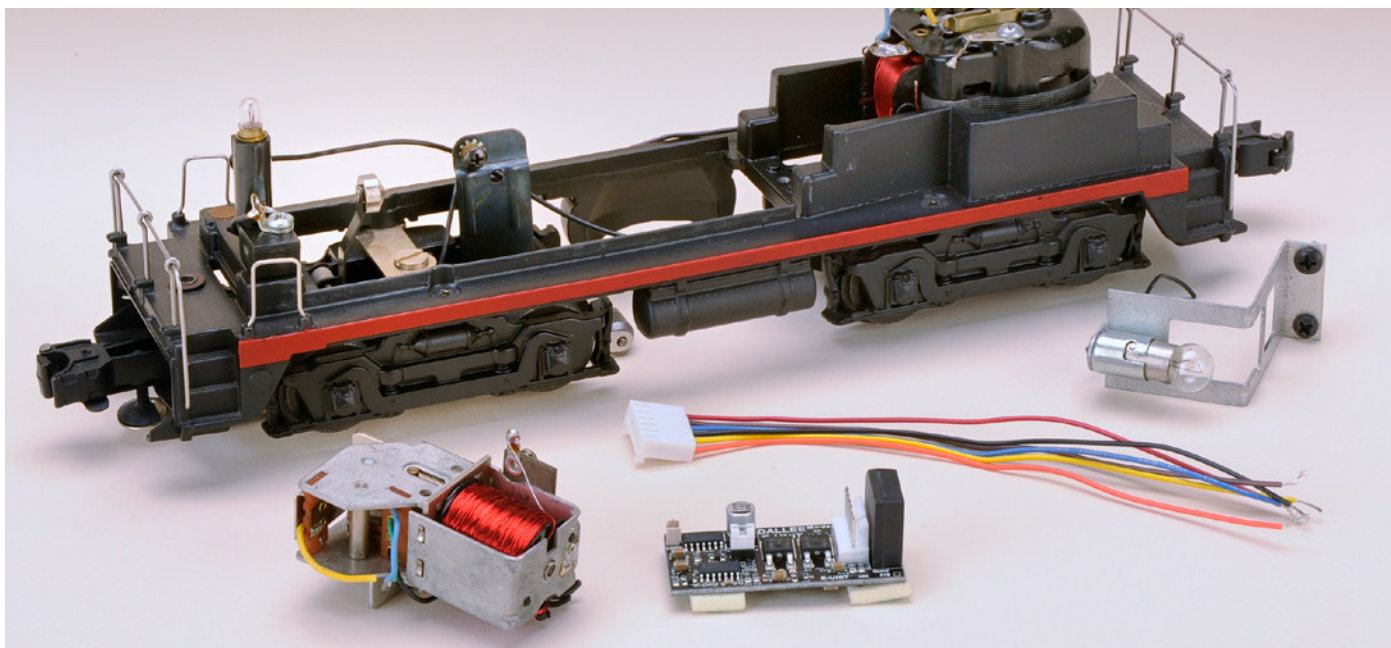


PHOTO 2. After cutting the wires from the old reverse unit and removing it from the switcher, Stan was ready to install the new board. Show from left to right are the original Lionel E-unit, the Dallee replacement board, connecting harness, and the original cab lighting bracket, which Stan removed to speed the installation process and make way for new LED headlights.

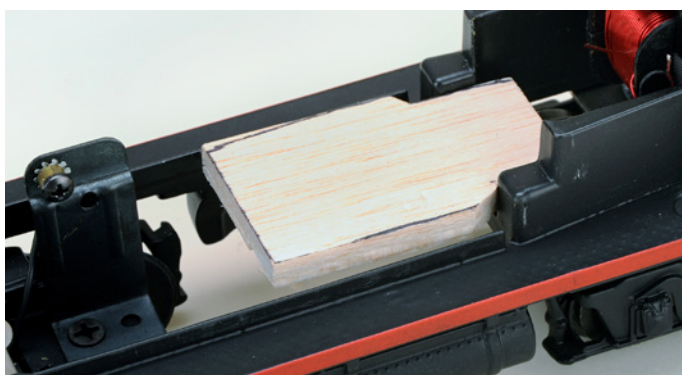


PHOTO 3. A scrap piece of wood, cut to fit and glued in place, provides suitable support for the circuit board of the replacement E-unit. It is important that no part of the board come in contact with the metal frame of the locomotive.

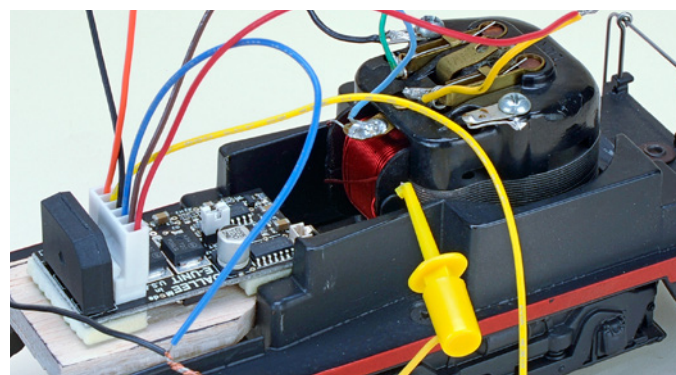


PHOTO 4. The yellow wire on the Dallee harness connects to a motor field wire. This wire is cut from the silver metal clip on the top of the motor. Stan used a temporary wire clip (also yellow), to test the connection before soldering.

state of direction by adding a small switch (not supplied) into the circuitry.

For this project, I used the Lionel no. 18503 Southern Pacific switch engine shown in **Photo 1**. The original E-unit failed on this switcher. Thanks to its single vertical motor, once I removed the older E-unit I had ample room to install a replacement and new running lights.

For this particular engine, I selected a Dallee no. 400 Universal E-Unit. With a capacity of four amps, it is perfect for this locomotive. Other models

are available. It's a good idea to check the Dallee website to find the board right for you. Read all of the information pertaining to its installation.

The installation

Although the Dallee 400 is a compact unit, installation in some locomotives may take a little ingenuity. Where you place the board depends on the interior dimensions of the model. You may have to improvise to find a good spot.

The Dallee unit has a dual row of double-faced tape, so mounting the board is as sim-

ple as sticking it in place.

Note: You must keep the board from touching any part of the metal chassis to prevent a short circuit.

After removing the shell of my Southern Pacific locomotive, I cut all the wires attached to the original E-unit. I made the cuts as close to the E-unit as I could. This allowed me to

work with the longest possible wires from the motor. I then removed the old reverse unit. On this Lionel diesel, the unit was held by a single screw.

After removing the Lionel E-unit, I laid out all the parts to see what I was up against and decide how to arrange a tidy installation (**Photo 2**). I also removed the locomotive's bell-ringing mechanism and its cab lighting bracket.

With a footprint of 1 x 2 inches, the new reverse unit is quite a space-saver. This makes it easy to install in just about any engine, again provided no





PARTS AND TOOLS

- Cyanoacrylate adhesive
- Dallee no. 400 E-Unit
- Electrical tape (to secure wires within the shell)
- Evan Designs no. U10 warm white LEDs
- Soldering iron
- Wire nippers
- Wire nuts
- Wire stripper

part of the board or its components is touching any part of the locomotive's metal frame.

Before I do anything else, I mark each wire as it goes to the Dallee unit. For example, the green motor lead goes to the brown lead on the Dallee board, the blue goes to the orange, and so on.

This sounds confusing but it is really a simple matter of following the directions included with the board.

Extra care is needed for one wire from the motor. I'll explain what to do with that wire in a moment.

I found the circuit board fit neatly into the small opening formerly used by the locomotive's bell-ringing mechanism.

I marked and cut a small piece of stripwood to fit this opening with a good amount of support on both sides. With a little tweaking, it fit right in place as shown in **Photo 3**.

I secured the wood using cyanoacrylate adhesive (CA) and let it set overnight. The next day I removed the paper from the two strips of tape and attached the board.

With one finger under the newly installed platform for support, I installed the wiring harness on the board by pushing it down firmly to lock it in.

I then hooked up the locomotive wires to the harness with the exception of the yellow wire on the Dallee harness.

This wire connects to the motor field wire, which can be

seen in **Photo 4**. The field wire has to be cut from the ground on the forward part of the motor (when the front of the engine is facing left) and then connected to the yellow wire on the Dallee harness.

This motor winding wire is coated with a varnish that must be scraped off lightly with a sharp blade to make a proper electrical bond. Failure to do so will result in little or no electrical conductivity.

Since this is an important connection (called "Connection 3" on the Dallee instruction sheet), I used a temporary test lead, shown in **Photo 4**, to make sure certain it worked before I connected all the wires permanently. Be careful with this step. The clearances are tight, and the short length of wire is difficult to work with.

If you encounter a problem, Dallee's website has additional information. Again, it's a good idea to review these resources before starting this project.

LED lighting

Once I was satisfied my engine shifted among forward, neutral, and reverse, I installed upgraded locomotive lighting using no. U10 1.8mm warm white LEDs from Evan Designs

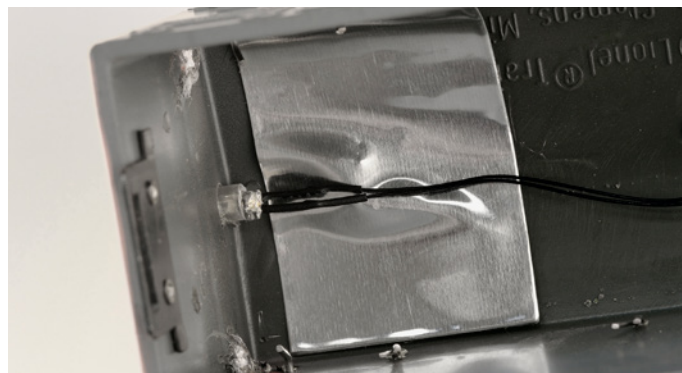


PHOTO 5. Stan used fast-acting glue to secure the 1.8mm warm white LEDs in the locomotive's shell. He also used electrical tape to hold the wires in position.

(modeltrainsoftware.com).

The 1.8mm LEDs fit in the tightest of places including headlights, marker lights, and cab lighting. The LEDs operate on 7-19 volts (AC, DC, or DCC) and draw only 20 milliamps. They provide fairly constant lighting with only slight dimming when the engine operates at lower voltages.

I removed the locomotive's original front lighting standard and the interior parts (bulb, spring contact, and lead wire) of the rear lighting bracket.

This provided support and additional clearance to route the LED wiring over the swinging motor. Using fast-acting adhesive I glued the LEDs in place (**Photo 5**). Then

I taped the wires within the shell using electrical tape.

Now all I had to do is connect one side of the LED's to the center rail wire (blue on the harness) and the other side to the black ground wire.

My switcher is used in the yard, and I prefer both headlights to remain illuminated as I switch trains. If you prefer directional lighting, Dallee's instruction sheet shows how.

To finish the installation, I soldered all the connections and then added wire nuts for additional security (**Photo 6**). I used a wire tie to keep everything tidy, put the hood back on, and was all set to go.

With the new E-unit, the quiet is deafening! **CTT**

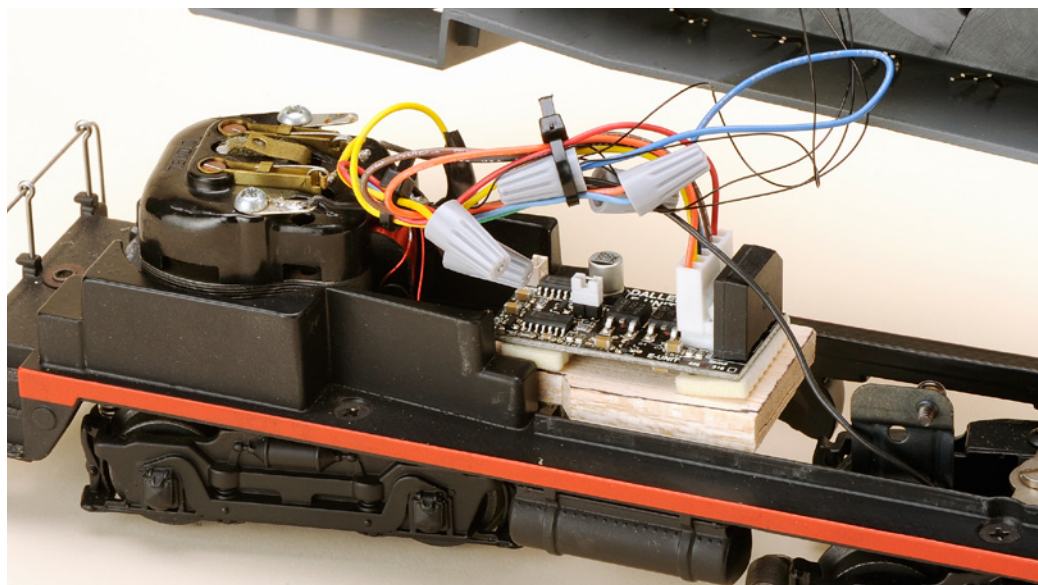


PHOTO 6. After soldering the wiring connections and adding LED headlights, Stan used wire nuts as extra security for the connections and a plastic wire tie for a neater installation.



It runs in the

SHARING A LIFETIME OF TOY TRAINS WITH A NEW GENERATION

The November 2017 issue of *Classic Toy Trains* marks the 30th anniversary of the toy train hobby's premier magazine. To celebrate the occasion the November issue will spotlight the interaction between generations that has shaped the toy train hobby since its beginning. Virtually all of us involved with trains can thank an older person, typically a relative, for introducing us to them.

To provide a taste of what will distinguish part – though not all – of the November issue, consider the experience of superb layout builder and dedicated Lionel collector Steve Garofalo. Steve's introduction to toy trains in the 1950s resembles that of many CTT readers. So too does his pleasure these days of showing his grandchildren how much fun they can have with contemporary locomotives, rolling stock, and accessories.

