

O Scale National Convention Rockville, MD · August 22-26

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Reservations: 301-468-1100 Group Name: SONC 2018 Group Code: ASO For registration and more complete information visit our website

2018oscalenational.com

Or email: info@2018oscalenational.com Or write: 2018 SONC, LLC, PO Box 42241, Washington, DC 20015 Co-sponsored with the Mid Eastern Region NMRA

Fare: \$40 Full Convention Admission

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Volume 5 No. 5

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

We visit the Thunder Mesa Mining Company, a beautiful narrow gauge layout in Jerome, AZ.

Rear Cover Photo

Richmond, Danville & Southern's newest acquisition, ex Boston & Maine T1a, drifts down the "widowmaker" under a moonlight evening in August of 1947.

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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



Happy Spring! At least I think it's Spring. We haven't had snow for over a week here in Central Illinois, the grass is beginning to get green and brave flowers and trees are starting to bud. Now is a great time to look around at nature for scenery inspiration. Another great place to look for scenery inspiration is when visiting or reading about layouts. This issue we bring you some inspiration from Dave Meek's Thunder Mesa Mining Company in Jerome, Arizona. We visited Dave last December, and his layout is stunning. His attention to detail is second to none, not to mention he is a gracious host and enjoys sharing his railroad with young and old alike. So, if you're ever in Arizona, make sure to stop by. For more in-depth information about Dave and his layout, go to his website: thundermesa.studio.

Shows are also a great place for inspiration. We recently attended the March Chicago O Scale Meet in Lombard, Illinois. Once again, *The O Scale Resource* sponsored the model contest. We had some extraordinary models entered and the level of craftsmanship was superb. The winners and their models can be found in this issue. The judges for this contest are all NMRA Master Model Railroaders, and Mark Pruessler took the time to send us a letter with his observations and helpful hints for entering contests. One of the biggest things the judges look for is documentation in the form of pictures and/or plans. So start thinking about next year, gather your documentation and start building!

Dan was able to pick up his "dream engine" at the show this year, and wasted no time installing DCC sound shortly thereafter. Be sure to check out his article, as it applies not only to this Sunset T1a locomotive, but most brass locomotives. He also shares what he has learned about the unique Coffin Feed water heater.

I enjoyed seeing everyone in Lombard and all the good wishes. It was nice to "step back" from my treatments and enjoy a weekend away with friends. I'm looking forward to O Scale West / S West / Narrow Gauge West May 24-26 in Santa Clara, California, spending some time with family at some local wineries before the show, and seeing old and new friends at the show. The show happens just a week after my last chemo treatment, and I can't think of a better way to celebrate before radiation begins! No matter how many shows we attend, we always meet new model railroaders, and quite often, still find someone who hasn't heard of *The O Scale Resource*. As long as there's model railroad shows, we'll continue to attend.

This issue brings you an article on building a store by William Davis and a quick faux ballast technique from Walter Horlacher. Be sure to check them both out. As always, we are proud to continue "New Tracks", and this issue brings you a contest from Berkshire Valley Models, so be sure to enter here. And, continue to send in your photos to daniel@modelrailroadresource.com so we can feature them "On the Workbench" or in "Scene Around the Layout".

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE

Ted Schnepf of Rails Unlimited has some new urethane freight cars available.

The RI stock car is the B2 class rebuilt from 40' boxcars in the 1940's.



The NP stock was built in the 1930's and ran into the BN era.



The Michigan Central gon was built from a F&C kit, newly reissued after a several year absence.



The Milwaukee single sheathed boxcar is former Chooch kit, now with improved masters and includes a roof.



See the Rails Unlimited Website for more details.

Woodland is proud to present our newest addition to our Just Plug® Lighting System: Just Plug Accessories.



Just Plug® provides a complete, quick and easy way to add realistic lighting. This system works with new and existing layouts or projects. The modular design works for all scenes and allows easy, customizable expansion. Just Plug offers control of individual lights and can turn them on and off in a sequence. It is easy to combine and add accessories like Vehicles, Street Lights, Wall Mount Lights and Just Plug-equipped Built-&-Ready® buildings. Just plug and you're done!

The Old Weathered Barn is a stunning representation of a traditional gambrel barn with concrete silo seen coast to coast throughout the American landscape. This iconic beauty is worn with

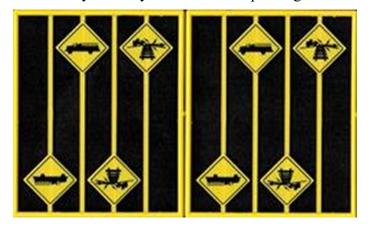


years of use and will add charm and character to the rural area of any layout. Details include a fieldstone foundation, shake-shingled roof, hayloft door and a vintage weather vane atop a slatted cupola. Additional features include a concrete grain silo, implement shed, intricately styled paned windows and traditional barn doors. The Old Weathered Barn is equipped with LED lights and a printed interior. The installed LED lighting was made for use with the Just Plug® Lighting System.

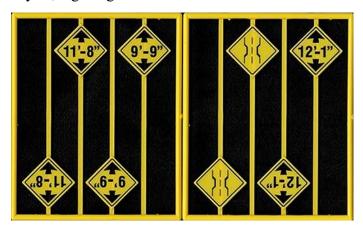
See woodlandscenics.com for more details.



Tichy Train Group has some new O Scale products. These are warning signs. 4 low vehicles may drag, 4 firehouse. Eight total signs. They are molded in yellow styrene with black printing.



These are bridge warning signs. Four different styles, eight signs.



See Their Website for more O Scale products.

Bill Yancy from Modern Era O Scale is introducing modern cars in fine resin kits featuring FMC 50'6" boxcars.







Included will be an FMC Boxcar center double door, FMC Boxcar diagonal double door, FMC Boxcar combination door and FMC 50'6" boxcars single 10' door. (Proto images shown)

Check Bill's Website for full details.



New narrow gauge freight cars from Berkshire Valley Models. Kits are precision laser cut wood that assemble easily. The detail parts are made of white metal. Trucks and couplers are not included. The ore car we have designed does not follow a specific prototype, but is patterned after the many styles found around the turn of the 20th century.

A good place to see examples are the "Car Builders' Dictionary". The shorter cars were made to carry the heavy precise metal, copper & iron ores.



See their Website for more information.

Richard Segal from Right On Track Models

Releases New Products For O Scale. Model O-09 Canoe & Paddle Store, which sells for \$148.00 with free shipping, and packs lots of details in a 9" by 12" footprint. This kit represents a general store type structure found throughout America. The kit features precision cut basswood, highly detailed windows and doors as well as cast resin and printed parts. Complemented with easy to follow step by step color instructions. This kit can be a focal point near any layout's water feature.



Model O-10 Icing Platform, which sells for \$152.00 with free shipping. Icing platforms were used through the early 1960s to load reefer cars with block ice so perishable products could be



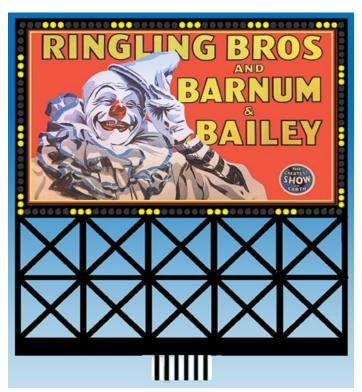
transported long distances by rail. Our kit has an impressive 6 ½" by 24" footprint. The kit features precision cut basswood, highly detailed windows and doors. Easy to follow step by step color instructions.

Special for our readers. 15% off O scale kits. Expires 5-30-18 Use code **FRIEND15** on checkout.

See their Website for full details!



Chris Miller from Miller Engineering says: We have a new animated sign coming out for Ringling Brothers Circus. We figured the time was right with all the news about Ringling Brothers going out of business.



Each sign comes with two peel and stick overlays that you can choose from, the choice is up to user.



The sign comes in two sizes, Large for HO/O scales, retail price \$49.95 and and the small version for HO/N, retail price \$32.95. The large version comes with supports. Like all Miller Engineering signs they come ready-to-run, are paper-thin, produce no heat, and have realism second-to-none.

See their Website for more information.



From Lee Marsh: Already well established importers of accurate and finely detailed models in Europe, we at Lee Marsh Model Company have decided to extend our product line to include the American market as well.

Our models incorporate the very latest state of the art techniques to produce highly detailed and accurate representations of popular locomotives. The advancement in 3D drawing, printing, casting and tooling has facilitated vast improvements in detail and realism compared with models previously produced. Our aim is simple: to produce the finest quality models possible as we push the limits of 'O' scale modelling to new heights.

For our first foray into American steam, a true icon has been chosen: the GS class Daylight. This is a locomotive that exudes raw power combined with highly distinctive styling. Used not only on the SP

Daylight train, but also on high speed overnight ghost trains, these are truly maids of all work. Here at Lee Marsh Model Company, we are passionate about the models produced and have our very own builder, SMT of South Korea, who manufactures exclusively for us. This allows total quality control together with very strict adherence to agreed production schedules. The models will be in full Daylight livery and in the later black finish with the side skirtings removed, as seen from the early 1950's. We will also include the GS-5 4458 & 4459 which had roller bearings; 4458 with Timken and 4459 with SKF bearings. Depending on demand, the GS-3 will be produced in 'as running' condition complete with side skirts.



See Lee's American Website for full details. Also check Lee's UK Wsbsite and see his other outstanding models.



Rick from Rusty Rail has some new products. This is our first offering of a 3D printed part. This machine is so delicate that I could not reproduce it in resin. So we can only offer this product in a 3D printed version.

As you can see in the pictures, the drill press has all its levers and the smallest detail. It is printed in the



a new resin that I'm working with called Tough and it is tough and pliable to get the fine detail. There is nothing to assemble. I will paint the drill press with the gray primer if you wish or leave it unpainted as you can see in one of

the pictures, you just tell me how you want it. The drill press stands 2" tall and the figure is not included.



Here is a Loggers/Miners Tent Cabin. These were easy to build and place for workers to have a place to stay out of the elements. This Tent Cabin also comes with an accessory pack to make it look lived in. Some minor assembly is required. You get everything in the pictures except the figures and scenery. The tent cabin measures 3 3/4" long by 2 1/4" wide and 2 1/2" tall. All resin castings and come unpainted.

See all their O Scale products on their Website.



Kevin Macomber from the Narrow Gauge Modeling Company has a new Crossing Gate. Gates come in a two pack and are unpainted.



Also new are Speeder Shed doors. These Speeder Shed doors are configured to be closed, but can be slightly opened to give enhanced effect to your build. If you note, the bottom of the door are extended planks so they can be cut around raised track if necessary or weathered with cracked boards!



See their Website for all their 1/4 scale items!



Walt Gillespie at Rusty Stumps Scale Models has some news. First and foremost Rusty Stumps Scale Models is NOT going out of business. They are just "switching tracks".

On June first we will cease to accept orders for any laser cut detail items such as Doors, Window, Shingles, Fences, etc.

Our laser equipment will be sold off in July to make room for a new additional 3D printer.

Our line of resin detail parts will be expanded with many new offerings as time goes by.

Kits will continue as any laser cutting on those parts will be done outside our company. New kits will tend to be more stick-built than laser cut and Backwoods Lumber and Mining in nature.

Check their Website for more details.



Bill Basden from Delta Models has some new items. Dome stair module that goes in our I G N dome #896. This is item 320 on the website. You get



detailed castings chock full of character, full color graphics and complete, easy to understand assembly & weathering instructions. 5" x 7". footprint. \$69.95



the complete set of parts to build this. Most all the things available in 320 are available separate as well. This was Pullman Standard's dome installed in most there tail end cars.



The biggest thing that was finally released were the long Pullman Style roofs, (DM 275) these are a one piece Resin casting 23 x 2.5 x 3/16" thick People who have purchase these just love them, they are in lots of 4 ready for shipping.

Also we are working on all the resin pieces for tail end cars for the roof in 3 different styles and the buffer section. Does away with doing them from formed wood roof.

Check their Website for all these great new products!



Lindsey's Grocery: What layout couldn't use a classic neighborhood grocery store? Beautifully

Von Eeries, Brains anyone? Liver? Blood Sausage? Scrapple or Rocky Mt. Oysters? With a menu like that you can understand why they went out of business. Includes full color signs and complete, easy to understand instructions. 7" x 9" footprint. \$79.95



Order buy either visiting the website www.downtowndeco.com, or emailing us downtowndeco@montana.com.

Douglas P. Pitney and Todd Architectural Models are relatively new to the O Scale model railroad industry, Todd Architectural Models in New Jersey just celebrated their 50th Anniversary. Their current offerings of built-up building models for O Scale model train enthusiasts include StreetScape (2-5 stories), CityScape (5 stories and up), Trackside Warehouse (various heights) and Manufacturing Warehouse 1" deep shadowboxes.

The first release of CityScape models includes Cameron Apartments (Washington, DC) and Corrigan Station (Kansas City, MO).



They are available at the website, www.toddarchitecturalmodels.com, in various heights. Contact Todd Architectural Models by email to discuss ordering limited production lit built-up buildings of these two structures.



Precision Scale Co., Inc. announces the sale of their manufacturing business after 45 years to P.F. & S. Railway Supply, Inc. of Pasco, WA. PSC will continue to accept parts orders through May 4, 2018, and asks for your patience during May and part of June for the ownership transition. PSC is also no longer importing brass ready to run model trains at this time. Current owners, Mark and Beth Morgensen and the PSC staff greatly appreciate the business over the years, and more importantly, all the friendships they have made.

The new owners are a family run business, and they are very excited to continue making PSC parts of the highest quality. Starting in June 2018, you can contact the new owners to place your parts orders: P.F. & S. Railway Supply, Inc., 560 Ione Road, Pasco, WA 93301, phone 509-528-9711, fax 509-266-4375, email precisionscaleco@gmail.com, website precisionscaleco.com.





