


THE **O** **RESOURCE** **SCALE**

NEWS, REVIEWS, INFORMATION TO USE

Volume 4 No. 4
March/April 2017



Building an Alco S-2 from a Lionel Dummy
Lee Hart's PRR Birdsboro Division
T&P Baggage Dormitory Car Pt 3
In Memoriam - Louis Bartig
Remembering Kimpei Sofue
Scene Around the Layout
Workbench, Oddities
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March/April 2017
Volume 4 No. 4

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

Jacky Molinaro's beautiful Alco S-2 runs through a peaceful scene on his railroad

Photo by Jacky Molinaro

Rear Cover Photo

A more moody shot on Lee Hart's layout.

Photo by Daniel Dawdy

Bill Of Lading

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

From the Publisher's Desk



I hope everyone is having a great new year! Last issue I challenged our readers to “get in the building mood”. I hope to see the results of my challenge entered into the model contest at the upcoming [Chicago O Scale Meet](#). If you're thinking of entering, download the [contest forms here](#) or they can also be found in the back of this issue. Model contests are a great way to get constructive criticism on your work, not to mention inspiration for other modelers. I look forward to seeing the models each year and the accomplishments made by fellow model railroaders. Be sure to check out the next article in Bill Basden's series on building a baggage dormitory car in this issue.

Speaking of shows, don't forget about [O Scale West](#) in May, the [49th Annual O Scale National](#) in June and the [Indianapolis O Scale Show and S Scale Midwest Show](#) September 21-23, 2017. While we won't be going to California this year, we will be at the National. We hope to see many of our readers there and at the fall show in Indy.

Unfortunately, this issue brings us the sad news of the passing of Louis Bartig at the end of January. Louis was an award winning narrow gauge modeler and artist who Dan and I had the pleasure of meeting several years ago. He will be missed at the shows and in the model railroading community.

This month, we have once again expanded our reach outside the U.S. by featuring international authors/modelers. Jacky Molinaro, from France, converted an Alco S-2 from a Lionel Dummy and Tad Daito, from Japan, brings us an interesting article about the life and work of Kimpei Sofue.

Dan and I visited Lee and photographed Lee Hart's PRR Birdsboro Division layout last October while attending the Eastern PA 2 Rail O Scale Swap Meet and Train Show in Strasburg. If you've never been to this show, it needs to be on your bucket list, as it is definitely worth experiencing a train show that is held at a local Fire Company! Be sure to check out the article. A lot of work goes into a layout and, like others in the hobby, Lee had help from other modelers, saying “it was only possible because of their help”. The helpfulness and willingness of other model railroaders to share their experience and techniques is what makes this hobby great!

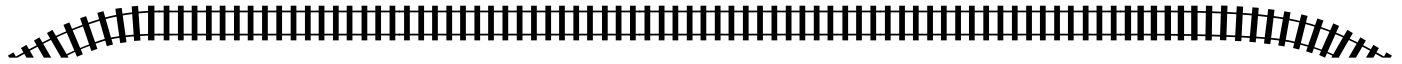
As always, check out On The Workbench (we've got two this issue) and Scene Around the Layout to see what others in the hobby are doing. Keep those submissions coming so we can see what our readers are up to. Send them to: daniel@modelrailroadresource.com or amy@modelrailroadresource.com

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Resource**

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE



Allen Goethe from [Twin Whistle Sign & Kit Company](#) sent us some pictures of their new 1940s-50s Art Deco Gas Station. Laser engraved acrylic brings the detail level higher than ever before! Footprint: 8.25 x 11"



[Atlas O](#) has some new paint schemes announced for O 40' Steel Reefers and 40' GATX Airslide hoppers.

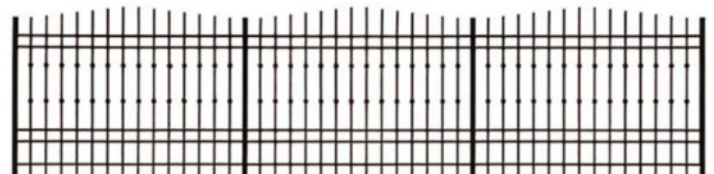
This model is based on the Pacific Fruit Express R-40-10 class reefer which was built in 1936 & 1937. This reefer was a very successful design for PFE and the 4,700 cars that were built constituted one of the largest orders ever for refrigerator cars.



The airslide covered hopper was introduced by General American Transportation Corporation (GATX) in 1953. Approx. 5000 of the 2600 cu. ft. cars were built between that year and 1969.



Also Atlas is pleased to announce the release of Atlas Laser Design Structures. These full scale laser cut structures have been carefully crafted to be faithful recreations of the prototypes.



[Check their Website](#) for all the new new paint schemes.

Mark Meeks from [Union Station Products](#) dropped us a note saying they have just redone their website and added 87 new passenger car sides. They now have 534 different sides representing 44 railroads and will do special requests for sides not on their list.

The Union Station Products website is:
unionstationproducts.com



Steven Olsen has recently completed a website documenting the construction and review of the Berkshire Car Shop O scale TTC CLRV streetcar model kit.



[Check out his Website here.](#)



[3rd Rail / Sunset Models](#) has announced a ALCO PA/PB Diesels. All the detail and features you demand will be in these road detail accurate models. Don't worry, we will bring these in 6 months after the E8/E9 project. 2 Rail models will have Q3 Level Sound and DCC ala QSI. 2 Speakers.

Also new: In the midst of bankruptcy, the Rock Island gambled on a new set of streamlined lightweight passenger trains to return them to profitability. Leading each train set was a new TA Diesel from EMC. They also introduced the attractive ROCKET paint scheme of maroon, crimson and stainless steel. Reserve the Diesel and set of 4

Aluminum Cars, Full Interior Detail, LED Lighting with figures in each car etc. Only 150 Sets Produced with all the details you expect.



[Check out their Website](#) to see all the features and to reserve your today.



Bill Mosteller from [Great Decals !](#) Has some new additions this month. Decals for Van Iderstine tallow tank cars, in white, are available in O-scale (set # 139) from Great Decals!, 3306 Parkside Terrace, Fairfax, VA 22031, for \$8.40 each, postpaid. Van Iderstine is an on-line industry of the Long Island Railroad. Virginia residents please include sales tax. These nine cars were numbered 1001 through 1009. All road numbers are provided. Each set does one car. These decals include road numbers, dimensional and end data specific to these cars. [See their Website](#) for a prototype photo of one of the cars.



Friend and fellow modeler [Brad Andonian](#) had some custom decals made for some of his many brass models. He is not going to rerun these, but had to make more than he needed. The following sets are available and limited.

Poultry Cars:

MUDD, Ramsey, Keller, Pacific Wholesale, Stenz

Single Sheathed boxcars:

L&N, Wichita Falls and Southern, C&EI, Clinton & Oklahoma Western [merged into ATSF became bx-22 class], Portland Terminal, Rock Island, Kansas City Southern, RF&P

Covered Hoppers:

Erie [two versions], D&LW, N&B

Open hopper 55 ton:

D&LW

53-6 flat cars:

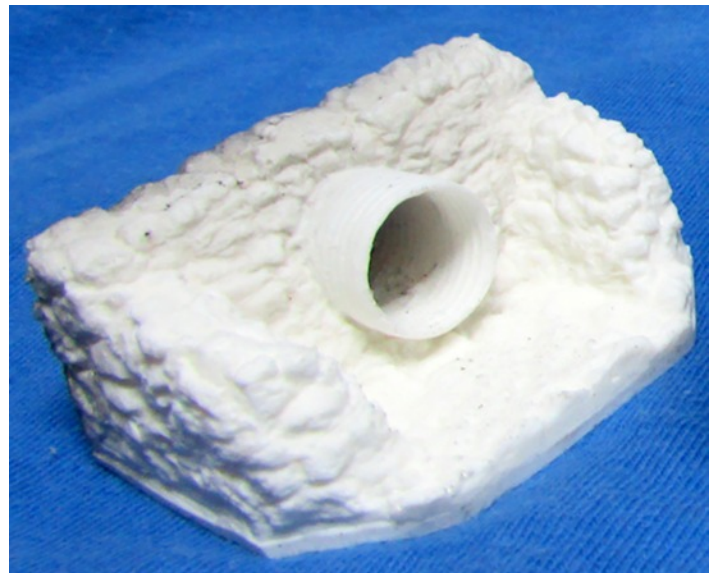
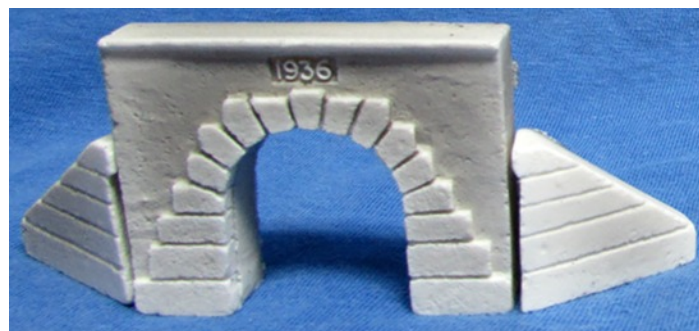
ACL, ITC, CNW, SOO, L&N



Sets include heralds and data and for \$15 ea and are limited to stock left at this point. Checks only.



Steve Wolcott from [Pre-Size Model Specialties](http://www.pre-size.com) has several new products for O and O-narrow gauge layouts. These include culverts, large and small, and a



mine portal. Specifically for O-narrow gauge is a blasted-rock tunnel portal.

To see these and our other O and O-narrow gauge cast resin products, visit www.pre-size.com. Free shipping in the US for all orders of \$25 or more.

Norm Buckhart from Protocraft™ announces that effective immediately, Right-O-Way, now owned by Jay Criswell, has taken over Protocraft's Proto:48 flex-track and pre-assembled turnout line. In process, the complete line of Proto:48 turnout kits will also now be carried by R-O-W, as will all motors, gear towers, and geared P&D Blomberg power truck P:48 conversion kits. With probably more items to be added later.

The object being that first, track parts fit more in the R-O-W line than at Protocraft™, and the second, allowing more time and energy to devote to brass models and decals - which has now become almost an 8 hour, 7 day work endeavor. See [Protocraft's Website here](#) and [Right-O-Way's site here](#).



Model Tech Studios LLC has some new products this time around. Waterfront Fisherman and catch, Finished. A great day on the water....this local Fisherman lugs his catch to weigh it up. Comes Finished in O Scale.



O Scale Row Boat being built, Skeleton, Finished. Shown, a small Row Boat being built.....this is the skeleton structure up on a stand being constructed. Great size to fit in any waterfront scene, woodshop scene, etc.



Warehouse Freight Mover. Move Freight from your Boxcars, warehouses, loading docks, wharfs, etc. These vintage Platform Trucks, as they were known, come complete with 2 pallets. They are finished in O scale. They first came into use in the 1920's era.

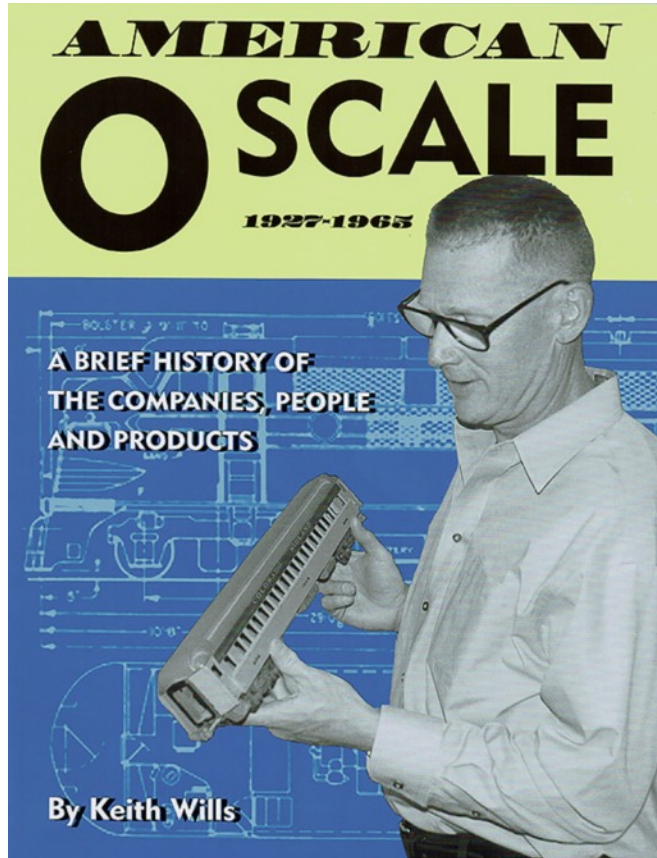


GONE FISHING.....the whole set...the fisherman with his pole and fishing line included. As well as his small fishing rowboat and boat oars too! Great little set that comes pre painted for you!



Check all their O Scale items at modeltechstudios.com

New from [White River Productions](#): **American O Scale 1927-1965**. Authored by noted hobby historian Keith Wills, who wrote the “Collector’s Consist” column in *Railroad Model Craftsman* for a remarkable 32 years, **American O Scale 1927-1965** tells the story of O scale from its tinplate roots through its divergence into scale trains.



Printed on high-quality coated paper, this perfect-bound softcover publication chronicles O scale from the early pioneers like Alexander, Icken and Cronkite through the more familiar Lobaugh, All-Nation, Kemtron and Central Locomotive Works, to the most obscure like Acme, Hines, Hawk and many more! See this and all the fine publications at whiteriverproductions.com.

[Fast Tracks Hobbyworks](#) to buy Mt. Albert Scale Lumber.

Port Dover, Ontario February 19, 2017 Today, Fast Tracks announced that it will be buying well known supplier of precision wood products, Mt. Albert Scale Lumber.

Mt. Albert Scale Lumber has been the premier supplier of precision wood products for model makers for 25 years. Subsidiary Mt Albert Scale Models has recently announced its eleventh craftsman kit. The company currently serves customers world wide from its manufacturing facility in Stoney Creek, Ontario, Canada.

Fast Tracks Hobbyworks, the company that developed groundbreaking fixtures for building trackwork over 14 years ago is excited to be adding the Mt. Albert line of products and kits to their vast line of products.

The sale offers an opportunity for both brands to achieve significant growth in their primary markets. This partnership also allows the companies to leverage their strengths and to provide a more complete range of product offerings to hobbyists. The companies share similar premium brand recognition and strong alignment of culture and values.

Fast Tracks founder Tim Warris says “Both Fast Tracks and Mt. Albert have built a reputation of providing the highest quality products for model railroaders. To that end, we will be working closely with Gerry Cornwell over the coming months to ensure we will continue to offer nothing but the best scale lumber money can buy.”

Fast Tracks intends to keep the trusted Mt. Albert brand and product lines. The Mt. Albert catalogue will be integrated into the Fast Tracks excellent ecommerce system, offering the complete line to Mt. Albert’s extensive customer base. Production is being relocated to an expansive new facility in Port Dover, Ontario. Gerry Cornwell will continue to be involved in the development of new kits and will continue to represent Mt. Albert at various conventions.

It is anticipated that the transition will be completed in the coming months.

For more information, please contact Tim Warris at office@fast-tracks.net or Gerry Cornwell at mail@mtalbert.com

Marty from [Scale City Designs](#) has some new products to announce.



[Scale City Designs](#) has now released a new [Smoke Stack](#) for your [PRR Cabin Cars](#). This is the correct short version dual outlet stack, we will have the extended version available after the Chicago Show. You get 2 stacks for \$4, part # 48-1285.



We also have designed [wheel stops](#) to complete your [parking lot scene](#). These are super detailed and even have the rebar head. You get 6 pieces for just \$6.



Now for you [Steel Mill modelers](#) we have released some [awesome ingot molds](#)! We had some help with these from a couple guys who worked in a Youngstown Mill for many years. They helped us get the shape and size right. Our large mold even has corrugation inside. These are just the first in a series of many Steel Mill details to be released in O scale. The Ingot Molds are cast in unpainted resin and start at just \$4/each. See our website for additional sizes and easy ordering.



