



THE O SCALE RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

Volume 7 No.2

November/December 2019

7 YEARS STRONG!



Strasburg O Scale Show
Building a Sylvan Boxcar
O&S Scale Midwest Show Wrap Up
All About Kasiner O Scale And O Gauge
Customize Your Industries and Operations
Model Railroad Signals & CTC Operations Part 2
New Tracks - Three Great Contest Drawings &
Australian Modelers
And So Much More!

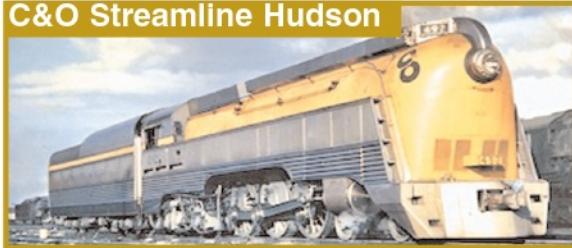
Sunset / GGD Update 2020

New Project Announcements



NYC H-10a 2-8-2

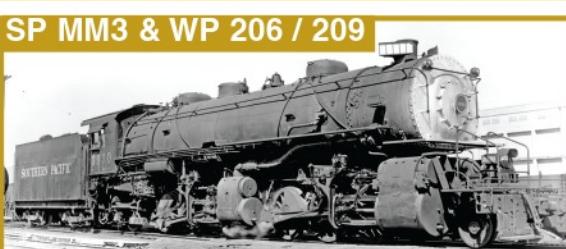
C&O Streamline Hudson



MILW EP-3 ELECTRIC



GP-7 / GP-9



SP MM3 & WP 206 / 209



Krauss Maffei

(Sunset) - Milwaukee Road EP-3 Electric, SP MM-3 2-6-6-2 also WP 206/209.

(GGD) - SP Daylight, 1948 Broadway Ltd., 1948 20th Century Ltd. (Aluminum 8 Car)

(Sunset/GGD) - FA-1/FA-2, FBs, GP-7 /GP-9s, VGN 120 TON GONDOLA (C&O, PRR, UNL)

(Sunset) - NYC H-10 2-8-2 (Also P&LE and B&A) - Unique Tender (4 wheel truck) for B&A

(Sunset) - C&O Streamlined Hudson #490 + The Chessie Train (6 Aluminum Car Set)

Project Progress Report

(Sunset) - Rock Island "Rocket", In Stock, Only a few left.

(Sunset) - 2nd Run Alco PA/PB and E7(3.0) Coming December 2019. Reservations Closed.

(GGD) - Milwaukee Road "Olympia" Hiawatha, In Production Coming December 2019.

(Sunset) - F3 Diesels - Coming First Quarter 2020. Reservations Closing Soon.

(Sunset) - GP7/GP9 In Design. Production First Half 2020. Reservations Open.

(Sunset) - Krauss Maffei - Design and Production in Mid 2020. Reservations Open.

(Sunset) - D&RGW L-105 - Design and Production in Mid 2020. Reservations Closing Soon.

(GGD) - SF Super Chief 1938-41 and NP North Coast Limited in Mid 2020. Res Closing.

Models In Stock

(Sunset) - SP S-12 0-6-0 Green/Black (3R), VGN EL-2B (3R), RI ROCKET (2R/3R)

SUNSET MODELS INC. & GOLDEN GATE DEPOT

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



Published Bi Monthly

The Model Railroad Resource LLC
407 East Chippewa Street
Dwight, Illinois 60420
815-584-1577

November/December 2019

Volume 7 No. 2

Owner / Publisher
Amy Dawdy

Managing Editor
Daniel Dawdy

Advertising Manager
Jeb Kriigel

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

Front Cover Photo

A scene from Warner Clark's P48 layout.

BILL OF LADING

- 3 Bill Of Lading**
- 4 From the Publisher's Desk**
- 8 News You Can Use**
New Items of Interest
- 15 In Memoriam**
- 26 O&S Scale Midwest Show**
- 34 Strasburg 2 Rail Show**
- 39 Kasiner O Scale and O Gauge Cars**
By Edward F. Bommer
- 49 Model Railroad Signals and CTC Operations Part 2**
The CTT Machine
By Serge Lebel
- 68 Let's Build Something: Sylvan Scale Models Single Sheathed Boxcar**
By Dan Dawdy
- 81 Customise Your Industries, Products, Cars, and Operations**
By George Paxon
- 93 Backshop Solutions**
By Ross Dando
- 102 New Tracks - Three Great Contest Drawings from Australian model manufacturers & Australian modelers/mentors**
By Contributing Editor Jim Kellow MMR
- 124 What's on Your Workbench?**
- 126 Show Schedule**
- 127 Scene Around the Layout**
- 130 Reader Classifieds**
- 131 Classified Ads**
- 131 Advertiser Index**

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.





8141 N I-70 Frontage Road, Suite 5
Arvada, Colorado 80002

Doug@sanjuanmodelco.com



RGS

Tall dome, wide frame

CONOCO

Narrow Gauge TANK CARS

*Ready to Run in
On30, On3 and HOn3*

Arriving Fall 2019

1930's - 1946

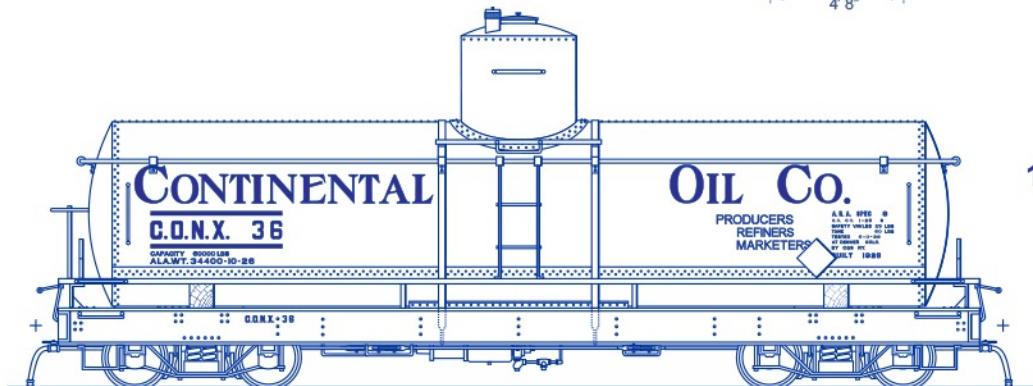
Both silver tank with
green lettering and
black tank with white
lettering versions
available.



DRAWINGS BY ROBERT STEARS © 2018 SAN JUAN MODEL CO.

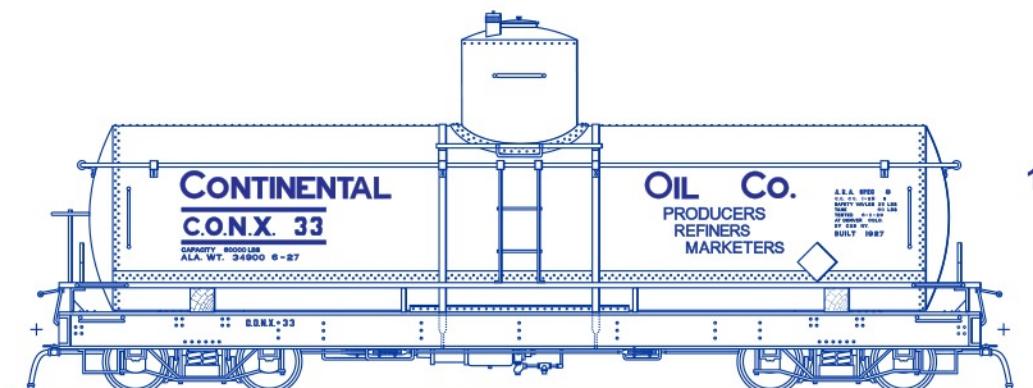
1926 - 1930's

Tank and frame
painted black with
white lettering



1926 - 1930's

Tank and frame
painted black with
white lettering



Smoothly rolling ready to run
styrene models with metal
wheel sets and couplers
installed.



Factory painted with numerous
car numbers available for each
lettering style.



As operated on the RGS,
D&RGW and C&S narrow
gauge lines from 1926 to
1945.

RESERVE YOURS AT www.sanjuanmodelco.com

From the Publisher's Desk

Winter is getting close for many of us and summer is close for others. This month's issue is chock-full of modeling, building and information.

On a sad note, we lost four great people in our O scale world since the last issue. We have included an "In Memoriam" section in this issue celebrating the lives of Steve Neill, Sharon Schnepf, Mike Hill and Ron Sebastian. All these people were good friends, and both Amy and I looked forward to seeing them at shows. Life can be short and unexpected, so live each day to the fullest and make someone smile as you go.

We have two show reports this time. The O&S Scale Midwest Show which was held September 20th through the 22nd. It was a great show again, and although we did not see a large bump in attendees by moving the show to a Saturday/Sunday format, we did see a lot of new and younger people so that is encouraging. We have a contract for next year ([September 18-20, 2020](#)) so please join us not only for the deals, but also the comradery and fellowship.

Amy and I went out to the Eastern PA 2 Rail O Scale Train Show and Swap Meet in Strasburg, PA this past October 12th. We had a great time with Rich Yoder and John Dunn. After dinner on Friday before the show, we went over to Attalee Taylor's house to see his layout. There will be more on that in an upcoming issue. It was a wonderful show, and yes, I bought a few things to bring back.

Getting back modeling this month, I go over my experience of building a Sylvan Scale Models 1929 CNR 40 single sheathed boxcar; Serge Lebel is back with his signaling article this time looking at the CTC machine, and Ross Dando in the *Backshop* begins a journey with soldering a formidable project.

We have three big giveaways this time in New Tracks. Outback Models and Walker Models have building kits, and Haskell Co Taiwan will be giving away a fully built On30 RTR model. (The winner will get to select one of five versions of the On30 NA class Baldwin 2-6-2 "Puffing Billy" tank engines.) There are certainly a lot lot of great Aussie modelers featured this time around.

Edward F. Bommer gave us an article all about Kasiner O scale and O gauge cars that he did for the [O Scale Kings Website](#), allowing us to publish it here first. And George Paxon shows us how to Customize Your Industries, Products, Cars, and Operations.

Plus the usual features such as *On the Workbench*, *Scene Around the Layout*, shows and so much more. This a large issue and we are happy to bring you the finest in modeling and information from around the world!

It's still early, but be we won't have another issue before the Holidays. Stay safe and have a Happy Thanksgiving here in the States. Happy Hanukkah, Merry Christmas, etc. Enjoy whatever celebrations and customs you may have wherever you may be!

*Amy & Dan Dawdy
Jeb Kriigel*

RIGHT ON TRACK MODELS

Railroad structure kits for the discerning modeler. Check out our website for a great variety of custom designed model railroad structure kits, detail and scratch building parts in N, HO, S, and O.



We will build most any model to any scale from photos. Contact us for a quote.

www.rightontrackmodels.com

305.240.8362



Miami, Florida

M-F 9:30- 4:00 EST

O SCALE TURNOUTS™, INC.

"Ready to Lay on your Right of Way™"

Offering the O-scale 2-rail community a precision engineered, high quality and prototypical looking turnout that will outperform any "ready to run" store bought turnout at an affordable price.

Features:

Designed to the NMRA, A.R.E.A. and 1921 Maintenance of Way Standards.

Cast frog, guard rails and points for a prototypical appearance.

PC ties resistance soldered to the rail to insure precise track gauge.

Solid (non-hinged) Points.

Prototypical tie spacing.

Staggered rail ends.

DCC compatible.

Insulated Frog.

Made in the U.S.A.



CONTACT:
P.O. Box 818
Hamburg, MI 48139
810.231.4461

#6 RL shown \$102 wcm@oscaleturnouts.com

ALLEGHENY SCALE MODELS O SCALE LOCOMOTIVES & ROLLING STOCK

Sales, Collections, Consignments, Appraisals
Brass, Custom Built Models, RTR, Kits, Decals

470 Schooley's Mountain Road, Suite 8-117
Hackettstown, New Jersey 07840

www.alleghenyscale.com

PH: 908-684-2070 FAX: 908-684-8911
oscale@alleghenyscale.com



**OPERATION
LIFESAVER®**

Mather Car Project: Reserve Now!



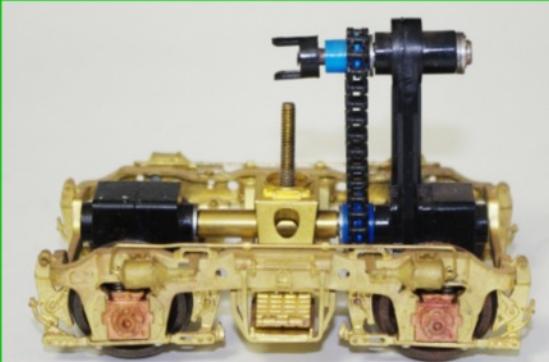
Four Stock Car Styles - Three Box Car Styles

High Quality Trucks Available Two Rail "O" and Proto48

www.richyodermodels.com PH 484-256-4068 (6:00 to 9:00 PM EST)

P & D

Hobby Shop



EMD Blomberg Trucks

Fully sprung in brass.

Sold separately or with repower kits.
See our web site for details.

31280 Goesbeck Rd, Fraser, MI
Voice: 586-296-6116 Fax: 586-296-5642
Open Mon-Fri 10-8 Sat 10-6 Sun 12-5

www.pdhobbyshop.com



A New "Angle" in Precision Sanding!



ULTIMATION
www.ultimation.ca

Sander

ULTIMATION.CA
**First in a series of ultimate precision
machines for model makers**

DES PLAINES Hobbies

**Kits or RTR
Brass
Books
Supplies
Structures
Detail Parts**

3-½ Miles north of O'Hare airport on Lee St.
1524 Lee St., Des Plaines, IL. 60018
Ph. 847-297-2118 Open Week Ends
www.desplainshobbies.com

*Check our on line store. We ship daily.
International sales welcome. Thousands of items listed.
Call our friendly staff*



PRODUCE WAGON

Berkshire Valley Models

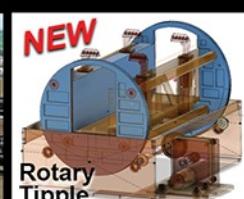


Highly detailed white metal & laser cut wood kit.
Produce scale & produce included. See our website.
#257 Produce Wagon - O scale(1/48) \$29.95
www.berkshirevalleymodels.com 314-401-4005



Millhouse River Studio
Division of Studio Z

Turntables • Transfer Tables & Coal Industry Items • 2 or 3 Rail
Don't Settle for Less, Own the Best!
Aluminum: Stronger, lighter, and doesn't warp like wood



NEW
Transfer Table
Diamond Plate Deck
& Riveted Cab
Upgrade option

www.studiozphoto.com/millhouse.html
(716) 830-5267

ModernEraOScale.com

The Soo car is the famous 7 post 50'6" car that
was built at Fond du Lac, WI shops

MODELS
AVAILABLE THIS
FALL
NO
PRE-ORDERS
PLEASE.



UNIQUE OIL CANNING EFFECT
FROM WELDED CAR SIDES

Also
New FMC car



SCALE CITY DESIGNS

Formerly Keil-Line & Walthers O Scale

FREE CATALOG DOWNLOAD!

*****NOW OFFERING*****

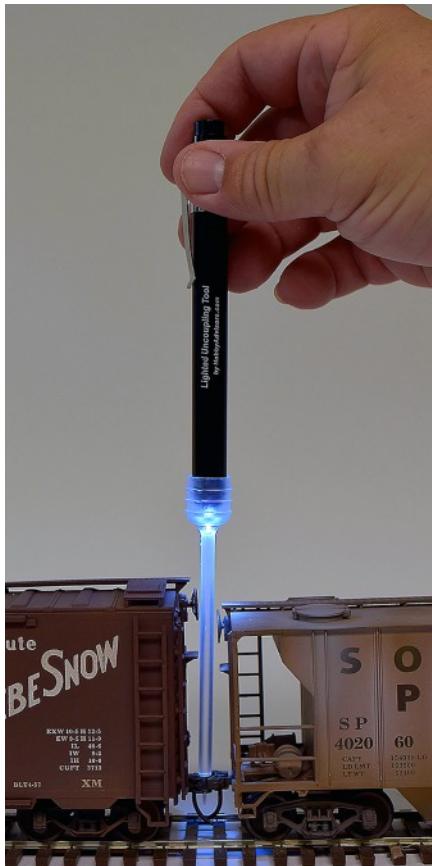
CUSTOM PAINTING & WEATHERING

See our examples at
[@justweatherit](https://www.facebook.com/justweatherit)

SCALECITYDESIGNS.COM

DETAILS FOR
*FREIGHT *SCENERY
*BUILDINGS *FIGURES
*LINESIDE *DIESEL
*SIGNALS *TRACTION
*PASSENGER *VENTS
*PASSENGER INTERIOR
*TRUCKS & ++MORE

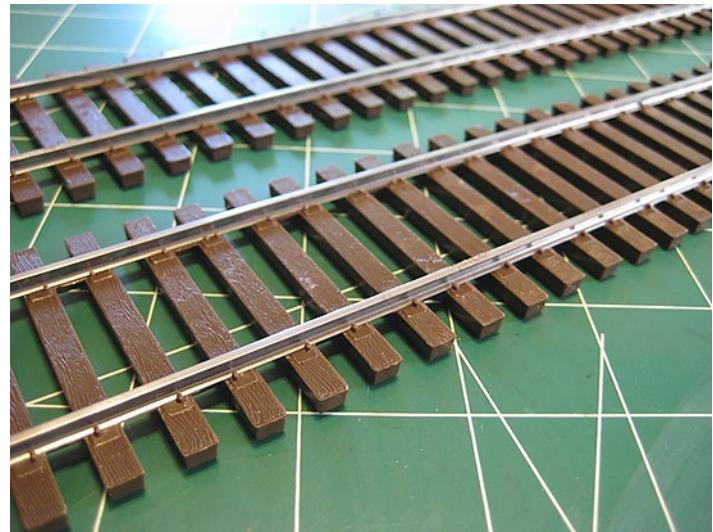
NEWS YOU CAN USE



HobbyAdvisors has a Lighted Uncoupling Tool for Multi-Scale use. This new tool ends the frustration of uncoupling trains in poorly lit rooms. Special precision-molded translucent coupler "pick" transmits the light generated in the handle and shines it directly onto couplers for good visibility and easy insertion between knuckles. Give a little twist and the train uncouples.

It's easy, simple and effective! Use on HO, O and N scale

knuckle couplers. Includes handle with push-on/push-off switch, battery compartment, pocket clip, and screw-on translucent pick attachment. Powered by two AAA batteries (not inc). Retail price: \$12.49 each or \$19.95 for a package of 2. [To purchase, search eBay for "HobbyAdvisors".](#)



please keep in mind, ME code 125 O scale flex track prices out at over \$10 per piece.

Ross Dando of Twin Star Cars has been busy.



Their newest product is an EMD cut lever bracket found on hood units from the GP-7 to the latest locomotives. The parts are starting the production process and will be out this fall. Image above shows the new parts installed on a Red Caboose GP pilot.

[Watch their FaceBook page for more details.](#)

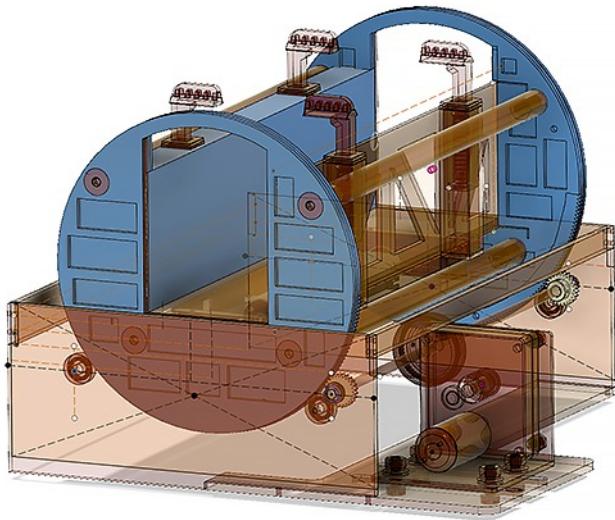
It's not shown in our online catalog yet but pricing, for now, will be \$135 for a bundle of 19 pieces (makes 51 1/2') or \$8 per piece. Shipping is not included. If it is well received, I will order more. If this seems high

[KV Models](#) has some great detail parts for the Atlas O SW-8/9 diesel.



Parts include Top Grille, Front Grille Set, Radiator Fan, Radiator Core and so much more. [Click here to see all the parts available for this locomotive.](#)

[Millhouse River Studio](#) is adding four new coal industry operating accessories to our line of products. The CAD assembly shown in the photo is our rotary coal tipple. Just like our other products, the coal tipple is made from aluminum.



Unlike other tipples on the market, our tipple can be used with all the manufacturer's rotary coupler cars (Atlas O, MTH & Lionel) including mixed manufacturers cars in a single train. We also designed the tipple so that scale sized coal can be used without jamming.

The tipple can be used as a stand alone unit or with the auto indexing car sled, which will be offered soon. The sled can be positioned next to the tipple on the out feed side. After the engine pulls the first few cars through, the engine can be uncoupled

from the train and the sled takes over. This allows cars to be automatically positioned and then dumped, with the next car being pulled forward into dumping position, making for a more realistic railroad experience.

For more details, pricing and ordering, visit their website www.studiozphoto.com/millhouse.html. Also, coming soon, we will be offering a coal flood loader & working conveyor belts. Don't settle for less, own the best from Millhouse River Studio.

Bill Wade from B.T.S says: For the last 18

months, I have been designing and building a 1,700 sq ft two-story addition to our house. By building, I mean that I have been carrying lumber, driving nails, running wires and plumbing, hanging siding, installing windows and doors, etc., and not just hiring contractors. That project is slowly coming to an conclusion... hopefully by the end of the year.

Since most of my time and all my energies were dedicated to the 12"=1' project, existing kits kept flowing out the door, but nothing new came from the B.T.S. shop. However, that will soon change with the release in the next month or so of several O scale kits that have been in limbo for a while...

[C&O Quinnimont Depot](#)

[C&O Quinnimont Express Building](#)

[C&O Quinnimont Freight Depot](#)

[McCabe Rail Facility Office](#)

[McCabe Rail Facility Timber Gantry](#)

(Note - the trolley will be different and a bit more modern on the O scale model - photos on the web currently show the HO version and the O version will be out there as soon as possible)

[Ma & Pa Laurel Brook Station](#)

And, I have a couple new American Civil War freight cars coming along nicely... no photos or detail yet.

[Prices will be posted on the Website](#) as soon as the kits are ready for shipping.

Norm Buckhart from Protocraft has some new products.

First is the long awaited 70-Ton Barber Roller Bearing trucks in P48. Built in Korea by Boo Rim



Precision of all brass with steel wheels and rolling on ball bearings. End caps rotate. \$64.95.

WESTERN PACIFIC

WESTERN PACIFIC

0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789

0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789

WESTERN PACIFIC **WESTERN PACIFIC**

0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789

WESTERN PACIFIC **WESTERN PACIFIC**

0123456789 0123456789 0123456789
0123456789 0123456789 0123456789
0123456789 0123456789 0123456789

0123456789 0123456789 0123456789

Lettering set designed and created at Protocraft Decals
© PROTOCRAFT DECALS™

WP Steam

WESTERN PACIFIC UNITED STATES MAIL RAILWAY POST OFFICE EXPRESS AGENCY RAILWAY UNITED STATES MAIL RAILWAY POST OFFICE EXPRESS AGENCY AMERICAN RAILWAY 107 107 EXPRESS COMPANY 118 118 EXPRESS COMPANY

WESTERN PACIFIC WESTERN PACIFIC WESTERN PACIFIC WESTERN PACIFIC

121 201 652 121 201 652
136 202 881 136 202 881
136 202 881 136 202 881

0123456789 0123456789 0123456789 0123456789
0123456789 0123456789 0123456789 0123456789

WP Passenger Cars

Lettering set designed and created at Protocraft Decals
© PROTOCRAFT DECALS™

Second are the hard to find Western Pacific steam and heavyweight decal sets: \$9.50 each.

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

Scott Mann from Sunset/3rd Rail has announced the The Milwaukee Road's class EP-3.



The Milwaukee Road's class EP-3 comprised ten electric locomotives built in 1919 by Baldwin and Westinghouse. They were nicknamed Quills because of their use of a quill drive. They were good haulers and well liked by engineers.

ABS Body, Brass Details and Pantograph, Diecast Truck for Precision Ball Bearing Action, Cab Interior, Illuminated, Manual Working Pantographs, QSI "Titan" DCC / Sound in 2 Rail, Compatible with Legacy, DCS, TMCC, Conventional, Available in 2R 48" Radius or 3R 054 3 Rail Track. [Reserve now for this beautiful locomotive.](#)

Also a Golden Gate Depot rerun: 1948 20th Century Ltd., 1948 Broadway Limited and SP Daylight Aluminum trains with all BB trucks and Overhead LED lighting, full interiors with figures. [Reservations here.](#)

Bill Davis from American Scale Models is bringing in a special run of the Sunset Rock Island TA models. 4 different versions:

-Dual headlight,full skirt,small number boards,Rocket paint scheme.

-Dual headlight,chopped skirt, m.u.plug on nose,raised number boards,Rocket paint scheme.

-Dual headlight,chopped skirt,m.u.plug on nose,painted number on nose, Rocket paint scheme.

-Dual headlight,chopped skirt,m.u. plug on nose, maroon & silver paint w/white stripes.





Additional features:

- lit with Mars light
- removable roof hatch to expose exhaust manifold
- open coupler pilot on chopped skirt versions
- Two different road numbers per version.

Sample models shown.

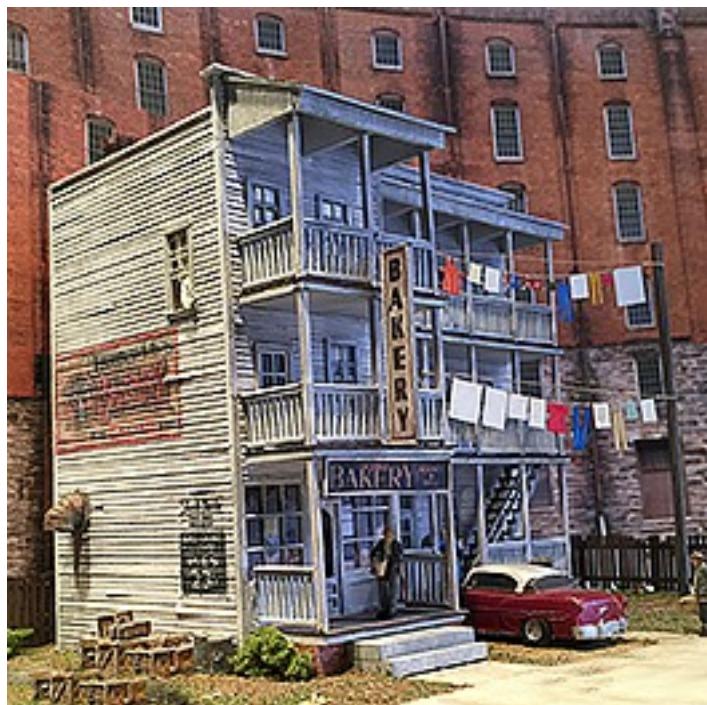
Limited run 20 units total. [More information will be posted on our Website in the coming weeks.](#)

its' use for both background and foreground applications. All components are laser-cut and require a medium skill level to complete.

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

[Brady McGuire](#) says: Announcing my new O scale 5 ft diameter wood cable reel kits and new company names now available.

My new kit is 5 feet diameter x 3 feet wide, O scale. (6'-8" in diameter and 4 ft wide in S scale) It complements my first kit offering Anaconda Wire & Cable which is 7 ft in diameter x 4 ft wide in O scale. In addition to my original Anaconda Wire & Cable lettering, I now have Western Electric, AT&T - Bell Systems lettering and Roebling Wire Rope Company, Trenton, New Jersey lettering. 7 ft and 5 ft shown together with Artista man for comparison.





In both the 7 ft or 5 ft diameters kits. My kits were developed from field measurements of real 7 ft diameter wood reels found on a construction site and 1950s photos found on the web. My kit can be built either as a full reel with a wood protective wrapper over the wire or as an empty reel with a wood structural core. Kits are \$8 each for the 7 ft diameter and \$7 each for the 5 ft diameter plus mailing. Up to six bulk pack kits can be mailed for \$9 with insurance. \$5 without insurance.

[Email Brady here](#) for more information.

Ted Schnepp from Rails Unlimited says: The Milwaukee Road had 9000 of this type boxcar. The cars were built in the 1920's for the C.M. & ST. P, the so called The St Paul road. Original, as delivered, lettering is available.



These single sheathed cars were the signature Milwaukee boxcar through the late 1930's until the coming of the ribside box cars. There is a lumber door on the A end of the car. Hauling all commodities, mainly grain and lumber, but also manufactured products and occasionally coal, they labored along the ribside cars through the 1950's and 1960's after being converted to AB brakes. Their final service was in MOW use to the end of the Milwaukee Road in the 1980's.

The model comes in three variations, a flat kit, an assembled body (ready to detail), or a ready to run model. There are two lettering schemes available, as built or the later Milwaukee Road. Detail parts to complete the model are also available, such as K or AB brake sets and ladders in plastic or brass. A brass brake wheel is recommended. Trucks and couplers from various manufacturers are also for sale.

Never offered in brass or plastic, this would be a unique model for your railroad.



Atlas has announced new paint schemes for their [Wagon Top Boxcars](#) including the green/yellow REA scheme.

The Wagon Top box car was born and between



1934 all the way up to 1960, nearly 5000 similar examples were built by the B&O. The most notable

feature of this car is the unique sloped down roof section, which was designed to not allow rain water to seep into the interior of the car. The Atlas Wagon Top Box Car captures all of these unique features, with superb printing, separate grab irons, and durable body.

Atlas O release from the recently-acquired Weaver tooling.

Todd Architectural Models has expanded the third in a series of historic warehouses modeled in O Scale to include built-up and lit Paterson Silk Factory buildings. Paterson (NJ), known as the home of Lou Costello and Larry Doby, location of the first documented manned submarine submersion and onetime silk capital of the world, you can now have



one of its classic mill warehouses on your layout.

The model features laser scored and cut elevation, window and door elements, and built-up laser scored/cut or styrene cornice detail. Each 4-story basic elevation piece measures 12" long by 13-3/4" tall. The Paterson Silk Factory building may be purchased built-up and painted as a flat (nominally 3/8" deep), as a shadowbox (nominally 1-1/4" deep), and as a 6" or 12" deep building (custom order). Buildings may be 12", 16" or 28" long. The model may also be built-up as a 2-, 3-, 4- or 5-story building

Shadowboxes are available at the website, www.toddarchitecturalmodels.com. Contact Todd Architectural Models by email (toddmodel@mac.com) to discuss special building orders and variations of windows and glazing, and door types and locations.

Berkshire Valley Models has some new items.

#258 Farm Wagon was backbone of rural America for hundreds of years. The farm wagon was an inexpensive way to travel with supplies. Laser cut wood and crisp white metal make up this kit. Included are 2 bales of hay and 2 sacks.



#259 Wagon Running Gear: We have released our new running gear for those who would like to build their own body. This will give you the most variety on your layout without all the work. Parts are white metal.



See their Website for more great items.

Attention all O scalers and any who might be interested in SONC 2020. There may be some bad information published stating that the O Scale National convention in 2020 will be held as part of O Scale West. This is not accurate. The O Scale National convention commonly referred to as SONC (Scale O National Convention) will be held in St. Louis in conjunction with the NMRA National Convention. Stay tuned for more information.

Altoona Model Works

AltoonaModelWorks is taking preorders for the Omaha Station



This will be Cast urethane kit with mix of laser cut wood & plastic parts. Model features a removable base and will have optional lighting and super detail kit.

Visit our website: altonamodelworks.net

AltoonaModelWorks / 2172 Cross Cove Rd
Martinsburg, PA 16662

O Scale Custom Decal Design Services



Decal artwork can be heralds, stripes, lettering, or any shape.

All artwork is original computer drawn and owned by you after completion.

Multiple colors can be printed on the same sheet

Contact briggsar@gmail.com

WWW.SBS4DCC.COM

Model Trolley Specialist For Over 40 years

St. Petersburg Tram Collection
Car Works * MTS * Q Car * Bronze Key
Ken Kidder * LaBelle * Clouser * Ashland
Parts * Trolley Poles * Power Trucks
Kits * Overhead Wire & Fittings

NEW TORONTO CLRV KITS ARE NOW SHIPPING!
KIT INCLUDES INTERIOR, UNDERBODY AND NEW DECAL SHEET
NEW PCC KITS, ILLINOIS TERMINAL INTERURBANS
& MORE COMING!

The Berkshire Car Shop

505 Morning Dove Road, Audubon, PA 19403-1807
610.631.9751 Evenings and Weekends
Email berkshirecarshop@comcast.net

the O Scale Kings

An O scale organization promoting 1:48 2-rail trains.

Join us at:

oscalekings.org

O Scale Decals plus limited HO decals

for steam-diesel era freight cars for "as-delivered and repaint schemes" from 1930 to 1960, with over 650 decal sets representing 200 roads.

Available at protocraft.com

PROTOCRAFT™ DECAL LINE

Stevenson Preservation Lines

Kits and Parts From Past Masters



New Kit



New York Central 0-6-0 Class B-11

Nickel Plate 0-6-0 Class B-11

www.stevensonpreservationlines.com

Delta Models

Cast Resin Parts for O Scale Passenger Cars

DM 320 Pullman



Dome Stair Annex Module

MADE IN AMERICA

Visit Us at www.deltamodelsusa.com

SCRATCH BUILDING SUPPLIES

Barrels – Screen – Hand Tools
Poles – Blackened Cable & Chain
Plastics – Model Makers Pins
Window Glass – Eye Bolts & Rings
Wood Ties – Straight & Coiled Wire
Black Nylon Filament – Sheet Metal
PC Ties – NMRA Standards Gauges

DRY TRANSFER LETTERING

Cars & Locomotives - Stripes
Numbers - Chalk Marks
Building & Product Signs
Alphabets - Car Names

Shop Online - cloverhouse.com



Clover House

Box 215D, Veradale, WA 99037-0215

In Memoriam

It's been a tough time since our last issue. We have lost four of our O scale community.

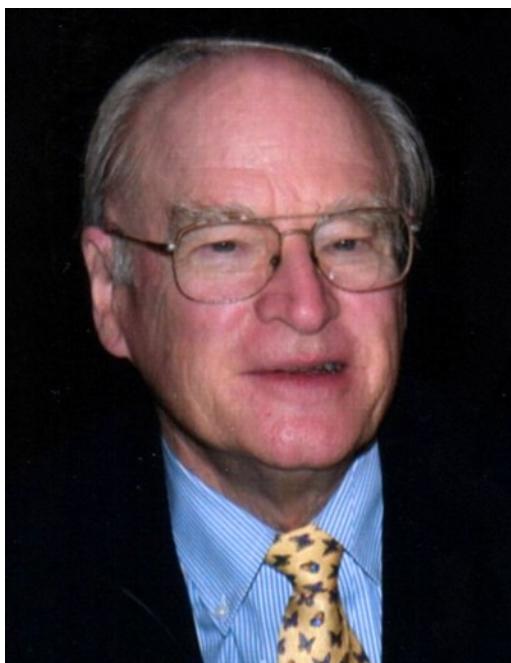
Steve Neill had just finished his article on Adams & Son Part 1 has was excited to see it in print. A few days after publication, Steve was in an auto accident and passed away.

That same weekend came the sad news that Mike Hill from the old Hill's Hobby and the March Meet had passed.

Right after our Midwest O&S Scale Show, Ted Schnepf's wife, Sharon, passed away suddenly.

The next day we lost Ron Sebastian of Des Plaines Hobbies.

It's hard to put into words what these people meant to the hobby and also us here. What follows are remembrances from myself and Amy, along with others who wanted to share their memories.



IN LOVING AND GRATEFUL MEMORY Steve Neill

The O-Scale Model Train community was like a second family for Steve. He looked forward to each of the shows, seeing everyone and searching for new "treasures". He would spend weeks planning for each show. The excitement in his voice when I talked with him during a show was clearly evident. The same is true of the many phone calls he shared with all of you. He would often come and tell me, while bursting with enthusiasm, about the latest call and what had been discussed. More than anything else, he loved getting a question about an arcane detail on a model from years ago. He would research it and would gleefully announce – "I found it!" and would pull out the

magazine or other resource from his trove of books, magazines and papers that answered the question to show me. Then he would run off to the library to make copies to send to whoever had posed the question.

I hope all of you realize how important you were to Steve. He did truly love you like a second family. We are all going to miss him dearly.

Thanks again for asking me for this.

Susan Neill

In 1993, much to our surprise, we inherited trains from Gene LaVancil's estate. Through the rapid moving model railroader grapevine, Steve Neill got the word and gave Dennis a call. He had a very inquiring mind and was always on the hunt, especially if there was any 'old' stuff. Steve very quickly drove from Austin, Texas up to visit us here in Abilene. That began a 26 year friendship with Steve, within this wonderful hobby. From that meeting on, we were a threesome for many years traveling to OSW, Chicago or Indianapolis. Our 8 passenger van really appealed to Steve, as he had visions of lots of room to bring lots of trains back to Texas. He had a wonderful appetite for Kathy's travel box packed with goodies, which always included homemade cookies, his favorite.

To say Steve was a rabid model railroader is putting it mildly, he loved it all! As time drew near to attend a show, Steve became fully obsessed with the hunt and it didn't stop until the show ended. Without doubt his favorite purchases were the oldest, moldiest, cheapest historical train items. The saying "one man's junk is another man's treasure", Steve found those treasures.

We loved Steve and we will miss him, especially seeing him dash from one side of the show room to another, arms loaded down with trains, placing his stash under our tables, (leaving no room for our feet) and then taking off for the next find. We have fond memories of the good times during our friendship, we are the blessed ones. We will remember Steve in this manner....He came, He bought, He carried, He stored and He loved it !

Dan, thank you for the privilege to say a few words about our departed and loved friend, Steve.

Dennis & Kathy Mashburn

IN LOVING AND GRATEFUL MEMORY Sharon Schnepf

When Amy and I moved from Wisconsin to Lisle, Illinois back in 1988 we started going to the DuPage train show and met Ted. We would go to work sessions at Ted's home, helping on his layout till noon. At noon, Sharon would always have a hot lunch of some kind for us. She was a great cook, and Amy remembers her souffle in particular, as she had never seen anyone cook one at home before. We talked about things other than

railroads. Sharon was a physics and astronomy teacher at Lake Park High School and was awarded Outstanding Teacher on two occasions. That opened the door for some great conversations.

Every other weekend my kids would come down to visit and we took them to Ted's as well. Derek, who was 12, was already into trains, but Danielle, at 10 years old, not so much. So Sharon let her stay upstairs and did things with her. One time Danielle came running down to the basement and proudly said that "Sharon taught her how to iron clothes and it was fun!"

In the past few years, Sharon would come to shows and help Ted with sales. She was a great lady and will be missed by all of us who knew and worked with Ted.



IN LOVING AND GRATEFUL MEMORY

Mike Hill

By Larry Sokol



It is hard to register that it has been four years since *The O Scale Resource Magazine* published “A Visit With Mike Hill”, which in photos and writing tried to describe the enormous contribution that the Hill family has made to the O Scale hobby and community ([September/October 2015](#)). Now Mike’s gone. He lived a life of love, kindness and friendship. It is fair to say Mike made one of, if not the largest contributions our O Scale community ever.

You would find not one person who would say anything other than Mike lived a blessed life and one which was well lived.

In many of the memorials, which as we age are becoming more and more frequent, one of the best sentiments, which seems to give comfort both to the writers and the reader is the expression to the effect that “May the lights be green,” or sometimes “May the signals be green.” It’s for sure the

wish of everyone reading this article that all of Mike’s lights ahead will be shining brightly and glowing with a beautiful green glow. The more interesting reality is that while on earth, Mike toiled joyfully and endlessly as he pulled lever after lever in tower after tower to make sure that everyone in our hobby had a lot of green lights in their train life. Many are still bright.



Mike Hill, David Vaughn, Sam Shumaker and Jim Canter at the 2015 Indy O Scale Show.

O SCALE HOBBY STORE? Pretty much everyone would agree that Hill’s Hobby was the best. This was, in large part because of who you’d meet there. Mike’s wisdom, knowledge, honesty and core devotion to giving every person who came in the door better than a fair shake was well known.



JOSEPH FISCHER CARS? Mike and his longtime friend Andy Healy in Orlando, Florida, knew as much about Joseph Fischer's life, amazing work, and production as anyone in the country. If you had a question, there was no question about it: Mike was the go to guy.

HUDSON LOCOMOTIVES? Mike's collection, commissioning, nurturing and exhibiting of his collection put together over decades, was an inspiration in many forms to everyone who was fortunate enough to visit the Hill home, and Judy's warm hospitality.

