

# TRACTIVE EFFORT



**An O-Gauge Forum Publication**

**The Scale Lionel  
Polar Express:  
Evolution of a  
Legend - pg.17**

**A Christmas  
Train Story:  
A Soldier  
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**Sharing the Joy and Wonder of Christmas  
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## Tractive Effort Staff

Trey Conway	Publisher
Paula Webb	Editor In Chief
John Henninges	Associate Editor
Emile Henaults	Associate Editor - Special Features
Anna Underwood	Art Director

## Columnists

Andre Garcia	Columnist - River Leaf Models
Vern Liljenquist	Columnist - Railroad History in the U S
Adam Rypinski	Columnist - Confessions of a Model Train Nerd
Bill Webb	Columnist - The Brooklin Corner



Tractive Effort |  
An O-Gauge Forum Publication  
306 Crain Hwy., N.  
Glen Burnie, MD 21061

# Editor's Comments

By Paula R. Webb

All aboard. We welcome you to join us on a first class experience of model trains with the release of the O Gauge Forum's first edition of its Tractive Effort Digital Magazine. During our many upcoming adventures that lie ahead, we look forward to exploring the many areas that the model railroading hobby encompasses. They are too numerous to list. This issue alone includes articles and columns on more than ten different topics.

There are countless surprises and experiences just waiting to be uncovered in our magazine adventures. So, hang on to your tickets, grab a comfy window seat, and get ready for an exciting ride as we prepare to depart the station and embark upon a journey into the fascinating world of O Gauge model trains.

When reflecting upon my own fondest memories of model trains, I'm quickly taken back to the days of my youth when I was a young child gazing in awe at a train going around the Christmas tree. I remember the wonder I held as a child sitting on the carpeted hardwood floors in front of the tree for what seemed like countless hours while I watched the train faithfully chugging its way along the track.

I felt like a real-life engineer whose mission was to safely guide the train along its tracks from destination to destination. I had the power to speed it up or slow it down, as well as determine the direction it went up and down the trestles in forward or reverse.

Model trains have been a love that I've always shared with my four brothers, but my love for trains was not shared by Mom as she thought it proper that I should be playing with dolls rather than sitting around a train track with my brothers. Yet, some of my fondest memories of bonding with my siblings are inexplicably tied to the train circling the base of the Christmas tree.

With the intention of getting us into the holiday spirit, we begin our first issue of Tractive Effort featuring Emile and Jennifer Henault. They are known for their mesmerizing Epic Christmas Village series of videos which are seen internationally on YouTube. If you have not enjoyed their videos, please consider taking a few minutes to check them out as they have a unique talent for capturing the essence of Christmas. Emile's article explains how to locate the videos.

As we begin this new holiday season, I hope you will enjoy the articles that many O Gauge forum members have shared. It's been a great pleasure reading through each of the articles as we added them to our new magazine. We not only include feature articles but we also have regular columnists to enjoy as well. I want to give a special thank you to those of you who have submitted the magazine content, and we look forward to receiving more in the coming months.

In addition, I want to thank Publisher Trey Conway for his work in laying out the magazine. His work was tremendous.

Future issues are planned quarterly. Included are plans for additions such as member's comments, an introduction of sponsors (no ads means we are free to tell it like it is), member's layout and other photos, and product reviews. And we are looking forward to the continuation of several articles from this month.

Tractive Effort and the staff welcome suggestions, photos, comments, and additional articles and columns, Please contact me at: oldhokie70@charter.net.

We have a special picture that our family enjoys at this time of year. All of our grandchildren have trains, both at their homes and also on our layout. One special picture conveys the Joy of Christmas... the Joy of Austin's face with his Christmas train.



From our home to yours, we wish you a Merry Christmas and a Happy New Year!

Paula R. Webb  
Editor In-Chief



# From the Publisher

Dear Reader,

Welcome to the inaugural edition of the O-gauge publication written by and for the OGF Membership. If the popularity of the forum is any indicator, we have a lot to share and discuss. So contrary to popular belief, the O-gauge conversation has only just begun, and it is not drawing to a close.

When we look at the O-gauge landscape, there are 2-railers, 3-railers, scalers, collectors, and tinplate enthusiasts. Our beloved O-gauge has more facets to it than any other scale in model railroading. And while beginners no doubt find this a daunting task to differentiate, overall it is a blessing to our community. Why? Because the topics and creativity that we can report on and explore are VAST compared to a HO scale magazine. We can cover scenics, tin, model detail, sound sets, playability, collectability, ease of use, power types, and challenges for each facet of our gauge. And as we will not accept advertising, our content will include unbridled member experiences, good and less than spectacular, within the boundaries of taste.

It is my firm belief that O-gauge provides more intrinsic value AND play value to the participant, regardless of age. It is indeed a true S.T.E.A.M. oriented hobby that challenges the young and young at heart to develop new skills and techniques from peers and new friends along the way.

With that said, the OGF forum has really been about relationships AND trains... with relationships first. We even invite other scales and cross scalers to participate if they desire. Why? Because it's the relationships that we form in this hobby that matter the most.

Our publication will include content from our diverse OGF membership at any stage in their individual journey in this hobby, from beginners to layout masters. And, as we all know, our layouts are NEVER finished, just like our relationships with our dear friends. These EFFORTS are ongoing, and shall continue to steam ahead just like our forum.

Therefore I present to you, the membership, our new quarterly magazine:

Tractive Effort  
An O-Gauge Forum Publication

All my best,

*Trey Conway*

## Why River Leaf Models Exists

A Column by Andre Garcia

When I was young and walked with my siblings and parents from store to store, peering at the Christmas window displays, often passing through narrow alleyways to more stores, my mind was collecting all this information to create memories.

Even today, it is easy to remember a past time walking in the small town's main streets, looking carefully at every single detail stamped on walls and alleys, windows and doors, hardware, floors, and cornices, and I find that the soul of the surroundings that I first felt still remains.

Some people have the ability to sense what we felt many years ago when they walk through the same place or even a new place. They feel the soul of the location that we have experienced many years ago. We too can sense the same thing even though we have grown much older, we were raised in a different decade, and we have never been there before. The soul is still alive.

The soul is there on every window, wall and alley,  
**-Ah a Ghost!** No, not a ghost, **The soul!**

Small towns were built due to a necessity; either the train was stopping and created one or the town was manufacturing something that needed to be transported by trains. In the early days, big rivers were necessary for mills which provided power. Mills meant manufacturing and manufacturing created jobs. Chains of events created a town which then grew into a city.

In both of these cases, the necessity was the motivation to create it!

Buildings were built, dreams of a business, a home, a big town, and as the dream was growing, the soul of the town/city was put on every brick that was laid in each structure one by one.

Did you ever ask why those buildings stand for more than a century intact, pristine, and with a peerless character?

These buildings were not built just for economic growth, they were built with passion and hope in a beautiful period when people were thinking of the next hundred years, portraying their capabilities, and making the best for their descendants. River Leaf Models exists because of all this.

After walking several times, through many towns, where some of them were meticulously well kept and others were practically abandoned, we always saw and felt the soul, the motivation and hope between every brick, that moved the people to build the town of their dreams.

Your layout is no different from this. Your layout is not a simple bench with a train and structures. Your layout is a representation, a materialization, of your memories and of your dreams. Your layout should reflect your soul.

Every single piece, structure or track laid represents a path to the final joy. Each structure is going to be unique as soon your hand touches it, in the same way people a hundred years ago built their small towns and cities. Every time you are gluing or painting you will be dreaming and remembering moments, filling your structure with nothing but you.

After the structures are done, the lights turn on, and the engine whistle blows, out of the blue, you will see yourself down on main street. And you will feel the soul that you have implanted on the layout.

One of our primary goals at River Leaf Models is to assist you in uncovering and discovering the soul that your layout will portray. 🇺🇸



# Confessions of a Model Train Nerd

## What is a Model Train Nerd?

Recurring Col. by Adam Rypinski

Some in the hobby may refer to themselves as model train enthusiasts. Others might use the term “collector”. A good percentage of us would consider themselves modelers. Others are simply model train fans. We are all, of course, hobbyists. Most are all or some combination of the above. I’m sure I missed some descriptors.

Not me, I am without a doubt a MODEL TRAIN NERD! That’s right, I am a nerd (Is there a Nerdaholics Anonymous club for me? Should I consult a therapist?). And, I’m very proud of being a nerd. What is a model train nerd? Allow me to elaborate.