We have also listened to you [traction modelers](#) and have finally reissued the old [Walther's North Shore ends](#). They are now in production and can be ordered from our website



[Crow River Products](#) would like to announce 2 new items to enhance your waterfront. A 14' Skiff which features a one piece resin hull, metal seats and 2 oars. Kit #334 @ \$12.00. We also have a pre-WW2 vintage outboard motor which is a good companion piece to the skiff. Detail part O-22 @\$3.00



[Check their Website](#) for all their products.

Steve Nelson wrote with an update from [Korber Models](#):

Liz and I were busy transitioning Korber Models from the Redmonds in Cincinnati to our World Headquarters (I always wanted to say that) in Atlanta, Indiana. Korber models is co-located with our nearly 60' by 40' O Gauge layout (under construction as we moved it, too), O Gauge 3-Rail model train collection; and our retail shop - collectively known as [MrMuffin'sTrains](#).



Liz and I, with a couple of very large trucks, got all of the parts and kit inventory moved, and Tanya, pictured above, organized everything in about 2000 square feet or so on the second floor of our building.

Once organized, she began updating instructions, opening and verifying the accuracy of the previously packed kits, and assembling kits with the parts we had in stock. Tanya and her husband are themselves model railroaders in HO, so an early priority for her has been to sort out the HO kits as well.

We began having components made from our tooling at several locations around the US for kits that were out of stock, or kits that haven't been made in a long while. As these parts arrive in Atlanta, they are received, inventoried and we then start assembling them into kits.

All of the current kits are located on our website, www.korbermodels.com, which my daughter built and operates from the various materials the Redmonds provided. She also ships your orders. Thanks for supporting Korber Models! Check out all the products at [Korber Models](#) and also [MrMuffin'sTrains](#).

[Chooch Enterprise](#) announces their new Roofing System. Pre-weathered and peel and stick backing.



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In Memoriam

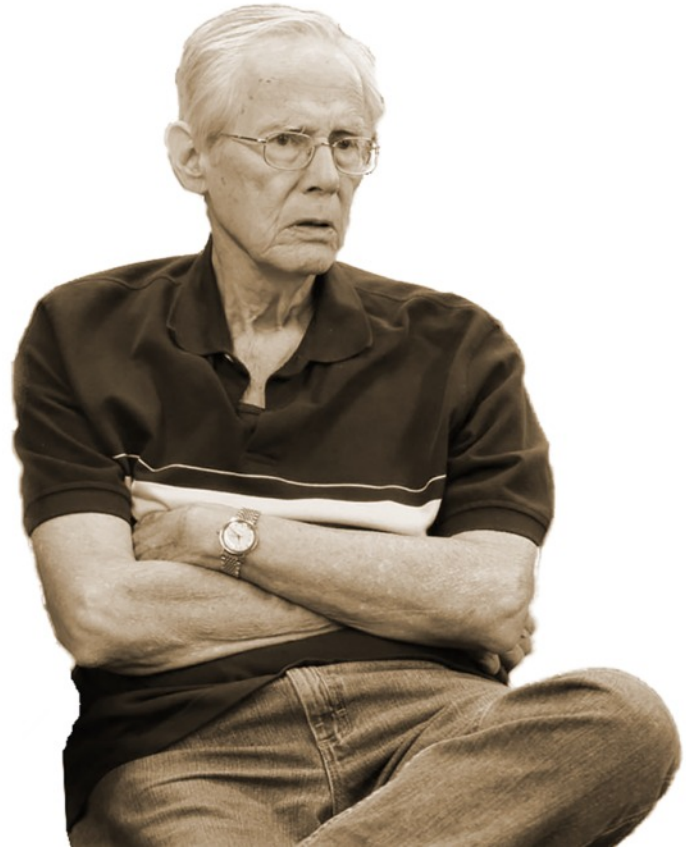
Louis Bartig

November 28, 1933 - January 24, 2017

by Glenn Guerra

Louis Bartig passed away on January 24th. He was known to us in the model railroad hobby as a very talented modeler, but there was more. I met Louis about ten years ago, but in that short time, we shared some good conversation.

Louis was raised in the St. Louis, Missouri area and attended Washington University in St. Louis. He graduated with degrees in Fine Art and Commercial Art. During one of our conversations, he told me he worked for Disney in California for a very short time after he graduated. Ward Kimball was at Disney at the time and Louis worked in one of Ward's departments. Louis told me the Disney experience was not for him so he moved back to the St. Louis area. In St. Louis, he started working for Edison Brothers, as the head of the art department, and designed women's shoes and handbags for 28 years.



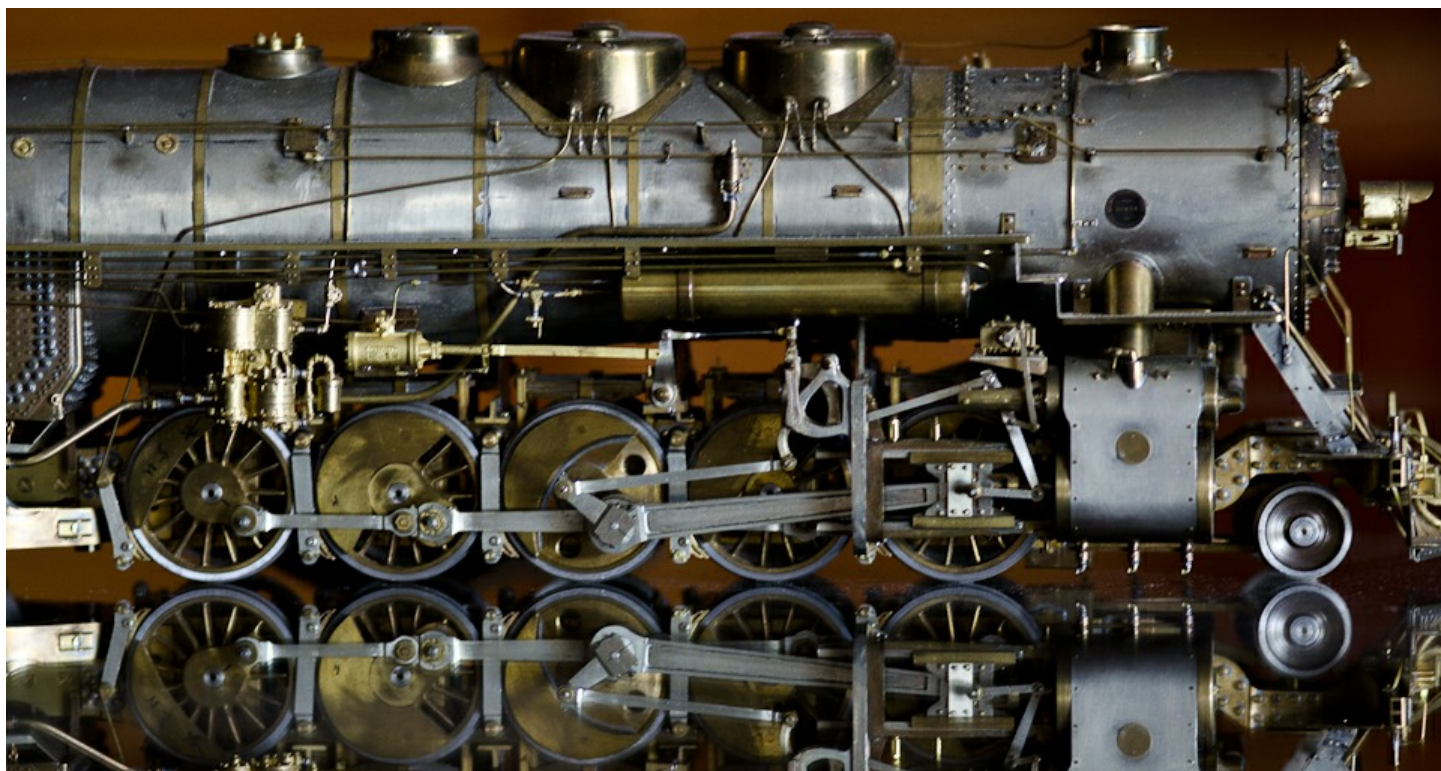
At this point, let's look at his modeling. Louis built many models out of brass that he drew plans for, as well as, making almost all of the model. His work as a designer must have been a big help to him. When designing a product, there is more to it than how it looks. The product must function, and it must be able to be made for the target price. A good designer understands the manufacturing process and the machinery. Louis was good at this. After designing for 28 years, he took up teaching design for a while.

Louis liked to create, and the model trains were only a small part of what he did. Through the model trains, he fell in with other talented model railroad people in the St. Louis area. They had an informal group that would get together on Friday nights. One of the members of the group was Bill Clouser, the well known commercial model builder from St. Louis. Louis also liked model airplanes, building them from scratch as well. He belonged to the model airplane club in St Charles, Missouri. On one of my visits, he had put the N&W Y-6b he

was working on aside and was working on some model airplanes. I asked if the models were kits. He said he drew the plans and cut all the parts himself from sheet balsa wood. This is how Louis approached his modeling. I should mention that Louis informed me, all real airplanes have two wings and are made of wood with a fabric covering. During this conversation, I asked how he became interested in airplanes. Louis told me he would go with his father to the airports to see the planes. In the 1930's, aviation was a big event. Louis also told me his father liked the opera, and once every year they would go to New York City to see an opera. Most of the time they went by train, but one year they flew. Louis said he was very young, but he remembered one of the planes was a Ford Tri Motor with wicker seats.



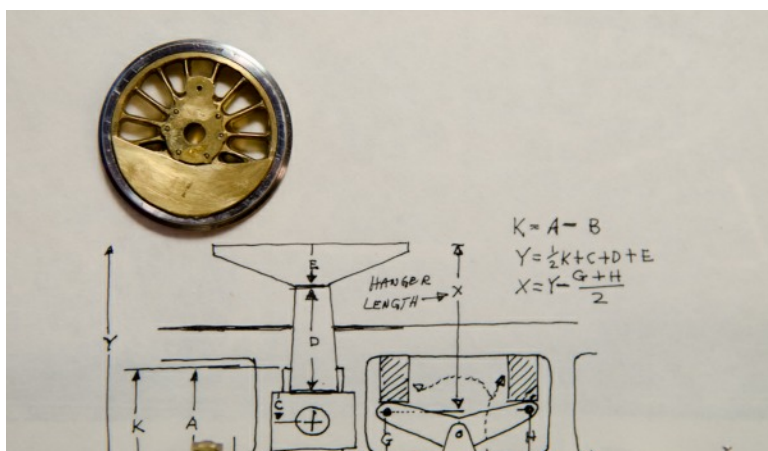
*Louis explaining something to Bryce Sunderlyn.
What Louis had to say was worth listening to.*



One of Louis Bartig's models photographed by Kate Munsch.

Louis was also an accomplished artist and has works on display. Kate Munsch went to visit Louis and posted some photos/information on her blog spot, <http://www.blog.katemunsch.com/2012/07/25/louis-bartig/>. She relates that Louis told her he was an artist by trade, but a mechanical engineer at heart. When you look at the locomotives Louis built, they look like art work. In the early days, he worked in brass and painted his models. Later, he started using Nickel Silver for parts of his models. Someone made the comment to him that he should not paint the models as they looked like jewelry. From that point on, Louis left the models raw metal and used his artistic ability with the different metals.

Louis was a very cordial person, and, through his endeavors, had many acquaintances. I enjoyed the short time I knew him, and the time we spent talking. Many times I think about the things he told me and taught me. During one of our conversations, I was asking about making something and how he did it. These are words to remember: "This is just a hobby and if you don't like the way it looks do it again". The other thought that comes to mind is scratch building parts. One day Louis was showing Bryce Sunderlyn and me some drivers he was making. Bryce commented that you could buy castings for them. Louis said he could build them in the time they would get there in the mail. Recently, I was working on something and needed a piece of brass. I have about 100 pounds of brass, but not a piece .03" x .375". I have plenty of .03" thick brass, but not the width. As I was getting up to go to the store, I thought about Louis. I sat down and cut the parts out of the .03" plate with a jeweler's saw in the time it would have taken me to drive to the store and back. Louis was right. Like all of us, Louis had an end to his physical life, but he is still with us.



Kate Munsch photographed this sketch and a driver Louis made. This shows the designer in Louis. Not only could he design the part, but he thought about how he would make it.

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Catalog: www.protocolraft.com - phone: 707-933-7011**Canadian National's 1937 AAR design boxcars**

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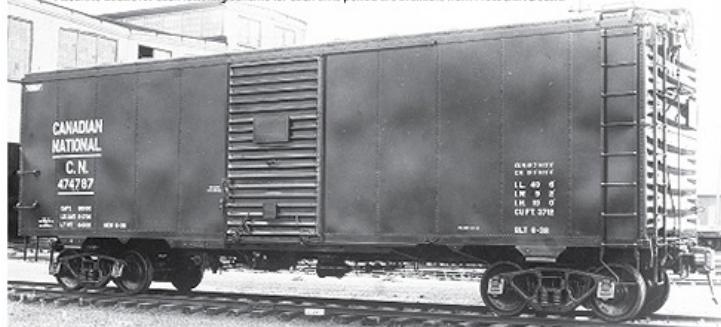
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Accurate decals for each lettering scheme for each time period are available from Protocolraft Decals.



The CP had essentially the same car but with a more standard brake arrangement: PC-3531

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TEXAS & PACIFIC No. 300 BAGGAGE DORMITORY CAR PART 3



By Bill Basden

Editor's Note: This month, we continue a multi-part series of articles by Bill Basden on his building of a Texas & Pacific Baggage Dormitory Car. In the November/December issue of The O Scale Resource, Bill covered the prototype information. In the January/February issue, he covered the tools and equipment he uses, ending with some of the car side layout.

Part 3 will cover car body construction: part fabrication using fixtures for assembly, proportional dividers for data measurements from photos, along with the selection and mounting of detail parts.



Tools used: dial calipers, dividers, O scale rule.

I have mentioned twice now about the use of some special tools for measuring photos when trying to figure out dimensions for example, door and window openings. Let's start part 3 off with this exercise. Start with a known measurement such as truck wheel base length or car width. These are pretty much standard so they are very useful. The drawing that I used showed a wheel base of 11'0" or 2.75" and a car width of 10' 0" or 2.50". Keep in mind that I like to work in decimals where possible. I have two things I do not know the size of:

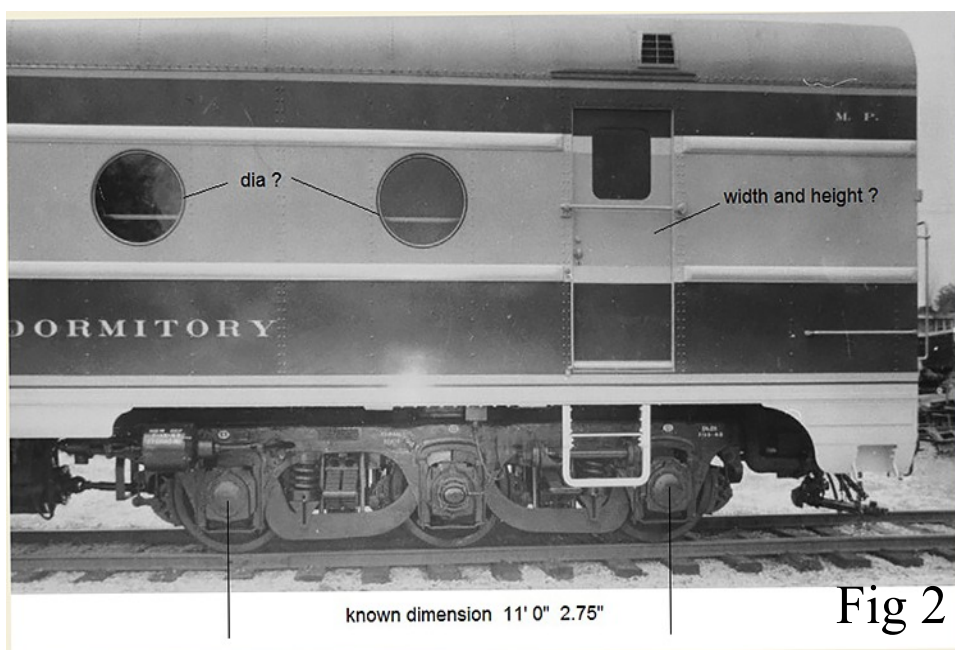


Fig 2

Photo used for measurements, very close to a broad side, but at slight angle does not adversely affect the accuracy all that much, if any.

of: the service door opening width and the porthole window diameter. OK, now follow me on this. Once you get the hang of it, this can be really useful in your modeling. You're going to use the the proportional dividers, calipers, a scale rule and a scribe. The photos show how I found the sizes needed. I measured the service door and the porthole windows, and my conversions told me they were 2' 6" for the door, and 2' 3" diameter for the porthole windows. **But remember**, if you change to a different photo size, you must re adjust the dividers. I hope you see this is a very nice way to piece the puzzle together on future sizes that are unknown. All the notes shown on the photo were figure out using this method.

