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# The future of Q&A submissions

## Are repair questions still relevant?

For most of CTT's 37-year tenure, we've answered hobbyists' submitted questions in our pages. Now, however, we get fewer submissions to our Questions & Answers department.

This makes me wonder whether it has become old fashioned to email/mail a repair question to a magazine. There are endless ways to get instant information online. Likely, someone has already asked the same question in a forum, on social media, or in a video, and the answer is right there. If you're in the middle of a project, you may not want to wait.

Perhaps readers are no longer interested in repairing products. It may be less expensive to purchase a used/replacement item instead of searching for parts.

Newer equipment contains sophisticated electronics, making it less likely that you'll attempt the repair. Instead, you take it to a hobby shop or mail it to the manufacturer. In some cases, parts aren't available, and the repair can't be made.

I'd love to hear your thoughts. Our Q&A column has always been popular with readers, at least according to

what they tell us on surveys, so I would like to see it continue.

In case you have never sent a question to CTT, here are the guidelines for submission to [qsandas@classictoytrains.com](mailto:qsandas@classictoytrains.com)

One question per email, please. We can't provide information on how to build/wire/scenic an entire layout.

We don't give out our experts' email addresses. We respect their time and other responsibilities. We will forward your email to them.

Please provide complete information about the item you need help with: manufacturer, product number, and description and, if applicable, a photograph.

Please be patient. It may take time before we get an answer, or we may have to do additional research. We are also busy with other magazine tasks.

Enough said! I'll look forward to hearing from you and learning more.



**Rene Schweitzer, Editor**

Feel free to send comments and questions to [editor@ClassicToyTrains.com](mailto:editor@ClassicToyTrains.com)

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Articles and photos are paid after publication. Before preparing an article, contact us to determine interest. To submit an article or photos, email [editor@classictoytrains.com](mailto:editor@classictoytrains.com) or send materials to *Classic Toy Trains*, 18650 W. Corporate Dr., Suite 103, Brookfield WI 53045. Submission guidelines are available at [trains.com/ctt/magazine/contributor-guidelines](http://trains.com/ctt/magazine/contributor-guidelines). *Classic Toy Trains* assumes unsolicited materials are contributed gratis. We assume no responsibility for the safe return of unsolicited material.

## CLASSIC TOY TRAINS

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

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## Discovering another Marx passenger set



**I have never limited** my collecting interests to just a single era, gauge, or manufacturer. My openness to any toy train that looks interesting led me to acquire a boxed example of an uncataloged Marx passenger set that Albert Woodward had shed light on back in the July/August 2023 issue of *Classic Toy Trains*. The defining characteristic proved to be the Aldens shipping label pasted on the set box. The cool postage stamps enhance the postwar feeling of my find. — *Michael Salnick*

**Longtime collector Michael Salnick found another example of an uncataloged Marx New York Central passenger set neatly packed in its original box. The O gauge set was originally sold as a mail-order item by Aldens for the holiday season of 1954.**

### More classics wanted

I enjoyed the diverse mix of articles in the Summer 2024 issue of CTT, especially now that only four issues are being published per year. Still, I hope you plan to broaden the coverage and include more of the true classics from the prewar and postwar eras. I particularly want to see articles about what some of the lesser-known manufacturers brought out. I have in mind Colber, General Models, Junior Bridge, and Unique Art, just to name a few firms. Of course, you can always have more stories about American Flyer, Ives, and Marx, too. — *Nick Milburn*

### Another great way

The article by Stan Trzoniec in the Summer 2024 issue about ways to enjoy the hobby without having a layout really caught my attention. But I thought his list of five ways was incomplete. Let me share yet another great way to have some fun.

In 2019, my wife and I sold our house and moved into a condo. I sold my postwar Lionel collection and dismantled my 16 x 17-foot O gauge layout. I knew there wasn't enough space in the condo for a layout of any size. All I kept was my Lionel paper collection and my books and magazines about toy and model trains.

I love the history of toy trains, so I've been researching the history of the hobby.

Not only the trains but also the companies that manufactured the trains, their locations, and their production methods. Also the development of the toy train magazine industry from its beginnings in the middle 1920s to the present.

I would add to Stan's list a sixth way to have fun in the hobby without a layout: reading about and researching all phases of our hobby. — *David Osborn*

### Missing out long ago

Roger Carp's article in the Fall 2024 issue about missing out on a Lionel No. 151 Semaphore with a red blade brought to mind what I missed out on long ago. I was only five years old in 1957, when my parents took me to Martin's Hobbies in Reading, Pa. Near the top of the wall display was a Lionel No. 2296W Canadian Pacific passenger set. It looked even better in person than the color illustration in the new consumer catalog. I dreamed of getting that set for Christmas, but it was too expensive for our family budget. I still cherish my memories of seeing that classic Lionel train brand new on display in that long-forgotten hobby shop. — *Phil Smith*

### MPC new and carryover parts

I enjoy Brendon Deatrich's looks at the Lionel trains made by Model Products Corp. during the early 1970s, and his article on the Penn Central rolling stock in the Fall 2024 issue was no exception. However, he didn't identify which parts on the Nos. 9201 and 9211 boxcars — specifically, frames and door guides — were left over from the Lionel Corp. production.

The AAR "circle-L" trucks weren't carryover parts. They came from a different mold and used a different plastic than Lionel had used in the 1960s. That's because MPC had introduced in 1970 new needle-point axles and fast-angle wheels. Interestingly, as a longtime Lionel dealer later told me, MPC did not use that mold for long. It became damaged and unusable, which led MPC to replace it with the Symington-Wayne trucks. — *Robert Sylvan*



**The frame and door guides on this Lionel No. 9201 Penn Central boxcar from 1970s might have been made by the Lionel Corp.**



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1587	B&O Capitol Ltd. Steam Pass. (sealed)	295.00
11006	Lenny the Lion 4-4-2 Steam Freight	199.95
11716	Lionelville Circus 4-4-0 Freight (sealed)	195.00
11813	Crayola Crayons Set (sealed)	125.00
11818	Chrysler Mopar Diesel Frt. Set	195.00
11819	Georgia Power NW-2 Diesel Freight	295.00
11841	Bloomington's 4-4-2 Steam Frt.	175.00
11933	Dodge Motorsport Freight Set	249.95
11985	Quaker Oats 4-4-2 Steam Frt. Set	249.95
21796	New Jersey Medical Steam Freight Set	249.95
52218	Monopoly Steam Frt. Set (sealed)	295.00
9827	Cutty Shark Scotch Whiskey	45.00
9828	J&B Whiskey	45.00
9830	Johnny Walker Red Label	55.00
9834	Southern Comfort	40.00
9836	Old Grand Dad Bourbon Whiskey	40.00
9837	Wild Turkey Whiskey	45.00
9840	Fleischmann's Gin	30.00
9843	Tanqueray Gin	40.00
9845	Bailey's Irish Cream	40.00
9844	Sambuca Romana	40.00
9847	Wolfschmidt Vodka	25.00

**LIONEL 'TMCC' DIESELS**

14532	#24510 Pennsylvania Sharknose ABA's	595.00
14558	#65/24519 B&O F-3 ABAs' (Scale)	1095.00
14574	#68 Delaware & Hudson PA Alco ABA(Tr)	695.00
18135	New York Central F-3 'AA'	395.00
18140	Milwaukee Road F-3 'AB'	395.00
18149	U.P. Die-Cast Veranda Turbine	995.00
18160	#38115 New York Central FT ABA's	395.00
18191	Western Pacific F-3 'AA'	495.00
18245	#48 Pennsylvania PA Alco ABA's	495.00
18286	Union Pacific Dash-9-44CW 'Scale'	325.00
18313	PRR Green Solid Stripper GG-1	195.00
18322	Lackawanna (Maroon Top) Trainmaster	395.00
18328	#34 New Haven MU Passenger 4-Car Set	495.00
18340	Fairbanks Morse Scale Trainmaster Pair	595.00
18356	Penn Central Scale GG-1 (test-run)	1095.00
18567	Pennsylvania GP-7	225.00
24500	Denver & Rio Grande PA Alco 'AA' (Scale)	495.00
24507	Milwaukee Road PA Alco 'AA' (Scale)	650.00
24534	#38 Erie-Lackawanna F-3 ABAs' (Scale)	895.00
24544	#47 New York Central FA-2 ABA's (LN)	595.00
24579	#83 New York Central ET ABA's	895.00
28244	Norfolk & Western C-420 (Scale)	395.00
28518	PWC Pennsylvania EP-5	295.00
28539	Baltimore & Ohio S-2 (Scale)	325.00
28540	Union Pacific SD40T-2 (Scale)	325.00
28555	Chessie GP-30 (Scale)	395.00
52347	LOTS Santa Fe Warbonnet SD-80 Mac	395.00
58600	Santa Fe Blue & Yellow Alco 'AA'	395.00

**LIONEL 21" PASSENGER CARS**

2027820	AutoTrain Vista Vision Dome Car	175.00
2027630	Lionel 120th VistaVision Dome Car	190.00
2027690	Lionel 120th Vision Baggage Car	175.00
2027760	Lionel 120th StationSound Diner	175.00
2127030	BNCF WI-FI Theater Car	175.00
2227220	Rocket Train Rider Car 'Hialeah'	100.00
2127330	CSX Southwestern Sound Diner	249.95
2227370	CSX Business StationSound Diner	249.95

**LIONEL HEAVYWEIGHT CARS**

85230	Great Northern 18' Oriental Ltd. 2pk. #2	199.95
1927110	Southern Pacific 18' Coach 2pk #1	299.95
1927252	Penn Central B60 Baggage Car #7551	109.95
1927510	Missouri Pacific Sunshine Set. 2pk #1	239.95
1927520	Missouri Pacific Sunshine Set. 2pk #2	239.95
1927570	Defense Scale 18' 2-pack B	214.95
2027110	Santa Fe Shadowline 18' 2-cars	214.95
2027470	Polar Express 18' Hobo Car-Black Rock	139.95
2127200	Penn Central B60 Baggage Car #7705	109.95
2127210	Penn Central B60 Baggage Car #7630	109.95
2127270	PRR RPO Car 'Fleet of Modernism'	144.95
2127290	NYC 60' Scale Baggage Car	99.95
2127490	GM&O 18' Passenger 2-pack A	214.95

**LIONEL PASSENGER CAR/SETS**

1766	B&O Budd 3-Car Set	250.00
7220	to 25 Illinois Central 15' Alum. 6-Cars	395.00
9569	to 75,7208 PRR 15' Alum. 8-Cars	695.00



**Send your very best pictures** of toy train subjects to CTT Photo Album, 18650 W. Corporate Dr., Ste. 103, Brookfield, WI 53045. Be sure to include your name, address, and daytime telephone number; a description of each image, including the gauge and make of the train; and the name of the photographer or layout owner if he or she is someone other than you.

Digital photographs must be taken with the camera set at the largest-possible file size. Digital photos can be submitted on a disk or CD or emailed to [photoalbum@ClassicToyTrains.com](mailto:photoalbum@ClassicToyTrains.com). If you send us a photo and it is published, we will pay you \$50 as long as we have not previously bought the photo.

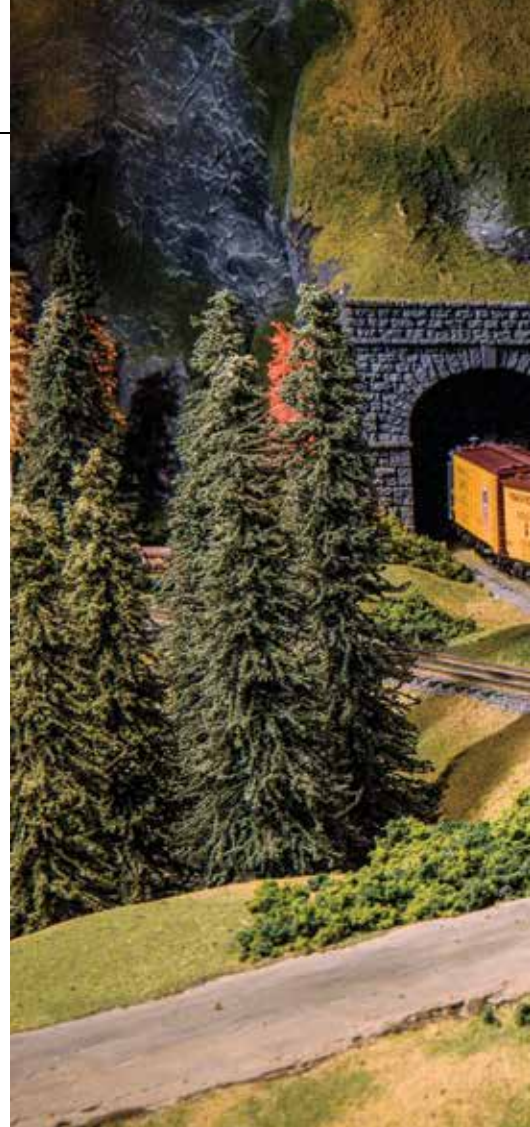
For help on taking pictures, go to [trains.com/ctt/magazine/contributor-guidelines](http://trains.com/ctt/magazine/contributor-guidelines). That will lead you to a number of thoughtful tips on improving your photographic skills as well as assistance with depth-of-field, lighting, and composition.

### ► Daniel and William Sigmund's O gauge layout

The Southern Pacific rules on the O gauge D&G RR, based thousands of miles east of where Cab-Forwards like this one and 4-8-4 Daylights dominated throughout the middle decades of the 20th century. This beautiful scene, skillfully created by Daniel Sigmund and his grandfather William, impresses everyone who visits their 32 x 42-foot T-shaped layout in Lancaster, Pa. The Lionel No. 2231191 Legacy engine and tender are pulling refrigerator cars near the Sierra Nevada Mountains on the railroad, whose initials appropriately stand for Daniel and Grand Pops. We look forward to showcasing their layout in a future issue.

### ▼ David Pearsall's O gauge layout

All it takes is one look at the neatly composed photo submitted by David Pearsall and taken by his wife, Anita, and you know where he has set his O gauge layout. The landscape surrounding the two-track main line could be Illinois, Virginia, or Idaho, but the train leaves no doubt we're in Texas! Not only did David put on the point an MTH No. 30-20415-1 SD70ACe decked out in the Missouri-Kansas-Texas heritage scheme of the Union Pacific but he also coupled behind it two boxcars decorated for baseball teams in the Lone Star State. A resident of League City, David lets his 14 x 40-foot railroad express his pride in living in Texas.







### ▲ Bill Spaulding's Standard gauge layout

Dedicated O gauge modeler Bill Spaulding faced a dilemma a few years ago, after he and his wife, Judy, moved from Washington State to Arizona. He had finished a magnificent O gauge layout that they knew could not be brought south with them. But Bill, being the resourceful and inquisitive fellow he is, decided the time was ideal once they settled in Tucson to explore a new and unfamiliar niche in the hobby. He got down to work on a 12 x 18-foot Standard gauge display he named the Cascade & Oracle Ry., which will be spotlighted in a future issue. As you can see, Bill runs original pieces from the prewar era and contemporary reissues of classic locomotives and rolling stock.



▼ **David Baule's S gauge layout**

Every time S gauge enthusiast David Baule contacts *Classic Toy Trains*, we wonder whether he wants to talk about a layout we've featured in the past or one he's finishing and hopes to showcase in our pages in the future. This terrific shot from his camera captures a scene on his latest and greatest American Flyer display, one you'll be learning more about very soon. And even though Dave's roster in Cedarburg, Wis., boasts plenty of contemporary S gauge models, he has highlighted postwar classics from the A.C. Gilbert Co. in this photo. A No. 326 4-6-4 Hudson leads a train consisting of Nos. 951, 952, and 953 American Flyer Lines heavyweight cars from the middle 1950s.



► **Douglas Spitler's O gauge layout**

Not a bit of snow or ice remains on the streets and sidewalks in the city at the heart of Douglas Spitler's O gauge layout. It's still cold on this morning in early February, just as it tends to be in his hometown of Greensburg, Ind., during the final weeks of winter. Maybe the brisk winds explain why hardly anyone has ventured outdoors to check out the new and used automobiles to buy or lease at Krazy Ken's on the main square. Local citizens are also missing out on a rare opportunity to admire one of the last steam engines to pass through. Before they know it, diesels will take over and locomotives like this one will be scrapped.







### ▲ George Petrakis' O gauge layout

Everyone lounging on the beach at the edge of George Petrakis' O gauge display knows time passes quickly after lunch because there's so much to see and do each afternoon. The sun is high overhead, inspiring some folks to grab their canoes or rafts and head for the cool water. Many others are content to sit on blankets and watch the parade of locomotives racing past with long trains. George makes sure his tiny figures and full-size visitors are duly entertained by the colorful freights that he operates on his 16 x 24-foot three-rail layout in Cold Spring Harbor, N.Y.



### ◀ Joe Centanni's O gauge layout

Spring means many things to Joe Centanni. A new baseball season begins, and he'll be rooting for his beloved New York Yankees. Wineries near his home in Moorestown, N.J., will be cultivating the vines that, as shown here, will soon be weighed down with red and purple grapes. And there will be more opportunities to enjoy his O gauge railroad and shoot pictures such as this one, featuring a modern-era Santa Fe passenger outfit from Lionel as well as postwar rolling stock like the Lionel Southern Pacific-type caboose about to duck into a long tunnel in the distance. One guess as to which season of the year Joe and his wife, Peggy, pick as their favorite. This is another terrific layout we'll be presenting in detail in a future issue.



# MTH DCS Wi-Fi Interface Unit

UPDATED DIGITAL COMMAND SYSTEM COMBINES TWO MODULES

**M**TH's WTIU has arrived, and the Digital Command System offers Proto-Sound 2.0 and 3.0 operators access to full functionality of their locomotives.

Inside the box, this unit is packed with a quick start guide, antenna, and power adaptor. The power adaptor was a pleasant surprise, because one wasn't included with TIU units. The guide offers basic information on connecting your WTIU to your home Wi-Fi or setting it up with its own network.

If you need more support, you'll need to download the PDF manual from the MTH website. Please note that most of the manual provides information on using the app, but doesn't explain the wiring setup or give more support.

This product combines MTH's previous TIU and WIU module into a single unit. The unit itself is similar to the previous rendition of the TIU. They look almost identical. When you plug in

the WTIU, you'll see the main differences: indicator lights for every plug and track connection. The WTIU offers plugs for power, ethernet, USB, and AIU. There are two variable track inputs/outputs and two fixed inputs/outputs.

First, I took my WTIU out of my layout room and plugged it into an outlet close to my home's Wi-Fi router. I made sure the unit's Wi-Fi switch indicated "home" before pressing my router's WPS button and then the WPS button on the WTIU. The WTIU's Wi-Fi light quickly switched to blue, indicating a connection.

I used my smartphone to open the MTH DCS app and connect to the new system. As with any new Wi-Fi-enabled device, I needed a firmware update. The app walks you through the process.

A point to highlight: the app states to first switch your WTIU's Wi-Fi back to "MTH" and then begin the process. You are warned not to interrupt the firmware update so

## MTH DCS WI-FI TRACK INTERFACE UNIT (WTIU)

**Features:** Built-in Wi-Fi, four-channel output with fixed- and variable-voltage ports, four-channel AC or DC power input ports

**MRSP:** \$399.95

**Website:** mthtrains.com

your unit doesn't end up in an "unrecoverable state." The only indication the update has been completed is that the lights illuminate correctly. The app will not tell you when the process is fully complete.

I replaced my previous Proto-Sound 2.0-era TIU with the WTIU on my power panel. I used zip ties to mount the unit vertically on plywood. Given the similarities between this unit and its predecessors, there was no need to re-route any track power and ground wires. Once I had plugged in the track power and ground wires, I turned on my surge protector, which powers the Lionel type-ZW transformer and MTH No. Z-4000 transformers that power my O gauge layout.

The track power indicator lights pulsed white while the WPS light flashed quickly. After about 80 seconds, the unit clicked, the Wi-Fi indicator light turned blue, and the four track lights switched to green. After another 20 seconds, the two fixed track lights turned purple. This entire process took less than two minutes for the unit to start up, connect to Wi-Fi, and send a signal to the track.

My layout is wired with separate track power switches, which were in the off position until the WTIU was booted up. Otherwise, the engines would start up in conventional

mode due to lack of signal.

As I point out on my YouTube channel, *Chris's Trains & Things*, my layout is not wired for optimal DCS operation. When I built it I was running only Lionel locomotives with the Legacy command-control system. The Legacy's signal uses radio signals while the DCS signal is sent through the track. The WTIU upgrade has provided a more reliable signal compared to my previous Proto-Sound 2.0 TIU.

