



THE O RESOURCE

SCALE

NEWS, REVIEWS, INFORMATION TO USE

Volume 5 No. 6

July/August 2018

Partnering
Mentoring
Building

***James Schultz's Milwaukee Road Layout
Building Two Nickel Plate Switchers
Quick 2 Railing a Weaver GP38
Sanmore Subdivision Update
Layout at the Ice House
Clever Model Contest
Building Vicki's Cabin
O Scale West 2018
And So Much More!***

KRAUSS MAFFEI ML-4000



Denver & Rio Grande Western



Southern Pacific

After much research, SP decided to experiment with diesel-hydraulic locomotives and stunned the railroading industry by purchasing three 3,540 horsepower (2,640 kW) ML-4000 type locomotives from German manufacturer Krauss-Maffei. Delivered by ship and unloaded at the Port of Houston, Texas, on October 31, 1961, they featured two Maybach V16 1,770 horsepower (1,320 kW) diesel engines and Voith transmissions. (Wikipedia)

The Denver and Rio Grande Western Railroad also ordered three units, but found them unsuitable in mountain service, and they were sold to the SP in early 1964. Upon arrival, a special track was set up at the locomotive shops in Roseville, California, just for servicing the ML-4000s. (Wikipedia)

Never before made in O Scale, Sunset Models is planning on making these ML-4000s with ABS Body and numerous brass details, with the same attention to accuracy and detail as our previous diesel productions. Put your reservation in today for the ML-4000.

3RD RAIL DIVISION OF SUNSET MODELS INC.

16 Beta Court · San Ramon, CA · 94583 · 925-820-7701 · fax 925-820-7709 · www.3rdrail.com

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July/August 2018
Volume 5 No. 6

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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

A scene from the "Ice House" layout featured this month. Photo by Daniel Dawdy.

Rear Cover Photo

A beautiful scene from the On30 Yosemite Short Line modular layout at O Scale West. Photo by Daniel Dawdy.

BILL OF LADING

3 Bill Of Lading

4 From the Publisher's Desk

6 News You Can Use
New Items of Interest

15 O Scale West Wrap Up with Video Extra

30 New Tracks
By Jim Kellow MMR

47 Clever Model Contest
A True Judged Contest

51 Planning and Building A Freight Car Fleet For John Armstrong's Canandaigua Southern
By David Vaughn

63 Building the Milwaukee Road
By James Schultz

72 Layout at the Ice House
A piece of Dr. Clint Wainscott's layout lives on

90 2 Railing a Weaver GP38 using Stanton Drives
By Robert Andreone

92 Building Two Nickel Plate Switchers Pt 1
By Glenn Guerra

102 Canadian National Railways Sanmore Subdivision Construction update
By Serge Lebel

113 Vicki's Cabin Woodstock Kentucky
By Renee Grosser

118 O Scale Dimension Chart

119 Oddity - One that is odd

120 Scene Around the Layout

124 What's on your workbench today?

125 Workbench Extra

129 NEW - Reader Classifieds

130 Show Schedule

131 Classified Ads

131 Advertiser Index



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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



We here at the Model Railroad Resource are constantly looking for ways to get our readers not only great articles, but information about new products, as well as, providing direct links to our advertisers. With that in mind, we are pleased to announce the addition of Jeb Kriigel to our staff as Advertising Manager. We hope to bring you more advertisers and more links in upcoming issues.

This issue is coming out about a month after O Scale West - S West - Narrow Gauge West. Dan and I had a lot of fun, visited with family before the show, visited some wineries, enjoyed dinner out with friends at the show, and had even more fun in the hotel bar socializing with old and new friends. Like Vegas, what happens in Santa Clara stays in Santa Clara! Well, usually, but occasionally something gets posted to the Internet while enjoying the libations. Look inside for more details and photos from the show.

We will continue to attend shows and spread the word about *The O Scale Resource* along with the upcoming [Indianapolis O Scale Show and S Scale Midwest Show](#). Look for us in Rockville, MD at the upcoming [O Scale National](#) August 22-26. If you can't attend, be sure to look at the September/October issue of *The O Scale Resource* for a recap. This issue will be published a little later than usual so that we can bring you a recap of the show right after it ends.

Once again, we are happy to bring you some great building articles. Glenn Guerra is back with the first of a multi-part article on building/updating brass models, Renee Grosser scratch builds a cabin, James Schultz builds a Milwaukee Road layout and Robert Andreone quickly 2 rails a locomotive.

We have two layouts featured in this issue as well. One is the "Ice House" on Cleveland's west side which incorporates layouts from the late Doctor Clint Wainscott and the late Gil Stoveck under one roof. The second layout is a construction update on Serge Lebel's Canadian National Railways Sanmore Subdivision. Thanks Serge for providing the update and letting people know that sometimes working in smaller modelling projects makes layout building more enjoyable.

I hope you enjoy this issue, and I look forward to seeing you at the O Scale National in August and or Indianapolis in September!

Happy Reading & Happy Modeling,

Amy Dawdy

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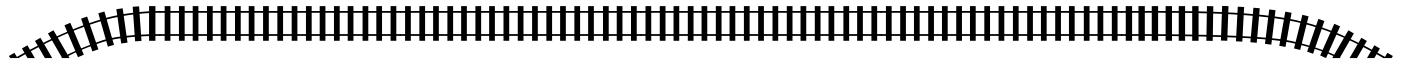
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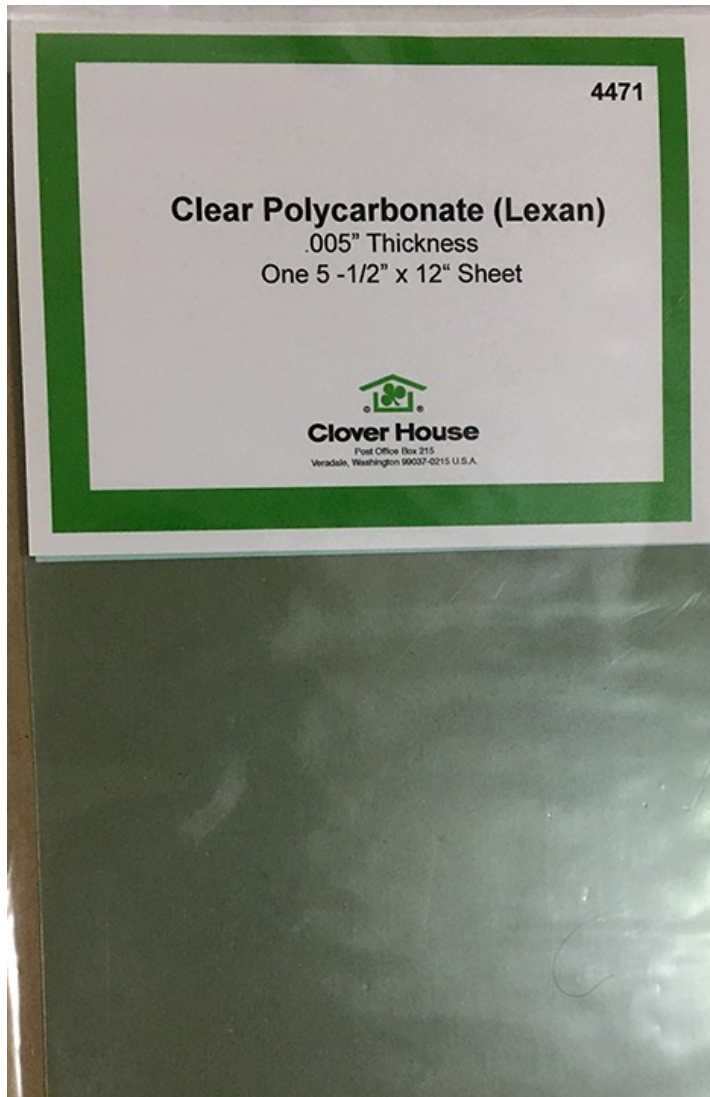
The parties, whose names appear on this registration form, have agreed to hold harmless all of the organizers, sponsors, Model Railroad Resource, LLC, The Wyndham Indianapolis West, and others, single and collectively, for any injury, harm, loss, damage, misadventure, or other inconvenience suffered or sustained as a result of participating in the Indianapolis O Scale Show and S Scale Midwest Show 2018 or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.

The O Scale Resource July/August 2018

NEWS YOU CAN USE



Tom Dempsey from Clover House has clear polycarbonate .005" thickness back in stock. Polycarbonate (Lexan) is an ultra-clear plastic used for windows. It is thicker than our window glass, but it is safer to use in models that will be handled or for models with very large windows.



Each package contains one 5.5" x 12" sheet of Clear .005 Polycarbonate. Corresponds to 0.80" in N, 0.44" in HO, 0.32" in S, 0.24" in O, 0.12" in G.

[See their Website](#) for more sizes.

Richard Segal of Right On Track Models has some new releases. Model O-02, We are excited to announce the re-release of Wilson Bros. Freight Transfer, which sells for \$129.99 with free shipping. The original run was 24 kits and due to the demand, we have started to manufacture these beautiful kits again.



This kit is extremely easy to build. It features laser cut basswood with laser engraved brickwork. Windows and doors by Tichy Train Group. White metal castings by Berkshire Valley and resin castings and detail parts by us.

We are pleased to announce upcoming release of James Watt Furniture Factory. Expected release date is June 15th 2018.



The main kit will consist of seven complete stand alone structures that can be assembled in many configurations. It features laser cut basswood. Windows and doors by Tichy Train Group. White metal castings by Berkshire Valley and resin castings and detail parts by us. The first release will be the entire factory. Additional add-on buildings and partial kits will follow. This is the kit-bashers dream kit. All structures are designed to be stand alone or connected as shown. Price TBA

[See their Website](#) for all the details.



[Dennis Brennan from Brennan's Model Railroading](#) has a new release.

The Ob Long Box Co. is the first kit in my Frank Ellison Tribute Series. Frank was a model railroad pioneer back in the 1930s, 40s & 50s. He was considered a top name in the field, and his beautifully built Delta Lines was perhaps the most widely known model railroad in the world according to John Page, the editor of *Model Railroader Magazine* in the early 1950s.



The footprint is 8 ¼ x 11 x 7 5/8 at the peak. The foundation is basswood. Complete photographically illustrated instructions are a primer on kit construction geared to the beginner. The cost is \$129.95 plus shipping. An interior LED lighting kit is available as an add-on. This is a Limited Edition kit of 100 and is sure to be a sellout. The kits are now available for immediate delivery.

[See their Website](#) for all the details.

[Rusty Rails](#) has a new workbench available.



Here is the new O scale workbench with a lot of detail. It is designed so you can use the workbench parts in different configurations if you want. Max is just in the picture to show you the size of the workbench and is not included. So check out the pictures above. Some minor assembly is required to put the workbench together. The castings come unpainted and are made of resin. The workbench measures 3 1/2" long and 1 7/8" tall and 1" wide. The cabinet measures 3/4" square at the base and is 1 3/4" tall.

[See their Website](#) for all the details.



[The 2018 O Scale National](#) is coming up in August. The National has released the following special run cars.

This is a special limited run of the well known Atlas X-29, lettered for the late John Armstrong's freelanced Canandaigua Southern Railroad.



Produced with permission of the Armstrong family, this model is the first of three cars produced exclusively for the 2018 Scale O National Convention (SONC) to be held August 22-26, 2018 at the Rockville Hilton, Rockville, Maryland. Information, registration and ordering information available at: <http://2018oscalenational.com>.

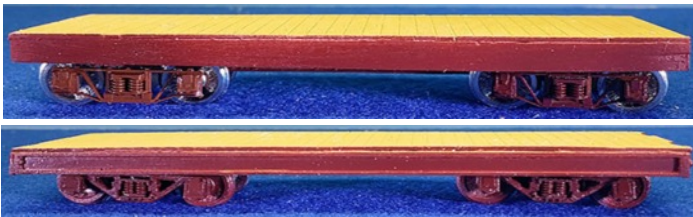
Cars available while supplies last for \$79.95 each plus \$10.00/car shipping, \$20.00 flat rate for 3 or more cars. Two rail and three rail available, same price. Three different numbers available.



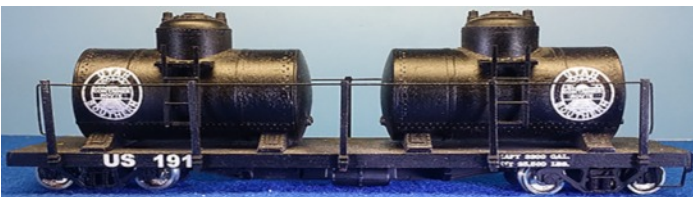
Elements of John's layout have been preserved, restored and integrated with other well-known layouts by David Vaughn (see *Great Model Railroads 2016*, Kalmbach) and will be open for tour at SONC.

[Don't forget to register now for SONC!](#)

[Precision Vintage Classics](#) announces four new products.



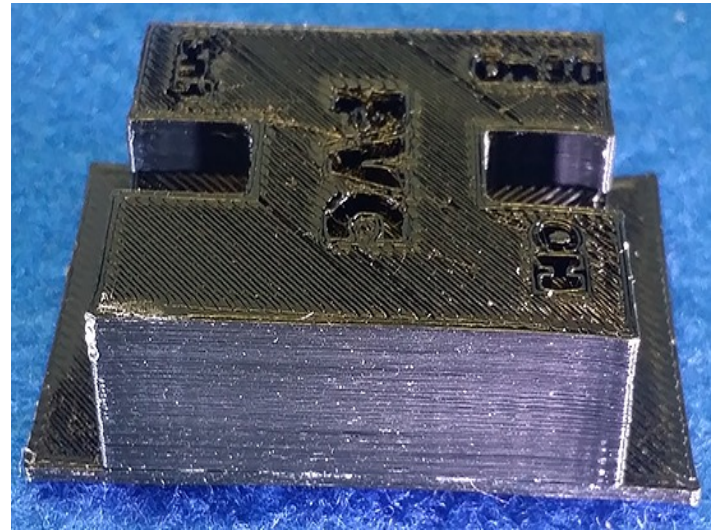
A wood side flat car and a steel side flat car.



We also are releasing a Mini tank to go on flat cars. One will fit our flat cars up to 26", two require our 30' or 34' flats.

Our fourth item is really two. We are now offering a new tool, 2 new coupler height gauges. The new Coupler Height Gauge is available as PV96 for HO/On30 & Sn3 for Sn42 add a 5/64 shim under coupler PV97 for On3 & S standard. Either version comes without couplers

[See their Website](#) for more details.



[Atlas O](#) has some updates this month. Their turntable has seen many great improvements.



- New - larger and more powerful motor
- New - flat cogged anti-slip belt
- New - deck support with more roller bearings for greater support of heavier locomotives
- New - redesigned metal contacts to power the rotating track
- Drive assembly is hidden under the utility shed
- Table diameter: 24"

Also this month: New Paint schemes for Atlas' model of the Trinity 25,500 gal, insulated, general-purpose design. This was introduced in 1986 and production continues today. There are at least 13,000 presently in service. Typical commodities include vegetable oil, tallow, styrene, benzene, asphalt, biodiesel, acrylates, and numerous other chemicals.



ADM, CAR HARVEST STATES (CHSX), CTCX (CIT GROUP), TRANSPORTATION EQUIPMENT, TILX (VEGETABLE OIL), TILX (CRUDE OIL), and others.

Their [Atlas Master® O Coalveyor](#) and [Atlas Master® O 55 Ton Coal Hoppers](#) also have new paint schemes.

See their [Website](#) for these and other new offerings from Atlas O.

Our friends at [Korber Models](#) have a new kit and it's also available as a built up with options.

#967 - O Scale - Anakin Shoe Factory Kit. Skylights were a common feature of factories in the early 20th century, and the Shoe Factory has them in spades. This model is right at home on near a main line or branch line in towns and cities of all sizes. The Shoe Factory is a two story brick industrial building that is a perfect fit on your railroad. The Korber Shoe Factory model includes molded brick details, roof top skylights, covered loading dock, injection molded roof top water tower, and windows to bring life to your model railroad. Buildings like this are still in use across the land serving different uses in the community. This structure fits nicely as a key business on your layout ranging from steam thru modern era. Dimensions: approximately 9" W x 20" L footprint by 12"H

It includes easy-to-follow assembly instructions.



See their [Website](#) for both the built up and the kit version.

[3RD RAIL DIVISION OF SUNSET MODELS INC.](#) is taking reservations for their new KRAUSS MAFFEIML-4000.



After much research, SP decided to experiment with diesel-hydraulic locomotives and stunned the railroading industry by purchasing three 3,540 horsepower (2,640 kW) ML-4000 type locomotives from German manufacturer Krauss-Maffei. Delivered by ship and unloaded at the Port of Houston, Texas, on October 31, 1961, they featured two Maybach V16 1,770 horsepower (1,320 kW) diesel engines and Voith transmissions. (Wikipedia)



The Denver and Rio Grande Western Railroad also ordered three units, but found them unsuitable in mountain service, and they were sold to the SP in early 1964. Upon arrival, a special track was set up at the locomotive shops in Roseville, California, just for servicing the ML-4000s. (Wikipedia)

See their Website for more information.

Harry Hieke has a new building available. N&W Randolph Street Station poly resin, lighting package available separately.



See more from Harry Hieke on his YouTube channel.

CHREZO SARL is announcing some new European freight cars. All are 2-rail, 1:45 Fine scale, and registered in the SNCF, the French national railways.

The first is a flat car produced by the German retailer Michael Schnellenkamp and the French livery is produced only for my shop. It costs \$185 USD.



3 tank-cars made by Brawa are exclusive for Chrezo too and they reproduce German military tank cars which stayed in France at the end of the WW2 and were re-used by private owners. They transport chemical materials as acetone. The markings are typical of the era 1945-1968. The unit price is \$130 USD.

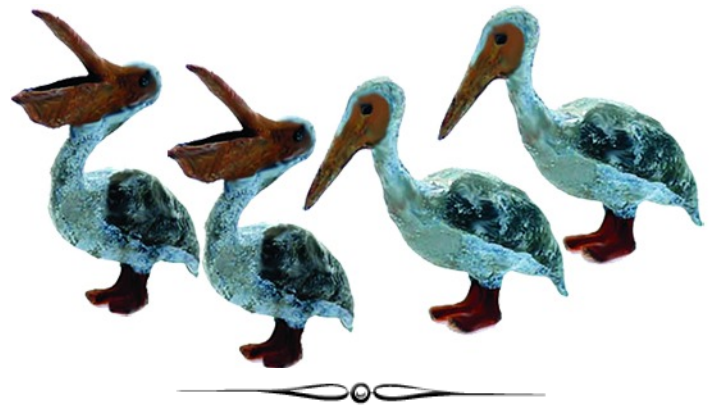


The last one is a reefer, mainly used to transport fish, meat or fruit and vegetables from the producing countries in France to Paris. Its livery is typical of the 1968-1980 era. Its price is \$130 USD.

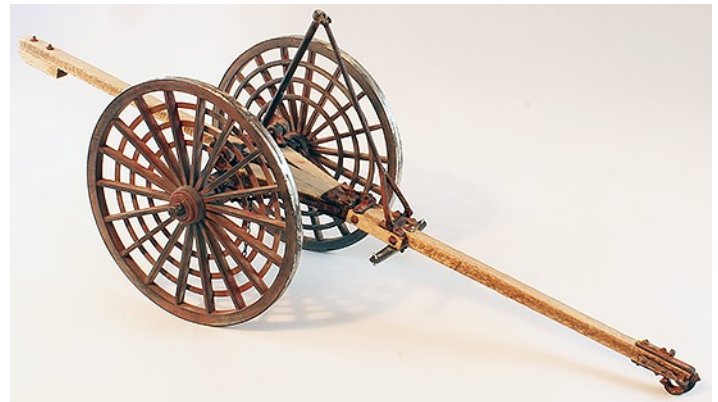


These models perfectly suit to steamers operated for freight trains as MTH SNCF 150X or 141P. Orders from the USA are welcome with PayPal payment, the shipping cost is \$30 USD for one or more items.

See [Website for more information](#) or Email [Joël RASSCHAERT](#)



[Richard Rands from Berkshire Valley Models](#) has a few new items. Logging High Wheels (also known as Big Wheels) were used extensively across the country. The high wheel allowed the front end of the logs to be lifted off ground making it much easier for horses to drag the logs to the landing or railhead. Originally released years ago by Bill Hudson. Later, McKenzie Iron & Steel sold the kit. The kit is comprised of laser cut basswood and detailed white metal parts. It is an easy build for anyone with a little experience. Horses, mules, or oxen sold separately.



The kit is based on a actual wagon. The body is laser cut wood and the running gear is white metal castings. Horses & driver are available separately.



See their [Website](#) for all their fine products.

[Model Tech Studios LLC](#) has some new offerings. Surfs up Dude! Classic Surfboard 2 Pack. They come finished and ready for your scenes. Makes a great car rooftop detail or in the back of a pickup.

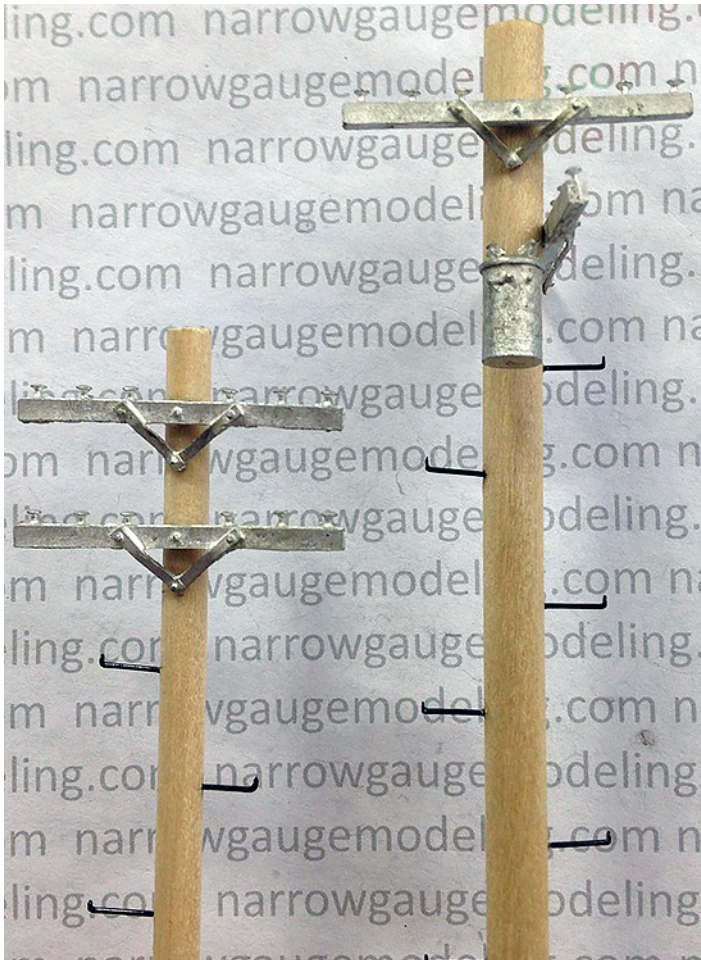


Hard to find O scale Detail Pelicans for your scenes. These come in 2 different poses with 4 total per pack.

See these and other products at their [Website](#).

Kevin Macomber from Narrow Gauge Modeling Company sent us some new product information.

Our new portfolio of utility poles is the most comprehensive in the marketplace. You can mix and match to create the most realistic configurations.



Extra crossarms and transformers are also available. [See their Website](#) for all these and much more.



Norm Buckhart of Protocraft has just received the long delayed NYC version of the Greenville gondola. Built to very precise specifications from actual Despatch Shops drawings, model builder Boo Rim Precision of Korea has built a very exquisite and accurate model.

The finest model Protocraft has produced to date. Wine Door latches are composed of 5 separate castings and operate as in the prototype. Scale working magnetic couplers are mounting in a Grawbowski design working draft gear assembly, and 70-ton trucks roll on ball bearings with a 5'-8" w.b.



Kaydee couplers can be fitted with some minor adjustments to the shank or a dummy coupler that substitutes for a Kaydee is included. Models can be purchased in either O scale or Proto:48 at www.protocraft.com

Also from Norm: Protocraft Decals is also beginning to produce some passenger decal sets for the first time. Microscale is not refilling O scale stock on much of its O scale line, so Protocraft Decals is stepping up at the request of a number of O scale modelers.



First in line is Santa Fe heavyweights: 5" baggage in both gold leaf and Dulux yellow above.

4-1/2" RPO/baggage in both gold leaf and Dulux yellow and Passenger car lettering in gold leaf and Dulux yellow on next page.

[See their Website](#) for more information.



production lit built-up buildings of the Cameron Apartments lineup.

P&D Hobbies is back on-line. Their Web provider apparently shut down with no warning. There was no one to talk to or Email. No data was able to be retrieved. They are now back and Pat Mucci is continuing to add product daily. Pat says All P&D parts and drives are up to date as are most decals.

If you don't see it on the site please call P & D at 586-296-6116 or Email info@pdhobbyshop.com. This will take some time. We appreciate your patience.

Todd Architectural Models has completed the prototype of their first building offering. The CityScape product line Cameron Apartments is built to a depth of 6". The full lineup of height options from 5-to 8-stories can be ordered with or without window sets on the two sides (parting walls) and rear, and will include LED lighting individually on all floors.

They are available at the website in various heights. Contact Todd Architectural Models by email (toddmodel@mac.com) to discuss ordering limited

Northwest Short Line Update: Some grim news, I'm afraid. My wife Lynda, a vital part of NWSL, was recently diagnosed with stage 4 cancer; a complete surprise to us. She had surgery and a hospital stay; she's home now but her energy/mobility is very, very low and so the rest of the team is scrambling to fill her shoes. She's done working at NWSL. Last week we hired Janet from PSC to help and we're training her now, although Lynda is going to be a tough act to follow. Our apologies for the resulting delays in communication and production, but we were literally blind-sided by this and have to adjust accordingly and push on.



Sadly we report that Layton (Lee) Snover of LeeTown Models passed. Funeral services will be held on Saturday, June 30. Calling hours are from 9 to 11 am and the funeral will begin at 11:00 am. Please join us at Grace Bible Fellowship Church, 100 East Beil Avenue, Nazareth, PA. He will be buried at Northampton Memorial Shrine in Palmer Township, PA immediately after the service.

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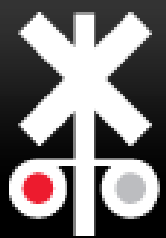
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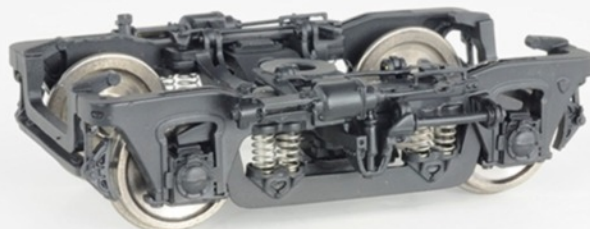
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2018 O Scale



S West wrap up may be seen in the June/July issue of The S Scale Resource Magazine.

Another great O Scale West has come and gone. This year Amy and I flew out for a mini vacation to see my brother and his wife up near Grizzly Flats, California. After lots of fun and wine, we headed to the Hyatt Regency in Santa Clara to set up our table Thursday night.

For us, it's a time to reconnect with people we have not seen for a few years. Yes, many of the vendors do come to [Indy](#) and the [Chicago](#) shows, but others tend to stay on the West Coast.

So let's take a look at the people and the things that make this a great show!

Above: Show opening on Friday Morning.

Left: Our humble table with free pens that turned out to be a better hit than my refrigerator magnets idea.



West Wrap Up



*Right; View
of Levi's®
Stadium
from our
hotel room.*



THE PEOPLE



Left: Lee Marsh from Lee Marsh Model Co USA. His GS-3-4-5 Daylight 4-8-4 project is looking great.

Below Left: Dave Chidester and I had some long talks. Dave also gave me an idea for a future project. Give me a few month Dave – I'll get to it!

Below Right: Ross Dando (l) is trying to convince Shawn Branstetter (r) that his idea is better. Shawn does not look that convinced.





Above: *Eric from Midwestern Model Works* was showing more of his beautiful painted pre-production samples.

Below: *Tad Daito* was here with his Low-D Wheelsets. Ted also had a great clinic about his Museum of Sofue Drives. [Here is a video from Tad's museum.](#)





John Houlihan of the Irish Tracklayer shows his many items to Ross Dando.

Rod Miller and Rich Yoder share a moment at Rod's table.





Left: Ross Dando and Shawn Branstetter. Both were here shopping, but more importantly, were here to help Jay Criswell at the Right-O'-Way table.

Below: Dave from Key Models discussing his products with others at the show.





It's always nice to see and talk with Jim Harper.

Coronado Scale Models was here with the Schwedler brothers and John Engstrom visiting.



Scott Mann from Sunset/3rd Rail was on hand with new product.

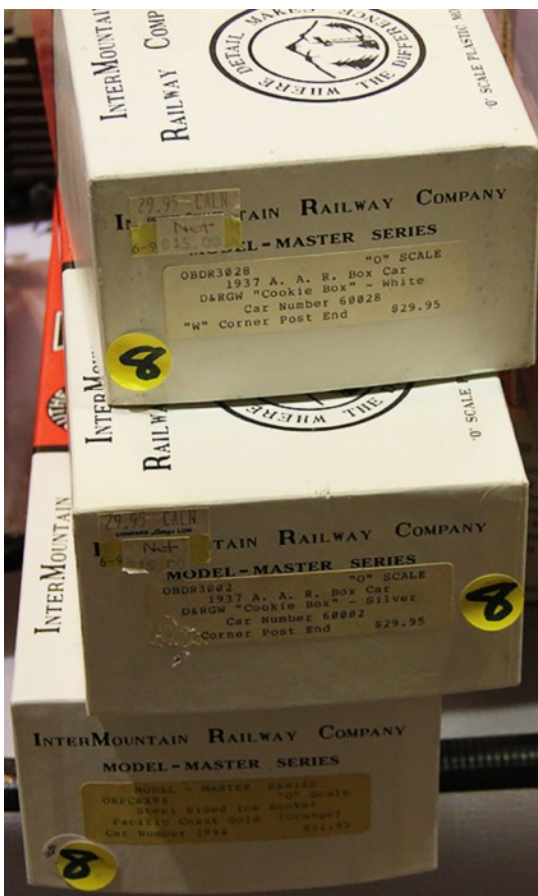
THE TRAINS



Of course, O scale doesn't need to be expensive. Many older kits priced at \$8.00 and up. With a little care, these can be build up into very nice models.

In future issues of the O Scale Resource, we'll continue to build some of these and show the results.

Hey for eight bucks give it a try. It's a great leaning experience, and if you totally screw up, well, it's less then a trip to Starbucks!





All the above came from the C.O. Gibson collection. This was an unbelievable collection of fine locomotives most of which were reworked with Sofue, Bultman and PCS gearboxes.

In Chicago, I found my "dream locomotive", a B&M Berkshire. Here, I found the Santa Fe version with PCS gearbox and what I thought was a great price!



Rich Yoder from RY Models was showing his beautiful cars and still taking orders for the Mather Box, Stock, and Refrigerator cars.