Altoona Model Works

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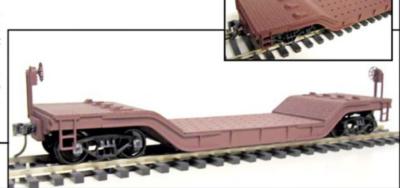


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Do you know that there is an index of all back issues? Click here and see!

Chicago O Scale Meet 2018

By Daniel Dawdy

The premier O Scale Show was once again a huge success. More vendors and people say to us that O Scale is alive and well. Once again, The O Scale Resource sponsored the contest room and those results are in this issue along with comments from one of the judges. Shows like this are not only for buying and looking, but meeting up with old friends and networking with others. Let's take a look at some of the happy people and products at this years show!





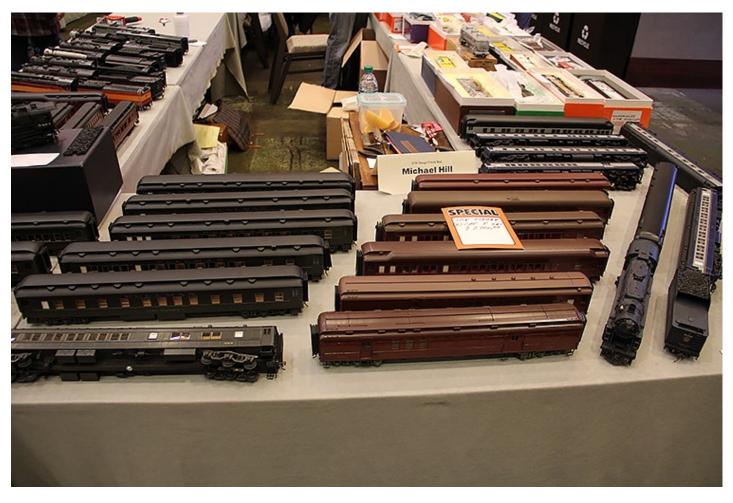
Of course there were piles and piles of O Scale, new and old.

Next page: Lots of eye candy starting with the new Sunset PA's. Below that many more great used items.









Above: Joe Fischer passenger cars were well represented from Mike Hill. Below: Allegheny Scale Models was there with many beautiful brass locomotives and other O scale items.





Above: Bill Yancy is introducing modern cars in fine resin kits featuring FMC 50'6" boxcars. See News You Can Use in this issue.

Below: If you want vehicles, you have come to the right place!





Altoona Models works was showing their fantastic UP Type Round House roundhouse. These may be custom built to order, see options on their Website.



Below left: Bob Spaulding was happy and sales were good.

Below right: Allen Pollock (l) from scalefigures.com and Al Collins looking over some figures.







Above: Carey Williams showing some O scale roots, and how they did it back in the day. A lot of history here!

Left: Dan Mason was selling some older kits. I bought one, and then he gave me one to build for the magazine. Yes, we'll be going old school in the future with an article and building some wood kits.





Above left: Brady McGuire minding his table. Always good to see Brady up here.

Above right: Jim Kehrein from Monarch Couplers. Yes, they are still being manufactured.



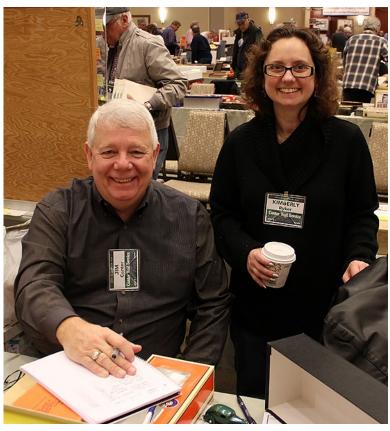
Chip Underwood and Rick Nelson among the happy people spending and looking.







Erik from Midwestern Model Works was proudly showing off the new pilot models for the current brass projects.



Jim Canter along with Kimberly Ryker manning Jim's Canter Rail Service tables.



Ted Schnepf poses with Judy Hill.



Nicky Shieff along with Marty Milner, Jr. working the Scale City Designs tables.





Above: Norm Buckhart of Protocraft manning his tables and showing off his new 52'-6" (Greenville Gondola) for CB&Q/C&S, along with his 40' Autocars series.

Below: Merlyn Lauber from Caboose Stop Hobbies and his tables.



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Above: Bob Heil & Jack Wheelihan representing Sunset Models. Below left: Scott Mann owner of Sunset/3rd Rail Models

Below right: George Kohs next to his tables.





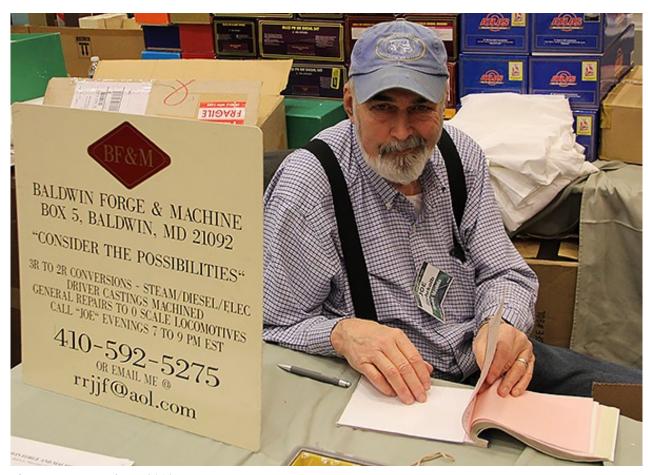


It's always great to see Martha Keil at the show.



Above: Rod Miller. Don't forget O Scale West this May 24th through 26th.

Below: Joe Foehrkolb from Baldwin Forge & Machine always looks happy.





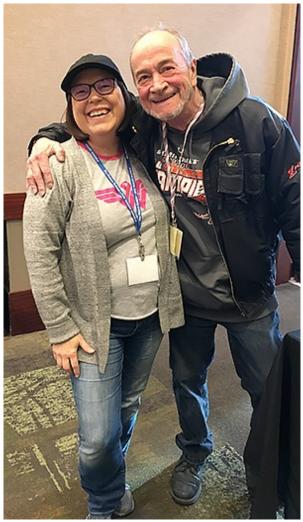


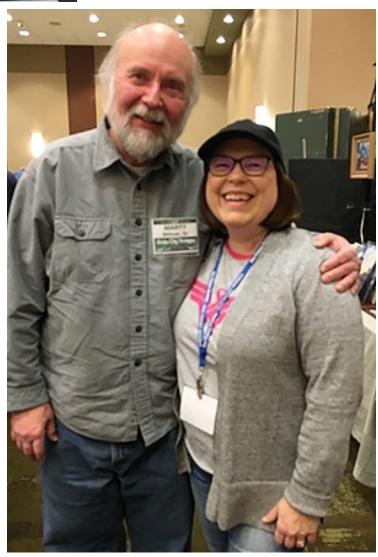
Above: Norm Pullen from Norm's Trains talks with Frank Krzeczkowski.

Below: Amy with Pat Mucci and again with Marty Milner Sr.

No one wanted to hug me...









Beverly Keller snaps a picture of John Mateyko from Lansing, IL (left) and Ron Morse from Springfield, Missouri (right).



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Chicago O Scale Meet Contest Results

Another great March Meet is over and there were many great models in this year's contest. There were some new faces this year, and as in year's past, we used three judges, closely following NMRA judging standards, along with a single public popular voted Viewer's Choice .We would still like to see more people enter this so get building and we'll see you next year!

We also want to thank our judges David Leider, Marvin Preussler and Mark Preussler. See Mark's comments at the end of this article.

Passenger Car Model



First Place: David Schultz Northern Pacific Coach #578



Second Place: Paul Gruetzman Burlington Winona



Third Place: Robert A.H. Schultz

Monon Baggage #103

Diesel Model



Single Entry: Duane Danielson GN NW-5



Display (Not Judged): Joe Gamby

Steam Model



First Place: Paul Gruetzman

NP 4-6-0 #328



Second Place: Marty Milner, Jr.

Akron, Ohio & Youngstown 0-80 #37

Traction/Trolley Model



First Place: Richard Nielsen #118 Milwaukee Electric



Second Place: Richard Nielsen

R & I #157

Freight Car Model



First Place: Jim Zwernemann 1944 War Emergency Boxcar Alton RR 51342



Second Place: Robert A.H. Schultz

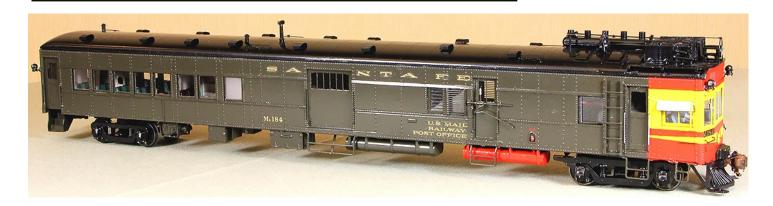
Monon Gondola #32117



Third Place:Sam
Shumaker

GN 50 door and ½ OB wood boxcar

Gas Powered Model





Ralph L. Nelson Santa Fe M.184



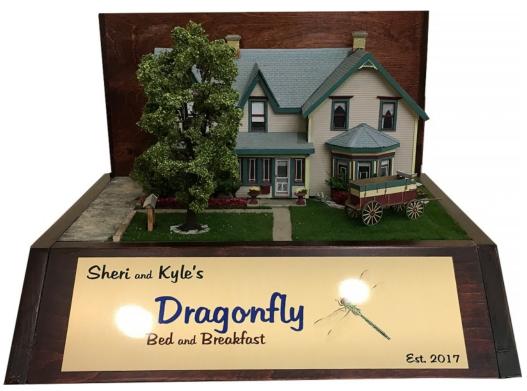
Second Place: Ralph L. Nelson Gulf Mobile & Ohio 2509

Non-revenue Model



Single Entry: James Schultz Steam Generator Car #73

Display / Diorama Model



Single Entry:Kevin Gibbons
Dragonfly B & B

Single Structure Model



First Place: David Crement EBT RR West Wing Machine Shop



Second Place: David Crement EBT Blacksmith Shops



Third Place:David Crement
EBT Freight
Office

The Happy Winners



David Crement: First Place Single Structure



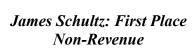
Jim Zwernemann: First Place Freight Car







David Schultz: First Place Passenger Car







Paul Gruetzman: First Place Steam Locomotive







Ralph L. Nelson: First Place Gas Powered for Santa Fe M.184 & Viewers' Choice with over 120 votes cast.



All first place winners received a \$25 dollar gift certificate redeemable from any of our advertisers. Congratulations to all and let's all start building!

A View from the Judges

By Mark Preussler

Once again, I was asked to help fellow NMRA Master Model Railroaders David Leider and my brother, Marvin Preussler, judge the fine entries in this year's contest. Since the contest is judged using NMRA standards, we made an effort last year to make sure all the modelers understood the somewhat strict guidelines we adhere to. I was impressed with the quality and quantity of models to judge. While some of the entrants were display only, most of the pieces spread about the contest room were in fact waiting for us to look at. I think between the three of us we all agreed that it's nice to have completed all the tasks set-up by the NMRA to get the MMR title, but the level of craftsmanship applied to several of the entries went far beyond what is required for an NMRA certificate. There are excellent model builders out there and many choose to work in 1/48 scale!

A point was made last year about models not having proper documentation to score better in the NMRA format. This was the case again this year. Several models scored just less than the 87.5 points needed for a certificate. Documentation in the form of pictures or plans would have garnered more points in the conformity section. Most of the guys who entered didn't care about that though as they are not NMRA members anyway and not eligible for a certificate. They bring their models mainly to share with the rest of us. I applaud their honesty! It's refreshing for me since some of the HO scale contests I was involved in, even at the divisional level, had someone complaining about points, favoritism, etc.

After reviewing my notes for this wrap-up, I am confident the "Alton 40-foot boxcar", completely scratchbuilt, was worthy of the highest point total (113 out of 125). The underframe detail, right down to the various connectors and unions on the piping, was all there. The fit and finish on the model was outstanding, matched only by a couple other entries that were close, but not quite as good.

There was some debate and disagreement between the second and third place models, but the matrix numbers don't lie. The "machine shop" which I have noted coming in second scored well on detail and construction (109 out of 125). Like the Alton boxcar, this scratchbuilt structure had documentation, just not as extensive. My notes mentioned scratchbuilt windows on this building. They were well done.

The third highest point total went to a "Santa Fe Doodlebug" (103 out of 125). I personally had the doodlebug model coming in behind the "kitbashed" steam switcher. I use the term kitbashed only because it used the commercial frame, drivers/valve gear, and parts of the original model's tender. However, the tender was heavily modified, the boiler re-detailed, and lots of added detail in the cab. Outstanding finish too! I lost my notes as to the roadname of the engine, but I seem to remember it being an ACY prototype. You don't see those too often. That's not to say the doodlebug was awarded third overall wrongly, but again it points out the benefits of using the NMRA matrix. In the end, the Santa Fe car had a slightly better score on finish and lettering due to a more complicated paint and decal job, it was defined as scratchbuilt, and had a pleasing interior with quality construction on all areas of the model. After comparing with my other judges, it was clearly a bit higher in points than I believed, and we came to a number we could agree on.

I was happy to see a ballot box for popular vote. Usually the model with the most eye candy wins the award. The Milwaukee Road auxiliary steam car and the NP passenger car stood out in this area. Both were well done.

I'll wrap it up again this time with a few generalities I noted. While it's great to include interiors and removable roofs on equipment or structures, make sure what the judges are looking at is of as high a quality as

possible to match the exterior which we normally see. A couple of the cars and buildings had figures in them. Good idea, but make sure the finish on your little folks match the look of real clothes. Most of us don't have shiny skin or wear shiny/glossy outerwear or pants. Dull them down. Partitions and walls need to be square if the roof is to be removable as well. Don't forget the doors either. A room without a way in or out isn't too realistic.

