# RESOURCE

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NEWS, REVIEWS, INFORMATION TO USE Vol. 2 No. 3 January/February

2015

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Wabash Turntable Monongahela Division St. Jacobs & Aberfoyle Gleveland O Scale Show Southwest O Scale Show Buildings By Renee Grosser

P&D

And much more...

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# Bill Of Lading

## Published Bi Monthly

The Model Railroad Resource LLC Plymouth, Wisconsin

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## January-February Vol 2 #3

Welcome to the online *O Scale Resource* magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

*Christmas train runs on the St. Jacobs & Aberfoyle model railway.* 

#### Rear Cover Photo

Another picture of the the St. Jacobs & Aberfoyle model railway.

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The Model Railroad Resource LLC publishes <u>THE</u> <u>S</u> <u>SCALE RESOURCE</u> also. Be sure to look at it. There are many articles in our <u>magazines</u> that are not scale specific and will be of interest to you. Click this announcement to see the magazine online.

## **Editorial Comment**

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Welcome to the January February 2015 issue of *THE O* SCALE RESOURCE. Before we get into what is in this issue, let me remind everyone that *THE O* SCALE RESOURCE will once again be hosting the model contest at the Chicago O Scale Show this year. The contest will be judged in all categories except the Best Of Show, which will be a popular vote. In the next issue of *THE O* SCALE RESOURCE, we will post a link to the contest forms and rules. The modeler will be able to download the forms and fill them out ahead of time. The contest will be held on Saturday March 14, 2015 at the show. Be sure to finish up your models for everyone to see.

Recently, we lost John Keil of Keil Line. Dan and John talked quite a bit ,and Dan wanted to share some of his remembrances of John. From there we move to Pennsylvania to see Jim Botsko's Monongahela Division of the Pennsylvania Railroad. Jim grew up in the Pittsburgh, Pennsylvania area and wanted to model some of the nearby areas. Jim likes operation, and designed the layout for that. Take a look and see how he did it. Dan, Amy, and I went to the Cleveland show this year again. Sam Shumacher, who runs the show, now is working hard and it shows. Ron and Sue Sebastian went to the Fort Worth, Texas show and took some photos for us. The show is a good social event, and this year they had a tour of the BNSF main offices and archives. Dan and Amy made a trip to Toronto, Canada in November, and saw a lot of great models. Dan starts off in this issue with an article on the new St. Jacobs and Aberfoyle Railroad. This club layout doubles as a display layout for the public. They moved recently and have expanded and rebuilt the layout. Dan takes you on a tour of the new layout. Next we take a look at an old Wabash turntable. The railroad is gone and the turntable is out in a field by the Forrest, Illinois, and is maintained by an historical society. The ties are almost all missing so it provided a great view of how a turntable is made. Dan and I photographed it, and I made some drawings. Lastly, we take a look at some of the work of Renee Grosser. Many of us have seen her work at shows or in other magazines. She builds all her structures from scratch. I interviewed her so you could how she became interested in building models, and a little about her techniques. I'm sure you will like the story.

One last note before I go. In this issue, we have the Wabash turntable article with drawings. In past issues, we have done drawings for a Yosemite Short Line flatcar and a Chicago and Alton boxcar. We will be doing more articles with drawings. There are many photos of these projects that do not make it into the articles. Dan and I have decided to offer a CD with the high resolution photos and a dxf version of the drawings. The dxf file format is a generic drafting format which gives people who use computer drafting the ability to import the drawings into their drawing systems. This will allow the user to obtain dimensions on all parts, and modify the drawing to suit their space requirements. Dan and I are still working on the details, but stay tuned. By the next issue, we should have it ready to go and will have an announcement in the magazine.

So, that's all for now. Enjoy the magazine and be sure to tell your friends who may not know about it yet.

Glenn Guerra



# News And Reviews

John C. Keil of Keil Line passed away at home on Thursday, December 4, 2014. He was born in Chicago on May 7, 1935, son of the late Joel and Gertrude, devoted husband of Martha, wonderful father of James (Jane), Kenneth (Laura), Susan (Richard), and David (Stephanie). One of the great joys of his life was time spent with grandchildren and great-grandchildren. Dear friend of many, Member of McHenry #158, Constellation #974, and Oneida #1157 Masonic lodges. He had a lifelong love of trains, cars and the Chicago Cubs. His presence will be missed by many whose lives were enriched by his love. Favorite charities: American Lung Association and Masonic Charities.



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Crow River Products has rebuilt their website. They have many kits and detail parts in white metal and resin listed with good photos. The website is now set up with a shopping cart for online purchases. http://www.crowriverproducts.com/

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Bill Basden from <u>Delta Models</u> sent us a note. He is working on RPO interiors. These will be based on the USPS postal drawings and specs from 1952. There will be items for 15', 30' and 60' cars. Some cars will have 35-50 items/parts. Bill expects to have some parts ready at O Scale West in February, 2015.



Korber Models has some new kits out.

The fire tower on the right is new. The kit includes injection molded tower legs, base and ladders, accompanied with a precision laser cut cabin with detailed windows. The tower is designed to be 40 scale ft. tall (10") and has used selective compression to make it work well in an O Scale world. This kit is a great addition to your layout, providing maximum detail in a compact space. Once assembled, this model is approximately a 3" wide x 3" deep x 10" high.

The sand tower on the left is also new. The sanding tower features a newly designed lasercut "steel" design with adjustable "piping" to allow for customization on your railroad. The sanding tower can be assembled either next to the drying house, or located remotely near the tracks as was also common. It includes easy-to-follow assembly instructions. Once assembled this model has approximately a 1.5" x 1.5" footprint.

Not pictured, is a model of a metal Quonset Hut. These distinctive buildings were developed in World War II. They were an easy to ship and easy to assemble building. After the war, they were quite popular for all types of use.



Altoona Model Works has a kit for the radiator piping in round houses. See the photos above. This piping is visible in O Scale buildings and makes a nice addition to your model. The kit could also be used for piping around a plant or factory. There are lots of good valve castings and other pipe fittings. See their website at <u>http://www.altoonamodelworks.net/</u>

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Harbor Belt Lines has released their new Mail Crane kit. The prototype is based on the PRR 1914 version with a wooden mast. These kits can be purchased as individual items, in groups, and as a double pack so you can have a mail crane on either side of the double track mainline. All the kits are made from their own patterns as investment cast brass parts, and are so detailed and crisp that the wood grain on the mail crane mast, arms and ladder are noticeable after primer and painting. The kits can be assembled with either ACC or with a resistant soldering system, making it possible for all modelers to assemble these kits for their layouts. Visit their website at www.harborbeltlines.com Right-O-Way, Chowchilla, CA is re-introducing their Scale Rail. In development for the past 18 months, the new designs and tooling have been produced through a joint venture with O Scale Turnouts<sup>™</sup>, Inc., Hamburg, MI, resulting in rail profiles that are truly prototypical in all aspects. Available sizes in nickel silver are Code 100, 125 &148.

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John Dunn, on the left, and Rich Yoder are your hosts for the Strasburg, Pennsylvania O Scale Shows. They dropped us a note so you could see who they are. They hold the one day show three time a year. It's a good show and fun to attend.