O SCALE MEET? You don't need to ask yourself what the most attended, anticipated and best O Scale meet in the country was year after year after year after year. It was the March meet put together by Judy Hill, Mike Hill and their train engaged children, Melissa and Mike, Jr.

FRIENDS? For whatever reason it is unusual to spend a lot of time in negotiating train trades, collecting, building, competing in competitions and just general social interaction without having a few bumps or maybe even a couple of jolts along the way. If any us looked back over the past decade or two we're almost certain to see a few of these, which in the cosmic scope things we realize now are foolish, silly, or just plain making some really bad choices. In some ways we are not a lot different than elementary school kids, who spend a fair amount of their time talking about each other often in a not so complementary way. Not the case with Mike.

Being any dealer and having any hobby store for a long time it seems almost a certainty to carry with it a high probability of having some people who feel like they had a bad experience in one form or another. We would naturally talk about it. Unless the discussion was about Mike. In my decades of train visits, train meets and all other types of conversations and communications I never once heard anyone say anything unpleasant, or deeply critical of Mike. Do you know anyone else in our hobby about whom this is true?

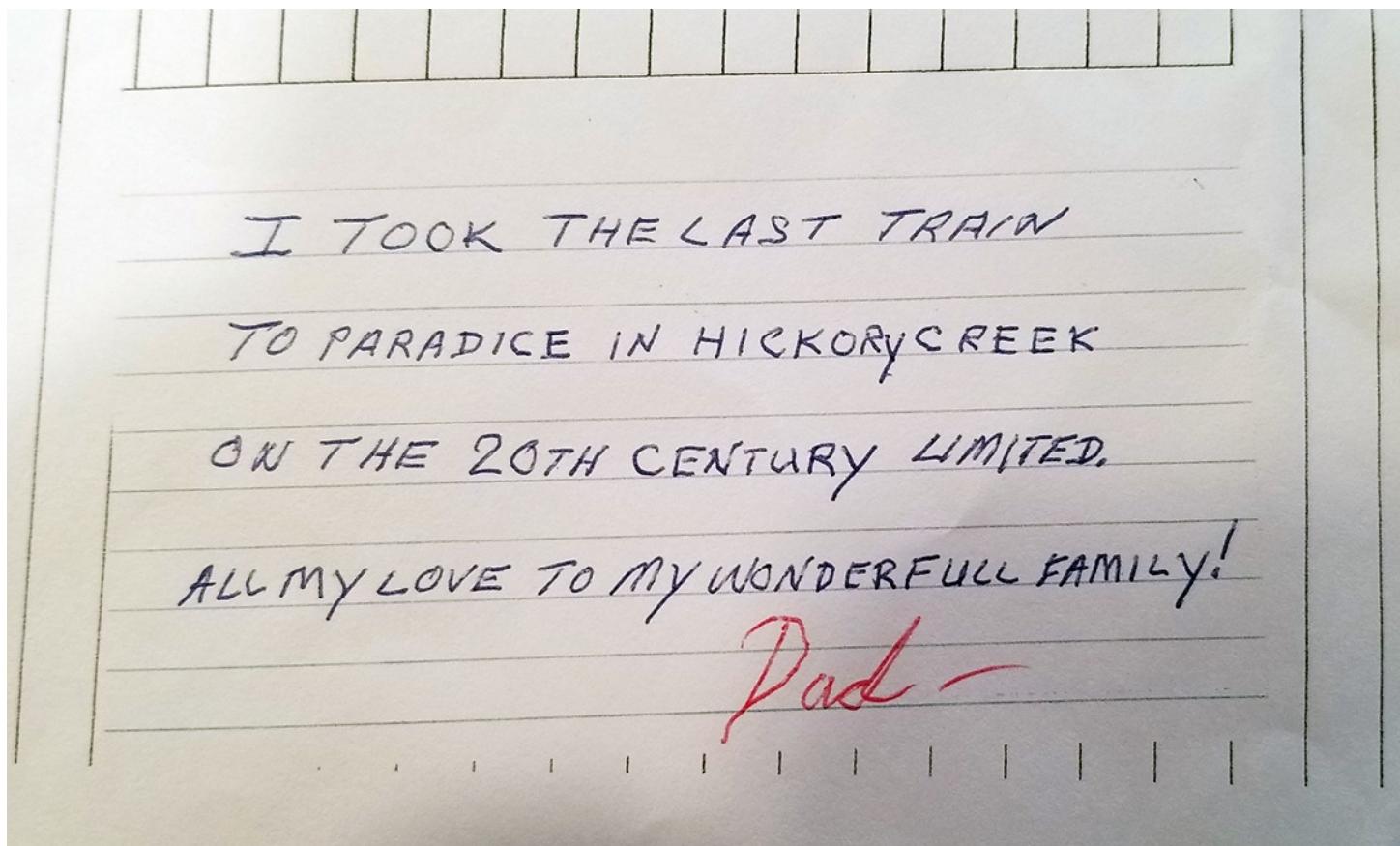
Mike leaves behind a nation of lives that have been made better because he was around. A couple, certainly not all, of his closest friendships were with Bill Leider, Chuck Hinshaw, Dan Pantera, Marty Brown and Burt Maul. Bill is one of the most talented railroading fellows in the country with a magnificent railroad. He worked endlessly and tirelessly over at Mike's house for years so that Mike could have a layout of his dreams. Thanks in large part to Bill he did. Chuck Hinshaw, was the kind of friend to Mike and with Mike that you are lucky to have one or two of in your life. Their interest in all things trains made them for many decades inseparable. Each enriched the other's life.

Dan Pantera, the finest craftsman in our hobby is a person known to possess complete and utter integrity in everything he does. It was natural for Mike and Dan to see the world through the same choo choo crystal. What could anyone say about the Hill family? Judy is such a gem, and the love of Mike's life. She was his partner in everything he did, or wanted to do. She was shoulder to shoulder with him in every effort and endeavor (except politics). Judy shared with Mike the immense satisfaction of knowing that their son Mike and his wife Melissa were carrying on their lives at the highest level, which Judy and Mike had set for themselves.

On Saturday, October 19th, the "guys" and the Hill family gathered for a final time to run Mike's trains. While the lights on Mike's locos will end on the 19th, the beacons of light created by the Hill family will be with all of us for a long long time, on our tracks and in our lives.



The picture below comes from Judy Hill via Jack McGarry. Mike kept a personal notebook and this was his last entry:



Jack went on to say “I do not know if Mike had a personal connection to the “Hickory Creek” other than it was the tail car on the New York Central’s 1948 20th Century Limited. I can envision Mike seeing his last run in the observation car of the train. The notation in his notebook appears to be his way of saying good bye to his family, friends, and to the hobby that he spent so much of his life pursuing.”



RailPictures.Net - Image Copyright © Gerald Oliveto

New York Central “Hickory Creek”

The New York Central’s 20th Century Limited was billed as “The Most Famous Train in the World.” The railroad’s most esteemed train sped along the 958-mile “Water Level Route” between New York and Chicago, averaging 60 MPH, for sixty-five years - making the trip in just sixteen hours. In 1948, General Dwight D. Eisenhower ceremoniously inaugurated a new set of cars for the New

York Central’s most famous train. Among them was the Hickory Creek, an observation sleeper lounge. The car was christened on September 15, 1948 in Grand Central Terminal. During its 20 years of service, the Hickory Creek graced the rear end of the “most famous train in the world” and was used in advertisements, promotions, and finest movies to reflect a standard of excellence in premier rail travel.

For those who would like to make a donation in Mike’s name, a donation to the Fisher Center for Alzheimer’s Research Foundation would be most welcome. The Center may be contacted at: https://www.alzinfo.org/donate/donation_form

Mike had Dan Pantera build him a model of the Hickory Creek for his collection.





*Death leaves a heartache no one can
heal. Love leaves a memory no one can
steal.*

*Mike's memory will always be in our
hearts.*



IN LOVING AND GRATEFUL MEMORY

Ron Sebastian



Amy and I have been shopping at Des Plaines Hobbies since we moved down to Illinois way back in 1988. Of course Ron was there, but we really did not know him other than to give him money which he gladly took. ☺

"Take the money and don't give away the store" were two of Ron's favorite sayings. Take the money simply meant when a customer came in, he expected employees to stop what they were doing and greet/help the customer. He was a very good businessman and he knew what his customers wanted or did not want. In these days of closing hobby shops, Des Plaines Hobbies is still going strong.

It was not until Glenn and I talked about starting the magazines that Amy and I really got to know Ron. Although he had an easy going

demeanor, he could be very opinionated, ask me how I know... Ron was always a supporter of both *The O Scale Resource* magazine and *The S Scale Resource* magazine and was our first advertiser. I'll miss trading barbs with him at shows and his humor. He was a kind and giving soul, with a great sense of humor who always there to help you out or listen and give you advice (if you were looking for it or not), be it in modeling, business or life.

I asked Jim and Penny Kindraka, who knew Ron and Sue and were great friends for many years, for some memories.

One of my earliest memories of connecting and developing a friendship with Ron came at the 1995 NASG convention in Altoona. A friend wondered how we could do some railfanning in such a mecca for railroads and Ron immediately offered that he knew great places and had room to drive. "Room" was an understatement! Ron went to the parking lot and pulled up in a huge white Lincoln Continental (1974, I believe) that could have comfortably fit 10 - we're talking a great white whale!

Off the five of us went to Cresson, Bennington curve and Horseshoe, sometimes on little more than dirt service roads. Ron would drive that tank of a car anywhere! For an entire afternoon we were treated to Ron's stories and knowledge of the area. Ron was a wealth of information on the prototype with a lot of history thrown in. His knowledge went way beyond a typical hobbyist, hobby shop owner or railfan. We eventually ended up on the service road for the Gallitzin tunnels. Wanting to get closer, but knowing we were on railroad property, Ron walked over to the interlocking tower to let them know we were only watching trains. He came back quickly, I asked him if the operator said we had to leave. Ron's response: "He wasn't that nice." We headed off to find an ice cream stand in his white whale; an unforgettable day that, thankfully, lead to many more...

Ron was always generous with his time and talent. He would help people establish themselves in the hobby even if he knew they could eventually be competition for him. He wanted people to be successful and enjoy life



as he did. The only real way to get on Ron's bad side was to be all about yourself, to the exclusion of others - that was never part of his character. Always learn, always perfect and always pass what you've learned along seemed to be his unwritten mantra. For those of us who knew him personally, Ron was a truly unique man who enriched our lives; he immeasurably enriched, and changed, our hobby.

I couldn't remember all the exact details around that "white whale" car Ron had so dropped Sam McCoy a note, here is his reply - which is another remembrance in and of itself!!

I remember that car! It was a white 2 door Lincoln Continental. 1974, I think. Ron got it from an old lady right before we went to the '94 O scale convention in Denver. Typical Ron car . . . low mileage beauty. We were heading out (Interstate) 88 to the show when the camper motor died and I towed him into DeKalb to a dealer. Sue and I went on and he had Christine drive out

in the "new" Lincoln and pick him up. He caught up with us a day or two later after blowing a tire on the road! I think the tires were the originals and probably never went over 30 MPH before that.

Anyway, it would drive along just fine and all of a sudden quit. Took it to a local mechanic and he couldn't find anything wrong. They decided to stay for a few more days, and following them, I made the turn to get on the interstate and head home while they continued on. Come to find out it quit a half mile later! Turned out the fuel filter screen in the tank was flattened. Ran fine once that was replaced. I remember driving around New York city with Ron in it a few years later. Everyone yielded the right away to that big monster!

Penny also reminded me of a couple of Ron & Sue's travel "adventures". Ron and Susan traveled a lot and Ron hardly ever made plans in advance of where they would stay on a route. A couple of times he told me of wonderful B&B's they "found" completely by accident while traveling. Penny and I stayed at a couple, and to this day, I cannot figure out how he "just happened" to pull in!

He and Susan were invited to my daughter's wedding in 2017, the wedding reception was at the Dearborn Inn across from The Henry Ford & Greenfield Village in Dearborn. Years before, the Michigan S Scale club sponsored the 1996 NASG convention there.

That was while I lived in southeast Michigan and Dan Navarre & I co-chaired the event. Ron would always say it was the best convention he had ever attended. The hotel was/is stunning - and passed out roses to each woman entering the banquet. He and Susan fell in love with the place so when Ron found out my daughter's wedding was there, he accepted the invitation immediately. As usual, he forgot to register so the wedding room block was gone when he finally remembered a couple weeks before the event and called. The hotel staff put Ron and Susan up in one of the 5 historic colonial homes that are on the grounds and part of the hotel - for the wedding party rate! Turns out he and Susan were in the Patrick Henry House, next door to the Walt Whitman house - which is where the bride and groom were - neither knew that until the next day...! Ron just had this 6th sense about traveling with no real plans and landing firmly on his feet!!

I'll miss Ron bellowing to new store customers, "Welcome to malfunction junction!" or his "compliment" on a new model, "That's a nice model, who built it for you?" We'll all miss him, but I know we'll all be better for having known him...

ALLEGHENY SCALE MODELS

LOCOMOTIVES & ROLLING STOCK

O SCALE MODELS FROM THE COLLECTION OF
MIKE HILL



SCRATCH BUILT AND CUSTOM MODIFIED BRASS LOCOMOTIVES
CUSTOM BUILT PASSENGER CARS BY JOE FISCHER AND DAN PANTERA
EACH MODEL EXTENSIVELY RESEARCHED AND PROFESSIONALLY FINISHED

UNIQUE - ONE OF A KIND MODELS

www.alleghenyscale.com - oscale@alleghenyscale.com
908-684-2070

Branline Structures
&
Train Sales



Aultman-Miller Machine Shop \$129.95

Thomas Yorke Originals—Lots of Details

Use "Holliday" as coupon code to get extra 10%
OFF during January & February

www.branline-structures.com

The O Scale Hauler Is Back



This is a one and done run!

The Ultimate Transportation & Storage
Solution for your O scale trains!

www.oscalehauler.com
oscalehauler@verizon.net

OLD TYME WOOD CRAFTSMAN KITS

YOU ARE THE CONSTRUCTION BOSS !!!
WOULDN'T YOU RATHER

BUILD

YOUR STRUCTURES INSTEAD OF
JUST ASSEMBLING THEM ???
TAKE A STEP UP TO

THE EXCITEMENT

OF CONSTRUCTION ON A REAL
WOOD STRUCTURE KIT. CHOOSE WHERE

YOU WANT

THE DOORS OR WINDOWS
ON YOUR LAYOUT!

O SCALE KITS
www.jv-models.com

JV MODELS
SCALE KITS FOR THE DISCERNING MODELER.
SINCE 1972
P.O. Box 700 Artesia, CA 90702

DEALER
INQUIRIES
INVITED



'O' Scale First with Accurately Scaled Rail Since 1963

Now Producing Red Cliff Miniatures
& American Switch & Signal

Rail, Turnout & Crossing Parts, Switch & Track Parts
Wood Ties, Track Spikes, P48, Motors & Drives

2286 Hampton Way
Clovis, CA 93611
559.297.0505

Jay@right-o-way.us
<http://right-o-way.us>

Did you miss an issue of
The O Scale Resource? Forgot to
look? Well, sign up here and
never miss another exciting
issue. We'll send you an Email
when the latest issue is loaded to
our site. Don't worry, we won't
sell or post your Email address
to anyone!

**CLICK HERE TO
SIGN UP TODAY!**

Southern Pacific
Lines 4-8-4



Lee Marsh
Model Co.

In 1:48 O Scale RTR Brass with solid nickel silver rods machined right here in the USA! Also guaranteed to run around 6' radius track.



www.leemarshmodelco-usa.com



YOUR SOURCE FOR OVER
80 RAILROAD LETTERING,
RAILROAD ROMANS,
ALPHABETS, SILHOUETTES,
DINGBATS, TRAINS, PLANES
AND AUTOMOBILES AND
EVEN SOME SURPRISES.

ALL FONT SETS ARE AVAILABLE IN
WINDOWS (TT AND ATM) OR MAC
VERSIONS.

RAILFONTS.COM

AMERICAN SCALE
MODELS



Purchases and Sales of Scale Model Trains

*Estate and collection liquidations
Consignment Sales*

*Purchases of new, used, and unwanted equipment
References gladly furnished.*

Bill Davis, P.O. Box 1011, Oconomowoc, WI 53066 • (262) 560-1619 • bdavis148@aol.com
Visit my website at americanscalemodels.com for models, detail parts, trucks, and more!

Don't Sell Your
TRAIN COLLECTION
Without An Offer From

TRAINZ



Looking for one of the
greatest selections of
new & previously owned
O Scale Trains?

Check out our website at
Trainz.com
and especially our
auction site at
trainzauctions.com

YES! Help Me Sell
My Train Collection

www.trainz.com/osr

866-285-5840
(Fax) 1-866-935-9504

We are looking to purchase O Scale
Train collections all over the USA.
Trainz.com will make selling your
collection easy. Read more about
how our cash sale and auction
options work at

www.trainz.com/osr Contact
us today at
sellyourtrains@trainz.com
or at 866-285-5840

O&S Scale Midwest Show



**Formally the Indianapolis O Scale and S Scale Midwest Show
It's September! Time to kick off your modeling season!**

Another show has come and gone. This year we switched to a Saturday/Sunday format hoping to attract more people who may not have been able to attend on a Friday work day. While we did not see much increase in attendance, we did see new faces and a younger crowd so that bodes well for the hobby. We are already booked again next year on September 18th through 20th, 2020. We again hope to get attendance up as well as hotel nights, as that really helps with the bottom line. If that does not happen, we really need to evaluate going forward. The time and effort it takes to put on this show is enormous and something we don't mind doing to promote the hobby but working for \$2.00 an hour gets old after awhile. Finding anywhere else that has 16,000 square feet of space, at a reasonable price is almost impossible and we don't want to cut down our vendors. We have the best vendors and again sold out of tables so all we need is you, the attendee! OK, enough of that, let's see what this years show offered!



Of course we were there, along with Jeb and Nancy Kriigel's Get Real Productions and their line of products.



Rails Unlimited held the back wall in the second ballroom.



Left: Larry Stanley of All Aboard Trains was here with his new lit ground throws and other products.

Above: Tanya Burdick from Korber Models was not only selling models and parts, but demonstrating weathering techniques.



Dan Mason made the trip North from Roswell, GA.



Above: Jack McGarry from Allegheny Scale Models had some great deals.
Below: 3D printing with Douglas Miller of Miller Engineering & Design.





Always good to see Pat Mucci from P & D Hobby Shop.

Left: Bill Davis and his crew from American Scale Models had 20 tables of great items.

Below: Glenn Guerra was demonstrating soldering techniques all weekend.





Ken Zieska (left) was demonstrating and working with show attendees on static grass.



Bill McConnell from O Scale Turnouts, Inc. talks with a customer.



Carey Williams, who brings his Vintage O Scale Equipment for display, talks with Merlyn Lauber of Caboose Stop Hobbies.



Weaver bargains abound.



Above: A shot of Brian Huang's Saybrook Switching Layout.

Below: Scenes from Indiana On30 Group.





Des Plaines Hobbies brought lots of great bargains that can only be found at shows.



Always fun to see Unaffiliated O Scaler, Ron Rendfeld.



Want to see more? Check out our short show video here!

EASTERN PA 2 RAIL O SCALE TRAIN SHOW AND SWAP MEET STRASBURG, PA

Amy and I went out to the show this past October 12th. John Dunn and Rich Yoder put this show on three times a year. We try and get out every few years as it's a long haul, but well worth it. We quickly set up Friday night and then headed out with John, Mick Shaw, Bruce Aikman and Bob Fryberger for dinner. We meet a few more modelers and talked about the people who were not there ☺.



Rich Yoder and John Dunn at dinner Friday night.

After dinner, we headed over to Attalee Taylor's home to see his layout. (We'll show that in the next issue of *The O Scale Resource Magazine*.) All I can say is, WOW! A lot of layout in a fairly small space and beautifully sceniced.

Saturday's show turnout was good, and we meet a lot of people we don't normally get to see. There were some exceptional prices and something for everyone. I even spent some money this time! I was able to find a Car Works VO 1000 that had been reworked and painted. It will go into my colors and I'll also add a decoder,

but the price was right and fits my railroad's time period. Also, bought some more KTM hoppers. This is it! No more... this gives me a 16 car train of assorted KTM and U.S Hobbies hoppers. Plenty big enough for my railroad.



Let's take a look at what else was offered.







\$10.00 dollar cars above and \$2.00 cars below. Who says O scale has to be expensive!



A buck a car... this is why you should be going to shows!





All in all, another great show and good times had by all.

ALL ABOUT KASINER O SCALE and O GAUGE

By Edward F. Bommer

Kasiner Model Hobbies was founded by Norm Kasiner and Bill Kachler in Rochester, New York in 1947. Smooth side, full length, streamlined O scale car kits made with extruded aluminum bodies having end and center skirting were initially produced. For prototype accuracy with some models, the center skirt is removed by cutting it off.

They were soon followed by extruded aluminum bodies with Pullman-design fluted siding. The fluted side bodies did not have skirting, but aluminum castings with end skirts and a coupler mounting were included in those kits. The Astradome kit included extruded aluminum side sill skirts. These also may have been available as extra parts for full length, fluted side cars.

Kits were packaged with Masonite floors, wire for hand rails, roof and some under body detail parts, as well as sheet aluminum ends. Black, sponge rubber full-width diaphragms were included. The Pullman-Standard fluting was a popular feature. These cars were easier to finish than the smooth side cars, often having multi-color, striped liveries.

Streamline four-wheel trucks included with full length kits initially had cast bronze side frames by Lobaugh, later made in zamac. All Nation continued production of these trucks until it went out of business in the 2000's. A pair of dummy cast metal Monarch couplers were included. No interior detail parts were provided, except for plastic window glazing with printed Venetian blinds where appropriate for a car.

Each kit followed a new, lightweight prototype car of the period with correctly spaced windows punched into the extruded aluminum bodies. Many original Kasiner roof detail parts are available from Scale City Designs, which has been producing the former line of Keil Line parts, which had included them.

KIT NO.	DATE	TYPE	PLAN	SMOOTHFLUTED	BUILDER	YEARS	NOTES
1	1947	18 Roomette	Plan 4068	X	Pullman	1937,1939	A, B
2	1947	24 Duplex Roomette	Plan 4100	X	Pullman	1942	C, D
3	1948	64 seat Coach		X	Pullman	1946	E
4	1948	85' Baggage/Mail		X	American Car and Foundry	1948	F
5	1948	Dining Car		X	American Car and Foundry	1948	G
6	1948	48 seat Coach/Baggage		X	American Car and Foundry	1946	H
7	1948	2 DBR/ 1CMPT/ 1DRM/ Lounge/Observation	Plan 4082	X	Pullman	1939-1941	I, J
8	1948	2 DBR/ 1CMPT/ 1DRM/ Lounge/Observation	Plan 4082	X	Pullman	1939-1941	I, J
9	1949	85' Baggage/Mail		X	Pullman Standard	1949	K
10	1949	"Astradome" (Dome-diner)		X	Pullman	1947	L
11	1949	"Sleeper"	Plan 4018A	X?	Pullman	1948	M, O
12	1950	"Diner"		X			G, N
13	1950	16 Dup. Rmt/4 Dbl BR	Plan 4018A	X	Pullman Standard	1950	O
KASINER 'SHORTY' 60' O GAUGE KITS FOR TINPLATE AND LIONEL MODELERS							
14	1949	60' "shorty" coach					
15	1949	60' "shorty" baggage / coach					
16	1949	60' "shorty" sleeper					
17	1949	60' "shorty" diner					
18	1949	60' "shorty" Astradome					
19	1949	60' "shorty" observation - windows punched as a parlor / observation					
20	1950	60' "shorty" full baggage		X	ACF and Pullman	1941	P

However, Kasiner kits, whether smooth or fluted side, were produced with the same window patterns. This made some kits more generic than prototypically accurate. Kasiner also produced a line of “shorty” O gauge kits with fluted 60’ bodies for most of the full-length types, including the dome car. Sold without trucks and couplers, they were popular with 3 rail /Lionel modelers. The 60’ ‘shorty’ full baggage (kit number 20) was favored by some 2 rail modelers. This was the only full baggage car in the Kasiner line. By 1949, Kasiner also produced full length and ‘dwarf’ 60’ fluted side HO kits.

NOTES ON MODELS AND PROTOTYPES

A: This models the first Pullman-built cars introducing the roomette in 1937 and 1939. With private accommodations for 18, the 1937 car was named **ROOMETTE I of Plan 4068**, painted in pre-War two-tone gray. This car was initially assigned to the Nickel Plate Road and later placed in pool service.

B: A second car, named **ROOMETTE II** also had accommodations for 18 as **Plan 4068G** built in 1939. Also painted in pre-War two-tone gray, it was introduced on the New York Central and later placed in pool service.

C: One prototype for this car was built in 1942 by Pullman as **DUPLEX ROOMETTE I, Plan 4100** in pre-War two-tone gray. It was intended to test the market for this type of accommodation as a replacement for aging, outdated, heavy-weight Pullman section sleepers. WW II intervened and this sample worked in pool service from 1942 to 1945. From 1946-47, it was assigned to the Pennsylvania in the consist of “**The General**.” Withdrawn in 1948, it was reconditioned, re-named **L. S. HUNGERFORD** and assigned to the Great Northern “**Empire Builder**,” in that train’s colors. By 1951, it was back in two-tone gray working on Santa Fe’s “**Grand Canyon**.” From 1952 to 1961, Pullman assigned it to the B&O, usually working “**The Ambassador**,” lettered for **PULLMAN** and wearing B&O blue and gray.

D: It remained Pullman owned until retired, from 1962-1964. Pullman sold it to the Pickens Railroad in 1965, which resold it to the National of Mexico in 1967. In Mexican service, it was renamed **PARICUTIN**, after a volcano. Likely, it was out of service and scrapped by the late 1970s. Twelve fluted side 24 duplex roomette cars to **Plan 4100B** were built by Pullman in 1947 for the Santa Fe as the “**INDIAN . . .**” series. To model them, thin styrene fluting could be added to the smooth Kasiner bodies, following prototype photos. Canadian Car & Foundry Co. Ltd. built twenty smooth side 24 duplex roomette sleepers to the same general design for the Canadian National in 1952. These were numbered **2000-2019** and rode on 6-wheel trucks. They were assigned to the “**Super Continental**” in the 1960’s and continued with VIA Rail into the early 1970’s. There is one error in this kit: The single window positions nearest the vestibule are reversed, left side for right.

E: The prototype for this model was Pullman built coaches for the New York Central of Lot 6721 in 1946. Car numbers were **3000-3152**. They were 64 seat long-distance coaches for pool use. A few were still in service on Metro-North in commuter service out of Grand Central Terminal as late as 1995. The fluting on the model accurately follows a Pullman design, something often not well done on later kits and imported brass models.

F: This 85’ smooth side baggage/mail models ACF built cars in the **1100** series for the 1948 Great Northern “**Empire Builder**.” It was similar to 75’ cars built by ACF for the New York Central and the 85’ ACF cars for the Union Pacific. *But in each of these cases, it’s not an exact replica. The kit is too long for NY Central, but could be shortened to suit. It has three RPO windows in place of two, for a Union Pacific car.*

G: This smooth side dining car models the ACF built “**LAKE . . .**” series diners for the 1948 Great Northern “**Empire Builder**.” One such car, “**LAKE OF THE ISLES**” No. **1250**, still exists in a restored condition. This kit body lacks kitchen service doors. On the ACF prototype, there was no service door for the kitchen on the left side. However, there was a 28” wide service door with a window at the right front end of the prototype car, opposite the kitchen. It was set 18” back from where a vestibule door would be. To model this on the smooth side kit, one would need to cut a window into the car side and score an outline for a door, as with other smooth side cars having vestibules. Or, cut out an opening in that corner to install a sheet aluminum door for it. Another option may be to use a Pullman vestibule door (Delta Models DM-223). This door opens inward, to the right toward the car end. That is opposite from a vestibule side door which opens inward to the left, on the right side of a car.

H: The prototype for this model was from ACF-built New York Central 48 seat coach/baggage combines in Lot 2730 of 1946. Car numbers were **280-299**. They were equipped with Pullman style fluting to match the pool service coaches above. Some were in mid-west service on the “**James Whitcomb Riley**” and other NY Central trains into the 1960s.

I: This kit models the Pullman 2 DBR/1CMPT/1DRM/Lounge/Observation of **Plan 4082**, with fluted sides. The prototype cars built from 1939 to 1941 had smooth sides. This model was often finished as a Santa Fe car. The Santa Fe “Vista . . .” series (Pullman **Plan 4115** of 1947, a 4 DRM/1 DBR/Observation Lounge) had a similar, but not exact window arrangement when compared to a **Plan 4082** car.

J: This kit models the first smooth-side Pullman built 2 DBR/1CMPT/1DRM Lounge/Observation cars of 1939 built to **Plan 4082**, **Lot 6567**. The first was named **AMERICAN MILEMASTER** by popular ballot while on display at the NY World’s Fair in Pullman’s pre-War, two-tone gray. Three more cars, **GENESEE RIVER**, **MAUMEE RIVER** and **WABASH RIVER** were built for New York Central’s “**Southwestern Limited**” for service between NY City and St. Louis. New York Central sold them to the B&O in 1956, keeping their original names and putting them in “**National Limited**” service between Washington, D.C. and St. Louis until it ended in 1965.

AMERICAN MILEMASTER in two-tone gray was used Union Pacific service until 1941 when it was reassigned to the Southern Pacific for “**Lark**” service, renumbered as **400**. A fifth car built to this design by Pullman in 1940 in Lot 6608, was done with stainless-steel sides and roof, named **MUSKINGUM RIVER**. Its first assignment was on the “**Arizona Limited**,” a Chicago – Los Angeles run over the Rock Island/Southern Pacific route. In 1942, it was re-assigned to Southern Pacific “**Lark**” service painted in early two-tone gray and renumbered **401**. SP had lost both original round end “**Lark**” observation cars **400** and **401** in rear end collisions. They were **Plan 4082A** cars built in 1941. The kit comes with a radio antenna, which the prototype cars had.

There is one error in this kit. The buffet service room window is too deep. It should be shorter and square, with a higher bottom sill. Since this is a smooth side car, it’s easy to fill in that window opening with styrene, to better match the prototype. Also, two small upper berth windows for the compartment should be cut into the letter board area on the right side.

K: This kit is the same as that discussed in **F** above, with the exception it has fluted sides. Kasiner issued its smooth side kits in fluted side form as well. Fluted side kits included simple Santa Fe and New York Central decal lettering. By using the same window punch patterns for both smooth and fluted side kits, production costs were less by not changing the window arrangements, but some prototype accuracy was lost.

L: The “**Astradome**” was a singular Kasiner kit like no other of the time. It modeled the dome-diner **SKY VIEW** of the 1946 to 1947 General Motors “**Train of Tomorrow**.” It consisted of four unique Pullman-built dome cars: coach, diner, sleeper and observation lounge. The Kasiner dome was printed in silver on a sheet of heavy, soft clear plastic. It had to be carefully flattened (it was curled to fit into the kit box) by soaking it in hot water, then letting it cool and dry with weights on top. It was cut, folded and fitted into the roof opening of the fluted, extruded aluminum body. The instruction sheet provided locations for car side screens and vents for the kitchen and air conditioning system. The full-length dome kits included bottom sill skirt extrusions. (These were not provided in 60’ ‘shorty’ dome kits).

Other than a Masonite dome floor and Venetian blind printed plastic window strips, there were no interior details. Yet, with patience, a creditable interior detail job could be done following prototype photos. Black decal name lettering for Santa Fe, New York Central and the script **SKY VIEW** name were included. While the punched window pattern and dome design were accurate, the prototype “**Train of Tomorrow**” fluting differed in the letter board from the usual Pullman design Kasiner followed. After its USA tour, Union Pacific purchased the train, painted it in UP colors and named it “**The City of Portland**,” keeping the original car names.

M: Sold as a ‘**Sleeper**’, this may have been a smooth side kit for a 16 duplex RMT/4 DBR car, modeling Pullman built **Plan 4018A** cars Great Northern had on the 1948 “**Empire Builder**.” Each end had eight duplex roomettes, with bedrooms in the center. It may be the last smooth side kit Kasiner offered. Kit 13 models this accommodation with a fluted side body.

N: This fluted side kit models the ACF built diner described in **G**, above. It also lacks the right front corner service door that the ACF smooth side prototype had. Also, there is no left side kitchen access door. To put service doors into a fluted side car, one will need to cut out openings for them in the car body. For the right corner door, a Delta Models number DM-223 could work. A left side kitchen service door could be cut in and fit the opening with a simple sheet aluminum door and a strip stock access step. Kitchen service doors in diners were recessed 3" or so into the car sides, making this alteration prototypical in appearance.

O: Kit 13 is a fluted side, 16 duplex roomette/4 double bedroom sleeper, with the same window pattern described in **M**, above. A Kasiner kit number 13 of 1950 appeared on E-Bay a few years ago. A prototype photo of a Pullman-built **Plan 4018** sleeper with fluted sides has not been located.

P: The 60' "shorty" fluted side, full baggage kit was the only car like that in the Kasiner kit line. "Shorty" kits were made in most other Kasiner car types for 3 rail/Lionel modelers. Kit 20 could be used represent shorter 70' fluted side full baggage cars used by Santa Fe and Rock Island. No full length Kasiner baggage car kit has been found. Kasiner also sold blank full-length bodies into which one could cut in windows and doors to build whatever type car they wished.

The Kasiner line of scale length and short 'dwarf' extruded aluminum HO passenger car kits were introduced late in 1949. That, along with the O scale, O gauge 'shorty' inventory and tooling, was purchased by OK Engines of Herkimer, NY in the 1950's, when Kasiner went out of business. OK Engines continued producing the HO kits. O scale/O gauge sales ended when the inventory of kit parts sold out.

In the early 2000's, OK Engines began offering custom-punched smooth side and Budd extrusion body kits in O scale on special order. Kasiner tooling was used to make smooth side kits. Kasiner fluted body extrusions were no longer available, due to worn out dies. OK Engines also had Budd extrusion dies and made O scale Budd body kits on special order. They have a library of Budd and other builder's drawings. OK Engines O scale body kits came with extruded and punched bodies, sheet aluminum car ends and doors, a phenolic sheet plastic floor and some details. No trucks or couplers were provided. Assembly was like that of earlier Kasiner kits.

SOME BUILT O SCALE KASINER AND OK ENGINES MODELS

Following are photos of some O scale Kasiners and an OK Engines car, with descriptions. All the models shown (excepting the two 60' baggage cars) have fully detailed interiors with passengers and interior lighting. These were built between 1978 and 2012 from kits, built models with modified bodies and poor condition 'junkers' found at train shows and E-Bay.



**Don't forget we also publish The S Scale Resource Magazine.
Click here to see what's going on in the scale S world as well
as other articles of interest to all model railroaders.**



KASINER Kit Number 2, a 24 duplex roomette sleeper built as the *L. S. Hungerford* when in B&O service. The blind end was forward, with all roomettes facing in that direction. This model was built in 2012 from a "junk" car found on E-Bay for \$10, including original bronze Lobaugh trucks. Scale Coat paint and Micro Scale decals were used to finish this model.



KASINER Kit 3 (coach) and Kit 6 (baggage / coach), in late 1950's New York Central pool service livery. These two kits were modified by shortening them to a scale 75' length in 1978, for operation on a small O scale layout. The under bodies have scratch-built Carrier air conditioning units, per their prototypes. The trucks and under body were painted Floquil Grimy Black. The roof was done with satin finish black Rustoleum spray paint. Champion decals were used for the lettering.



Kasiner Kit 5, the 1948 diner. This model is based on the ACF built diners for the Great Northern "Empire Builder". The prototype "LAKE . . ." series cars were unique in having one large kitchen vent rather than the four or more usually seen on other light weight diners. They also were equipped with mechanical refrigeration and capable of carrying sufficient stocks of food for two to three days without re-stocking enroute on a Chicago - Seattle run. Scale Coat paint, Micro Scale decal striping and Champion P-45 "Empire Builder" decal lettering was applied. Venetian blinds were computer printed on an overhead transparency sheet.





Kasiner kit 7 is made the same as kit 8. It was often modeled as Santa Fe or New York Central car and looks similar to a Pullman plan 4115 car. This model had been shortened earlier and still has the original folded car end vestibule doors. It has original Kasiner printed Venetian blinds and is lettered for a model railroad name.



KASINER Kit 8, Pullman plan 4082 smooth side, 2 DBR/I CPT/I DRM/Observation Lounge built as B&O **GENESEE RIVER**. This model was built in 2006 from a \$10 'junker' car found on E-Bay. The vestibule doors of smooth side kits only had punched windows. The door openings on this model were marked off by scribing their outlines on the car sides and adding thin black stripe decals to better show the doors after the body was painted. Scale Coat paint and Micro Scale decals were used to finish this model.



KASINER Kit 10 the "Astradome," finished as a Santa Fe car in 1981 using the kit's original Kasiner decals. The dome interior is detailed as a diner and is lit with battery powered fiber optics in the stair risers and along the dome floor seat risers, like its prototype. The dropped floor under the car is an add on. It was scratch built in wood and sheathed with aluminum roofer's flashing. Kasiner sill skirts overlay it on each side. Hard to see, the car ends have the original foam rubber Kasiner full width diaphragms glued to Kasiner sheet aluminum car ends. The model is in natural aluminum. Floquil platinum mist paint was used on the trucks and applied details to match the car. A black Sharpie pen was used to darken roof ventilator openings.





KASINER Kit 20 "shorty" 60' fluted side baggage car being lettered for New York Central, which did not have such a car. It was for a fellow model railroader who wanted it finished this way. The car end skirting on these two baggage cars was added, made from wood with thin aluminum sheet from a soda pop can cemented over it, to which the corner steps were attached. Satin finish black Rustoleum spray paint and Champion decals were used to finish this model. MHP neoprene diaphragms were applied.

This kit builds into a rather light-weight car. A large piece of wood was added to each car, filling the space in the middle, between the doors and painting it black. This adds more weight for better tracking at the head end of a train of heavier passenger cars.

The Santa Fe baggage car below was made from a pre-built Number 20 Kasiner 60' 'shorty' modeled to resemble a Santa Fe 70' streamlined baggage car. Rock Island also ran similar short, streamlined, full baggage cars on some trains. Unique to Santa Fe was removal of the fluting at the car ends and at each side of the doors, where it could be subjected to damage from baggage carts and vehicles when loading and unloading the car. The roof, underbody and trucks were finished with Floquil platinum mist. A topping of Gloss Coat was applied to the roof. Champion decals were used for lettering. MHP diaphragms from this model's original build in 1956 were re-used.





An OK Engines custom punched kit made in 2002 built into this model of the B&O Class D-30 baggage / dormitory / coffee shop car, named “**SILVER SPRING**.” Two light weight, streamlined, eight car train sets were built by Pullman Standard in 1948 for the B&O post War “*Columbian*” in Washington DC – Chicago service. The sister Class D-30 car was named “**HARPERS FERRY**.”

In place of the kit’s Kasiner style folded sheet metal vestibule doors, detailed plastic doors from Delta Models (DM-223) were installed. They also make a nice upgrade over the folded sheet metal vestibule doors for Kasiner’s fluted side cars where the vestibule door opening had been cut into the body for them. The model is finished with Scale Coat paint and Micro Scale decals.



A train of four Kasiner cars (all seen above) in service on an O scale 2 rail model railroad in New Hampshire, 2018. The streamlined 4-6-4 on the point is a two-rail MTH “Empire State Express” locomotive.