I mentioned last year to make sure your decals snug into the finish and details using Solvaset or a similar agent. By applying a decal over a glossy coated finish and using a pin or pointed blade to carefully release any air bubbles, you'll have a great looking model without any blush under the decal. I am happy to say that the decaling noted on the models this year was quite good. No one lost a lot points because of a decal job not being up to expectations. I doubt that my prodding had much to do with this, but it was good to see the quality decaling.

I am sure that some of these models will appear at other contests, I will be watching for the results in the model press throughout 2018 and early 2019. Of course I'd like to thank Dan and Amy for inviting us back again this year and I hope we can do this all again next year.

Best Regards,

Mark Preussler, MMR #442

CALE



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O SCALE HALL OF FAME INDUCTEES FOR 2018



The following individuals have been inducted into the O Scale Hall of Fame for 2018 for their contributions to the development and history of 2 rail O scale modeling. The ballets were available at this past March Meet at the Chicago O Scale Show. Congratulations to this year's inductees.



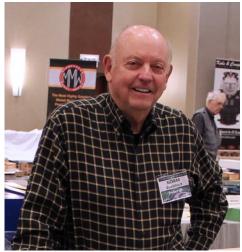
Ted Schnepf Owner Rails Unlimited

Ted Schnepf is a major O Scale dealer. He manufactures fine scale car resin kits, sells unique railroad photos, and has a custom line of O scale decals. He frequently opens his huge Milwaukee Road layout to visitors introducing most to real operating sessions. His layout is a must see event.



Scott Mann Owner 3rd Rail / Sunset Models / Golden Gate Models

Scott, through Sunset Models and Golden Gate Depot, has promoted O scale with great affordable locomotives and passenger cars, especially his brass steam locomotives, full line of plastic diesels, and full Name trains. He is now the leader in introducing new O scale products.



Norm Buchart Owner Proto Craft

Norm founded Protocraft to produce products needed in the P48 hobby, including prototypically correct brass freight cars, brass trucks, wheels, a magnetic AAR Type -E coupler, and hundreds of correct decals. His remarkable huge P48 layout includes an operating barge slip.



Mentor Definition: A Trusted Counselor or Guide

By Jim Kellow MMR

Modelers' Views on Having a Mentor, a Manufacturer, and Individual Mentor Who Can Help You

In the previous issue of *The O Scale Resource*, two modelers had written to me in need of a mentor. I truly hope they were able to find someone to work with to complete their projects. In this article, I want you to hear how some modelers have benefited from working with a mentor. If you have an experience you would like to share let me know at JimKellow@oscaleresource.com.

Alan Littlefield, one of the mentors spotlighted in a past "New Tracks" article, told you about his get together twice a year where highly skilled modelers help mentor less skilled modelers over an intensive two day period. Allen was kind enough to ask for comments from modelers who attended one of his events and received permission from each of these modelers to allow their names and comments to be published for your benefit to show how they feel a mentor helped them. Allen Littlefield deserves thanks from all of us for bringing these modelers to our attention, and allowing us to share in their stories. Thank you Allen for all that you do to mentor others. By the way, if any of you out there would like to share your stories, please let me know at JimKellow@oscaleresource.com I will include them in a future "New Tracks" article. Also please don't forget to post in the Facebook "New Tracks" site.

Allen Littlefield posted on his Facebook site asking modelers who attended one of his mentoring events that he would like to get their opinion on the subject of mentoring. "Did any of you ever have a mentor that showed you how to improve your modeling skills? If so, would you be willing to mentor another modeler? Was your experience one on one or was it in a group situation? Have you tried something new that you may not have tried after attending one of our Meets? If so could you elaborate? Would you consider a 'clinic' a form of mentoring, and have you improved your skills and confidence after attending one? I would appreciate your sharing of any experience you had with a mentor. Thanks in advance for your help."

The following are the replies he received from modelers who have attended one of his mentoring events.

Dave Wingrove: "My experience was shortly after rediscovering my love of model railroading in my late 40s with the purchase of an On30 Christmas train set. It was not long after that I discovered the On30 Conspiracy online and was introduced to characters like you, Jim Ellis, Alan Carrol, Les Davis, Don Kralik, Dallas Mallerich, Rustmeister and many others. All have been mentors and an inspiration to me as a source of creative kit bashing and modeling techniques, but you especially took the lead in encouraging me to share my work and to write about it. As a result. I have a few published articles and I should probably do more."

"The addition of Facebook to our online experience broadens the exposure to fellow modelers and their efforts even more. I am regularly just wowed and inspired by the great and creative work I see every day online! Meets like the Mid Hudson On30 Meet that you expertly host and organize twice a year add the whole live dimension to interacting with our fellow modelers. I think what I am saying is that the interactive aspect of our online and live experience is how we learn and teach each other, but it all begins with people like you that have an infectious enthusiasm and a willingness to share that makes it all possible."

"In a way I equate it with music, one of my other preoccupations, in that the way On30 modelers interact is similar to when musicians get together and jam. The whole rises to a level greater than the sum of the parts. I feel blessed to have met and get to know so many people too numerous to mention through the medium of On30 modeling, all for which among many other blessings I am extremely thankful."

Larry Knapp: "I followed so many great modelers on the railroad line forum. Many are mentioned above. They all helped me move ahead. There are just way too many to mention without forgetting some. I say if you have the time you would be a great mentor. I know I have already learned much from your work."

John Weigel: "I have been inspired by all of the great modelers mentioned by others. But I must agree that nothing is better than what Dan Wolschon says "just do it". Experience is the best teacher, but I must admit that people like Allen Littlefield, Les Davis, Dan Wolschon, Larry Knapp, serve to inspire me daily."

Fred Treitas: "I am always looking to learn new ideas and techniques. Mentoring is a great idea and I will use it if we do it."

Rick Bell: "Dan, you are right on the money. It is our hope in how we model that it will inspire others to give it a go. Our methods and techniques are just one way to accomplish the end goal. We strive to show a possible day on the railway. To Debbie and me, the journey of the build is the most fun. We are always learning from everyone we meet."

Samuel Barbose: "Sam Sr., you and Les were my mentors.... Clem Ojevich put me on the right path at 9 years old with some hard love."

John Mark Schreier: "My mentors have been GW Henderson, Al Judy, Steve Sherril, Steve Fischer and last, but not least, Jeff Grove."

Chris Lane Sr.: "My mentors were all the greats who appeared in the pages of the Gazette, RMC, and many years ago, MR. I got into publishing to mentor in that way."

Dan Wolschon: "My mentors go way back to the early 70's. For scenery, Jerry Jenkins, who taught me how to look around, just look around at what you see. Model and modeling detail wise, Dave Kunz, who said, remember what you look at. Both showed me the way to make a scene and a model the best way."

"There were modelers who inspired me in my quest. The likes of Tom Yorke, Gary Nash and Mick Greenberg, reading how they made plaster look like wood, brick and stone. Chuck Done and Brian Nolan on details in a scene. There are many more great modelers who have inspired me. I learned a lot by doing and if it didn't turn out like I wanted it to, I redid it. Learn to by doing."

As you can see, mentors have been in the past, and will continue to be, important to the future growth and development of the model railroad hobby. Finding a mentor will be a breakthrough moment in your modeling career. It will open you up to going down "New Tracks" to great modeling experiences. It will also give you confidence in your building ability to begin and complete future projects. Get onboard, learn new skills, gain confidence, and have fun.

Now I want to bring you another contest from an O Scale manufacturer. Thank you to Richard Rands who owns **Berkshire Valley Models** for showing his commitment to helping modelers improve their building skills, boosting their confidence in building models, and for participating in this effort.

Berkshire Valley Models

I am so pleased Richard Rands sees the need for mentoring in the model railroad hobby and agreed to be involved in this project. To see all the products he produces, go to his website www.berkshirevalleymodels.com The history of his company and some future products are discussed below. There is one product I really hope he decides to offer. He knows the one I want.

History of Berkshire Valley Models by Richard Rands: "Berkshire Valley Models" was originally founded by Frank Czubryt in 1989 in Adams, MA. Over the years Frank, helped by his brother Henry, developed a line of "O" Scale structures, freight cars, and one of the largest selections of O Scale model railroad detail parts. In 2013 Frank and Henry decided to retire and sold their company. Our plan is to continue producing the line of detail parts and add new products on a continuing basis.

Our parts and kits are made from white metal, laser cut wood, and/or urethane. Many of the detail parts do not require any assembly. Also, some of our parts are pre-painted so they are ready to be added to your scene.

Berkshire Valley Models is dedicated to providing O, HO, & S scale detail parts, structures, and vehicles. We plan on continually adding to the line on a regular basis. We have purchased Anvil Mountain Models line of HO, O, & S structures and the line of O scale wagons & horses. Three of the O scale wagons are also available. Check the "What's New" page for photos. Richard and Donna Rands.



For this contest, Richard suggested a kit of a pair of O scale crossing gates #467. This is a rerelease of a Berkshire Valley kit that has been out of stock for years. He is bringing it back to market and believes it will make a great building experience for the winning modeler. It is comprised of white metal and laser cut wood. Included is a fixture for quick assembly of the wood gate arms. Gates can be made to operate with extra components that are not included. He is also going to provide a mentor to

make sure the modeler not only has a great building experience, but also gains the confidence to build other projects. This is a really great opportunity to build a great model, and have a great mentor help you do it. I wish all of you good luck venturing down "New Tracks"! The finished model and comments about what the modeler learned in building the kit will be published in a future mentoring article in this magazine and on the "New Tracks" Facebook page. Thanks Richard for your help. By the way Richard, please do not forget the new model we discussed!



To enter the Berkshire Valley Models contest please click here.



Individual Mentors

This modeler has demonstrated his modeling skills over many years and has agreed to pass his knowledge and skills along to other modelers who feel they can benefit from his mentoring. I know from personal experience a mentor like William can bring a real change to your modeling. I hope you enjoy reading about him and take advantage of his gracious offer of help. I feel honored than he wants to be a mentor, and know you can learn a great deal from him.

My Model Building Story By William W. Davis

It was 1950; I was 3 years old and was given an American Flyer circus train set for Christmas. As my mother tells it, I crawled around the floor, as it ran around the circle tracks and I was never the same again. I have loved trains and model building ever since. However, as a kid, I was given American Flyer train stuff for Christmas, but beyond that I wasn't encouraged in my hobby interest. In spite of that, being a typical kid in the



I have a difficult time building kits as designed. In the early 80's, Grandt Line produced a 18 ton Porter kit. The Gazette had a contest to see how one could modify the kit. At that time I was very much into Mich-Cal Lumber Co. One of their fame was an HO Nickel Plate Berkshire with a engines I really liked was their #11. Even though it wasn't a working mars light. Now today this would be n big deal, but using late 1950's technology, this

50's, I tried building all kinds of models, all to rather poor results. Trains were my favorites. I used to go to the library and read the Model Railroader. It was there that I discovered the modelers who were the master model builders of that day, and who were to become my model railroad heroes. These were some of the true masters. Paul Larson, Jack Work, Bill Clouser and John Allen to name a few. I actually got to meet a couple of these guys. The high point was seeing John Allen's layout in the mid 60's. They showed me what could be done. It was all beyond me at the time, but I wanted it. As I said. I wasn't encouraged until I met George Black. George was a great guy and exceptional modeler. He was a wizard at electronics, and his claim to working mars light. Now today this would be no big deal, but using late 1950's technology, this was an accomplishment. He had to have a boxcar full of electronics behind the engine to make it all

work. I can only imagine what he could do if he was with us today with today's technology.

George introduced me to the local HO model railroad club. The model building on that layout was very good. I remember that there was a great scene on that layout that was my favorite. It was mining branch line with some very unique switching moves. Also in that scene was a cabin with a TV and it had an image on the screen that one of the guys had built. I was amazed by what these guys were doing, and it was there I learned



Another of the Carolina Craftsman Kits I like was the company house kit. However, I redesigned it to be a very southern.

the difference between toy trains and scale models. The really big thing I learned from George was not so much about model building, but that it was OK to do it. I used to love to ride my bike to his house and see what he was up to. He never treated me as just a kid, but as a fellow lover of trains and models.

My mother and I moved in 1963 from Ohio to California. I met Bill Gould at Glendale College, and he introduced me to narrow gauge. He was a master modeler then who later went into the manufacturing of kits and professional model building. I was always amazed at his award winning HOn3 models. Today he models On30 and has a wonderful series in "The Gazette" on building his layout.

After a year in college, I went into service and I wasn't modeling at all then; however, I kept my finger on the pulse of the hobby. I was stationed near the bay area so I would go to the East Bay Model Engineers layout in Oakland where I saw serious O Scale modeling. However, it wasn't until I went to a fine scale modeler's meeting at the hobby shop in Oakland, where I meet Bob Brown, Gordon Cannon, Cliff Grandt and others who were into that kind of fine modeling.

That meeting changed my entire concept about the hobby. The models I saw made me want to do what they were doing. I didn't think I could build the highly detailed models I saw in a scale smaller than O Scale, so



Above: This tank car was built from an Australian kit manufacturer Ian Lindsay. It is loosely based on the WSLCo coffin tank car. The flat car is an American prototype, but the tank is an Australian design. It was built as designed, but I added a pump system.

Below: As I said in the article, one of my model railroad heroes is Paul Larson. In the 60's, he switched to O Scale. He did a series of articles in the mid 60's for RMC. One was on building a stock car from scratch. I did one for OST on my build. Amazing how much materials and techniques have changed since the 60's.



I decided that would be my scale of choice. I found the size and detail of their narrow gauge models the perfect size for what I wanted to build. Remember this was the mid 60's and the hobby has come a long way since those days. Today we have lasers, 3D printing, plaster casting, resin casting etc., but then, except for some kits and parts you wanted, you had to build it yourself. It would be several years and after I got married before I would get back to model building, but now I knew what I wanted to do and what scale I wanted to model.