LIONEL IN QUEENS

The story for Steve opened in December 1959, a month before his seventh birthday. He knew about the magic of Lionel trains, thanks to the color catalog his mother had brought home from Macy's in midtown Manhattan the year before.

Little Steve had devoured that "wish book," picking out a Super O set he hoped Santa Claus might bring him when he was older. Not now, because Mrs. Garofalo had

told her only child that a little boy still in kindergarten was too young to have an electric train set.

She adopted a different attitude a year later. Not only had Steve's mom handed him the new Lionel catalog but she had also assured him they would go to a big store located not far from their home in Queens, N.Y., to select his first Lionel set.

Steve says that by the day late in 1959 when his parents traveled with him to Masters Department Store in Flushing, he knew all about Lionel and what he wanted.

Until that point, Steve did not own an outfit. To his good fortune, though, his mom had taken him to the showroom maintained by Lionel in New York City. There, Steve had seen the immense, abundantly landscaped Super O display that left him speechless. He joined the throngs



A lifelong passion for toy trains began for Steve Garofalo when he first saw Lionel's Super O outfit no. 2513W in its catalog for 1958. A year later, just before his seventh birthday, his parents bought the five-car freight for him. Set courtesy Joe Algozzini



family

By Roger Carp

inspired by the layout, looking forward to the day when he had a train.

And that day finally arrived late in 1959. Steve planned to march up to the salesman at Masters and tell him how much he wanted the brand-new outfit headed by a no. 2358 Great Northern EP-5 electric-profile locomotive. Which he did, only to learn the store had already sold its last Great Northern electric outfit.

Crestfallen, Steve hardly heard the kindly gentleman behind the counter mention that a slightly older Lionel outfit, also headed by an electric, was gathering dust on a shelf. It had not found a customer in 1958, and Lionel had not revived it for the following year.

The salesman at Masters described set no. 2513W, which Steve remembered had a blue-and-yellow engine equipped with a

pantograph. He was thrilled to imagine he might be bringing home a no. 2329 Virginian rectifier and the five freight cars shown with it in the catalog for 1958.

Then came even better news for the Garofalo family. Because the 2513W represented out-of-date stock, the salesman was free to mark it down. Which he did – a whopping 50 percent!

At that point, it was Steve's parents who were thrilled. Thanks to the unidentified salesman, they would be able to buy their son the Christmas (and birthday) gift he wanted for only \$35. So happy were Mr. and Mrs. Garofalo they also purchased a type-TW transformer and a tunnel.



Bennett and Nicoletta have learned from Steve how to treat his O gauge railroad with care and respect. He has patiently taught his grandchildren how to operate trains using command-control components.

A MOTHER'S DREAM

"My mother was more of a creative kind of person than my dad, who worked as an accountant," Steve says. "While he spent a lot of time at the office, she went out of her way to help me enjoy my new Lionel set, even letting me play with it before Christmas."

Lydia Garofalo was the one who, when Steve mentioned in 1961 how much he



wanted a Lionel no. 6557 smoking caboose, took him to Madison Hardware Co. to buy one, probably on a trip to the Lionel showroom. Mother and son assumed Madison would still have that operating caboose, though Lionel had quit cataloging it after 1959.

Imagine the look on Steve's face when Lou Shur, the crusty proprietor, informed him that a smoking caboose cost \$21, almost twice what Mrs. Garofalo had intended to pay. The mild-mannered lady, infuriated by the price, whispered something irate to Shur. "Before we knew it," Steve recalls, "he had corrected himself and told my mom we could have the smoking caboose for \$11.95. To this day, I have no idea what she said to him!"

What motivated Mrs. Garofalo to get her son a Lionel train? Maybe it's being a toy dependent on electricity. Steve had always been curious about electricity. His mother wanted to encourage his interest, perhaps envisioning her son as the next Edison or Marconi.

Steve's mom first showed him the world of toy trains while he was in kindergarten. They visited the Lionel showroom in 1958, after this Super O display was finished.

Steve concedes he never reached the heights achieved by those famous inventors. But he did make his mother and father proud by earning an advanced degree in electrical engineering.

GODFATHER STEPS IN

Going back to the early 1960s, someone else in Steve's extended family rapidly replaced his mother as the adult shepherd-ing him forward in the model railroading hobby. In 1960, a cousin who boasted a range of carpentry skills handcrafted for Steve a 6 x 10-foot O gauge train table.

"I must have spent hours playing with that basic layout," Steve recalls. "It was my favorite activity all through elementary school and then as I reached adolescence. Once I was a teenager," Steve adds with a hint of regret, "I put my Lionel trains away for good."

LAYOUT AFTER LAYOUT

Well, not really for good. Steve admits he might have returned to trains sooner if his two children had been male and not

female. Even so, memories of visiting the Lionel showroom and running Super O models on his basement empire sustained Steve as he completed his formal education and then launched successful careers in engineering and banking.

As Steve neared middle age, he felt the tug of Lionel once more. He began acquiring postwar beauties he had dreamed of owning as a boy. Steve assembled a collection with the intention of using those vintage and contemporary O gauge models as featured performers on his next layout.

Starting around the age of 45 and continuing without interruption over the next

REMAINING CLOSE TO THE HOBBY TIGHTENS BONDS AMONG FAMILY MEMBERS AND FREINDS.

20 years, Steve designed and built a series of elaborate and eye-catching three-rail displays. He completed a new model railroad every four or five years between 1995 and 2015, each of them inspired in some

manner by what he had seen as a boy at the Lionel showroom.

Over the years, CTT has showcased Steve's layouts, big and small. Readers will recall O gauge railroads ranging in theme from postwar New York City to Las Vegas. There even were two displays inspired by the Lionel displays of the 1950s.

UNDERSTANDING THE LOVE

For now, let's carry Steve's story from his boyhood in the 1950s and '60s to the present, as he introduces the marvels of electric toy trains a new generation. Steve and his wife, Jeanne, welcomed a granddaughter (Nicoletta) and a grandson (Benett) into their lives a few years ago. Needless to say, he was soon teaching them how to use command control.

While helping the two toddlers learn about the handheld units essential to running trains on his layout, Steve contemplates what has kept him connected to the toy train hobby for more than half a century. He wonders why he loves his old and new O gauge models, in addition to being fascinated that many of his peers feel the same way.

"Why do we page through the latest catalogs from Lionel and MTH to see what these firms are offering?" Steve writes. "Why do we even more often look at the Lionel or Flyer consumer catalogs of the 1950s and '60s to the point that we have them, like lines from the old Honey-mooners television shows, memorized almost word for word?"

No single answer exists, Steve concludes. The reason he, like many thousands of other baby boomers, still loves toy trains touches on the emotional connection these locomotives and railcars make with us.

First and foremost, according to Steve, each model is a work of fine engineering and artistry. "Many of us love to see the world in miniature," he said. "Toy trains do that very well. Old and new O and S gauge pieces represent small replicas of big and powerful machines that, as a result, we can enjoyably operate and control."

NOSTALGIA AND INSPIRATION

A second factor about toy trains Steve emphasizes is how all of them, particularly older trains made during the postwar years, trigger nostalgic emotions. "We remember the innocence of our youth whenever we interact with our model trains," he said.



Third, enthusiasts find the hobby satisfying because it inspires many of them to do more than accumulate antiques. "The hobby," Steve says, "has always been about building the next layout, one sure to be bigger and better than any you've done before."

TIGHTENING BONDS

The way Steve sees it, both sides of the hobby – collecting as well as operating – contain their own satisfactions. They carry forward and build on the enjoyment we as youngsters felt decades ago when we were introduced to the greatest hobby of all.

"Buying, selling, and displaying trains," Steve says, "like planning, constructing, and modifying layouts that you then operate, give people such incredible satisfaction. At the same time, these great activities tighten bonds among family members and friends."

Steve's assessment captures the essence of why people continue to love toy trains. Yet it is one he reminds us should not be attributed solely to him.

"Executives at Lionel understood how its products strengthened family ties. You only have to look at toy train advertising from the past to be aware of how Lionel set out to leverage the idea that its trains strengthened social ties." Getting specific, Steve states, "Advertisements emphasized

the father-son relationship, seeing it growing stronger as the members of different generations came together while building their model railroads."

ALWAYS A KEY PERSON

For some individuals, including Steve, the key person was someone other than Father. He underscores the influence of his mother and then his godfather, although his dad always showed interest in what Steve was doing with his trains. That was true long after Steve reached middle age and started working on some brand-new O gauge layouts.

No wonder Steve believes that for all current hobbyists,

"Remaining close to the hobby brings family members, co-workers, childhood friends, and even grandchildren, closer as we share the toy train experience. We help them understand the challenges and rewards of collecting desirable models. We offer lessons in design, carpentry, electrical work, and landscaping in the process of planning, constructing, and wiring new layouts."

Steve's final views relate to electric trains as examples of innovative technology. Back in the prewar and postwar eras, those toys still represented novelty. Members of different generations shared a fascination with electricity and what it could do for them.

"Now," Steve said, "so much about human interaction with technology has

changed. Social media and the Internet dominate. Toy trains will occupy only a very brief window of interest for most young folks. Nevertheless, we should enjoy those opportunities to interact with our families and our grandchildren around our toy trains."

This interaction, which enhanced our earliest experiences with toy trains, is still vital to the pleasures we find in the hobby. We remain enthusiastic participants, Steve declares, "because of all the positives toy trains offer and because we appreciate the opportunities we have to share those positives with the people whom we love." CTT



Steve was with a few friends when someone took this shot in the 1960s. His mother, never comfortable in front of a camera, had to be coaxed into posing for this picture many years after she got him his first Lionel set.

SMALL layout with



action



MEET THE MARRIED COUPLE WHO BUILT THIS 8 X 18-FOOT O GAUGE RAILROAD

By Roger Carp • Photos by Justin Deierling

KEN EGLER was the picture of frustration about 10 years ago. He had never built an O gauge layout with scenery and on his first attempt he quickly hit the wall. Or in his case, the mountain.

Ken envisioned a towering hill on the 8 x 18-foot model railroad he had undertaken. But the project seemed overwhelming, and he quit.

Behind many great layouts, as many readers of *Classic Toy Trains* will attest, is a loving and talented spouse. Same is true here. Ken's wife, Ann, who had brought him back to the hobby in 2002, hoped to alleviate the exasperation her husband was feeling.

"I think I can help," she told Ken. "Let me see what I can do. But no questions or comments until the mountain is complete."

The result is a delightful layout that does more than reflect their shared interests. The railroad demonstrates the benefits of combining skills and dedicating time and energy to a meaningful project. The Eglers are closer, thanks to the layout they built.

GIFTS FROM ANN

A fortunate husband indeed is Ken. His wife not only encourages his involvement in toy trains but can take credit for launching it.

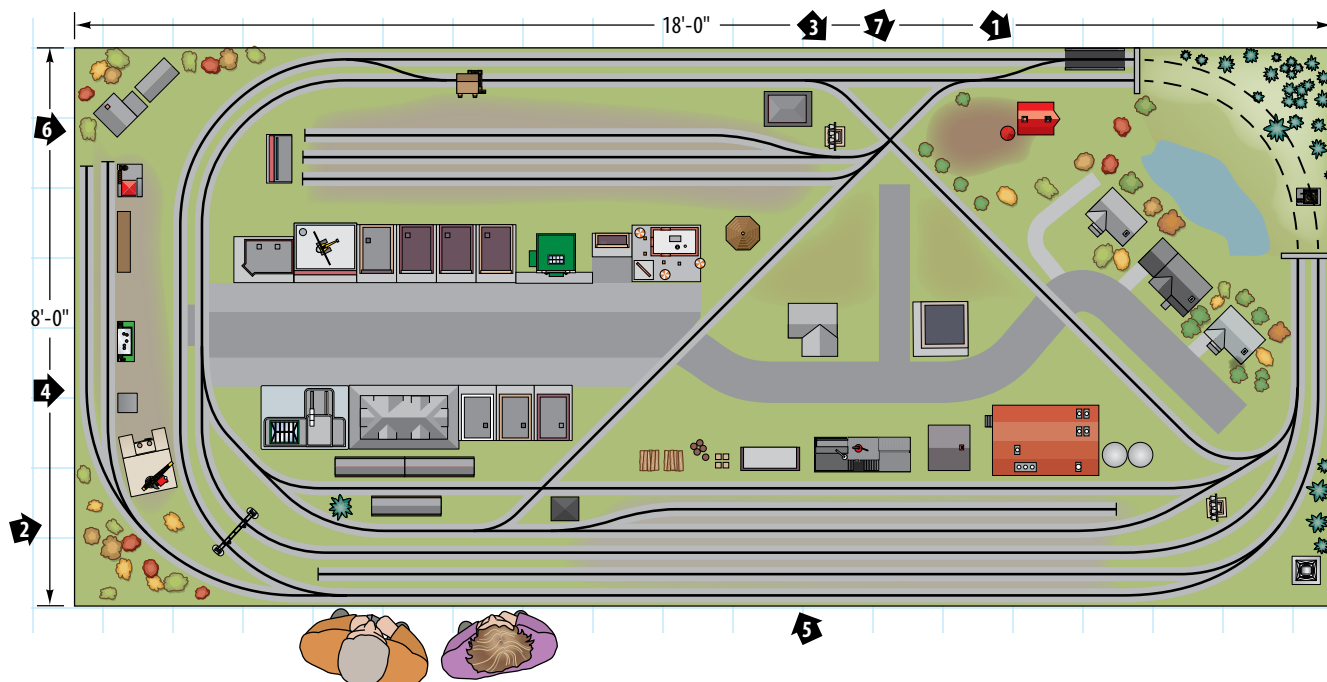
Ken played with a Lionel steam freight outfit as a child in the early 1950s. He had assembled a simple layout during his teenage years using a nice assortment of the structures marketed by Plasticville U.S.A.

Everything seemed good – until Ken outgrew the toys. Out they went, as he moved ahead with life. That included meeting and marrying Ann.

Ann cheerfully confesses to being an expert at nagging. "But nagging only for good reasons," she adds.