Canadian National Railways Sanmore Subdivision

Model railroad signals and CTC operations

Part 2 : CTC Machine

By **Serge Lebel**



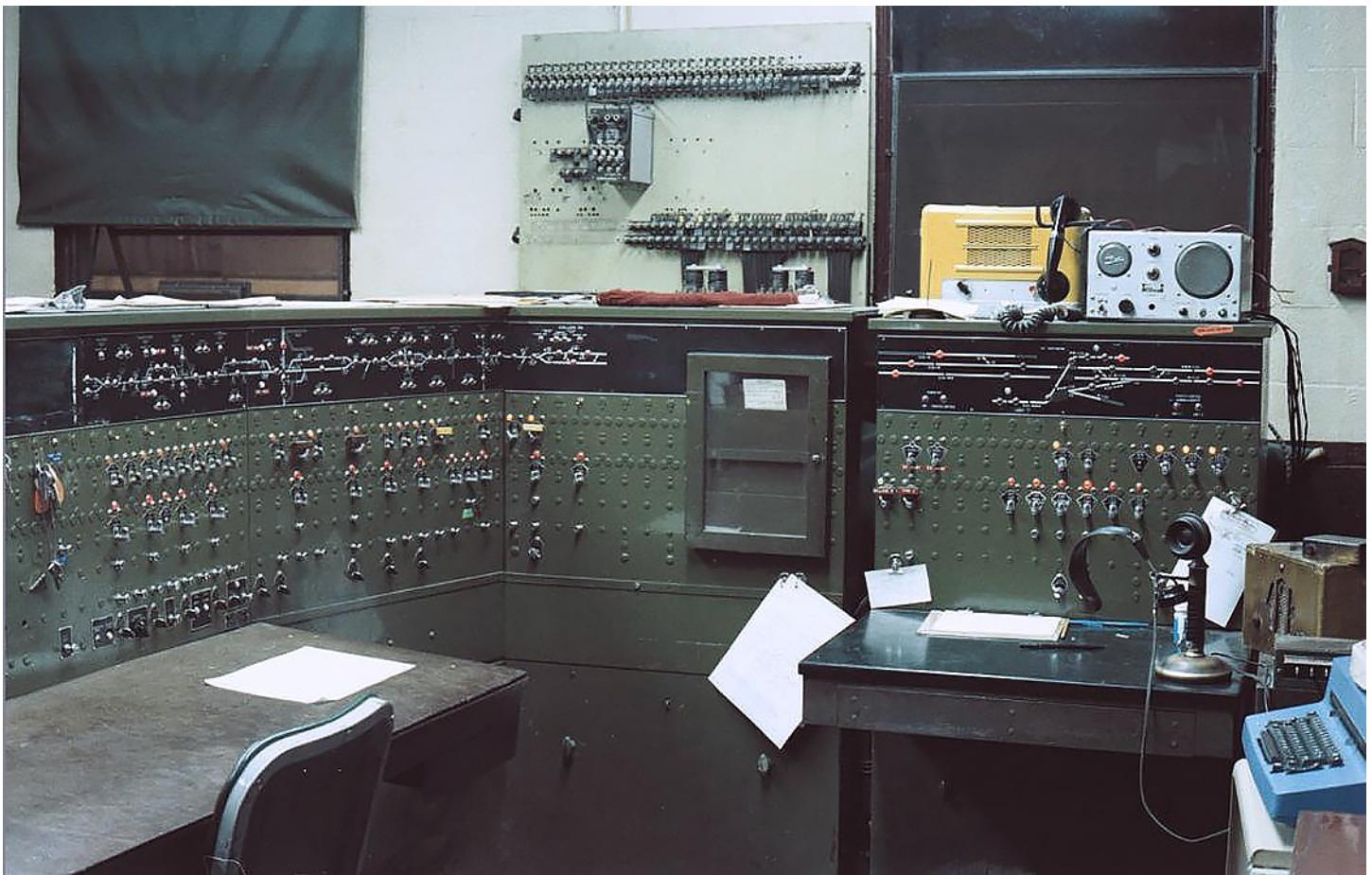
Last issue, I gave you an introduction on how I designed my signaling system. I introduced you to some of the lingo, and gave you the assignment to design the track diagram of your layout and consider how you will operate your trains. It is now time to actually start building some of the components of the system.

The heart of a working signaling system is the control center. In my case, the control center is a CTC machine that is located upstairs in my workshop, in a section devoted to rail traffic control, or RTC. This is where you will find the dispatcher's desk, the CTC machine, the monitor for the cameras overlooking rail operations, and all the forms and documents needed and issued to operate trains on the Sanmore Subdivision.

If you look at the prototype CTC machines on the Internet or in books, you will see that there are many variants in how railroads had these machines built and there were several companies that offered these machines. Not being attached to any particular prototype (I freelance my layout based on Canadian

National Railways with a lot of flexibility!), I decided to build one that would give me the look and feel of a CTC machine built by Union Switch and Signal Company of Swissvale, Pennsylvania. These were heavy cabinets made of metal, that were a stand alone unit, often times with the shelf offered as an option. They were custom built based on the railroad's needs and requests. Building one of these today, with the authentic metal cabinet, metal switches and heavy relays would be a very costly project. I knew that if I wanted to have a CTC machine, I would have to be creative and build one out of common materials.





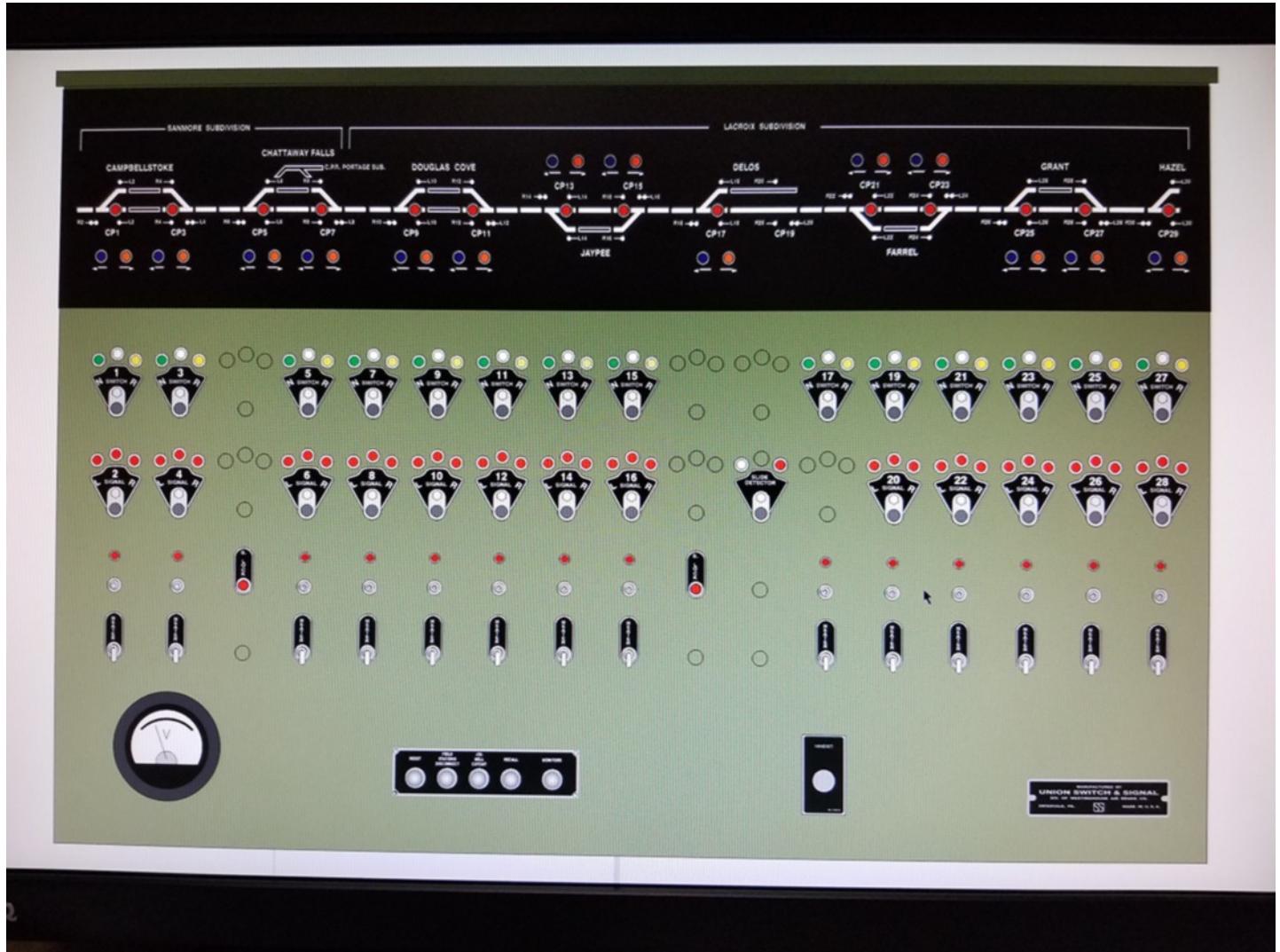
The photo above shows an actual CTC machine as it was during its glory days. (source: Internet Google search)

Fortunately, there are a few sources for replicas of the control levers, the plates, and the switches that were used on these machines. In addition, all of the electro-mechanical components in the original machines can now be replaced with electronic parts that will do the job. The only thing missing is the clapping of the relays in the machine when sending the code... solid state relays (SSR) don't have the same feel. But even that can and will be simulated using a small sound card activated by the send code button on the CTC machine.



Now I don't work with metal and I don't have the proper tools to do so, but I do have a table saw and a drill, so my best option was to build this cabinet out of wood, and do my best to make it look like metal. As a former sign crafter, I am used to creating faux finishes, so I knew I could pull a rabbit out of my hat on this one! When looking at various materials at the local building supply store, I found a sheet of medium density fiber board (MDF). This material is heavy, and has no grain to it. It cuts easily with the proper blade on the saw, and it sands to a very smooth finish. It had all the attributes I needed, so I purchased a 4'x8' sheet, 3/4" thick, and brought it home. I then designed a machine that would fit the space I have for it, which is not a lot... but then again, I think I am in the same situation as most of us, so I think this design will reach a lot of modelers!

Based on the US&S design, the machine was a modular system that was built in sections that were 30 inches long, with 15 rows spaced 2 inches apart, starting at 1 inch from the edge. This was housed in a cabinet that stood at 56 inches high. Again, because of the space that I have, I modified this design to fit in the 40 inches I had available, as all I needed was to fit 14 rows. Centered at 2 inches apart (actually, I made mine 2-1/4 inches apart because of the use of the 8 mm LED's which needed some space to look better), I was able to fit 17 rows, which was good as I would be able to have a few rows for electric switch lock in the design that made it look more interesting. Also included in the design of these machines are other levers, like snow blowers for the switch points, re-set, O/S bell cut-out, field stations disconnect and recall levers, a meter to monitor the line status, and a builder's ID plate, not to mention the entire track diagram with the occupancy light monitors. Here is my original design I made on the computer.



This is where you will be needing your track diagram. If you did your homework from the first article, you now know what your track line display looks like, and where the O/S sections that need to be controlled are. As for the color of the display lights, there are no standards. You can do some research about your prototype to get this information. A lot of it is already depicted in the CTC Parts DVD.

Here are the colors I used:

On the upper track line display:

- O/S occupancy : red
- Traffic direction : white for left (Southbound and Eastbound), orange for right (Northbound and Westbound)

On the control levers:

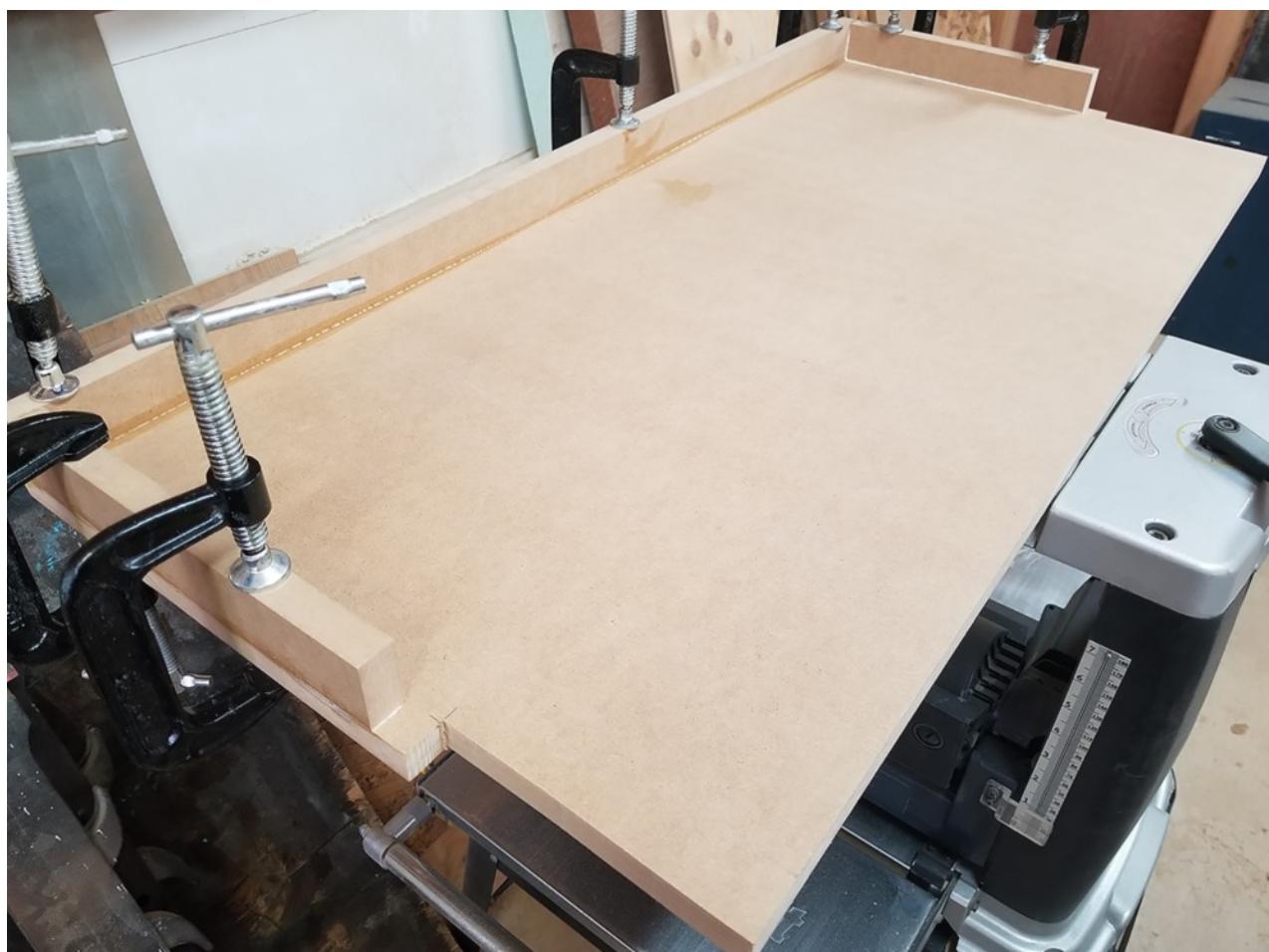
- Switch lever: green for normal, yellow for reverse, and blinking white for center (lock) position.
- Signal lever: red for left and right position, blinking red for center (occupancy and lock) position
- Send code button: blinking red (smaller 5 mm led)
- Spur lock display: blinking white



With that information now on paper, I was ready to start building my cabinet. Using my table saw and a finishing blade, I cut the MDF sheet after carefully laying out the measures of the parts to maximize the 4'x8' sheet.

I then started the assembly of the parts, using a cabinet maker's grade wood glue and a square to be sure everything was perfectly placed. I pre-drilled all the holes and screwed everything together, counter-sinking the screw heads deep enough so that I would be able to fill the holes later to hide the screws (this is supposed to be a bent metal cabinet, remember?)

Building the shelf was simply a matter of adding some material to the edges to give it that look of the metal sheet's folded sides or edges. These were laid out flush with the shelf edges and glued in place. Once the glue was dry, I filled all the small cracks with wood filler so I could sand this to a smooth finish all around.





The shelf now needed to be fixed to the cabinet. Since I knew this would be something I would lean on, and use to do the paperwork, I wanted something that would be very solid and stable. This is why I made the shelf longer than needed, so I would have a part of it projecting inside the cabinet where it could be attached to solid braces.

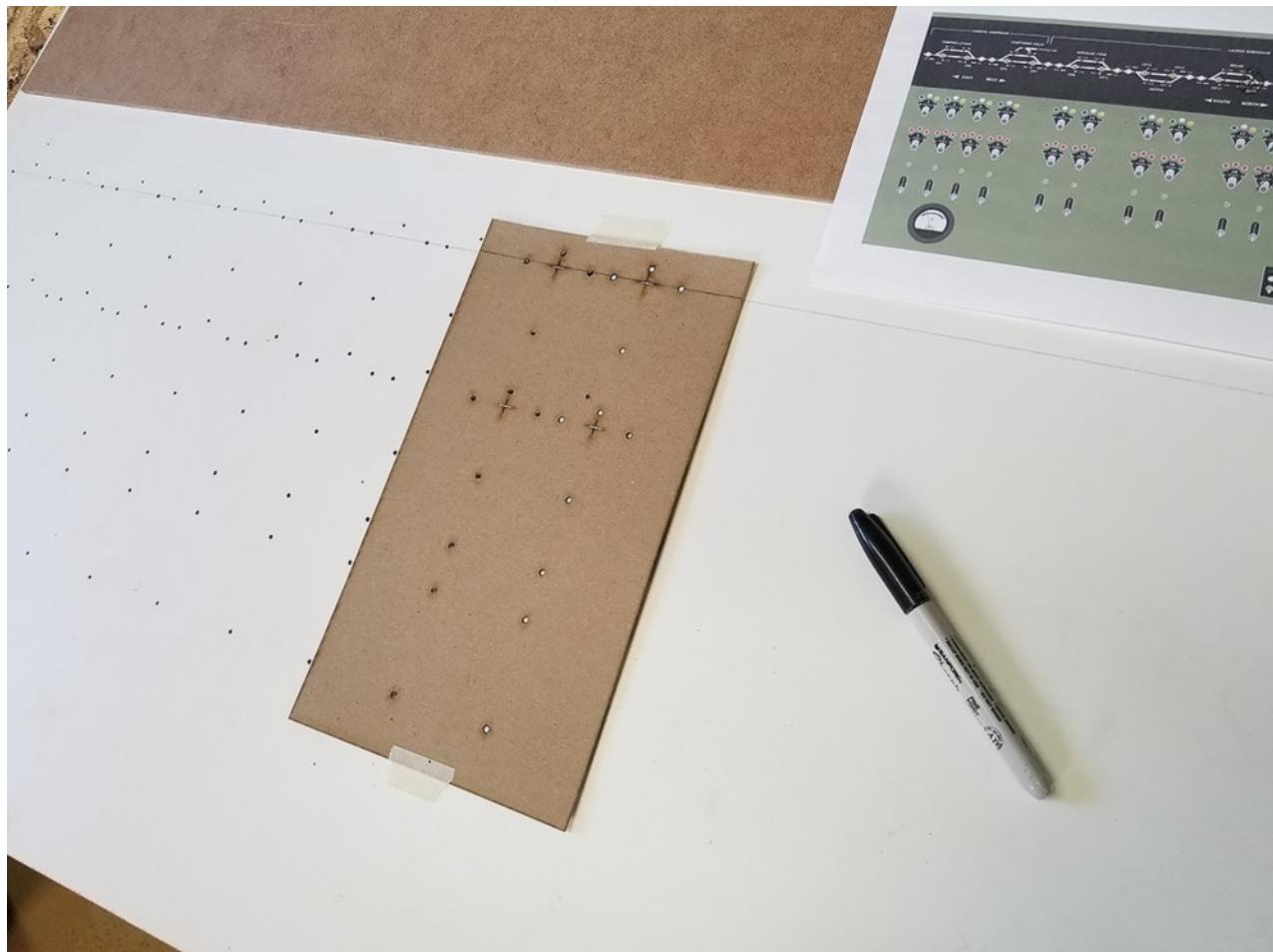
The top of the cabinet is simply a piece of the MDF that was cut with a slight overhang. It was glued in place and reinforced with a small piece of MDF that would later serve to install the track diagram board.

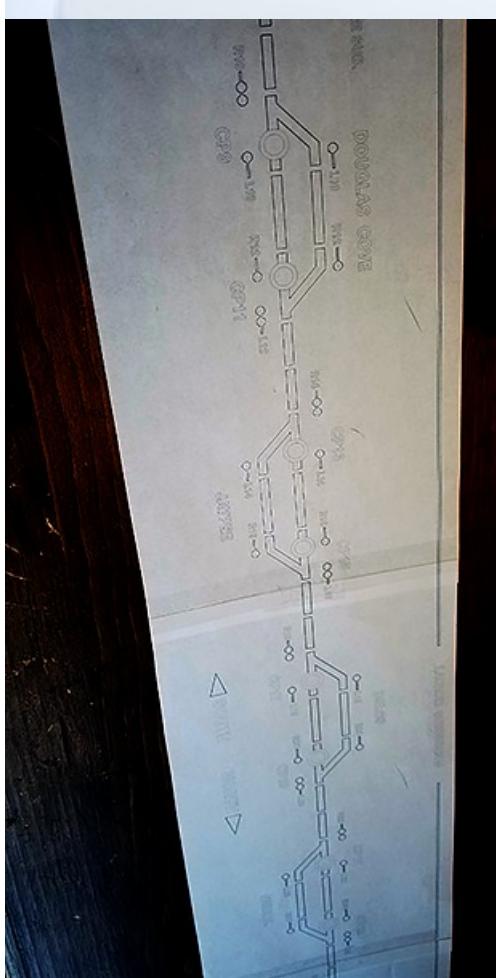
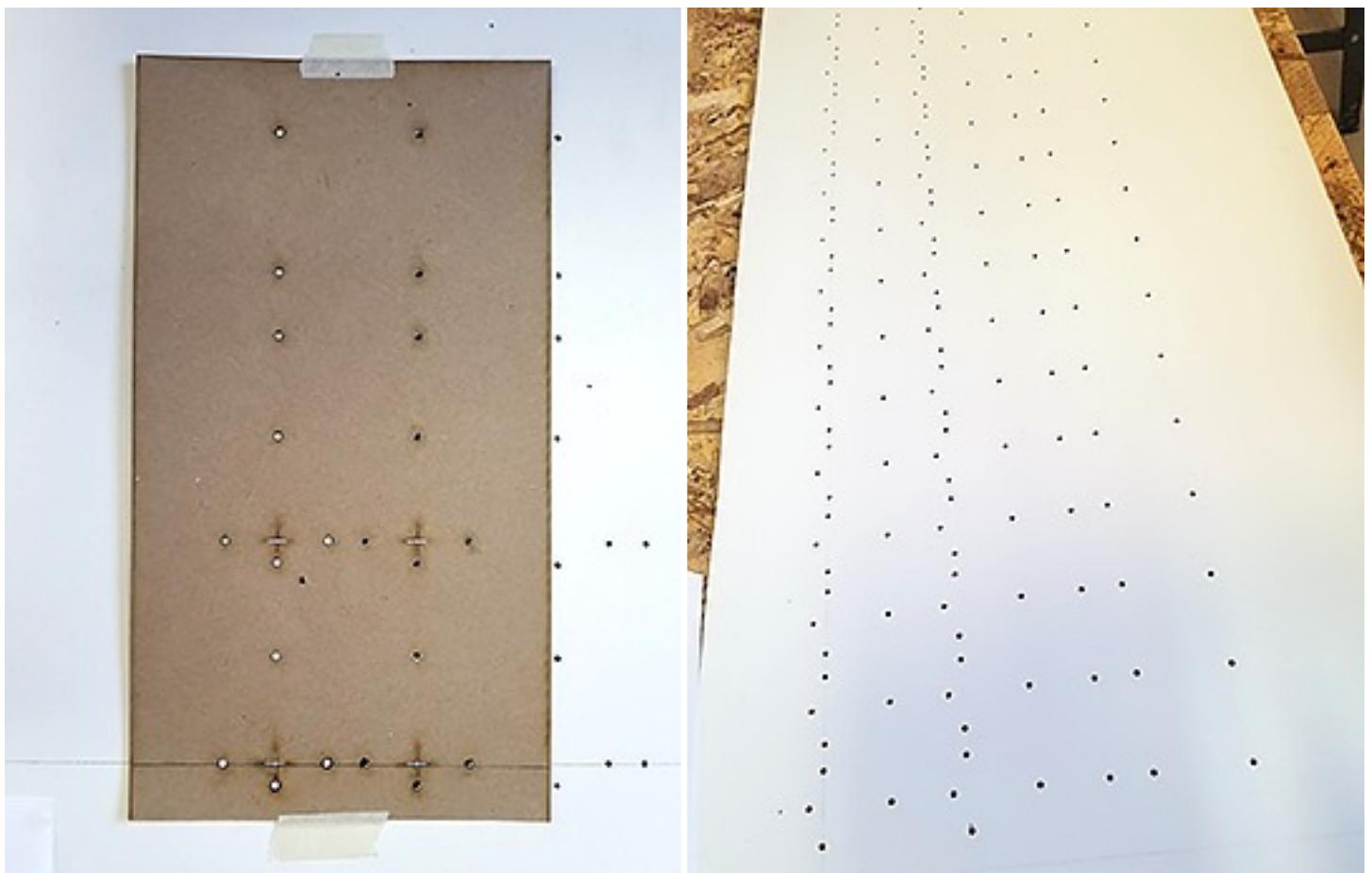
At this point, the cabinet was assembled and looking like this.



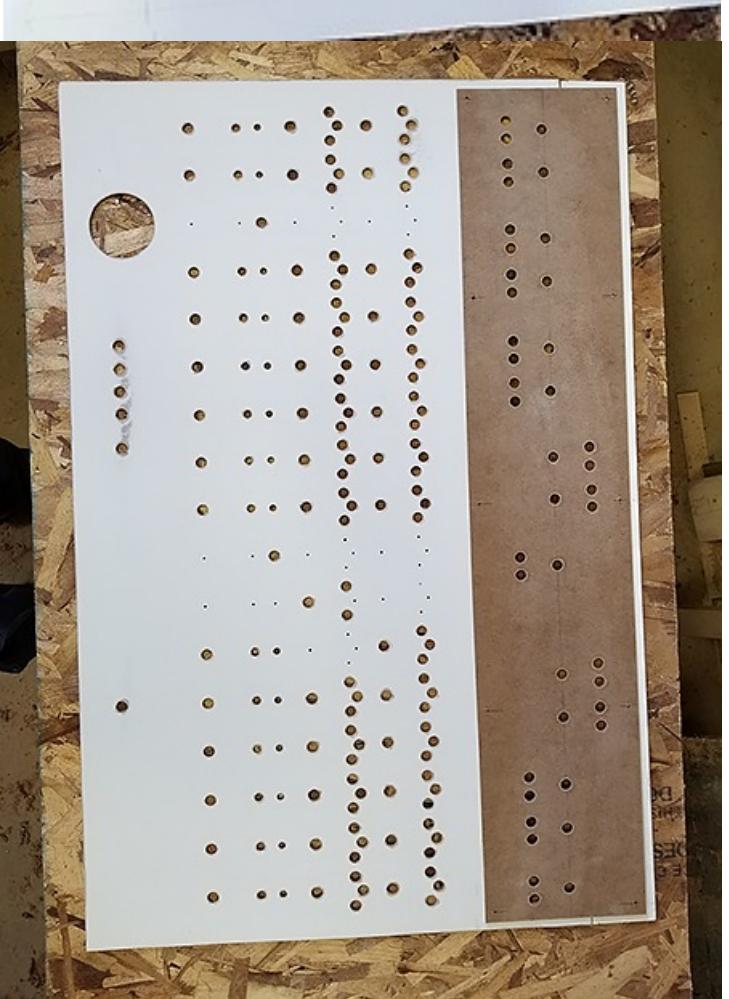
It was now time to build the front part of the cabinet. For this, I used 1/8" masonite, cut to the correct dimensions. I cut an opening for the track diagram board, making the cut-out one inch smaller all around than the diagram board, which I had already cut based on the measures on my design. This would provide the space needed to be able to screw the diagram board on top of the face of the cabinet.

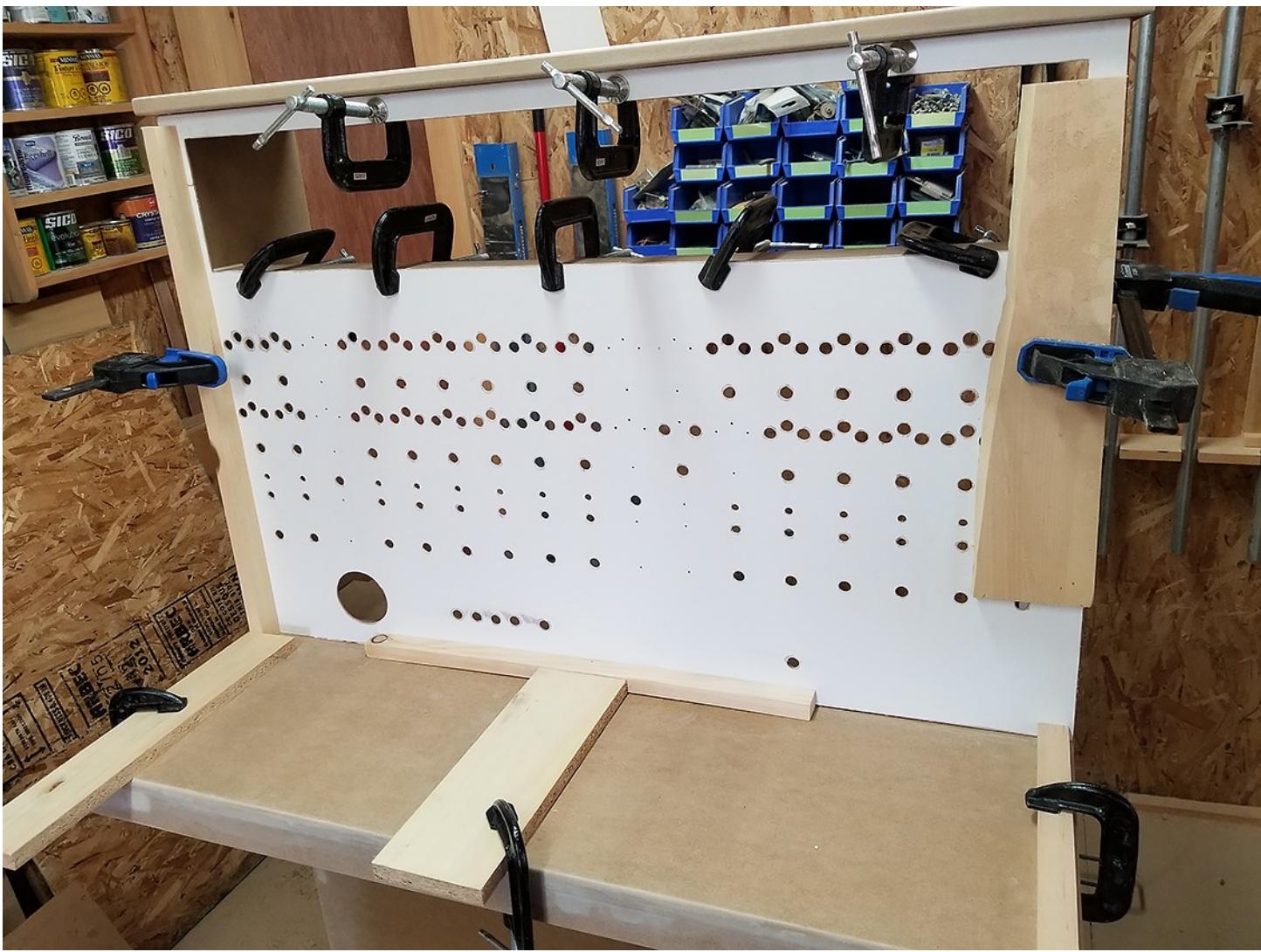
Using a piece of cardboard, I made a template of all the holes that would be needed for the levers and lights. [Attached here is a file showing the correct placement of the various components](#). As mentioned before, I set my spacing between rows at 2-1/4 inches which gives a better visual effect. You can print this file and repeat it for the number of rows you will be needing. Using that template, I drilled all the holes using a 1/8 inch drill bit. I then made the holes larger, each based of the component that was to be placed. In the places where I designed "empty" rows, I left the 1/8" holes intact so that I could insert a small screw cap later.





Making the track diagram board required a more complete template. So I printed the diagram full size on paper sheets that were taped together, then placed this template on the board and drilled the holes the same way.





The large face plate of the cabinet can now be glued in place, and the entire cabinet can be sanded and shaped to perfection.

Once that was done, it was time to start the paint process. Painting the cabinet is one of the most important steps as it is the step that will make or break the desired look of metal. For this reason, I chose to use high quality automotive products. Now these are expensive (my order cost me over \$300 for the few items in the photo), and require an adequate place to use them as they can be very hazardous to your health, even in small doses. The products in my order are two cans of aerosol primer, one pint of black and one pint of green basecoat, one can of clear coat and the proper hardener.



The primer I chose to use has a high-build formula, which means it will go on thick and can be sanded to fill any small imperfections. This was available in aerosol format. After running out of primer, I purchased the same primer but in regular format and applied it using my paint gun. Pre-mixed aerosol cans will not get you enough primer and is more costly.

I applied one coat of primer to the entire cabinet and let it dry overnight. The next day, I





sanded the primer and found quite a few imperfections that needed more filling. A second and final coat of primer was then applied and sanded.

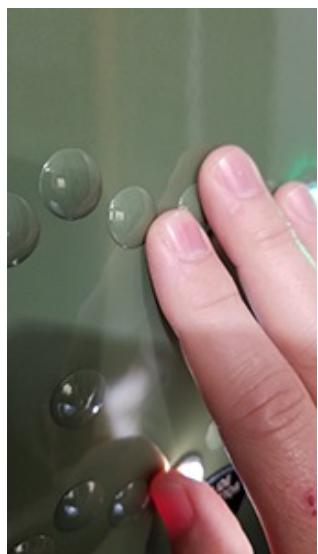
Next, I painted the shelf and the track diagram board with the black basecoat. I purchased a paint gun for this, as my touch-up gun was not enough to put out a good even coat. More expenses than expected as a medium quality paint gun will set you back a few hundred dollars. I did two coats of the black basecoat as per the instructions given to me at the store.

Leaving this to dry for 24 hours, I then masked the shelf and proceeded to apply the green basecoat to the entire cabinet, again applying two coats and inspecting for any imperfections. At this point, I think I should have taken more time to clean my shop from all the dust. It was time to apply the clear coat, and this is where even the smallest dust particle will show because of the high gloss finish.

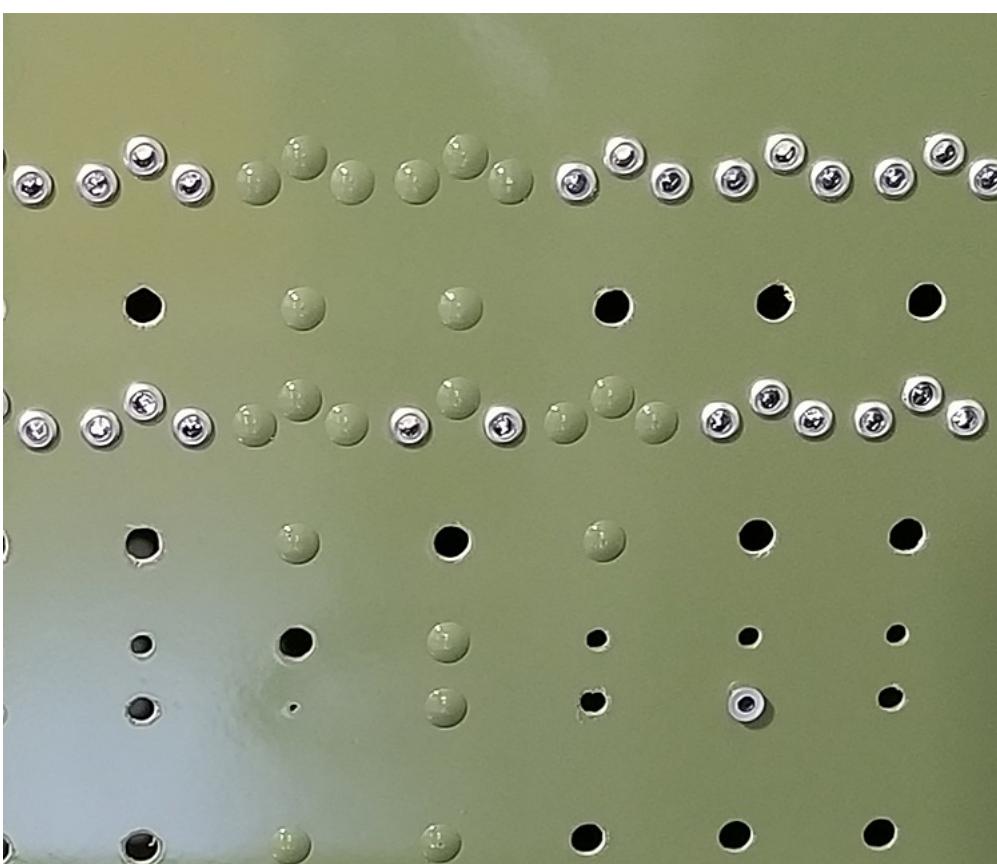




So I applied two coats of the clear finish, but was very frustrated to see that a lot of small dust particles had fallen on the surface. If I can give a solid advice here, I would tell you to take the time to find an automotive body shop that would be willing to do the clear coat for you. But at the end of the day, even if my job is not perfect, the illusion I wanted is there



***Note: Since CTC machines were modular and pre-drilled, it was sometimes necessary to plug the holes in a row that were not used. This was done with a metal plug inserted in the holes. To re-create this effect, I used plastic flat round screw caps like the ones used in cabinet making. If you decide to do this, don't forget to paint and clear coat these at this time, but do not install them on the cabinet until it has been clear coated, otherwise, it will not have the same look of an added-on plug.



Preparing the components.

Now there are a lot of components that are needed to have the complete CTC machine look and feel, and this is where I had to get creative. Because some of the components were not commercially available, I had to make them from scratch.

Let's take a minute to look at all the different components on the CTC machine.

The very obvious part that stands out is the turnout and signal lever and face plate:

There are a couple of suppliers (that I know of) that offers these parts. One such supplier is known as Control Train Components



(www.ctcparts.com). These are the same guys that produced the DVD I mentioned in my introduction article about the operations of a CTC machine. These look like they are made of metal and seem to be of a very high quality. In my case, I had already purchased some of my parts from Rix Products a few years ago, so I decided to use what I had. This is the kit that Rix Products sells. They are made out of plastic, but once painted, can be made to look quite convincing. They are a good



fit for the price. The kit includes a face plate and lever for both the turnout and the signal, along with the code button components. Just follow the instructions in the package to paint and prepare the parts.

Code button:

When looking at some prototype machines, I noticed the send code button had a long shaft. There are no parts in the Rix kit to simulate this, so I decided to make a shaft extension out of a small wood dowel from the

hardware store. This turned out to be even more of a necessity when I later realized that my code button would have to be modified to have two separate push buttons for two separate power sources. I will give you more details on that later.

Turnout heater or blower switch:

This switch is activated by the dispatcher when the cold and snow season starts, in order to keep the switch points clear of snow. In my case, these are not wired to anything but are there because they were on the prototype. I used some on/off switches I purchased on-line. As it turned out, in my final wiring stage I decided to use these switches as the lock switch for the O/S... I guess it was a good thing that I had these in place!

Lights and light holders:

Again, here I had to use commonly available materials, so I used 8 mm LED's and plastic LED holders, which I painted silver to look like the metal light fixtures on the prototype. All these were purchased on-line. There are several LED colors available, in standard and flashing mode. The least expensive ones are from China but they take forever to get here.

Volt meter:

The small volt meter is another thing I got off ebay

from China. Simple and inexpensive, it does the job. Since I am using old computer power supplies for the power source, I purchased a meter that gave me readings of 0-20 volts. This meter will be wired to the code button and will be reacting to the voltage passing through the code button... Not useful in any way, but it adds animation to the machine.

Builder's plate, and other control face plates :



I actually had to make these. I used some 1/32" plywood which I cut and drilled based on my design files which I made on the computer (design files attached to end of this article for your convenience). These were primed and painted silver. I then used some clear decal film made by Microscale and printed the black part of the design (you can do this on a photocopier or an inkjet printer, depending on the type of decal film you have), which left all the letters void so that the silver color of the plates showed through, giving the illusion of the scribed metal plates on the prototype. Attached to end of this article is a link to my design files so you can simply download and print these.