My first model, when I got back to being active in the hobby, was an On3 D&RGW high side gondola kit by Camino Scale Models. I wasn't impressed by my workmanship, but my wife thought it was cute. (The dreaded "C" word). I built a couple other pieces that I took to show at local hobby shop run by Gran Smith. He asked if I would like to display them in his shop. OK! A few weeks later he called me and said do you want to sell them. Really someone thinks they are good enough to buy. He said not only that, but he would like to pay you to build more. Gee, this kid who wasn't

encouraged to build now has a guy wanting to buy my models! As a result of this, I did a lot of custom model building in O, HO & S scales throughout the 70's, 80's and 90's. I also started writing articles in the 80's. This was how I supported my hobby and honed my skills. Those early models were OK, but I had a lot to learn.

Below: This is built from a Yorke Cuban tank car kit. I actually built this car as designed since it was based on a prototype car. I wanted it weathered to show years of operation and lack of TLC, but not abuse.



Now I would be remiss if I didn't give credit to one of the truly major influences in my modeling adventure. I used to hang around the Whistle Stop in Pasadena. It was there that I met Tom Yorke. He was a manufacturer of plaster structure kits and much more. He truly changed my modeling interest and ability to build models. Over the many years hanging around him, I learned about weathering, those wonderful funky little industrial railroads: quarries, swamp logging and southeastern railroads in general, and being creative. This opened my eyes to a whole different world of railroads and modeling, and I have never looked back from there. After visiting him, I would



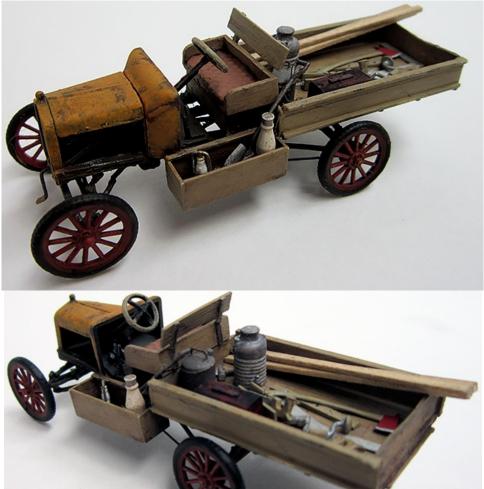
The Dreed's Furniture is completely scratch built out of styrene sheet and strips except for the store false front (a modified Yorke resin casting), the fake brick siding and the small windows above the store front windows which are also castings. Someday I hope to do the store's interior.



Chiver's Finescale out of England has a plastic GE 25 ton kit. One of my favorite railroads is the 3 foot gauge Arkansas Lime Co. that had a GE 25 ton engine that I photographed in 2004. Yes, they ran narrow gauge until 2002. So I modified the Chiver's kit to appear like the ALCo engine, but painted and lettered it for my quarry railroad Cornerstone Rock Inc.

leave with my head spinning from all the ideas and things he would show me. I couldn't wait to try them or build his latest kit. I learned more about painting and finishing from him than from anyone else. Then there is the Terrapin Narrow Gauge Society. Started in the 90's in Southern California, it has, by far, the finest group of modelers I have had the privilege to be involved with. Some of the nation's best modelers are part of this group. I have learned so much just by seeing the models these guys would bring to our meeting. They were inspiring to say the least. Many of the members were contest-winning modelers. The discussions and the clinics presented at our meetings only improved my modeling concepts and model building.

One member Marc Reusser was a great experimenter. He would build a model just to learn or try a technique. That really appealed to me. After all, so much of what I do are the results of trail and error – a lot of error. However, I believe if you don't try, you will never know what you can do. I have found this especially true when it comes to finishing. Many times by taking a shot at doing something, I have discovered a great new technique. Randy Scott & Jeff McKee are two guys with whom I spent many a fun Saturday building models when we lived in the same area of the country. Another is Dan Downing who I have shared my modeling adventures with since we met in 1979. We have shared ideas and techniques even though we never lived in the same area of the country. I always look forward to



A few years ago there was a kit for a WW1 Model T ambulance kit. I like it and bought a couple. I then found an early Model T work truck worse for ware. I modified the ambulance kit to be a work truck that I call my "Hillbilly Jalopy". I need to find a moonshine jug and a shotgun to put on the passenger seat to complete the scenario.

Dan's emails and what he is working on.

This brings up an important point. Distance doesn't mean you can't share or learn or even mentor. Especially in this day and age of instant communication. Today's social media and model organizations like the NMRA makes it possible to connect with others no matter where you live. My hobby would have maybe never developed without these people who shared their interest with me and allowed me to share mine with them. Because of all these influences, I am the modeler I am today. No one directly mentored me. However, their willingness to share has given me the same willingness to share what I learned with my fellow modelers. I find structures, machinery, vehicles and rolling stock most fun to build. If you have any questions or want to know how I did something contact me via email,

mycarolina47@gmail.com Today I live in North Carolina. Wednesdays, when my work schedule permits, is hobby day. The time I spend at Jerry Davis' O Scale layout or modeling time with Jim Murphy are times I treasure. It was Jim who encouraged

me to enter the MER convention in Durham. I won many awards there including best in show.

Congratulations to Bill for his contest wins. No doubt in my mind that they were well deserved and everyone who saw them enjoyed and appreciated his modeling abilities. That is all for this issue. I hope you have found some help for your modeling experience. Any comments or suggestions for the next article will be appreciated. Don't forget to Friend the "New Tracks" Facebook page at and you may find yourself going down "New Tracks". Time for me to be off to the work bench.

Mentor Feedback

James Schneider wrote: "Jim wanted to express my thanks to you. Through your articles I found my first mentor. Great gentleman with years of modeling in O scale behind him. Great layout with some beautifully scratchbuilt passenger trains. So excited to spend sometime with him."

JEROME ARIZONA

Introducing The Thunder Mesa Mining Company

By Daniel Dawdy



Above: Headframe still stands from the Audrey shaft.

Right: Old Jerome high school building is now part of the Art Center and home to the Thunder Meas Studio

I must admit that we were in Jerome a few times in the past and never know about this layout or the Art Center. Amy and I set up an appointment to meet David at his studio and we arrived on my birthday. What a present it was! The Thunder Mesa Mining Company is an On30 layout that harkens back to the wild west days of years gone by.

Each December Amy and I head out to sunny Arizona for a week. We always make the drive up to Jerome which is an old mining town that is now getting to be known as an artist colony. You can spend a day or more there walking and visiting all the shops and historic areas and of course, wineries.

One of the neatest historical attractions is the Audrey shaft and headframe. You can stand on a glass platform and peer into an abyss hundreds of feet deep with water flowing through the bottom. Audrey Headframe Park is great attraction and well worth the trip. A headframe is the hulking structure positioned above a mine shaft that supports the pulleys and all other equipment needed for the cables to raise and lower elevators or ore cars. The Audrey Headframe was constructed in 1918 above the copper-rich Little Daisy Mine. The piece was named for the adopted daughter of the mine's superintendent.

Now we are an O Scale Railroad magazine so we spent some time with David Meek at his Thunder Mesa Studio in Jerome Arizona. The studio is located in Building A of the Jerome Art Center, a building that once housed the town high school. There are many artisans located in this complex.



The first thing that struck me was Déjà vu. I had seen something like this before. Names like John Olson and Malcolm Furlow come to mind; and they should, as both inspiration to Dave. Dave has always been a Disney fan and have been fortunate to work with with some Disney artists on a freelance basis. I'm also happy to have a few friends within the company who are fans of my modeling. John and Malcolm's influences are clearly evident on David's railroad.

David showed us around, and we talked for quite awhile about his layout. David has a beautiful Website and also a Facebook Page which goes into great detail his railroad and studio. I would definitely check those out to watch this build progress and get a feel for his beautiful modeling. Because David has such great documentation already, we will just take a close look at the beautiful work and modeling featuring both completed and under construction parts of this fantastic layout.

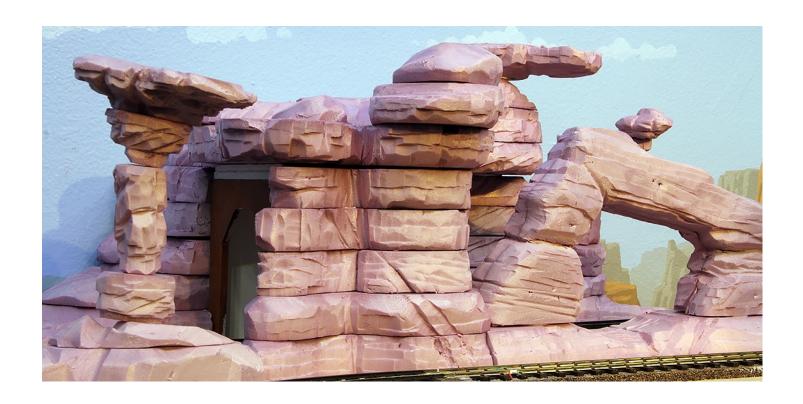
We whish to thank David and his hospitality during our visit. He was a gracious host and all around nice guy!



Panoramic view of the Thunder Mesa Mining Co. The layout occupies an area of about 144 square feet.

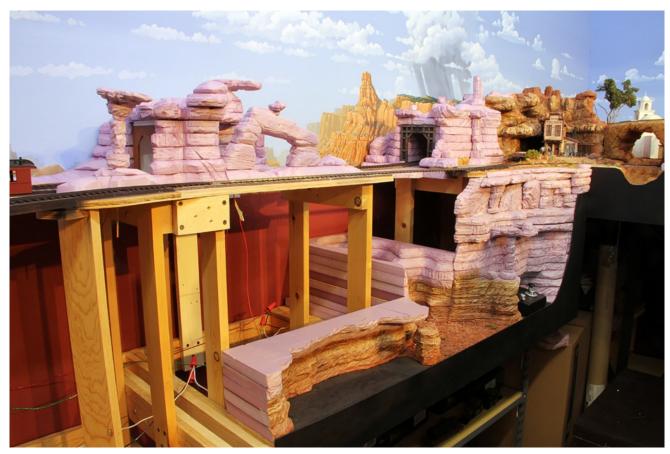


This overall view of the TMMC gives a good idea of the scenic depth on display.



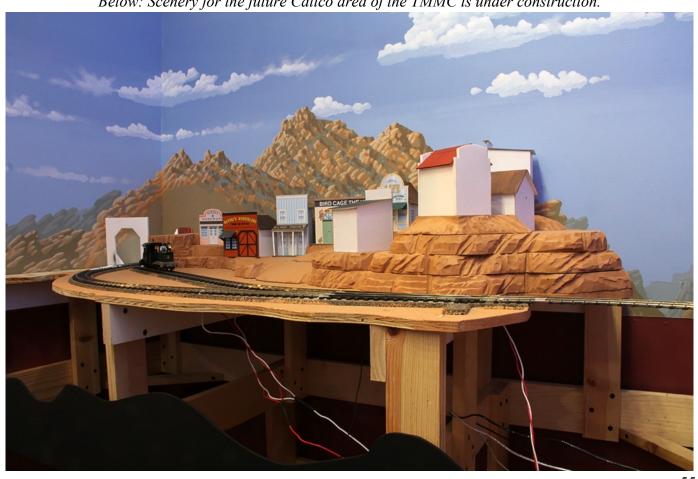
An example of extruded polystyrene foam rockwork under construction. The layers are sculpted with a hotwire cutter and and Dremel tool before being blended together with Sculptamold and painted with artists' acrylics.





Above: Another example of extruded polystyrene foam rockwork under construction

Below: Scenery for the future Calico area of the TMMC is under construction.

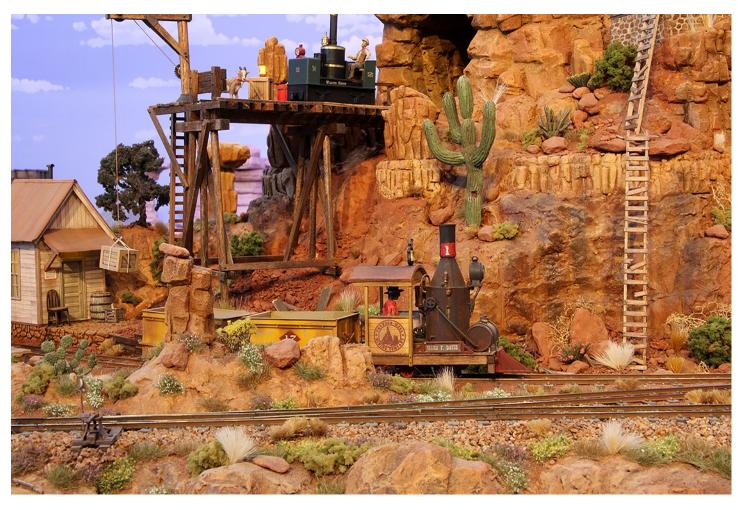




Olson and Furlow's place was scratchbuilt mostly from illustration board and Grandt Line details. The outlaw hangout is a tribute to groundbreaking narrow gauge modelers, John Olson and Malcolm Furlow.



Many hidden details, like this flickering fire inside of Injun Joe's Cave, help bring the layout to life.



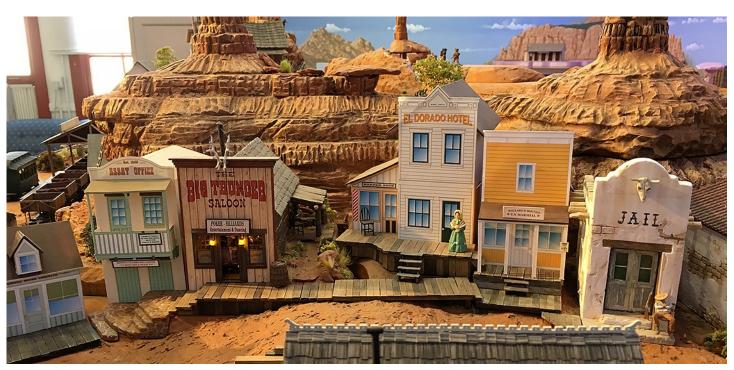
Above: TMMC #1 moves some ore cars into Saguaro Siding. The critter was scratchbuilt atop a Bachmann HO cable car truck with parts from the scrapbox.