One downside of the WTIU is its lack of wireless handheld remote connectivity. The DCS remotes can be used only with the new unit by connecting them with a cord. MTH states you'll need a special cable not yet available to use the remote. Also, users can't import their rosters using the remote. Setup must be done in the app.

As of late 2024, the Proto-Cast feature wasn't functioning. The WTIU lacks the audio jack ports present on old TIUs. According to MTH, this function will return in a future upgrade to the app sometime in 2025.

Overall, I was pleased with the speed at which I could set up the new WTIU and its improved signal over my old TIU. There are a few issues, but as with any new product firmware updates can be made to address them in the future.

– Chris Montagna







## Menards Grandma's House

A STRUCTURE FOR NEARLY ANY  
O GAUGE SETTING

**M**any of us have memories of visits to a grandparent's house when we were kids. Menards is offering

a way to recapture those warm memories in O gauge with the release of its No. 275-9376 Grandma's House.

This prebuilt structure is a

two-level single-family home measuring 8 $\frac{3}{4}$ " wide x 8 $\frac{3}{4}$ " deep x 6 $\frac{3}{4}$ " high. Its windows are recessed and include window treatments (curtains), plus a chimney and what looks like terra-cotta roofing.

Exterior details are plentiful! Two children occupy a swing on the front porch (the only area with lighting). Grandma has just come out of the front door, holding an apple pie.

In front of the house are Jack the German Shepherd and a kneeling man.

Under the tree in the front yard is a 1:48 scale motorcycle. Three round shrubs are in front of the house, and four shrubs flank the backyard. Perhaps Grandpa plans to wash the windows after parking his bike, because there's a ladder resting on one side of the house.

Accessory lighting requires a separate Menards 4.5-volt power supply (Nos. 279-4061/4361, 4060/4362, or

### MENARDS GRANDMA'S HOUSE (NO. 275- 9376)

**Price:** \$69.99

**Website:** [menards.com/trains](http://menards.com/trains)

4050). Connect it through a single plug over the tabletop or from beneath the station through a hole underneath the base.

Want to try something fun? See if you can conceal a small smoke unit near this structure and add apple harvest smoke. Or try adding the smoke to whichever locomotive you're running. Either way, you'll be able to smell Grandma's apple pie fresh from the oven!

Grandma's House is a terrific residential structure useful for anyone modeling a small or medium-size town. It can also stand alone as a farmhouse in a rural setting.

— Rene Schweitzer

**Great graphics:** Lionel continues to catalog the popular No. 2228020 boxcar with Angela Trotta Thomas graphics of a GG1 locomotive. The model operates on O-27 minimum curves. **Price:** \$99.99. **Website:** [lionelstore.com](http://lionelstore.com)



**Power boost:** Menards has a 10" straight piece of tubular track with a power lockon (No. 275-9385 shown). The track requires an 18-volt lockon power supply (No. 275-9384) or any 18-volt power supply included with a Menards train set. **Price:** \$9.99. Menards also offers an 18-volt O gauge track power supply (No. 275-9384). The power supply, which is rated 18 volts/5 amps and has a 56"-long cord, works with the Menards tubular track lockon. **Price:** \$29.99. Order from [menards.com/trains](http://menards.com/trains)



**Blast off:** Trainworld, 751 McDonald Ave., Brooklyn, NY 11218, offers two numbers of an MTH O gauge modern tank car celebrating Aerospace Engineering (Ben's Trains Nos. 30-73639 and 70-73640). Expected delivery in the first quarter of 2025. **Website:** trainworld.com



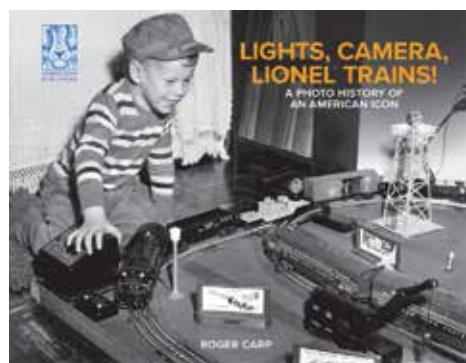
**Fall foliage:** BPH Enterprises, 4 Palmer Dr., Barrie, Ont. L4M 6V9 Canada, is marketing SceniKing Autumn Treeline photo backdrops. The backdrops measure 16½" x 72" and are available in O or S scale. Other patterns are available on the BPH Enterprises website. **Price:** \$49.95 plus shipping to U.S. addresses. **Website:** sceniking.com



**Navy Ace:** Trainworld, 751 McDonald Ave., Brooklyn, NY 11218, has a custom-run Lionel Legacy SD70ACe road diesel locomotive (No. 2533931). The engine features Bluetooth control, a fan-drive smoke unit, and O-36 operation. Estimated delivery in the third quarter of 2025. **Website:** trainworld.com



**New Lionel catalog:** The Lionel 2025 Volume 1 catalog was recently published on the manufacturer's website. Highlights include Lionel Lines Vision Hudson prewar sets, VisionLine Commodore Vanderbilt locomotives, a 20th Century Limited set, a 125th anniversary Lighted Station Platform, and much more. View the catalog at lionel.com.



**Photo delights:** Project Roar Publishing has released *Lights, Camera, Lionel Trains! A Photo History of an American Icon*. This hardcover book by *Classic Toy Trains* Senior Editor Roger Carp presents 100 stunning photo essays that reveal how Lionel electric trains became an American cultural and social icon during the 20th century. The 224-page book measures 8½" x 11" and contains more than 220 photos and images. **Price:** \$49.95. **Website:** projectroar.com



**Colorful car:** The Lionel Collectors Club of America is selling a custom-run Lionel operating boxcar. The 10½"-long freight car features O-27 operation and is decorated in *The Texas Special* livery. **Price:** \$89 plus \$16 shipping. Order from lionelcollectors.org or by calling 815-223-0115.



### ■ Trainz buys display system manufacturer

Trainz has purchased the existing inventory and rights to manufacture the aluminum train display shelving from Glenn Snyder Display Systems. GSDS are self-contained extruded aluminum display shelves available in a combination HO/S gauge, O gauge, or combination O/Standard gauge/gauge-1 sizes. Learn more at [trainz.com](http://trainz.com).

### ■ Trainz purchases two parts companies

Trainz has acquired the inventory of screws, bolts, springs, rivets, and fasteners from L&L Model Train Restoration Co. This enormous variety of toy train parts was established by the late Ted Nyerges before being purchased by Len Carparelli. Under both owners, Ted Nyerges Bolt & Screw Co. offered a line of fasteners for postwar Lionel trains.

Trainz has also purchased from Ron Stanczyk the existing American Flyer reproduction parts inventory originally manufactured by Rick and Vi Stillmank. See their inventory at [trainz.com](http://trainz.com).

### ■ In memoriam

David Shaw, the friendly and knowledgeable man behind the counter and in the management chair of The Train Station in Mountain Lakes, N.J., died in August of 2024 at the age of 61. As owner and president of the business since 1986, he had overseen every aspect of its operation, notably sales and repair. But in fact, David had been a constant presence there since his father, Donald Shaw, had established it back in 1974. Besides the family business, David volunteered in various civic and community organizations and devoted himself to his family, especially his three grandchildren. We extend our condolences to his wife, Sue, and their four children, along with his father and siblings.

### ■ LCCA sets dates for 2025 convention

The Lionel Collectors Club of America (LCCA) will soon be celebrating its 55th

Every autumn, a group of toy train hobbyists hosts an event at the show coordinated by the Eastern Division of the Train Collectors Association in York, Pa. The event enables guests to hear from members of the hobby that have a strong social media presence. In October of 2024, *Classic Toy Trains* Contributing Editor Chris Montagna served as emcee.

Chris worked with Joe Grzybowski, owner of Grzybowski's Train Store in Moosic, Pa., to make T-shirts for the event to be sold to raise money that would in turn be donated to a group promoting the toy train hobby. Chris had been asked by Gary Russell, owner of the Choo Choo Barn in Strasburg, Pa., to help develop a toy train curriculum for after-school clubs through his non-profit foundation. Gary contacted Joe and his wife, Karen, and, after speaking with Gary, they agreed to donate funds earned through the sale of the T-shirts to the Choo Choo Barn Foundation.

## Event donates funds to Choo Choo Barn Foundation



anniversary at the organization's annual convention set for July 21-26 in Scranton, Pa. Details will be available on [LionelCollectors.org](http://LionelCollectors.org) and the February issue of the club's member magazine, *The Lion Roars*. Non-members can join the LCCA on the club's website.

### ■ Firecrown purchases EnterTRAINment Junction

Firecrown Media Inc., which publishes *Classic Toy Trains* as part of its Freight-Waves media group, has acquired the railroad assets from EnterTRAIN Junction, formerly housed in Cincinnati, Ohio. Firecrown plans to relocate the exhibits to its base in Chattanooga, Tenn., as part of an ambitious new transportation museum.

EnterTRAINment Junction has long been a cherished landmark, renowned for its extraordinary scale and intricate design. Spanning 80,000 square feet, it housed the world's largest indoor

model train display; one G-scale layout exceeded 25,000 square feet.

Craig Fuller, CEO and founder of Firecrown, sees this acquisition as a perfect fit for the company's vision. "The Chattanooga Choo Choo is a world-famous train town," he states, "so we think EnterTRAINment Junction fits perfectly in the Chattanooga story but also preserves the legacy built in Cincinnati."

The new museum, tentatively named "The Motion Museum," aims to be more than just a relocation of EnterTRAINment Junction's exhibits. Firecrown's plans include expanding the scope to encompass all forms of transportation, including aviation, trucking, and maritime vessels.

Firecrown's acquisition includes the 25,000-square-foot layout, the Thomas Museum, and the Thomas Outdoor Train, among other assets. Fuller and his team aim to have the new transportation museum and indoor theme park operational by the end of 2025 or the start of 2026.



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## SCHEDULE:

Feb 2 Wheaton, IL - DuPage County Fairgrounds  
Feb 8-9 Indianapolis, IN - Indiana State Fairground  
Feb 8-9 Wilmington, DE - The Chase Center  
Feb 8-9 San Jose, CA - Santa Clara Fair **CANCELED**  
Feb 15-16 Cleveland, OH - I-X Center  
Feb 15-16 Costa Mesa, CA - OC Fair & Events Ctr.\*  
Feb 22-23 Sacramento, CA - Cal Expo\*  
\* Giant combined show featuring the World's Greatest  
Hobby on Tour Show. Showcasing Model Railroading's  
leading Manufacturers and Layouts.  
Mar 8-9 Ventura, CA - Ventura County Fairgrounds  
Mar 2 - Wheaton, IL - DuPage County Fairgrounds  
Mar 15-16 Rochester, NY - The Dome Arena  
Mar 22-23 Des Moines, IA - Iowa Events Center  
Mar 22-23 Wilmington, MA - Shriner's Auditorium  
Mar 29-30 East Moline, IL - Bend Xpo  
Mar 29-30 Edison, NJ - New Jersey Expo Center  
Apr 6 Wheaton, IL - DuPage County Fairgrounds  
May 4 Wheaton, IL - DuPage County Fairgrounds  
Jun 1 Wheaton, IL - DuPage County Fairgrounds

Information & Discount Tickets:  
**TRAINSHOW.COM**

## NEWS & REVIEWS



### Archive treasures:

Bob Osterhoff, 1622 Garden Valley Dr., Wildwood, MO 63038, sells the *Lionel Linex Stereo Camera Memorabilia* DVD, which includes documents related to the development and marketing by the Lionel Corp. of the Linex stereo camera in 1953-54. The DVD can be viewed on Windows and Apple-based computers. **Price:** \$20 plus \$5 shipping. **Website:** [trainpaper.com](http://trainpaper.com)



**Steam tribute:** Trainworld, 751 McDonald Ave., Brooklyn, NY 11218, is selling an MTH RailKing O gauge Imperial P47 4-6-2 Pacific steam engine with ProtoSound 3.0. Cab nos. 1961 and 1963 pay tribute to President John F. Kennedy; cab Nos. 1981 and 1985 pay tribute to President Ronald Reagan. Expected delivery in the second quarter of 2025. **Website:** [trainworld.com](http://trainworld.com)



**New Atlas catalog:** The Atlas Winter 2025 catalog was recently published on the manufacturer's website. Highlights include a U30C diesel locomotive, a hot metal car, new GP40 paint schemes, and an upgraded Dash 8-40CW with Proto-Sound 3.0. View the catalog at [shop.atlasrr.com](http://shop.atlasrr.com)

**Want to submit?** Send complete ordering information and a high-resolution photo to [editor@classictoytrains.com](mailto:editor@classictoytrains.com)



### Find more reviews online:

- Lionel Legacy A5-class 0-4-0
- Menards Plug & Play lighting system
- Lionel Thomas & Friends Battery Operated Train Set
- *Lights, Camera, Lionel Trains!* Book by CTT's Roger Carp
- MTH WTU unboxing and demo
- Lionel Legacy F19 Pacific



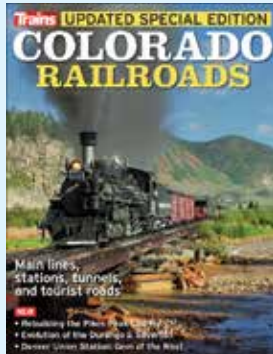


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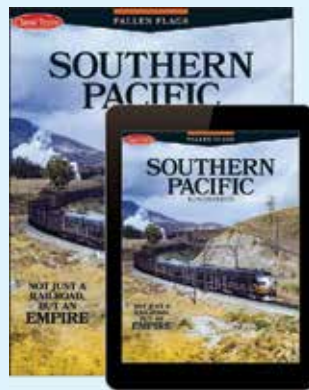
Trains Magazine is bringing back the popular *Colorado Railroads* special issue, which sold out its first printing. Colorado railroads are fascinating for their grades, curves, tunnels, bridges, and legendary routes

across soaring mountain peaks. Included are 13 feature stories ranging from the history of railroad-ing in the Rockies to present-day main line and heritage railroad operations.

*Colorado Railroads* is fully updated throughout, plus it includes three articles that have been substantially revised to reflect extensive changes: Denver Union Station, Durango & Silverton, and Pikes Peak Cog Railway. **Price: \$9.95.**



Relive the glory days — and fall — of the Southern Pacific's "Golden Empire" in this 100-page special issue. We'll examine the SP's passenger operations, steam locomotives, infrastructure, and more in 11 feature stories. We'll also map the fate of its routes after the road's 1996 merger into rival Union Pacific. **Price: \$12.99**



## 2025 NASG CONVENTION DATES

**The National Association of S Gaugers (NASG)** announces its 2025 convention, The Shoreline Special, August 6-10, 2025 at the Holiday Inn, Norwich, Conn. Registration fee is \$75 for members and \$90 for non-members (includes 6-month NASG membership).

Activities include an "ice breaker" party on Wednesday evening, a tour of Mystic Seaport and downtown Mystic on Wednesday, and a tour including the Essex Steam Train and Shoreline Trolley Museum on Thursday. How-to clinics are scheduled throughout the event. For more information and to register, visit [nasg.org](http://nasg.org)



## The Trains.com forums are back!

First off, I want to apologize for how long it took to bring the forums back live. We attempted to migrate the existing forums to a new version of the old software and realized after doing so that it was a disaster; instead, we moved to a far more modern platform that is in the cloud.

This platform is far more stable, and we are investing in making it a rich and engaging experience.

Unlike the old forums, the new platform has a modern architecture and is built in the cloud. We migrated the content from the legacy platform to the new one and addressed many technical issues that frustrated users in the old system.

You can upload large pictures and even video links.

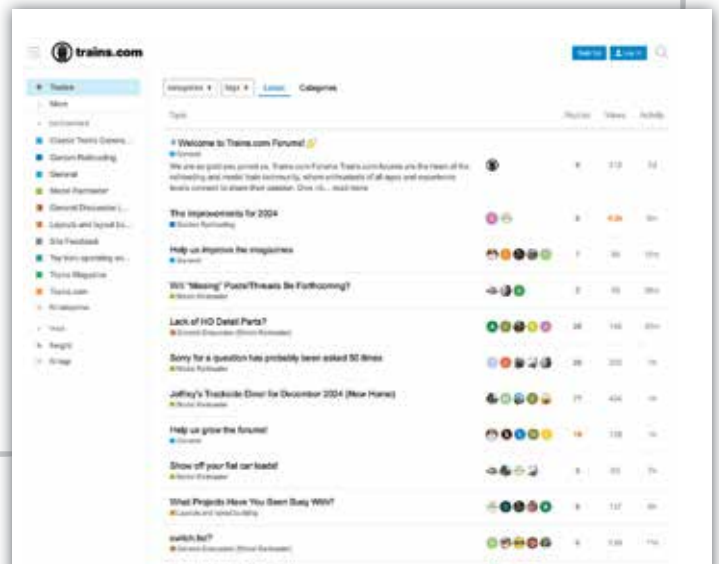
We are also developing many new features that will be implemented in the coming weeks that should make the Trains.com forum experience far more positive.

We hope you will encourage your friends and colleagues across the railroad community to rejoin or join the new Trains.com forums.

You can find the new forums at [forum.trains.com](http://forum.trains.com) or use this link: <https://forum.trains.com/invites/gfLtvG6mu>.

Please share your ideas on what we can do to grow the community. You can find me in the Trains.com forum as "FreightAlley." See you there!

Craig Fuller





**1** The railroads of New England during the steam-to-diesel transition era come to life on the 10 x 16-foot O gauge layout Brian Inch recently completed with help from his son, Riley. A resident of the region, Brian ably replicates landscapes and communities to capture the essence of Maine, Vermont, and their neighbors.





# BRINGING IT ALL *Home* TO NEW ENGLAND

FINALLY, THERE WAS TIME  
TO BUILD MY LAYOUT

STORY AND PHOTOS BY BRIAN INCH

**Y**ou've all heard the tale of the shoemaker who was so busy filling orders his own children ended up walking around barefoot. Well, my story resembles that in a curious way. Not that I make shoes and boots; my specialty is O gauge model railroads, including a few that have been featured in *Classic Toy Trains*.

For the past 10 years, I've traveled around the U.S. constructing and maintaining layouts for people who are too busy to design and build them on their own. The good news is that I've had plenty of business; the bad news is that I've had so much business there hasn't been time to develop a display for myself. Until now. So I'm thrilled to be able to show you what my son, Riley, and I have accomplished.

## SOME BACKGROUND

My love of trains, full-size ones as well as models, dates from the 1970s when I was riding trains while growing up in New York City and then Boston. By the time I received my first Lionel outfit, I deserved to be called a "train nut!" My interest grew only stronger after my father gave me the Lionel locomotives and cars he had played with as a kid after World War II. That event proved to be a game changer for me.

Before long, my father and I started talking about using the tubular track and his Lionel type-ZW transformer on a layout. We planned it out, and Dad helped me handle every phase of construction.





Trains were still big back then, so my friends couldn't wait to come over, dash down to the basement, and run the diesels and motorized units. As the old Bryan Adams song might have put it, "Those were [some of] the best days of my life!"

I worked on improving the layout and was never afraid to try out new skills, whether building grades or enhancing scenery. My efforts must have been good because a few friends and neighbors asked me to construct layouts for them.

One of my favorite projects from when I was a teenager was the first large O gauge layout someone requested. An older man, who had fought in World War I and World War II, wanted a model railroad but was not physically able to build it himself. I spent a winter finishing his dream layout, something that enabled me to learn so much. I'm grateful to him for letting me make his dream come true.

## GONE AND BACK

As football, hockey, baseball, cars, and girls came into my life during my years in high school, I temporarily put on hold everything that was railroad oriented. Then I headed off to college in upstate New York to prepare to become an art teacher. About all I could do to get my fill

of trains was shoot pictures along main lines in New England. Living in Boston, I was thrilled to discover the old Boston & Maine right-of-way ran behind my house.

I got back into trains while earning a master's degree in art at Salem State University in Massachusetts. Not far from campus was North East Trains, a store specializing in O gauge. I gained an education in the current hobby by running Lionel and MTH locomotives and learning about their new sound systems and other special effects.

I was hooked again, and the timing was perfect because Riley, then a newborn, provided the ideal excuse to buy some trains to surround his crib for the next couple years until we could run them together. Sometime around 2008, our small family moved to Maine, and I built a model railroad in our large basement. By then Riley was old enough to help me operate all my vintage and modern engines and cars.

The years passed, and while teaching school I started building layouts as a profession. It didn't take long for me to realize that working two jobs was not the best way to raise a family, especially now that my wife, Jessica, and I had three children. As much as I loved teaching art, I loved designing and constructing model railroads even more. So I left teaching and

launched my current business: Model Rail Scenes ([www.modelrailscenes.com](http://www.modelrailscenes.com)).

## PERSONAL LAYOUT

After having built layouts in all gauges and scales in virtually every part of the country, I felt a strong desire to construct a display

for my family. But demand for my services kept growing, so I had no idea how I could spare time for myself.