Well, Doctor, it all started in grade school. I loved taking things, especially electronic things, apart to figure out how they worked and what was inside. Radios were a favorite and highly available target. Of course, it took a while before I could figure out how to put them back together, which got me into a fair amount of hot water (shouldn’t have destroyed grandma’s radio). But that didn’t matter. What did was that I was hooked. Before long, I graduated from radios and started to get interested in computers. As a kid growing up in the 80s, it was hard not to get

caught up in the personal computer hype. It was such a magical and mysterious world. My parents bought me my first computer (a Commodore 64). It was the best toy any 11 year old boy could ask for. I learned how to program it and, of course, play games.

Indeed, I knew very early on what I wanted to do with the rest of my life. Well, that would be completely true if it weren’t for one thing. See, Doctor, I also had a thing for model trains. About 3 years before I got that first computer, I was also gifted my first train. I remember it as if it were last Christmas. Maybe I was a bit nicer to my parents that year or I beat on my little brother with a little less force. Whatever it was, the big guy came through and in a huge life-changing way! It was a James Gang set in AT&SF livery. At the front was a beautiful 4-4-0 General engine with a wood tender. Behind it was a cattle car with horses, an empty gondola car, a box car with a good guy and a bad guy having an epic gun battle and a pullman style passenger car. To be sure, this train was nothing fancy. This DC-only train only had two tricks; GO FORWARD and GO BACKWARD. No lights, no smoke, no sounds, heck, I didn’t even know that those were options on other trains. It was asked, and bravely obliged, to perform many non-standard train tricks including various interpretations of crashes and earth shaking derailments. I can’t remember exactly how I got so much tinsel wound up in the trucks. Well, that train went into storage after I found computers, but it

never left my soul. The spark occasionally rekindled when we visited my uncle in NY. He had an awesome layout and more trains than I could remember. For a while, I must admit, I lost the train interest, but I blame that on being blinded by adolescent hormones. Apparently the cure for that is marriage, having children and about 3 decades.

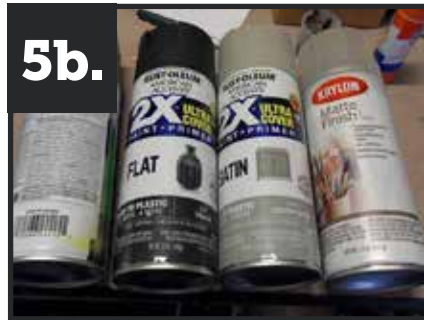
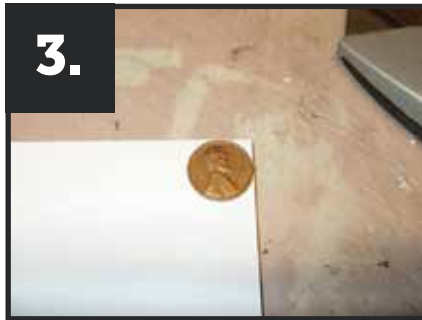
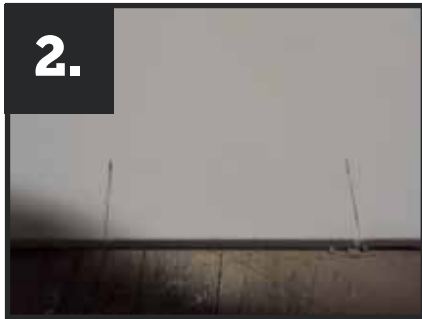
So, Doctor, that leads me to now. Leveraging a Computer Science degree, I have had a fulfilling career in high-tech (only 10 years until retirement!) and brought model trains back into my life in a big way. But, I guess you figured that out since I am writing for a model train forum. Once this hobby is in your blood you can never let it go. Coupled to the trains is my love of high-tech. The nerd in me always wants to make things better using technology. That first train is still with me but it is better. I added lights, 3D printed some coal for the gondola car, 3D printed some parts to recreate the cattle car that went missing through the years and added some seats to the passenger car (lights and passengers are next). Being a model train nerd means you are not afraid of tinkering and finding new and high-tech ways to have fun with our hobby. Maybe we are all model train nerds after all.

Check back quarterly for stories of how a nerd is using technology to enhance his model train fun. Over the coming issues I will cover various topics including 3D printing, software, do-it-yourself command control options and more. 🇺🇸

# Building Foundations

## Easy Steps to Make a Foundation and Sidewalk for Your Buildings

By Walter J. Wehlauch



To make a foundation and sidewalk for your buildings, I purchase a 20” x 30” x 3/16” sheet of foam board. These can be bought at any craft or WalMart store. They’re not expensive and a sheet goes a long way.

- 1st step** Measure your building which will be setting on its foundation. I add 1” for sidewalks. Use a square and cut out the your markings, I just use a utility knife.
- 2nd step** Mark your building outline using a pencil lightly. (I used a pen to make it show up better for photos).
- 3rd step** For the curb corner, I just use a penny to mark a curve. Cut the curve(s) using an Exacto Knife.
- 4th step** For the pedestrian slopes on sidewalks and any entrance ramps, I mark with a pencil and just cut the surface, not all the way through at the start of slope. On pedestrian slopes, I then use a flat screwdriver as close to the width as possible and start at the edge and length with no pressure at the start of the slope, gently swiping toward the end until the end is completely compressed. For larger slopes/car ramps, I use a clamp with a piece of smooth wood underneath and, starting in the center, tighten the clamp, loosen, and compress the front edge. I use a flat screwdriver to finish the edge by swiping with a little pressure to get the angle. Finally, for the sidewalk, I use a sharp Exacto Knife along with a square to make my sidewalk. Cut through just the surface. Gouge out, make cracks, etc. using the Exacto Knife.
- 5th step** Ready for painting? I use blue painters tape to avoid paint on what may be the floor of the 1<sup>st</sup> floor building, (I didn’t in the illustration). Then spray paint with flat black rattle can spray paint. While still wet, I mist tan camo, followed by misting a light gray primer, until I’m satisfied with a concrete sidewalk color. Let it dry for a couple hours, then I give it a light black acrylic wash to bring out the sidewalk scoring that I made. When dry, I usually add some light chalk dust... black, brow, rust, or a combination. Finally, seal with a matte flat clearcoat.

Good luck as you work on your layout and please, send photos of your work to [Tractive Effort](#) for inclusion in future issues. 🇺🇸



# DEPARTMENT 56 AND MODEL RAILROADING

By Brian Vaill



Let's start with a little history. Department 56 is a spin-off Bachman's, a large wholesale/retail floral-nursery business located in the Minneapolis area. The name Department 56 came from each department within the Bachman organization having a number, and their import giftware business was named Department 56.

Department 56 was formed with a \$50,000 investment in 1976 and its growth was exploding in 1984 with the introduction of the Dickens Village collection. This was followed shortly thereafter with the New England Village, Christmas in the City, and the North Pole Villages. So to speak, Department 56 was off to the races in a very big way.

With the introduction of the Christmas in the City collection, I saw the first opportunity for a marriage between Department 56 and O-Gauge trains. The architectural style of the Christmas in the City buildings blends nicely with the era that most O-Gauge enthusiasts' model.

The biggest drawback for the use of Department 56 buildings and accessories with model railroading is that most have a snow effect applied to a portion of these buildings. It therefore limits their use to Christmas/winter layouts.

That changed somewhat in the late nineties with the introduction of some buildings that were void of the snow effect. In fact, when the Seasons Bay collection was announced, none of these buildings had a snow effect. Seasons Bay was a wonderful series that featured several outstanding buildings. It was surprising that O-Gauge enthusiasts generally stayed away from Seasons Bay. When the series was retired as a whole, some D56 dealers were selling these buildings at bargain basement pricing. One building in particular retailed for \$200.00 and was selling at \$20.00. What a buy!

Some may ask what makes Department 56 buildings desirable? There are many advantages that are unequaled in our hobby. First, the villages I have mentioned are made from porcelain, a wonderful medium that achieves marvelous details. There is never any warping that is prevalent with older non-D-56 buildings.

A second major advantage is the fact that you won't get cookie-cutter lookalikes that are so prevalent in the O-Gauge marketplace. This variety is unbelievable with so many commercial, residential, and public service buildings, all of which are unique in appearance. Many of the newer offerings have detailed interiors. The color variance from building to building mimics what you would typically find in most cities and towns.

It is difficult to match these benefits of Department 56 buildings with anything else available in O-Gauge. I first integrated Department 56 with Christmas in the City buildings in 1996. My layout was all dedicated to a Christmas theme. At that time, I was very active in a local Department 56 club. That Christmas season, we had over 200 guests attending our open house event and most had never seen O-Gauge trains integrated into a layout with Department 56 Villages. They were literally blown away how a Department 56 Christmas display could come to life with model trains running throughout the layout.



In 2006, I graduated to a big layout that took my Department 56 Buildings and trains to a whole new level. 1/3 of the layout was dedicated to Christmas in the City using about 200 Department 56 buildings. Months went into the planning with two main lines serving the City and two more from another part of the layout making a stop at the Grand Central Terminal. At the time, I thought that this build was as good as it gets with respect to the integration of trains and Department 56.