Below: Geyser Gulch is an active geothermal area. A wooden trestle to span this feature is still under construction.





The town of Thunder Mesa. Each structure is designed in a graphics program and then scratchbuilt for its specific location. Paper and cardstock mock-ups hold the spot for future structures.





Above: A short freight steams across the Big Thunder Creek trestle. The Bachmann Porter locomotive was painted and detailed by the late Verne Niner and is one of several items from Verne's fabled Estrella & Sonora Grande layout that have found new homes in Thunder Mesa.

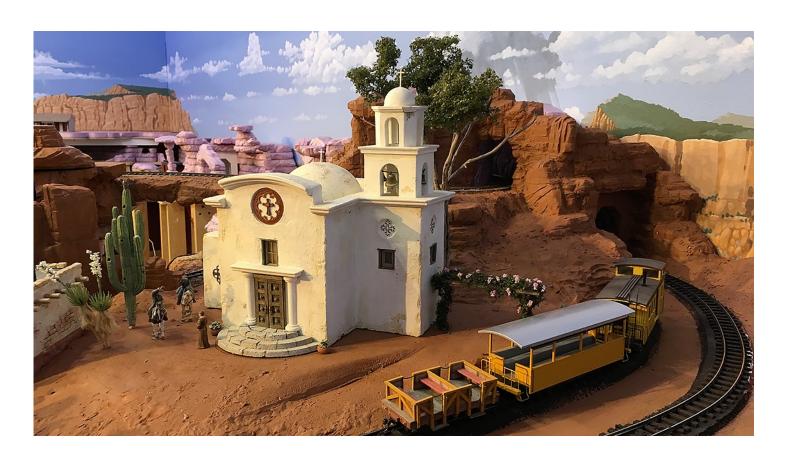
Below: E&SG #2 simmers on a siding in the unfinished Calico area. This Bachmann Porter was heavily modified by the late Verne Niner and features additional power pick-up from the scratchbuilt tender.

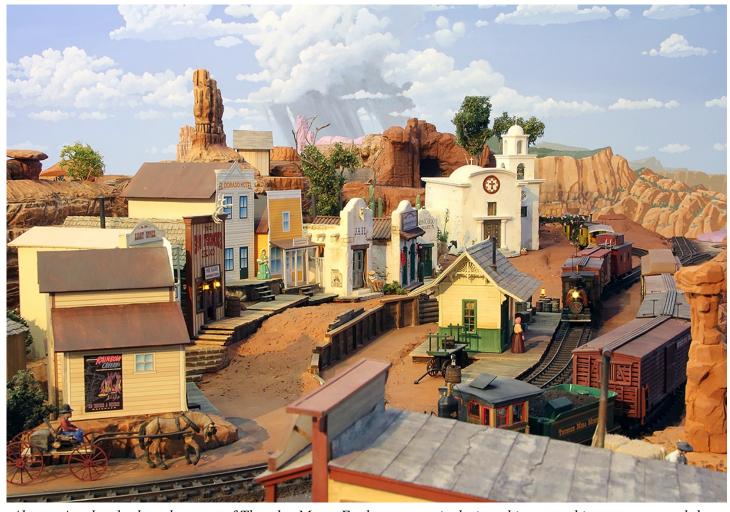




Above: The Old Spanish section of Thunder Mesa town includes several structures from Verne Niner's award winning San Lorenzo Diorama.

Below: Mission San Lorenzo was scratchbuilt from floral foam and plaster by Verne Niner.

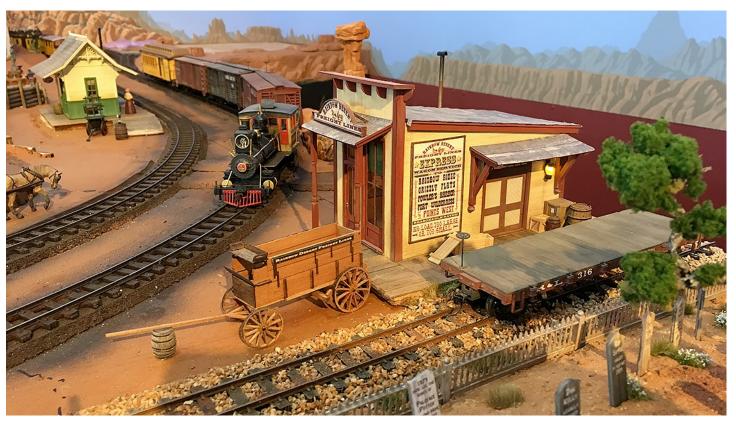




Above: Another look at the town of Thunder Mesa. Each structure is designed in a graphics program and then scratchbuilt for its specific location. Paper and cardstock mock-ups hold the spot for future structures.

Below: Big red buttons on the fascia activate sounds and animation, adding an interactive element for layout visitors.





Above: Rainbow Desert Freight Lines promises wagon service to distant locales not served by the railroad. Like many things on the layout, the sign is filled with Disney references.

Below: Filled with humorous epitaphs, Boot Hill is a recent addition to the layout.





Mighty Baxter's Butte towers above the Thunder Mesa layout at more than a scale 100' tall.



A Work in Progress

his display is a fictionalized depiction of late 19th Century mining and railway operations in the American southwest. Built at a scale of 1/4" to the foot, it has been under construction for about five years. The hand-carved red rock scenery is mostly urethane and polystyrene foam, and most structures and details have been designed by the artist and build from scratch. Paper model mock-ups are sometimes used to hold space for more detailed structures as they are built.

Disney fans may notice several references to people, places and things from Disney & Knott's history. The builder has included many "Easter eggs" that pay tribute to Imagineers, designers, and artists that he has admired.

Large red buttons on the facia activate sounds and other effects. Enjoy!

Please do not touch the scenery or trains!



Signs like this help explain the layout to guests. This one also happens to hide a control panel from curious little hands.

Want to learn more about David and his studio and layout?

Click for his Website.
Click for his Facebook page.

David and Amy looking happy and why not. It's a beautiful layout with so many things to see. Thunder Mesa Studio in Jerome is located at the old high school. It's a great place to hang out and enjoy model trains.



INSTALLING DCC IN A SUNSET TIA LOCOMOTIVE



By Daniel Dawdy



Collection of Robert Hundman used with permission.

As you saw in the Chicago O Scale March Meet article in this issue I finally found my "dream locomotive". It's something that I have wanted for many years and I missed out on this production run from Sunset back in 2003. This is not a real common design with its coffin feed water heater. Many locomotives had this coffin feed water heater, but were built inside the smoke box. Not the Boston & Maine, it was on the outside, brute-like and sinister looking. 20 of these T1a's were built in 1928 by Lima. It was the beginning of Lima super power. These locomotives had 63" diameter drivers, 27.5" x 30" cylinders, a boiler pressure of 240 psi, they exerted 66,500 pounds of tractive effort and each weighed 390,200 pounds. Some of these were sold to the Santa Fe and the Southern Pacific in 1945. Well, the Richmond, Danville & Southern bought one too!

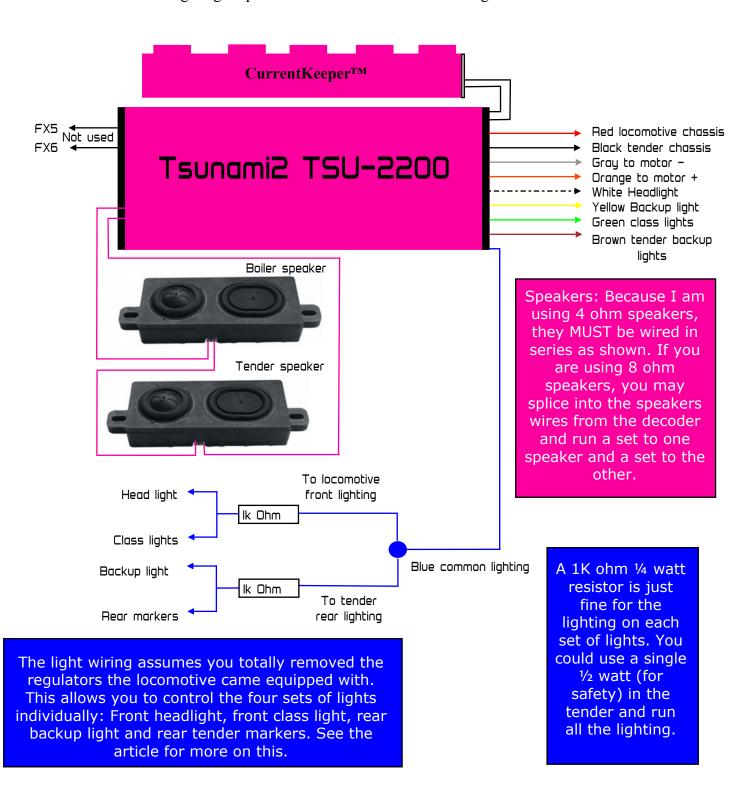
I did an article on installing DCC in an S Scale River Raisin S-2 Berkshire back in the February/March issuee of the S Scale Resource, so this time I'll do it in this Sunset T1a. Back home on the workbench, I tested the engine on DC and found the stall current was just under 2 amps. The Tsunami2 TSU-2200 would fit the bill nicely.

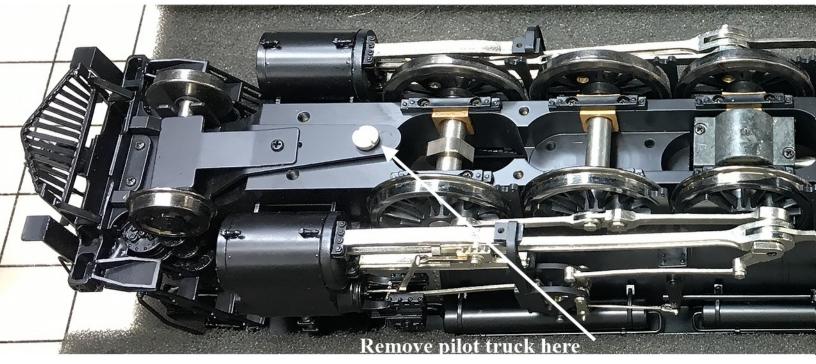
Be sure to test any locomotive on DC for running condition and binding. If it runs poorly on DC, DCC will not help, and you may blow the decoder.

First I'll show you a drawing of the decoder, its outputs and where the wires will end up in the model, as well as, speaker placement Below is a drawing of the decoder and wiring for this locomotive. Although this is for the Sunset that I have, it will be about the same for any brass locomotive. Most important is to make sure the motor inputs are isolated from the chassis. All we want from the motor are two wires unattached to anything. This locomotive had a wire from the motor to the chassis, while the other motor wire went to the draw bar and in the tender was attached to its chassis. The old lighting circuits were also attached to these points.

All of this will be covered in the article. Here I just wanted to give you a visual of the wiring and where it goes. I'll cover how it gets there, next.

FX5 and FX6 are more lighting outputs which could be used for a cab light and if firebox flicker is wanted.



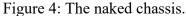


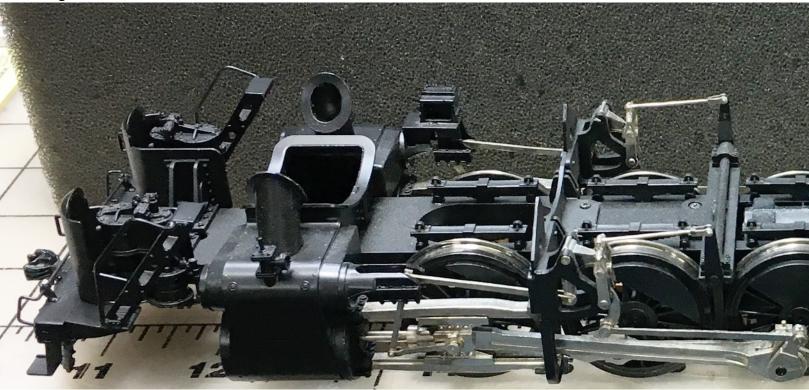
Removing the locomotive shell from the chassis

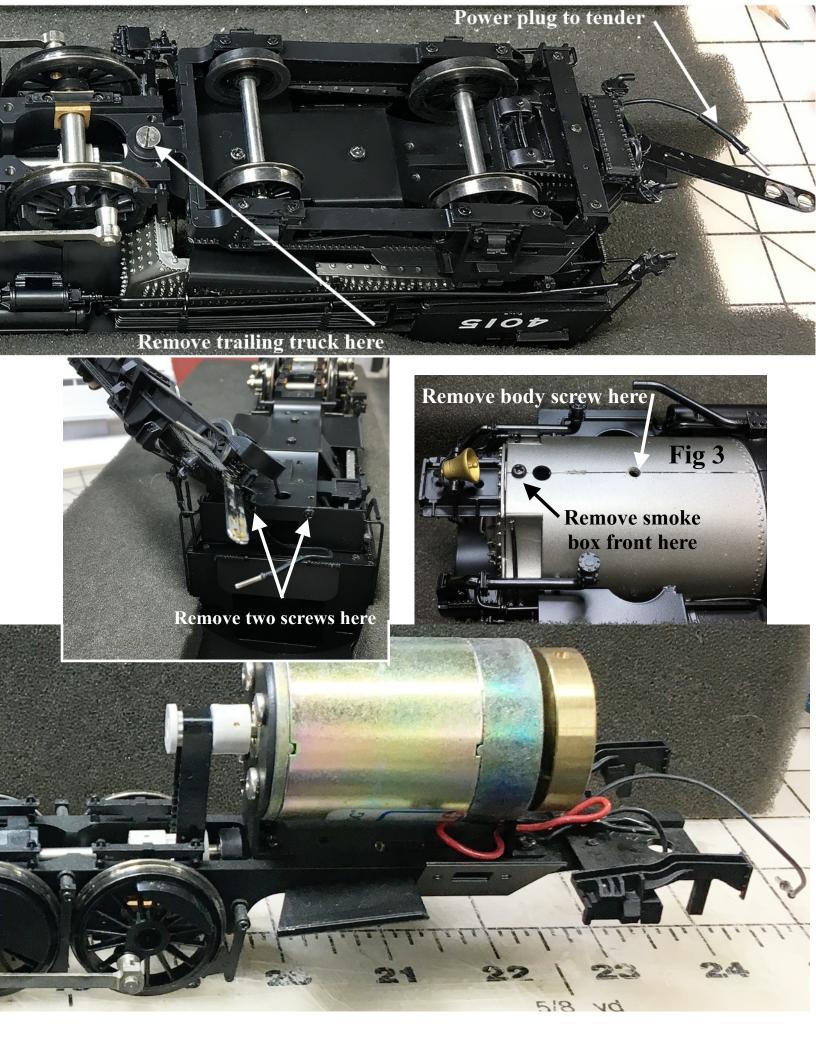
Figure 1: Remove the collar screws on the trailing truck and the pilot wheels. Put the screws back in the chassis or bag them. I swear they do have legs.

