

# insiders report

## How Amtrak Dug Its Long Distance Trains Out of Trouble

When Amtrak was created in 1971 it inherited a mess! The ragtag fleet of cars from its predecessors suffered from deferred maintenance and there was little standardization among the fleet.

For Amtrak, the railroads who operated the trains and the employees who maintained the equipment, it was a nightmare. Just operating every train was a challenge.

While the struggling passenger carrier spent its first few years trying to piece together its trains, company designers were hard at work developing a fleet of modern passenger cars that would make its long distance trains worth riding again.

### Luxury on a Shoestring

The wizards in the design department had a real tough job ahead: they had to come up with cars that offered luxurious passenger amenities which, at the same time, were cheaper to operate and main-



### Everything Old Was New Again

It's no wonder that when the first Superliner hit the rails in late 1978, its bi-level height and fluted sides bore a striking resemblance to the generation-old Hi-Levels. Their high level view and spacious interiors were designed to make long distance travel a pleasure. On top of this, since there were two levels, each car had a higher passenger capacity so the carrier could run shorter trains. Fewer cars translates into lower maintenance costs. Ironically, these new luxury cars were constructed by Pullman-Standard, Budd's longtime rival.



tain. While the company had a huge assortment of equipment from which to pattern its new cars, developers zeroed in on some of its newest, most popular long-distance cars: the former Santa Fe 1956-1963 Budd-built Hi-Level fleet. These fluted-side double-deckers proved popular with passengers during Santa Fe's final years as a passenger carrier.

*Amtrak's Southwest Limited descends Cajon Pass in California in 1989. Note the mix of Superliner and ex-Santa Fe Hi-Levels.*

### Superliner I's Brought Luxury, and Passengers, Back to the Rails.

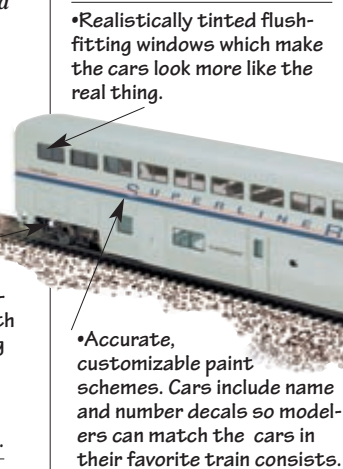
Before long you could find Superliners on all of Amtrak's long distance trains west of Chicago. Until the 1990s,



*Budd-built 1960s-era Santa Fe Hi-Level cars featured stainless steel fluting and large, double-wide windows on two levels similar to those on Superliners. Hi-Level car kits are available from Train Station Products.*

most eastern routes couldn't accommodate Superliners. With the popularity of double-stack intermodal traffic, many restrictive clearances have been eliminated and today several eastern trains, such as the Capitol Limited, the Cardinal, the City of New Orleans, the Sunset Limited, the International and the Auto-Train, are Superliner equipped. Superliner cars are even used to fill out consists on San Diego/Pacific Surfliner trains which use a mix of State of California-owned bi-level cars and new Surfliner equipment, both of which are similar to Superliner designs.

Walters decided to make the Superliner I cars following the success of the Superliner II models. West of Chicago, these sleek, tall cars are how the public has come to know and love Amtrak.



•Realistically tinted flush-fitting windows which make the cars look more like the real thing.

•Accurate truck side-frames with free-rolling chemically blackened metal wheelsets.

•Accurate, customizable paint schemes. Cars include name and number decals so modelers can match the cars in their favorite train consists.



*The Desert Wind scoots through the Afton Canyon, California in 1985. Ahead of the Superliners is a Budd-built Santa Fe Hi-Level Coach-Dorm.*

have narrower entry doors because they were constructed before the Americans with Disabilities Act. Superliner I cars were delivered with airbag-suspension trucks patterned after a European design. Following problems with the airbag system, the trucks were rebuilt with springs in place of the bags. (Continued on next page)

•Operating magnetic knuckle couplers.

•Operating diaphragms that don't impede car movement on curves. New Superliner I cars are completely compatible with Walters Superliner II cars.

### See If You Can Tell the Difference

These new cars feature newly-tooled body shells and have all the features modelers praised in our Superliner II car. Walters Superliner I's are the only models of these cars to include; working knuckle couplers, tinted windows, optional separate add-on handrails and grab irons and operating diaphragms.

Even though these cars look very much like the previously-released Walters Superliner II cars, if you know what to look for, you can spot the differences right away. The bodies of Superliner I cars feature a line of rivets running the length of the car just below the windows and a two-panel roof. Like the prototypes, the cars

## In This Issue

- How Amtrak Dug Its Long Distance Trains Out of Trouble** ..... 1
- Now You Can Bring the History and Mystery of the World's Waters to Your HO layout, the Easy Way** ..... 2
- Goldenflame Fuel Co. Sets Your Layout on Fire** ..... 4
- Two New Ways to Haul HO Scale Freight** ..... 6
- Create HO Industrial Scenes That Look Like They Go On Forever** ..... 6
- How to Detail Your Right-of-Way Right Away!** ..... 7
- Team Tracks Made the Railroad Accessible to Business** ..... 8



The trucks on the Walthers cars are models of this design and also feature chemically-blackened metal wheelsets. Authentic paint schemes cover the generation they've been in service. Cars also include a decal sheet with roadnumbers and other data so you can customize them to fit specific consists.