Then came the break in the spring of 2020 I was hoping for. Amid the pandemic, a potential client contacted me about constructing a layout for him. First,

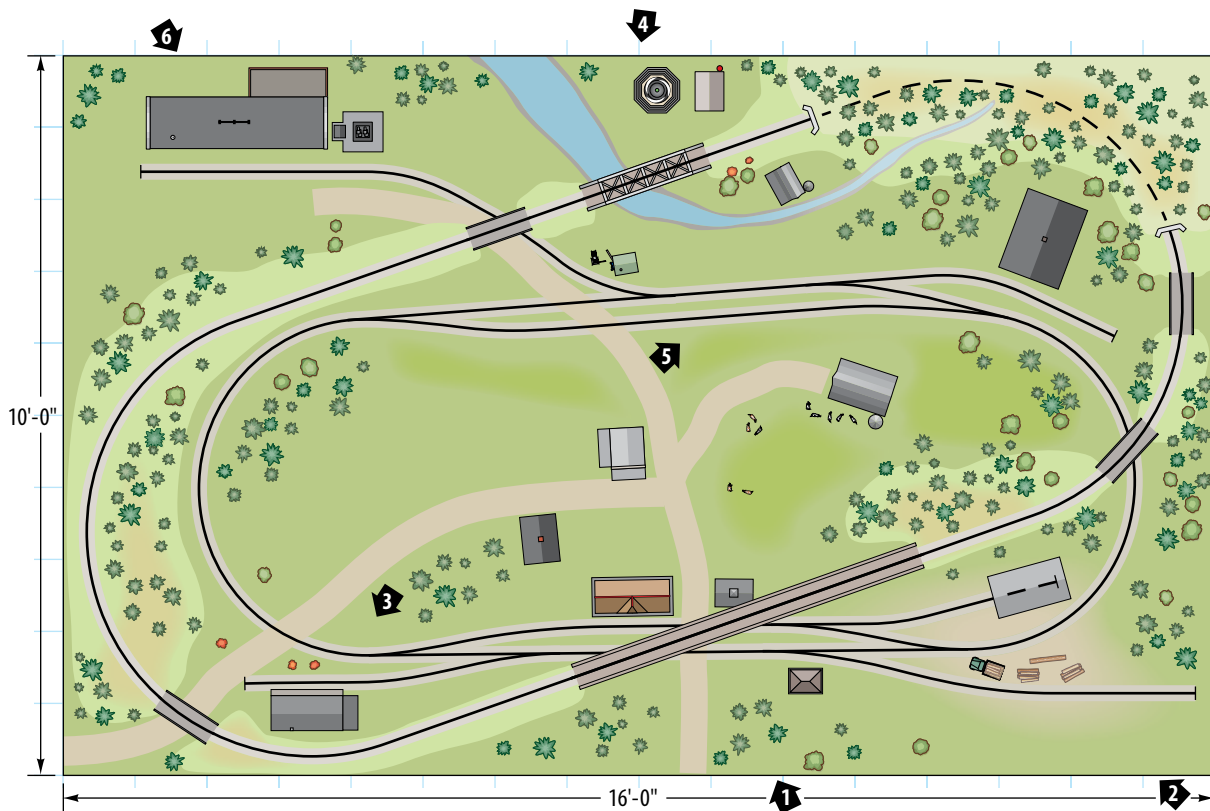


Here's the Inch family (left to right: Elise, Meghan, Brian, Riley, and Jessica) at the quintessential New England landmark, Fenway Park, home of the Red Sox.



**2** The forests of Maine provide timber for lumber camps and paper mills. Today, a replica of a Maine Central Electro-Motive Division of General Motors SW9 road diesel from Atlas O waits patiently as logs are lifted off a flatcar it dropped off an hour ago.





The layout has two 4 x 16-foot sections, one of which Brian built to show a client. Between them he inserted a 2 x 16-foot module with a farm. The numbered arrows correspond to the numbers in each of the captioned photos he took.



Illustration by Kelle Jaeger

## AT A GLANCE

**Name:** Brian and Riley Inch's O gauge layout

**Dimensions:** 10 x 16 feet

**Track:** GarGraves (diameters range from 36 to 72 inches)

**Switches:** Ross Custom Switches with Tortoise machines

**Motive power:** Lionel, MTH

**Rolling stock:** Atlas O, Lionel, MTH, Weaver

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

**Accessories:** Gilbert American Flyer, K-Line, Lionel, Z-Stuff for Trains

**Structures:** Crescent Locomotive Works, Deerfield River, Korber, scratchbuilt

**Figures:** Woodland Scenics



**3** Dairy products are being handled by the Boston & Maine, among other lines in New England. While an Electro-Motive SW9 diesel switcher picks up an empty refrigerator car, laborers unload the remaining canisters of milk to prevent them from getting warm.

however, he wished to see what I could do to re-create a scene along the coast of Maine. He wanted to have something to evaluate in only two weeks.

Fortunately, I had a compact O gauge layout I had taken to train shows to promote my business. I intended to modify it to present the requested coastal scene. The tight schedule proved to be a challenge,

which was the reason I needed to depend on Riley more than ever before.

We started with the 4 x 16-foot layout and decided to build a second one of equal size using L-girder benchwork. Once that project was finished, we had an 8 x 16-foot

framework consisting of four 4 x 8-foot modules secured together. After consideration, I decided to insert a 2 x 16-foot section between the two tabletops to create what would be a layout spanning 10 x 16 feet. We added casters to the legs so the





**4** Memories of the regional railroads whose locomotives perform their magic on Brian and Riley's home layout remain vibrant, thanks to the great work they did. That's also the case with the O gauge displays Brian has designed and built for many satisfied customers.

layout could easily be rolled around my workshop as necessary.

As the photos reveal, the layout consists of the primary level as well as an elevated one with mountains and tunnels through which we laid a loop of O-72 track. For this layout, as with most of the ones I've developed for customers, I went with track from GarGraves and turnouts from Ross Custom Switches operated by Tortoise machines. I secure the track and switches to Homasote to reduce noise.

The elevated line crosses over a harbor

filled with a Lionel lighthouse, a dock, and lobster boats before passing near an industrial area using O-36 track. That area includes facilities handling milk and dairy goods as well as lumber and wood products. The Atlas O 40-inch-long bridge installed to carry the line, like the tunnel leading into the 36-inch-high mountain, increases the visual appeal of the upper line. So does the truss bridge that dominates part of the industrial scene.

The interior 2 x 16-foot section features a farm scene, along with a small town and

a station. The purpose of that area was to capture the look of rural Maine, giving it visual appeal without having to place track far from the outer perimeter, where it would be difficult to reach.

## FINAL THOUGHTS

If I were asked to share one tidbit of wisdom I've acquired from building layouts, it would be the trite yet true point: "Less is more." As I have explained to Riley many times, scenes come alive when you hold back on the structures and heighten the landscaping. I do like to construct my own buildings and even put in a few animated items from American Flyer, K-Line, and





Lionel. But the focus must always be on scenic effects: landforms, trees, and water.

In addition, for realistic scenery to exert its maximum impact on a model railroad, especially one that's small or medium size, there need to be breaks. By that I mean the importance of leaving open or empty space between more detailed areas. As a result, landscaping truly flows as it does in the natural world.

Where there is activity, say along the any of the four spurs or near the individual industries, you'll notice one or two central structures, along with plenty of vehicles, figures, and other eye-catching details. You need to have scenery breaks



**5** Folks who prefer the countryside to any of the towns in Maine have wandered outside to admire the Bangor & Aroostook GP38 road diesel drifting onto the line leading to Augusta. The waterfall, rockfaces, and pine trees all reflect Brian's artistry.



**6** Along the river a Boston & Maine 44-tonner from MTH couples to a Maine Central boxcar soon to be filled with cabinets and tables assembled in the furniture factory.

and let it flow naturally. Let the industry you choose have plenty of space for additions, such as people, cars, materials, and other details. Situating them turns out to be enjoyable and meaningful for creating memorable vignettes.

There are other secrets I could share, but for the moment I will pause and let you study the accompanying pictures. Doing so is a great way to pick up information and see what works on my layout. In case you're wondering, Scenic Express is a terrific source for landscaping materials – but so is your imagination, so don't

hesitate to try fabricating trees and bushes out of natural materials.

I'll close by thanking Riley for all his encouragement and assistance. We really had a ball, didn't we! I'm grateful as well to my grandpa, Dave Kenyan, for all the custom-painted locomotives he has donated to my roster over the years.

Finally, a tip of the hat to the anonymous client who suggested I develop a scene replicating life along the Atlantic coast of Maine. Without his motivation, the layout I had wanted to build would still be nothing more than a vision. **CTT**



# Last hurrah OF THE LIONEL CORP.

The No. 9034 Lionel Leisure hopper revealed a secret

STORY BY ROGER CARP

**B**y 1977, eight years had passed since the post-World War II era had ended with the decision of the Lionel Corp. to quit manufacturing electric toy trains and to license the rights to make and market its trains to General Mills. That conglomerate assigned those tasks to its toy division, originally known as Model Products Corp. (MPC) and later as Fundimensions.

While Fundimensions was producing toy trains, the Lionel Corp. survived as the owner of other entities, including a chain of toy stores known as Kiddie Land and then Lionel Leisure Land. Ironically, some of the playthings being sold were Lionel trains. And one of the basic models Fundimensions designed and manufactured revealed the Lionel Corp. lived on.

## TRAINS N' TRUCKIN'

Fundimensions announced 14 sets in its consumer catalog for 1977. Eight of them were brand new, including the Nos. 1764 Heartland Express and 1765 Rocky Mountain Special. A few other newcomers were identified by name rather than product number, in particular The Mickey Mouse Express and The Southern Crescent. The other six sets cataloged for 1977 were carryover items: two introduced in 1975 and four from 1976.

Two of the new sets — the Nos. 1760 Steel Haulers and 1761 Cargo King — were part of a Fundimensions marketing campaign known as “Trains N’ Truckin’.” As explained in the second volume of *Greenberg’s Guide to Lionel Trains, 1970-1991*, it aimed to boost sales by promoting those inexpensive starter sets as the link between the railroad and trucking industries, “two major modes of hauling merchandise in the United States.” Both sets promised lots of play value with their plastic and cardboard details.

The 1760 was headed by a No. 8769

Republic Steel gas-turbine switch engine. It pulled four pieces of rolling stock: Nos. 9016 Chessie System hopper, 9020 Union Pacific flatcar, 9033 Penn Central gondola, and 9071 Santa Fe bobber caboos.

Also packed in the colorful set box was a Peterbilt tractor with a die-cast metal chassis and Penn Central graphics and a trailer, along with an operating crane kit and a pull cart. There were eight O-27 curves and two O-27 straights, plus a DC transformer. Finally, the Steel Haulers had die-cut factories and a shed as well as many plastic loads.

## PROMOTIONAL VERSIONS

During 1977, Fundimensions assembled six promotional, or uncataloged, sets for a variety of well-known retailers, including one set for the network of Lionel service stations. The other five amounted to versions of cataloged sets in which one piece of rolling stock was replaced with a promotional freight car to give dealers something new and unique to offer their customers in hopes of increasing store sales.

For example, the version of the Cargo King sold through J.C. Penney stores (the No. 1796) contained the same contents with one exception. A No. 9054 J.C. Penney boxcar was substituted for the 9016 Chessie System Hopper. Another example was the No. 1791 Toys ‘R’ Us Steel Hauler. That promotional item came with everything in the cataloged version of the set, except that a new No. 9049 Toys ‘R’ Us boxcar replaced the 9016 open hopper.

Perhaps the most interesting of the promotional sets for 1977 was the No. 1790. It was available only through the network of toy stores owned by the Lionel Corp. Referred to as Lionel Leisure Steel Hauler, it offered buyers everything in the 1760 set with one key change. Gone was the 9016 Chessie System hopper; in its place was a short hopper numbered 9034. The white

plastic model had graphics for Kiddie City: Casey Kangaroo mascot in blue, brown, and orange as well as lettering in blue, orange, and red. Printed on each side was the “BLT 1-77” date. The tractor-trailer was lettered for Lionel Leisure, too.

## WORTH OWNING

The 9034 was, as collector Robert Sylvan notes, the latest entry in a long line of short open hoppers Lionel launched with the No. 2456 Lehigh Valley in 1948. The car, assigned a host of product numbers through the remaining decades of the postwar period, lost much of its detailing over the years and ended up a simple and inexpensive item.

Why then do Lionel enthusiasts chase after the 9034 Lionel Leisure hopper? For one basic reason: It was the last model to have the logo of the Lionel Corp. on it. **CTT**







The No. 1760 Steel Hauler diesel freight set was one of 14 cataloged sets offered by Fundimensions in 1977. It came with a train, a tractor-trailer, and many fun details.



Lionel Leisure and Kiddie City toy stores insisted that Fundimensions substitute the No. 9034 hopper with their name and kangaroo mascot for the No. 9016 Chessie System car.



The No. 9034 Lionel Leisure hopper was released in 1977 by Fundimensions, a division of General Mills, as part of a promotional set available only through a string of toy stores still owned by the Lionel Corp. The low-end model was the last to carry the grand name.



# TRUTH BEHIND AMERICAN FLYER'S "CUTAWAY ENGINES"

Why the Gilbert Co. created these unique models

STORY AND PHOTOS BY BILL CLARK AND GARY BALOUN



Collectors of American Flyer S gauge trains and accessories from the postwar era have investigated an untold number of topics over the past 50 or so years in hopes of better understanding how the A.C. Gilbert Co. designed, produced, and marketed those models. They have sought to answer questions through observation, investigation of original documents and drawings, and their own intuition.

One area of interest that has long fascinated us relates to the “cutaway engines” — the rare examples of American Flyer steam engines sliced in half by Gilbert personnel to show the mechanisms inside. We look forward to sharing what the two of us have learned about those wonderful and elusive S gauge toys.

This American Flyer S gauge No. 332 Union Pacific 4-8-4 steam engine from 1946 was cut lengthwise to reveal its motor and mechanisms to members of the toy trade to boost sales in that critical year. “Cutaway engines” are among the rarest pieces from the postwar era.

## MOVING AHEAD

We began with questions about how many cutaway engines were made, who had made them, and when they had done so and why. We knew that illustrations of cutaway engines had appeared in Gilbert consumer catalogs for 1941 and 1946 through 1951, so we wondered whether the artists creating those pictures had worked from actual locomotives or had merely visualized what was inside.

When we launched our research, Gary was aware of seven authenticated cutaway engines — he had even owned two of them. Did other genuine cutaway engines

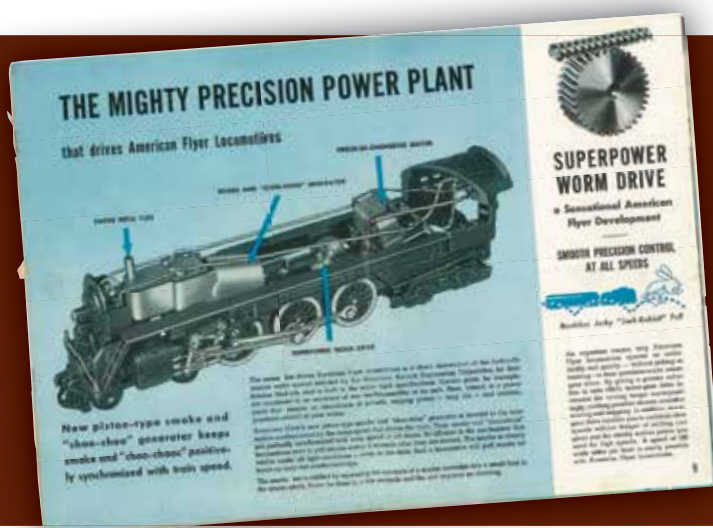
still exist? To find out, we decided to reach out to several Flyer experts, including Doug Peck, Jack Fazenbaker, Donna Tufts, Andy Jugle, Jim Patterson, Dave Blum, John Heck, and Dan Olson. While we had heard about other examples, we chose to highlight the cutaway engines that were known and authenticated.

## INITIAL DISCOVERIES

According to Gary, Gilbert made cutaway engines for a specific purpose and they were not something that could be ordered. Cutaways were made for use in catalog artwork or demonstration of design by an elite salesman. They were also displayed to the public and vendors at trade shows and the Gilbert Halls of Science. Their purpose was to showcase Gilbert’s finest pieces, such as the Union Pacific 4-8-4.

The first cutaway to turn up appeared at an auction in 1968, when prototypes from the Gilbert Co. were sold. The late Dan Olson acquired a No. 342 Nickel Plate Road 0-8-0 cutaway at this noteworthy auction. He later added a No. K335 Union Pacific 4-8-4 he had found at a train show.

Another Flyer collector, the late Dave Garrigues, acquired an operating 332AC Union Pacific 4-8-4 cutaway mounted to a board in a carrying case from Chic’s Hobby Shop in Western Springs, Ill. The model had a whistle in the tender.



The A.C. Gilbert Co. illustrated cutaway engines from its American Flyer line in its consumer catalogs in 1941 and again from 1946 through 1951. Interestingly, the model depicted here was a 4-6-4 Hudson.





Sometime in the 1970s, the late Ken Hein, yet another Flyer collector, acquired a cutaway K335 from Bill's Hobby Shop in Park Ridge, Ill. It did not have the mounting board, but did have all the same mounting holes and was made with almost identical cuts as Garrigues' 332AC and Olson's K335. The similarities indicated the models represented the same craftsman's work in the same time period.

### MORE TURN UP

Dave later acquired another cutaway — a No. 332 Union Pacific 4-8-4 from 1946. At that time, only three complete Northerns from 1946 were known. One of them — sold at the famous Gilbert auction in 1968 — had been converted to the first smoke-in-engine design. The cutaway version had unique 1946 boiler and tender shells, along with other parts the Gilbert Co. had used only in 1946. A close examination revealed it had been cut in a similar manner as had the 332AC and K335 cutaways.

The next cutaway engine turned out to be a second 332 UP 4-8-4 from 1946. It had actually been cut on both sides of the 1946 boiler. It had a smoke-in-engine frame with a DC motor. It had been recycled into a second cutaway version at the Gilbert factory. The tender was missing. Of the 4-8-4 Northerns from 1946 accounted for, about one-third had been recycled into something else by Gilbert.

**The late Dave Garrigues, who was a highly respected American Flyer expert, chanced upon this cutaway example of a No. 332AC Union Pacific 4-8-4 Northern steam engine and tender while visiting a hobby shop located not very far from Chicago.**

**The latest example of a cutaway engine was this No. 21168 Southern Ry. Casey Jones steam engine with a smoke unit mounted on an operating board. It was introduced to the American Flyer lineup in 1961.**

### FINAL EXAMPLES

Then in 2012, a 332AC 4-8-4 Union Pacific cutaway with a whistle came out of the Meier & Frank Department Store in Portland, Ore. It had the same cuts and mounting holes as the K335 and 332AC cutaways. It had been well run and tended to flop over if you ran the uncut boiler side to the outside of the curve.

This 332AC had one unique feature: a No. 336 tender shell that had been cut. The other K335 and 332AC cutaways had earlier tender shells with the large, bold "AMERICAN FLYER" on them. Gilbert had used discontinued surplus shells to make the cutaways, but it had to use at least one new 336 tender body. This means that all four of these cutaways were likely made in 1953. Gilbert was heavily advertising their air-chime whistle then and what better way to show it than in their flagship Northern?

American Flyer collector Andy Jugle acquired yet another cutaway. It was a much later model that came from Maury Romer, who was head of Flyer's sales department. This No. 21168 Southern Ry. Casey Jones steam engine with a smoke unit came mounted on an operating board. It showed the latest new technology of a motor and frame and brand-new

smoke-unit design. It was the new flagship of the era.

### CONCLUSIONS

Having examined these authenticated cutaways, we can draw some key conclusions. First, the Gilbert Co. always used engines with new parts and their artisans used similar cuts in making the cutaway. Also, they used a particular type of white paint on the inside of the engine that is unknown to people making a replica. Gilbert's artisans made intricate and precise cuts that did not damage the black paint. Over the years, counterfeit cutaways have been made. At least seven types of cutaways were made in the 1970s by a collector who had asked Dan Olson about his.

There is no written history of the Gilbert cutaways or notes in known company files about them. Since they have various holes for mounting them to boards, we believe they were meant for display only. The displays could have been taken to the Gilbert Halls of Science, toy exhibits and shows, large distributors, and buyers for department stores. They likely didn't stay in one place because Gilbert made so few cutaways. However, without any written records we can only speculate about them.