Figure 2: There are two screws on the end of the chassis that hold the shell to the chassis. Remove those.

Figure 3: With the front pilot off, you will see two screws toward the front of the boiler. The closest to the front holds the smoke box cover. Remove that. The next one back holds the front part of the shell to the chassis. With that out, you can remove the shell from the chassis. There are two more screws behind these that hold the weight in place. Leave those unless you think you need to cut the weight to do the install. In this case, I'll install the decoder in the tender.









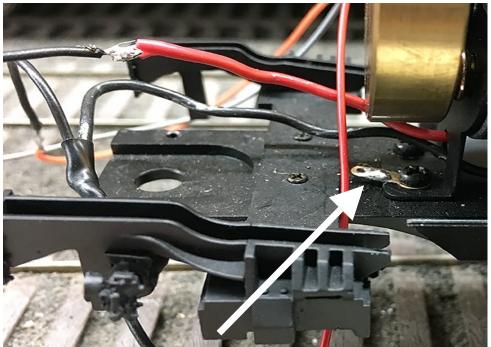
The picture above shows the front off and the wiring harness and voltage regulator out. We have to make some decisions here. The locomotive has a 6V bulb for the headlight and one LED in each of the class lights. The lights will come on at about 5 volts DC. With DCC they will come on and the regulator will supply the



proper voltage for all lights. If you don't mind the headlight AND the class lights on at the same time, you can leave everything as is. Cut the harness just before it ties into the motor. The decoder white wire (front headlight) and blue common can attach here. I wanted my lights to come on separately and will probably never use the green class lights, but I'll wire them anyway. I also did not want a regular bulb in the headlight so I replaced that with a warm white LED. I used a 3mm flat top LED and, with a little sanding around the edge, it slipped right in the headlight casting. You can search the Internet for "flat top LED" and find them in many outlets. If this is the way you want to proceed, cut the wires from the small circuit board thus allowing you to reuse the wire and plugs for the lights. Everything we just covered here also goes for the tender. The tender had a rear light as well as two red marker lights. They would not be on at the same time. In the tender, the 3mm flat top LED fit right in the housing.

I'm also going to throw in a zinger here – I will be using Tang Bang speakers which are 4 ohm. Using a 4 ohm speaker with an 8 ohm output like the Tsunami2 may damage the amplifier, but I'll be using two speakers, one in the tender and one in the boiler. If I wire these in series, I'll have my 8 ohms.

The first thing I do is test the decoder with the engine. I do have a homemade decoder tester as shown on the next page, but after so many installs, I no longer use it very much. So here I simply attached the decoder to the top of the motor with double face carpet tape.

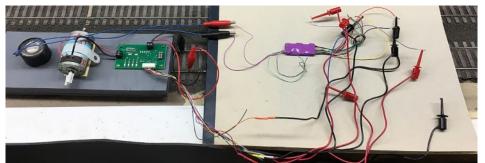


Solder lug on engine chassis. At this point it should have no wires attached.

Notice the solder lug in the image on the left. Be sure to remove the wires from this. As the locomotive is delivered, it is used for both lighting and to the motor. For testing like I am doing here all I want are the two motor wires direct from the motor as seen above as the black and red wires.

The image at the bottom shows the decoder temporarily attached to the top of the motor. You must test with a speaker, so I used an old high bass speaker for testing. All we need then is four wires from the decoder. The orange decoder wire connects to the red motor wire. The gray decoder wire connects to the black motor wire. The red and black decoder wires go to the track.

IMPORTANT: I always test on a programming track using a Soundtraxx PTB-100 Programming Track Booster. In this way, I can do a read from the decoder, and even if I totally screwed up the wiring, it will not damage the decoder. I use JMRI to program, but whatever you use, try a read from your command station. If the decoder reads back its address, you know you will not damage it on the main.



Homemade decoder tester that I sometimes use.



From here I'll simply check the address and even change it to the locomotive number. Holding the chassis, I'll slowly go through a few speed steps forward and backwards. If you now program on the main and use JMRI, you can play with the sounds if you like, such as the bell and whistle.

So now that I know the decoder works, I'll head back to the bench. Time to remove the tender shell from it's chassis. There are four screws located midway between the first and second axle of both trucks. See the white circles in the image below.





If you are going to use an 8 ohm speaker, or speakers, you can skip this next section. I am using two Tang Band T1-1925S speakers. They feature a passive radiator-assisted 1" driver that plays from 150 to 20,000 Hz and size is 2.56" x 1.14". The sound is nothing short of phenomenal. Since these are 4 ohm speakers and the TSU-2200 needs an 8 ohm output we can wire these in

series to archive an 8 ohm impudence. One will be located in the tender and the other in the boiler just ahead of the weight. These speakers have a mini plug but I did not have the female version. Instead I carefully soldered the wires to the rear of the speakers as shown below. Once the wires were soldered, I placed a drop of

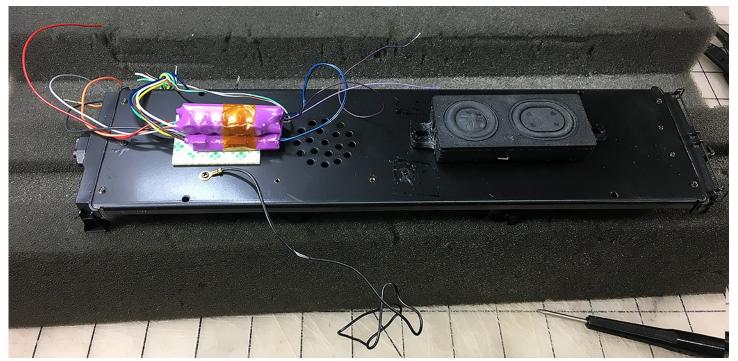


ACC on the connection so there would be no possible way they could touch, and then glued the wires to the speaker bottom. Double faced foam carpet tape will cover the bottom and secure to the tender chassis,

and the back of the other speaker will also be covered with electrical tape in the boiler.

Time to mount all of this on the tender. The image on the top of the next page shows a test layout of where things were going to go. Test with the shell on to make sure there nothing that will be in the way. Once you are happy with the layout, tin all the wires. Tinning the tips of stranded wires holds the fine wires together and makes it easy to connect them together or to a terminal. Notice there are holes in the tender bottom where you could use a high bass round speaker and move the decoder back towards the rear. In my case, the Tang Band speakers will actually use the tender shell to help radiate the sound out.

A word about wiring. Nothing will mess you up faster then getting wires mixed up. I'm a little anal (just ask Amy) so I bought colored wire for doing installs. It keeps things neat and I don't have to guess when running a lone sets of wire from one end of the locomotive to the other. Our friends at Streamlined Backshop have hook up wires in all the NMRA colors. Also different sizes of shrink tube are a must on solder connections. Black



The black wire attached to the chassis above was the only wire going to the locomotive in the stock engine.

This wire can now be soldered directly to the decoder's black wire.

New LED and wiring.
We can reuse the plug from the bulb wiring.

Wiring for rear markers

Now let put all of this together in the tender.

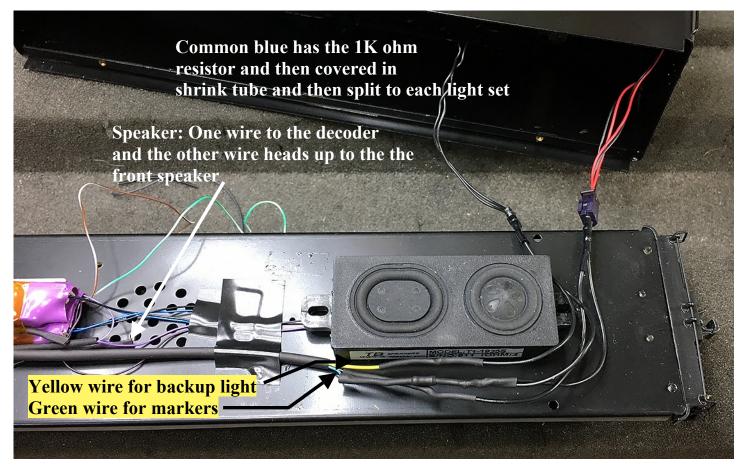
tape is a mess. Just remember to thread the shrink tube before soldering the wires together. Ask me how I know...

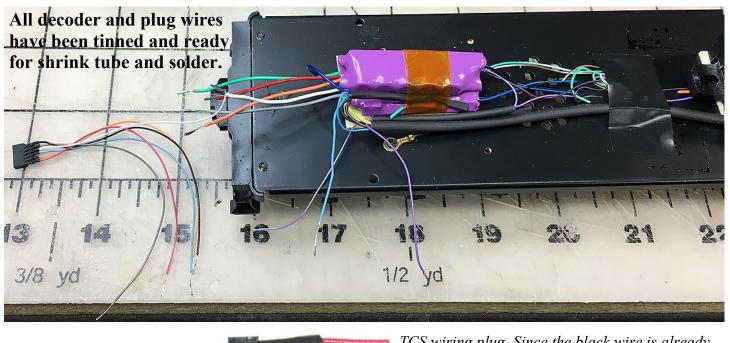
Remember the tender lights? Again I wanted them to operate independently of each other. I removed the 6 volt bulb that came with the model and used the 3mm flat top LED which fit right in. In the image to the left, you can see the original marker light harness with it's plug. I'll use that as well on the new wiring from the LED.





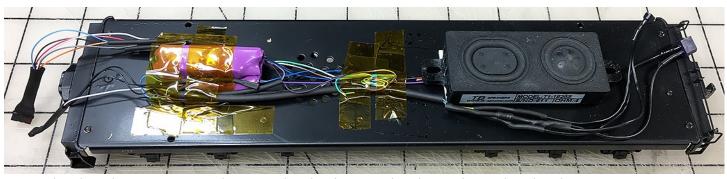
Placement in the tender. The blue common wire was split with one end going to my wiring harness to the rear lights. The other end will run to the locomotive. The black wire attached the the chassis of the tender goes to the black wire of the decoder. I'll end up with eight (8) wires going to the locomotive. From the decoder: Red to the locomotive chassis, Gray & Orange to the motor, Blue, White & Brown for lighting and Purple speaker, one from the rear speaker and the other coming back from the front speaker to the decoder. I used a TCS 6 pin connector for electrical connections and a 4 pin using only the two outside pins for the speaker. (I did not have an extra 2 pin connector or I would have used that.)





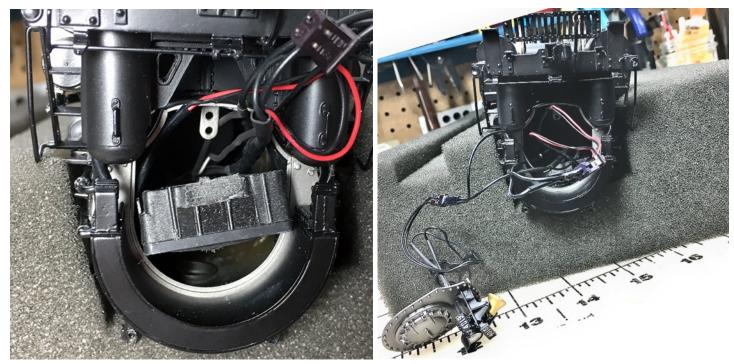


TCS wiring plug. Since the black wire is already attached to the decoder in the tender, I used the plug's black for for the brown lighting. The speaker has it's own plug.



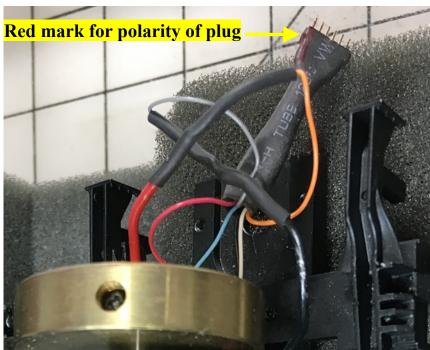
Completed tender wiring. Note the extra shrink tubing on the plugs. This makes the plug connections stronger and almost hides the wires and plugs between the tender and locomotive. I use Kapton® tape to hold the wires in place as it is easier to remove than black electrical tape.

Placement in the locomotive. The wiring was done through the smoke box door. Colored wires were added to light wiring that was there, but removed from the regulator. I cut these about 6 inches longer than the length of the locomotive so I had enough to wire into the plug on the rear. The blue common wire was made up to attach to the headlight and class lights with a 1K ohm resister. A brown wire was attached to the other side the class lights and a white wire to the other side of the headlight. The speaker was pre wired as in the tender with two purple wires. All these wires were then placed in shrink tube, but not heated. It was used simply as a conduit running over the weight and to the rear of the locomotive.