But, as much as I had planned, I did make some fundamental mistakes with respect to building placements. I used a city block concept which meant that the front of many buildings was blocked from view. Years later, Elizabeth and I faced what many retirees experience, our home was way too much for us to maintain. We kept Elizabeth's home for just this reason as it was all on one level and had a lot less property to maintain. A new layout was then in the works. We all tend to learn from our last layout build experiences and our new effort was no exception. Our goal was to create the ultimate integration of Department 56 and O-Gauge trains. Our new City is about the same size as the last layout, but a much better use of space. The Department 56 Christmas in the City buildings are placed on three levels, making each structure very easy to observe. Our Grand Central Terminal is blended nicely with the Department 56 buildings making it a realistic City scene.

The other side of our new layout is dedicated to the North Pole and the Polar Express. The Department 56 North Pole collection also blends nicely with O-Gauge trains making a fun filled layout dedicated to Santa and children who "believe".

We even have a Christmas tree magnate, C T Balsam, whose business activities include both North Pole and Christmas in the City. His red Christmas tree delivery vehicles grace the driveways and parking lots of many of our Dept 56 buildings.

In summary, Department 56 buildings are the perfect match for a Christmas layout with O-Gauge trains. They blend well for a whimsical style or something more realistic (as we prefer). Other Christmas related buildings have come onto the scene like Lemax that offer more choices at very competitive pricing. If you want to make your layouts more impressive, Christmas or otherwise, consider Department 56. And don't forget the many Department 56 buildings that do not have a snow effect. Most O-Gauge folks do not consider these excellent choices, but they are overlooking a wonderful resource. 🇺🇸



# A Christmas Train Story

## A Soldier Goes Home

By Bruce Urbanski

My Christmas train story has a little different twist than many might have. When you receive a train for Christmas, it creates memories. My story is one that brought memories back. I call it, "A Soldier Goes Home."

The daughter of a friend teaches history to children with learning disabilities. We were talking about the curriculum one day and she told me that World War II was part of the fall subject matter.

"Would you welcome World War II vets to come and speak to the students?" I asked her.

"Of course we would, but you do realize that these are children with ADHD and other special needs problems? Sometimes they have difficulty focusing for long periods of time."

"No problem," I replied, "I have the perfect person for the job."

Enter my neighbor George, a bona fide war hero who as a rifleman in the front lines received 2 purple hearts, 3 bronze stars and took part in the Battle of the Bulge where he became part of General Patton's 3<sup>rd</sup> army.

George is also a retired elementary school principal

One of George's traditions was to greet every student on the first day of school as they got off the bus. Over the years, his reputation grew and he positively affected the lives of many students.

He was honored by having the last elementary school built in our community named after him.

Who better to talk to these kids? So arrangements were made.

The assembly was held in the school auditorium during the last hour of class. Imagine school children who were so interested that when the bell rang to go home, nobody left. Finally the bus driver came in and wanted to know where everybody was.

I guess the kids were more interested in hearing about WWII than going home. There was no question that the lecture went well beyond everyone's expectations.

"But the title of the story says that it is about TRAINS."

"Yes I'm getting to the train part now." The school was so appreciative about the lecture that they wanted to do something for George. They included me in figuring out what they could do.

It was getting close to Christmas time and I knew that George collected Santa Claus figures and also liked trains. What better thank you than a gift of a Christmas train?

We all pitched in and purchased the Lionel traditional Christmas set. One of the main reasons was that it is G gauge and has a remote control. George is 83 and this would be the easiest for him to operate.

One Sunday morning a friend mine and I went into George's house while he was at church and set it up for him. It was a total surprise.

Well, I don't have to tell you how the look on his face was the same as mine when I received my first train set at five years old. George was excited and delighted all at the same time. You probably remember the feeling.

As we went through all the functions, we read the directions.

We made an old man feel like a kid again; actually several old men felt like children again.

About a week later I went back to check up on the new railroad empire next door and asked George's wife Melba if he was showing off his new train set.

"Oh yes. Everyone who comes over has to see it and watch all the functions, but no one is allowed to touch it. Not even our grand kids."

Then quietly she said. "I think he plays with it when I'm not home."

We both laughed and I went on my way knowing that the train was in good hands.

A couple days later I received a thank you letter from George and it confirmed that indeed he was running the train.

Many of our first train sets that create memories, this one actually brought back memories of World War II. I call it, A soldier goes home.

In 1946 I arrived in New York after a 14-day voyage from the port of Le Havre, France. This was across the north Atlantic in February. The seas were stormy and I was seasick the entire trip.

When we landed, I received a train ticket from New York to my home in Missouri where my family had moved during the war to escape the dust bowl in western Oklahoma. I remember that steam engine with that wonderful steam engine whistle.

The rails were not welded together then, and you could hear that rhythm of the wheels on the rail, clackety-clack, clackety-clack, clackety-clack. I'm going home, I'm going home, I'm going home.

I was lonesome, I had lost my platoon, and I felt alone and unsure of my future.

Trainloads of thanks,

George.

At age 5 I had my first Lionel Christmas.  
At age 83 George had his first Lionel Christmas.  
At age 53 I've had my second Lionel Christmas. 🇺🇸



# The Perils Of Passenger Car Projects

By Andy De La Rosa

Being a 3-rail passenger car fan is usually at least 9 parts out of 10 fun but sometimes 10 parts misery. In my case, such misery is almost always self-inflicted. But OGF is about enjoying the 3-rail hobby and not griping about it (still less at other people in it). In that spirit, I relate what follows and hope that you get some amusement from it.

Parts of this project were originally described on another forum where several of us once were. But OGF membership has expanded so much and so fast that I think an updated account of it will be new to many people. The only thing I'll repeat is that the original idea was to see how much I could achieve in just one sitting, or just one per stage, because my projects tend to run on for ages. You'll see how far, or not, I achieved that.

What I had to start with:



This is a car from the Lionel 21" UP Excursion car sets, which I actually wish someone else (named Scott Mann) had been able to do, but for whatever reason it was not to be. This is the signature car of the first set, the City of San Francisco dome lounge/observation. I have never been inside the real thing.

These cars are ABS plastic. Lionel's change from aluminum to plastic was announced with great promises of more prototypical cars, outside and in, and to some extent they delivered. One area where they didn't was inside the cars, which have no passengers and are monotonously one color. The interiors don't match the relative accuracy of the bodywork and they practically shout out for detail and color.

However, the dome of this and other UP Excursion cars are what Lionel has reproduced best – something no other 3-rail supplier - even K-Line - has done. So, I started with that area, intending to replicate something near the prototype. Lionel's domes are unlit whereas the real thing has floor lighting. I went overboard and put in lighting at floor level and overhead.



It glows like a Christmas Tree. But this was planned to take one day to finish. It didn't.

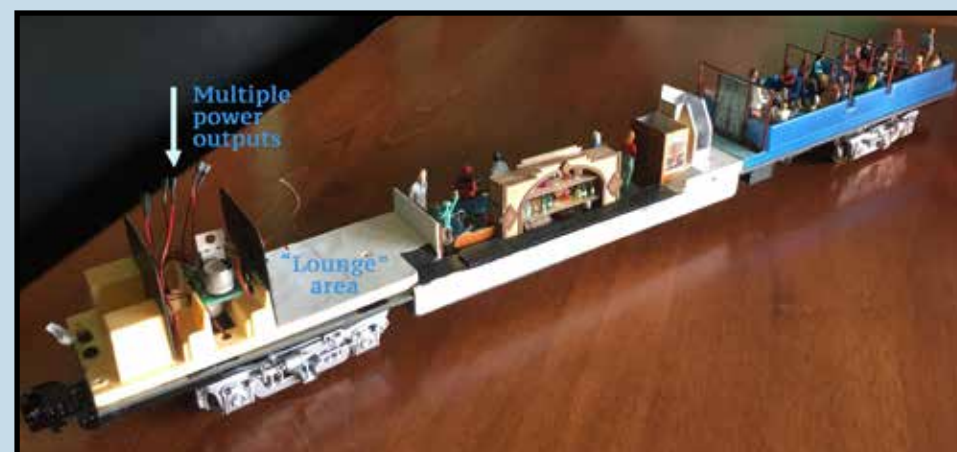


Neither has anything else I decided to do with this car. There are basically four compartment areas, the dome, the area underneath it, rear sitting area and front service/seating. The belly of the car under the dome has some sort of bar area (see floor plan). As I am not devoted to prototypical accuracy, but merely a representation of the real thing as I imagine it could be, I devised a patriotic theme – I am particularly proud of the illuminated "Blue Bar".