Lots of big steam power on many tables.





Everyone's worst fear is a fire. And there was a real "fire sale" going on.

Want to get into the O scale car manufacturing business? Here is your chance!



Beautiful cake for the show. I never got a piece, but I think Amy got two!



Friday opening with many bargains to be had. And, it's not only about buying and selling, but the many friendships we make along the way.



Protocraft was here with their beautiful new Greenville Gondolas and other cars.



Right-O'-Way was here in big numbers. Jay Criswell had a lot of help at his tables.

Left to Right: Bill Yancy, Shawn Branstetter, Ross Dando, Kathy and Jay Criswell.

Gregg Laiben also helped out, but was not available for this picture.

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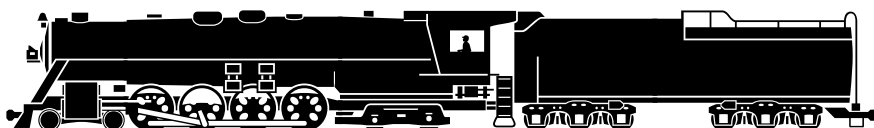
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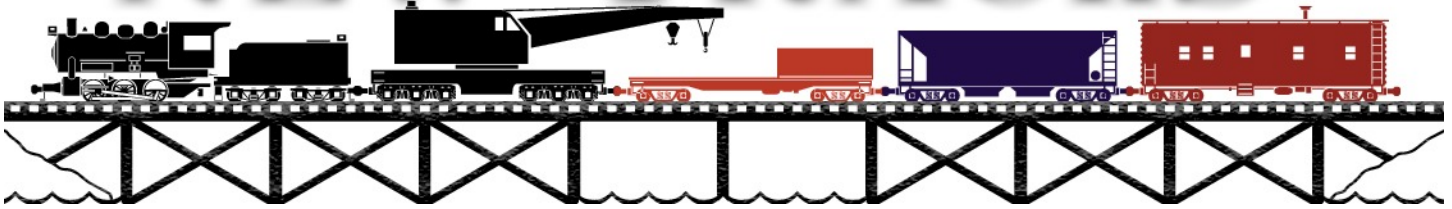
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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Jim Kellow MMR

Model Clubs and Individuals for Mentors

I can not thank you, the modeler, enough for your comments and suggestions for the mentoring series. We got some really helpful constructive comments. I am encouraged that my articles may be making a difference in both modelers getting a mentor, and increasing the number of modelers building models. It makes all the effort worthwhile.

I recently read a local newspaper article titled: "Why do I need a mentor for my business" by Jeff Bauman, a representative for the Local SCORE program. I believe that some of Jeff's comments are just as appropriate for model builders as they are for business entrepreneurs. For example: "...a mentor is someone who has done what you are trying to do and tackle the same problems - probably several times. He or she is willing to translate that experience into advice and guidance simply for the sake of helping another succeed. Mentors also guide newcomers by asking questions on issues that may have been overlooked. Mentors also help them learn from their mistakes. Also if the mentor does not know the answer, chances are he or she knows someone else who does. This is simply for someone who can provide any level of assistance, from answering basic questions to serving as a sounding board for ideas and plans. I prefer to learn from someone else's mistakes so I won't have to make them myself"

I totally agree with Jeff's comments about mentors because they represent the basic reason I am writing these articles. Whether in business or modeling, a mentor can be your best guide to success. Lot's of "New Tracks" to travel, learn valuable lessons and have fun.

Please continue to give me have your comments and suggestions for future articles. Also please let me know if you are looking for a mentor to complete a specific project. With the large readership of this magazine, I believe your mentor is out there and wants to help. So let's find him or her and get the help you need. My email is jimkellow@oscaleresource.com.

Model Railroad Clubs: A source to find a mentor and learn to build a model railroad

I believe Model Railroad clubs offer a great opportunity for modelers to find a mentor and learn the skills and techniques of building models and even a complete model railroad. Let's face it, many of us may not have the space or finances to build a complete model railroad at home. So to benefit from the fun and thrill of successfully building a model for a model railroad, doing so at a local club can be a great option. To find out what clubs have to say I decided to ask some clubs for their attitude toward mentoring in their clubs. I have included three clubs below and will include others, both US and International, in later articles in this series. I hope you enjoy reading about these clubs and their mentoring programs which I believe may also apply to your local club. You have nothing to lose by asking the local club about their mentoring programs to see if they appeal to you. Good luck going down theses "New Tracks".

Webster Massachusetts — Worcester Model Railroaders

As the Club's website says: "We always welcome new members. Experience is not necessary; only enthusiasm, a love of trains, and the willingness to both share your knowledge as well as learn. We are one of



Three members way in the back are the 3 rail guys mulling something over.



Small 4 x 8 layout is our raffle layout.



The members looking under the layout are wiring up a section on the HO layout for DCC

the oldest continuously operating clubs in the nation, and we are looking for people who want to carry on the club's proud tradition. We are located at 14 Railroad Ave., Webster, MA. No matter what your interests are in the model railroading world, you'll have a chance to take part in it. You can pass on your strengths while learning new skills. The projects within the club are varied enough that you can work on the projects pertaining to your interests and the subjects you want to learn. Although we have a plan for the HO layout, nothing on a model railroad is ever set in stone. Your ideas are welcome and your particular skills, desires, and tastes allow you to add your personal mark on the layout — and the membership. Dues are \$30 monthly. Learn and Improve Modeling Skills. Pass along your knowledge. Experience camaraderie with people of similar interests Junior Members are welcome at reduced dues (Junior members must be accompanied by a senior member). We're just getting started on the layouts; there is still so much to be done! The addition of your skills and ideas will continue to make our club and layout something to be proud of! If you have questions, or would like to get more information on the club, contact us."

Our club is located as follows: Worcester Model Railroaders, Inc., 14 Railroad Ave., Webster, MA 01570. Contact will be: Ralph Kimball, ralphkimball@charter.net, 508-868-5189. Our website is: www.wmrr.org.

Ralph said: "We don't have a formal mentoring process rather an informal one that is based on who we have in the club for members that might benefit from one. Rarely do we have a youngster join our club unless he/she is the son or daughter or grandchild of a member. If a child wants to join, we require that the adult supervising joins as well.

A new member who lacks experience, is usually asked to help build a 4 x 8 HO layout that we raffle off each year to raise funds. This gives the new member a chance to participate in all phases of model railroading and gives us a chance to assess his/her interest.

We are finding that we are getting more new members from the group who are approaching retirement. We recently moved our club and are building two new layouts — HO and O — and we have gained 5 new members in that age bracket who have no experience, but have

the interest. Our latest new member is Stan Trzoniec, a member with a large 3 rail layout with plenty of experience. Stan is a prolific author and has written many RR books including books for Kalmbach Publishing. Our informal mentoring system allows inexperienced members to work with experienced members which allows the experienced modeler to continue to enjoy his/her activities while still teaching.

One thing we have found is that each new member has at least one skill that can be used right away as a club member. Skills ranging from marketing, IT, electrical, carpentry, etc. allow the new member to contribute right away and become part of club activities." I then asked Ralph: Do you think mentoring is important to



Sparks are flying as a member cuts conduit for the lighting circuits.

your club's future. Ralph replied: "We do think it is important as new members tell us that is why they joined. Our application asks why they joined and what they hope to accomplish." Next I asked: Where do you see your club being in 5 years? He replied: "We see continued growth, although membership has historically fluctuated around the 40 mark. Growth is important to the club to keep new ideas flowing and to replace members who leave or pass away." Ralph, thank you for the information about your club's mentoring programs. Sounds like model railroading is alive and well in your community and modeling skills are being passed along. Great news. Good luck and thanks again.

If anyone lives close to the Worcester Model Railroaders club, I

recommend you attend some of the club's activities, meet some of the members and see if their programs meet your needs. Make sure to say hello to Ralph and tell him how much I appreciate his help with this article.

Webster Groves, Missouri — Big Bend Model Railroad Club

As its website states: "Founded in March 1938. The club has Parking Lot parking and walk-ins, groups, and kids are welcome. Since its beginning, the club has offered a place where people can share their model-building experience or learn new things about building and operating a model railroad. It also provides a comfortable place for the general public to come and watch. The club has been located in the same place since its beginning in 1938. The club purchased its home in 1994 to save it from demolition. The club accepts donations and grants to help maintain and restore its 1910 former railroad passenger depot, maintain the layout and pay utility bills. The club's income is limited to what it receives in donations and affordable membership. The club operates O-Scale trains on the first Tuesday of the month from 7-8:30 PM with extra run days in December for the holidays."

For more detailed information, see the [club's website](#) at or email the club at secretary@bigbendrclub.org Ken Rimmel, Big Bend Model Railroad Club Secretary, provided the following information about his club and its mentoring program in reply to my email for information. "It is reasonably obvious to say that model railroad



Two members at a table are updating some DCC boards.



clubs and similar-related organizations can be the biggest and best source of finding mentors to help guide, and offer knowledge and skills needed to advance and better enjoy the hobby of model railroading.

While you cannot expect the majority of club members to have a large range of skills or knowledge, if that group is large enough, there may be enough members with individual skills and knowledge, if combined, to represent a large skill and knowledge base. Model railroad clubs are not unique to teaching others this way, other hobbies and interests where those with more experience and specialties have been passing on what they have already learned for longer than what history has recorded.

The Big Bend Railroad Club is the oldest model railroad club in the St. Louis, Missouri area, having been formed early in 1938 by ten Webster Groves High School seniors, along with the support from one adult advisor. This club was started because there were enough people with a common interest, although with various levels of skills and knowledge, to join together and share what they do know and hope to learn even more.

Among the ten, seventeen and eighteen year old students, it was obvious that few of them had enough of the skills or knowledge level to be able to not only assemble model railroad equipment, but to also design and build the framework and track for a model railroad. This is where their adult advisor became a valuable teacher. In our club's first year, we had temporary help from one additional adult, but this lasted for only a few months until more adults joined the club and replaced many of the original young members who left for various reasons.

Throughout our following eighty years, we have had countless numbers of members come and go, and all with varying levels of skills. Some members could be classified as low as pre-beginner level, and one past member was so accomplished at building models, there are still some of his prize-winning models on display in the Smithsonian Institution.

While the Big Bend Railroad Club never had a formal mentoring or training program, some members have held specialized clinics at train shows and conventions on different subjects, and offered private instruction to club members if asked.

Our club encourages questioning from not only the newer members, but also from our older members asking the newer ones what they are interested in doing or learning at the club. For our club, this method seems to work for everyone.

Some will question if clubs should specialize in recruiting young members (those under eighteen years of age) and try to build up a base of members who will eventually have enough years and experience to be the club's future leaders. Others may say they should concentrate on accepting more mature and experienced people, in order to reduce the time it would take for a new member to become fully capable of performing club duties on their own. There are many positive and negative points on this and one answer cannot be given in every situation.

Not knowing what many other clubs do, the Big Bend Railroad Club does not have a set minimum age requirement, other than showing substantial maturity in their actions. For young applicants, the club does have a requirement that any members under the age of eighteen and attending a state-recognized school, must have an adult sponsor who is currently holding a Regular (full featured) class of membership in the club. It is preferred that this sponsor is the child's parent, relative, or legal guardian, or be a club member who is a close friend of the family. This sponsor is expected to be a guide, or mentor, helping and instructing the Student member on club activities, and doing his best to make sure the new member feels accepted and useful. It also provides someone who can bring the member to and from the club since sometimes the days and hours of operating trains and performing work sessions at the club can change.

Late in 2017, the Big Bend Railroad Club recruited three new Student members, all of which are in their early teens. The first one is a thirteen year old attending eighth grade and is extremely bright and a quick



learner. A number of weeks later, another thirteen year old joined and he has mild autism. Before he joined he was quiet, did not associate with others much, and did not stay interested in any one thing. After joining, he opened up, made new friends, and his attention is now noticeably longer in duration. Luckily, these new members fit into the club as if they have been around for a long time and are a welcome addition. Many clubs like us are not positioned to accept or work with people with special needs or concerns, but like anything else, sometimes you do not have to do anything special to have members like these be a welcome addition.

Reading some articles in recent years and comparing what I have learned and seen in our area, there is a difference of opinion as to if there are more or fewer model railroad clubs today; this being compared to twenty, thirty, or even as little as ten years ago. From my

longtime membership in the Gateway Division/NMRA, I see an increase in listings of more home layouts over the years, a small decrease in the number of model railroad clubs, and a fairly flat membership change in the clubs still around. I remember when I was first getting big into model railroading in the late 1960's and into the late 1970's, joining a club to have the chance to run your equipment was a big thing. Today it looks like building your own layout is the more preferred way since you do not have the restriction of waiting for the right day of the month, or your turn for running your own equipment, or making sure your equipment meets special specifications before it can even be placed on the club layout. You do have to admit that inside your house, there is no one other than you who can tell you what you can or cannot do.

With fewer clubs and fewer members joining clubs, there is a reduced chance for new people in the hobby to be mentored by someone with more skills. What I have also noticed is an increase of participants in NMRA regional and divisional meetings, especially when they are presenting clinics, and the same increase at train shows and conventions for their clinics. While this helps to share skills and knowledge, it is on an occasional schedule and not as readily available as found in a club.

Bottom line, mentoring is something that we need, and clubs and similar organizations should work on ways to increase its availability and focus on what the new hobbyist is looking for. One way is for clubs to query their membership and find out what skills and knowledge they have and see if they would like to hold sessions where they can do some sort of presentation or a Q-and-A for members and possibly interested visitors. They

could also write down some of their knowledge for others to read at a later time, and the club could maintain a library of books on various subjects for others to reference.

Mentoring, whether one-on-one or through clinics, is here to stay. It is easier and many times more intimate than attending an instructor-led class. We think it also reinforces friendship and encourages others to stay in the hobby and learn even more.

As a post script to what I have previously said, I need to add one more item. Throughout our history, many words change their definitions in various degrees; some so subtle you barely notice, and some so drastic, the original definition can no longer be used. Mentor is one word that has acquired some minor changes in its meaning, but basically still means the same. Many people I know think it means teacher and guide and that is very close. By recorded definition, it means educator, counselor, guide, tutor, and coach. A mentor however, is not always someone who instructs, guides, or teaches. **Many times a mentor is just someone who is a close and reliable friend; someone there who can listen just as much as say something."**

Ken, thanks so much for your comments and ideas. I believe that one of, if not the greatest gifts my mentor gave me, is the confidence in my abilities and skills to build a model. As I look back, I believe my mentor did listen as much as he talked. That is why I highlighted your last comment. I certainly made enough mistakes to talk about and then get his counsel on correcting. But he also listened to my concerns, and helped me develop my confidence to understand that at some point I had build the model I had started out to build and it was time to stop trying to improve it and just enjoy my effort. In his words, my model was "good enough". Thanks to my mentor, I can now start a model building project and believe that I may make mistakes along the way, but in the end I will complete the model and it will be a model I am proud to say "I Built That". Good luck to your club in the future and thanks again for your help and insights. Anyone who lives in the area should definitely visit this club. Tell Ken thanks for his help.

Northumberland, United Kingdom — Blyth & Tyne Model Railway Society

As the [website](#) says: "Blyth & Tyne Model Railway Society is the oldest and largest model railway club in Northumberland. We changed our name in 2010 from the Blyth & District Model Railway Society. This is to reflect the growing number of members from the Tyneside area, and also Blyth & Tyne was the name of a pre-grouping railway in the area.

The club has members ranging in ages from the youngest aged 14 and the oldest aged 85. The club caters for all model railway enthusiasts in all gauges.

We currently have layouts in 2mm, N, 3mm, HO, EM, OO, O, G1 and G Scale gauges and would welcome any new member who models in these gauges or any other gauge and who wishes to improve their modelling skills or have any skills they could pass on. We currently meet every Wednesday morning from 10:00am until 12:00pm, and evening 7:00pm until 10:00pm. Then every Thursday evening from 7:00pm until 10:00pm in our new club house in the 'First Floor Offices, 40 Saville Street, North Shields, Tyne & Wear NE30 1NT."

For further information please go the [club's website](#) or contact Hon. Secretary Chris Stafford at secretary@btmrs.co.uk

Lee Davies, a club member, provided the following information about himself and his club. "I was interested in model railways from a young age. I started by pushing my older brothers, Tri-ang Brush type 2 or class 31 as they became, around the carpet. That didn't really help! My dad bought us a 2nd hand layout which we didn't have enough space for in the house. It was left outside under a car port. Again that didn't work and the old Tri-ang steel rails rusted.

I got permission to have a smaller layout in my bedroom after my older brother moved out. After a few years, I decided to use the original board and build my own layout. With Hornby steel rail mixed with nickel silver track, it was a large oval with a double track tunnel made from Chicken wire and Modroc plaster of Paris

bandage. It lasted me until I lost interest in model railways from around age 14-15. It lived in the front sitting room behind some large bookcases until my nephews wanted some more track for their own layout. It was then scrapped with the boards being chopped up for fire wood.

I started work on the Real Railway at age 16. I still had an interest in modelling, but no money. With a move of location for my job came the chance to buy somewhere of my own.



As I got settled, I brought my old models from my parent's house and put them into my own first flat. A two bedroom flat wasn't going to allow me much space. I started reading the occasional modelling magazine again especially, Rail Modelling section.

With the kids growing up quickly, I took out a bit more on the mortgage and had our loft converted into a bedroom for the eldest. However, he never spent a night in it as I commandeered it for my ever expanding models.



Around this time, Diesel and Electric Modelers United (DEMU) had started to attract more local members and with the help of the then secretary, David A, I organized a get together. In 2003, we had our inaugural meeting just up from the freight yard where I had worked near Gateshead Tyne & Wear. The DEMU website is <http://DEMU.org.uk> for more information.

The meeting went well, and we took it from there meeting at different people's houses every month or so. A small layout competition was advertised for the 2005 DEMU showcase, an exhibition they run every year at Burton on Trent in the Midlands. I am not sure who suggested that we as a local group should now be known as, (DEMU North East Area Group), and should enter the competition which we did.

We had 750sq inches to build a layout in 4mm scale with 2 working



More of Roundtrees BRM Magazine



Roundtrees Sidings BRM Magazine



Haventacloo By Ian & Chris Carty and Jem Soady

points (turnouts or switches) and either overhead or 3rd rail Electric. We already had a Tyne and Wear Metro built up in 00 Gauge from Trevor's Whitley Bay Quayside layout he had at home.

But we wanted a challenge and as I had been messing around with Eighteen Millimeter, (EM gauge), I suggested that we give it a go as it would look better than 00 Gauge track. EM Gauge was the original finescale for 4mm modelers adopted in the mid 1950s. So with no previous experience of making track, especially turnouts I made a start.

It is not something that is difficult if you read up on how to file the rails to make the vee. Even so, I did make a few truly useless ones. But as they say practice, practice and practice, and in the end we had two turnouts in EM gauge made from code 82 Flat Bottom rail. Peco supplied the details with their individually items. Over scale for 4mm, but better than nothing. I still attend the local North East and Scottish Borders Eighteen Millimeters Gauge Society (EMGS) meetings when I can, I have given a talk on Signalling and why signals are placed where they are in real life.

So with a core group of 6, Myself, Alan, Trevor, David A, Dave T, Dave F and Kevin and others getting involved as and when we constructed Roundtrees sidings version 1. It made its debut at DEMU showcase 2005. It was well received and booking for more exhibitions followed. However, our limitations in woodwork skills, along with rushing to build it soon became apparent. When we lost all power due to a short on the second day of the EMGS exhibition in



Trevor's US exhibition layout



*Club layout 52nd Avenue at Wallsend Tyne & Wear
Police Station Open Day.*

Bletchley near Milton Keynes and had to run single line working all afternoon. It became apparent that the layout would not be able to be repaired. So we scrapped it.

2006 was when we started Roundtrees sidings version 2. This time, no restrictions on size so we made it 24 foot scenic. Using the same stock, we split up the jobs of woodwork, electricals, scenics, track building, etc to the best person to do each. Trackwork was done by 3 of us so giving others the chance to learn new skills. Trevor recorded all the progress on our blog. <https://roundtreessidings.wordpress.com/>

However, it soon became apparent that you cannot build a 24 foot layout between different people's houses. So a search for a home for the layout took place. Visiting the local clubs in and around Newcastle upon Tyne, we finally got on offer of a home at Blyth and Tyne Model Railway Society's clubroom. We already had a member of our DEMU group who was also a member of the club. So a couple more of us joined the club. It allowed us to keep the layout erected in the same location whilst we worked on it. Other DEMU NE members came from time to time to help with tasks.

We first exhibited it at RailEXNE 2011 the Blyth and Tyne clubs exhibition. It wasn't finished with no overhead catenary. But it gave visitors to the exhibition an insight into how we were building the layout. It got DEMU NE a new member with Simon, a Student studying at Newcastle University for a Masters degree in Engineering, joining us and now being part of the furniture, even though he has moved away!

2013 was its first Exhibition with a fellow DEMU member who organized Cleethorpes model Railway exhibition inviting us there. This was followed by a return to DEMU showcase.

We use Facebook <https://www.facebook.com/groups/roundtreessidings/> to let people know when we are attending an Exhibition and actively ask them to approach us and say hello.

With the layout now a regular at Blyth and Tyne's club room, it got a lot of attention. We had been asked by Railway Modeller magazine for the layout to feature in the magazine. Version 1 had been in Rail Express



Lee Davies on his day job. Train is 1E64 17:45 Reading to Newcastle on Good Friday 30th March 2018 at 21:45 Platform 5 York station.

Photo by legomanbiffo

magazine modelling section. So a visit to the club was made by the editor of Railway Modeller to photograph it. This culminating in the layout featuring in 3 successive issues of the magazine. All this was positive publicity for the layout, club and DEMU. This was followed by more invites to take the layout to more Exhibitions around the country and more Magazines wanting it in.

As the club had moved to a new venue it gave them the opportunity to have open weekends just before Christmas. With the public coming in to see what was going on. Roundtrees is especially popular with it being a local theme to North East England. This helped to attract new members to the club especially younger ones. We as the builders of Roundtrees have always given kids

who attend open days or exhibitions the chance to drive the trains on the layout under supervision. Being DCC, it is something that they take to quickly.



Left to right: Simon, Lee (me) Trevor, David A and Alan. Roundtrees sidings won Best layout at Newcastle Upon Tyne Clubs Exhibition in November 2017. Photo By Iain Davies

In the school Summer holidays when I have had time, I have run Scenery making workshops for the younger members. Using the method adopted on Roundtrees of using wire with rubberized Horse Hair, however kid's attention spans aren't up to doing more than around an hour at any time.

The club has an open policy on membership, with a committee approving the requests to join, however retaining members can be difficult as we tend to find that new members aren't always willing to ask questions.



Two views of Trevor's now scrapped Whitley Bay Quayside with Metro Train that gave us the Inspiration to build Roundtrees Ver 1.

We have looked into having a single point of contact for new members, but that isn't always practical as the club is open on different days and at different times. A new venture for the club was the Skills day in April 2018. The club was open from 10-16:00 for people to drop in and ask questions with demonstrators showing you how to do various tasks. With no admission charge to attract visitors.

With a membership of around 80 members, the club has a diverse range of skills and ages. We have a few female members, but mostly male over the age of 50 as is the nature of the hobby. We have had the local Cub Scout group attend recently on one of our regular nights. We have specialist groups who hold their meetings within our clubrooms.

Trevor has written articles for various magazines about how we did things on Roundtrees and on his own US outline layout at his home. These articles are generally of a more specialist nature like DCC wiring. With 2018 being the club's 50th Anniversary, I as Exhibition Manager have invited a lot of North East England themed layouts for the annual Exhibition in July <http://www.railexne.com/>.

I hope the above gives you some information about my modeling and the club's activities. If you want to contact me with questions please use my email I will help if I can." lee.davies@oscaleresource.com

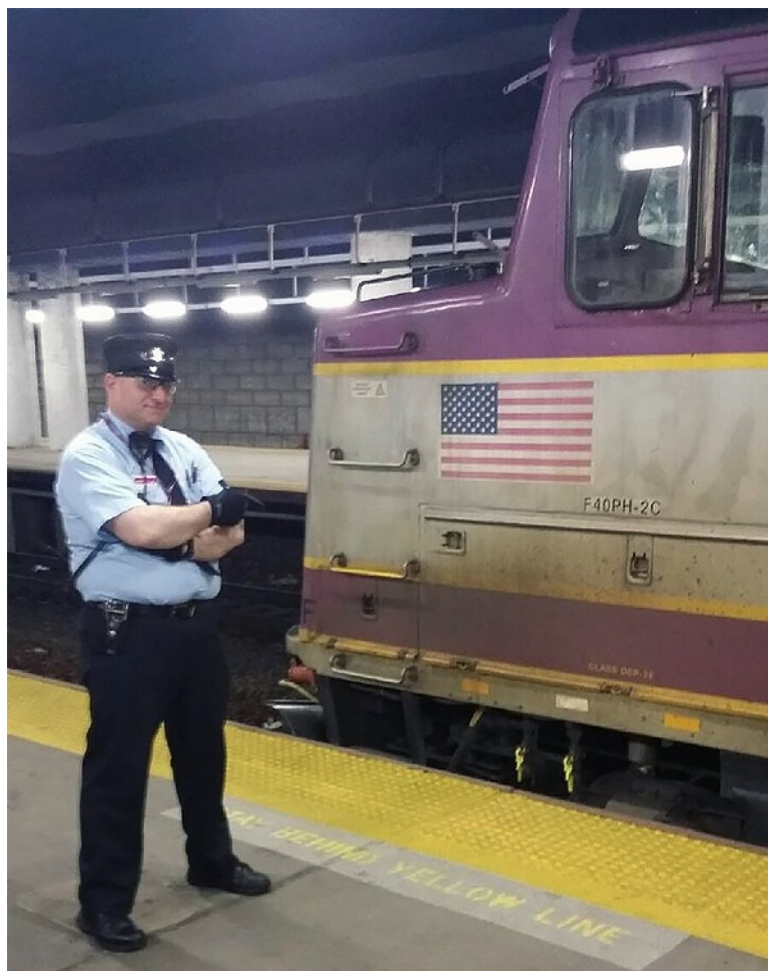
Thanks so much Lee for your insights and information about you and your club's modeling efforts. No question this is one active club that all of us could benefit by being a member. Stop by if you are in the area and say hello to Lee for me.

One of the club activities Lee is responsible for is the "Skills Day". It is open to any modeler who wants to attend. I believe this is a great idea for a club to do.

I hope your local club can help you find your mentor. Let me have your thoughts about what you just read about these clubs. Also, if you belong to a club and would like to have it included in one of my articles, let me know. My email is jimkellow@oscaleresource.com

I look forward to hearing from you. Above all have fun going down "New Tracks". Don't forget to friend the "New Tracks" Facebook page.

Individuals



Now I want to introduce you to some really special modelers who I believe could help all of our modeling. I appreciate their wanting to be a part of our discussion, and know you will enjoy hearing about their modeling.

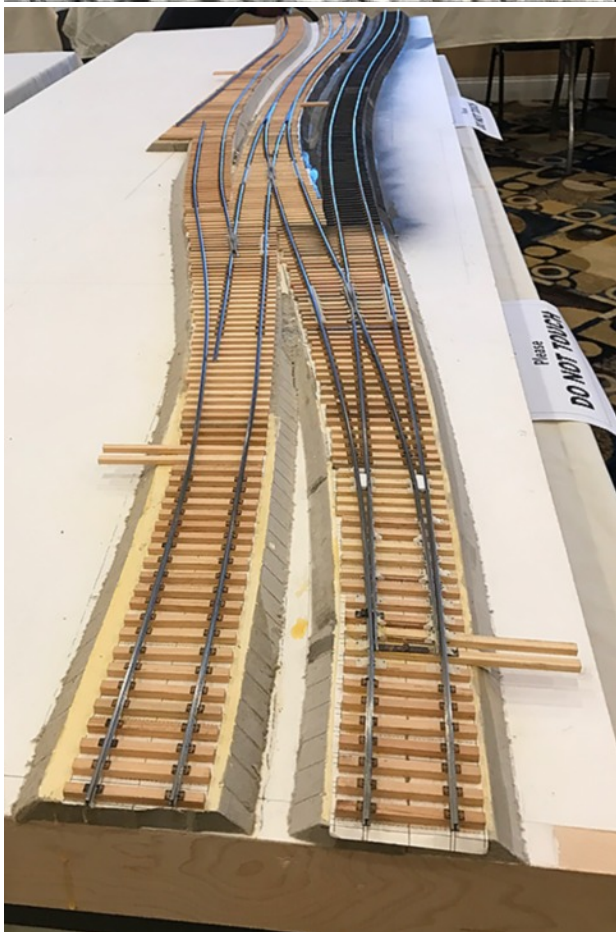
Jim Lincoln

Also known as, "The Traveling Turnout Priest," so called because I go to other people's model railroads, see turnout issues and offer to fix it for them, right there, if they have the tools. Bad track work irritates me THAT much. My day job consists of working as a commuter rail conductor for the Boston Commuter Rail system.

My introduction to model trains came when I was 6 years old or so, with my brother's Lionel train set. Two years later I got the Tyco "Royal Blue" train Set and that was followed by the "Chattanooga Choo Choo" set a year later. These got set up on the dining room table for a couple of years and then migrated to a 4 x 8 sheet of Luna plywood in the living room. I started my first true model railroad based on a 4 x 10 plan from Model Railroader magazine. I migrated to using flex track on this layout, but had not started hand laying any track. This came with my next layout. I read an article on how to hand lay turnouts in place in MR

and gave it a go. The crossovers worked, but it probably wasn't very pretty. So, I have been hand laying track ever since my teens.

I have always been a bit of a lone wolf modeler and have learned by reading articles and doing, over and over. If I had to point a finger at anyone as a mentor, it would probably have to be Scott Mason and his video series. While none of his DVDs are on track laying (except for the one I did for him), his videos helped me see how easy craftsman type modeling actually is and helped ease my fear at starting.



Since I have never gotten a layout to completion, the opportunity to work on track has been ever present. The real turning point to my track laying abilities was when I got my first set of Fast Tracks fixtures and tools. The confidence that high quality tools can bring cannot be overstated. With the confidence gained from using those tools, I have been able to build just about any piece of track work, anywhere. I have laid HO scale track with individual tie plates (now that is madness), but never made the wholesale change to Proto87 standards. The real change in my track laying efforts came when I started my career as a professional railroader when I started as a conductor with CSX. Since I was now much more “up close and personal” with the equipment and could easily get detailed photos, I started having a desire to take my modeling up a notch, and after listening to a podcast featuring Trevor Marshall talking about Proto48, it seemed like that would help me tick the other boxes in regards to building highly detailed track. This journey has moved me to take up 3D modeling as well, since many parts I wanted weren’t available and needed to be created to a higher level of detail. Since that change, I have built layout sections and dioramas to continue to work on my modeling techniques. One great resource that I have in my library is Gene Demeling’s book on track laying as well.