Five Superliner I car styles are available: Coach-Baggage, Diner, Sleeper, Coach and Sightseer Lounge. All Walthers Superliner I passenger operate flawlessly with Walthers Superliner II cars so, like the prototype, you can mix the cars in service. Superliner I cars are available decorated in Amtrak Phase II, III and IV paint schemes. For more information on Walthers Amtrak cars, see the Walthers HO Model Railroad Reference Book.

### Accurately Replicate Most Amtrak Train Consists

In combination with previously released Walthers Superliner II cars, Amfleet I and II cars, Amtrak Horizon Fleet cars, 60' Material Handling Cars, 60' Express Box Cars, anticipated fluted-side Budd lightweight Heritage Fleet cars and Trainline® F40PH and Dash 8 Locomotives, Walthers offers the components you need to accurately model most Amtrak train consists.

P40 and P42 Locomotives are made by Athearn, RoadRailer cars are manufactured by Bowser and conventional baggage cars are made by IHC, Rivarossi, Con-Cor. and Athearn. Amtrak 1700 series baggage cars, based on those rebuilt by Amtrak from Heritage Fleet Budd-Built coaches, are planned as a future release from Walthers.

### Superliners On the High Iron

Here are a few typical train consists seen on the nation's rails. All of these trains operate with a mix of Superliner I and Superliner II cars.

#### Pioneer: Ogden, Utah - Portland

1980-1997: F40PH Locomotive, Coach-Baggage, Coach, Diner, Sleeper

#### Desert Wind: Ogden, Utah - Los Angeles

1980s and 1990s: F40PH Locomotive, Hi-Level Dorm-Coach, Coach, Coach-Baggage, Coach, Diner, Sleeper

### City of New Orleans

#### Chicago-New Orleans:

Late 1990s-Present: 2 F40PH, P40, or P42 Locomotives, 1700 series Converted Budd Baggage, Coach-Baggage Smoker, 1-3 Coaches, Lounge, Diner, 1-2 Sleepers, 0-3 Material Handling Cars, 0-3 60' Express Box Cars, 0-3 50' Express Box Cars

#### International Chicago-Toronto

Late 1990s: VIA Rail Canada F40PH, (Amtrak Dash 8 after fall, 1999) Coach, Coach-Lounge (Coach-Baggage converted as a short-haul snack lounge), 2 Coaches

#### Empire Builder: Chicago-Spokane, Washington

Late 1990s-Present: 2-4 locomotives (P42, P40 and/or F40PH), 1700 series Converted Budd Baggage, Transition Sleeper, Coach-Baggage Smoker, 1-3 Coaches, Lounge, Diner, 2 Sleepers, 2 Coaches, Diner, Sleeper, 1 1700 series Converted Budd Baggage, 1-3 60' Express Box Cars, 1-3 60' Material Handling Cars, 0-8 RoadRailers.

### If you think passenger trains just run between two points, check out how the Empire Builder operates:

Westbound, for example, the train drops mail and express cars enroute at the Twin Cities. At Spokane, the train is split into Seattle and Portland sections with the rear coach, diner, sleeper, converted Budd Baggage and appropriate Material Handling Cars going to Portland. A coach and another locomotive are sometimes added at Spokane to meet demand. (Who says passenger trains don't require a lot of switching?) Before the 1998 addition of RoadRailers, Material Handling Cars ran just behind the locomotives and ahead of a conventional baggage car. ■



Upper left: California Zephyrs meet just west of Chicago in

1992. At this time F40PHs were Amtrak's standard power.



The eastbound Empire Builder is just a few hours from Chicago as it glides along the mighty Mississippi River at Savanna, IL in 1994. The train is detouring on BN because of a line closure on CP. Note the single weld line down the middle of the roof; Superliner II cars have a four panel roof.

### Supewrliner I Cars

Cars are available in the following styles and roadnames:



Coach Baggage, \$25.98  
932-6151 Phase III, 932-6152 Phase IV, 932-6153 Phase II (shown), 932-6154 Phase IV Smoker, 932-6150 Undecorated,



Diner, \$25.98  
932-6181 Phase II, 932-6182 Phase III, 932-6183 Phase IV (shown), 932-6180 Undecorated



Sightseer Lounge, \$25.98  
932-6191 Phase II, 932-6192 Phase III (shown), 932-6193 Phase IV, 932-6190 Undecorated



Coach, \$25.98  
932-6161 Phase II, 932-6162 Phase III (shown), 932-6163 Phase IV, 932-6160 Undecorated



Sleeper, \$25.98  
932-6171 Phase II (shown), 932-6172 Phase III, 932-6173 Phase IV, 932-6170 Undecorated



A pair of F40PHs, a Hi-Level and four Superliner I's form a typical Desert Wind consist at Victorville, CA in 1988. The sleeper, normally on the rear, was switched onto the California Zephyr at Ogden, Utah for the trip to Chicago.



Prototype photos by Bob Gallegos.

															Locomotive	Coach-Baggage	Coach	Diner	Sleeper															
																									Pioneer									
															Locomotive	Hi-Level Dorm-Coach	Coach-Baggage	Coach	Diner	Sleeper														
																									Desert Wind									
Locomotive	Locomotive	Baggage	Coach Transition	Coach /Smoker	Coach		Coach		Lounge		Diner		Sleeper		Sleeper		MHC		MHC	60' Box Car	50' Box Car													
																									City of New Orleans									



# Now You Can Bring the History and Mystery of the World's Waters to Your HO layout, the Easy Way

## Why a Lighthouse?

Walthers has been getting this question since the kit was first announced. It's simple: lighthouses have an air of romance and people like them. Plus, there's never been an easy-to-build plastic North American style lighthouse kit available in HO Scale.