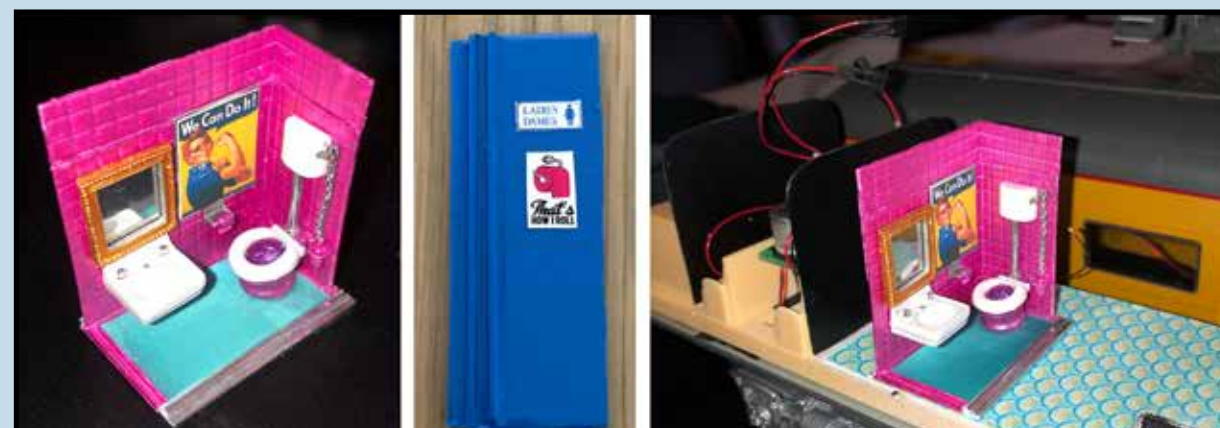
1.



2.



3.



The Lounge area at the rear of the car was molded in one piece by Lionel in such a way that I could take it apart and produce something that was more like real – except that my passengers are party people and not respectfully reserved railroad buffs: [Photo 1]

All of the accessories shown above – table settings, glassware and so forth – are actually "quarter scale" 3D printed stuff mainly made for dollhouses

That was as far as I got up to late last year. When I went back to the project just before COVID lockdown, I could not actually remember why I had provided so many electrical outputs at the front section of the car: [Photo 2]

Then I remembered that one of them was for overhead lighting in the ladies' "lounge" in that section. Often, together with a card playing area, this was a feature of streamliner era passenger trains run by UP and others. I confess I went slightly berserk on this, what with all the pink, posters and so forth. Fortunately, the female members of my family who have seen it have neither disapproved nor failed to be amused: [Photo 3]

Final assembly is next, which is the acid test for a project like this as cramming in so much detail usually leads to unexpected re-assembly problems. I really hope not in this case as I have several cars still to go! Next one is the Overland StationSounds dining car, so watch this space. 🇺🇸



# The Brooklin Corner

## "Something New"

By Bill Webb



Welcome to the first column about Brooklin Models. I decided to name this issue's column "Something New" since this is our first issue of *Tractive Effort* and Paula and I are fairly new to Brooklin Models.

"Why Brooklin?" you might ask. "There are a lot of other choices or why even make a choice at all?"

For years I have received the Diecast Direct catalog just as most of you have. We have ordered from it and even added lights to a few vehicles after they arrived. (Maybe we will do a tutorial on doing this).

Sometimes we came across a page with Brooklin Models on it and ignored it. Who in their right mind would pay \$50+ for a car. There are plenty available for far less money. We were not tempted.

Last year, a good friend began increasing his fleet. More people were visiting the City by train, the demand for taxis was up, and he had the inside track on cheap taxi licenses from an acquaintance with connections to the mayor's office. He bought a bunch and immediately a waterfall of new funds snowed down upon him. Pass The Coins, He had to invest the new found riches.

He began buying Brooklin Models and had to share it with the world. Soon pictures of The Car Show invaded the Forum. Covid meant there was more free time, so Paula talked me into looking at it, just like Eve and the old apple. "Gee, these things are kinda nice."

Next a Car Contest appeared. Choose a winner from among the entrants. Ten cars entered, all Brooklins.

"Wow. Some of these are pretty and they do a heck of a lot for the layout."

A winner was easy to pick, a yellow Studebaker. Ole Crabcake was involved along with a red pickup. Next was the C T "Perfect Vehicle." This was a low blow. A car was needed for ole C T Balsam; I still think it was payback for the licenses (that is being investigated by the RCMP according to sources). And the next thing that I heard was, "I want a vehicle like that for my birthday."

I still blame myself for falling for that one. Why order a car for someone's birthday in May that isn't until late September? Something pushed me forward and I ordered her a beautiful 1937 Buick. Hey, the lady has good taste. At the same time, we needed a

Funeral Coach (hearse) for a layout scene (another Buick), and I deserved a Studebaker to even things out (not the yellow one). They arrived a week later.

And then my good friend Brian offered to assist us in obtaining some nice Brooklin models. The trap was sprung.

Here I am writing a column on something that we knew nothing about. What we have learned has not come cheap. But I have to say, these vehicles do look fantastic in the right place on a train layout.

"But," you might say, "Just because you got taken in, why should I?"

And that, my friend, is partially what this column will be about. Why Brooklin?



**BRK-223P 1965 Chevrolet Impala, Pink Collection, Limited Edition, 1/199**

**BRK20-X 1953 Buick Skylark**



**BRK-039X 1953 Oldsmobile Fiesta Convertible and BRK-071X 1955 American Speedboat, Brooklin Collectors Club 1998 Special of the Year, 1/300**

The information that follows is readily available from many sources and I am not copying from anything. Much of it we have learned from dealing with various vendors, collectors, etc. If you want in-depth knowledge, just click on Brooklin Models and start reading.

In 1965 John Hall and his wife Jenny migrated to Canada from England and made their new home in Brooklin, Ontario, a small town near Toronto. John worked for several companies where he learned about metal casting techniques He learned enough so that in 1974 he started producing model cars in his basement. John liked American cars and chose 1:43 scale.

First Lesson – Brooklin Models are not die cast models. Molds for die cast models, be they trains, boats, planes, or autos, are very expensive to produce.

Very exact brass masters are made and rubber molds are taken of the various parts just as is done with some trains. A white metal alloy is poured into the mold and models are cast one at a time. This is not high volume mass production work. Products are built by hand and in fairly small quantities. They are in large part cleaned up and finished by hand.

Often items are painted by brush rather than spray.

Within a few years, John had two employees, models had dramatically improved, and included wipers, windshields, clear plastic for windows, and John decided to move his family back to England where his roots were. They ended up in Bath, England where the company remains today.

In 1998, two employees bought the company from John. They decided to work to increase the quality of the models and did so. Look at Brooklin Models produced in the earlier years and compare them to the early 2000 years; there is a significant difference.

In 2017, Brooklin again made the decision to increase quality and they did so in an overall manner. Marketing, packaging, car quality... all was improved, some dramatically and the company moved to the front in 1/43 cars of this type.

If you buy certain Brooklin models today, it is an experience. Buy direct, you receive immediate service and confirmation, your model arrives in a few days (ours took 3). The box and packing can best be described in one word, WOW, and everything is perfect (again, our experience).

Other companies could take a lesson from what Brooklin has done. It is similar to buying a train from Lionel and suffering through 2-3 problems or from Scott Mann and the WOW experience that receiving one of his models evokes. To be fair I must point out that you pay for what you receive; price is not the primary objective with Sunset or Brooklin Models.

