



**June 2025**

# **TIES AND RAILS**

The Monthly Publication of the Crossville Model Railroad Club

**Stepping Up to the Throttle: Consider a Leadership Role in Our Model Railroad Club!**

Fellow model railroad enthusiasts,

Our club thrives because of the passion and dedication of its members. From intricate layouts to shared expertise, we've built a fantastic community around our shared love for model railroading.

To keep our club running smoothly, growing, and offering engaging experiences for everyone, we rely on members who are willing to step into leadership roles. Perhaps you've thought about it, or maybe it hasn't crossed your mind, but we want to encourage you to consider taking on a more active role.

## **Why Consider a Leadership Position?**

- 1. Shape the Future of the Club:** Have ideas for new activities, workshops, or layout design or improvements? Leadership is your chance to bring those visions to life and directly influence the club's direction.
- 2. Develop New Skills:** Leadership roles offer opportunities to learn and practice valuable skills in organization, communication, project management, and teamwork – skills that are useful in all aspects of life.
- 3. Deeper Connection to the Hobby and Club:** Working with the leadership and behind the scenes gives you a greater appreciation for the club and a stronger bond with fellow members. You'll be at the heart of making things happen!
- 4. It's Rewarding!** There's a real sense of accomplishment in contributing to something you care about and seeing the positive impact of your efforts on the enjoyment of others.

Please consider running for a leadership position: For more information about the positions being filled this year contact our nominating committee or any current office

Ed Potts President

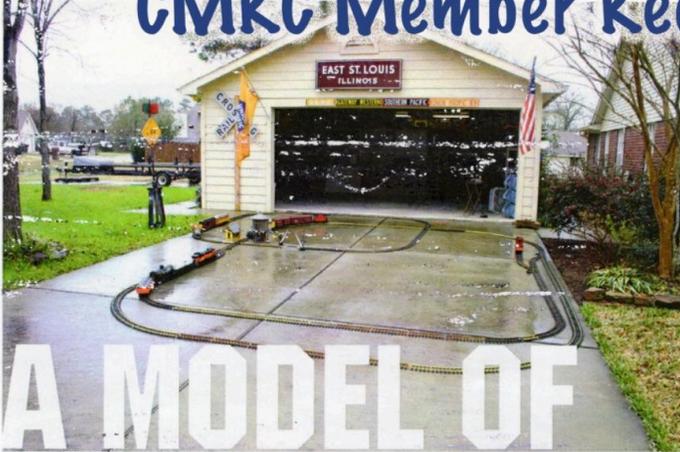
## **JUNE CLUB MEETING at ROANE STATE**

**Board of Directors 2PM Board Room**

**Membership Meeting Main Room 4PM**

**Social Hour 3:30PM**

# CMRC Member Reconized



## A MODEL OF CONSISTENCY

While he is on the job, Dispatcher Ron Selliers stays busy maneuvering trains. When he is not at work, he still handles trains most of the time - on a much smaller scale.

Selliers is an avid model railroader who has collected thousands of dollars worth of equipment. He spends much of his spare time working on and running it.

"People can't understand why I work as a train dispatcher and then want to go home and play with trains," he said. "But I just love it."

Selliers owns several kinds and sizes of model trains, and the scenery that goes with them. He belongs to three model railroad clubs in the Houston area and enjoys gathering with other members to put the models through their paces.

"I run trains on some layouts that are known nationally," he said. "There are some great layouts in the Houston area that have been published in Model Railroader Magazine. Being a train dispatcher, somebody is always asking about a prototype, and I'm able to give them advice most of them wouldn't know."

Selliers said running model trains is like a social event for him.

"I like going to operating sessions with other people and the camaraderie of running trains and making friendships," he said.

Selliers, who is a third generation railroader, said the industry is in his blood. He started working for the railroad at age 17 as a messenger and clerk and became a dispatcher in 1982. However, his interest in model railroading started at the age of 13 when he got his first train set in his hometown of St. Louis. He has been building his collection ever since, and said he particularly likes attention to detail, and customizing exact replicas of the real thing.

"I take pictures of real locomotives," he said. "And paint and decals make the models look exactly like them."

Selliers said he eventually hopes to create a permanent garden railroad layout in his backyard that would include extensive landscaping.

"I want to have a purpose for my railroad with station stops and a yard facility," he said. "I don't just want a train running continuously on a loop."



Dispatcher Ron Selliers has been a model railroader since he was a teenager in his hometown of St. Louis.



Selliers pays particular attention to detail with his model trains and their layouts.