When Ann thought Christmas called for a train chugging around a loop of track under the tree, she went out and bought a new Lionel New York Central set. Hammering home the point that trains needed to be key parts of their lives, she also handed to Ken the Marx set she had played with as a little girl.

1. An MTH model of an Electro-Motive SD70ACe looks smashing as it barrels out of a short tunnel on the 8 x 18-foot O gauge layout Ken Egler completed with help and encouragement from his wife, Ann.



Ken planned the layout to encompass about 150 square feet. When he felt stuck, Ann rescued the project with scenery. The numbered arrows correspond to the numbers in each of the captioned photos taken by their friend Justin Deierling.

LAYOUT AT A GLANCE

Name: Ann and Ken Egler's O gauge layout

Dimensions: 8 x 18 feet

Track and switches: Lionel FasTrack (36-inch- to 72-inch-diameter curves)

Motive power: K-Line, Lionel, MTH, Williams

Rolling stock: K-Line, Lionel, Menards, MTH

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

Accessories: Lionel, MTH

Structures: Bachmann, Lionel, Menards, MTH

Vehicles: Diecast Direct, Motor-max, Road Signature

Figures: Arttista, Woodland Scenics



"NO HELP WANTED"

"It's a guy thing!" Those might have been Ken's words when he told his wife that, with the help of his brother, he intended to remodel their basement to make it into the train room of his dreams. Did he really need a place for an O gauge layout and ample shelves for displaying his different trains?

"Absolutely!" Ken said.

Ken selected 2 x 4s for the supports and legs, securing to the framework sheets of ½-inch-thick plywood. He followed by covering the tabletop with ½-inch sections of Styrofoam to deaden any noise.

A network of FasTrack from Lionel soon covered the flat surface. Ken chose that brand because he liked its appearance. The minimum diameter of the curves was 36 inches; the maximum was 72 inches.

"MAY I HELP?"

Ken had done everything on the layout by himself. He was the ultimate lone wolf! "No help wanted" was his motto. So he prepared to make a mountain confidently.

It shouldn't have been a problem. Ken had discovered a talent for designing great scenes. A downtown had not foiled him. Neither had a rail yard. A mountain, he figured, should take a few weeks and end in a similarly satisfying way.

Yet the proposed landform defeated him. Months of paralysis turned into years of inaction. The mountain, or what was supposed to be a mountain with a tunnel wide enough to accommodate a double-track main line, was gathering plenty of dust as Ken sat in silence.

Until Ann offered help, "You know that you can't do any detailing on your layout until the mountain is finished."

Ken readily agreed and Ann, who had done art projects in school but had never

contributed to a model railroad, rolled up her sleeves and transformed the layout.

TRIAL, ERROR, AND FUN

Ann, confronted with the stacks of Styrofoam Ken had struggled to form into the foundation of the mountain, felt she ought to follow in his footsteps. Try as she might to shape the hill with a hot foam cutter, nothing looked right to her.

Ann abandoned the idea of trying to create the mountain as an integral part of the layout. She built it on a workbench.

Four months of trial, error, and fun followed. Ann carved a slab of 2-inch-thick slice of extruded foam insulation board to serve as the base. On this foundation she built the mountain from foam and balls of wadded-up newspaper covered everything with plaster-impregnated cloth.

In addition to the mountain, Ann realized a lake would look fantastic. All she had to do was form the bottom and sides of her lake and model the water.

MORE STEPS TO BEAUTY

Pleased with the progress, Ann called a temporary halt in construction. She adjourned to the library of hobby magazines and books Ken had amassed. There, she immersed herself in every article she could find about landscaping a layout, with special attention going to mountains.

Graduation from the school of model scenery meant a return to the layout.

Illustration by Kellie Jaeger



2. The Eglers take pride in their layout because they did much of the work together. The wonderful scenery and neat structures reflect their cooperation and skill.

3. Layouts, no matter what the gauge, generally showcase aspects of the life of their builder. Ann and Ken grew up on farms, so they always intended to model one.

4. Ann and Ken love the color yellow. No wonder the foliage, structures, vehicles, and, above all, the locomotives on the layout feature that bold and bright hue.

Step one entailed obtaining rubber molds to make rock faces Ann secured in place. Step two involved painting the rocks, along with the area behind. Step three included gluing stones to the upper portion of the mountain.

Ann, thrilled by the mountain, set to work on the lake. She shaped the body of water on the peak as well as a smaller one at its base with rocks picked up along a river near her home. Then Ann added debris and vegetation, finishing by daubing on shades of paint until she had the muddy look she believed was accurate for the lake. She next poured Realistic Water (a product marketed by Woodland Scenics) into the bottom of the lake and, via a waterfall, to a pool below.

KEN RETURNS

Months of work led the Eglers to a key point. They prepared to move their mountain to the layout. They had to integrate a landform made off-site with the tunnel.

Ann's accurate calculations ensured the mountain and its railroad tunnel fit where Ken and she hoped.

"Everything turned out better than I could have imagined," she said. "The mountain became the focal point of our entire layout."

5. Cars crowd the parking lot, a bit too close to the main line. Their owners, eager to buy salted nuts to munch with their sodas, are unworried. Ken and Ann create scenes based on memories of their travels.



With Ken actively engaged in situating the structures and adding lights to them, Ann retired from modeling. She handed the reins – as well as the pliers, paintbrushes, and other tools – to her husband.

Only Ken was having too much fun working alongside Ann to go back to the lone wolf routine. So off they went on to complete their little world.

"WHAT WE ENJOY"

"Our layout doesn't represent a specific place," Ken said. "But it does encompass all the things Ann and I have enjoyed together. We think that's a neat way to approach building a model railroad."

Take the downtown area. Pick out stores the husband-and-wife team have

and crops nurture all sorts of memories.

Most recently, the Eglers have been polishing an area dedicated to remembering Ann's father. "He was from a time past," she says, "and his world was filled with discarded and unwanted items he viewed as treasures, including old railcars he used to display collections of antiques."

GET IT TOGETHER

We don't present many love stories in CTT, but the wonderful O gauge layout belonging to Ann and Ken Egler truly does show how a shared project can tighten the bonds between spouses.

Ken concurs, noting that hobbyists often design their model railroads after what someone else has achieved.

"Ann and I could have done that," Ken says, "but you get much more satisfaction by creating a layout that shows who you are and what interests and talents you have. Just make it about your vision and you." **CTT**



CTT ONLINE
TO WATCH A VIDEO of Ken and Ann Egler's O gauge layout, go to www.ClassicToyTrains.com and click on Online Extras.



6. When the heat of August nights is almost too much to bear, residents walk to Mel's for ice cream. The gent driving that diesel through town looks on enviously, wishing his shift had ended and a cone of vanilla could be his.

7. Punsters might refer to this eye-catching scene as the "cat's meow!" The store leasing Caterpillar equipment rattles when big diesels rumble by. The noisemaker today is a Nickel Plate Road Alco C-420 from Lionel.

THE BEST is YET TO COME

PETER ATONNA IMPROVES
HIS TALENTS BY BUILDING
BETTER LAYOUTS

By Roger Carp • Photos by Peter Atonna and Steve Crise

CLASSIC TOY TRAINS has, during its 30-year history, showcased the finest modelers in the field. Some of them improve and update one great layout. They modify scenery and add structures.

A few other hobbyists take pleasure in finishing one layout and starting another. They vary the themes and dimensions of their railroads, but remain committed to one gauge and period.

Peter Atonna has carved out a unique niche for himself. Since his youth in the 1940s, he has been designing and constructing one outstanding layout after another. Where he stands alone, however, is in shifting from one size to another. Peter has dabbled in N scale up to Standard gauge. He has enjoyed pre-war, postwar, and every aspect of the modern era.

We have on a regular basis shone a spotlight on Peter's latest creation. Speed on our part has been essential, because he does not hesitate to tear down a display once it has outlived its purpose for him. For our year-long 30th anniversary celebration, we are pleased to present Peter's brand-new layout.

1. The magnificence of the Southern Pacific's steam-driven *Daylight* train never ebbs on Peter Atonna's newly enlarged O gauge Seligman & Paulden Lines, set in postwar Arizona.







2. Spectacular isn't it how smoothly Peter blends photo backdrops with realistic landscaping and detailed structures to carry us back to the captivating town of Ash Fork as it looked nearly half a century ago in the late 1960s and early 1970s.

Many changes in focus

Initial conversations with Peter and his wife, Mary Jane, impress upon a listener how his interests have changed since receiving his first toy train in 1946. The progression makes sense, at least at first. How many kids who loved full-size trains began with a windup from Louis Marx & Co. before being allowed to make the transition to an electric train by Lionel? Count Peter among the throngs!

After hearing about the Lionel set given to Peter in 1948, the story takes a few twists. Loyalty to Lionel O gauge was deep through high school, only to surrender to a love of O scale trains running on two-rail track in college. Which proved to

be short lived! HO scale gained a hold on Peter's enthusiasm and wallet soon after, and he built two new layouts.

HO ruled Peter's perspective on model railroading until in the late 1960s when he discovered the burgeoning field of N scale. Two additional layouts followed, each larger and more fully landscaped than its predecessors.

Peter kept searching for greater reliability and fun than N scale locomotives and rolling stock could provide. Why not, he asked himself, return to what had sparked his love of miniature trains? Why not return to Lionel?

That is what Peter did, and he has

never left three-rail modeling. Mostly, this commitment has meant operating postwar and modern-era Lionel trains.

Occasionally, Peter has shifted attention to prewar Standard and O gauge and even American Flyer S gauge. These days he takes advantage of the fine O gauge products on the market.

A few constants

Amid all the shifts in focus that have characterized Peter's lifetime in the hobby there have been a few constants. These points of consistency enable us to make good sense of and appreciate what he has accomplished on his new layout.





Above all, Peter has demonstrated a determination to make his trains and his layouts more realistic. Igniting this strict approach to his hobby, he believes, was a subscription to *Model Railroader* magazine he received back in the 1950s.

Reading about what Peter considered “serious modelers” did influence him at an early age. As proof, he remembers repainting his Lionel no. 2343 Santa Fe F3 diesels in the Southern Pacific’s “black widow” color scheme. Peter studied plans in *Model Railroader* when he built matching passenger cars from scratch.

Ever since, Peter has pushed himself to learn more about prototype railroading and scale modeling. Soon he ventured into O scale modeling after feeling his Lionel models lacked realism. The wish to



3. A crew maneuvers empty Pacific Fruit Express refrigerator cars alongside an icing platform. Soon the cars will be rolling east with their next shipment of oranges and lemons. All in a day’s work on the Seligman & Paulden Lines.

develop slices of reality with great scenery and detailed structures found expression on Peter’s HO and N scale layouts.

Overlapping a powerful desire to replicate actual terrain and vegetation while following railroad practices has been Peter’s devotion to the southeastern part of Arizona where he came of age.

Peter has spent years learning about railroading in his home state, along with its geography and topography. He has consulted books to refine his skills so he could model the look of Arizona’s mountains, deserts, brush, and other sights.

Everything gained from constructing model railroads in virtually every gauge possible has informed Peter’s current layout. Reflecting his love of the places where he has lived and raised a family is the name: Seligman & Paulden Lines. Supposedly, he explains, it goes from Seligman on the Santa Fe main line diagonally across Arizona to his hometown of Douglas on the Southern Pacific.

Seligman & Paulden Lines

The most recent chapter in the volume known as *Peter Atonna’s Life with Toy Trains* opened 10 years ago. As outlined in the July 2011 issue of CTT, he had dispensed with his previous O gauge display (featured in the May 1997 CTT) and

begun work on the S&P Lines to express his love for the railroads of Arizona.

Down to Hell Canyon

The 40 x 57-foot Seligman & Paulden Lines dominated the Atonnas’ train room. But that O gauge extravaganza had company. It cozied up to a compact S gauge layout and a slightly larger tribute to pre-war Standard and O gauge models.

Peter decided to tear down those two displays and then follow Mary Jane’s ideas for expanding the S&P Lines. She thought their O gauge layout would benefit from having more mountains and desert scenery reaching to their floor.

Peter conceded better landscaping was necessary. He added a branch line to the S&P, stretching across the unused tabletop to a version of the town of Lowell, not far from Bisbee (a historic copper mining site) in the Mule Mountains. Along the way, Peter knew, the Santa Fe has erected a

bridge spanning Hell Canyon. He aimed to model the scene in a dramatic way.

Peter carried the main line from the primary layout over an aisle using a truss bridge from Atlas. The track climbed around the perimeter until it reached Lowell. Then another branch wound upward to a mine at the pinnacle.