If anyone needs help or has questions I am happy to assist! I am fairly active on Facebook (look for James Lincoln in Wrentham, MA) or you can email me at Lincoln.james@rocketmail.com. I will generally want to talk on the phone (be warned, once you get me started, I can talk for awhile and I go off on tangents :-)) After exchanging pleasantries in either Facebook Messenger or through email, I'll be happy to be a mentor if one wants to up their track laying game, or just get some pointers in general! I also have a blog that I am horribly remiss at updating at lincolnp48engineering.com."

Scott Ask

I first talked to Scott in mid December 2017. Scott told me he was interested in passing on his knowledge and ideas and supports what we are doing with the mentoring program.

Meet Scott: "I am 55 years old and live in Eastern Montana. I have been a model railroader and been kit building and scratch building models for over 35 years."

"I have modeled in several scales including HO, O scale 2 rail and currently On30. This is the scale I believe I will stay in as it fits my space and allows me to build models."

"I am interested in being a mentor in freelance model building, or in planning and the techniques to make model building easier. I will mentor by phone at 406-852-3572 or email at scottsafx@yahoo.com. I am on Facebook at Scott Ask. I look forward to hearing from you."



Scott Ask, photo by Jenny Ask

Below: Some of Scott's work.

Scott's tips for builders; "scale drawings work well as a building jig, with the help of masking tape to hold pieces in place as you assemble your model.

For Beginners: start with a small and simple project that lends itself to few details"

Great advice Scott.





Wilbur Snyder

Hi, my name is Wilbur Snyder. I am 63 years old and a retired CSX locomotive engineer. In my 38 years on the railroad, I was an engineer and road foreman of engines at New Castle, PA and trainmaster at Hagerstown MD. I started my railroad career on the Western Maryland Railway at Hagerstown, MD which was also where I retired.

I have been involved in model railroading since I was a young teen. As a child, I couldn't wait for dad to set up the Lionels at Christmas time. At about age 13, I started building my own layout in HO. I continued in HO till about age 40, which at that point I took a break from model railroading because with my job in management, it was just too much railroading around the clock. I still loved building in miniature so I started building dioramas of World War II, mostly aircraft models for competition.

During that time, I got involved in living history of WWII and started to slack off of the model building. At about age 60, the bug hit me again to model railroad and I thought what a good idea it would be to build a layout with my grandson. Well it didn't take long for him to lose interest as it wasn't video. Once I started, I knew I was back at it and I always have loved doing scenery work. In my HO years in my thirties I had a mentor, Mr Warren

Hart, who taught me an awful lot on rock carving and making trees. That was when I found my niche in the model building world. One of the things he taught me was never to be afraid to try anything in scenery. What was the worst that would happen, tear it down and start over?





I think the biggest thing I learned from Warren was to observe, observe, observe! His thing to me was pay attention to detail. When I started this layout, I went to O gauge 3 rail as my eyesight just wasn't what I needed for HO. Besides all my military modeling was in 1/48 scale so it was a natural. I wanted to model something that I had never done before so I chose to model the Pennsy in the late 40's and 50's in the

area of western Pennsylvania. Before in HO all I modeled was WM and B&O which was what I was familiar with. Since getting back in the hobby and having the time being retired, I now help a friend once a week on his huge O scale 2 rail layout, along with belonging to many O gauge facebook groups which I try to contribute to several times a week. I also love mentoring others on scenery building and have asked on these sites in a private message, their phone numbers so we can chat one on one. I have met a lot of new friends this way. I invite everyone to check my [homepage out on facebook](#) to see my layout and some of the work I do for others. I recently scratch built in O scale an Amish buggy to add to my layout and it was such a big hit that I had to go back by request and do an article on step by step building of the buggy.

I feel that if this hobby is to continue we need folks that are willing to help others that are just beginning in each phase of the hobby. I still need help myself from time to time, and thanks to new good friends, I was able to overcome some problems I had after installing DCS recently on my layout. I will soon be taking a wall out of

my basement and my layout Mill Creek Subdivision will double in size. Follow me on [facebook](#) to see the latest. I can be reached at Wilber.Snyder@oscaleresource.com

Thanks Wilber. I have included a photo of the Wilber's Amish wagon as I am really impressed with it and have one under construction for my layout.

Well that's it for this issue. All of these clubs and people will appreciate your comments or questions directly to them. Also, any questions you may have about model railroading may also be able to be answered at the "[New Tracks](#)" [facebook page](#). Please let me have your comments about this article and suggestions for future articles at jimkellow@oscaleresource.com Now it is time for me to go back to my work bench.

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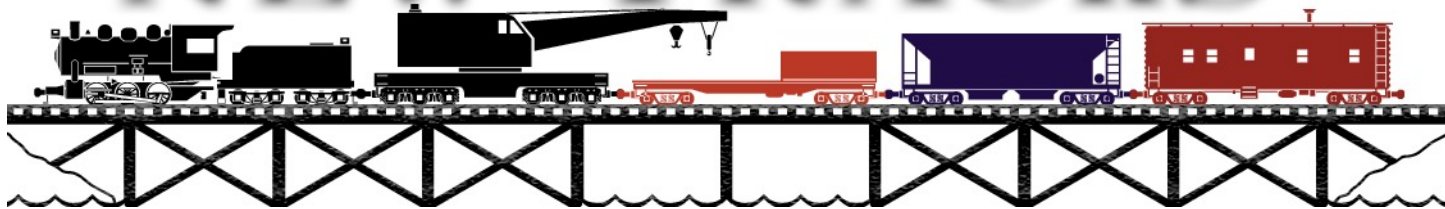
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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Jim Kellow MMR

You asked Clever Models Delivered A True Judged Contest

A comment I received on one of my previous “New Tracks” mentoring articles about having a manufacturer’s contest, was that the way the contests were structured, they allowed only one person to get the benefit of the mentor to help and advice on building the manufacturer’s kit, and there was no model contest judging involved.

I personally believe the approach I took is a way for manufacturers and suppliers to show modelers their interest in helping them become better model builders at a relatively small cost, and shows modelers the value of having a mentor to work with. In my articles, I also spotlighted other individuals that were available to work with modelers as mentors. Therefore making mentors available to any modeler who needed their help. My goals in writing these articles is simple. Mentors helping modelers who want help to improve their building skills and boost their confidence, and more building by more modelers. I plan to continue these articles as well as looking for better ways to link mentors with modelers. Just let me have your suggestions and I will try to respond. My email is: JimKellow@sscaleresource.com

However, one modeler wrote me and wanted a contest that any modeler could enter and where there would be a winner selected from all the modelers who build the kit. Therefore a lot of you could go down “New Tracks” together. The model judged to win the contest, as well as 2nd and 3rd place entries, would receive a prize from the manufacturer.



Dave Miecznikowski

I understood what the modeler was saying so I started looking for a manufacturer I believed might be open to this type of contest. When I talked to Dave Miecznikowski who owns [Clever Models](#), I knew I had found the perfect manufacturing partner to offer this special contest. In fact, I did not know until I talked to Dave, that he had sponsored this kind of contest before.

I hope this contest answers the request of the modeler who wrote me. After all these “New Track” articles are meant to help you find a mentor and build more and better models. I have asked for your comments and I am trying to be as responsive as possible. This is a true judged contest for everyone who wants to enter. The winner will be the modeler who builds the best model of the Clever Models Contest Kit as judged by the Clever team. I am honored to have Clever Models respond to the request of the modeler.

I also hope this contest will get many of you to build the Clever kit and submit it for judging. Detailed information on the contest is presented below. Based on my personal experience I know you will gain a lot from having your model judged, in addition to the knowledge, skill, and confidence

in your building ability, you will gain from working with a mentor, and actually building the Clever model. Knowing Dave, I guarantee the judging will be done fairly. Photos and comments from the winners will be published in a future “**New Tracks**” article.

If you are already a model builder or just want to learn to be a model builder, this contest is for you. Dave and I truly believe this contest will provide everyone a building experience that will give you the skills and confidence that will have you building beautiful models you are proud to say you built. Dave also believes that this kit will allow you to be creative in how you complete and detail the finished model. Dave and I are looking forward to seeing your modeling. In addition, this contest will hopefully encourage you to continue building models.

Thanks Dave for going beyond what I originally asked and offering all modelers this judged contest opportunity. Please show Dave your appreciation by entering his contest. I wish the best of luck to everyone, and I look forward to seeing the winning model and hearing from the modeler what he learned from this experience. The model and the modelers comments will appear in a future “**New Tracks**” article in this magazine and also on the “**New Tracks**” Facebook page.

If you like this contest or have other suggestions or comments for my mentoring articles, please let me know at jimkellow@oscaleresource.com. As I am doing with this contest, I will try to meet your needs and suggestions.

Clever Models

Dave told me that since 2004, Clever Models has established a reputation for creating quality model kits that has changed people’s ideas about modeling in card stock. Our collections of kits and textures are immediately downloadable files and are the best value you will find anywhere. (also on DVD) Take a quick look at our best selling “Brick and Mortar” disk on our website, www.clevermodels.net. Once you get on the site look on the left, and click the Orange GET DVD’s button. When you get to that page click the orange BRICK INDUSTRIAL BUILDINGS button. There are ten (10) complete structure kits and twenty-four (24) high resolution textures. An entire industrial district for less than a few dollars each. All of our products offer the same high standard of quality and value. Brick buildings, steel buildings, wooden structures and entire neighborhoods, all for less than you might expect to pay for one “box of sticks” model kit. Our models always look great, satisfy craftsman modelers, are fun & easy to build and a great value.

We’re sure you will enjoy working with our models and textures as much as we have enjoyed creating them. All of the textures and structures, in our collection, are either immediate downloads or files on DVD. Printed kits are still available by special order. See the GET MODELS page on our [website](http://www.clevermodels.net) for more information. Be sure to visit our MODEL GALLERY & BLOG pages. They are full of great pictures & ideas. Really want to build something RIGHT NOW, but can’t get to the hobby shop? Just click something from our FREEBIES page or download one of our many inexpensive kits. Come & share your ideas, photos and thoughts on our DISCUSSION page. Thanks for visiting. Dave Miecznikowsk

Dave is an experienced electrical engineer and machinist. He has a long involvement in the hobby of model railroading and has written and published several articles on the subject. Best of all, he is a nice guy and truly understands modelers needs and does everything he can to meet their needs.

Clever Contest

Dave believes the Clever Kit to use in this contest is the [The Coal Dealer](#). More information about this kit can be found on the [Clever Models website](#).

A small coal operation like this could be found in every town, in every corner of the country. Everyone needed to buy coal to keep their homes and places of business warm in winter. With different signage, this

building can be re-purposed into many other types of business. Comes with Coal Bins, a Truck Scale, a Coal Loader and interior details.

Dave believes this kit will give a great building experience for all modeler who enters this

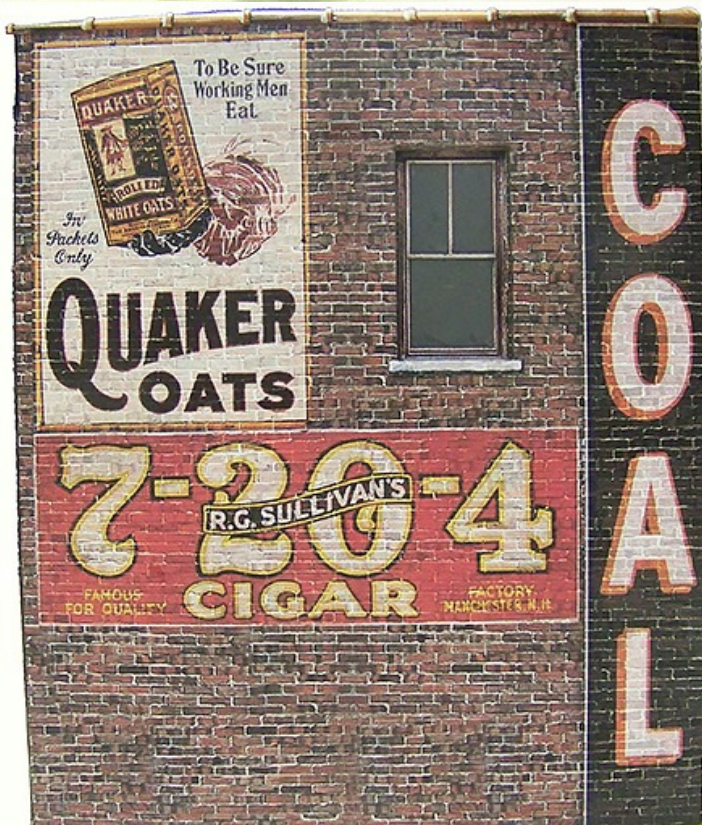
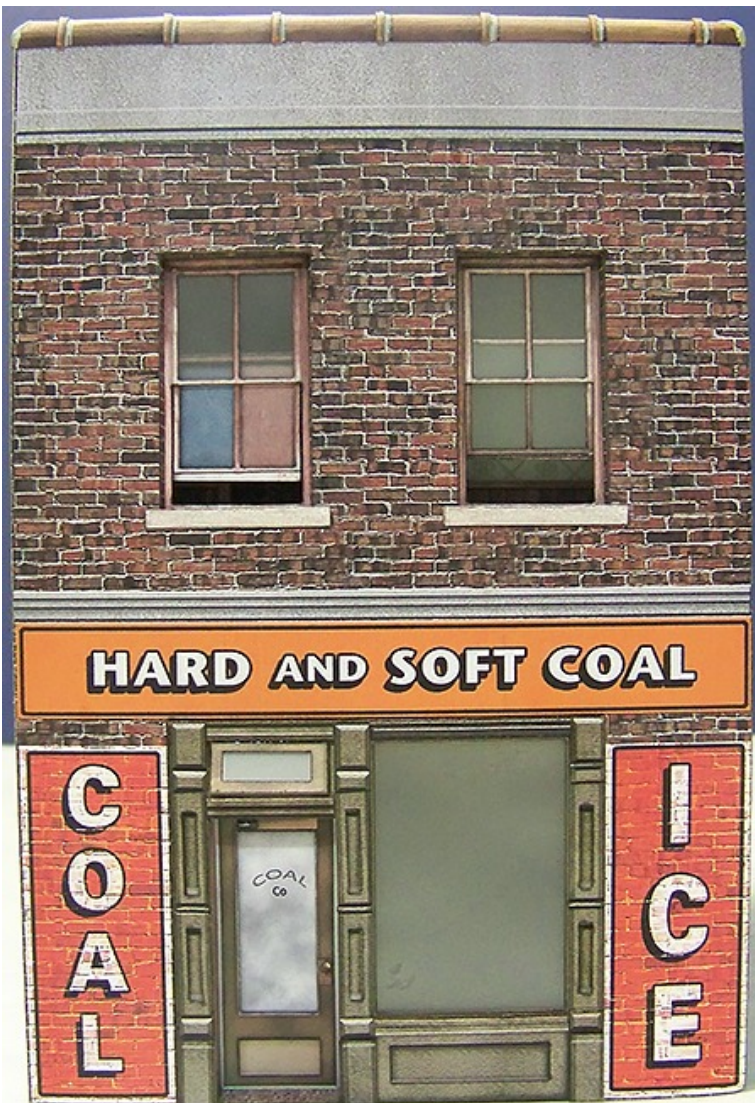
**ENTER THE CLEVER
MODELS CONTEST
HERE**

contest regardless of their previous building experience. One of the great mentoring benefits is that the Clever website has a great tutorial on building and detailing their kits. Dave is looking forward to seeing the creative detailing included in a modelers entry. In addition, Dave or his staff will provide mentoring help to modelers who need additional help.

The winner of the judged contest wins \$50.00 in free kit or texture downloads. (no DVD's) 2nd. Prize is \$30.00 and 3rd prize is \$10.00.

You can email him direct for any help or questions during your building of this kit at mizel@sbcglobal.net.

Within 5 days of receiving your entry, we will forward your Email on to Dave at Clever Models. He will send you a download link for the Coal Dealer kit.



When you finish the model, please send us a few pictures of the front, sides and top on your completed model.

Pictures must be color with no extra editing other than for size. Please keep the file size under 2Mb.

Email the pictures along with your name and address to clever_contest@modelrailroadresource.com

We must have these by December 14th, 2018. That will give you plenty of time, even after the long hot summer, to complete this kit. You will receive an Email confirmation from clever@modelrailroadresource.com upon your submission. Please allow Email from modelrailroadresource.com

You may Email Dave direct (mizel@sbcglobal.net) with any questions coinciding issues you may have during construction. The models will be judged by Clever Models. Clever Models will notify the winners and arrange for the prizes to be awarded. A photo of the first place modeler, along with the winning model will be published in a future “**New Tracks**” article in this magazine and on the The “**New Tracks**” Facebook page. Photos of the 2nd and 3rd place models and their builders will also be published.

Again, best of luck to everyone. I hope you enjoy going down these “**New Tracks**”. Lastly, and most importantly, thank you Dave so much for your interest in mentoring and model building. You are certainly demonstrating your love for the model railroad hobby and willingness to help modelers improve their building skills and gain confidence in their model building ability.

Well, that’s it for now. Have fun with this contest. Remember the best way to say thanks to Dave and Clever Models for offering this contest is to enter the contest. If any of you out there are not currently building models, please consider entering this contest. If you are builders, I know you will want to show us your modeling skills and maybe be a spotlighted mentor in one of my future “**New Tracks**” articles. Lastly don’t forget to friend the “**New Tracks**” [Facebook page](#). Off to the work bench.

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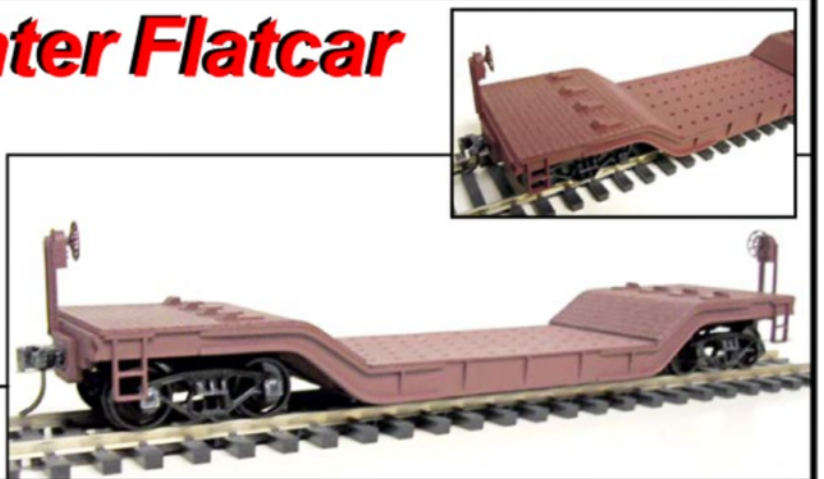
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PLANNING AND BUILDING A FREIGHT CAR FLEET FOR JOHN ARMSTRONG'S CANANDAIGUA SOUTHERN

David Vaughn

NKP48@AOL.com

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John Armstrong is the father of modern layout design. He was the author of some 30 books and articles. See, for example, his track planning books on *Track Planning for Realistic Operation* and *Creative Layout Design* (Kalmbach). He was also an Associate Editor for the prototype publication *Railway Age* and wrote a classic description of prototype railroading, *The Railroad: What it is, and What it Does* (Simmons-Boardman). He also built and operated a two-rail O scale layout in his Silver Spring, Maryland home based on a fictional railroad - the Canandaigua Southern - which he started while still a teenager. In his imagination, CSRR ran from Buffalo down to Pittsburgh Junction. His layout was the subject of two major series of articles in *Model Railroader*, one in 1978 and one in 1996. They are available on MR's CD of past issues.

John was a great thinker about layout design; and many of the concepts we take for granted today were developed only because John invented them, implemented them and wrote about them. Among John's innovations were treating his layout as an actual railroad, with traffic and equipment reflecting the operation. He designed his track plan operations and equipment to further than impression.

John was an engineer, and his development and execution of ideas was methodical. But once John had proven a concept to himself - and documented it for his readers - he frequently lost interest, sometimes before the actual project was even completed. He refused to refer to such developed, but uncompleted concepts, as "unfinished" because, as he pointed out, the term assumes that at some later point it would be finished - which he no longer intended.

I acquired major parts of John's layout following his death in 2004 for the purpose of restoring and exhibiting this important piece of model railroad history. I also obtained a number of his steam engines, his passenger car fleet and a few original CSRR freight cars. Integrating the pieces of John's layout into a larger layout - which also includes elements of two other historic layouts, as well as new construction - has been a labor of love, and has produced a most satisfying result. The layout was featured in *Great Model Railroads 2016* (Kalmbach).

While the overall rolling stock on the Canandaigua Southern was balanced and plausible, and while John was capable of freight car designs either credible (e.g., his self-designed three-trucked, articulated "Cementipede") [Photo 1] or whimsical (his icicle removal car to prevent damage to automobile loads) [Photo 2], he did little to develop and construct CSRR's "home road" freight car fleet.

When I set about to restore and integrate the pieces of CSRR into a coherent, operating layout, the lack of credible home road cars, let alone a system for selecting, numbering and building the cars, became apparent. John must have thought about what his freight car fleet would be like, but he never seriously pursued the issue and left no notes or other clues as to what he intended.

That is so, notwithstanding the general principle that approximately half of the rolling stock on any given railroad will be home road. John's layout had far less than that percentage of CSRR cars. On John's layout, there were, to be sure, a fleet of ore cars [Photo 3], a string of hoppers [Photo 4], a wood chip hopper, a gray refrigerator car, and perhaps others. But nothing approaching what would be a balanced home road freight car fleet. For example, I do not recall a single CSRR box car.



Photo 1: CSRR 4315 is the famous cementipede, an articulated, four-trucked covered hopper with a 200 Ton capacity which John Armstrong designed and then built. The model was kit bashed and scratch-built from wood kits from Lykens Valley. The CSRR as John ran his layout was somewhat flexible in the year modeled. Think of it as a 1980s railroad still operating with steam. He operated both steam era and later rolling stock, mixed. It was, after all, his railroad.



Photo 2: John Armstrong built an icicle car, based on a Southern Railway prototype which mounted a bar at maximum clearance height to knock off icicles in tunnels to prevent damage to automobiles being transported in open auto racks. John kitbashed his model from an Atlas caboose and miscellaneous parts. The bar could be raised and lowered.



Photo 3 above: CSRR 9154 is an ore car, a stock early 1970s Atlas model with custom decals applied. For reasons unexplained, the herald is yellow and green. The capacity-related stenciling has been painted over, with changes indicated. Such changes can come about when a car is repaired, when trucks or other components are replaced or when journal bearing size is increased or the allowable loading for existing bearings.

Photo 4 below: CSRR 6239, a 50 Ton rib side hopper, is an original model from the Armstrong layout. It was lettered with the new lettering font. The model is a plastic model from Weaver with roller bearing trucks. There is a numbering conflict between this car and the panel side hoppers pictured elsewhere in the article which has not yet been worked out.



So how was I to create a CSRR freight car fleet where, essentially, none existed? In steps. Here is what I did.

First Step: I considered the size, location, customers, traffic patterns and budget of the Railroad. The CSRR was an eastern road. Its motive power and other characteristics smack of eastern road practice, particularly PRR, with shades of Erie and a bit of B&O. So to find likely types of cars CSRR would have used, I looked to the geographic region in which it ran and the commodities it would have hauled. I had to imagine

myself in the situation the railroad would have faced. In the mid-1950s, the region with Buffalo and Pittsburgh at the ends and small and medium towns between would have had lots of steel and industrial production. So, CSRR would have had lots of boxcars for manufactured products and gondolas for mill goods (steel sheet, shapes and products). Some flats for large loads. Not too much on line coal, so not too many hoppers. Iron ore would have found its way to mills on ore cars. And, in a small bow in the direction of progress and with due regard for friendly connections on each end (DL&W, WM, NKP), a modest piggyback service, with trailers and converted flats.



Photo 7A above: CSRR 1206 is a class V-1 2-10-4, one of 12 built for the railroad in 1944, using a variation of the PRR Class J design. CSRR made extensive use of belpaire fireboxes, a standard Pennsy feature, even though it had not been used on the Pennsy Js. The engine was customized by John Armstrong from a USH Pennsy J. It features the belpaire firebox the PRR would have liked but was not able to have. The tender is a stretched Lobaugh.

Photo 7B below: CSRR 59 is an 0-8-0 kitbashed by John from USH PRR C-1. It has a different tender, with a booster engine for extra starting power. From a comparison of CSRR 59 and 1206, the family resemblance between CSRR engines can be detected.



Where would the chosen prototype designs have come from? In the first instance, look to Pennsy, which heavily influenced CSRR locomotive designs [Photo 7A and B above] and whose influence would likely have spilled over into freight cars.

The road was not big enough or adventurous enough to develop its own designs, so CSRR would borrow designs from regional builders. So the standard earlier box car would be an X-29 knock off. [Photo 8A,B,C,D]



Photo 8A above: CSRR 3014 is an example of one of the comparatively few X-29s rebuilt by the railroad and repainted in the new, sans-serif lettering and billboard herald. Note the overspray on the trucks, a common result of shop rebuilds. When rebuilt, black car cement, and asphalt-like coating, was applied to the ends and roof. This is an Atlas X-29. Custom decals were used for the lettering.



Photo 8B above: CSRR 3444 is an X-29 from the custom run Atlas did for the 2018 Scale O National Convention and presently available through the Website (<http://2018oscalenational.com>). These models are available in three road numbers and in both two-rail and three-rail. CSRR “borrowed” the PRR X-29 construction drawings, but did not use the PRR trucks. Compare 3444 with 3078 elsewhere in the article. The Convention special run is identified by small lettering “SONC 2018” to the left of the door. The roof and ends of the cars are done in black car cement.

The standard covered hoppers selected are from Dispatch Shops [Photo 9], primarily a NYC builder but nearby and producing standard designs for other railroads. USRA and related designs would likely have left a deep impression on CSRR in the 1920s and, with rebuilding, some would have survived into the 1950s. [Photo 10] Other candidates would be the standard AAR designs: 1932 and 1937 AAR boxcars, for example. And the road would likely have started to use Pullman-Standard designs: sound, non-controversial and standardized. But nothing fancy. No wagontops or round-roof boxcars, for example. No horizontal rib hoppers. Pretty standard stuff.



Photo 8C above: CSRR 3078 is an Atlas X-29, custom lettered and weathered. The car is modeled with a galvanized roof, which starts life silver gray, weathers to a dull gray and then develops rust. Roof ribs were non-galvanized steel and might be painted or covered with car cement. It has been reweighed (the newer lettering on the dimensional data) and the journals repacked (the smaller, brighter block on the lower right). The exposure to weather has dulled the white lettering and the outlined herald.



Photo 8D above: CSRR 3135, coupled to 3078. 3135 is also an Atlas X-29, but the variant with a stirrup step and a vertical handgrab to the left of the door. The step and handgrab were used for cars in express service. 3135 is used on CSRR local freights for LCL and company supplies and mail. The car, which is stenciled for return to Cataaugus when empty, is always placed directly behind the locomotive.

Second Step: consider the available models in your scale and for your era. No point in spending unnecessary time scratch-building cars when off-the-shelf models are available. In O scale, where John and I model, a surprising variety of appropriate models is available. In the first instance, Atlas makes an excellent X-29 box car and a 1937 AAR box car (the former Intermountain model). Weaver (now out of production, but still widely available at train shows) made a PS-1 box car; Lionel makes an excellent PS-1 model, easily convertible to two-rail, with a choice of 6' and 8' doors.

West Shore Line, an early resin kit company (no longer in business), offered both a Dispatch Shops twin covered hopper (an NYC design) and a USRA rebuilt gondola. Furnaro and Cumerlingo now produces those kits. A composite version of the same USRA gondola has been offered through Des Plaines Hobbies. [Photo 11] Berkshire Valley offered a resin piggyback flat kit as a show car for the 1999 Scale O National Convention [Photo 12] and I developed a fleet of hopper cars, working primarily with Henry T resin kits, which are clean and distinctive that are available at swap meets.



Photo 9 above: CSRR 78 is a covered hopper, built after WWII. As was the case with a number of railroads, CSRR's marketing department was anxious to publicize these new cars and had them numbered beginning with CSRR 1. CSRR borrowed a proven Dispatch Shops design, but utilized 50 ton National Type B trucks, a choice shared by only one other covered hopper order (ATSF). The model is built from a West Shore resin kit, no longer in production, but available from time to time at swap meets and may have possibly been reissued by Funero and Cumerlingo.



Photo 10 above: CSRR 7263 is a steel USRA design 40' steel gondola. Although still in old lettering, 7263 is a newer design than 7567, shown in another photo. This model was built from a West Shore kit, which may still be available from Funero and Cumerlingo.

There are a variety of other kits and ready to run models. What is needed is typicality. The models have to fit into what CSRR would have run. If these models are not available at your hobby shop or directly from a manufacturer, do not be discouraged. Finding the models at a swap meet or on eBay is part of the fun.

Third Step: Come up with an overall roster and number series, class numbers and total numbers for your roster. For this, I used examples of fictional rosters developed by Tony Koester for his earlier Midland Road layout and by Allan McClelland for his Virginia and Ohio. That system gives the modeler a set of slots into which to number any car to be included in the fleet. CSRR is a small road, so each number series is likely to be relatively small. It is not realistic to assume that CSRR would have 5,000 or even 500 X-29s. But a number



Photo 11 above: CSRR 7567 is a USRA design 40' composite gondola. The car is getting toward the end of its service. Using older prototypes in the same service as newer models gives the impression that the railroad has been operating over an extended period. The model is built from a resin kit offered by Des Plaines Hobbies and represents a PRR prototype.



Photo 12 above: CSRR 200 is the class car for 50 52' flat cars converted in 1956 to piggyback service. The car is configured with rub rails and chain tie downs, before king pins were adopted. The car and trailer (not yet lettered) were built from a Berkshire Valley kit originally produced for SONC 1998. Again, these cars are long out of production, but show up regularly at swap meets.

series of 200 is quite plausible. Select number series and numbers based on an overall assessment of what the roster would look like, even though you may only model one or two of any class of cars. If you find additional prototypes you want to model, there will always be another slot available. If you need to renumber, that is no problem; real railroads did it all the time.

I followed certain conventions, So generally, higher numbers would be used on newer cars. In some eras, railroads used numbering as a way to attract shipper attention, so when covered hoppers were new, some railroads numbered them low - as low as 1. So sure enough, CSRR covered hoppers are numbered 1-100.

Fourth Step: Select plausible lettering schemes. Railroads, at least through the 1950s, were remarkably unimaginative in their lettering. Some constraints were imposed by AAR lettering requirements, but most were just lack of imagination and a perceived need for frugality. Virtually no roads used bright colors or billboard

lettering. I borrowed the basic boxcar lettering for CSRR from a review of other roads of the era: serif font, spelled out road name on the left side, small herald on the right. Dimensional lettering below, in standard locations. Later, in the later 1950s, my imagined railroad adopted sans serif lettering and, in some cases, larger ("billboard") heralds. Such modernities were applied to newly-purchased equipment and to some cars when rebuilt.

There had not been any commercially available O scale models lettered for CSRR as far as I know, except for a single limited run Weaver modern covered hopper. [Photo 13] So I took my designs and had prototype-specific custom decals run, with dimensional data for different car types. I used the decals on the generally-available models described. Road names and heralds can be combined with commercial decals to letter cars for which custom decals are not produced.