## **NEWEST** ANNOUNCEMENTS



Four B&O P-7s were streamlined to pull the "Cincinnatian". Order the cars too, and have the whole train. Sunset Models is bringing you this fine brass masterpiece in 2015. Complete with Lighted Backhead Dials, Pittman Powered with Sprung Drivers. Designed to operate on 56" Radius or larger O Scale Track. Don't miss this one. Reserve yours Today. Coming March 2015. Cincinnatian 5 Car Set Production Set for Fall 2015.



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In Memoriam

By Dan Dawdy

We lose people in our lives periodically, but it's unfortunate when I lose three people I was glad to call friends and fellow O Scalers within a month's time.



Ed Reutling passed away November 16, 2014; and his wife Betty passed on December 10. Although I only met them in person once at an Indy O Scale show a few years back, Ed and I have had a long running friendship via Email going back to 2001.

Of course, many of you know Ed's work from his old company, Adirondack Car and Foundry, when he produced Cast Urethane steam engines. I came to know Ed after that, but he was still an innovator. He was working with batteries as this <u>video shows</u>. He scratch built three Ingalls 4-S locomotives because, well, no one else had.

Ed and I had one thing in common, we both shot from the

hip. That is, we sometimes forget to use a "filter" before we talk/type. That is one of the things I liked best about Ed. No holds barred, he told it as he saw it. In writing this, I went back to re-read some of Ed's Emails. (Yes, I keep everything.) We talked about everything and everybody.





The Reutling Ice Company sign, left, was Ed's favorite. Above, are two of the locomotives Ed built that I now have on my railroad. Bottom left is a casting Ed made for my fleet of Atlas RS-1's.

I named an industry on my layout for Ed, the Reutling Ice Company. Ed really loved the signage. I also bought two of Ed's locomotives from his layout. One I purchased on eBay, and I had no idea it was Ed's listing. I just liked the look of this little critter and bid on it. The locomotive was a Thousand Islands brass kit of Thousand Islands Railway (originally Gananoque & Rideau Railway) number 500. Needless to say, we were both surprised after the auction.

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Later, Ed was going to sell off all of the O Scale, and I bought his Gilmaur model of an Alco S2. After selling most everything, he turned right around and started tinkering with radio control and battery power.

Ed admired my work with the Atlas RS-1's, but pointed out that the coupler pocket on the pilot was wrong. He offered to cast the proper part which I now use. <u>Here is Ed</u> casting those parts for me.

Ed was also into cars as <u>this video shows</u>. Ed will be missed by the large O Scale family, and I'll miss our Email exchanges and friendly banter.



John Keil of Keil Line Products passed away at home on Thursday, December 4, 2014. John was a fixture at the Chicago O Scale show for many years. His extensive line of cast parts is well known. Years ago at shows I



always stopped and bought something, even though I had no layout and still lived in an apartment. John was always friendly, and remembered me from year to year.

Back on September 21, 1991 Amy and I were living in Lisle, Illinois, and Metra was going to run their Chicago & Northwestern E units one last time before placing the engines in storage. Since we had to travel to

McHenry, Illinois, I had a list of Kiel Line castings I wanted in my pocket. My thought was that we would stop at Des Plaines Hobbies on the way back. The units were great to see one last

time, and they were pressed into service later, but that's another story. As we were leaving the parking lot, I saw John on his knees measuring a phone booth. Yes, we still had phone booths in the early 1990s! Of course, I had to stop and ask the very obvious question, "What are you doing?". With his sly smile he said,



Ex Chicago & Northwestern E units on their final run for Metra.

"new casting". We starting talking, and I mentioned that I was going to buy some of his castings on my way home. John then asked to see my list and proceeded to say "Well, I know they don't have these or these." as he went through the list of items. He then said, "Why don't you follow me back home, and I'll see what I have." Well, OK! Arriving at his home totally unannounced, Martha was very kind and talked with Amy about dollhouse furniture, as Amy was into dollhouses at the time, while John and I headed to the "casting room" to check the stock. As it turned out, he did not have everything I wanted either. This was not a problem, I told him I could check back. John, however, said "No, let's fire up the casting machines and we'll make it right now. And that's what he did. He showed me how the molds worked, along with the difference in molds and casting methods. These were all things I did not know about back then. We finished up the castings, had a few refreshments and were on our way, never forgetting the day that John went out of his way to help, and in the process, made a life long friendship. He shall be missed.

What will happen to Kiel Line Products? At this point, I don't think we should worry about that. Not only is it the Holiday season, but a husband, father and grandfather is gone. Keeping the family in our thoughts is what's important right now. The rest will sort itself out later.



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## **DOWNTOWN DECO**

New kits added to the site!

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## Pennsylvania Railroad Monongahela Division



The area Jim models has a lot of fabrication type industries using the steel produced in Pittsburgh. In O Scale, a considerable amount of selective compression needs to take place to model these industries. This is a good example of how it can work. Jim has captured the feel of a much larger complex with the use of different brick patterns and the steel building. There is also a lot of operation here with multiple sidings. This scene is at Connellsville on Jim's layout.

### **By Glenn Guerra**

Jim Botsko grew up in the Pittsburgh, Pennsylvania area around the steel mills and heavy industry that filled the valleys. At Pittsburgh, the Monongahela and Allegheny rivers come together to form the Ohio River. The Monongahela River originates in West Virginia and flows north to join the Allegheny river at Pittsburgh. The hills are steep, the valleys are narrow, and the countryside was settled before the advent of railroads. Towns grew up on the rivers because they were the only means of transportation. The hills were full of raw materials that could be used, materials like coal and lumber. When the railroads came, they were crowded into the valleys with the towns. As Pittsburgh became the center of the steel industry, the railroads hauled the materials into Pittsburgh and the finished goods out of Pittsburgh. Finished goods went to close by towns for use in fabrication industries. Traffic was heavy, and even the branch lines were double tracked in spots and signaled. Jim decided he wanted to model some of this. Jim likes operation on his layout, and the layout was planned for that. To help new operators understand the layout, Jim has a handout sheet to explain about the layout and how the trains operate. Here is what Jim says about the layout.



Jim uses this dispatchers panel to control the signals and main line switches. Communication with the dispatcher is via telephone to simulate calling the dispatcher on the radio.

The layout is loosely based on the Southwest and Redstone Branches of the Monongahela Division of the Pennsylvania Railroad. The area modeled represents the single track lines running south from the Pittsburgh Division main line at Greensburg, Pennsylvania through Youngwood Yard and Connellsville, Pennsylvania to Redstone Junction. At Redstone Junction, the line splits with the main going to Uniontown, and a branch going to Brownsville on the Monongahela Division main line. The connection with the Western Maryland is at Connellsville, Pennsylvania. The division main line was double track from Brownsville, Pennsylvania back to a connection with the Pittsburgh Division main line in Pittsburgh, Pennsylvania. This is southwestern Pennsylvania coal country. Towns were crowded into the valleys with the railroads and rivers. There was a lot of coal and a lot of hills. The division formed a large loop from the Pittsburgh division south into the hills. The time period for modeling is late 1940's. The Monongahela Division always got the hand-me-down power. There is a large variety of steam power, but none of the duplexes and just a few of the more modern locomotives. There is a lot of local work as the railroad really supported the local industry. Today, the main line from Pittsburgh to Brownsville is still operated by Norfolk Southern, as is the Monongahela Railroad from Brownsville south. A unit coal train for Detroit Edison comes up this line from mines to the south, and goes through Pittsburgh on it's way to Detroit.