**THE BEST
TEACHER
WHEN MAKING
SCENERY
IS THE
PROCESS
OF TRAIL
AND ERROR.**

LAYOUT AT A GLANCE

Name: Peter Atonna's
Seligman &
Paulden Lines

Gauge: O

Dimensions: 40 x 57
feet

Track and switches:

GarGraves (diameters range from 36
to 48 inches)

Motive power: Lionel, 3rd Rail, Williams

Rolling stock: Atlas O, Golden Gate
Depot, K-Line, Lionel, MTH, Weaver

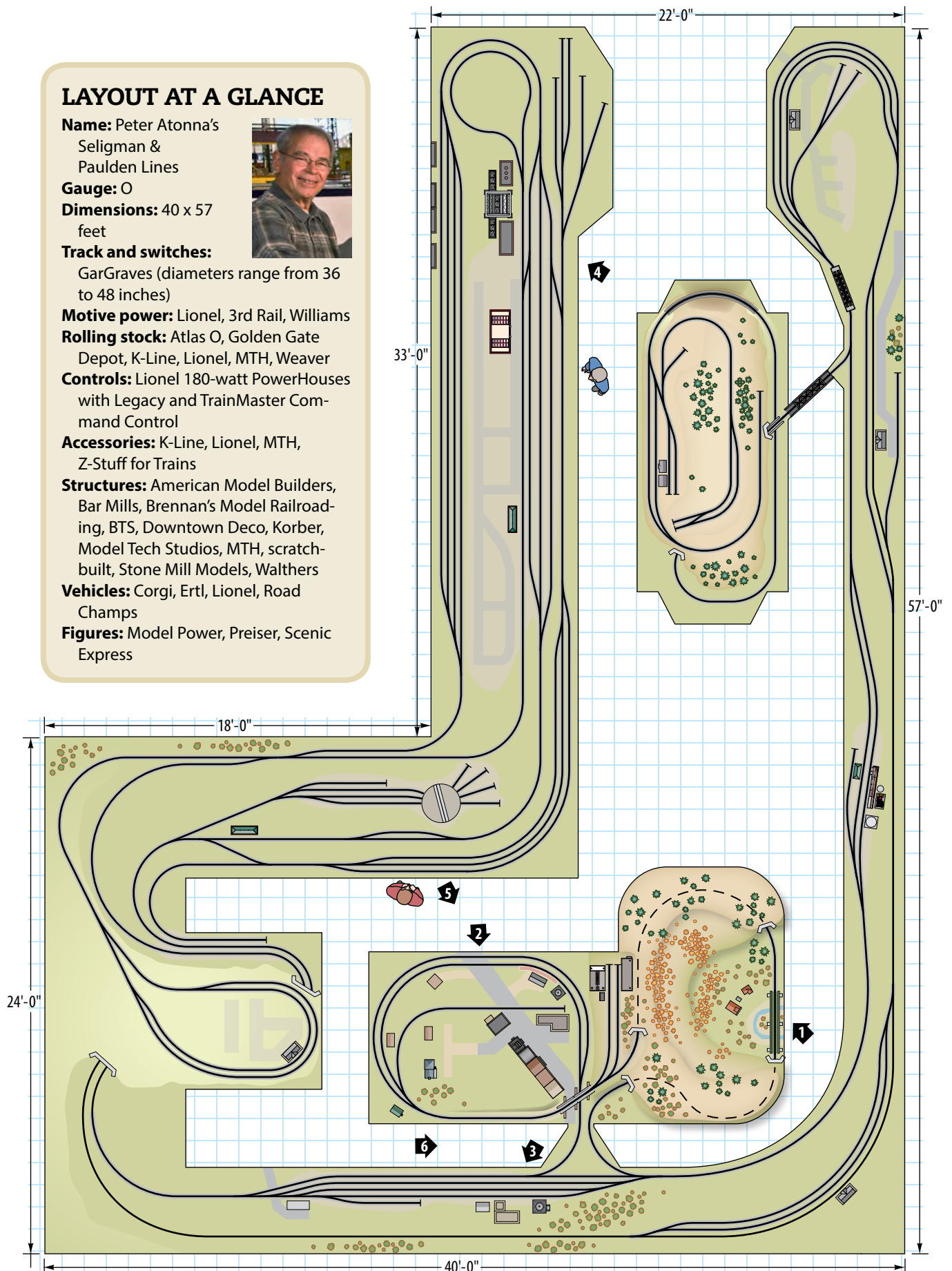
Controls: Lionel 180-watt PowerHouses
with Legacy and TrainMaster Com-
mand Control

Accessories: K-Line, Lionel, MTH,
Z-Stuff for Trains

Structures: American Model Builders,
Bar Mills, Brennan's Model Railroad-
ing, BTS, Downtown Deco, Korber,
Model Tech Studios, MTH, scratch-
built, Stone Mill Models, Walthers

Vehicles: Corgi, Ertl, Lionel, Road
Champs

Figures: Model Power, Preiser, Scenic
Express





4. ABOVE Southern Pacific road diesels, including a Lionel no. 28541 SD40T-2, never rest on the S&P Lines. Notice how well Peter has integrated a Lionel rotary coal loader into this scene with warehouses and a power plant.

LEFT Layouts by Peter Atonna have been in CTT since 1997. Now we spotlight the addition to his O gauge S&P Lines. The numbered arrows correspond to the numbers in each of the captioned photos.

Meanwhile, at the opposite side of the former American Flyer display, Peter fashioned mountainous scenery, including rock outcroppings, to form Hell Canyon. The bottom of that landform stood mere inches off the floor. Towering over it was an impressive and convincing if foreshortened version of the bridge.

Ongoing expansion

Twelve months later, Peter introduced the Lowell Branch to family and friends. Everyone liked it, which left him feeling he had made the correct decision in ripping up the S gauge straights and curves.

Peter set out to integrate the 36-inch-high framework from the prewar display into the S&P Lines, whose main level was 42 inches high. The 6-inch gap was huge!

Rejecting the idea of another bridge, Peter built something complicated if less dramatic. He described “a trapezoidal extension of the original train table” enabling trains to reach the new area.



5. Step back and admire the latest addition to the Seligman & Paulden Lines. Peter replaced two older layouts (Standard and S gauge displays) with more O gauge.

Once over, they ran on a loop that crossed over itself arriving at the summit and then heading down to the main line.

Dominating the former prewar display in Peter’s mind should be a town based on one situated on the old Santa Fe route. Ash Fork nestled at the base of a 2,000-foot climb to the high country of Arizona, home to Flagstaff and Williams.

Especially attractive to Peter was draping Ash Fork across different heights. The town, he explained, would be sloping. “All the buildings were going to be on hills. Each of them would have a foundation sloping in all four directions.”

Peter had in mind relying on a wide assortment of commercial kits and

scratchbuilt structures. Plasticville items also proved advantageous. Where necessary, he would craft something unique using the different parts he had.

Back to the hills

The point at which you have mental images of what you want to build often represents the turning point. From there on, it can be merely a matter of taking what you know and how you’ve proceeded in the past to meet your goal.

Certainly, that was the case with Peter as he looked forward to designing and constructing the Ash Fork Branch of his O gauge railroad. All the steps outlined previously regarding roadbed and track



6. Designing a transitional piece to carry trains from the around-the-walls portion of the S&P Lines to the Ash Fork Branch tested Peter's skills at laying track and making scenery. One look at his area leaves no doubt he has succeeded.

and wiring had long been perfected. So go ahead with laying the GarGraves pieces and soldering feeders.

Peter pushed himself to create the most realistic mountainous scenery he had ever achieved. Luckily, the techniques he had fine-tuned for so long were up to task.

As noted in the July 2011 issue of *Classic Toy Trains*, Peter usually begins by making a foundation out of sheets and chunks of ½-inch-thick insulation foam. After cutting them into 2½-inch-wide pieces, he hot-glues the foam into the formations desired. Then out come the carving knives to shape and shave them.

Along the way, Peter fills some of the cracks and any other unwanted elements with Sculptamold. Again, Peter says, the best teacher when making scenery is the process of trial and error.

A lesson Peter passes along is to make use of latex molds by Bragdon Enterprises. They have enabled him to add superb rock outcroppings elsewhere on the S&P Lines.

Peter next grabs brushes and slathers over the surface a textured dark brown paint customarily meant for covering dry-wall. "It gives a firm finished surface," Peter said, "and bonds the layer of foam."

On to planting

Another advantage of modeling Arizona or any area in the Southwest is having to spend less money and time on trees. Let other guys try to duplicate the look of

the Appalachian Mountains or the Ohio River Valley. Peter is happy with an arid and barren environment.

If anything, soil, stones, and sand preoccupy Peter more than do brush and trees. He gathers material from around his house and uses screens to segment types in anticipation of arranging them according to their size.

Tinted sawdust and commercial grasses and ground foam work for Peter when he's ready to add sparse vegetation. Yellows and browns dominate his palette; greens have far less importance, except on the highest elevations. Same is true with trees, which Peter makes by hand out of wood he scrounges and leaves and branches discovered amid the dried plant materials being sold at crafts stores.

One last natural feature deserves attention, one you might not immediately associate with the heat and dryness of Arizona. Peter makes certain visitors to the train room notice the rivers and other waterways he has modeled so well.

For the Colorado River, Peter said, he had to paint the plywood base with the textured paint to get a rippled surface. Next went on different shades of latex household paint to suggest water of varying depths. He then applied clear gloss.

Don't forget the need to spread stones, dirt, and more on the banks and even in the middle of the water courses, Peter reminded. Diluted white glue held them in place. Lastly, he poured clear casting epoxy and dabbled on water effects from commercial sources to get the ripples and rapids viewers really like.

Ongoing plans

Peter, having outlined how two peripheral layouts became the foundation for his extension of the S&P Lines, then stops. Silence indicates he has completed the tale and has nothing

to add about his growing O gauge display. Thrilled with the appearance and operation of the newly expanded S&P, Peter knows the time will soon arrive when parts will be taken down and the empty real estate transformed into another spectacular layout. The theme? Maybe something as radically different as an urban subway. The only certainty will be his firm commitment to realistic modeling with three-rail trains. **CTT**

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Lionel trains

A YEAR OF CONCERN ABOUT THE FUTURE AND DISAPPOINTMENT

By Joe Algozzini and Roger Carp • Photos by William Zuback

Since Lionel's emergence in 1900, its products had earned an enviable reputation in the American toy industry for quality craftsmanship, dependability, safety, and durability. Lionel said it best when it promoted its electric train outfits as "A Lifetime Investment In Happiness."

But everything the company accomplished seemed on the verge of collapse in 1967. As hobbyists learned to their disappointment when they visited dealers, Lionel did not print a consumer catalog for 1967. Quite a letdown after 21 consecutive years of offering appealing catalogs in the postwar period.

What happened in 1967? How did corporate executives deal with a declining market for toy trains? Let's look in depth at the situation at Lionel in a disheartening yet consequential year, paying close attention to the trains released.

Board of directors takes charge

The name Lionel meant miniature electric trains and accessories to the typical American in 1967. Or at least it did to well-informed members of society.

Executives at the corporation would

not have disagreed with that notion; they just would have added more. To them, Lionel was a trade name involving profits and investments, annual bonuses and job security. Truthfully, leaders focusing on those aspects might not have cared what type of products they made.

Look at what took place at Lionel's annual meeting of stockholders held in

New York City on May 26, 1967. President Robert A. Wolfe announced as his priority determining the next eight members of the firm's board of directors.

The meeting still offered the usual hoopla and summary of promises and excuses. Wolfe discussed how present management had inherited problems and issues from its predecessors. He spoke of how current leadership had made a profit in its first year at the helm in 1965, after four straight years in the red.

However, the profits earned in 1965 and the dividends last paid in 1962 were nothing more than history to stockholders in 1967. They noted with dismay that Lionel had fallen back the previous year. The



Promotional outfit 19705 was the only packaged set in 1967 with a remote-controlled operating car – the no. 3364 log unloading car (stamped "3362").



Lionel did not release a catalog for consumers in 1967, so it could not offer a true cataloged outfit. But it did package six uncataloged, or promotional, sets. Four went to Sears, Roebuck & Co. Among them was the no. 19705, a five-car freight led by a no. 242 steamer and tender.

for 1967

corporation had recorded losses exceeding \$1 million.

To remedy the situation and react to a changing toy market, Wolfe and his fellow executives reached a few tough, almost shocking decisions.

First, they would not issue a consumer catalog for 1967, not when an abundance of catalogs from 1966 had never left the Lionel warehouse due to reduced demand for them. Second, Lionel was not going to manufacture any new locomotives, railcars, accessories, and so forth.

Service Manager Lenny Dean was left to inform all authorized service stations about the overall marketing plan early in 1967. In his *Lionel Service News* report, he broke the disappointing news and mentioned that the consumer catalog for 1966 would remain the basis for ordering. Dealers would have to rely on that catalog until the entire product line was, of course, either sold or just carried over.

Lionel would try, however, to produce a few items, such as O-27 track and switches. As the year proceeded, a few pleasant surprises would emerge. They gave hope that the firm might start turning things around by the end of 1967.

Six promotional outfits

Admitting that Lionel failed to bring out any cataloged O-27 or O gauge outfits in 1967 does not mean there was nothing new. The company did plan a few promotional sets. According to *Authoritative Guide to Lionel's Promotional Outfits, 1960-1969* (Project Roar Publishing), seven of those uncataloged sets were

under consideration (numbered 19701 through 19707). But only six were packaged and marketed; set no. 19702 has not yet been confirmed to exist.

Each of the six had a price somewhere between \$18 and \$33. They were, in short, on a par with less expensive O-27 sets cataloged during previous years.

The no. 19701 was a four-car freight sold to Sears, Roebuck & Co. Priced at \$18.44, the set used a no. 1061 plastic steamer with a 2-4-2 wheel arrangement that operated forward only. It had a no. 1062T Lionel Lines slope-back tender.

A fine example of a late-1960s starter set, the 19701 featured four cars with some play value. They included the nos. 6402 flatcar with three logs, 6042 gondola with two orange cable reels, 6076 black Lehigh Valley hopper, and 6167 red-plastic Southern Pacific-type caboose. The 19701 was priced in line with cataloged outfit no. 11520, which retailed for \$20 in 1965 and \$22.50 in 1966.





Sears was also the customer for promotional outfit no. 19706, which featured Santa Fe Alco diesels in the warbonnet scheme. The duo, the last of the postwar era so decorated, pulled four freight cars. Image courtesy of Project Roar Publishing.

Another bargain sold to Sears was outfit no. 19705, which had a retail price of \$19.99. Despite the low price, this set should be viewed as the high-end steam set offered by Sears in 1967, thanks to its motive power and operating car. The 19705 was the only packaged set with a remote-controlled operating car that year. It boasted the no. 3364 log unloading car, which Lionel had sold for \$6 in 1966.

A no. 242 steam engine with a 2-4-2 wheel arrangement pulled the outfit. It

came equipped with a two-position reverse unit and an operating headlight. A 1062T Lionel Lines slope-back tender was paired with the cute little locomotive.

The five cars promised lots of fun. Probably the best of them was the 3364, which was rubber-stamped “3362” on each side (in reality, the number given to the helium tank unloading car introduced in 1961). Lionel identified the new model as “3364” because it had a different load, in this case, three logs.