The small lettering on freight cars gives them personality and makes their history apparent. This lettering is not hard to understand. The build date, generally expressed as "BLT" followed by a month and two-digit year (e.g., "11/51") remained on the car throughout its service life. "New" followed by a month and two-digit year is a weigh or reweigh date. Cars were reweighed periodically, as every three or four years, as well as when capacities might be changed. Obviously, cars might also be reweighed when rebuilt and when components (e.g. roofs) might be repaired or replaced.

Repack dates are when the journal oil and packing on non-roller bearing trucks are renewed. They are generally over-stenciled in small lettering, including not only a month and year, but a location, identified by lettering (for example, on CSRR, repacking performed at Catteraugus is denominated as "CAT").



Photo 13 above: Weaver Models produced a run of modern CSRR covered hoppers. There was only one number.

Information over-stenciled is generally painted on fresh paint, less faded, less dirty and sometimes of a different color than the original. It is important that some information - particularly the reporting marks and car number - be able to be read, so these lines may be restenciled in advance of overall repaints.

Freight cars live in an extremely hostile environment and receive much abuse and exposure to weather. Boxcar roofs rusted through and might be replaced every 10-15 years, and the cars repainted every 10-12 years. For poor roads, like CSRR, those times might be stretched, but to use cars in revenue service, a certain level of upkeep and maintenance is required. Thus, cars which have been in service for any length of time may have replaced (and sometimes mismatched) components and repairs. The otherwise reliable X-29 boxcar, for example, rusted at the bottom of the side sheets; bad panel bottoms were patched over, sometimes neat and even, but sometimes haphazard. Lettering becomes patchwork as well, and gets worse and less legible until the

car is eventually repainted. Note that car roofs are frequently unpainted galvanized panels, which start shiny and rapidly turn gray and then rusty. Wood roof walks are usually unpainted, and steel roof walks are generally galvanized. Look to photographs for your railroad and classes of cars.



CSRR 6267, from series 6100-6300, is a 70 Ton rib side triple hopper, with panel sides. The offset panels increased car capacity. The car has the older, serif lettering, but has yet to be weathered and is lacking 70 Ton trucks (available from Rich Yoder). This car was built from an early Henry T resin kit, long out of production, but unique. Henry T kits are nicely cast, but difficult to build, and can be found for good prices at swap meets.



CSRR 6329 is a 70 Ton rib side triple hopper from CSRR series 6300-6550. The car is lettered in the newer, sans-serif style, with a white-filled herald. Compare 6329 with CSRR 6267. CSRR 6329 is loaded with mine run coal; note the large and different sizes of coal in the load. This car too is awaiting 70 Ton trucks. CSRR 6329 is also built from a Henry T kit.

Fifth Step, and finally: the cars need to be weathered. Cars primarily in service in the industrial east and northeast got really dirty really quickly. Reds faded. Blacks oxidized and weathered. Toxic air attacked paint and rusted exposed surfaces. Schmutz settled on the roofs and any horizontal surfaces. Spatter and dust from the roadbed caused the trucks and bottom of the cars to turn muddy and dusty. Constant motion caused truck springs to become rusty. Lettering was obscured except as restenciled, and faded and chalked. CSRR rolling stock ran in as nasty an environment as can be imagined, and so my CSRR models have been gently and evenly, but thoroughly, weathered.



CSRR 6284 is another 70 Ton panel side triple hopper from the 6100-6300 series. This older car has been repainted in the new, sans-serif lettering. It is coupled to an offset-side 70 Ton hopper lettered for Allegheny Midland, Tony Koester's former railroad.



I have extended the principles of the CSRR freight car fleet to its cabooses. The original cabooses are pretty standard eastern road, low cupola designs. Later models track PRR practice.

Creating and then populating a fictional, but plausible freight car fleet for CSRR has been a most satisfying exercise. There need to be a sufficient number of cars, and sufficient similarity, to give the impression of a fleet of such cars, not just single examples. The CSRR car fleet - typical, ubiquitous and grubby - nicely complements the credible locomotives, scenery and operations which John Armstrong worked so diligently to create. The effort adds a satisfying dimension to the railroad.



David Vaughn's 18' x 90' multi-level layout, which combines original components of John Armstrong's famous Canandaigua Southern with two other well-known historic layouts and which combines Canandaigua Southern and Nickel Plate Road equipment and operations, will be available for tour at the 50th annual Scale O National Convention, to be held at the Rockville Hilton, Rockville, Maryland August 22 through 26, 2018. Registration and hotel information is available at the SONC website:

2018oscalenational.com. One of the Convention Cars available for sale in O Scale is a limited run Atlas X-29 lettered for Canandaigua Southern. The model is available in both two- and three-rail.

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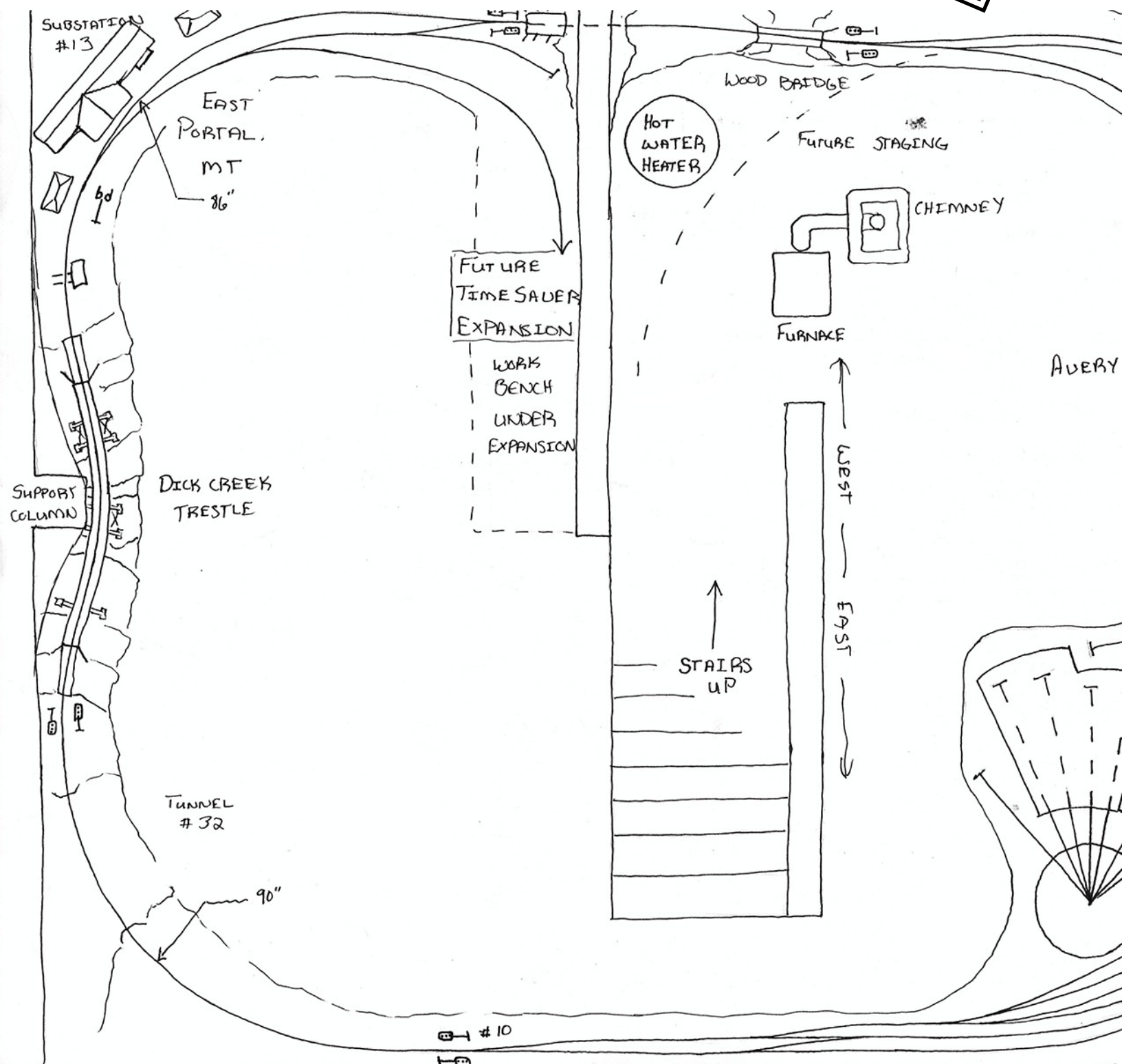
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BUILDING THE MILWAUKEE ROAD IN A 23'x32' BASEMENT

By James Schultz

**THE
MILWAUKEE
ROAD**



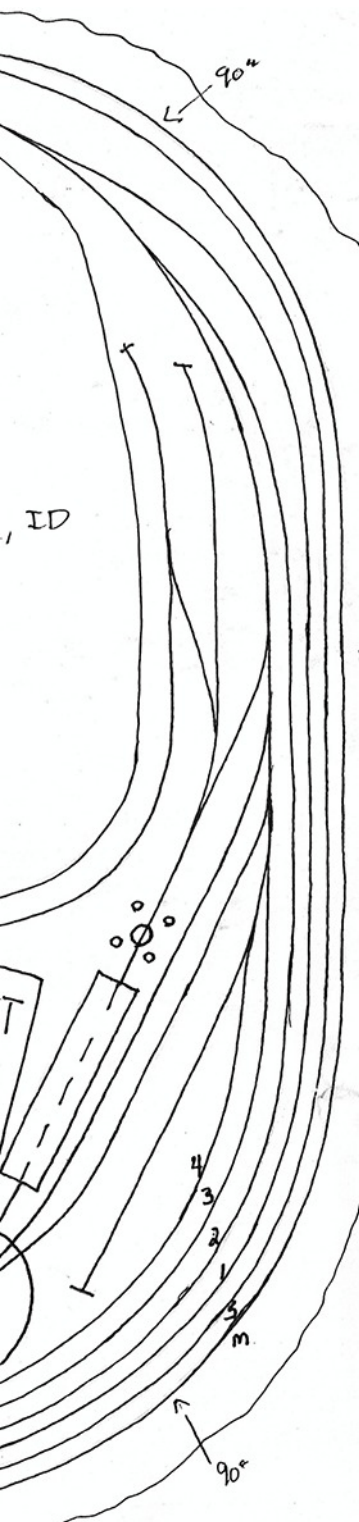
The Milwaukee Road was the largest class 1 railroad to disappear from the North American landscape, with over 10,000 miles of trackage stretching from Chicago to the Pacific Northwest. From the electrified mainlines, to home built locomotives, rolling stock and passenger trains, the Milwaukee Road was an engineering marvel that left an impressionable impact on the railroading world. But where to start? With many unique and interesting aspects to the road, picking and choosing key features to model can be a daunting task. Especially so when working with a space no bigger than a two car garage, or in most cases, smaller.

The electrified mainline of the Rocky Mountain Subdivision from Harlowton, MT to Avery, ID, has always piqued my interest. Big electrics such as Boxcars and Little Joes handling heavy freight over the continental divide, to Steeple cabs switching the yards at Butte and Deer Lodge, MT offer great modeling opportunities. Nestled between the St. Joe river and the Bitter Root mountains lies the western most part of the electrified Rocky Mountain subdivision at Avery, ID. Sporting a small yard for switching, a roundhouse and turntable, rip tracks, mainline and siding, combined with the picturesque Bitter Root range, my choice was made.

In early 2015, my wife and I moved to our current residence in Superior, WI. Here, I finally had a basement that could support my hobby and to the relief of my wife Rachel, a place for all my models. Thank you honey! The basement is divided into two separate rooms with the stairway coming down the center. The room to the left of the stairs is the larger of the two rooms and measures 23' long and 16' wide. Here the yard and roundhouse would be built. The most challenging aspect would be yard design. Leaving both the east and west ends of the yard open for switching was an important consideration. Also allowing access to the roundhouse and adjacent tracks would need to be factored in. The second room to the right of the stairs is finished and measures 23' long and 11' wide. This room proved to be a bit of a design challenge. Wanting to keep the livable space for family activity, I decided to have the layout hug the wall and dedicated most of the scenery to this area. The second station I chose to model was East Portal, MT. This is the divide between Montana and Idaho and the location of St. Paul Pass tunnel. In order for the two rooms to connect at the back of the basement, the layout had to pass through a block wall. This made for a good place to represent St. Paul Pass and the surrounding area of East Portal. Substation #13 was located here.

BENCHWORK & ROADBED

All of the benchwork was built using 4' x 8' sheets of 3/4" Baltic Birch plywood. This 13 ply, cabinetry grade wood is very sturdy and will handle any of your benchwork needs. The sheets were ripped on a table saw into 2" and 3" wide boards. One sheet will yield 23, 2" x 8' boards or 46 2" x 4' boards depending on needs of the design. Knowing the short comings of a basement; key in the word water, it was important to have the layout suspended above the floor. This also eliminated the need for legs which can be a tripping hazard. In order to suspend the layout, L brackets were constructed using the precut plywood boards. A 3' long, 2" wide board was fastened to a 3' long, 3" wide board using wood glue and 1 1/2" #7 kreg screws. The height of the layout was set at 52", taking into consideration of the road bed height adding an extra 2". In order to compensate for the uneven basement floor, the first bracket was placed and the rest using a level, each spaced 24" apart along the entire perimeter of the basement. Note that the 2" board of the bracket is fastened against the wall using 1 3/4" concrete anchors spaced evenly along the brackets length. Once all the brackets are set, total of 42 on this layout, the rest of the benchwork goes up quickly. The beauty of the bracket design shines when you want to make elevation or landscape changes such as the scene on my layout at Dick Creek Trestle. You can use this effectively on multiple deck layouts as well.





The bracket attached to the concrete wall. Note three, 1 3/4" concrete anchors spaced evenly. The benchwork is then built off of these brackets.

The sublayer I chose to use can be a topic of much debate. I have viewed more than my fair share of layouts successfully utilizing Homasote as a road bed. Commercially available at most home improvement stores, this sound deadening material comes in 1/2" thick, 4' x 8' sheets or 2" thick, 2' x 8' sheets. The 2" thick sheets are perfect for yards or large industrial based areas and can be ripped and placed where needed. These are flat and sturdy sheets that will not deform or warp overtime. When it comes to the 1/2" sheets, there is some prep work involved. Simply cutting to shape and tacking down will yield poor results. Each sheet was ripped on a table saw into 2" wide, 8' long strips. These flexible strips are then stood on end to form a spline. Each strip is fastened to the next using 1 1/2" sheet rock screws staggered along the length. This spline, once together, is very sturdy and provides an excellent surface for laying out flex or hand laid track.

LAYOUT OVERVIEW

If I had to choose just one aspect of the layout to do it any justice, it would be scenery. To walk around and feel as if you're standing among the pines of the Bitter Roots of Montana and Idaho is the ultimate goal. The entire backdrop will be painted using Bob Ross' method of wet on wet oil painting. His easy to follow videos and techniques make painting a breeze. This is my first time using oil paints and proves you don't have to be a master artist. Besides, who doesn't like a few "happy little trees"?

Many of my paint choices will be based on physical scenery. Scenery will be a mixture of store bought and natural elements. Much of the rock, sand and gravel will be picked along the shores of Lake Superior, just a couple of miles from my doorstep. Static grass and ground turf will cover what pine trees don't. The true art of making a scene come alive is to seamlessly blend the foreground into the backdrop. This forces the mind's eye into thinking an area is larger than it appears. This rings especially true on shelf layouts or view points on my own layout such as Tunnel #32, Dick Creek Trestle and East Portal.

Operations will be primarily based in the summer of 1972. Diesels were more prominent on through freights with Little Joes filling in when needed. Boxcars by this time, were relegated to switching and locals with occasional use as midtrain helpers. Every so often, sessions will be backdated to the summer of 1965. Electrics were the primary means of motive power, with Joes and Boxcars handling a majority of the traffic and steeple



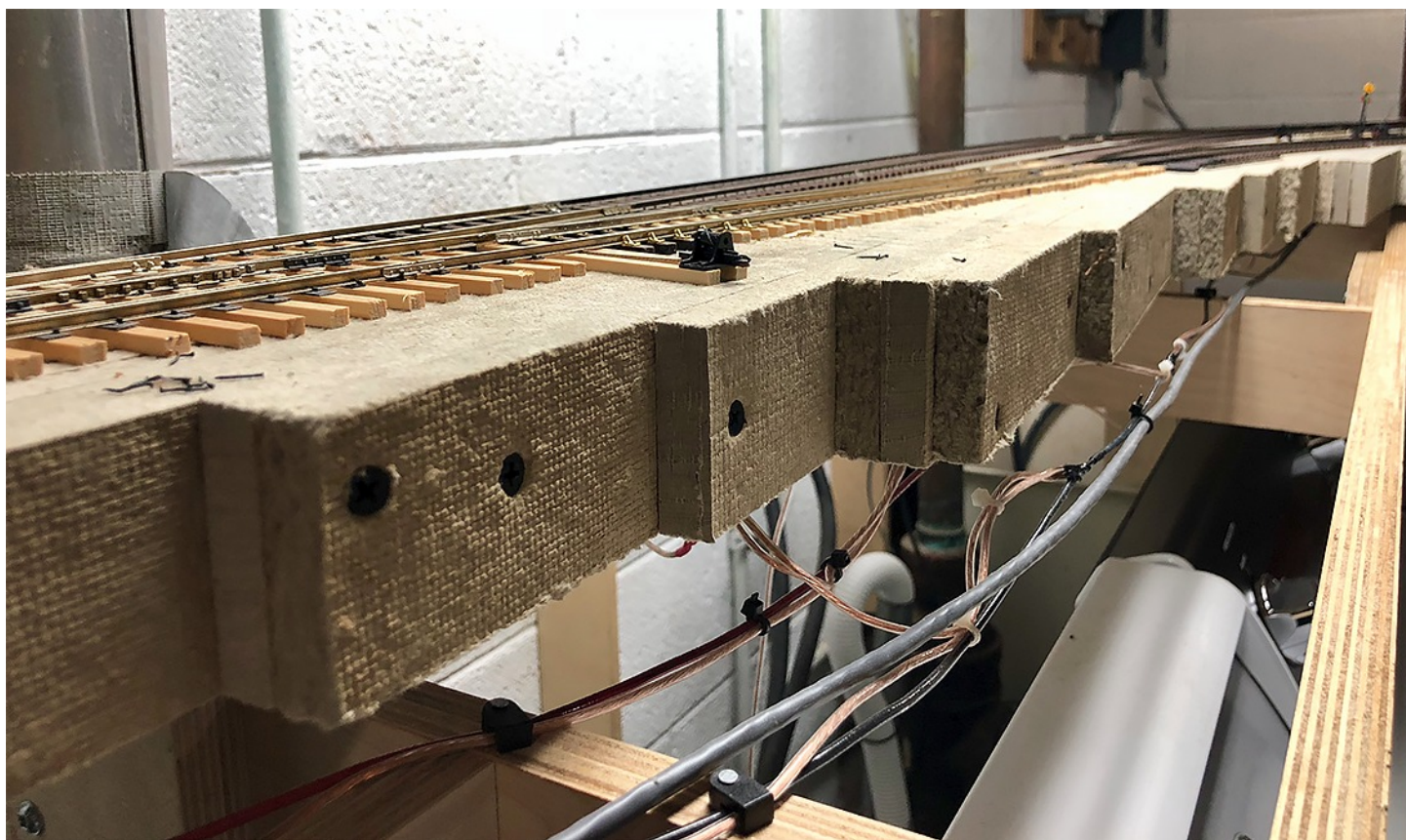
This view shows the elevation changes that can be achieved using different length brackets. Here at Dick Creek Trestle, the bridge will cross a 200' deep gorge in the Bitter Root mountains.

cabs working the yards. The yard design incorporates a switching lead on the East end running through to the west for continuous yard operations. Eventually, the addition of staging and a time saver will increase capacity as well as the need for marshaling trains. A dedicated hostler will be tasked with servicing inbound consists, as well as making up consists and adding to, or removing electrics from through trains.

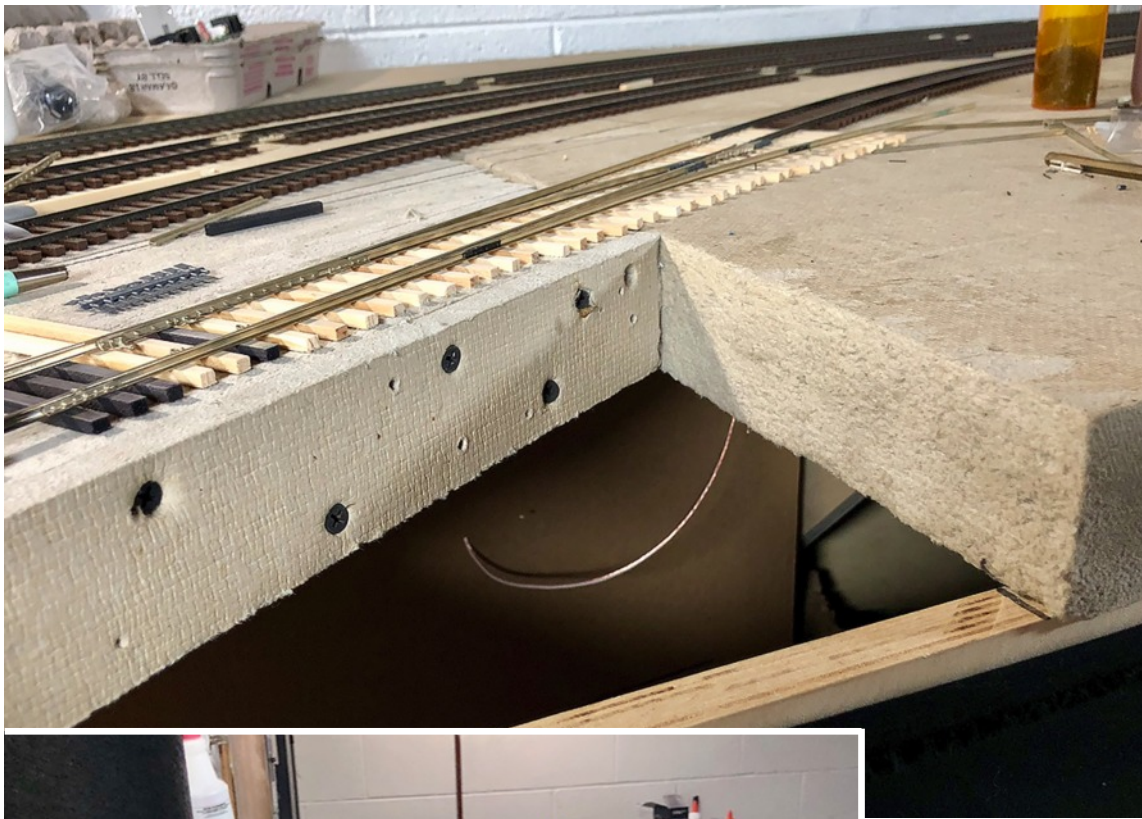
Ever since I was a kid, I have wanted a layout that could inspire those to do what I have started. Though construction only began just over 2 years ago, this layout has come a long way. Rail has been laid all the way around with the yard at Avery currently under construction. Trains now orbit! By the end of the year, more of the backdrop should be finished, with scenery making an appearance. For those that would like to follow along with current projects, please checkout my Facebook page, "[The Milwaukee Road at Avery, ID](#)". Visitors are always welcome!



An overall look of the Trestle area. The Olympian Hiawatha makes for good reference as to how large this trestle will be.



This angle shows the Homasote strip stood on end and fastened to each other. This forms a very strong sublayer as mentioned, and is ideal for all sorts of track needs.



Above: Homasote strip meeting the 2" thick sheets used for the yards sublayer.



Left: Custom laid turnouts on the Homasote spline. These turnouts have been in place for about a year now. No shifting of the rail has occurred.



Painted backdrops will be a key element to this layout giving it a truly realistic look. Here is just one of many Bob Ross inspired paintings.



Above and Left: Just a couple of shots from around the layout.



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LAYOUT AT THE ICE HOUSE

BY DANIEL DAWDY



After last year's Cleveland O Scale Show, Amy and I headed home and on our way stopped at the "Ice House". I had never heard of this layout so did not know what to expect, but it was well worth the stop! We met Alex Bruchac there and below are his comments.

"The 'Ice House' is kind of a Non-club. The layouts belong to James Kasper. Around 2005 he acquired the layout from Doctor Clint Wainscott of Indianapolis and installed it in a building that was once a mid-19th century ice house and later a feed store on Cleveland's west side.

The purchase was at about the same time as the passing of long time O Scaler, Gil Stoveck, of American Central RR fame. Gil had an open invitation on Wednesday nights to enjoy his 30 x 70 foot 2 rail layout.

Soon after Gil's passing, Jim decided to carry on the tradition with his new layout. Doc's layout is a 17 x 35 foot railroad, originally a round the wall setup, in Cleveland got a center island addition connected through a modified Lionel Swing Bridge. Shortly after, a second addition along the outside to a roundhouse featuring the turntable that once served Gil's American Central was added.

About five years ago during a Christmas break, Jim surprised us with a second table frame work on the opposite side of the room and said "build a railroad". Over a couple of months, I drew up some ideas to fit the 15 x 30 foot hourglass frame work. Work commenced using flex track and Atlas and Peco switches. The figure 8 design features a small yard, roundhouse and a riverside dock. There also is a ramp track to eventually connect the two layouts through a operating rolling lift bridge.

A side note.....the river dock trackage is scratch built with code 125 rail and Right-O'-Way single point switch and mates. (I'm mainly a traction guy.) The pavement is thin cardstock laminated with an embossed brick paper from Greece. The dock is connected to the mainland through a modified operating Lionel Swing Bridge.

As you saw, both layouts are a work in progress and all the Wednesday night crew gets a lot of enjoyment out of running trains and swapping lies."

James also helped us with the captions for the photos we took, and want to thank him for both the captions and a little background on the layout.

As for us, it was a delightful mix of old and new, historic and modern, blended together.

Let's start with the people behind The Ice House.

People of the Ice House



Photo of Dr. Wainscott at home with his layout.



Foreground Left to Right: Alex Bruchac, Bob Rothrock and wife, Nancy, hiding behind Bob, Frank Williamson and our leader, Jim Kasper poking out from behind Frank.



*Above: The railroad's owner, Jim Kasper, with Frank Williamson behind and Bob Rothrock on the right.
Left: Alex Bruchac and Jim Kasper.*



*James Lee, a new
comer to the group.
A 3 railer making
his 2 rail debut.*



*Carl McKenna (in
the hat) with open
house visitor, John
Henning.*

**Right side of the room featuring Doctor Wainscott's layout
with parts from Gil Stoveck's layout.**



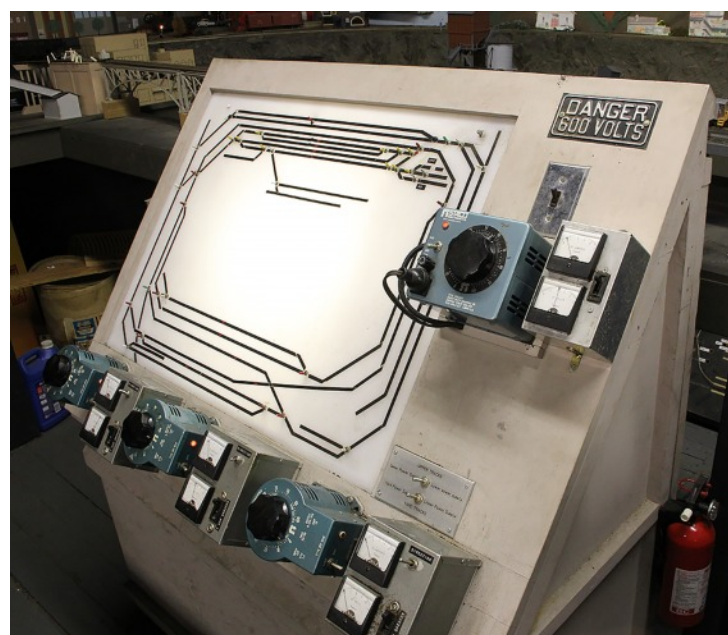
Overview of Doctor Wainscott's layout including the center island addition looking to the rear.



Overview of Doctor Wainscott's layout including the center island addition looking from the rear forward.



Ramps between upper and lower divisions cross here.



Toned down Walthers' Motorcar Shed.

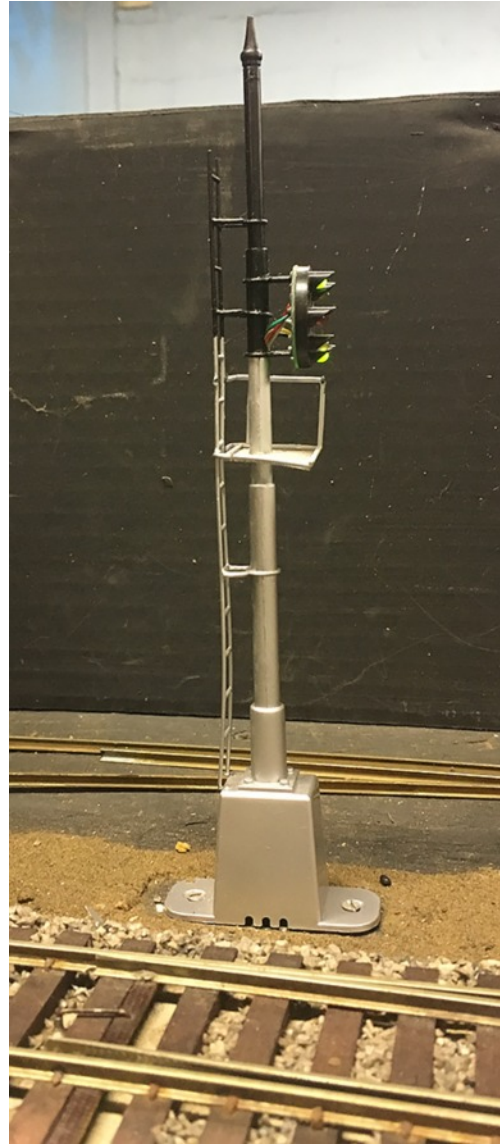


Dr. Wainscott's layout original control panel using Variac power units.



Left: Inbound Signal Bridge controlling outer yard.

Below: Position Signal protects tunnel connection between Dr. Wainscott's lower division and new outside.



Below: Carl McKenna's Atlas 0-6-0 switcher.





Corner factory on the upper division.



Overview of Doctor Wainscott's layout including the center island addition.



A pair of Weaver GP38's hold the siding.