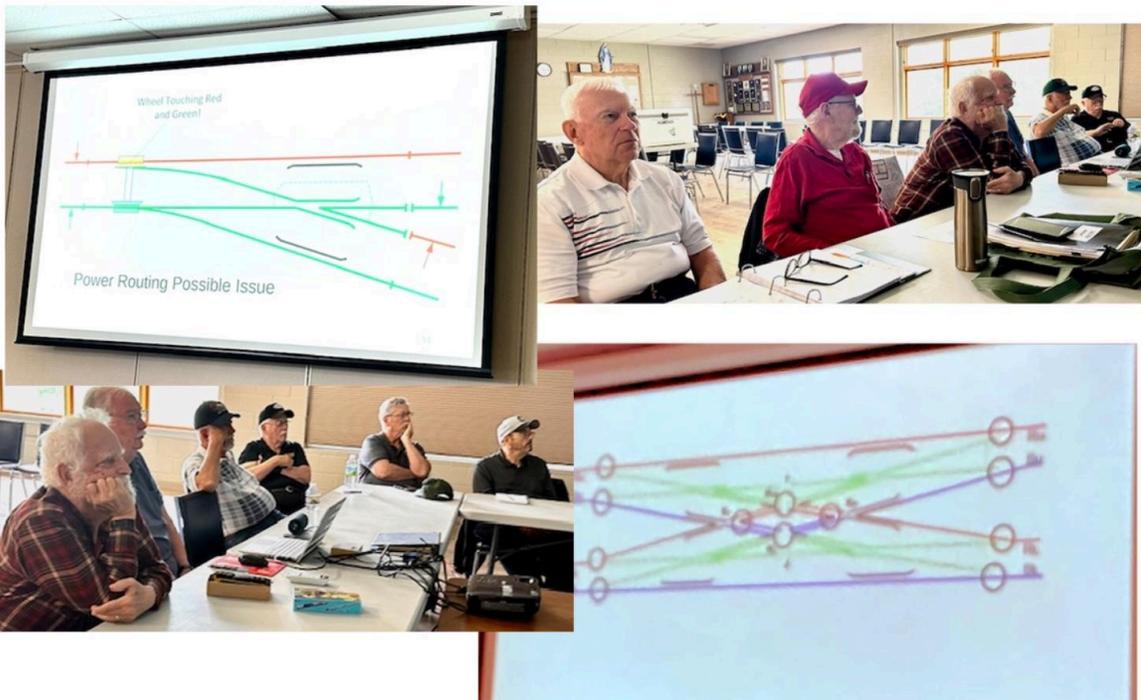
Upper Cumberland Railroad Society

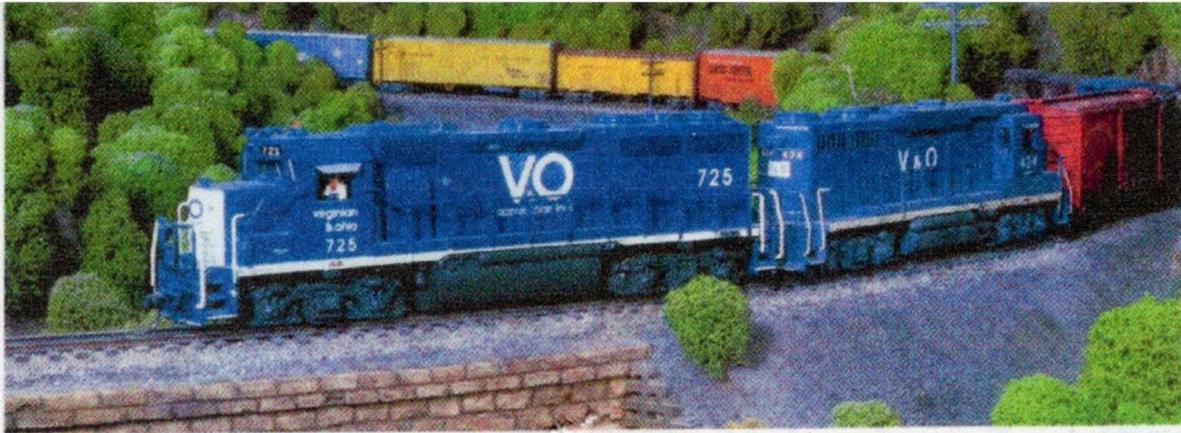
A Chartered Tennessee Non-Profit Corporation, IRC 501(c)(3) designated

## A Chartered Tennessee Non-Profit Corporation, IRC 501(c)(3) designated 2nd Qtr. Clinic Recap

The UCRS presented its second Qtr. FY 2025 Clinic on May 24, 2025 at the St. Francis of Assisi Catholic Church in Fairfield Glade with 11 folks in attendance. This clinic was an advanced level of special wiring techniques and information required for different types of turnouts primarily in HO and N Scales. A copy of the presentation will be available on the UCRS Website ([www.uppercumberlandrailroadsociety.org](http://www.uppercumberlandrailroadsociety.org)) in the upcoming week. Many 'Thanks' to Paul Falk for yet another super informative presentation.

The next 3d Qtr. clinic was tentatively scheduled for Aug 16, 2025, and will present specific information on the building of 'modular' layout construction of various types, with more information on specifics in the near future, once development of the Clinic begins. The 4th Qtr. Clinic for this year may return to basics with an introductory level class of a yet to be determined topic, with specific dates forthcoming.





**This train isn't just a couple of plastic diesels with an assortment of freight cars. Allen McClelland's operating scheme for his HO scale Virginian & Ohio turned it into time freight No. 262, hauling auto parts to the Atlanta gateway and empty refrigerator cars back to Florida. That's a big part of what we mean by "operation."** W. Allen McClelland photo

## 2 0 2 5 S E R C O N V E N T I O N

- Thursday Evening Welcome Reception
- Clinics on Friday & Saturday
- Layout Tours
- Operating Sessions
- Non-Rail Activities
- Saturday Evening Banquet



# SMOKY MOUNTAIN RAILS

**2025 Southeastern Region Convention**

**September 18-20, 2025**

**Gatlinburg, TN**

**[2025SERConvention.org](http://2025SERConvention.org)**

**[info@2025SERConvention.org](mailto:info@2025SERConvention.org)**



**Because we often have** new readers coming aboard at this time of year, this month's column will define some basic terms and help establish a general framework for understanding and enjoying model railroad operations.

**Operation:** Running model trains as if they were actually carrying freight and passengers. This activity is typically based on prototype (real railroad) rules and procedures, but to a greater or lesser extent as the operators desire.

**Operating session:** Period set aside for the operation as defined above. The operating session may be solo, conducted by the railroad owner or builder alone, or involve any number of operators depending on the size and traffic of the railroad. Operating sessions typically do not include train running for its own sake, testing of locomotives and rolling stock, or demonstrations of layout features outside the purposeful movements implied by the definition of "operation" given above.

