The O Scale Resource

NEWS, REVIEWS, INFORMATION TO USE

Volume 5 No. 2
November/December 2017

The Magic of a Mentor

NEW - Reader Classifieds

Industrial RR: A Place to Start

Robert Ring's Pennsylvania RR

Onalaska Pickle and Canning Company

Indianapolis O / S Scale Midwest Show

Express Services Mountain Electric Railway

Shows, Meets and so much more...

NEWEST ANNOUNCEMENTS 2017

EMD E-5 / E-6 WOW!!!

Scale Accurate. ABS Body, Die Cast Trucks w/sprung ball bearing supported journals, Fixed Pilot, All Drivers Powered and Full Cab Interior Lighted, Horizontal Canon Motor Design (NO CHINA DRIVE) Loaded Like All Get Out. Made to your Reservations...

2R with QSI Q3 "Titan" Decoder, Dual Speaker DC/DCC Digital Sound.

3 Rail with ERR/TMCC Railsounds and Smoke Reserve Today!!!

ANNIVERSARY SERIES D&RGW L-105

Nothing Finer Than a GIANT Challenger Locomotive. The D&RGW L-105 is our next Anniversary Series Production. Very Exclusive Run of only 50 2Rail and 50 3 Rail Models.

Black or Green Livery. See web site for details!!!

VGN and N&W EL-2B - LARGEST ELECTRIC

The Virginian Railway's class EL-2B comprised four two-unit electric locomotives with AAR (B+B-B+B)+(B+B-B+B) wheel arrangements. The locomotives were used on the 133-mile (214 km) electrified portion of the railroad, from Roanoke, Virginia to Mullens, West Virginia. These large motor-generator locomotives weighed 1,000,000 pounds were 150'8" long, and were capable of producing 6,800 horsepower.

Available in VGN and N&W Liveries (PAIRs)

3rd rail

NEW TOOLING

EMD F3 DIESELS

Scale Accurate. ABS Body, Die Cast Trucks w/sprung ball bearing supported journals, Fixed Pilot, All Drivers Powered and Full Cab Interior Lighted, Horizontal Canon Motor Design (NO CHINA DRIVE) Loaded Like All Get Out. Made to your reservation.

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THE O RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
SCALE

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Volume 5 No. 2

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

The headlight of a GE 44 tonner making it's way through the tunnel underneath the Tidewater Marine Supply, a major rail customer for the branch. Robert Ring layout. Photo by Robert Ring

Rear Cover Photo

This is the Feed and Seed and Local John Deere dealer. There's always switching for this place. Robert Ring layout. Photo by Robert Ring

BILL OF LADING

The Model Railroad Resource, LLC publishes *The O Scale Resource* and *The S Scale Resource*. Be sure to look at both of our magazines. There are many articles in our magazines that are not scale specific and will be of interest to you. Click the magazine title in this announcement to see the magazine.

From the Publisher's Desk

Well, we survived! Indianapolis, that is. It was our first year hosting the Indianapolis O Scale Show and we combined it with S Scale. A risk, yes, but we had a successful show, with only a few bumps along the way. Next year's show is already booked for September 20-22, 2018. See a recap of the show with photos and videos in this issue, along with an article titled "The Good, The Bad & The Ugly". We wanted to let you know what worked, what didn't and what we plan to do differently next year.

Indianapolis kicked off the start of our traveling to promote the magazine. We'll be in Cleveland on November 4, 2018. If you've never been to this show, it's great in that there are always different items available due to the variety of individual modelers with tables. Plus prices are usually very reasonable. We'll be visiting the Cleveland O Scale Club club on the way home, along with the Coach store and Satek Winery on the way out. Those of you that know me, or have been reading this magazine for several years know that the trip out is tradition and almost as much fun as the show!

December puts us in the Phoenix area once again. Last year we visited with some S Scalers, and this year, we'd like to visit some O Scalers. I know there's some of you out there, so drop us a line. We'd love to meet up with you and feature you in a future issue.

With this issue, we have started what we hope will be a new series of articles on mentoring written by Jim Kellow, MMR. We need your feedback for this, and have set up an email for Jim so that you can send him your thoughts and ideas. If he gets enough feedback, this will become a regular feature in the magazine.

Another new item this month is Reader Classifieds – Buy – Sell – Trade. Requests for this have come up occasionally in the past, but lately, we'd had several so we thought we'd try it. Even with very little promotions, we have five ads in this first issue. What a great way to get out your information to over 4,000 readers at very little cost. For more information, click here!

Don't forget to check out the other great articles in this issue. And, be sure to contact the authors and us with your comments. Going forward, most articles will have a linked email for the author. This was another reader comment that we have implemented.

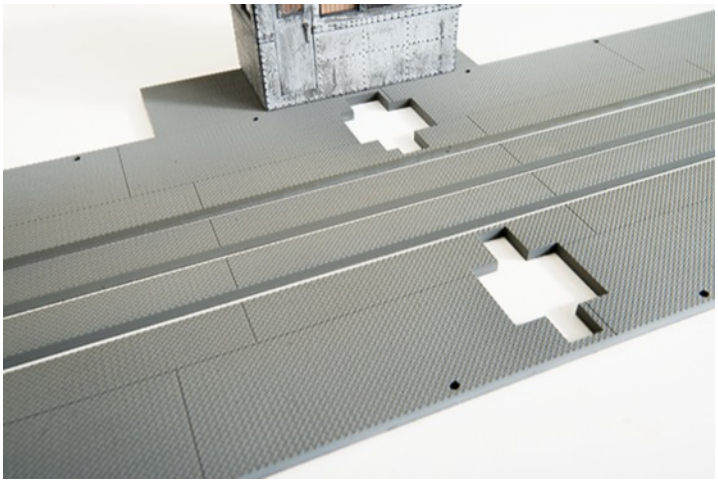
Happy Reading & Happy Modeling,

Amy Dawdy

P.S. November is traditionally a month of thanks here in the United States, and I certainly have a lot to be thankful for. Not only am I healthy and safe, so is my family. Dan and I would like those of you who have recently been affected by the hurricanes and wild fires to know that our thoughts are with you during this trying time.

NEWS YOU CAN USE

Alan Zamorski from Studio Z / Millhouse River says: Our NEW transfer table diamond plate deck & riveted cab option is now available. Here are a couple photos of it. The diamond plate is etched into the deck with the laser. We have also added the plate seam lines in scale increments for prototypical plate sizes. The cab features raised rivet detail which is also achieved by etching away material.



See their Website for all the details!

Cans and Nuns are Channel Markers used to mark the safe passages of Waterways..... They come already assembled and painted for you in this O Scale 2 Pack of Nuns and 2 Pack of Can Waterway Markers. See their Website for all these and more O Scale products.

New from Woodland Scenics, Double Decker Trailer. The Sunny Days Trailer is perfect for adding some cheer to your layout. Building details include multiple awnings for plenty of shade, wooden railings and steps, a TV antenna, window treatments, a trashcan and several doors and windows. Additional features include an unattached table and chairs for custom placement.

James Bester from Model Tech Studios LLC has some new offerings. He's Splitting / chopping wood. This scene includes the stump, wood being split, wood already split and the character with his axe. A great little scene in O Scale

This Built-&-Ready Landmark Structure comes with a printed interior and LED lights. The LED lighting was made for use with the Just Plug Lighting System.

See this and all the great products at Woodland Scenics.

Precision Vintage Classics announces a new kit. The Denver & Rio Grande Western 6600 series Flat Car in Sn3. In the fifties, the discovery of oil fields in the Farmington, New Mexico area and their intensive development brought very important traffic to the Rio Grande narrow gauge, particularly on the Durango - Farmington branch line. To deal with this influx of traffic, the D&RGW built 103 flat cars 40 feet long with a capacity of 25 tons (#6600 to 6694 and #6400 to 6407) between 1955 and 1957, using the steel frames of standard gauge cars (boxcars and stock cars) and equipped them with Andrews trucks salvaged from retired narrow gauge stock cars.

The Durango & Silverton is using some of these to make open tourist cars. These Sn3 kits will consist of a Resin molded flat car and wood deck with trucks and couplers. The On30 version will have Bachmann trucks. Load Shown Not Included.

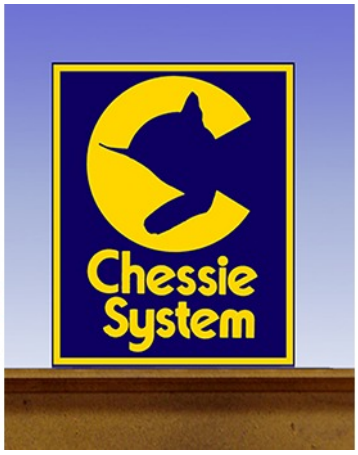
OK13 On30 with trucks and couplers $40.00

See their Website for more information.

Christopher Miller from Miller Engineering has some new signs available.

These faithful reproductions have the same great features of all Miller Engineering's signs - ready-to-run, paper-thin, produce no heat, and have realism second-to-none. There are 46 chase patterns to choose from that produce a soft neon like look.

Both signs come with supports for the back for added realism.



B&O - #88-2701, Size 4.4”T x 3.6”W.
Chessie - #88-2751, Size 4.3”T x 3.2”W

See their Website for more fantastic signs and accessories.

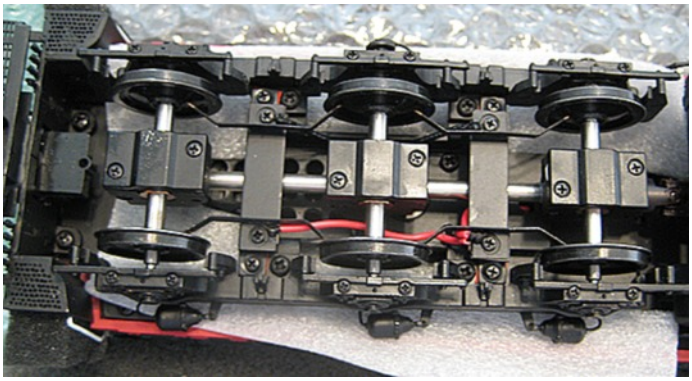
Jay Criswell sent us an update on a new product: When Right-O’-Way bought a large portion of the Protocraft line it was done with the intent of expanding Right-O'-Way's presence in Proto48. With the purchase we ended up with thousands of 36", 40", and 42" diesel wheels. It appeared that if sales continued at their present rate we would have enough wheels to last more than fifty years. It was clear sales needed to be improved.

Anyway, I like the diesels Sunset 3rd rail is producing (I bought the SP BW SD-9 because of this). The primary reason is because I feel their drives are far superior to their competition. Don't get me wrong, I've made a lot of money over the years replacing China drives, but that's not the way to bring in new modelers to P:48. I felt if we could produce replacement axles/wheels in P:48 that could be swapped out with the original factory Ow5 (that's not an insult, I model Ow5) modelers could make their models capable of running on P:48 track. Changing nothing else on the models (side frames stay where they are would keep everything fairly simple and the model(s) could be changed back to Ow5 if so desired.

Now, we had the wheels and axle material, but bronze gears & bearings would be too expensive to make the whole thing viable.

I decided to ask Scott Mann what he thought of my idea and asked if he had any extra gears and bearings. He said he didn't have the quantity I wanted in stock, but liked my idea. He then offered to have new gears, bearings, and thrust washers made by his builder in Korea. I jumped on the offer and he came through for me. Actually, the first batch was made to the specs for models previously produced. These gears measured 10.5mm in diameter and we needed the 10.1mm version. Once I informed Scott of the issue, he jumped right on it and had the correct gears produced very quickly.

Once we took delivery of the correct gears we assembled fifty, or so, axle sets. Just to make sure all of this was going to work, I converted my SD-9 and it runs just as nice as it did before my modifications. It took about an hour to make the conversion.



These sets will work in any of the current and future Sunset 3rd Rail diesels. This includes the second run of the EMD F-7s, the new F-3s, E5/6, the PA/PB, the SD40-2 (if Scott gets enough reservations), and possibly the RI Rockets (final design not approved). The larger (10.5mm) sets will work in the not as recent runs of E7, FL9, FT, FP7, F7 (1st run). We do have sets made up for the earlier models because I didn't know they were incorrect for current models when I took delivery and assembled quite a few before testing them in my SD-9.

Yes, the reservations for the SD-40-2 are lower than hoped. If you're interested in getting one (or more) and then using these conversion kits, I would recommend getting your reservation in.

Now the purist in P:48 may not approve, but to me, it allows people to get into P:48 and try it out. If they want out or want to sell their models they can switch them back to factory original.

At this time the conversion sets sell for $11.00 per axle. Please contact Jay at jay@right-o-way.us or call me at (559) 297-0505.

Richard Rands of Berkshire Valley Models says: The most realistic O scale wagons are available once again. The Mercantile Delivery Wagon kit is made of accurately laser cut wood and highly detailed white metal parts.

The patterns originally came from Bill Roy of McKenzie Iron and Steel Co. New instructions make this an easy kit to assemble. P/N 251 Mercantile Delivery Wagon is $29.95. Horses and drivers are available separately. See all three wagons at www.berkshirevalleymodels.com/apps/webstore.

Atlas O, LLC has announced some new paint schemes for their Atlas Master® O 70 Ton Covered Hopper and Atlas Trainman® O 20' Containers.

Introduced by American Car & Foundry (ACF®) in the mid-1930s, the 70 Ton Covered Hopper, with 1958 cu.ft. capacity, offered an improved design for the transport of dry bulk goods. The car proved to be widely popular and could be

found on most major rail lines. Thousands of cars were built, not only by ACF®, but by the other major builders as well. The cars led very productive service lives until the 1970s, and some may still be found in maintenance-of-way on-line service.

Undecorated, Burlington Northern (Gray/Black), Central Silica (Yellow/Green), Conrail (Gray/Black), Delaware & Hudson (Gray/Black) and Rock Island (ROCK) (Blue/White/Black).

The development of shipping containers reached a turning point in the late 1970s when standardization began to take place. Prior to this time numerous designs and sizes of containers were seen throughout the world. The true intermodal era began in the 1980s with the expanding world economy, Panama Canal ship size restrictions, intermodal railway car (wagon) designs and the setting of ISO standards for international shipping containers.

Undecorated, American President Lines, Cosco,Hapag-Lloyd, FESCO, Mediterranean Shipping Co. and OOCL.

See their Website for pictures of all these schemes.

Mike Calvert of Gilmaur has developed a kit for the dash8-40cw which is being prepared for release in late 2017/early 2018. Colin Stewart is currently working on the test build and instructions.

The kit is etched brass and is designed to use weaver drive components. Trucks are also being made available for the kit. The pictures below are the first test samples and new modifications which are now being done.

The kit builds into a dimensionally accurate loco to which the builder can add as little or as much detail as suits, as well as adapting to specific

prototypes. Mike has confirmed the prices as follows: locomotive kit including chassis $250 US; pair of trucks is $55 US. Contact Colin Stewart for more information.

Rusty Rail continues to bring us new castings. Below left: air compressor for the shop or your mine.

Above right: O scale steam pump. Below is an O scale electric motor set.

See their Website for all their exciting products.

Bill Basden from Delta Models says: The DM 275 Pullman resin casting one piece mold has been completed by the vendor.

Castings will begin production shortly. This will be a great addition to our product line. These will work for car kits from American Standard Car and car sides from Union Station Products . Check Website for pricing and availability.

Bob Spaulding from Altoona Model Works has his new Union Pacific Type Oil Storage Tank ready for purchase on his Website.

This kit contains all the materials needed to build as pictured. The tank is cast urethane. Materials used for the frame are timber, plastic, and brass. Every detail is considered in this kit, including the scribing on the planks and detailed bolts to pull this build together. Contains photo-etched parts to build a brass ladder. This kit also contains a template for ease when building trusses and a full-sized drawing of the completed model from a side view and an end view.

See their Website for this and more buildings and accessories.

Bill Wade from B.T.S. Send us new information about his Hyde Pulp Mill complex. The Hyde Pulp Mill uses the chemical process to break down the wood chips into pulp. This process was the kraft process which first appeared in the late 1800's. The name is still used today for the strong brown paper. It produced a stronger, lighter and cheaper pulp, yet darker in color, than the earlier chemical methods.

Pulpwood comes into the complex on woodracks where it is ground into chips and stored until needed. Vats in the main building are where the chips are mixed with water and chemicals to break down into pulp. Slabs of dried pulp are shipped off to the paper mills.

The Hyde Pulp Mill complex consists of eight buildings, a storage tank, and a riverside dock. It is a vast complex and it is being released as seven different kits. Each can be used as stand-alone buildings for other purposes or tied together into the Hyde Pulp Mill complex. If building the entire Hyde complex a piece at a time, start with the dock, then the shipping/storage building. These two kits are key for accurate placement of the other structures.

The kits consist of laser-cut wood and cardstock and urethane, brass, and white metal details. Each kit's footprint can be seen on our web site.

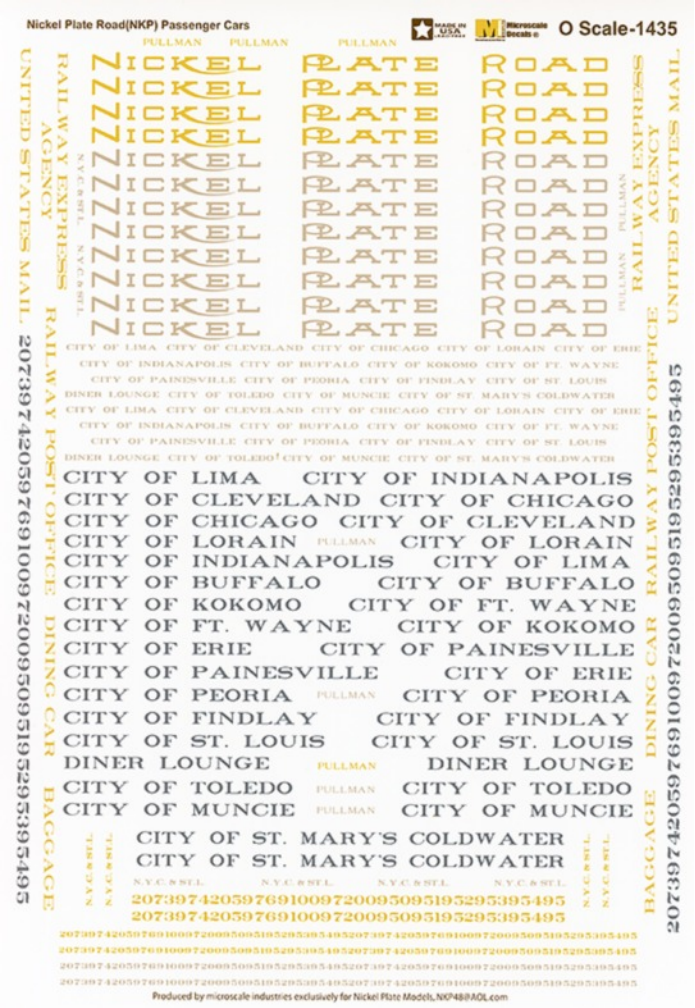
For more information about the pulp process and each individual kit, as well as many more photos, please go to their Website!

David Vaughn from Nickel Plate Models has some new decals for sale. Below is a listing of just some of the many decals available from Nickel Plate Models. A few of the many decals available are listed below.

Decal Set No. 3, NKP 8500-8509 Express box cars. These work great on one of the aluminum sided Athearn metal cars which are long out of production, but readily available at swap meets: strip the lettering, shine the aluminum, paint roof and ends black, clear coat the car, apply the decals and apply a clear top coat..

Decal Set No. O-21-D, NKP Diesels NEW!! Custom run by Microscale. Beautiful artwork. Top-coated for increased durability and ease of use. Includes full range of lettering, numbering and striping to letter EMD switchers, geeps, SD nits, Alco switchers, RS-3, 11s, 32s, RSD-12s in both old and new paint schemes as well as PA-1s. Enough lettering to do 2 EMD road units, 2 Alco road units, 1 switcher and 1 PA. 2 - 8" x 13" sheets. Comes with cardboard protector and poly wrap. Includes lettering diagrams (although there is no substitute for working from

photographs in order to ensure the accuracy of particular units).



Decal Set No. 4B, NKP postwar passenger cars, lightweight and heavyweight.

Above is just part of page 1 of 2 for NKP Diesels.

Please note that the images above are extremely low resolution copies and do not reflect the beauty and details of the sheets.

Contact David Vaughn at Nickel Plate Models for full information and a listing of all decals.

Leo and Randi from Crow River Products have a new heavy duty drill Press available.

Like our lathe, it's a vintage floor model that can run on overhead belts and pulleys or a motor conversion. This drill press is a larger one that would be at home in a roundhouse or commercial or railroad machine shop. Footprint is about 1" X 13/4"

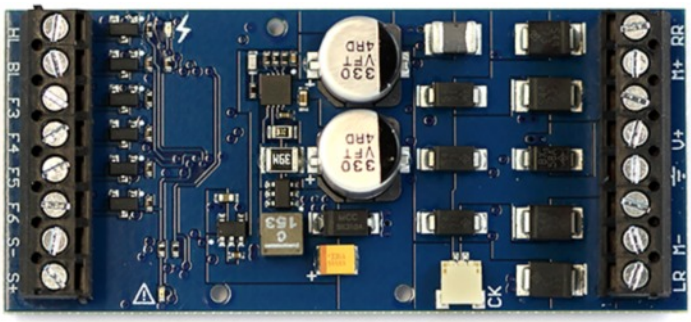
The kit consists of 17 pewter casting, brass rod,instructions and drawing. Price $28.00.

See their Website for this and much more!

New from SoundTraxx: Updated Tsunami2, Baldwin and Others Diesel Digital Sound Decoders will be available through your local hobby shop or online retailer October 2017.

Updated decoders have all of the cutting-edge features that Tsunami2 has to offer and more. October 2017, Tsunami2 Baldwin and Other Diesels Digital Sound Decoders will come equipped with NEW Cummins QSK19C x3 GenSet sounds and NEW Gas Turbine Electric (GTEL) features.

GenSet features include dynamic braking support for "GenSet II" type models, electronic air dryer selection, correct blower motor fan sounds, and prime mover pitch shift. Unique volume and alternate mixer controls for each prime mover allow for dual or triple power plant locomotive configuration.



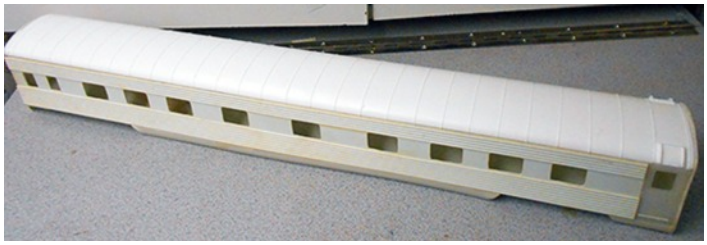
TSU-4400 4-amp Digital Sound Decoder Baldwin & Other Diesels shown above.

GTEL features are easily configurable for "Slab Slide", "Veranda" and "Big Blow" (A and B units) locomotives. With an industry exclusive "backfire" sound effect, you can faithfully replicate the amazing spectacle of starting the massive turbine locomotives. Other new features include a function key to manually start and stop the turbine engine, locomotive-specific hostler motor options, turbine timeout feature to automatically shut down the turbine when standing still, and speed limiting features to replicate the authentic operation of these unique locomotives.

All Tsunami2 formats also have Hyperdrive2™ advanced motor control, simplified function mapping using Flex-Map technology, Dynamic Digital Exhaust™, and more.

See their Website for all the details!

Right as we were ready to publish , we received an Email with some pictures of the new Pullman roof from Bill Basden from Delta Models.



Just received the Test shot from my vendor for the new Pullman roof part DM 275

I thought you might like to see it. I am very happy with the way this came out. The quality is excellent, very little clean up needed and will take paint well. I should have these in house for retail in 2 weeks.

Bill Davis from American Scale Models has two new products. S.P. Rose Oil Column (left) and Type 2 Water Column (right). Both factory painted and in stock. See his Website for full details.

Indianapolis O and S Scale Midwest Show

By Daniel Dawdy

Although this was the 49th Indianapolis O Scale Show, it was the first combined O and S Scale show now brought to you by The Model Railroad Resource. The show was held this past September 22-23 at the Wyndham Indianapolis West.

This was our first time hosting the show after taking over the reins from Jim Canter. You can read about the background of hosting a show like this, and show issues, in "The Good, The, Bad and The Ugly" article in this issue. What follows here is simply a pictorial wrap up of the people and good times we all had.

Jim Canter had his great P-48 layout open Thursday night. I stopped by to meet old friends and maybe have a beer or two. Speaking of beer, Thomas Tschur, left, and Elmar Haug, right, came from Germany to see this year's show and brought Jim a nice beer and stein.

Click here to see a few of Jim's trains running on the layout from his open house.

Friday's attendance was very good. There were more overall people than previous years.

Bill Davis from American Scale Models is in the center working his 30+ tables.

One section from Bill Davis. $25.00 Atlas billboard refers and low prices on Intermountain.

This is why you want to try and get to the shows in your area. Don't let anyone tell you O Scale has to be expensive!

Below: Bill and Robert Chan working on a deal.

Robert A.H. Schultz giving his clinic on Building a Monon Gondola

Bob Leverknight started his clinic on Dead Rail with a presentation and then went out and demonstrated his locomotive and how everything worked.

Ron Sebastian from Des Plaines Hobbies had great deals for O and S scale alike.

Chic Hartert was demonstrating tree making both days at his tables.

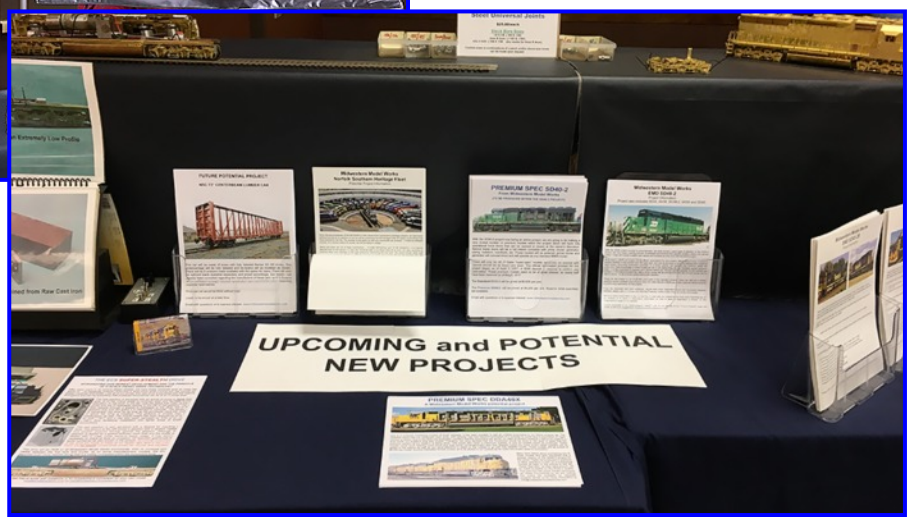
The always beautiful, Karen Lavezzi, working with a customer at her All About Trains table, while husband, Bob, was doing a clinic on Switch Building.

Robert Heil and Joe Foehrkolb rode out together with the Sunset Models/GGD display.

More offerings – both high end and more reasonable items.

New new kits from Scale City Designs were shown.

Erik Stott of Midwestern Model Works was there along with a showing of upcoming and possible new items down the line.



Angie Stanley, Bradley Thompson and Larry Stanley from All Aboard Trains had a great show. Their new O Scale Manual Adlake Brass Switchstand was a hit, and new products are in the works.

Allen Pollock from Fun & Games (scalefigures.com) always has a good time!