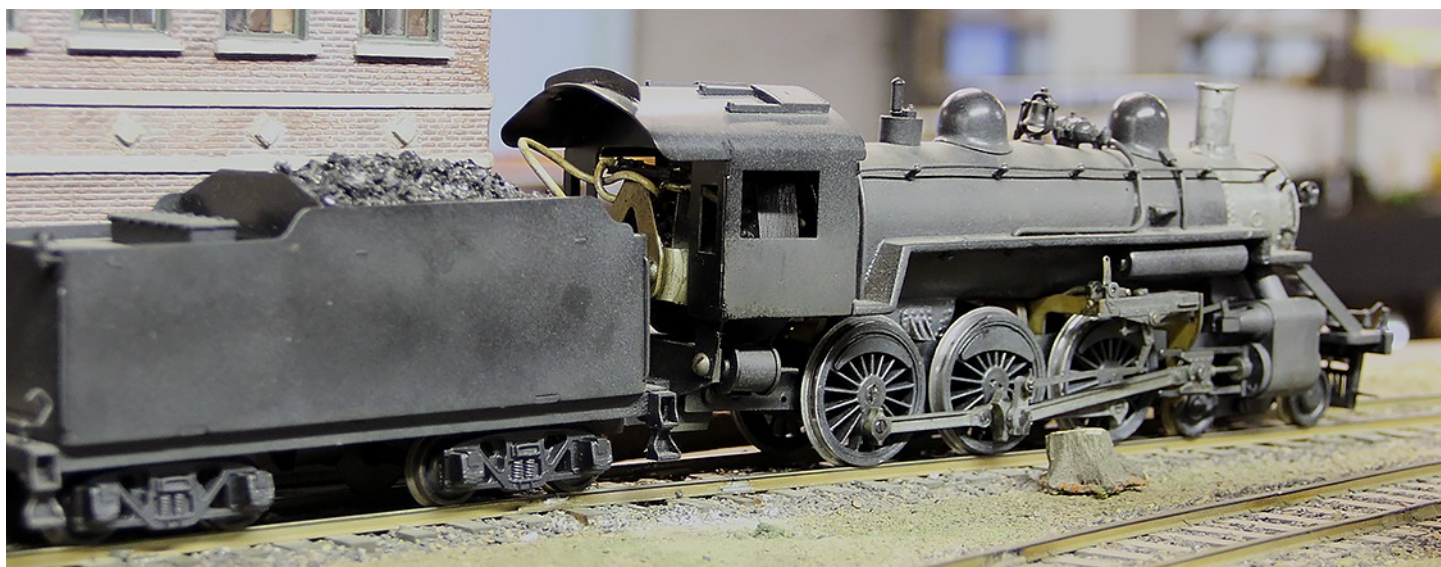
Long view of original yard on Doctor Wainscott's layout.

Another view of the center island addition.





*Above: A Lionel Rico station anchors the upper division.
Below: All Nation ten wheeler is Jim Lee's entry to the 2rail world (Jim is a 3railer).*





Roundhouse addition to Doctor Wainscott's layout featuring the turntable from Gil Stoveck's American Central RR.





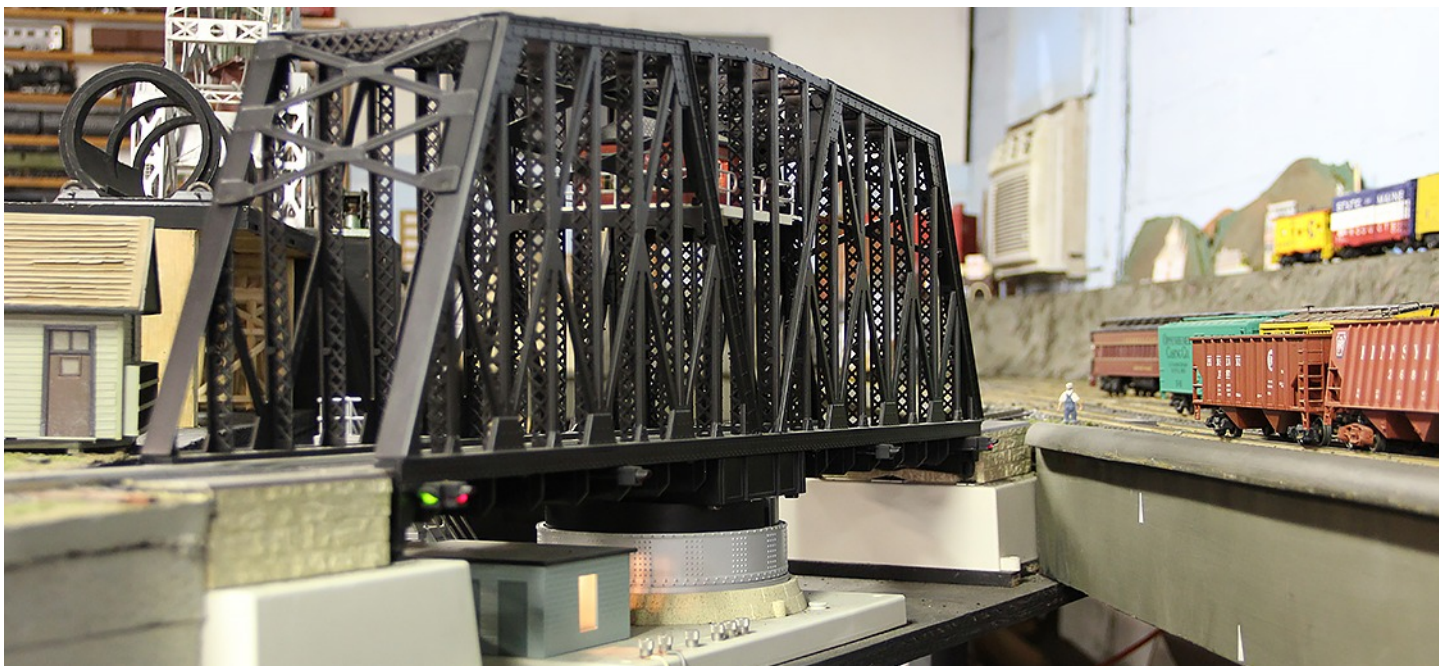
Former Smokey Mountain RR 2-10-2, Jim's recent acquisition, rests in siding on Doc's upper division.



Warehouse on Doc's part of the layout.

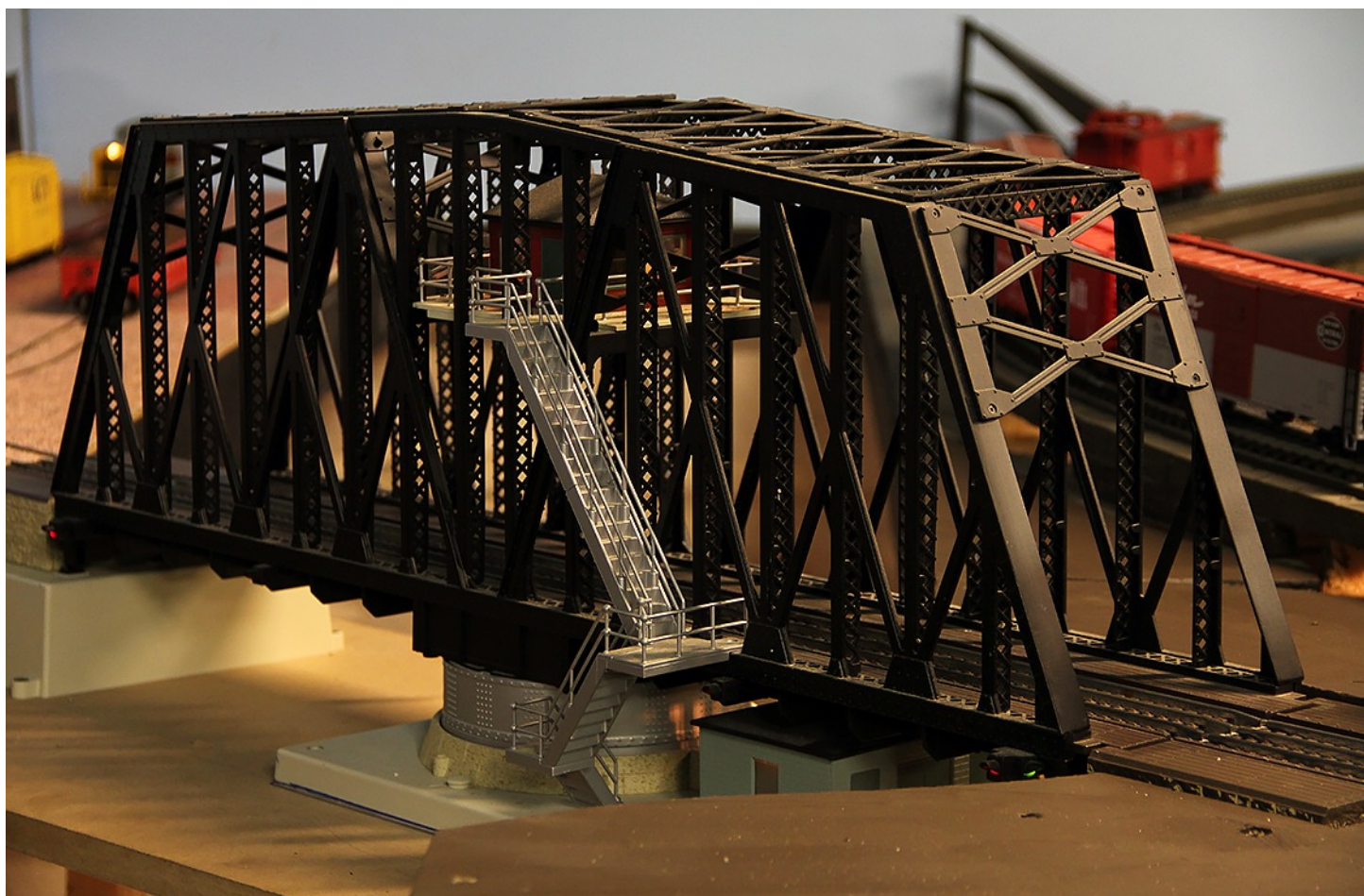


Carl McKenna's N&W class A by Williams.

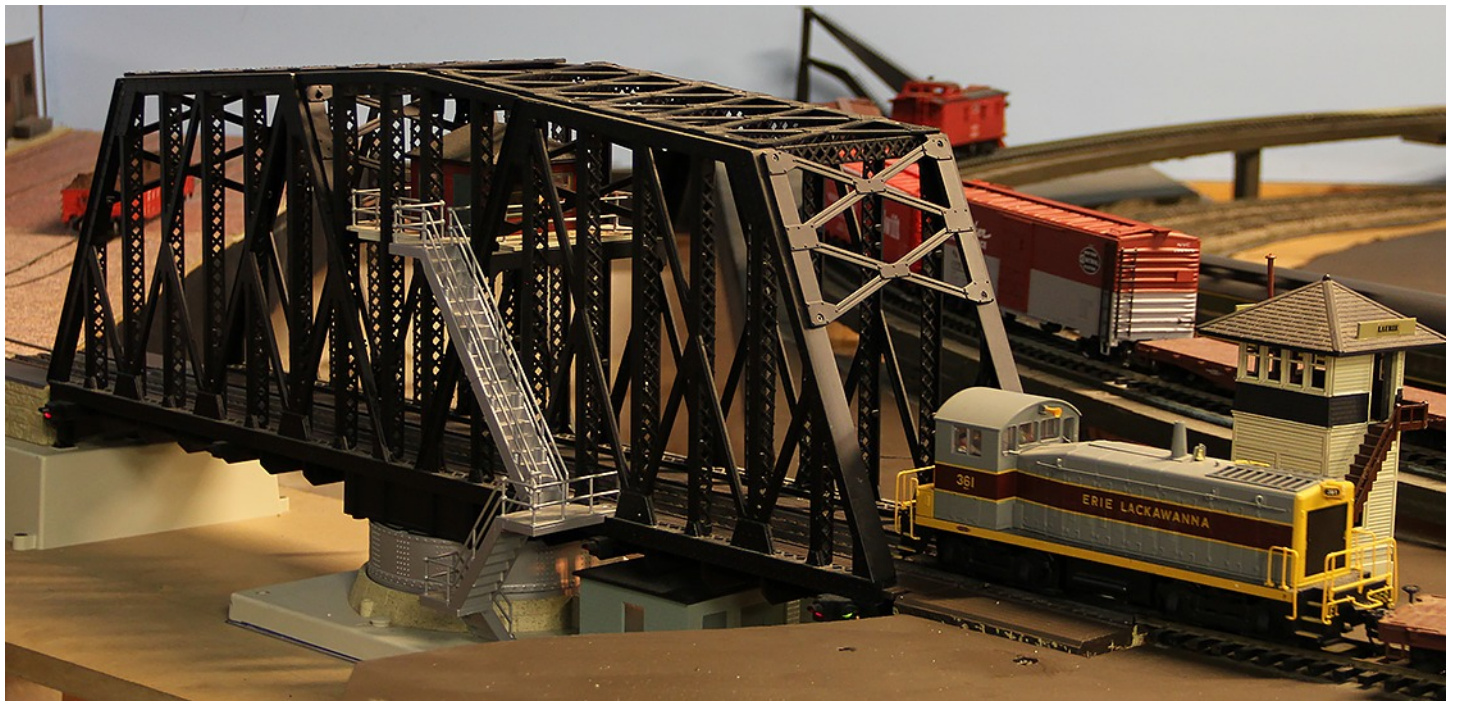


A converted Lionel swing bridge connects the island to the main layout.

Left side of the room featuring the new layout.



A second Lionel swing bridge connects the River Dock to the mainland.



An Atlas EL switcher has the duties today at the second Lionel swing bridge connecting the River Dock to the mainland.



CNR passenger passes NYC freight coming down future ramp that will connect the two railroads via a yet to be built rolling lift bridge.



NYC Sharks are modified Weaver engines. Power trucks were swapped with longer wheelbase U25 trucks to give them a better look. Custom paint job by Alex Bruchac.



Views of the CNR passenger train around the station interlocking. The train is led by a set of Overland FPA/B-4's painted by Dan Pantera of Chicago.



Walking in the front door, the beginnings of the new layout on on the left.



Steamers from Sunset, as well as others from Atlas & Weaver, rest in the roundhouse.



Riverside dock trackage is custom layed using Right-O'-Way single point switch and mates. The pavement is an embossed paper product from Greece! Building fronts were cast by our friend, Bruce Baron.



Another look at the Riverside dock area.



A Lionel tug spots barge at future ferry slip.



Looking over the main yard from the rear.



Woodland Scenics factory looking for a home on the layout.

QUICK 2 RAILING A WEAVER GP38 USING STANTON DRIVES

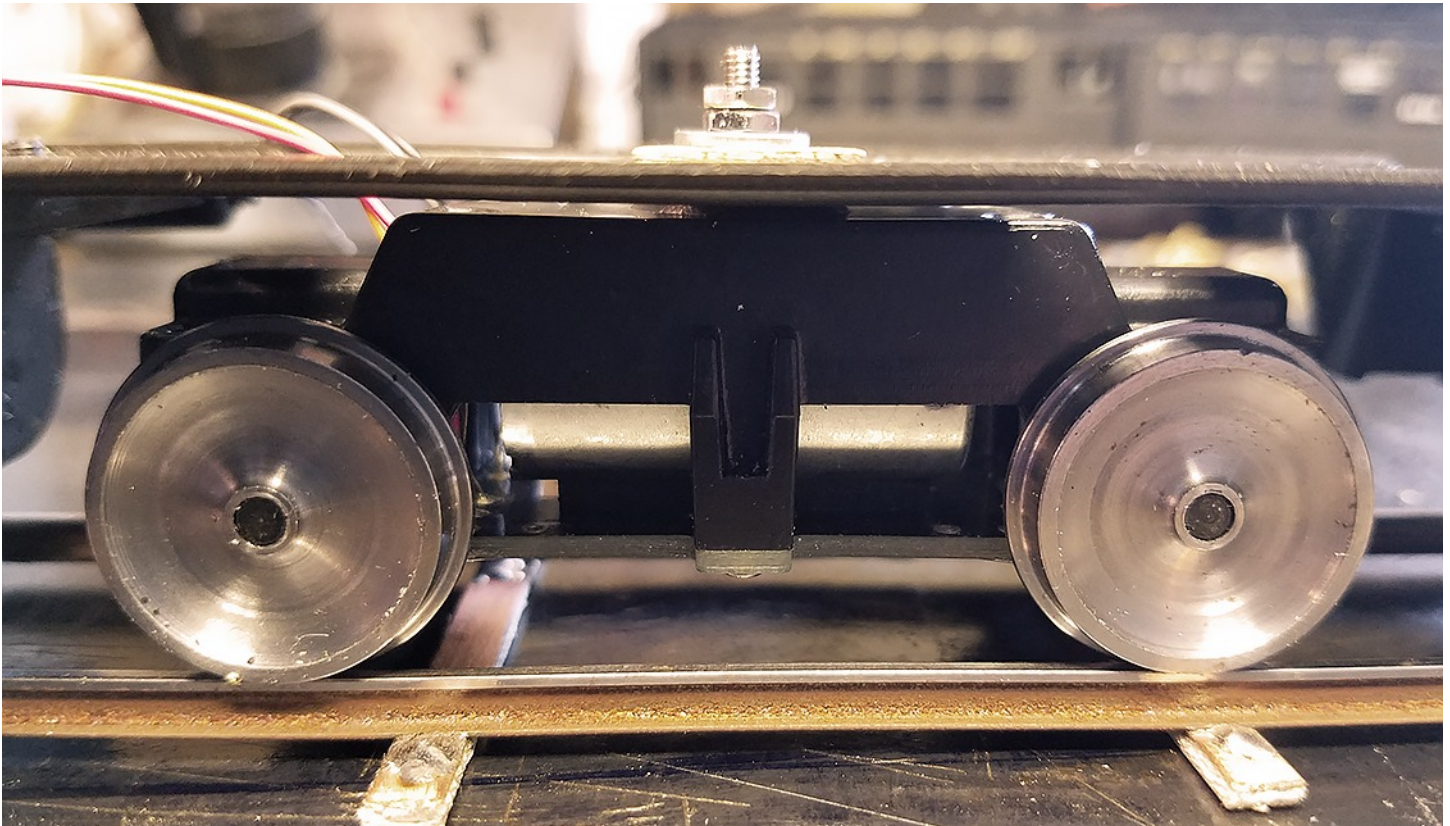
By **Robert Andreone**

Well I find myself in a very new and unnerving position, that of writing my very first article.

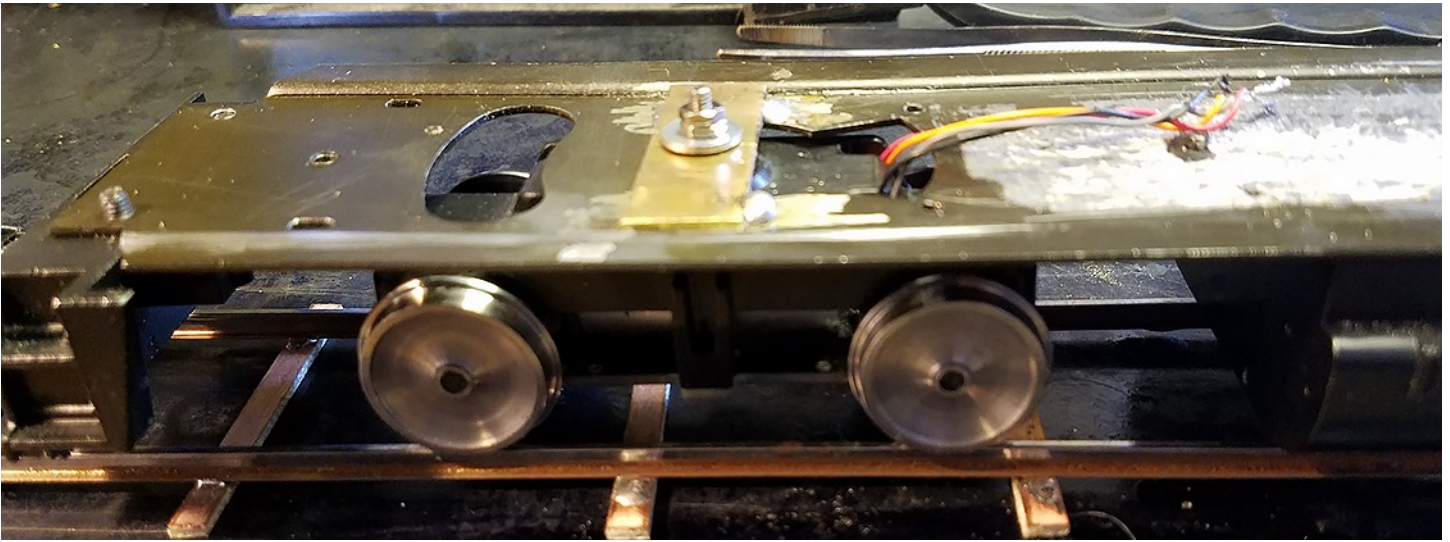
I had purchased 2 O scale Stanton drives from NWSL, and was wondering what to do with them since the original loco they were supposed to go into wouldn't work as the floor configuration would not allow it. So, I sat at my desk letting my mind wander and idle and I remembered I had a GP38 from Weaver in my closet. The original loco as it was had no guts whatsoever, no motors, no lights, nothing but the floor, shell and couplers, not even trucks. It was originally a 3 rail loco, and the previous owner ripped everything out. I am resurrecting it and doing it better.

The Stanton drives were equipped with 40 inch wheels 145 tread part # 41238-4. The side frames I am hoping to use are from another GP38 I have where the floor is configured for the P&D powering kit as that was an original 2 rail locomotive.

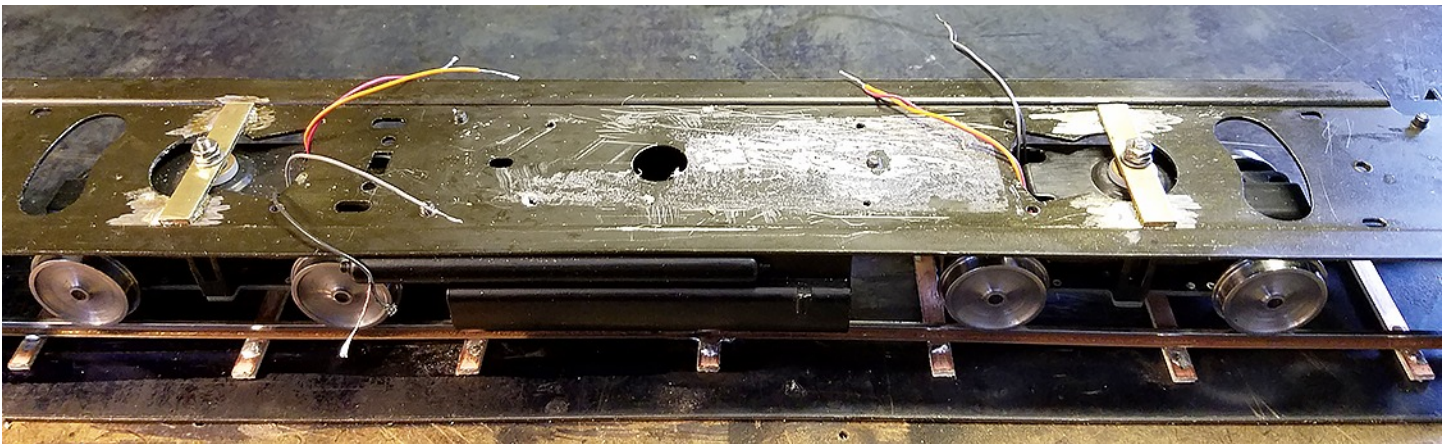
I took it out and looked at the floor & thought "I can do this". So I got some brass strip, first attempt mind you, and flux cleaned it and marked and drilled it just large enough for the mounting screw about 2 mm. This was ¼" wide by .60 thick.



*Showing how the drive sits under the floor.
The Stanton drives were equipped with 40 inch wheels 145 tread part # 41238-4.*



Showing the washer and nut arrangement on the bolster.



Showing the 1st set of bolsters.



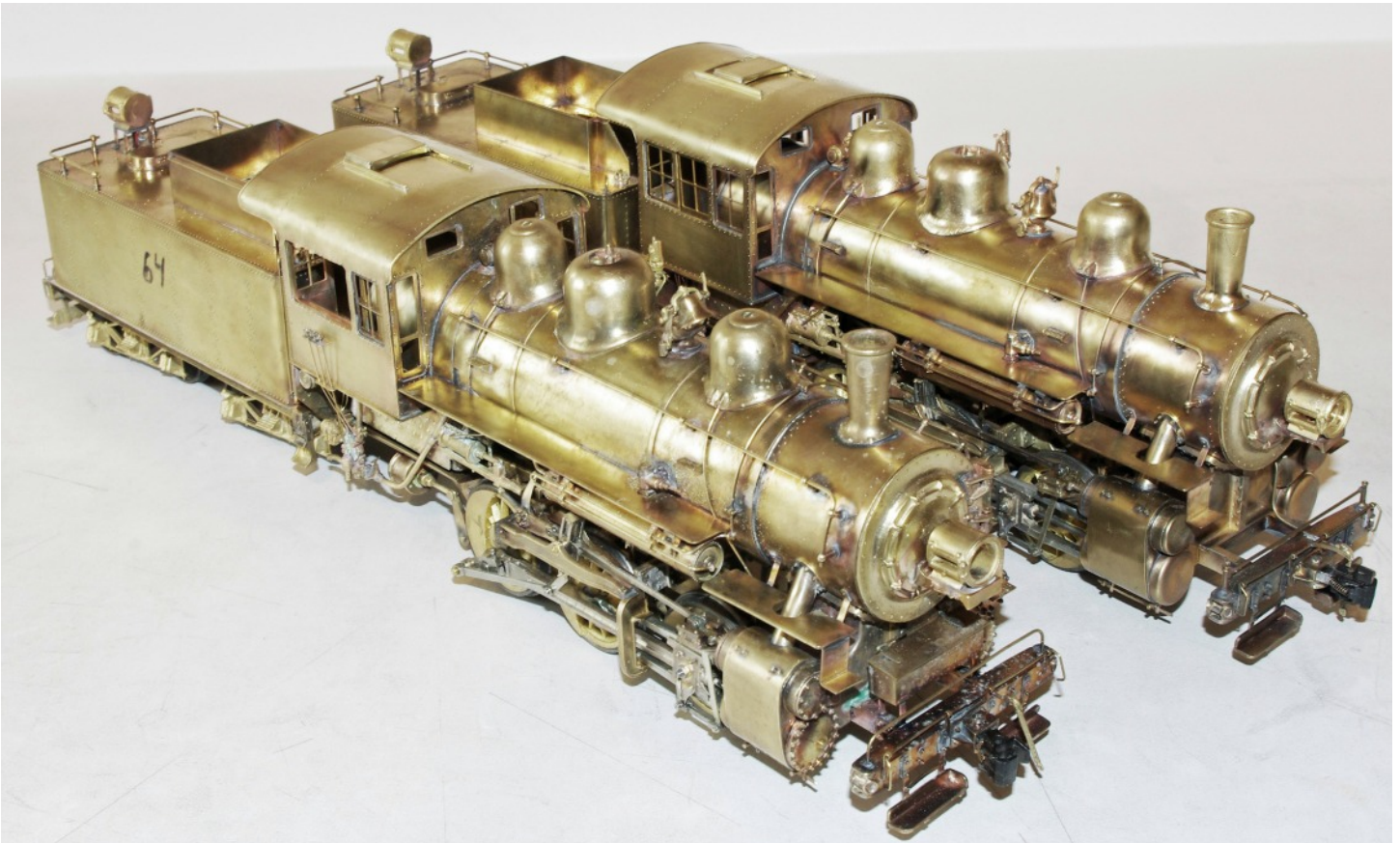
Showing the new 1/2" wide body bolsters.

Tools I Used...

- Drill with a 6.3 mm bit scriber
- Rubbing alcohol
- Layout dye
- Files
- Solder
- Micro torch
- Small wire brush
- Paper towels to wipe away debris

My First Two Steam Locomotive Kits

Building Two Nickel Plate Switchers Part 1



A photo of the models as of June 2018. I am building them for someone and they would like the brake shoes on the drivers, so there will be some additional work to do. I am not a very good painter and some one else will do that.

By Glenn Guerra

My first two steam locomotive kits. It wasn't easy, but I slugged through it and learned a lot. The kits were the Stevenson Preservation Lines New York Central 0-6-0. I modified them heavily, and also made them represent two Nickel Plate class B-11b switchers for someone. After I had the decoders and sound in them, I took them to Dan's house. We tested them and Dan showed me how to use the JRMI programing to adjust the decoders. Dan asked me to write some articles about what I did and the parts I made for these models. This will be the Part 1, and will cover the basic model and basic tender construction. I scratch built a lot of the details on the models, and will cover some of those parts in more detail in future articles. So here we go.



I had this photo and it was clear so I decided to see if I could make a model of it. This locomotive is one of the B-11b class of 1917 from Lima. Compare the detail on this locomotive with the photo of #62 on the next page.

First some history of the prototype. The Nickel Plate was controlled by the New York Central from 1885 until around 1916. The mechanical designs of the Nickel Plate were heavily influenced by the New York Central during this time. The first class of Nickel Plate switching locomotives of this class were class B-11a built by the Brooks works of Alco in 1916. The New York Central got engines at the same time and the two are the same in mechanical dimensions. The details like injectors, air tanks, and such varied between the Nickel Plate and New York Central engines. This was right at the time when the Nickel Plate was spun off of New York Central control. In 1917, the Nickel Plate ordered more locomotives of the same design, but this time from Lima Locomotive Works and they were class B-11b. The Nickel Plate ordered more from Lima in 1918, they were class B-11c. It gets a little confusing on the next page of the diagram book. The class B-11d engines were built by Alco in 1913 and there were only three of them. The New York Central was a big user of Alco locomotives, and I would suspect that other roads under New York Central control were using Alco. This would make sense because the railroads could group orders and thereby save some money. Once the Nickel Plate was on its own, Lima became their preferred builder. The design of the class B-11 locomotives from Alco must have been good since the two Lima orders that followed are almost identical locomotives.