If any *Classic Toy Trains* readers own presumed authentic cutaways, they should please contact Bill at [billstrains@aol.com](mailto:billstrains@aol.com) or Gary at [allrailwork@aol.com](mailto:allrailwork@aol.com) so we can continue our quest. **CTT**







ATLAS PASSENGER FIGURE SET NO. 2 (NO. 3009951)

LIONEL FIREFIGHTERS (NO. 2230180)



# *Buyer's guide to* O&S GAUGE FIGURES

Populate your layout with a variety of people • BY RENE SCHWEITZER

Something magical happens when you add miniature people or animals to a scene on a layout. That space now tells a story. Exhausted passengers sit on a bench, awaiting the next train. A happy couple holds hands while walking across the street. A raccoon is poised to knock over a trash can in an alley.

No matter how large or small your layout, you'll need people to populate it. Even if you don't have a layout, you can use your imagination to add figures to pose next to a locomotive for a photograph or add Christmas-themed people to a holiday display.

There's never been a better time to buy figures. In addition to standard O and S scale items, 3-D printing has opened a world of possibilities. Create your own figure or have one custom made. Looking for something unique? Check out the "other figure sources" sidebar for more ideas.

I'd love to see what you do with figures. Email me photos at [editor@classictoytrains.com](mailto:editor@classictoytrains.com)



VARIETY OF FIGURES FROM MINIPRINTS' O SCALE LINE





**BACHMANN HIGHWAY MAINTENANCE CREW (NO. 33171)**



**CITY PEOPLE WITH MOTORCYCLE (NO. 33151)**



**PREISER VARIETY OF FIGURES FROM THE FIRM'S O SCALE LINE.** Cody Grivno photo

#### **ATLAS MODEL RAILROAD CO.**

378 Florence Ave., Hillside, NJ 07205

**Website:** [shop.atlasrr.com](http://shop.atlasrr.com)

**Phone:** 908-687-0880

**Email:** [csdept@atlasrr.com](mailto:csdept@atlasrr.com)

**Available scale(s):** O

**Medium:** Plastic

**Era(s) modeled:** Various

**Total number of figures in line:** 46

**Notes:** Sold in sets of 10 or 12

#### **BACHMANN TRAINS**

1400 E Erie Ave., Philadelphia, PA 19124

**Website:** [bachmanntrains.com](http://bachmanntrains.com)

**Phone:** 215-522-1600

**Email:** [cs@bachmanntrains.com](mailto:cs@bachmanntrains.com)

**Available scale(s):** O

**Medium:** Plastic

**Era(s) modeled:** 1950s-present

**Total number of figures in line:** 90

humans (within 14 figure sets); 27 animals (within 5 sets)

**Notes:** Some sets contain props to create a scene

#### **LIONEL TRAINS**

6301 Performance Dr., Concord, NC 28027

**Website:** [lionelstore.com](http://lionelstore.com)

**Phone:** 800-4LIONEL (454-6635)

**Email:** [Talktous@Lionel.com](mailto:Talktous@Lionel.com)

**Available scale(s):** O

**Total number of figures in line:** 11 unique SKUs

#### **MINIPRINTS**

**Website:** [miniprints.com](http://miniprints.com)

**Available scale(s):** S, O

**Medium:** 3-D printed figures

**Era(s) modeled:** Various

**Total number of figures in line:** 100+, plus accessories

**Notes:** miniprints does 3-D scanning of people at train shows and has 200+ figures available at [miniprints.com/minimes](http://miniprints.com/minimes)

#### **PAUL M. PREISER GMBH**

Am Ruhbach 2, 91628 Steinsfeld, Germany

**Phone number:** 0049 9861 / 94 800

**Email:** [info@preiserfiguren.de](mailto:info@preiserfiguren.de)

**Website:** [preiserfiguren.de](http://preiserfiguren.de)

**Available scale(s):** O

**Medium:** Polystyrene

**Era(s) modeled:** Various

**Notes:** Figures, vehicles, and accessories available in 20 different scales.





RMT THE SEATED FIGURES PACK (NO. 99418) CONTAINS 48 FIGURES FOR \$59.95.



RENE FOUND THESE MTH FIGURES NEW IN A THRIFT STORE. HER HUSBAND BOUGHT THE K-LINE FIGURES AT A HOBBY STORE THAT SELLS OLDER NEW STOCK.







VARIETY OF FIGURES FROM  
WEST EDGE 3D S SCALE LINE

## OTHER FIGURE SOURCES

If you're looking for out-of-production items, try the secondhand market or hobby shops that sell older items. You can also search online auction sites, such as Trainz, ChooChoo Auctions, and Bodnars Auctions, and explore the tables and booths at train shows.

Looking for a custom or specialty figure? Consider having one made via a 3-D printer. Websites like 3D Central Trains (3dcentraltrains.com) have shops where hobbyists upload their creations, and you can buy one (or more). Looking to save money? Look for bulk figures in online auctions.

Consider alternative sources, including the toy aisle at big box stores. Bring along a comparative figure to check scale in kids' toys, such as playsets and board games. Stores often sell playsets during the holidays that have usable figures, vehicles, and accessories.

Do you like superheroes? Consider a collectible miniatures game like HeroClix. Thousands of characters are available mounted on a round black base. After removing the base, you have an approximately O gauge figure for your layout. Let us know if we have missed anything! **CTT**

**ROCK ISLAND HOBBY** STANDING TOURISTS AND TRAVELERS (NO. 61109)  
and STANDING PEOPLE (NO. 61108)



### READY MADE TRAINS/RMT

PO Box 173, Bloomsbury, NJ 08804

Website: [readymadetoys.com](http://readymadetoys.com)

Phone: 908-303-6137

Email: [wmatuch@readymadetoys.com](mailto:wmatuch@readymadetoys.com)

Available scale(s): O gauge

Medium: Plastic

Era(s) modeled: 1950s to present

Total number of figures in line: 8 seated figures and 8 standing figures, hand-painted in different colors

Notes: Available in sets of 48 seated (No. 99417) and 48 standing (No. 99418)

### ROCK ISLAND HOBBY

6929 Seward Ave., Lincoln, NE 68507

Website: [rockislandhobby.com](http://rockislandhobby.com)

Phone: 402-464-6458

Available scale(s): O

Medium: Painted plastic

Total number of figures in line: 5 different packages currently available.

Note: Pack of 25 seated figures available for passenger cars

### TRUE FIGS BY WEST EDGE 3D

1505 George Booth Dr., Buchanan 2323, New South Wales, Australia

Website: [westedge3d.com.au/shop](http://westedge3d.com.au/shop)

Phone: 61 0 412 574 151

Email: [info@westedge3d.com.au](mailto:info@westedge3d.com.au)

Available scale(s): Products can be 3-D printed in any scale from N to G.

Medium: Full-color UV-set polyester resin

Era(s) modeled: 1990 to present. Moving into period-costume figures.

Total number of figures in line: 66 in 16 sets and growing

Notes: All items printed on a USA-made Stratasys J55 Prime color polyjet 3D printer. Contact manufacturer for items in custom scales. Open to feedback and suggestions for new products.

### MORE MANUFACTURERS

These companies opted not to participate in our buyer's guide. We suggest visiting their websites to learn more about their products.

Artista Accessories: [artista.com](http://artista.com)

Busch GmbH & Co.: [busch-model.com/english.htm](http://busch-model.com/english.htm)

Fun & Games: [scalefigures.com](http://scalefigures.com)

Model Tech Studios: [modeltechstudios.com](http://modeltechstudios.com)

Noch: [noch.com](http://noch.com)

Scenic Express: [sceneryexpress.com](http://sceneryexpress.com)



# *Fun with O gauge* IN LIFE'S SECOND HALF



**1** A Canadian Pacific freight train moves swiftly out of the tunnel Steve Tapper built for the 8 x 16-foot layout.



## Steve and Barbara Tapper love their layout

STORY BY ROGER CARP

PHOTOS BY STEVE TAPPER



**You know the scenario:** Ordinary fellow marks his 40th birthday and turns his life inside out with a new sports car, flashy clothes, and other sorts of craziness. Folks look at him with pity and scorn, diagnosing what's happening as a "mid-life crisis."

Steve Tapper says with a laugh that what hit him not long after he began his fifth decade on the planet was similar but needs the letter L to describe it: "my mild-life crisis." For just when his life was feeling a bit boring and routine in the 1990s, this amiable and level-headed guy discovered O gauge trains. Game over!

Everything changed for Steve as a wonderful new hobby strengthened the already tight bonds between him and his delightful wife, Barbara. Playing the part of cupid was a Lionel starter set. It inspired them to build a great layout together.

### MORE OF A REDISCOVERY

To say Steve discovered O gauge trains when he found himself staring at an operating display in a local department store around Christmas of 1998 would be somewhat of a misnomer. More accurate to say that he "rediscovered" them.

Like any youngster coming of age in the 1950s, Steve was familiar with Lionel trains and accessories. More than just being familiar with them, he desired them and watched with envy as more-fortunate kids in the neighborhood and even a relative or two received terrific outfits and then built layouts for them.

Yet as the eldest of five sons, Steve understood what his hard-working dad and stay-at-home mom could and couldn't

afford. "We had bikes, skates, wagons, scooters, baseball gloves, and footballs," he recalls. "So, my brothers and I never went without. But an electric train wasn't something our parents promised us."

The mature attitude Steve assumed as the first-born carried him through his youth with dignity and strength. All the same, he admitted to having dreams of owning a Lionel set. What he had once longed for never vanished from his mind.

That was probably why the three-rail display riveting Steve's attention a month before Christmas in 1998 seemed to take over his brain. Suddenly, more than he had ever imagined, he absolutely wanted a Lionel train. Spying a New York Central steam freight train on a shelf nearby, Steven grabbed it and plunked down the cash required to bring it home. He had become a man with a mission.

### ENTICING BARBARA

Needless to say, Steve took the train and its track out of the set box within seconds of arriving home. He assembled the loop of tubular sections, connected the transformer, and kept the steamer and its train running around and around.

Coming to life in the Tapper household was a scene right out of the 1955 Joe McDoakes comedy short film, *So You Want a Model Railroad*. Only instead of a wild-eyed Steve operating the Lionel train by himself while his wife looked on in horror, Barbara was smiling and insisting on a turn at the controls herself.

Then, before the words were out of Steve's mouth that maybe additional straights and curves would be a good idea,



Model railroading has helped Barbara and Steve to discover artistic talents they scarcely knew were inside them. The project has brought them closer together.





**2** The 8 x 16-foot three-rail empire consists of four modules: three with only one level of track and the fourth with an elevated section. Six trains can run at once.



**3** Mirrors on the wall behind the layout provide visitors, often fellow members of the Northern Central Hi-Railers, with views of the mine and oil-filling facility.

Barbara was hatching the very same scheme. A bigger and more elaborate setup struck her as perfect for the den in their spacious home.

Once the weather had improved in the spring of 1999, the Tappers became regular attendees of the train shows regularly held near them. The empty car they drove there was loaded with track, structures, and landscaping materials in a matter of hours. Then it was home to figure out what to do with all the “toys.”

### TIME FOR A LAYOUT

The answer, of course, was to construct an O gauge layout. Who cared if neither husband nor wife had ever done so? Barbara was as eager to get going as Steve was. Luckily for the couple, he hesitated long enough to buy and read an essential resource: *How to Build Your First Lionel Layout*. That invaluable book written by lifelong model railroader Stan Trzoniec provided the guidance needed (Firecrown Media – out of print).

The exciting and fun 8 x 16-foot layout on display these days represented a step-by-step development. The Tappers started small, creating together a 4 x 8-foot layout on which they learned all the tricks and techniques required to go bigger.

First of all, according to Steve, the two of them moved forward without a formal plan. “Barbara and I wanted the layout to be a project that let us be as creative as possible,” he said. “We wanted to have fun despite being beginners.”

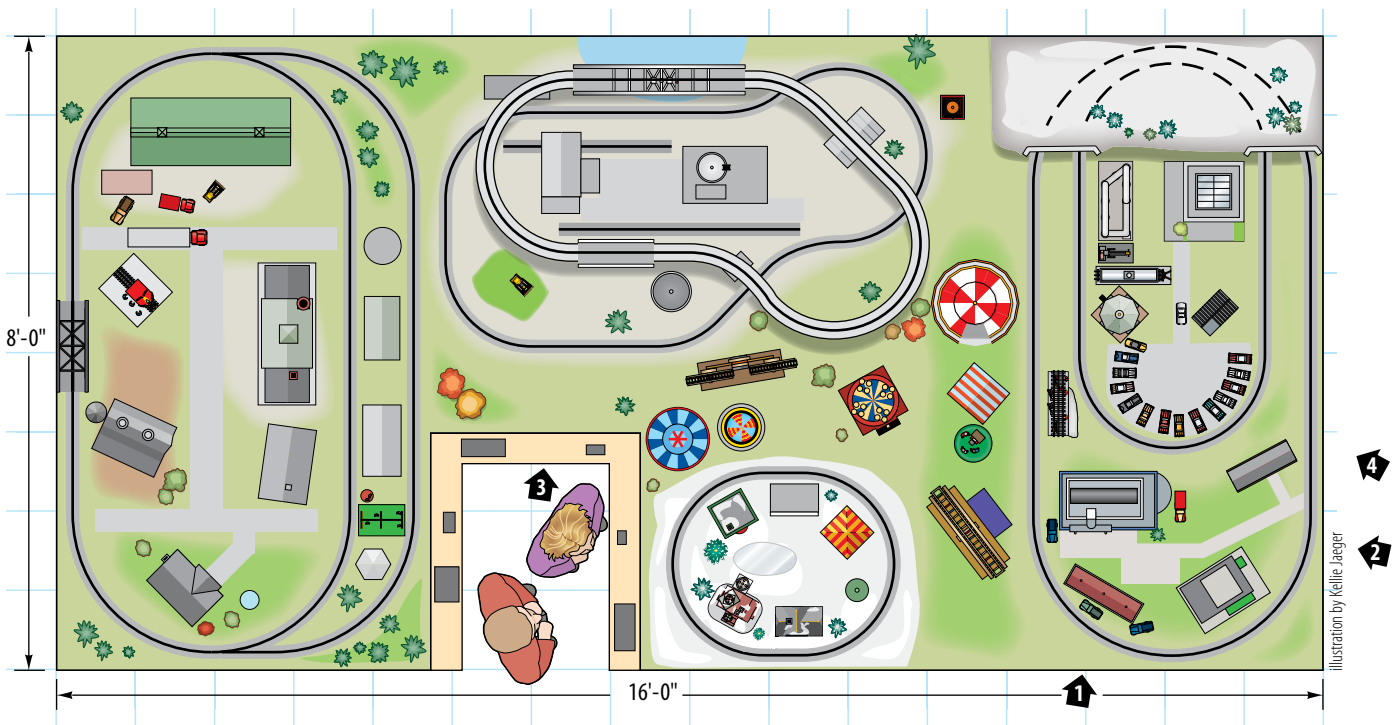
Steve mentioned how the two of them wanted to be able to run several trains at once. These days, the husband-and-wife team routinely run as many as six trains.

Steve and Barbara also wanted a model railroad on which virtually every square inch of real estate was used. “We had to get the most out of our relatively limited amount of space,” he said. “There wasn’t much more room in the basement for us to be devoting to expanding our railroad.”

Consequently, Steve and Barbara learned fairly quickly what most others in their situation eventually do figure out. Namely, a flat layout is not the answer, in spite of the fact that their initial three-rail empire might have been called the Pancake Central.

Expansion inevitably demanded thinking vertically. Steve pointed out how their layout added an elevated portion where one main line crossed over another. In time, a mountain went up with sufficient room for the Tappers to be able with ease to operate two trains going in opposite directions without risk of a collision.





Few O gauge layouts pack as much activity and entertainment in 128 square feet as the one designed and constructed by Steve and Barbara Tapper. The numbered arrows correspond to the numbers in each of the captioned photographs Steve shot for this exclusive article.

### THEIR OWN TRAIL

“Newbies” – is how Steve and Barbara viewed themselves as they prepared to plunge forward. Asking them to define the term, they laugh before stating how more than 20 years ago they were stumbling around in the dark. The only guide they had was the book written by Trzoniec; in other respects, they had few clues about basics, such as benchwork and track.

“But we figured things out together,” Steve said. The framework imitated what they had read: 2 x 4s for the legs and 1 x 4s for the interior and exterior bracing. On top went standard sheets of plywood.

Attending train shows proved to be an education for the Tappers. They saw every brand of track, vintage and contemporary, and so could discuss what they liked and disliked. In the end, they agreed that Real-Trax by MTH Electric Trains was the type of O gauge track best suited for what they wanted to achieve on their layout.

The plastic roadbed surrounding the thin metal rails promised a degree of realism appealing to Barbara and her husband. They carefully screwed it into a layer of Homasote added to reduce the noise produced by the trains in operation.

“Even for the elevated section,” Steve continued, “I stayed with RealTrax. I mounted it on thick dowels that I painted

gray and then screwed in the sections. I finished by using a hot-glue gun to hold the track together in the upper portion.”

### MAKING A SCENE

As soon as the loops of track had been tested, Steve and his wife began running trains. They wished to learn the ins and outs of command control, if only so they would be free to buy the great locomotives being introduced by Lionel and MTH.

Surprised to find out two newcomers embraced Lionel’s TrainMaster Command Control and MTH’s Digital Command System? Steve says anyone with patience and determination can learn to run trains in the most up-to-date way, especially when doing so lets you enjoy superb sound systems and visual effects. He’s already studying Lionel’s Legacy system.

The adventurous spirit influencing both Steve and Barbara extended to creating scenes. They decided an amusement park, rail yard, farm, and village offered plenty of opportunities to design colorful and action-packed vignettes.

Visits to train shows, along with the hobby magazines and books they were reading, introduced the Tappers to the remarkable range of structures and accessories available, either fully assembled or easily put together and detailed. Steve

## LAYOUT AT A GLANCE

Steve and Barbara Tapper’s O gauge layout

**Dimensions:** 8 x 16 feet

**Track:** Lionel, MTH (diameters range from 27 to 42 inches)

**Switches:** MTH

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

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

**Controls:** MTH Nos. Z-750 (3), Z-4000 (2) transformers with Lionel TrainMaster Command Control and MTH Digital Command System

**Accessories:** K-Line, Lemax, Lionel, Menards, Mr. Christmas, MTH

**Structures:** Department 56, K-Line, Lionel, Menards, MTH, Plasticville

**Vehicles:** Corgi, Diecast Direct, Kinsmart, Lionel, Maisto, Matchbox, Menards, MTH, Road Champs, Welly

**Figures:** Artista, Golden Gate Depot, K-Line, Lionel, Model Power, MTH, Scenery Express, Woodland Scenics





**4** The vintage car meet on the Tappers' layout reflects Steve's love of classic automobiles, especially Ford Mustangs. He owns an award-winning 2006 Mustang GT Premium.

looked forward to buying kits he could transform into sheds, businesses, stations, and more with their own personality. Here's where he had loads of fun.

While Steve concentrated on modifying commercial buildings from the K-Line, Lionel, Menards, MTH, and Plasticville lines, Barbara was exploring the figures on the market. Nothing sold by Artista, Model Power, Scenery Express, and others escaped her sight, and she had a blast deciding where to place them.

### TIME TO LANDSCAPE

Electronics and structures, both essential to the success of the Tappers' layout, hardly fazed the husband-and-wife team. They learned together what seemed necessary and proceeded with patience. When a task struck one of them as either daunting or boring, he or she delegated it to the other. That intelligent method of organizing a business worked beautifully for the layout's construction.

Then Steve dared mention the need for a landform. He envisioned a big mountain dominating what was the final area. The two concentric main lines in the same section were going to require parallel tunnels.

The project, Steve was certain, would be challenging yet when complete would look absolutely terrific.

Books, notably *Realistic Modeling for Toy Trains* written by O gauge master modeler Dennis Brennan, contained all the information needed. A foundation consisting of strips of rugged cardboard was covered by Plaster Cloth from Woodland Scenics. Hydrocal went over that hardened shell. Steve wished to add contours and rock formations to the top, but he was overruled by Barbara. She wanted it kept flat for a village there.

Together, husband and wife spray-painted the landform with colors from America's Finest, Model Master, and Rust-Oleum. They next put down various textures and hues of commercial ground cover, grass, and turf. The process involved plenty of trial and error, with the Tappers making changes until pleased.

### MIRROR, MIRROR

Like magic, assorted scenes were coming to life right before the amazed Steve and Barbara. On more than one occasion, they would look at each other and wonder if they were really accomplishing what their

eyes saw. Then came words of reassurance: Yes, we actually are the ones creating the entertaining areas and realistic landscapes through which their growing roster of trains was running.

Also like magic, the railroad seemed to double in size, thanks to a trick known to generations of model railroaders. Instead of securing photo backdrops to the walls surrounding the layout, Steve borrowed an idea from his brother Alan: He installed mirrors around the room. Besides causing the railroad to look bigger, they also make it possible for viewers to catch glimpses of partially hidden areas.