Brian Huang brought his Independence Junction portable 2-Rail Layout to show what can be modeled and shown by just one person. Both Brian and his wife are cancer survivors, and Brian painted the car above honoring his wife Stacy.

Amy Dawdy, owner of The Model Railroad Resource LLC, presents Jim Canter with a beautiful piece for his 15 years of heading up the Indianapolis O Scale Show.

Click here to see more pictures from this years Indianapolis O / S Scale Midwest Meet

Indianapolis O Scale Show
S Scale Midwest

the GOOD,

the BAD

and the UGLY

By Daniel Dawdy

The first Indianapolis O Scale and S Scale show is behind us. It was our first year as the promoter, and the first year for S Scale to be included, although the show itself has been with us for 49 years. No matter how much work you put into something like this there is always that voice in the back of your mind saying "something is going to go wrong". The voice was right on! I am writing this right after the show. I am sure by the time this gets into the magazine, Amy will have heavily edited it. No one ever accused me of being PC. Please don't take anything here the wrong way. I am not ragging per se, but giving a perspective on the show. It was a great leaning experience and we all had a ball, but anytime you deal with people, well, you know.

We also sent out an email with a link to an on-line for for feedback to all vendors and attendees of the show. No name or Email was required, only scale, vendor or attendee and feedback and suggestions. We received a lot of good feedback, a few were hard on the old ego, but for the most part all positive or constructive criticism. Now I did put in the Email: "*The only thing we don't need to hear about is the table size. And I say that tongue in cheek as we know how you feel already. Please be assured this will not happen again.*", but a few still wanted that one last shot. Such is life. So in reverse order…

The Ugly:

As soon as we walked into the door of the hotel there were some vendors already there and asked about the table size. What??? We looked and we were shocked. 6 foot by 18 inch tables were set up. I have never seen a table like that. Of course the vendors were not happy and I don't blame them. The previous promoter rented tables, but never explained why. We now know… that's what the hotel had and because of issues with the Fire Marshal a week earlier, along with the greater numbers of tables this year, we got burned. There were two things we could have done at 3:00 PM Thursday: 1.) shut the show down till Friday morning while we tried to rent the proper tables and get them set up; 2.) make do, add extra tables where we could and apologize all afternoon and evening. Option 1 was not going to work, so option 2 was used. Larger dealers with deep displays were given more tables to place inside their area. Others made do by using more floor space in front of the tables. The hotel did everything they could, as did we. Almost everyone has OK with our "on the fly" solutions.

Now I have no problem with getting yelled at, nor does Amy. It comes with the territory. It's our show, the buck stops here. However, one would think that after explaining over and over again what went wrong and while fixing as many issues as we could, that most people would let it go. They said their piece over and over again, but after awhile it's to the point where we can't do anything about it. Even after suggesting we refund a dealer their fee on the spot and leave, some continued to tell anyone who would listen about the tables and how unhappy they were for the next two days. Next year, we will bring in tables from an outside vendor and all will be well. Not only well, but better; as next year we will have 8 foot tables in place of the normal 6 foot and the price will stay the same! Yes, this cuts into our bottom line, but we feel it will help bring in even more quality vendors.

The Bad:

Saturday walk ins. Many two day shows suffer on the last day, but we were hoping for a better turn out Saturday. We'll work on that.

We have the same problem many shows have – that is some dealers packing up so early that by 11:00 a.m., they're their gone. As a promoter, you can refuse them a table next year, but that's a bit drastic and will cause other problems down the line. We do, however, tell attendees that if they come on Saturday at the start of the show they will be fine.

Some have suggested a Saturday/Sunday show, and while the hotel rates are higher it's something to look at down the line. Also, even in shows like Chicago the Sunday walk in traffic is down. The question is how many more would sign up for a starting day of Saturday instead of Friday? It's something worth exploring in the future.

Rather than a banquet we opted for complimentary hors d'oeuvres and a cash bar. Per our contract with the hotel, we needed some type of food service. Banquets used to be the thing to do, however in listening to vendors and many attendees, they want to get together for a snack and a drink and then split off for dinner. Some people thought the hors d'oeuvres were their dinner and piled two plates full of shrimp and beef Wellington. Luckily, the Chef was watching and Amy quickly ordered more. She also made an announcement to please let people who had not received their turn to go first before returning for seconds. I really don't understand some people, but we fixed it. Again, at a cost to us, but we needed to make sure everyone had a chance to enjoy the food.

The large O Scale layout had issues which we never did get explained to us. We can't have a layout still being put together midday Friday. That will not happen again.

The Good:

Attendance was up. Although we did not receive any "hard numbers" from past shows, we know we had more tables and people in the door. It's a start.

The S Scale turn out was surprisingly good. I know that many did not come to the first show not knowing what was there. Now they know, and we hope to build the S Scale attendance and make this a premier S Scale event.

People liked the layouts. Many thought the layouts should be be mixed in with the venders, so at the next show, we will do just that.

The clinics were fairly well attended. Next year, I want to get more continuing table type clinics like Chick Hartert did this with his tree making. In place of going to a clinic room for an hour, sit at your table and demonstrate all day long. People can stop by at their leisure, watch and ask questions. As an example, let's say we had a soldering table manned by an expert. Some people may have never done any soldering while others may just want a few questions answered. In a true clinic setting, it is hard to cover everyone's needs. But, by sitting at a table throughout the show, you can answer beginner, and well as advanced, questions. It also keeps everyone on the floor and not running off to clinic rooms. Let me know your thoughts on this.

Most dealers were very happy. Once we got the table situation behind us, the dealers were selling. Some even sold out. Now I know what some may be saying… I did not have a good show…. I did not sell that much. It's our job to bring in the people. We did that, and will continue to make that better. Attending O Scale shows for over 30 years, you get a feel for what does well and what struggles. You as an attendees know what you go to these type of shows for.

As a vendor you go to a show for two reasons. Of course to sell product, but as just as important to be seen and show people what you have. It's a form of advertising. I may not have needed an item that day, but I'll remember you were there and carried or manufactured a specific item a month or two from now.

The open houses were well attended. We had an issue with times for Mr. Clark, but got that ironed out. Even Mr. Muffin's Trains had many people visit. As I said in our flier, Mr. Muffin's is 3 rail, but the construction and scenery is worth looking at as much a the trains.

Credits:

We want to thank Jim Canter, Warner & Mona Clark and Darcie & Jeff Lang for opening their homes and Mr. Muffin's Trains for opening their business for this show.

A big thank you goes out the the module layouts that came into the show. Having been in two "clubs" in the past, I know what all is involved with transporting and setting up. Special thanks goes out to Brian Huang and his Independence Junction portable 2-Rail Layout, along with Charles Malinowski and his Hoosier S Gaugers S Scale T Track Demonstration, along with all the wonderful members of the Southeastern Michigan S Gaugers and their beautiful layout.

We must also thank Ron and Sue Sebastian from Des Plaines Hobbies, along with Matt and Kathleen Gaudynski from Fox Valley Models for supplying the lanyards and moral support.

Amy and I could not have run the show without help. It was John and Gwen Albee who answered that call and spent the show with us working the desk and keeping things running smoothly. John was in O Scale when we met, but has since moved into S Scale in Bloomington, IL.

Lastly, all of you. The vendors and attendees who made our first show a success. We thank you all, and look forward to seeing you again next year!

NEW

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That's right, after many requests we will now be offering non business reader classified ads for buying and selling.

Fill out our secure on-line form here.

Please read all instructions, including magazine dates and deadlines to make sure your ad is published in the proper issue of *The O Scale Resource* or *S Scale Resource.*

The $10.00 Basic Ad contains 725 characters less contact information. Two extra blocks of 725 characters are available for $7.50 each. For larger ads, please contact us. Your Email address will be linked so anyone reading can contact you at immediately while reading the ad.

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Express LCL Services on the Mountain Electric Railway

By George Paxon

Package freight was the bread and butter of many traction lines. Most got into package freight delivery very early. This made a lot of sense as traction lines mostly ran down the main street of cities, towns and villages giving them ready access to merchants and other customers who could best benefit from a fast delivery service for small parcels and other small lots of goods, materials, and supplies.

Two good sources of information on traction package freight services, both by the late William Middleton, are *Traction Classics, Vol 3, Interurban Freight and Not Only Passengers, How the Electric Railways Carried Freight, Express and Baggage.*

Steam roads were also in a similar package freight business. Most of this service was actually performed by one of several express firms such as Adams, American, Wells Fargo, Southern, United States, and National. Eventually these firms merged together to form the American Railway Express, which then became Railway Express Agency, and later REA Express. All these firms were once either owned by, or affiliated with, steam railroads. Steam road package freight services flavored larger parcels and was not all that competitive with that provided by traction lines due to requiring a much longer delivery time for the same or greater cost.

With traction line service often hourly, and most traction runs reasonably short, a merchant or customer could order goods in the morning and have it delivered that afternoon. Steam roads could not compete with such service. But, of course, traction lines did not go everywhere so there was quite a lot of package freight business for the steam roads as well. REA Express continued to provide mediocre to poor service until the firm went broke in 1975 when better service from United Parcel Service, Federal Express and other such firms killed it off.

Such package freight business was really a portion of what was known as LCL, or less-than-carload lot service. LCL freight included parcels, packages, barrels, sacks, crates, loose goods, cartons, and just about anything that could be loaded into a trolley car, combine, freight motor, freight trailer or steam road box or baggage car. Fresh picked fruit, milk, beer, fresh fish, newspapers, machine parts, merchandise for sale by shops, caskets (with or without corpses), eggs, cut flowers, pets and other live animals such as poultry, etc. were all known to have traveled over the traction and many steam railroads from time to time as LCL freight. The "express" part of LCL services really just emphasized the priority nature of service afforded to some items.

On many traction lines, early package service was accomplished simply by stopping a trolley car in the street in front of a merchant to whom the delivery was consigned, walking over to the shop, making the delivery, returning to the trolley, then continuing on down the street. And some items were just tossed out onto the sidewalks from passing trolleys such as bundles of newspapers and barrels of beer. This all worked well until Henry Ford's products starting monopolizing streets. Early motorists I assume were as impatient as most of us are today, and they, and the town fathers, eventually took umbrage at having to wait for the trolley to move on from a delivery stop. Waiting for the trolley to discharge passengers was enough of a burden for them to bear.

Also, the package service was so successful that the volume of packages could not for long be accommodated on the floor at the motorman's feet, or on the front seat of the passenger trolley car. Combines with a small freight area were then used. Eventually on many traction systems LCL freight became too great for

even combines and such work was taken over by freight motors which were wholly dedicated to freight service. And then freight motors needed to pull trailers behind them to hold the LCL freight that could not be accommodated by the freight motors themselves. On some lines, a freight trailer filled with LCL freight was pulled by a passenger car as part of a regularly scheduled train.

When it was necessary for traction lines to refrain from stopping in the street, they delivered the LCL freight to freight houses and passenger stations along the line. There, goods were either collected by the consignee or forwarded to the consignee by wagon or motor trucks. In some cases the delivery was included in the service offered by the traction lines, or by an independent firm that collected a fee for their service from the consignee.

My Mountain Electric Railway, ME Ry, now has a freight trailer dedicated to the LCL business. Of course, combines and freight motors still move much of the LCL freight, but large volumes going from one place to another are best accommodated by loading the goods for one destination, or a specific line, into the freight trailer then either setting out the trailer at the destination or dropping off the freight along the way.

The freight trailer will be pulled by freight motors also loaded with more LCL freight. In the Pittsburgh area, where I came from, Pittsburgh Railways, PRCo, and West Penn Railways operated a joint LCL service named Consolidated Electric Freight. This service blanketed southwestern Pennsylvania, and the cooperative service lasted from the early years of the century up until 1941 when the City of Pittsburgh condemned the joint freight terminal in downtown Pittsburgh. My ME Ry is also a party to the Consolidated Electric Freight Cooperative and operates into Pittsburgh over the rails of both the PRCo and the West Penn, both with which the ME Ry connects.

Photo 1 is of ME Ry freight motors. The green motor is a LaBelle wood kit built many years ago. They are very nice kits and, although they are considered “old technology”, they should not be overlooked. LaBelle kits build up into beautiful finished cars. The rather dirty yellow-orange car is a model of a West Penn freight motor. The West Penn car is scratch built. These freight motors can be seen pulling the new LCL freight trailer over the ME Ry from time to time.

Photo 1

Many steam roads operated much the same way. I recall the Maryland and Pennsylvania, one of the most picturesque of all steam short lines, had at least one very old box car with arch bar trucks and truss rods that could not be used for interchange service due to not complying with modern car rules. This box car was marked “Load to Ma & PA Only” and used for the LCL business along the line.

ME Ry freight trailer 693, recently put into service, is painted for the express LCL service. This serves as an effective advertisement as it trundles up and down the streets of each town. The car can be seen by all the merchants, particularly those waiting for a late package coming via the steam road LCL service and who would be target customers for the better service offered by the traction company. Photo 2 is my finished express LCL trailer.

Photo 2

Building the LCL Car

The drawing in Figure 1 is the new ME Ry LCL freight trailer. If you are a steam road modeler, and want to get into a similar LCL business, an old box car lettered for your road would work nicely. The older and more decrepit the car the better. An old car with a nice sag in it might be just the thing. Photo 4 is the sort of steam road car I had in mind for your LCL service.

Figure 1

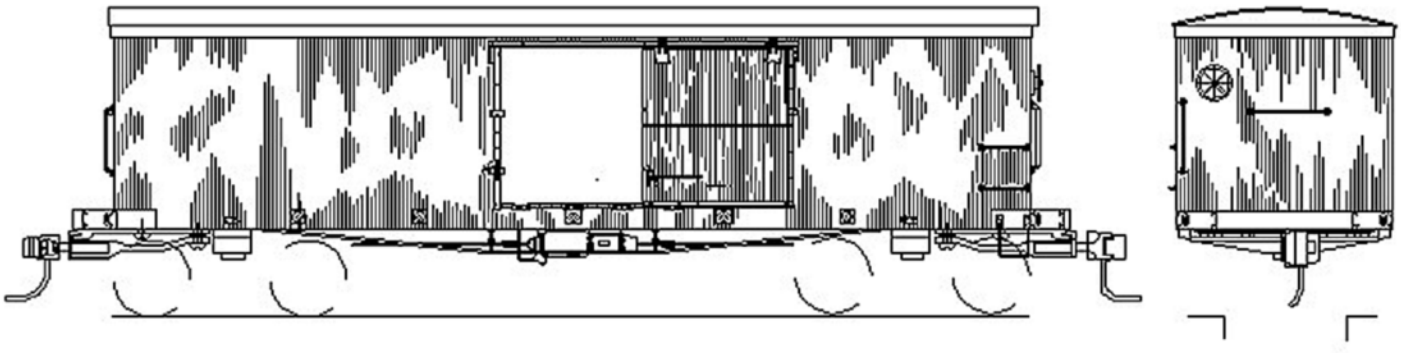
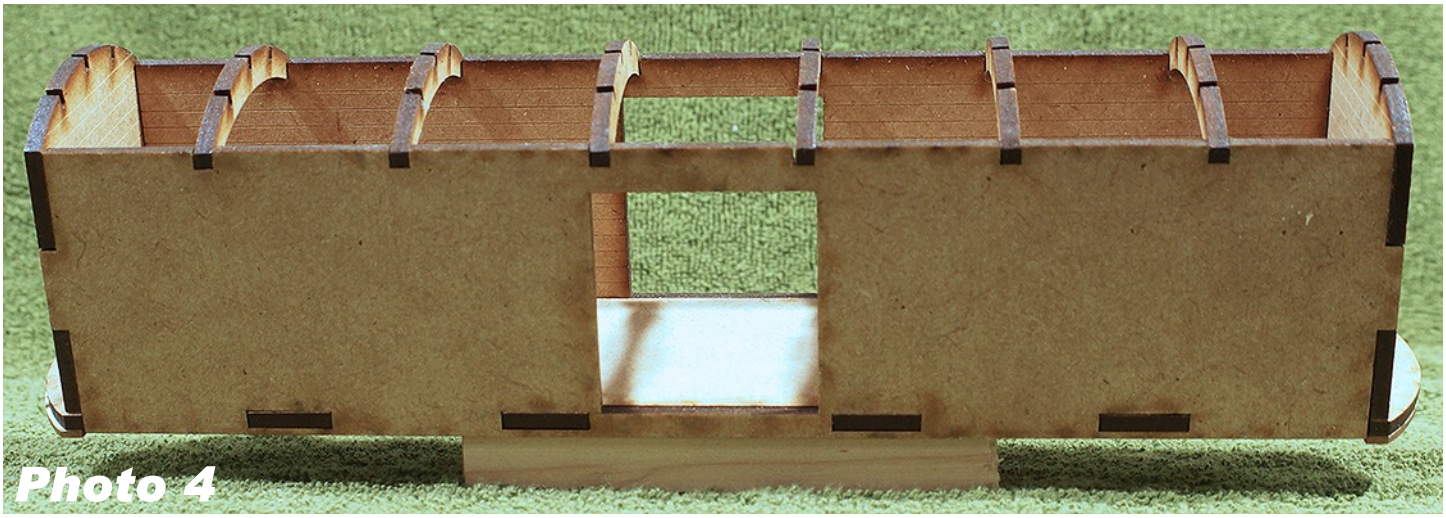


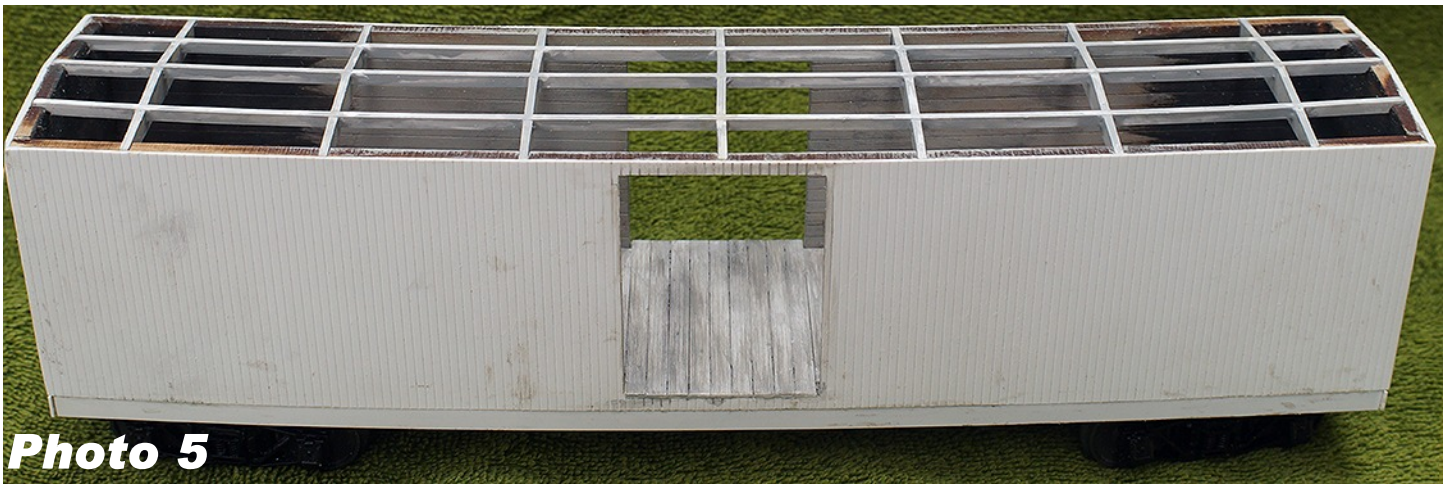
Photo 4 shows the basic carcass for my car assembled from laser cut MDF parts. I used my laser cut approach to make the sub-sides, sub-ends, floor, and even the roof carlins. This approach speeds and simplifies construction and results in a dead square, strong, and durable car. You can see the tabs and slots that provide a close fit and form a strong box. The floor tabs into the sides and ends. Ends tab into the sides, etc.

By the way, if you want to model a car with a sag like the box car in Photo 3, the tab and slot method makes this dead easy. I draw the sub-sides with the sag included and place the slots along an arc along the bottom of the car. When the carcass is assembled, the sag is "engineered in" making it unnecessary to force the sag into the parts and then glue and clamp the parts in hopes of maintaining the sag permanently.



The inside of the sub-side on the LCL freight trailer was laser scribed to represent the lining boards. The inside of the car sides and ends were stained to a used, dirty, bare timber look. The car floor was added from stained scale 2 x 6 inch lumber. The roof purlins are wood or styrene strips and they fit into the slots in the carlins. I painted them a grey before installing them on the car.

Photo 5 is of the sagging steam road box car during construction. You can see the "engineered-in" sag, the painted lining boards and the roof purlins now in place. I paint the back corners of the insides and the ends darker to make it difficult to see in. I usually have a lug nut or some sort of weight sitting over the truck center and don't want that to be apparent.



The roof, ends, and sides on the LCL trailer cover the MDF carcass and are made of styrene. The ends and sides are scribed sheet, while the roof is individual strips, .020 x .125 inch. The strip roof, once installed and dry, was lightly sanded to knock some of the protruding edges off the strips. The strip roof was then covered with black wrapping paper, the very thin and almost transparent kind, sometimes called "tissue paper". The top of the styrene roof was painted with acrylic contact glue and the paper stretched over the roof and allowed to dry. Edges of the wrapping paper were trimmed after drying. The board joints just barely show through the "canvas roofing" and look much like, I assume, a prototype roof with canvas stretched over a board roof would look.

Some train mates down my way have questioned the construction of my traction trailers. They are so accustomed to seeing roof walks on older U.S. freight equipment, they asked why there are none on many of my freight trailers. Roof walk were put on US steam road freight cars in the 1800s to allow trainmen to walk from car to car to set hand brakes in the days before air brakes came along. Later, they allowed car to car access to set retainers in mountainous country. And, still later, when train length increased beyond line of sight, trainmen would climb onto the roof of a mid-train freight car and relay signals between a man on the ground at the end of a train and the engineer. This was a particular aid during switching moves around curves. The introduction of portable radios eliminated the need for relaying of signals, of course.

Finally roof walks, and access to reach them, were outlawed on all US freight cars in the interest of safety. Brake wheels were moved from the top of car ends to the bottom, and it was no longer necessary to climb, or have, the ladders. But, this change did not happen until long after the usefulness of roof walks had passed. Technology changes slowly in a very conservative industry such as railroads.

Well, traction freight trains came along after the introduction of air brakes, trains were usually short, and it would have been rare to relay signals. There was really never a need for roof walks on traction freight cars. Some traction freight cars did have roof walks, but many did not.

And the brake wheel was often mounted low on traction freight cars so ladders to the roof were not required. Many freight cars, particularly those with radial couplers, had small end platforms where a trainman could stand to operate the brake wheel and to provide a lookout when such car were being pushed. Handrails, ladders, and other such crew safety appliances usually did not follow steam road practice as few such cars were interchanged with steam roads.

It is interesting to note that, in a complete reversal of steam road car practice, many, if not most, powered traction passenger cars did have and need roof walks, however. It was periodically necessary for train crews to climb onto the passenger car roof to repair or replace a trolley pole when it de-wired while traveling and was damaged. Some passenger cars even carried a spare pole mounted on the roof for just such occasions. In the wood car days (and many early "steel" cars were built with wood roofing) the roof was covered with a

sheet of canvas that had been soaked in lead paint, stretched over the roof, and tacked along the edges. Walking on the canvas could damage it resulting in a leaking roof. So the roof walk, and often a set of short wood slats to reach from the car-side ladder to the roof walk, protected the canvas.

The doors on my LCL freight trailer car are very nice Grandt Line working ones made for the On3 D&RGX 3000 series box car. (Grandt Line part number 140). I would imagine that on more than one occasion, a prototype LCL car would be moved with doors open just because the crew was too lazy to open and close the door at each station. Well, since the train crews on the ME Ry are lazy buggers, too, this is happening here. Nice thing is that you get to see the freight!

The Grandt Line door set includes a small end door. I placed it on the "A" end, opposite end from that shown in the drawing. These small doors, common on early steam road box car, and traction freight trailers, were sometimes used to load items such as long timbers. They could also be opened when the car was carrying perishables, such as vegetables or fruit, to provide some ventilation. Using it on my car made more sense than tossing it into my scrap bin.

Brake wheels were connected to the brake rigging under the car by a length of chain. Sometimes this chain was outside the car's end sheathing and sometimes inside. I modeled my chain as inside only because I was adding details to the car when away from home and forgot to toss some chain into my project box before heading off. But, having the chain come from the bottom of the brake wheel housing to the end platform would be just as good. Such a chain should be plumb which is easy to do by following the board lines in the end siding.

Traction cars often had nuts, washers, and the ends or tie rods showing along the bottom edge of the car. Traction cars were usually of a lighter construction than steam road cars of the same age. Many only had two truss rods instead of the four common on steam road freight cars. Steam road cars had similar tie rods, but the ends were mortised into the sills and under the siding so not usually visible. Maybe due to the lighter construction, traction car shops liked the tie rods ends available to give them a twist with a wrench now and then. Whatever the reason, they are a bit of extra detail and I included some on my car.

Eagle eyed modelers out there might view the stirrup steps at the corner of car as a bit short. I used On3 steps on purpose to make sure the car trucks could turn clear of the steps. Modeling sometimes involves compromises and this was one of them. As it is, the journal boxes on the trucks will pass under the steps which is needed when the car rounds street trackage, so all's good.

Finishing this car was fairly straight forward. I wanted this car in the new ME Ry freight colors of orange sides with red roof. I painted the underside of the car first with a medium brown. I never use black and advise against it. Black is too stark and masks all the detail. Look at a real car underbody. The color is a combination of dirt and rust on anything other than a freshly painted car. The medium brown highlights the underbody details and is much easier on the eyes than black.

My long time paint of choice was the Floquil line of acrylic paints which are no longer available. Now I use the paint sold by Micro Mark, and find it a very good quality paint capable of a very fine finish. This paint is made by Vallejo for Micro Mark. Vallejo has made exceptional model paints for many, many years. One problem with using Micro Mark paint for O scale is the limited number of colors that can be purchased in the larger two once bottles. I suspect just about any color can be had in the Vallejo line, but most come in one half once bottles. And, they do not have "railroad" names, so you must find the color you need on a paint chart. The half once size is a bit small for O scale modeling I reckon. I tend to buy the basic colors in the large bottles from Micro Mark and mix my own colors from them. I save all my used bottles, clean them out, and use them for the mixed paint colors. By the way, other than from Micro Mark , Vallejo paints are probably easier to find in shops that sell military miniatures and model cars rather than model train hobby shops.

There are arguments that can last forever between modelers about exact shades of paint on a specific prototype car. And, over the years I have heard many. To my way of thinking, this is only an issue if you model a car as if it just left the paint shop. Once in use, the car is exposed to the effects of sun and rain and quickly fades to some other shade. A car in use collects dust and dirt and this changes the apparent shade. I can't get all that excited about the exact shade as, for the most part, I tend to model well used cars. I recall one narrow gauge convention many years ago during one such argument concerning what shade of yellow or orange the D&RGW 30 and 40 foot reefers were painted. A fellow was present that once worked at the Alamosa shops. He told us that when he worked there, the management in Denver forbid narrow gauge cars to be painted. So, the guys in the shop would take petty cash to the local hardware store; buy various cans of yellow, orange, brown, red and whatever else that could be had cheap; mix it all together; and that was the "shade " used on the car in need of a paint job that day.

I guess my suggestion is that we not get too carried away with shade, but settle for getting cars the right color.