**Fast clock:** Clock mechanically or electronically configured to run faster than normal, used to time train schedules and other activities in an operating session. The general idea is to compress time to better suit the compressed length of our model railroads.

Most operators today prefer relatively slow clock ratios, i.e. 6:1 through 2:1, as more suitable for relatively detailed operating schemes. A 6:1 fast clock runs an hour in 10 actual minutes; a 2:1 fast clock runs an hour in 30 actual minutes. Faster clocks were popular when the

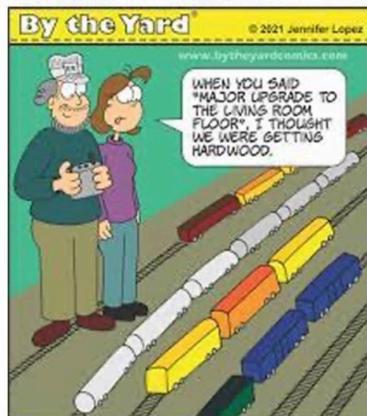
fashion was to have each operating session represent a 24-hour day. More operators now are content to have a session represent only part of a day, perhaps one "trick" (shift) on the railroad.

**Main track:** A track extending through yards and between stations on which trains move under a form of authority to protect against conflict and collision.

**Train movement authority:** Rules and systems that authorize trains and engines to occupy main tracks, both for movement from point to point and to carry out yard and other switching work. Almost any prototypical form of authority can be applied to a model railroad, including yard limits, manual block, timetable and train order, Automatic Block System (signals) on two or more main tracks, Centralized Traffic Control, and Direct Traffic Control or Track Warrant Control.

**Freight car routing system:** Paper, card, or computer-driven means of assigning empty cars for loading at shipping industries and loaded ones for delivery to receiving industries. The term "industry" includes interchanges and terminal service tracks handling railroad company fuel, sand, and supplies. Complete industry pairs – a shipper and receiver – don't have to be represented on a model railroad. In fact, the effect of serving distant customers is enhanced if a layout has few or no such pairs.

**Staging:** Off-scene storage tracks representing the railroad system not actually modeled. Trains originating in staging are handled as if arriving from distant terminals, and trains tying up in staging



**Every Club Meeting is an opportunity to share your ideas and we welcome show and tell!**

**When we start building our new layouts certain skills and tools will be needed. If you have special skills like carpentry, electric, track laying or scenery please contact your scale coordinator to let them know how you are willing to help!**



**Overhead or bridge traffic:** Cars and trains, especially freight, moving from beyond one end of the modeled railroad (i.e., staging) to beyond the opposite end (to the opposing staging yard). The big railroads covet this traffic because it bypasses a lot of the expensive terminal handling and can therefore be very profitable. It can be good for model railroads also, by keeping main lines busy without too much work for online terminals.

**Home road:** Our railroad, whether prototype or freelanced.

**Foreign road:** Any railroad other than the home road.

**Interchange:** Connection between railroads, allowing freight cars free movement throughout the rail system.

Through interchange, loaded cars of any ownership can move to their consignees, and empty cars can be sent toward their home roads. Model railroaders some-

times refer to interchanges as “universal industries,” because almost any type of car from any railroad or private owner can move through these connections.

**Transfer:** A train handling interchange cars between connecting railroads, usually with terminals in the same city. The home road can run a transfer to a foreign road, and a foreign road can run a transfer to the home road.

**Mixed train:** One handling both freight and passenger traffic in a single consist. They were often used on lightly trafficked branches where ridership didn't warrant even a short passenger train.

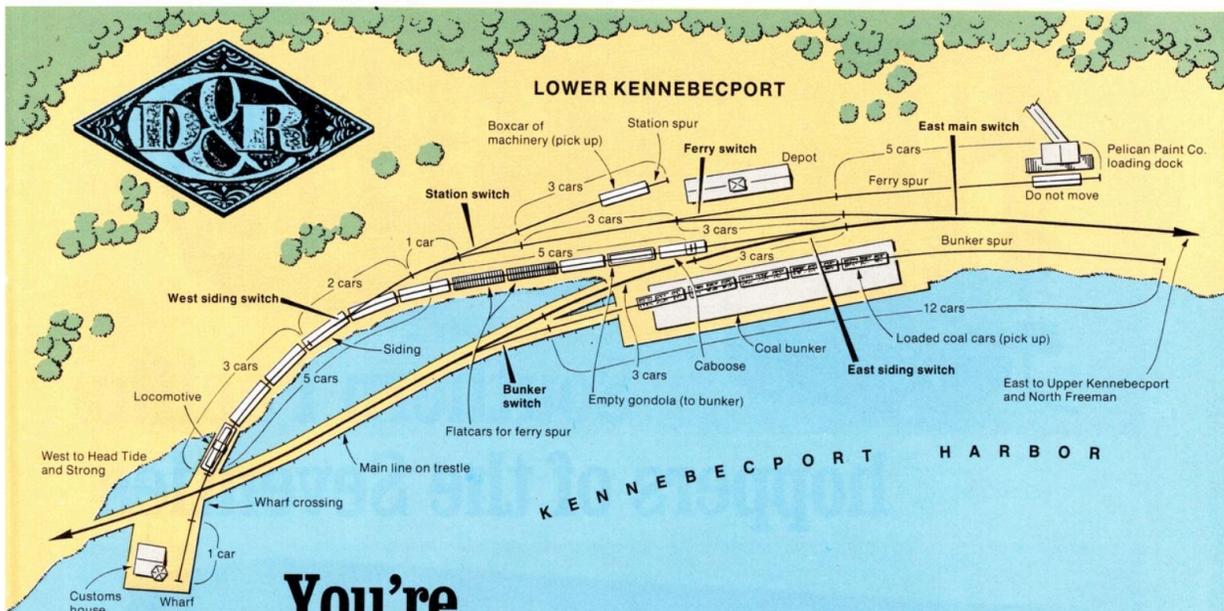
**We usually define** our terms as we go in *The Operators*, and you'll find that many of our past columns (since January 2007) expand and elaborate on some of the definitions given here. [MR](#)