The mirrors worked wonders because the stream of visitors never ends. In ways astounding to the Tappers, friends and hobby acquaintances continue to ask for invitations to stop by to admire their handiwork and check out the assortment of operating features. Prominent among those signing the guest book are fellow members of the Northern Central Hi-Railers, an O gauge club based in Maryland.

Great times and great friends leave Steve more than glad he has made up for the absence of a train set from his boyhood. The joys generated by O gauge modeling have enriched his life while bringing him closer to his sweet wife. **CTT**



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# ORANGE ... GRAY ... OR BOTH?

True story of Lionel's No. 197 Rotating Radar Antenna

STORY BY JOE ALGOZZINI AND ROGER CARP // PHOTOS BY WILLIAM ZUBACK

Collectors of Lionel toy trains and accessories from the postwar era depend on all sorts of documents to determine when items were introduced, how long they were kept in the product line, and what they were supposed to look like. The value of the annual full-color consumer catalogs has long been understood by hobbyists.

But experience has taught the importance of other kinds of documents put out by Lionel. These sources of information

may be less studied by collectors or even be unfamiliar to them, but they have tremendous value. Proof of what we're talking about comes with the Lionel No. 197 Rotating Radar Antenna. There's no mystery about when it was included in the cataloged lineup, but the color of plastic used for the platform on the tower has caused some confusion. Until now!

## NEW FOR 1957

Introduced in 1957, the 197 was accurately illustrated on page 45 of the consumer catalog. About the only thing missing, besides the Lionel name in the correct color orange on the superstructure (part No. 197-40), was its suggested retail price. Lionel omitted that vital information because the discontinuance of Fair Trade Laws meant the company need only specify just certain prices in its catalogs. By doing so, Lionel encouraged each and every perspective buyer to find out the best price available for whatever product they wanted to purchase.

The good news for Lionel was the practice of not publishing suggested retail prices helped increase sales. How? Because each seller of Lionel electric trains,

whether a general retailer or wholesaler, reserved the right to price its merchandise as it saw fit and in line with creating a realistic or reasonable profit.

Therefore, Lionel was satisfying all its

**Lionel introduced the No. 197 Rotating Radar Antenna in 1957. Collectors agree the variation with an orange platform dates from that year. But what about the one having a gray platform? Documentation proved it was also available in 1957.**





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merchandisers. It helped both its loyal retailers, who preferred to sell products at the suggested retail price, and the growing number of discount houses that could afford to sell below retail, thanks to their making up the difference by purchasing larger quantities of toy trains.

## ORANGE VERSUS GRAY PLATFORMS

When it comes to identifying variations of the 197, collectors look first at the color of the platform (part No. 197-10). It stands out by sitting on top of the superstructure (tower sides) and was molded out of either orange or gray plastic.

According to the sixth volume of *Greenberg's Guide to Lionel Trains, 1945-1969*, Lionel molded the platform in orange for 1957 and gray one year later. Since gray is the more common color, Lionel could have used it in 1957.

Looking for answers, we went first to the full-color consumer catalog for 1957. As previously stated, the platform was shown as orange on page 45. But the illustration of the 197 on page 15 of the same catalog had the platform as gray.

How could that be? Did the commercial artist working on the consumer catalog pick those two colors out of thin air? Obviously not, as Lionel probably provided more than one example from which

to choose, or that artist just used his or her own creativity by doing a little research by visiting local airports.

Regardless of why the illustrations differ, examples of the 197 Rotating Radar Antenna having either an orange or a gray platform were manufactured, assembled, packaged, and sold (a series of steps identified by the acronym MAPS) in 1957. Observation of actual models has made this point quite plain.

Key to our investigation is a mint and boxed example of a 197 purchased in 1966 at Edward C. Minas, a retailer in Hammond, Ind. It has a gray platform and has an instruction sheet (part No. 197-31) dated (9-57). Does this count as "authoritative documentation"? It's close but not exactly what we're looking for.

## PRODUCTION SAMPLE

Owning a mint and boxed 197 with an instruction sheet dated September of 1957 didn't seem sufficient for proving beyond a shadow of a doubt what Lionel had done. Where to turn next? Lionel production samples of certain parts or completed products can offer a specific date when an item was removed, tagged, marked, and placed in a predetermined holding area for supervisors and others to use for future company expectations or careful evaluation of a product.

A Lionel production sample, dated 10/10/57, does provide authoritative documentation that orange plastic platforms were available in 1957. Even so, it's not clear how much time may have elapsed before that tag was actually applied.

## PRODUCTION RECORDS

Surviving Lionel production records might provide the answer. The 197 was referred to as a "Radar Warning Tower" in Lionel's 1957 Separate Sale Production Program. That document indicated that 21,000 units would be manufactured with delivery dates in September and October of that year.

Knowing that gray platforms are more common than orange (possibly twice as common), we hypothesized that orange platforms were made during the first production run. Gray ones, we concluded, were made during the second run.

However, whether Lionel made the same quantity of each color—10,500 gray platforms and 10,500 orange ones—remains uncertain without more data.

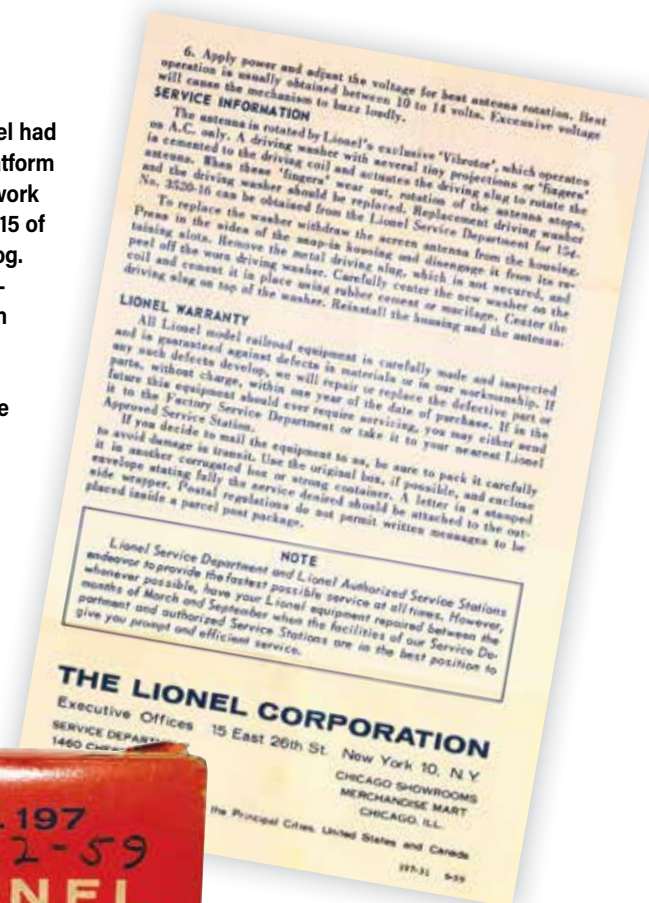
Still, let's give it a try. Production records from 1958 specified a quantity of 12,500 Radar Warning Towers, including 2,700 left over in inventory. The balance (9,800 examples) was going to be delivered in June of that year.

Taken as a whole, 197s with gray or



One indication Lionel had a 197 with a gray platform in 1957 was this artwork of the item on page 15 of the consumer catalog. The artist almost assuredly worked from an actual example.

A production sample of a boxed 197 from 1959 with a gray platform included an instruction sheet dated 6-59. It gave further proof Lionel made the item in 1959.



orange platforms were undoubtedly available from inventory. The consumer catalog for 1958 showed a 197 with a gray platform on the front cover; one with an orange platform was on page 4.

Why in 1957 and '58 did Lionel illustrate the 197 with a gray platform in one place and a 197 with an orange platform in another? Wasn't it selling just a single Rotating Radar Antenna? Why wasn't one illustration of the 197 enough?

For a manufacturer like Lionel, it made good business sense to place different illustrations of the same item in its yearly catalogs. Doing so gave potential buyers more than one look and so possibly heightened their interest in any new or carryover items, especially when being shown in an attractive scenic format.

It therefore seemed logical that Lionel manufactured 9,800 examples of the 197 with a gray platform. Added to the 10,500 listed meant a total of 20,300.

## SPECULATING ABOUT 1959

Lacking 1959 production records, we can nevertheless speculate that Lionel made approximately 2,250 examples of the 197 with a gray platform.

First, the quantity of 197s produced in 1958 was about 46% the number made in 1957. We estimate that no more than half that many were made for 1959 (23% of

9,800 units is 2,250 with gray platforms). Adding 2,250 units to the

20,300 units from 1958 gives a total of 22,550 units. And that latter number is about twice as great as the 10,500 units with orange platforms.

Second, the full-color consumer catalog for 1959 continues the trend of showing a couple of 197 Rotating Radar Antennas with different platforms. One with a gray platform was shown on page 5; one with an orange platform was shown on page 41. This suggests both versions were still available in 1959.

Third, the production sample of the 197 for 1959 has a gray platform, along with the brand-new "Window Box" and a new instruction sheet dated 6-59.

## FINAL WORD

All the aforementioned research and documentation left us confident that Lionel had manufactured 197s with a gray platform in 1957. Yet we still didn't feel absolutely positive about that fact. Something authoritative was still missing.

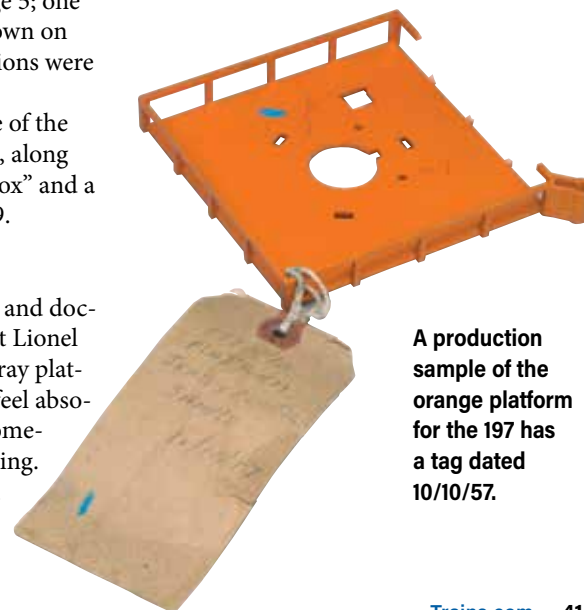
Recently, we came across and examined an Inter-Office Communication from the Lionel

factory. Dated October 17, 1957, it was intended for Charles V. Giaimo, who administered all departments at the plant. The Inter-Office Communication stated that the 197-10

Platforms were being replaced by Gray (Stock No. 687), because of issues with the colored material being used.

Bingo! The "authoritative documentation" we've been looking for! **CTT**

Thanks go to Ed Dougherty, Bob Jacobson, and Todd Wagner.



A production sample of the orange platform for the 197 has a tag dated 10/10/57.



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Add oil to wheels, gearboxes, bearings, and more in just a few steps

STORY BY LUCAS IVERSON // PHOTOS BY CODY GRIVNO



If you've owned a modern steam locomotive for a while, it may be time to lubricate it. Lucas will walk you through the steps of how and where to apply the lubricant.



You'll need a locomotive cradle, a small screwdriver, and the appropriate lubricators to properly lubricate your steam locomotives.

## RUNNING AND VALVE GEARS

First, let's look at the locomotive's running and valve gears. A light oil is highly recommended for the proper lubrication while preventing the attraction of debris looking to find its way into the constantly rotating parts. Labelle Lubricants' Nos. 107 and 108 oils with needle applicators are my choices, and they are available separately or together in packages.

Apply the light oil at every pin and screw connecting the multiple rods and linkages. The connections between the side rods and the driving wheel are especially vital. When applying oil, always try to apply less than you think necessary.



Apply the light oil at every pin and screw connecting the multiple rods and linkages, especially the side rods.



Find the Labelle lubricants mentioned here in the Trains.com store.

## AXLES

Lubricating O gauge steam locomotives, as with diesels and rolling stock, involves the bearings to the wheel axles. Include all the wheels: drivers, engine, and trailing and tender trucks. Keep in mind the different placements of the bearing boxes along each axle before applying the light oil — Labelle No. 107 with its needle applicator.



Keep in mind the different placements of the bearing boxes along each axle before applying the light oil.



Removing the screw underneath the frame reveals a cavity that will partly expose one of the gears well enough to apply the grease.

## GEAR GREASING

Most steam locomotives have their gear boxes enclosed, running along the middle of the driving wheel axles. Depending on the size of the model, you may have to remove the body from the frame to gain sufficient access. Please refer to your product's instruction manual if you're unsure. Other locomotives will have multiple screwheads at the bottom of the frame with "GREASE" inscriptions next to them. Remove the screw to reveal a cavity that will partly expose one of the gears well enough so you can apply the grease with only a little disassembly.

Unlike light gear lubricants intended for



any normally exposed components, micro gear grease with PTFE (Teflon) can be safely used on any concealed gears without your having to worry about it collecting debris. I'm using Labelle No. 106, applying just a single dab into the cavity. Again, less is more.

Mileage will determine how often you need to lubricate your locomotives during a typical year. Based on the amount of operating time for my fleet of O gauge steam engines, I usually lubricate each of them every six months. As tedious as the task can be, especially when tackling Big Boy-sized models, it's worth it for better reliability. **CTD**

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The Lionel No. 11435 VisionLine Big Boy is a great engine, but the story behind Chris acquiring it is even better. Photo by the author

# Lionel No. 11435 Big Boy

THIS O SCALE STEAMER IS DWARFED BY THE GOODNESS OF HOBBYISTS

## Which locomotive means the most to you?

It's difficult to pinpoint just one I love above the rest, but I think my Lionel No. 11435 VisionLine Big Boy has to be the one for this article. This may seem like a cliché: oh, of course the biggest and probably most expensive locomotive, how original! The reason I'm selecting the Big Boy is because of the story behind it.

### HOW DID YOU ACQUIRE IT?

I was on the hunt for this model in 2016, well after it had been delivered from its initial offering in 2014. I was not in the financial position to spend \$2,000 on a model, even if the MSRP was \$2,699.

I happened to be scrolling through an online train forum and saw one for sale. The member posted it for well under \$2,000. Turns out it was a gift from his wife, and USA Trains had just announced

the large scale Big Boy, which he thought would look better than the O scale version.

I messaged him and offered a little under the asking price. He countered at a price I was thrilled with. However, I didn't have the money and I didn't want to use my credit card. I asked the seller if he could give me a day or two to sell some other engines to pay him in full.

Here's where it gets interesting. The seller offered to accept installments and would ship it after the first payment. I had more than enough to cover half the cost of the engine, which I promptly sent him. I had a VisionLine Big Boy at my doorstep four days later. The engines I listed sold within a week, and he was soon paid in full.

### WHAT MAKES IT SPECIAL?

This story of my Big Boy is one of my favorites because it illustrates the type of people who are in the hobby and therefore makes this model special to me. Folks here support one another and instill a level of trust in each other.

I haven't seen this model for sale within \$800 of what I purchased it for in 2016. It's fortunate that I happened to be scrolling on the internet at just the right moment. The Lionel VisionLine model reminds me of that story whenever I run it, and that's what makes it special.

I hope that I'm able to model similar personal characteristics with those whom I interact through this hobby. Getting this locomotive for a great price is nice, but the story behind the acquisition is worth so much more. **CTT**

**CHRIS MONTAGNA**  
is a contributing editor for CTT. See more on Chris's Trains & Things channel on YouTube.



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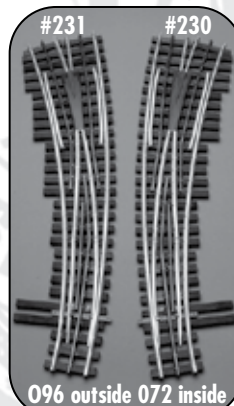
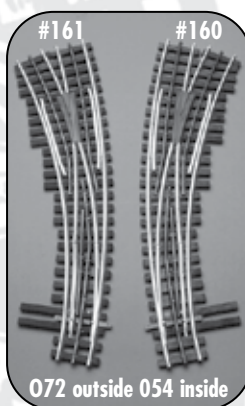
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# *New details about* LIONEL'S NO. 3530 OPERATING GENERATOR CAR

Postwar experts keep learning more

STORY BY ROGER CARP

**T**he publication of a new book about vintage toy trains generates plenty of excitement in the hobby because collectors and operators constantly want to learn more. Little wonder the arrival of *Authoritative Guide to Lionel's Postwar Operating Cars* from Project Roar Publishing in 2005 motivated many people to spend more time studying the innovative and entertaining operating boxcars, dump cars, and many others.

A second printing of that influential volume by Joe Algozzini and Emanuel Piazza provides more details on packets and instruction sheets, enhanced photos and visual annotations, and sharper images. Among the models updated in the 160-page book is the No. 3530 Operating

Generator Car, cataloged by Lionel from 1956 through 1958. Let's turn our attention to a car with several unique features.

## **SPECIALIZED FREIGHT CAR**

The toy train market was undergoing significant changes in the middle of the 1950s. By 1954, both the Lionel Corp. and the A.C. Gilbert Co. had revamped their rosters of freight cars to the point that they had all basic car types covered. Modern tank cars, gondolas, refrigerator cars, open and covered hoppers, and boxcars filled the O and S gauge product lines of the two giants of the North American market.

As a consequence, the designers of Lionel and American Flyer trains made efforts to discover and study other, more

specialized kinds of contemporary rolling stock. Their research helped them discover flatcars and boxcars that had been modified by railroads or industries to safely and efficiently transport specialized loads, especially autos, tractor-trailers, construction equipment, and generators.

Of particular interest to men working under the direction of Chief Engineer Joseph Bonanno at the Lionel factory in northern New Jersey was a novel piece of equipment developed in the early 1950s by the Electro-Motive Division of General Motors. To their good fortune, EMD sent to the Engineering Department several photos and descriptions of its latest equipment, including "Motive Power Units."

The first such pieces reached customers



◀ Lionel based its No. 3530 Operating Generator Car on a prototype from the Electro-Motive Division of General Motors. The most thorough and up-to-date account of the O gauge model appears in the brand-new printing of *Authoritative Guide to Lionel's Postwar Operating Cars* (projectroar.com). Photo by Joe Algozzini

To replicate the 1,000-kilowatt mobile power station, designers started by creating a new body shell similar in size and appearance to the one used for 6464 boxcars. Workers molded the shell of blue polystyrene and painted a white lightning-bolt stripe across each side. They painted the doors a matching shade of blue. White graphics were hot-stamped on blue plastic; blue graphics were hot-stamped on white.

The orange generator looked familiar to anyone who owned a searchlight car. As for the floodlight itself, Lionel borrowed the new type held by a magnet to the base of the No. 3650 Searchlight Extension Car, which also made its debut in 1956.

### HOW IT WORKED

Lionel introduced the 11-inch-long Operating Generator Car in 1956, but it elected to offer the 3530 only as a separate-sale item priced at \$12.95. As noted in *Authoritative Guide to Lionel's Postwar Operating Cars*, changes were still being made to the appearance of the novel car between the time the annual advance catalog was issued at the start of 1956 and when the consumer catalog arrived in the early fall. Precisely how parts and graphic details were altered during the car's production

run were outlined in depth in that book, including the new printing.

Regarding how to operate the 3530, owners were directed to the instruction sheet. They first connected wires from the car to the transformer pole and searchlight. Next, they parked the car on a siding or main line. It picked up current from the rails via a contact roller, which in turn directed current from the active rails to the pole and the searchlight through a pair of green wires ("cables") clipped to the two terminals mounted on the roof of the car. Manipulating a switch attached to the left-hand door activated the light inside the generator car and set off a humming sound intended to simulate the creation of energy. Meanwhile, the searchlight was beaming brightly.

The show put on by the Operating Generator Car must have been a hit with consumers because Lionel executives not only brought it back for a second year in 1957 but they also used it in two cataloged O gauge outfits: the Nos. 2291W and 2295W. A year later, the 3530 was packed in just one O gauge set — the No. 2519W. It was dropped from the line after 1958 and so was no longer made available for separate sale at \$12.95. **CTT**

in 1954. They were, in essence, boxcars housing a standard 567 motor plus a generator usually made by EMD. The mobile units served to supply electric power for carnivals and other businesses that traveled or areas crippled by a natural disaster and therefore in need of electricity.

A clever member of Bonanno's staff realized a model of such an interesting piece of rolling stock, combined with an operating searchlight, would delight kids.



This detailed photo from the new printing of *Authoritative Guide to Lionel's Postwar Operating Cars* outlines in detail how parts and graphics were changed by Lionel.