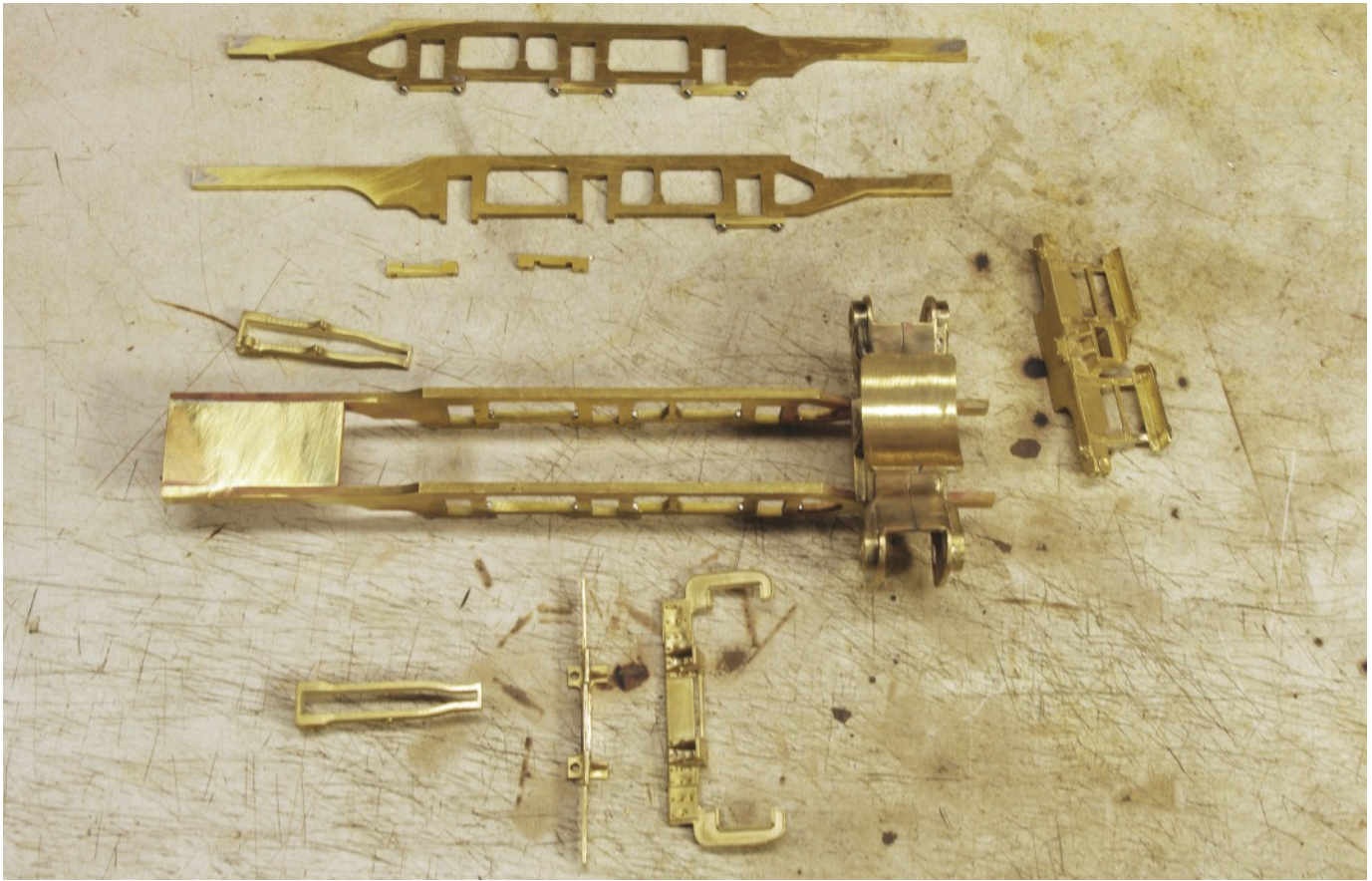
Now more information on the models. I had a few photos of the Nickel Plate engines to work from and decided to make a model of #62 and #64. These two locomotives are from the Lima built B-11b class of 1916. Why did I choose those two? There was no other reason than those two locomotive were the ones I had the best photos of. This would seem like a simple project right, two locomotives that are the same? When you start



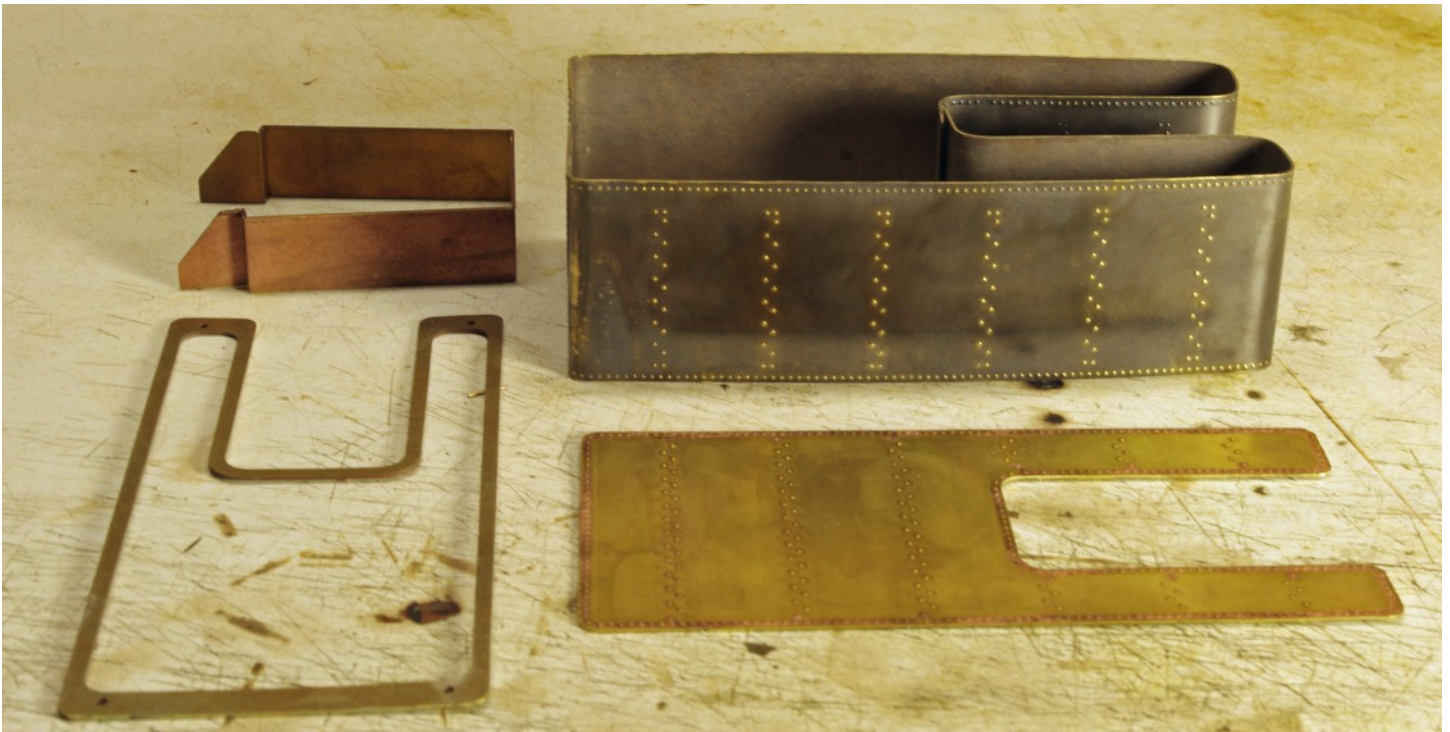
This was the other photo I worked from. The locomotive is a B-11b class of 1917 from Lima and a sister locomotive to the #64. Look close at the details between the two locomotives. They were built at the same time and left the factory the same. They did not stay the same.

looking at the in service photos of locomotives you will notice they are far from the same. When these locomotives were in service, they were assigned to different locations. When something broke or needed replacing, there was no concern for the “prototype” appearance. Get it fixed as soon as possible and back into service. Local mechanics and train crews also made changes. On #62, the controls for the injector go into the cab through the floor. On #64, the control handles are mounted on the outside of the cab. To operate a non lifting injector you need to turn the water on first, then open the overflow, which is another valve handle. Then you crack open the steam until the injector starts to work. You need to look out the cab window down at the injector to see that no water is running out the overflow. Once the injector has started, you can open the steam valve more. The location of these valves was probably changed at the local location to suit the local crews. Another thing that happens is, rules change and labor agreements change. Rules may alter the location of railing or other things to meet new safety regulations. Labor agreements also add detail. As an example, notice that #64 has a box in front of the smoke box and #62 does not. The Nickel Plate fans inform me that this is called an agreement box. It came about as a result of a labor negotiation and was for the switch crew to have a place to store their lunch, rain gear, and safety equipment. I don’t know when this took effect or how quickly each locomotive was modified. Notice also that #64 does not have the cylinder head covers on anymore. Look at the strainer for the air pump. The plumbing is different on each engine and the strainer location is different. Notice how the hand rail on the front pilot beam is mounted. One is a bent railing, and the other is fastened to flag brackets. It goes on and on, and after doing this I can say, beware when someone tells you the way “they” did it.

For the next part of this article I will switch to photos with captions. I think that works well and keeps the text with the photo.



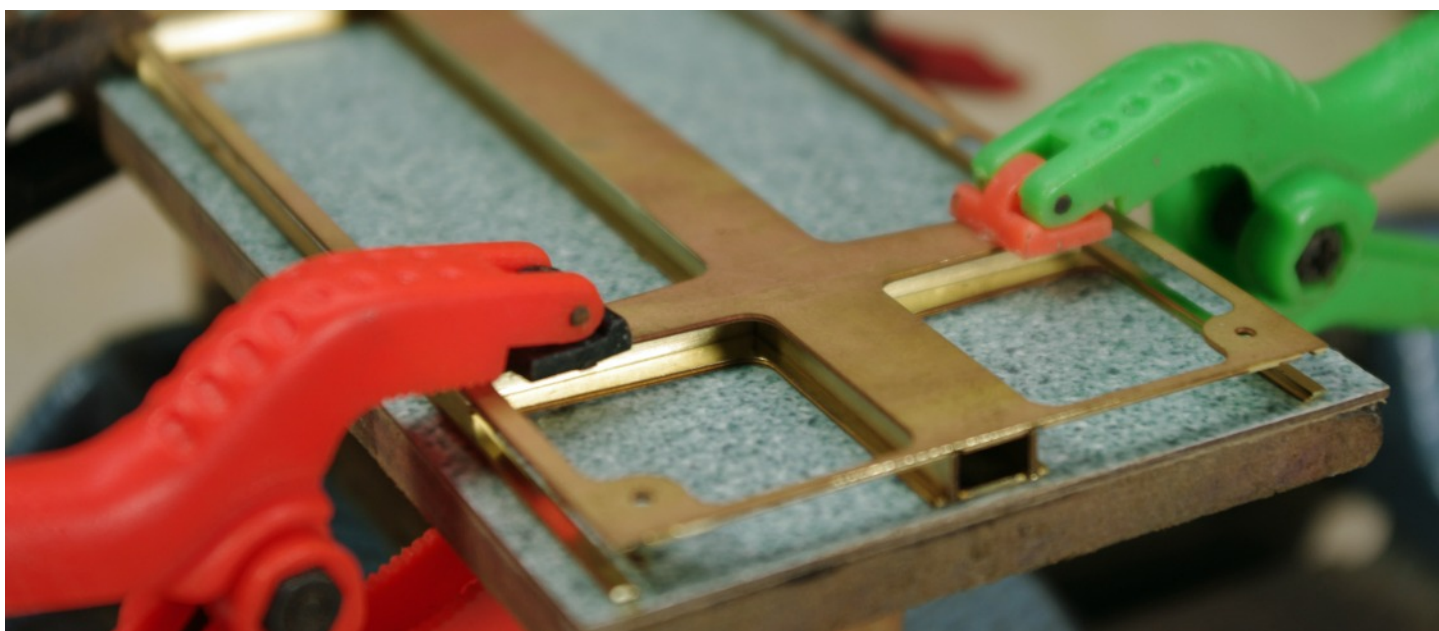
The kit came with a cast frame which I did not care for. I made the frames as shown. The frames were cut on a wire EDM machine. I don't have any photos of the frames being cut so I won't go into detail on this right now. For a future article, I will describe the process and what you need to do to have some cut for your projects.



These are the basic parts for the tender. This is similar to most locomotive kits I have seen. The tender wrapper is discolored from annealing the brass. It would be difficult to form this part if the brass were hard. The annealing process makes the brass soft and pliable.



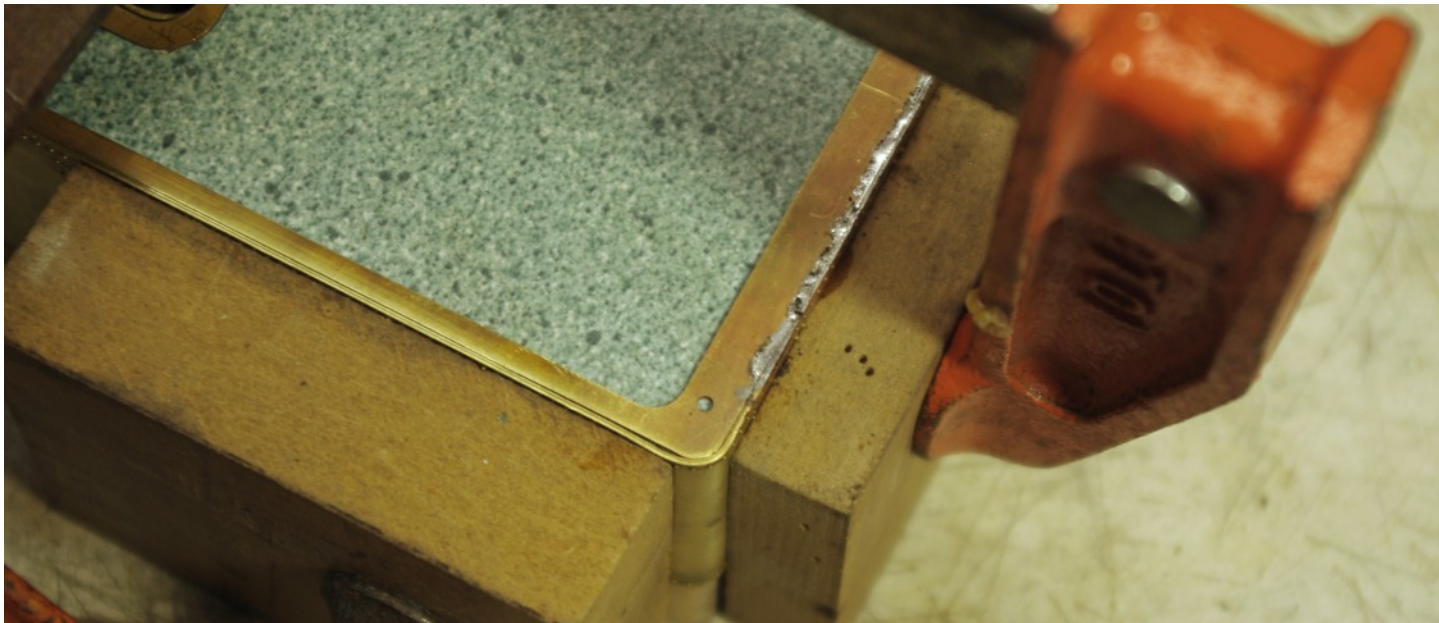
The prototype engines had cast steel tender frames. I helped Bob Stevenson design some of this kit and simulated the cast frame this way. In this photo, I am soldering the beam webs to the bottom flange. I do this kind of stuff on these work tables I make. The table is a piece of 3/4" particle board with a piece of 1/4" masonite glued to one edge. I found that by gluing countertop material to the masonite, I eliminate the smoking wood and contaminated solder joints. The 1/4" thick table is also easier to put clamps on as shown.



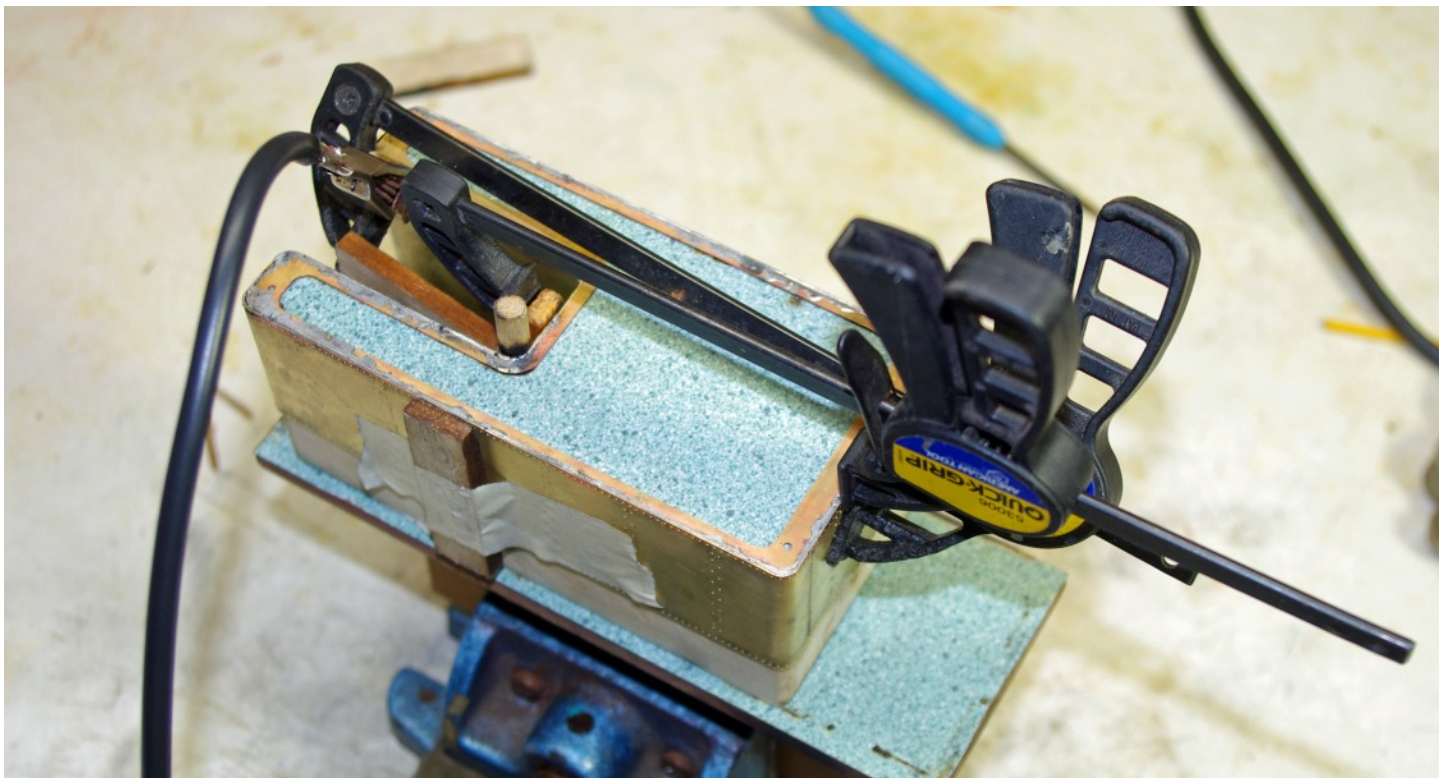
In this view, I have placed the top flange on the frame. It makes a nice frame that looks like the cast steel prototype frame. I did this on a S Scale frame first and it worked well there also. The holes are etched into the brass and are for mounting the tender tank to the frame. At this point, I tacked the corners first. The plastic clamps will not take the heat so I end up putting small pieces of countertop material between the clamp and the work. I used a resistance soldering unit on this. I had a 100 watt unit, but it was pushed to the limit on large parts like this, especially when I got to soldering the cast end beams on. I now have a 250 watt unit that works much better. Lastly, I used 96% Tin 4% Silver solder for this. It melts at 450 degrees. where as Tin Lead solder melts at 350 degrees. The Tin Silver solder is stronger, and the higher melting temperature means soldering the next parts on will be easier.



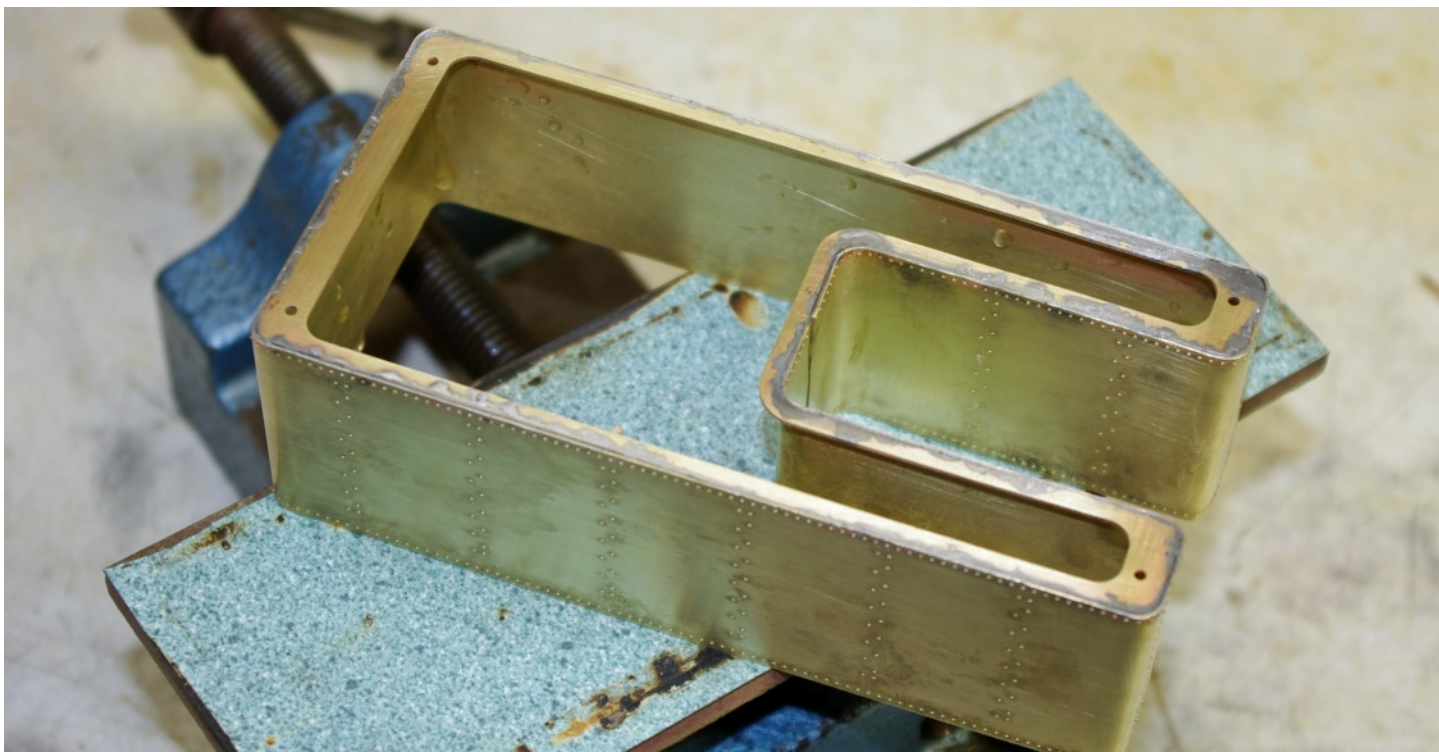
To assemble the tender tank, I made a wood form with countertop material on the top. If you plan to make anything like this, I would recommend making a wood form. This will hold all the parts secure and where they need to be. In addition, your tank will be square when you are done. In this view, I am soldering the bottom flange to the wrapper. Start slow at the center of the back. On this kit, I left a small tab on the tender wrapper with a hole in it. The hole is on the center line. Drill a 1/16" hole in your wood form to put a pin in. This will ensure that your wrapper is on the center line when you start. Tack the back corners first and then fill in the rest of the back.



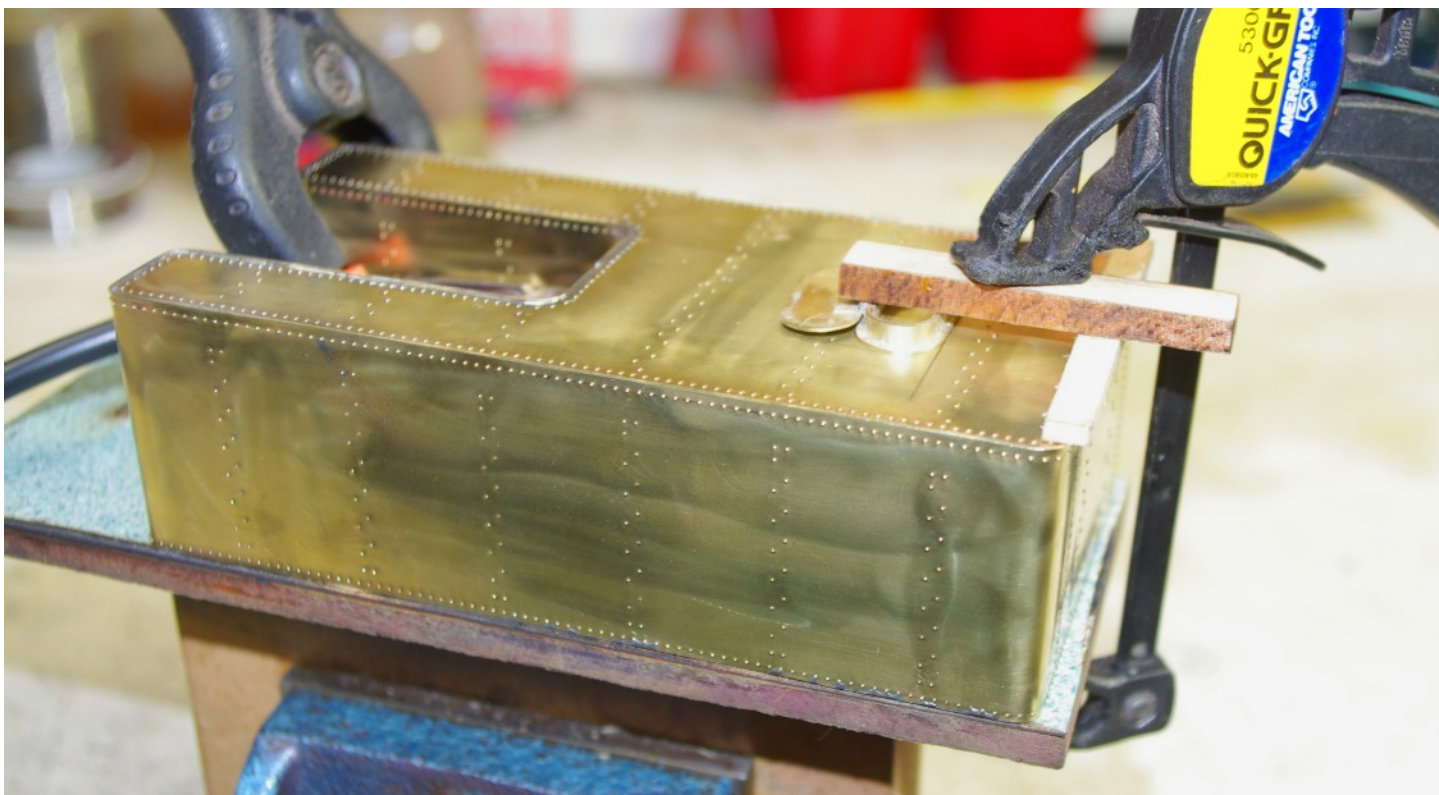
This is a closer view of soldering the back edge. I used the Tin Silver solder on this again. Don't worry about the globs of solder. When you are done, you will clean this all up with a file. Notice the small gap between the wrapper and the flange at the near corner. This gets fixed with a few light taps from a small plastic hammer. This is where the annealed brass works best. You will notice also that I went to some heavier clamps. Those small plastic ones are handy for some things, but I can never get enough clamping force out of them. I will fix the gap and then solder some of the sides to the flange. Move up about an inch and tack the two together. Then move another inch and do the same. Now that it is held in place, fill in the gaps a little here and a little there. That will minimize any heat warping.



Here you can see I have most of the flange soldered on. I am working on the inside corners of the coal bunker. I tried to do this whole tender wrapper as one piece, and in retrospect, that was not the best design. It was a lot of fiddling to get this all formed and soldered right. I think having the inside of the coal bunker as a separate piece would be a better design.



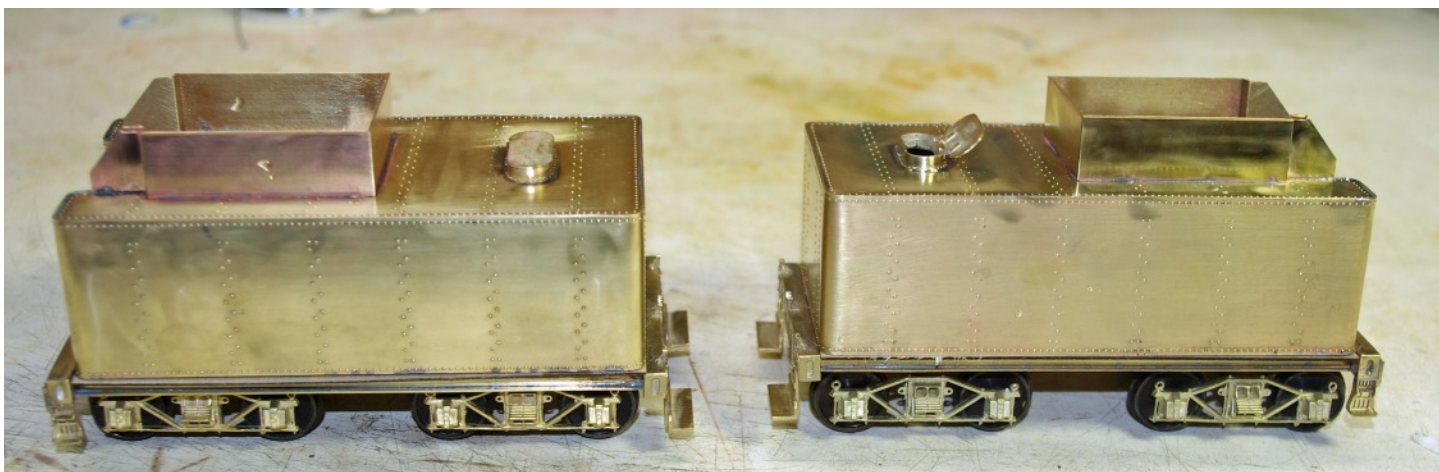
Here is the tender tank with the flange soldered on. Notice the small gap in the back of the coal bunker. This is one of the reasons I think the whole coal bunker should have been one piece. It would have made fitting easier and the joint would be near the front of the tender. I tapped the holes for 1-72 holes, but was not happy with the limited thread. To fix this, I soldered a piece of brass to the inside and drilled and tapped the hole again. This gave me more thread. I am now ready to solder the top in place.