## A History Lesson of How Things Came to Be!

Several years ago, Pepe Perron ask the club if there was anyone interested in building a layout for Camp Nakanawa, Sam Goldkopf & Jim Grogitsky met with Pepe and determined that Pepe wanted a diorama of the camp as it was in 1950. A lady that was going to fund this project was from Hoston, Tx and came to the camp by train from Houston to Chicago to Nashville and then got on the Tennessee Central to the depot in Monterey, Tn. From there they were met with horse & buggy and taken to camp. Both her and her daughter and granddaughter have attended Camp Nakanawa as campers and counselors. Sam wasn't interested in continuing this project and Pepe asked us if we could have it done for a June dedication. We said yes, but it won't be that June but the following June. We determined that the scale has to be 120th scale to fit in the area that we had to work with. Being a camp with many cabins and buildings there are no kits for this kind of structure, so we had to measure each building in both Junior Camp (girls ages 8-12) and Senior Camp ( girls 13-18). Jim & I put in approximately 800 hours both at home and at least 1 day a week at the camp. These girls learn archery, horse-back riding, swimming, canoeing and how to grow vegetables and many other things.

While working on the diorama, we met girls from Hungry, Russia, Columbia, South America, and Czech Republic. Now, every spring we go to the camp and clean it up for the summer. Working on this project is how we came to know Ann & Pepe so well and their donation of \$100,000 was just their way of showing their appreciation.

Ann Grogitsky



# You're the conductor at Lower K

It's puzzle time again on the HO $\frac{1}{2}$  Carrabasset & Dead River Ry.

BY BOB HAYDEN

**YOU'RE IN FOR A TREAT!** The regular conductor on the daily Carrabasset through freight is visiting relatives in Boston, and as senior man on the call board you've drawn his job. There's more to this than meets the eye — the super calls the train a through freight, but on its way west to Carrabasset from the road's headquarters at North Freeman, this run stops to drop and pick up cars at Lower Kennebecport, one of the busiest spots on the railroad.

"Lower K," as old C&DR hands call the town, is where coal for the big plywood mill at Carrabasset comes ashore from down the East Coast, and where loads and empties are left for the road's car ferry to Presumptscot Island. And if that weren't enough, Lower K is a thriving port city with a couple of industries of its own to complicate the picture.

This morning's run finds you with nine cars and a caboose out of North Freeman. Six cars are bound for Carrabasset; the other three are waybilled for setout at Lower K. Your engine is C&DR no. 36, a brand-new 25-ton diesel that can haul a dozen loaded cars over the tough grades between the waterfront at Lower K, across the summit, and on to Carrabasset. Good thing, too, because your paperwork shows you picking up five coal loads and a boxcar of machinery at Lower K to lug over the hill.

The drawing shows the situation at the start of the problem. Your train has pulled into the siding at Lower K, but due to its length the caboose is fouling the main line. An eastbound passenger train is due in 10 minutes, which means that your first priority is to get your train into the clear for the varnish.

Once that's done (it ought to take fewer than six moves) and the passenger train is on its way, you're free to go to work for as long as it takes! Picking up the five coal loads shapes up as easy — the bunker spur is a trailing-point move for your

westbound train — and fetching the boxcar of machinery from the station spur ought to be simple, too. The two flatcars for the ferry have to be spotted on the long spur east of the depot, where the local switch engine will pick them up and run them down to the ferry slip later this afternoon. The other setout is one empty gondola for the coal bunker.

The geography at Lower K complicates the situation in a few minor respects. First, while you're free to tie up the main line everywhere else, an ironclad C&DR operating rule (based on a gruesome wreck back in the 1890s) forbids fouling the wharf crossing to the west of the station for more than half a minute. That means you can't leave your engine or a car across the main there.

Second, the low door openings in the coal bunker mean that you can't run anything taller than one of the C&DR's low-side coal gons in there. The gons and flats will fit, but that's it — the bunker is off limits to your locomotive, and you'd better not try to reach into the bunker with a boxcar, or you'll be stuck at Lower K for the rest of the day just to explain why it's not a boxcar anymore!

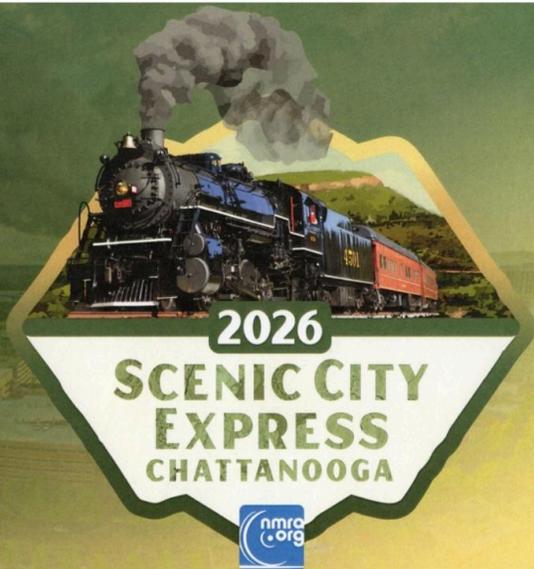
For the purposes of the problem the locomotive, cars, and caboose are all the same length. Each change of direction or coupling or uncoupling without a change of direction counts as one move. You must stop to couple or uncouple. No other rules apply, either prototype or model railroad.