# BUILD A PORTABLE MULTI-LEVEL LAYOUT

This compact line is lightweight, movable, and fun to operate

STORY AND PHOTOS BY PETER H. RIDDLE



This layout measures 5½ x 8 feet and was built in lightweight sections that can disassemble. The middle section is recessed and became a canal and wharf. You could instead elevate the middle to become a hill or mountain.

The train yard serves freight and passengers. The diner is a converted Lionel No. 2400-series coach from postwar days.

**W**ouldn't it be wonderful if we were able to take our layouts with us when we move? Or perhaps you would like to display your layout in a temporary location, such as a library or a hospital children's ward? A portable layout can meet these needs.

The minimum area for an O or S gauge railroad is probably 4 x 8 feet, conveniently accommodated by the availability of plywood sheets in that size. However, it is difficult to create an interesting track plan within those confines.

If we widen the layout by a mere 18 inches, new possibilities open up. For proof, just look at the photos on these two pages and the accompanying illustrations.

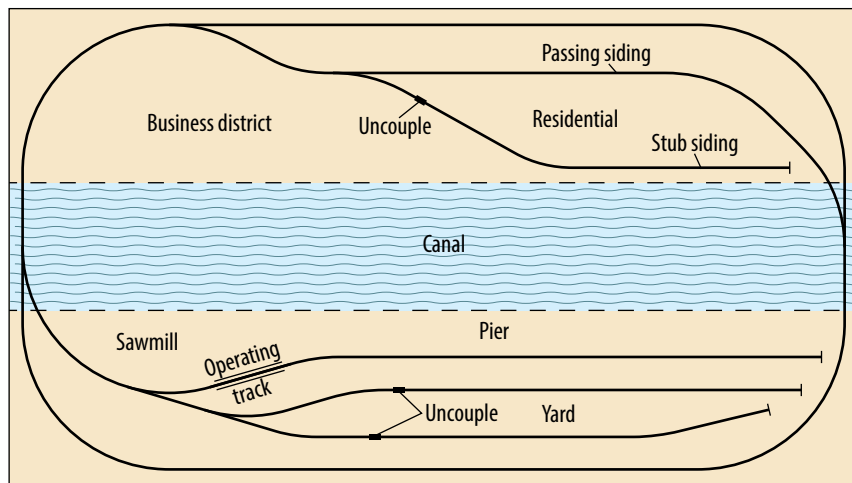
There's room for scenery in separated areas: a small town, a railyard, an operating sawmill, and plenty of track-free space in the center for scenery. While I devoted this area to a canal and wharf, it could be an industrial complex, a town or city, an amusement park, or a forest or prairie.

As a bonus, this compact layout (only 44 square feet in size) may be made completely portable. If built in a conventional manner, it will be a relatively permanent structure, too heavy to move easily and too wide to pass through standard-size doors. In fact, any type of construction that depends primarily on lumber will be too heavy to be practical for portability.



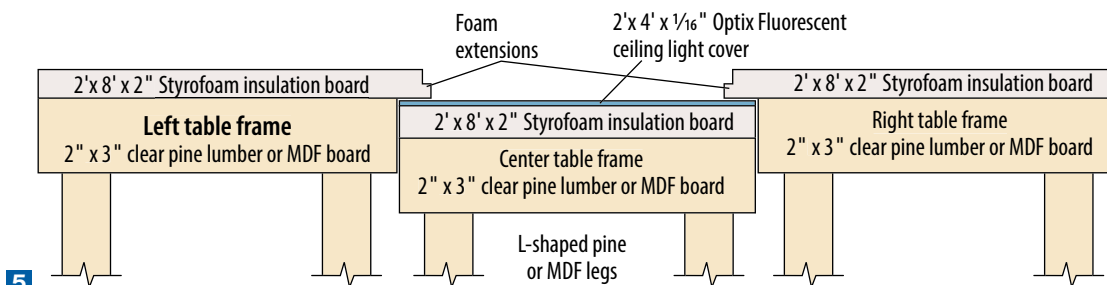
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**Simple table construction keeps the weight of the layout low (lightweight pine lumber and Styrofoam tops). Nail-in furniture gliders on the bottoms of the legs make the tables easy to move. You can add casters with wheels instead.**

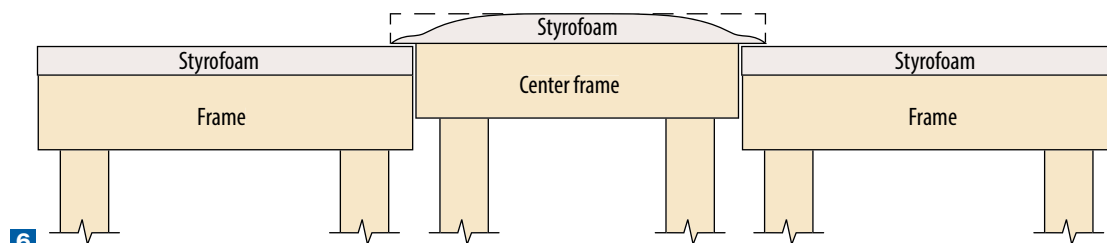


illustrations by Kellie Jaeger

4



**Combined tables, end view 5'-6\"/>**



**Raised center option**





**7** The left and right tables of the layout overlap the center table to form the walls of the canal. The edges of the layout are trimmed with window casing and quarter-round molding.



**8** Two shades of commercial blue paint that nicely show through the translucent plastic light cover suggest varying depths of water in the canal. A simple yet highly effective visual effect.

My new layout is almost feather-light by comparison. The tabletops are made from sheets of Styrofoam, with support structures made from pieces of 1 x 2 and 1 x 3 clear pine lumber. Styrofoam is also good for creating scenery — easy to carve into hills and tunnels or hollow out to make ponds, lakes, or valleys.

## STARTING THE BUILD

To build my canal railroad, I first designed three 2 x 8-foot tables that I arranged side by side. If they were all the same height above the floor, I would have had a flat area measuring 6 x 8 feet. I wanted my canal to be 8 scale feet (2 inches) below the surrounding land, so I built the center table 2 inches shorter.

I constructed box-shaped frames and L-shaped legs for the tables, one of which is shown in **Photo 1**. The top surface is a 2 x 8-foot sheet of Styrofoam insulation that's 2 inches thick. Table construction is beyond the scope of this article, but plans and instructions may be found in past issues of *Classic Toy Trains* and other publications from Firecrown Media.

Two of the tables measure 34 inches from floor to top, while the center table is 2 $\frac{1}{16}$  inches shorter. The frames are 8 feet long, but only 21 inches wide, which allows the foam tops of the outer two tables to overhang their frames by 3 inches

on one side. In addition, they both overlap table in the center by 3 inches to represent concrete walls that are 8 scale feet (2 inches) high.

Sheets of Styrofoam insulation are manufactured with narrow side extensions to overlap with each other and form an airtight seal in the walls of homes. I used the extensions to form stepped walls on both sides of the canal (**Photo 2**). As noted, the assembled layout shown in **Photo 4** measures 5 $\frac{1}{2}$  x 8 feet.

To create the canal, I painted the top surface of the center table with medium and light shades of blue paint to simulate deeper and shallower water. I covered it with two 2 x 4-foot sheets of Optix Fluorescent Ceiling Acrylic Lighting Panels (No. 1435020A) laid end to end. These  $\frac{1}{16}$ "-thick translucent panels come with different surface textures, one of which, called "Cracked Ice," closely resembles the wind-blown surface of water (**Photo 8**).

The left side of **Photo 7** shows the three tables coming together before the addition of track and bridges. I painted the surfaces that will be exposed to look like concrete. I trimmed the sides of the tables with  $\frac{1}{2}$ "-wide decorative window casing and quarter-round molding, also painted gray.

The three tables may be configured in

different ways, depending upon the type of scenery desired in the middle of the layout. For example, if the center table legs are 2 inches longer than the legs on the outer tables, they can provide an elevated area (**Photo 6**). In this case, the frames of the outer tables measure a full 24 inches wide, while the center table frame is only 18 inches wide. The top overhangs 3 inches on each side.

Styrofoam insulation is easily carved to almost any shape with a knife or more easily with an electric foam cutting tool. Layers can be cemented together to form hills, mountains, and tunnels, or they can be hollowed out to make valleys or ponds.

Once the tables were joined together, I installed the Lionel FasTrack, inserting the wiring leads through holes punched in the Styrofoam. I used 2 $\frac{1}{2}$ " No. 6 wood screws to secure the track to the surface. (Styrofoam insulation is dense enough to hold these long screws tightly.) I also punched wiring holes for operating accessories, such as the sawmill, lighted buildings, and the transformer and control switches and push buttons (**Photo 9**).

To simplify hooking up the wiring, I placed each of the outer tables on its side atop a long table (**Photo 10**). This allowed me to connect everything from the comfort of a chair or stool, rather than sitting crouched on the floor to work overhead beneath the layout. The wiring is kept neat and secure with nylon cable ties and plastic "staples" with attached nails that can be pressed into the Styrofoam.

Track power, ground, and accessory circuits are routed from the left table to the right one through a disconnect-type wiring harness, such as an automotive



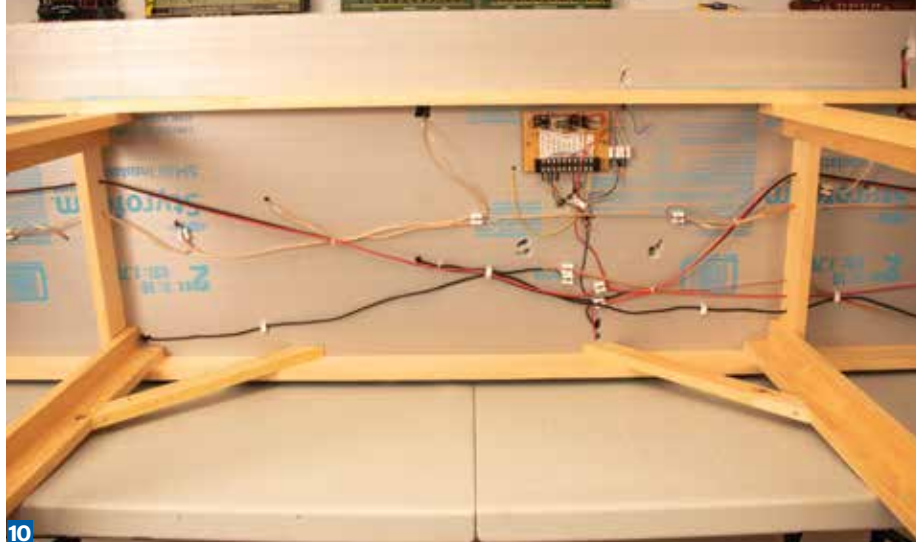
**9** The control panel is located on a corner of the left table. The wires are routed underneath to the various switches, buttons, and controllers. From there they go to the track and accessories.

trailer hitch lighting connector. This harness bypasses the center table, which does not require any electrical connections. If your center table contains buildings, lights or animations, a second disconnect harness will be required.

I tested everything under power to be sure it all worked. I then installed brass cabinet hardware on both ends of the layout (visible along the bottom right portion of **Photo 1**) to hold the tables tightly together and in proper alignment when they were assembled.

Next came the installation of buildings and scenery. With nothing farther than about 2 feet from a table edge, this was an easy and enjoyable task. Small details (figures, picnic tables, children's toys, and lobster traps), are attached with CA (cyanoacrylate adhesive), commonly called "super glue" (**Photos 2 and 11**).

The final step was to add items not permanently attached to the tables. These details included ceramic buildings and other structures, pairs of the bridge supports at either end of the layout, vehicles, and boats — and the trains, of course.



**10** To make wiring the layout easier, the author recommends elevating and rotating the table. It proves to be more comfortable than sitting on the floor and working above your head.

When moving the layout any distance, you must detach the bridges and approach track sections when separating the tables. These items and loose details can be packed in boxes for transport.

If the layout is going to another room in the house or to a nearby home within walking distance, each of these rigid yet lightweight tables can easily be carried by two people. For somewhat more distant

moves, you'll most likely need a long-bed pickup truck or a cube van. And for long-distance or cross-country moves, you should contact a van line with a reputation for handling fragile items.

Transporting this portable O gauge layout involves a little work, but far less than tearing it down and rebuilding it from scratch in a new location. I hope you'll consider my method and give it a try! **CTH**



**11**

Some folks who live on Main Street are employed by the seafood canning company located across the harbor. The lobster boat and skiff (center) are kits from Frenchman River Model Works; the rowboat is from Arttista; and the canoes are from Woodland Scenics. Vehicles come from different manufacturers, and the trains handling the movement of freight and people are by Lionel.





## American Flyer's No. 807 Boxcar

THE "COOKIE BOX" TANTALIZED SWEET-TOOTHED S GAUGERS

The postwar era saw the introduction of boxcars with eye-catching paint schemes and memorable nicknames as railroads set out to expand their services and win over more customers. Some of the most famous of them were Baltimore & Ohio Time-Saver Service, Bangor & Aroostook State of Maine Products, and Missouri Pacific Eagle Merchandise Service. Also renowned were the "Cookie Box" boxcars operated on the Denver & Rio Grande Western.

Toy train manufacturers, always seeking to satisfy their loyal fans and broaden their audience, paid close attention to what was happening on full-size railroads. No surprise then that the giants of the field — the Lionel Corp. and the A.C. Gilbert Co. — brought out miniature versions of the most impressive boxcars for their O and S gauge rosters. Curiously, while Lionel planned but never finished creating a Cookie Box model, the American Flyer line featured a pair. Let's turn our attention to the first of them, the No. 807, cataloged in 1957.

### THEY DID EXIST

What designers at the Gilbert Co. developed for the lineup in 1957 did exist. Cute as the American Flyer 807 and its successor (the No. 24039 cataloged in 1959) were, they represented more than what an imaginative employee dreamed up to entice kids. The Denver & Rio Grande Western RR owned a whopping 77 of them.

Among the businesses in Denver using the D&RGW for shipping its finished goods was a massive bakery located west of the railroad's North Yard. It was owned by Bowman Biscuit Co., itself a division of United Biscuit Co. Bowman would later change its name to one recognizable from coast to coast: Keebler. Everyone is familiar with the cartoon elves used as its mascots.

Bowman typically sent off its cookies, pastries, and other delectables as single-car shipments to its distribution centers scattered throughout the western part of the country. Therefore, it made good business sense for the D&RGW to rebuild some of its standard

40-foot boxcars to handle that specialized service.

The modifications to rolling stock made by the Pressed Steel Car Co. took place between 1949 and 1961. Besides adding insulation and plywood doors to the interior of each brown boxcar, the railroad repainted them. The 10 cars redone in 1949 were painted white with black ends. The 37 cars redone in 1954-55 and the 30 cars redone in 1961 were painted an aluminum color with black ends. All of them had black lettering with the "Cookie Box" log in red.

### GILBERT'S TURN

The Cookie Box insulated boxcars made headlines in the railroad industry, and executives at the Gilbert Co. thought kids would fall in love with an S gauge model they envisioned as brimming over with baked sweets of every kind. So, with the American Flyer line expanding in 1957 with a handful of slightly simpler and less-expensive types of freight cars in the new No. 800 series, key decision makers concluded

that the time was right to include a Cookie Box car.

The 807 had a white plastic body that typically was left unpainted; scarce and highly valued examples painted either cream or white have been reported. As opposed to the more deluxe boxcars in the No. 900 series, the 807 did not come with doors that could be slid open or shut. Again, rare examples did have them.

According to the first volume of *Greenberg's Guide to American Flyer S Gauge* (1997), the plastic shell was secured to a Type I or Type II sheet-metal frame. Other features of the Cookie Box car included a one-piece brake wheel, Type 9 sintered-iron side frame trucks, knuckle couplers, and simulated door guides integral to the body or black metal door guides fastened with rivets. Examples in excellent condition go for less than \$50. **CT**

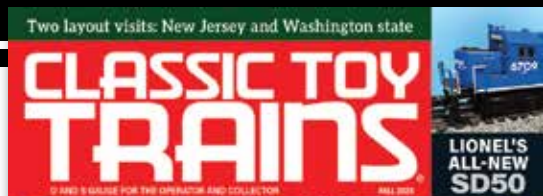
### LEARN MORE

You can read an article about the prototype D&RGW Cookie Box insulated boxcars on [Trains.com](http://Trains.com).

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## 5 Fun features

### COMPACT O GAUGE LAYOUT WITH MULTI-TRAIN OPERATION

STORY BY WESLEY E. SWARTZ  
ILLUSTRATIONS BY KELLIE JAEGER

#### MY SUBMISSION TO THE CONTEST HAS FIVE BASIC FEATURES:

- ① A double reversing loop
- ② Multiple loops for simultaneous operation of several trains
- ③ Interconnections between the multiple loops
- ④ Two levels of track
- ⑤ A ramp connecting the two levels of track

My Uncle Jim incorporated many of these features in the layouts he built at Christmas between 1956 and 1994. His layouts were made with Lionel O gauge tubular track. Later layouts added an independent Super O loop with a siding. This FasTrack plan does not duplicate any of my uncle's layouts, but it does incorporate all five features for operating fun.

Track on the first level is blue (beginner track plan) and black (full-size track plan); track on the second level is green; and track on the ramp connecting the two levels is red. I have not shown placement of power track sections, but I recommend ample use of Lionel No. 12053 power wires spaced to minimize voltage drops due to resistance through the track joints.

The room is 9 x 11 feet with a small operating/observing area accessible from the entrance doorway. The pond should be lower than the first-level track via a lowered cutout. I used ¾"-thick pine boards and plywood, which are sturdy for walking/crawling on top for construction and repairs, with 2 x 4s and 2 x 6s spaced 2 feet apart for underneath support.

I had ample ¾" materials; otherwise

½"-thick plywood would be sufficient with reduced spacing of the underneath support. Not shown is needed additional support under the second level of track.

Note the double reversing loop as the innermost circuit of track. A starter layout could begin with this double reversing loop (Fig. 1). A train can go around the oval or reverse back and forth on the dog-bone reversing sections. A siding provides the first portion of the exit of Fig. 1, going clockwise into the next two concentric loops via long connecting paths that can also serve as sidings.

The third loop has a connecting path back to the second loop, which connects to the ramp going to the second level. The second level has a small loop and a reversing path that can send a train back down a path going counterclockwise and eventually returning to the double reversing loop.

For multi-train operation, the loops are electrically isolated with either No. 12060 insulated block 5" sections or No. 12073 1¾" straight sections with the jumper wires removed. Four trains can run on the independent loops using the four main throttles of the type-ZW transformers. The other four ZW outputs provide ample power for the accessories. Running just one train can also be interesting because of the complex routes it can take.