Top left: The front speaker fit between the smoke box door and the weight, but the mountain tabs needed to be removed. It was secured with foam in the bottom to keep it from moving.

Top right: Wiring assembled with shrink tube conduit running to the rear of the locomotive.

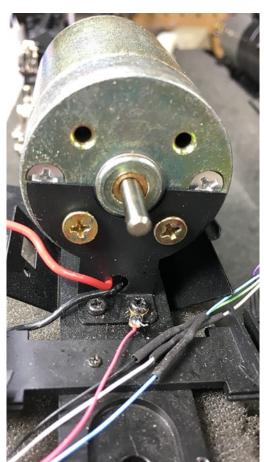


Rear plug on locomotive. Note the red marking on the plug itself. This was also done on the tender side so we know which way they plug together.

The speaker plug technically does have a polarity, but to be honest, in this application, it's not an issue. If you want to mark it you can.

The orange plug wire is attached to the motor red wire. The plug gray wire is attached to the motor black wire.

(Remember the brown wire for the class lights will be connected to the black plug wire as the other end of the black plug wire ends up being connected to the decoder brown wire.)

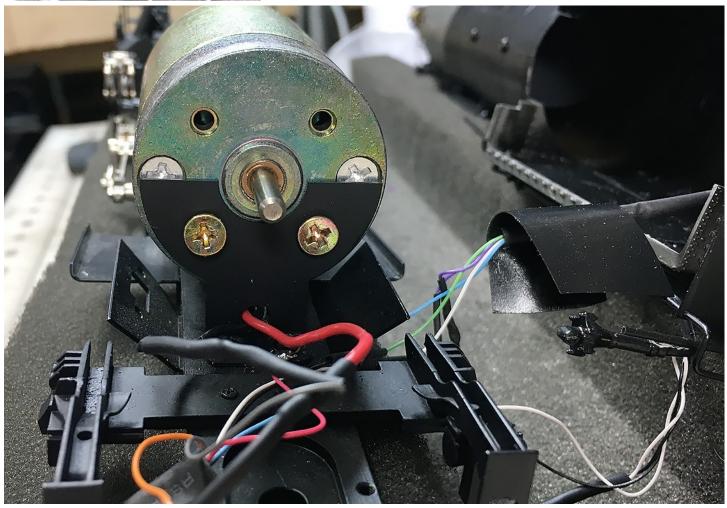


The image on the left shows the red wire from the locomotive chassis which not goes back to the decoder.

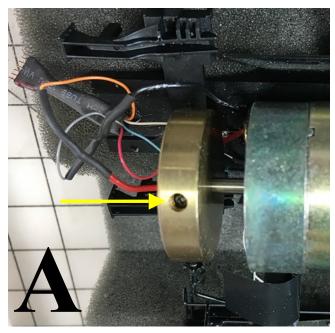
The image below shows our conduit coming from the front of the locomotive. All we need to do now is match the colors from the 6 pin plug, shrink wrap and solder.

Bundle the wires and secure to the motor mount under the flywheel, and put the locomotive back together. Now on the programming track again to read and to be sure the decoder is installed correctly and there are no electrical shorts. If the read is successful, you can begin the programming of the decoder.

The actual programming is not covered here, but I would strongly suggest JMRI for the programming interface. Working with nested CV's is a pain. You can easily re-map the function buttons and I mapped the class lights (FX3) to F12 and the rear markers (FX4) to F11. I used the higher functions as they will not be used that often. Any decoder you install is going to have more options that you may ever use, but seeing them and selecting and re-mapping them within JMRI is a breeze. More importantly, if the decoder ever goes bad or just loses its programming, you can quickly reload all the CV's you programmed.

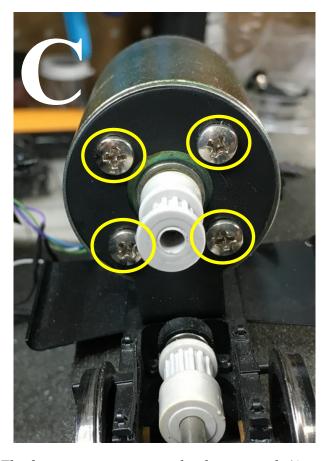


I thought this would be the end of the article but my drive belt was bad. It is a 15 year old model and even thought it was not run, a collector owned it, the belt was stretched. I called Sunset on Good Friday and the next Monday, I had a belt. Can't beat that for service! So let's quickly run through the replacement of the belt.



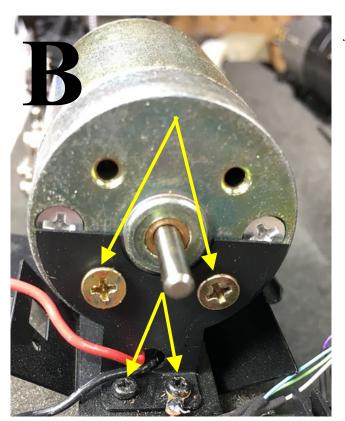
A: Remove the flywheel. There are two inset screws. Once those are removed, the flywheel will slide off with just a little pull.

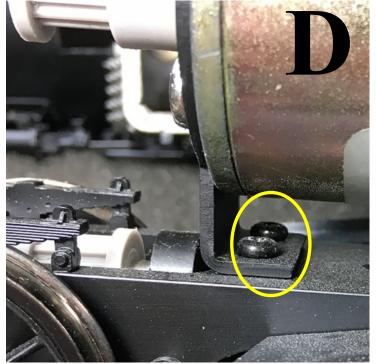
B: The two motor mount screws need to be removed and then the bracket that holds the motor needs to be removed.



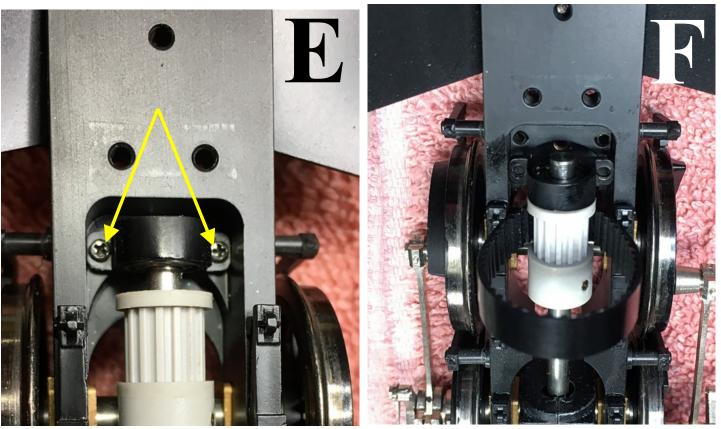
C: The front motor screws need to be removed. (4 screws)

D: Once the motor is off the chassis, you can get to the front motor mount screws which also need to be removed.





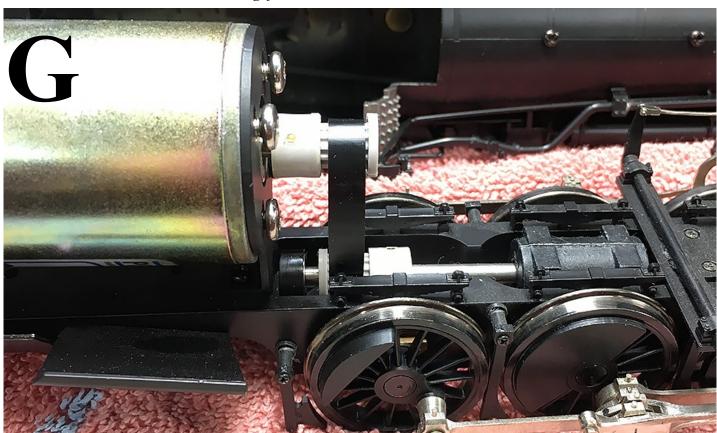
The O Scale Resource May/June 2018



E: With the front motor mount out of the way, we can remove the U shaped bearing on the end of the drive shaft. Two small screws here.

F: Now you will be able to gently raise the shaft to slip on the new belt.

G: Reassemble the U bearing, front motor mount, rear motor mount and the motor screws.



That finishes this project.

Epilogue: Unfortunately, we don't always have the convince of a plug and play nine pin connector in our older models. However, with preplanning and knowing what you want to do as far as lighting goes, installing a modern sound decoder is not difficult. The most important thing is to figure out is where all the wires go first. How they get there will come later, but a good image like I showed in the beginning of this article helps to keep you on track. Once you know what goes where, you can decide where the decoder and speakers (whatever





brand you choose) best fit and finally how you want run the wires. Remember, for every lighting function used you will need to tap onto the blue wire (common).

My Westside Q4b's built back in 1977 come apart the same way as this locomotive. Most any brass steamer will be about the same. It's not a hard job, just take your time, draw it out, and take one step at a time.



What is this "Coffin Feed Water Heater System?

I have always been fascinated by steam engines and all their appliances. I was told way back that Coffin feed system got it's name because it looks like a coffin top sticking out of the front of the locomotive. Nice story, but of course just a story and not true. The company name was the J. S. Coffin, Jr., Company and was located in Englewood, NJ.

The company is still in business to this day. From their Website: "As president of the Franklin Railway Supply Company, Ltd. of Canada, J.S. Coffin, Jr. worked on cutting-edge steam locomotive designs. During the development of a turbine fan draft, Coffin and his team uncovered the need for a compact centrifugal pump capable of operating at twice the standard speed. After a fruitless search of existing pumps, Coffin worked with a Boston engineering consultant to design a new model. The turbine fan draft design was not viable, but the pump showed great industry potential. Shortly after, Coffin's first pump was successfully manufactured for the New York Central Railroad.

On Oct. 8, 1925, the J.S. Coffin Jr., Company incorporated under the laws of Delaware with offices at Journal Square in Jersey City, NJ. The pump quickly gained favor and pioneered the use of a centrifugal pump for locomotive boiler feed service. Soon, the growing business supported its own engineering offices, modern manufacturing facilities and testing plant. In 1930, J.S. Coffin Company opened the doors to its South Dean Street, Englewood, NJ facility—where the business still resides today."

In 1927, when the T1a was built, Coffin published "Instructions for Operations for the Coffin Feed Water Heater Systems". We have scanned and made a PDF of this booklet and it's available here to read or download. If you like a bit of history or early steam technology it's worth a look.

Read or Download Here.



Savings effected by the Coffin System permit longer locomotive runs to be made between stops for Fuel and Water.

See previous issue for additional facts or write

Proved Best by Test

The J. S. Coffin, Jr., Company Englewood, New Jersey



EED WATER HEATING by Coffin—

The Coffin System belongs in any modernization program.

It can be applied economically during the regular shopping of the locomotive without interfering with other appurtenances.

It will favorably affect your operating ratio.

See previous issue for additional facts or write

Proved Best by Test

The J. S. Coffin, Jr., Company Englewood, New Jersey



Modifying the Carolina Craftsman Kit H. J. Mull Store

By William W. Davis



I love building structures, especially old rural country stores. Living in North Carolina, these buildings are everywhere so it is easy to find prototypes to model. I first discovered the H. J. Mull store when I got hold of a book called "Our Vanishing Americana" by Lee Grant & Mike Lassiter. I liked the look of it so I put it on my list of potential future model projects. Later it was suggested to Carolina Craftsman Kits that they should make a kit based on this store.

Originally, I had considered scratch building this building; however, why do that if I can get the basic structure I wanted without all that effort. Don't get me wrong, I

love scratch building. It is fun, but sometimes it is a real plus having the main components for a project available from an existing kit that greatly reduces the work required. This is especially true when it is based on the structure you wanted to build in the first place.

Now there is nothing wrong with the way CCK designed their kit. It is a very cool store so typical of the stores I see where I live. However, I like to kit bash, and there were some things about the prototype that I liked and wanted to add to my model that were not part of the kit. To me, these features gave this building the unique look that I liked about it. I also had some additional freelance ideas that I felt would enhance my model.

Kit-bashing an existing kit isn't difficult, but like scratch building planning is needed. Actually this is true with any project. You can't just jump in. There are steps that need to be done in a certain sequence that if not done in the right sequence, will detract from your finished model. This is very true when building a large complicated model which this isn't. So after studying the prototype picture (I only had the one to work with) and the kit, I made a list of the changes that would fit my wants for this project.

Here is what I did:

- 1) The prototype was built on a slight down grade toward the back of the building and has what looks like a concrete sidewalk out front. Using 3/4" pink insulation foam I built the base with the slope, and using some plaster sidewalk casting from my parts bin, I built the sidewalk.
- 2) The kit had a window on the right side wall, however, there was none on the prototype. I decided to reverse the side walls moving the window to the left wall, which moved it toward the front.



- 3) Now I tend to like the look of additions so I planned one for the left wall behind the window. Since I didn't have a picture of the left side, I didn't know if it had an addition, but felt it gave this building more personality by adding it. I wanted the added look so I built it out of corrugated metal.
- 4) One thing I really couldn't tell from the picture, but I liked, was that there seemed to be some kind of interesting roof lines at the rear. I decided to add a rear loading dock, which would add an additional feature to the rear of the building and create an additional roof line. However, if I had a

loading dock, I would need a door larger then the main door the kit had to get shipments into the building. So I enlarged the rear man door opening of the kit and replaced it with a larger loading door that I found in my parts bin.

- 5) The front wall had a unique corrugated area only above the awning. I had never seen that before and it wasn't in the kit, but I liked it. So I added it to my model using some homemade corrugated metal made from coke cans with a special tool. This is the same material I used on the above-mentioned addition.
 - 6) The windows had security screens so I made those using some fine lace from Walmart and wood strips.
- 7) At this point I made another major deviation from the prototype. I changed the type of roofing material used for the main roof. I decided to use the real wood shingles made by Rail-Scale-Models. Finally to complete the variations in roofing, I did the porch and loading dock roofs using raised seam metal roofing material from Builders In Scale.