Next, I painted the sides and ends with my orange. When good and dry, I masked and painted the roof black and then brush painted over the black with a freight car red. The red was applied with brush strokes from the center of the roof toward the edges as this best simulates the run off of rain which tends to streak the dirt and grime that collects on the roof of a car. This provides a well weathered look to the roof. The Micro Mark supplied paint seems to be quite friendly when masked. Many years ago I used solvent based paints and had many issues with paint pulling off when removing masking tape. This was particularly a problem with brass in spite of thoroughly cleaning before painting. I switched to acrylics and have never had issues there. The stuff sticks like you-know-what to a blanket. You do need to clean a brass or plastic model before using acrylics to remove all the dirt and crud, particularly finger oil from handling during construction. A light scrub with hot soapy water using an old toothbrush or paint brush is my approach to cleaning followed by a thorough air dry. For brass, I usually scrub the car in paint remover as well before the soap and water wash.

I tend to weather just about everything I build as just about everything I have seen in the real world is weathered. Some reckon I overdo my weathering sometimes, which I admit has happened. But, I just don't like bright, shiny, new looking trains. To me, it ain't natural! But, weathering is a matter of personal choice, so you gotta do what you gotta do.

This car was weathered by first giving it a wash of black india ink well diluted in metho alcohol. This wash when dry accentuates the "cracks" between the siding boards. I find it best to apply this wash before decaling to ensure the dirty crack effect continues under the decal film. I paint on the wash from top of car side and ends toward the bottom, keeping the streaks vertical. The diluted black wash kills the brightness of the orange paint quite nicely. A wash of very thin grey paint – several shades of grey work nicely – was added to the bottom of car sides to represent faded and peeled paint there. Short upward strokes of random length using a very small, stiff, and almost dry, brush helps this look more natural.

My lettering is home made. Well, I do the artwork in Corel Draw and send it to a train friend who prints the decals on his Alps printer. This allows me to have whatever lettering I want at a very reasonable price. If you look on the Internet, you will find sites that specialize in supplying excellent fonts for free. For example, see **www.dafont.com**. They have thousands of different fonts there. I found both 1916 railroad roman and ultra extended railroad roman (commonly used on most older passenger cars) at that site. There are good custom decal makers as well, but most have a minimum order quantity and I usually don't need all that many of most lettering sets. Using home or custom made decals, or dry transfers, is certainly easier than doing all the lettering with alphabets by cutting and adding each letter one at a time. I've done that before and don't want to go back there!

You might note the decals limit the capacity of my car to 30 tons or 60000 LBS. I used this limit because of the trucks on the car. Often, the limiting factor in car capacity was the journal size of the trucks.

Since I was using these traction arch bar trucks with only two springs on each side between truck bolster and truck frame, I assume these trucks would have small journals and limit the car capacity to about 30 tons. If you use standard steam road arch bar trucks, the limit would probably be 40 tons.

If modeling an older car for a particular line, do not overlook the dry transfers sold by Clover House. They are exceptional quality and you would be amazed at the number of obscure lines for which they can provide very accurate lettering in O scale. The steam road box car with the sag in one of the photos was lettered with Clover House dry transfers. Clover House is an **OSR** advertiser so you can click on their ad to see their extensive range of products. Just click "dry transfers" on the home page and you will be amazed if you are not already familiar with their range. Or, see **www.cloverhouse.com**.

After decaling, brown and even a little orange chalk was also applied to metal parts to reflect rust and peeled paint. I add a bit more of the grey wash with upward brush strokes to paint over decals here and there and help weather them. When done, a coat of flat finish was sprayed on to seal the lettering and weathering. My favorite flat finish is the Floquil solvent color called "Dust". I hoarded all I could as the paint line was disappearing, but am now running out. Not sure what I will use next. I found "dust" to be much flatter than any clear flat available.

Trucks on traction freight trailers were almost always arch bar. Freight trailers were lighter, speeds were general low, and they held up well in traction service. Arch bars became obsolete on steam road freight cars due to increasing car weight and burdensome truck maintenance in the 1920s. They were finally outlawed on steam roads in the 1930s. But they were just about always the choice for traction freight cars. When traction freight finished up in the 1940s, almost all cars still had arch bar trucks. Second hand arch bar trucks could be had cheaply and provided good service for traction cars.

Other forms were found to a very limited degree. These included Fox trucks which were an interesting design made of stampings from steel plate rather than structural shapes. The Fox truck was popular on the New York Central around 1900. Another truck pattern used by the Illinois Traction System in early days, one of the largest traction freight haulers, was Wolfe. They were an early cast frame truck. I understand Wolfe trucks were popular on the New York Ontario & Western, but have never seen evidence of their use on that or any other steam road. And, some freight trailers were equipped with trucks removed from older passenger car. They just removed the motors.

Fox trucks have been very hard to find in O scale for many years. If you are interested in them, check out RY Models. Rich has them for sale in O scale. They are available from him in Proto48 and five foot. The Wolfe trucks were once available from Current Line, but there has been nothing coming from that firm for quite a while now. I found two pairs on Ebay not too long ago.

I hand paint trucks using the same medium brown as the underbody of the car. But, I don't get paint on the wheel treads and flanges as it transfers to the rails and turns into gum. Often if the wheels are blackened I only paint the front disk inside the tread. You can't really tell the difference.

Couplers on such a freight trailer would be radial so the express LCL car could negotiate streets to serve merchants and reach freight terminal in towns. Such couplers could swing approximately 90 degrees. This car rides high as do most traction cars. Without underbody detail, a high riding car looks a bit naked and unfinished. I included most of the standard brake system under this car. The high riding condition is to allow the trucks to swing sufficiently to navigate the tight street radii. My tightest street curves are 16 inches. Some O scale traction modelers use curves as tight as 9 inches, with 12 being quite common. Such tight curves require considerable truck swing to negotiate.

Freight for the Car

Figure 2 is a layout of the floor of my freight trailer and shows how the freight is arranged in the car. I used hay bales from Scale City Designs, the stacked boxes and the pile of sacks are from Hamm River, and the 55 gallon drum is from Tichy. I painted the hay bales with a base coat of depot buff. Dry brushing was used to add a little light green, and yellow highlights. The result is a reasonably convincing hay bale. To reduce the number of hay bales needed to make a nice pile, I cut a small block of wood about the size of a few hay bales sitting side by side, painted it in depot buff, and put it on the bottom row in the car. Some of the cast bales had a very un-prototypical base from the casting process that I carved away. I added labels (supplied by Hamm River with their fruit boxes) to the fruit box ends after painting the box stack with a new bare wood color. For the pile of sacks, after a bit of scraping with the hobby knife to remove any strange looking casting flash, I just gave them a light wash of my tie stain which is a little black india ink diluted in metho alcohol. This highlights the nice fabric weave cast in the sacks and gives them an old burlap look. For the Tichy drum, I just painted the center band a yellow and left the two end bands the "as cast" red color. There is some loose hay on the car floor which has dropped there when the train crew roughly loaded the hay bales into the car. To model this I raided my domestic manager's sewing drawer when she was not at home. I found some appropriately colored beige, yellow, light green, etc., spools of thread and cut some approximately 1/8 inch long pieces from each of the spools. A little white glue was sparingly brushed onto the car floor and the cut up thread sprinkled randomly over it. When good and dry, some flat finish was brushed over the area which further anchored the "hay" to the car floor and killed any shine from the white glue. This provided a very easy-to-do bit of extra detail.
Photo 2 provides a view of the car's freight through the open door.

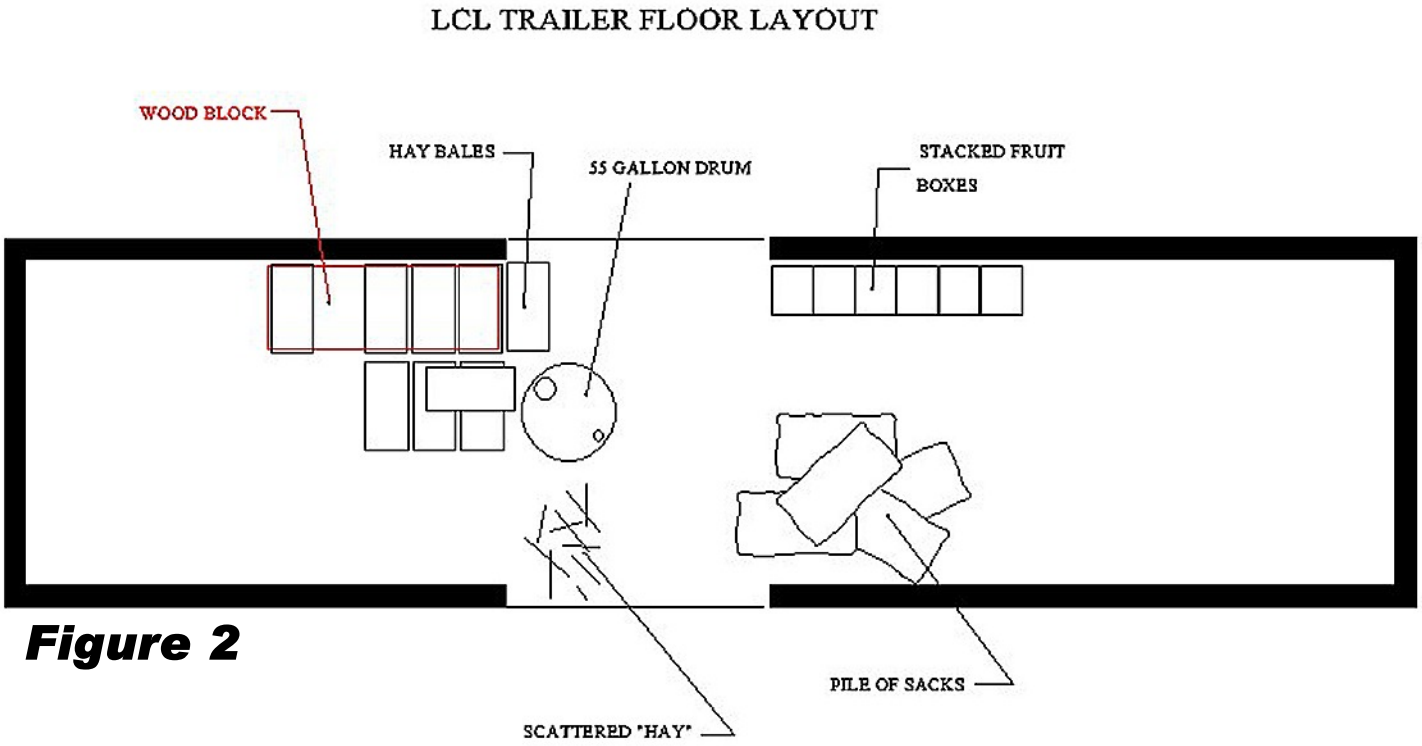


Figure 2

Express Freight Operations

With the express LCL car finally available, my thoughts turned to how to use it properly in operations. For LCL service, a train schedule I assume would be much like a passenger train moving from point to point with a layover to load and unload express. In passenger service, some trains make limited stops and some make all stops. At some stops the train will offload and/or collect passengers, and at some stops the train will not. Where the train with the LCL car needs to stop will depend on what freight in the car needs to be off loaded and what freight needs to be picked up along the route of the car. And, in the days before computers and train

phones, a train would probably need to stop at a station to find out if there was any freight for it to pick up. This assumption simplifies operations a little and results in the train stopping at all stations.

On steam roads, the LCL car, often called a way car, would be pulled along by the local peddler freight so would probably not operate as a scheduled train.

After some thinking, the approach I am planning is to make up a set of train instructions with each reflecting a series of stops to unload and load freight. This is much like a modified switch list, but instead of it dealing with a list of cars, it deals with a list of locations and freight items to load and/or unload. The train will operate as a regular scheduled train with a set route and schedule. The train instructions will specify how long the train must wait at each station to unload and/or load LCL freight. Each train instruction will have a unique unload and load scenario. For each operating session, one of the train instructions will be drawn at random and issued to the crew of the LCL train. The train's standard schedule will allow a delay at each station that will be long enough for the average time to load/off load freight at that station. Since some stops will not require loading and/or unloading of freight, using the average time should allow the train to make up lost schedule resulting from too long a stop when the unloading time exceeds the average. It is my hope this approach will help keep the train to its schedule and help ensure other trains know when and where the LCL train should be.

The above is our initial operating approach. Experience with this approach should allow us to test its validity and may result in some modifications to make it work better.

You should consider building an LCL car for your layout and get into the LCL business as well. This will add a bit more variety to your operations.

New Rails To Travel

The Magic of a Mentor

By Jim Kellow MMR

My name is Jim Kellow. I was a Contributing Editor of Traction for the now out of business *48ft/O Scale News Magazine*. I loved the writing and talking to modelers I met through my articles. For the last several years I have not published, but have never really gotten it out of my system.

When a friend told me about the online magazine *The O Scale Resource*, I decided to see what it was all about. The first issue I saw had an article about building a Thomas tank car. My mind immediately went back to what I remember was in the Railroad Model Craftsman from the 50s, 60s and 70s. What a treat to find a magazine that is for builders. It reminded me of the time in my life when I got my NMRA MMR #202; entered my models and won contests; and most importantly found my mentor Harry Darst (who unfortunately is no longer with us).

Harry Darst sitting. From left: Richard Visser, Fred Cosgrove, Ray Radway, Ted Ramsay and Lewis Hog. (Photo by Howard Ziegel)

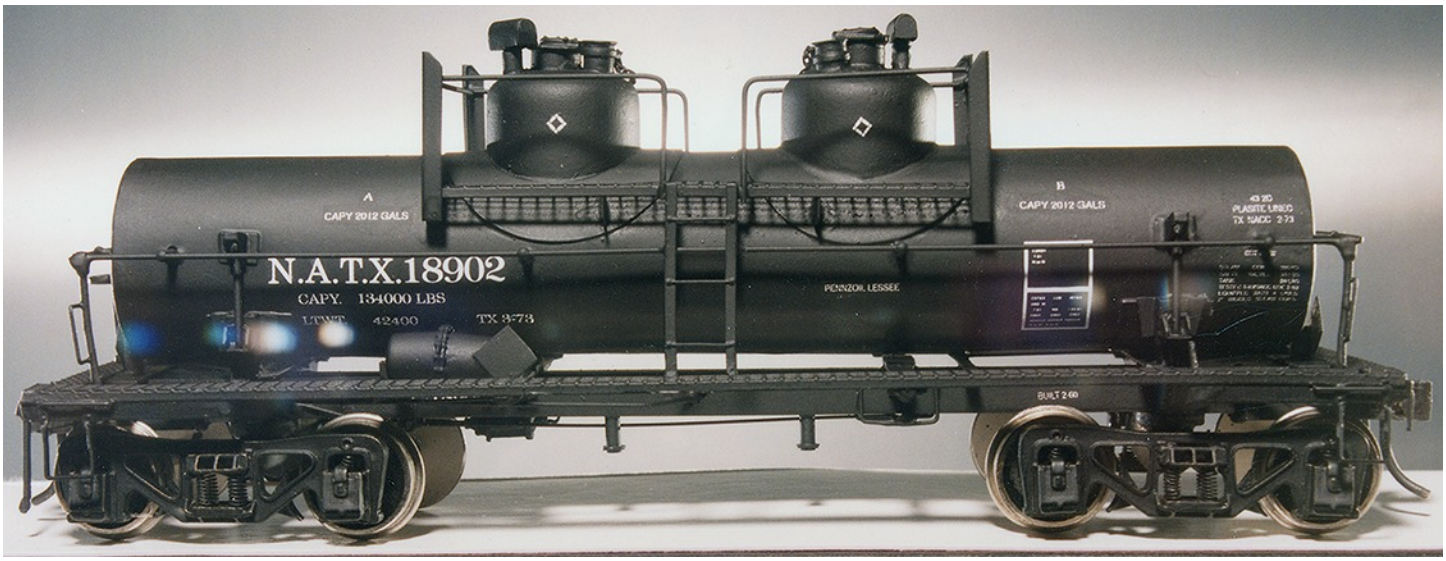
Above: Interruban trolley (Nancy) scratch built in brass by my mentor Harry Darst. The platform doors open and close. The interior is complete with passengers. This was my first effort to build the same car at the same time with Harry. Mine was so bad I converted it into a diner for my layout. I never even put trucks on it. Now it is a good laugh, but back then it was a learning experience as they say. I entered this car in a National Model Railroad Association (NMRA) Tidewater Division Favorite Train contest and talked about how much Harry's model meant to me. It won first place.

Below: NATX Tank Car 18902 scratch built in brass by author. This model also won a Gold Award at the 1993 NMRA NCR convention. It received 114 points of a maxium of 125.

Not only did I get my MMR, I also got all 11 of the Achievement Program Certificates offered by the NMRA. I was the 7th person to accomplish this. Thank you Harry!

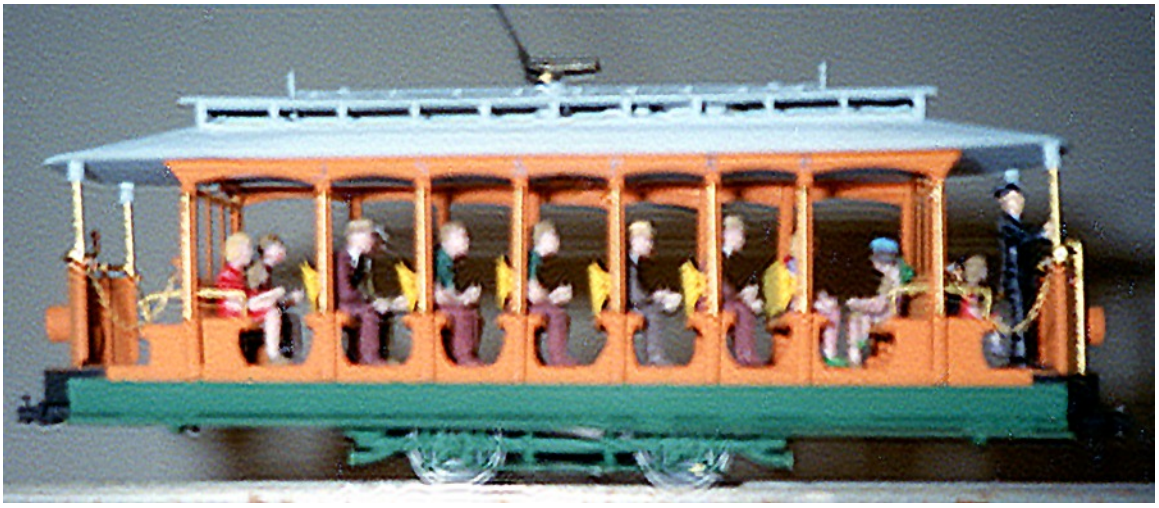
I found Harry by asking a supplier I had purchased parts from to recommend someone in my area who was a very skilled model builder. Long story short, I found Harry. When I met him, Harry was building O scale traction in brass. His HO scale model railroad had been featured in *Model Railroader* magazine. It was a work of art and ran beautifully. With me, he built in O scale and ran his models on other people's layouts. So, naturally, that caused me to build my first small O scale traction layout with his help and guidance. Harry had a small O scale test track, but now we could also use my layout.

My Saturday mornings now started with a trip to get a dozen donuts and head over to Harry's. His wife, Hanna, would make us a pot of coffee and off to his basement shop we would go for 4-6 hours. This went on for at least a year. Yes, I was a slow learner. But watching him build a model from a photo and being able to ask him why he did what he did; how he selected the order that the pieces went together; hearing him plan how he would build the model before he started and having him critique my efforts in building the same model finally got through to me.



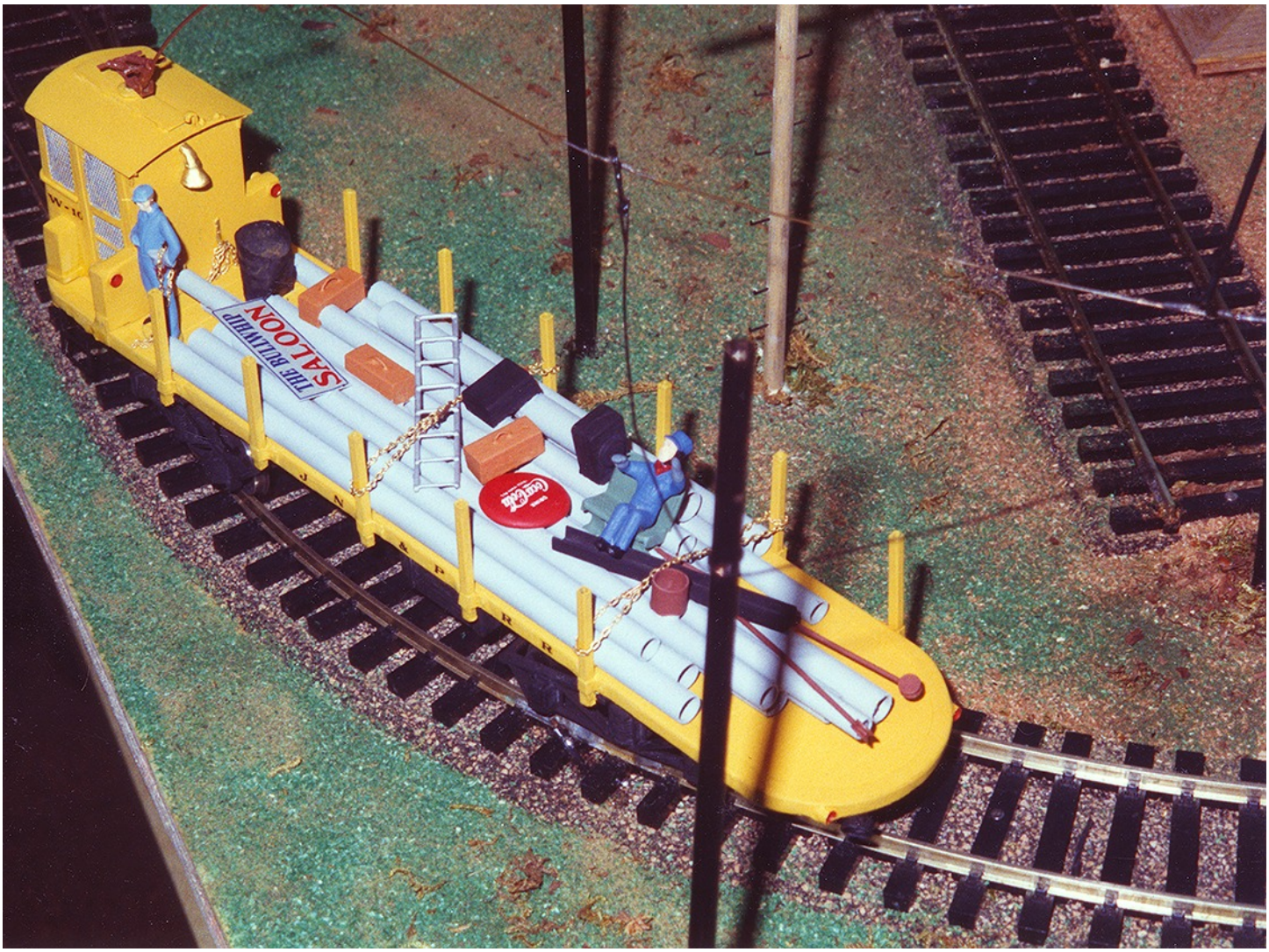
At first my models “were start over”, “then acceptable”, “ later not bad,” and “finally really good”. At least that is what Harry told me. Even better was when Hanna agreed.

One of the hardest things for me was to be able to judge when I considered my model was “good enough”. I asked a lot of people how they decided this question, but never got a good answer. I was so afraid of how my model would stack up against other models in the first contest I entered that I put it in a shoe box and went into the contest room. After seeing the other models entered in the contest, I figured my model might not win, but maybe would not be laughed at; so I took it out of the shoe box and entered it. I was amazed when it won first place traction at the O Scale Convention in Chicago. I finally figured out my models could always be better, but at some point, I could look at it and just know that it was a winner.



Out of the shoe box and into the Chicago O Scale Convention to win first place.

I did develop a plan that if at any time during construction I knew, deep down, I needed to redo a part, I redid it. I can’t tell you how many times I had to redo my work. Funny, but the more models I built, the less redos I had to do.



Flat Work Motor scratch built in brass by the author. Won Best of Show Traction at the 1992 Trolleyfest in Cleveland, Ohio.

O scale combine currently under construction in brass by author.

Once I had the model built, but before final clean up, I would let it sit for at least a day before giving it my final look over. If after this review I was ready to enter it in a contest, I would finish it knowing it was good enough. I won first places and best of show awards with my models; so I was satisfied and in some cases surprised.

I believe finding my mentor and having him teach me and critique my work every step of the way has been one of the greatest gifts I could ever get. He gave me an education I do not believe I could have gotten from any school.

When I talked to Dan Dawdy about writing articles for this magazine, we discussed having a section about mentors for modelers. My interest is in finding ways to pass along the skills and craftsmanship techniques that I was able to learn to current modelers so they can build models which represent their best work and that they are proud of building.

I was fortunate to have found a person I could sit with and learn from. Today this may not be possible for many modelers so we need alternatives that will work. I will admit I do not have the answers. I believe this magazine is the first to address this issue and I am pleased to be a part of the effort. We want to work with you, the reader, to find and provide a way for you to get mentoring, learn skills and abilities, and become better in the art and craftsmanship

O scale 4 Wheel Trolley scratch built in brass by author. Won Golden 100 Award at NMRA North Central Region (NCR) Convention in 1993. The Award states "This award is a First Place Award in the NCR model contest and is grouped with other models that have earned 100 points or more based on the point system of the NCR. This model is one of the finest models in the NCR and reflects superior craftsmanship." It received 109 points.

of model railroading. Yes I said art. When you finish your first kit or scratch built model and stand back and say "Did I really build that?", you will understand.

Now, first off, we want to know whether you the reader feel a mentor would be beneficial you and your modeling efforts. If so, I would like to hear from you. Would you like to find a mentor or a way to get a mentor's help? If so, in what areas of your modeling or what skill would you like a mentor's help in learning? Dan has given me an email, JimKellow@oscaleresource.com, just for mentor comments from you. I hope you email me your comments, suggestions, and ideas of ways this mentor section can benefit to you. Thanks for taking the time to read this article which, with your help, will hopefully become a regular feature.

Robert Ring's Pennsylvania RR

Article and Pictures by Robert Ring Edited by Amy Dawdy

Robert contacted *The O Scale Resource* in April of 2017 about featuring his layout in an upcoming issue. Since we'd been asking for this from modelers, we were thrilled! Since we were not able to see the layout in person and ask questions, we sent him our standard layout questionnaire. Imagine my surprise when reading the answers, I realized the article was almost written. Robert began by telling us how he got started in model railroading, so here's his story with a few minor edits.