My choice of accessories was mostly from my own collection or something I would like to add. The turnout controllers shown are for O-22 and/or O-72 because my version of RRTrack had none for FasTrack turnouts. **CTD**

#### LIONEL ACCESSORY LIST

- 15 12038 FASTRACK TRESTLE
- 1 12730 GIRDER BRIDGE
- 1 12772 EXTENSION TRUSS BRIDGE
- 1 12898 FLAGPOLE
- 1 12944 SUNOCO OIL DERRICK
- 1 12958 INDUSTRIAL WATER TOWER
- 1 12966 ROTARY BEACON
- 4 12968 GIRDER BRIDGE
- 1 14111 IR CONTROLLER
- 1 14152 133 STATION
- 1 22931 CANTILEVER SIGNAL BRIDGE
- 1 22944 OPERATING SEMAPHORE SIGNAL
- 1 2306 ICE STATION
- 1 24176 IRENE'S DINER
- 1 34108 SUBURBAN HOUSE
- 1 34122 BUNGALOW WITH GARAGE
- 1 37903 CELL PHONE TOWER
- 1 37944 WEATHERED WATER TOWER
- 1 62716 SHORT EXTENSION BRIDGE
- 1 9220 MILK CAR PLATFORM

#### LIONEL FASTRACK COMPONENTS

Quantity	Description/Number
3	1.375-inch straight (12073)
2	4.5-inch straight (12025)
4	5-inch straight (12024)
8	10-inch straight (12014)
2	30-inch straight (12042)
2	0-31 curve, 11.25-degree (81662)
11	0-31 curve, 45-degree (37103)
6	0-31 Fitter Curve (81662X)
3	0-31 right-hand TMCC track switch (81253)
2	0-31 left-hand TMCC track switch (81254)

#### LIONEL FASTRACK COMPONENTS

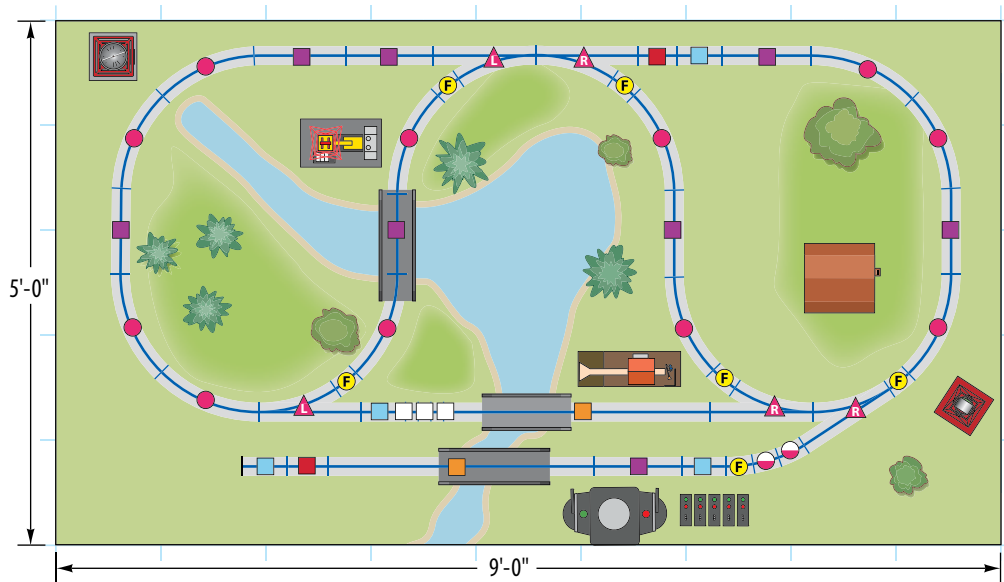
Quantity	Description/Number
6	1.375-inch straight (12073)
5	1.375-inch straight (12000X)
2	1.75-inch straight (12026)
6	4.5-inch straight (12025)
9	5-inch straight (12024)
2	5-inch Isolator (12029)
23	10-inch straight (12014)
1	10-inch Insulated Track (12027)
11	30-inch straight (12042)
2	0-31 curve, 11.25-degree (81662)
20	0-31 curve, 45-degree (37103)
10	0-31 Fitter Curve (81662X)
4	0-36 curve, 11.25-degree (12023)
1	0-36 curve, 22.5-degree (12022)
6	0-36 curve, 45-degree (12015)
11	0-48 curve, 30-degree (12043)
2	0-48 curve, 15-degree (16834)
16	0-60 curve, 22.5-degree (12056)
5	0-31 right-hand TMCC track switch (81253)
3	0-31 left-hand TMCC track switch (81254)
2	0-36 right-hand TMCC track switch (16825)
3	0-36 left-hand TMCC track switch (16824)
1	0-48 left-hand TMCC track switch (16830)
1	Operating track (12054)
7	Block Break (12060)

#### CONTEST WINNER

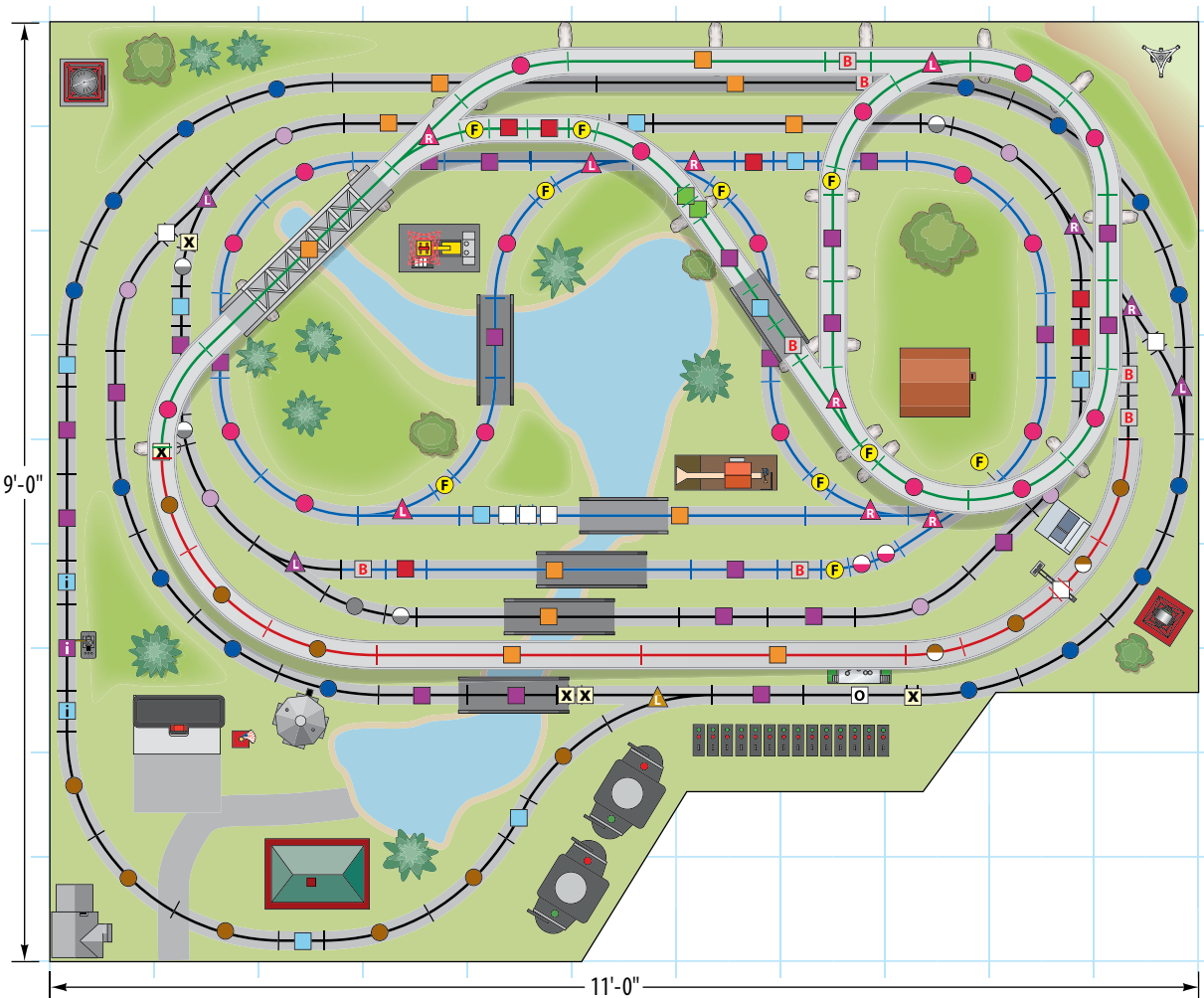
Classic Toy Trains and the Lionel Collectors Club of America congratulate Wes Swartz as the second-place winner of our recent contest. The first-place winner will be featured in the Summer 2025 issue.



**FIGURE 1: STARTER TRACK PLAN**



**FIGURE 2: MULTI-LEVEL TRACK PLAN**







# ONE AND DONE FOR MARX TRAINS

Short-lived venture into the world of trading stamps

STORY AND PHOTOS BY JOHN LUCHIN JR.

**H**ow many readers of *Classic Toy Trains* who grew up in the 1950s and '60s remember trading stamps? Certain retailers, mostly grocery stores and gasoline service stations, gave minimal cash value paper stamps with each purchase in hopes of winning more loyal customers. The concept must have worked because by the postwar era there were many brands of stamps: Plaid, Top Value, King Korn, Blue Chip, Eagle, and Gold Bond.

By far the largest trading stamp brand was Sperry & Hutchinson (S & H) Green Stamps. It rivaled the U.S. Post Office for the number of stamps printed annually. Every time you spent a dime in a participating store you received one S & H Green Stamp to paste into a booklet known as an "S&H Quick Saver Book." You collected filled-up books until you had enough to exchange them at a Green Stamps redemption store for "valuable distinguished merchandise," such as housewares, appliances,

The Marx O-27 steam freight set shown running under the author's Christmas tree originated as a special promotional item that was available only through S & H Green Stamps in 1965.

furniture, tools, and sporting goods. And a huge variety of toys that included our favorite, electric trains!

### LIONEL AND THEN MARX

The first time the S & H Green Stamps catalog (known as "The Sperry & Hutchinson Company Ideabook of Distinguished Merchandise") had an electric train was 1960. It was a Lionel promotional outfit. For six books filled with pasted-down Green Stamps, you received a set consisting of a non-smoking steam locomotive and tender, four pieces of rolling stock, 10 sections of O-27 track, and a transformer. Lionel sets with this same mix of train, track, and transformer were represented for the next four years.

For "S & H Green Stamps Ideabook #70," printed in 1965, the offering was not a Lionel train set but one assembled by Louis Marx & Co. The set was identified by S & H as No. 6-P4812\*. The asterisk meant the train was available only at larger redemption stores; otherwise, it needed to be ordered specially by any of the smaller redemption centers.

The set, which was identified on the box as Marx No. 31875, was led by a No. 666 black die-cast metal steamer with a headlight but no smoke mechanism and a Union Pacific plastic slope-back tender. The 2-4-2 locomotive and its tender pulled four pieces of rolling stock: Nos. 51110

**The Sperry & Hutchinson Co., which issued trading stamps through the 20th century, did not offer an electric train until it unveiled a Lionel outfit in 1960. It made available for 1965 only a Marx O-27 set led by a No. 666 steamer with four pieces of rolling stock.**

Southern Ry. automobile carrier with four plastic autos, 43461 Pacific Fruit Express refrigerator car, 51170 Erie RR gondola, and 3900 Union Pacific caboose. Also included with the Marx set were 10 pieces of O-27 track and a 50-watt transformer.

### FURTHER THOUGHTS

I have examined two original boxed examples of Marx set 6-P4812. One has a Sperry & Hutchinson label indicating it was shipped from its store in Fort Worth, Texas, to its store in Oklahoma City, Okla. This suggests the train set was specially ordered. The other boxed example has only a small price sticker with the order number 6-P4812.

While researching Marx set 31875, I found a promotional photograph of a similar set labeled No. 52875 in the second volume of *Greenberg's Guide to Marx Trains*. The only difference was that it had a smoking locomotive as opposed to the non-smoker listed in the S & H catalog. Marx listed set 52875 in its catalogs for 1965 and 1966, only there the tender and

caboose were lettered for the New York Central rather than the Union Pacific.

Why did Marx offer S & H a steamer without smoke? Eliminating that feature would have lowered the wholesale cost and made Marx's price a competitive alternative to Lionel. Interestingly, the Marx set in the S & H catalog for 1965 didn't return a year later. In fact, no sets from Marx or Lionel were in the "S & H Green Stamps Ideabook" for 1966. Nor were any electric train sets ever offered again by the trading stamps giant.

According to *Authoritative Guide to Lionel's Promotional Outfits 1960-1969* (Project Roar Publishing), a Lionel set was planned for S & H in 1966, but for unknown reasons the order was later canceled. It might have been due to cost versus demand since by the mid-1960s toy trains were on the wane. Instead, Aurora slot-car raceways, Hot Wheels vehicles, and Motorific torture tracks were the new rage among young boys. Whether other trading stamp firms reacted in the same way remains to be learned. **CTT**



The S & H Green Stamps Marx train set was identified as No. 6-P4812. A close look at its set box revealed it was also identified as Marx No. 31875.





## Identifying original Lionel No. 773 Hudsons

TIPS TO TELL ONE FROM 1950 WITH A REPRODUCTION



The Lionel No. 773 Hudson steam locomotive and tender first cataloged in 1950 is one of the most desirable O gauge models of the post-war era. There are a few subtle ways to distinguish between an original and a Hudson Products reissue.

**Q** At toy train shows I attend I occasionally will see Lionel No. 773 locomotives for sale. I learned that in the past a Hudson Product Loco Conversion Kit (No. HPCT200) was available. How can you tell if a 773 Hudson is an original or a conversion that's been stamped 773? As you're well aware these engines aren't cheap, and I would like to be sure I'm getting what I want to be paying for. — *Rick Mirarchi*

**A** I'm not familiar with the conversion kit you mentioned, but I am familiar with the Hudson Products reproduction of the prewar Lionel No. 700E scale Hudson. The boiler made by Hudson Products, along with all the castings, is pewter whereas the original castings were fabricated out of a zinc alloy. In addition, the added trim found on the Hudson Products engine replicates what Lionel put on its 700E. Lionel did not include that trim on the 773. In fact, when Lionel introduced the 773 in 1950, it modified the boiler so separate details added to the 700E were molded in place.

The Lionel No. 6464-1 Western Pacific boxcar, like other cars painted silver, looks fantastic when new. But what do you do when the dirt takes over?



### Cleaning silver rolling stock

**Q** Any advice on how to safely clean a Lionel No. 6464-1 Western Pacific boxcar? Will anything improve the silver? What can remove stains and blotches? My question applies to some other silver-painted rolling stock. — *Leo Gordon*

**A** Sad to say but I've never come across anything that cleans Lionel silver without dulling it. If your boxcar is really filthy, getting it clean yet leaving it dull may be a trade-off you can live with. If it's fairly clean and bright with just a few stains marring the appearance, my advice is leave it alone and don't look too closely!

### Crossing gates won't work

**Q** I own several versions of the Lionel No. 152 Automatic Crossing Gate (prewar and postwar, plus the MTH remake of an original No. 152). All of them are in various states of inoperability following many years of regular use on my O gauge layout.

The problem tends to be that the arm on my crossing gate doesn't return to the "up" position. Adjusting the spring really hasn't helped. Could the spring/plunger have magnetized from repeated energizing of the coil? Has debris settled in the shaft where the plunger rides? Or do I need to lubricate the crossing gates? — *Max Theodore*

**A** Even if the solenoid plunger becomes magnetized, there's nothing for it to be attracted to. Dirt or debris may be hindering the movement. Also, if the spring is too tight, it will stretch until the gate won't go down and must be adjusted to ease the tension because there isn't enough strength in the spring to properly adjust.

I have always completely disassembled my Lionel crossing gates before cleaning and reassembling them. If the spring is stretched, you can cut a turn or two off it to make it the correct length. And the shaft will need to be carefully driven out. Last but not least, you should not forget to remove the solenoid from the bottom.

### K-Line steamer won't run

**Q** I recently took out of storage my K-Line No. K3688-4449W Southern Pacific Daylight GS-4 steam engine and tender to operate on my O gauge layout. Unfortunately, all the locomotive did was run a few inches and then stall before refusing to move. All its other functions, including RailSounds, smoke, bell, and whistle, work fine. I wanted to reprogram my GS-4, as outlined in the direction sheet, which said to turn the switch on the locomotive from "RUN" to "PROGRAM". However, I can't seem to find a switch labeled "no run-program." What suggestions can you share with me to get my K-Line steamer up and running again? — *Stephen Branch*

**A** The REV switch on your steamer is also the Run/Program switch. If all your

other functions work properly, reprogramming it may not be the issue. Check for binding of the drive train. Occasionally, the cast frame or wheels warp and bind things, which will explain why your steamer just crept and stalled. If attempted long enough while stalled, the motor or motor driver board may be damaged.

### Conventional to Legacy

**Q** I want to convert operation of my home O gauge layout from conventional operation to Lionel Legacy. I am currently running trains using a Lionel CW-80 transformer. Can I use the CW-80 with Legacy equipment? What other equipment will I need? — *Dean Saville*

**A** Lionel's website recommends a power supply with 7.5 to 10 amps of current to run Legacy trains. The CW-80, at just 5 amps, won't be able to handle the job. So, you'll need a larger power supply. You'll need a Legacy PowerMaster brick to talk to the remote control. And you'll need a remote control, such as

a Lionel No. 14295 Legacy Command Set or No. 37147 CAB-1/Base1 Command Set.

According to an email exchange between *Classic Toy Trains* Editor Rene Schweitzer and Lionel, if you want to use CAB-2, CAB-3, or BASE-3, you'll need a TPC300 or 400 that connects to the BASE3 via the LCS SER2 (the middle port on the back). You can also use a Legacy PowerMaster or PowerMaster 360 with a ZW-L transformer. This combination will require only that the binding post wire be connected to the BASE3. You can learn more by going to [control.lionel.com](http://control.lionel.com).

Rene points out that you can run Legacy locomotives that have Bluetooth using the LionChief app. You don't need the PowerMaster or remote control to use the LionChief app, but your locomotive must have Bluetooth installed for it to work. Some functions, like smoke output, may not be available in the LionChief app. Be aware that you need to remain trackside while using the app. If you step too far away from the layout, the locomotive will disconnect from the app. **CTT**

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**Events Rate:** \$45 per issue (55 word maximum). Ads will contain the following information about the event: state, city, sponsoring organization and name of event, meet, auction or show, dates, location, times, admission fee, name and/or telephone number and/or email of person to contact for information. Name, daytime telephone number and street address of the

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### Schedule of Events

**CO, DENVER:** Rocky Mountain Train Show. April 5-6, 2025. National Western Complex, 4655 Humboldt St., Denver, CO 80216. Saturday, 9:00am-5:00pm, Sunday 9:00am-4:00pm. 3 acres of model trains, all scales, 30 layouts, 700 sales tables, clinics and more. Admission \$15.00, under 12/scouts in uniform FREE. Discounted tickets available for military/first responders through VetTix.org. Free Parking. 303-364-0274, www.RockyMountainTrainShow.com

**FL, BROOKSVILLE:** Regal Railways presents Toy Trains & Hobby Show. Hernando Fairgrounds, 6436 Broad St., Brooksville, FL 34601. Saturday, May 17, 2025. 9:00am-2:00pm. Admission: \$6.00 adults, children under 12 free. Vendors and operating layout. Lunch available. Contact: Joe at 727-244-1341 or visit: www.regalrailways.com for more information.

**FL, CRYSTAL RIVER:** Regal Railways presents Toy Trains & Hobby Show. Florida National Guard Armory, 8551 W. Venable St., Crystal River, FL 34429. Saturday, April 12, 2025. 9:00am-2:00pm. Admission: \$6.00 adults, children under 12 free. Vendors and operating layout. Lunch items available. Contact Joe: 727-244-1341 or visit www.regalrailways.com for more information.

**FL, PINELLAS PARK:** Suncoast Model Railroad Club Train Show/Open House. Saturday, April 5, 2025. SHOW- New venue! Pinellas Performing Arts Center, 4951 78th Avenue N., Zip: 33781. 9am-3pm. Admission: \$8.00, Children \$3.00, under 11-free. Free parking. Tables: Event Planner, smrrclub@gmail.com, 727-523-1860. OPEN CLUBHOUSE: 12355 62nd Street North, Suite A, Largo, FL 33773. Admission: FREE. www.suncoastmrrc.com

**MI, LINCOLN PARK:** Lincoln Park Train Club Train Show (Buy & Swap). Saturday, March 29, 2025, 11am-3pm. JFK Memorial Bldg., 3240 Ferris Ave., Lincoln Park, MI 48146. Admission is \$5.00, under 12 FREE. Vendor tables are \$20.00. For more info: Bob @ 734-675-5712 or Henry @ 313-623-8581 or John @ 734-676-8645.

**NC, RALEIGH:** Neuse River Valley Model RR Club 8th annual SPRING INTO TRAINS Show: NC State Fairgrounds, Exposition Center, 4825 Trinity Road; May 3-4, Sat 9-5; Sun 9-4. Admission: \$10 covers both days, children 12 and under free w/adult. 300 tables of model railroading, 9 operating layouts. Contact Bob Witwer, bobwitwer@gmail.com, 919-632-0785; Visit www.nrvclub.net. Follow us on Facebook.

**NH, DOVER:** The Great Northern New England Spring Train Show. Dover Lodge of Elks #184, 282 Durham Road, Dover, NH 03820. Saturday, April 5, 2025, 10:00am-3:00pm. Admission: \$5 per person, children under 12 free. Exhibitor tables \$35, includes entrance fee. All scales, operating layout, railroadiana items, and food on premises. Contact Ed Martin, efmenter@aol.com or 603-362-4300

**NJ, BRICK:** ECTP and Collectibles LLC presents The Brick Train Show. Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, May 18, 2025, 9:00am-2:00pm. Admission: \$7.00; under 12 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Brick Show.

**NJ, TOMS RIVER:** ECTP and Collectibles LLC presents the Toms River Toy & Train Show. Elks Lodge, 600 Washington St., Toms River, NJ 08753. Sunday, April 6, 2025, 9:00am-2:00pm. Admission: \$7.00; under 12 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on Toms River Show.

**NJ, WAYNE:** ECTP and Collectibles LLC presents The Wayne Train Show. P.A.L. Hall, 1 Pal Drive, Wayne, NJ 07470. Sunday, March 23, 2025, 9:00am-2:00pm. Admission: \$7.00; under 12 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Wayne Show.