The remaining freight cars included the nos. 6050 Swift’s Premium savings bank boxcar, 6142 blue Lionel gondola, and 6176 black Lehigh Valley hopper. Rounding out the set was a 6167 SP-type caboose lettered Lionel Lines.

Two diesel sets for Sears

Besides those two promotional outfits led by steam engines, Sears put in its catalog a pair of Lionel sets headed by diesels. The nos. 19703 and 19706 – both four-car freights – had excellent locomotives.

Short production run

Lenny Dean, head of the Service Department, once shared with me that Lionel’s rule of thumb for stocking selected parts during the company’s heyday was around 7 percent of production.

This information assumes great importance in shedding light on what was going on at Lionel in 1967, a year far from its heyday. Knowing the firm probably was teetering on bankruptcy, it seems unlikely

Lionel was stockpiling parts or completed products. Therefore, by comparing production figures from earlier years with what’s known for 1967, we can draw a few logical conclusions.

Take the 635 Union Pacific

diesel switcher. According to surviving production and packaging estimates, Lionel scheduled 2,210 units for 1965 production and 4,100 for 1966 – a total of 6,310 locomotives.

To fill the order Sears had placed for outfit 19703, Lionel had to provide 3,831 UP switchers. That figure represented approximately 60 percent of all of those diesels made in 1965 and ‘66. But it appears doubtful Lionel had that many still in its factory.

After all, such a quantity would mean about 60 percent of 1965 and ‘66 production had gone unsold. If Lionel had followed the 7 percent selected parts estimate given by Dean, it would have about 440 extra units in parts.

The obvious conclusion to be reached is that the 3,831 UP switchers used in the Sears promotional could not have been leftover inventory. Lionel would not, if the units made in 1965 had failed to sell, double

A no. 635 Union Pacific NW2 switcher painted yellow headed the 19703, which Sears priced at \$22.50. This diesel, a component of promotional outfits only, boasted a two-position reverse unit and a working headlight. Lionel dropped it in 1968, only to revive it as the no. 645 for the cataloged line released in 1969.

Filling out the 19703 were the nos. 6050 Swift's Premium savings bank boxcar, 6176 black or gray Lehigh Valley hopper, and 6408-50 Lionel flatcar with two orange cable reels. At the very end rode a no. 6130 Santa Fe work caboose.

Lionel had introduced the 6408-25 to the product line in 1963, with a load of five plastic pipes. As noted, the load for the 6408-50 (different suffix) was two cable reels. Examples of the 19703 have been reported with a no. 6825 flatcar. All the same, be aware that 6408-50 is the correct identifier, as specified by Lionel.

Finally, Sears offered set no. 19706 at \$32.99. A powered no. 215 Santa Fe Alco and a matching no. 212 non-powered unit served as the motive power for the four-car freight. The powered A unit, which Lionel put only in promotional outfits, featured a two-position reverse mechanism and a working headlight.

The Santa Fe Alco diesels came painted in the railroad's famous red-and-silver "warbonnet" scheme. As such, the two A units represented the final appearance of that great scheme on Lionel diesels during the postwar era. Since making their debut in 1948 on the no. 2333 F3 A-A duo, the name and decoration had become synonymous with Lionel electric trains in the U.S.

The locomotives heading the 19706 came with three freights plus a caboose. Leading the way were the nos. 6176-50

black Lehigh Valley hopper, 6465 orange Lionel Lines two-dome tank car, and 6473 rodeo car. Trailing behind was a no. 6059 Minneapolis & St. Louis SP-type caboose.

Promotional sets for others

Lionel made available its two remaining promotional outfits to a variety of retail accounts. The previous four were offered exclusively to Sears, Roebuck.

Three-car freight set no. 19704 relied on a no. 1062 plastic steam engine designed with a 2-4-2 wheel arrangement, a two-position reverse unit, and an operating headlight. It arrived with a 1062T Lionel Lines slope-back tender.

The duo pulled the nos. 6401 flatcar with three logs, 6176-75 yellow Lehigh Valley hopper, and 6167 red-plastic Lionel Lines SP-type caboose. All components of the 19704 duplicated what Lionel had packaged in promotional set no. 11580 the year before, except the Lehigh Valley hopper then had been black.

A five-car freight train completed the roster of promotional outfits sold in 1967. Set no. 19707 placed on the point a no. 241 die-cast metal steam engine with a 2-4-2 wheel arrangement. Features on the locomotive, used exclusively in uncataloged outfits, included a two-position reverse unit, a smoke mechanism, and a working headlight. It came with a no. 242T Lionel Lines streamlined tender.

Set owners got an enjoyable freight train. Counted among the five cars were the nos. 6050 Swift's Premium savings bank boxcar, 6176-75 yellow Lehigh Valley hopper, 6401 log car with three stained

logs, and 6465 orange Lionel Lines two-dome tank car. Completing the outfit was a 6059 M&StL SP-type caboose.

Marketing plays an important role for any business. The use of sets like the 19707 was important for Lionel, because it gave consumers the opportunity to buy a

train with play value at a reasonable price. Examples of the 19707 have been reported at \$19.99, \$27.97, and \$30. Lionel, of course, hoped consumers would like the train so much they would buy additional track and other items.

Hope in diversification

Different elements of Lionel's business in 1967 – reusing the consumer catalog for 1966, halting production of any new

items, packaging four exclusive promotional outfits for Sears, and selling unused rolling stock to hobby groups – reflected the corporation's marketing strategy. It was tough-minded or desperate.

Wolfe summarized that outlook to stockholders at the May 26, meeting:

"This board [of directors] adopted a very simple philosophy. Obviously, first to survive and second to effectuate the most basic rule of all business – build up that which was potentially profitable and stop losses in other areas."

On the face of it, the president of the Lionel Toy Corp. appeared to state that electric trains, the very reason the firm had been established, had less and less relevance because the domestic market was declining. Reversing that dire trend seemed impossible, or at least beyond the capability of Wolfe and his associates.

LIONEL GAVE CONSUMERS A CHANCE TO BUY A TRAIN WITH PLAY VALUE AT A REASONABLE PRICE.

production a year later. That would be bad business.

The same scenario holds true for the 6050 Swift's boxcar. According to surviving records, Lionel projected to make 26,680 units for 15 promotional outfits in 1966. Orders taken for three promotional sets in 1967 required 16,920 cars, which amounted to approximately 63 percent of the sum from 1966. Again, it seemed highly unlikely Lionel had carried over so many.

The UP switcher and Swift's car suggest Lionel needed to schedule a short production run late in 1966 or early in 1967. Lenny Dean alerted dealers to the fact Lionel was going to make track and switches in 1967; adding a few other items to fill gaps shouldn't have been difficult.

Still, if we knew exactly how many units Lionel made and how many were eventually sold, we would know if short runs were ever necessary.



Lionel needed so many of the no. 6050 Swift's Premium savings bank boxcars to fill promotional outfits in 1967 its supervisors must have authorized a production run.

Consequently, the board of directors believed serious decisions awaited. They decided to close the plant in Hillside, N.J. They saw no choice but to discontinue the manufacturing of “certain of product lines and to transfer certain other product lines to other of [the company’s] facilities.”

Soon after, another bombshell hit. In August, Lionel planned to sell almost all machinery and equipment used to manufacture various products at an auction supervised by Samuel L. Winternitz & Co. Shocking news for the toy industry.

Additional proof that Wolfe and the board aimed to diversify Lionel’s portfolio came in a memorandum dated December 11, 1967. Wolfe wrote, “We have acquired the outstanding stock of Canadian Sterling Electric Limited, a Canadian-based electric motor company....This purchase, though modest in size, is the first step in our program to supplement the distribution and scope of our more profitable subsidiaries through acquisition.”

Trains still had a place

Anyone familiar with Lionel’s tradition as a manufacturer of toy trains might have feared executives sought a new course. Yet

a closer look at what occurred in 1967 revealed a more complicated picture. Even the auction at the factory ended up sacrificing equipment generally used to make items other than those in the train line.

Leaders, though feeling compelled to search for other products and acquisitions likely to improve the bottom line, weren’t ready to abandon trains. Wolfe told stockholders, “We have acquired the American Flyer Train line [from the A.C. Gilbert Co.]. This is my announcement of that acquisition. Now Lionel Trains and American Flyer Trains will be side by side.”

The announcement offered hope there would be Lionel toy trains, and even American Flyer, in the future, especially since it was later reported that Wolfe went to Japan to check out the possibility of making some products there. He likely knew Gilbert had pursued manufacturing ties in Hong Kong and Japan.

Also, Lionel continued to rely on trains to burnish its reputation. Executives at the corporation had targeted four exclusive promotional outfits to Sears (where Wolfe

previously had been employed). By doing so, Lionel essentially used the retail giant to market and advertise its brand name, all the while letting Sears foot the bill.

Looking ahead

Greater hope arose much later when Lionel reported having earned a profit of \$1,580,519 for 1967. Already, Wolfe had noted how the firm was cutting its debt, having reduced it by \$6 million and striving to continue to aim for solvency. Looking to the future, he pointed out, “Each of our operations was profitable in 1967, and we anticipate further improvements at each facility this year.”

Drastic changes in how Lionel conducted its business in the electric train segment of the American toy field apparently had yielded positive results. There was good reason to hope it would return to cataloging new trains in 1968. **END**

Thanks to John Schmid, Ray Fetzner, Ed Mullin, and the late Lenny Dean. Image of set no. 19706 courtesy Project Roar Publishing from Authoritative Guide to Lionel’s Promotional Outfits, 1960-1969.

**LIONEL’S
LEADERS
WEREN’T
READY TO
ABANDON
TOY
TRAINS**

Generic white and labeled boxes



Lenny Dean also said he had recommended using generic white boxes for a few items. He pointed out that such packaging cost less because it eliminated unnecessary colored graphics.

Additionally, generic boxes could hold different yet similarly sized models, thus saving factory supervisors time and money.

Boxes used for a no. 2521 *President McKinley* observation car or

no. 3662 operating milk car are noteworthy. Lionel cataloged both in 1966 but not again in 1968, which proves late 1966 or 1967 as the date of origin.

Lionel also used flattened

boxes remaining in stock and applied a label at both ends, thereby accounting for any number of different individually numbered items workers could pack inside. The practice of aggressively using labels to sell remaining inventory and make money began as early as 1965, as proved by a production sample in the Lionel Archives of a no. 6142-85 gondola dated 9/21/65.

Lenny Dean, who was then supervising the Service Department, had Lionel package pieces of rolling stock, including no. 2521 *President McKinley* observation cars, in generic white boxes in 1967. The product numbers were rubber-stamped on each of the ends.

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WEEKEND WORKSHOP

WITH THE CTT READERS AND STAFF

PHOTO 1



Photo 1 The humble flatcar may be the utility infielder of model railroading. An otherwise uninteresting flat surface can become the conveyor of the most interesting freight ever seen! All you need to do is think up a type of cargo and install it.

Variety is the spice of rolling stock

SIMPLE TECHNIQUES FOR UNIQUE O GAUGE FLATCAR LOADS

I recently purchased two inexpensive O gauge flatcars at a train show, along with some ‘bare-bones’ load material to go on them. I decided to take these basic products and spruce them up a bit. The two projects detailed here took little time and made a huge difference in a realistic appearance (**Photo 1**).

PROJECT NUMBER ONE

The easier of the two projects was a load of pipe products for the MTH flatcar. **Photo 2** shows the finished load. I started with pipes I bought at a train show (card-board tubes painted silver to look like pipe). They came in a package of six.

I stacked them in a pyramid and used cyanoacrylate adhesive (CA, which is commonly known as super glue) to hold them together. Next, after wrapping them with black thread to give the appearance of load bands, I used CA to bond the thread to the bottom of the pipes.

I cut six pieces of $\frac{1}{8}$ x $\frac{1}{8}$ -inch balsa to make the car's stakes. Then I used Micro-Mark no. 80873 Age-it-Easy Gray to weather the wood, making it look more realistic. Finally, using the load as a location template, I glued the balsa stakes by using CA (15-second medium) on the end of each stake. I held a stake vertical with

one finger and then applied CA accelerator on the flatcar at the balsa using a dental pick (the accelerator will wick into the balsa and complete the bond). Fixing six stakes to the car took no more than a couple of minutes.

PROJECT NUMBER TWO

The second load took a little more time and effort. **Photo 3** shows a product I bought at the show representing a liquid hydrogen gas (LHG) tank. It is a cardboard tube with mailer end caps. To decorate the tube, I reproduced the herald and other details on photo paper that I taped to the tube.

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



PHOTO 2



PHOTO 3



I decided to improve the tank using Plastruct elliptical domes on the ends to replace the mailer end caps. (The 1¼-inch-diameter caps are Plastruct part no. VHE-175.) I removed the LHG photo paper and end caps and glued the new domes onto the cardboard tube.

I then primed and painted the tube white and secured the LHG photo onto the tube with rubber cement.

The Plastruct catalog also shows tubing saddles and supports for horizontally cradling tanks – perfect for completing the flatcar load. Unfortunately, those parts have been discontinued, so I made my own saddles.

Photo 4 shows wood pieces I cut from ½-inch-thick plywood using a hole-saw. After removing the 1¼-inch plug created by the hole-saw, I used a band saw to cut

the two cradles for the tank (shown in **Photo 4** after painted black).

I used the other two scrap pieces for holding the tank during painting and weathering, which I did with rust weathering powder and Testor's Dullcote. I then glued the cradles and the improved LHG tank onto the flatcar (**Photo 5**).