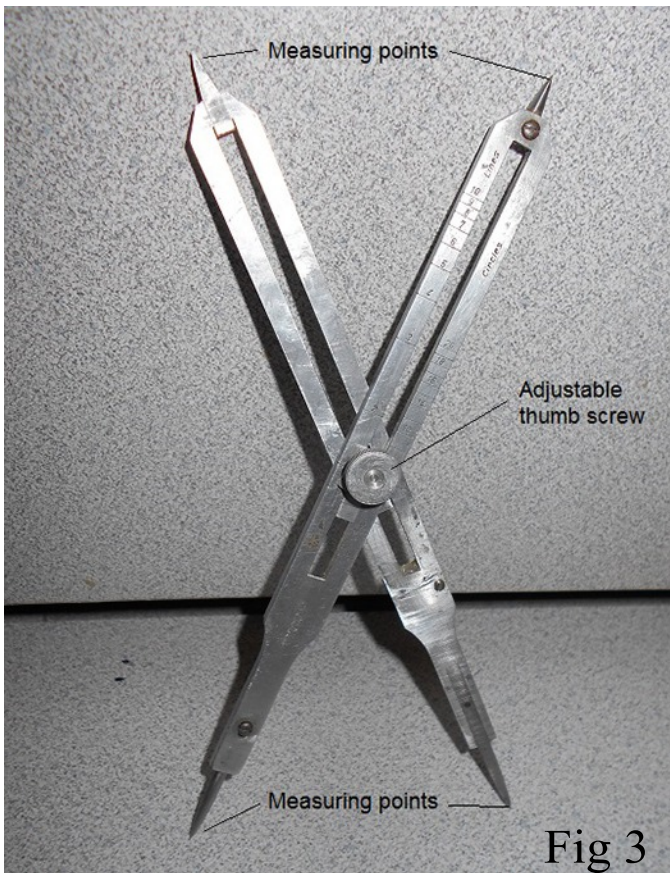


Fig 3

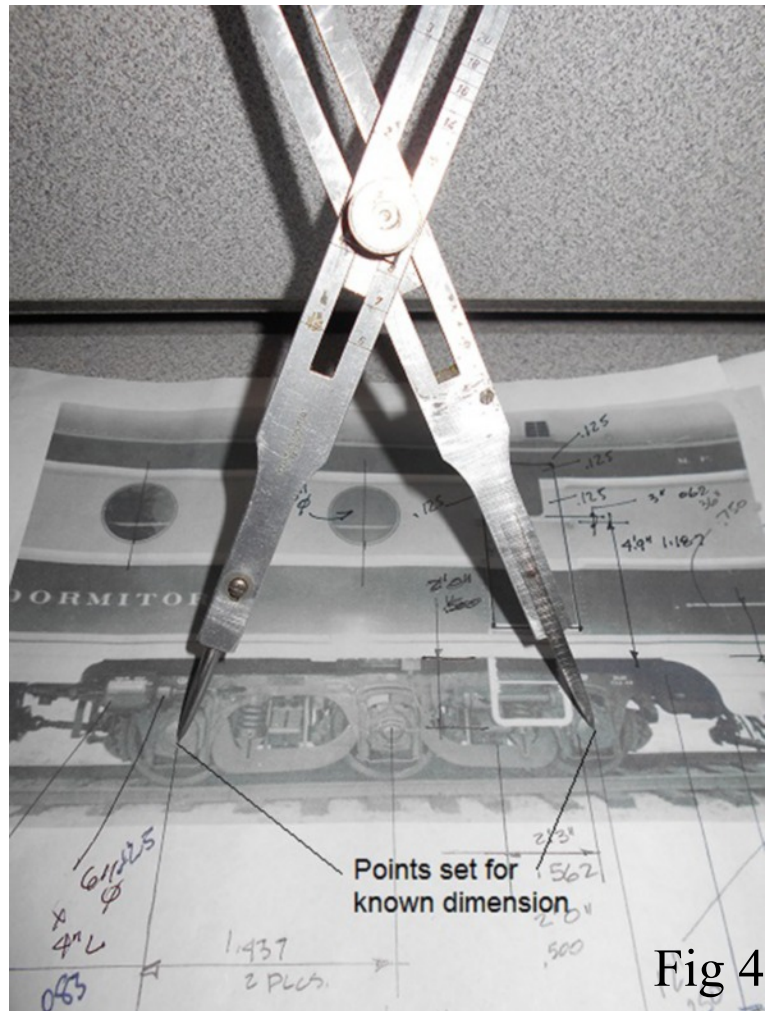


Fig 4

Note the proportional dividers I am using. They were my great grandfather's and are close to 100 years old and German made. **Do not buy a cheap pair if you want one.**

Verifying our dimensions from the drawing to see if it is correct for O scale. The points show it is correct for the 11' 0" measurement that we want. So now we can find the size of anything on the drawing/picture.

I measured the service door and found that it was 2'6" wide. That is a standard for this car. But, if you use another drawing or picture different in size, you will have to readjust the dividers.

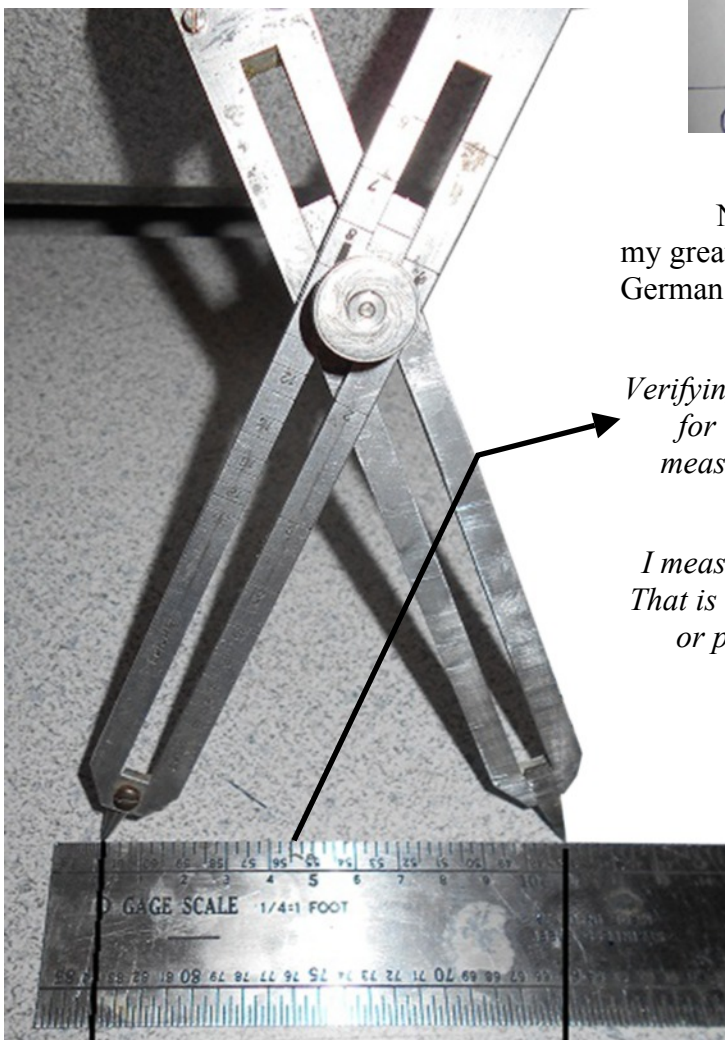


Fig 5

Fig 6



Verifying wheel base dimension of 11' 0" with O scale rule.

In part 1, I talked about keeping a project binder (Figure 7). This is a great tool to work from and to have for future reference for model contests or to use to build an identical model. Figure 8 and 9 show a few pages from the binder. A lot of information is contained on them, and that was used to fabricate various parts for the model as I progressed during the project.

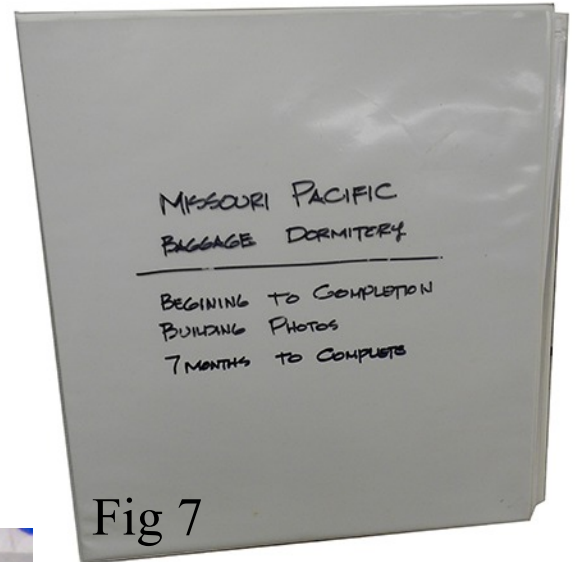


Fig 7

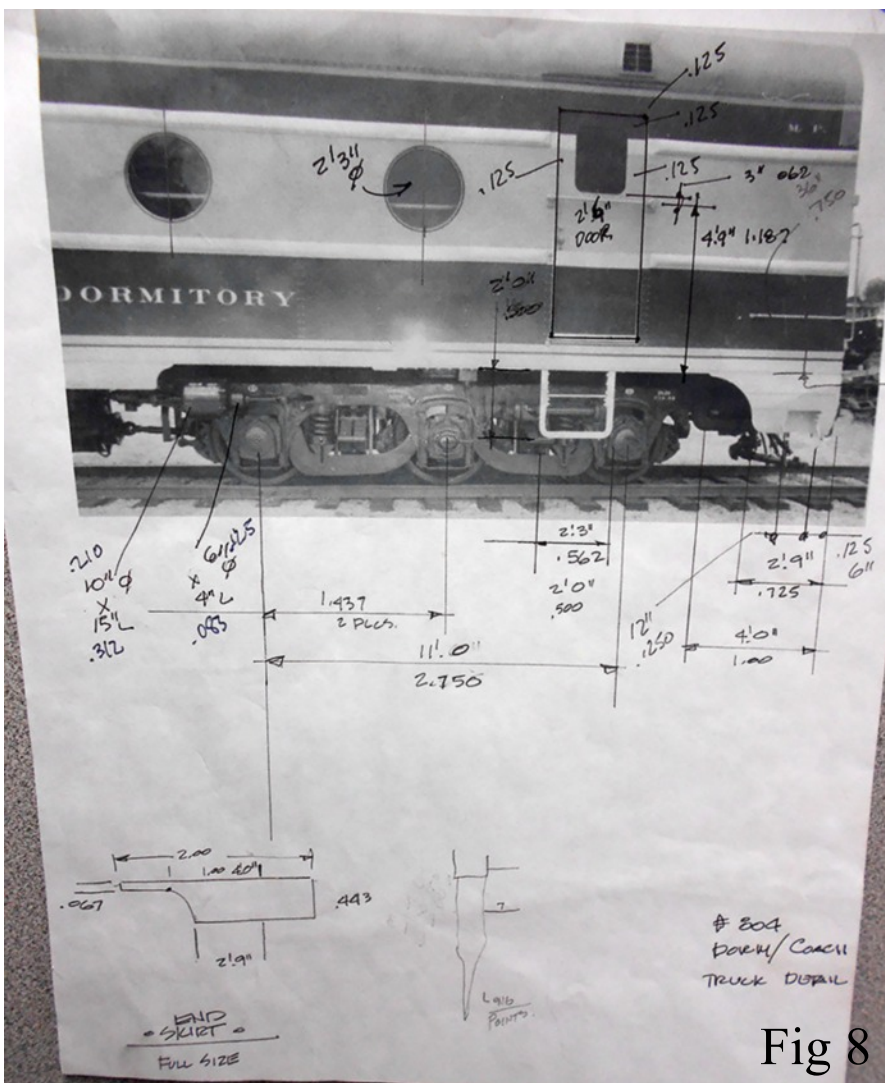


Figure 8 shows a data page from the Binder, all dimensions were determined with proportional dividers. Shown are service door width height, window size, skirt, handrail and step measurements. All data is used in the fabrication of the model.

Fig 8

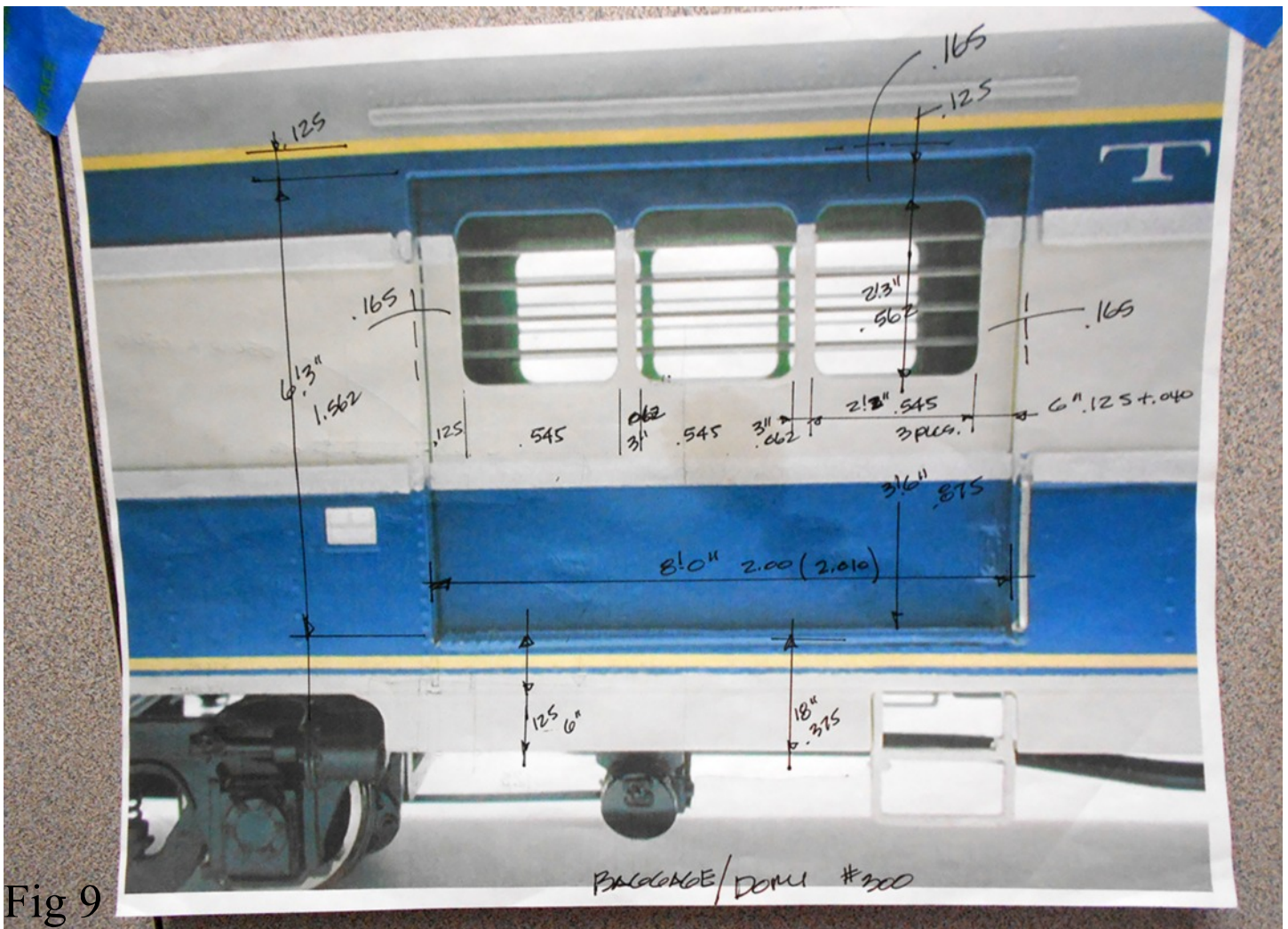


Fig 9

Figure 9 – Page from the binder. Baggage door data was determined using the proportional dividers. **Note this was a photo of an HO scale model so the dividers had to be recalibrated** to give me the data for the door size for O scale skirts, safety bar and dimensions across the windows.