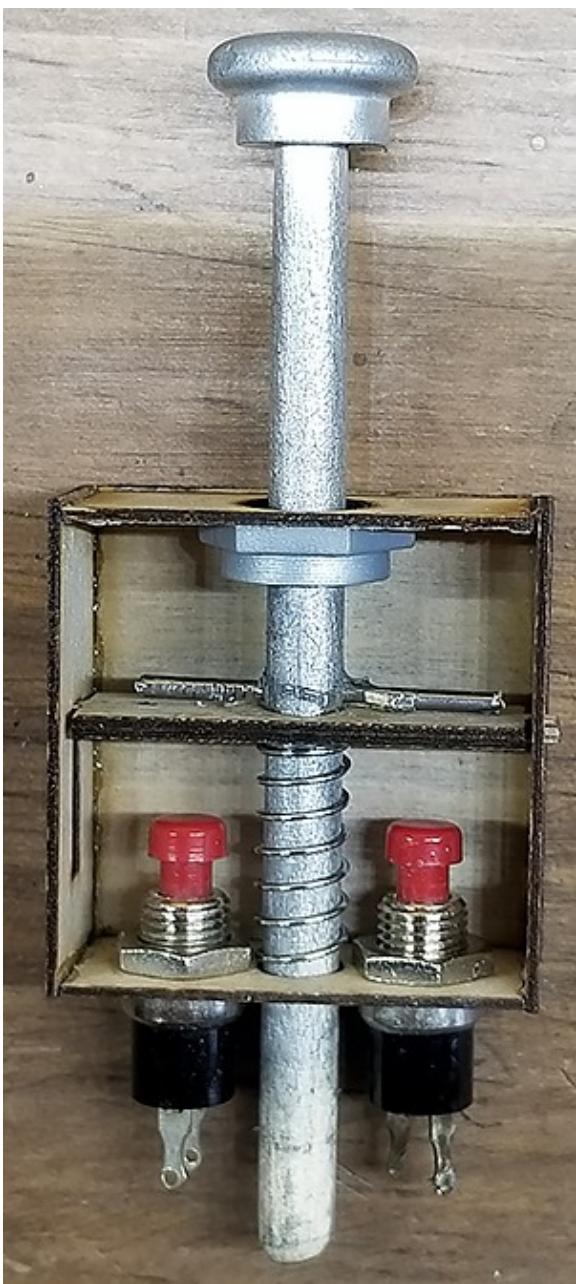
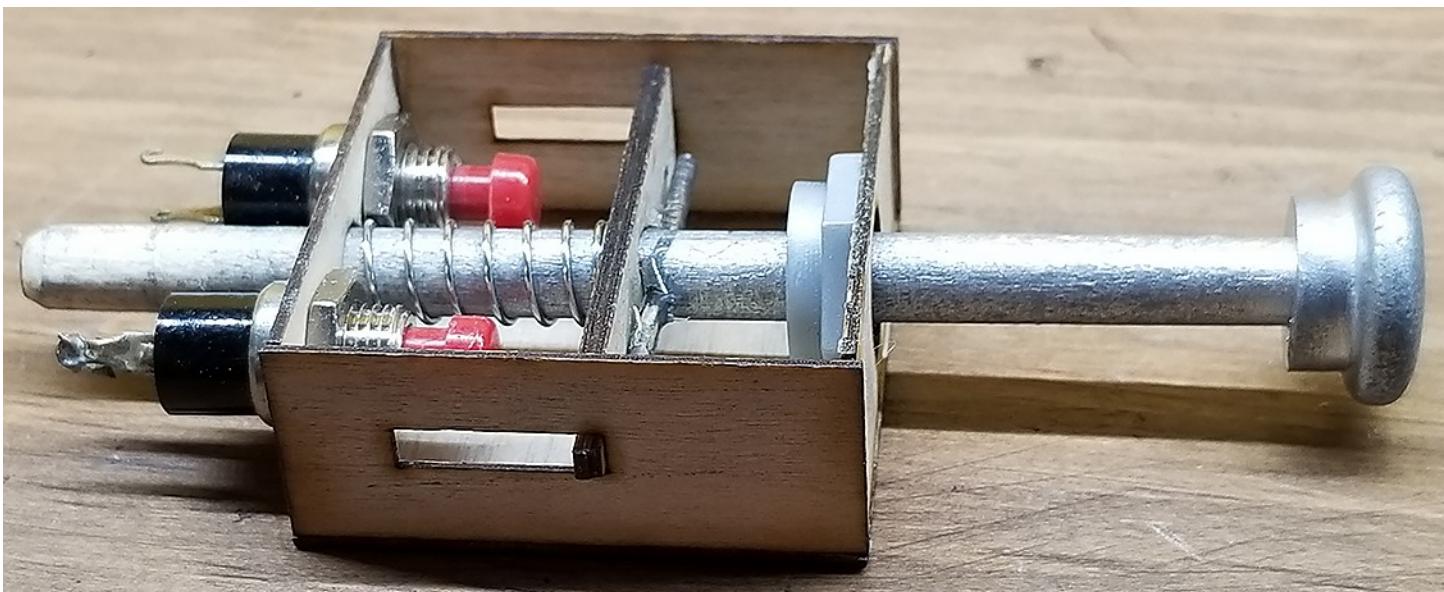
Going back to the code button: Like I mentioned, the code button needs to activate two devices from two separate power sources. This will be explained in a future part of this series when comes time to do the wiring. But for the moment, here is how I managed to build a small device to activate two switches at once. Please note that this was done because I already had the switches on hand and did not take the time to look for a different solution. Perhaps there are some momentary push buttons that would have the proper contacts to have the two power supplies on the same switch without causing a short, but for me it was faster and simpler to just build this device.



Using the same plywood as the face plates, I designed and cut (on the laser) parts to create a small box. If you have a laser, or know of someone who could do the cutting for you, the design file for the parts are attached to end of this article. You



could also use styrene which can be cut with an X-acto knife. Other components in there are the small push button switches, which are normally open (activated when pushed, de-activated when released), small springs (stuff I had lying around in the shop), a finishing nail for the lock pin and the Rix Products parts found in the kit. I assembled three sides of the box (one side with the slide groove, the top and the



bottom which holds the push button switches). Install the push buttons on the bottom plate before doing any assembly, it makes it easier to tighten the switches in place. I glued these 3 sides to one of the box covers so everything stays together tightly. I then glued the Rix Products hexagon nut to the inside of the box. Next, I inserted the wood dowel through the top of the box, through the push plate, then through the spring. This gave me a measure to test the spring pressure and drill a hole in the dowel to install the lock pin right above the push plate. Once all these components were in place, I glued the other side of the box and the final cover. It was only after doing all this that I realized I could have used a simple relay to activate all the separate components. But since I wanted the long shaft and the feel of the return spring action on the code button, I went ahead and built them anyway.

For turnout and signal control, I used double pole, 5 position rotary switches. These gave me the correct alignment for the lever on the face plates. These were found on ebay. I think a 3 position rotary switch might also work, if it aligns well with the face plate when turned in both directions, but that needs to be verified. Depending on the type and brand of rotary switches you will be using, you might have to build some mounting plates to hold the rotary switches in place. Such was the case for me, and I had various brands of switches so I had to build different mounting plates. The goal here is to mount the rotary switches so that the shaft extends just the right length to fit the CTC knob so it stands at a decent distance from the face plate. I made these out of small plywood. They don't need to be round, all they need is the proper drill size hole to hold the switch in place. I used epoxy glue to mount these on the inside of the CTC machine's front panel.

Having the CTC machine's shelf extend to the inside of the machine turned out to be the perfect place to mount my terminals for the wiring. I installed all the components, as the photo here shows, the back side of the machine ready to be wired. This is also

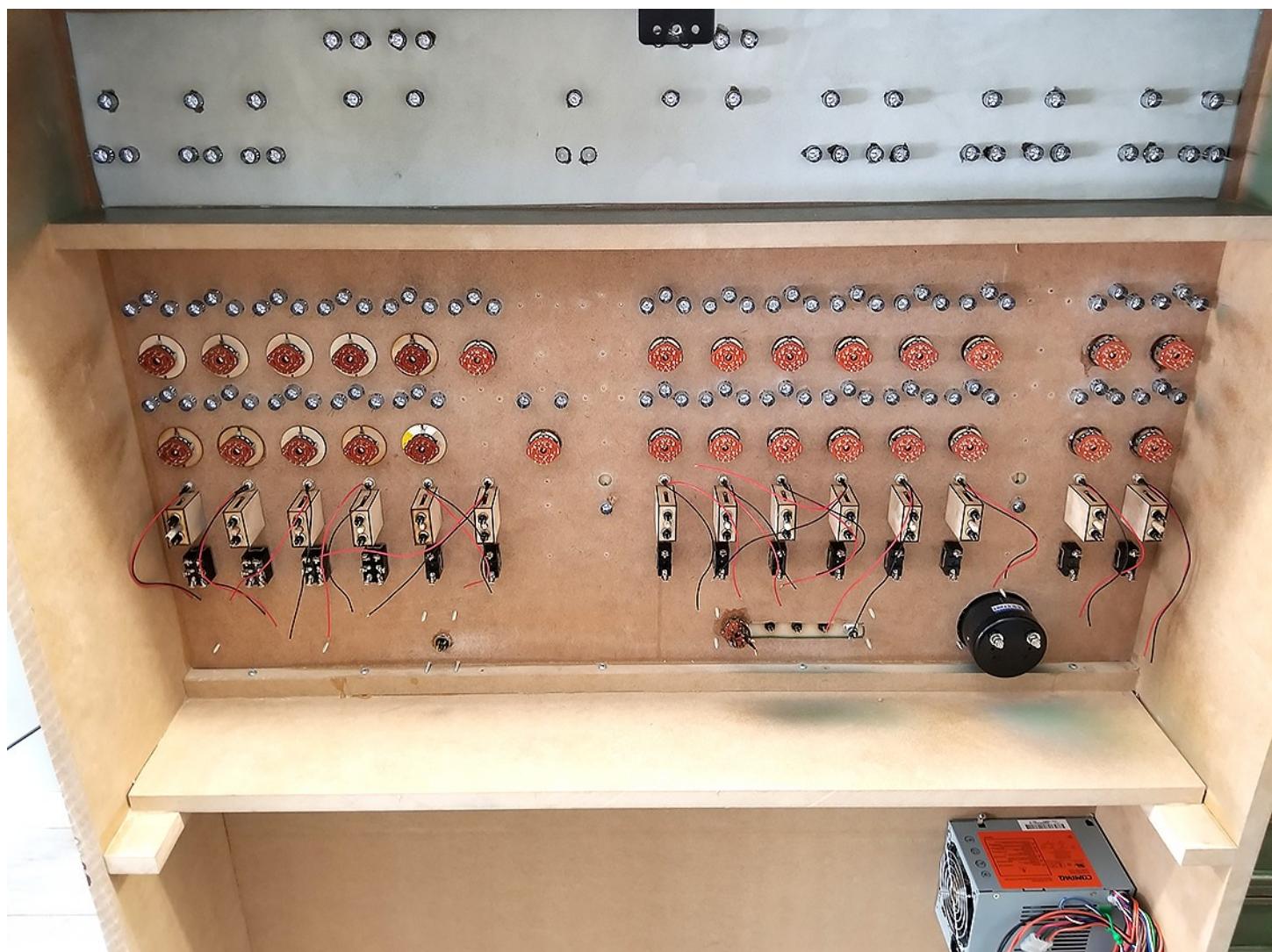


a good time to install the power supply. I bolted mine to the underside of this shelf, and wired the common, 5 volts and 12 volts to a set of screw terminals.

The track line display: For the track line

display, I used the 1/8" masonite again. I cut the plate to fit on top of the cabinet's front cover, leaving about 1/2" of free space all around so the green of the cabinet would create a nice edge. I then printed in full scale on paper the design of my track line display I had previously made on the computer to use as a guide to drill all the holes for the 8 mm LED's. Once all the holes were drilled, I primed and painted this board flat black.

Creating the artwork on the board depends on the tools you have. I used my laser cutter to cut all the lines and text from a sheet of white adhesive vinyl used for sign and vehicle lettering. If you don't have access to a laser cutter or a vinyl cutter (or a local sign shop that could do the cutting for you), you



can use white pin stripe vinyl found at automotive stores. The white lettering can be done with white dry transfer letters like Letraset, or it can be printed on an Alps printer on clear decal film. Apply a final matte clear coat from a spray can to seal all the graphics in place. Install all your lights (LED's in this case) and fix the display to the CTC machine.



The CTC machine is now built and ready to be wired to the signaling system. In the next part of this series, we will build the signals, and prepare all the components for the modeled portion of the signaling system. You now have a couple of months to build your own version of the CTC machine you need and find a good space for it. Enjoy this project and have fun!



Want to see this in action? Click above for
CN Sanmore Sub Episode 6

Parts and supplies list

For the CTC cabinet:

- 1 sheet of medium density fiber board, 4'x8'x3/4"
- 1 sheet of masonite, 4'x8'x1/8"
- counter-sink screws (use the ones made for MDF and melamine) approx. 1-1/2" long
- small machine head (round head with flat bottom) wood screws 3/4" long
- cabinet maker's grade wood glue
- wood filler
- sanding paper of various grits between 100 and 400 grit
- a good, high-build primer
- green and black paint of your choice
- clear coat if you want the high gloss finish

CTC machine components:

- CTC knob and face plate kit (I used Rix Products part no. 628-0061)
- 2-pole 5 position rotary switch with 1/4" **D shaft** (important to fit the ctc knob!)
- Momentary normally open spring return push button switch
- On-off toggle switch
- small pieces of 1/32" birch plywood, or 0.040" styrene
- 1/4" wood dowel
- small spring to fit over the 1/4" dowel
- 8 mm LED's, color of your choice
- 8 mm plastic LED holders
- chrome silver spray paint
- black paint for the CTC knob face plates
- clear decal film of your choice (depending on what you use as printer)
- adhesive vinyl white pinstripe
- white lettraset or other means of creating white labeling and numbering
- flat round screw caps
- Krylon or similar matte clear coat in spray can
- An old PC power supply.

(The following files are provided for you to download and use.)

CTC row components placement guide

- [AutoCAD](#)
[Adobe Illustrator Download](#)
[Corel Draw Download](#)

CTC machine plate labels

- [PDF Download](#)
[Adobe Illustrator Download](#)
[Corel Draw Download](#)

Push button design file

- [AutoCAD](#)
[Adobe Illustrator Download](#)
[Corel Draw Download](#)

CTC plates

- [AutoCAD](#)
[Adobe Illustrator Download](#)
[Corel Draw Download](#)



Howard Brothers Feed & Grain Complex

Laser-cut kit. Three buildings. Cool ramps. Loads of details. Lots of class!! Overall complex size is a scale 180' x 100' with a scale height of 82'. See our web site for more photos and more information. Sorry, the boxcar and scenery are not included.

#18107 O Scale \$429.95

B.T.S.
Better Than Scratch!

1782 Trinity Rd
Belington, WV 26250
304-823-3729

www.btsrr.com
\$5.00 S&H in the US

Excelle Lubricants distributed by JT's Mega-Steam



Excelle Lubricants™

- Designed specifically for model railroads
 - Oils are plastic compatible and conductive
 - Convenient 4-pack; or purchase individually
 - Different viscosities for specific applications
- Usage guide provided*
- Featuring precision needle point applicators
 - Developed, tested, and packaged in the U.S.A.

MEGA-STEAM • 11 Out of Bounds Road
Palmyra, VA 22963 • email:jkmegasteam@aol.com
For Visa / MC orders and info:

(434) 589-2660 • 10am to 6pm EST

www.megasteam.com

CURRENT ISSUE BACK ISSUES WHO WE ARE ADVERTISING USEFUL INFORMATION SUBMIT CLASSIFIED ADS

SUBMIT EVENTS

VIDEOS

CONTACT US

The O Scale Resource Magazine

Your Source for all O Scale

[READ CURRENT ISSUE](#)

Check out our new Website. All back issues are available in Flash, HTML5, or PDF download. Submit your events and classifieds ads online, or request advertising information. Everything you need on one place!

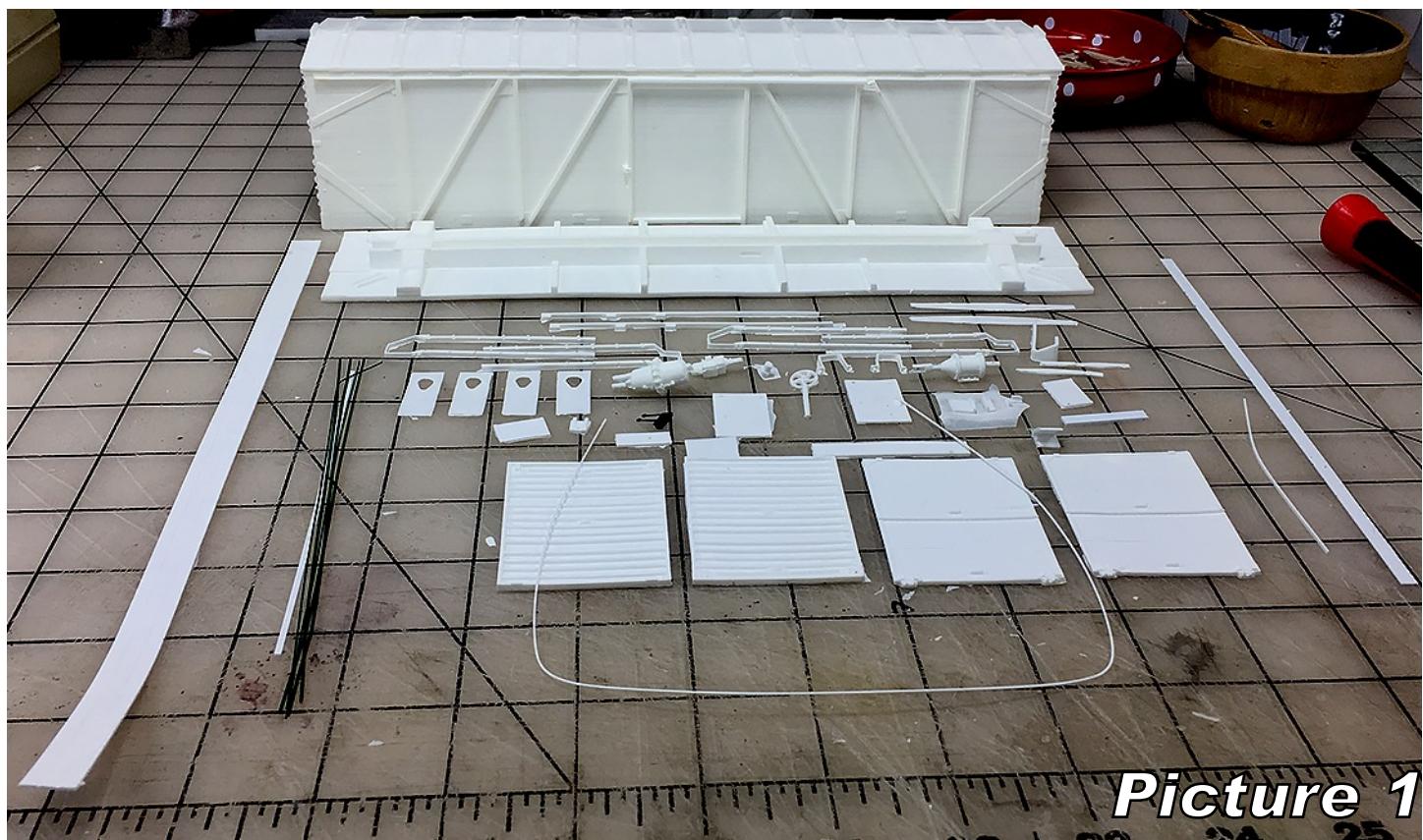
Let's Build Something

Sylvan Scale Models 1929 CNR 40

Single Sheathed Boxcar

[Sylvan Scale Models](#) is a Canadian company that does very fine resin kits mostly in HO and N scale. They do, however, have one nice car in O scale, 1929 CNR 40 Single Sheathed Box Car. The owner, Clare Gilbert, had a minor Internet issue which I was able to fix for him. When it came to billing time I thought we could work out something for his boxcar. A few days later I had the kit and began building.

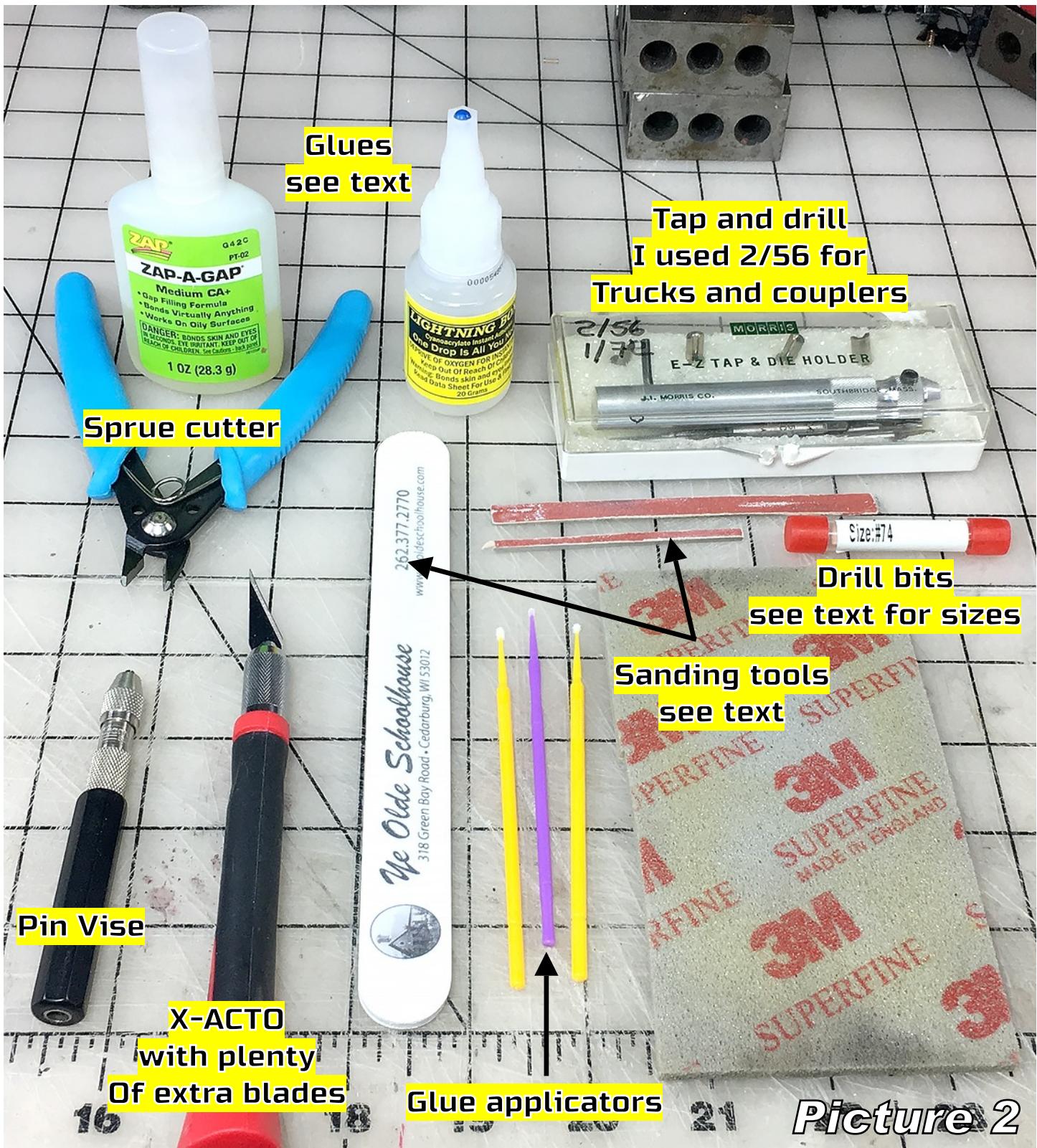
Working with resin is a bit different than other materials I normally work with. I have build a few of Rails Unlimited cars and as well as Smoky Mountain so I was familiar with the material.



Picture 1

Picture 1 above shows with all in included with the kit. This picture was taken after a quick cleaning of the flash. As with most kits of this type, you will need to provide trucks and couplers. The kit does come with decals, but more than later. You need some basic tools for this build, as well as, being able to tap for the trucks and couplers.

Picture 2 on the next page shows most of the tools I used on this kit. Most of these you probably already have. I really like these glue applicators. Some places call them make up brushes. They come in different sizes and are just the thing to get a dab if glue exactly where you need it. I put a drop or two of the glue I am using on a small piece of wax paper and dip the applicator into that.

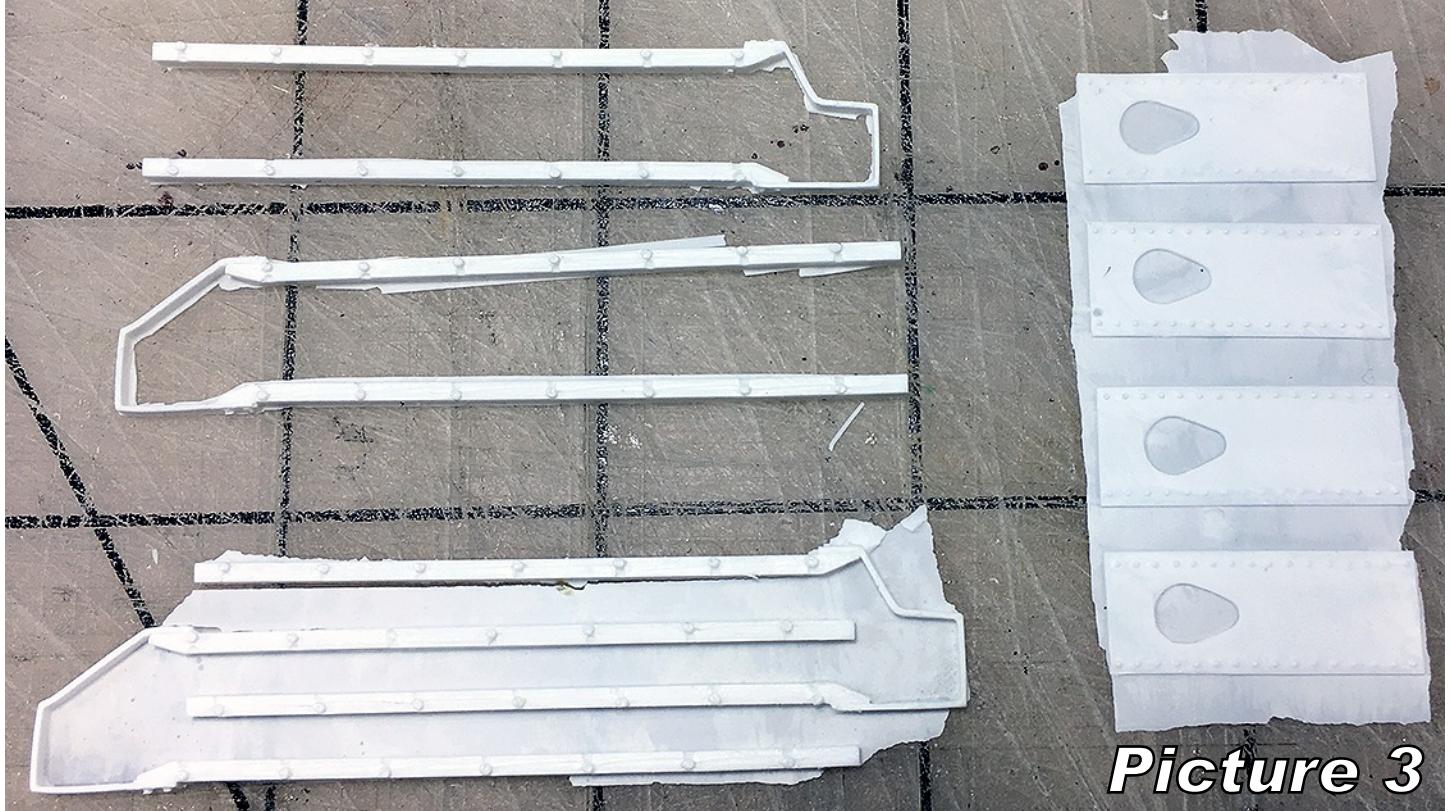


I normally use a medium setting ACC type glue as it allows some working time. This time I also used a product I bought at the Washington National. Called Lightning Bond, it's a thin liquid, but when you join two items together, the bond is almost instantaneous. So much that you really need to know where the part is going as it's difficult to remove if you make a mistake. I used it to attached the brake lines to the underbody details.

X-ACTO or similar with extra blades. Don't skimp on the blades. I buy a bulk pack of 100 blades and have no problem tossing them when I begin to feel they are dulling.

Sanding supplies. I like the 3M sanding pads as I can cut them to any size I need and they are very flexible. I also take different grits of sandpaper and glue them to small bits of wood to make different sizes of disposable "files". Lastly, nail file sticks always come in handy. Sometimes you can get them as freebies in quilt stores. Ask me how I know!

Sprue cutter or small wire cutter, assorted wire drill bits, and you will need a tap for the trucks and couplers. A 2/56 tap is always a handy item to have as well as other sizes.



Picture 3

Ok, lets get started. Picture 3 shows the ladders as they come from the box and again after the first cleaning. The parts on the right side are the bolster cover plates before cleaning. In my first pass I use a sharp X-ACTO and follow along the part as close as possible. In the case of the ladders, you need to be very careful the knife does not pull one side or you could snap the part. Once all the parts are cleaned, put them somewhere where you won't lose them.



Picture 4

The next step is attaching weights (not supplied) to the inside bottom floor. [The NMRA has a RP for weight](#) if you want to follow that. I think it's a bit heavy, but that's your call. The weights I use are self stick and I have InterMountain cars built back in the 1990's that have never had a weight come loose.

Next we attach the floor to the shell. You can drill and tap for screws, but I simply glued the two together.



Picture 5



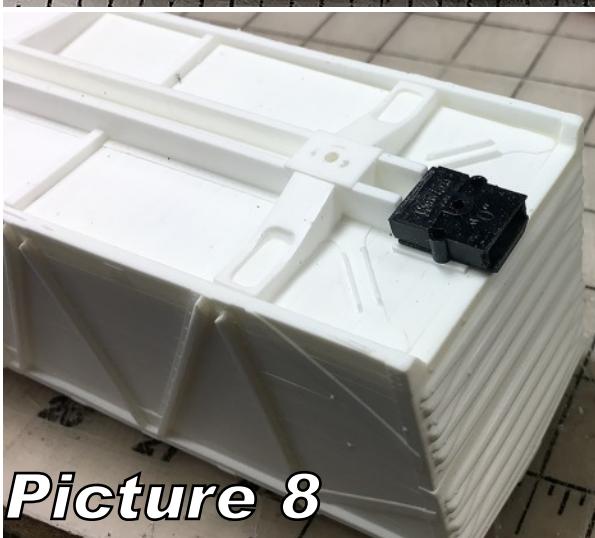
Picture 6

There was a small amount of sanding of the floor to get it to fall easily inside the shell. I did not glue this yet, just fitted it to the shell. (Picture 5) I wanted to mount the couplers and the trucks before going too far making sure the height was correct. First was the coupler. As you can see in Picture 6, the standard Kadee box stuck out too far past the shell. I cut the end of the box off so it would fit against the center sill and the end of the car.

(Picture 8) Then I drilled and tapped the holes for the couplers and trucks using a 2/56 tap. (Picture 7) One hole for the coupler is not advised, but using Loctite® Blue Threadlocker the screw will stay secure but removable if ever needed.



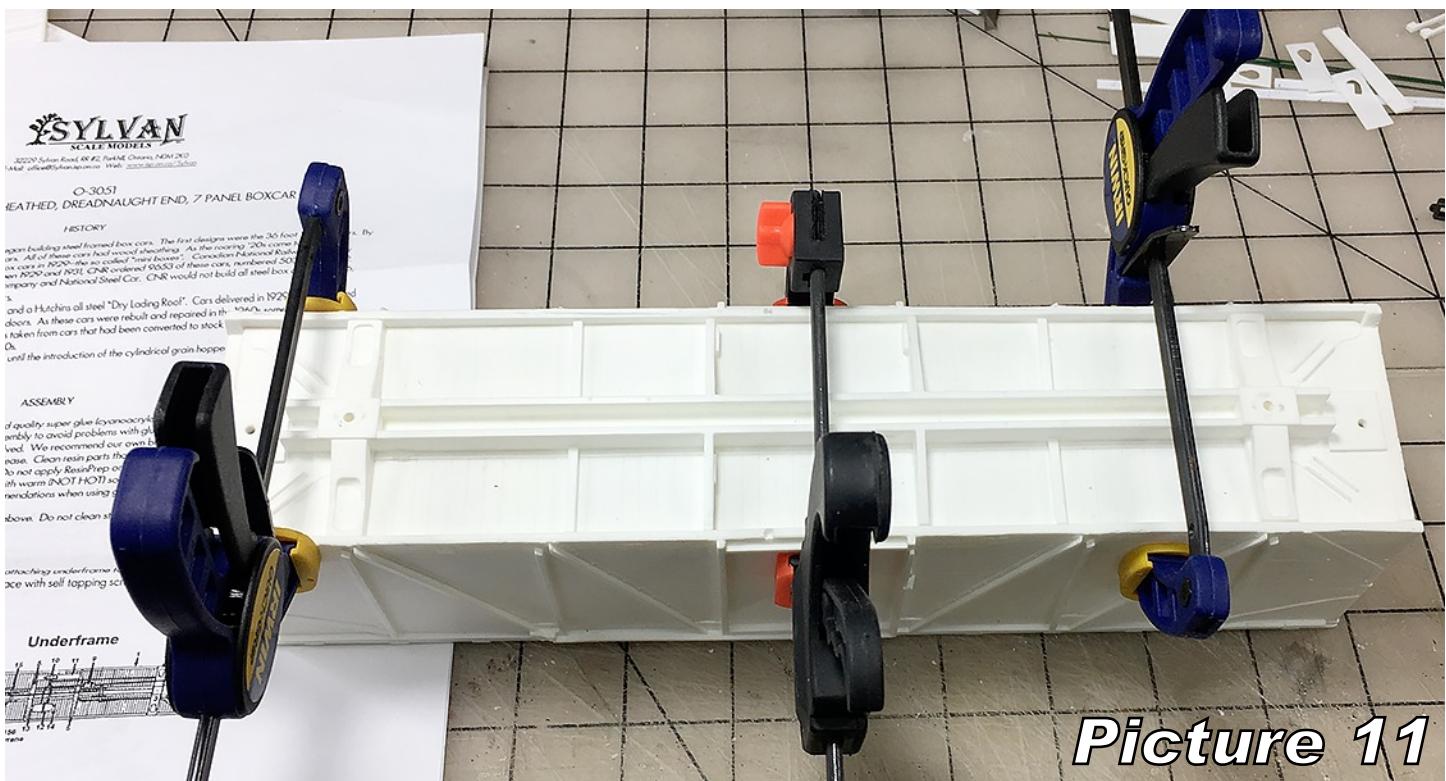
Picture 7

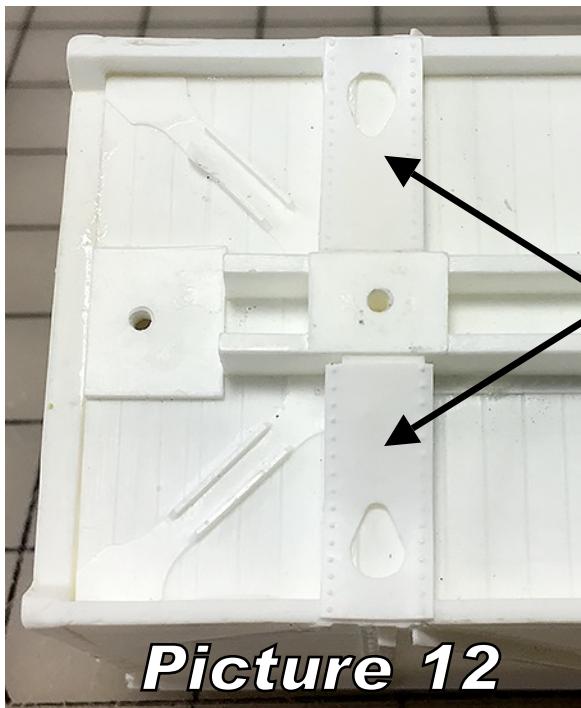


Picture 8

With the couplers temporarily mounted and the trucks as well, I was pleasantly surprised that the coupler height was right on. (Pictures 9 and 10)

Removing the trucks and couplers, I decided to glue the floor to the shell. Once the unit was clamped, I used the glue applicators and ran the liquid glue all around where the floor met the shell. It does not take much as capillary action will draw the liquid into the joints. You could also screw the floor to the shell, but with many resin kits, there maybe some bowing of the shell outward from the floor near the center of the car. There is really no need to ever access the inside once the car is finished.





Picture 12

Now we'll begin the assembly of the underframe. The floor bolster plates are glued to the bolsters. With many of the parts I'll see some cleaning or flash that I may have missed in the first go around. I'll clean those up before gluing the parts in place. Picture 12.

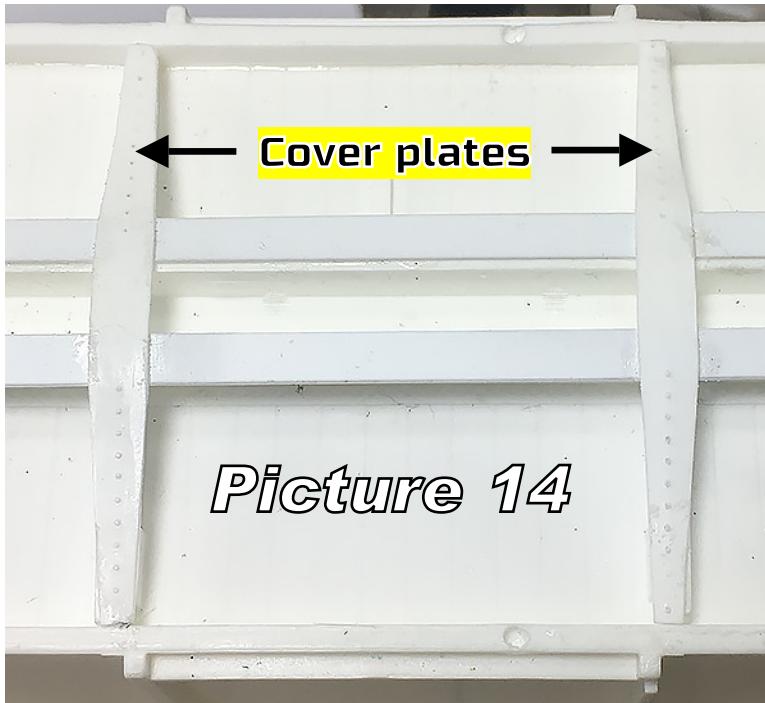
Floor bolster plates

Next is the styrene center sill flanges are attached. Picture 13.

Styrene sill flanges



Picture 13



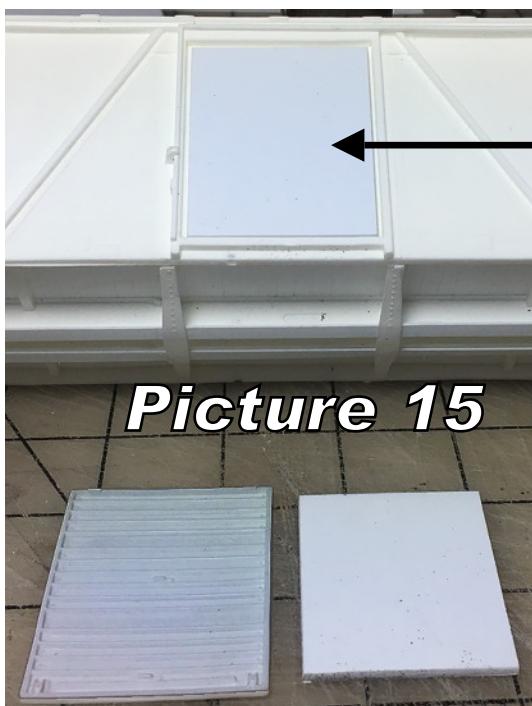
Picture 14

The two cross bearer cover plates are next to be glued in place. Picture 14.

Following the instructions, we move on to the doors and door guides. I may have done more work on the underframe first, but we'll go to the doors.

The kit comes with two door types depending on the timeframe of the car. The first set of cars were delivered with wooden doors in 1929. Those that came after had steel doors. According to Sylvan, some of these cars were rebuilt in the 1960's and retrofitted with the wooden doors. I decided to use the steel doors. The instructions call for a .080 styrene filler piece behind the door for support. You can make that up from your own supply. I had the right size and cut it to fit the opening on the shell.

Picture 15 on the next page shows the filler piece glued on the shell, as well as the door and filler for the other side.