Jim said the track work is finished, along with most of the scenery. Small details and additions will always be going on. There is about 1000 feet of track on the layout and around 80 switches. The track is all flex track with commercial switches that are spiked in place with the exception of the Youngwood yard, which is hand laid. The main line is signaled, and the signals are controlled by towers as on the prototype. Main line switches are controlled by the dispatcher for crossovers and junctions. The rest of the switches are hand thrown by the train crews. Jim has a dispatchers panel that has all the tower locations on it, and the switches and signal aspects are controlled from that location. Engineers need to pay attention to the signal aspects when operating their trains. Communication with the dispatcher is via telephone to make it seem like you are talking to a dispatcher in a far off location. Train crews need to have permission from the dispatcher to move onto and occupy any part of the main line. For example, a local freight switching at Connellsville will need to get clearance from the dispatcher to cross over the main line and switch the industries there.





## Scheduled Trains Operating On Jim's Layout.

- CE-11 Conway Yard, Pittsburgh to Enola Yard, Harrisburg. Picks up and sets out at Connellsville and Youngwood. Train direction is eastbound. Originates and terminates in staging yards.
- EC-12 Enola Yard, Harrisburg to Conway Yard, Pittsburgh. Picks up and sets out at Youngwood and Connellsville. Train direction is westbound. Originates and terminates in staging yards.
- SY-21 Shire Oaks to Youngwood transfer run. Moves cars from Shire Oaks that come out of Pittsburgh for the Youngwood area. Drops and picks up at Connellsville and terminates at Youngwood. Originates in staging yard.
- YS-22 Youngwood to Shire Oaks transfer run. Moves cars from Youngwood towards Pittsburgh. Drops and picks up at Connellsville and terminates at Shire Oaks. Terminates in staging.
- SL-29/LS-28 Shire Oaks to Leisenring coal train. There is a large mine at Leisenring and the yard at Shire Oaks marshals empties and loads to and from the mine. Shire Oaks dispatches the train to Leisenring to work the mine and return to Shire Oaks with coal loads.
- YWM-38 Youngwood to the Western Maryland interchange at Connellsville. This train handles cars other than hopper cars that are bound for the Leisenring area. The Leisenring cars are left in the Connellsville yard. The train becomes WMY-27 at the Western Maryland interchange.
- WMY-37 Western Maryland interchange at Connellsville to Youngwood. The train terminates at Youngwood.
- YB-32/BY-33 Youngwood to Brownsville Junction turn. The train originates at Youngwood with cars for local industries at Brownsville Junction. After dropping and picking up, it returns to Youngwood and terminates there.
- YCN -34 Youngwood to Scottdale local. Continues on to Connellsville to turn and returns to Youngwood.
- WB-36/BW-37 Sewickley Branch to Connellsville and Brownsville coal run. This train moves loads from the Sewickley branch and Vesta Mine #9 to Duquese Light company in Connellsville. The Spang coal ramp in Brownsville, The PRR coaling tower in Brownsville and the PRR coaling tower in Youngwood.
- YW-switch The local switcher in Youngwood that switches the coaling tower and the farmers cooperative at the east end of the yard.
- YCJ-30 Transfer run originating at Youngwood for Uniontown as well as Conemaugh and Juniata Interchange.
- CJY-31 Transfer run returning from Uniontown as well as Conemaugh and Juniata.
- 43 and 44 Commuter runs out of Pittsburgh to the Greenwood junction and then Youngwood and on to Brownsville. Train 43 originates in Brownsville in the morning to take people and express to Pittsburgh. Train 44 leaves Pittsburgh in the evening to return to Brownsville.
- 17 and 18 Through passenger train. Number 18 originates in Harrisburg and goes west stopping at Youngwood, Connellsville, and Brownsville. Express cars are dropped and picked up at Youngwood. Number 17 is the east bound train making the same stops.



We're looking down the main line at Connellsville. Jim has captured the heavy industry look of the towns in this part of Pennsylvania. The tall building on the left breaks the view, making the scene seem larger when the train disappears behind it. This is one of the advantages of O Scale. Buildings are the size of other people's mountains, and can work as view blocks just like mountains.

For operation, Jim uses a computer system to route cars and create switch lists. To operate the computer system, Jim had to create the trains that would run on the layout and what they would do. For example, train CE-11 is a Conway to Enola through freight that crosses the Pittsburgh Division and the Middle division main lines to terminate near Harrisburg, Pennsylvania. Both of these locations are represented by offline staging. Basically, this train is one of the connections to the outside world. On Jim's, layout this train comes from a staging yard onto the layout and makes stops at Connellsville and Youngwood yards. By doing this, Jim has a way of bringing cars into the layout modeling area and sending them off to some other place. Once on the layout, the cars are routed via local freights to various locations. Once the trains were created, each car on the layout had to have it's reporting marks entered in to the computer. Then each car has routing information added based on the type of car and what it may be carrying. The routing information can be changed for variety. Jim said that when he develops the routing, it is unique for each industry and based on what products customers might have and what kinds of cars they would need. Finally, each location on the railroad had to be entered. To go back to our example of train CE-11, when that train leaves the staging yard, some of the cars will be set out at Connellsville yard. The computer software knows that there is a local train out of that yard and what the locations are that the local will pass. The train crew has a switch list printed out telling them which cars to leave at Connellsville, and which cars to pick up. The switch crew at Connellsville has a list of what cars need to be placed for the local to take out. They will switch the cars left by train CE-11, as well as, make up a block of cars that CE-11 will take when it leaves Connellsville. The local then leaves on it's trip to deliver the cars and pick up others to bring back to Connellsville. There are other trains on the layout as well. The whole operation is a lot of fun, and Jim said that he could keep as many as 8 people running trains on his layout. They do not use a fast clock, but do run the trains in sequence. A typical operating session runs between 3 and 4 hours and makes up one day on the railroad.



Here is another view of the "building canyon" at Connellsville. In the space of two feet, Jim has created the feeling that you are on the other side of town. Compare this view with the first view of this article. The three story building in this view is the same three story building in the other view.



The passenger station at Youngwood is shaking as a double headed pair of class I-1 2-10-0 locomotives thunder through dragging a freight train.



One of the mighty Pennsylvania Railroad M-1a's is pulling up to the coal dock at Youngwood. These engines were a mainstay of big dual purpose engines on the Pennsylvania. They work the through freights, and are taken off for service at Youngwood. They are too long for the turntable, and this one is facing west bound so it will go out when the next west bound through freight gets its engine changed here.



*The local switch engine working the Youngwood Yard today is a class C-1 0-8-0. The trains are heavy, and need a big switch engine like this to handle them.* 



These two views at Brownsville Junction show how Jim has captured the feel of the heavy industry on these lines. The mill buildings and raw materials stacked up outside all add to the scene. There are a variety of cars that can be used here. Flatcars, gondolas, and boxcars can all be used for the mill, as well as, coal hoppers for fuel at the mill.