Fig 10

The car body assembly is the next step. I got ahead of myself on the fabrication and did not get any photos taken for soldering the sides and ends to the roof. So I am going to describe the steps in a dry form with the fixtures I used. I have two types of fixtures for different types of cars, one is for one piece body wrappers and end castings, while the other is hard wood with a rounded top. Both types were used for this car. Once the sides and ends were soldered to the roof, I used the fixture in Figure 11 with the floor in place to drill all necessary screw holes.

Figure 10 – Assembly fixture with clamps that lock and hold everything tight.

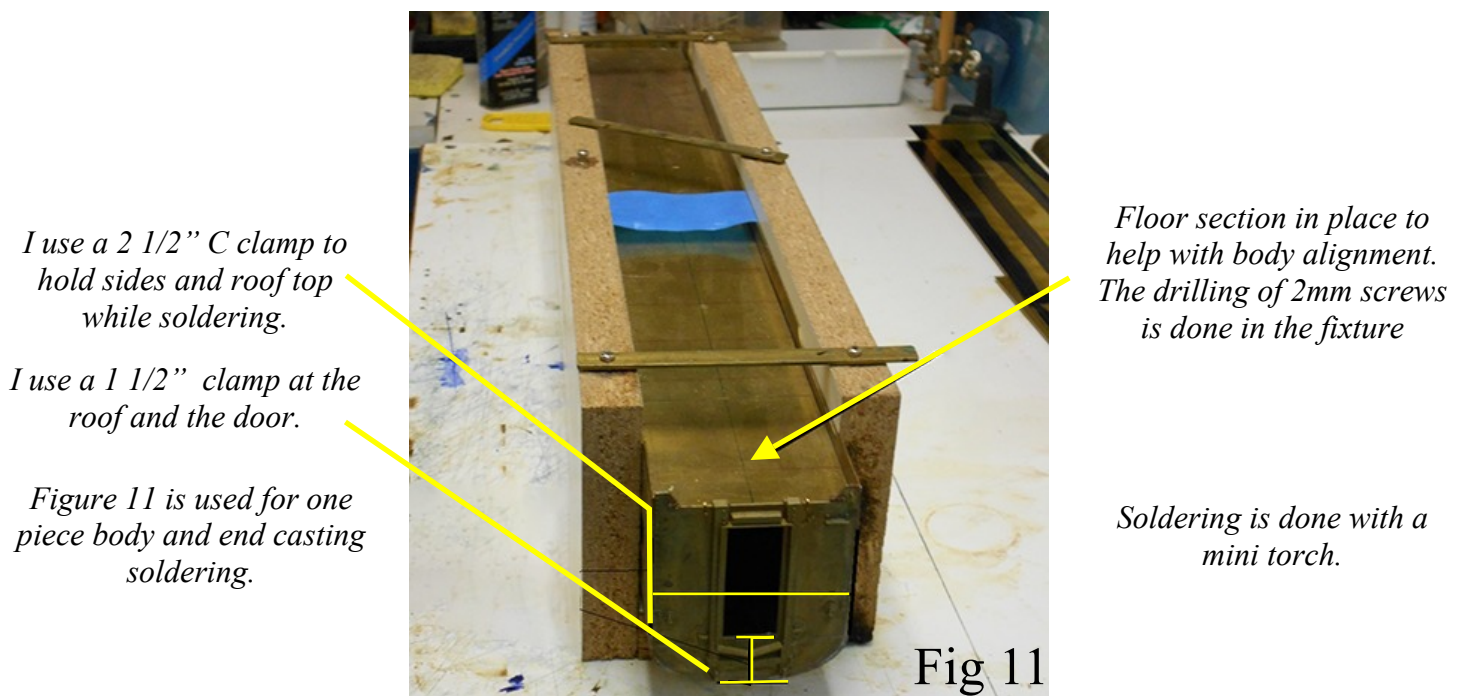


Fig 12

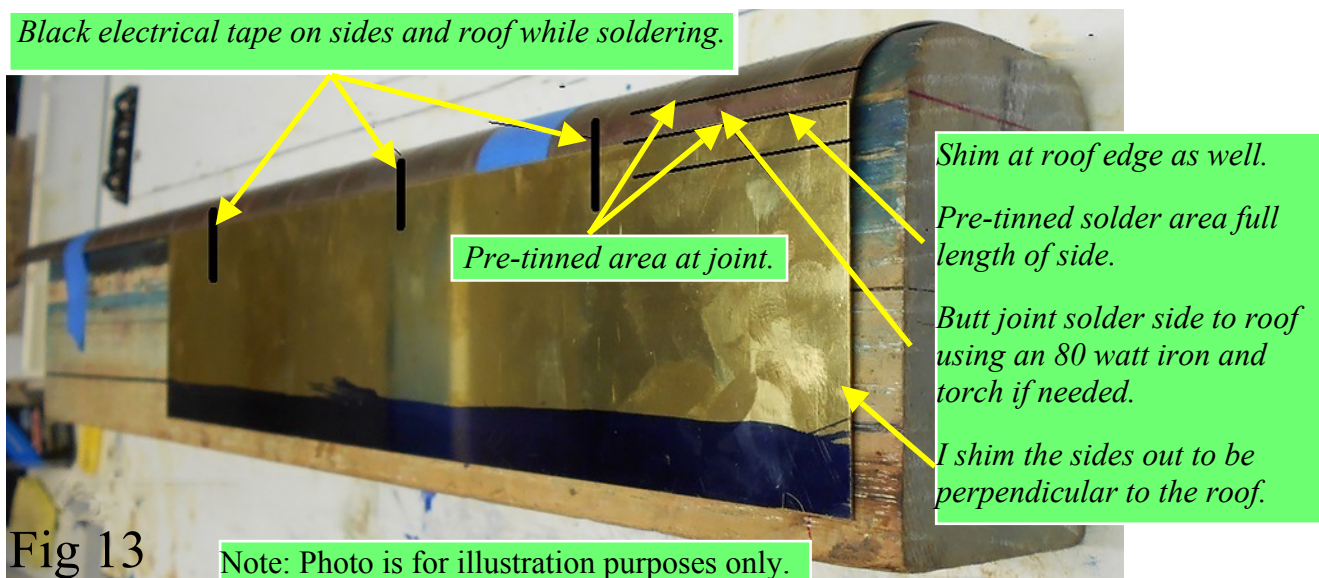
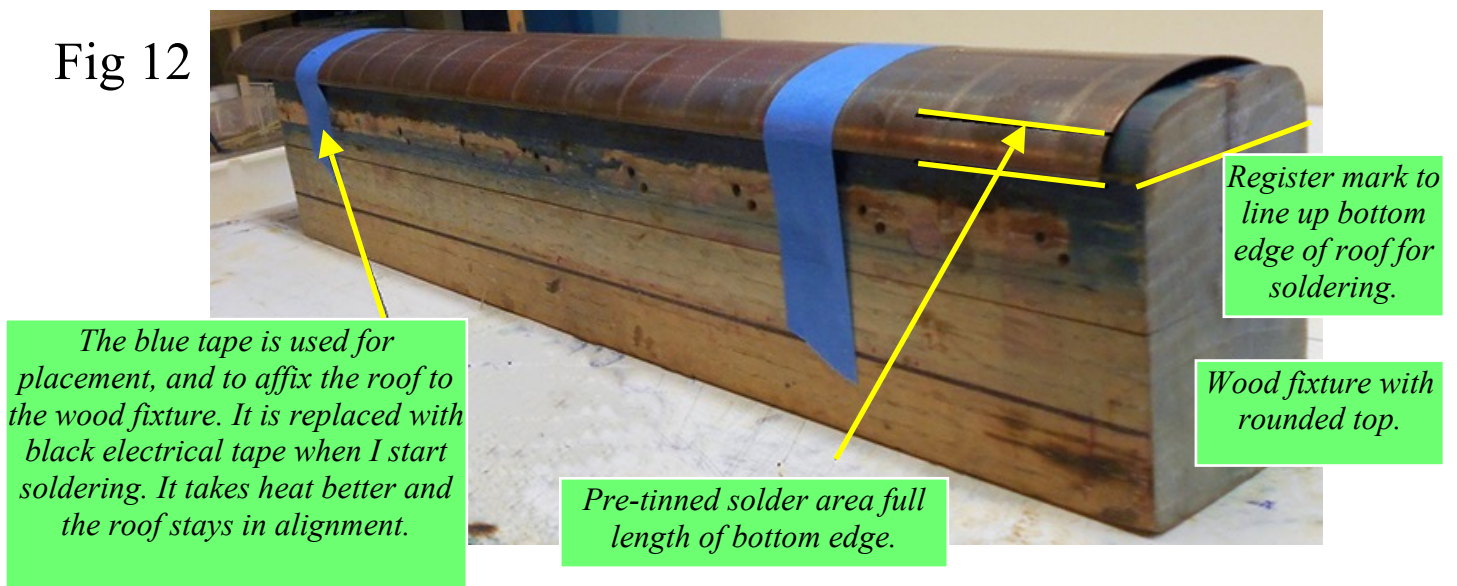
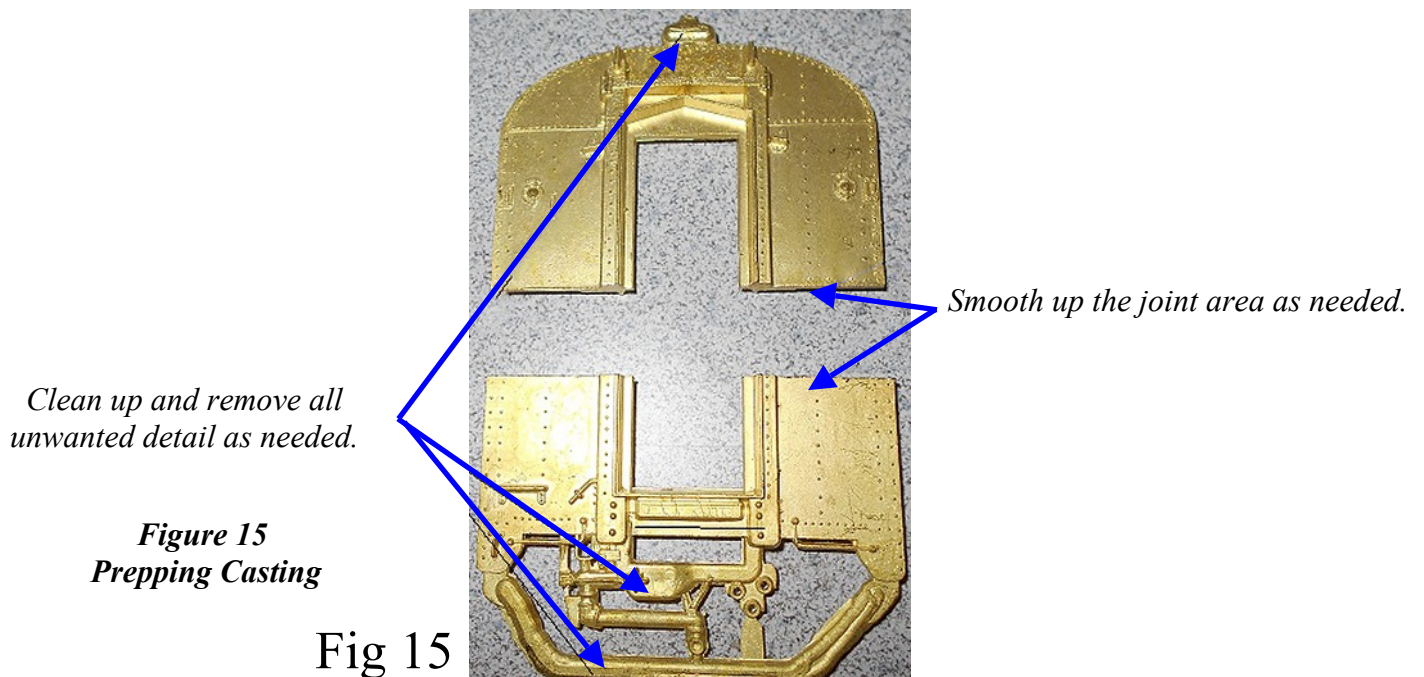
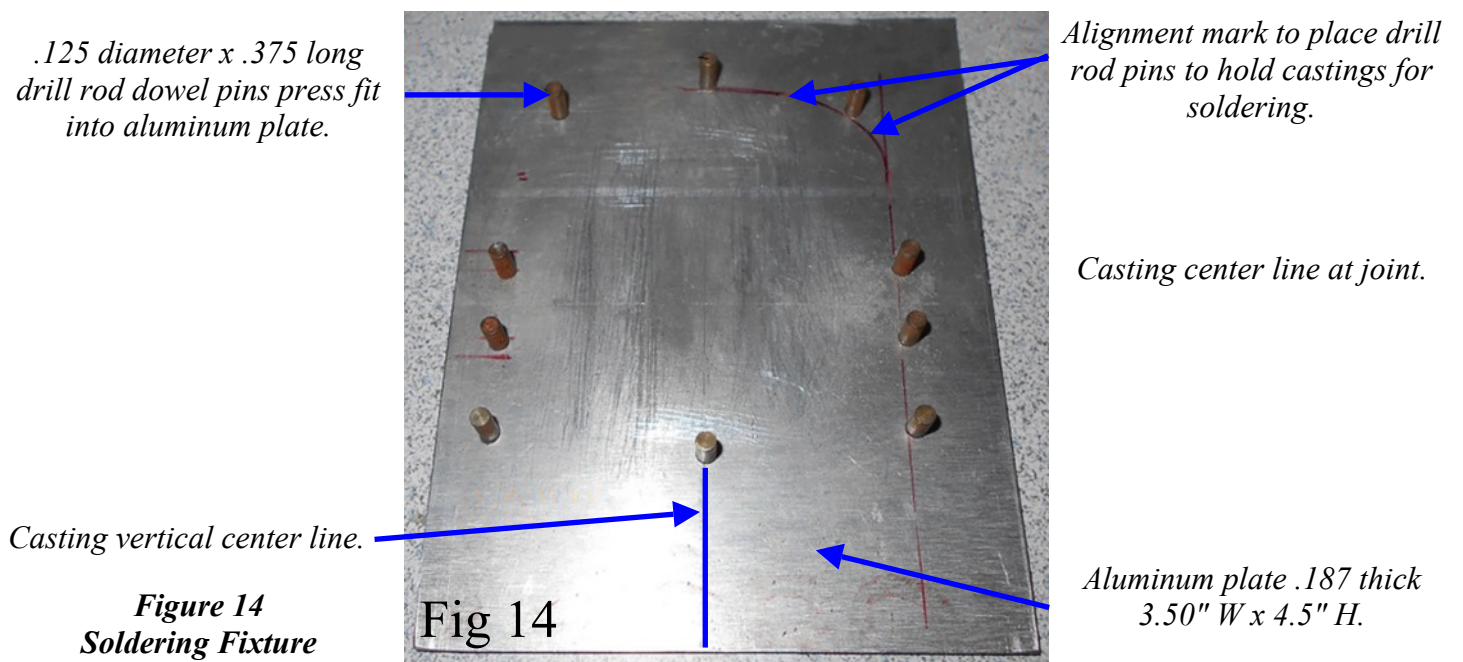


Fig 13

The most critical thing in soldering is called solder tinning. This is applying solder to two surfaces that form a joint. Figure 12 and 13 illustrate this. I use a heavy 80 watt iron for this or sometimes my torch as well. For this project, a fixture is used to solder the end casting to the roof and sides (Figure 11). This has clamps that lock everything tight. The floor (shown) helps when drilling the screw hole to secure the floor to the body when in this fixture. All the fixtures I have made are for the purpose of making the assembly go faster and helping to make sure everything is square.

End casting soldering fixture.