All in all it looks like a cakewalk. Can you drop the three cars, pick up six, and have your train assembled on the main line and ready to head for Carrabasset in 25 moves? You have some time to think until the passenger train arrives, discharges and picks up Lower K patrons, and goes on its way. Then work out your solution, double-check it, and turn to page 117 for a look at mine. ☐

# SAVE THE DATE

**JULY 27–AUGUST 2, 2026**

Make plans now to join us for the 2026 Scenic City Express NMRA National Convention. The convention will be held at the Chattanooga Convention Center. It will be a fun experience your family will never forget!



**NATIONAL CONVENTION**



We are thrilled to announce that the Southeastern Region (SER) of the NMRA will be hosting the 2026 NMRA National Convention and National Train Show in Chattanooga, Tennessee!\*

### Why Chattanooga?

Chattanooga's central location makes it an ideal choice, being within a day's drive for over 4,400 NMRA members. The city's affordable travel, lodging, and dining options are significant advantages, promising a cost-effective and enjoyable convention experience.

### Some things that are being planned:

- Incline Railway
- Riverboat cruises on the Tennessee River
- Rock City
- Ruby Falls
- Point Park
- Tennessee Aquarium
- NMRA organized bus tours to the historic Chickamauga Battlefield

### The Tennessee Valley Railroad Museum (TVRM) will host several exclusive activities:

- Dinner Trains: Enjoy a scenic dinner train ride on Tuesday and Wednesday evenings (96 passengers per train).
- Summerville Double-headed Steam Special (Sponsored by ScaleTrains): A unique experience on Thursday, featuring locomotives 4501 and another special locomotive, carrying 240 passengers with lunch in Summerville.
- Hiwassee River Rail Loop Train: A 4.5-hour journey on Friday for 200 passengers.
- Non-Rail Activities: Attend a Homefront Tea Room session, back shop tours, blacksmith demonstrations, and WWII Army Camp reenactments.
- Night Photo Shoot Event: Limited to 50 attendees. Historic steam locomotives will be used at the Tennessee Valley Railroad Museum.

\*Activities and dates/times are subject to change or cancellation without notice.



**REGISTRATION OPENS  
MID-JULY 2025**



## Switching problem on page 87

TO LET the passenger train by, pull forward until the caboose clears, then uncouple the engine and run it over the crossing to the wharf: two moves. The engine can wait on the wharf until the passenger train leaves, while you enjoy a few deep breaths of sea air. Now for the real problem:

1. Back the engine from the wharf onto the train and couple up.
2. Line the east siding switch for the siding and the east main switch for the main, and back the train until the caboose and the last four cars are clear east of the east main switch. Break the train between the fifth and sixth cars.
3. Pull forward with the engine and five cars until the cars are in the clear on the siding. Uncouple the engine.
4. Pull the engine forward until it clears the west siding switch.
5. Throw the west siding switch for the station track and the station switch for the spur, and back the engine until you couple to the boxcar of machinery.
6. Pull forward to clear the station switch, then throw it for the station track.
7. Throw the east main switch for the station track, then back until you couple onto the cut of cars left on the main line.
8. Uncouple behind the two flatcars and pull forward to clear the ferry switch.
9. Throw the ferry switch for the spur and back to spot the two flatcars in the clear on the spur. Uncouple the engine.
10. Pull forward to clear the ferry switch, then line it back for the main.
11. Back to couple onto the two cars and caboose left on the main.
12. Uncouple the caboose and line the east main and east siding switches for the main, then run forward with the engine and three cars to clear the bunker switch.
13. Throw the bunker switch for the spur and back to couple to the loaded coal cars.
14. Pull forward with the engine and eight cars to clear the bunker switch.
15. Throw the bunker switch for the main and back to uncouple the five loads in the clear east of the bunker switch.
16. Pull forward to clear the bunker switch; throw it for the spur.
17. Back to spot the empty gon in the bunker. Careful there with that boxcar!
18. Uncouple from the gon, pull forward to clear the bunker switch, and throw the switch for the main.
19. Back to couple to the loaded gons.
20. Back to couple to the caboose.
21. Shove the cars and caboose east until the engine clears the east main switch. Uncouple the engine.
22. Throw the east main switch for the station track and the east siding switch for the siding; run the engine forward to clear the west siding switch.
23. Throw the west siding switch for the siding and back until you couple to the five-car cut on the siding.
24. Throw the east main switch for the main, then back to couple to the cars and caboose on the main.
25. Continue backing until the engine is clear east of the east siding switch. Throw that switch for the main and whistle in the brakeman — you're ready to leave town! ☺

## CLUB PICNIC

The annual club picnic will be held on **Monday, August 11th at 5pm.** Hosting again will be **Jim & Ann**

**POSTPONED**

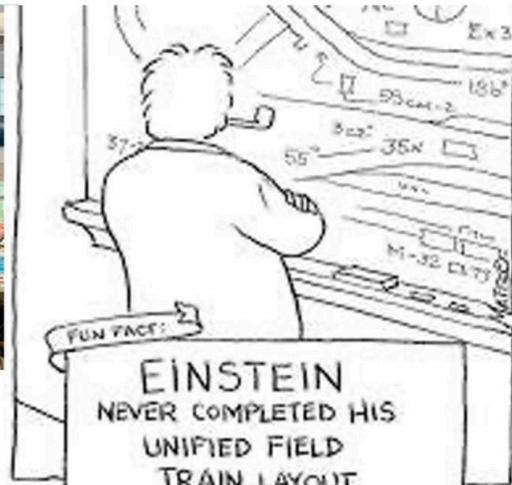
provided by the club.  
All you need is a covered dish, chairs and drinks.