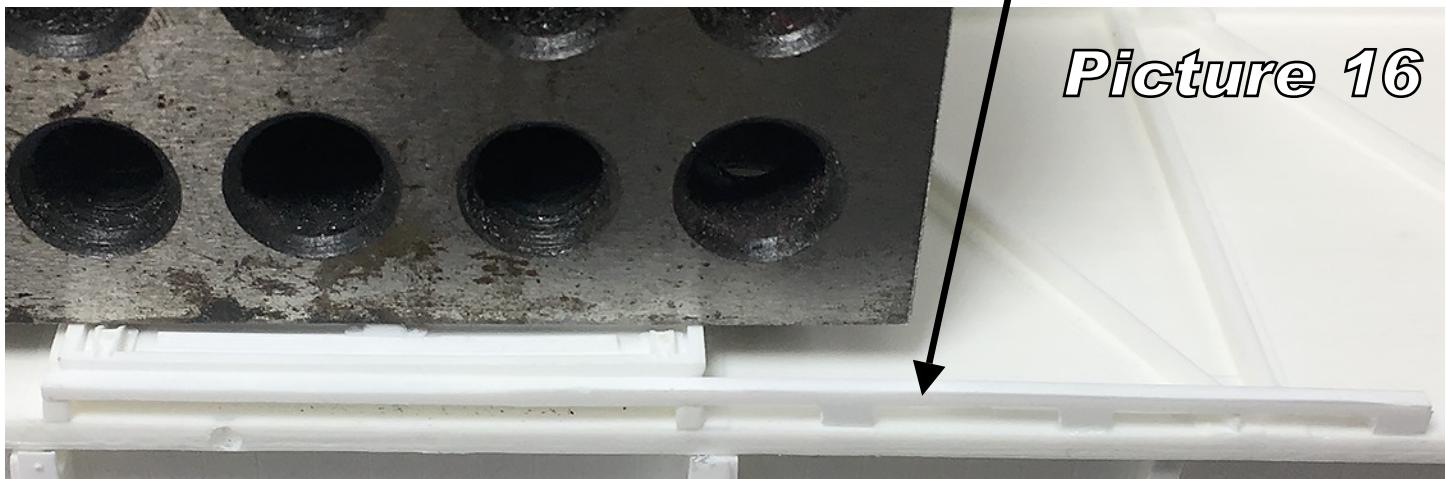


Picture 15

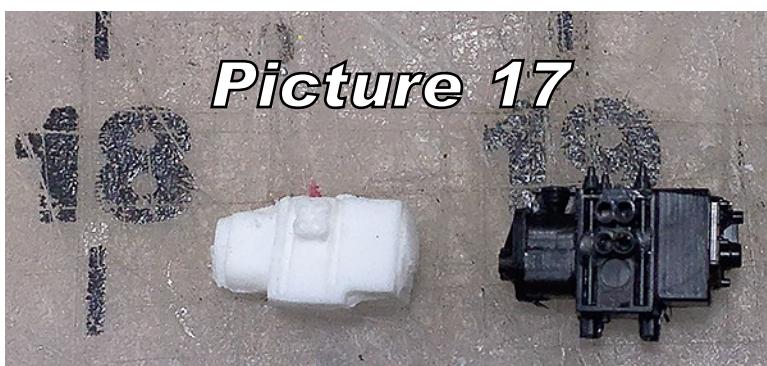
.080 filler glued on shell

With a weight on the door to keep it flat while the glue did its thing, the bottom door tracks were added. Picture 16.

Door Track



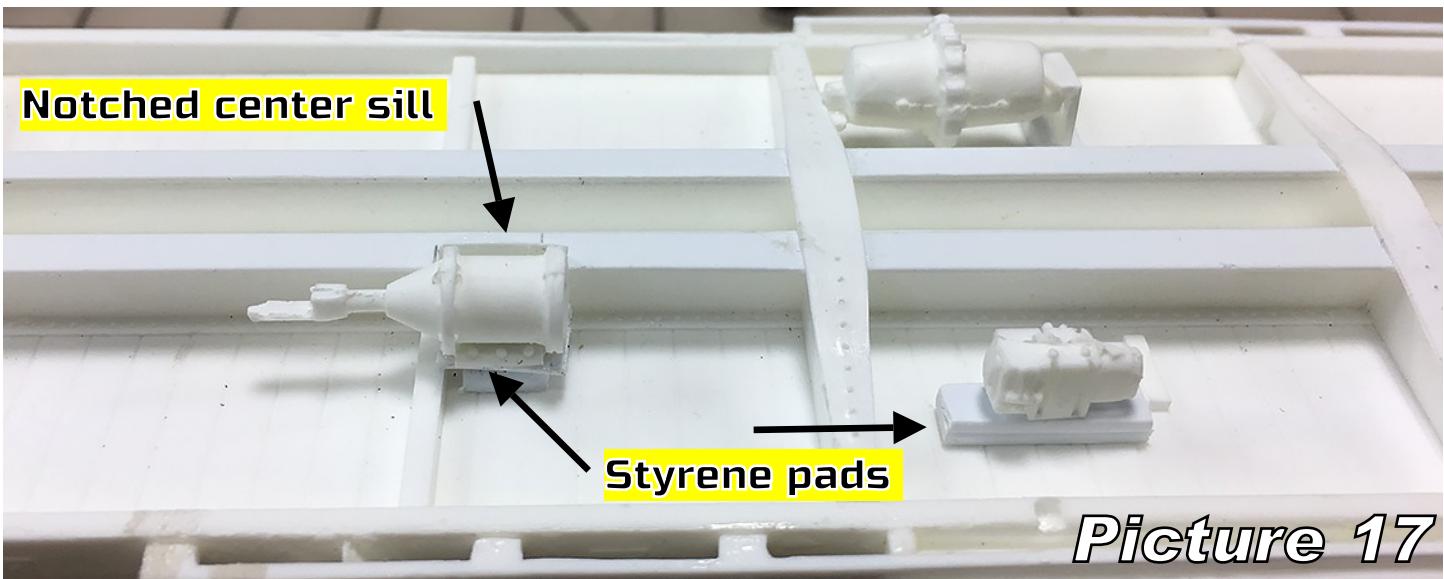
Picture 16



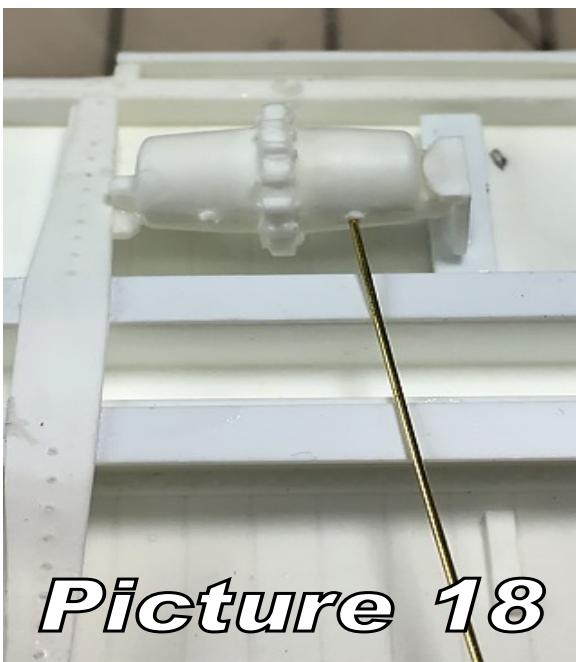
Picture 17

Now we'll get back to the underframe. Some of the resin parts seemed smaller than I was used to. The detail was not as crisp which is to be expected on smaller parts. The valve on the left came with the kit. The one on the right is from InterMountain. Picture 17. I decided to use what came with the kit, but you could substitute with other parts.

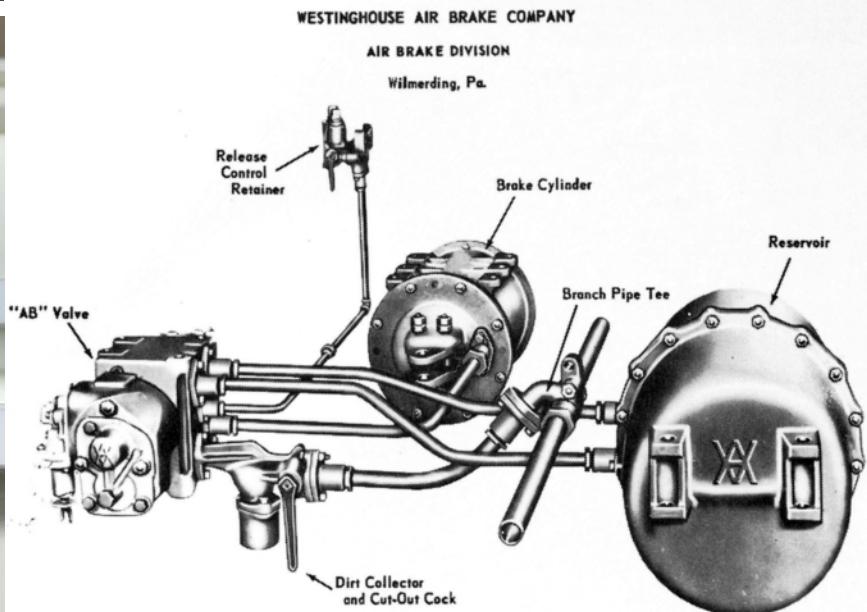
Now we deviate from the instructions. Picture 17. I don't know why, but things were not lining up. With a dry fitting I saw that following the instructions, the brake piping was not going to clear the top of the center sill. Mounting brackets were supplied, but unless I was reading it wrong, and that's always very possible with me, the parts did not sit high enough. The mounting pads cast on the floor were not high enough. I made a new pad for the triple valve so it would sit higher. I notched out the center sill for the cylinder bracket, and again, that did not sit high enough, so I added a bit of styrene. A nice clear picture of this part of the build would help if it were included in the instructions. There are four small drawings in the instructions that I scanned and blew up to 8"x10" so I could get a better idea of where things went. Again, this may just be me not understanding the instructions, but my fix worked. The parts were mounted so all piping would run just on top of the center sill.



Picture 17

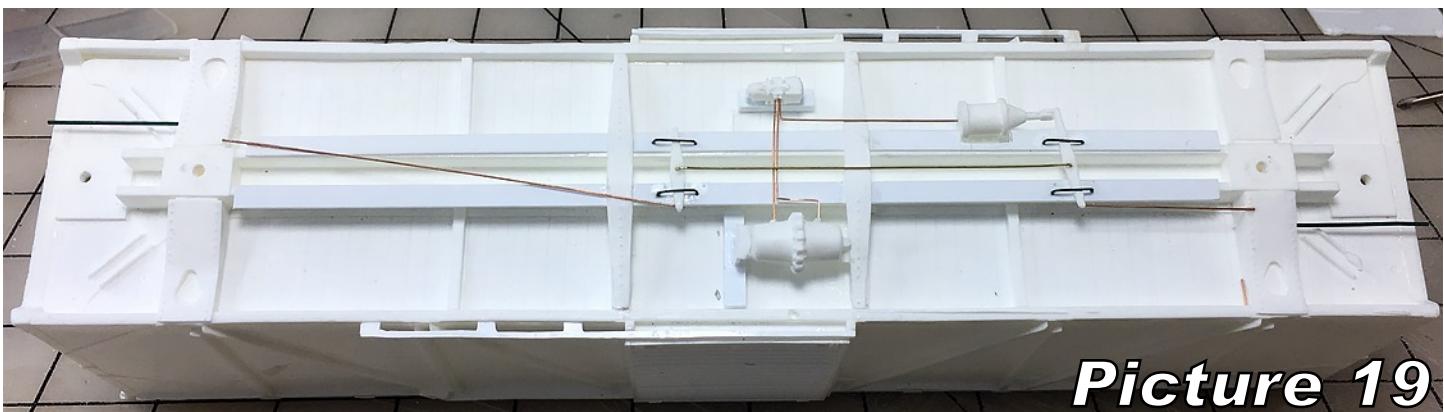


Picture 18



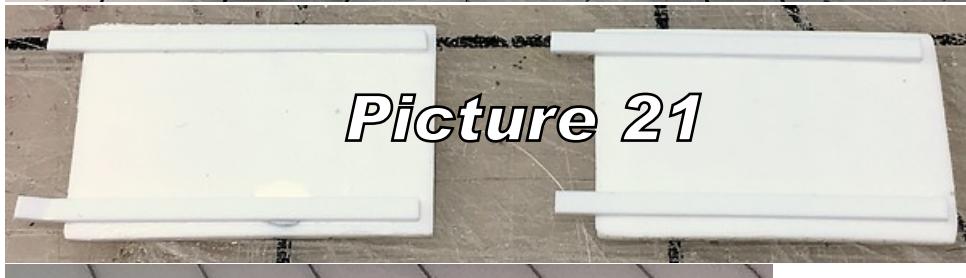
Before the final gluing, I very carefully drilled holes for the air lines into these parts, Picture 18. The rest of the parts such as the brake levers and supports went fairly quickly. Notice I did not add the long airline from end to end. If you want to do this you will need to drill though the center sill before installing everything else.

Note that I also left off the lines for the release control retainer. This what I call a runner on the layout, not a contest car. The great thing about our hobby is you can do as much detail as you want for your situation.



Picture 19

Now that the underbody was mostly complete, I put the trucks back on so I could work on the roof. Picture 20.

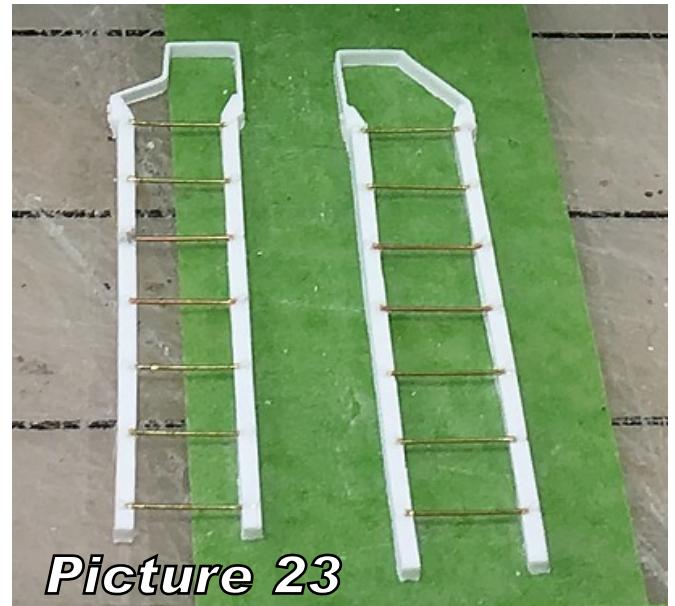


The roof walk was glued on and then I needed to make the “set outs” for each end using .20 x .060 styrene strips laid lengthways across the casting with a small piece hanging over. Picture 21 and 22. That will be bent over the side of the car. Of course, mine broke with the slight bending, so I would use brass if building another one.

The idea here is to mount the set outs and then carefully bend the styrene over the car side.



Now we can move on to the ladders. The ladders are a casting and then you cut and attach the rungs out of .020 brass rod as shown in picture 23. I attached painters tape sticky side up to the workbench which allowed me to lay the ladder castings on the tape keeping them lined up correctly. A touch of Lightning Bond ACC with a small applicator to the rungs was all that was needed.



Picture 24 shows the ladders on the “A” end of the car.



Picture 24

Now it's time for the "B" end of the car, and here is where I had a "*situation*". The instructions are clear if you want to build the car with the supplied parts. Somewhere along the line, I lost a part or two. I know, I know... stupid. I am usually careful, but I think they were here and then not. Who knows? I am sure I could have called and received replacement parts, but I decided to modify the brakes.

I decided to use a Grandt Line brake kit I had in my stash. I also had to bend the brass end roof support as well as the brake platform. The kit instructions suggested .020 x .040 styrene pieces for these but I went with brass. Mullet River, now part of Des Plaines Hobbies, had beautiful etchings for these, but I ran out awhile ago.

Picture 25 shows the new brake system I used and the brass stanchions. I also cheated and used InterMountain grabs for the roof walk ends rather than trying to bend my own.

Tack boards and hand grabs were then added to complete the kit.

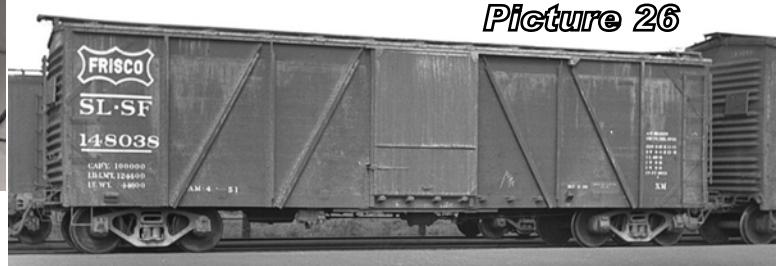
Now to decide what to paint and letter this in. The decals that came with the kit are very nicely done, but I did not want to need another Canadian car in 1947 Tennessee. The Soo Line had a car that was supposed to be identical to this car. Unfortunately, I could not locate any proper decals or transfers for that.

Moving on the plan C, [Tom Dempsey of Clover House](#) suggested a Frisco car, Picture 26, that was close enough for what I wanted.

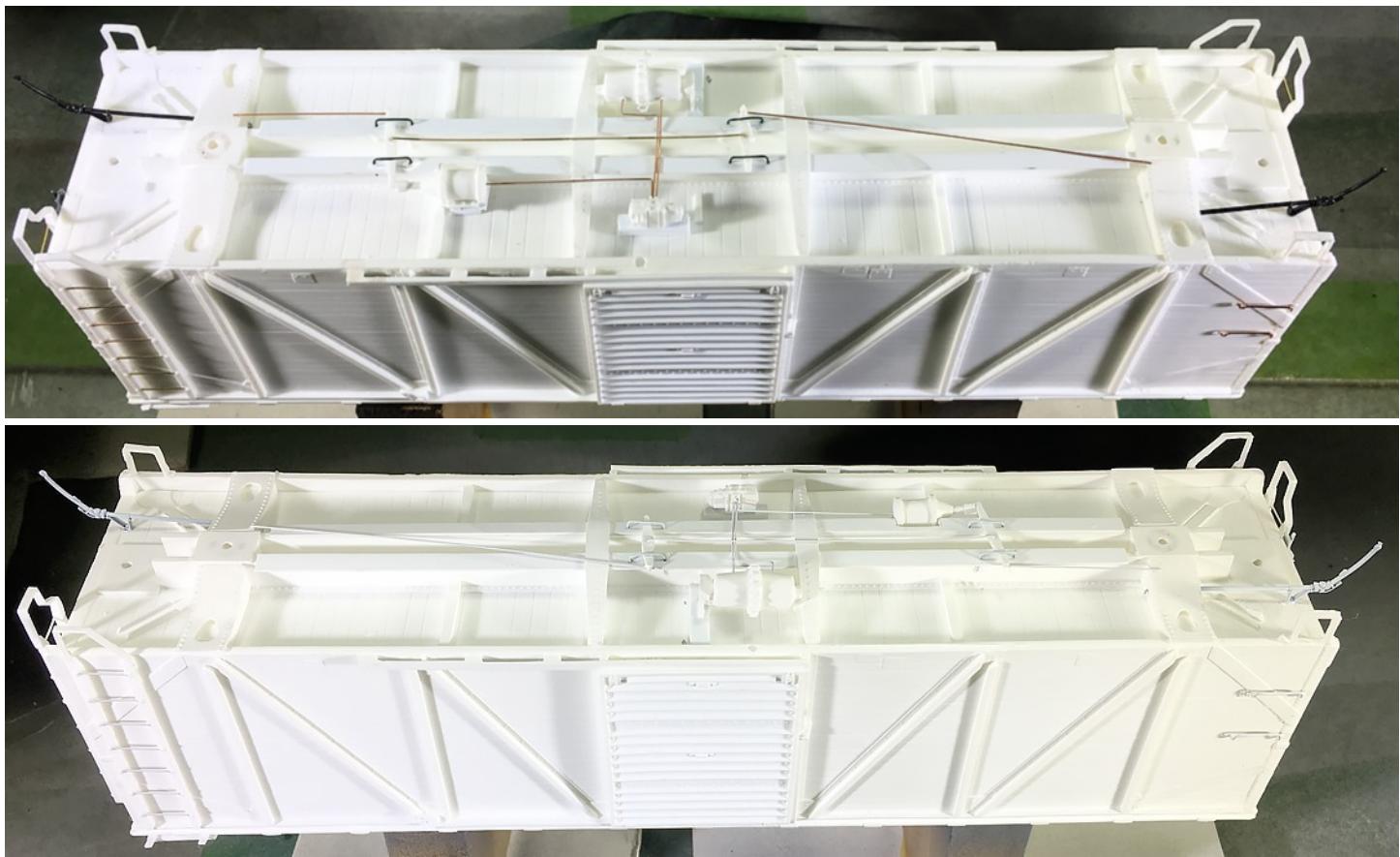
So with that being settled, I ordered a set of dry transfers from [Clover House](#) headed into the paint shop.



Picture 25



Picture 26



As with most of my models, I start off with UP Hopper Car Gray (Scalecoat II) as my primer. After that was dry, Scalecoat Boxcar Red was applied.

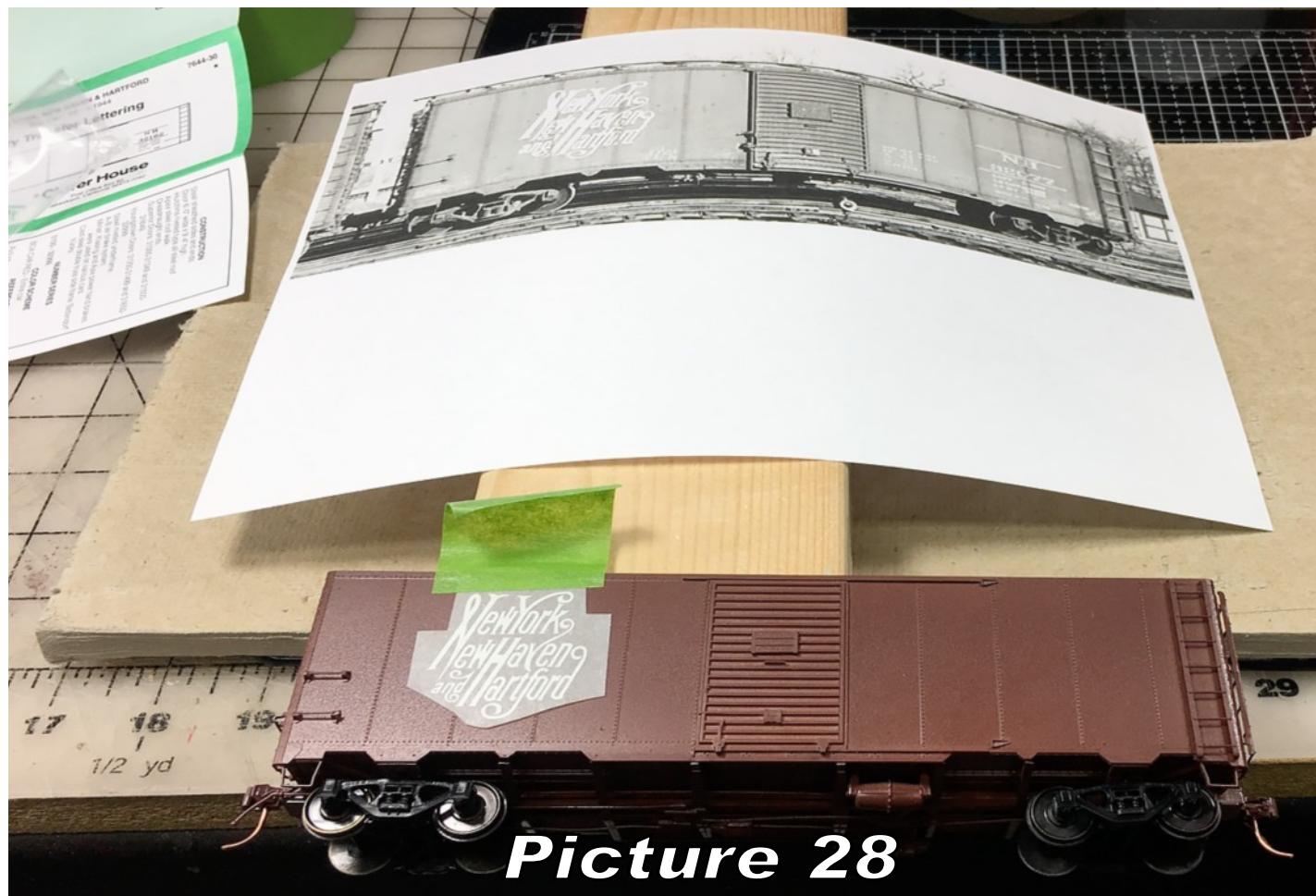




Picture 27

Picture 27 shows the painted car. If I were using decals, I would have been good to go because of the nice gloss finish Scalecoat paint gives us. However, I am using dry transfers so I needed a matte finish. Back to the paint booth for a quick shot of Krylon 1311 Matte Finish Clear Coating Artist Spray.

I did not take any pictures of applying the dry transfers; however, in the [February/March issue of The S Scale Resource](#) I also used dry transfers and picture 28 below shows what Tom recommends. The green painters tape acts as a hinge so with the transfer placed on the car, you can begin the burnishing process. Then gently lift the transfer to check for any voids. If there are any, simply lay the transfer back down and burnish in that spot. The tape hinge allows you to do this a few times and stay in registration.



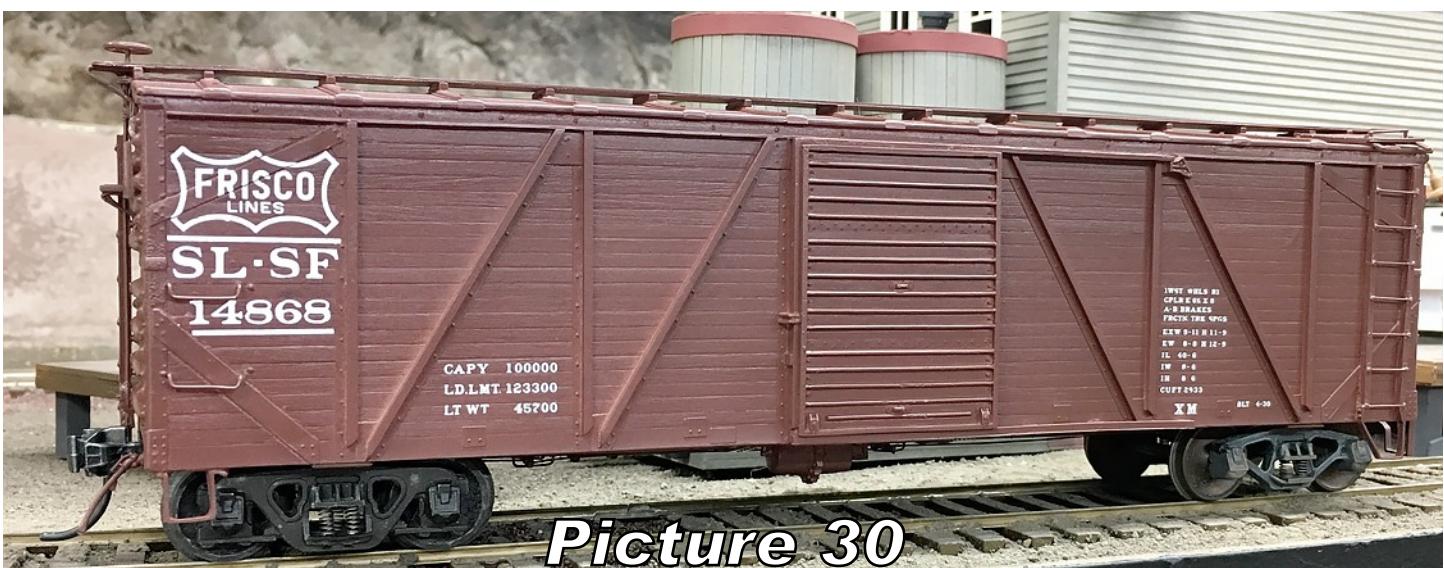
Picture 28



Picture 29

Once you have one side of the car completed, stop and seal it. If you are working with dry transfers, just turning the car over on a work surface to do the other side will cause the transfer ink to smear. **Always seal one side and wait 24 hours before doing the other side.** Picture 29 shows the car back after a coat of Krylon 1311 Matte Finish, waiting for a day before I could do the other side.

Picture 30 shows the completed car ready to roll or maybe some weathering. This was a fun kit that I was



Picture 30

able to make small changes to along the way. Considering all the parts come with the kit, it's a great value and will be just a little different from the other cars on your layout.

**Did you miss an issue of
The O Scale Resource? Forgot to look? Well, [sign up here](#) and never
miss another exciting issue. We'll send you an Email when the latest
issue is loaded to our site. Don't worry, we won't sell or post your
Email address to anyone!**

[CLICK HERE TO SIGN UP TODAY!](#)

Customise Your Industries, Products, Cars, and Operations

By George Paxon

Some of us in the hobby seem to be happy for their layouts to be just a place for their locos and cars to exercise. These modellers are sometimes expert builders and the layout is just a necessary tool to allow the builder to see his handiwork perform. What many of these fellows love to do is build. Some only build locomotives. A great one I remember was Mel Thornburg. He had no layout that I recall: he just enjoyed building locomotives from scratch using the most basic of hand tools. And he was very good at it. I think many of his models are in various museums still. Others in this category are not builders, but buyers of fine models and use the layout, again, as a place to exercise their purchases.

For others, the layout is the main focus, not the locos and cars, and the locos and cars are mostly built or procured to suit the needs of the layout.

Many in the former category have locomotives and cars from various railroads that have been accumulated often without much more reason than the owner likes these pieces of equipment. Many in the latter category though carefully select locomotives and cars which support a well thought out operating scenario as to locale, period, etc.

Prototype modellers fall into this latter category. Some focus on a single railroad, a particular town, branch, district, division etc., or possibly a junction between selected railroads. One excellent modeller has even established a specific date for his layout and religiously limits his modelling of locos, cars, buildings, and scenery to what actually existed on that day. Others in this later group are the operators among us, and their main interest in our hobby is duplicating prototype practice. Freight forwarding systems, signalling, CTC systems, layout communication systems, timetables, etc., are often developed by the operators to add realism to their layouts.

I think it is important to point out that our hobby is big enough for all these different kinds of modellers. I am a period O gauger working in traction, but I still enjoy looking at, and appreciate, a well-built HO model of a modern diesel. All of us in the hobby need to remember that just because another individual approaches the hobby from a perspective other than our own, he, or she, is not wrong – they are just different. And the hobby is better off for them being in it no matter what modelling choices they might make.

Personally, I prefer to think of the layout as a real living thing rather than an inanimate object. I find it rewarding to go to great lengths to add as much life to the layout as can be done. Some simple things I have done to add life, and a sense of realism, to the layout include developing a history, making a map of my railroad to include its connections with other lines, and having a newspaper for my principle town. I take pleasure in creating a little world, with the layout becoming a place to go to escape the trappings and stress of modern life. And I am not a strict prototype modeller as I don't model an actual road. My Mountain Electric never existed – except in my own mind that is. But, I am taking reasonable care to insure all the various elements fit together and are plausible. Well, at least they are explainable. They may not have been real, but they could have been.

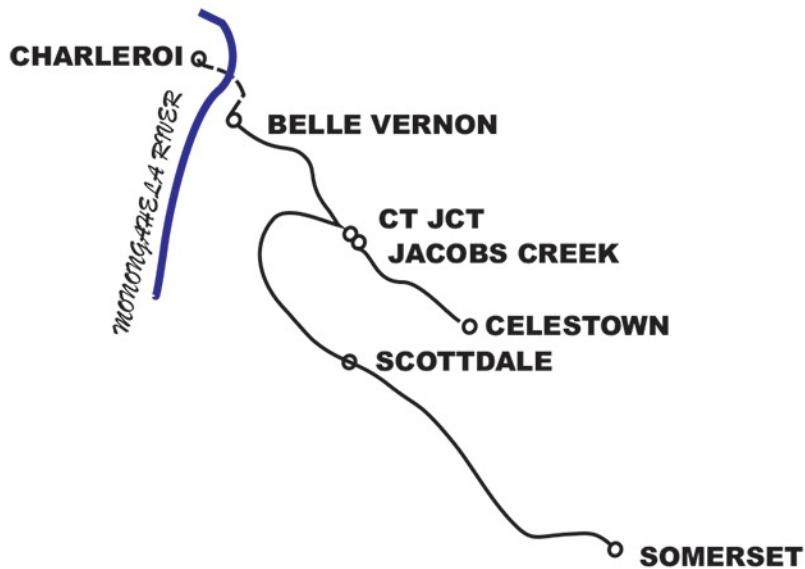


FIGURE 1
PARTIAL MAP OF THE MOUNTAIN ELECTRIC RAILWAY

your industries. Most of us have a specific place or area in mind when we set out to build a layout. Some narrow gaugers favor the Rocky Mountains while others target the East Broad Top area in south central Pennsylvania or the California, Oregon or Washington coastal rain forest. The area you choose to model can dictate, to a great degree, what industries your layout should have.

If your interest is logging, your industry decisions seem easy. But even our logging modeller friends sometime want more than just a stump to sawmill operation. A bit of reading, googling, and thinking can help develop other industries for even the most obvious and simple of layout concepts. Take logging for example. There were allied industries that can be modelled to add more variety to your logging layout. In some parts of the country raw material to make shake shingles, called shingle bolts, was also brought out of the woods. This could supply a shingle mill. In the coal mining areas, loggers had a good business cutting smaller trees for use as mine props. In northern Pennsylvania, West Virginia, Tennessee and North Carolina loggers harvested bark and shipped it to plants for tanning leather. In Pennsylvania, wood smaller than that good for lumber was used to produce alcohol and other chemicals. Hardwood was turned into barrel staves in the eastern mountains. Pulp wood was a common commodity in New York, early Pennsylvania, West Virginia, Maine and the southern US logging areas. You may not have space to model a paper mill, but pulp wood can be harvested, loaded, and moved to a siding where it can be transferred to standard gauge cars, or to an interchanging railroad; which will, in turn, take the commodity to the paper mill located off the layout. The stumps of previously cut pine trees were harvested in Mississippi, loaded in gons and shipped off-line for the production of turpentine. In Maine, forest products were used by match factories. Almost everywhere scrap wood from sawmilling was used to make shipping boxes and some packaged and sold in cities as kindling. A logging layout could easily include a match factory, box factory, stave mill, and/or a kindling mill. On the Elk River Lumber Company/ Buffalo Creek & Gauley Railroad in West Virginia, the Company owned a dairy and milk was moved from the dairy to the mining and logging camps. The milk could have just as easily gone to the B&O interchange for transport to off-line customers as well.

In southwestern Pennsylvania, the locale I model, the primary industry was steel production. In O scale, modelling a steel mill would require serious real estate. To properly depict a classic steel mill, one would need facilities to bring in, store and handle large quantities of iron ore, limestone and coke. These products were usually heaped into great piles between tracks to await their time to feed the blast furnaces. Iron ore was difficult to deliver to mills in the winter due to ice on the great lakes. Coal and/or coke was stockpiled by many mills because the volatile labor relations in the coal mining industry often interrupted production and supply. These factors resulted in large stockpiles to avoid running out. Once you had the furnace in blast, you needed to

A partial map of the Mountain Electric is provided as Figure 1 on the right. The first page of the local newspaper is at Figure 2 (next page).

A rather famous early modeller was a gentleman by the name of Frank Ellison. He viewed the layout as a stage with the train as the actors. The scenery was the set which supported the actors. Not a bad way to view it and I always keep some of Frank's early writings in the back of my mind as I go about planning and working on my own layout.

Customise Your Industries

A step I recommend that is best done early in the planning stage is to customise

Figure 2 Newspaper

Celestowm-Elm Park Chronicle

33rd Year

Hole News!

County Supervisor, Mr. William Smith, announced on Tuesday that the potholes in the Celestowm to Elm Park road would finally receive some attention. They are to be filled and the road graded and oiled soon. The start of work will be delayed, however, until Ralph Miller's mule gets over his current bout of diarrhea. It seems the County often contracts this work to Mr. Miller. But, the supervisor doesn't want Mr. Miller to start the work until the mule's health improves for fear the mule will splatter passing traffic on the road during repairs. Additionally, the County needs to arrange for the ME Ry to bring a few car loads of gravel and red dog to the road crossing at East Commerce Street so that it may be used to repair the road. There is a good chance the mule will grow old and die before the ME Ry gets the stuff delivered.

Big Fight at the Palace

The normal Celestowm peace and tranquility was rudely interrupted last Saturday night when a fight broke out in the Palace Dance Hall. Several out-of-towners managed to get roaring drunk while waiting for the departure of the late-as-usual trolley down to Jacobs Creek. It seems one of the visitors mistook Sean Flanagan's horse for his wife as they do look quite alike. The visitor, well under the influence of the drink, propositioned Sean's horse. Sean took offense and the fight was on with other visitors pitching in to help the first, which then required the support of several of Sean's mates. After the sheriff parted the two warring groups and order was restored, Sean was heard to say that he could have forgiven the stranger for making overtures towards his wife but not his beloved horse. The visitor was heard to reply that it would not have happened if the horse had not been in the bar. The visitor's journey down to Jacobs Creek was delayed further as the sheriff put him in the town jail for the night to sober up.

BIRTHS AND DEATHS

A son was born to Bill O'Reilly and his wife Nellie. Rumor has it Bill was the one who upped the population of the town on the sign near the school on his way home after celebrating the birth for several hours at the Roosevelt Hotel bar.

Celestowm, Pennsylvania

Joe Gotto died when his rifle accidentally discharged. According to the sheriff, Joe's wife was cleaning the rifle at the time of the accident late one night while she waited for Joe to come home from the Palace Dance Hall.

Lousy Loafer Takes Loaf

The Elm Park Grocery store was robbed on Wednesday. It seems a man seen earlier loafing around the store made off with a loaf of freshly baked bread while storeowner Ben Butler was out front of the store filling Mrs. King's car with gasoline. The man was last seen boarding a Celestowm bound trolley with the loaf still under his arm. The sheriff doesn't hold out much hope for catching either the thief or the loaf.

Mines Working Overtime

Some mines are working two ten-hour shifts a day with overtime and extra shifts on weekends to meet demand. The local manager of the Pittsburgh Coal Company said forward orders for coking coal continues to improve and that he expected continuing strong output. He is anticipating the need to put on additional men as the current workforce will not be able to increase working hours and coal production further. This reporter has counted quite a few extra trains heading down the hill loaded to capacity with our fine local coal and coke. A check with a spokesman for the Jacobs Creek Coal Company said business was also good for that firm. It would appear the Celestowm economy will continue to improve because everyone in town benefits when the mines are producing strongly.

Trains Late Again/Still

The Mountain Electric Railway still can't seem to run their trolleys to the timetable. More trolleys were late than on time last week. The local agent claims the recent problems are caused by weather that has damaged some track requiring slower speeds. Also, newly purchased locomotives were heavier and causing track damage. Problems were made worse on Monday when a mid-morning trolley to Jacobs Creek was further delayed when a doctor had to be called to deliver a baby for a passenger. The trolley's conductor scolded the mother-to-be for getting on the trolley in her condition. The women replied that

24 September 1935

she wasn't in that condition when she boarded the slow trolley. Derailments have also disrupted trolleys and freight trains. With the heavy traffic on the Railway from the mines and other customers, wear and tear on the track is increasing. The MERy president was visiting from Pittsburgh last week and said that additional money was to be spent on repairing track problem areas over the next three months in preparation for the coming winter.

New Trains for Mountain Electric

Your intrepid reporter was patrolling the carbarn area the other day and noticed several new freight motors and some freight cars arriving on a train. It appears the Mountain Electric has bought a second hand Class B motor from the Illinois Traction System out in Illinois. They also purchased some box trailers and another refrigerator trailer for use in fruit service. While making the purchases, they also leased a big Class C motor for a year to help with moving the coal trains. This motor weighs over 80 tons and the Railway is reviewing all bridges to ensure no problems operating this monster on the wobbly tracks of the ME Ry. Shop personnel said this big motor is articulated and can negotiate city streets. That should be a real sight when it trundles down narrow Commerce Street here in Celestowm.

Weather News

The national weather forecast from Washington, DC is for a severe drought. State agricultural officials think it will rain and are encouraging local farmers to get their winter wheat planted early this year. The State and County road departments are already bolting plows onto their trucks as they expect snow. The Farmer's Almanac says to watch for an early frost. Esmeralda, the Gypsy tarot card reader and crystal ball operator down on Railroad Avenue, reckons a thunder storm is a good bet. Since we can't get much of a consensus, we think the best forecast next week is for continuing weather.

Fresh Produce
Elm Park Grocery

keep it going constantly. It was not a process you stopped and started often. Blast furnaces, coke works, open hearth furnaces, basis oxygen furnaces, and rolling mills were all very large structures. Steel mills usually had many miles of in-house track and usually their own rail operations to move raw materials, goods in process and finished products between various furnaces, rolling mills, and storage facilities. All this adds up to one big facility even if modelled mostly with building flats.

If you model the modern era, it might be possible to model a re-melt steel mill in more modest space. The large classic steel complex with blast furnaces and big rail yards is giving way to mini-mills where scrap steel arrives by truck or rail car and is converted to finished product in a small electric furnace. Usually the liquid steel is cast directly into billets which are then immediately rolled into reinforcing rods for concrete or small angles or channels used in modern steel fabrication. These are mostly clean, green industries that could fit a modest sized layout.

But, with a bit of thinking we can limit the focus of almost any industry to something manageable. For me as an example, by moving 40 miles south of Pittsburgh and just east of the Monongahela River into the area known as the coke region, the steel industry there actually narrows to the production of coke. This coke fed hungry Pittsburgh blast furnaces for many, many years. The coke region was a contrast to urban Pittsburgh and was very rural in nature. It was mostly wild country dotted with small villages, often coal or coke company owned, that housed the coal miners and coke facility workers. Dairy, meat, and market garden farming used more land than did the primary industry here.