You see lighthouses all up and down both coasts and along the Great Lakes, many within sight of railroad tracks. Yet few modelers build them.



Why? Because they're tricky to build with their conical towers and attached keeper's quarters. Walthers did something about it; Rocky Point Lighthouse is the result.

Walthers took the best features of traditional lighthouses and blended them into a very realistic model.

## Man Made Landmarks

From the time the flame of the first known lighthouse at Pharos was lit in approximate-

ly 300 B.C., lighthouses have enjoyed a long, rich history. Many have served for over a century; Pharos served for a thousand years and remained as a daytime landmark for another 500 years. They're truly the stuff of which legends are made.

If you've ever had the opportunity to listen to a retired captain spin his yarns, you'll notice that he'll relate his entire journey to the lighthouses along the route. There's

can be seen from as far away as possible. Experienced captains know their lighthouses; they use them to keep their bearings.

## It's Easier To Use Than You Think

Adding Rocky Point Lighthouse, 933-3603 \$49.98, to your layout is really easy. Walthers has already done the hard part. Like all Gold Ribbon Series™ kits, its snap-together main parts go together easily. True-to-life detailing includes realistic wood grain, finely molded window mullions and parts molded in multiple colors require no painting.

Interior lighting effects, the first for any Cornerstone Series® HO structure, include a flashing light for the tower and a fixed light inside the keeper's quarters. Hookup is easy by routing the wires to the accessory terminal on any HO power pack. Like real lighthouses, its blinking tower light and illuminated keeper's quarters are real attention-getters.

On your layout or module, there's a lot you can do to work Rocky Point Lighthouse into a convincing scene. The finished model measures 3 x 8-1/8 x 8-7/8" or 7.6 x 20.6 x 22.5cm if you're metrically inclined, so it doesn't take up too much layout space. Because of its multicolored finish, you can put it on your layout as is or weather it with chalks and spray it with a dull finish for extra realism. In real life, lighthouses are meticulously maintained and they seldom look too weathered.

## As For Placing It On Your Pike, Possibilities Abound

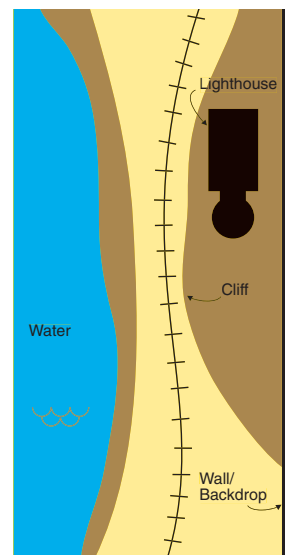
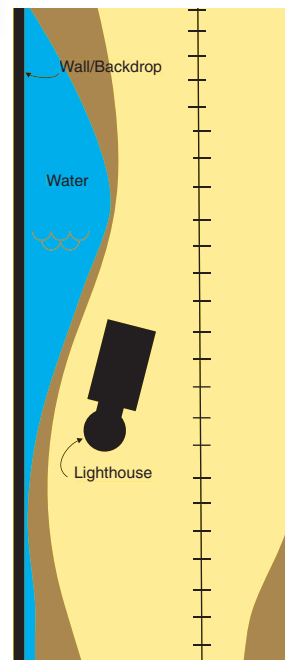
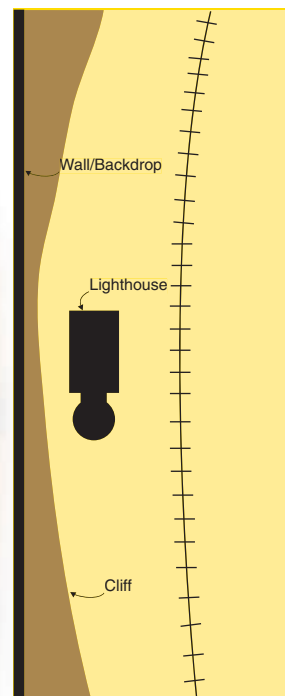
You can put it at the entrance to the harbor where waterfront industries reside, perch it high on cliffs along the ocean or lake shore or at the point of a breakwater. You can also use it as part of a backdrop, or plant it right up front where the water meets the edge of the layout. Maritime modelers will also find it a good centerpiece for their seaside dioramas.



*Rocky Point Lighthouse looks great on a jetty or island right up front on your pike.*

## Afraid of Water?

If you don't like building water into scenes, it's easy to place it at the edge of the layout to imply that water begins at the edge of the layout. It also makes a good seafood or nautically-themed restaurant in a city setting. ■



*Here are a few examples for placing Rocky Point Lighthouse on your layout. In one diagram you can see that building water isn't necessary to convey the idea of a shoreline.*

**WALTHERS.com**



# Goldenflame Fuel Co. Sets Your Layout on Fire

The heat is on for you to get a realistic fuel dealer scene on your HO or N Scale layout. With all of the recent steam- and transition-era models now on the market, it's time to add an industry representative of the time. After all, businesses like this were once the staples of wayfreights and branchline locals because they were rail-served and they were everywhere.