Sign up sheet at the June and July meetings.  
For more info, call Ann at 931-742-1824

**Rescheduling will be discussed  
at our June meeting**



Remember this young man from his many visits to the mall.



For all those folks who were perplexed seeing a boat on a flat car on the HO Layout at the mall, take a look here. The Chris Craft factory in Algonac Michigan shipped thousands of boats to Marine City for connection to the Port Huron and Detroit Railroad. They actually owned the railroad having picked it up when the Detroit United Railway went bust in late 1929. Chris Craft operated the Algonac Transit company as a private carrier, but was known to carry freight for other companies including Morton salt.

The tracks went down the middle of Michigan Avenue with trains pulled by a 25 ton Plymouth ML6 Type 3 locomotive twice a day taking boats out and bringing in carloads of mahogany teak glass chain anchors and coal.

In 1957 the transit company was sold off with a net surplus over the years so the Chris Craft company shipped half a million miles of goods for free.

For further details about Chris Craft and Michigan geography see The Legend of Chis Craft by Jeffrey L Rodengen.

See Photo on Page 12



**MarTel Brands**  
 53 PARK LANE SPUR, Crossville, TN  
 38571 (931) 787-1717

Formerly the Catfish Cabin

# The Cabin

Offering a menu featuring a wide variety of American dishes including Fish, Burgers and a variety of other quality dishes.

1833 Peavine Rd # Crossville, TN 38571 (931) 456-9979



## GARY'S BODY SHOP

2486 Cook Road, Crossville  
 931-484-0800

*Serving Cumberland County for over 40 years*

## HOBO Hobbies

128 Northside Lane, Crossville, TN,  
 (931)484-1900 hobo hobbies@yahoo.com  
 hoboshobbies.com




## ARCY HOBBY

Serving your Hobby Needs Since 2002

www.arcyhobby.biz  
 4439 Blaylock Rd., Crossville, TN 38572  
 931-788-3373

## Tollett's Total Tree Service

JERRY TOLLETT  
 Owner

LICENSED  
 INSURED  
 FREE ESTIMATES



931.261.0428

## **CMRC Now Accepting 2025 Nominations To All CMRC Members**

It is that time of year again when we take nominations for the various club positions that are due or election. This year there are three positions to be elected at the October general meeting,

President, Treasurer, and Director – Suite Front End.

The nominating committee this year is Richard Morris, and Paul Falk. We are looking for a third volunteer for the nominating committee. Please remember you cannot serve on the nominating committee if you are seeking one of the three positions above.

Please contact anyone on the committee to place yourself or other club member in nomination no later than the September 8, 2025 general meeting.

The nominations procedures are detailed in the club by-laws. The relevant sections are 5.2 & 5.3 and are shown here below for your convenience and can be found in the members only area of the Club web site, [Crossvilletrains.org](http://Crossvilletrains.org).

**5.2 Nominations** Nominations for the office of President, Vice President, Secretary, Treasurer and three At-Large Directors, as applicable, shall be accepted and verified by the Nominating Committee starting before the regular meeting in September and continuing through the start of the election meeting in October. Nominations from the floor shall be permitted in the September regular meeting.

### **5.3 Candidate Eligibility**

Candidates shall be Active Members or Life Members in good standing of the Club. Candidates shall be permitted to run for one office only.

Descriptions of the three(3) positions for this election are detailed below.

The President position is described in the by-laws section 3.2 President

The President shall be the Chief Executive Officer of the Club and shall supervise and control the business affairs of the Club. It shall be the President's duty to provide for the enforcement of the Bylaws, Policies and Operating Rules. The President shall appoint such committees as he or she or the Board of Directors may deem necessary to conduct the work of the Club, and these committees may be removed or changed at any time by the President. The appointment or change of committees, including the names of the members involved, shall be announced at the next regular meeting, and this fact shall be included in the minutes. When the work of the committee is completed, the President shall formally discharge the committee and this fact shall also be noted in the minutes. The President or designees shall act as the Club's representative at all model railroad club or association conventions, meetings, etc. The President shall perform any other duties incident to the office. (11/03/03)

### **3.5 Treasurer**

The Treasurer shall pay all budgeted expenses of the Club which have been approved by the Board of Directors. The Treasurer shall have charge and custody of, and be responsible for all the funds of the Club, and deposit such monies in the name of the Club in such places and in such amounts as shall be authorized by the Board of Directors. The Treasurer shall notify the President of any member's dues or assessments which are in arrears, so the President may take action as provided elsewhere in the Bylaws. The Treasurer shall render an accounting to

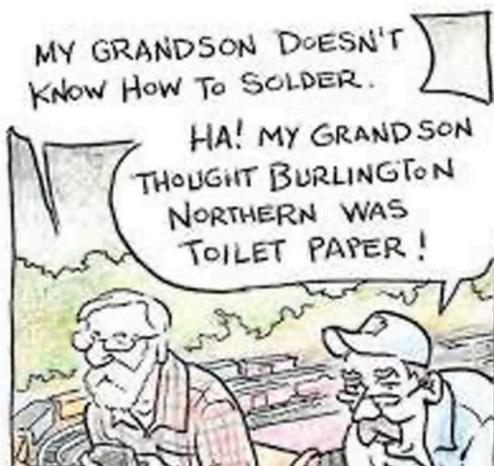
the members at each regular meeting of all monies disbursed and collected. The Treasurer shall perform any other duties incident to the office. The Treasurer shall be responsible for filing of all licenses, permits and financial statements required to initiate, maintain and terminate activities of the Club as agreed to by the Board of Directors.