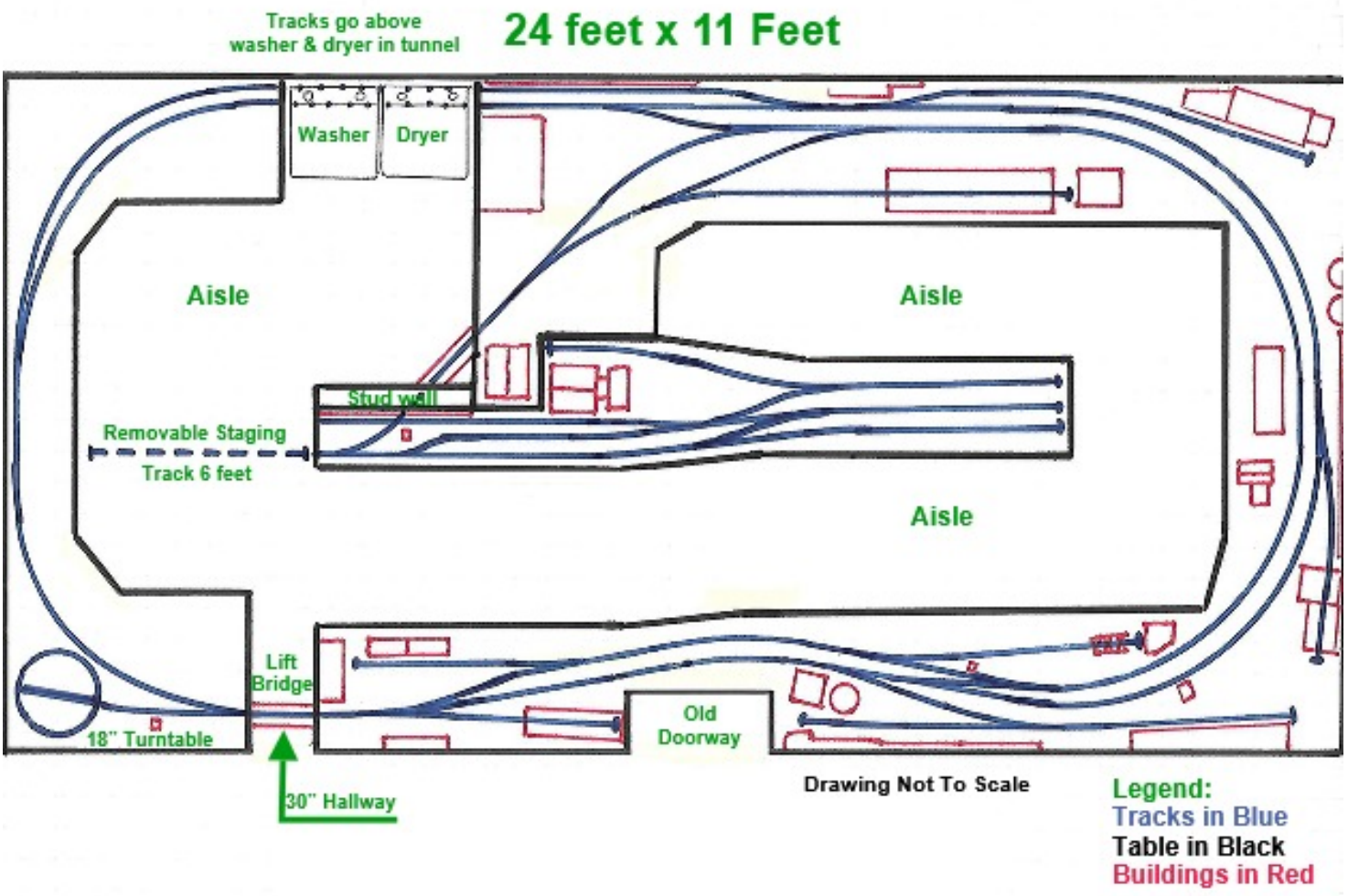
My Uncle Bill worked for the old Central Vermont RR. When I was about six, he gave me a train set for Christmas…that ignited the lifelong fever that only train enthusiasts can understand. My older brother John always encouraged my model railroading, but living within walking distance from the New Haven RR during the early fifties turned trains into a prominent and permanent fixture in my mind. Then along came the late Ben Brown who shared his railroad with me, as well as, visits to my growing railroad. Ben had a style about his methods, and I often found myself emulating his ways. He was definitely an inspiration for me. His premature passing was a real sadness.

I've tried several scales, some for long periods of time, as in the case of HO for 40 plus years. But when I met lifelong O scale modeler, Henry Napoleon Keroack (yes that's quite a name), in the late nineties and visited his O scale railroad, this was when the O scale 2 rail bug bit me hard! Henry had pursued the hobby since it's infancy, and he showed me so much about how he managed these big trains. His efforts to convert me finally paid off several years later. I started on my O scale railroad in 2006. Two rails obviously!

I find scale drawings valuable in designing a model railroad. It helps me keep my dreams under control when the size of my space is planned out to scale. My original drawing was huge, and it's full of erasures, rips, and white outs, etc. I used a large scale to aid in making space usage decisions that were reliable. Once I knew the constraints of my space, I started to envision a nice branch line effort as more practical than a mainline poorly done. With a scale drawing of what I felt was what I wanted, I was able to start construction in my particular way…which is to build sections at a time to a very complete state before advancing further. So the first nine feet of bench work was fully operational, scenery in place, structures built (mostly scratch built) and positioned, details from figures to scrap piles all in place before I ventured further. It was the equal of a switching layout at that point, but was, in reality, the start of my planned branch line per my original scale drawing. This method allowed me plenty of time to envision what I would build next as an extension to the original segment. Plus, when visitors come to see what it's all about, they get a good idea of what I'm trying to do, and it avoids the massive displays of empty bench work and building supplies piled up for no certain future just filling the basement.

I model Pennsy because equipment for it is plentiful and much good prototype data is accessible. Where I departed from the usual Pennsy 4 track mainline coal hauling railroad is my choosing PRR's Delmarva Division which stretches out down through the Delmarva Peninsula on Maryland's Eastern shore adjacent to the Chesapeake Bay. This pursuit allowed for a water level route with a tidewater influence and modeling waterfronts, which is one of my favorite layout features to create.

I prefer the Steam/Diesel transition era, and use 1952 as my year of reference in choosing equipment. Of all the various date specific purchases I've made for my railroad, I'm aware of only one item which violates the 1952 rule…it is beautiful Rutland RR boxcar painted in the scheme of the mid-fifties which was a gift from my wife. That car stays no matter what!



For my excursion into O scale, I chose to depart from past methods I'd used. Now I use 2" thick foam board readily available at Home Depot to top off my plywood tabletop. Since my branch is a water level route, the few departures from flat are by way of either gouging out the foam surface or adding thin sheets for raised terrain where I felt it was appropriate. The balance of the scenery is made using commonly available material most hobbyists are familiar with.

My track is all Micro-Engineering flex track code 125 (I feel a smaller rail size lends a subtle realism) My switches are mostly built using a Fast Track fixture, plus several which I built to suit odd situations, and a few which I had custom built by Brad at Signature Switch. All my turnouts are manually operated using various type switch stands. I control frog power with Frog Juicers. I use traditional cork roadbed, and ballast my track with Dennis Brennan's Best ballast in a couple different shades depending on the situation.

I started using DCC when I started building my branch. I selected Lenz, and have been satisfied with it. For decoders, I have several Tsunami's, TCS and NCE examples. No wireless throttles thus far, but perhaps in the future, I may enhance my operation with that capability.

I think the favorite part of my layout is my scenery, which includes my structures, as they are scenery as well in my opinion, and are often scratch built to my own design to fill a void. I enjoy scratch building as much as I can, versus the sameness of building kits. I detail my scenes as much as possible, and am looking for scenes to tell a story. With few exceptions, I tend to model the railroad infrastructure instead of houses and churches, etc. I like the railroad's right of way and all it encompasses on an active branch line.

When asked what I enjoy the most about the hobby, there's not one single thing, I enjoy the entire activity of building and operating a working railroad, setting out and picking up cars, running a sound equipped through freight and listening to the clattering of metal wheels on the track work. All the while building something from my imagination to further grow the miniature world I'm creating…this is the stuff of enjoyment's cutting edge.

Editors note: One of the great things about being on online publication is we can run a lot more pictures and make them larger. Sometimes they don't fill a page, but I hate to crop too much as to loose all the interesting things in the scene. In a few, I added a background so your eye would be drawn to the subject without more heavy cropping. So let's sit back and enjoy Robert's beautiful layout. On the last few pages, we'll show an overview of the layout area.

Busy team track being switched by a Baldwin S12 # 8790. The engine house foreman decided he wanted to paint this switcher Tuscan Red instead of dreary DGLE since he heard of one done this way elsewhere in the system. Plus I like it!

Refrigerator cars are frequently switched at this Cannery. It serves both inbound from the Ice House, and outbound heading toward the Shellfish Packers Cooperative.

Trainman making his way home after a day in the H10 # 8247.

Above: This grand old wooden mill handles a couple boxcars a week. It's a massive structure completely designed and built from scratch, and fills a corner nicely.
Below: There's plenty of hustle and bustle today with cars being sorted and spotted and two switchers just clogging things up. Great fun!

Left: This ice house services local needs for several seafood based customers. It's built over a bay inlet on wood pilings. It sees a lot of reefer traffic.

Below: Always some cars to switch in the small yard which receives Car Float traffic daily. This is a source of much inbound traffic for the branch.

Above: A typically busy day down at L & B Marine. Locals come to fish off the dock, maybe rent a small boat; fresh bait is always available and boaters get assorted gear for their boats. Great location on the Love Point Wharf.

Left: Another view of the large cannery operation which straddles the wharf.

This general view shows several rail customers. The coal yard to the left. The feed and seed is the tall white building in the distance. The long two story brick building in the corner is the Shellfish Cooperative. The green building to the right is the Easton Furniture Co. Each of these structures was designed and built from scratch.

Small 44 Ton switcher is able to sneak between cars being unloaded at the Marine Supply freight dock. The railroad sees fit to maintain a watch box and watchman because of the tight conditions and the busy nature of this area of the railroad. This massive building flat is scratch built.

While a small 0-6-0 switcher takes on coal, a way freight leaves on it way to switch a few rail customers. The bread and butter of the branch. The Shellfish Cooperative is seen in the background to the right.

The next two pages give you a look at the layout room left to right. It's a view that many magazines don't include, but it's what you will see when you enter the area. Storage and supplies are all part of what makes a layout room for many of us.


Manufacturing
CHESAPEAKE
&
OHIO
C & O


PACIFIC FRUIT EXPRESS
PFE
PENNSYLVANIA


PENNSYLVANIA
NP


NP
WABASH

Bringing A Little Family History To The Layout

By Daniel Dawdy

ONALASKA PICKLE & CANNING COMPANY

PICKLES AND CANNED FOODS
PEERLESS BRAND ONALASKA WIS.
REG'D 1896
TRADE EXTRA QUALITY MARK

ONALASKA, WISCONSIN.

Pickles are in my blood. Love me a good pickle! My Grandfather, Harold W. Dawdy, was born in Greenville, Illinois in 1887. Moving to Onalaska, Wisconsin in the early 1900's, he bought stock in, and then managed, the Onalaska Pickle and Canning Company from 1903 through 1953. He and my Grandma Marie's home still stands in Onalaska. I have faint memories of visiting them in the late 1950's. Oh, how I wish I knew what I know now, along with how to use a camera back then. Their home on 2nd Street had a large backyard. Going down an embankment behind it, we have the old Chicago and North Western mainline. Down another small embankment, we stand on the Chicago Burlington & Quincy mainline. Down some more was where the Black River joined the Mississippi. Across that was the Chicago, Milwaukee St Paul & Pacific's mainline.

Looking down using Google Earth. My Grandparent's home is still there. Behind it are the former Chicago and North Western tracks, now a bike path. Farther right is the BNSF double track mainline.

Harold Dawdy was an amazing man. While working at the company, a barrel blew up in his face and he was blind from that day forward. That happened in about 1919. However, that did not stop him from doing the things he loved. He continued to duck hunt with friends following the sounds and leading with his shotgun.

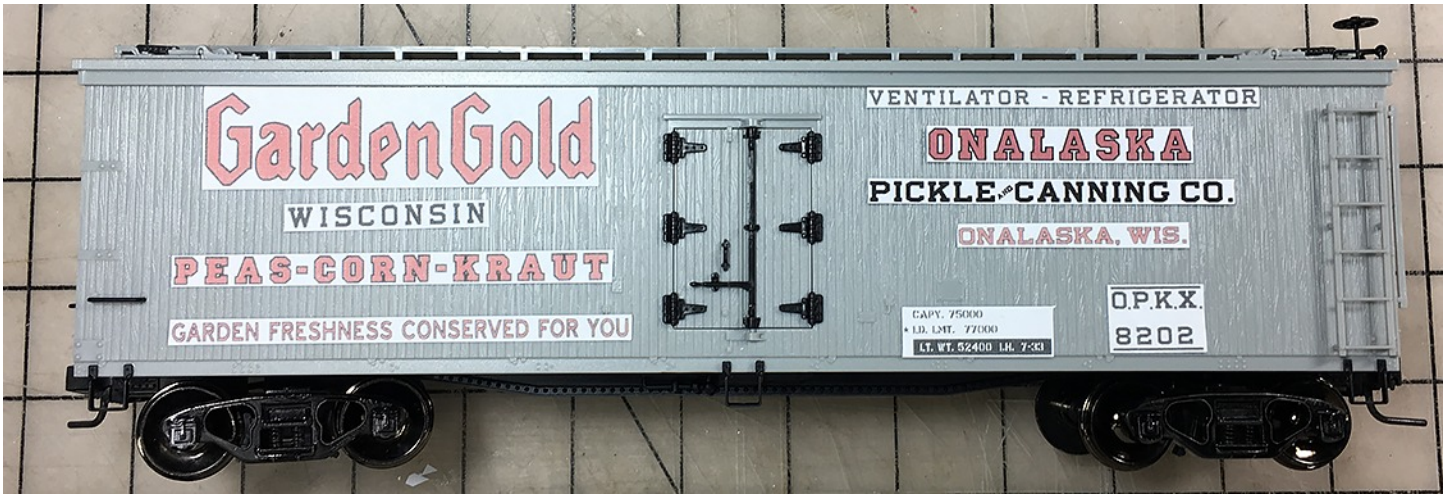
The following is from Wisconsin Historical Society: *"The company took over the old Onalaska Brewery, a series of five buildings comprise what was, at its peak, the Onalaska Pickle & Canning Company complex. Four buildings line 2nd Avenue SW just north of the railroad tracks, while a fifth building is located at the rear (east). Of the four, connected, street-side buildings, the two center structures, built of limestone, are the oldest dating back to 1884. Onalaska Brewery filed bankruptcy in 1899. The J.S. Gedney Pickle Company, which was headquartered in Minneapolis, Minnesota, would purchase the former brewery buildings in 1901. Onalaska is*

noted as having been chosen for three reasons: good transportation facilities; the high quality of area vegetable crops; and the significant yield of area crops. The firm is identified as doing extensive remodeling to the buildings and installed machinery that was noted as worth $15,000. The first year of operation, the factory canned 1,200 cases of peas, 2,000 bushels of pickles and 3 tons of sauerkraut, along with some tomatoes. After five years of operation, the Gedneys pulled out of the firm and the company was renamed Onalaska Pickle and Canning Company."

OK, so why the walk down memory lane? Well it happens that the Onalaska Pickle and Canning Company leased three refers in the late 1930's. Although done in a very limited run in HO by Walthers, and again by Intermountain, they were never done in O Scale. Now the chances of one of these cars getting as far South as my Richmond, Danville & Southern were slim to none, but in the modeling word, we can pretend and make a back story for just about anything. Somehow, I was going to have three cars and another to send off to my brother.

InterMountain Railway Company HO car

This project stared back in 2011 when I bought a copy of the Burlington Bulletin having to do with reefers. That had the lettering layout and the colors. I also had pictures of the HO models produced. I commissioned Bob Anson to do the artwork and make the decals. After receiving the artwork and a few sets of decals, the project was on hold. Someone decided to start a magazine. I had everything I needed except time. Fast forward to May of this year. I looked at the decals again and the artwork and saw some problems that I did not catch first time around. Since Bob had retired, I asked John Hagen of OBS-CALS to look at the artwork and make the



Laying out paper proof from John before approving.

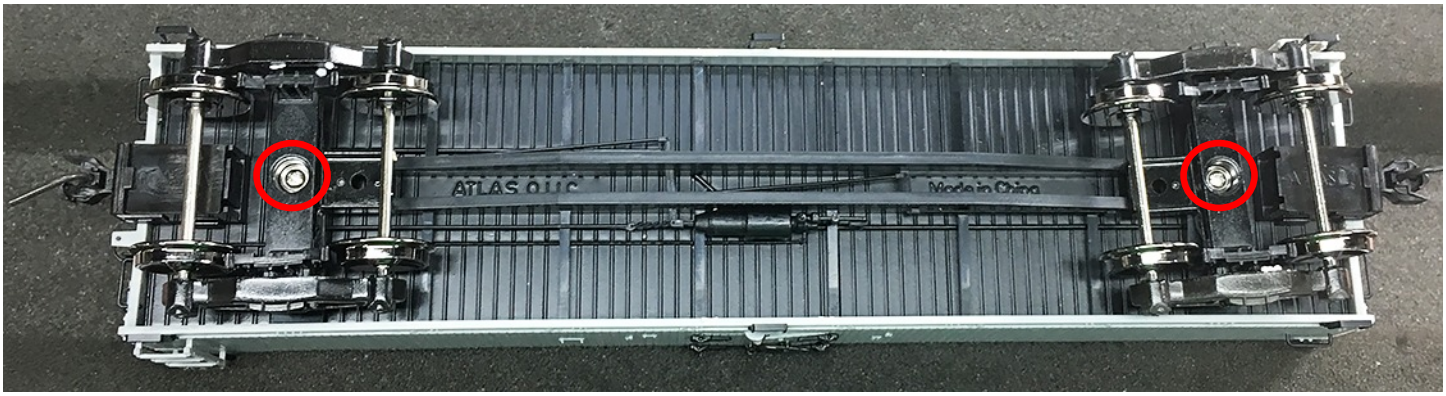
Final approved artwork from John Hagen of OBS-CALS.

changes. The original artwork had the large lettering "Garden Gold" colors reversed, black with red outline instead of red with black outline, and PICKLE and CANNING CO. On the right side used a "~" instead of the word "and" on a slant. Working with John was great; and in a few days, we had good artwork and five sets of decals. Three for me, one for my brother's car and one, well, you know I'll screw up somewhere. Now I had the decals so it was time to start working.

For these cars I decided to use undecorated Atlas O 40' Wood Reefers. It's the same one that Atlas O used on many of their Billboard series. It was close enough for what I was doing.

Time to disassemble these. The next series of pictures will walk you through the disassemble.

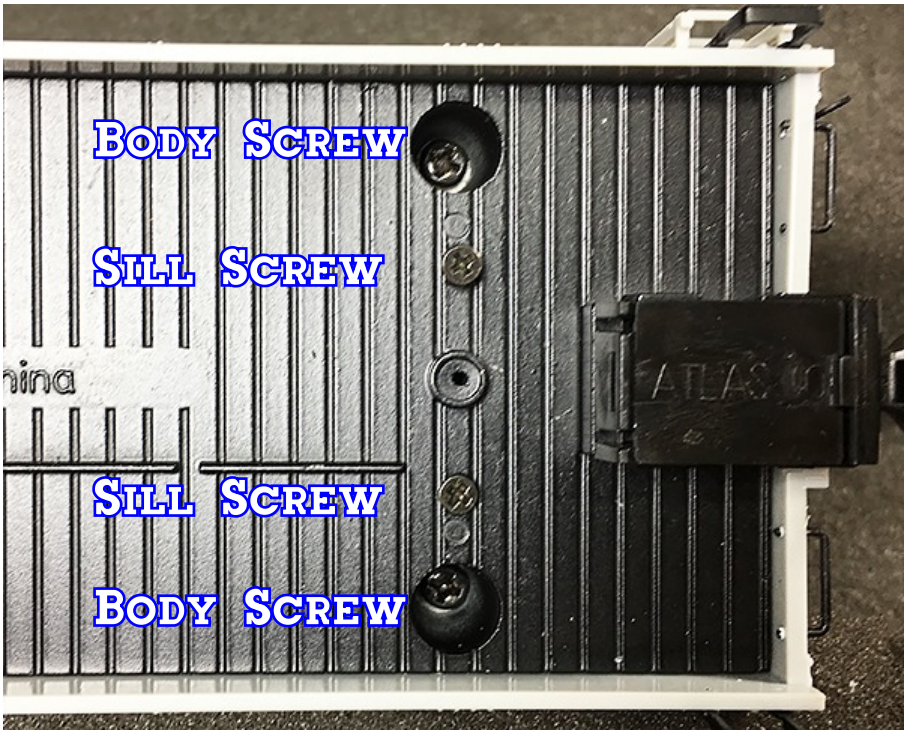
Atlas O 40 foot reefers were used for this project. I had started another ahead of this picture so I had four.



First remove the truck screws. With the trucks removed, put the screws back so they don't wander away.

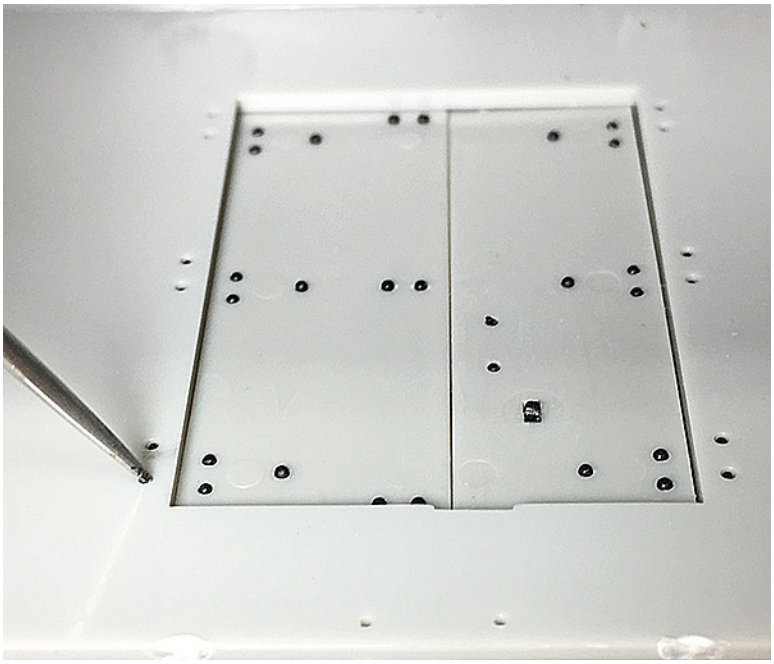
There are four 2mm screws that hold the center sill and the supports. The air tank is not attached to this assembly. It is setting in a slot. You leave it or pop it out. I took mine out for painting.

With the center sill out of the way, we can get to the last four screws that attach the floor to the car shell.



Close up of the four body screws. Notice the small 2mm sill screws back where they came from.

Now we can work on the body of the car and come back to the underside later.

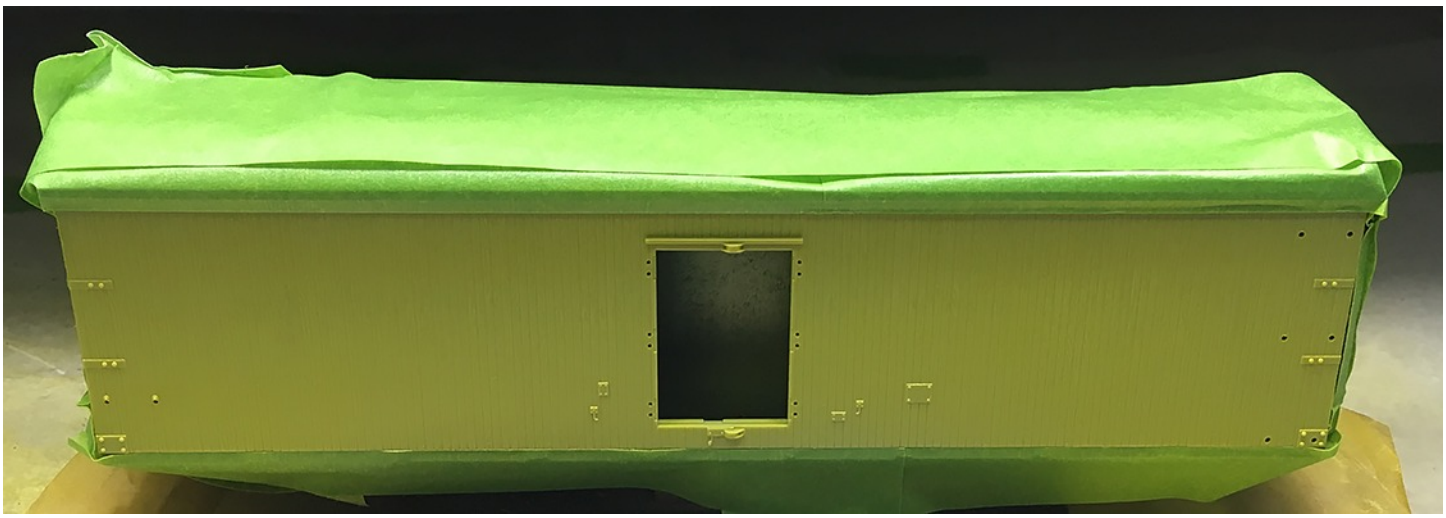


Top image shows the car body ready to remove the hardware. If your car body color will be the same as the hardware, leave it. In my case, the hardware will be brown to match the ends so it all has to come off. The nice thing is Atlas did not glue these on. Using a small scribe or a "pointy thingy", simply push through the holes in the inside. Go slow and take your time. Notice the door hinges are two parts. Be especially careful with the bottom grabs.

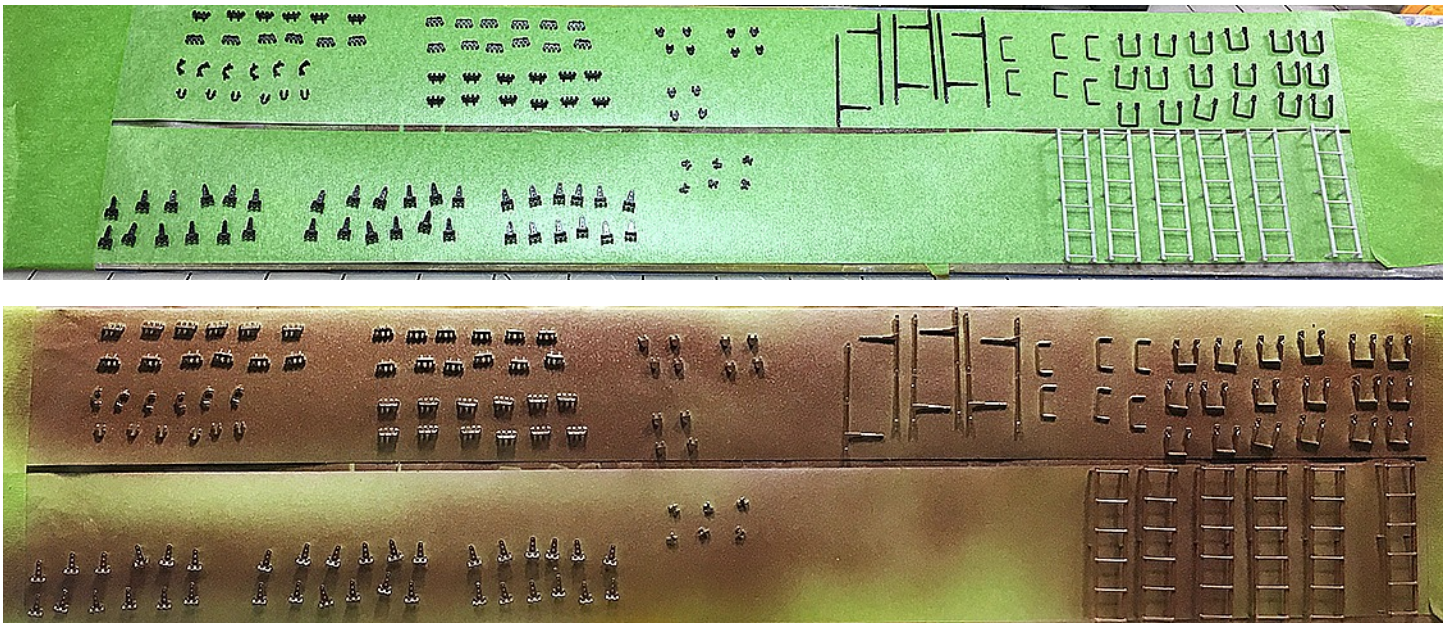
All the end hardware can remain on this car. Bag everything to be painted later.