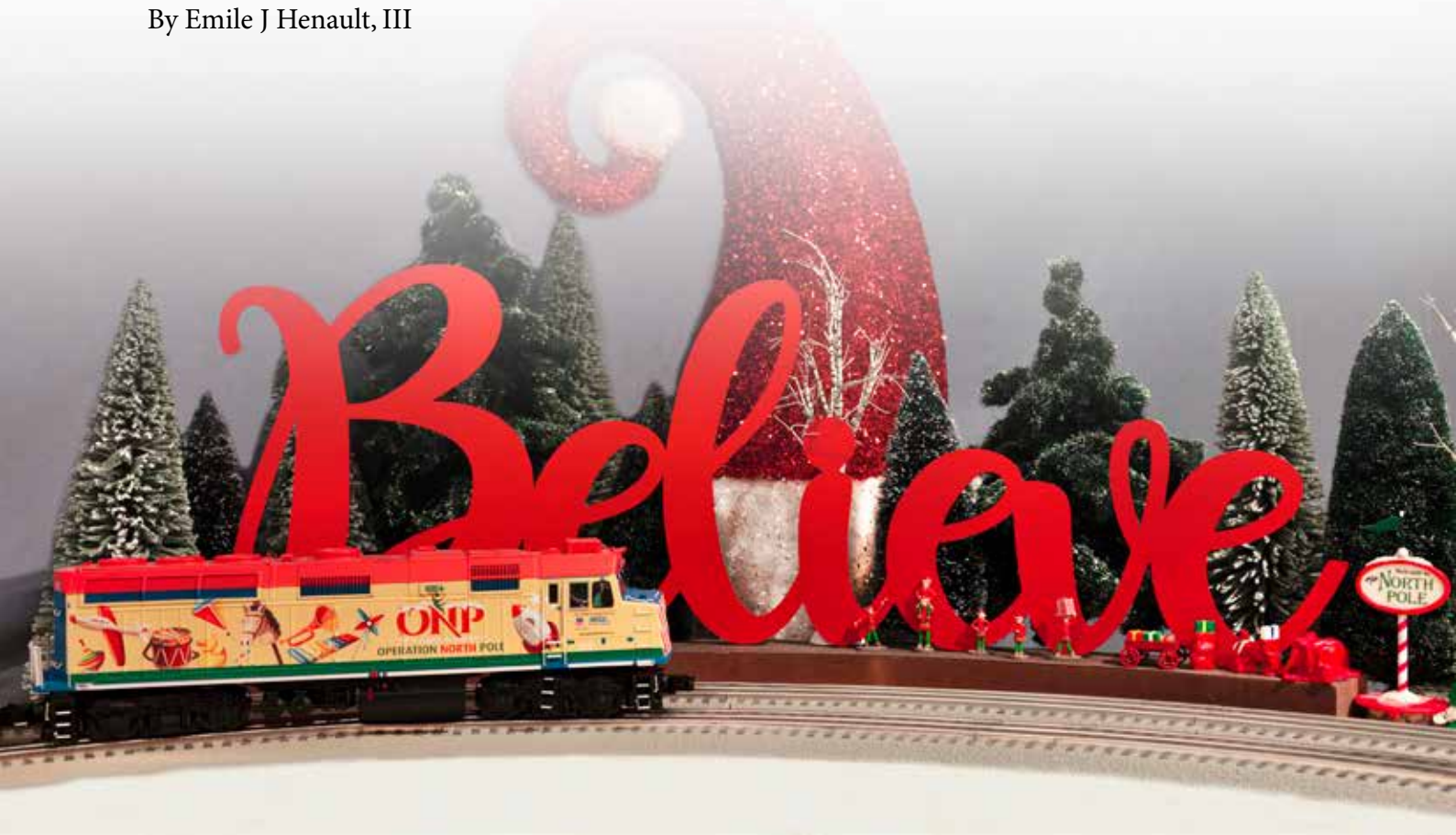
If you are interested in learning more about Brooklin Models, there is a book that reminds me of Barry's book on the MTH DCS control system. Check out the *Brooklin Models Collector's Guide* by Gianluigi Cappi, available directly from Brooklin Models. For the Brooklin collector, it is a tremendous source of information in a coffee table quality book.

There are plenty of things to write about with Brooklin Models. They offer several different collections, lots of limited editions, and their subtle marketing is interesting to watch. The absolute favorite in our household is the Brooklin Pink Collection. Paula has obtained almost all of them and I have to agree with her that they can be stunning. We look forward to telling you more in forthcoming issues. 🇺🇸



# Sharing the Joy and Wonder of Christmas

By Emile J Henault, III



The best part of creating a Christmas Village is sharing it with your loved ones. The priceless reactions of both young and old warms your heart and mirrors the joy and wonder of Christmas. Our layout is the product of a family tradition that started as a very small Department 56 display. Over time, our Christmas Village grew quite large with items that represent hundreds of family memories. While our layout may be very personal, our experience is not particularly unique. Every year millions of families around the world create a Christmas Village in one form or another. Virtually all of them go unseen by anyone other than close family and friends. That's where our story takes a big turn.

Ten years ago we began sharing our layout with the World through an internet video series. Our first video, *Epic Christmas Village*, debuted on YouTube on December 9, 1990, featuring "The Polar Express™ O Gauge Set" by Lionel. The Viewer reaction was positive and immediate. We had found a way to share our Christmas layout with so many more people than might have ever passed through our living room during the Christmas season. We knew immediately that we would continue to share our tradition.

The following year *Epic Christmas Village II* made a big splash with inclusion of the Lionel "New York City Transit Authority R30 Subway Set". The red train was the perfect addition and generated a huge buzz. The universal appeal of *Epic Christmas Village II* has continued to make it the most watched Christmas Village video of all time. It has been seen all over the World while generating comments in 18 different languages. The flood of warm and heart-felt sentiments we have received, seem to share the same nostalgic Christmas feelings that we have experienced all along and are a more fulfilling gift than we could have ever imagined.



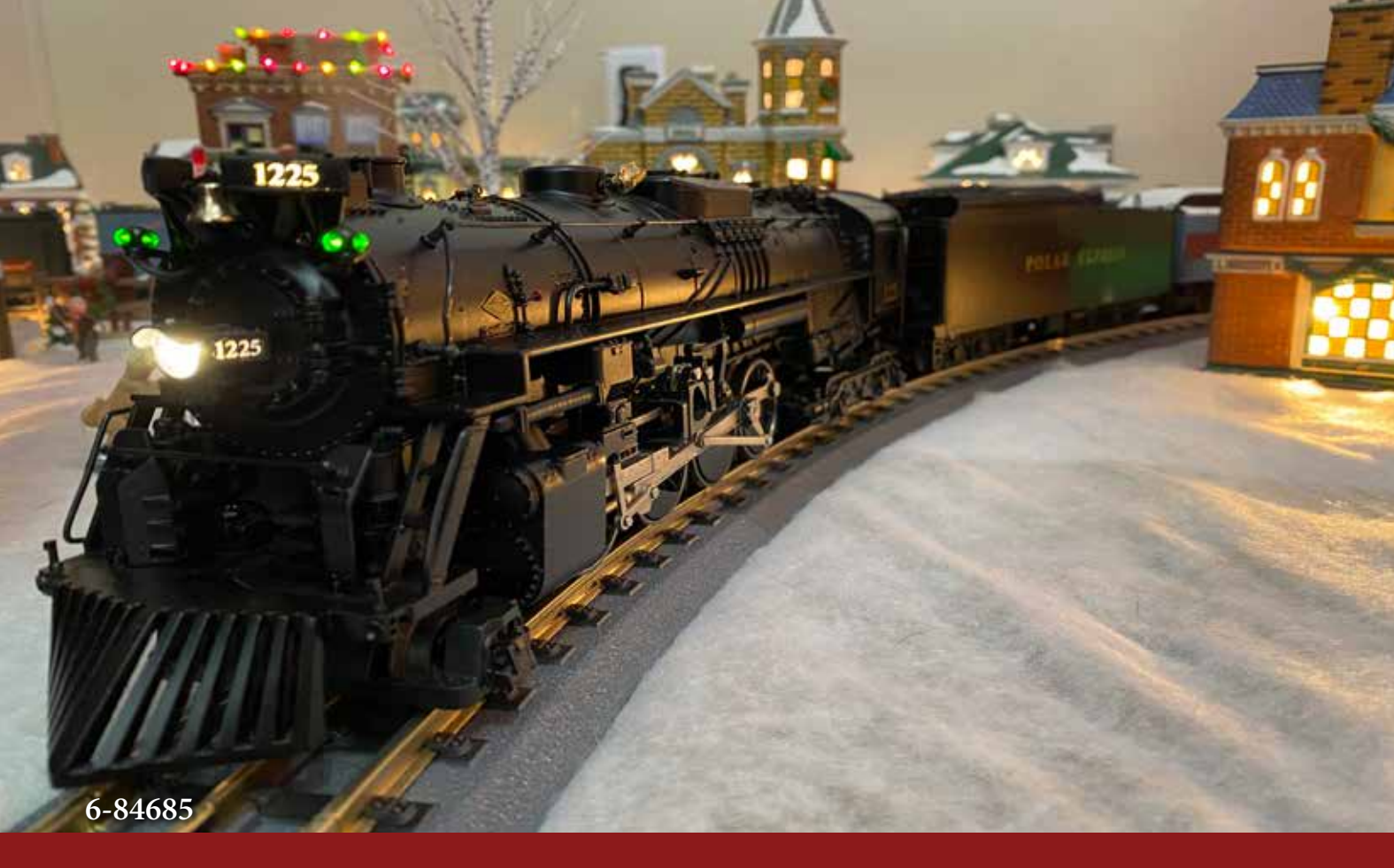
The tradition of sharing continued through *Epic Christmas Village III*, *Epic Christmas Village IV*, and *Epic Christmas Village V*, as our Christmas Village continued to evolve. We've always tried to include fun new ideas that we hope will bring happiness to our viewers and hopefully inspire them to do the same. The next installment in our Christmas Village series is sure to offer some new surprises along-side some old favorites.