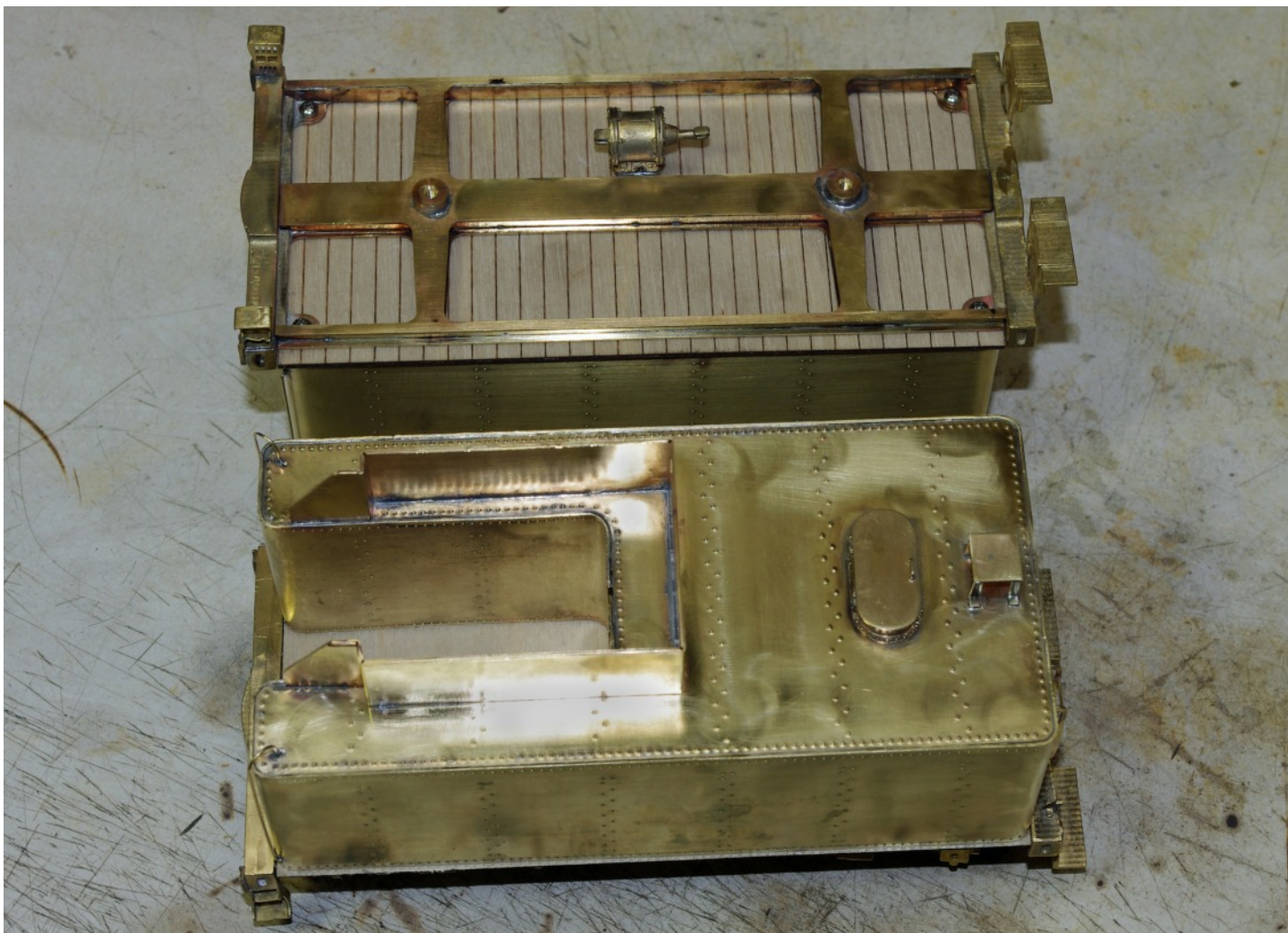
Here I am soldering the tank top on. I did the rear with the tank up side down. The clamp at the back is holding the tank and keeping it square while I fiddle with the corners of the water legs. Notice I am working on my homemade table again. These little tables are very handy and clamping them in a bench vice will keep your work from moving around. I use these a lot, and for more than just soldering.



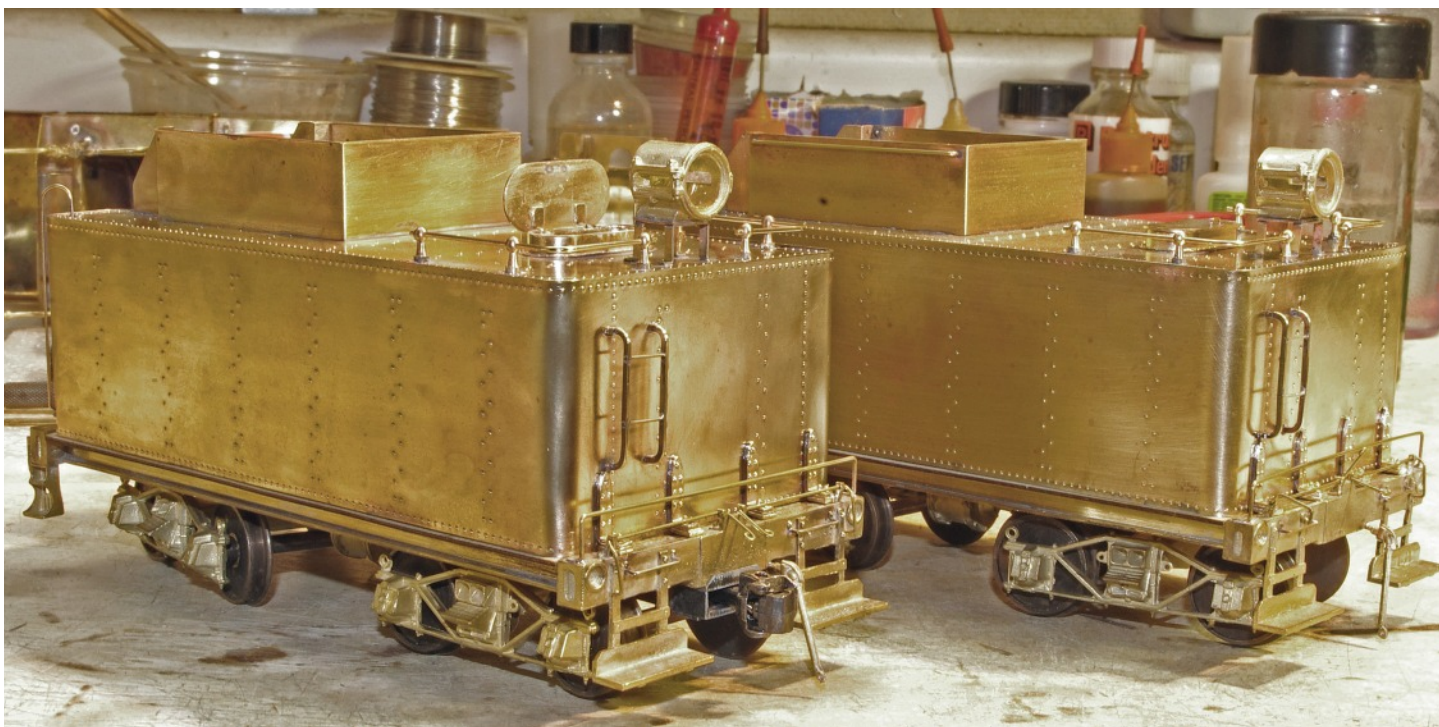
In this photo the tank is put together and I am soldering some of the details on. You can see I have it held in the bench vise. This is a 3" Palmgren vise I bought from McMaster Carr. There is hardly a thing I work on that is not held in this vise at some point. If you don't have a small bench vise like this, I would recommend getting one. It holds your work and allows you to use both hands. Since it is not fastened to the bench, you can move the work around to suit what you are doing.



Here are the two tenders put together. There are a lot of details to go yet, but the basic tenders are done.



This photo shows the underside of one of the tenders. I think the frame looks good and resembles the cast steel of the prototype. I had to make the center bearings to match the trucks and get the right height. The wood deck looks like the prototype, but I ended up cutting a big hole in it for the sound speaker. I use an acid flux when I solder and it will tarnish the brass a lot. To clean things, I use a wire brush in the motor tool. You can see the swirl marks on the tender top. Soldering the big cast end beams to the frame was a bit of a problem. First I used Tin Lead solder to get the lower melting temperature. Whenever you are soldering a big mass to your model, tin the part first if you can. Then apply the heat to the largest mass first. If you try to heat the frame here it will come apart before the casting gets hot..



Here are the tenders with the details on them. I was happy with the results, and was feeling rather smug that I could do this. The locomotives came next and taught me I was not there yet. Lastly, if you are a Nickel Plate guy, you have probably noticed the trucks are not right. The New York Central used arch bar trucks and the Nickel Plate used cast trucks. This has been noted and we are looking for the right trucks.

So that's my start on the two Nickel Plate switch engines. I thought I was rolling along at this point and was feeling rather smug. The wake up came when I started the locomotives. I had to learn a lot more and did some things I had never done before. In future articles I will go over how I scratch built many of the parts on the locomotives.

I would also like to point out once again that I heavily modified these kits. Look close before you buy any kit to see if it will work for you.

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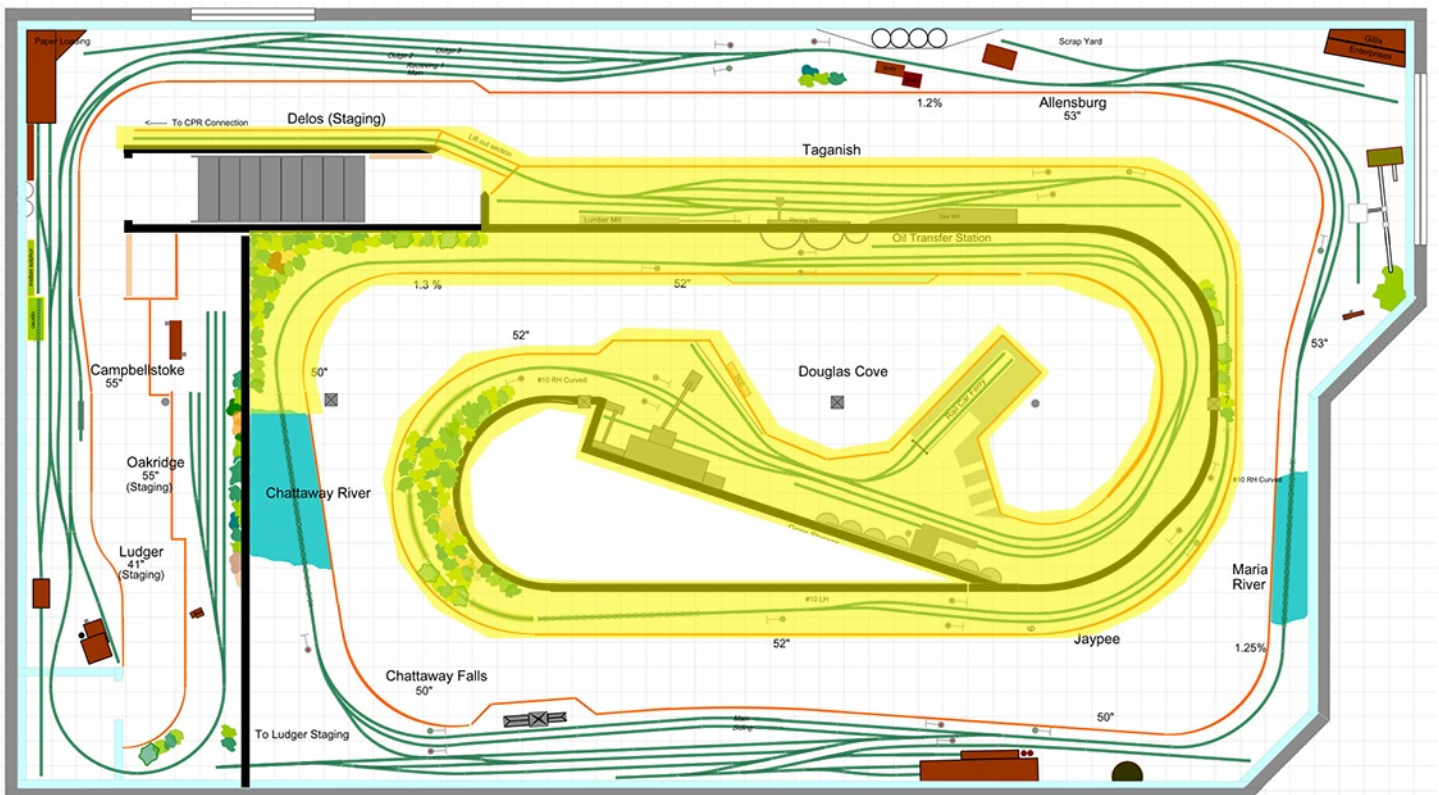
Construction update - a year's progress

By Serge Lebel

I just can't believe that it has already been a year since I first introduced the construction of my new layout in this magazine. Where does the time go? Well, let me take you back to a year ago and bring you up to date.

Being 50 years old, I am not yet retired and still have to keep a day job to pay the bills. This translates to a lot less free time to spend on the layout as I would like to. In addition, my job as a locomotive engineer takes me away from home 4-5 days per week, leaving me only a short window frame to work with. In an average month, I am home about 8 days in total, out of which I have to balance a married life, home improvements, and other hobbies on top of my model railroading. But because the goal of this article is to show how one person can tackle a large home layout project, I will not hide behind excuses and will show the reality of what I managed to do in the past 12 months.

[Reading back my initial article from the July/August 2017 issue](#), I had about half of the workbench in place with tracks laid. So in August I purchased all the materials needed to finish the layout room and complete the benchwork for the rest of the layout. Since the backdrop was already in place, I only needed to get the



*Above is where this month's article building has been taking place.
Revisit the [entire track plan click here!](#)*

Drawing by Pete Mottershead for
The O Scale Resource



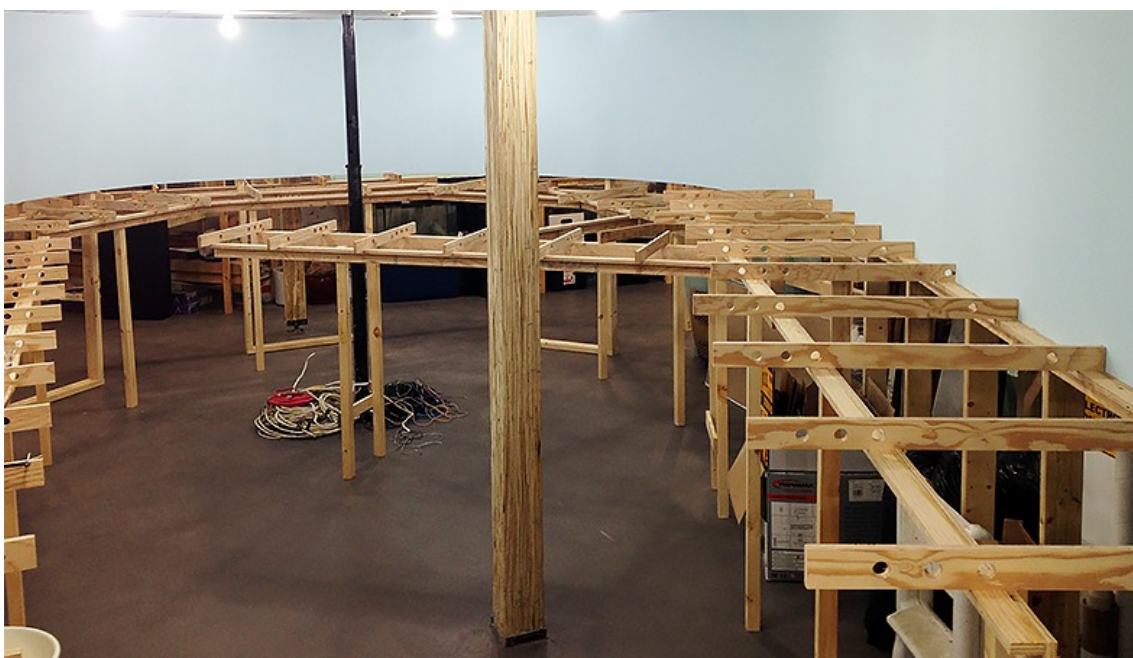
plywood and pine boards for the structure, and I also needed to finish the suspended ceiling. September was spent on the finishing touches to the lighting and ceiling, and in October I was ready to put up the benchwork.

Now benchwork goes relatively fast for me partly because I have my woodworking shop where I can strip down, pre-cut and pre-drill all my components. Once they are brought to the basement, it is only a matter of assembling the parts to reflect my track plan. The benchwork was up in a matter of a few days and things were looking good.



But even with a well designed plan, reality can sometimes bring it's share of surprises. This is what happened to me in Douglas Cove, where I had designed a rail car float. After the benchwork was in

place, I realized the access by rail to this location would require a very sharp turnout and curve, which would have made it almost impossible to load and unload 50ft cars on the float. So I removed that section of the benchwork and re-located it in a different spot which gave me a much better access and the possibility to create a longer float than anticipated.



Car float benchwork: Original design as per plan

This was good in a way, but there is one drawback to this design, in the fact that I now have two support columns right beside the scene. It is a compromise I will have to deal with, since I gained a lot more scene with this arrangement.

By mid-November, I had a couple of weeks vacation time, and after spending close to three months on the



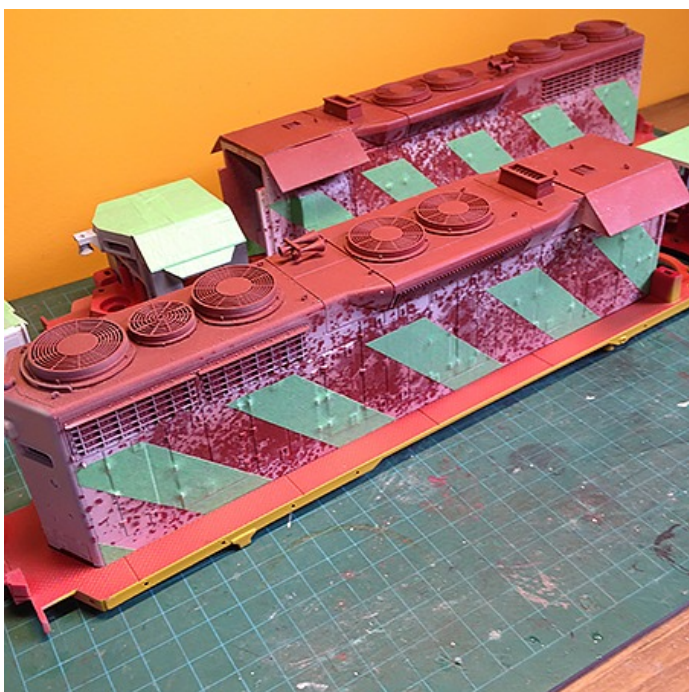
layout, I felt it was time for me to do some other type of modeling. I am funny that way... I work on the layout for a while and get so fueled up with modeling projects that I just have to set the layout on the side and scratch that itch. My goal is to build the layout in phases, completing one phase before moving on to the next. Of course, with a layout this size, it means I will be spending long periods, sometime years, working on the same phase. This is why I need to escape to the studio once in a while and do something else. Since I had a few locomotives I wanted to install decoders in and finish off with a new paint and weathering job, I spent my vacation on these locos... Time well spent indeed!!

But as soon as I was done, it was time to get right back to the layout. It does take some discipline to get back to the bare layout, but I

Above: Car float benchwork: modified

am convinced that every hour spent on the construction phase brings me that much closer to my goal of operation. So it was back to the shop, this time to prepare more materials. I needed a lot of spline for the sub-roadbed, and some risers. I spent a month gluing spline and installing the cork roadbed I had cut from a large roll.

With the new year came a new phase of the layout construction which I enjoy a lot... laying down the ties. Since I had already prepared close to 30,000 ties in the shop, I was ready to lay more of the ties down and prepare them for the iron.





Next came the iron. This is a task I enjoy and love to take my time with it. Not that I am any good at it just yet, but it does give me a sense of accomplishment when I see the final product. This is the only way to fit what I want at the exact location I need it to be. I think once the scenery is complete, it will look like the tracks were laid where they belong. For now, it's just tracks on plywood.

As I was inching along with the laying of the tracks, I came across a gap where I wanted to incorporate a bridge in the future. But since hand laid track is not like a piece of flex track that you can remove at a later





date, it was mandatory that I built the bridge right away. So the layout would have to wait once again for me to scratchbuild a bridge. This bridge is documented in the *Workbench Extra* in this issue, so I will not go into all the details of it.

Once that was in place, It was nearing the end of February. The iron was almost all laid and feeder wires were in place ready for the DCC bus. But again, something had to be dealt with before going any further.

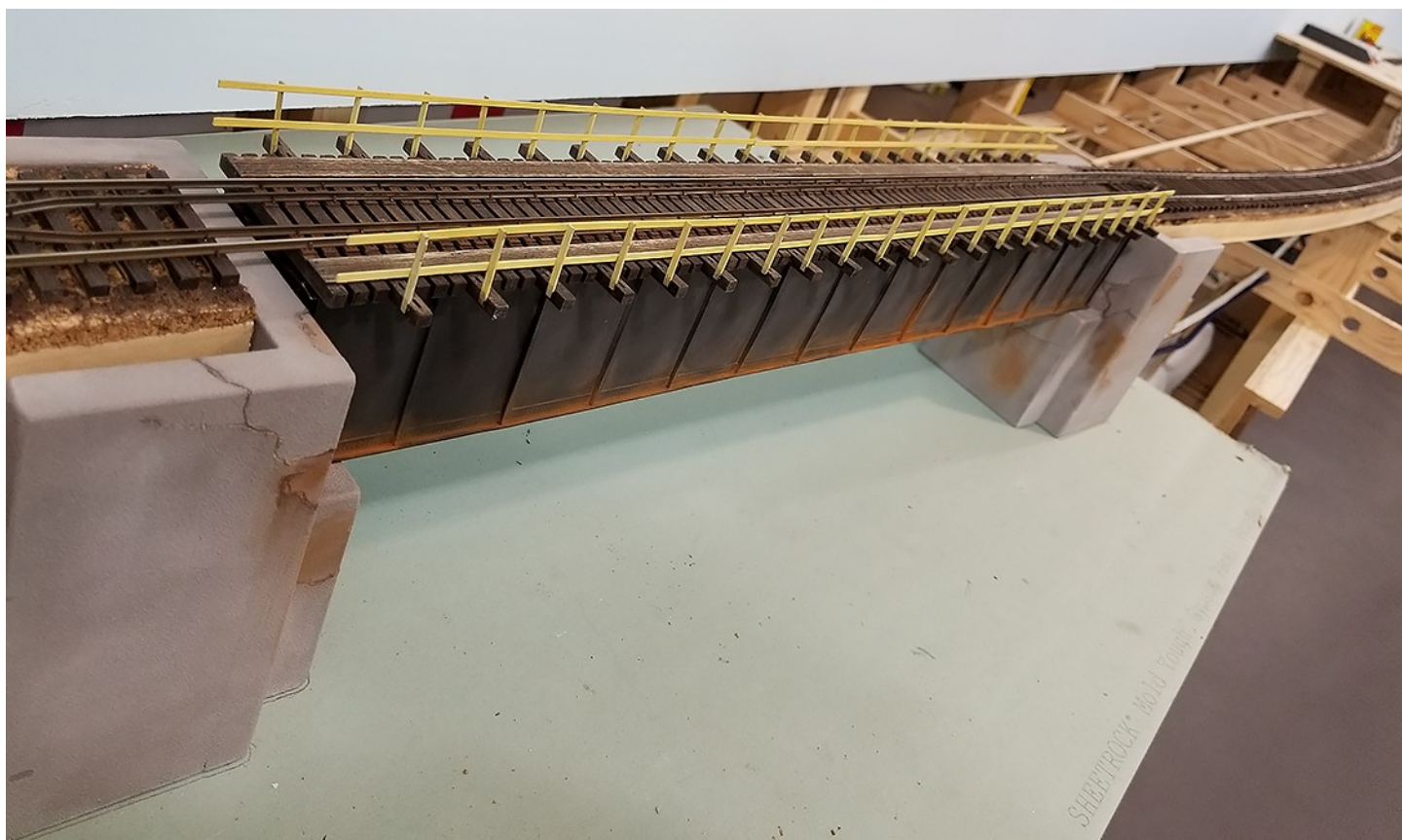
For the past four years, I had been researching and planning my signals for the layout. It was decided that I would scratchbuild my own signals, but I wanted to have a detection and signal control to incorporate in a CTC machine.

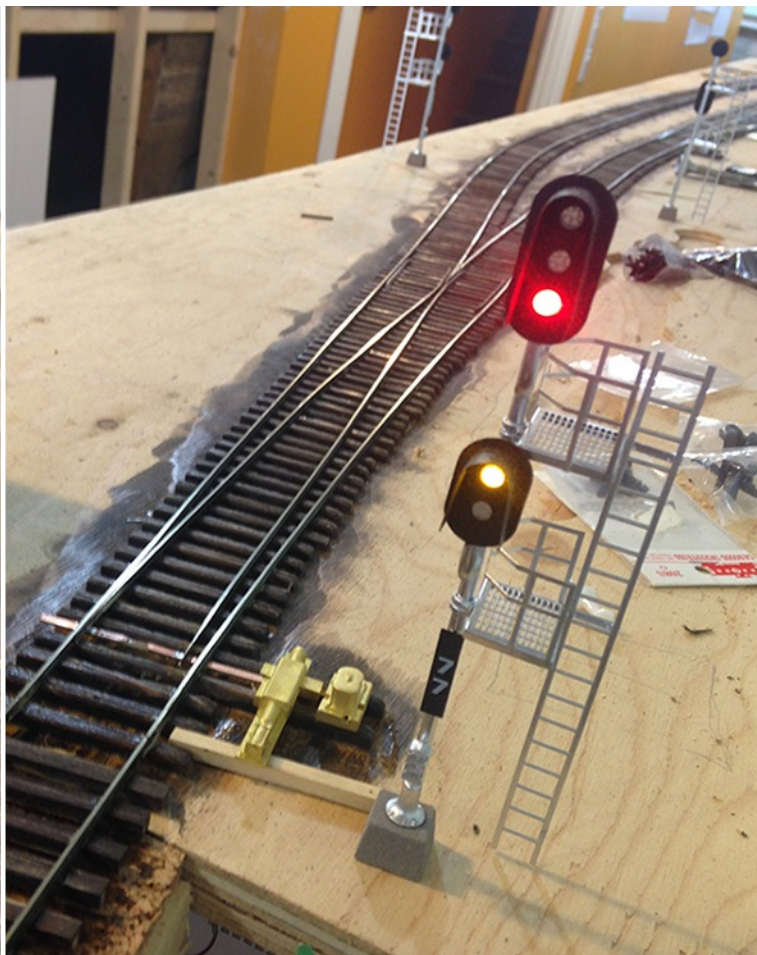
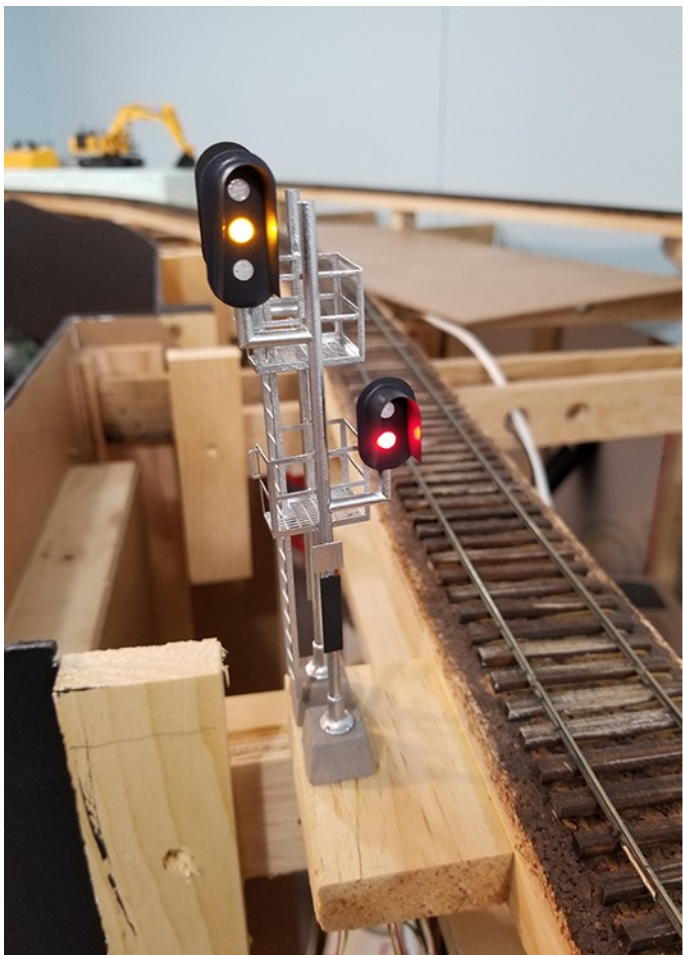
Earlier that year, I had purchased some detection and control parts and I needed to get them installed so I could



figure out the wiring of my layout before I was too deep in wiring. So far, I had dropped down feeder wires and had a temporary DCC bus in place, but I knew the detection would modify all of that. Laying the iron is all good, but you have to test this once in a while, and I was getting way too much done to have it all set up as a temporary wiring.

I am not a fan of wiring. This is the only thing in model railroading where I really have to push myself to doing something. This is probably why I spent six weeks in figuring out the detection system and how to wire my DCC, the detectors and the signal animator cards. In all that time, I only managed to set up one O/S section, but wired the DCC to the entire section of the layout that was done. However, I have to be fair and mention that I took the time to build “bungalow” style electrical panels in my fascia in order to contain the fragile electronic devices. There are two such panels for each of the 8 O/S blocks on the layout, plus three additional panels for the block signals...





By the time I was done, it was nearing the end of March. So far, I had been able to spend quite a lot of time on the layout. But I was now facing a period where I knew I would be away from my modeling activities for a while.





I was getting married at the end of March, and also had a few home improvement projects in the works for family members. This is when I decided to start on something that I could work on in short bursts. Again,

I chose to get one more locomotive project done. This way, I can do a little work whenever I have the time. I was able to get that project done and started a new one, this time painting a cut of 8 CP woodchip cars.



As of this writing, it is now June, and I have spent very little time on the actual building of the layout over the past two months. I did manage to finish laying the very last ties (for a total of 32,000), finishing up at the very end of the layout in Delos and Taganish, and I am now in the process of sanding and staining

them. I am still working on the detection and signal control, and I purchased the last 132 sections of rail I will be needing to finish the layout. These will be pre-weathered and spiked in place as time will allow in the next few months.





So in summary, this is the progress I have accomplished in the past year. I guess there is only so much one person can do. If this was a club, or if I had a couple of friends to help, the progress I made in the past year would have probably been done in a matter of a couple of months. The important thing here is that the layout is getting built, moving forward with the progress all while writing up articles and producing a video series in the process. Have I done enough? Have I met my goal? I would have to say YES... Since my only goal is to enjoy every minute spent on the layout and having fun.

Vicki's Cabin Woodstock Kentucky

By Renee Grosser

I built this model of a charming cabin belonging to our neighbor, Vicki Hall. I actually made two of them, one for our railroad and the other as a gift to Vicki.