Car is ready for a quick wash with Dawn original dishwashing liquid to remove any oils and fingerprints.

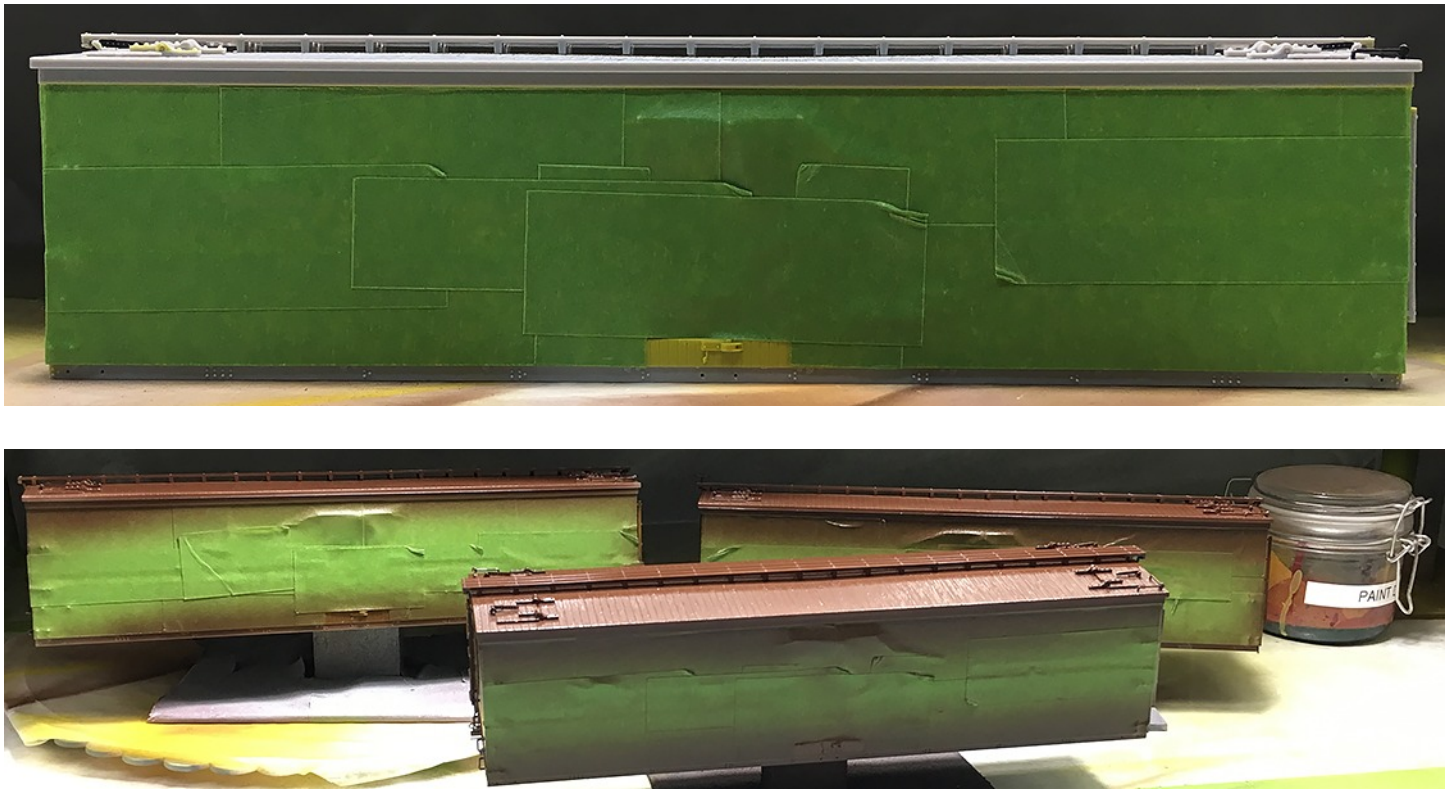
The first car I painted I taped the sides first and shot the ends and roof brown. On the last three cars, I taped the ends and roof and shot the yellow first. I thought that might be easier. It was about the same. Because this was a simple paint job, I used green painters tape in place of Tamiya tape.



Because the undecorated car was gray, I was able to spray the yellow without a problem. I applied two coats of Scalecoat II reefer paint and then pulled the tape. The doors were also painted reefer yellow. Normally, I mix 50-50 with Scalecoat thinner but for lighter colors like this about 25% less thinner. Shot at 20 psi.



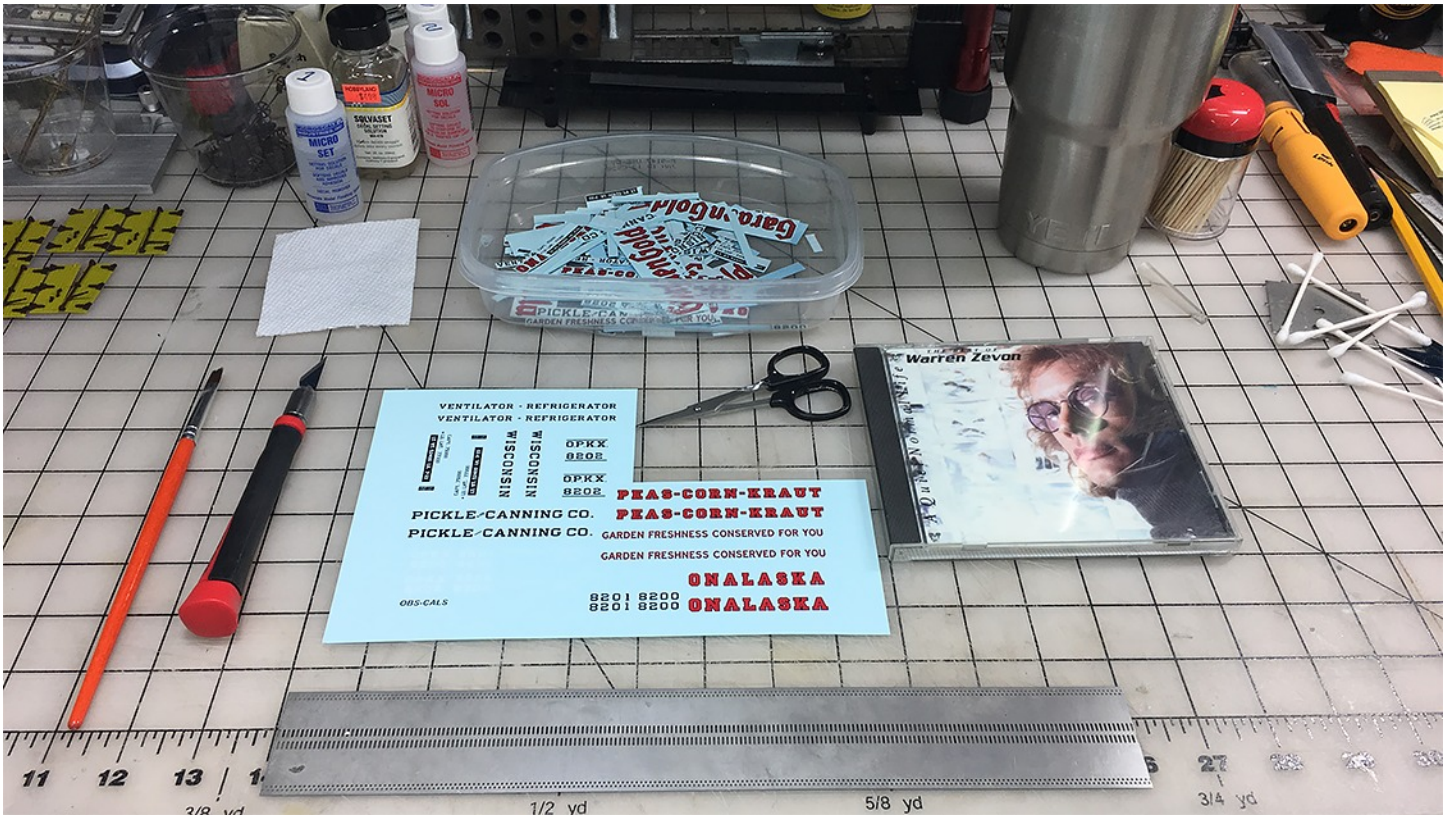
To paint the hardware, I use green painters tape sticky side up and attach that to a wax paper wrapped piece of wood or foam. Since the door hinges sit flat on the car, I did not flip those over and paint the backs. Everything else was turned over and shot again on the back.



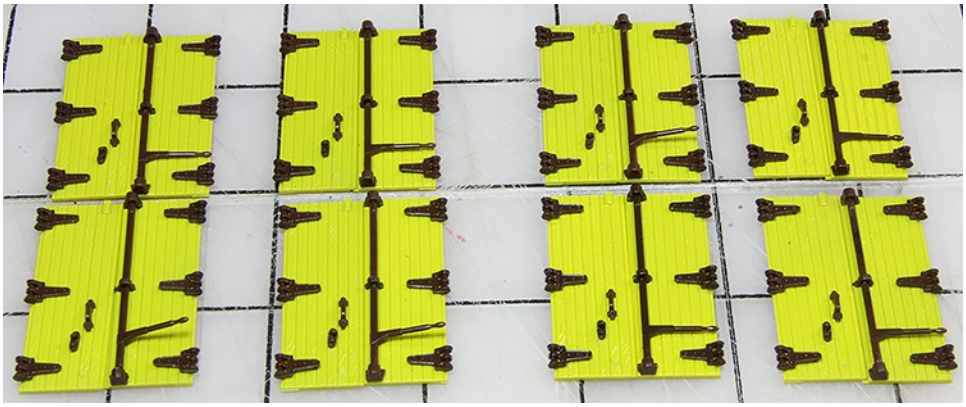
Once the yellow was dry, the sides were taped and I continued with Scalecoat II roof brown. This was mixed at 50-50 with Scalecoat thinner and shot at 20 psi.

Above: Cars out of the paint booth and ready for decals.

Below: Cutting out decals is a pain, so get some good music and, a decent pair of scissors, a lot of new blades. Take your time. I did all five sets at once to get it over with. Yes, I got the extra set because I knew I would screw up somewhere along this process.

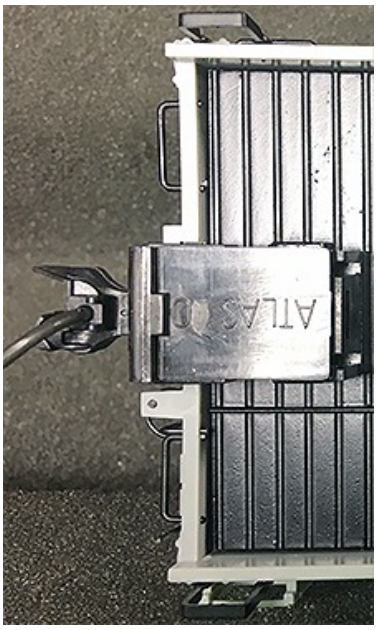


Using a brush, I wet the area of the car to receive the decal with Micro Set and placed the decal. Use more Micro Set if needed to push the decal into position. Once placed, this process was repeated with the next decal. Once one side was finished, I went back with a damp paper towel and lightly pushed the decals down in place. Then I brushed on Micro Sol to help soften the decal film. At this point, leave it set for at least 12 hours. After that, I looked for any place where the decal may have had an air bubble or did not lie flat against the car detail.

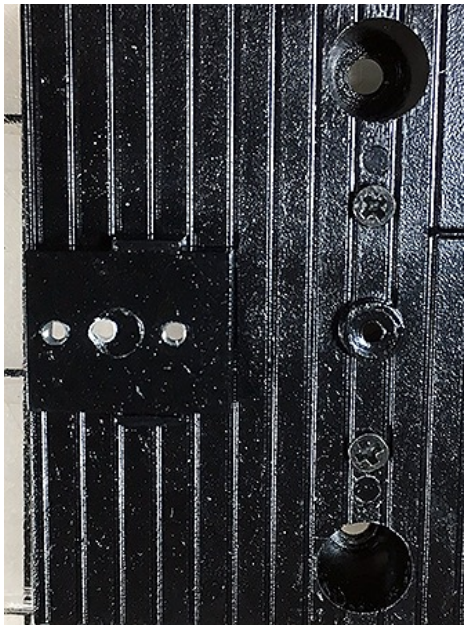


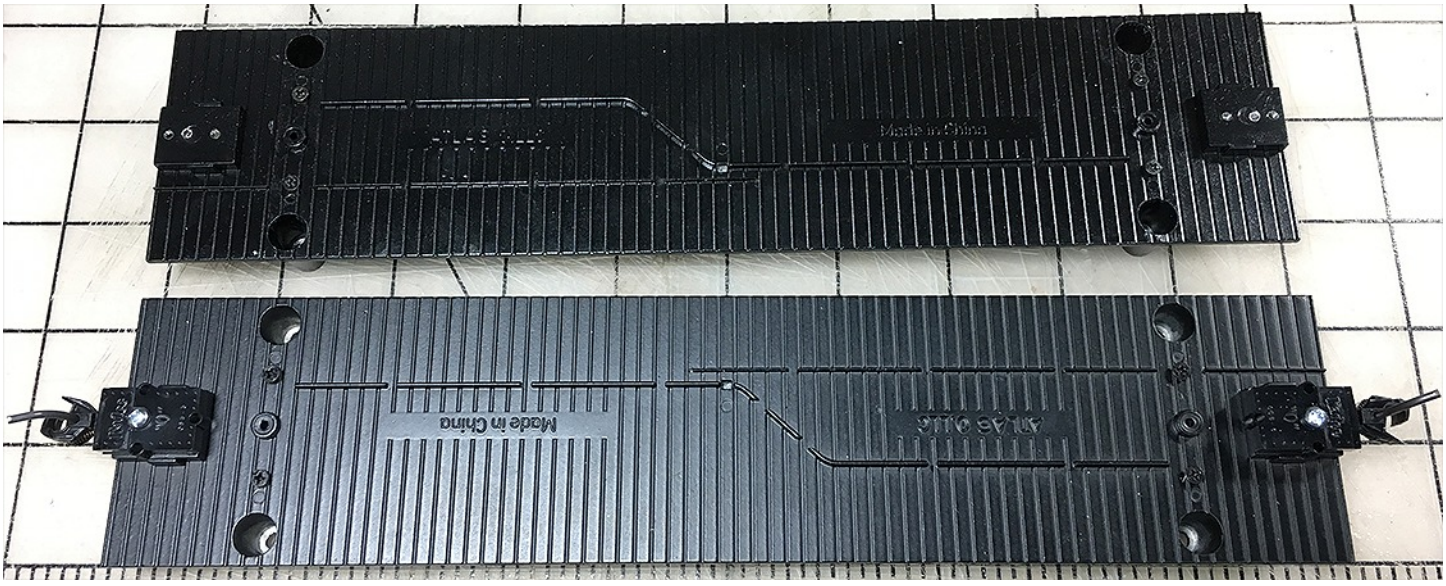
Using a small pin I poked those places and then went back with a final coat of Walthers Solvaset. Be careful as Solvaset can be aggressive. With these decals it worked well.

Just take your time and do one side at a time. I left the cars overnight after all the wetting solutions.



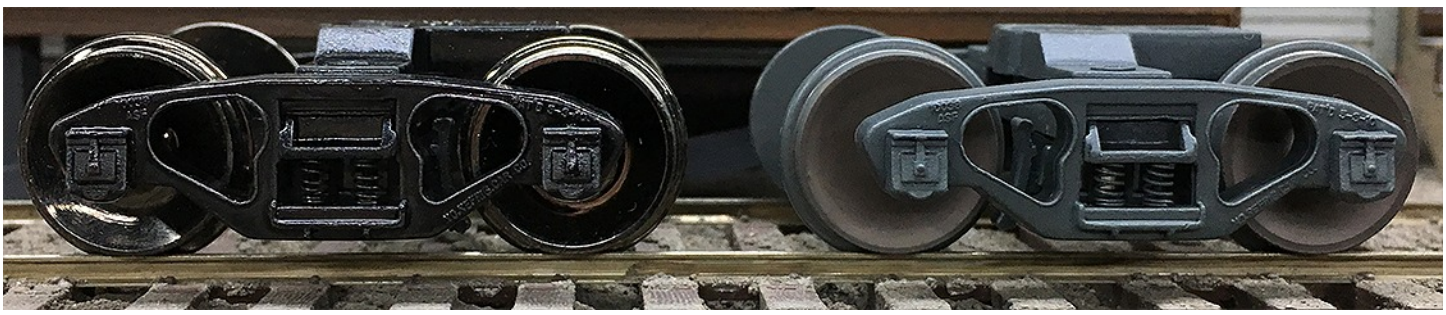
While I was going back and forth with the decals, I put the door hardware back on and turned my attention to the floor/underbody and trucks. I was never a fan of the older Atlas couplers and wanted to use Kadee's. Of course, the holes in the coupler pad don't match the Kadee, so using the Kadee pocket as a guide I drilled new holes and then tapped for 2/56 screw. There are probably better ways of doing this, but it works, and if you add a bit of Loctite to the screw, you are good to go. The picture below shows the couplers installed. The height was not a problem and matched the Kadee coupler gauge just right.





The decals in the top picture have just been put on with a single application of Micro Set. You can see the decal film outline around Garden Gold and other areas. The image below that shows the same side after Micro Sol and after drying Solvaset was added. Below we have all four cars with their sides completed.

The cars have been painted and decals applied. The last step was a few very light over sprays using Krylon matte Finish No. 1331. Now let's do a quick and dirty job on the trucks. You can spend hours on weathering trucks, but I don't have that kind of time. I shot the tucks with Floquil Weathered Black as I still have a lot of



the old Floquil in stock. Once that dried, I put some Floquil Roof Brown on a small brush and rotated the wheel faces with the brush.

The floor, top and bottom, along with the couplers, were also sprayed with Floquil Weathered Black. Someday I'll came back and weather these cars, but that's another article.

Now it was time to put everything back together again. Because of the paint, you will need to ream out the holes for the door hardware, ladders and grabs. Go slow and they will pop back in. They are all a tight fit, but if you want you can use Plastruct Plastic Weld as well Just dab a bit on the inside of the car where the part protrudes through.

That's about all. In my case, the car has family ties; but for you, it shows that to do a special car is not that difficult. I want to thank John Hagen of OBS-CALS for helping with the artwork and making these decals.

Industrial RR
A Place to Start

By Pete Mottershead
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SpecialtyTrackServices.com

OK, let's have a show of hands: If you had $1500 hot ready cash in your pocket right now, which would you rather have? A room full of wood working tools such as a table saw, chop saw, sabre saw, electric drill, couple of portable drills, large inventory of hand tools such as files, hack saw, C clamps, furniture clamps, OR a superbly detailed brand new brass locomotive? Hmmmmm. All right, all in favor of the tools say 'aye'. All in favor of the loco say 'heck yes'.

I thought so, me too.

(Yes I know there are guys out there who are in this hobby because they do love tools, and have enviable collections, and the skill to use them; and that is cool, I greatly admire them. However, to me, they are a means to a much greater end).

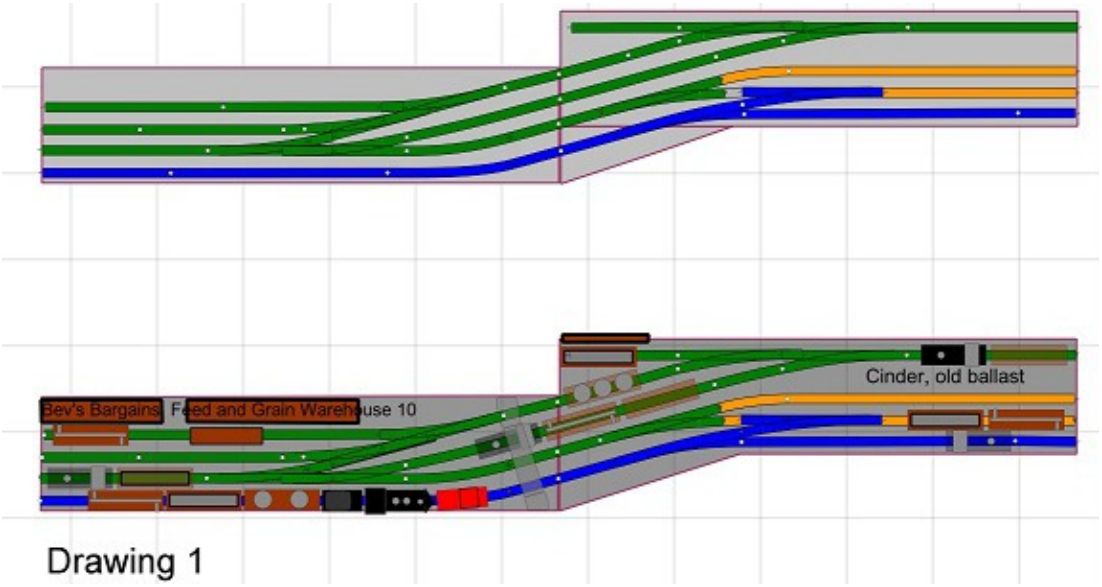
Fact is, many of us have one goal; a single focus: Run two rail, O Scale trains. That's it! But first of all, you pretty much have to have a basement. Right, you can work around this, but basements are cool! Second, you need wood and lots of it. You are going to have to put those trains on something and it's not the floor or the kitchen counter. To make things worse, it has to be sturdy. Braces, cross braces, etc. In short, the B word: Benches. This concept truly expands the hobby of model railroading. Before you turn a single wheel, you need a T square. You have to be able to cut a 45 degree angle. That old skill saw you bought for working on the deck… forget it. Very hard to make a straight cut, even harder to cut vertical angles, and after a while their jagged appearance will bother you. What I am trying to say is: before you enjoy your chosen hobby of model railroading, you have to somehow enjoy the hobby of carpentry. And once that is overcome, how's about the hobby of electrical wiring? Not 12 volt but 110! (But that's another story).

If you read the title to this article you already know where I am going. I plan to make an argument for a layout that is 12' long, 2' wide AND breaks into two pieces. A 2' x 6' module will fit in even the smaller SUV's (Crossovers, Humvees, Rickshaws, etc.). There are a lot of great ideas for where we are going with all this, but the big reason, (let me emphasize this) the BIG reason is **you can get up and running quickly**. You can shuttle cars back and forth. You can appreciate the movement of that RY 70 Tonner, the Sunset GE 44 Tonner and an Atlas SW series. These guys can be found on eBay regularly. (There were two SW8/9's at the Indianapolis show in September both well under $350.) I think you will thoroughly enjoy dialing down that controller and gently coupling up to a highly detailed tank car, reversing operations and heading out of the siding; back to the outbound track. If the track is dirty and the loco hesitates, or the couplers don't mesh the way you think they should… bang, out comes the track cleaner or off to the work bench (otherwise known as RIP). You know what is happening? You are enjoying being a model railroader. You are not overwhelmed with a track plan that reaches 35' into the corner of your basement, nor are you forever looking at scenery that, in your heart you fear will never get built. I have always suspected that sort of thing gets discouraging and you kinda have to develop some tunnel vision to not see the things that bug you. And, you don't have to walk a hundred miles just to see what went wrong and then walk back while you are figuring out what tool you need. This is a must for the larger layouts. Please don't get me wrong, the bigger really is 'the better', but if you think in terms of 'bang for the buck' or the fun/work ratio, there is a heck of an argument to be made for something, smaller, portable, lighter, and expandable. For many of us it's called "Do-Able".

Get your feet wet with DC and DCC, build or install 7, 8, or 9 turnouts. Wire in the necessary feeds for each block, but then gang wire them together so you can get going. At first we are only using one loco so the whole layout can be hot. Now, turn on that controller and watch your beautifully detailed engine go 6" and stop dead. (Imagine our hero just staring at the engine thinking "What the heck?") Those weeks and months of dreams and planning and actual hard work crushed in the face of reality. Ask any model railroader. Now what? Eventually you will develop a check list for these situations, its only right you should run into this straight out of the box. OK, out with the ohmmeter. (Ohmmeter? I need an ohmmeter for a small model RR? Yep. You're not playin' with kids here you know.) Turns out a nearby rail joiner is not conducting between rails. We've got voltage on the controller side, but not the engine side. Remember those model rail articles that said have a direct physical wire connection to all sections of track? Do not rely on rail joiners? They weren't kidding. So you fix your joiner problem and off you go. With a smaller railroad, each obstacle becomes bearable whereas a larger one can seem overwhelming. Remember, model railroading builds character.

3 Phases of Development

Let's take a look at a plan or two (or three) and see what would be considered essential, and what you can goof around with. This plan contains three drawings representing the three phases of development. **Phase 1** is the 12' x 2'. In **phase 2**, we expand on the original to add a little space for parking and lengthen our runaround. Finally in **phase 3**, we put the Industrial RR into a larger layout for running through trains and interchanging with a main yard cleverly titled Mainside.



Drawing 1

The first drawing (**Drawing 1**) shows two parts: Both are the initial 12' plan. The upper displays the basic track plan. The lower is the same thing only with suggestions where the cars, engines, warehouses, crossings, etc. might go. (Interesting note: Top photo is the module that displayed at the March Meet 2015 in Chicago – as is! No fluff. Did not get a lot of attention, but the few that did look at it, took a long time. Kids LOVED it.)

- In phase 1, the layout really only supports one loco. I have drawn in two to make the point that as a whole, the railroad cannot handle more than a single loco and one car. This will change in phases 2 and 3. You will see rolling stock that appears grayed out, it's to show where a scale loco and/or 40' car can fit.

- The real limit to train length is not the run around tracks, but the tail tracks. (Upper right and lower left). * Here's a very important point: Given our limitations, such as 12' total length, #5 turnout angle (11.31 degrees), and just plain ole' clearance so we don't damage the super detail or crush a union member, our owner/operator is only going to move one car at a time. In other words, we can make one lead longer by shortening the run around, but that's it.

Phase 1. Operation of the 12' version.

There are few strict operating rules in a district such as this. Actual operation is up to the crew and of course their prime motivation is to get the job done and get home. But as you look through the plan, you can see often times that's not so easy. But before we get into the ins and outs of the daily routine, there are some things a new person really needs to know.

The colors of the track on the plan are an attempt to help a new engineer think in terms where the operation takes place, where processing so-to-speak happens and how we get cars to and from the district. **The blue rails at the bottom connect the district with the outside world**. West is left and East is right. Couple of names for this kind of track: From the adjacent yard it is an extension of the thoroughfare track. Because it handles both local freight and passenger traffic, it is in fact a secondary main – top speed, 30 mph. Keep in mind we are only describing what would happen in the initial instance of this plan so if you are itching to put a small 10 wheeler, Atlantic or GP and some coaches here, they might be in the way until we get going on our expansion plans. In phase 1 the blue tracks can be used as if they were part of the inbound/outbound and switching. *BUT, in phase 3, they will change over to **a main line** as we expand our in and out capability.* **The gold tracks on the right are inbound and outbound**. Which one is which is up to the crew and it can change daily or even more often than that. There are a number of ways the inbound drop off can take place. First of all, notice in this version the blue crossover on the right has to handle all the exchange. **The green tracks are the industrial area itself.** The yard job can simply leave the cars on the main. (Yet another note: Industrial switching almost always takes place at night. This is not hard and fast, but certainly is a tradition established over the years. Of course blocking grade crossings is a problem to be avoided, but the nightly routine is for the benefit of the rail customers. Most industries want the car they loaded on Wednesday to be gone and replaced with an empty by start of business Thursday, and vice versa.)