## 40,000 Potential Prototypes

At one time you could travel almost anywhere and see the bunkers or silos of the local coal dealer sticking up above other buildings in towns across



*Bunker style coal silos were all a little different. This facility had banded wood silos and wooden roof. Prototype photos courtesy Railroad Model Craftsman Magazine.*



*Bunkers at smaller dealers required less capacity. This two-silo facility in New York featured concrete slabs with metal band reinforcements.*

North America.. Granted, not all had silos, but with over 40,000 coal dealers scattered across the continent in 1925, it's a wonder that no other plastic kit with bunker-style silos has ever been produced.

## Goldenflame Fuel Co. Fills a Gap

Walthers development gurus

realized that no easy-to-build plastic kit had been produced featuring bunker-style coal silos. To make the kit appeal to a wide range of modelers, the bunkers alone were not enough. After some thorough research and debate, Walthers decided to offer Goldenflame as a well-rounded retail fuel dealer.



## A Reflection of Days Gone By

Goldenflame Fuel Co. is the first easy-to-build, injection-molded fuel dealer kit to include bunker-style coal silos. Kit designers took the best features of a wide range of fuel dealers and designed a realistic model. Reflecting common construction practices from the steam-era, its concrete silos, wooden elevator housing, metal loading chutes and simulated tarpaper roof line combine to create a believable business. If you look at old prototype fuel dealer photos, you'll probably find a specific dealer you'll swear is the one Walthers based its model on.

## Fuel Dealers Knew How to Turn A Buck

Early on, fuel dealers realized they could make more money by selling several kinds of fuels like oil, kerosene, gasoline, diesel and wood. Since these businesses were located on railroad spurs, it was natural for them to offer other non fuel commodities including fertilizers, seed, grain, building supplies and farm implements, making them the commercial hubs of many small towns. As a result, no two dealers were exactly alike, making them the perfect can-

didates for customizing to fit your layout.

As coal and oil were phased out as the fuel of choice for home and industrial heating and power, many dealers further diversified into oil, lumber, propane, aggregates and ice. The remaining dealers who stuck exclusively with coal and oil mostly went out of business. By the 1980s, only a handful remained.

## You Get What You Need to Make Your HO or N Scene

Aside from the coal silos, you also get components you can use to create a complete scene. Goldenflame Fuel Co. comes with a pair of steel oil tanks and a small pump house for handling oil sales. At many fuel dealers, heating oil and other liquid fuels were stored in the tanks. Underground piping led to a pump house where workers filled local delivery trucks.

The nerve center of any fuel dealer was the combined office and scalehouse. This drop-sided building features a drive-through canopy where delivery trucks weighed in as they arrived and departed. Drivers reported for duty and received their delivery instructions in the office. Usually, the only entrance into the yard

*We're sure the McCoys don't get their coal here! Hatfield Coal in Cincinnati, Ohio is the kind of transloading facility you can construct by combining several Goldenflame kits. This business moves coal between barges and hopper cars. Photo taken in 1988 by William Bedell.*

from the street was through the canopy; wooden plank fencing kept out unwanted visitors and often provided a handy space for painted advertising. Goldenflame includes approximately 160 scale feet of wood plank fencing.

If you're an HO Scaler, you also get a portable car unloader and conveyor. Fuel dealers used these to take advantage of special orders and to expand business into other commodities. These versatile 2-part conveyors could be used to unload special grades of coal or coke not normally kept in the silos, sand, gravel, crushed stone or, in later years, fertilizer. With this device, included only in HO Scale kits, two cars could be unloaded at once and materials could be routed into piles on the ground. We wanted to include this part in the N Scale kits too, but the finished parts would have been too fragile.



## How to Add a Realistic Fuel Dealer Business to Your Layout

With the variety of components in Goldenflame Fuel Co. it's easy to add it to any model railroad. Here are a few tips for making a realistic scene on your pike:

- Just by rearranging the components in the kit, you can squeeze Goldenflame in almost anywhere; between spurs, in the middle of a wye, along a mainline, in the heart of a city or inside of a larger commercial complex.

- Goldenflame can be expanded and even modernized by combining with additional Cornerstone Series kits like Walton & Sons Lumber Co., Sunrise Feed Mill, Farmers Coop Rural Grain Elevator, the Team Track Scene, the Ice House and Icing Platform, Interstate Fuel & Oil and Propane Tanks

- You can split up the kit and use the parts in different locations. The coal silos and office can alone make a good coal-only retailer. You can use the tanks and pump house elsewhere as a small oil or liquid distributor.

- The HO Scale limited-run Deluxe version of this kit, 933-3706, includes appropriate details and vehicles not available from any other source.

- Goldenflame is a great destination for coal hoppers and tank cars.

- Usually, dealers who had tall silos painted them for visibility with billboard-style lettering, making them local landmarks. In some towns, the bunkers were the tallest structures to be found.

- If you're a modern-era modeler, add Goldenflame as an abandoned business.

Check out the sample arrangement diagrams for typical fuel dealer locations. Hopefully, these will give you some placement ideas.