Earlier, in part 1 of this article, I briefly talked about this fixture and its use. Since we have dealt with the sides and roof, now is a good time to discuss the fixture. The Kemtron 2 piece castings have always been a pain in the butt to assemble and to get straight and square. So this is what I came up with. It works very well. Des Plaines Hobbies also makes a one piece casting.



Dowel pins hold both casting halves snug while soldering.

Casting cleaned up and ready to solder.

Figure 16
Soldering casting in fixture

Pre-tin back side of joint area, both halves.

Fig 16

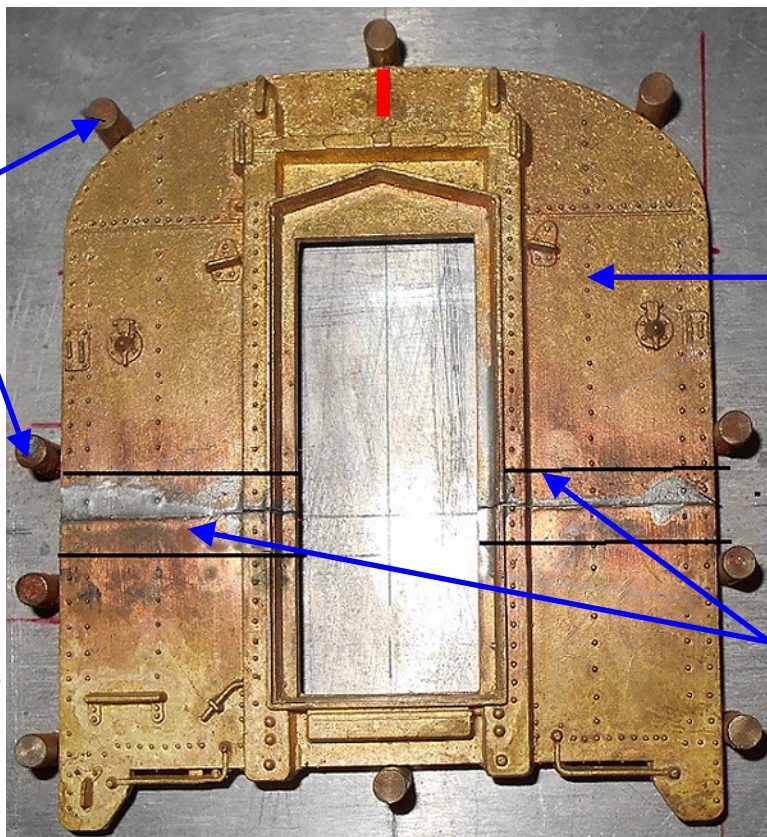


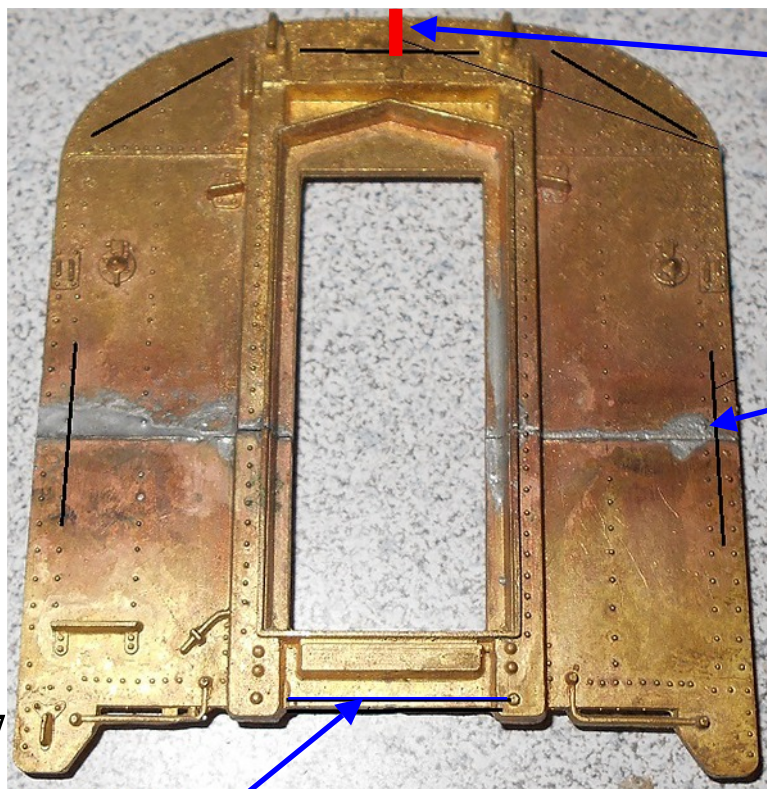
Figure 17
Casting ready to solder to sides and roof

Red center line mark to align with center of roof.

Pre-tin solder to back side of casting prior to soldering to the sides and roof. Note: an 80 watt iron was used for this step.

Fig 17

Remove .062 of material for Kadee coupler clearance or as needed.



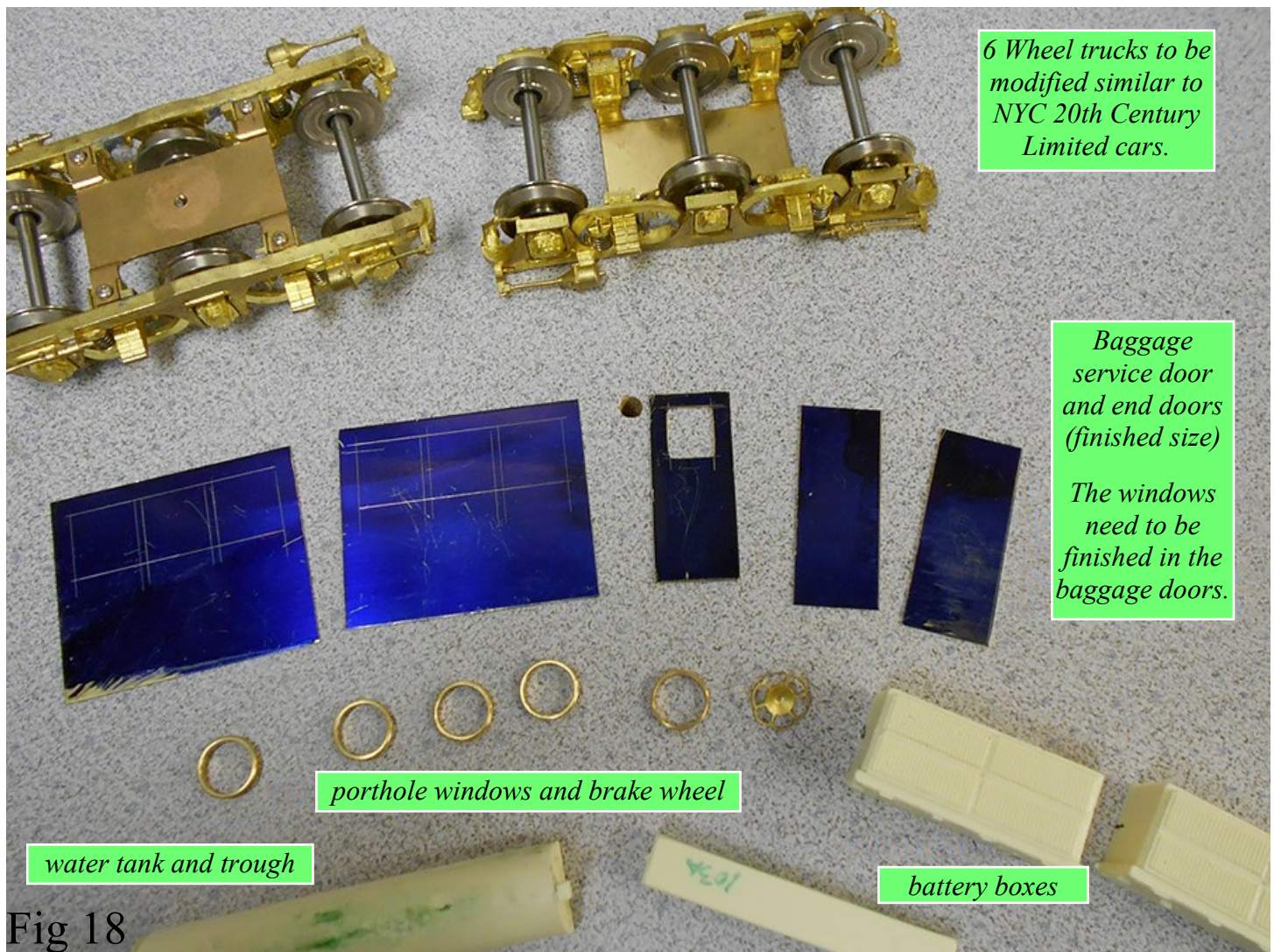


Figure 18 Trucks and miscellaneous parts.

Ok, we will assume the car body is ready for add on details, underbody work and yet to be done truck modifications along with some interior work on the crew dorm area. I am going to go ahead with the trucks first and get them out of the way.

Truck Modifications (as needed)

These are very nice 6 wheel trucks with an 11' 0" wheel base. I am not sure of the correct name for these, but they are very similar to ones used on the NYC 20th Century cars. I believe that SSM used them on some early imports back in the late 70's or 80's time frame. Over time, I obtained four pair for future projects. I am always looking for more.

The modifications are not all that great in scope, but do make them look different. Basically, I will remove brass and fill back in to change the side frame profile, remove the brake cylinders and reverse them to the inboard car centerline, and replace all crappy screws for nice NWSL black plated metric types. This has become a standard with me to replace all screws from the importers, replacing them with better quality.

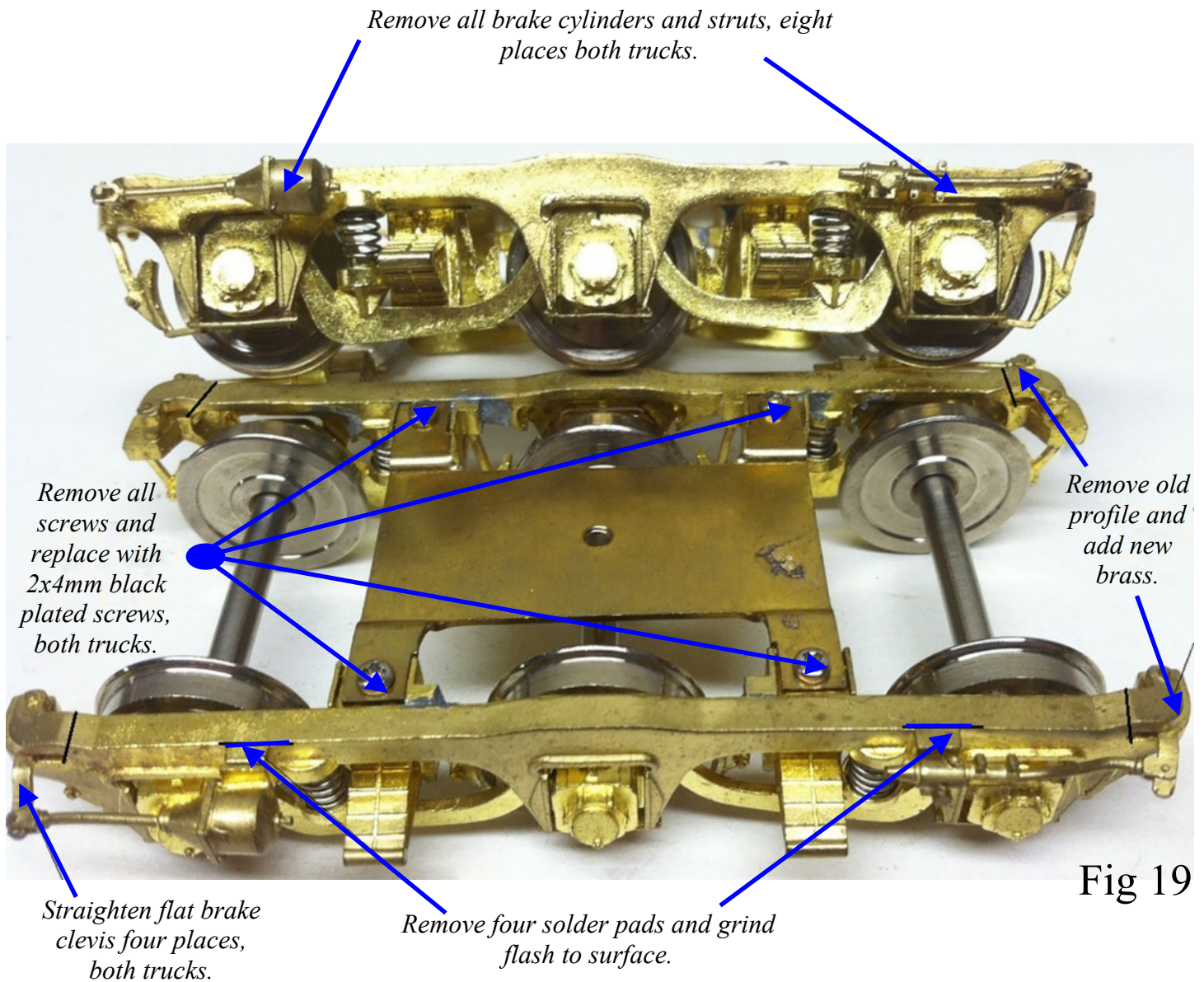


Fig 19

Figure 19 – Trucks before modifications, with notes on what to remove and replace.

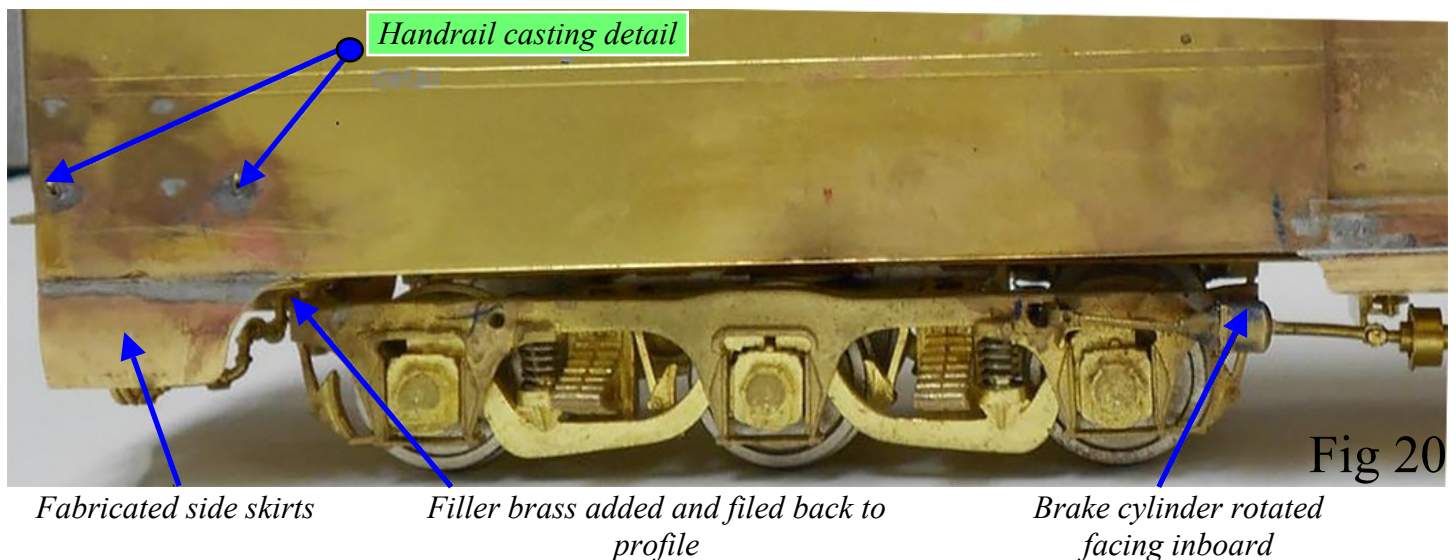


Fig 20

Figure 20 – Modified truck side frames as referenced in Figure 19

Assembled body ready for detail work.

All right by now you can see how the major parts of a car can go together to make a very nice model, my methods have been used over and over. But I am also looking to do things better. Alright we now have the body assembled and are ready to start the fun parts. Adding of the various details to create a one of a kind award winning model.