The At Large Directors position are described in the by-laws section 3.6

### 3.6 At Large Directors.

The At-Large Directors should consist of: Director of Scheduling and Attendance, Director of Suite Front End, and Director of Utility. A concise description of their duties is under Policies of Crossville Model Railroad Club.

The Director - Suite Front End Director – Suite Front End position is described in the club policies Attachment 12(2) 1. Being sure there is an adequate supply of Club tri-folds in the appropriate racks. Notify the Marketing Committee Chairman in the event the supply of the tri-folds is low. 2. Being sure there is an adequate supply of the scavenger hunt forms available. Notify Larry Lewer if an additional supply must be acquired. 3. Be sure there is an adequate supply of kid's stickers. Notify them Marketing Committee Chairman if more need to be obtained. 4. Restock the front counter with hats and whistles as needed. Notify the UCRS President if the supply is running low. 5. Restock the map display with appropriate maps. Notify the Public Relations Chairman if the supply is running low. 6. Restock the Visitor's Log book with forms as needed. 7. Put labels on donated magazines as needed. Restock counter with magazines as needed. 8. Periodically review items on counter for disposal to public. After coordinating with the Scale Coordinator, reduce donation prices on those items that have been on the counter for a long period (1+ month) to try to movethem. Remove those items that are not moving and arrange for disposal (Train Show or dumpster). 9. Review any 'special items' secured for membership acquisition only. If they have been under the counter over a month, set on counter for the general public. 10. Arrange for an adequate supply of plastic bags under the counter for use by the general public. 11. Remove inappropriate items from under the counter that have been 'stored' there.



Respectfully presented,  
The Nominating Committee

I could not open link but the boat on a rail car is viewable at the link below.

<https://acrobat.adobe.com/id/urn:aaid:sc:US:9d4a89ef-acff-4025-889b-11dae6e91a0a>



## COLLECTION FOR SALE

Set included all fifty state cars plus caboose and engine.

To Contact Owner

Bruce Herring

**\$1500 Firm** call 423-326-6156 or [bherring52@outlook.com](mailto:bherring52@outlook.com)



One of the questions we receive quite regularly is where to find parts. Sooner or later, it's likely you'll need a part for your locomotive or rolling stock. It could be as simple as replacing traction tires or as complicated as a postwar rehab project. In either case, we've got you covered! For each retailer, we've included contact information, era(s), and available brand(s).

At one time or another, you'll likely need parts for making a repair. Find where to purchase them in this article. Parts courtesy of Trainz. Cody Grivno photo

A special thanks to Scott Griggs of Trainz for his assistance with this list and supplying parts for the lead photo. If you have an update or addition to this list, please email [editor@classictoytrains.com](mailto:editor@classictoytrains.com).

#### Atlas

[shop.atlasrr.com](http://shop.atlasrr.com)  
[cs@atlasrr.com](mailto:cs@atlasrr.com)  
908-687-0880  
Brands: Atlas  
Era: modern, digital  
Notes: Diagrams available for some products

#### Dr. Tinker's Antique Toy Trains

[drtinkertrains.com](http://drtinkertrains.com)  
781-862-5798  
[dave@drtinkertrains.com](mailto:dave@drtinkertrains.com)  
Brands: Lionel, Lionelville, modern  
Era: prewar, postwar  
Notes: PDF of parts list on the website.  
Minimum \$30 order.

#### East Coast Train Parts

PO Box 604, Englishtown, NJ 07726  
732-845-5966  
[eastcoasttrainparts.com](http://eastcoasttrainparts.com)  
Brands: Lionel  
Era: postwar  
Notes: Licensed manufacturer of reproduction Lionel boxes. Download of parts list available. Offers wholesale parts.

#### Hennings

128 South Line St., Lansdale, PA 19446  
[ebay.com/str/Hennings-Trains](http://ebay.com/str/Hennings-Trains) or  
<https://hennings-trains.shoplight-speed.com/> 215-362-2442  
Brands: American Flyer, Ives, Lionel, MTH, Marx, Williams  
Eras: Prewar, Postwar, Modern, Digital  
Notes: Extensive parts store on eBay. Offers wholesale parts.

#### JLM Trains

[joe@jlmtrains.com](mailto:joe@jlmtrains.com)  
[jlmtrains.com](http://jlmtrains.com)  
Brands: American Flyer, Carlisle & Finch, Elektoy, Junior Bridge, Ives, Lionel, Marx, Noma Eras: prewar, postwar  
Notes: JLM manufacturers parts and also sells rubber stamps to restore Lionel and Ives items.

#### Legacy Station

4153 Lawrenceville Hwy. Ste 12, Lilburn, GA 30047  
770-339-7780  
[legacystation.com](http://legacystation.com)  
Brands: American Flyer, Lionel  
Eras: postwar, modern, digital  
Notes: Find available parts under Lionel trains section on website

#### Lionel

586-949-4100 or 800-454-6635  
[lionelsupport.com](http://lionelsupport.com)  
Brand: Lionel  
Eras: modern, digital  
Notes: Search by part number or SKU

#### MTH Parts

[mthpartsandsales.com](http://mthpartsandsales.com)  
[info@mthpartsandsales.com](mailto:info@mthpartsandsales.com)  
Brands: MTH  
Eras: modern, digital  
Notes: Includes parts, parts diagrams, manuals, sound files, and more

**Model Train Stuff**  
modeltrainstuff.com  
Brands: Lionel, RMT, Williams by Bachmann  
Eras: modern, digital  
Notes: Parts section located under "Trains" tab on website

**Rudy's Toys**  
207-363-1500  
rudystoys.com  
Brands: Lionel  
Eras: prewar, postwar, modern, digital  
Notes: Service manuals, bulbs, transformer parts, and more

**S&W Parts Supply**  
762 Whitney Dr., Niskayuna, NY 1239-3018  
518-280-5197  
sandwparts.com  
Brands: Lionel  
Eras: prewar, postwar  
Notes: Inventory varies. Call or email trains@sandwparts.com with questions.