The station at Brownsville looks like the passenger train should arrive soon. There is express business here, and the Pennsylvania Railroad trucks are parked at the station.



The double headed coal train comes through Brownsville on the main line, while a local freight waits on the passing siding.



The yard at Youngwood handles most of the classification work on the layout. There is a car repair shop and roundhouse to service the engines that are used around the area. Jim designed the layout for operation, and there are a lot of places to hang your clipboard on the fascia. By keeping the main line in the back, it is easier to switch the yard. Also, note that there are no other industries near the yard lead so crews will not congregate in one area and people are free to move around to do their job.

The layout bench work is a combination of "L" girder construction and open grid construction. The basement is 23' x 47'. Operation is DCC control with wireless and plug in throttles. Most of the scenery is hard shell with hydrocal. The rock molds were made with crumpled up aluminum foil. Plaster was pored in them, and they were fixed to the scenery. Some hand carving of the rock was done after the molds were in place.

Jim said the structures on the layout are a combination of kit-built, kit-bashed, and scratch-built. Some of the scratch-built ones date back 40-50 years when Jim first started to convert from 3 rail to 2 rail, and was learning to build things. He said some are crude, but he keeps them on the layout because they have nostalgic value to him. One of Jim's favorite kitbashing techniques is to "unfold" a kit and make a building twice as long. On Jim's layout, in most places, you cannot see the back of a building because it is against the wall or backdrop. Jim will use both the front and back of a kit building for the visible side, hence doubling the length. He also use both sides of a roof in many cases for the visible side. Jim uses the ends as is, then he makes false backs and roof areas for the unseen parts from styrene or Strathmore board. The metal building only half as long. The Rogers Overbearing Company in the photo of Scottdale is another example. This was a kit from Lionel years ago called a "Power House". Again, it was designed to make a building half this length. But, "unfolding" it resulted in a nice size building that is almost 2 car lengths long.



A pair of I-1 2-10-0's lead a coal train past the Youngwood yard. The signals on the main line are a nice touch, making it look like this is a main line. The signals are controlled by the dispatcher, and the train crews need to adhere to the signal aspects.



This location on the layout is the junction with the Sewickley branch. Jim was able to create the operation of a branch line with a few feet of track. The Vesta #9 mine shows behind the second tender. The track goes past this mine to a staging track. These kinds of things create traffic on your layout without a lot of space.



The tower at the end of the Brownsville yard controls the end of the passing track. The signal bridge has the has approach signals on it and the single signal in the background controls movement through the switch. The coach will be picked up by train #43. Later in the day, train #44 will terminate here and leave another coach.



At Leisenring, there is a large coal mine. The mine is served by train SL-29 (Shire Oaks to Leisenring). The train brings in empties from Shire Oaks, a large coal marshalling yard in the Monongahela Valley on the division Main line. It returns with loads from the Mine to Shire Oaks as LS-28. This train generally handles 4 bay larger hoppers, and the coal goes on from Shire Oaks to various steel mills in the Western Pennsylvania area which are large coal users.



This is Scottdale. The location is a small area almost under the stairs to the basement. There are three sidings here to spot cars on. The area is tight and challenging to switch, but that makes it interesting. The Rogers Overbearing Company was made by using both sides of a kit building on the same side, and leaving the back open. This makes a bigger building and is great for a flat against a wall.

Jim said that he is part of a round robin group of modelers who go to each other's houses to operate. Jim is the only O Scale modeler in the group. These round robin groups are a great way to have some fun operating different layouts. This is also a great way to show others what can be done in O Scale. Members of the group get familiar with each layout, and they can really make them operate smoothly.









## **Cleveland O Scale Show**



#### By Glenn Guerra

The Cleveland show was held at Lakeland Collage in Kirtland, Ohio on November 1<sup>st</sup> this year. The show is being run by Sam Shumacher who is doing a good job. There were a lot of tables this year, and attendance was good. This is a nice show to attend since it's close to many people, and is only a one day show. Sam has the show set up to start at 9:00 AM and finish at 2:00 PM. This gives you plenty of time to see everything, get what you want and start heading back home. If you need an overnight stay to get to the show, that extra few hours driving home on Saturday will get you home at a reasonable time on Sunday. Sam has a dinner on Friday night with a guest speaker. This year Jim Canter was speaking about Proto 48 modeling. Dan, Amy, and I attended the show, and took a few photos for you.





Andy Sunderland from East Gary Car Company was there. Andy has retooled the plastic traction car parts from ICC and has them available. He also has white metal detail parts for traction and figures for any layout. In addition, Andy is a wealth of knowledge about old models. If you lean towards collecting, or just like old models, Andy is someone you should know.

Pat Mucci from P&D Hobby goes to all the Midwest shows. He always brings a lot of detail parts and decals to the shows. Pat *initially produced the* EMD F series of diesel locomotive kits. He sold the molds to Atlas, and they now produce the models. Pat has kits left over if you want to build one, and he has the detail parts to modify your Atlas units.





Rich Yoder had some pilot models of his new Mather cars. In addition, he had many of his past models and trucks for sale. Rich only sells direct. Going to a show is a good way to see his models up close and talk to him. He is taking reservations for the Mather cars now.



Bob Heil is the East coast rep for Sunset and goes to all the shows. If your local shop does not have the model you are interested in, come to a show. Bob has all the current products and can tell you about them.

Dave Thompson from Harbor Belt Lines keeps growing his business. In addition to all the lines he carries, he produces his own line. Dave has some white metal Buda bumping posts that are sold as kits. They are well detailed and worth a look.





Carl Jackson sets up his table while Bill McConnell from O Scale Turnouts talks to a customer.

# **Southwest O Scale Show**



This year at the show there was a tour of the BNSF Archive in Fort Worth. This display is one of many in the archive, and celebrates the railroads that were merged into the BNSF

### **By Glenn Guerra**

### Photos by Ron Sebastian

The Southwest O Scale Show was held on October 24<sup>th</sup> and 25<sup>th</sup> this year in Fort Worth, Texas. We were not able to attend this year, but Ron Sebastian took some photos, and told us about the show. As part of the show, there was a tour of the BNSF history center and archive in Fort Worth. Besides many display items, the facility houses the archives of the company. There are many railroads that went into the BNSF, and many more that went into forming those railroads that became part of BNSF. It's very much appreciated by us modelers that the BNSF funds and maintains an archive for research. Also on the tour were visits to several local layouts, and some not so local. One of the highlights of this show has always been the comradery and fellowship. This show is a good place to visit people and catch up on what is going on.



Our man and woman "on the street", as they say, at the Fort Worth O Scale Show. Ron and Sue Sebastian were there and took photos of the show for us.



Bruce Blalock, on the right, Ted Doyle, in the front, and David Ray, on the left are having a chat with Charlie Morrill at Charlie's table.



Bob Stevenson of Stevenson Preservation Lines is showing the patterns for casting the frame on his new locomotive kit. The kit will make a New York Central 0-6-0 switch engine. See Bob's website for more info.





Ron Maxfield had some of his traction models and buildings on display. The corner block building in the top photo is a nice looking building. When he gets these models into a layout, it should look spectacular.