Pittsburgh was a large city with a great demand for food and had large rail served produce and livestock markets. A very large Pittsburgh industry was H.J Heinz. It is very plausible that coke region produce and other farm products would move from this area to the Heinz factories. Packing sheds to consolidate and ship such farm products would be needed. Farm supplies coming into the area would justify farmer's co-op stores and farm implement dealers who could be located on a siding for rail delivery. A feed mill would receive grain from rail as well as truck delivery, would blend grains for cattle and chicken feed, and could ship excess feed via rail to customers outside the region. Team tracks would be needed for off-line deliveries of hay, fertilizer, etc., and could ship products as well.

With all the steel products made in the area it is no surprise that some steel fabricators have located along my ME Ry, American Steel is one such firm. They receive carloads of structural and sheet steel in flats and gons, produce all sorts of fabricated steel products, and they ship finished products in box cars. Another firm, an old wood wagon builder by the name of Standard Wagons, has re-tooled and now makes steel wagons for farm use. It also has landed a very large contract from the US Army and is producing the small wagons pulled by Jeeps. Boxcar loads of these wagons are shipped weekly to the US Army Arsenal at Rock Island, Illinois. Another enterprising firm is Welded Wire Products. They receive carloads of coiled wire and produce mostly outdoor furniture by the carload for Sears and Roebuck, Montgomery Ward and other big retail firms.

And since the transport cost for coke is a substantial portion of the total delivered cost, foundries and forges have been attracted to the area to take advantage of the local product and cheap transport cost due to the short haul. Connellsville, the major town in the region, actually once had a locomotive works. One town on the ME Ry has a spring and axle plant, and the forge there runs day and night. There is also a large specialty iron and steel foundry along the line. The foundry receives carloads of scrap steel, pig iron billets, coke, and foundry sand. They ship castings to customers all over the US. They have opened a new division that repairs and modernises heavy machinery so now is receiving and shipping such machines. They even do custom work on steam locomotives for area short lines.

Much land in the coke region was cleared for farming. Most of the native timber in the area had been cut shortly after colonial times and second and third re-growth of hardwoods makes for a ready supply of mine prop needed in the many coal mines locally. Mine props are cut and shipped by rail to other mining areas as well. This is another easy to model industry.

Coal mines and coke works are obvious industries in the region, of course.

With a bit of such pondering, you can develop a very plausible assortment of industries that are customised for your layout. They have a purpose that well fits the scheme of things and they clearly belong. The western gold mine we see on many layouts would not be a good candidate for a coke region based layout. But, it certainly would work if your modelling area is the Rocky Mountains.

Customise Your Products

Once you have arrived at a viable mix of industries, you can determine the products you need to haul both to and from those industries. You can then determine the appropriate car types to support such industries. If a certain car type strikes your fancy and is not needed by one or more of your industries, you can go back to customising industries and look for another industry that can use such a car type, and/or look for another product you can move. This is really an iterative process that justifies considerable time and thought as we want to get it right for our layout. Don't do it in a hurry or you may limit your potential opportunities and your operating fun.

With coal and coke the major industry in my locale, it was important for me to keep in mind that coal mines can provide more rail traffic than just outbound loads of coal. Inbound freight can include gons or flats with mine props and ties for the extensive underground rail tracks. Sand and oil were commonly received and used in the coal cleaning process, rock dust was received in bags via box cars, and mining machinery might come by flat, gon or box car from time to time.

As an example of this iterative process, consider that I wanted a pulpwood rack on the ME Ry. If you are not aware, these are flat cars with sloped floors and bulkhead type ends used to move small logs from cutting areas to paper mills for the production of paper. Today, most paper feed stock is wood chips. Pulp wood is chipped in the woods and shipped to paper mills in large hopper cars. In an earlier time, much paper feed stock was the small logs though. I remember these cars from living in the south as a young fellow. The particular car I had in mind, which I wanted to build for my layout, was a wood frame, truss rod car used by the Mississippi Central.

To the best of my knowledge the local roads, Pennsy, P&LE and B&O, never had pulp racks. The state of Pennsylvania did have paper mills. So did West Virginia. The Western Maryland, making it to the coke region at Connellsville, did have pulp racks.

To accommodate my desires, I am stretching history a bit to include the pulp rack and a pulp wood loading facility on the ME Ry. Like hopper cars, pulpwood racks did not venture far from the owning railroad. The Mississippi Central car has obviously been purchased second hand either by my ME Ry or a paper mill. (Ya gotta have a story!)

Pulpwood loading (as I remember it as a kid) could require nothing more than a rail siding with a dirt track alongside. Small second-hand trucks were modified by welding a few upright posts to the bare truck frames to contain the pulp log loads. These trucks would pull up next to the pulp rack and logs were manually transferred from truck to rail car one at a time. Such trucks probably would have carried 4 to 5 tons of pulp logs, so 8 to 10 truck loads were needed to fill a pulp rack.

Sometimes there would be a small scale and a shed at the siding where truck loads were weighed on their way to and from the rail car. Small pulp cutters formed "co-ops" so that a few such suppliers could load a car in a hurry to reduce the demurrage the railroad would charge if the car had to wait on the siding for one such supplier to make many trips to and from the cutting area with enough truck loads to fill one car. Truck weights were used to determine how to divide the proceeds from the carload among the small suppliers belonging to the

co-op. And, some wood yards probably bought the pulp wood from the small suppliers, stockpiled it, ordered a rail car, or cars, when sufficient material was on hand, loaded, and on sold the pulp wood to the paper mill.

This is a very simple industry that will require very little real estate and provide some additional interesting traffic on the ME Ry.

I personally don't remember anyone cutting paper wood when I was growing up in southwestern Pennsylvania. I suspect most wood of this size had a ready market as mine props. And most trees in southwestern Pennsylvania at that time were hardwood. Hardwood is used for some high quality paper, but most paper produced goes for newsprint and cardboard. Softwood like pine is sufficient and preferred for this use. We did not have much pine in the coke region. But, there still could have been some paper wood shipped!

We have already looked above at some obvious products that directly relate to the customised industries. Make sure you also give thought to the byproducts of major industries, even when you cannot incorporate the industry itself.

One of the major byproducts from the production of steel was slag. Slag is basically limestone rock that was used as flux to convert iron ore into iron. Initially it was a nuisance material and it was thrown away. It was hauled as short a distance as possible and dumped for disposal. Eventually, enterprising firms found it could be had for next to nothing and resold for a nice profit. The dumps were mined, the slag crushed and used for railroad ballast, road gravel, etc. My ME Ry moves some processed slag and makes some revenue from it.

Another waste product is ash from the burning of coal. Many traction lines were associated with electrical companies. Early traction lines were often required to build their own power plants to generate the electricity they needed as there was none available. Often traction lines fell upon hard times trying to move people, but made a fortune selling electricity. Quite a few actually turned into electricity suppliers exclusively. The ash was another initially useless byproduct of generating the electricity. And many traction lines used the ash for ballast as did some down-and-out steam railroads. In many cases, ash was not hauled as a revenue producing product but for company use. By using the ash, they were able to forgo the purchase of rock or other ballast material and thereby saved money. When I was growing up, the waste ash was also stockpiled by towns, counties, and even the state and used in the winter on icy roads. I am not sure if the government bodies bought the ash or just collected it from the power companies who were glad to be rid of it. On my ME Ry, we use a lot of ash as ballast along the line and we get a bit of revenue hauling it to places where the government bodies need it.

As coke production moved from the smoky beehive style ovens to the more modern byproduct facilities, chemicals became a very important part of coke manufacturing. All the gases and oils driven out of the coal in roasting it were on sold and used to make kerosene, benzene, and thousands of chemical products. Where I came from, U S Steel had a very large coke works at the Clariton steel mill. For miles up river from Clariton there were chemical plants. I assume they were located there to make products from the coke work byproducts.

One byproduct from making coke from coal was tar. Coal tar was hauled by tank car and used among other things for road building. Some tar was shipped from coke works to steel mills and used to fuel the old open hearth furnaces. On the ME Ry, we have traffic in coal tar for road sealing as well as in a more refined form, known as creosote, for wood preservation. We have dedicated tank cars that move road tar from Jones & Laughlin Steel Works and creosote from Koppers to customers on line.

With a bit of thought, you will discover more such byproducts all of which can all provide relevant traffic on your layout.

Customise Your Car Fleet

John Armstrong made a point about having a car fleet that reflects your railroad's location and connections. Northeastern roads had lots of hoppers for coal, and gons for scrap steel. Far western roads generally had few hoppers and a lot of stock cars. Southeastern roads had pulp wood racks. Roads operating through Texas and Oklahoma had lots of tank cars for the oil and chemical traffic. Roads in the upper Midwest had a high proportion of ore cars.

Another point John made was that the number of cars was a rational mix with home road cars, usually the majority, then cars of adjacent interchanging roads the next in numbers, and then less cars for more remote roads. I think his ideas are valid and worth keeping in mind.

There are exceptions of course. If you model a shortline, there may be very few home road cars since small roads usually didn't own many cars. As a result, the majority of cars on a shortline layout would be from the roads with which the shortline connected. Consider photos of the [Maryland and Pennsylvania](#) for example. This fantastic little shortline had very few cars in revenue service, but many cars in its trains were from the Pennsy and B&O with which it connected at either end of its run.

And just about every road seems to have some Pennsy cars on it since the Pennsy owned so many and their fleet was actually a large percent of the total US rail car pool. It would be rare to find a Pennsy hopper in Southern California, but a Pennsy box car there would certainly not be out of place.

The mix of cars in the modern era has changed somewhat, so you need to consider what is logically appropriate for your layout.

I think John's analysis and advice are quite valid and worth considering if you want your layout to be realistic.

Based on the map of my line, we interchange with the P&LE(NYC) at Belle Vernon, with the P&WV just out of Belle Vernon, and with the B&O at the other end of the line at Somerset. We interchange with the Pennsy via the P&LE. We also interchange with the Pittsburgh Railways at Charleroi and with the West Penn Railways at Scottdale. There was no car load freight on either of these prototype Pittsburgh area traction lines. (Remember, these lines were actually broad gauge which is a minor fact we tend to overlook on the ME Ry by the way.) The ME Ry does, however, forward some traction freight trailers via Pittsburgh Railways to customers in the Pittsburgh area. And, we receive some car load freight in traction freight trailers from other traction lines, such as the Harmony Route (the Pittsburgh, Harmony, Butler & New Castle Railway), Penn-Ohio System, and Northwest Pennsylvania Railway via the Pittsburgh Railways connection. Using John's guidance, we have a reasonable, but limited proportion of cars from these various interchanging roads. Cars from other more remote roads are certainly much fewer in number.

I have built a few models of cars I really liked from some traction lines that could not, even with the wildest stretch of the imagination, have been routed to a line in the Pittsburgh area. Such lines include Illinois Traction System, Cincinnati & Lake Erie, Indiana Railroad, Indiana Public Service and even the Central California Traction Company. On the Mountain Electric, these are not interchange cars at all. According to the railroad history and local newspaper accounts, these cars have been purchased by the ME Ry from these lines, and due to the heavy traffic on the ME Ry, and the chronic shortage of cars, have been put in service immediately before going through the shops for repainting and re-lettering. Well, that is my explanation. Again, pure fiction, but it could have been!

Another method I suggest is to customise some cars in your fleet. Having cars that relate directly to some of your road's customers will go a long way to making your layout come alive. Above, we discussed the industries on my coke region based layout, and H.J Heinz was mentioned as a large Pittsburgh industry in need of farm

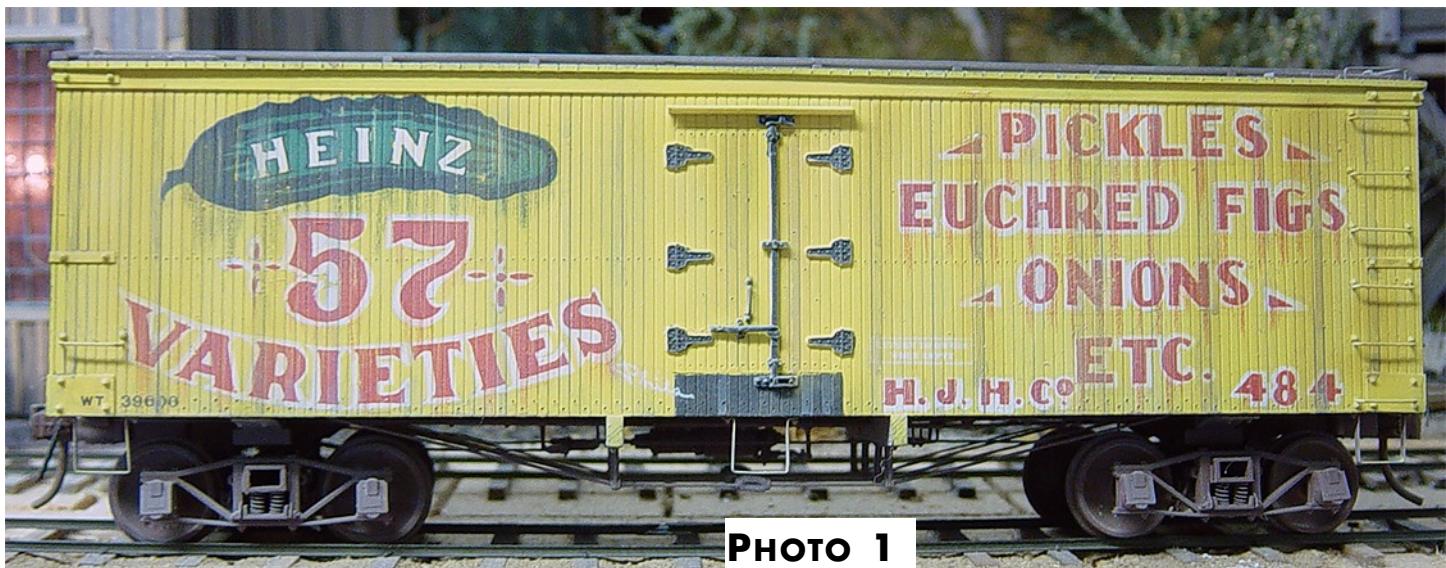


PHOTO 1

products. My Mountain Electric Railway is always short of cars. To provide some relief, and to insure they receive the needed farm products, Heinz sends their company owned reefers to packing sheds along the ME Ry where they are loaded and returned to the Heinz plants in Pittsburgh. Photo 1 shows the Heinz reefer.

Having grown up in the area, I recall Iron City beer as one of the local brews. I left the area before I reached drinking age, but did manage to sample some of the product anyhow. Iron City was produced in Pittsburgh and was well thought of by many locals. My ME Ry hauls Iron City into the coke region to quench the thirsts of the



PHOTO 2

miners and coke workers. The service is provided in a dedicated ME Ry reefer painted up with the Iron City logo as you can see from Photo 2. I found the logo on a site that caters to collectors of beer labels. (Some people really need a new hobby! Maybe we should talk to them about model railroading.) I made a decal for this car from the period beer label artwork and from fonts found on the Internet.

As dairy farming is substantial along the ME Ry, it makes sense to have a dairy industry. Towns in the area at one time had plants that consolidated milk received from individual farms, pasteurized it to stop bacteria development, cooled it, and forwarded it on to facilities that bottled it for home delivery and turned it into other products such as cheese and ice cream. Again, the MR Ry provides a dedicated car to move the milk from the



PHOTO 3

collection industry in the coke region into Pittsburgh via the Pittsburgh Railways and to manufacturing firms there. The local industry is a member of the Dairy League Co-operative so the car is lettered accordingly as you can see. I am not sure if the Dairy League actually operated down into southwestern Pennsylvania, but it does on the ME Ry. Photo 3 is a shot of the ME Ry reefer dedicated to moving the pasteurised milk from the local dairy into the city via the Pittsburgh Railways. As you can see, it is one of my conversions of a D&RGW narrow gauge car to traction use.

With produce being a substantial part of the business on the ME Ry, it stands to reason that some cars would be dedicated to this important service. Most food products needed clean cars, and most railroads usually had cars reserved for such service. To emphasize the importance of such traffic on our railroad, antique traction box trailers are painted and labeled for the special service. According to the local newspaper, the line still is not providing enough cars to satisfy the area farmers who feel inadequate transport is limiting their ability to satisfy



PHOTO 4

the market for their products. Some people are never happy I guess. Photo 4 shows a motley assortment of the "Fruit Express" box trailers. From left to right; car 612 was rebuilt by the ME Ry from an old ex-Pennsy class XD ventilated box car from 1893; car 510 is another 40 foot ex D&RGW narrow gauge reefer converted to traction; and, car 615 is an old ex-Illinois Terminal System box trailer.

The ME Ry has moved into the container business. Gons specially built for the container service haul containers from steam road connections to points along the line. I hope to provide more information on this new ME Ry revenue line in a future article.

And, we need not forget that the cars we operate can help to reinforce the location of our Railroad. Take gasoline tank cars for example. In our region of interest, we had Esso, Gulf, Texaco, Mobil, and American gas. The O Scale Resource November/December 2019

stations on most street corners. Tank cars, and the fuel distribution industries, should reflect these firms doing local business. Conoco, Clark, Chevron, and Zerolene products were marketed in other parts of the country so industries and cars with these logos would not be common in the coke region.

With coke production the primary industry, hoppers and gons were certainly in the majority. Owning roads for these cars were primarily the roads with tracks in the area that included Pennsy, P&LE (NYC), and B&O. A few other nearby roads may have had their cars confiscated and used which was quite common. Such cars might have been stenciled for the Montour, P&WV, B&LE, and maybe a few others. There would have also been some private cars such as Westmoreland Coal. Some of the local steel firms, such as Carnegie Steel and Jones & Laughlin, may have sent cars into the region for loading as car shortages were chronic in the entire Pittsburgh area in the late 1800s and lasting well into the 1900s.

In an article for OSR not too long ago on building an early steel drop bottom gon, I explained that the ME Ry was a subsidiary of Pittsburgh Coal Co. As a result, it would be natural to have Pittsburgh Coal Company cars on the ME Ry, and having PCCo cars helps reinforce the story line supporting the history of the ME Ry.

We have a local industry by the name of Mountain Petroleum Services. It is a crude oil loading business. We have a small fleet of leased Union Tank Line cars that move the crude oil from the on-line loading facility to refineries located off-line. Again, due to chronic car shortages on the ME Ry, the refineries sometimes need to supplement the car fleet by sending Gulf and Mobil tank cars to insure they get sufficient crude oil for their refineries. I also hope to tell you more about the crude oil business on the ME Ry in a future article.

Some freight cars did not stray far from home, while others roamed the entire rail system from Canada, all through the 48 states, and even into Mexico.

Hoppers were mostly found on the owning road. Quite a few did make it to connecting roads; however, it would be most unusual to find a hopper from an east coast road on the west coast. On our layout, we have hoppers from the Pennsy, P&WV, B&O, B&LE, and Montour. We probably should have some from the P&LE, but have yet to get around to them. In the good old days before oil and gas and then electricity became common for home and business heating, anthracite coal was popular for domestic fuel as it was much cleaner burning than the more common bituminous coal. Anthracite coal came from a small region in northeastern Pennsylvania served by the Reading, Lehigh Valley, and some other “anthracite” roads. Hoppers from these roads probably roamed a bit further than hoppers in general, and would probably have served markets in major eastern cities such as New York and maybe Chicago.

Gons were somewhat more nomadic because, as well as hauling mineral products, which would generally keep them close to home, they could be used to ship structural steel, pipe, machinery, and other general freight products that would move across the rail system.

The common box car could be found just about anywhere on the three country rail system, probably in proportions as indicated by John Armstrong.

Customise Your Operations

Tuning your operations to accommodate some particular needs of your railroad's customers is another method for making your layout appear more realistic and giving it added life. As examples, here are a few ideas used on the Mountain Electric.

An early morning run collects the full cans of milk from loading platforms along the line and takes them directly to the local dairy. A similar reverse run later in the day returns the empty milk cans to each platform. Farmers are relieved of the task of hauling their milk all the way to the dairy over the primitive mud and gravel

roads that prevail in the region. This is of particularly great benefit in the winter when roads are often clogged with ice and snow.

In many cases, the milk collection platforms are located at the farmer's gate so he does not need to take the milk far to start it on its journey to market. It is seen as a good service and the farmers are happy to pay to have this work done reliably to free them up for other essential tasks. The times for the milk collection runs are changed between summer and winter to allow the farmer to take advantage of the early sunrise and get more work done during the daylight hours. This also helps to get the raw milk off the loading platforms as early as possible before the sun has an opportunity to heat up the cans.

Fruit and vegetables are perishable products that need to be moved from the packing sheds to the produce markets in the larger cities as expeditiously as possible. By providing a priority service to Pittsburgh over the connection with Pittsburgh Railways, the ME Ry helps the local farmers get a premium price for their perishable goods. This superior service also keeps this business from going to the competing Pennsy, or trucks.

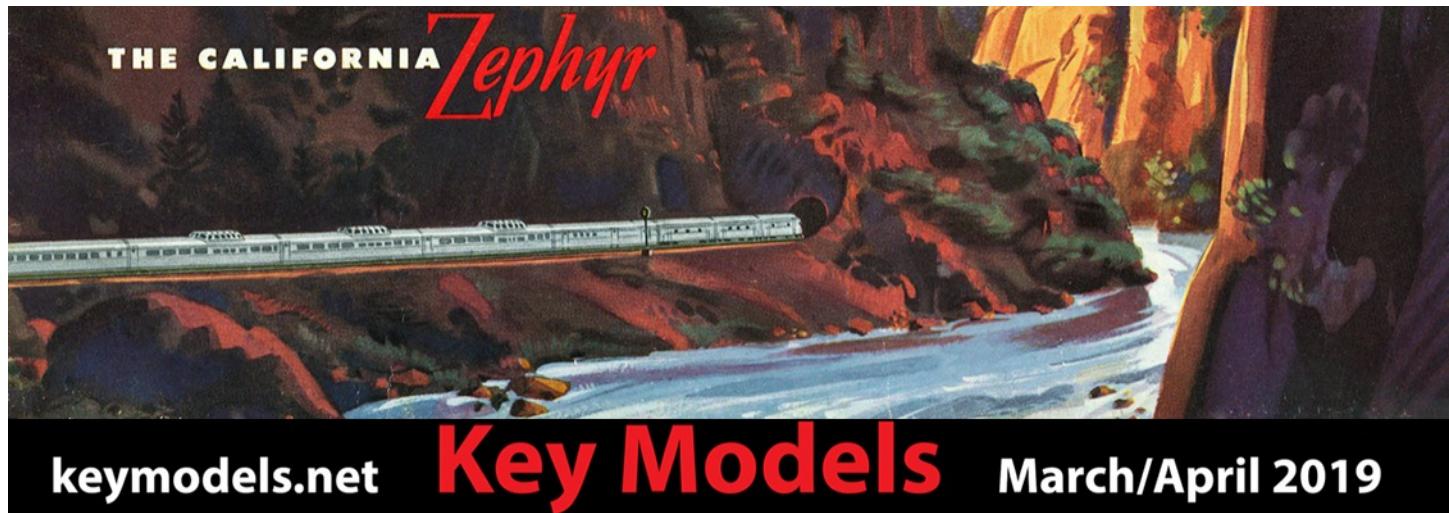
A freight motor pulls an LCL trailer on a schedule much like a passenger train. This ensures the merchants in the region, that rely on the service for goods delivery, know when they can expect their orders to arrive. This provides a level of service far superior to that of Railway Express Agency on competing steam roads. As a result, the ME Ry has won most of the area's LCL business.

We make freight deliveries at night to several customers located on a main track, and without a siding, so that they have more time to unload freight without interfering with passenger schedules. This has successfully kept much of this business from going to competing trucking companies.

Passenger service schedules are tuned to provide cars at the gates of major industries at shift change times to ensure workers can get to and from their jobs as efficiently as possible. This reduces the need, or urge, for many to purchase one of the "new-fangled" automobiles. Once a traction customer owns his own automobile, he will tend to drive it to work and he would no longer be a traction line customer not just to and from work, but also on weekends and for shopping trips, etc.

By customising your operations to your customer's needs, you can add quite a bit of life and realism to your layout. Your layout can be seen as solving real world problems and addressing substantial transport issues.

Customising your industries, products, cars, and operations is mostly a thinking process. The results of this process can help guide your purchases and tailor your car building program to better tune your fleet for your layout. It can do much to help increase the realism of your layout.



Get Real Productions

O Scale model building services by Jeb Kriigel
Custom high quality railroad buildings

Kitbashing
Scratchbuilding
Craftsman kit building
Custom painting
Realistic weathering
Super detailing
Quick turnaround with
progress updates
Commissioned &
freelance work
Creative, Imaginative,
and Realistic
Specializing in unique &
one-of-a-kind creations
All work guaranteed by a
Model Railroad Craftsman

"We photograph what we build!"

Call or write for a free quote:
Get Real Productions
11 Out of Bounds Road
Palmyra, VA 22963
Voice: 434-589-2660
Fax: 434-589-4898
kjkriigel@aol.com



THE O RESOURCE
NEWS, REVIEWS, INFORMATION TO USE

HERE IS HOW TO CONTACT US:

Phone: 815-584-1577
FAX: 800-783-0127
Email: amy@oscalerresource.com
daniel@oscalerresource.com
Mail: The Model Railroad Resource LLC
407 East Chippewa St.
Dwight, IL 60420

www.oscalerresource.com

oscalemidwest.com

www.sscauleresource.com

sscalemidwest.com

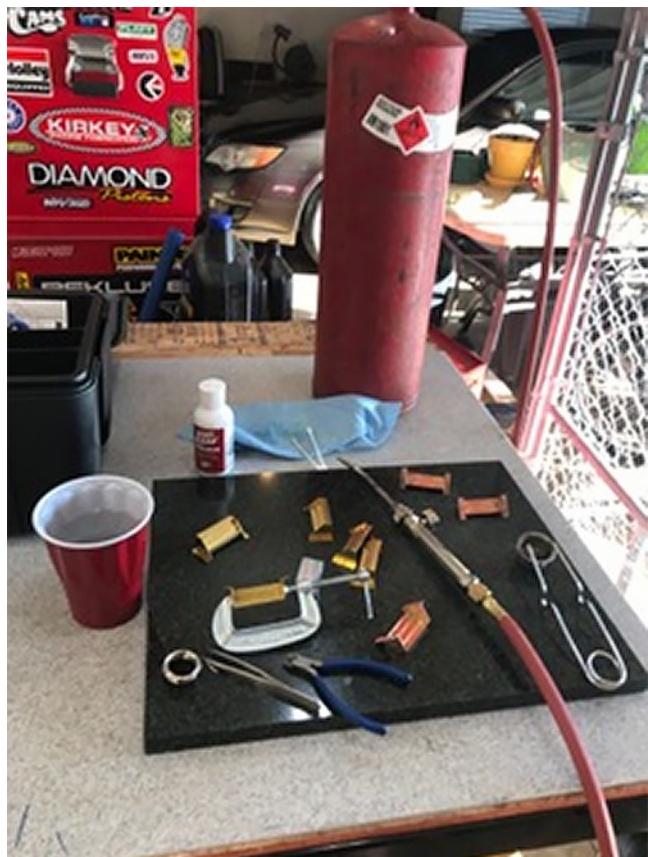
BACKSHOP SOLUTIONS

By Ross Dando

Have a modeling question for our experts? Please send your description of your modeling problem to backshopsolutions@oscaleresource.com.

One Step at a Time

Soldering a Brass Kit True Beginners Tale



Even after 53 years, I have yet to get up the courage to assemble a brass kit. Well, at the March Meet I stopped in at Des Plaines Hobbies and Ron encouraged me to take a stab at the bi-level commuter cars. He had a couple assembled in a case, just holding them and seeing all the various parts assembled, I was over whelmed and I didn't take the plunge. Fast forward a couple months and the 20% sale gave me enough courage to put them on a shelf in my hobby room. Still, I did not have the courage to start the assembly process.

I lacked tools that would make me successful. I just couldn't see me doing well with a plumber's hand held torch and 1/8" silver solder. After talking with Jay Criswell, Terry Van Winkle and Matthew Forsyth, I decided to take another step and buy a Smith Silver Smith Acetylene Air torch. Some will say a bit of overkill, but I wanted a high heat in a concentrated spot. You know, the type of heat that ruins a day and a kit.

I decided that the only way to actually learn how to assemble a kit is to pull out an easy piece and start learning. I did get some advice to place solder on the parts being assembled so that when everything was at the right temperature, the solder would flow into the joint. I watched some YouTube videos, the set up video from Smith, and finally asked the same questions to the masters several times to get up some courage.

Now to be perfectly honest, I have done my fair share of soldering with a plumbers torch, brazed with a large oxy/acetylene torch, welded with a MIG and TIG torch on steel and aluminum. I have even used a 25 watt iron to cobble an HO brass locomotive back from the pieces I bought at an NMRA auction. But, never have I spent a mint on a kit and started at step one.

Before breaking out the kit and getting things underway, I needed to test some theories. Terry suggested creating small balls of solder to be placed on the major intersections of areas where solder needed to flow. I need to understand why, so I set about to create some balls of solder by cutting short lengths and reflowing



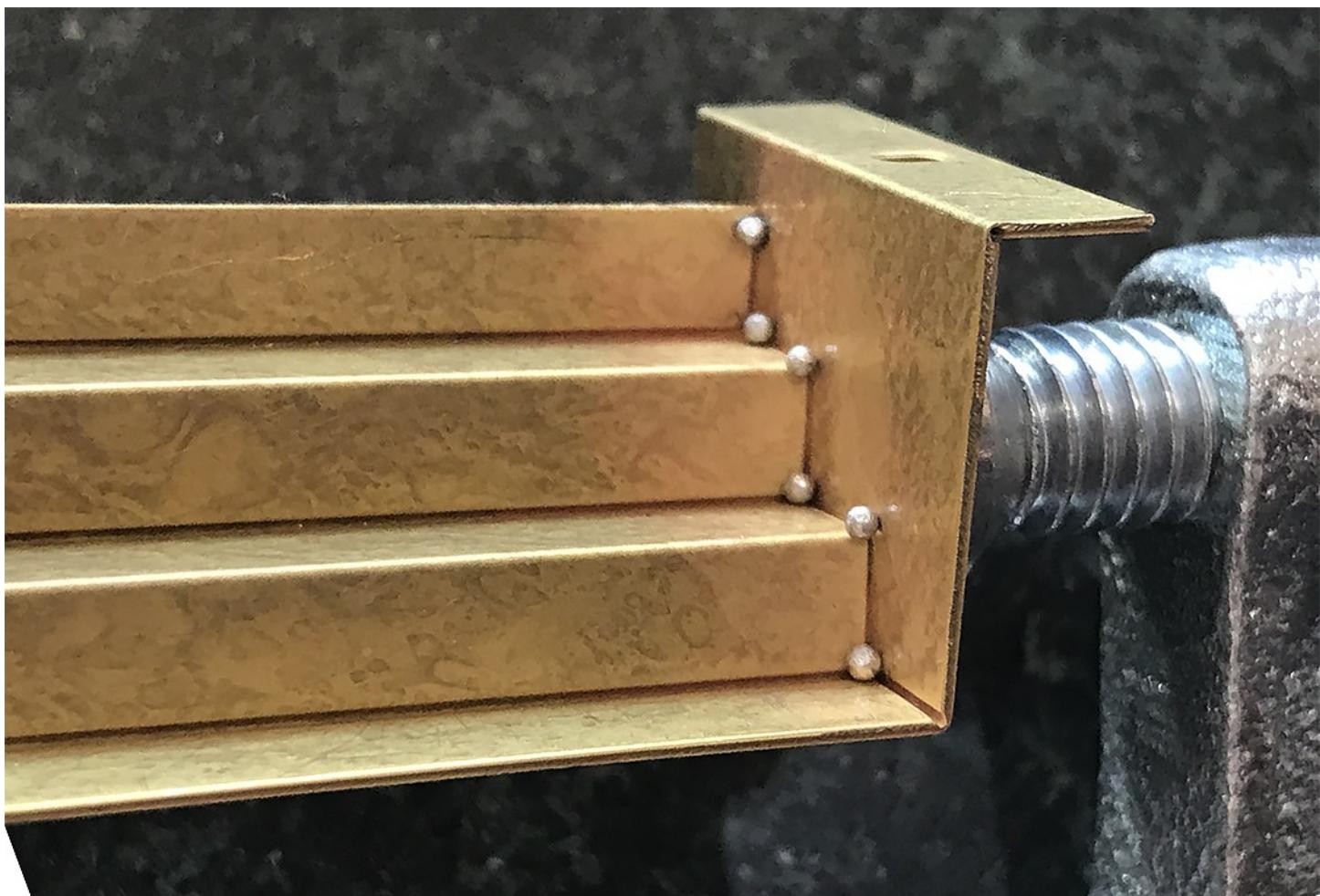
them into balls on my bench. I cleaned the test brass with a swab of "Stay Clean" flux. I placed some short sections of solder and still needed several balls of solder. It was a late Saturday evening and I went to fire up my new torch... but as they say, "it will be a five cent part to hold up a million dollar project". And that's how the \$1.14 wrench for the acetylene bottle brought things to a halt. I tried to use a couple other tools, but didn't want to ruin the stem on the bottle, so I waited and got the right tool. On Monday evening, I reflowed the solder balls and then the test piece, and I saw how the balls melted and flowed much better than the short sections. My test piece gave me the confidence to open the kit box.

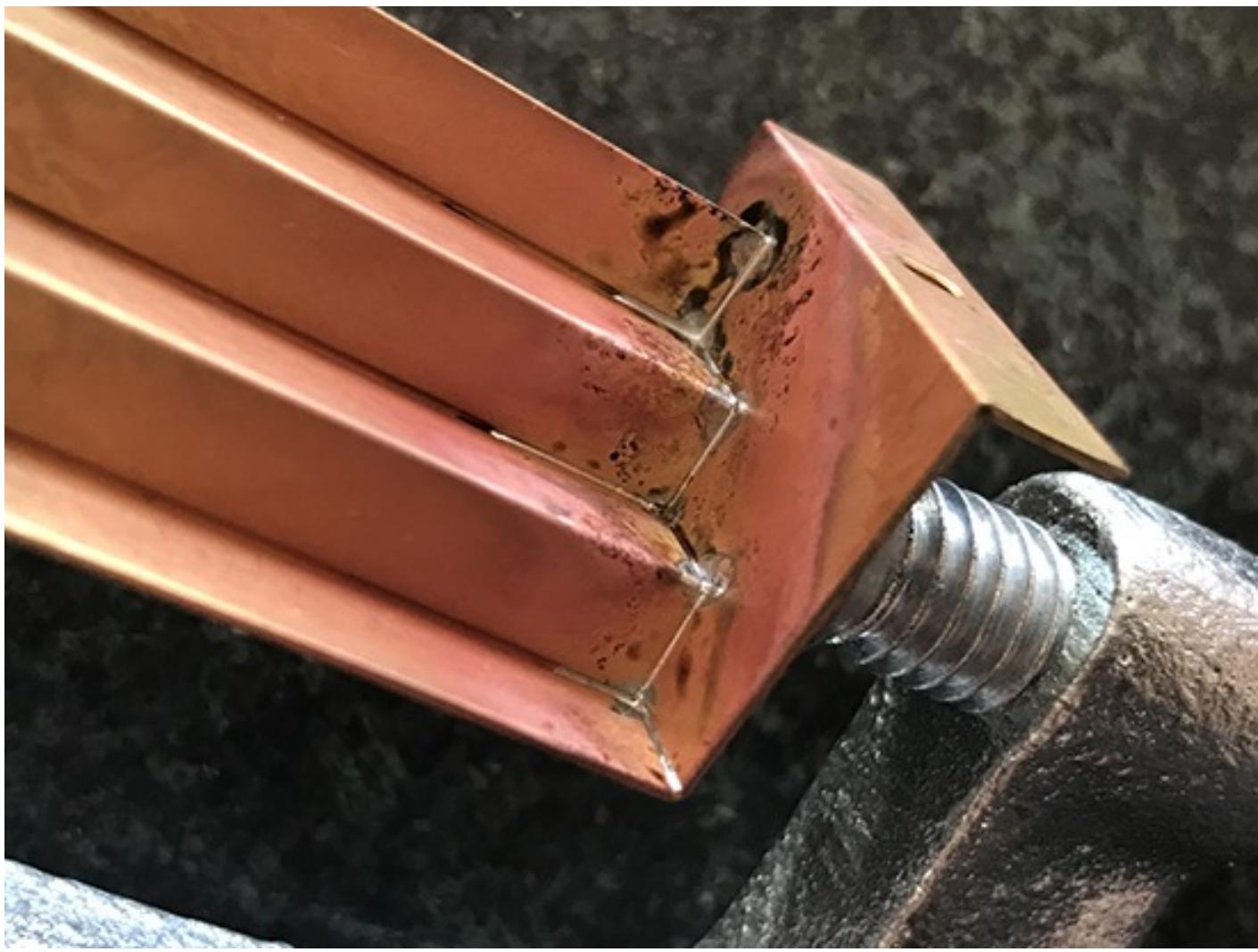
Left: Solder balls.

Below: Test part after reflow with chunks to the left and balls to the right.



Below: Step assembly with solder balls placed before reflow.





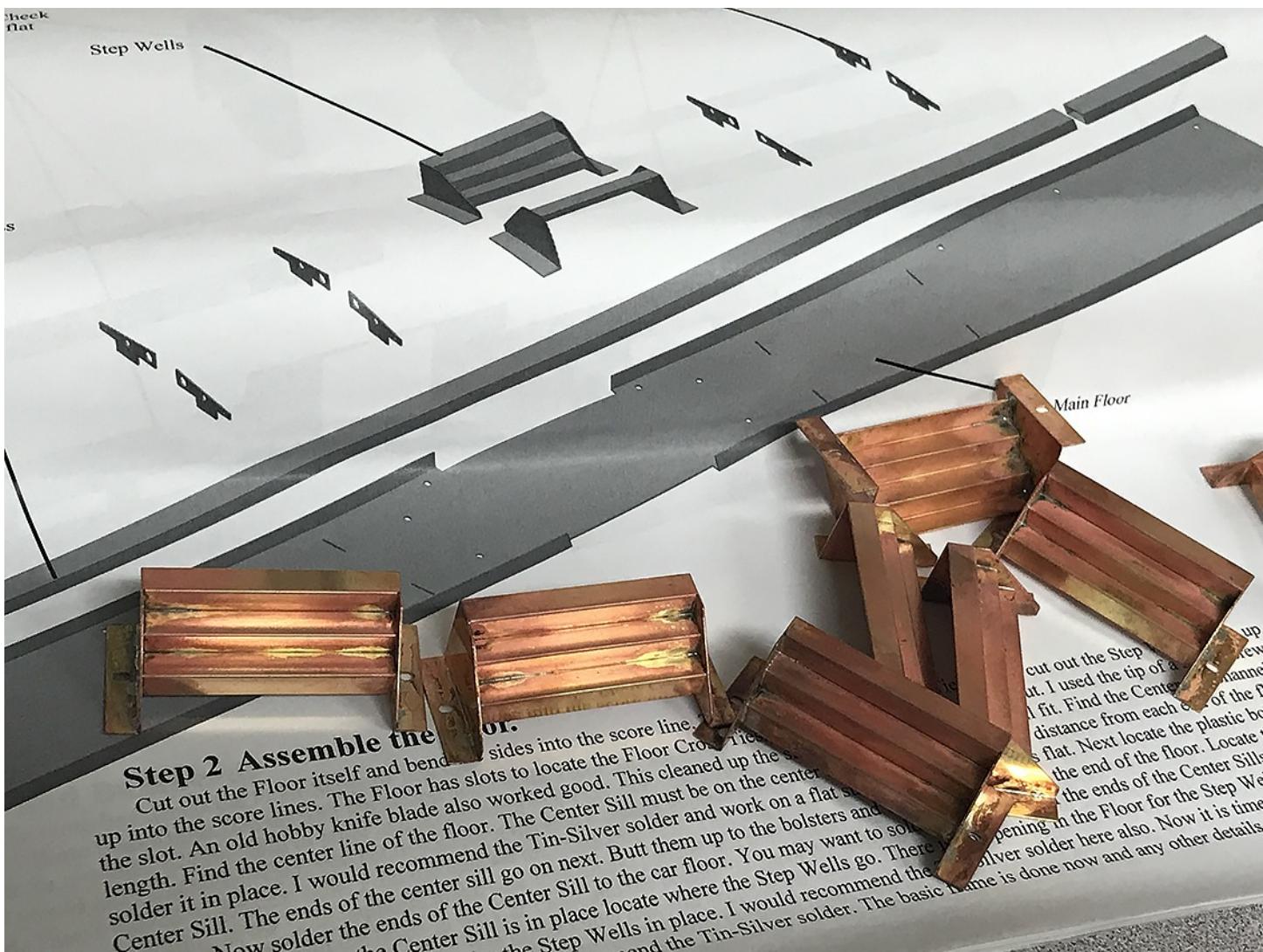
Above: Step assembly after reflow.