### Here's How the HO Goldenflame Fuel Co. Measures Up

The HO Scale Goldenflame Fuel Co., 933-3087 \$49.98, includes a three-silo coal bunker, 2 steel oil tanks, an oil pump house, an office/scalehouse, 160 scale feet of wood fencing, portable hopper car unloader and conveyor, grated track insert and realistic decals. The components of the finished model measure as follows:

### Details, Details, Details!

The limited-run Goldenflame Fuel Co. Deluxe, 933-3706 \$69.98 available only in HO, includes exclusive resin and



office/scalehouse: 4-3/4 x 2-7/8 x 2-7/8" 12.1 x 7.3 x 7.3cm



oil tanks (2): 1-5/16" diameter x 3-5/8" 3.3cm diameter x 9.2cm  
pump house: 1-1/4 x 1 x 1-3/8" 3.2 x 2.5 x 3.5cm



coal bunkers: 8-7/8 x 3-1/2 x 7-3/8" 22.5 x 8.9 x 18.7cm

metal details and vehicles for your fuel dealer scene. Details include 6 coal shovels, 2 gas pumps, 2 wheelbarrows, a window air conditioner, an electric meter, a portable scale, a '53 COE Tank Truck and a '48 Diamond T Coal Truck. These additional details make it easy for you to further detail your fuel company scene with tailor-made parts that aren't available anywhere else.

The guys in the HO Scale Preiser Fuel Company Workers six-piece figure set, 590-1010156 \$14.98 sold separately, can handle the job of running the dealership. This set includes six hand-painted figures in appropriate poses including a driver for one of the company trucks.

### Use These Hoppers To Serve Goldenflame on Your HO Pike



Clinchfield 932-941



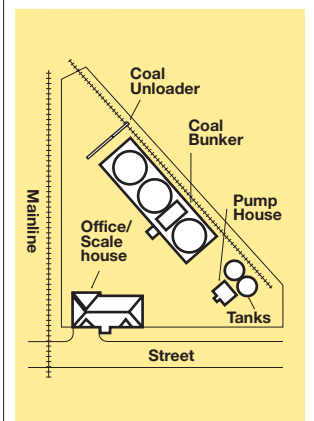
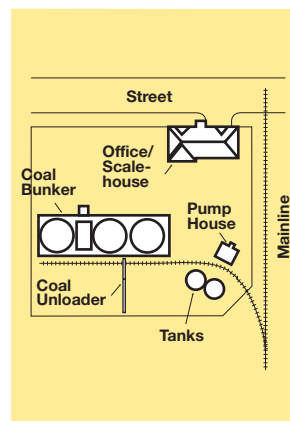
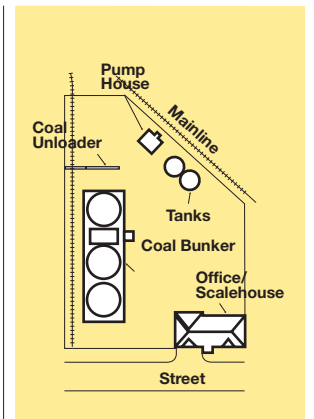
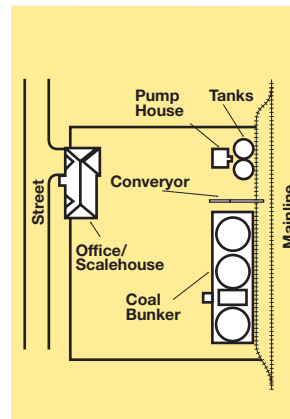
Goldenflame Fuel Co. Deluxe includes these vehicles and details. (figures sold separately)

Coal hoppers like these PS-3 Ribside Twin Hoppers were typical of those used to serve retail fuel dealers during the steam- and classic diesel-era. You can operate these ready-to-run cars between mines and Goldenflame Fuel Co. These



Fuel Company Workers, 590-1010156

## Goldenflame Fuel Co. kit is easy to arrange to fit your pike. Here are some ideas.



These four sample arrangement diagrams for the HO Goldenflame Fuel Co. are just a few ways you can arrange all the components in the kit to fit your layout. N Scale arrangements will be similar, but without the portable car unloader.

Depending on the space you have available, you can spread out the components further or you can split the business into two

scenes by moving pump house and tanks elsewhere on your layout.

Another option for this kit is to place the business in the middle of a wye or along an interchange track.



## Two New Ways to Haul HO Scale Freight

**How You Can Use Walther's new HO Scale Gunderson 50' Hi-Cube Paper Box Cars 53' Stoughton Trailers to Make Your Model Railroad Look Up to Date**



*Associates leasing 933-1457*

### They're All Over The Place!

Over the years, over-the-road trailers have gotten longer and longer. Back in the 1950s, 28' was common, by the 1970s this had grown to 40' and today the new norm is 53'. Built just down the road from Walther's in Stoughton, Wisconsin, today you can find 53' Stoughton Trailers almost everywhere out on the open road, at railroad intermodal yards, on intermodal trains, against the dock doors at factories, at port facilities, distribution centers, highway rest areas and truck stops. With their large capacity, these trailers have become favorites for hauling everything from paper to floor polish.

These all-new 53' Stoughton Trailers feature highly detailed plastic parts and accurate, razor-sharp graphics. Easy assembly lets you add a fleet of these to your layout in no time at all.

### Give Your Modern-Era Pike an Extra Slice of Realism

If you watch trucks and trailers in real life, you already know that by placing these trailers on your pike, there's no doubt you're modeling the present day. What a lot of modelers don't know is that in real life, truckers move the rear wheels further forward under the trailer so the pivot point of the wheels lets them

*Wisconsin Central 932-7104*

take sharp curves at intersections more easily. Walther's trailers have a sliding tandem so you can assemble the trailers with the wheels positioned forward for city scenes or with the wheels to the rear for highway travel. Details like this make your layout more realistic without a lot of fuss.