**NY, LINDENHURST:** Long Island Classic Train Show/Swap Meet. Fireman's Memorial Park, 555 Heling Blvd. (north of Hartford St.), Lindenhurst, NY 11757. March 16, 2025, September 14, 2025, and November 2, 2025. 8:30am-1:00pm. Adults \$5.00, under 16 free w/adult. 100+ tables. Handicap accessible. Contact: John Mitchell 917-596-3494 or John Miata 516-353-1751. Email: LIClassicTrainShow@hotmail.com

**OH, TOLEDO:** Greater Toledo Train & Toy Show. Owens Community College (SHAC), 30335 Oregon Rd., Perrysburg, OH 43551. Sunday, March 9, 2025. "Early Birds" 9am \$10. General 11am \$7. Children 12 and under are FREE with paid adult. Show runs until 3pm. Contact: Randy Ramsey, 1566 South Ave., Toledo, OH 43609, 419-215-4181, email: toledotomymasters@gmail.com, website: www.toymasters.org

**OK, GREATER TULSA AREA** Train Show. April 25-26. Rhema Ninowski Recreation Center, 1367 West Kenosha, Broken Arrow, OK. Friday April 25, 5-7PM; Saturday April 26, 9AM-3PM. Admission \$5, kids under 18 free. Operating Layouts, Door Prizes, Concessions. Over 100 vendors tables. Presented by Heartland Toy Train Association. www.HeartlandToyTrains.org

**PA, CHESWICK:** TRAIN SALE & SHOW: GET YOUR CABOOSE, TOO! Pittsburgh Shrine Center, 1877 Shriners Way, Cheswick, PA 15024. Saturday, April 5, 2025. 9am-3pm. Sponsored by the Fort Pitt Division of the Train Collectors Association. 200+ tables; new & used trains: all gauges. Please enjoy our event for \$5 (under 18 free). All are welcome! Info: www.HobbyTrainCollectors.org

**PA, HAWLEY:** Model Train Show & Sale. Hawley Fire Department, 17 Columbus Ave., Hawley, PA 18428. Sunday, April 13, 2025, 9:00am-2:00pm. Admission \$3.00, under 12 free with adult. Bill Delling, 618 Fern St., Hawley, PA 18428, 570-226-3206.

**PA, YORK:** Barry King Memorial Train Show, Reliance Fire Hall, 1341 W. Market St., York, PA 17404. April 21-23, 2025, 9 a.m.-5 p.m., Free admission. Tables available – \$60.00/table for all 3 days. For vendor info contact Todd Metcalf, 860-432-2124, trainsmore@aol.com. "Flyernut" Meeting Thursday, April 24, 7 p.m. in Orange Hall Meeting Room at the York Fairgrounds.

**RI, COVENTRY:** SNEC Toy Train Show. Sunday, May 18, 2025. Hosted by the local TCA chapter. Club Jogues, 184 Boston St, Coventry RI 02816. Show hours 9am-2pm, adult admission \$5, children 12 and under free. All gauges, open to the public. Vendor tables, operating layout, giveaways. Visit www.snechapter.org for show flyer and dealer reg forms.

**TN, BULLS GAP:** 3rd Annual Train Show 2025 sponsored by Bulls Gap Railroad Museum. April 11 & 12 at Bulls Gap Community Center (139 S Main St). Friday, April 11th, 9am-5pm; Saturday, April 12th, 9am-5pm. Admission: \$5. Children under 12 FREE. Table setup: \$20 (April 10th). Food and soft drinks available. Contact: Brittany 423-231-1555.

**WA, SPOKANE:** River City Modelers Spring Model Train Show, Spokane Fairgrounds, 404 N. Havana. Sunday, March 9, 2025, 9:30am-3:30pm. Admission: adults \$8, 12 & under free. 200+ tables of Railroad related items for sale, operating layouts, Free-MO, Operation Lifesaver & more. Free Parking. For table rental or general info, contact: Shirley Sample, 509-991-2317 or shirley@busnws.com

All listed events were confirmed as active at the time of press.

Please contact event sponsor for current status of the event.

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Summer 2025 closes April 9 • Fall closes July 9 • Winter closes October 7



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## Cereal heralds from the 1950s

Roger Carp was curious about a display Jim Hediger, former senior editor at *Model Railroader*, had placed in the old MR/CTT workshop. Learn about the metal railroad heralds found in boxes of Sugar Crisp cereal in 1955 and see the advertisement and the mail-away *Railroad Fun Book*.



## Lionel Nos. 2257 and 2357 Southern Pacific-type cabooses

These two O-27 cabooses changed the line of toy trains in notable ways. Senior Editor Roger Carp writes about how these items used injection-molding plastics technology to produce models faster and at a lower cost than earlier ones fabricated out of pressed steel.



## Add details to your layout

Contributing Editor Stan Trzoniec describes seven excellent ways to add interest and operating potential to your layout. From creating realistic trains to adding trackside details, he'll show you how to incorporate one (or all) of his great ideas.



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20217171 Burlington SD24 #501 .....	\$489.99
20217191 Lackawanna SD24 .....	\$489.99
20217241 UP SD24 #429 .....	\$489.99
2038521 Erie 0-8-8-0 #2600 .....	\$1499.99
2038631 B&A J-1E Hudson 4-6-4 .....	\$1259.99
2038651 NYC J-1E Hudson 4-6-4 .....	\$1259.99
2038931 UP Challenger 4-6-6-4 #3999 .....	\$1529.99
2038941 UP Challenger 4-6-6-4 #3989 .....	\$1529.99
2038951 UP Challenger Oil Tender .....	\$1529.99
2038961 UP Challenger 4-6-6-4 #3879 .....	\$1529.99

### MTH Rolling Stock

2091716 WM Center Cupola Steel Cab .....	\$69.99
2091750 UP B/W Caboose .....	\$71.99
2091751 N&W B/W Caboose .....	\$71.99
2091775 NYC 35' Woodside Caboose .....	\$71.99
2091776 NKP 35' Woodside Caboose .....	\$71.99
2091777 UP 35' Woodside Caboose .....	\$71.99
2092294 LV 2 Bay Hopper 6 Pk. ....	\$329.99
2092296 Keystone 2 Bay Hopper 6 Pk. ....	\$329.99
2092298 AC&Y 2 Bay Hopper 6 Pk. ....	\$329.99
2095482 NFW 55 Ton Gondola .....	\$60.99
2095511 SF Flat w/ Trailers .....	\$69.99
2095556 NYC Flat w/ Pup Trailers .....	\$74.99
2095557 SP Flat w/ Pup Trailers .....	\$74.99
2095641 BN Flat w/ Trailers .....	\$74.99
2095642 CP Flat w/ Trailers .....	\$74.99
2095644 C&O Flat w/ Trailers .....	\$74.99
2095660 PRR 34' Composite Hopper Car .....	\$64.99
2097395 Keystone 2 Bay Hopper .....	\$60.99
2097396 AC&Y 2 Bay Hopper .....	\$60.99
2099324 UP Sheathed Boxcar .....	\$60.99
3071057 PRR Boxcar .....	\$51.99
3071059 Raritan River Boxcar .....	\$51.99
3071072 NP 50' Modern Boxcar .....	\$50.99
3071131 US Army Boxcar Railing .....	\$53.99
3071132 SP Boxcar Railing .....	\$53.99
3071159 P&LE Boxcar .....	\$50.99
3071160 SF Boxcar .....	\$50.99
3071161 Southern Boxcar .....	\$50.99
3071162 NKP Boxcar .....	\$50.99
3073588 UP Modern Tank Car .....	\$53.99
3073590 NASA Modern Tank Car .....	\$53.99
3074859 Reading '40 DD Boxcar .....	\$44.99
3074874 NS 50' DD Plugged Boxcar .....	\$47.99
3076749 CSX Center Beam Flat .....	\$50.99

### MTH Trolleys & Hand Cars

305213 Transylvania Bump-N-Go .....	\$82.99
305216 Metropolis Bump-N-Go .....	\$69.99
305217 War Bonds Bump-N-Go .....	\$69.99
305226 Transylvania Bump-N-Go .....	\$82.99
305229 Market St. Trolley .....	\$69.99
305230 City Lines Trolley .....	\$69.99
305234 Christmas Oper Hand Car .....	\$69.99
305235 MOW Oper Hand Car (Tuscan) .....	\$69.99
305236 MOW Oper Hand Car (Orange) .....	\$69.99
305241 Halloween Oper Hand (Orange) .....	\$69.99

### **\*\*SALE ITEMS\*\***

#### O Locomotives

**Lionel Locos below are sold without warranty**

1933749 Reading FB Superbass B .....	\$315.00
2033600 Union Pacific SD70Ace .....	\$475.00
2131290 SP USRA Pacific 4-6-2 .....	\$1199.99
2133380 EL PA AA Set #862/#863 .....	\$799.99
2133620 SCL SW8 #19 .....	\$399.99
2133860 Lehigh Valley SW8 #253 .....	\$399.99
2134050 SF LionChief U36B .....	\$219.99
2134060 UP LionChief U36B .....	\$219.99
2134070 Seaboard LionChief U36B .....	\$219.99

#### Am Flyer LEGACY Locos

192120X 1/2 Clinchfield U36C .....	\$350.00
192123X 1/2 SCL U36C .....	\$350.00
1921232 CSX U36C .....	\$350.00
2021051 Citirail ES44AC #1201 .....	\$450.00

#### O Premium Sets

No Track and Transformer

**Mention this ad and receive 5% off these Premium Sets**

683092 Steel City Switcher 0-8-0 Set .....	\$1109.99
1922020 NKP Fast Freight LC+ 2.0 .....	\$709.98
1922030 Harding Funeral Train Set .....	\$1799.98
1922070 Pennsy Ltd. LC+ 2.0 Set .....	\$709.98
2022040 Manufactures Railway Set .....	\$719.98
2022110 CNJ Red Baron SD40 Set .....	\$809.98
2122050 C&A John Bull Set .....	\$949.98
2122070 ASA Packer Set .....	\$1979.98
2222030 BNSF Hustle Muscle Frt. ....	\$998.99
2222060 Amtrak Genesis LC Plus .....	\$899.99
2222090 NS 40th Anniv Set .....	\$1299.99
2322010 LV Camelback Legacy Set .....	\$989.99
2322030 Cumberland Valley Wayfreight .....	\$1349.99
2322040 Vision Big Boy Super Set .....	\$4049.99
2322050 Iron Hippo Legacy Set .....	\$2069.99
2322060 Union RR Hot Metal Train Set .....	\$1169.99
2322080 Santa Fe Fast Fruit Express .....	\$2249.99
2422020 Lehigh Gorge Scenic Railway .....	\$1079.99
2422040 M1 Middle Division Manifest .....	\$1799.99

#### American Flyer Rolling Stock

2019020 TP&W Freight Sounds Boxcar .....	\$99.99
2019030 NC&STL Freight Sounds Boxcar .....	\$99.99
2019040 Frisco Freight Sounds Boxcar .....	\$99.99
2019050 Vesuvius Crucible Frt Snds Box .....	\$99.99
201906X 1/2 Buffalo Creek Boxcar .....	\$45.99
201907X 1/2 Great Northern Boxcar .....	\$45.99
201908X 1/2 GB&W Boxcar .....	\$45.99
2119050 PRR Dep. Center Flatcar .....	\$56.98
2119080 Berk Woodside Reefer .....	\$48.98
2119090 Century Beer Reefer .....	\$48.98
2119120 Senate Beer Reefer .....	\$48.98
2119160 Polar Express Searchlight Car .....	\$49.98
211920X 1/2 CSX Gondola .....	\$48.98
211926X 1,4,5 C&O Hopper .....	\$45.99
2119330 Continental Tank Car .....	\$48.99
2119340 Hercules Powder Tank Car .....	\$48.99
2119350 Spartan Oil Tank Car .....	\$48.99
2119360 Staroline Oil Tank Car .....	\$48.99
2219010 Alaska Oper Log Dump. <b>SALE!</b> .....	\$74.99
2219020 BN Oper Log Dump Car. <b>SALE!</b> .....	\$74.99
2219030 UP Oper Log Dump Car. <b>SALE!</b> .....	\$74.99
221906X 1/2 B&O 2-Bay Covered Hopper .....	\$44.98
2219072 1/2 C&O 2-Bay Covered Hopper .....	\$44.98
221908X 1/2 RDG 2-Bay Covered Hopper .....	\$44.98
231902X 1/2 BNSF Autorack .....	\$74.99
231903X 1/2 CN Autorack .....	\$74.99
231904X 1/2 Ferromex Autorack .....	\$74.99
231905X 1/2 Southern Autorack .....	\$74.99

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O - Single Track (275-9124)  
O - Dual Track (275-9125)



**3-PIECE TRUSS & GIRDER BRIDGE SET**

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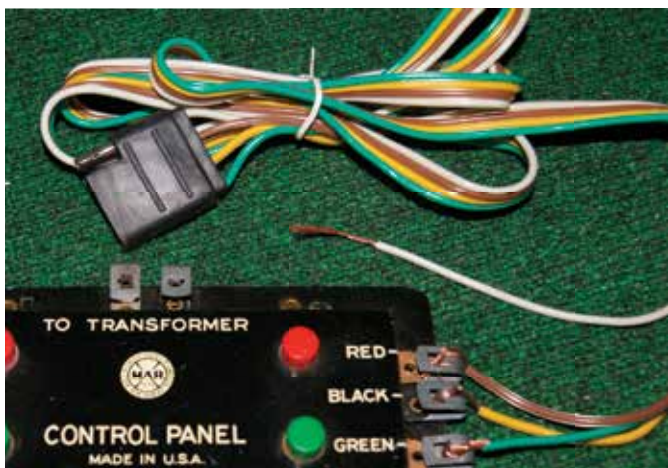




## Marker light replacement

I acquired a Lionel No. 736 Berkshire steam engine with a missing marker light and post. Here's how I took care of these common problems. I raided my parts bin and removed a marker light from an extra boiler front. Because of the soft metal, I found a box cutter could easily remove the marker light from the extra boiler front.

I drilled a couple of new holes, used a sewing machine needle shaft as a post, and glued on the new marker light. I added a new green jewel (available from parts dealers and hobby shops) and glued it into place. I used black touch-up paint to cover up the repair. Problem solved! – *Giles Dyelle*



## Cheaper source for wiring

O gauge switches typically need three- or four-wire bundles to operate. Buying those bundles under their respective brand names via retail can cost a pretty penny. Instead, I buy a wiring harness made for trailers and save time and money! The bundles of four or seven wires (14- or 18-gauge) are offered in 25-foot and longer lengths. The typical price for 100 feet of wire (already color-coded) is \$10. – *Carl Jacobsen*

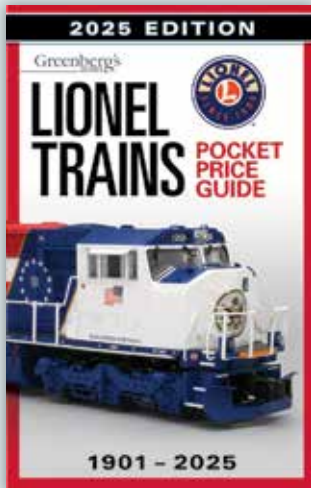
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## Easily paint small parts

I was trying to paint a couple of small parts and wondered how I could do it without touching them. So I decided to mount them in two small tree branches. When I spread the branches apart and inserted the parts, the pressure of the branch held them firmly. – *Mike Small*



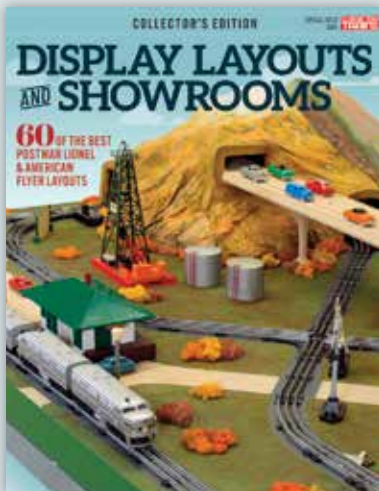
# YOUR TOP GO-TO RESOURCES!



The Lionel® Trains Pocket Price Guide is your go-to source for accurate and current market value information! Back with its 44th edition, this essential and easy-to-use resource is the most comprehensive price guide for all Lionel Standard, O, O-27, and OO gauge trains for the prewar, postwar, and modern eras.

MODEL	PRICE	PRICE
1441	100	100
1442	100	100
1443	100	100
1444	100	100
1445	100	100
1446	100	100
1447	100	100
1448	100	100
1449	100	100
1450	100	100
1451	100	100
1452	100	100
1453	100	100
1454	100	100
1455	100	100
1456	100	100
1457	100	100
1458	100	100
1459	100	100
1460	100	100
1461	100	100
1462	100	100
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1464	100	100
1465	100	100
1466	100	100
1467	100	100
1468	100	100
1469	100	100
1470	100	100
1471	100	100
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1474	100	100
1475	100	100
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1479	100	100
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1487	100	100
1488	100	100
1489	100	100
1490	100	100
1491	100	100
1492	100	100
1493	100	100
1494	100	100
1495	100	100
1496	100	100
1497	100	100
1498	100	100
1499	100	100
1500	100	100

Section 6 CLUB CARS AND SPECIAL PRODUCTION		
MODEL	PRICE	PRICE
1441	100	100
1442	100	100
1443	100	100
1444	100	100
1445	100	100
1446	100	100
1447	100	100
1448	100	100
1449	100	100
1450	100	100
1451	100	100
1452	100	100
1453	100	100
1454	100	100
1455	100	100
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1466	100	100
1467	100	100
1468	100	100
1469	100	100
1470	100	100
1471	100	100
1472	100	100
1473	100	100
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1482	100	100
1483	100	100
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1486	100	100
1487	100	100
1488	100	100
1489	100	100
1490	100	100
1491	100	100
1492	100	100
1493	100	100
1494	100	100
1495	100	100
1496	100	100
1497	100	100
1498	100	100
1499	100	100
1500	100	100



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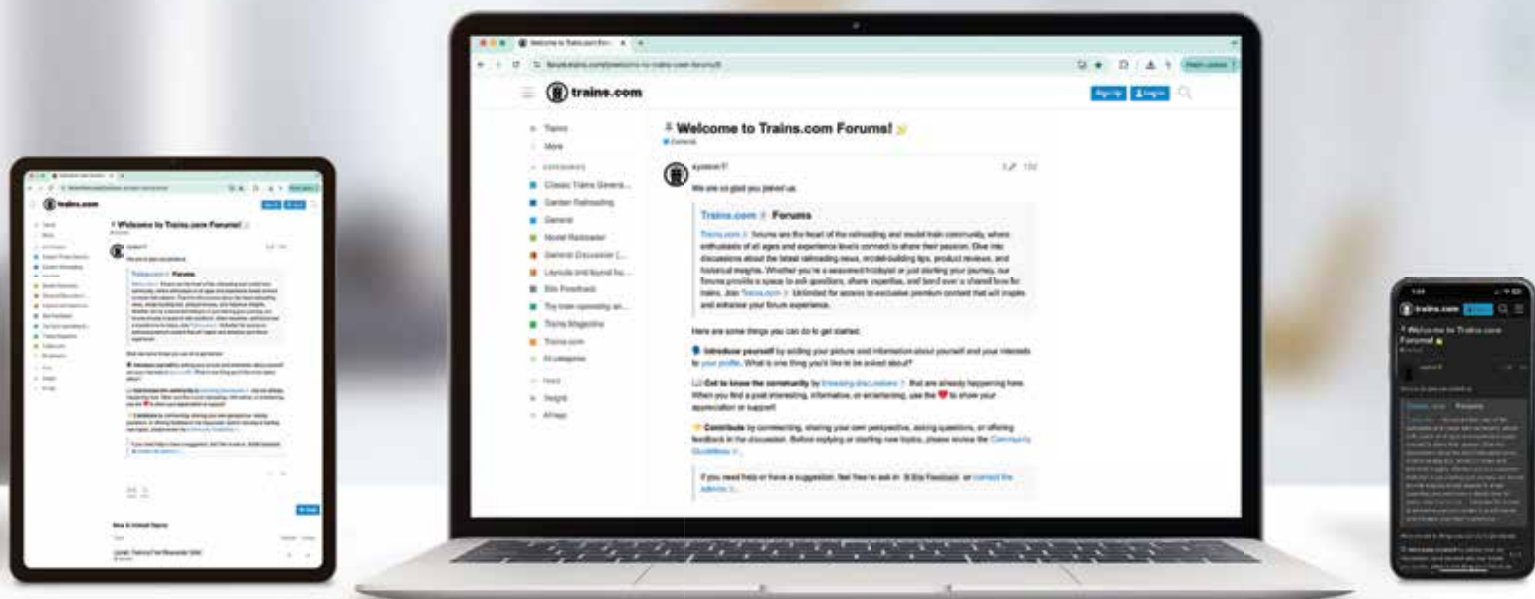




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