The photo's will show a compilation of the before and after detail work with noted detail areas, what I thought was very unique with this model and the prototype is the portholes and two types of windows used. Note the portholes as has been indicated in **Part 2** where 27" O. D. and the glass was 24" I.D. they were not flush with the side as you might think they were outset from the side and the photo's look to be about 1/2-3/4" so i decided to cut them with a parting tool at .030" thick, and with the sides at .020" thick that gave me a .010" outset which is about 1" in O scale looked real good to me.

I had already use my lathe to turn these out of solid brass bar stock, but they never looked right to me. I did 4 sets with all the same results. Finally I said a 9/16" dia tube with a .014" wall is it. 27 and 24. It amazes me something so simple is frustrating.

Reference Figure 25 for porthole opening for insert. **Note** after all openings are done using black electrical tape on the inside as an aid place an insert in for soldering using a 45 watt iron and silver solder.

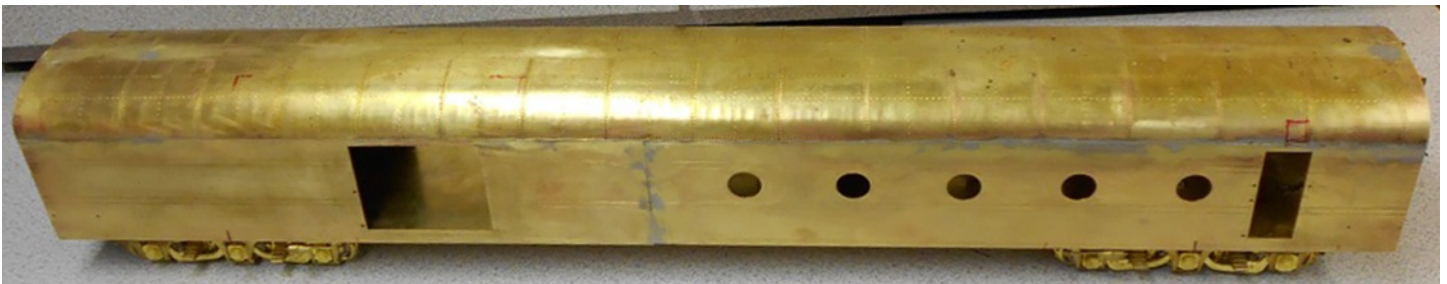


Figure 21 – Passageway side

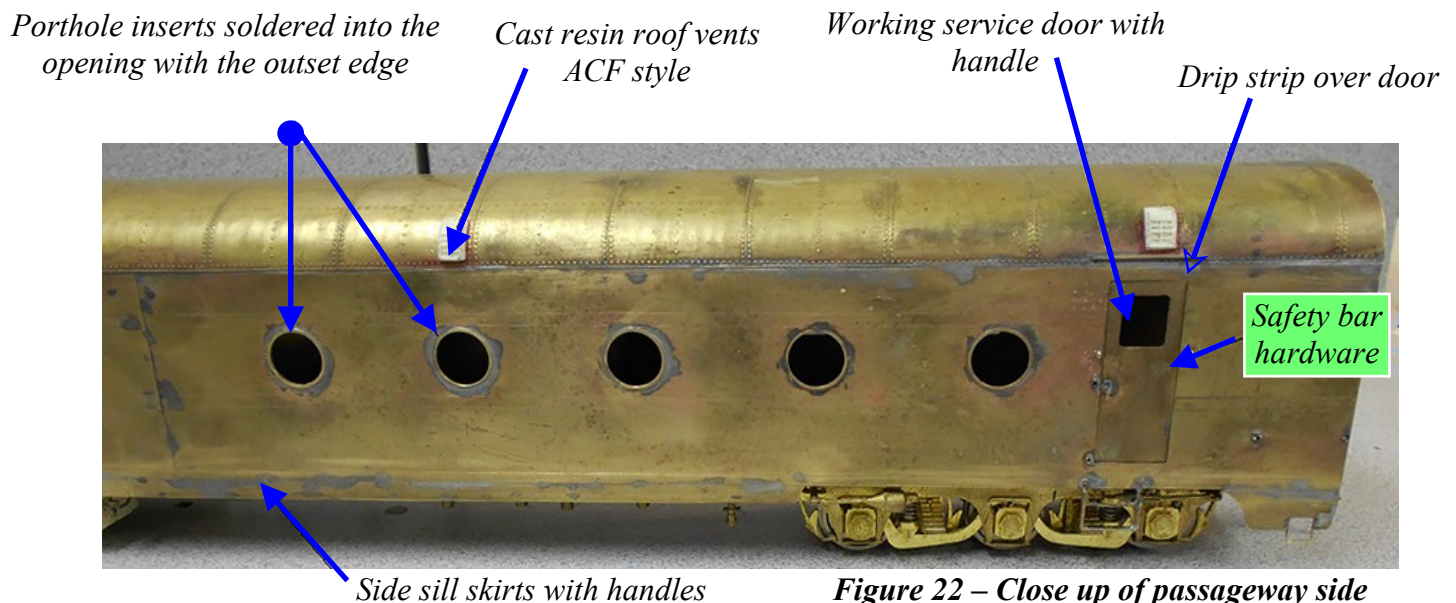
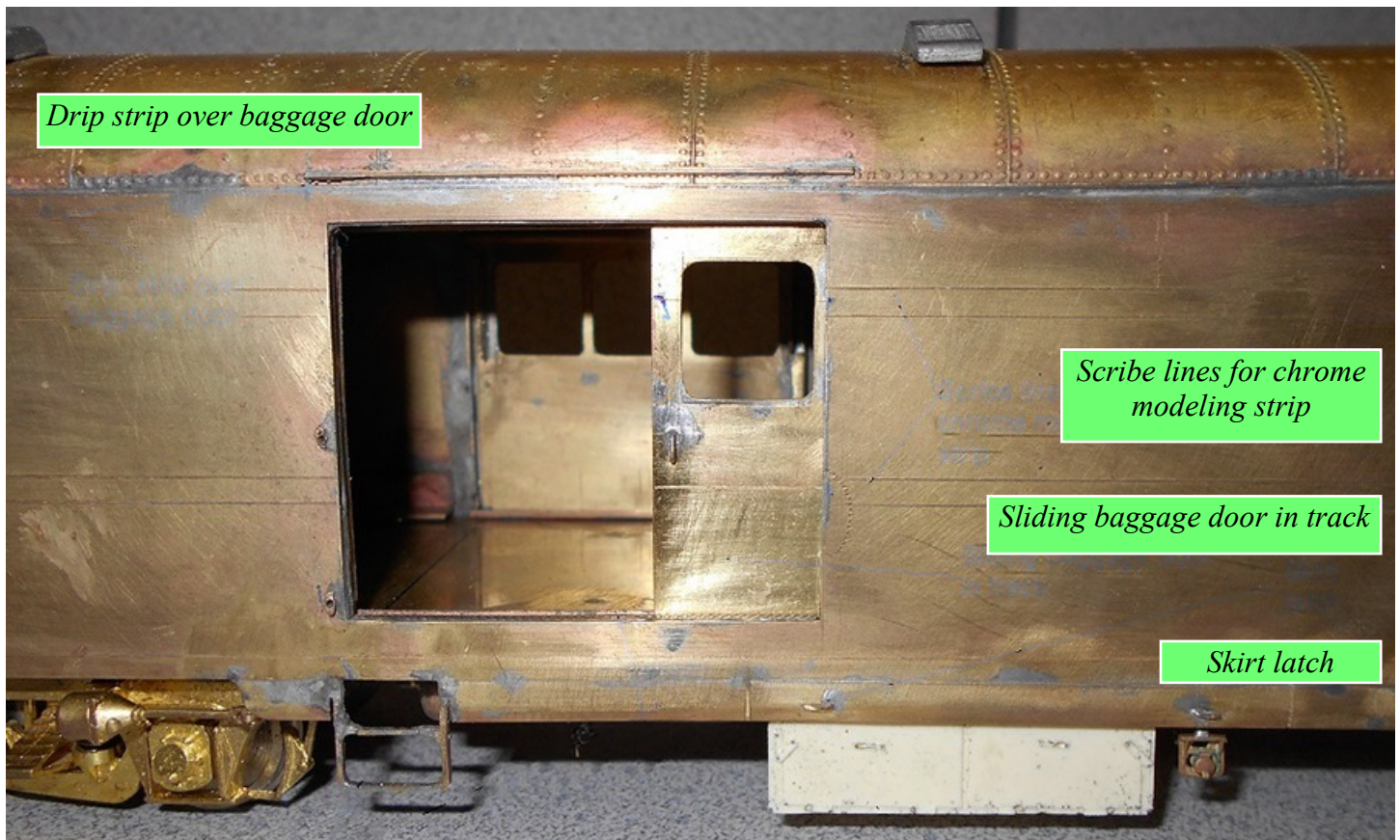


Figure 22 – Close up of passageway side



Fabricated skirt steps.

Tread plate sill

Resin battery box

Figure – 23 Baggage Door



Figure 24
Baggage Door Hardware
Each door uses 20 pieces of tracks, side post and other items.

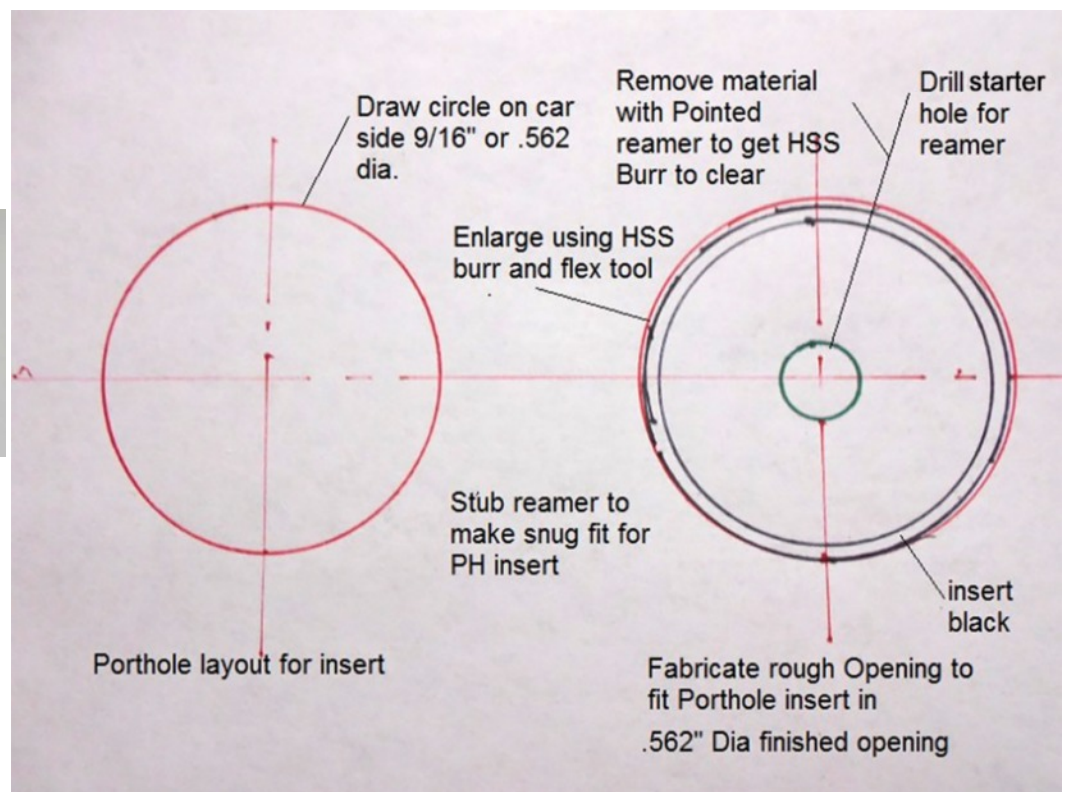


Figure 25 – Porthole layout on car sides

Reamer to enlarge rough pothole opening close to layout line.

HSS Burr to true up to top reamer step to just edge of red circle.

Final reamer step to outside of red circle; dry fit insert for a snug fit.

Finished porthole insert ready for soldering to side.



Figure 26 – Tools to fabricate porthole rough openings

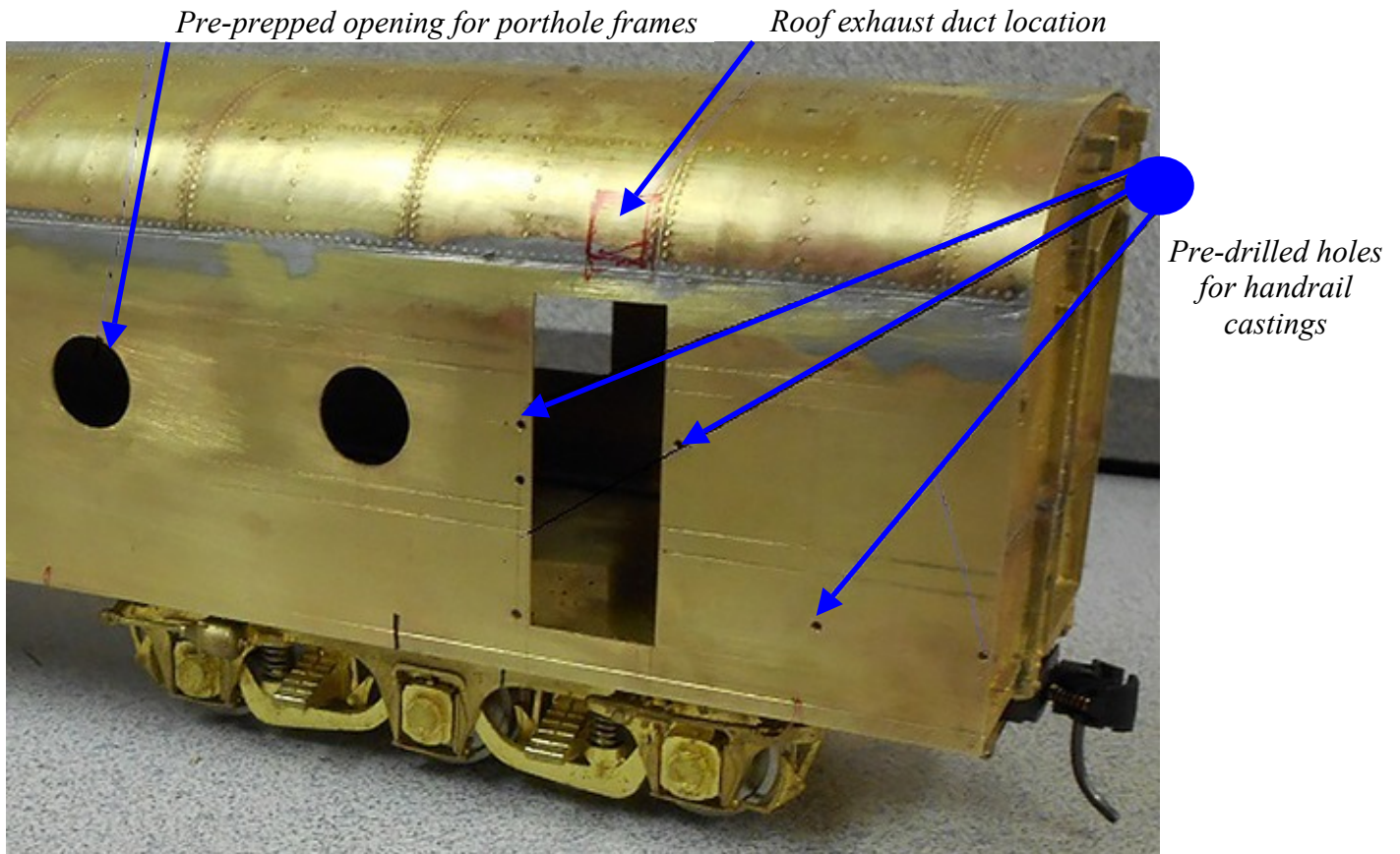
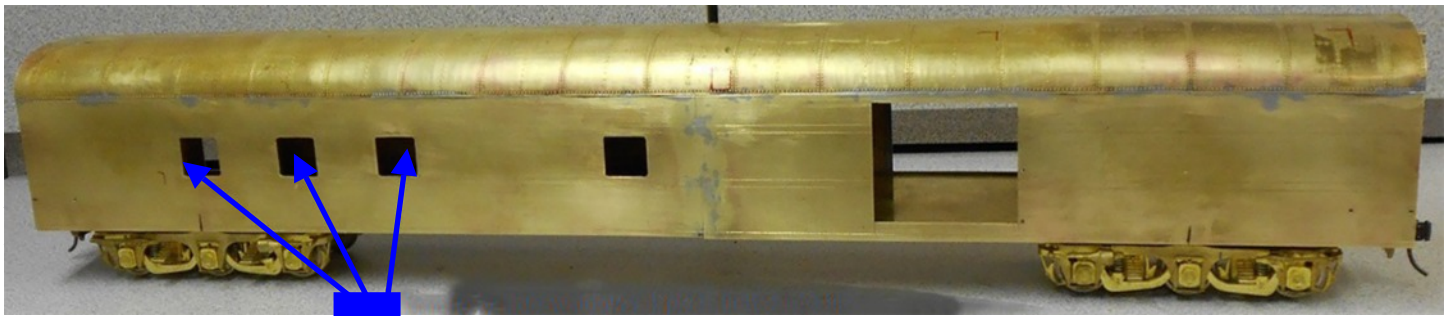