These freight loads were simple projects and may inspire you to invent something better. Decorate them as you will and you'll have fun and improve the look of your railroad. – *Varley Wrick*

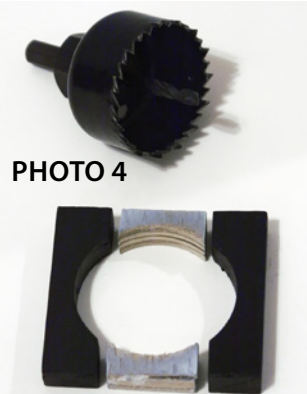
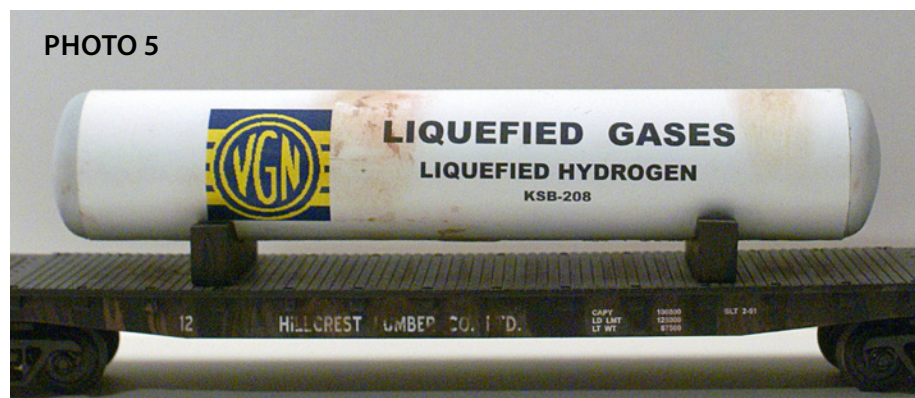


PHOTO 4

PHOTO 5



PRODUCT REVIEWS

WITH BOB KELLER



ting plant is amazing. There are three loading docks with simulated weather protection. Each dock has an overhead light, a center window, safety striping, and signage. There is a driver door with signage and a light above the entry.

At about the second floor level are four windows. Above that is a balcony. There are three security lights to the left and two to the right.

The railings are safety yellow, and there are some electrical panels visible. Three employees are positioned there, and Jack the German shepherd relaxes by the door. Above the platform is the flashing Pepsi sign. A few inches above the sign are two windows.

A level up finds a platform on the left, with three safety lights and four pipes (three large and one small) running out of the ceiling and into the side of the structure. A worker and his toolbox are stationed there. A ladder goes from this level to the roof. Opposite the pipe platform is another platform, which is home to a

Rise of the mega-structures

O GAUGE PEPSI BOTTLING PLANT FROM MENARDS

There is an economic boom in Train Town. Oh, not just the old grocery being turned into an Arthur Murray Dance Studio or the old bookstore becoming a specialty muffin bakery. Nope, we're talking big-time industrial structures tailored to fit into a tight profile for O gauge operators.

The credit for these giant industrial plants goes to the designers at the regional home-improvement chain Menards. They focus on a relatively limited footprint (roughly 10 by 15 inches) with provision for rail access and then use their imagination to create a plausible building sure to be packed with workers and heavy machinery.

Are the structures realistic? If you sit down and think about it, maybe not. But do they have a plausibly authentic look to them? Absolutely.

The most recent mega-factory from Menards is the no. 279-3860 Pepsi bottling plant, which joins the recent no. 279-3847 Morton Salt factory and the earlier no. 279-3388 American Power & Light building.

SAY PEPSI, PLEASE

For ease of identification, I refer to the structural side away from the railroad drive-through as the "out" side and the opposite as the "in" side.

The "out" side (toward the edge of the layout) of the bot-

O GAUGE PEPSI BOTTLING PLANT FROM MENARDS

Price: \$99.99 (no. 279-3860) Features: Exterior lighting, flashing Pepsi signage, red light on Pepsi can water tower, worker figures, decorated base. The no. 279-4062 power supply (sold separately) costs \$9.99 plus shipping. Order at www.Menards.com and select free shipment to your local Menards.

“Pepsi can” water tower. There are additional series of windows on both of the sides.

The “in” side features three windows on the water tank tower and eight windows on the main wall. The run-through is wide enough for scale or semi-scale tank cars, boxcars, or highway trucks.

The structure is well constructed, and I like the vertical texture and blue color. This reminds me of the many pre-engineered steel buildings you’ll find in modern industrial parks.

SIMILAR, BUT UNIQUE

A reader called about the new structures from Menards and remarked, “They all look the same.” Well, only if you don’t actually look at them!

American Power & Light seems to be about a five-story structure based on placement of windows and platforms. One wall has two large simulated delivery access doors, a small personnel door, eight windows, and 11 lights.

Midway up is an L-shaped level with two large smokestacks on the left. A level up, on the right, is power transformer gear. The largest transformer has red LEDs. The high point of this side is the large American Power flashing light.

The other side is Spartan, with six windows on the transformer tower and 10 windows on the backside. This model shipped with a removable, reinforcement brace to prevent damage in shipment. Later buildings have a solid base beneath the entire structure.

Morton Salt factory is unique among the three structures because there is “stuff” on both sides of the main plant, which is centered over the railroad access. The sides of the central plant are smooth and not vertically textured. This suggested more steel or aluminum construction, and I could easily see this design



Menards offers a series of larger-than-life structures that are packed with pipes, tanks, ladders, stairs and LEDs.



being used in a coal-based or steel-based industry.

One side features a main control room building at the second level. There is an intricate yellow stair and platform structure rising to a third level with a door and warning that it is a restricted area. This walkway loops around the entire building. There are four safety-garbed workers visible, and Jack the dog is lying down outside the office door on the left.

The opposite side has just as much detail. The base is landscaped with shrubs and trees. There is a water tower

(or a fluid tower at least) with the Morton logo on the side. I like how “vines” are climbing up the legs of the tower.

A pipe flows out of the tank, up and over to a square component on the roof. It then



runs to a second square structure. Both have lights on them that illuminate when power is applied. To the left of the tank is a conduit I surmise is for a conveyor moving salt up from underground storage to be distributed to hopper cars inside.

The uppermost platform has an entry to the building, an electrical hazard warning sign, and a worker who seems to be chatting with the fellow below.

There are two flashing Morton Salt signs above the entry/exit of the rail run-throughs. These look sensational in a darkened room.

All Menards illuminated structures requires a power supply (not included) that is sold separately.

ARE THESE FOR YOU?

These buildings are as far as it gets from vintage Marx. They are striking in appearance and maximize the industrial look with tanks, power transformers, conduits, and, of course, flashing lights. There is plenty of steel age eye candy!

Just as many train details are adjusted to match the available space, the industrial line from Menards is a series of selectively compressed buildings. Yet these brawny structures have enough industrial doodads and gadgets applied to them to justify not just a siding but also a small yard that generates traffic for your railroad! – Bob Keller



The sports model from EMD

O GAUGE BL2 DIESEL FROM MTH ELECTRIC TRAINS

There have been many oddball locomotives built in the diesel era, some small and some very large. But few are viewed as such a whimsical product as the BL2 from the Electro-Motive Division of General Motors. Over the years I have heard the words “ugly” and “homely” applied to this eccentric-looking engine, but I’d argue it is one stylish, sweet ride.

Today, we all have an idea what of a road switcher should look like. Back in the 1940s, though, the concept was far from set in stone. Coming from the time of the *Aerotrain*, the *Train of Tomorrow*, and the GM Superliner bus, the BL2 evoked the flair of an era of chrome, fins, and streamlining.

The concept of the locomotive was for branch-line operation (hence the BL in the name). I suppose the concept began with improving the F3 for that task: blunt rear, round front, fairly standard internal components, high forward crew position, and enclosed equipment compartment. The key change was to significantly improve the rear visibility through a rear cab window looking out along a downward sloping side frame.

The forward view offered the same protection as the F3’s nose, but the view

was improved with a shorter, downward slope on the sides that enhanced what could be seen at track level. There were also platforms and doors on both ends.

Of course, keeping with a design of interesting angles, the nose was slightly slanted back and the rear slanted a bit forward. This design reminded *Trains Magazine* Editor David P. Morgan of a certain milk car, as he explained in “Borden tank car + P5a = BL2” (October 1975 *Trains*).

Electro-Motive sold 58 units plus the BL1 prototype to nine American railroads:

the Bangor & Aroostook; Boston & Maine; Chesapeake & Ohio; Chicago & Eastern Illinois; Chicago, Indianapolis & Louisville (Monon); Chicago, Rock Island & Pacific; Florida East Coast; Missouri Pacific; and Western Maryland. When all was said and done, EMD quickly moved on to the more Spartan-looking GP7, which was an astonishing success story that helped set up EMD as the dominant locomotive builder well into the 1990s.

While the BL2 is little more than a footnote, the Bangor & Aroostook kept it in operation into the 1980s. What’s more, at least five still exist, and several still see operation in excursion service.

OPENING THE BOX

Yes, I opened the box and had a smile even before the lid was off. I expected this model to be cute (and it is), but also because it was the Florida East Coast BL2. Better still, it came decorated in the line’s *Champion* paint scheme – a livery more suitable to a high-speed express train than a humble branch-line switcher. The red-and-yellow design pops. I can’t help wondering if I’d have the same excited reaction to a more sedate livery.

The first design element that grabbed my eye was the overall curvature. Not just



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To celebrate three decades of *Classic Toy Trains*, the magazine's editorial staff teamed up with Lionel to create a one-of-a-kind commemorative boxcar — the *Classic Toy Trains* 30th Anniversary Lionel Boxcar.

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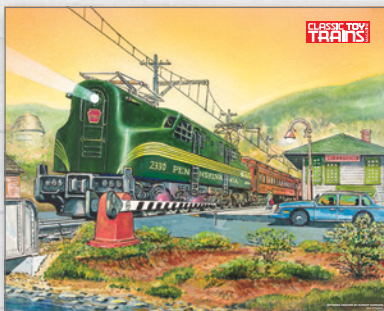
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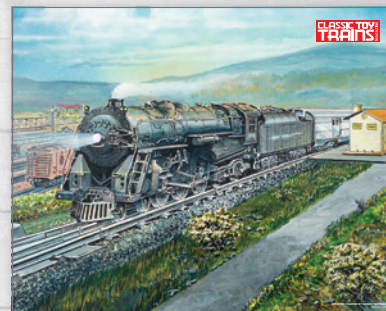
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PRODUCT REVIEWS



Seth Bramson photo

the sloping sides but also the corners of the shell, the arc of the nose, and the curvature of the roofline. The body design is art rather than a functional, soulless brick.

The pilot is unique, having a step and grab iron situated in what appears to be a solid block of the pilot. The front and rear pilots also mount uncoupler arms and the usual brake line and multiple-unit hoses. The decks look a bit narrower than on a GP7, but I believe this is because the gently rounded front of the nose protrudes into this territory. The deck also has add-on handrails and a chain.

The nose has a cast-in front hatch, add-on grab irons on the engineer's side, classification lights, and number boards. The headlight has a really nice housing, right down to the cast-in screws and a hinge suggesting it opened to the right! Behind the headlight is a five-chime air horn.

The cab is the neatest diesel cab you'll find. The forward windows have the sad-eyes effect, and both have wiper arms. There are five (yes, five) windows on each

side, as well as single windows in the back of the cab. Add-on handrails bracket the cab doors. Just below are add-on steps, with metal steps mounted on the truck. Kick plates are at the cab-mounted steps.

The sides of the carbody are gently slanted. There are 10 louvers and two see-through screens at mid-body. Up top, there are radiators, two exhaust stacks, and 10 add-on lift rings.

The rear of the body mirrors the front, with a headlight, classification lights, number boards, and a rear doorway.

You get used to the generally blocky nature of modern locomotives, so the BL2 is a breath of fresh air. The only other products I've seen with as many curves incorporated to their design are some of the Pennsylvania RR electrics. Accordingly,

this model suggests a delivery truck. But that is fine with me.

Paint and decoration are outstanding, and the Florida East Coast's livery is eye-popping. I only saw the FEC's BL2s out of service, rusting away in faded blue. Very

Paint and decoration are outstanding, and the Florida East Coast's livery is eye-popping.



BL2 no. 604 looks dolled up to haul a crack express train, and not shuffle reefers on a Florida branch line.

sad, indeed. It is too bad more railroads didn't buy this model – I'd loved to have seen what their paint crews would have done with their liveries on this carbody.

ON THE TEST TRACK

The O gauge model comes packed with all the standard MTH features: two can-style motors, ProtoSound 3.0 command and sound package, and coil couplers.

Functions like the smoke unit, coupler operation, and sound options all triggered on command. Due to our confined space, we ran the diesel with the smoke unit on the lowest setting.

The sounds were fine; they are the typical sounds of a 1950s or '60s EMD Geep. Coupler and smoke unit functions were fine as well. The sound of the bell penetrated the test area and would have been a terrific 1:48 crossing warning sound.

The low-speed conventional average was 3.0 scale miles per hour, while the command-mode average was 2.8 scale MPH. Our high-speed average was 66.1 scale MPH. Drawbar pull was 1 pound, 7 ounces.

Performance was satisfactory, and the appearance of the model with its bright FEC colors made it a dandy sight to see rolling around our test track.

Yes, the BL2 is an oddity in American railroad history. Just think of it as a beatnik locomotive. A true non-conformist that delivered good performance in the world of real railroading as well as O gauge operation. – Bob

O GAUGE BL2 DIESEL FROM MTH

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CLOSING DATES: Jan 2017 closes Oct 11, Feb. closes Nov. 8, March closes Dec. 9, May closes Feb. 9, July closes Apr. 12, Sept. closes June 7, Oct. closes July 12, Nov. closes Aug. 9, Dec. closes Sept. 14.