Step one, steps! The assembly needs to be bent on the etched lines, and once bent up, should be checked for square. It turned out that a clamp was needed to keep the sides of the steps tight. My wife asks why I buy more clamps when we are at a garage sale or flea market. You can never have too many clamps! Well, I fluxed and placed several balls of solder at key corners and broke out the torch. Silver solder melts over 400F and is a good material for assembling the base structure of the kit. My first go was exhilarating to watch the metal heat, the flux burn off and the solder snap and flow into the joints. I then quenched the assembly in my water bucket. I removed the clamp and checked the part for square. This was then repeated an additional seven times.

A side note, I have a 10 month old lab who does not like to be outside the shop and can't be under foot as he is addicted to tennis balls and will repeatedly throw it under a work bench or table. It's important to him to participate. So we solder, throw a tennis ball, solder and you get the idea.

Step two was the floor and floor supports. These parts needed to be formed by bending along the etched lines at a 90 degree angle. I set up



Above: With the first "Steps" complete, it's time to suck it up and keep building.

some bars in my milling machine vise and used a piece of flat cold rolled steel as a backer to act like a break. It was a quick operation to bend up the 16 supports and then the 16 edges on the floor. I did notice that once the bends were made the floor edge did move round during handling. I decided to test a bead of solder in the joint to see if it would stiffen it, and it did. So I then set about soldering each of the piece I had just bent.

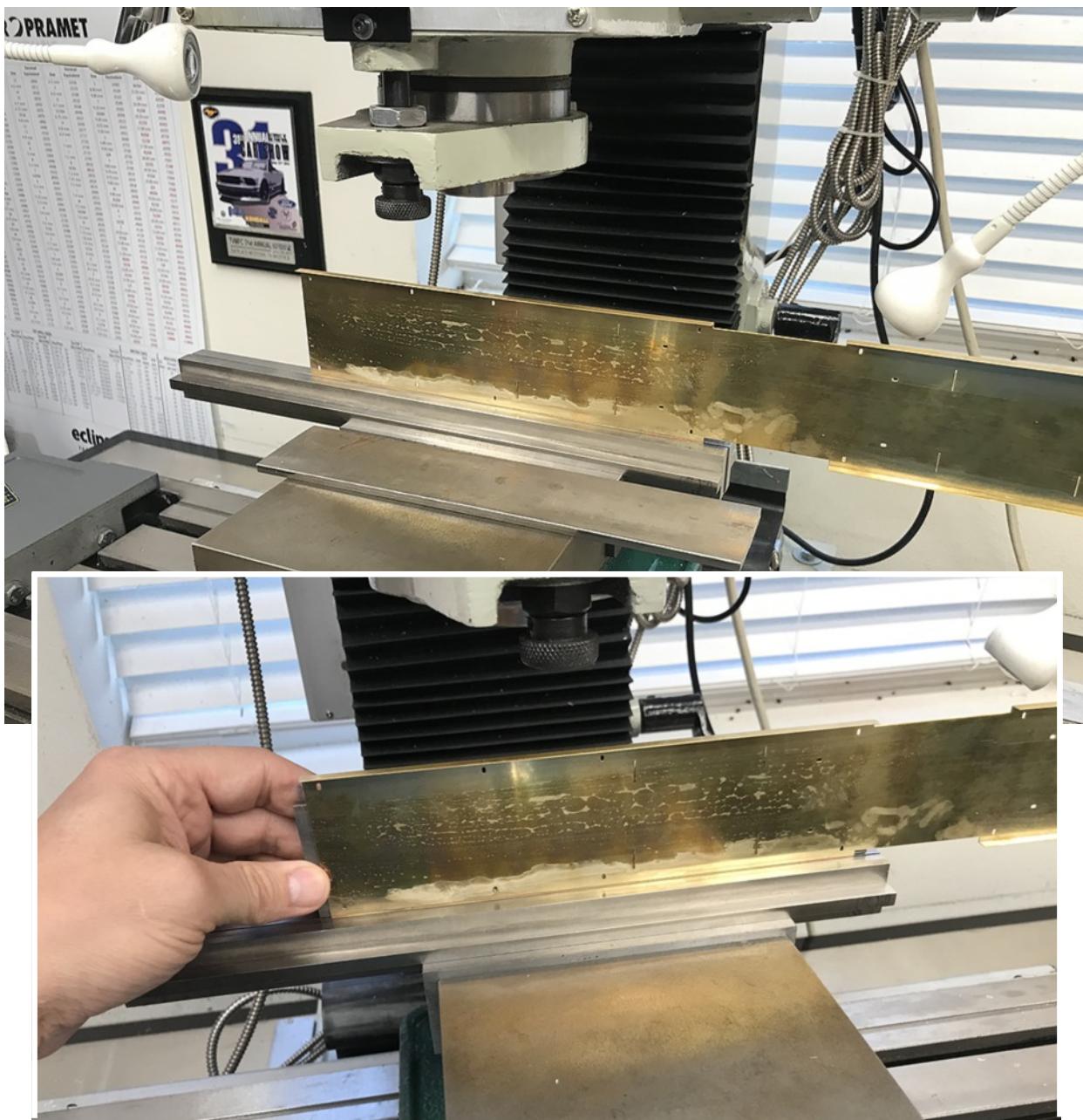
Now it was time to start on the car body. The kit has the body pre-bent so this is just an assembly adventure. In order to place the floor supports at the right position, I machined a block with a step which I used to position the floor support and placed several towel clamp hemostats along the piece. After I double checked the set up, I took it all apart and fluxed the joint and set it all back up and placed solder in the open holes on the support. I fired up the torch and began to move the torch back and forth on the piece to evenly bring it up to an elevated temperature. As the flux burned off, I slowed my back and forth motion to enable more heat to build up in the piece. I could tell the solder was ready to reflow so I slowed and concentrated the heat in a smaller area, but kept the heat moving so I would not warp the side.

As the solder snapped and reflowed, I could see the solder move in the joint and fill the edge of the part. As soon as the whole joint was reflowed, I dunked the body clamps and all in my water bucket. Now for a bit of truth, I worked one car at a time, and as soon as the four supports were in place, I drilled and tapped the mounting screw holes. This gives me a sense of accomplishment as steps are completed. While working on car number three my heart sank. One of the supports had moved while I was clamping it. If you read back, I reflowed the supports slowly so that the solder would flow and not warp the side. I tried the small torch but it just didn't work. Well, you can't slowly unsolder this! So out came my plumbers torch! Yeah, I knew I had to

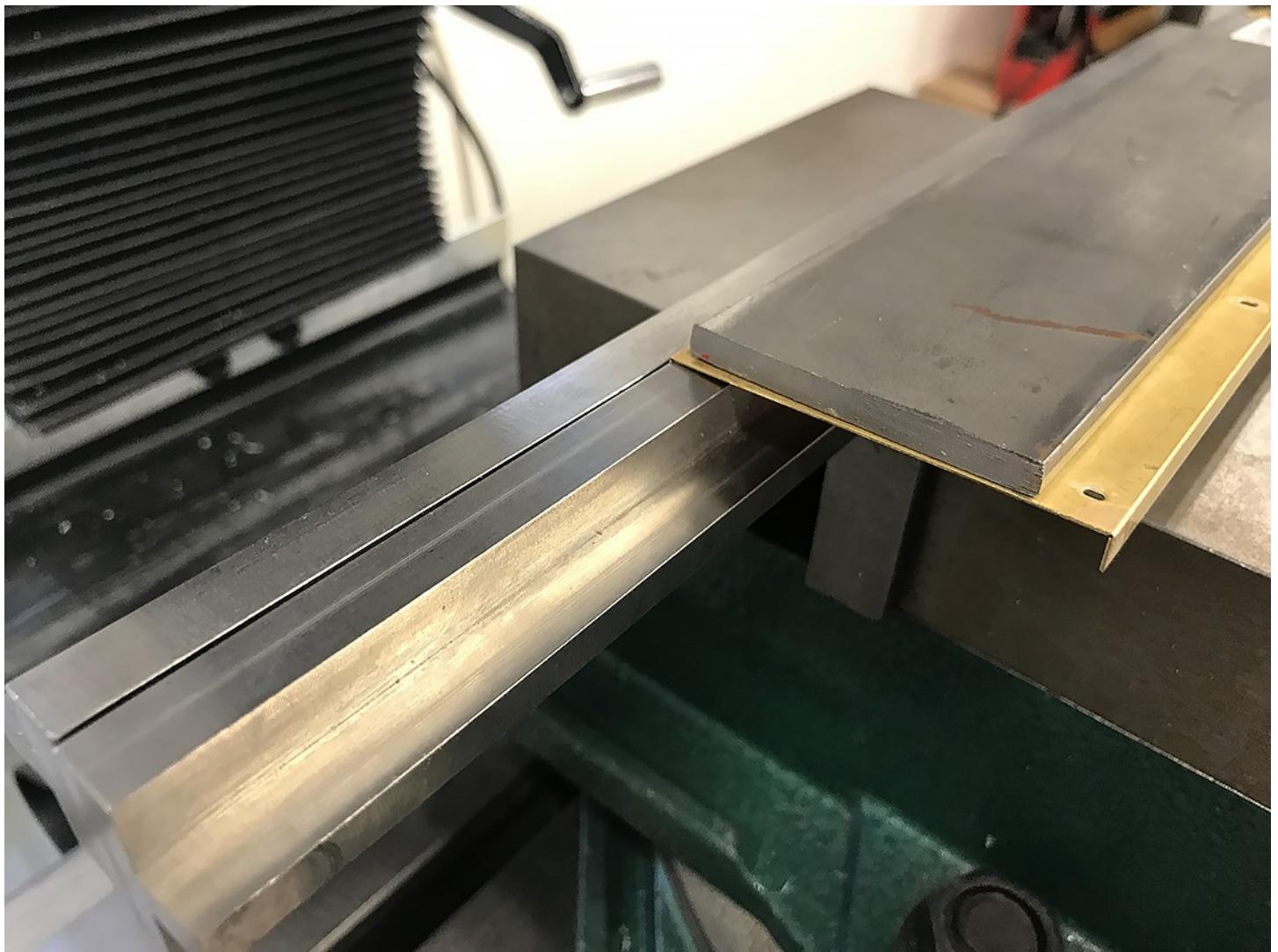
put some heat to the joint, but I didn't want too much. I tested it and immediately the side contorted and warped! Into the water bucket and poof the side was flat. I now knew what I was doing would work, but needed a slower more even heating. I moved back and forth and watched as the brass changed colors and finally warp and pop the support clean off. Quickly, the body went into the water bucket and poof, FLAT! I carefully lined up the support with my block and made sure things were clamped correctly. Now that number three was done, I could move on to number four.

At the time of this writing, I have the basic etched body parts soldered together. It is very satisfying to see things come together like this and I have learned a lot about the soldering process and what to pay attention to. I am over the anxiety of ruining the kit, now I want get things far enough along to start working on the fine details!

The next step is to solder the cast brass ends. I needed to machine a clamp to hold everything tight, so stay tuned to see how I over engineer this adventure in the next issue of *The O Scale Resource Magazine*!



Above: The setup on the mill to act as a break to bend the floor along the etched lines to get a straight and square bend





*Above: Floor support rail clamped in place prior to soldering.
Below: Basic body with the floor installed.*

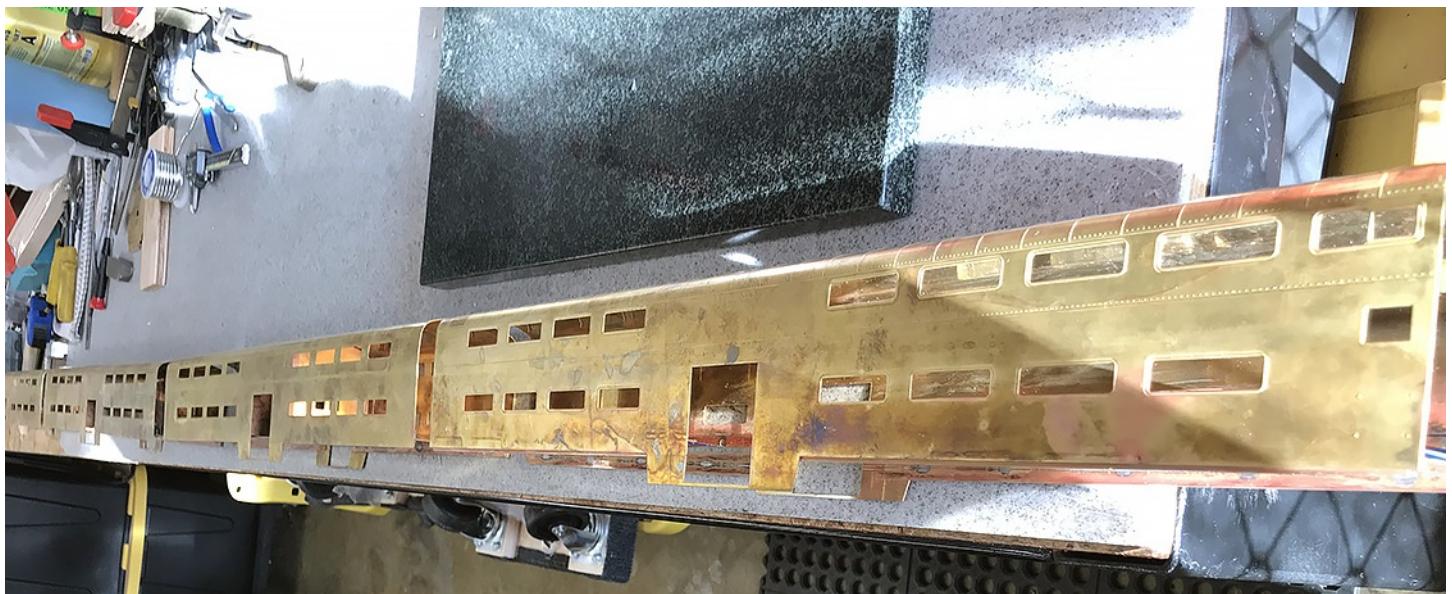


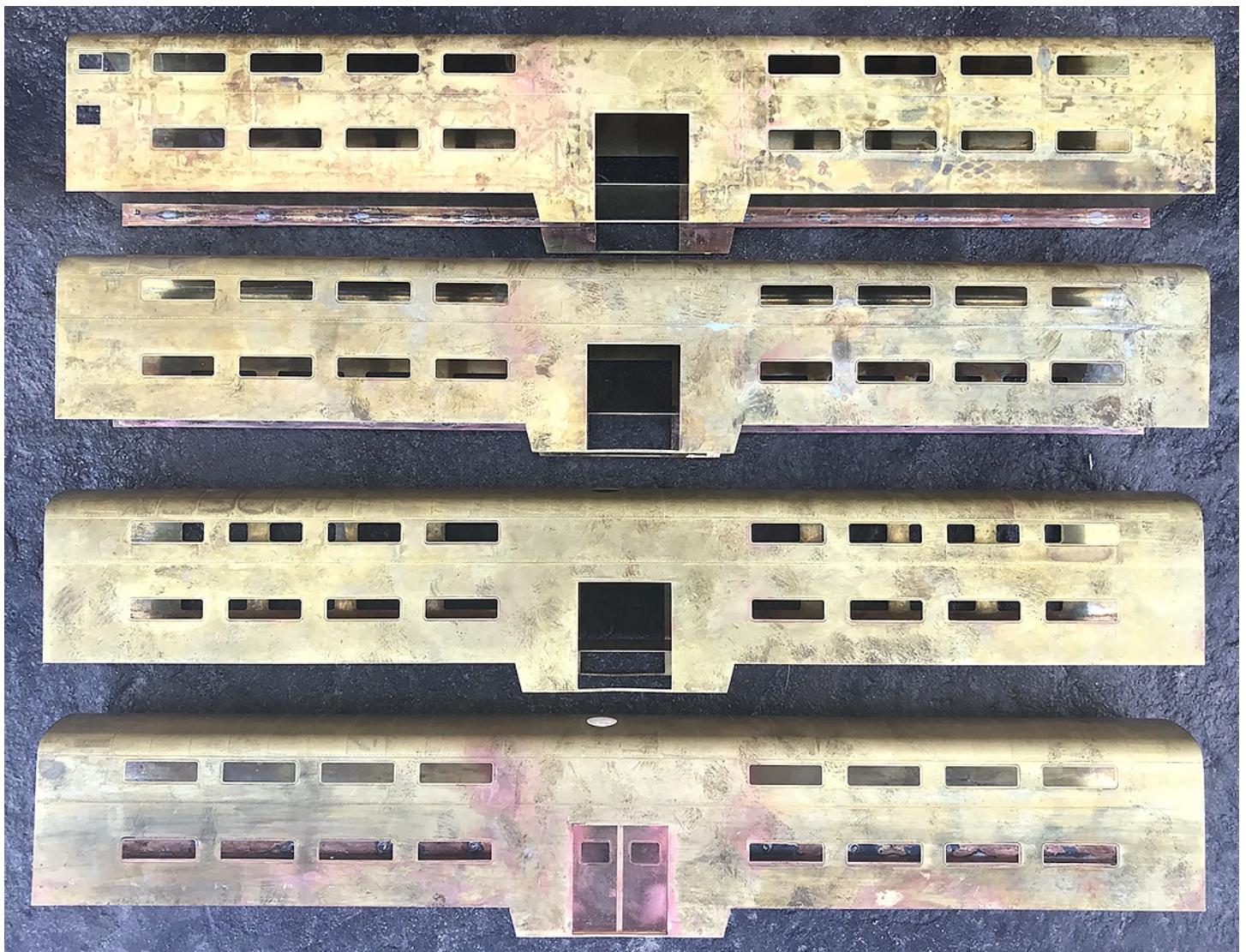


Left: Jigs installed to hold the body while the bulkheads are soldered in place.

Below: I had to lay the cars out in line to get an idea of what I had gotten myself into.

I really need a layout now!



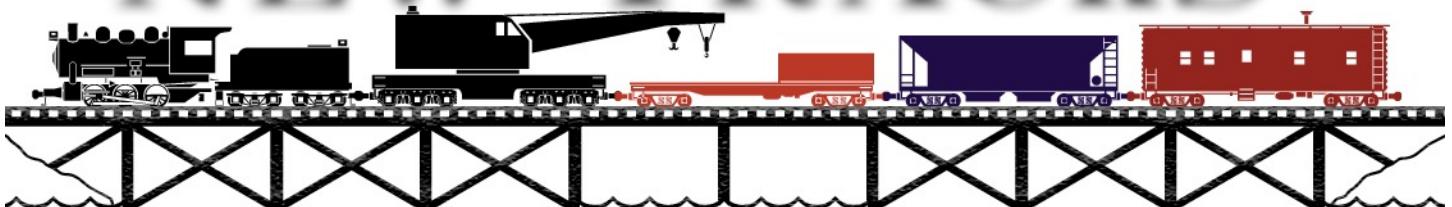


Above: One set of doors installed, three more sets to go.

Below: Well, this brass kit door assembly opened for me and I have begun to learn, on to the next step!



NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

Win a Model Locomotive or a Model Structure kit! Three Great Contest Drawings from Australian model Manufacturers and some Australian modelers who could be your mentors.



Before I start this month's article, I want you to meet Greg Lints, who was encouraged by John Allen, and a modeler I was going to include in last month's article but got his information too late. Please meet:

Greg Lints

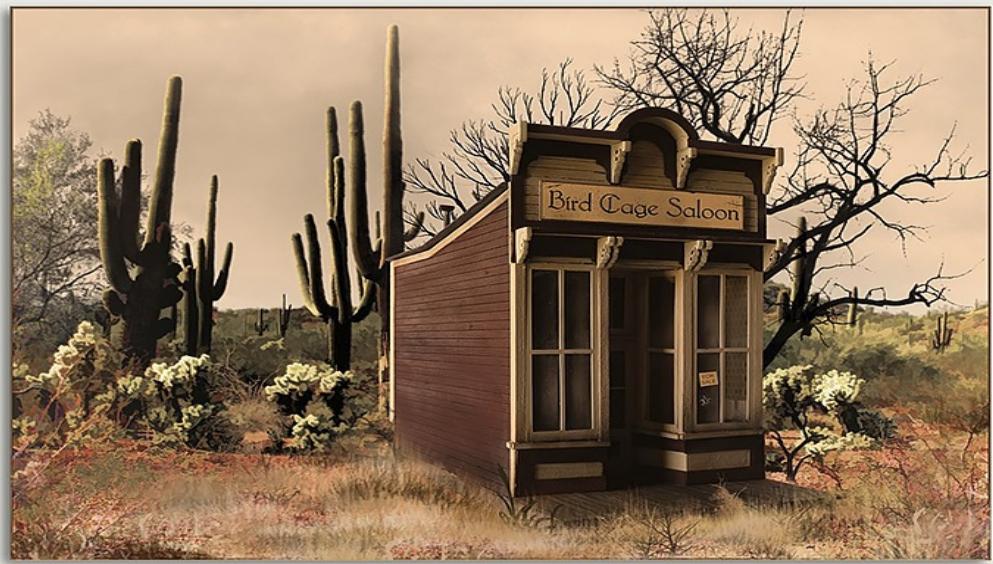
I've been a railroad-subject modeler off and on since 1982, when I first saw a cover of a Model Railroader Magazine featuring the Jerome & Southwestern RR of John Olsen. I was hooked. I had never seen a layout that was actually weathered to look old and dilapidated before! I began to study

everything I could on building model railroad structures and rolling stock. I bought many magazines and books, most notably the soft-cover book about the famous Gorre & Dahpetid model railroad of John Allen.



My diorama "Oleo Acres". The barn and farm house are Campbell's kits and the Butler Bin is a Columbia Scale Models kit.

My first few builds were Campbell's Scale Model HO kits. These were instrumental in helping me develop my skills as a modeler because the instructions were very detailed and informative; however, like most modelers, much was learned



The Bird Cage Saloon is a particular favorite of mine. O scale Classic Miniatures "Silver Plume Store". The actual Bird Cage Theatre is in Tombstone, AZ.



A view of my diorama depicting a tractor repair shop. Scratch built shed, off the Campbell's "Doctor's House" kit. Tractors are awesome actually 1/67 scale toys I weathered.



The O Scale Resource November/December 2019

through experimentation with techniques and simple trial and error- with the emphasis on "error". I've mostly modeled railroad subjects in HO and O scale. I love O scale simply because of the larger size and will build kits in that scale when I can afford it.

You asked in what areas I could mentor others. The answer is everything related to building scale models, with the exception of things electrical or mechanical in nature. I'm not one who has done much in the way of sound systems, or even layout building, as I stick to models and dioramas to feature them. I do have knowledge on scenery techniques.

I included some pictures of my models. All pictures were taken by me. I am also a Photoshop "expert" in many regards, although I try to keep that aspect to a more-or-less minimum when editing my models. Here are various pictures of recent builds. The bulldozer, my most recent build, is a departure from railroad subjects for me. AMT "Construction Bulldozer" (Caterpillar D8) 1:25 scale. I include it so you can see the weathering on it.

Thanks Greg for your help and interest. You can contact him at: Greg.Lints@oscaleresource.com

Now for this month's article about Australian Manufacturers and Model Builders:

In 1992 I had the opportunity to visit Australia and meet several excellent model railroaders and visit their model railroads. One such Modeler was John Saxon, MMR who was kind enough to introduce me to some of his model railroad friends, as well as show me his excellent model railroad. I will never forget that trip. By the way, I am NMRA MMR # 202 and John is

MMR # 203. We both were presented our awards the same day. John's wife was kind enough to take photos of our awards.

When I started writing these "New Tracks" articles, almost 2 years ago now, I saw posts from Australian modelers on various facebook pages about some fantastic modeling they were doing. Some of these modelers are profiled in this article. I know more will be profiled in future articles. In the last 25 years, it seems to me that the hobby of model railroading in Australia has developed significantly and is alive and well.

I recently had several modelers suggest that I do a total article about model railroading in Australia. Mates, you asked, and here is the article. I have profiled two local Australian manufacturers and another manufacturer of Australian models located in Taiwan; along with some model railroad builders who are all dedicated to mentoring others and helping to develop the model railroad community in Australia, as well as sharing their models and modeling with model railroaders all over the World. I hope that you gain a greater appreciation for the fantastic model railroad building and manufacturing being done in Australia and benefit from meeting these manufacturers and modelers.



Outback Models

Outback Models is a well known and respected Australian model manufacturer that was recommended to me by Neil Smith, a Australian Modeler you will meet shortly.

When I contacted the owners, John Hunter and Laurie Green MMR, they immediately wanted to be a part of this article. I explained what I hoped to accomplish in the article and was assured that they would do everything they could to help. Believe me they have.

Both Laurie and John are very experienced modelers and have a great reputation among the modeling community. You can read about their backgrounds and modeling experience on their website. Their website www.outbackmodels.com also shows the products they produce and is easy to navigate and very informative.

One of my suggestions to John Hunter was for the company to sponsor a contest drawing where readers can submit their email for a drawing where one person is selected the winner. The winner will receive the **County Church**, which is a model that is primarily Australian based but can easily be converted to a USA version or a English version. The model builds up nicely, and John believes should be a great building experience for the modeler. It is a structure usually found in most country towns. Mentoring to the winner by the owners to make sure the winner builds the best kit possible will also be provided. Fantastic offer.



Dan Pickard model building.

and mentoring by the two modelers who designed the kit is something really special. Also, the winner's model and his comments about building the kit and the mentoring comments by John and Laurie will be published in another article in this publication. This will enable all of us to learn from the winning modeler's experience.

I hope all of you show your appreciation to Outback Models by entering their contest. Let's face it, getting a free O scale kit

ENTER HERE TO WIN OUR OUTBACK MODELS DRAWING

contest. I wish all of you good luck in the Outback Models contest and a great mentoring experience in building the kit. I look forward to seeing your finished model.

Now please meet Stuart Walker and his Walker Models Company, a well known and respected Australian modeler and company. Thank you Stuart for all your help and guidance.



Walker Models

Stuart Walker, the Owner of Walker Models, has been extremely helpful to me in getting information about model building in Australia, and is himself a very special modeler. Please check out his website at walkermmodels.com. Lots of great structures to build, and dreams to create.

Stuart says he went from model boat builder to model structure builder to entrepreneur model manufacturer by accident! But there is no question he is a very recognized and respected modeler and manufacturer. I was told about Stuart by several modelers when I first started the research for this article. Read on to find out how he made it to being one of the very successful model manufacturers of railway structures in Australia today. Stuart told me this is how it all started:

"I have been a keen modeller since I was a kid, started with LEGO and then moved to planes that ran on a control line when I borrowed from my older brothers without them knowing. I then built my own planes and helicopters which I was really good at crashing. Later in life I started building model ships and fast remote control model boats which then moved onto remote control hovercraft.

I was a chef and owned a catering business and in January 2008 my wife and kids and myself were in a bad head on car accident, not my fault, a 19 year old thought it was a good idea to overtake on a corner with double white lines. I ended up in hospital with many broken bones including breaking and dislocating both ankles, breaking my right femur and breaking my L3 vertebra, I spent 14 weeks in hospital then 6 months in a wheelchair while I learned to walk again in all it took near 4 years till I was able to start some kind of work



How to enter the Outback Models contest.

To enter the Outback Models contest each modeler must complete the form here. The company will notify the winner and make arrangements for delivery of the kit and the mentoring.

Please show your appreciation to Outback Models by entering their



again. As my legs aren't in the best condition I scratched my head and wondered what am I going to do with myself. I thought I love modelling maybe I can somehow make it into a job, I looked into laser cutters in 2012 and took the jump and bought a good quality large laser. I started building model boats for myself and a couple of hovercraft.

Now how I started modelling buildings for model trains. One Sunday I was at my local model boat club at the Sunshine Coast University and one of the members asked if I could build him a shop for his model train layout. I built him a butchers shop which I still sell today, he asked could I build him a barbers and a chemist so I did. Then the idea came to me why not turn these into kits and put them on Ebay? Within 3 hours I sold all 3 kits, so I built some more and they just kept selling. Now 6 years later I have designed nearly 250 different kits.

Through the help of Al Cutmore from AR Kits who helped me with getting into train shows in Queensland and New South Wales my business has grown.

How I have learnt? Mainly listening to people

like Al and also a bloke from Victoria, Steve O'Meara who was helping with the group Daylesford Spa Country Railway. Operated by volunteers, this unique heritage railway is undertaking to rebuild Bullarto station. Steve was very informative and a very good modeller – he made me step my game up.

I'm not at a stage where I have gone back to my main passion which is modelling water craft and have just about finished designing 3 new remote control hovercraft kits. I intend to jump between the two hobbies building new model structures for model railway and model boats.

A couple of the highlights in the model train business was doing the Cockatoo station for the Cockatoo preservation group that are on the Puffing Billy line in Victoria which is a must do train journey for the avid train lover. I also built the main station for AMRA club in Sydney, and of course the Bullarto and Tylden stations for the Daylesford group."

During our conversation, I suggested to Stuart that he sponsor a contest drawing where any reader can submit their email for a drawing to select one person as the winner. The winner, if he is Australian will receive the 40 foot Victorian Rail Demountable Station Kit, and if they are not Australian they will receive the

Engineers House kit. (We'll post the Engineers House kit picture on our [New Tracks page](#) later this month.) The models build up nicely, and Stuart believes either one will be a great building experience for the modeler. Mentoring by Stuart, to make sure the winner builds the best kit possible, will also be provided. Fantastic offer by a fantastic modeler.



I hope all of you show your appreciation to Walker Models by entering their contest. Let's face it, getting a free O scale kit and mentoring by the owner who designed the kit is something really special. Also the winner's model and his/her comments about building the kit and the mentoring comments by Stuart will be published in another article in this publication. This will enable all of us to learn from the winning modeler's experience.

ENTER HERE TO WIN OUR WALKER MODELS DRAWING

How to enter the Walker Models contest

To enter the Walker Models contest each modeler must complete the form [here](#). The company will notify the winner and make arrangements for delivery of the kit and the mentoring.

I wish all of you good luck in the Walker Models contest and a great mentoring experience in building the kit.

I found the following Company from a Facebook post made by Dylan Lambert, who owns Lambert Locomotive Works, and a person well known and respected in the O Scale community. He stated: "Many people getting into the On30 field probably think that Bachmann is the only game in town when it comes to locomotives. Well I'm here to tell you that you're wrong. There's a few other suppliers out there, and one of them I'm already incredibly impressed with. That's Haskell, based out of Taiwan. See, they designed this here Baldwin NA, used on the Puffing Billy Railway in Australia, with some home-built copies of the Baldwin engines having been built. After doing some testing with this example of Haskell's engine, I can't help but be impressed. It's well engineered, it runs INCREDIBLY well and just looks down right impressive. Kieren Haskell, the owner of Haskell (just in case his name didn't give it away) should be quite proud of this engine." Based on his comments, I contacted the company. I know you will be glad I did because one of you will have a chance to win one of their On30 locomotives Dylan discusses above. Best of luck to all of you.

Haskell Co Taiwan

Kieren Haskell, the owner, told me "Our company was started in 2001. We produce models (mostly model trains). [Please see our web site](#) and contact us is Kieren.Haskell@oscaleresource.com".



Haskell Co Taiwan Contest

Before continuing with this profile, I want you to know that Kieren wants to offer a Drawing Contest where the winner can pick one model, of his choice, from among the five versions of the On30 NA class Baldwin 2-6-2 "Puffing Billy" tank engines. (*I can't wait to see the Locomotive on the winner's layout and get his/her comments on its operation which I will publish in a future article*)

Haskell Contest Winners Prize. There are 5 versions to choose from.

Kieren commented about the model: "It is a RTR model fully compatible with most American On30 such as that from Bachmann. It has real Kadee couplers (not plastic clones), flywheel, a turned brass smoke stack, a choice of etched brass number plates included and all the normal features like DCC ready, directional lighting etc. The real engines still operate daily at the Puffing Billy railway on the outskirts of Melbourne, Australia wearing several different colour schemes which are represented on our models. The real railway (sorry, Australians don't normally say Railroad!) is 2 foot 6 gauge so works out perfectly for 1/48, On30. For anyone visiting Melbourne, I highly recommend a ride on it. Even my wife enjoyed the ride though the countryside! Although it operated in the state of Victoria in Australia (which once had 4 narrow gauge lines operated by the state government railway system), the real engine was a Baldwin design with the first couple being built in the USA, so in a way it is also an American locomotive." What a great prize.

How to enter the Haskell Co Taiwan contest

To enter the Haskell Co Taiwan contest each modeler must complete the form [here](#).

ENTER HERE TO WIN OUR HASSELL CO TAIWAN DRAWING



Above: A weathered version of our On30 NA "Puffing Billy" model. One of the best bits of my job is when we have left over reject models, I can do something like this and and not worry too much about ruining a good model!

Below: Our On30 NA model in not weathered form. This engine still runs today in this colour scheme at the Puffing Billy railway in Melbourne Australia.



Thanks so much to Kieren for offering this great prize to a reader of this magazine. This is the first manufacturer I have profiled to offer a model locomotive as a contest prize. I hope it will not be the last. Please show your thanks by entering the contest. What a easy way to get introduced to On30. Now please learn more about a committed and dedicated Modeler and manufacturer, **Kieren Haskell and his Company Haskell Co Taiwan.**

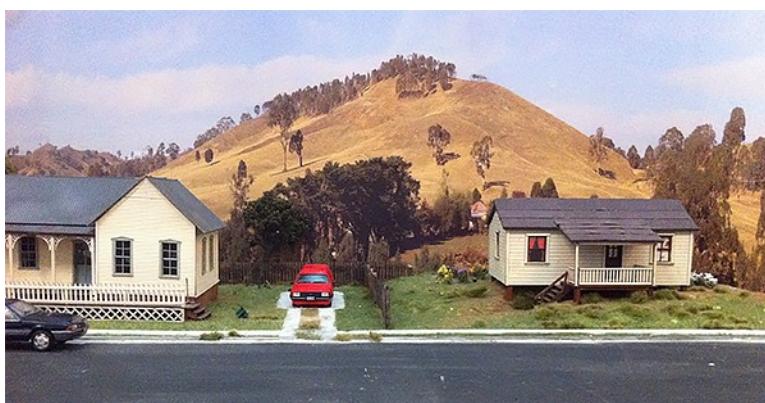
Kieren then continued with his profile information: "To understand my background as a modeller and as a producer I perhaps need to start with me as a person. I was born and lived the first 11 years of my life in Sydney, Australia. There I was exposed to O scale as a kid with a large O gauge coarse scale layout at the near by AMRA (Australian Model Railway Association) club layout which was then in the Sydney suburb of Rockdale. At the time I had some Lima O gauge 2 rail models of my own. In Australia, American brands like Lionel were relatively rare. Some of the older members there were perhaps most influential in pushing me towards O scale, but it also had a presence that the smaller scales don't have.

Later my family moved to Perth, Western Australia, and then when I was in my teens, we spent time in Singapore. Although like many I drifted away from trains at that age it had a few effects on my life which indirectly took me back to them. When I went to university for one of my



Above: The engines are basically stock except for a little weathering. The wagons are also our products but with weathering and coal load added. The backdrop is our own product. I am most pleased with the blending of the model grass and other scenery at approximately the coal bunker/boiler height of the black engine into the backdrop.

Below: A diorama using American buildings with modification and scenery to make them look a bit more Australian. The backdrop is our own Haskell product. The cars were from Trax.



Kieren Haskell with a few of their Australian models. The 3 on the right were all the first 3 RTR O gauge models made in many decades for 3 different Australian states.

degrees, I studied Chinese which I had been exposed to in Singapore. At the time, it was considered a very strange thing to do by most people as it was before the economic rise of China and only a few years after the 1989 June 4 Tiananmen incident in Beijing. We were sent to study Chinese in China in 1994 when steam engines were still relatively common. At the time I didn't know one from another, but there were only a few main classes namely the QJ 2-10-2s, JS 2-8-2s and the SY 2-8-2s, with the later mostly in industrial use. At the time train travel between cities in China was best done by train and I travelled extensively within China that way. Model trains were basically unknown within China at the time although being produced there, mostly in Guangdong province.

By 1997, I was in Shanghai for work having graduated university and there I met Li Zhong who was selling Bachmann models. At the time I didn't think about it a lot, but it was to become important to me as a couple of years later while working in South Taiwan where I made a few other connections that led me to starting my own company and selling models from Li Zhong in Taiwan. He was also important in helping me with introductions that led to some of our earlier production and could, along with Frateschi in Brazil, be considered an early production side mentor. My first models under my own brand were in HO with Taiwan being a very crowded place (most of the island is mountains and most of population live along a relatively small strip of the West Coast) so O scale is virtually unknown here. Even in Japan's much larger market their "OJ" (1/45, 24mm gauge to represent 3 foot 6 gauge) models are extremely rare.

We had some success with HO models for Taiwan, but anything larger would be business suicide unless done for commercial use (we have also installed about 50 G scale set ups in restaurants carrying food and a few 5" gauge ride on commercial trains). Because of this, my Taiwan outline layout building has tended to be in HO rather than O.

Working with Li Zhong in China also pushed me to perhaps my most difficult project with model trains. I wrote the first Chinese language book about them. Because of having native level English, I was able to obtain a lot of information from publications from the USA, UK, Australia, etc. that most people in this part of the world would not have had access to, and I didn't



Who says O gauge is big?! A 5" gauge steam line, battery powered engine and coaches we made to order for a tourist line at an old sugar factory museum in Kaohsiung, Taiwan (Kaohsiung is the city I am based in). The smoke is from water boiled so it really is steam. The engine can haul about 30 people on this track and is heavier than me when combined with the tender I am sitting on in the photo!



Not models exactly, but one of the more difficult things I have done with them. The Chinese language books about model trains which I wrote. The book on the left is the first one, aimed at Taiwan (complex Chinese character form) and the one on the right aimed at mainland China (simplified Chinese character form).

really have mentors here for modelling; rather I had ended up being a mentor to many of our customers. The book was designed as an introductory book because I was constantly being asked the same questions, but ended up being over 100 pages, full color and roughly A4 size. We self published because no publishing company would touch it, but still managed to sell 3000 copies on the first run and another 3000 on a modified second (aimed at mainland China) run with only minimal distribution outside of hobby shops, and by any measure, this was a great success for what was considered an odd item. I have been approached to do an updated version again (this time with others offering to take the publishing risk and in larger numbers), but have yet to get around to it. (NOTE: The books are currently out of print and no longer available for purchase.)

My initial sales and production of models were all aimed at our local Taiwan market, but over time, I became more connected to some production in mainland China. A meeting with someone from Australia who sold model trains there but is married to a Taiwanese woman, led to me taking a risk and trying a new market. Australian O gauge. My first model was the Victorian Railways DERM railcar in 1/48, although it should be noted that the real Victorian Railways one operated on 5' 3" gauge rather than standard gauge. All of the O gauge models I made for Australia were brass, limited volume and quite expensive as brass usually is. Some were in 7mm scale like the UK uses but for NSW railways which are standard gauge. No one had made RTR production Australian O gauge since the tinplate days, although another company PSM (Precision Scale Models) also released brass models not long after me and along with kits from Veteran Models in Victoria and Peter Krasuss for NSW and Qld deserve credit for re-starting the Australian market for O gauge.

At that time I tried my hand at a few display dioramas for these with as much of an Aussie feel as I could do. A sort of home country nostalgia I guess was at work (although in a way Taiwan has as much become my home as I am also a local citizen and have lived here longer than Australia). For these dioramas, I tended to use modifying building kits (mostly, but not always, from American brands), occasional scratch built buildings and Australian cars that are 1/43 mostly from a brand called Trax.

After several O scale brass models, I decided to take another risk and produced a plastic On30 model of the Victorian Railways "NA" class Baldwin 2-6-2 tank. This engine still runs today in tourist traffic just outside of Melbourne and thus is arguably Australia's most famous and visible steam train. We have also produced some

wagons to go with this engine and hope to gradually continue to produce some other items to accompany it. The engine is a natural fit for On30 since the real one is on 2 foot 6" gauge rather than 3 foot gauge.

At the moment, I have recently moved into a newly purchased old house that we are still renovating, but one of the things I really liked about this house is it has a small basement that my wife doesn't want to use which will be my personal layout space. This time in On30, but with some of those buildings and cars from the O scale dioramas incorporated into it. I tend to be rather erratic about actually building my own layout things depending on pressure of work and how much commercial layout building I have been doing for others (I have had some work for this in HO particularly in recent times, but never O scale). I also tend to sometimes be distracted from the more enjoyable and less pressured personal layout by the business side of things at times with much of my work in recent years being OEM/ODM models for others both in Taiwan and a couple of Western countries (although not yet North America). Because I speak Chinese and often travel to mainland China which is not far away, I am relatively well placed for overseeing outsourced production of models there, but in recent times some of our production (for Taiwan and Australia including On30 rolling stock) has been done in Taiwan by ourselves in our own small factory."

If you think Kieren can help you with your modeling please contact him at
Kieren.Haskell@oscalerelsource.com.