Figure 27 – Passageway at service door



*Dormitory side windows (four places)
The first three line up with porthole windows on passageway side.*

Figure 28 – Dormitory side

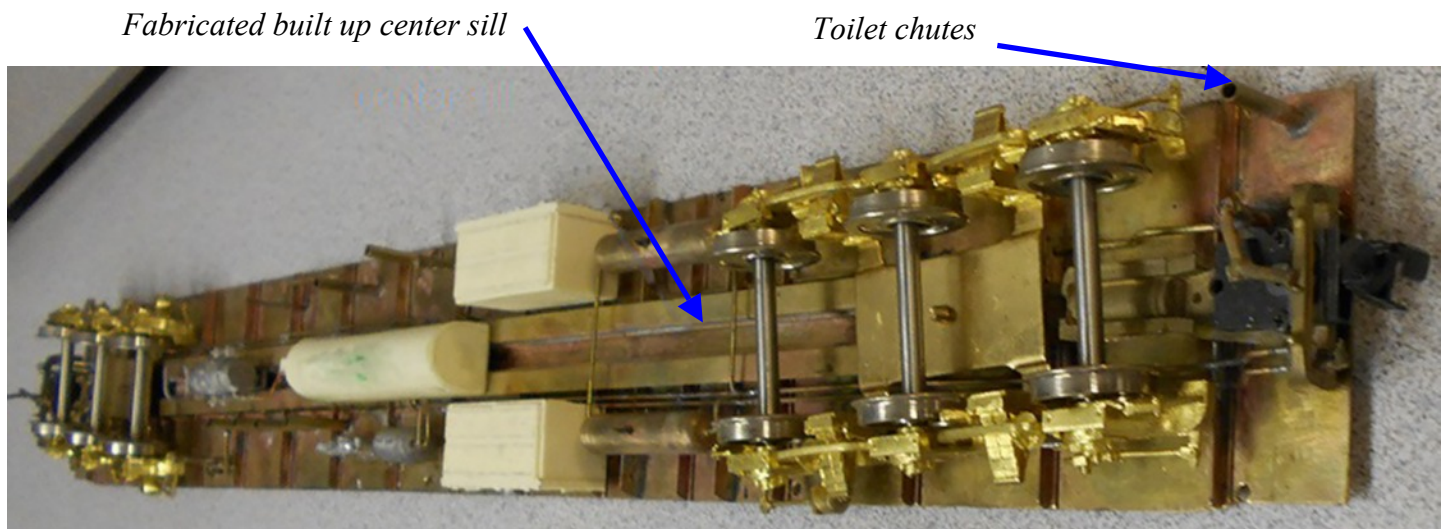


Figure 29 – Overall look at major components

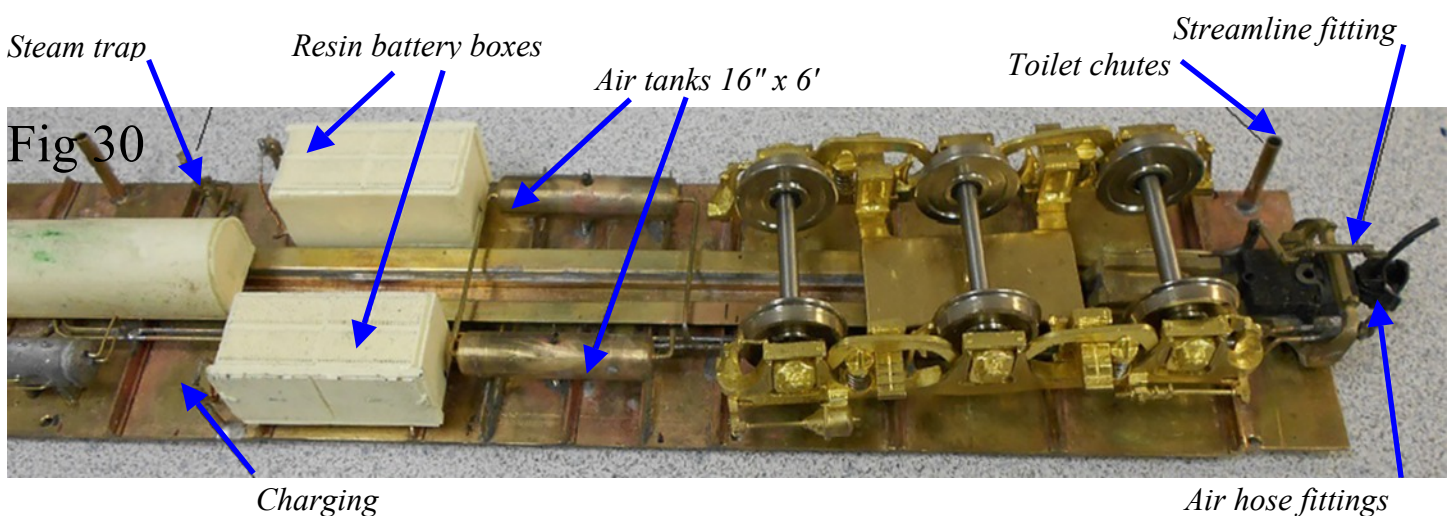


Figure 30 – Underbody at vestibule end

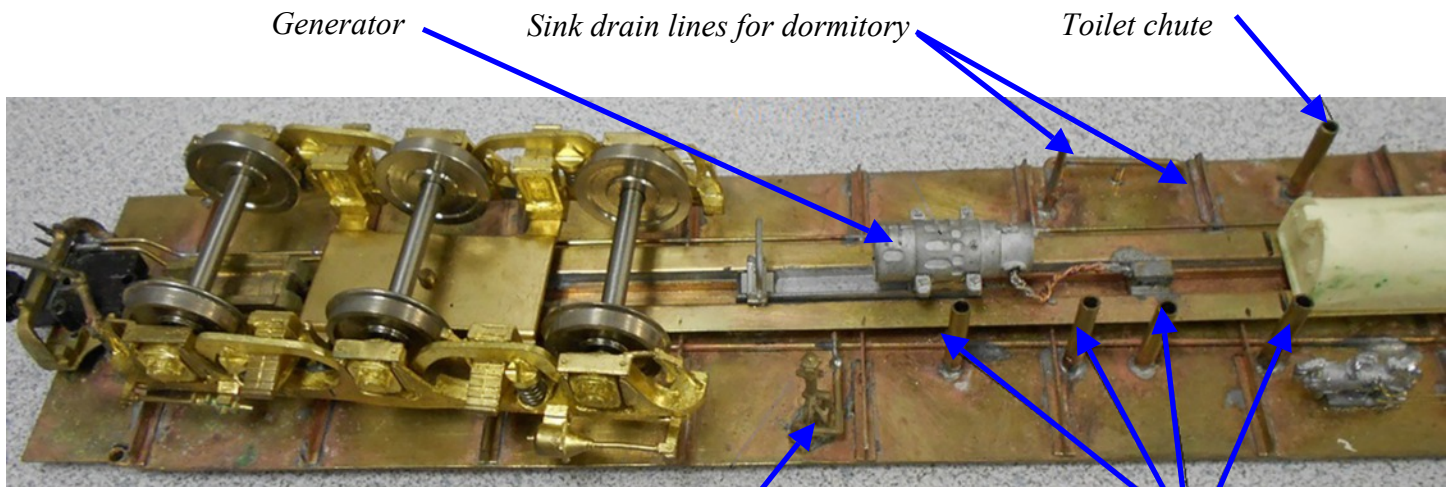
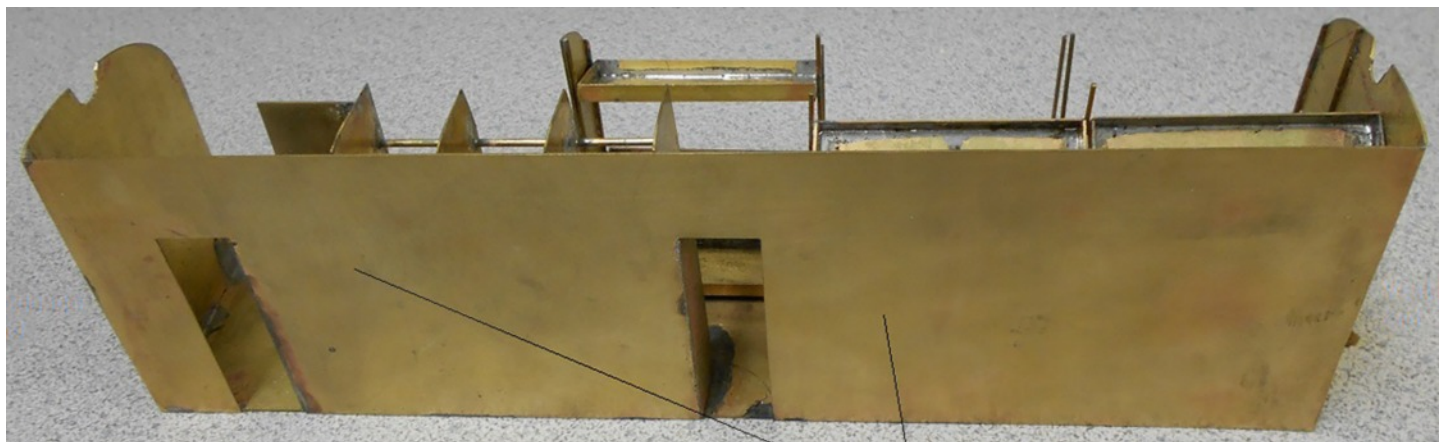


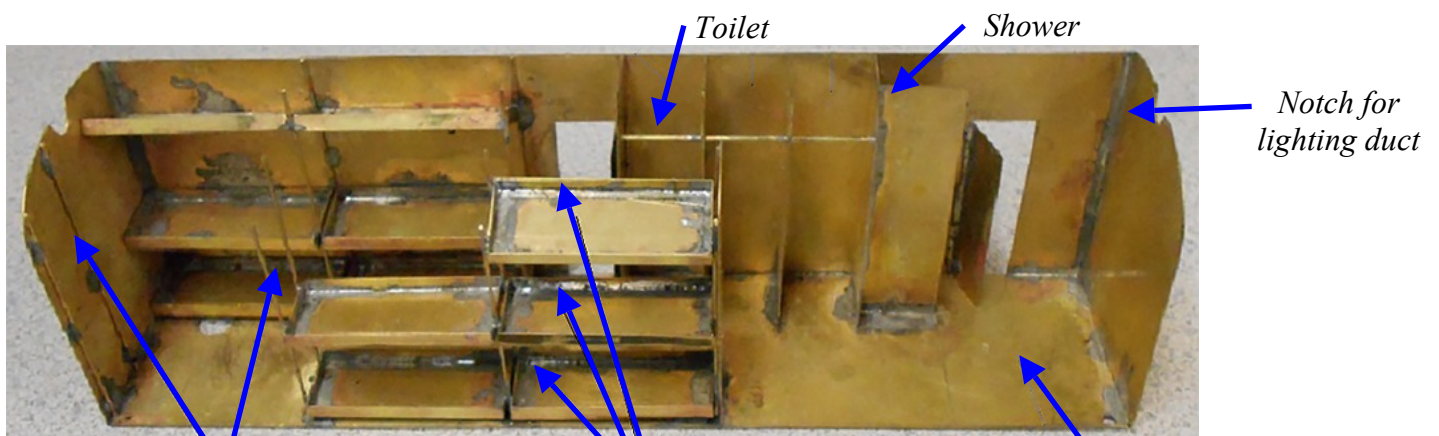
Figure 31 – Underbody at baggage end *Generator* *Sink drain lines for dormitory* *Toilet chute*
Steam trap *Toilet and shower chutes*

Interior Photo details For Crew Dormitory area

Even though this is an interior feature fabricated out of brass parts, I felt it belonged here to convey the scope in this area of the models. In Part 1 of this series, we talked about research, and this played a big part here. This car dorm had a capacity for 15 people, and what the railroad called a state room in a very small area. I would not want to be a crew in this as it was very close quarters. I think there are close to 50 pieces in this.



Baggage end *Walls fabricated from .016 brass sheet and sliver soldered* *Vestibule end*
Figure 32 – Passageway side



Toilet *Shower* *Notch for lighting duct*
Bunk support stanchions *Crew bunks 30" x 72" (I only put in what could be seen from window on door.)* *Stateroom area*

Figure 33 – Crew area



Teaser image for next time...

This now completes Part 3 of this series. I think it gave you enough material to fog the brain, and maybe say either “This guy is good or he’s nuts!”. I have enjoyed doing this so far, and have had many positive comments sent my way. But, make no mistake about doing these articles, it takes work. I think I have close to 150 hours in Part 3 alone. Part 4, and the final part of the series, will deal with painting decaling, resin interiors and special LED lighting.

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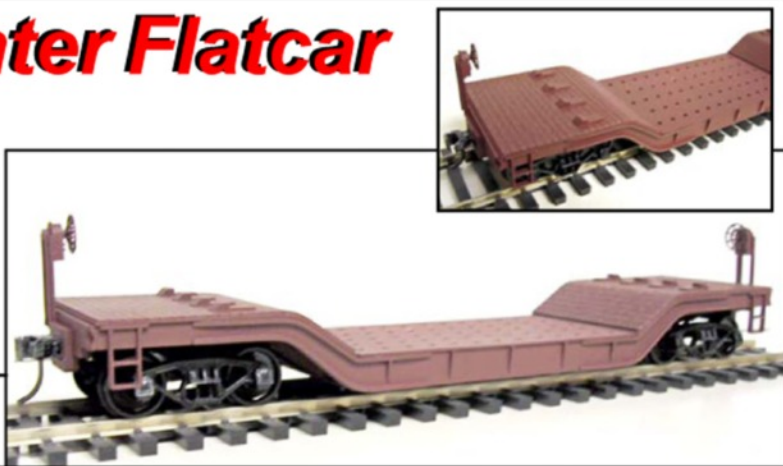
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Kimpei Sofue's Life

The man who built engines for Max Gray

By Tad Daito



Mr. Sofue, this picture was taken in mid 70's

When I was in the US in 70's, I found that most of O and HO scale engines were made in Japan, but I had no idea who was building those engines in Japan. After going back to Japan, my friend introduced me to an old man who had been working for various brass HO engine manufacturers that did drawings of the engines. He said, "You should meet Mr. Sofue, this man is the very man who is building O scale engines for KTM."