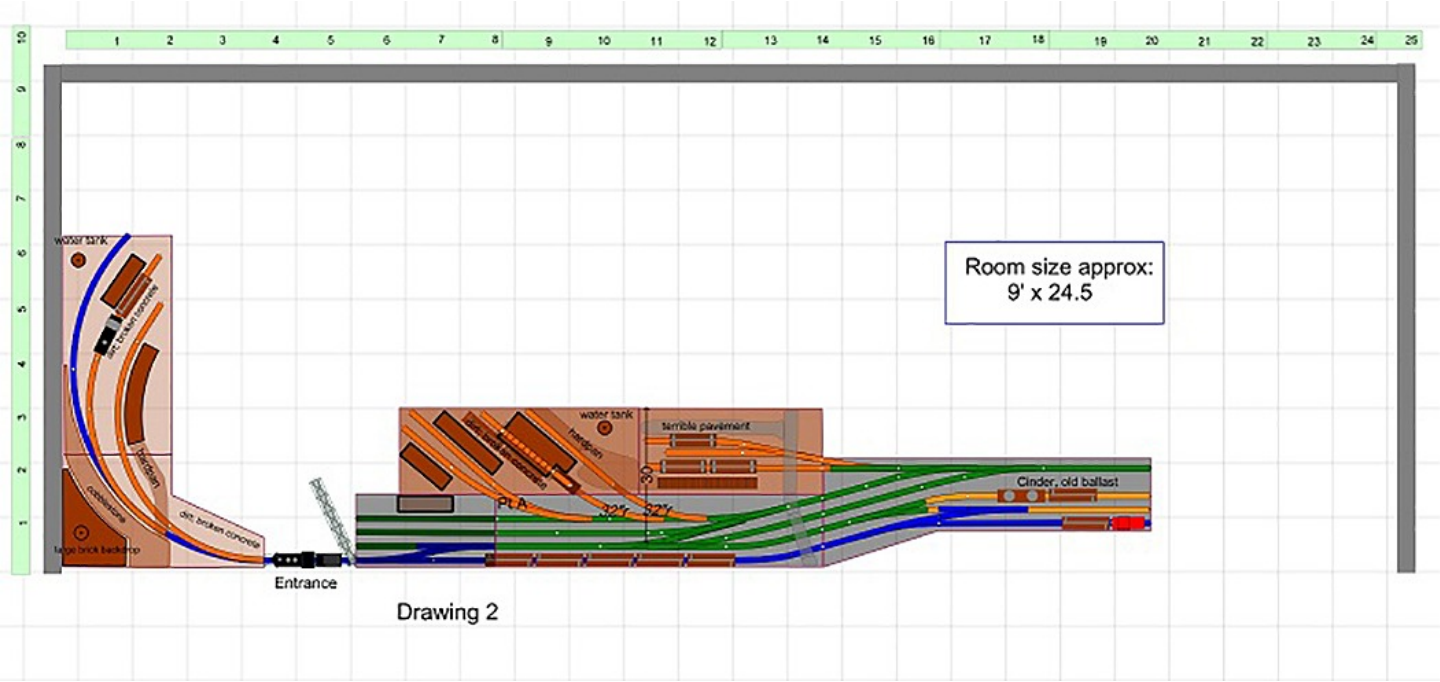
One cool thing you can do with industrial operation is leave a car sitting on a switch. If you are part of a club operating session, uh… don't do that! But here it's just fine. There is only room for two 40'ers on that lower gold. Some of the key trackage, like the runaround, can handle two cars plus an engine, but the idea is to force the operator to think in terms of one car at a time, for now. Ugly as it may sound, there is a limit to how much I can cram into 12'. There is 2' of straight track at each end meaning ALL crossover movement is within 8' of itself in the middle of the layout. In one of the photos, you will see a suggestion that takes advantage of this fact. **Sitting down**. (See end of article.) With four tracks, that's a lot of shuttling in a small space.

As you may have noticed, not a lot of industries here in phase 1. "Well, you're the one that wanted 2 rail O scale in a small space! Right?" Ahem! "Yes, OK, yes!" Fact is, I love the track and the rolling stock so much I can be happy imagining the buildings, at least for now. At this point we have three places to spot cars for customers. It's up to the owner/operator/conductor/clever guy/schemer, to figure out how to get cars from that inbound track, to a customer siding, then back to the outbound track. You know that can't be done without the runaround track clear. Take note of the middle track on the left. Its only purpose is to temporarily store car(s) while switching is going on. On the runaround, I have an engine and two cars shaded out. Again, they are there only to point out relative sizes and proximity.

OK, let's go: Our engine and crew are sitting on the lead track; upper right. The most immediate goal is to get the loaded box car sitting in front of Bev's Bargains onto the outbound track and replace it with a like, empty box car parked (trapped) by the gondola on the inbound track. There are a number of different ways to accomplish this; of course an experienced crew will know the most efficient. If you just built this and are getting to know your own creation, you won't. Frankly, there are so many possible variations a simple layout like this could keep you interested for years to come. One thing we know for sure is, that boxcar sitting at **Feed and Grain** has to go. It's easy to just move her over one track and that's that. "But what if it's in use? What if Feed and Grain is loading or unloading?" That's another reason so much of this inner city switching is done at night! So, we now have a clear path to our destination, but what about picking up that replacement? The gon is in the way.

Without making another move, here's what we know: since we began this whole thing knowing there was space available on the outbound track (if there wasn't, we'd already be in expansion mode, just like the real railroad), we can use that space for temporary parking. So we put the gon on the outbound track. Easy. Now go get our replacement. We will park him on the south runaround and go get the car sitting at Bev's. Now we put this guy on that 'middle' track and finally go get our replacement. A runaround movement allows us to place it in front of Bev's. Good. We head back to the middle track and get *both* cars. Since the Feed and Grain's car is furthest west, simply back up, clear the siding, then pull forward and drop off. Once again, a simple runaround puts us in position to drop the outbound Bev's car on the outbound track, but that doggone gon is in the way again! Not really. We just pull forward, couple him up, drag backward then put him right back on the inbound track, uncouple and place our car on the outbound track and away we go.

A word about uncoupling: I don't use uncoupling ramps. They have always struck me as something you put in place after you have enough experience to know precisely where to put them. I can't help it, but I always want to get up and running quickly. I am right handed, so I use an upside down MRC Control Master throttle in my right hand (this way I can operate the dial speed controller and the direction control with my



Drawing 2

thumb, AND the cord is headed down instead of up) and a pocket screwdriver in my left for uncoupling. For me, the screwdriver represents manual uncoupling whereas the ramps represent automatic uncoupling which in this case is positively, absolutely unrealistic. Besides, it's kind of fun!

Phase 2

Regarding expansion, here is how it might be done: One of the main motivations for this plan was portability. However, as we expand, it gets a little less easy to pick up and go, but it's still moveable in the case of an emergency. Since the existing modules are no larger than 6' and we want to keep construction simple, we'll hold the new additions to 6' in length or less. By the time we are done, there will be seven modules. Seven seem like a lot to you? Yes, to me too. But, please stick around for the rest of the show because there are some good arguments for this type of approach.

- First of all, the bigger this critter gets, the more it is like a home layout BUT, **it can still be moved.** Modular railroads do tend to get beat up going to shows and after a while, folks tire of the efforts, especially after hearing someone walk by and say "Oh, I've seen that before". (Sigh).

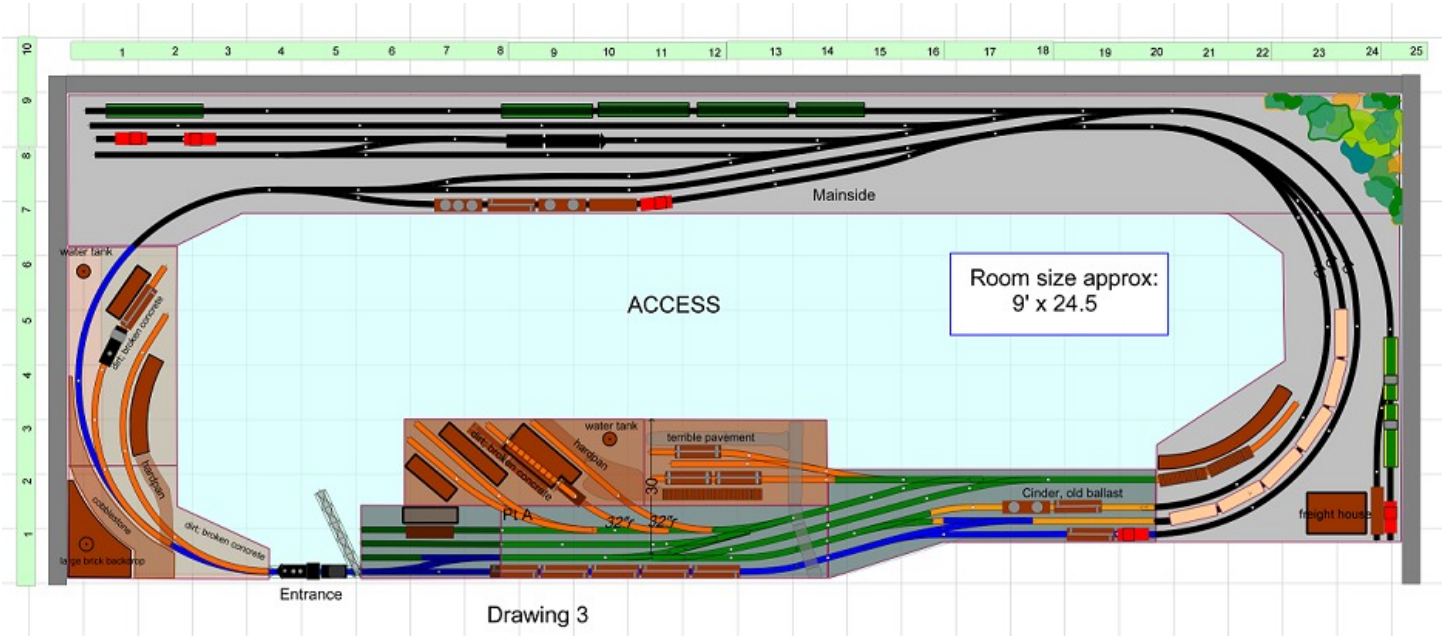
- It can be moved by one person! Hopefully in a future article, we can show you how to build these components using 1 x 4 frames, 2" foam and ¼" plywood. Quiet, sturdy and mobile.

- The owner/operator can stop anytime he likes, never getting overwhelmed.

- If your first reaction to seven modules is: "why not just build the thing in one unit all at once, I'm not taking it anywhere". Answer: Yeah, why not? We're having fun here. Whatever floats your boat.

- If you establish a standard to live by for all modules, you should not have trouble mating them together.

Before we go too far, there is a comparison I want to make. The difference between an industrial district and a yard. Simply put, it's this: a yard takes more space. In phase 3, you can determine the size of each one under the other. The industrial has operating capacity right off the bat. The yard won't be functional until more railroad is added. Perhaps a way to think of this is the industrial district provides traffic to and from the yard. Many of the requests I get for small track plans are for "yards". When reality sets in, those #7's, 8's and even 6's are a significant undertaking. But don't despair! We have a plan coming (phase 3) that shows both. You can have a lot of fun making up a train in the yard exclusively for a 'transfer' to the inbound track at the district, and back again.



Drawing 3

Phase 2: Operation in the first expanded version. We have added five more modules which are the 'industrial' area itself. Some tricky track, but mostly just sidings and spurs and reasons for them to be there. In three locations, existing tangent track has to be removed and replaced with tightly curved turnouts typical of these sorts of locations. We have added a second crossover from the so-called main to the west switch lead. The bridge itself is hinged on the east end and supported in such a fashion as to maintain a tight 90 degree angle with the bench work beneath it. The structures that were a part of phase 1 simply relocate to new locations in phase 2 as new structures are built.

Phase 3: This is where the layout comes full circle. (Oh my goodness, I couldn't resist).

Now those blue tracks that were sorta this and sorta that take on the duties of a secondary main line. From here on out cars cannot be left on this track. The curved yard tracks connecting Mainside to the industrial area handle about 12 cars from the fouling point to the outer edge of the original module while leaving the main clear.

Phase 3 is called staging by some, storage by others, etc. For me, it's just a plywood platform with cork road bed and balsa under the turnouts. I might put a water plug in somewhere, or a structure of some kind. It's for shuffling cars and having fun. You may find tools lying about as I experiment with different things. (Heavens above). The only fuss budget constraints are, I insert ties between the lengths of flex and other flex or turnouts. Maybe paint the roadbed and rails, but keep it consistent.

While we are describing the operations of this 12' version, we will also cover a concept not heavily recognized in 2 rail O scale: 2 rail O scale is just made for small switching, but hardly ever used as such. I mean just MADE for it. The size and the heft of two rail is really cool to watch as a switcher pushes a cut of freight cars through a series of turnouts while the operator sits right up close on a stool. I'm sorry, other scales just don't do it for me. There is nothing realistic about a wheel hitting a frog and going 'tick'. O scale makes a clunk, a bit more like the real thing, which is what got us here in the first place. There, I said it!

Physical operational notes: So where do we operate from? Are we going to back an engine to a car then move around the entire 12' to couple it up (in case it doesn't)? As drawn, this plan has two basic operating aisles. First, the 12' version calls for the operator on the main line side of things. As benches and track expand, and as we add a main terminal for transferring to and from, inside the circle makes more sense and causes a lot less travel for the switchman. So as we add modules, we have to keep in mind a maximum reach. From the side along the warehouses, we have a worse case 30" from backside to center of points; not bad.

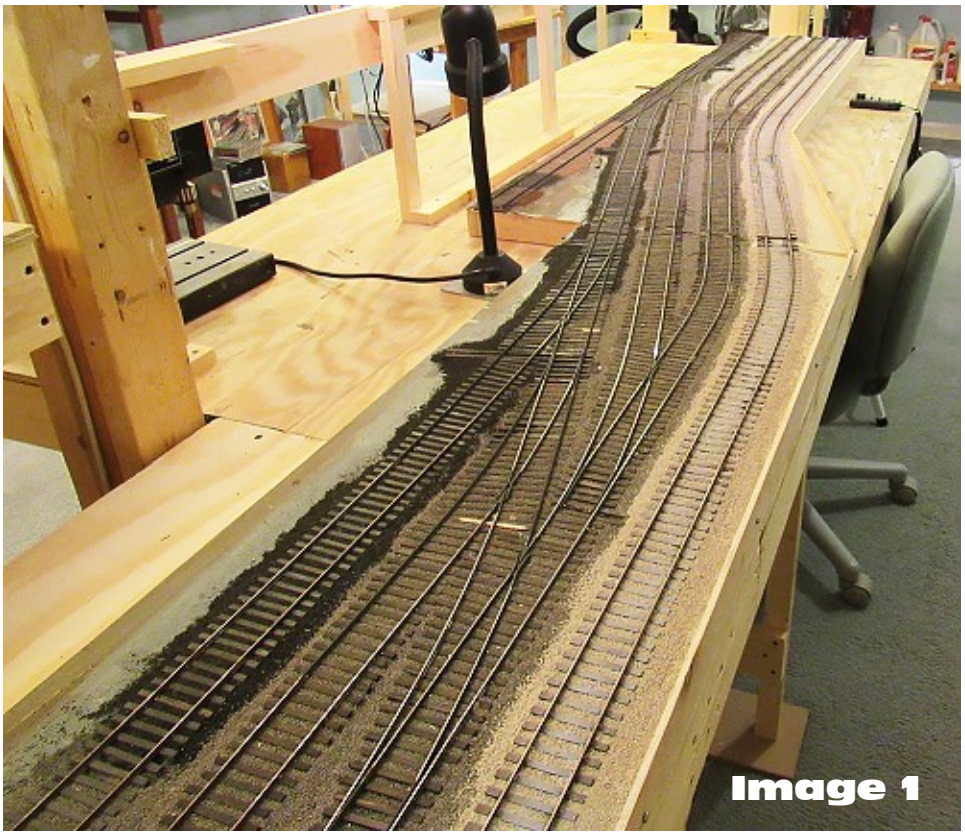


Image 1

Phase 1 of the Industrial RR is actually under construction. Here are a few raw pics of where it is today. (Image 1 and 2) Of course it would be better to show a perfect, completed rendition, but deadlines are deadlines and so are interruptions.

The pair of curved turnouts in phase 3 exist and are pictured on the next few pages (Image 3 and 4). If there is enough interest, it would be fun to explain the basics.

Here is why I have spent so much time on phase 1 of this project. I'm not a kid any more. Being able to build, not only a turnout from the bench but an entire section of railroad is wonderfully comfortable. Now let's take that idea one more step: operate the layout from that chair. Notice the bench work itself really is a bench – or a table. If the modeler wants to move to phases 2 and 3, he can build simple legs and girders as appears in the rear behind the lamp and lift the railroad up. The fact that all turnouts are within 8' of each other allows nice pleasant operation from that office chair…. Just a thought!

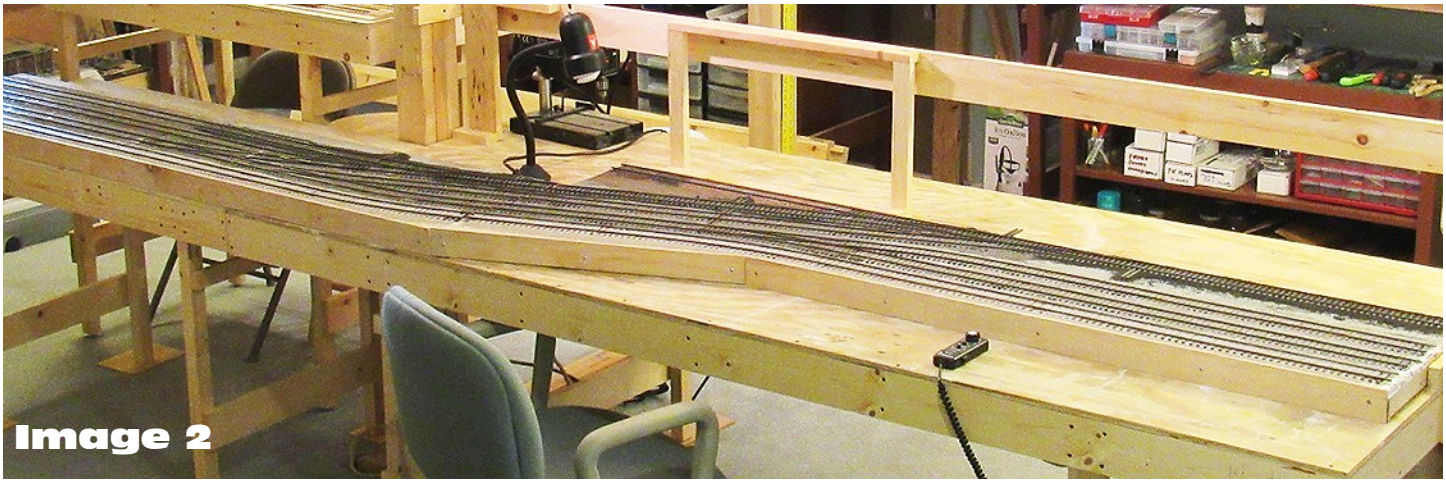


Image 2

Image 3

Image 4

Comments: On phase 2 there is a place called Pt A (Point A). I am noting that the tracks crossing the gap from bench 1 to bench 2 are not as congested as they appear. Great care has been taken to insure the phase 1 and 2 benches and track can join without pain and agony. The end curves are radius 42". 48" would be better and of course 72" even better, but we all know the rules about that – if you have the room, go for it.

Good Luck and Happy Modeling.
Pete Mottershead
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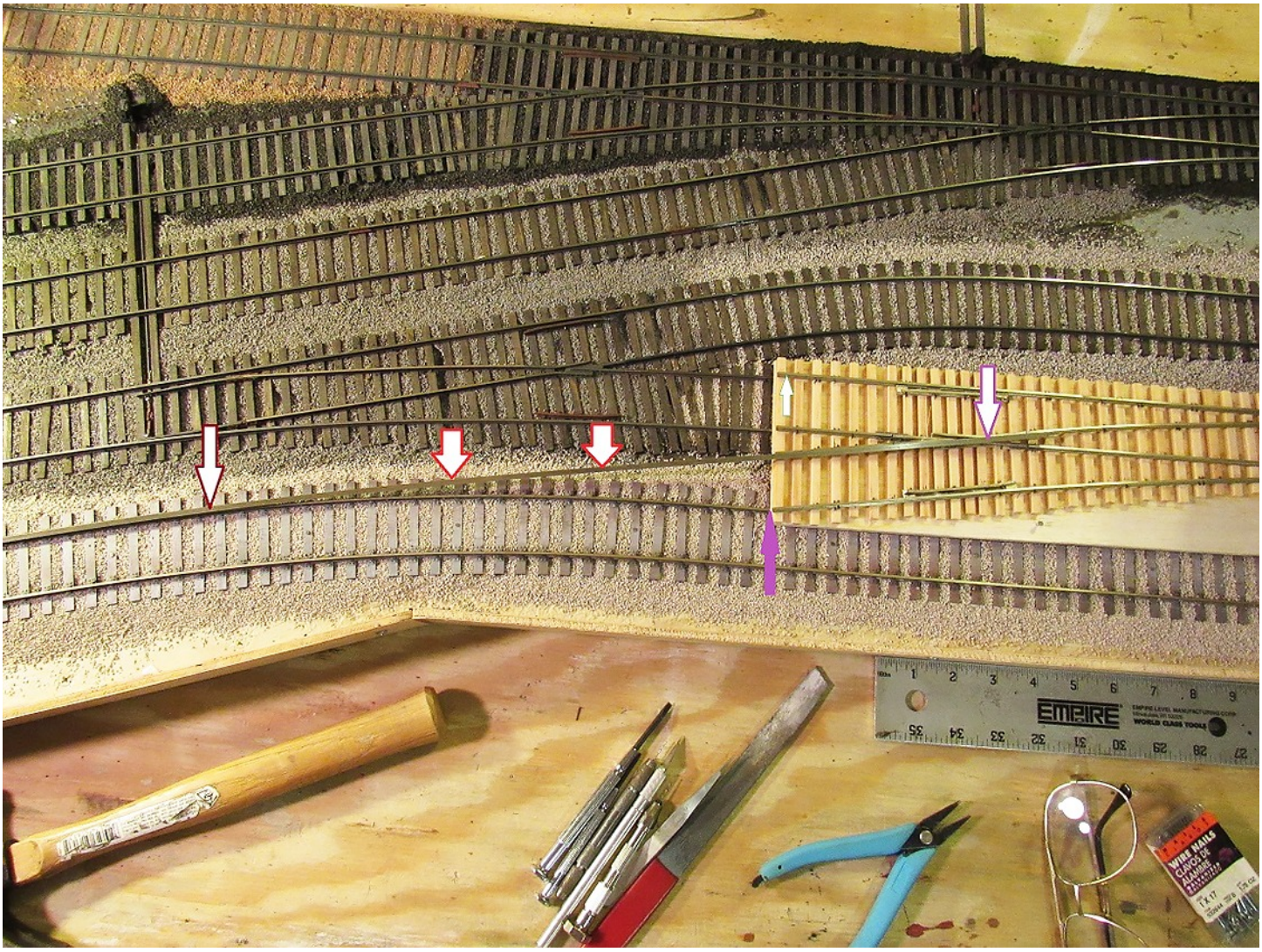
Since readers may wonder how some of this work gets done, I have included a very short text, and some photos on how to lay out a custom curved turnout.



In anticipation of readers actually trying to build the Industrial RR, I have kept the turnouts simple and straightforward. With two exceptions, they are all #5's. This is about the only way to fit actual switching duties into an 8' section AND not allow any turnouts on the separation line. You will notice from the diagram, there is 2' of room at the extreme end of each track. In the original 12' version, we have to be able to move around a switch with more than just an 8" switcher. When we add modules, this requirement laxes a bit, but for now we only have 4' on each side of the break.

Recall the lower track is the thoroughfare in from some distant yard. As built there was no way to get cars into the district. I had planned for this in the expansion but then reread my own sales pitch and realized some folks may be happy with 12' as it is. If so, great, in fact that was the original idea. To accomplish the inbound and outbound, we are going to use a standard #6LH and a curved #6RH. The use of 6's is to accommodate the slightly hastier movements required by a foreign locomotive.

The purpose of the photo is to show how we will add this crossover with minimum heartache, while at the same time, insuring its alignment is perfect when we are done. Therefore 3 classes of arrows. First the white ones with red trim. These point out a section of upside down code 148 rail used to make sure the curved #6RH lines up as you can see it does. Second: the solid purple guy shows where the frog will be. Look closely and you will see it is straight, not curved, as it is supposed to be. Finally the tiny little arrow upper left of the already built #6LH shows where that turnouts stock rails beyond the frog have to be curved just ever so much to complete the alignment. I am hoping this is easy for those of you who are new to track laying.

O SCALE DUELING SHACKS
Part Two: The Corrugated Shack

By Kevin Gibbons

In the previous issue, I talked about the Sierra West Scale Models Dueling Shacks wood sided shack. In this issue, we'll talk about the other shack in the kit, the corrugated shack.

Photo 1

Tool list:
Pastel Chalks (Rembrandt soft pastels: 408.3,408.5,408.9, 234.2, 409.7, 411.3, 411.5, 411.7, 231.2, 704.5, 700.5 and 100.5)
Fresh blades: #11, 16, 24, keyhole, and single edge
NWSL Chopper
NWSL True Sander
Files
Fine pointed tweezers
Metal rulers
Squares
Razor saw and miter box
Card file
Steel bristled brush (don't get brass)

This shack consists of laser cut wall framing and loads of corrugated aluminum sheets. The details were discussed in the last issue, and there were plenty left over for this kit. So let's take a look. Photo 1: Contents in the picture above shows both kits.

Before starting on this kit, it would be a good idea to just go for a drive and observe any rusting buildings and maybe take a few pictures for reference.

The first step is working on the laser cut wall framing (Photo 2). The plywood laser cut wall framing is removed from the carrier sheet and colored with Rembrandt soft pastels by using a single edged razor blade and scraping the pastel so that the pigment powder gets to all parts of the all the walls (and the door frame that is also on the carrier sheet) using pastels in the raw umber family. I use three for this step, and that's what the construction manual suggested (408.3, 408.5 and 234.3). See Photo 3. Scrape the three colors on liberally and randomly. Once done, dip a soft tipped brush in isopropyl alcohol and wash the pigment into the wall frames. If it looks too "naked", apply another round of pigment and wash it in. Be liberal with the alcohol, it evaporates quickly, and when it does, the pigment is then set on the wood.