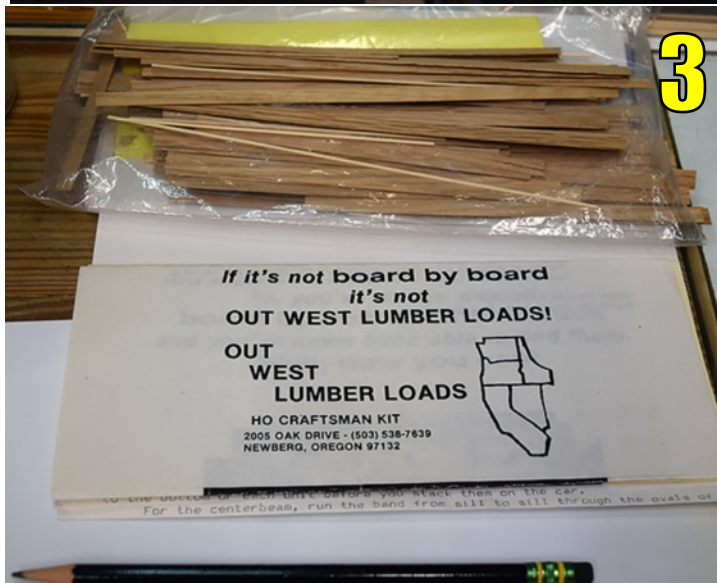
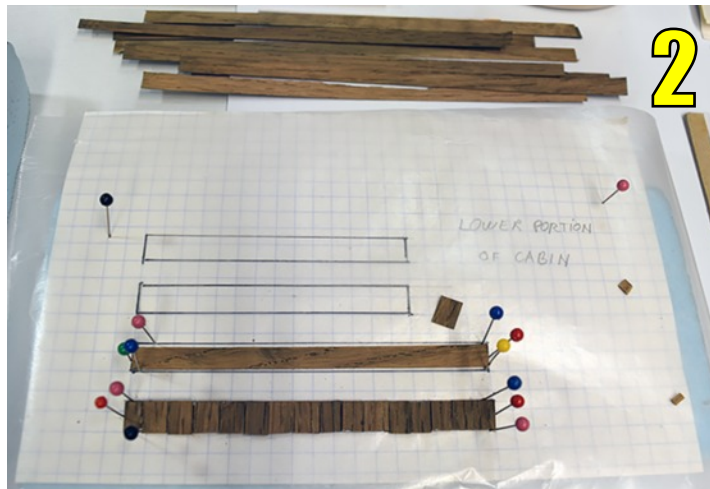
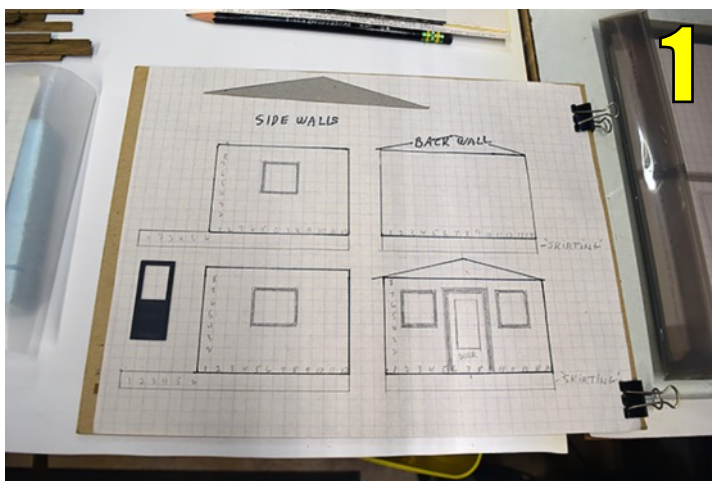
I photographed the actual cabin and measured some of the obvious dimensions such as the length and width.

Photos and the floor plan, side, and end walls were taken of my sketch drawings which is my standard method of drawing plans. Prototype photos show the cabin.



In the picture above, I am holding the finished cabin on the porch of the prototype. I also made the dress I am wearing, way back in the 80s when we were doing Civil War reenacting.





Getting started;

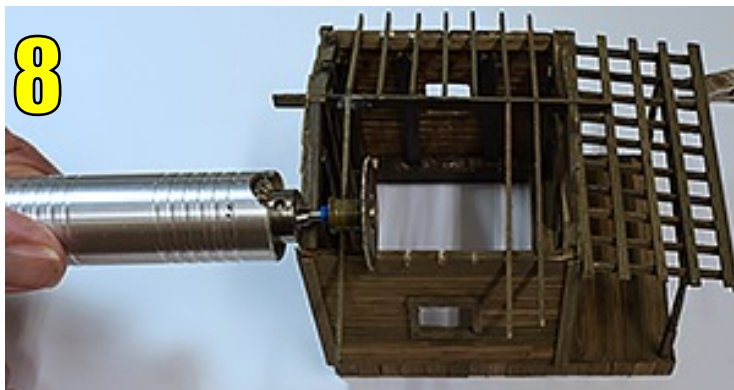
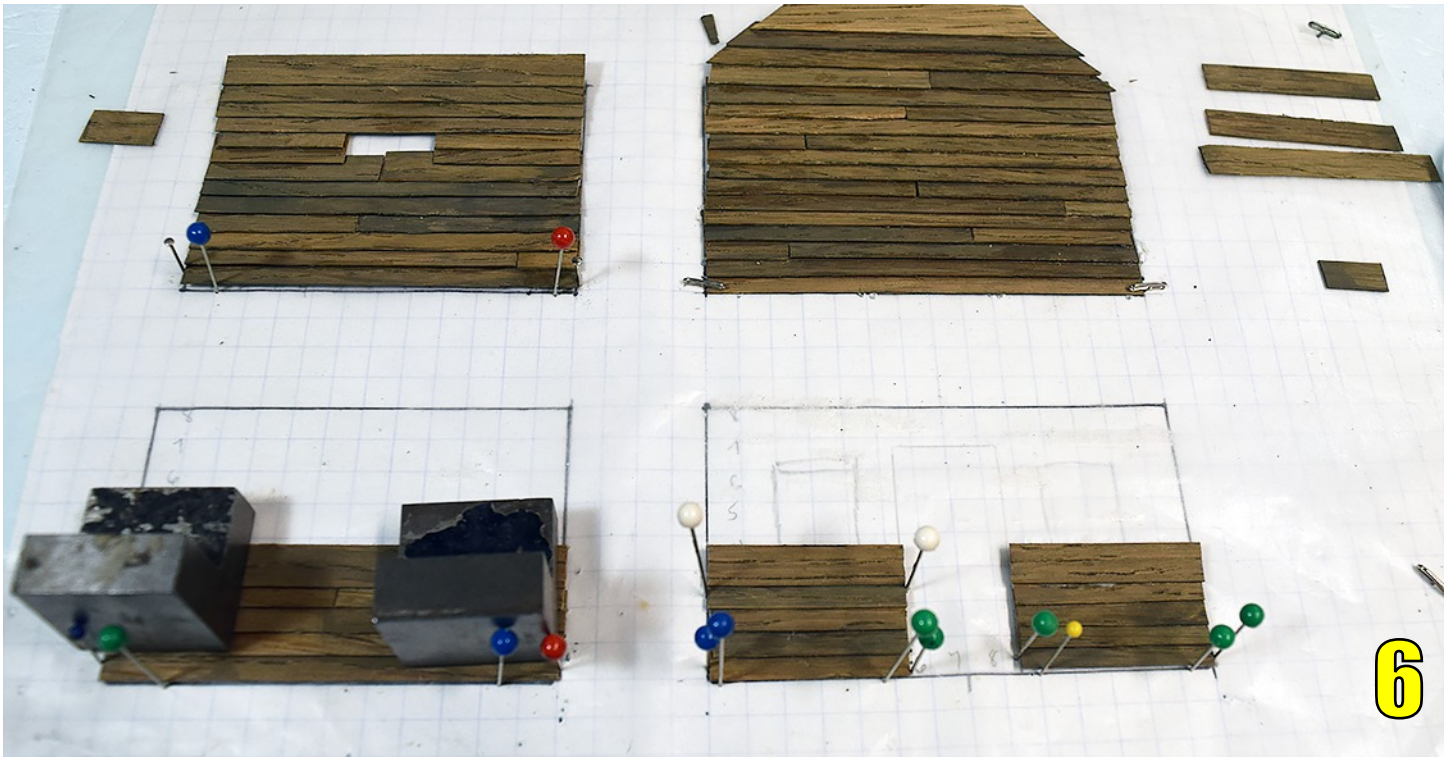
After drawing the sides in $\frac{1}{4}$ -inch scale on some paper with $\frac{1}{4}$ -inch squares, **photo 1** shows my drawing of the foundation, and **photo 2** shows me overlaying the foundation pieces over the scale drawing. The whole structure is built using some scale lumber and some my husband cut for me on the table saw. **Photo 3**

I use commercial parts when possible for details such as windows and doors. The door on this model is from Grandt Line #3608 that needed new mullions made and installed. The plastic columns are from Grandt Line, and they dictated the height of the porch roof. **Photo 4.**

I like to stain the wood before I assemble it into the sides, ends and roof rafters, and I use carpenter's glue with a paint brush to put everything together. **Photo 5.**



Assembling the walls is the easy part, but making sure the windows and doors are cut out to match the frames is a little more time consuming. **Photos 6 & 7.** I scratch built the windows by gluing the clear glazing plastic then added the mullions over the clear plastic using Micro Kristal Klear so the glue lines virtually disappear.



Once I have the sides built up, installing the rafters brings it all together. **Photo 8.** Rather than try to make the load bearing walls with notches in them for the rafters before I assembled them, I cut the rafters in after the sides were put together. This way I can make sure they are all equally spaced and straight. This works on any structure that has rafters or trusses for the roof assembly.



To simplify the roofing, I used Plastruct material to represent the lapped metal roofing material used on many buildings. This material looks good when assembled, and is easy to make it fit on any building. **Photo 9.**

Details

Details are similar to what Vicki has around her quaint little cabin.

Weathering and dull coating

Some light weathering was done on the roof with rust paint and chalk, then clear coated with a dull coat from Model Master.

Finishing is one of the more important aspects of setting a model up. I like to try to replicate the original structure as much as possible. Part of the fun of building models

such as this is finding detail items that are available from a number of sources.

I think this is a simple project for our O scale railroad, and anyone can do this with a little ingenuity and a few photos.





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SCALE

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O Scale Dimension Chart

Calculations done by Jim Canter

O Scale 1/4 Dimensions in inches		
1/4 inch		0.005208
1/2 inch		0.010416
3/4 inch		0.015625
1 inch	0.021	0.020833
1 1/4 inch	0.027	0.026041
1 1/2 inch	0.031	0.031249
1 3/4 inch	0.037	0.036457
2 inch	0.042	0.041666
3 inch	0.0625	0.062499
3 1/2 inch	0.073	0.072915
4 inch	0.083	0.083332
5 inch	0.104	0.104165
6 inch	0.125	0.125
7 inch	0.145	0.145831
8 inch	0.166	0.16664
9 inch	0.1875	0.187497
10 inch	0.208	0.02833
11 inch	0.229	0.022916
12 inch	0.25	0.25

Driver and Wheel Size			
Prototype	O Scale	Prototype	O Scale
24"	0.5	67"	1.395
28"	0.5833	68"	1.4166
30"	0.625	69"	1.4375
33"	0.6875	70"	1.4583
36"	0.75	71"	1.4791
40"	0.83333	72"	1.5
42"	0.875	73"	1.5208
56"	1.166	74"	1.5416
57"	1.1875	75"	1.5625
58"	1.2083	76"	1.5833
59"	1.2291	77"	1.6041
60"	1.25	78"	1.625
61"	1.2708	80"	1.66
62"	1.2916	81"	1.6875
63"	1.3125	82"	1.7083
64"	1.3333	83"	1.7291
65"	1.3541	84"	1.75
66"	1.375	85"	1.7708

OW5 Track	5 ft	1.25"
On3 Track	3 ft	0.75
On30 Track	30 inches	0.625
On2 Track	2 ft	0.5

Proto 48 Track	4'8.5"	1.177"
Coupler Height Center	34.5 in	0.7187
7 by 9 tie	0.145 X 0.1875	
9 by 9 tie	0.1875 X 0.1875	



***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 :-)



Ghost Train. Looking south down the Illinois Central (CP now) at a Union Pacific freight crossing where TY Tower once stood on the right in Tuscola, Illinois

SCENE AROUND THE LAYOUT

Brad Andonian sent us some great pictures of an unusual prototype car. “Poultry cars have long captured my attention. As a youngster, I recall the Lionel cars for poultry and cattle, being young in the 1970’s I did not realize this was the reality in the Steam Era. When I got back into railroading about five years ago, I saw an Overland model on eBay and was shocked at the price it fetched – and had to have one. When I was able to acquire a piece in 2015, I sent Bill Lane (noted S scale modeler) an email asking for assistance in how to paint it. He replied that he sealed the doors and shot it a single color. I was a bit frustrated as I wanted the feed doors and side doors to remain functional. In 2016, I painted two of my models (I have six), and last year commissioned a fellow to make custom decals for Mudd, and other lessees of the cars based on historical images. This past January, I bit down and purchased about 100 scale chickens from Berkshire Valley. I was able to coerce one of the kids to help me paint – she thought it a crazy task. I told her she was having quality time with Dad!

I took a sheet of 1/8 inch thick balsa and cut interior wall. These were glued with gorilla glue and have held. The side roosts are the same material stained with Hunterline Stains in gray. The birds had their feet sanded down to insure then can be mounted/glued to the wood. I used super glue to adhere to the wire car sides and the wood walls. Enjoy!”



We are proud to feature readers’ work. Depending on your response we would like to make this regular feature. So get those cameras and cell phones out and start shooting!

High quality JPG or TIF files are only.

Email to daniel@modelrailroadresource.com with a description of your pictures.



Looking up from the underside of the car showing the boards with birds mounted on them.



Painting and mounting the birds on wooden boards.



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

Don Kane has a video on [youtube](#) about making coal loads.



Don says "I use luan plywood, water base urethane finish, a plant mister spray bottle and Black Beauty fine sand blast grit. The luan is cut to fit precisely in the hopper. Appropriately sized legs are glued about 1/8" from the end of the base, and a narrower rib is glued to the top of the base to save on weight and material. The base is sprayed flat black and set aside to dry. Urethane is sprayed on the blank and grit is applied along the edges first, then the middle is filled. This is done in thin layers, adding more urethane after each application of grit. When the desired profile is achieved, use a precision tweezer to pick out any discolored particles. Apply a final coat of urethane, and allow a few days to dry. Use a file in a downward motion only to remove excess material on the perimeter of the load and test for snug fit. Load should drop out by turning the hopper over, sometimes a slight tap on the side is needed to release the load."

Watch Don go through the process on his youtube video [here!](#)

Don is a three rail modeler; however, that is immaterial to his great coal load making ideas.



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Canadian National Railways Sanmore Subdivision

By Serge Lebel

On my workbench today, I have a small bridge project which I scratchbuilt. This was done using some laser cut wood for the structure and covering it with plain 0.030 styrene. The structure is optional; and it was only after the bridge was assembled that I realized it was totally hidden and could have been made with a solid block of wood, that it would not have made any difference on the final outcome. Of course, we are not talking about a contest quality model here, this is a structure that was built to fill a gap on an operating layout. It looks convincing enough to pass as a bridge from 3 feet away! I made the sides by layering styrene strips of various shapes and installed some false rivets made by Archer Decals. The deck was done by cutting the bridge ties on my table saw which were then glued in place and stained. The railings were made using small stripwood glued with CA cement. I then used some homemade tie plates and spiked down the rail. The bridge sides were airbrushed with a thin coat of flat black paint, and I weathered the entire thing with chalks.



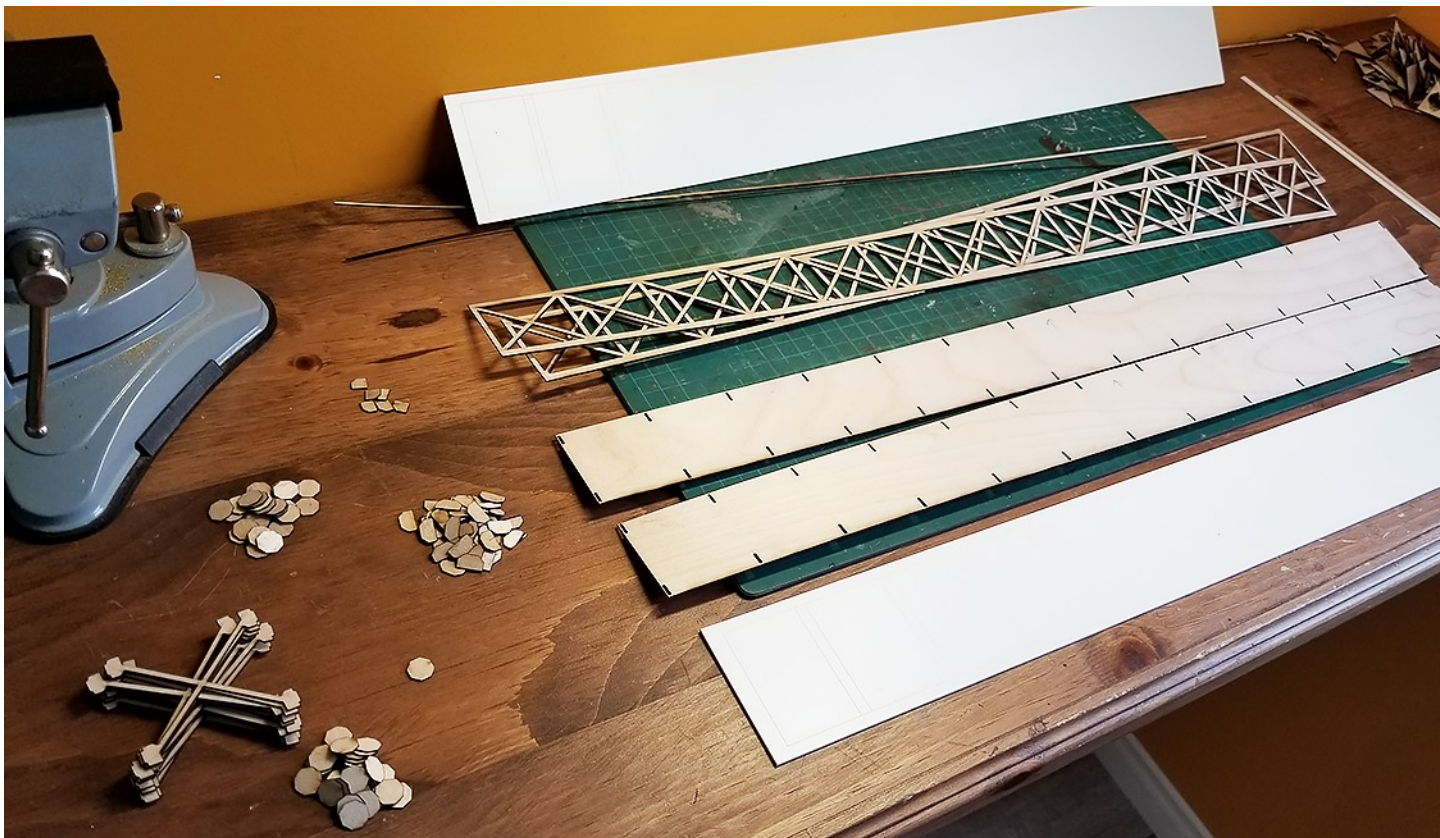
Bridge abutments were very simply made of wood scraps from my shop. After an initial coat of household latex primer, I sprayed a coat of textured paint from the hardware store. I made some masks with masking tape to simulate the peeling layers of concrete, which were applied between the coats of textured paint. Once removed, it creates a very nice peeling effect.

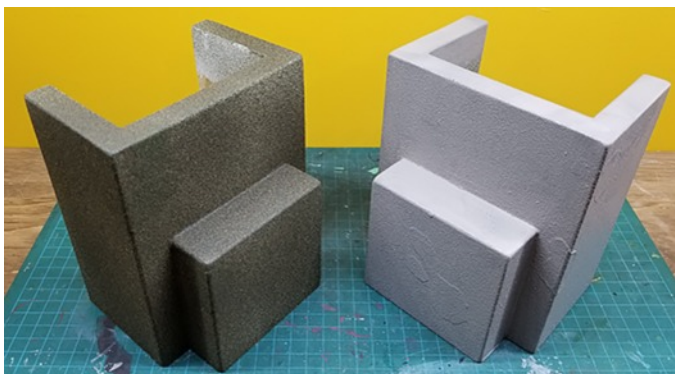
A very simple project that took only a few days from start to finish, and the cost was kept to a bare minimum, proof once again that model railroading does not have to be expensive to be enjoyable!

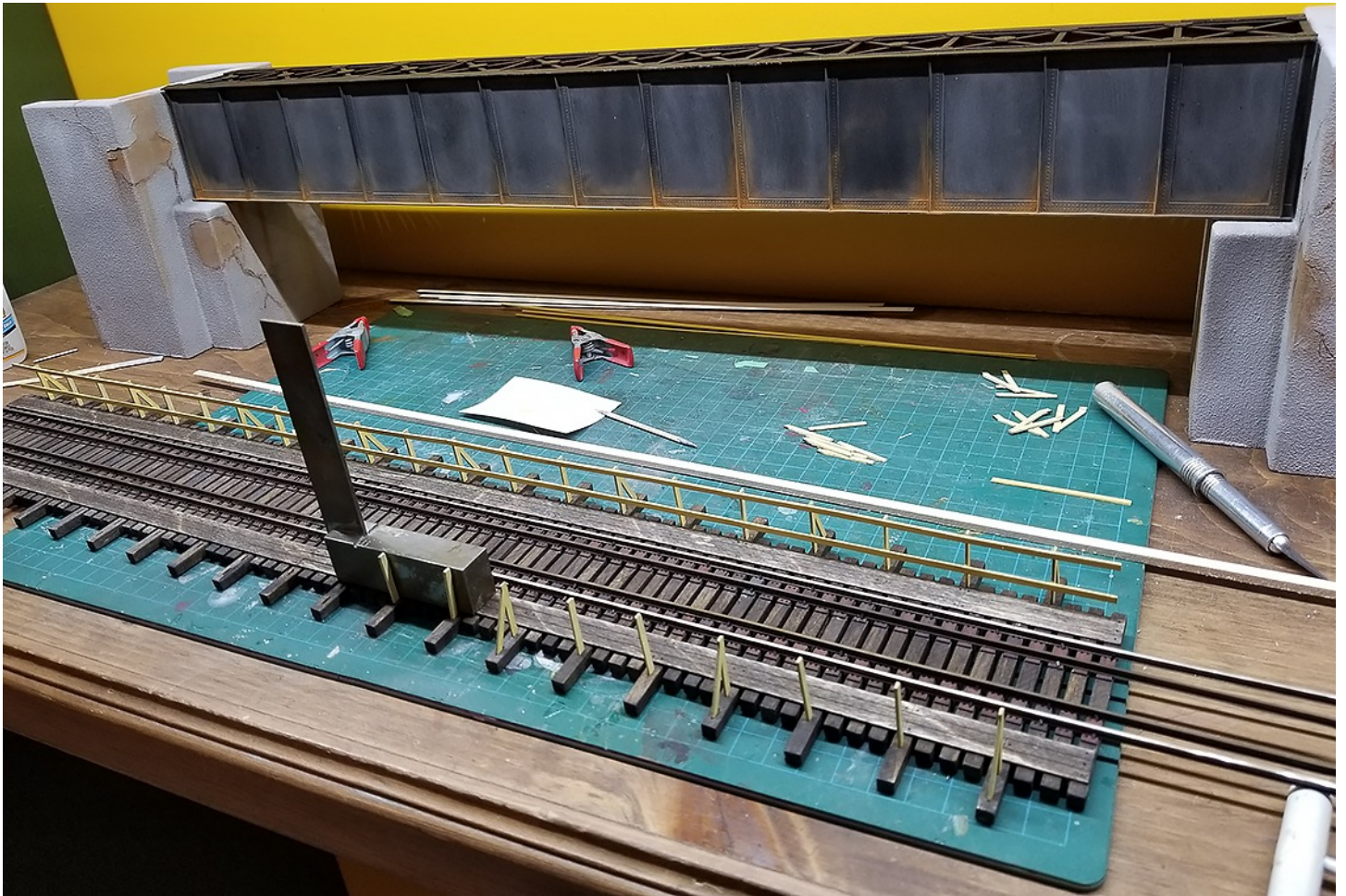
Serge Lebel
Clarke City, Quebec, Canada



**Watch the progress on the
Canadian National Railways
Sanmore Subdivision on Serge's
youtube channel here!**







READER CLASSIFIEDS

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<https://ribbonrail.com/railroadresource/Classified/> 725 Characters \$10.00 less contact information.
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WANTED: Vintage O Scale Older the Better! Outside 3rd rail, Acme, Alexander, Birch, Egolf, Exacta, Icken, Pomona, Mutiplex Track, Model Structures Buildings, Walthers Streamlined steamer, Baldwin Niagara, early diesels, Bascule or Lift bridge, World's Fair pieces, Museum and Santa Fe RR pieces, Scale Model Railway, old controllers, etc.

Also looking for: Voltamp, Carlisle & Finch, Knapp and Howard.

Carey Williams Email: wasp3245@aol.com Phone: 773-332-6121



FOR SALE: MTH SP tunnel motor PS 2.0 \$190. MTH SP AC4400 PS 2.0 \$200. MTH UP AC4400 PS 3.0 \$240. MTH DCS \$150. Also assembled buildings: Pecos River Brass warehouse flat 40" W X 23" H; Korber Long May it Wave Flag Co. Prices do not include shipping. Will send photos upon request.

Robert Goetz (Bob) Email: goetzbo@zoominternet.net Phone: 412-427-2643



FOR SALE: Key SP GS-1 4-8-4 #4409 F/P DCC incl sound Mint TRO \$4750; Key (Last run) ATSF E6-A Mars light F/P Mint TRO \$2000; GPM SP 2-8-0 #2811 70 C3 tender, snowplow, both clamshell & straight stacks F/P TRO Mint \$2150; OMI (0600.1) Canadian National C44-9W #2500 F/P TRO Mint \$1800; Weaver CPR Hudson #2816 TRO Mint \$1200 & CPR Royal Hudson TRO Mint \$1200; Red Caboose GP-9: Canadian Pacific F/P Mint \$300; Beaver Creek Great Northern 25' Caboose Mint/New \$500; Salenas' Tavern (Saco River Structures, Bar Mills, Maine \$125 Shotgun House by Thomas York \$90; Berkshire Valley Service Station Kit #801 \$75; Palace Hotel Downtown Deco \$75 **Reasonable offers considered.**

Bruce Antell Email: bruce.antell@gmail.com Phone: 650-773-7240



FOR SALE: SP collection for sale including steam & diesel, brass & plastic.

Dave Chidester Email: davechid@gmail.com Phone: 805-680-1830



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.](#)

Big Bend Railroad Club Monthly Open House

July 3, 2018

Webster Groves Frisco Depot, 8833 Big Bend Blvd., Webster Groves, MO 63119

Celebrating 80 years in 2018, the Big Bend Railroad Club holds a monthly open house, running their O-scale trains on the first Tuesday of every month from 7:00-8:30 PM with extra dates in December. Free, tax-deductible donations to help maintain layout and depot are accepted. Find us on Facebook

Email: secretary@bigbendrclub.org

Website: bigbendrclub.org

2018 St. Louis Railroad Prototype Modeler's Meet

July 20-21 - Collinsville, IL

Co-Sponsored by the Gateway Division, NMRA Our Twelfth Year and still growing! The St. Louis RPM Meet will be held on Friday, July 20th and Saturday, July 21st, 2018 at the Gateway Convention Center, One Gateway Drive, Collinsville, IL 62234. Collinsville is 12 miles east of metro St. Louis on I-55/70. The meet starts at 9 AM both days. Website:

<http://icg.home.mindspring.com/rpm/stlrpm.htm>

Eastern PA 2 Rail O Scale Train Show and Swap Meet Strasburg PA

O Scale Train Show and Swap Meet

August 11th and October 13th, 2018

Strasburg PA Fire Company 203 W Franklin St. Strasburg PA 17579

[Click here for map](#)

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

RPM Chicagoland - 24th Annual "Naperville" Conference

October 18-20, 2018

Sheraton Hotel and Conference Center, Lisle, IL

Railroad Prototype Modelers Meet, 40+ seminars from leading presenters, vendors, layouts, meals, and more. Email:

mike@rpmconference.com <http://www.rpmconference.com>

Southern New England 2018 O Scale Train Show & Open House

October 6, 2018

United Methodist Church, 161 Chestnut Street, Gardner, MA 01440

Train Show & Open House

Email: sneshowchairman@snemrr.org

Website: www.snemrr.org

Southwest O Scale Meet

October 20, 2018

[Fort Worth Academy gym, 7301 Dutch Branch Road, Fort Worth, TX 76132

Sales and trading tables. Friday clinic: spraying acrylics by a master painter. Saturday clinic: TexRail - Texas' newest railroad (see what it takes to build a 12 inch scale "layout"). The DFW O-Scalers will be bringing TWO layouts to the show. Home layout visits.

Email: swoscalemeet@gmail.com

The Cleveland 2rail O Scale Meet NEW LOCATION

November 3rd, 2018

UAW Hall 5615 Chevrolet Blvd.

Parma, OH 44130

We will again be putting on a nice dinner at the old NYC west side railroad station which is called the Station Restaurant. It is located in Berea Ohio

Email: j3a5436@gmail.com Sam Shumaker 440-248-3055

Website: www.cleveshows.com

The 2018 Mass Transit & Trolley Modelers' Meet

November 3, 2018

The Parsippany PAL Center, 33 Baldwin Rd, Parsippany, NJ 07054

Trolley & Mass Transit Model Displays & Sales.

Email: transitmeet@yahoo.com

Website: <http://nycmodeltransit.org/2018details.htm>

O Scale South 2019

January 19, 2019

Atlanta, GA USA

Cross of Life Lutheran Church, 1000 Hembree Rd, Roswell, GA
Type of Event: Swap Meet, Modular Layout and Layout Tours.

\$5 Admission, \$25 per 8-ft Table (Includes Admission), Spouses and Children Free. Info www.oscalesouth.com, Contact Dan

Mason 770-337-5139 daniel@southernoscalers.com

Email: dmansfield302@comcast.net

Website: www.southernoscalers.com

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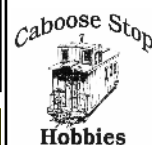
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berkshirevalleymodels.com/apps/webstore
and a few other things
O scale!

SHOWS & MEETS

Chicago "O" Scale Meet
March 15-17 2019
www.marchmeet.net
Ph. 630-745-7600

Indy O and S
Scale Midwest Meet
September 20-22, 2018
indyoscaleshows.com

DEALERS



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Cedar Falls, IA 50613
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trainguy34@mchsi.com

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PH 970-245-5100

www.rgsrrhobbies.com

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Advertisers Index

3rd Rail	Pg 2	Korber Models	Pg 28
All-Aboard-Trains	Pg 71	Millhouse River Studio	Pg 28
Allegheny Scale Models	Pg 71	National O Scale Show	Pg 46
Altoona Model Works	Pg 28	O Scale Kings	Pg 71
B.T.S.	Pg 50	P&D Hobbies	Pg 71
Berkshire Car Shop	Pg 28	Protocraft	Pg 14
Clover House	Pg 14	RailFonts.com	Pg 29
Crow River Products	Pg 29	Rich Yoder Models	Pg 71
Delta Models	Pg 28	Right-O-Way	Pg 14
Des Plaines Hobbies	Pg 29	Stevenson Preservation Lines	Pg 71
Get Real Productions	pg 46	Streamlined Backshop	Pg 71
Indy O and S Scale Show	Pg 5	Trainz	Pg 14
JT Mega Steam	Pg 29	Wasatch Models	Pg 14
JV Models	Pg 28		