Events

CA, SACRAMENTO: T.T.O.S. River City Toy Train Meet. Scottish Rite Center, 6151 H Street, Zip Code: 95819. Saturday, September 30, 2017, 10:00am-3:00pm. Single \$5.00, Families \$9.00, children under 12 free with adult. Free parking. Contact John DeHaan, 707-642-8023

CO, DENVER: Rocky Mountain Hobby-Expo, Denver Mart, 451 East 58th Avenue. October 28-29, 2017, Saturday 9:00am-6:00pm; Sunday 10:00am-5:00pm. Admission \$12.00, under 12 free. Trains, RC, Drones, Slot Cars, Diecast and Kits. 120,000sf of manufacturer, vendors, demos, workshops and hands-on activities. Free Parking. Information: Jim Marski 303-345-5031 or www.RockMountainHobby-Expo.com

CT, MANCHESTER: NEW ENGLAND TRAIN COLLECTORS ASSOCIATION TOY TRAIN SHOW, Army & Navy Club, 1090 Main St. September 17, 2017, 9:00am-1:00pm. Adults \$5.00, children under 12 free. Public invited. Contact Dennis Ingalls, 508-285-3963, email: dingalls@comcast.net

CT, GREENWICH: Southern Connecticut Model Train Show, Greenwich Civic Center September 24, 2017, 9:00am-3:00pm. Adults \$7.00, under 12 free. Valley HO Trak Layout & more. Clinics, 150 tables; trains, books, artwork, DVD's. Door prizes, free parking, refreshments. Ron's Books, PO Box 714, Harrison, NY 10528, 914-967-7541. ronsbooks@aol.com, southerncttrainshow.com,

FL, DELAND: 61st Florida Railfair Model Train & Railroad Artifact Show & Sale. Saturday, October 7, 2017. Volusia County Fairgrounds (Tommy Lawrence Arena), 3150 E. New York Ave. (SR 44 and I-4). 9:00am-4:00pm. Admission: \$8.00 under 12 free. Operating layouts-300 tables. Info: Charles Miller, 3106 N. Rochester St. Arlington, VA 22213. 703-536-5954. Email rsshows@aol.com or www.gserr.com

FL, LARGO: Swap Meet & Open House at the Suncoast Model Railroad Club. Minreg Hall, 6340 126th Ave. Saturday, September 16, 2017, 9:00am-3:00pm. Admission \$7.00, 18 and older. Children 12-17 \$2.00, and children 11 and younger are free. Free parking. Visit <https://www.facebook.com/SuncoastModelRailroadClub?fref=ts>

IA, HAMPTON: NCIMRRRC Train Show, Franklin County Convention Center. 1008 Central West, Sunday, October 29, 2017. 9:00am-3:00pm. Admission \$5.00. Trains (all scales), memorabilia and collectibles to buy, sell and trade. Individual tables welcome. For information or table reservations contact. Eastside Trains, 641-456-1998, e-mail eastsidetrains@gmail.com

KS, WICHITA: 23rd Annual Model Train Show, Cessna Activity Center, 2744 George Washington Blvd. September 23-24, 2017, Saturday, 9:00am-5:00pm; Sunday 10:00am-3:00pm. All gauges, operating layouts, 40+ vendors, repairs, concessions, door prizes. Children's Depot with Thomas the Train. Admission: \$8.00 for Adults, Children under 18 FREE w/Adult. More information: www.WichitaToyTrainMuseum.org

MA, TAUNTON: OLD COLONY MODEL RAILROAD CLUB 17th ANNUAL MODEL RAILROAD SHOW AND SALE, Taunton Holiday Inn, Myles Standish Park, Exit 9 from Route 495. September 24, 2017, 10:00am-3:30pm. Adults \$5.00, children under 12/scouts in uniform free. Contact Dennis Ingalls, 508-285-3963, email: dingalls@comcast.net

MI, HASTINGS: Train & Toy Show & Swap Meet at Barry Expo Center, 1350 North M-37 Hwy. September 16, 2017, 10:00am-3:00pm. Admission \$5.00 13 and older. Sponsored by Iron Rails. Over 120 dealer tables, door prizes, several operating layouts. Information: Brad Miles, 269-953-9171, magichb@aol.com

NC, HENDERSONVILLE-ASHEVILLE: Autumn Rails All Scales Train Show, French Broad e'N'pire MRC, Expo Building, WNC Agricultural Center, Boylston Hwy. (NC 280), I-26 Exit 40. October 6-7, 2017, Friday 12:00pm-7:00pm and Saturday 10:00am-4:00pm. Admission \$6.00, dealer tables \$35.00. Free parking. Contact Ray Baldwin, FBEAutumnRails@aol.com or 607-727-9694

NJ, BRICK: National Collector's Club Show, Elks Lodge, 2491 Hooper Avenue. Brick, NJ 08723. Sunday, September 17, 2017, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoastrainparts.com and click on The Brick Show.

NJ, EAST RUTHERFORD: METCA/NYSME Train Show, St. Joseph's School, 120 Hoboken Road, Zip 07073. Saturday, October 28th 2017, METCA/NYSME members 8:00am, Public 9:00am-2:00pm. Admission: \$5.00 Adults 16+, FREE for METCA members, wives, kids. NYSME Club layouts will be open FREE to attendees. Info: www.METCA.org; Bob Amling, nysmows@metca.org. 718-541-8619

NJ, ROSELAND: Annual Tri-State Train Show. St. Nicholas Constantine Church, 80 Laurel Avenue (Just off Route 280) Saturday October 21, 2017 9:00am-3:00pm. \$5.00 per person, \$10.00 per family. Over 100 vendor tables. Dealer tables available. All gages, collectables and artifacts. Contact: trainshow@tristatetrail.org or call Rudy Garbely 973-800-9251

NJ, TOMS RIVER: National Collector's Club Show, Elks Lodge, 600 Washington St. Sunday, October 1, 2017, 9:00am-2:00pm. Admission: \$6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoastrainparts.com and click on Toms River Show.

NY, ALBANY: Albany Train Show, Polish Community Center, 225 Washington Avenue Extension, Albany NY. Saturday November 18, 2017, 9:00am-3:00pm. Admission \$5.00 adults, Kids 12 and under FREE. O, HO and N gauge working layouts. Over 100 vendor tables of Trains, and Train related items. www.albanytrainshow.com or Jeff Stedje 518-852-7725.

NY, ELMIRA HEIGHTS: Upstate NY Chapter TCA Train Show. American Legion Post 154, 236 Scottwood Ave. Zip Code: 14903. Saturday, October 28, 2017, 9:00am TCA members, 9:30am-2:30pm General Public. Adults \$5.00, under 17 free with paid adult. Contact: Chuck 716-390-8216. E-mail: usnyct2015@gmail.com Web Site: www.upstate-ny-tca.com

NY, JAMESTOWN: Upstate New York Chapter TCA Train Show. Northwest Ice Arena, 319 West Third St. Saturday, November 11, 2017, TCA Members 9:00am, General public 9:30am-2:30pm. Adults \$5.00, under 17 free with paid adult. Contact: Chuck 716-390-8216 or E-mail: usnyct2015@gmail.com Web Site: www.upstate-ny-tca.com

NY, KINGSTON: Kingston Model Train and Railroad Hobby Show. Murphy Midtown Center, 467 Broadway, Sunday October 29, 2017, 10:00am-4:00pm. Adults \$7.00, kids under 12 \$2.00. 11,000 sq. ft. Operating layouts, dealer, vendor tables, Thomas the Tank engine and LEGO trains. Information: www.kingstontrainshow.com or e-mail kingstonmts@aol.com

OH, CLEVELAND: Great Berea Train Show, Cuyahoga County Fairgrounds, 164 Eastland Road, Berea, Ohio 44017. NMRA MCR Div. 4. October 7-8, 2017, NEW SHOW TIMES 10:00am-4:00pm. This is an all gauge Train Show with over 300 tables. 440-785-9907, www.thegreatbereatrainshow.org

OH, HOLMES COUNTY: Old Eli's Train & Toy Show. Heritage Center, Rt. 62 between Berlin & Winesburg. Saturday, October 21, 2017, 10:00am-3:00pm. Adults \$5.00, under 12 free! \$10.00/table, no refund, 150+ tables. Contact: Galen Eli Hoover, PO Box 45, Mt. Hope, OH 44660, Phone: 330-763-1184.

OH, NORWALK: Norwalk's Newest Model Train Show. Ernsthausen Center, 100 Republic Street. October 22, 2017, 10:00am-3:00pm. Admission: \$5.00 under 10 free. For information contact: Larry Nofzt, 9 1/2 A East Main St., Norwalk, OH 44857. 419-681-2563. or www.lesrc.com

PA, ALTOONA: Alto Model Train Museum Association. Blair Convention Center, 1 Convention Center Blvd. Sunday, October 8, 2017, 9:00am-2:00pm. \$5.00 admission, under 12 FREE. Over 100 tables of TOY TRAINS & PARTS, largest train show between Pittsburgh & York. For info contact: John Curfman, 814-695-2938 or e-mail: jmcuf@aol.com

PA, CASTLE SHANNON (PITTSBURGH): The Fire Department of Castle Shannon Train Show and Rail Event. 3600 Library Rd. (Route 88) Pittsburgh 15234. Sunday October 29, 2017 9:00am-3:00pm Adults \$7.00, under 12-FREE. Three halls, 200+ tables , 8' tables \$25.00. Free parking, Operating /displays/kitchen, Applications/directions: www.csvfd.org or Fred Molly 4248 Greenridge Rd. Pittsburgh, PA 15234, 412-833-4441

PA, ELIZABETH TOWNSHIP: Central VFC of Elizabeth Townships, 2017 Fall Train Show, Court Time Sports Complex, 95 Enterprise Drive, Elizabeth, 15037. September 16-17, 2017. Doors open on the 16th @ 10:00am and 9:00am on the 17th. Admission \$5.00. For info and group rates www.Central147.com or call 412-751-9712

PA, HAWLEY: Model Train Show & Sale. Hawley Fire Department, 17 Columbus Ave. Sunday, October 8, 2017, 9:00am-3:00pm. Admission \$3.00, under 12 free with adult. Bill Delling, 618 Fern St., Hawley, PA 18428, 570-226-3206.

PA, NEW HOPE: METCA 2 HR. Fall Train Trip New Hope to Buckingham Valley PA and back, Leave 5PM sharp Saturday September 16th 2017. Includes buffet w/desserts, soft beverages. Adult \$60, Children 6-12 \$10, 5 and under Free. Purchase tickets online. Info: www.METCA.org; Contact/Info Sam Deo, eusdesa@yahoo.com, 201-757-3507. All Aboard.

SC, CHARLESTON: Charleston Area Model Railroad Club Annual Train Show, Danny Jones Armory Park, 5000 Lackawanna Blvd., North Charleston, SC. November 18-19, 2017. Saturday 9:00am-5:00pm and Sunday 10:00am-4:00pm. Adults \$5.00, Children 12 & under free. Active military families are free. For additional information or table rentals, contact the Club at trainshow@chamrc.com or www.chamrc.com

SC, COLUMBIA Columbia Model Train Show. Jamil Temple, 206 Jamil Road. Saturday, October 14, 2017, 9:00am-3:00pm. Admission \$5.00, under 10 FREE. Over 200 vendor tables, Thomas the Train & Friends, Railroad collectibles. Contact Todd at 843-307-8674, southcarolinatradeshows@gmail.com or www.SouthCarolinaTradeShows.com

TX, PLANO: NTC 3rd Annual Fall Plano Train Show. Plano Centre, 2000 E. Spring Creek Parkway. September 30th, and October 1st, Saturday 10:00am-5:00pm; Sunday 10:00am-4:00pm. Adults \$8.00, 12 and under free w/paid adult. All scales & Tin Plate. Dealer tables and How-To Clinics. Information: Chris Atkins, chris@railroadmodeler.com 4 6 9 - 4 3 8 - 0 7 4 1 . Visit us at <http://www.dfwtrainshow.com>

VT, RUTLAND: 6th Annual Rutland Railway Association Model Railroad Show & Swap Meet. College of St. Joseph, 71 Clement Road. September 30, 2017, 10:00am-3:00pm. Admission \$5.00, under 12 free. Model Railroad Vendors, All Gauges & All Ages, Railroad Memorabilia, Layouts, Vendor Table Space Available. For Information: John Schaub, 802-774-8412, call/text

WA, CHEHALIS: Lewis County Model Railroad Club, Annual Fall Railroad Swap Meet and Show. Southwest Washington Fair Grounds, Blue Pavilion Building, 2555 N. National Ave., Zip: 98532. October 14-15, 2017, Saturday 10:00am-4:00pm and Sunday 10:00am-3:00pm. Admission \$5.00. Free parking. Contact information: Ted, 360-985-7788 or TedsTrains@LewisCounty.com

WA, SPOKANE: River City Modelers Fall Train Show, Spokane Fairgrounds, 404 North Havana. Sunday, October 15, 2017 from 9:30am-3:30pm. Adults \$6.00. Free under 12. 200+ tables of Railroad items for sale, operating layouts, Free-MO, Operation Lifesaver & more. Free parking. For information: Shirley Sample, 509-991-2317 or email shirley@busnws.com

WI, MONROE: Green County Model Railroaders 39th Annual Model Train Show & Swap Meet. The Stateline Ice and Community Expo, 1632 45th Avenue West. Saturday & Sunday, September 23-24, 2017, 10:00am-4:00pm. For information contact Kevin Johnson, 608-325-9779, www.gcmrrinc.org

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AD INDEX

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There are many options when it comes to storing your trains. Mike Connor visited his local IKEA store and found a variety of bookshelves that he could easily use for displaying his collection which includes HO scale, O and Standard gauge trains.

Another way to display your trains

AN INEXPENSIVE WAY TO ADD STORAGE CAPACITY FOR YOUR ROLLING STOCK

One aspect of model railroading always in need of new ideas relates to the storage and display of engines and rolling stock. If the original box or a similar item is available, it can serve as a good dust-proof mechanism.

Sometimes retrieving said item from box can be time consuming, especially if several pieces are involved.

Many fine companies make display shelves for different gauges of toy trains. Display cases that keep dust out are even better. Both can get expensive when bought for one particular gauge!

When planning a long-awaited train room for my family's new home, I debated how best to display my trains. Since I have models in three different gauges (HO, O, and Standard), something that can accommodate all three was necessary.

My wife and I like to

browse IKEA stores, where we get lots of ideas for our house.

We recently saw some Billy style bookcases and thought they might work. They came in a variety of sizes and a few colors. Glass doors were an option to consider as well. We ended up buying five of the double-door version.