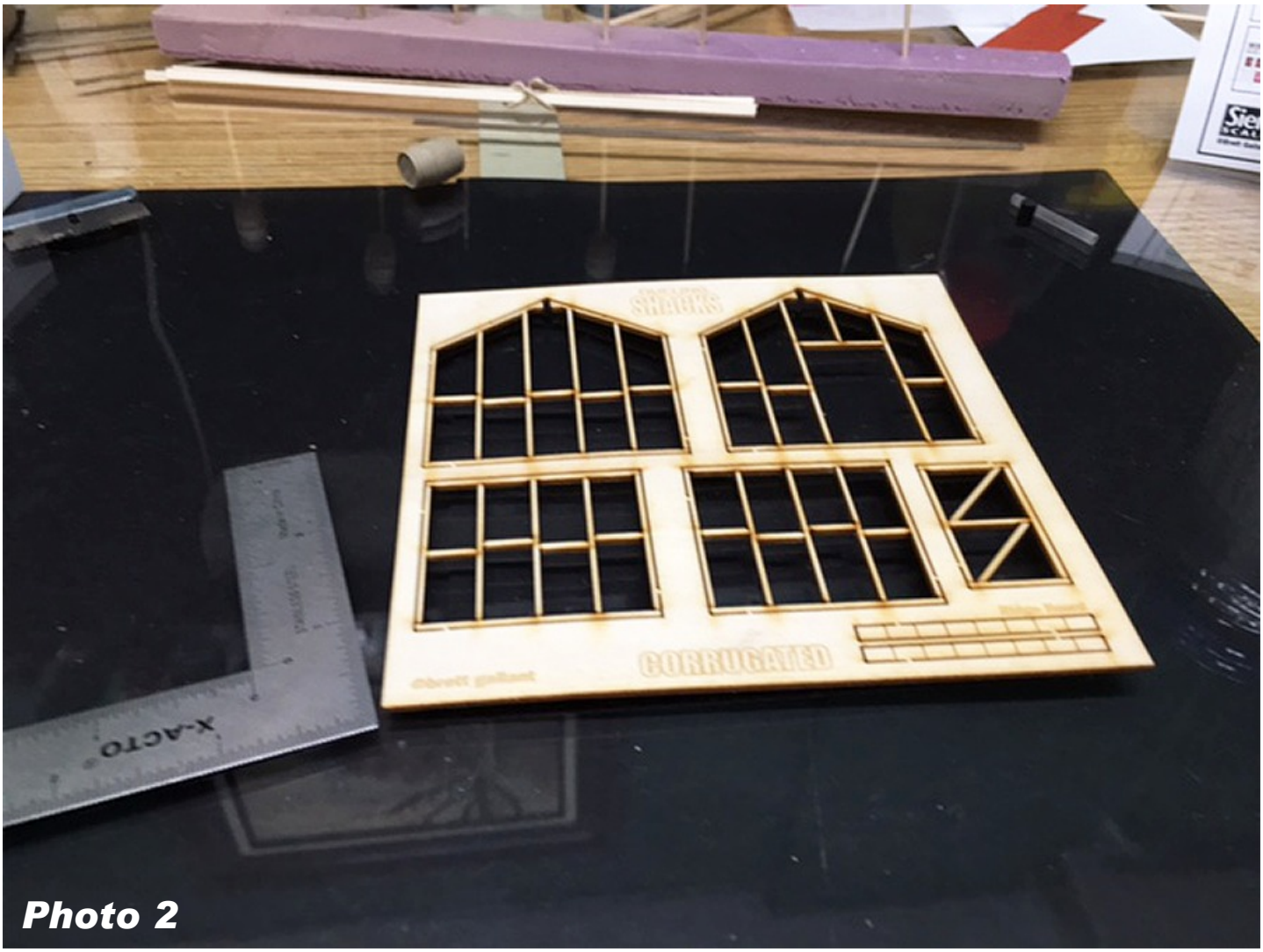


Photo 2

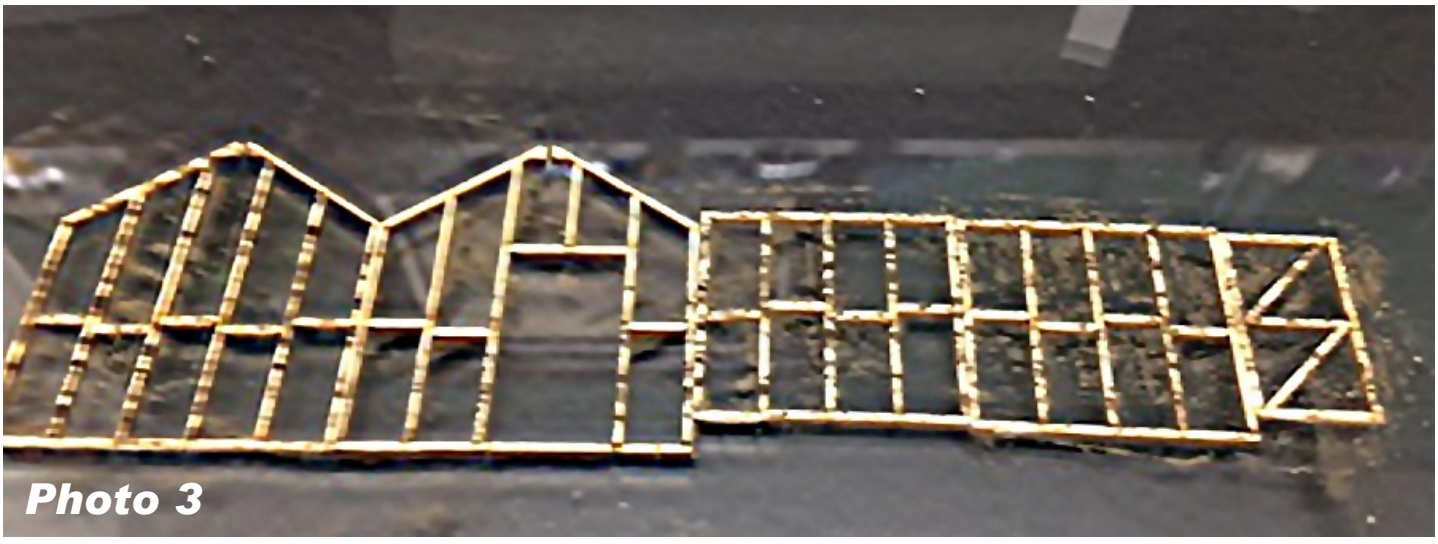
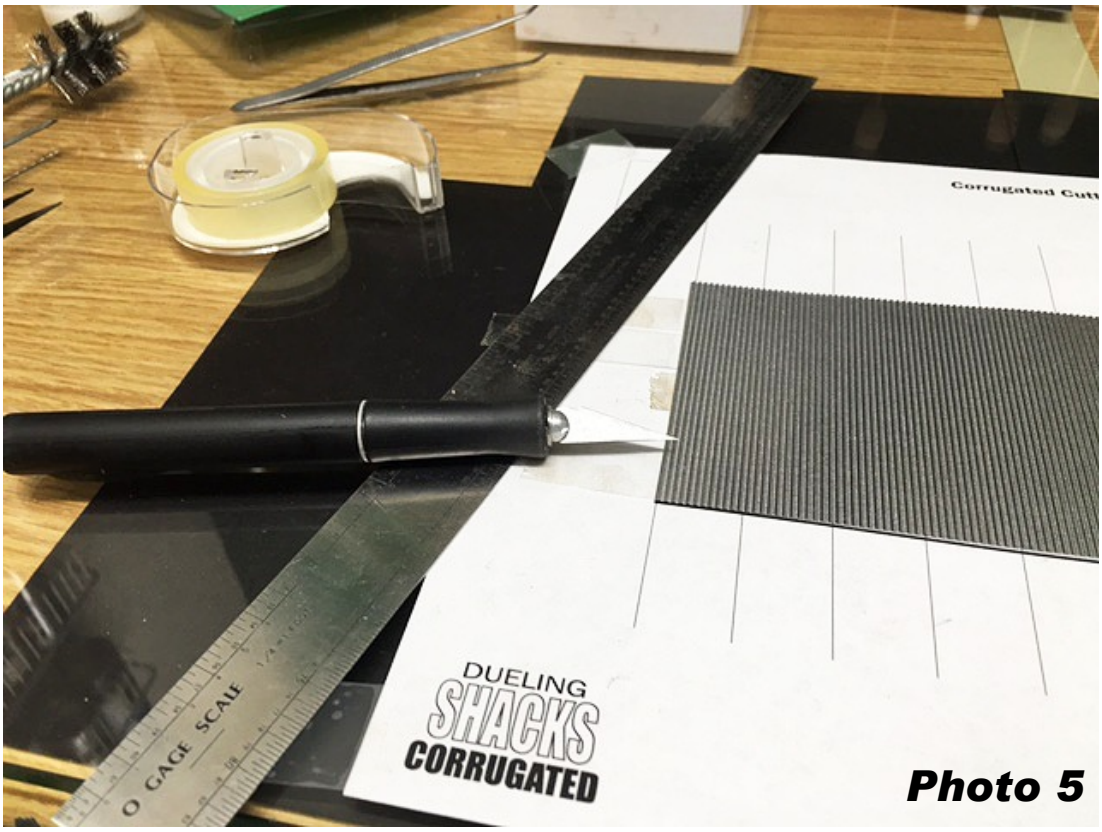


Photo 3

Allow the first application to dry and flip them over and give the other side the same treatment. Allow to dry. Here's how it looks after you wash it in. (Photo 4)



The next step is the corrugated paneling. The kit comes with templates that show the modeler exactly where the sheets need to be cut in order for all the panels to fit all the walls perfectly. When cutting the panels, have plenty of sharp #11 blades on hand. I found 100 for $8.00 on Amazon, and they're every bit as sharp as brand name blades . You will also need to break out a steel straight edge/ruler to aid in cutting straight. (Photo 5)

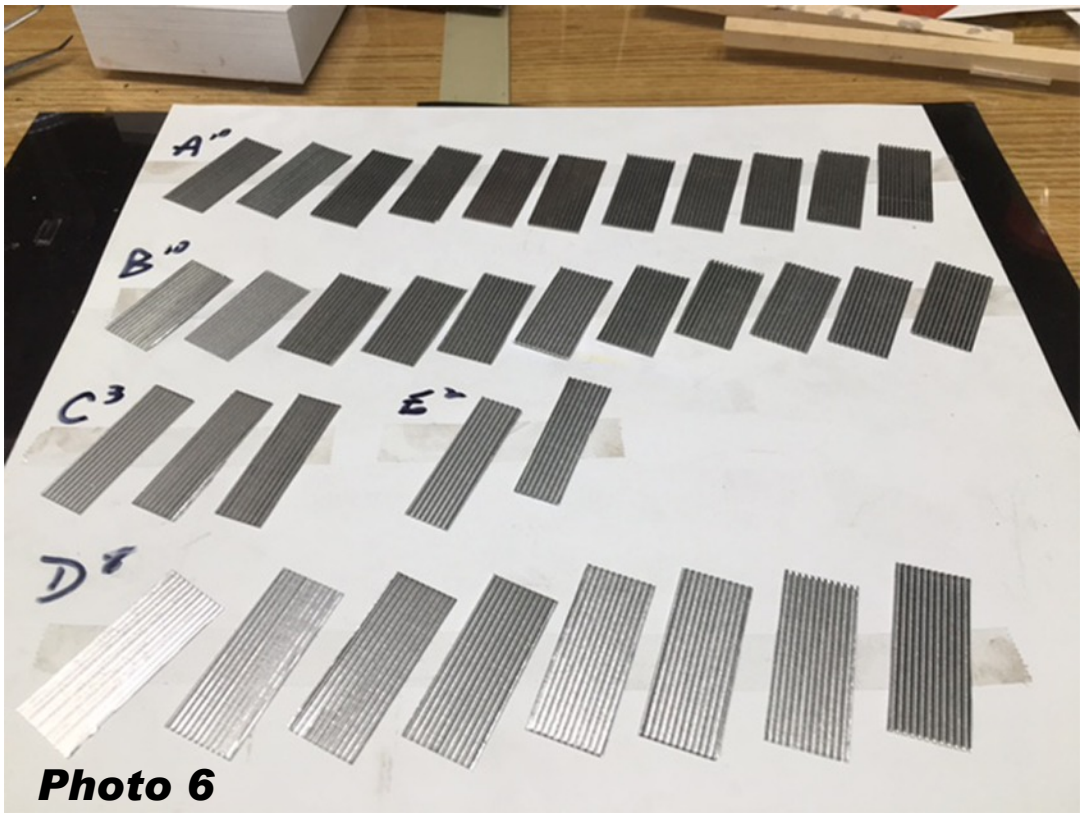
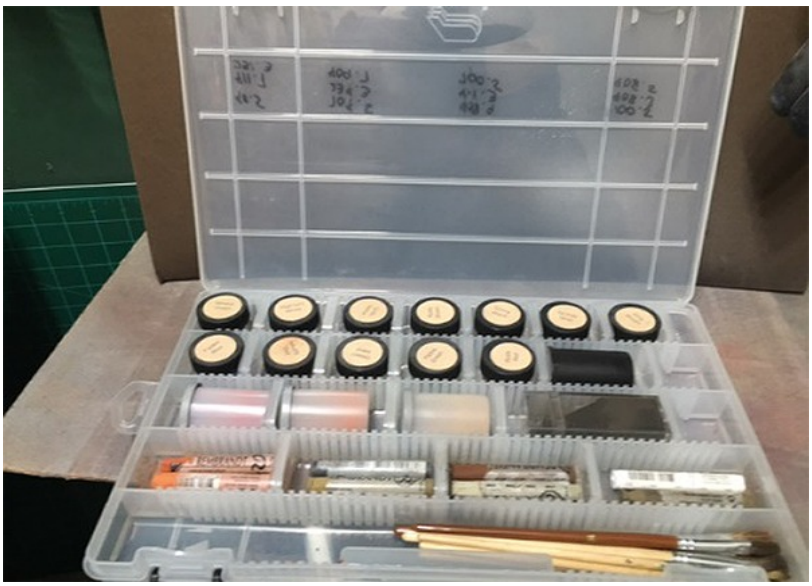


Photo 6

All the panels are cut into the various sizes and stuck on the sheet with double-sided tape then taken to a well-ventilated area and spray painted a machine gray. Make sure you get all the edges. When that side dries, flip the panels over and paint the other side, taking care that there are NO bright silver spots showing. (Photo 6) Once dry, lay out on a cookie sheet and put in an oven preheated to 350 degrees for five minutes. (You might want to wait to do this until a time you're home alone. Turn the exhaust fan on!) Remove from the oven, let cool and head back to the bench, you've got corrugated panels to color!



My collection of Rembrandt Soft Pastels and other weathering pigments and tools. My Rembrandt collection has more than doubled since this photo was taken.

Lay the panels out on your glass worktop (if you don't have one, I'd put it at the top of your wishlist), and randomly and liberally scrape equal amounts of 411.3,411.5, 411.7 and 231.3 over all the panels six at a time. You want to achieve good coverage with this step. Next, take the soft bristled brush and dip it in the alcohol and wash it over the panels in the direction of the corrugated ridges. Apply until you're happy with the coloring. Don't bother coloring the other side. It's going to be inside the shack and won't show any rusting.

The next technique gives the shack its character. Take a piece of terry cloth and a bottle of a white craft paint. Shake the paint well and put a dab of it on the terry cloth. Then dab the terry cloth on dark paper so you can tell how much paint is still on the terry cloth (just like dry brushing) and lightly start to apply it to the tops of the ribs on the corrugated panels. See Photo 7 on the next page.

As Brett Gallant explains in his incredibly detailed construction manuals, "the corrugation was originally painted white but rust is now winning the aging battle and edging the white out."

Once you are satisfied with the color, scrape some of the umber powder on the glass worktop and with a soft bristled brush, apply the powder lightly to the wall panels to kill the bright white paint and to weather and dirty up the shack.

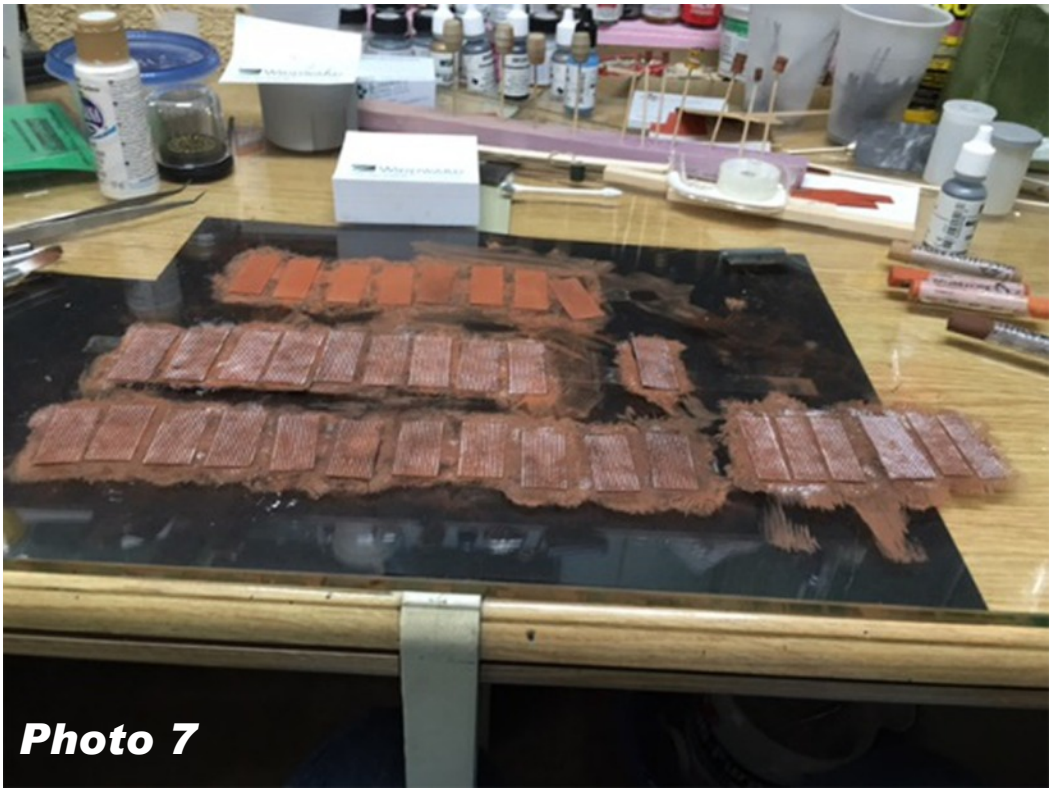


Photo 7: The bottom two rows show white paint judiciously applied to the Wall panels.

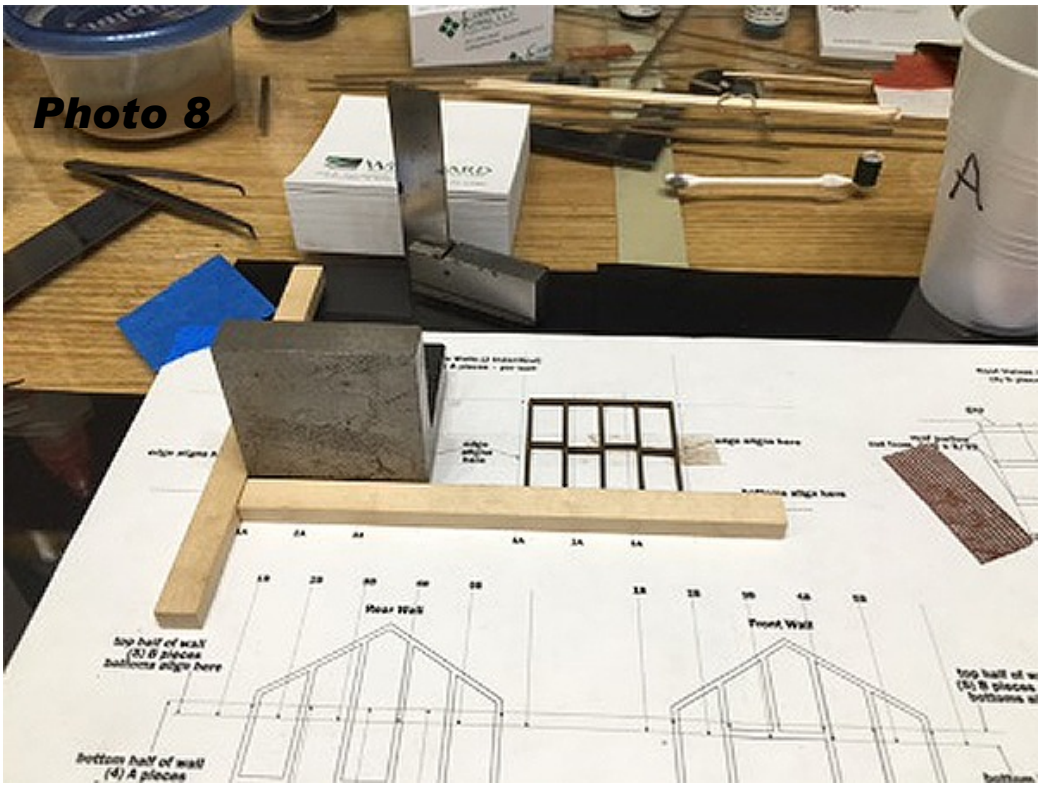


Photo 8: Template for gluing wall panels. One wall is under the weight.

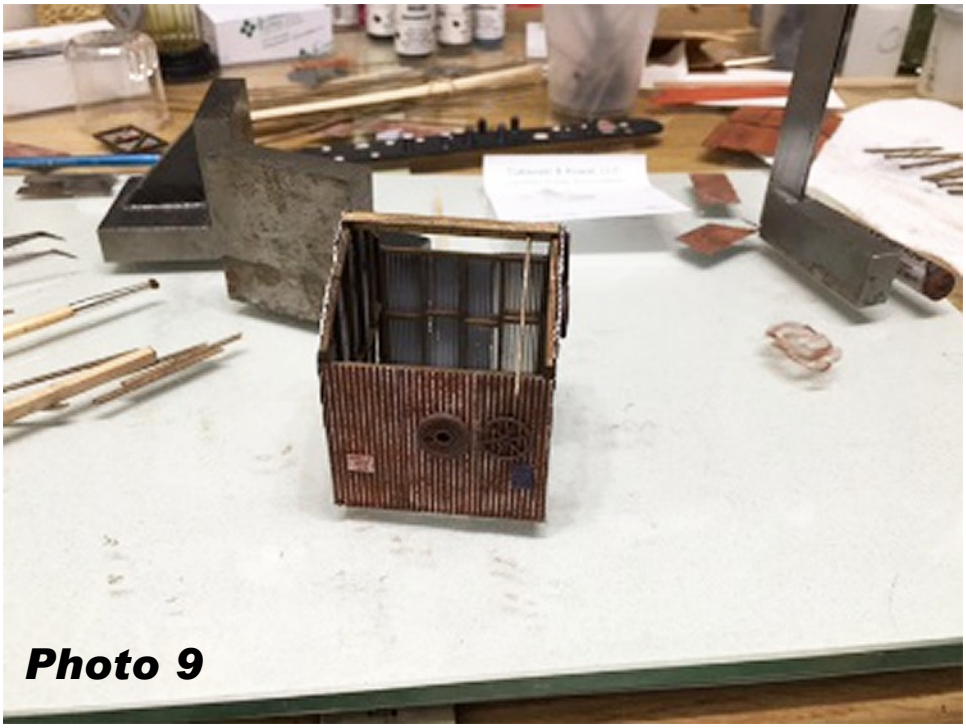
After the panel preparation is finished and you're happy with the way they look, it's time to side the wall panels. The kit comes with several detailed templates for gluing. See Photo 8. The siding template clearly shows where each sized panel fits on the wall panels while still leaving an overhang on two of the walls in order for the other two walls to "nest" in there. Brett refers to it as a trap system, and it's brilliant.

SWSM kits always come with a couple of pieces of oversized stock (typically ¼" x ¼") for alignment aids. Using double sided tape and these pieces of stock, it's simple to align the templates to the glass top and the stock to the template. Using a triangle with a 90 degree side, you align the wall panels true and plumb. You glue the panels to the laser cut wall framing with wood glue. (Brett recommends Elmer's Weatherproof Wood Glue.)

When the wall panels have been glued to the laser cut wall framing, it's time to detail the walls.

Using the ample white metal details, resin castings and printed signs, etc., you can really make this look like a well-used, busy place.

Take your time and think about where you want to put the details for the best way to achieve the story you're trying to tell with the structure. What do they do there? Is it a repair shop or a supplier? You tell the story of the structure with the placement of the details.



After you've detailed all four walls, it's time to glue the walls together. Two of the walls fit into the traps on the other two walls, so glue up is fairly simple. Just keep it square.

When the glue dries, install the ridge board. This comes in two pieces and each piece is marked for the rafters. Glue the pieces back to back ensuring that the rafter marks are lining up with each other. Let the ridge board glue dry and carefully install the rafters.

Photo 9 shows the ridge board and one rafter installed.

To fabricate the roof, return to the templates and locate the template for the roof. Using two pieces of double sided tape, you stick three purlins down to the template and glue the roof panels to the purlins per the drawing. After the glue dries, carefully remove the assembly from the strips of tape. I typically use a chisel blade to remove things from strong tape. Go slow and be careful. Glue the two roof panels to the rafters, carefully aligning them so they are straight and level/flush with each other. Cut a plain strip of paper for the ridge cap, paint with the same chalks you used on the roof panels, and glue the ridge cap to the roof panels as shown in Photo 10.

The structure is now finished and it's time to work on the diorama. For both of these shacks I used 1 ½" foam and cut two pieces 5" x 5" and painted them black.

I went to a local baseball field and took about a pint of infield dirt, brought it home and strained it through three different sizes of mesh. I then located exactly where I wanted to place the shack. There is an oil drum with a pump that needs to be level (to avoid oil spills), so Brett calls for embedding some boards into the dirt to give the oil drum a base to sit on. I located where I wanted everything to go and then I brushed some 50:50 white glue over the base and sprinkled on the dirt.

Photo 11

A couple of layers of different grades of dirt later, it was time to epoxy the shack to the base and start placing details. (Photo 11) I am not going to devote any time to the details, as I covered them in the previous issue. See the September/October 2017 issue of *The O Scale Resource*.

A few words about Sierra West Scale Models:

Sierra West Scale Models is the industry leader in craftsman kits and details. The construction manual that Brett Gallant creates for his kits is by far the most comprehensive in the business. I've had the pleasure of building a couple of Campbell and FSM kits, and while their instructions are quite excellent, they aren't as good at explaining the reasoning and ideas behind the instruction. Brett puts an incredible amount of work into developing a kit. He researches the industry the kit represents, creates and casts his own details (and is known around the world for the quality of his castings), and uses a lifetime of modeling knowledge along with trial and error to come up with color schemes, detail placement, construction techniques and other aspects of designing and producing the quality kits that Sierra West Scale Models is known for throughout the hobby world. By checking off every step in the manual as you complete the task, a novice modeler can build a contest quality kit that he or she can be very proud of.

Here are a few shots of the finished corrugated shack diorama.