In the ten years since, our Family Tradition of sharing has been enjoyed in over 100 countries by more

than one million viewers, many of whom have made their own tradition of watching our Christmas video series. *Epic Christmas Village VI*, will continue that tradition when it debuts on YouTube this Christmas. With it we hope to spread a little bit of the Joy and Wonder of Christmas. 🇺🇸

*Epic Christmas Village* <https://youtu.be/FHnNNe1auDc>  
*ECV II* <https://youtu.be/sG64d7i6Drs>  
*ECV III* <https://youtu.be/XyFipzVPToQ>  
*ECV IV* <https://youtu.be/rHGhUxu86XE>  
*ECV V* <https://youtu.be/ifKyTq-6gTc>





6-84685

# The Scale Lionel Polar Express: Evolution of a Legend

By Trey Conway

The 2004 feature film Polar Express served to revitalize children's fascination with trains just in a nick of time for Lionel. It was a much-needed addition of coal to the firebox, just before that steep grade climb. We aren't privy to the actual licensing fees paid to Warner Brothers, but it is, and was one of the soundest investments Lionel could make. Polar Express themed train sets and other merchandising has buoyed once sagging sales and has enabled the line expansion of new model trains and modern command control technologies unheard of in decades past. So every time you see a Polar Express starter set, remember that its popularity (read sales) helped bring about the wonderful scale features and play value we now enjoy from Lionel. It was only natural that the wildly popular Polar Express evolve into a scale offering. We are, at heart, just overgrown kids too.

There have been several iterations of the Polar Express produced over the years, but among the very finest examples are the true 1:48 O-Scale Berkshires produced in this livery by Lionel.

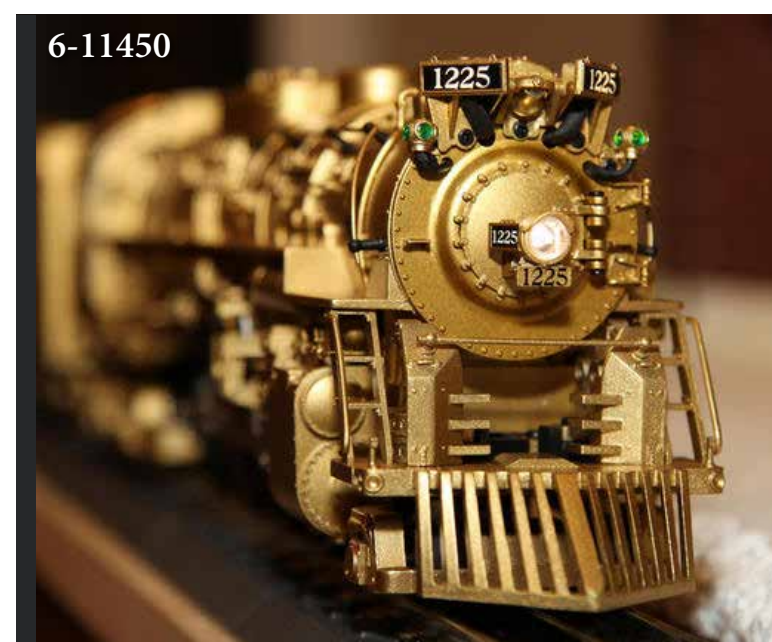
The very first scale example was the 2008 Lionel Legacy Pere Marquette 1225 (6-11146), that offered the extremely rare option of your choice of two tenders. If you chose the Lionel Legacy Polar Express Tender, (6-11151), the 1225 became the very first scale Polar Express. If you chose the Lionel Legacy Pere Marquette Tender (6-11204), you preferred the Pere Marquette 1225 from which the locomotive sounds in the movie were recorded. This was the only version of the Pere Marquette 1225 Berkshire that had either tender as an option, or either one as a separate sale item. The sound set chuff, squeal and whistle is robust and clear. One could argue the superior fidelity of this sound set is one of the nicest versions out there. In fact, the 2008 has a little deeper chuff and a slightly louder speaker to my ear than the rest of the later scale offerings with engineer voice over upgrades. The headlight, actually ALL lighting, is incandescent, and is warm to the eye. It also features a prototypical Berkshire cow catcher and white stripe along the running boards because it is designed to model the actual Pere Marquette 1225 and her excursions painted with a Polar Express tender.



6-11146

The second scale engine produced by Lionel was the 2014 10th Anniversary Polar Express Berkshire with Whistle Steam, (6-11451). This was the last version before onboard Bluetooth integration. It carries of course no Pere Marquette markings at all, and is adorned with the fictional long sleek pilot. This is probably the best one produced. The paint is nicely done, the sound set is very nice and the whistle steam is very realistic, as the unit uses a dual chamber smoke unit with individual fans for the main stack and whistle, whichever is required. It also features an IR receiver for LCS Sensor Track and crew talk scenarios based upon locomotive motion/condition.

The third unit produced by Lionel was the 2014 10th Anniversary Polar Express Berkshire in Gold, version 6-11450. This special edition was limited to only 200 examples, and technically was a parallel run alongside the black versions, but painted gold, with blue text on the cab and tender. All of the features of the black 6-11451 are present, including the whistle steam and announcements. A matching set of cars was produced for this very special engine.



6-11450

The fourth scale Polar Express Berkshire to be produced was 6-84685 in 2018, and it was the very first to utilize Bluetooth control as an option along with Legacy. Each control system can be run simultaneously if desired— with Bluetooth perhaps for smaller hands (or adults that don't want to be tied to the 990), and full Legacy mode for the adults. The Bluetooth control has a few limiting factors. You cannot access all the sounds the engine can produce, nor change the labor rate, control the lights or other high-end functions. But it is more than capable of running the engine, blowing the whistle and ringing the bell, with a few sounds mixed in. Of course, the full sound sets and functions were accessible with the Legacy 990. This Polar Express also came with the popular whistle steam feature and, for the first time on the Polar Express, the buyer's choice of side rods, blackened or polished. I must admit I've only seen a polished side rod version. If you have a blackened side rod version, please post it on the OGF Forum.



6-11451

Any of these four fine models would make a wonderful addition to a Christmas layout while making the eyes of children young and old dance with delight. 🇺🇸



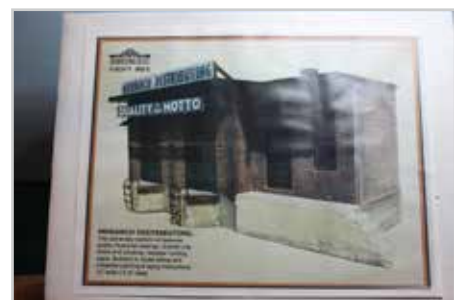
# PLASTER-CAST BUILDINGS: ADDING LIFE TO YOUR LAYOUT

By John L. Crowley



My favorite thing to do, other than running trains on the layout, is creating a realistic miniature world that reflects a time in transportation history that was more intriguing. That time in history, when steam still ruled the rails and diesels were just being introduced, was a pivotal and exciting time for America, and that is my favorite era to model. Thankfully, buildings from that era are plentiful in O scale. Some of the most rewarding and realistic models offered to our modeling community are plaster-cast buildings. Astonishingly enough, a lot of people have these buildings just sitting under their layout, collecting dust. Now that the weather is colder, maybe it's time to pull that kit out from under the layout and start building.

The kit I will build here is a Downtown Deco Kit.



There are kits still readily available on the market and if you are new to this endeavor, I suggest you start with a common kit already in production. The "First Timer Bar", "The Track Side Tavern", and "Patterson's Hardware Store" are great starter kits. These kits offer a lot of charm compared to other plastic "plug-and-play" buildings and give the feel of early America. I will show you several kits that I have built, with a few tips and tricks that will give you the confidence to tackle those kits. So, let's get started.

The first step is to remove the contents of the box and confirm you have all the parts. Windows, signs, doors, and most importantly, all four walls, should be there. Randy at Downtown is extremely easy to contact via email and will promptly send pieces if they are missing or broken. If one of the plaster walls is broken, do not fret; a crack or split in the wall gives the building more character. The key is to paint the pieces first and then glue them together; this method minimizes the visible glue line. (1). This small piece broke off my kit but will be invisible after painting

and then gluing with Elmer's tight bond glue.



Next, trim the excess plaster flash from the window and door openings. I like to add lights and interior details to my buildings, so I "open" as many doors and windows as possible. Use an X-acto knife and go slowly. I use a 1/8" drill for corners to avoid cracks and damage to the casting. Cut from both sides using a straight edge to line up your guide holes. (2.)