So none of these are big changes, but they were enough to give me a unique model. Here are pictures of my finished model. Finished? No - I plan to add a gas pump, coke machine and maybe the shopkeeper figure I have that I need to paint to the storefront area. On the side, trash cans, a stack of fire wood or a coal box for fuel for the stove, and barrels, crates, boxes etc to the loading dock.

I really enjoyed building the kit, and I am very happy with my finish model. Because of the kit bashing, I now have a model that I didn't need to scratch build, but fit my needs and is unique. I would suggest that you consider all the options you might have before you build this kit. Be creative! You will not offend the kit manufacturer. He is happy to see his kit being built and not just stuck on a shelf.





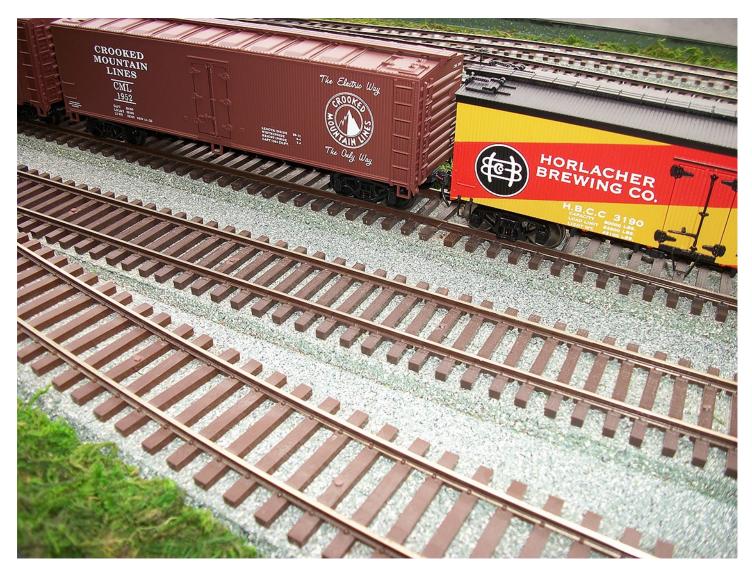
FAUX BALLAST

Durable modular solutions

By Walter Horlacher



I'm not the first to touch on the subject of Faux Ballast, but this is something that I have used with the Southeastern Florida O Scalers with much success, and I would like to share this with you. According to Merriam Webster; Faux is a French word meaning false, artificial or imitation. The masonry definition of "faux brick and stone" is; affordable, easy and lightweight, you won't be able to tell the difference. Easy and lightweight are key to our modular railroad application and certainly affordable when compared to the cost of ballast, who knows, the money you save could go towards a piece of equipment or two. So let's get going and follow these six easy steps to Faux ballast and see if it's just what your railroad needs to move things along.





STEP 1

Liberally apply white glue to the back side of cork roadbed.

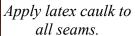


Nail down cork roadbed and place weight on roadbed.



Wipe away excess glue with a damp sponge or rag.









Work latex caulk into all gaps with your finger.



Wipe away excess caulk with a damp sponge or rag.

DO NOT SKIP STEP 2

No matter how tight your seams appear, they will show up in the final finish, trust me.

87





STEP 3 Above

Use a sanding block to remove cork flashing from the edge of your roadbed, don't forget to do the top surface as well.

STEP 4 Left

Prime and seal your cork roadbed with flat latex paint, I just used what was handy... **DON'T.**

In hindsight use a color similar in color to your ballast i.e. gray or brown to avoid an additional coat of Krylon©.



STEP 5

Apply Krylon Make it Stone © by applying two light coats allowing drying time between coats.



STEP 6

Mask off the rail and apply a thin coat of oil to the top of the railhead. Airbrush rails with your favorite blend of paint, I use a mixture of 50/50 Grimy Black and Box Car Red. Wipe immediately after painting..



And there you have it, a durable, affordable and esthetically pleasing alternative to conventional ballast for your modular. But it's not just limited to modular applications, what about that unsettled track plan on your new layout? This gives you tremendous flexibility to alter your track plan or to adjust an easement. Now here is where faux ballast really could come into play. Anybody that has done ballast work knows how tedious and time consuming this process can be especially on a very large pike, you may never completely finish, don't laugh!

I have seen plenty of unfinished pike go to the grave with their owner. If you apply faux ballast first, and then in time ballast your layout, at least the balance of unfinished aggregate ballast has an esthetically pleasing appearance, in fact in those distant and hard to see or reach places, faux ballast may be the only thing you really need to do. Think about it.

MADE TO NMRA MODULAR STANDARDS

- Eliminated ALL bridge tracks.
 Makes for a quicker modular
 set-up. For precise alignment
 simply unfasten track from
 Faux roadbed by removing a
 few nails from a crosstie,
 realign the track and replace
 track nail.
- Replaced TRW Cinch Jones
 plugs with standard automotive
 trailer plugs. These are
 durable prewired plugs and
 can be purchase as a trailer
 wiring kit, complete with 25' of
 wire, suitcase connectors and
 hardware, all for half the cost
 of a pair of TRW plugs.
- Lowered modular height to 36"
 This to accommodate easier viewing for individuals with disabilities and children. Yes children, they like trains too.
- Replaced standard 1/4 x 20 leg hex head bolts with 1/4 x 20 eyelet bolts . This eliminates the need for a wrench to make height adjustments, simply reach down and turn eyelet by hand.
- ELIMINATE GEOMETRIC
 BENCHWORK DESIGN AND
 BACKDROPS . Reduced weight
 and bulk which allows for a
 one man set up, and stacks
 easily for transport. All
 modules are 11 -3/4" and 15 3/4' in width, made to fit a
 standard shelf bracket allowing
 the module to be used as
 display self as well.

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

Completing a Gulf Mobile & Ohio Gas-Electric



By Ralph L. Nelson

The story behind this particular model begins about 42 years ago. I know that is a long time to have something on your workbench, so let me explain.

I was still heavy into 3-rail Lionel and American Flyer back in 1976 where this story begins. Even though we were raising three children, I still had a pretty nice collection of some pre-war, but mostly post-war trains. Occasionally, I would pick up a loco or freight car specifically to modify it into something a little more scale looking (overall size did not seem to matter then). Mike Hill, the owner of Hill's Hobby, where I did most of my buying, once told me, "You are a frustrated O scaler". He was right!

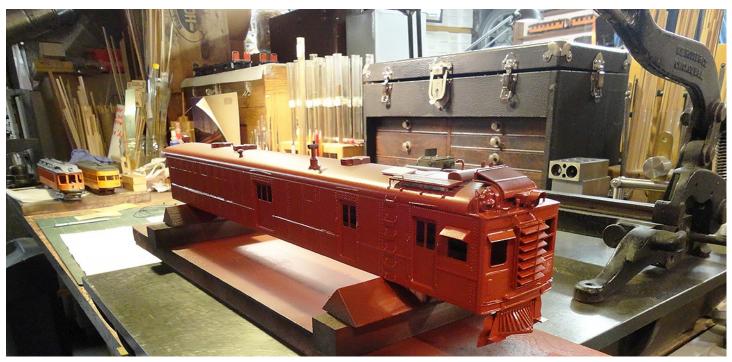


These parts and pieces, along with many more still to be made, are for the soon (compared to 42 years) to be completed GM&O trailer #2551.

In the fall of 1976, while my wife and I were on our way to spend a romantic weekend in Oconomowoc, WI, we made a stop at Walthers Retail Store in Milwaukee. That afternoon, I bought my first O scale model, a Walthers Gas-Electric Kit. So much for the romance.

Back then, it was uncommon for me to be anywhere but the late Rich Sherry's home on a Thursday evening. He was a friend and a Lionel restorer. Together, with two or three like minded friends, we would run trains and sit around a large bowl of freshly made popcorn, shooting the breeze. One night I brought the still virgin kit along with me and as soon as Rich saw it, he disappeared, returning shortly with an August 1973 copy of *Rail Classics*. It featured an article on the Gulf Mobile and Ohio gas-electric that ran between Bloomington, IL and Kansas City, MO. He proclaimed, "If you are going to build a gas-electric, than this is the one to build".

The GM&O equipment really looked regal, painted in two-tone reds with gold lettering and stripes. I made up my mind then and there, that's how I would build this kit. Subsequently, I found two more magazines with appropriate articles on the GM&O gas-electrics, Model Railroader from April 1959, which not only had addition photos, but HO scale drawings of the gas-electric and the trailer, also, a copy of *Passenger Train Journal* from 1983, which had even more photos. Among the many interesting details shown, both the gas-electric and the trailer had open rear platforms, this I thought was even further inspiration, and as I especially liked roof details, there were plenty of these to model as well.



Out of the paint shop, GM&O #2509 is finally showing some color. This will be masked and the maroon shade added. Some of my many projects can be seen in the background.

I gradually shifted my attention from 3-rail AC to 2-rail DC, selling most of my Lionel and AF collection, re-investing the money into O scale.

I began working on the kit almost right away, but there was always another car building project or two that got in the way so the construction process started and stopped, started and stopped, and the GM&O spent more time under my workbench than on top of it.

Over the last 42 years, I've built scores of kits, and scratch-built numerous gas-electrics, passenger cars and a number of traction models including 19 scratch-built Chicago, North Shore & Milwaukee #458 freight motors. With all this building, I also developed my painting skills and knew when the time came to finish the

GM&O, I would have the ability to do the model justice. I was never in a rush to finish it, until I was invited to the Rockford O Scalers open house slated for November 4, 2017.

In the past, when invited, I'd bring a gas-electric or two to run on their beautiful layout (see March - April issue of The O Scale Resource). Since the guys in Rockford had already seen most of my gas-electrics, I thought I'd bring a pair of GM&O F-units to the open house, but soon changed my mind and decided to move the GM&O gas-electric from under the bench, to the middle of the bench. Was there enough time to finish and paint this model? I sure hoped so.

Well, as readers saw on page 84 in the January-February issue of The O Scale Resource, three weeks turned out to be just the right amount of time. Of course, it was an all out effort, but the results, I think, were worth all the trouble. So where is the GM&O trailer? See the first photo in this article, maybe that will be another story.



Two views of the completed model sitting proudly on my workbench, only 42 years in the making.





These two photos show the GM&O #2509, during it's maiden voyage on the Rockford O Scalers layout in November 2017.



Be sure to see Ralph's winning models at the Chicago March Meet in this issue!

SCENE AROUND THE LAYOUT



Northbound Passenger train crossing the Gratiot River trestle on Larry Burk's layout. Photo by Larry Burk

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 <u>daniel@modelrailroadresource.com</u> with a description of your pictures.



Above: Yard job working at Phoenix on Larry Burk's layout. Photo by Larry Burk Below: North and southbound trains meet at Mohawk on Larry Burk's layout. Photo by Larry Burk



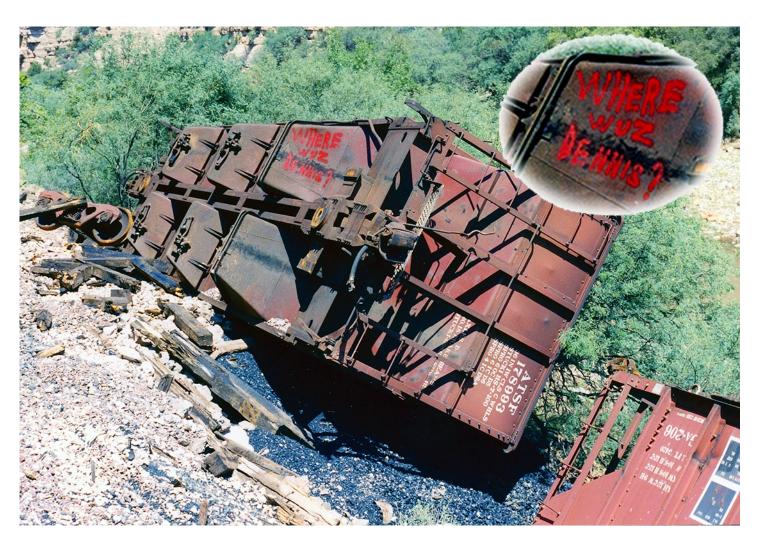


n. 1. One that is odd. 2. The state or quality of being odd; strangeness.

By Daniel Dawdy

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

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



It's always nice when your railroad buddies make fun of you after the fact... The Clarkdale Arizona Central Railroad August 18, 1994.

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

May 1, June 5 and 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@bigbendrrclub.org

Website: bigbendrrclub.org



O SCALE WEST / S WEST

May 24-27, 2018

Hyatt Regency Santa Clara (San Francisco area)

Swap meet, contests, operating layouts on site, home and club layout visits. You can download the announcement in both .pdf and .txt formats from

www.oscalewest.com/pdf/2018_announcement.pdf and www.oscalewest.com/pdf/2018_announcement.txt

Email: info@oscalewest.com Website: www.oscalewest.com



Western Pennsylvania Trolley Meet

June 3rd, 2018

Pennsylvania Trolley Museum

Model Streetcar & Memorabilia Swap Meet, Night Photo

Session 7 Unlimited Trolley Rides

Email: vsm@pa-trolley.org Website: patrolley.org



1st Annual Carolina Rail-Strava-Ganza

June 23/24, 2018

The show will be in Charlotte, NC on June 23 and 24 at the Carole Hoefner Community Center located at 615 E. 6th Street. Very convenient to Hwy 16, 74, I277, and I 77. Only two blocks from the Lynx Blue Line and connections to the free Charlotte Trolley! matt@tarheelpress.com

www.tarheelpress.com/railstravaganza



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



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 Website: www.cleveshows.com Sam Shumaker 440-248-3055



Chicago March Meet

March, 15, 16 and 17, 2019 Weston Lombard Hotel Lombard, Illinois

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