**Sommerfeld's Trains & Hobbies**  
12620 W Hampton Ave, Butler, WI 53007  
262-783-7797  
sommerfelds.com  
Brands: American Flyer, Ives, Lionel, MTH, Marx, Williams  
Eras: prewar, postwar, modern, digital  
Notes: Inventory varies. Call with questions.

**Train Doctor**  
1 Meridian Rd., Eatontown, NJ 07724  
732-660-7062 or 732-493-3400  
repairs@thetraindoctor.com  
thetraindoctor.com  
Brands: Atlas, Lionel, MTH  
Eras: prewar, postwar, modern, digital  
Notes: Bulb index, Lionel traction tire chart, and reset codes available on website.

**Train Repair Parts (division of Hobby Surplus)**  
trainrepairparts.com  
860-324-7462  
Brands: American Flyer, Lionel  
Era: prewar, postwar, modern  
Notes: Includes bulbs and Flyer diagrams. Download of parts list available.

**The Train Tender**  
7607 Gregg Rd., Bloomfield, NY 14469  
585-229-2050  
Brands: American Flyer, Lionel, Marx  
Eras: prewar, postwar, modern  
Notes: Plasticville parts, plus wire and reference books. Download of parts list available. Owner Jeff Kane purchased the Stan Orr line of parts. Offers wholesale parts.

**Toy Train Factory Outlet**  
570-651-3858  
toytrainfactoryoutlet.com  
Brands: Lionel  
Eras: prewar, postwar  
Notes: Inventory listed on website or call for info.

**Trains on Tracks LLC**  
76 Rt. 101 A., Unit #4, Amherst, NH 03031  
603-554-1543  
trainsontacks.com  
Brands: Lionel  
Eras: Modern, digital  
Notes: Inventory varies. Call or visit website for info.

**Trainz.com**  
866-285-5840  
Brands: American Flyer, American, Models, Atlas, K-line, Lionel, MTH, Weaver, Williams  
Eras: prewar, postwar, modern, digital  
Notes: Items vary based on available stock. Use filters and search on their website. Trainz has digitized all the Lionel Postwar, MPC, and early LTI service manual exploded view parts diagrams.

**Town and Country Hobbies**  
973-942-5176  
info@towncountryhobbies.com  
stores.towncountryhobbies.com/  
Brands: American Flyer, Lionel  
Eras: postwar, modern  
Notes: Specializes in Lionel replacement bulbs. Lamp guide for Lionel postwar and MPC eras posted on website. Closing line of Lionel parts.

Parts4Marx (The Robert Grossman Co.)  
parts4marx.com/shop  
parts4marx@gmail.com  
540-724-6279  
Brands: Marx  
Eras: prewar, postwar, modern  
Notes: Contact them if you need a part not listed.

Port Lines Hobby Supplies  
888-708-0782  
portlines.com  
Brands: American Flyer, American Models, Flyerville, Lionel, Minicraft, Noma, S-Helper  
Eras: postwar, modern  
Notes: Specializing in Flyer/S related parts; only a few Lionel items

RFGCO/The R.F. Giardina Co.  
rfgco.com  
Fill out form on website  
Brands: American Flyer, Gilbert, Marx  
Eras: prewar, postwar  
Notes: in addition to parts, literature (service manuals, instruction sheets, etc.) is available. Includes Gilbert HO items.

TrainWorx  
PO Box 13, Chester Heights, PA 19017  
610-872-4699  
trainwx610@aol.com  
trainwx.com  
Brands: Lionel, Marx, MTH  
Eras: postwar  
Notes: Offers wholesale parts.

Trains and More  
trainsmore@aol.com  
860-432-2124  
trainsmore.com  
Brands: American Flyer  
Eras: prewar, postwar  
Notes: Includes bulbs, boxes, and accessory related parts. List on website.

Eras defined  
Prewar: Before 1945  
Postwar: 1945-69  
Modern: 1970-1995  
Digital: 1996-present

## Parts companies owned by Trainz

In the past few years, Trainz has purchased a growing number of parts suppliers. Visit Trainz.com and click on "train parts" to see their inventory of more than 30,000 parts.

Athearn HO Parts (after Athearn sold to Horizon)  
Bob Ford  
Brasseur's Train Parts  
Daves-Twacks-Twains (American Flyer Parts)  
David Corbin  
Dew Associates (Drew Waldron)  
Dick Lafaschia, Service Station #1 in Delaware  
Ed Vanderlinden (Ed's Train Parts)  
Electric Norman  
Empire Hobbies  
Gandy Dancers  
George Tebolt  
H&R Trains  
L&N Trains  
Lionel, excess parts  
McCoy Manufacturing  
Miniature Lamp Works (Jill Sisco)  
Models Hobby  
North Lima Train Works  
Nyerges Screw & Bolt (from Len Carparelli)  
Restoration Train Parts (Chris Rossbach)  
Ron Stanczyk (American Flyer Parts)

**Over this past weekend (May 30 & 31) Sam and Lee Goldkopf along with Connie and myself attended the trainshow in Johnson City, TN. Even saw one of our members there. To all of us the tightening of the economy was obvious, as there were many lookers but just a few buyers.**