Use a little bit of water to wet the casting in the areas you are cutting

to prevent a break and you should be able to make a clean cut. I even take an additional step and open boarded-up windows on these buildings to create more of a 3-D perspective. The goal is to create interest on your layout, and to do that, you must keep the viewer's eyes moving through the scene. Keep refining the wall openings until the provided frames fit into your trimmed openings. I built the custom frames shown in the photo below from bass wood.



Once that is complete, it is time to square-up those buildings. I use 100-grit sandpaper taped face up on a piece of sample countertop stone. You can obtain these at any granite store for free. Take each wall and slide them back and forth to create a square flat foundation for all walls. (3.)



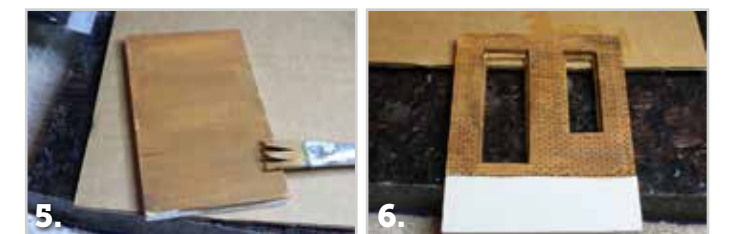
Go slowly, as it will only take a few passes to make the plaster disappear. Note how the walls assemble and be careful not to remove the end brick details that are exposed. I pre-assemble the end walls to make sure they fit with no gaps. Use a small metal machined block or angled fixture block to confirm the walls are square. (4.)

Now you are ready for the step that makes many people uneasy: painting the parts. This is really a misnomer, because these plaster cast walls really lend themselves to staining, not painting. This is where I deviate from the instructions to spray them with a white primer. Plaster, just like a real brick, is like a sponge, so I take advantage of that characteristic and use light stains to keep that porous brick appearance.

Brick varies in color, and this is where you will have to decide what you want your building to look like.

Many buildings in the East have more of a raw umber or burnt umber with a darker brown appearance, while buildings on the West coast have more of a burnt umber / raw Sienna/ yellow ochre mix to them. I recommend looking at some photos to find what appeals to you.

I purchase acrylic tube paints from my local arts/ crafts store. They include the following colors: Raw umber, Burnt umber, Yellow Ochre, Raw Sienna, Burnt Sienna, Titanium White, and Mars black. I usually stick to three or four colors to obtain the final hue I like. I use the white and black for contrast. Using a watercolor pallet, mix a dollop of paint with water to obtain a very thin mixture, and start applying the mix to the wall. Remember, like staining wood, exceptionally light coats are essential here. Start on the interior walls first to test the color. (5.)



Start with light shades and repeat to give the color more depth. Let it dry for an hour, and then come back and give it light washes of thinned black paint. The details will come out of the plaster unlike any other kit you have built. Let dry for about 2 hours or a full day. (6.)

A good trick after the paint is dry is to dry-brush titanium white over the brickwork to give it a 3-D texture. Then, take black or raw umber to dot-paint some of the bricks. I like to paint sills a concrete color (mix white, black, yellow ochre, raw umber together).



For the stone detail, I first painted the area using a light gray on the stone surface, then return with tan, umber, and other earth-colored paints and paint that actual stone leaving the gray perimeter. Vary the color of the stones to create depth and interest.

If your kit came with a chimney, use the same colors and techniques as above to match your brickwork. Spray paint the window frames your choice of color, allow them to dry, then add the window glazing and fasten them to their respective locations with super glue.





Now you are ready to assemble the walls. If you broke a wall casting, this is the time to repair it. I use Tite Bond wood glue that is water-resistant and dries quickly. Make sure your repaired piece fits properly and glue on top of a piece of wax paper to ensure its release. I then cut 1/8-inch bass wood and frame the walls at each joint. If they are visible, paint them with raw umber washes before gluing in place.



Determine the height of roof and use the bass wood to frame the roof supports. Use the fixture blocks to square-up the building's four corners and allow the glue to dry.

Next, I trim the styrene roof to fit the building. Cut squares of black construction paper to create a simulated tar and paper roof. Use a black marker to draw the tar lines. Add a few patch details as you feel necessary. I place the roof on the building while its drying and confirm that it has a tight fit and has no visible gaps.



This way, if you want to add details and lighting you always have access to the inside of the building.

Some kits have sidewalks, while some do not. On the kits without sidewalks, I add a piece of 1/16 cut tempered hard board from my layout fascia board scraps. I lay the building out and trace an area roughly 1/2 inch larger than its perimeter. I then carve the sidewalk lines approximately every 1/2 inch and add some cracks for character. I paint it a concrete color and then use the thin black washes to add character.



By now your building is probably looking incredibly good, but here is where we take it to the next level by adding painted-on signs. Most of us are hesitant to ruin their great paint work by adding glued on signs, but using a wallpaper method, it will not hurt it.



Cut your sign and determine its placement. I sand the back of the paper, just to thin the paper down. Use the brick lines to accurately locate the sign in a straight manner. Now, mix some water and Elmer's glue on your mixing pallet and apply the mix to the back of your sign. Place the sign on its desired location and wipe your finger across the surface, eliminating any glue bubbles. I use my fingernail and press the sign, emulating the brick detail through the sign. Dab with a paper towel to soak up the excess glue/water mix. Less is more in this step; try not to over-work the area as the sign will disintegrate and lose its color. Let it dry for an hour.

Then mix some additional brick color from your building and paint areas over the sign to create a faded look. Add washes of thinned black paint to make the brick lines "pop."

If you choose to light your building, I recommend running LEDs up from the bottom and using small electrical tape cut in squares to retain the wiring on the walls and ceiling. I like the 2700K LEDs that provide a warm glow.



For added realism, I suggest giving your building that dusty look. I apply pastels or chalk to give it a gritty, weathered look. Add rust to metal areas, and black soot around that chimney. You may even choose to add some vines. For this effect, I drew a crooked line on the wall with an Elmer's glue bottle and added some scenery foam leaves as necessary.



Lastly, I recommend adding some figures, trash cans, newspapers, a roof hatch, and maybe even a clothes-line on the roof; when it comes to these little details, the sky is the limit. For example, I used a 1/16-inch finish nail, drilled holes into the brick, and inserted the nail into the holes to make a perfect support for a storefront sign. I even added a few figures to give it that "rough side of town" appeal.



I find building these kits a relaxing and rewarding part of my weekend when the weather keeps me indoors. So, if you have time during the Holiday break and the snow has you staying at home, why not try your skills at building a plaster-molded building kit? Besides, it's a great time to refine your modeling skills and give your layout an early American character charm that you created. 🇺🇸