This is the first three Australian model manufacturers I have profiled in my "New Tracks" series. If you know of other Australian manufacturers you want me to profile, please let me know at
JimKellow@oscalerelsource.com and I will contact them.

Now I want you to meet some great Australian modelers who you may want to have as your mentors.



Michael Tong

I live in Melbourne Australia, and am a model railway modeller, which is what we refer to ourselves as in Australia. I model in OO, HO, and On30. My favourite brand of HO would be good old British Hornby.

I currently model Victorian Railways, Australian and Union Pacific, America in HO, followed with London North Eastern Railway and North Western Railway (Sodor Railway in Thomas and Friends) in OO scale. All powered by DC.

I also model On30 Victorian Railways Narrow Gauge, Australia. Again powered by DC. Will also begin modelling Pacific National, Australian later at some point and will begin having some DCC power introduced as well. Followed with New South Wales Government Railways, Australia as well. Last two eras will be HO.

OO scale applies to British only, for now I'm currently focusing on London North Eastern Railway and North Western Railway before beginning to model the other nationalities mentioned. For now, all my entire fleet is DC.

I also belong to the Australian Model Railway Association, which is regarded as Australia's biggest model railway club. They used to have branches in Queensland, New South Wales, Victoria and Western Australia. Only the Victorian and possibly the New South Wales branch remain at the time of editing due to some politics that you readers out there would rather not hear. I currently belong to the Victorian branch or as I would personally call it the high standards club. I call it that because one, they have a rule that all HO and OO scale must have genuine, operating Kadee couplers. I wouldn't recommend cheating the rule with a EZ mate or a



McHenry or a Proto coupler, Chinese metal couplers, you get the picture, especially in terms of quality. And two, the gauge of wheels must comply with NMRA standards. Particularly with NMRA compliant hand built points that have the tendency to derail out of gauge wheeled non NMRA compliant trains, mainly Hornby being the common lot. The Victoria branch has a permanent HO layout inside and an outdoor garden G scale railway. Although majority of our club sessions involve the HO layout. Our HO layout is named Stonnington Valley Railway after our local council: Stonnington. We additionally have our exhibition HO layouts: Murri, Maryborough as well as our version of the popular OO Thomas and Friends U drive.

We focus on learning to operate the layout like the real full size stuff, I'd say model building help will be given by asking the members that are willing to mentor on such. Our layout is built to single line block working with loops which requires cooperation from other operators on the layout as per real life safeworking standards. We also encourage people to work on the layout in a team as a result of the design of the layout.

AMRA Victorian Branch website:
<http://www.amravic.com.au>

Our club does do junior sessions to train junior members to not only be able to operate the layout competently once they have matured and turn 18, but also to keep the model railway or railroad hobby alive whichever term you prefer. Although we do have to adopt a few child safety laws. In Australia, they have a lot of strict laws. Each state and territory has their own license system to protect children from people likely to cause harm to kids. The advantage of such allows people likely to harm or have harmed children to be issued a document saying they are banned from doing so for a certain reason. In Victoria, ours is the Working With Children Check. The Victorian government recently made some strict changes to child safety, including having to have a license to work with children.

Anyway, Australia does have a lot of their own HO trains with a few American brands giving their time to include some Australian trains in their range, Auscision is one of them. All the Australian



model train brands in HO and (narrow gauge) scale I can find are as follows with a link to their websites supplied where possible: Auscision, Austrains, Austrains Neo, Auspower, Eureka Models, SDS Models, Southern Rail Models, Lima (second hand market only), Lifelike (second hand market only), Steam Era models (comes as kits only), Powerline trains, Bendigo Rail models, On Track Models, Haskell Models, TrainOrama, Trainworld, Link Line, Frateschi, Broadway Limited, IDR models, Ixion models, Orient Express reproductions, Railmotor models, and finally Wuiske models.

Tri-ang Hornby is also included, but can only be found in second hand markets, Bachmann has done the Pilbara iron ore trains, but whether they'll make them again is the question and until then, their Pilbara iron ore trains can only be found in the second hand market. Also Roco did do a VR F class as additional reference based off their NS600 class identical to a BR class 11.

Auscision: <http://www.auscisionmodels.com.au/>

Austrains Neo, Auspower and SDS models: <http://www.sdsmodels.com.au/>. Eureka models:

<http://eurekamodels.com.au/>. Southern Rail models: <https://www.southernrailmodels.com.au/>. Steam Era models: <http://steameramodels.com/>. Powerline models: <http://www.powerline.com.au/>. Bendigo Rail models: <http://www.bendigorailmodels.com.au/>. On Track models: <http://www.ontrackmodels.com.au/>.

Haskell models: <http://haskellco.net/>. Broadway limited: <http://www.broadway-limited.com/>. IDR models: <https://idrmmodels.com.au/>.

Ixion models: <http://www.ixionmodels.com/>. Wuiske models: <https://www.wuiskemodels.com/>.

Bachmann trains USA: <https://www.bachmanntrains.com/home-usa/>

We also have Trainbuilder as well, but they are rare and made expensively from brass. <http://trainbuilder.com/>.

Australian Model railway shops that I know of are as follows, note that the majority of them will be in Victoria as I currently reside in Victoria, if I didn't include any other hobby shops not listed here whether it be state or interstate, I do apologise.

Victoria:

Trainworld, Brighton: <http://trainworld.com.au/>.

Hearns Hobbies, Melbourne: <https://hearnshobbies.com/>.

Metro Hobbies, Box Hill and Melbourne: <https://metrohobbies.com.au/>.

Brunel Hobbies, Cheltenham: <http://www.brunelhobbies.com.au/>.

Branchline, Croydon: <http://www.branchline.com.au/>.

Airport West Hobbies: Airport West: <https://www.apwmodels.com.au/>.

Road and Rail Hobbies, Geelong: <http://www.roadandrail.net/>.

Railway House, Echuca: <http://www.railwayhouse.com.au/>.

Tates Hobbies, Geelong West: <http://www.rcworld.com.au/>.

Toyworld, Seymour. Power Grunt Hobbies, Bendigo: <http://www.powergrunthobbies.com.au/>.

Maldon Hobbies, Maldon: <http://www.maldonhobbies.com/>.

Hobbies Plus, Stratford: <http://www.hobbiesplus.com.au/>, <https://www.hobbiesplus.com.au/couplings.htm>.

Sabes Hobbies, Frankston: <http://sabeshobbyhouse.com.au/>.

Harper Hobbies, Wendouree: <http://www.harpershobbies.com.au>

New South Wales:

The Trainman, Coffs Harbour: <http://www.thetrainman.net/>.

Australian Modeller, Seven Hills: <http://www.australianmodeller.com.au/>.

Vic Barnes Cycle & Model Train Centre, New Lambton: <http://www.barneshobbies.com.au/>.

Bobs Hobbies, West Ryde: <http://www.bobshobbies.com.au/>.

Casula Hobbies, Liverpool: <http://www.casulahobbies.com.au/>.

Woodpecker Model Railways, Pendle Hill: <http://www.woodpeckermodelrailways.com.au/>.

Frontline Hobbies, Newcastle: <http://www.frontlinehobbies.com.au/>.

Hobbyco, Sydney: <http://www.hobbyco.com.au/>.

The Model Railway Craftsman, Blacktown: <http://www.mrrc.com.au/>.

Hobbylandaustralia, Hornsby: <http://www.hobbylandaustralia.com.au/>.
All Aboard Model Railways, Braemar: <http://www.allaboardexclusive.com.au/>.
Albury Hobby Centre, Albury: <https://www.alburyhobbycentre.com.au/>.
Iron Horse Hobbies, Yerong Creek. Berg's Hobbies, Parramatta: <http://www.bergshobbies.com.au/>.
Alco World, Ingleburn: <http://www.alcoworld.com.au/>.
Gwydir Valley models, Glen Innes: <http://www.gwydirvalleymodels.com/>.

South Australia:

Orient Express Model Railway shop, Unley: <http://www.orientexpressmodels.com.au/>.
Ozrail Model Trains, Parafield: <http://www.ozrailmodeltrains.com.au/>.
End of the line hobbies (website contact only): <http://www.endofthelinehobbies.com.au/>.
Southern Models Supplies, Melrose Park (distributor only): <https://www.southernmodels.com.au/>.

Western Australia:

Hobbytech, Myaree: <http://www.hobbytechtoys.com.au/>.
Perth Hobby Centre, Osborne Park: <http://www.perthhobbycentre.com.au/>.

My favourite brand would be good old British Hornby.

My favourite store would have to be Train World because 1.) My bus route goes straight to that store. 2.) They are Australia's premier model train shop that still grows, you wouldn't believe how many times they had to move just to get more space for their growing stock. 3.) From my opinion, they always provide 1st class customer service, they have a great professional presentation image, especially to the public, they have a great range of trains from model trains, locos, rolling stock, parts, tools to literature and films. I would definitely describe it as train heaven.

They also attend every single model train exhibition in Australia, a bit insane to travel such long distances from Melbourne to Adelaide for one week, then Perth for another, and then Sydney, Brisbane, well you get the picture. From my opinion, they're the only store that I know of that would attend that many train shows. They might sell stuff more expensively, but their service, advice and tips are always excellent, no matter what you're doing.

Bonus side is they also have a repair service, and they are licensed second hand model train dealers. The part I like the most is that no matter which model train show or exhibition you go to, Train World is always there. More like a shop that just focuses on trains, trains and trains and nothing else, except trains.

Although some other hobby shops might focus with certain things like for example, Branchline has a great knowledge with DCC and Airport West would focus on European and G scale. I shall sum up that if you ever wish to model Australian model trains, it is definitely a good nationality to model as Australian brand manufacturers of HO Australian trains put a lot of pride, detail and quality in their models, especially some even including the best quality parts whether it be Kadee couplers or high detail, plastic or brass, maybe even

good decoders such as ESU, especially even trying to get their models to conform to the National Model Railroad Association standards. With 99% of them conforming to NMRA standards most of the time, there shouldn't be any problem with both hesitating to purchase one and worrying about derailments most of the time. I must stop now, but if you believe I can help you in your modeling, let me know at Michael.Tong@oscaleresource.com.



Michael, thank you so much for the information

on Australian model railroading. I really appreciate your time and interest.

Adrian Dunning

I first started in the hobby about age 11, my first model was a Hornby VR blue and yellow B class train set, and I still have the model. I would do odd jobs to earn enough money to buy a wagon whenever I could. I never had a finished layout, nothing beyond a board with a oval track. Sometime in my late teens, other things drew me away from the hobby, mostly of the female variety. It was a chance meeting with a bloke about 22 years ago who took me to the local club, and I haven't stopped modeling since. Sadly, the club folded.



I really wanted to model Australian, but not VR or NSW, I wanted to model my home town yard Port Pirie. The problem was getting the models. I was recently married, saving for a house, and spare money was in short supply, just like my collection of trains at the time. How do I do this without spending money? Things didn't happen for some years, until a chance meeting with a bloke 16 years ago, he introduced me to the world of scratch building. I was shown the real basics, plastic, glue and the score and snap method that's it!!



Sleeping Car is South Australian Railways.

My learning was very steep, I had no mentor, nobody in the club scratch built!! I had to learn to read drawings, convert measurements, etc. So I am totally self taught, trial and error and it's that I believe has made me the modeler I am. I read as many articles I could find on scratch building. I would then put that into practice and learn from my mistakes; I made plenty of them and sometimes still do, my methods aren't always textbook, but work for me.

It is far easier being mentored than how I learnt, it does help reduce mistakes and wastage. The main thing is confidence and listen and learn if you're given advice how to do something, do it – don't think you know everything, as you don't.

A must is to have good tools, cheap ones don't last, always start new builds with a clean blade, research on the model you want to build, photos, drawings, etc. Don't be frightened of making mistakes, learn from them and start again To the novice I always say start small and basic and work up from there.



3 locos all Australian National.

I have been mentoring a few with learning to scratch build. They are all at various stages with their skills, but for me the message is always the same, be confident, take your time, don't rush it and think about ways to do something, don't just give up when it doesn't work out the first time. It's all been done via social media and phone. I am now very good mates with 2 of the people, the only time I'd think twice about helping others would be the type of person that doesn't listen and put that advice into practice, it's just a waste of time. Thankfully most listen.

I model HO why? I suffer from a few health issues that would make it hard to do anything smaller. I was born with congenital myopia, I am now blind in my left eye, the right has a heavily scripted lens. Add to that I have rheumatoid arthritis in my hands, my left has only half the feeling on the top part. Add to that my upper body has fibromyalgia, a type of muscular arthritis. So I had to model in a scale that I can both see well and handle too, a very powerful lighted magnifier helps with the smaller delicate work.

I hope this information is useful to you and if you believe I can help you with your model building please let me know at Adrian.Dunning@oscalerelsource.com.

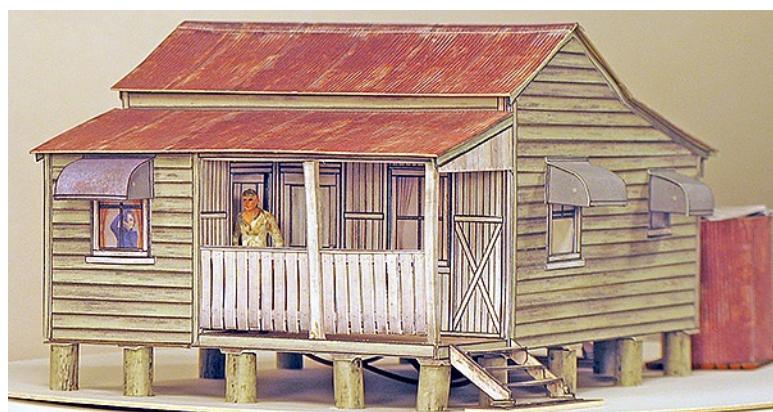
Lynn Zelmer

The following Modeler Lynn Zelmer is the person who introduced me to card building with a Australian card model of a Sugar Cane Critter. Great fun and a great flat car load for my model railroad. Something very unusual for me to build and in a new building medium. Really “**New Tracks**” for me. Please meet Lynn.

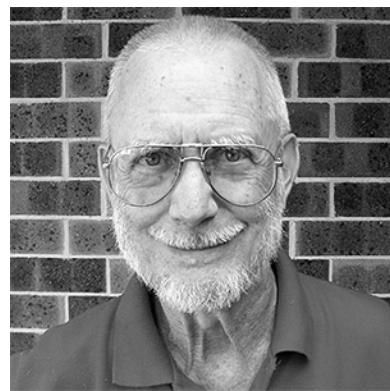


modelling in HOn30, later switching to On30 with some On42 and SM32 (16mm).

I'm essentially a freelance modeller, but follow prototype practice as far as possible. Sugar cane modelling is a niche interest from a manufacturer's point of view, regardless of country of operation. Couple this with what in the 1990s was a general lack of Australian prototype models, and you have a need for scratchbuilding or kitbashing.



This was one of my first Queensland kits. Based on original plans by Brisbane modeller Jim Fainges, the O scale photorealistic model features individual board construction and LED lighting in the entry area.



As a modeller, I've always been interested in small industrial and branch line operations and for some years concentrated on North American logging in HO, primarily using geared locomotives. Modelling pretty well took a back seat for my middle years, but after immigrating to Australia in 1989, I was introduced to Queensland's sugar cane railways and began

That didn't bother me, and I had earned several NMRA Achievement Certificates as a young adult scratchbuilding structures and rolling stock. Since there also seemed to be a general lack of suitable modelling information, I began collecting what eventually became a major photo and plan resource for sugar cane railway modellers.

I initially shared this information via print and the then recently organised Modelling the Railways of Queensland (MRQC) and Australian Narrow Gauge Conventions, and in 1997 started a small site on the nascent Internet.



I received several comments that the online kit collection did not include that most iconic of Queensland structures, a country hotel. This low relief O scale structure was the final build of a photorealistic kit that includes many of the features of a typical country hotel: two story timber pub with some accommodation, overhanging balconies, etc. While some of the signage was sourced from the web, most other elements were adapted from various hotels within an hour of my home.

When I retired more than a decade ago, I seriously considered establishing a business focused on cane railway information and models. However, there are probably more modellers of Queensland's sugar cane railways in Europe or the US than there are in Queensland; so instead CaneSIG, a virtual Special Interest Group loosely associated with the NMRA, expanded into a site where other modellers and railfans could also share materials. More recently, I've had over 50 articles published in the *Narrow Gauge Downunder* (NGDU) magazine, several of them featuring models by CaneSIG's other supporters.

A few years back, I discovered photorealistic card models and kitbashed a number of Clever Models plc kits into structures suitable for a Queensland layout. I then branched out into designing Queensland-specific kits and, remembering the reasons why I hadn't established a modelling business, decided to distribute them for free on the CaneSIG and MRQC web sites. As a consequence, there are now over 20 models available, many of which have also inspired NGDU articles.



This O scale out-depot was inspired by a now demolished structure that was well known to many Queensland railfans. The photorealistic kit includes the sand dryer that was one of the main purposes of the structure, but not the burned out interior (vandalism) of the main building. The cane bin is a commercial kit while the locomotive is scratchbuilt (styrene) on a commercial mechanism.

I've not been much of a club modeller since my early twenties due to work-related moves, travel and a niche modelling interest. I now live in a regional community where the modellers are more interested in the latest main line, often North American models, than sugar cane railways. My personal modelling community of necessity

is national and worldwide rather than local. While I've had a number of mentors over the years, starting in my teens, it would be fair to say that much of my modelling activity has been more collaborative, often with people I've only met briefly at Conventions or not at all. The CaneSIG site, for example, has over 50 significant contributors from around the world, many I've never met face-to-face.



Lynn Zelmer working on an O scale model of a QR camp wagon. The timber siding used has an unusual profile which required pressing each individual board into an underlay recess while gluing. This work wagon was built on a standard QR underframe, making these kit components suitable for other standard wagons with minimal changes.



I'm not doing much modelling these days due to family health circumstances, but I continue to provide information and advice to modellers and railfans via e-mail, the web sites, NGDU and hopefully even at the occasional convention. I asked Lynn: Are your paper model structure still available for download?

He replied: Yes at:
zelmeroz.com/canesig

The free downloadable kit page includes conventional and photorealistic kits:
zelmeroz.com/album_model/cardmodels/cardmodel_index.html

If you think I can help you with your modeling please contact me at
Lynn.Zelmer@oscalerresource.com.

The completed photorealistic QR camp wagon kit. The only purchased components are the On42 bogies (trucks), with even the brake set constructed from multilayer card (stiffened with gel-type superglue). Windows, doors, lettering and gas cylinders are all from photos of local wagons.



Neil Smith

Neil helped me every step of the way in my research for this article. He has played a large part in this article. Thanks, Neil. Keep up your great modeling. Please meet Neil:

I started my interest in railways and model trains at a young age. I was born in the railway town of Ararat in 1964, Dad was a fireman for the Victorian railways at time. We moved to Geelong a couple of years later and my interest sparked at an early age. Sometimes, I would wag school and go down to Geelong Loco and the shed crew would show me around on different locos. They were good times. Dad built a room in our backyard and proceeded to build a decent size layout. I was hooked from there. At a young age I couldn't get the modeling thing right and wrecked anything I touched. I left school at the age of 17 and went into the employment of the Victorian railways. I started my career as a station assistant then



My kit bashed roundhouse on the right. Left hand 3 stalls to be redone the same.



Beautifully weathered X class Loco.



Infrastructure pieces for the coal stage. My first attempt at building a yard. This yard was payed as to portray how they looked in most station yards.

up in the dark times. I had to pack the trains away for about 12 months as I built a new house in Qld where I have resided for the last twenty plus years, and have only just started getting back into the hobby again.

This time my aim is to build around the walls of my two car garage. When I built the house, I made sure the garage was fully insulated and had plenty of LED lighting for night work. I have now started kit bashing

working my way up into the parcel office. I did do a brief stint as a conductor on the Trains between Melbourne and Geelong. At that stage, I started my safeworking studies before being accepted into safeworking class. After schooling and exams, I walked out as a signal assistant, then was promoted to signalman. I worked some awesome signal boxes before leaving the railways as I wanted to drive trucks all over Australia.

The railway interest sat on the back burner for about 20 years. I stepped back into the hobby about 10 years ago. I built a layout and decided Victorian railways was the scene I wanted to model. The Blue and Gold livery was such a majestic paint scheme.

I started first off buying Lima S and B class then putting Athearn SD 7 chassis under them, brass air horns, pilots and other bits to make them more exact. As I went along, I started buying Steam era kits that does Victorian railway kits. At that stage I was on Facebook and started joking in a few groups where over the next few years I met and bonded with some fantastic people.

The funny thing is we all live in different states and we are all close mates. Lindsay Brown, Adrian Dunning, Ewan Robertson and Lachlan Tank. These blokes have their skill sets and are very good at what they do. We help each other with what we are doing whether it's a phone call or a reference photo or a parcel in the mail. I can't speak highly enough of these blokes. If it wasn't for them, I would have given



buildings to look prototypically V.R. I also now scratch build bridges, coal stages, retaining walls and other infrastructure pieces that make a railway. What I build usually comes from what I picture and I start building. I have started to learn how to do weathering on Locos and will eventually do buildings. One of those friends I mentioned has helped me with the Loco and Loco shed weathering.

but I usually get my mate in as he has an eye for detail and all the small things like brooms and buckets have been built by him. I also do my own waterslide decals as I like to make what I can without buying things as the price of stuff is just insane and over the top. If anybody contacts me through Facebook or on my All states model train page, I'm happy to help them and my friends are the same. The Facebook page I run is a small closed group that has had no bickering or problems since I started it and it's a great way to communicate with my interstate mates. I do my own lighting in Locos; and as the layout grows, lighting in buildings will be looked at as well. I'm a self taught model builder and jack of all trades on my railway. I really have to thank my dad for that as there is nothing he can't do. He is the best handy all round man around, so I must have got it from him. I find if you put your mind to it, you can do anything with the right friends and people that are willing to give advice. 99% of my work is done in house by me.

The internet is a great resource for research and the scale building mat and scale ruler were two of the best inventions ever. Don't ever let anyone push you away from your hobby, and the most important thing is never lose your passion. I am a modeler that doesn't have to have every rivet that a real Loco or wagon has on it. I believe in lots of infrastructure and infrastructure trains as that's what makes a model railway a really interesting piece to look at. It's not all about the trains, it's just as much the background details. Although my railway still has a long way to go, I hope it inspires people of all ages to have a go at doing their own.

If I can aid you in your modeling, please let me know Neil.Smith@oscaleresource.com.



John Humphrey

I grew up in the hills outside Melbourne Australia where a 2'6" steam train runs (now a tourist line). This Victorian Railways Narrow Gauge line is called "Puffing Billy". According to my parents, I always loved that train and hung around that line a lot (including getting numerous cab rides, etc). It was this I believe which got me hooked on trains in general, and narrow gauge in particular

Like many, I received a train set when I was young (N-scale). The local hobby shop stocked Model

John Humphrey at the local train show with the layout on display – it won a few awards hence the trophy on top. Photo by Ian Chadwick.



East Pandora (2' x '12') setup at home including the under layout mess.



#461 switching East Pandora (hand laid track).

so much better, but the price of the equipment was more than my budget could handle. Precision Scale with their MMI brand had just introduced affordable On3 models of the C-19 2-8-0 and K-27 2-8-2 D&RGW/RGS prototypes, so I went in that direction.

I started building in On3 using the MMI locomotives and San Juan /AMS / Grandt Line rolling stock. Everything ran well and there was lots of detail, but On3 is BIG. Not just the trains themselves, but the structures as well. With the space I had, and needing curves of around 40" radius, I could only really build a switching layout. There wasn't room for a decent run between towns, which is something I think narrow gauge layouts need, that sense of space.

I had always thought that Sn3 was the ideal size. Big enough to run well, but small enough to be able to fit a reasonable layout into the space I have. Visits to a fellow Australian modeller who has an extensive Sn3 layout convinced me that I should give Sn3 another go. I have started selling my On3 models to fund the purchase of some Sn3 models. I haven't started construction of an Sn3 layout yet, although the design work is

Railroader magazines, and one of the first issues I read was on Frary and Hayden's, "Carrabassett and Dead River". It was from this article I discovered HOn30 and realised that I could use my N gauge mechanisms and track to model the local 2'6" narrow gauge line. I was in my early teens at this time and my modelling standard wasn't great, but I was kitbashing locos and rolling stock to try and get that narrow gauge 'look'. Time went on, I was working now and saved up to take a holiday to the United States – not a simple or cheap exercise when living in Western Australia, about 19hrs flying time to the West coast of the states. I planned this so I could attend my first US Narrow Gauge convention in Denver. This visit also included trips on some steam lines (Cubres and Toltec, and the Durango and Silverton), and exploring around the Colorado narrow gauge regions of Telluride, Ouray, South Park and Blackhawk). All of this combined led me to starting to build a layout in HOn3 as I fell in love with the 3' narrow gauge of Colorado. At that time (before Blackstone introduced their exquisite HOn3 models), to model in HOn3 meant brass locomotives and plenty of issues getting them to run well. I had a brief flirtation with Sn3 which ran



The mill (scratch built) with San Juan Car Co cars.



The town of Rubicon.



PBL K-27 with BPRC install and weathering in progress (still needs the crew of course) Sn3.

way that they are sectional/portable. Sections of the layout (say an individual town/station/yard) can be taken to a local exhibition (train show) and operated for the public and other modellers to view. I very much enjoy designing a layout to be presented well (shadow box, integrated lighting, backscene, etc)

well under way. In the meantime, I am building the models (locos, cars, structures, turnouts, etc) that will be used on the layout when construction commences.

I'm currently 50 years old. I've nearly always been a narrow gauge modeller. There's just something about the areas the lines travelled and the equipment they used that piques my interest. I do have a few HO standard gauge models that I run on the local clubs layout, but even they are D&RGW and intended to run through the rocky mountains, lol. I have an interest in many prototypes, and do have trouble concentrating on just one project. For example; at home at the moment I have models covering the D&RGW/RGS in On3, Victorian Railways Narrow Gauge in On30, an Australian timber tramway (logging line) in On30, Some Lynton and Barnstaple railway (UK) coaches in O-14 (7mm foot on 14mm gauge track) and D&RGW/RGS in Sn3.

As a modeller, I think of myself as a builder. I do enjoy operating my models and to me all the trains must run well, but it is the relaxed pace of a way freight that I enjoy running, not intense operations.

To ensure that my models run well, I power all my locomotives with battery powered radio control systems (often called BPRC or DeadRail). In this way dirty track is never an issue, and locomotives never hesitate or stall.

I also enjoy exhibiting the models I build. To this end, all my layouts are constructed in such a

I had to learn to build by doing things myself. This included everything from carpentry, electrical, track laying, scenery and electronics. I didn't have anybody showing me how to do these things when in my early / formative years of modelling.

All the information I used came initially from model railroad magazines and books, and more recently from the Internet – once it was invented.

I've never had a "physical" mentor as such. I do think though that I have been heavily influenced (mentored?) by the magazine articles and books written by a few of my favourite modellers. Over time these have included "Frary and Hayden", "John Olson", "Malcolm Furlow", "Laurie Green" and "Iain Rice".

Much of my other work (such as the BPRC configurations) has been done by trial and error, learning as I went.

For me there are two scales:

1. Sn3. For the Colorado prototypes I model, I think that Sn3 is big enough to run well with the detail that I like on my models, but small enough to be able to fit a reasonable layout into the space I have. There is a downside and that is the cost. Sn3 locomotives especially are expensive. I find though that I'm happy with a few beautifully detailed locomotives that run like a Swiss watch, and don't need a large fleet of locomotives. The rolling stock cost is compatible with any of the other narrow gauge scales I've tried.

2. On30. For my Victorian Railways Narrow Gauge prototype models, On30 is the my preferred scale/gauge. The prototypes for this are physically smaller than the Colorado prototypes. The locomotives are 2-6-2 tank loco's and the cars are all 25' long. In fact the VRNG cars are a very similar size to the Sn3 Colorado based cars.

A Colorado based Sn3 layout or a VRNG On30 layout can be constructed in the same physical space as most HO layouts. Locos and car kits are available for both my chosen prototype scale/gauge combinations. This is a requirement for me. I can scratchbuild structures, hand lay track, etc – but I don't want to have to scratchbuild the locomotives and cars.

What areas can I help out other modelers by mentoring? I am a member of a local club and also a round-robin group of narrow gauge modelers. In both of these groups I have helped other modellers in areas where they see I have some expertise (DCC decoder install/config, wiring, weathering, layout design). This has been by showing how I've done some of my own work, and assisting them with advice, info, etc on their own projects.

I have also written a few magazine articles (*Narrow Gauge Down Under* magazine) which were articles on two of my layouts. These were meant more as inspiration rather than a "how to" type article though.

The last method has been via presenting clinics at a few Australian Narrow Gauge Conventions (on BPRC).

If you believe I can help you with your modeling, please let me know. You may contact me at John.Humphrey@oscalerresource.com.

Well that's it for now. I look forward to hearing from you about your modeling and learn about the "New Tracks" you are traveling. Please contact me at JimKellow@oscalerresource.com. Thanks for reading this far. Time for me to return to my workbench. Happy modeling.

WHAT'S ON YOUR WORKBENCH?



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

For those of you who follow the 2-Rail O Scale & Proto:48 Model Railroading group on Facebook, you have probably seen Art Carlton's latest build. I thought the rest of our readers should see his beautiful modeling.

Art says: "I'm building an O scale bar in honor of my grandfather, Leo, who owned a bar in Coolidge, AZ. With assistance from Facebook friends, we selected Leo's Whistle Stop Bar for the name. The bar has a patio area that will need chairs and tables. Not happy with what is on the market, I decided to



build my own. Attached are photos of the chairs plus the bar under construction. There will be four of each chair. The block portion of the bar is a kit. The rest is scratch built. The concrete is made from 3/16" foamboard. The ice merchandiser is also scratch built from styrene plastic and homemade decals."



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.](#)

The Cleveland 2 Rail O Scale Meet

Saturday, November 2, 2019

Cleveland O Scale Meet our 37th annual show

9:00 AM to 2:00PM at the UAW Hall

5615 Chevrolet Blvd. Parma, OH 44130

Admission \$6, free parking, large facility

Please note show time changes

Dealer load in Friday Nov 1 1-4PM Saturday 7-9AM

440-248-3055 email j3a5436@gmail.com

The 2019 Mass Transit & Trolley Modelers' Meet

Saturday, November 2, 2019

The Parsippany PAL Center, 33 Baldwin Road, Parsippany, NJ

07054 – Sat. Nov. 2nd 9AM to 5 PM, Sun. Nov. 3rd

|Operating Layouts Only; 8AM to 4:00PM; Set up Fri. Nov. 1 12

PM to 10 PM; Set up Sat. Nov. 2nd 7AM to 9AM

Admission: \$15 Register before Oct. 19 and \$20 after Oct. 19 & at the door. Website: nycmodeltransit.org/meetdetails.htm

email transitmeet@yahoo.com

Rockford O Scalers Fall 2018 Open House

Saturday, November 2, 2019

Rockford O Scalers Fall Open House is Saturday November 2 from 12:00 noon to 6:00 pm in Rockford, IL. Contact Frank McCabe at 815-979-4161 (email: fsm1019@aol.com) or John Handlogten at 815-394-3451 (email: j.handlogten@comcast.net) for more information and directions.

Atlanta - O Scale South 2020

Saturday February 22nd, 2020

Cross of Life Lutheran Church, 1000 Hembree Rd, Roswell, GA 30076

Swap Meet and Modular Layout plus Layout Tours following Meet. Hours 9 AM until 2 PM. \$5 Admission (Spouses, Children Free). \$25 per 8-ft Table (Includes Admission). Call Dan Mason 770-337-5139 to Reserve Tables.

Email: daniel@southernoscalers.com

Web Address: www.oscalesouth.com

Chicago March Meet

March, 13, 14 and 15th, 2020

Westin Lombard Yorktown Center

Lombard, IL

The Chicago O Scale Meet is a 3 day gathering of vendors, customers, clinics, and fun held annually in March in the Chicagoland area. This is the Chicago O Scale train show you've heard of.

Website: <http://marchmeet.net/>

Email: info@marchmeet.net

Eastern PA 2 Rail O Scale Train Show and Swap Meet

Strasburg PA

April 18, 2020

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm.

Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact John Dunn (609-432-2871) [Click here for map](#)

The SONC 2020 Convention

July 16-18, 2020: St. Louis, Missouri

For more information contact John Wubbel: cell phone/text message (570-580-7406); e-mail jwubbel@gmail.com

Website: <http://sonc2020.com/>

Eastern PA 2 Rail O Scale Train Show and Swap Meet

Strasburg PA

August 8, 2020

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm.

Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact John Dunn (609-432-2871) [Click here for map](#)

O & S Scale Midwest Show

This year Saturday and Sunday, September 18-20, 2020

Formerly the Indianapolis O Scale Show / S Scale Midwest Show

New name but the same great show! This is a dedicated 2 rail O Scale and S Scale show; however, we encourage and welcome the many modelers and collectors from the 3 rail and high rail side of the hobby to attend. There are many aspects of the hobby, including building, scenery and more that applies to any scale. Moreover, this show is a great place to get inspired while meeting old friends and making new ones!

Website: oscalemidwest.com/

Email: info@oscalemidwest.com

Eastern PA 2 Rail O Scale Train Show and Swap Meet

Strasburg PA

October 17, 2020

Strasburg Train Show: Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm.

Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact John Dunn (609-432-2871) [Click here for map](#)

SCENE AROUND THE LAYOUT

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

High quality JPG or TIF files are only.

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



Glenn Guerra paid a visit to Warner Clark's P48 layout on his way to the O&S Scale Midwest Show.

Warner continues to add and modify his beautiful layout.





READER CLASSIFIEDS

BUY ~ SELL ~ TRADE

To submit a wanted to buy or sell non business classified ad please click the link below.

<https://ribbonrail.com/railroadresource/Classified/> 725 Characters \$10.00 less contact information.



WANTED: Vintage O Scale Older the Better! Outside 3rd rail, Acme, Alexander, Birch, Egolf, Exacta, Icken, Pomona, Multiplex Track, Model Structures Buildings, Walthers Streamlined steamer, Baldwin Niagara, early diesels, Bascule or Lift bridge, World's Fair pieces, Museum and Santa Fe RR pieces, Scale Model Railway, old controllers, etc.

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

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



FOR SALE: ATLAS, HALLMARK, KEY, MG, NJCB, OVERLAND, PECOS RIVER, SUNSET and USH. Steam and diesel locomotives freight and passenger cars. ATLAS, DOWNTOWN DECO and other kits. ATLAS turntables, roundhouses and bridges.

Call, email or write , Albert E. Espinosa at (928)287-3760. Email , lima4449@yahoo.com , 316 East Camden Avenue , El Cajon CA , 92020-4506



WANTED: Engine tender from Sunset O scale E24 2-8-0. (or will trade tender from my Sunset L1 0-8-0 in good condition for your Sunset E24 tender in good condition)

Bradley Herbert Dobbins Email: BD0bb51261@aol.com Phone: 540-798-5843



FOR SALE: Large O 2 Rail collection just in: Brass and Plastic from Weaver, Atlas O, 3rd Rail, IMRC, PSC, OMI, Kohs, Sunset, Wasatch, PRB, MTH, Key, GGD, Red Caboose, Trainman and more. Over 300 pieces! Old Pullman code148 flex, switches, buildings in kit & built up. Crest / Aristo controllers. Control Master 20's. Tools, Framed RR Art. And More! Still sorting and adding to spreadsheet almost daily. Send an email to burrett@comcast.net for link or click below to see my constantly updated spreadsheet with pics.

Bruce B. Blackwood Email: burrett@comcast.net [Click here to view list!](#)

MANUFACTURERS



Your O-Scale source for prototypical Rail, Cast frogs, Guard Rails, Points and other track laying supplies.

Phone: 810-571-1616
Email: info@railandtrackworksupplies.com

www.railandtrackworksupplies.com/
may not be on-line as of our publishing date.
Please check back.



Phone: 573-619-8532
Email: orders@scalefigures.com
Web: scalefigures.com



Free Shipping

See our web site for details

Cast resin items for your S & Sn layout.
Tunnel portals, bridge piers, abutments, culverts, and
retaining walls.
Trackside details and sage brush tree armatures.



Advertisers Index

3rd Rail/Sunset/GGD	Pg. 2
All Aboard Trains	Pg. 14
Allegheny Scale Models	Pg. 6
Allegheny Scale Models Hill Collection	Pg. 24
Altoona Model Works	Pg. 14
American Scale Models	Pg. 25
Anthony Briggs 3D Design	Pg. 14
B.T.S.	Pg. 67
Berkshire Car Shop	Pg. 14
Berkshire Valley Models	Pg. 7
Branline Structures and Train Sales	Pg. 24
Clover House	Pg. 14
Delta Models	Pg. 14
Des Plaines Hobbies	Pg. 7
Excelle Lubricants	Pg. 67
Get Real Productions	Pg. 92
JV Models	Pg. 24

Save Our Scale
Join a blog dedicated to
Revitalizing two-rail O Scale
Your Input Needed
Inquiries to David Vaughn NKP48@aol.com



Details, details,... more details
Berkshire Valley Models
berkshirevalleymodels.com/apps/webstore
and a few other things
O scale!

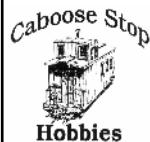
SHOWS & MEETS

Chicago "O" Scale
March 13-15 2020

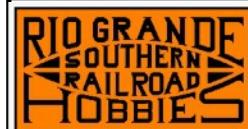
www.marchmeet.net
Ph. 630-745-7600

Key Models Pg. 91
Lee Marsh Pg. 25
Midwest O&S Scale Show Pg. 132
Millhouse River Pg. 7
Modern Era O Scale Pg. 7
O Scale Hauler Pg. 24
O Scale Kings Pg. 14
O Scale Turnouts Pg. 6
P&D Hobbies Pg. 6
Protocraft Pg. 14
RailFonts.com Pg. 25
Rich Yoder Models Pg. 6
Right On Track Models Pg. 6
Right-O-Way Pg. 24
San Juan Model Company Pg. 4
Scale City Designs Pg. 7
Stevenson Preservation Lines Pg. 14
Streamlined Backshop Pg. 14
Trainz Pg. 25
Ultimation Pg. 7

DEALERS



Caboose Stop Hobbies
301 Main St.
Cedar Falls, IA 50613
Phone: 319-277-1754
trainguy34@mchsi.com
Web: www.caboosestophobbies.com



RGSRR Hobbies
1102 Dyer Rd
Whitewater, CO 81527
PH 970-245-5100

www.rgsrrhobbies.com

PROTO 48



18498 Half Moon Street, Unit 203
Sonoma, CA 95476-4835
Phone: 707-935-7011
Email: norm@protocraft.com
Web: www.protocraft48.com

O&S Scale Midwest Show



It's September! Time to kick off your modeling season!

**THE BEST OF O SCALE AND S SCALE IN ONE SHOW
SEPTEMBER 18-20, 2020**

 **WYNDHAM[®]** INDIANAPOLIS WEST 2544 EXECUTIVE DR. INDIANAPOLIS, IN

DEALER SETUP

Friday 4pm - 9pm

Saturday 7:30am - 9am

SHOW TIMES

Saturday 9am - 5pm

Sunday 9am - 2pm

MEET OLD FRIENDS AND MAKE NEW ONES

***** Please print clearly – Detach and return lower portion with payment *****

Name: _____
(Exactly as you would like badge printed)

Business: _____
(Exactly as you would like badge printed - table holders only)

MAILING ADDRESS

CITY/STATE/ZIP

Phone: (____) _____

Email: _____

Make checks payable to: Model Railroad Resource LLC
Mail registration form to: 407 East Chippewa St
Dwight, IL 60420

Or register and pay online at:

Registration (Both days included) \$25.00 \$ 25.00

(Table holders must pay the \$25.00 registration fee)

Of 8 ft. Tables ____ \$50.00 ea/\$60 after 8/1/20 \$ _____

O Scale vendor S Scale vendor No preference

Number of add'l registrants ____ @ \$25 each \$ _____

(Please list below/Use back if needed/Spouse/Children 15 and under free)

Name: _____

Name: _____

Name: _____

TOTAL AMOUNT ENCLOSED: \$ _____

(No refunds after 8/20/19)

Electrical needed? Yes
(Subject to availability)

**OSCALEMIDWEST.COM OR SCALEMIDWEST.COM
CONTACT INFO@OSCALEMIDWEST.COM OR CALL 815-584-1577 WITH ANY QUESTIONS**

The parties, whose names appear on this registration form, have agreed to hold harmless all of the organizers, sponsors, Model Railroad Resource, LLC, The Wyndham Indianapolis West, and others, single and collectively, for any injury, harm, loss, damage, misadventure, or other inconvenience suffered or sustained as a result of participating in the Indianapolis O Scale Show and S Scale Midwest Show 2019 or in connection with any activity related to this event, whether or negligence by agents under their employ or otherwise.