The Dallas-Fort Worth area has a long O Scale history. Adams and Son were located in Dallas, and made castings for most of the model manufacturers. Dallas Model Craft was an early distributor and big in O Scale. If you are looking for some early O Scale models, this show would be a good one to attend. Art Hayes had some early models on display. Note the top streamline car was built by Joe Fischer.

Speaking of history, John Smith from Pecos River Brass is at this show every year. John was one of the originators of O Scale Kings. Behind John, at the table, is George Wallace. George ran this show for many years when it was held in Oklahoma City. George was also the president of O Scale Kings for many years.







Michael Ross had an open house to show the progress of his Virginian Railroad inspired layout.



Mike Walter had his layout open at the Fort Worth show also. Mike is building a three rail empire on a lower level, and a two rail empire on an upper level.



Pictures and text by Dan Dawdy



This past summer, Amy and I decided we needed a fall vacation. Someplace far away from relatives over Thanksgiving, that was my wish, someplace warmer than here in Illinois, that was Amy's wish and no airports, that was both our wishes. As it turned out, Gordon Lightfoot was doing his yearly show at Massey Hall in Toronto so off we went (Amy didn't get her wish, but I did). As long as we were in the area, we decided to check out some O Scale trains!

I saw David Nadeau at a show earlier this year and mentioned we were thinking of coming up to Toronto so he set some things up for us to see. For this article, we'll take a look at the St. Jacobs & Aberfoyle Model Railroad located in St. Jacobs, Ontario.

Amy and I drove from Toronto to meet up with David and his wife, Gwen, in Guelph, Ontario and take one car from there. Just before we arrived in Guelph, I was stopped for speeding. The km/h markings on my speedometer are so small!!! Well, seeing we were from out of the country, and were only going 30 km/h over, he let us go. Needless to say, I used the cruise control the rest of the trip.

We arrived at the St. Jacobs & Aberfoyle Model Railroad about 11:00 a.m., and met some of the crew. The St. Jacobs & Aberfoyle Model Railroad had just moved from it's old Quonset hut location to it's current, slightly larger building without curved walls. The railroad was disassembled & put back together in 14 months. The new location opened to the public in April of this year, so I thought we take a pictorial tour of the new layout and all it has to offer.

The original St. Jacobs & Aberfoyle was started back in 1972 by Frank & Gay Dubery (founders), Chuck & Gwen Bard, Craig Webb & Wayne Pfeiffer. It represents a Canadian prototype railroad set in about 1957. Steam lasted a bit longer north of the border than it did here in the states, so many steam engines are represented. One problem was that not a lot of importing of Canadian prototypes was being done in the early years of the layout. That meant building your own, and that's just what Chuck Bard did. We'll talk about Chuck and his custom locomotives in our next issue. Back then, the layout was only open a few times a year; however, the new location is open every weekend, and that takes it toll on any motive power. Fortunately, now Weaver and others have imported Canadian prototypes and these have been bought and modified to help lower the run time on Chuck's beautiful scratch built locomotives.

It was decided that the layout would remain DC, running about 35 locomotives at different times. All signals work, are set from above and locked by relays. There are cameras and monitors (most monitors have 2 cameras) above the layout in the "theatre-like" control room. The prior layout had a control tower in the middle of the room.

Most of the trees and bushes were produced and placed in position by Gwen Bard. Scenery materials were handmade from ground (done in a blender) and dyed sawdust. She also did all of the background painting.

Frank Dubery designed the layout, did about 80% of the trackwork (all handbuilt including switches), buildings, signals, details and provided rolling stock.

Craig Webb built about 70% of the structures, almost all the passenger cars and many other items.

Chuck Bard built most of the scratch-built locomotives, 20% of the structures, bridges, plastered scenery, and handled the electrical circuitry.

Everyone worked on the framework which supports the layout, including Wayne Pfeiffer and many friends.

When they decided to move the railway from Aberfoyle to St. Jacobs, they had a lot of help in the reconstruction from model railroaders who lived in the area. One of the members, David Nadeau, who officially joined the group in Aberfoyle and was a member for eight years, was a big help in putting it together.

One of the great features of the railroad is the eight minute night scene with passenger trains every 40 minutes. The push of a button begins a three minute gradual nightfall to darkness with building lights coming on in different areas at different times. This is followed by two minutes of dead night with lights on, followed by three minutes of gradual daybreak to full daylight. It's very effective and hard to photograph!

I need to thank David and his wife, Gwen, for chauffeuring us around, and Charles and Gwen Bard along with Craig Webb and others at the layout that day, not only for explaining things, but helping with the captioning of the pictures that follow. We had a great time, and it's well worth your time if you're in that general area, not only for a beautiful layout, but great people as well. Be sure to check out their Website at <u>http://stjacobsmodelrailway.com/</u> for more information.



This is the train station for the town called Kelso. It is an exact copy of a station in Chesley, ON that was torn down many years ago. The model was built by Frank Dubery.



This coal and fuel oil facility is typical of small town fuel dealers of the late 1950's, and was scratch-built by Craig. (freelanced structure ca. 1977).



This shows some of the buildings that are on the left side of the town of Westport. In the distance are buildings that are on the right side of the City of Wellington.


The dock area of Eastport. Structures were scratch-built using 1/16" matt board for the sides and roof. The freight shed is a a standard CPR plan. The white building is a model of the Aldershot Cold Storage plant on the CNR mainline, just east of Hamilton, ON.



In the foreground is a building under construction (built by Chuck). Since the layout is modeled in the 1950's, the type of construction in the model depicts the 50's way of doing things. In the background are many buildings in the City of Wellington. Most of these were built by Craig.



Models of CPR A-B set. The units are All-Nation chain drives detailed for CPR passenger service.



The CPR turntable and roundhouse (completely detailed inside) were built by Chuck.



The Guden Lowd piano store and the Guden Lowd factory (shown on the right) were built by Craig. The mobile crane (which runs on 5' of track) was built by Chuck.



*This 2-6-0 CN mogul was built by Bill Lenoir in 1983. It is standing in front of the Aberfoyle Junction station built by Chuck. The station is a copy of the Weston, ON station.* 



*The CN Mountain 6060 (4-8-2) was built by Chuck in 1975. This picture was taken at the diamond, where the CN crosses the CP track. In the background is a feed mill.* 



*CP Pacific 1201 travels through a lift bridge (built by Chuck) which actually works, but at the moment, has not been re-wired since the move. The stone warehouse and appliance store in front were built by Chuck.* 



A Kemtron RS-2 hauls a freight into Caledon Junction under the footbridge connecting Eastport Depot with the beach scene. The depot and footbridge were a joint project by Craig and Chuck.



*Craig's scratch-built model of a CPR 2200 class coach. The sides and ends are sheet styrene with a modified milled wood roof. Frank Dubery modified bronze truck castings to match the CPR's unique truck design.* 



Craig's scratch-built model of a CPR "W" class dining car. In this case, the sides are made of layers of 4 ply bristol board. The roof and floor are milled stock. The ends are Walthers soft metal castings.