The bookcases were fairly easy to assemble, with the only daunting aspect being how to anchor them to the wall, which was essential for safety reasons. Instead of laying track pieces for support of the engines and rolling stock, we used sections of ½-inch-thick Styrofoam cut to fit on the shelves inside.

The foam sections provided




support for the flanges, particularly on the heavy Standard gauge locomotives. Also, they protected the original shelf surface from any stray track and oil residue that might come from the railroad (in case you later want to use the shelving for something else).

Within the Billy style, several choices exist regarding

their width, depth, and height. Narrower options can be used for smaller scales, and there are deeper shelving options for Large scale trains.

It can be fun and informative to walk IKEA store aisles. It is a great way to spend some time learning a lot about the shelving styles available for your trains. – Mike Connor

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28594	WHITE PASS NW-2 SWITCHER MSRP 299.99 L9V1
28696	UP BERSHIRE JR. LOCO AND TENDER
34504	B&O F3 (NON-POWERED)
34625	NORTHERN PACIFIC F3 AA SET LEGACY MSRP 699.99 L11V1
34633	FRISCO F-3 POWERED B-UNIT MSRP 379.99 L11V1
34634	FRISCO F-3 (NP) B-UNIT MSRP 239.99 L11V1
34689	WESTERN MARYLAND F7 AA DIESEL MSRP 729.99 L12V1
34692	WESTERN MARYLAND F7 POWERED B-UNIT MSRP 399.99 L12V1
34693	WESTERN MARYLAND F7 (NP) B-UNIT MSRP 249.99 L12V1
35497	ROCK ISLAND NON-POWERED COMBINATION CAR L11V1
35498	ROCK ISLAND NON-POWERED COACH MSRP L11V1
38160	PENN F-B-2 MSRP 199.95
38161	MKT FB-B UNIT MSRP 199.95
38215	SANTA FE FT W/RAILSOUNDS MSRP 279.99 L11RTR

OUR PRICE

\$529.00
\$725.00
\$309.00
\$499.00
\$699.00
\$569.00
\$1,199.00
\$1,399.00
\$1,199.00
\$945.00
\$749.00
\$1,199.00
\$749.00
\$1,149.00
\$1,399.00
\$699.00
\$245.00
\$899.00
\$595.00
\$850.00
\$499.00
\$455.00
\$549.00
\$799.00
\$499.00
\$799.00
\$595.00
\$799.00
\$198.00
\$595.00
\$699.00
\$99.00
\$175.00
\$579.00
\$249.00
\$229.00
\$249.00
\$469.00
\$469.00
\$249.00
\$249.00
\$299.00
\$109.00
\$250.00
\$185.00
\$149.00
\$399.00
\$945.00
\$799.00
\$649.00
\$350.00
\$1,745.00
\$639.00
\$899.00
\$749.00
\$645.00
\$145.00
\$499.00
\$200.00
\$595.00
\$246.00
\$151.00
\$595.00
\$325.00
\$179.00
\$135.00
\$95.00
\$69.00
\$69.00
\$249.00

38219	TEXAN TEXAS SPECIAL FT B-UNIT MSRP 119.99 L14V1	\$89.00
38234	PENN GG-1 (SILVER) MSRP 329.99 L12V1	\$189.00
38371	#2031 ROCK ISLAND ALCO AA SET MSRP 299.99 L12V1	\$246.00
38405	CSX HERITAGE CHESSIE #8451 AC6000 W/27652 CABOOSE L14V1	\$845.00
38418	BN BICENTENNIAL U30C #1777 W/27665 CABOOSE L11V1	\$589.00
38425	ROCK ISLAND PWD. JET BUDD RDC SET W/35497COMBINE&35498COACH	\$599.00
38428	ALASKA POWERED BUDD COACH MSRP 299.99 L11V1	\$199.00
38563	BALTIMORE & OHIO RF-16 AA SET MSRP 729.99 L14V2	\$455.00
38573	SOUTHERN PACIFIC RF-16 AA SET MSRP 729.99 L14V2	\$455.00
38577	SOUTHERN PACIFIC RF-16 (NP) B-UNIT MSRP 249.99 L14V2	\$199.00
38585	NORFOLK SOUTHERN LEGACY #7203 SD80MAC L12V1	\$599.00
38701	BURLINGTON F3 (NP) B-UNIT MSRP 249.99 L12V1	\$160.00
38725	BURLINGTON LEGACY #9654 SD80MAC DIESEL L12V1	\$549.00
38779	NYC LIONCHIEF PLUS RS-3 MSRP 339.99 L15V1	\$249.00
38966	NORFOLK SOUTHERN HERITAGE ES44AC #8114 W/27694 CABOOSE	\$699.00
38997	CSX LEGACY GP35 #4363 MSRP 499.99 L13V2	\$450.00
39544	IRON 'ARRY REMOTE LOCOMOTIVE 139.99 L14RTR	\$95.00
39547	PENNSYLVANIA B-UNIT (NP) MSRP 229.99 L14V2	\$179.00
39548	PENNSYLVANIA POWERED B-UNIT L14V2	\$375.00
39554	NORFOLK SOUTHERN LEGACY GP35 #3918 MSRP 499.99 L13V2	\$429.00
39555	NORFOLK SOUTHERN (NP) LEGACY GP35 #2915 MSRP 259.99 L13V2	\$189.00
81331	IRON 'ARRY REMOTE LOCOMOTIVE 139.99 L14RTR	\$95.00
81600	PENN LEGACY WEATHERED RF-16 SHARKNOSE AA L13V2	\$695.00
82133	PENN CENTRAL #2246 GP30 MSRP 649.99 L14V2	\$439.00
82135	GULF MOBILE & OHIO #521 GP30 MSRP 649.99 L14V2	\$439.00
82171	BNSF LIONCHIEF PLUS GP20 MSRP 339.99 L15V	\$279.00
82173	NORFOLK SOUTHERN (ORG) #10 LIONCHIEF PLUS GP20 L15V1	\$279.00
82174	NY SUSQUEHANNA #1800 LIONCHIEF PLUS GP20 L15V1	\$279.00
82175	VIRGINIAN LIONCHIEF PLUS RECTIFIER MSRP 339.99 L15V1	\$279.00
82208	NORFOLK & WESTERN #1212 CLASS A LIONMASTER BTO 999.99 L16V1	\$829.00
82245	BALTIMORE & OHIO #7620 CLASS A LIONMASTER BTO 999.99 L16V1	\$869.00
82274	BALTIMORE & OHIO CHESSIE #7500 SD40 BTO 649.99 L15V1	\$519.00
82290	SANTA FE LIONCHIEF PLUS FT AA MSRP 499.99 L15V2	\$399.00
82454	AMTRAK #207 Ph II F40PH DIESEL BTO MSRP 549.99 L16V1 12/16	\$479.00
82749	PA GG1 #4935 VISIONLINE BTO MSRP 1399.99 L16V1	\$1,185.00
82751	PA GG1 #4913 VISIONLINE BTO MSRP 1399.99 L16V1	\$1,185.00
82760	NORFOLK SOUTHERN #7245 SD90MAC BTO MSRP 649.99 L16V1	\$569.00
82764	UNION PACIFIC #8055 SD90MAC BTO MSRP 649.99 L16V1	\$569.00
82768	C&O #1604 ALLEGHENY 2-6-6-6 STEAM BTO MSRP 2199.99 L16V1	\$1,895.00
82969	WM LIONCHIEF PLUS PACIFIC 4-6-2 MSRP 429.99 L16V1 09/16	\$379.00
82770	VIRGINIAN #906 ALLEGHENY 2-6-6-6 STM BTO MSRP 2199.99 L16V1	\$1,795.00
82792	PENNSYLVANIA GP9 #7006 DIESEL LEGACY MSRP 549.99 L15V2	\$449.00
82810	UNION PACIFIC LEGACY FEF-3 #835 GRAYHOUND 1699.99 L15V2 BTO	\$1,379.00
82813	CASS SCENIC LEGACY HEISLER #6 MSRP 1299.99 L15V2 BTO	\$1,099.00
82959	115TH ANNIVERSARY LEGACY BERKSHIRE	\$1,899.00
82965	LIONCHIEF PLUS SANTA FE HUDSON MSRP 439.99 L16V1	\$359.00
82975	BALTIMORE & OHIO LIONCHIEF PLUS A5 0-4-0 449.99 L16V1	\$339.00
83199	READING #2119 4-8-4 T1 STEAM BTO MSRP 1699.99 L16V1	\$1,429.00
83203	CHESSIE STEAM SPECIAL #2101 4-8-4 T1 STEAM BTO 1699.99 L16V1	\$1,429.00
83395	AKRON CANTON YOUNGSTOWN #201 H16-44 DIESEL BTO 549.99	\$449.00
83399	B&O #6705 H16-44 DIESEL BTO MSRP 549.99 L16V1	\$449.00
83405	SOUTHERN #6547 H16-44 DIESEL BTO MSRP 549.99 L16V1	\$449.00
83421	NORFOLK SOUTHERN SD60E #6963 GO RAIL LEGACY DIESEL 649.99	\$539.00
83422	NORFOLK SOUTHERN LEGACY SD60E #911 1ST RESPOND 649.99 L15V2	\$539.00
84115	PRR K-45 4-6-2 #5385 STEAM LOCO W/LONG HAUL TENDER 1299.99	\$1,159.00

ITEM

M30-1590-1	GEORGE WASHINGTON 4-6-0 TEN WHEELER W/PS3	\$449.95	\$299.00
M30-1591-1	ABRAHAM LINCOLN 4-6-0 TEN WHEELER W/PS3	\$449.95	\$299.00
M30-1635-1	JERSEY CENTL 4-6-0 IMPERIAL CAMELBACK STM W/PS3	449.95 M14V1	\$359.00
M30-1646-1	VIRGINIAN 2-8-8-8-2 IMPERIAL TRIPLEX STM W/PS3	699.95 M15V1	\$599.00
M30-1655-1	SOUTHERN 4-8-2 L-3 MOHAWK STM ENG W/PS3	429.95 M15V1 11/14	\$329.00
M30-1659-1	PA 0-6-0 IMPERIAL USRA STM SWITCHER W/PS3	429.95 M15V1	\$349.00
M30-1670-1E	UP 4-4-0 GOLDEN SPIKE PASS SET W/PS3	629.95 M15V1	\$499.00
M30-1695-1	SANTA FE 4-6-4 IMPERIAL STMLINED HUDSON STM	PS3 459.95 M15V2	\$390.00
M30-1696-1	SOUTHERN 4-6-4 IMPERIAL STMLINED HUDSON STM	PS3 459.95 M15V2	\$399.00
M30-1703-1	HALLOWEEN 4-6-2 CRUS STEAM ENG PS3	1031 MSRP 459.95 M17V1	\$389.00
M30-20031-1	AMTRAK RDC BUDD CAR SET W/PS3 MSRP	399.95 M11V1	\$199.00
M30-20127-1	PENNSYLVANIA ALCO PA AA DIESEL SET W/PS3	399.95 M12V2	\$289.00
M30-20282-1	NORFOLK SO. ABA DIESEL SET W/PS3.0 MSRP	549.95 M15V1	\$412.00
M30-20289-1	MARYLAND MIDLAND SD-45 DIESEL W/PS3	329.95 M15V2 11/15	\$280.00
M30-20315-1	G.E. EVOLUTION ES44AC IMPERIAL DIESEL	PS3 349.95 M15V2 10/15	\$297.00
M30-20316-1	G.E. EVOLUTION ES44AC IMPERIAL DIESEL	PS3 349.95 M15V2 10/15	\$297.00
M30-20361-1	NORFOLK SOUTHN SD70ACe IMPERIAL DIESEL/CABOOSE	W/PS3 399.95	\$336.00
M30-20362-1	NORFOLK SOUTHN SD70ACe IMPERIAL DIESEL/CABOOSE	W/PS3 399.95	\$329.00
M30-20383-1	GENESSE & WYOMING RS-1 PS3 ALCO MSRP	\$329-95	\$289.00
M30-20384-1	ILLINOIS TERMINAL ALCO Rs-1 DIESEL W/PS3	329.95 M16V2 12/16	\$278.00
M30-2448-1	METROPOLITAN LO-V 4-CAR SUBWAY SET W/PS2	MSRP 399.95	\$199.00
M30-2477-3	CHICAGO 2-CAR 3200 SERIES SUBWAY ADD-ON (NON-PWR)		\$149.00
M30-2480-3	CHICAGO YELLOW BOK 2-CAR 3200 SERIES ADD-ON (NON-PWR)		\$249.00
M30-2643-1	WESTERN MD. VO 1000 W/PS 2.0 W/ NON-PWR -3 MU		\$229.00
M30-2836-1	ONTARIO NORTHLAND E-8 AA DIESEL SET W/PS	2.0 349.95 M10V1	\$299.00
M30-2849-1	CATERPILLAR F-3 ABA DIESEL ENGINE W/PS2	MSRP 499.95 M10V1	\$479.00
M30-5139	NEW YORK TRANSIT BUMP-N-GO TROLLEY MSRP	79.95 M15RTR 10/15	\$65.00
M30-5142	PITTSBURGH BUMP-N-GO TROLLEY MSRP	79.95 M15RTR 10/15	\$65.00
M30-5146	CHRISTMAS BUMP-N-GO TROLLEY MSRP	79.95 M16RTR 10/16	\$65.00
M30-5125-1	NORFOLK&WESTERN E-33 RECTIFIER ELEC W/PS3	319.95 M11V2	\$225.00



ROCKING AND ROLLING NEW 70-TON ORE CAR

Transporting weighty cargoes from mines to hungry furnaces, American railroads keep ore deliveries rolling. Ready to be hauled by our powerful GP30 diesels with *True Blast® Plus* or any of your favorite freight locomotives, the new 70-Ton Ore Car features die-cast metal trucks and all-metal operating couplers. Visit your favorite dealer to get your freight railroad rocking and rolling!

Ore Car features include:

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SHIPPING 2017
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GP30 Diesel also shown. Features include:

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- durable ABS plastic shell
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