53' Stoughton Trailers are available decorated for the following carriers and sell for only \$6.98 each: 933-1451 Anderson, 933-1452 Landstar, 933-1453 Swift, 933-1454 Bison, 933-1455 Yanke, 933-1456 XTRA Lease, 933-1457 Associates Leasing, 933-1458 Ryder, 933-1459 Kleysen, 933-1460 JB Hunt, 933-1461 Schneider, 933-1462 MS Carriers, 933-1450 Undecorated

### These Look Good On Paper

But they'll look better hauling huge paper rolls from mills to printing houses on your HO railroad. Prototype Gunderson 50' Hi-Cube Paper Box Cars have smooth, dry interiors to



minimize damage to the paper; big plug doors keep out moisture and give specially equipped forklifts with paper roll holders to maneuver. The

tall interior of these cars allows up to a hundred tons of paper rolls to be placed on end, stacked two high. Constructed by Gunderson in Portland, Oregon and at Gunderson's TrentonWorks in Nova Scotia, these cars can be seen in service from coast to coast.

With the growing interest in modeling the forest products industry, these cars were just screaming to be made in HO Scale. While these cars first hit the rails in the 1990s, similar designs with different end details have been around since the 1980s. In service on real railroads, paper box cars often can stick together all the way from the mills to the end user. Since the Walther's cars come individually and in two packs for a total of three roadnumbers per roadname, simulating this operation is easy.

### When Other Modelers See These Detailed New Cars On Your Pike, They'll Know Your Railroad Means Business

Ready-to-run Gunderson 50' Hi-Cube Paper Box Cars feature separate door, ladder and platform details, wire side and end grab irons, free-rolling trucks, bolted-in weights and operating knuckle couplers. To make your cars look even more realistic, all you have to do is weather them with chalks and spray them with a dull finish. Cars are available in the following roadnames:

Ready-to-run Gunderson 50' Hi-Cube Paper Box Cars \$14.98 each: 932-7101 BN, 932-7102 CSX, 932-7103 CNW, 932-7104 WC, 932-7105 BNSF, 932-7106 CN, 932-7107 CP, 932-7108 CHTT (UP), 932-7100 Undecorated. Limited-run 2-Packs with different roadnumbers are also available for \$29.98: 932-27101 BN, 932-27102 CSX, 932-27103 CNW, 932-27104 WC, 932-27105 BNSF, 932-27106 CN, 932-27107 CP, 932-27108 CHTT (UP)

*Above: Here's a look at the prototype Gunderson car on a WC train in central Wisconsin. Notice that even though this car is freshly painted, the trucks are already a bit dirty. Photo by Darin Umlauf.*

*Left: An Associates Leasing 53' Stoughton Trailer rests in the weeds at a truck stop in Racine, Wisconsin. Study this photo for some weathering tips. Photo by Dennis Pehoski. ■*



## Create HO Industrial Scenes That Look Like They Go On Forever With Background Buildings



On any layout, blending three-dimensional models with a two-dimensional backdrop can make or break a good scene. Based on popular Cornerstone Series® structure kits, Background Buildings allow you to blend real structure components into painted or printed backdrops to give your scenes some depth. Best of all, these aren't just stand-in visual aids! These exciting new Background Buildings can be used as working industries in an operating plan!

### Here's an Easy Way to Add an Extra Industry to Your Pike In Less Than 5"



The new HO Scale Heritage Furniture Background Building, 933-3164 \$29.98, is a great railroad-served industry for any city scene. Based on a typical stone or concrete warehouse or factory building, you'll find buildings like these lining the concrete and brick canyons of big city industrial areas. Heritage features the railroad track side of the structure, complete with a recessed freight car loading dock and a truck dock on one end. By adding some semi trailers on the street or alley dock along with plenty of figures and vehicles, it's easy to create a bustling scene only a few inches deep.

The finished structure measures only 11-3/8 x 4-3/4 x 8-15/16 and, like all Background Buildings, can be angled or thinned to fit in tight spaces on your steam- or diesel-era layout.

### How to Make Your Shop Complex Look Bigger



Make your shop complex look larger without sacrificing a lot of layout space, with Shop Building No. 1, 933-3165 \$29.98. This kit encompasses the side of a large carshop or backshop complete with a big one-track roll-up door. The best strategy for using this building is to place it next to other large shop buildings like the Cornerstone Series® Carshop or Backshop. Next to these two structures, Shop Building No. 1, with its matching architectural styling, will look like an extension of your existing complex.

Shop Building No. 1 also makes a great locomotive, freight car, apparatus, machine, metal fabrication or equipment assembly shop. Businesses like these usually receive steel and parts in freight cars like Walther's 55' Cushioned Coil Cars, gondolas, box cars and 54' GSC Flat Cars.

At its full size, shop Building No. 1 measures 11-9/16 x 3-1/4 x 6-15/16". The thickness will vary depending on how it is angled or thinned.

### Easy Tips to Make Your Layout Look More Realistic Using Background Buildings:

- Use more than one of the same kit in a scene by simply painting it a different color and applying different business names from the included decals.

- Customize each structure using Cornerstone Series® industrial details.

**WALTHERS.com**





•Angle the structures using the molded-in cut lines so you can place the buildings in more true-to-life positions. By placing your buildings at an angle to your background, you can avoid having to match detailed foreground streets with painted streets on your backdrop – a difficult task at best!

•Partially obscure the background buildings with structures in the foreground. This adds depth to the scene because you can't look straight down streets and see where the scenery stops and the backdrop begins.

•Use background Buildings in combination with Walther's Instant Horizons printed backdrops and Instant Buildings printed building flats to add even more depth to layout scenes.