Craig's model of a CPR "Cape" series bedroom buffet lounge car. The construction technique is same as the CPR "W" class dining car



The locomotive is a CP Pacific 1201 (4-6-2) built by Chuck in 1986. The picture was taken at the diamond, where the CN crosses the CP track. In the background is a feed mill.



Westport Station. The prototype for this is the CPR's West Toronto depot, and was built by Craig from plans in Kalmbach's station plans book.



This enclosed water tank is the work of a friend of Frank Dubery back in the 1970's. It has graced all three of the layouts. Behind it is the Niagara Escarpment which runs through southern Ontario.



St. Jacobs and the surrounding territory is populated by many Mennonite families. When the layout was moved to St. Jacobs (2 years ago), they decided to include some Mennonite scenes. The property shown includes a new barn building erected by Mennonite workers. The model was built by Paul Shantz.



The structures are shallow flats in the city of Wellington. The cores are plexiglass faced with matte board covered in various brick papers. Bryan Melanson photo bombed the picture from one of the many hidden cut outs used for access on the layout.



The escarpment was built by Chuck. The foreground trackwork (3 sidings) is the interchange yard where CN freight cars can be picked up by CP and vice versa.



This picture shows 5 operator's windows. There is actually 6 (the one on far left is not in the picture).



There are presently 5 operator panels. The sixth is currently being installed. All the monitors have a push button that allows two pictures to be seen on each one. Most cameras are hidden in the tile ceiling, and are necessary to determine locations of track switches, uncoupling magnets, etc. The panels were built by Chuck.



This shot shows about 90% of the visible layout. The layout is in a room 83' long x 40' wide. The backdrop skyboard running lengthwise measures 34' from left to right. This allows for 3' walkways all around. About 1/3 of the track is hidden. A lot of hidden trackwork runs in these walkways.



This night scene shot was taken when the overhead lights were about half way down.



The night scene is 8 minutes long. In the first 3 minutes, the overhead lights slowly go down to "0", then there are 2 minutes of darkness and then overhead lights slowly come on to full brightness. Hundreds of tiny layout lights come on in a logical sequence. Meanwhile, passenger trains running by are fully lit and add to the effect. This picture appears to have been taken when the overhead lights are halfway down.



This is the homemade drum (by Chuck) that controls the night scene on the layout. It takes 8 minutes to rotate 100%. It has 65 micro switches which turn on groups of 12 volt layout lights. The cams shown glued to the drum are of different lengths, and different start and finish positions, which turn the lights on and off in a logical pattern.

### All Railroads Need Industries!



# THE OLD WABASH TURNTABLE



#### **By Glenn Guerra**

The Wabash Railroad had a main line from Chicago to St. Louis at one time. At Forrest, Illinois, they crossed the Toledo Peoria & Western. The Wabash had a roundhouse, servicing facilities, and a vard at Forrest. The Wabash also had trackage rights on the TP&W west to Fairbury, Illinois. At Fairbury, the Wabash left the TP&W and had a branch line that went to Streator, Illinois. On their way to Streator, the Wabash crossed the Chicago & Alton, and the Illinois Central at Pontiac, Illinois. At Streator, they met the Santa Fe, New York Central, Chicago Burlington & Quincy, and Chicago & Alton. There were a lot of interchange points nearby, and that must have justified having a roundhouse and turntable at Forrest. The roundhouse at Forrest was short and had round top doors. These features date to an earlier time, and my guess would be that the facilities were there for a long time. In addition, Forrest is about half way from Chicago to Decatur. There were probably local freight trains working out of Forrest to service all the interchanges on the line to Streator. In addition, there were lots of towns with grain elevators on the Wabash main line. Local freight were working these grain elevators. In short, Forrest was a going place at one time. The TP&W still runs east and west through Forrest, but the Wabash is gone. Well, almost gone. The turntable is still there. For a while, it was in the weeds and brush with lots of old signals and other things laying around. There is a historical society that owns and maintains the property now, and the grass is mowed. The wood ties on the turntable are almost all gone, and this gives a good view of the construction. Dan had been there when it was all over grown and taken some photos. I went by around 2013 and saw that it was out in the open now. Dan and I have gone back a few times more to photograph and measure the turntable. The builder's plaque has been removed, so I don't know who built it or when. I'm guessing from the shape of the plaque, that it may have been built by American Bridge.



This photo comes from the Wabash Railroad Historical Society website at http://www.wabashrhs.org/ The photo is in the maintenance of way photos and shows Forrest, Illinois in July 1926. This is the turntable that is there today. Notice that the roundhouse still has 12 stalls. By 1938, when the aerial photo below was taken, there only appears to be 4 stalls left.



Forrest, Illinois in 1938. The entire US was surveyed by aerial photography from 1938 to 1941. Each state's photos are held by state archives and access varies. The Illinois photos are available online at http://crystal.isgs.uiuc.edu/nsdihome/webdocs/ The freight yard was north of town starting just out of the top of the photo. There were also storage tracks south of town. By 1938, the TP&W had discontinued passenger service, and the depot was cut back and made smaller. You can find a photo of the depot and the Sanborn map of the location online at the Forrest Historical Society website at http://www.forrestil.org/Forrest\_Historical\_Society.html The site also has a photo of the previous turntable at Forrest. Note that is is a straight side through plate girder bridge and appears shorter. This whole scene would make an interesting model with lots of operating possibilities.

Since the wood ties and decking are gone, it makes a good study of how a through plate girder turntable is built. I checked with Jim Haskell who worked for the Wabash in Decatur as a young civil engineer. Jim gave me some help with the terminology of the components of the bridge. The turntable is made from steel plate and rolled structural pieces that are riveted together. Jim informed me that when structural members are fabricated this way, the term, plate, is used in the description. For example, the sides of the table are "plate girders", indicating that they are a structural part that has been fabricated using steel plate. Much of the construction would not be visible on a model, but I drew it anyway so you could see how they are built. A model could be built from brass, styrene, or strathmore board. The table is 90 ft long, and still has pockets for poles to turn it by hand. There was an electric drive tractor on one corner. The tractor was mounted on pin connections to the turntable so it could follow the rail as it pushed or pulled the turntable. Another interesting feature are the four outriggers on the turntable. I think these are jacking pads to lift the turntable, presumably for maintenance of the center bearing. They look like they have been bent from a jack being placed under them. The turntable is large enough to turn a 2-8-2 or a 4-8-4 with a short tender. These are large engines, and this was not the first turntable at this location. When these railroads were built they, were run by 4-4-0's and 4-6-0's that could have been turned on 60' turntables. An older photo of the location shows a 12 stall roundhouse with a straight side through girder turntable. The older turntable appears to be shorter than the current one. It's possible that when the Wabash started getting larger engines, they needed to get new turntables for the larger terminals, and those turntables got handed down to other locations.

I made some drawings of the turntable for this article. First, I made a solid model drawing of the whole assembly. From that, I was able to make some 2D drawings. I did not put all the rivets on the drawings because the file size was getting too large to work with. The photos show enough detail that you can get a feel for the rivet locations and spacing. Dan and I talked it over, and we have decided to offer a CD of all the high resolution photos we took, as well as, a dxf file of the drawings. If you do any computer drafting, you will be able to import the dxf file and get dimensions for more of the details. (*Details in our next issue*.)