# Fabulous Railroad Hotels of the Gilded Age

## Part I

By Wood Foss

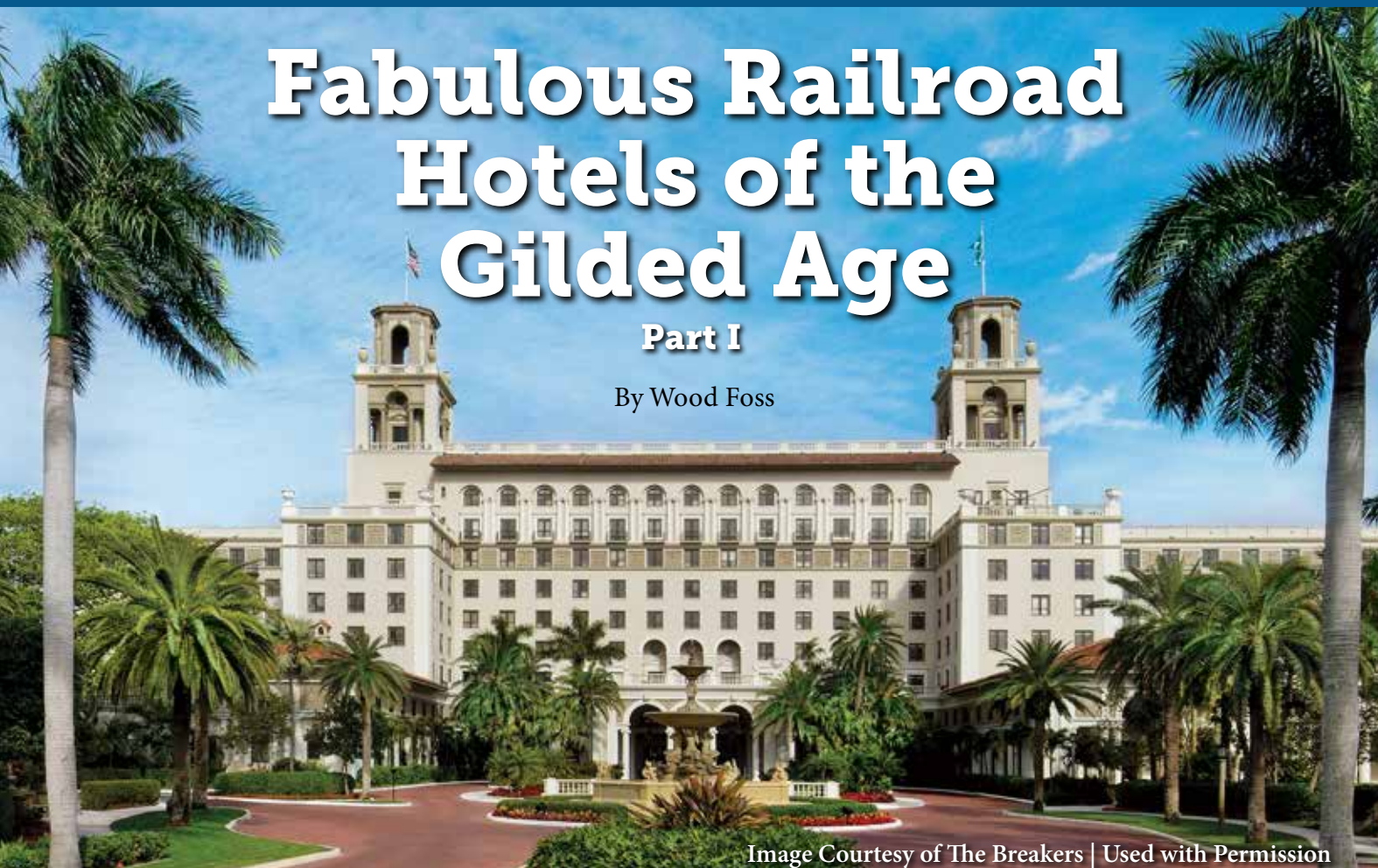


Image Courtesy of The Breakers | Used with Permission

Owning a model train layout starts with a dream. You look at your space, you remember your childhood layouts and you reach for the stars. That is not unlike the building of the American Railroads in the 19th Century.

In 1869 the spike was laid for the first transcontinental railroad. Right behind that spike were multiple railroads completing their own transcontinental destinations with a vast opportunity to open the United States and Canada. It was the beginning of the Gilded Age and the dreams were becoming real. The Railroads became the leader in the western and southern expansion of the United States and Canada. Remote locations needed hotels to service the arriving pioneers and guests. Many of those hotels were minor service centers however, some were designed to bring wealthy guests from around the world. The goal was to open the territories across the country and the railroads enhanced the southern and western territories with beautiful and luxurious hotels.

There are seven examples in this article. All 7 continue to thrive after 100+ years of continuous operation. We are going to begin with Henry Morrison Flagler who owned the Florida East Coast

Railroad. Flagler's railroad and hotels eventually spanned the entire length of the Florida east coast from St. Augustine to Key West. Flagler built 7 hotels including his most famous, The Breakers in Palm Beach, Florida. Flagler was not alone and below are the names and images of multiple Railroads who built magnificent Hotels in all parts of Canada and the United States.

### **The Breakers, Palm Beach Florida**

Henry Morrison Flagler along with John D. Rockefeller were the founders of Standard Oil. In 1883 he visited Florida and began a long relationship with the state. His goal was to establish tourism and he needed both transportation and fine hotels. That brought about the Florida East Coast Railroad and a long list of beautiful hotels. Flagler continually extended the railroad and in 1896 he opened The Palm Beach Inn. Unfortunately, it burned to the ground in 1903 and was rebuilt in 1906 with a new name - The Breakers. Flagler eventually extended the Florida East Coast RR to Key West. "There's a perfect example for you of a railway that's leading the settlement of a region," the historian Sandoval-Strausz said. "South Florida was very lightly inhabited before Henry Flagler ran a railway down there."



Image Courtesy of The Grand Hotel | Used with Permission

### **Grand Hotel, Mackinac Island, Michigan**

In 1886, The Michigan Central Railroad, Grand Rapids and Indiana Railroad and Detroit and Cleveland Steamship Navigation Company formed the Mackinac Island Hotel Company. The company hired John Oliver Plank to build the hotel.

Once again, the idea was to build a location for the Gilded Age society members of the Chicago, Erie, Montreal and Detroit areas. The hotel has a unique attribute of a 660-foot 3 storied porch and beautiful gardens.



Image Courtesy of Le Château Frontenac | Used with Permission

### **Le Château Frontenac- Québec City, Canada**

The Château Frontenac is one of Canada's grand railway hotels built by the Canadian Pacific Railway. Château Frontenac was designed by Bruce Price and completed in 1893. The fortress like tower design is derived from medieval châteaux. In Québec, the Château Frontenac has served as the meeting and lodging of world leaders throughout

Canadian history. The World War II Allies met here in multiple conferences, where officials including American President Franklin Delano Roosevelt, British Prime Minister Winston Churchill, and Canadian Prime Minister William Lyon Mackenzie King, discussed strategy for World War II.





## The Greenbrier, White Sulphur Springs, West Virginia

The Greenbrier is a luxury resort located in the Allegheny Mountains near White Sulphur Springs, West Virginia. Several hotels have been present since 1778, for people to enjoy the Springs. The beautiful Greenbrier was built by the Chesapeake and Ohio Railroad in 1913. The hotel is situated on 11,000 acres with 700+ rooms

During the Cold War the Greenbrier served as a shelter for the United States Congress. A massive underground bunker was built to provide accommodations, code named “Project Greek Island”. It was decommissioned 1992 after the Washington Post exposed the location.



Image courtesy of TheTrain.com | Xanterra Travel Collection. Used with Permission.

## El Tovar, Grand Canyon, Arizona

Railroads were involved in the construction of a number of hotels in America’s Western national parks.

For example, the Great Northern Railway and its hotel subsidiary built numerous hotels and chalets in Montana’s Glacier National Park. At the Grand Canyon in Arizona, the El Tovar opened its doors in 1905. The lodge, perched on the Grand Canyon’s rim, was designed by Chicago architect Charles Whittlesey, the chief architect for the Atchison, Topeka and Santa Fe Railway.

The Fred Harvey Co. operated the hotel in conjunction with the railway. Harvey, who died in 1901, started out in 1876 with restaurants catering to rail travelers on tight schedules and soon expanded into hotels and gift shops.

Trains still run to El Tovar on the same line as the Atchison, Topeka and Santa Fe Railway, every day.



Image courtesy of La Posada | Used with Permission.

## La Posada, Winslow, Arizona

La Posada, northern Arizona’s beautiful Harvey House hotel was built by the Fred Harvey Company. Fred Harvey, created fine dining for the railroads by introducing linen, silverware, china, crystal, and impeccable service to railroad travel. MGM made a movie about his service called The Harvey Girls starring Judy Garland. Harvey developed and ran all the hotels and restaurants of the Santa Fe Railway, eventually controlling a hospitality empire that spanned the continent.

In the 1920’s Harvey decided to build a major hotel in the center of northern Arizona “La Posada” – the Resting Place. It was to be the finest in the Southwest. They chose Winslow, AZ, the Arizona headquarters for the Santa Fe Railway. They asked Mary Colter to design the new hotel. Mary Colter worked for the Fred Harvey Company from 1905 until her retirement in the 1950’s. Although famous for her magnificent building at the Grand Canyon, she considered La Posada her masterpiece.



Image courtesy of Fairmont Banff Springs | Used with permission.

## Fairmont Banff Springs, Banff, Alberta

After the Canadian Pacific Railway was completed in 1885, general manager William Cornelius Van Horne wanted to boost ridership and realized the tourism potential of the Canadian West. The luxurious Banff Springs Hotel in Alberta was among the first hotels built by the railway to realize Van Horne’s vision. Designed by New York architect Bruce Price to resemble the castles of Scotland, the hotel opened in 1888.

The hotel standing today was built in the late 1920s after fire destroyed the original building in 1926. On a personal note, the dream I had for my layout had a hole in it. One large corner needed a vision. When I discovered the Banff Springs the quest was over. Canadian Rockies, ski slopes, snow melt lakes and a beautiful castle would fill the space perfectly. To be continued.... 🇨🇦



## How to Submit an Article to Tractive Effort

- 1)** Pick a topic that you are passionate about.
- 2)** Write about your topic in your own words.  
NOTE: We cannot accept text cut and pasted from the internet or another published source. This includes Wikipedia, ebooks or websites.
- 3)** Take some photos of your project or topic to add interest.  
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- 4)** Submit all text in Word or email text format.
- 5)** Submit all images in .jpg format with enough resolution for good reproduction. (1-3mb each)
- 6)** Don't be afraid to ask questions! We are here to help.
- 7)** Submit your materials to the Editor at: [oldhokie70@charter.net](mailto:oldhokie70@charter.net)