•Use Background Buildings and other Cornerstone Series® structures with the Cornerstone Series® Brick or Concrete Street System and Street Track Inserts for realistic industrial scenes. In a lot of big cities a main switching lead runs in the middle of the street and sidings run to loading docks parallel to the street. You can run a street parallel to your backdrop and a line of background buildings.



*Brick Street System, Street Track Inserts and Centennial Mills combine to form a realistic scene.*

### Check Out These Sample Track and Building Arrangements

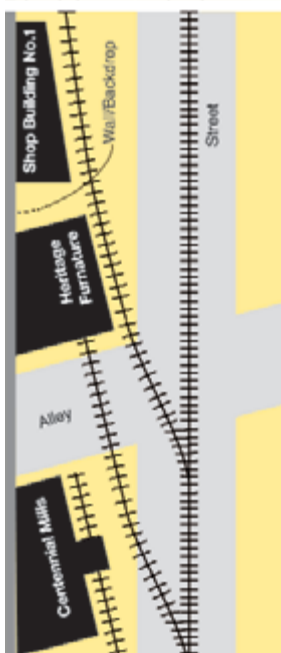
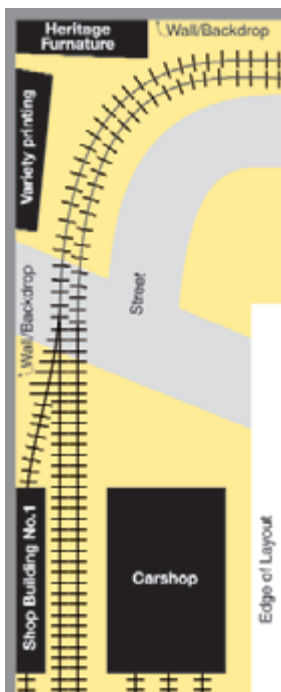
Each kit comes with realistic decals with several different business or building names and complete instructions. Use them with other HO Background Buildings such as Centennial Mills, Variety Printing or with full-sized Cornerstone Series® structures to create an entire switching district along your layout backdrop.



*Centennial Mills Background Building 933-3160 \$24.98*



*Variety Printing Background Building 933-3161 \$24.98 ■*



*You can use Background Buildings along a wall or backdrop on your layout or module. It's easy to add depth to your scenes by placing other industries in your foreground scenes as shown. They're also handy for disguising layout corners and other hard-to-scenic areas.*

## Detail Your Line With HO & O/O-27 Built-Ups



On most railroads, trackside structures had a family look; they shared similar architecture and paint schemes. Even if you couldn't see the tracks, you knew they were close if you could see the buildings.

Whether you want to add realistic trackside buildings, dress up your railroad for visitors or just need some stand-ins, new Cornerstone Series® Built-Ups Trackside Structures Sets make adding a "railroad" atmosphere easy.

**They're the first HO and O/O-27 buildings offering Cornerstone Series® detail and quality in built-up models.**

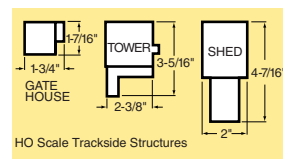
They're railroad-ready; all you to do is pick a place on your pike to plunk 'em down!

From the Interlocking Tower's fish scale shingles to matching colors on the speeder sheds and crossing shanty, these buildings have the detail and finish you demand. With this set and matching accessory packs, adding trackside buildings up and down is a snap.

What's more, you can make Built-Ups even more true-to-life by weathering them with chalks or drybrushing. Signals, power poles, radio antennae, junk, vehicles and figures will customize your lineside scenes.

### How Real Railroads Use Trackside Structures

Inside the interlocking tower, an operator controlled turnouts and signals using manual levers or an electric interlocking machine. All mechanisms and circuits were interlocked – everything had to happen in proper sequence – to prevent conflicting movements. Often, yard offices occupied similar buildings.



*A BN freight crosses the Texas Northeastern RR in Sherman, Texas in January, 1992. Notice the power poles and junk in the scene. Photo by Bob Gallegos*



*The "Canadian" glides past a speeder shed in Ontario in 1970. Keith Kohlmann Collection.*

Speeder sheds are used to house the section gang's speeder, tools and supplies, they could be found every few miles along the line, usually at sidings and terminals. Often, two sheds would be placed together with one serving as a tool and supply shed.



*A gate keeper poses next to his shanty. Walther's Archives*

Crossing shanties and gates were found wherever major roads crossed busy tracks. Gate keepers lowered the gates to keep drivers out of harm's way. Similar structures were also used as dispatcher telephone

booths. On your railroad, place crossing shanties and gates at busy highway crossings.



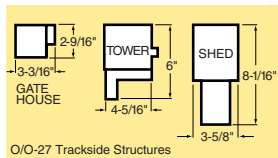
*In Racine, Wis., this interlocking also controlled a set of gates. Rell Barrett Photo*

The gates included in the set are based on manually operated gates. The gate arm features counterweights for easy movement and black and white striping which, though standard until the early 1970s, could still be found into the 1980s. Many of these were motorized and some lasted into the 1990s.

HO Scale Trackside Structures Sets include an Interlocking Tower, Speeder Shed, Speeder, Crossing Gate Keeper's Shanty and two Positionable Crossing Gates. They're available in typical paint schemes, 933-2800 Yellow Ochre Siding with Oxide Brown Trim and 933-2803 Cream Siding with Railroad Green Trim, \$29.98 each. (Continued on next page)



Trackside Structures accessory packs are also available. The Speeder Shed, Speeder and Four Track Bumpers packs are available decorated in both schemes: yellow/oxide, 933-2801, and cream/green, 933-2804 \$19.98 each. The Crossing Shanty, Two Positionable Crossing Gates, and Six Utility Poles packs are available in yellow/oxide, 933-2802, and cream/green 933-2805, \$14.98 each.