This end view shows how many of the ties are missing. This made it easy to see the construction of the turntable, and get measurements of it. I think it's interesting that the stringers supporting the ties are not directly under the rail. In trestle construction, the stringers are right under the rail. Jim Haskell told me that this construction is common in steel bridges, and whoever started this practice did not tell anyone why.



Here is a detail of the end of the turntable. Note that the flanges on some of the beams are very rusted. The railroad yards were full of cinders, and the acid they created was very corrosive.



Note how the main plate girders are fabricated from plate steel with flanges riveted on. The part closest to us is a higher stress part of the girder, and the flanges are made thicker.



The longitudinal plate girder beams of the turntable were made with three plates of steel. This photo shows the splice plate with the four rows of rivets on it. The highest stress part of the turntable is at the center. Note that the vertical stiffening angle on the far right is larger than the rest, and there are two rows of rivets next to it. This stiffener, and the one just out of the photo on the right, are at the location of the two main plate girder floor beams. These details on the outside would be most noticeable on your model.



The turntable has four of these outriggers on it. I suspect they are for jacking up the turntable for maintenance to the center bearing. Notice that the bottom of the pad is extra thick, and that it has been bent from something pushing up on it.





The center of the turntable has two heavy plate floor beams that span from plate girder to plate girder. There are two longitudinal plate girders that span between the plate floor beams. All of these girders are extra thick with multiple layers of plate on them. This assembly caries all the weight of the turntable when the engine is balanced. The photo at the left is looking down between the longitudinal plate girders. You can see the top casting for the center bearing. The casting has two lifting rings on it. Also, you can see a pipe sticking up. This pipe was used to get grease into the center bearing.



The top photo shows one of the plate floor beams at the center of the turntable. The bottom photo is one of the other plate floor beams. Notice how much extra plating and flanges are on the center plate floor beams. This is because that is where the most stress is, and extra strength is needed.



At the ends of the turntable, there are wheels to support the turntable when the engine comes on and off. The pocket on top is to insert a pole for turning by hand. Can you imagine pushing a 2-8-2 around with a pole stuck in this pocket? Also, it is worth noting that the engines needed to be balanced on the turntable, which is why they were serviced and the tenders were filled with coal and water before they went into the roundhouse.



These photos are some details of the tractor that moved the turntable. Note that is is attached with pins so it will follow the rim rail and get maximum weight on the drive wheel. There was a house for the operator that is missing. Look at the in service photo and you will see the house.



The top photo shows the tractor on the side of the turntable. The operators shack was built on the four stilts sticking up from the frame. One of the wood supports for the shack is still in place. The lower photo shows the controls. You traction fans will recognize controls like this. This controller is built just like the street car controllers.





The top photo shows the one of the struts that are between the longitudinal stringers. The bottom lateral bracing (small angles) under the stringers triangulate the main side girders and stiffen the turntable when turning it from the ends.

In the lower photo, you can see the large knee brace at one of the center floor beams. Compare the large knee brace with the smaller ones in the background. Additionally, note these floor beams are much heavier construction. Look closely at the large vertical stiffener with the four rows of rivets. I thought this was interesting. The stiffener is not joggled (joggling is a term used to describe how one member is shaped to fit over another) to fit over the top flange angle. There is a filler plate under the vertical flange. This makes construction of your model easier since none of the stiffeners are joggled.

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This view shows the relationship between the stringers and floor beams. You can see the longitudinal heavy stringers at the center of the turntable. Notice, also, how the longitudinal stringers are not under the rails. The longitudinal stringers are rolled "I" beams, and the struts between them are rolled channels. All the remaining side plate girders and floor beams are fabricated.



This photo shows the journal box for the flangeless rim wheels.





# Buildings By Renee Grosser



#### By Glenn Guerra

Renee Grosser is a prolific builder of structures for model railroads. Her husband Ray and she have been actively involved with model railroading since 1992. The emphasis is on active because they have both been involved with railroading and trains for all their lives. Many of us have seen Renee's work before, but I thought you would like to know a little more about her ,and how she started doing model buildings.

Let's start a long way back. Renee's great grandfather worked on the building of the Great Northern railroad through Minnesota. Renee's grandfather Ringsmuth had a job with the Great Northern as a carman. They lived in Waite Park, Minnesota right across the street from the Great Northern shops. Renee's other grandfather Spieker was an conductor. Renee's father followed and worked as a carman, eventually becoming a welding supervisor. So, railroading goes way back in Renee's family.



This is a partial view of the HO Scale layout that Ray and Renee had. This is where Renee got started building structures.

Let's skip for a minute to Ray Grosser who is Renee's husband of almost 42 years. Ray grew up at Glenwood, MN on the SOO Line railroad where his dad worked as a brakeman. Ray moved to St. Cloud to finish an apprenticeship as a tool maker, and later went to work in the Great Northern shops as a machinist. At that time, Renee was off in the United States Air Force on active duty. Ray was renting a room down the block while he was working in the shops. After a while, Ray took a job in Australia and was going to be moving. The lease on his room was up, and Renee's dad rented Ray a room for a few weeks prior to his leaving for Australia. Renee came home on leave from the Air force and and this is where he met Ray.

They were married in Australia in 1973, and lived in a number of countries including Austria, Africa, and Iran, returning to the United States in 1977, just before the fall of the Shah of Iran. Ray enlisted in the Army Reserves in 1978, and was accepted in an MI company of the 11 SFGP (ABN). He went to the Army Parachute jump school at age 40, and was later awarded the Green Beret. They then bought some property in Kentucky, and lived in an old GMC city bus converted to a motor home while they built their home. Railroading could not wait, and in 1992, they were off and running again building an HO Scale railroad. Renee took up an active part in the layout. Now, we have some of the background on Renee and Ray.



When the HO Scale layout came down, part of it was saved to make a diorama for Renee's buildings. These HO Scale buildings were all built by Renee.



Renee started by assembling kit buildings for the layout. She told me that she almost never kit bashed them, just built them as they came. Ray was modeling the SOO line, and Renee thought this was fine. However, if Ray was modeling his memories, she wanted to model hers as well. Soon, the HO sectional layout had a town of Waite Park and Glenwood, Minnesota on it that traveled to many NMRA and Soo Line Historical Society conventions. Renee decided to model the homes of her family and friends back in

This depot at Lake Minnewaska on the HO Scale layout was scratch built by Renee.

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Waite Park near St. Cloud. Nothing on the market came close to the homes she wanted; so she took up scratch building. Now, most of us would start out with a simple building, but Renee started with her family home. She told me that she just "jumps right in and gets going", learning as she goes. The building has a gambrel roof design that is wider in the back than at the front of the house. Laying out this roof was a challenge for the best carpenters, as Renee soon found out. She told me it took three tries to get the roof right, and that was where she learned about keeping things square. I want to interject here for a bit. This is a perfect illustration about trials and tribulations in the hobby. This is just a hobby; and if it does not work the way you want, throw it away and try again. By the way, that was told to me by Louis Bartag who is another excellent builder. Let's get back to Renee.



Renee's father worked at the Waite Park car shops of the Great Northern Railroad. They were across the street from her home. Renee built a model of the car shops for the HO Scale layout. This complex is one of the very few that she used selective compression on.