DANGER
XPLOSIVES
KEEP OFF

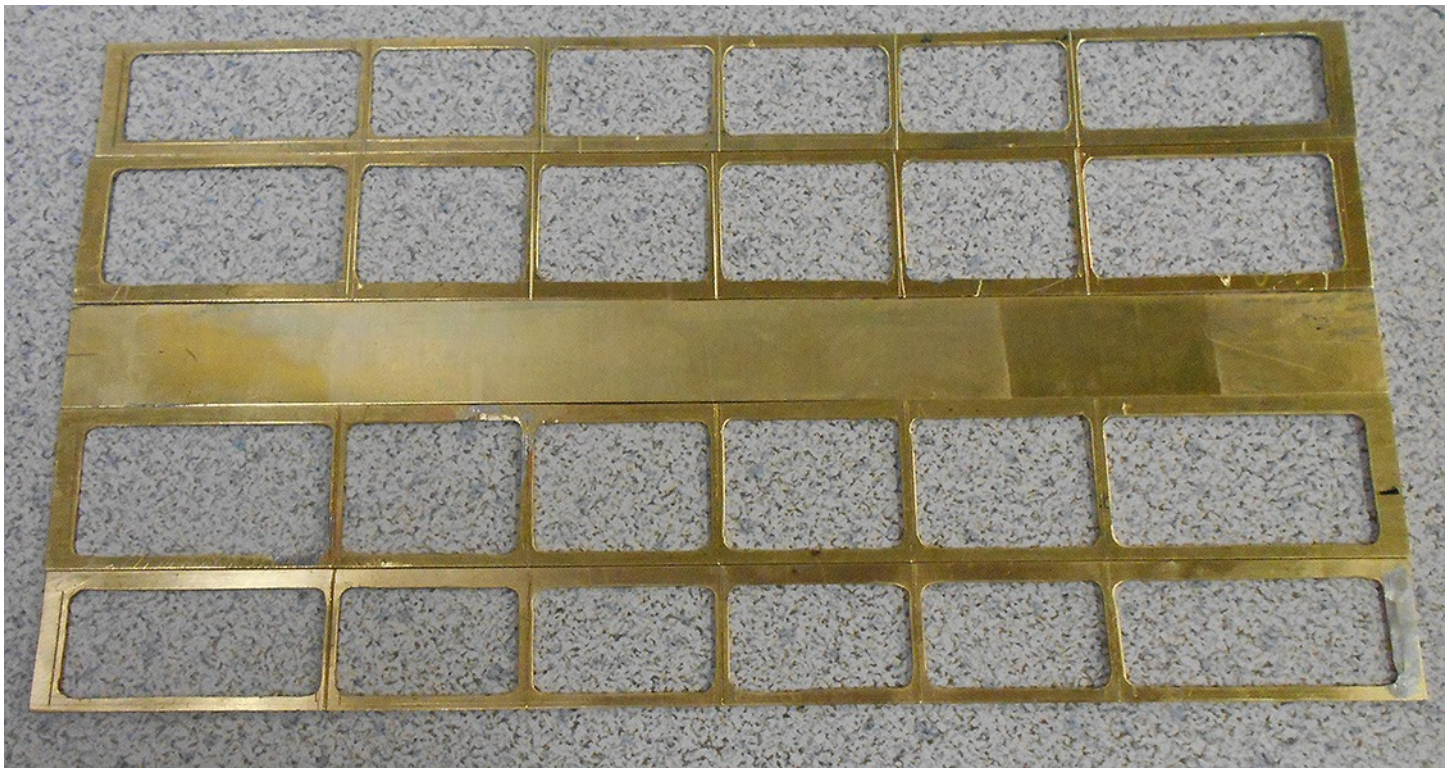
What's on your workbench today?

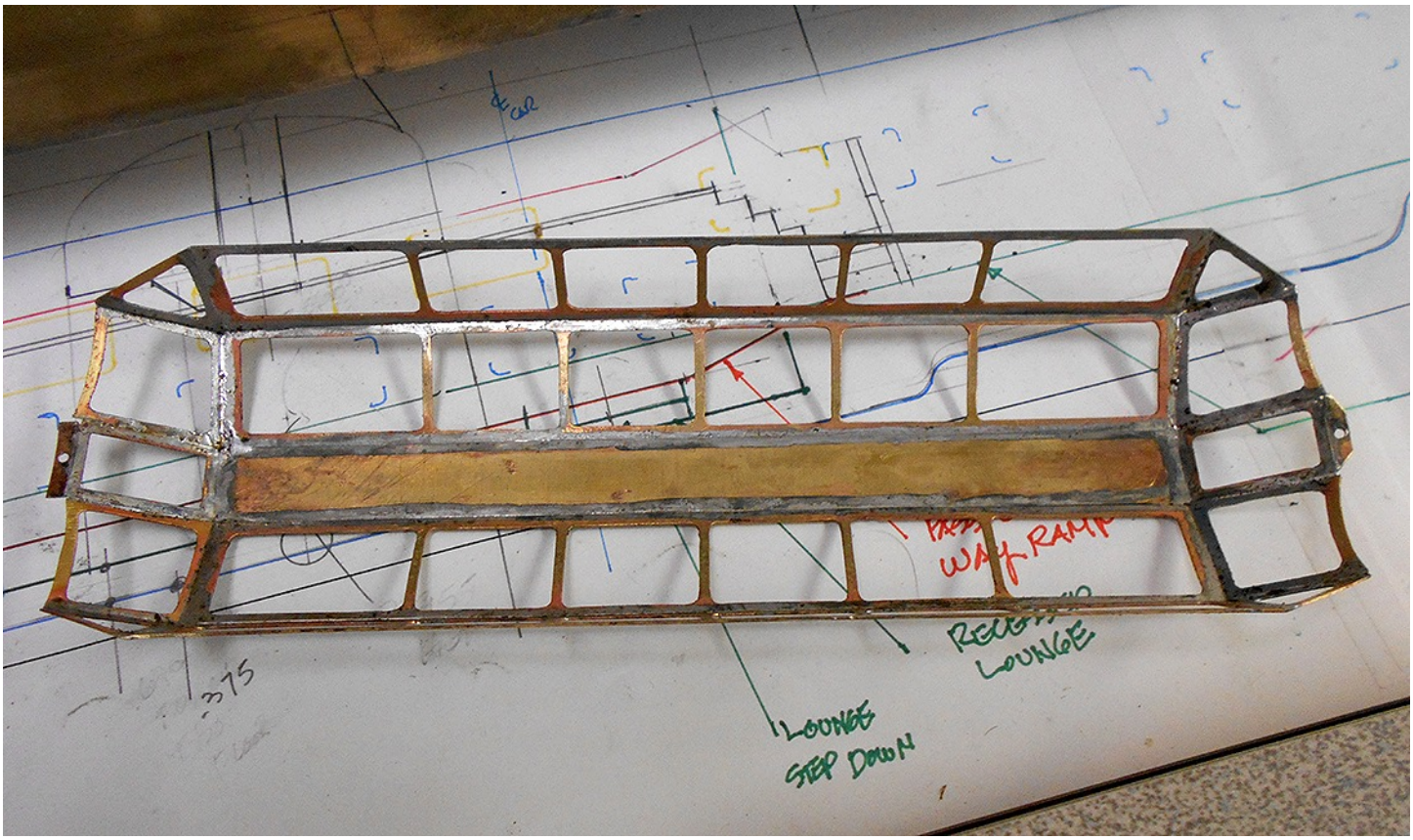
This series shows our readers what other modelers are working on, and we need your help to make it successful. All that's needed is a simple snapshot of what your workbench looks like and the project on it. Send us a picture or two along with a short description of what you are working on so we can share it here. If it's a project under construction, send it in. Repair job, send it in. Completed project, send it in. Send your pictures and descriptions to daniel@modelrailroadresource.com

What's Bill Basden Been Up To?

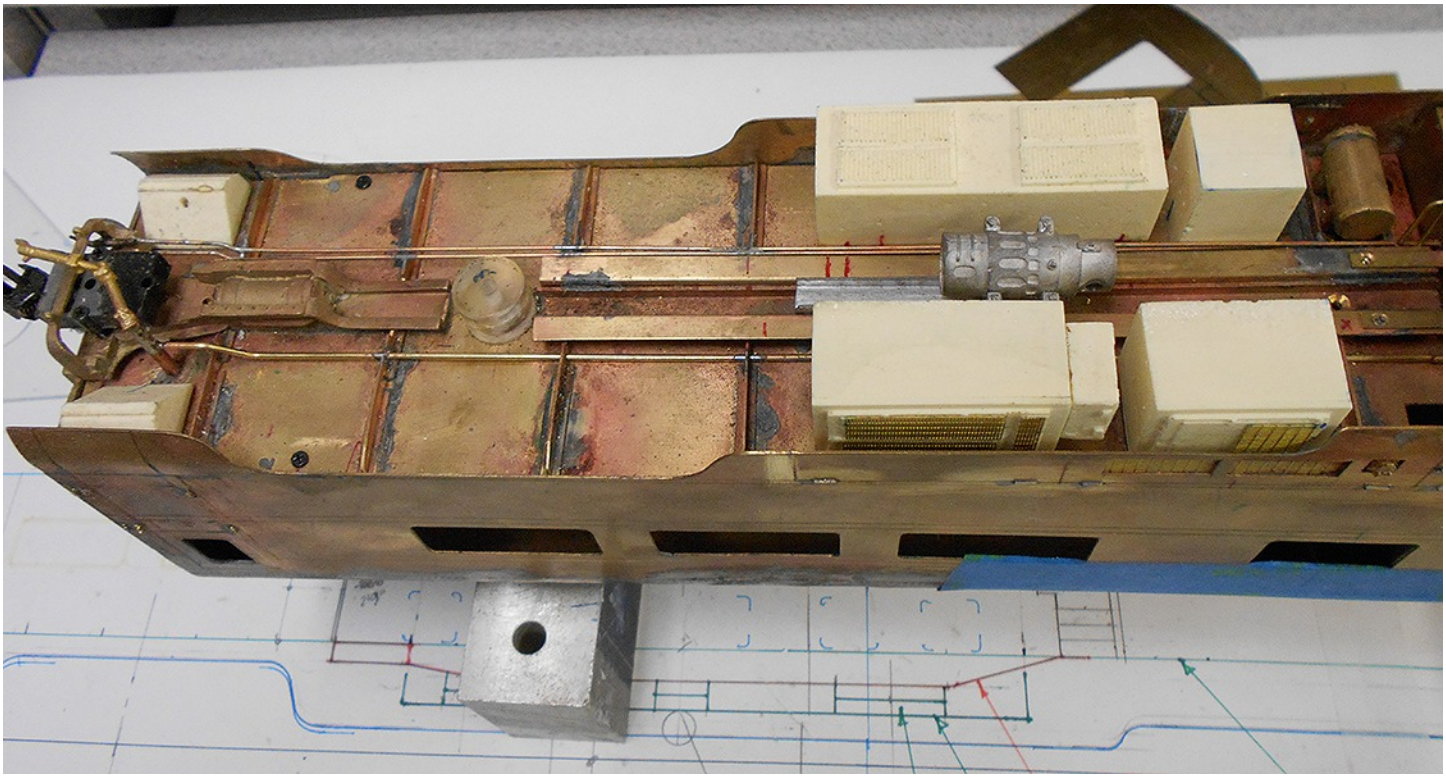
Bill sent us some pictures of his latest build. Bill writes: "The dome car is the next thing to finish and is on the horizon. I talk about setting the bar higher with each new project, well this one has done it. This is a 99.5 % scratch built model. The dome has 15 pieces that were all hand filed from sheet brass 26 openings. There are things in it that took a lot of research!"

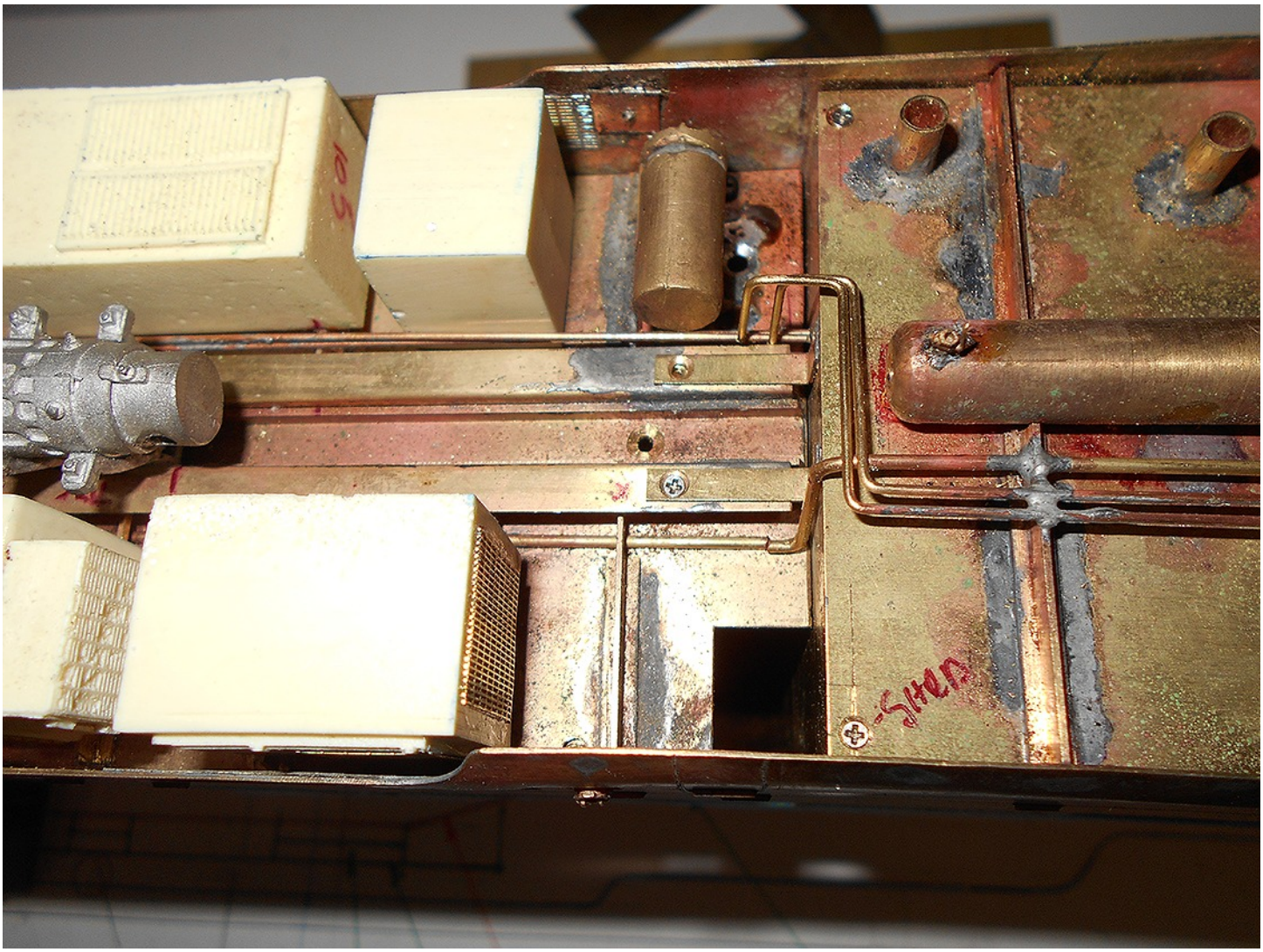
In case you missed it, Bill did a four part series on scratch building brass passenger cars starting in the November/December 2016 issue of The O Scale Resource.

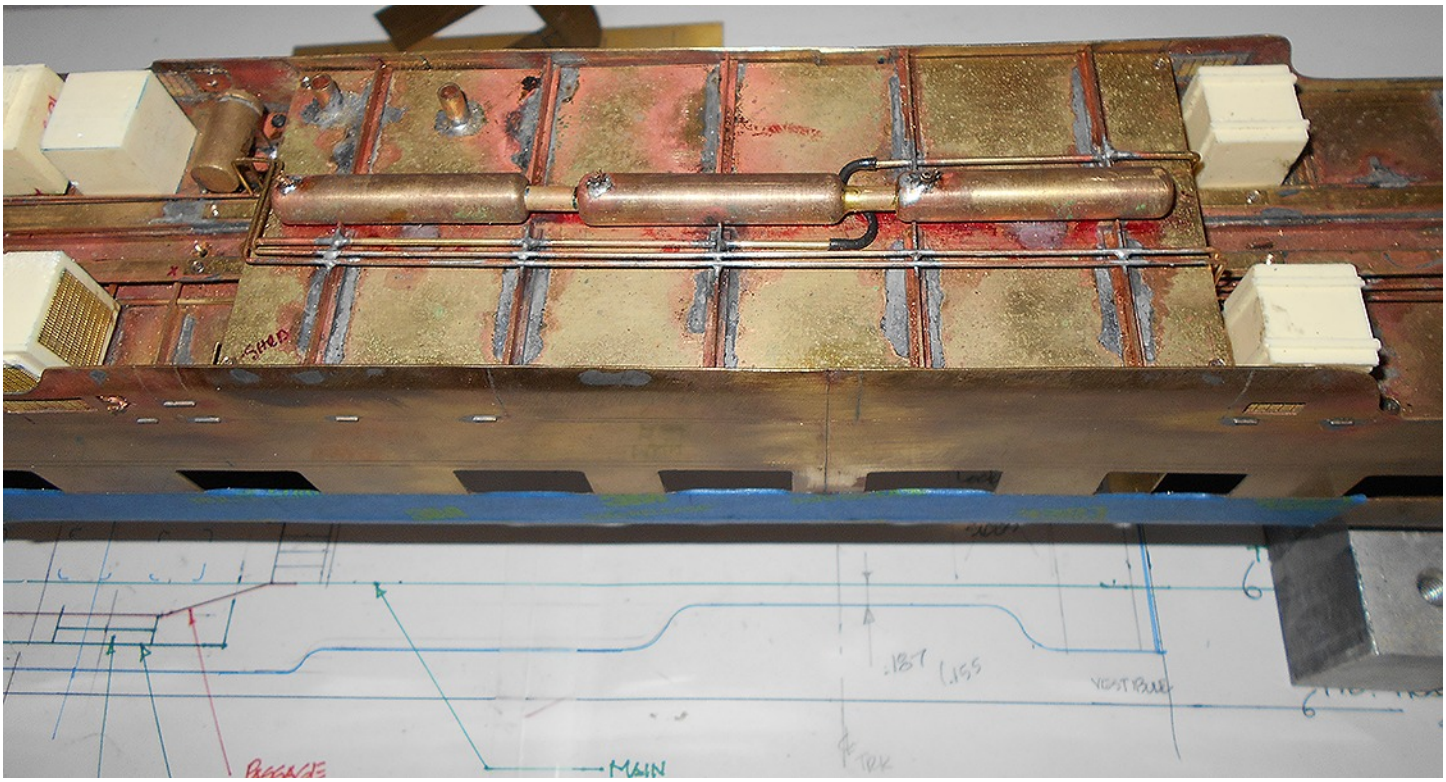



LOUNGE
STEP DOWN


FLOOR
LOUNGE







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Oddity

n. 1. One that is odd. 2. The state or quality of being odd; strangeness.

By Daniel Dawdy

Many people take photos of engines and even cars, but most stop at that. I, on the other hand, just love to shoot things that I may want to model in the future. I love to model details and have people say, "Must have made that up… never seen a real railroad do that.". That's when I whip out the picture to show them that indeed the real railroad did.

Caution: This tactic does not make many friends :-)

It's always "Miller Time" somewhere…

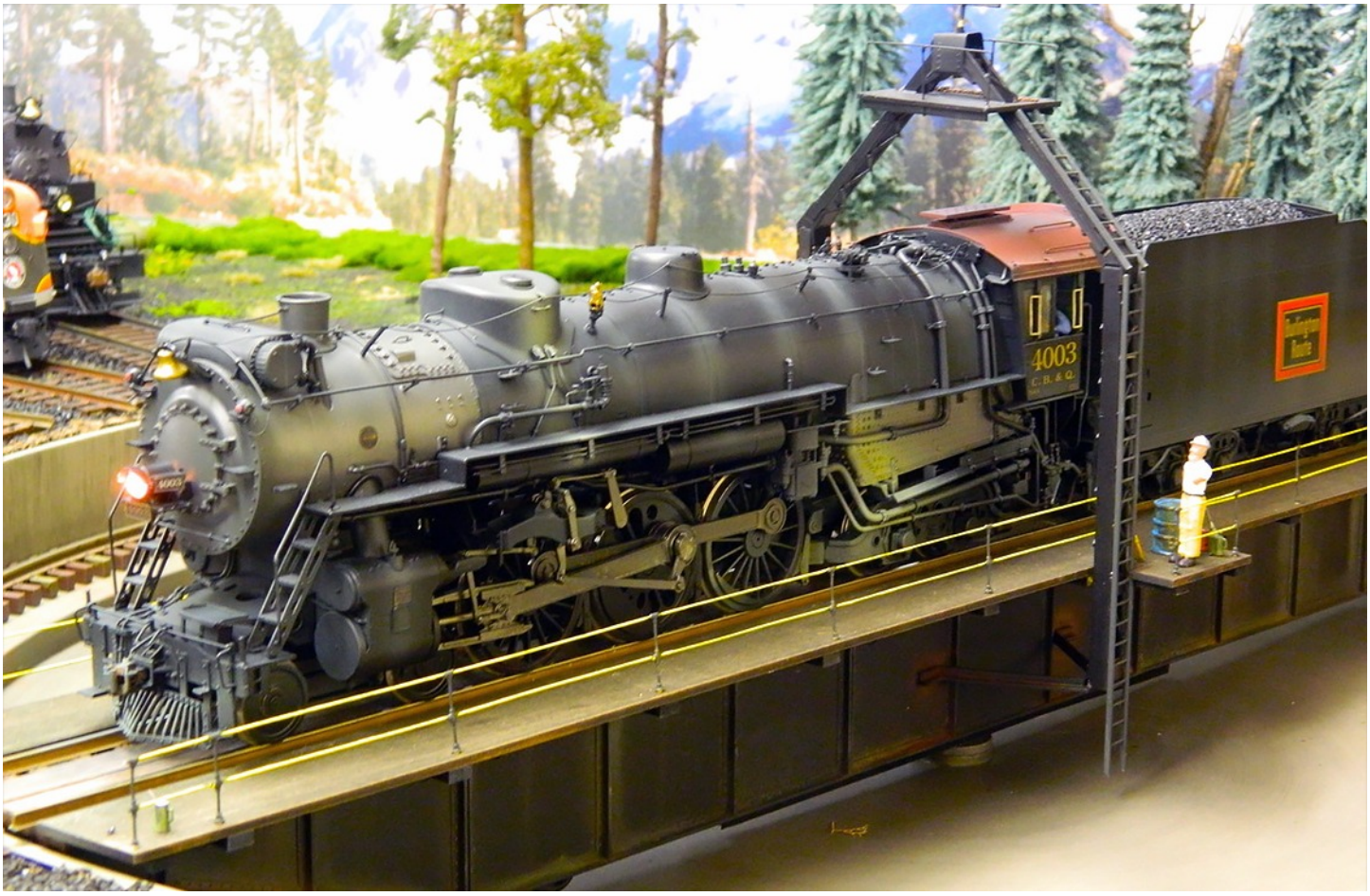
Photo taken in Marinette, Wisconsin.

Scene Around the Layout

Michael Luczak sent us some pictures of his PSC CB&Q S4a Hudson after installing a new Tsunami2 sound system.

We are proud to feature reader's work. Depending on your response we would like to make this a regular feature. So get those cameras and cell phones out and start shooting!
High quality JPG or TIF files are only.
Email to scene@oscaleresource.com with a description of your picture.


4003
C. B. & Q.
Burlington Route


4003
C. B. & Q.

O Scale Shows & Meets

Have an upcoming O Scale event? We would like to help publicize it. Send us the information up to one year in advance, and we'll place it here along with a direct link to your Website and/or Email.
Click here to send us your information.

RPM Chicagoland - 24th Annual "Naperville" Conference
October 26 through 28, 2017
Sheraton Hotel and Conference Center, Lisle, IL
Railroad Prototype Modelers Meet, 40+ seminars from leading presenters, vendors, layouts, meals, and more. Free Mini-kit, including S & O scale available, for early bird registrations!
Email: mike@rpmconference.com
http://www.rpmconference.com

Cleveland 2-Rail O Scale Meet
November 4th, 2017
Lakeland Community College, Auxiliary Gym
7700 Clocktower Drive Kirtland, OH 44094
Model Train Meet buy, sell trade
9 am to 2 pm Adm. $7.00
Contact Sam Shumaker for more information

Bay State Model Railroad Museum
November 4, 2017
Will be hosting an O Scale Modelers Meet at our clubroom in Roslindale, MA on November 4, 2017 from 9AM to 4 PM. It has been a while, but we have done these in the past and they were a great time. Free coffee and donuts/pastries in the AM. Light lunch for a modest fee at noon. Enjoy the day talking and watching O Scale trains and trolleys roll by.
http://www.bsmrm.org

Westbury Model Railway Show
November 11th, 2017
Westbury shopping centre. Wiltshire, UK
All gauges model railways, organized by, the West Wilts O Gauge group. 0 Gauge Layouts: Gogton Middle the children's layout a traditional layout for children visitors to operate. Isbury Road, a loco shed layout. Kieth Wareham's Gauge 0 Test Track. Cotehele Quay 7mm narrow gauge.
Web address: www.wwg0g.co.uk

O Scale South 2018
January 13, 2018
The 4th Annual Atlanta O Scale 2 Rail Meet, will be held from 9 AM to 1 PM on Saturday January 13, 2018 at the Church of Life Lutheran Church in Roswell, Georgia. Layout tours will be available on the afternoon of January 13 and on Sunday, January 14, 2018.
Website: http://www.oscalesouth.com/
Email: oscalesouth@gmail.com

Chicago March Meet
March, 16, 17 and 18, 2018
Weston Lombard Hotel
Lombard, Illinois
Email : info@marchmeet.net
Web Address: marchmeet.net

O SCALE WEST / S WEST
May 24-26, 2018
Hyatt Regency Santa Clara (San Francisco area)
Website: www.oscalewest.com

2018 Scale O National Convention
August 22-25, 2018 (Wednesday through Saturday)
Rockville Hilton, 1750 Rockville Pike
Rockville, Maryland
Rooms will be $109 per night plus tax.
More details to follow
Website: 2018oscalenational.com

Indianapolis O / S Scale Midwest Show
September 20-22, 2018
Wyndham Indianapolis West
Website: indyoscaleshow.com
Email: info@indyoscaleshow.com

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WANTED: USH or MAX GRAY ATSF 2-10-4, MAX GRAY ,TOBY ATSF, 4-6-2 MAX GRAY S.P. 4-10-2. Prefer like new , will consider all. Contact: ALBERT E. ESPINOSA. 316 E. Camden Ave. El Cajon CA , 92020 , EMAIL: **lima4449@yahoo.com** PH: 619.922.4642

WANTED: Antique / Vintage O scale, older the better . Acme, Adams &Son , Alexander, Birch, Egolf , Exacta, Hawk, Icken , Marklin NYC Hudsons & passenger cars , Mi-Loco , Pomona, Saginaw E6 , Scale Model Railways, Scalecraft Northern, Walthers streamline steamer and cars, Wentzco , etc . Outside 3rd rail , sectional track by Multi-Plex 2 & 3 rail , Model Structures Co buildings , cast and hand lettered cars , catalogs, flyers . Pieces from 1933 and 1939 fair Railroads, Delta Lines .... Lionel Hiawatha with outside 3rd rail sweeps , also American 2" (C&F , Voltamp, Howard) and Lionel pre 1912 ... what do you have ? Thank you
Carey Williams Phone: 773-332-6121
Email: **wasp3245@aol.com**

WANTED: 1. 2 pairs of O-scale Commonwealth 3-axle tender trucks, 8ft 4in wheelbase type with 33in wheels. As used on Southern Railway Ps-4.

2. Decals for Ps-4, Crescent type or standard SR passenger style

3. Decals for RF&P Governor class 4-8-4
Ian Webb Email: **ian.webb@equuspc.co.uk**

FOR SALE: 3-rail O-gauge Locomotives, rolling stock, track and accessories. Lionel, Williams (before Bachman), MTH, Weaver. Must sell due to old age and health. E-mail to rrbill10@comcast.net for pdf of pictures and prices. Send SASE to Bill Pyper, PO Box 885, Salem, OR 97308 for hard copy.
Bill Pyper
Email: **rrbill10@comcast.net**

WANTED: Chooch/Ultrascale unbuilt sawtooth box car kits. Any/all of the three produced.
John DeWaters Phone: 815-979-0327
Email: **johndewaters@peoplepc.com**

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IndyOScaleShow.com or SScaleMidwest.com

Contact info@indyoscaleshow.com or call 815-584-1577 with any questions

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