O/O-27 Trackside Structures Sets include an Interlocking Tower with interior detail and light, Speeder Shed, Speeder, Crossing Gate Keeper's Shanty and two Positionable Crossing Gates.

Because of its larger windows, Walther's added an interior insert and light to the O/O-27 model so it doesn't look empty when you look in the windows.

Sets are available in two realistic paint schemes, 933-2700 Yellow Ochre Siding with Oxide Brown Trim and 933-2702 Cream Siding with Railroad Green Trim, \$49.98 each. A separate Speeder Shed and Speeder set is also available in yellow/oxide, 933-2701, and cream/green, 933-2704, for \$34.98 each. ■



**Suppose you owned a business which needed to ship or receive by rail and you don't have your own siding. What would you do? Your local railroad has a solution to this dilemma; it's called the team track.**

Almost as old as railroads themselves, team tracks are named for the teams of horse-drawn wagons used for carting off cargo in the old days, team tracks across the continent were once bustling with activity.

Up through the 1970s, farm machinery, new cars, coal, lumber, piggyback trailers and a myriad of other necessities all arrived at the team track. In

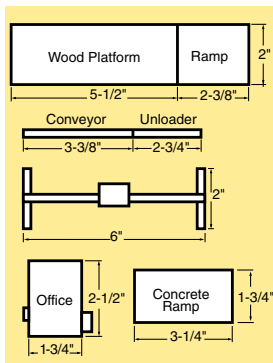
some towns, especially before 1950, team tracks were often the main way communities received freight.



In recent years, many heavy users of team tracks have built their own spurs or switched to trucks. Today, many team tracks have become very specialized, with many handling a single commodity. Auto distribution ramps, intermodal yards and lumber transfers are just a few examples.

### Give Your HO Team Track Scene a Unique Flavor

The beauty of a team track is that no two are exactly alike. Here are a few ways to personalize your team track scenes:



•Team Track Scene is the ultimate customizable kit. Just place the parts where they fit. They're usually near rural depots, industrial districts, military bases and large industrial installations like steel mills, sawmills and mines.

•All team tracks are different. Some offer crane service,

some just a loading ramp.

•Combine several kits to make a large transfer facility offer-

*In July 2000, this team track just south of downtown L.A. unloads pipe, structural steel and aluminum ingots. Photo by Bob Gallegos*

ing multiple ramps and cranes. Such facilities were very common in medium and large cities and along waterfronts where a lot of freight was transferred between freight cars, trucks, ships and warehouses.

•Combine parts of the kit with other Cornerstone Series® Kits. For example, add a ramp to Goldenflame Fuel Co. to unload building supplies.

•Split up a kit and spread it out across a layout by making two small team tracks. A pair of kits may be enough to handle the needs of three or four towns on some layouts.

•For some placement ideas and track arrangements, check out the sample diagrams.

### Here Are a Few Ways You Can Work a Team Track onto Your Layout

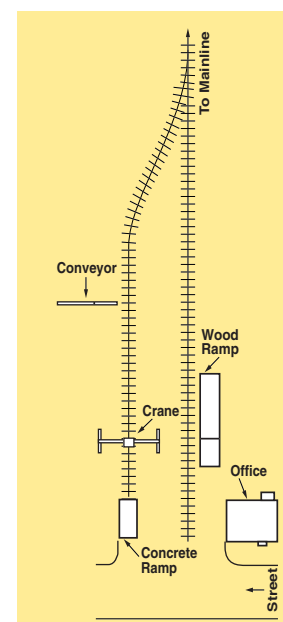
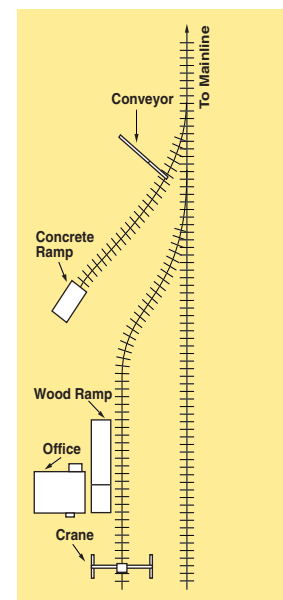
The new Cornerstone Series® HO Team Track Scene, 933-3166 \$29.98, should be standard issue for every city and town along your steam- or diesel-era railroad. The kit includes an overhead crane, concrete end-of-track ramp, wooden loading ramp, portable hopper car unloader,

clerk's office, a power pole, 160 scale feet of wooden fencing and realistic decals.

### How to Add More Detail To Your Team Track Scene

If you like a higher level of detail, the Team Track Scene Deluxe, 933-3707 \$49.98, includes resin and cast metal parts and vehicles not available anywhere else. This special edition includes 4 tarp-covered machinery loads, 2 large wooden crates and a 1953 Flatbed Truck with removable side panels. Use the loads on a flat car, on the loading ramp or on the ground near the crane. The truck is perfect for local deliveries.

You need workers to move freight between freight cars and trucks. The Team Track Loading Crew figure set, 590-1010157 \$13.98, features figures in realistic working poses. ■



*Your team track can use one or two spurs depending on your available space.*