Here is a photo of the current O Scale layout. The town of Waite Park is in the background. In the foreground is a model of the old barn on the property where Renee and Ray live today. The barn was scratch built from wood that Ray cut on the table saw for Renee.



These two views are the Waite Park area on the O Scale Layout. All these buildings are scratch built by Renee.





This is the O Scale model of the house Renee grew up in. Look close and you will see that the pitch of the lower roof is different on the front and rear of the house. There is an overhang on the rear and the pitch is shallower. Renee said this roof was very difficult to build when she first made a model of this in HO Scale.



This is one of my favorites. The O Scale model is the Rau house in Waite Park. They were good friends of Renee's family. The house is stucco and so is the model. Renee makes stucco by mixing Durham's water putty with acrylic paint and dabs it on the model. The effect is very good. The details, like the vines on the house, that Renee adds when she puts the buildings on the layout really make the scene. Notice how large the structure is compared to the train behind it. This model is built full size.



This O Scale model is a house is in Somerset, Kentucky near where Renee and Ray live today. The house is interesting, and Renee had to make a model of it. I remember when this was a model was being built. All those stones are individual grains of sand that are glued on one at a time. There was some grousing going on when she was doing this one, but the results were worth the effort.

To build anything from scratch, you need to develop some plans. I asked Renee where she learned drafting? She said that Ray worked for an architectural firm as a field inspector, and would bring her ruled paper with a grid on it. When they were doing the HO Scale buildings, she used paper with a grid of 1/87<sup>th</sup> size squares. Now that she is doing O Scale buildings she is using 1/48<sup>th</sup> size squares or <sup>1</sup>/<sub>4</sub> inch squares. She draws the building elevations on the paper and starts to position the doors and windows. She uses commercial doors and windows, and occasionally she will modify the commercial units. She goes for the look of the building, not necessarily the exact dimensions of the features. She did say that she has scratch built doors and windows when she had to, but that it's a lot of work.

She likes to work from photos, and takes many photos of all sides of the buildings if possible. When she can, she will get some basic dimensions, however, when she has no dimensions, she will use the photos and some basic understanding of building construction. As an example, she was telling me that most of the buildings have eight foot interior ceilings and twelve inch thick floor and joist assemblies. Counting siding boards or bricks also works. By drawing the elevations of the building full size and laying the doors and windows in place, she can see how the model will compare to the photo. Then, she will make adjustments on the drawing. Once the drawings of the elevations are done, Renee starts with the construction.



Renee with her new wheel barrow that she got for her birthday.



Renee driving the 7-1/2" gauge train around the pond. Renee wants to make a model of the SOO line two story depot in scale for the back yard railroad. We will see how this goes. The price of the lumber to build a small garage size building was a lot more than styrene for the O Scale buildings. Don't count these two out yet though.



This is the latest project. This model of the Paris, Tennessee depot was built in O Scale for a customer. Renee had a few rough dimensions to work with. The rest of the plans were developed using photos of the actual depot.



This is a view of Renee standing behind the Paris, Tennessee depot she recently completed gives you a feel for the size of the building.

When Renee was doing the HO Scale buildings, she told me she built the cores of the buildings out of .060" thick styrene. For the O Scale buildings, she likes to use .080" thick styrene. They get 4X8 sheets of styrene at a rubber and plastic supply business. The doors and window openings are cut in after the core is assembled using a drill and a number of files to rough out the openings. Next ,she applies siding and trim followed by the roof then finishes out the openings for the doors and windows. Most of the time, Renee builds in styrene, but she has built in wood. Several of the homes she built are covered in stucco, and I asked her how she did that. Renee said she mixes Durham's water putty and acrylic paint together and dabs it on. She said she tries a it on a piece of scrap styrene first to make sure she has the mix made up to the right thickness. If it's too thick, it will be too course on the model; and if it is too thin, it will just look like paint. The final touch is the weathering and details which sometimes includes vines on the models.

Two years ago they decided to build a back yard railroad on 7-1/2" gauge track after selling their 1/24 scale RC model ship that Ray built. The HMS Surprise was made famous in the movie *Master and Commander*. He was asked if he would build another for a fellow in California and he said "NO!", but that he would sell him the one he built. He asked Renee what she wanted to do with the money and she responded, "I've always wanted a riding railroad", so another adventure was started. This was going to be just a loop of track. Well, after hundreds of yards of dirt and many yards of stone later, they have the yard full, and of course, it has a couple of SOO line engines, a model of an F7 and a GP-9 that was recently added to the railroad. Renee is right out there with a shovel in hand. She just turned 65 this past year, and Ray, being the sport he is, bought her a new wheel barrow and a slightly used fiberglass handle double bit axe for her birthday since she broke the last one.

Renee has scratch built over 150 buildings for their layouts. She just finished an O Scale model of the Paris, Tennessee depot for a modeler in Tennessee. That building is 2 plus stories tall and almost 30 inches long. I told you she doesn't stay idle very long.

Very nice work Renee. You are an inspiration to all of us. Keep up the good work!

### **O SCALE SHOWS & MEETS**

*The O Scale Resource Magazine* will now be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. <u>Click here</u> to go to the sign up form. This form will take your information, and we will publish it in our next issue. If it is an annual event, you will need to submit your information every year.

Big Bend Railroad Club Monthly Open House January 6th, 2015 February 3rd, 2015 March 3rd, 2015 Webster Groves Frisco Depot, 8833 Big Bend Blvd., Webster Groves, MO 63119 Monthly running of O-scale trains for public entertainment by the oldest model railroad club in the St. Louis area. Inside a former railroad depot built in 1910 and owned by the railroad club since 1994. Check web site or <u>Facebook page</u> for more information and year-end holiday run schedule. Email: <u>secretary@bigbendrrclub.org</u> Web Address: <u>www.bigbendrrclub.org</u>



Atlanta 2-rail O Scale Meet January 10th, 2015 160 South Church Street Canton, Ga 30114 (Mason Law Firm,LLC Building In Downdown Canton) 2-Rail swap meet and layout open house, bring your trains. Phone 770-337-5139 Daniel@masonlawfirmga.com www.southernoscalers.com





Gadsden Pacific Division Toy Train Museum - Toy Train Show January 9<sup>th</sup> and 10<sup>th</sup>, 2015 Tucson Expo Center - 3750 E Irvington Road Tucson Arizona Email: <u>TrainShow@gpdToyTrainMuseum.com</u> Web Address: <u>www.gpdToyTrainMuseum.com</u>



O Scale West February 5-7. 2015 Hyatt Regency Santa Clara, California 9:00 AM to 5:00 PM each day Email: <u>info@oscalewest.com</u> Web Address: <u>oscalewest.com</u>



Chicago March Meet March 13,14 & 15, 2015 Weston Lombard Hotel Lombard, Illinois 9:00 AM-2:00 PM each day Email : info@marchmeet.net Web Address: marchmeet.net

Have an upcoming O Scale event? We would like to help publicize it. Send us the information up to one year out and we'll place it here along with a direct link to your Website and or Email. <u>Click Here to send us</u> <u>your information</u>.
## RESOURCE CLASSIFIED LISTINGS