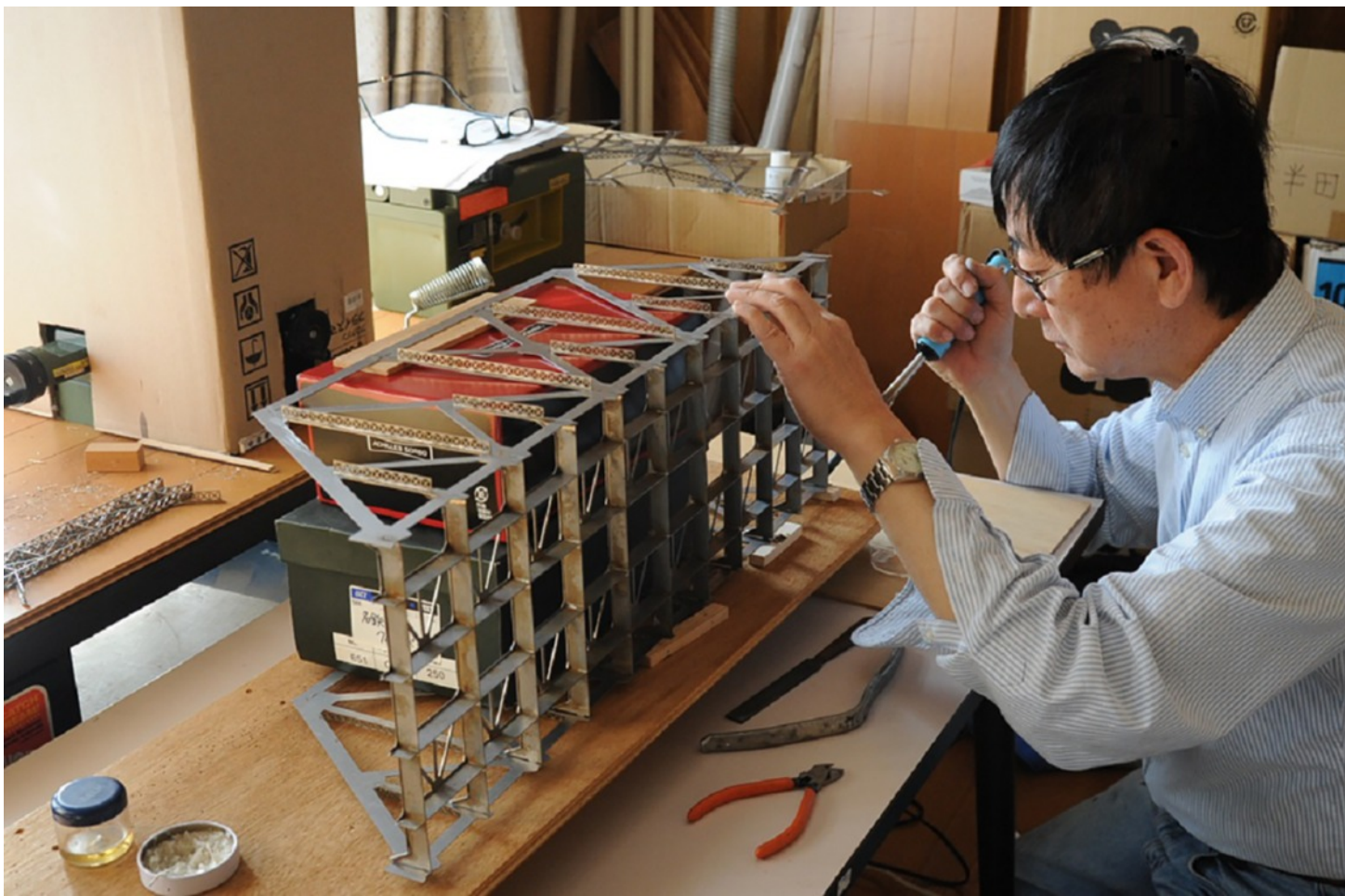
I was very much surprised to know only one man was building most of the KTM engines. Not only in O scale, his design was also applied to HO engines. I decided to visit Mr. Sofue who was living in the countryside outside of Tokyo.

His factory was a small one, with only a 20' x 35' flat working space. He had three lathes (one medium and two small), two kick presses, one shaper, vertical and horizontal milling machines, one shear, and vertical band saw (contour). He also had small drill presses and two tapping machines. A small space was designated for forge tooling. Most of special tools were made by himself. The biggest machine was a surface grinding machine. This is what you call "washing grinder" and is used to make punching dies flat.

There were only three or four women working in the factory that mostly did soldering. Mr. Sofue was making "kits" to be assembled by those ladies. Of course, his wife too, worked in the factory. I was watching their soldering and Mr. Sofue asked me, "Can you do soldering?"

"Yes, of course." I replied and he had me begin soldering so he could observe my soldering skill.

"No!", he said and slapped my wrist with a long brass bar (1" x 1/8"). "That doesn't work." He then showed me his way which was done by touching his elbow on the edge of the table. (See the picture on next page where I am working on my steel truss bridge.) This is the key to control the tip exactly with much pressure. He said soldering is to be done by pressure, not only by temperature. Hot irons hold a lot of heat, and the



Tad Daito working on his steel truss bridge using Mr. Sofue's soldering method.

soldering iron tip has a flat surface on the top. Applying pressure, heat energy rushes into the work in very short time. I was a trainee, and he was a very stern trainer. I visited him often to learn how to build engines.

Mr. Sofue was born in 1922, in Tokyo. His father was a wood worker that made doors and window sashes. His father's elder brother was making Japanese sword sheaths. Mr. Sofue began to build steam engines with scrap brass when he was high school. He got information through science magazines, then watched real engines at the station to understand the mechanism.

He worked for the factory that made parts for the real engines. He made speedometers, power reversers, injectors, whistles, bells (for Manchurian RR), etc., and was allowed to go to school in the company to learn how to draw plans and mechanical engineering. That was why his engines are different from others. He knew mechanical engineering. Also, he had special skills to operate machines to make engines.

In the World War II, he was making parts for battle ships. His skill was outstanding, and he was exempted from service. No one was able to do what he did. Even in the war, he was building small steam engines, he said.

After the war, Japan was occupied by Allied Forces. He began to work at KTM as a master craftsman. Originally, KTM was a model airplane shop. Many GI's came to ask him to build steam engines. They gave him only some pictures and specifications (wheel diameter, etc.). He built one model in a week! An Officer came to KTM and requested to make a copy of Lobaugh's engine. Lobaugh was a very nice model maker, and some ideas were taken from Lobaugh to use in KTM engines. For example, the long kingpin through leading truck is fastened to the boiler. Also, KTM motors are fashioned after Lobaugh motors.

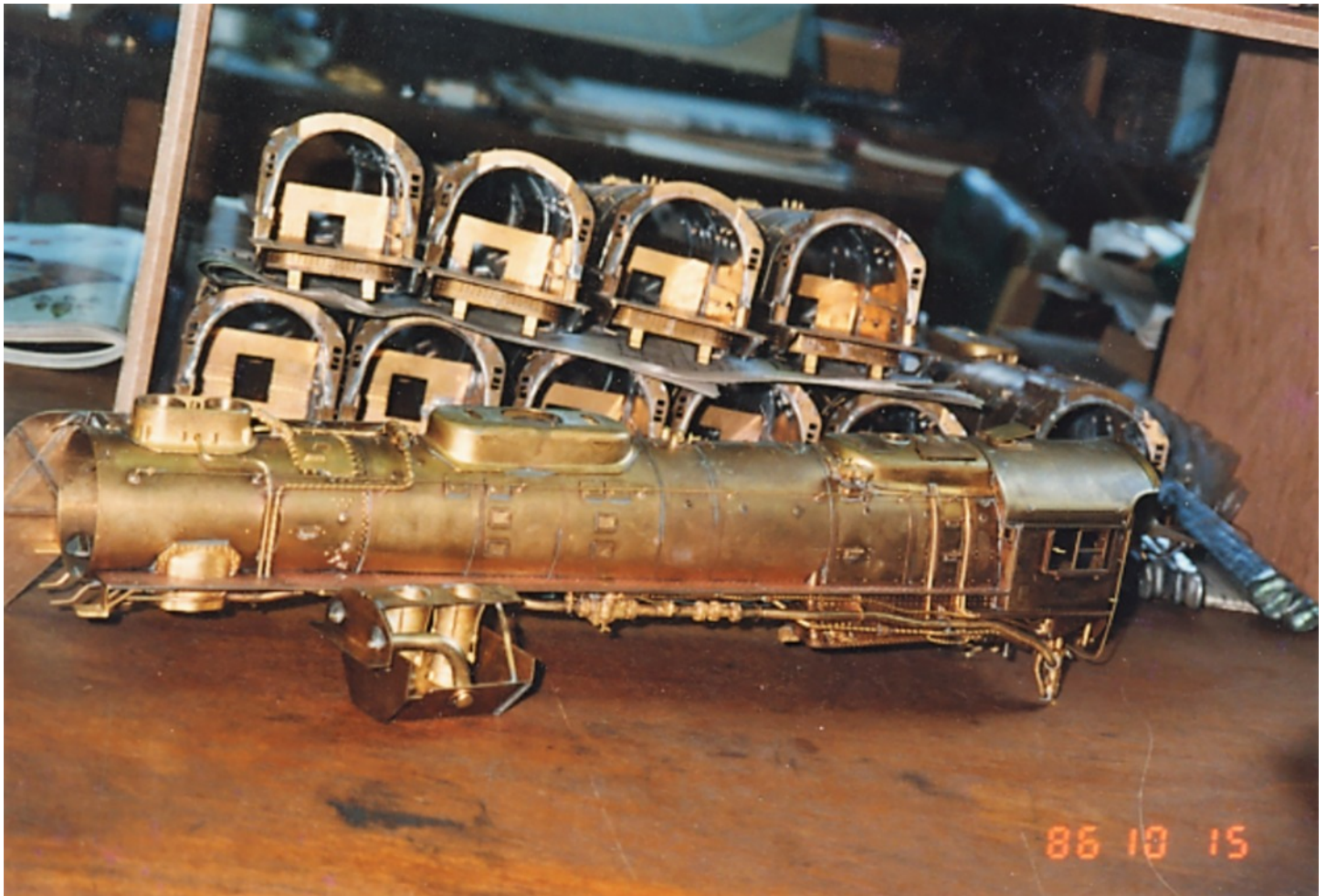
At Tachikawa Air Base in Tokyo, there was a nice O scale layout. It was above the ceiling in the hanger. Mr. Sofue was too short to see it, so someone put him up on their shoulders to see it. It was a 45' x 45' well made layout, and his engines were running there. He was taken to the place many times to see them.

With a lack of information, only a very poor model could be built. He needed real drawings to make a good model. A man from California showed Mr. Sofue a picture of Shay engine and asked him to build it. The picture was the engine side only. The other side's information was not given, but Mr. Sofue managed to build the engine, hiding a worm gear drive in the back of the drive shaft. The customer was very happy.

One year later, a gentleman came to KTM to ask them to build the B-Shay in quantity. His name was Max Gray. This was the very beginning of the exporting KTM engines to the US in commercial quantity. The next order was SP Cab Forwards. Max Gray had brought real drawings of the engines. For Mr. Sofue, this was his first chance to have seen the real drawings of the US engines. Max Gray brought some other drawings for next order. Mr. Sofue worked very hard to build pilot models for Max Gray.

Mr. Sofue didn't understand English. KTM talked to Max Gray in front of Mr. Sofue many times, but he was never been introduced to Max Gray. Max Gray didn't know who was the master craftsman. For KTM, Mr. Sofue was "the chicken that lays golden eggs". If Max had known who the master craftsman was, he would have taken him to the US by any means. Mr. Sofue was not happy because he was not able to talk to Max in person. Max liked NYC engines, and that is why they re-ran NYC Hudsons and Niagaras so many times.

In the late 60's Mr. Sofue became independent. He built his own workshop to accept orders through KTM. Max Gray led Levon Kemalyan to Japan. He became the successor of Max Gray, and his company was



Coreless motor, 3-thread worm gear, ball bearing and superb detail. You can see the interior of the smoke box.

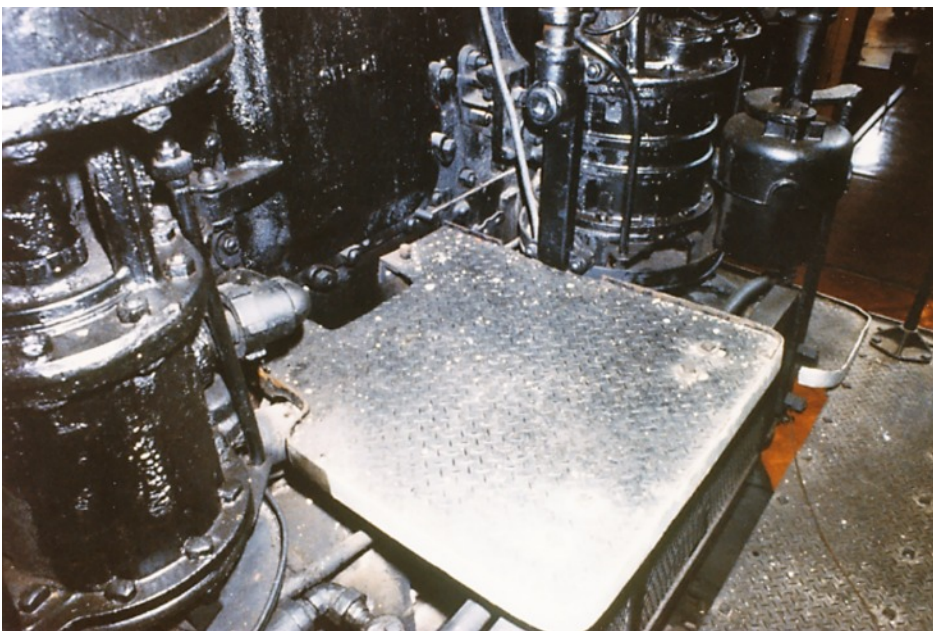
US Hobbies. He was a nice guy, who praised Mr. Sofue when he built the L&N Berkshire “Big Emma”, stating that it was well made.

Mr. Sofue had not visited US before 1985. It was the turning point of US-Japanese economy relations, and the exchange rate became too bad for Japan. US importers were beginning to change to Korea from Japan. I took him to the US to see my friends. No modelers in the US knew this little man had built over 14,000 engines. Mr. Bill Wolfer was very surprised, and we talked for very long time. We went to the Pomona Fairgrounds to see the O scale layout. Also we saw locomotives including the Big Boy, SP5000 and UP9000. Mr. Sofue had built SP5000 locomotive. His impression was, “Oh, it’s same as my engine. They were well made! I’m relieved to know it.” He was very happy to know his engine was very true to prototype. Max Gray didn’t supply drawings of the engine. They supplied some 20 pictures and specifications only. Mr. Sofue was struggling with them for a month. He said it was the most difficult engine he had built.

We went to San Antonio, TX to see Mr. Lorell Joiner. He was very much impressed to see Mr. Sofue, and asked him to stay in Texas. He would prepare housing and a Japanese cook. He was to become an established model maker there, and I was asked to stay as an interpreter and manager. We have talked and talked. Finally, we declined his idea. If we would have stayed there to work under Lorell, the world would have been changed.

We went to Milwaukee, to attend an NMRA convention to show our “free rolling engines”. It was a sensational debut for us. We accepted some orders. A guy came to Japan to import our engine, the UP 4-8-4. As you may know, it was imported by a company named KTM-USA. The concept was very different from existing models at the time. It had a coreless motor, 3-thread worm gear, ball bearing and superb detail and you could see the interior of the smoke box.

Then, we stayed at the home of Dick Tomlinson in Detroit. He was the president of Detroit Model Railroad Club in 70’s. We were taken to the Henry Ford Museum where we saw an Allegheny. Mr. Sofue had built more than 300 of this engine. He knew everything except one point. He wanted to know about the top of the small step above pilot. How was the anti-slip pattern done? Dick was a policeman, and his very good friend was the chief of security at the museum. Dick asked him to get special permission to climb up the engine. We were allowed to climb up and see that it was a raised pattern. His guess was correct. It was a hard to see the surface in any pictures that had been available to Mr. Sofue. Within ten seconds, two of security guards came running with whistles, “Get down, asshole! Get down!”.



Top surface of the step of Allegheny at Henry Ford Museum.

“I have a special permission.”
I replied.

The guards continued to say
“Shut up! Get down. You’ll be arrested.”

The chief then said, “It’s OK,
get away.” and we were safe.

Next, we visited my friend,
Tom Harvey, who was a Union Pacific
engineer. Tom operated UP Big
Boys, Challengers and FEF’s. We
went to Cheyenne to see those en-
gines. Mr. Sofue was very much in-
terested in Big Boys. He had built
close to 1000 of these engines. He



Tom Harvey, Union Pacific Engineer, and Mr. Sofue.

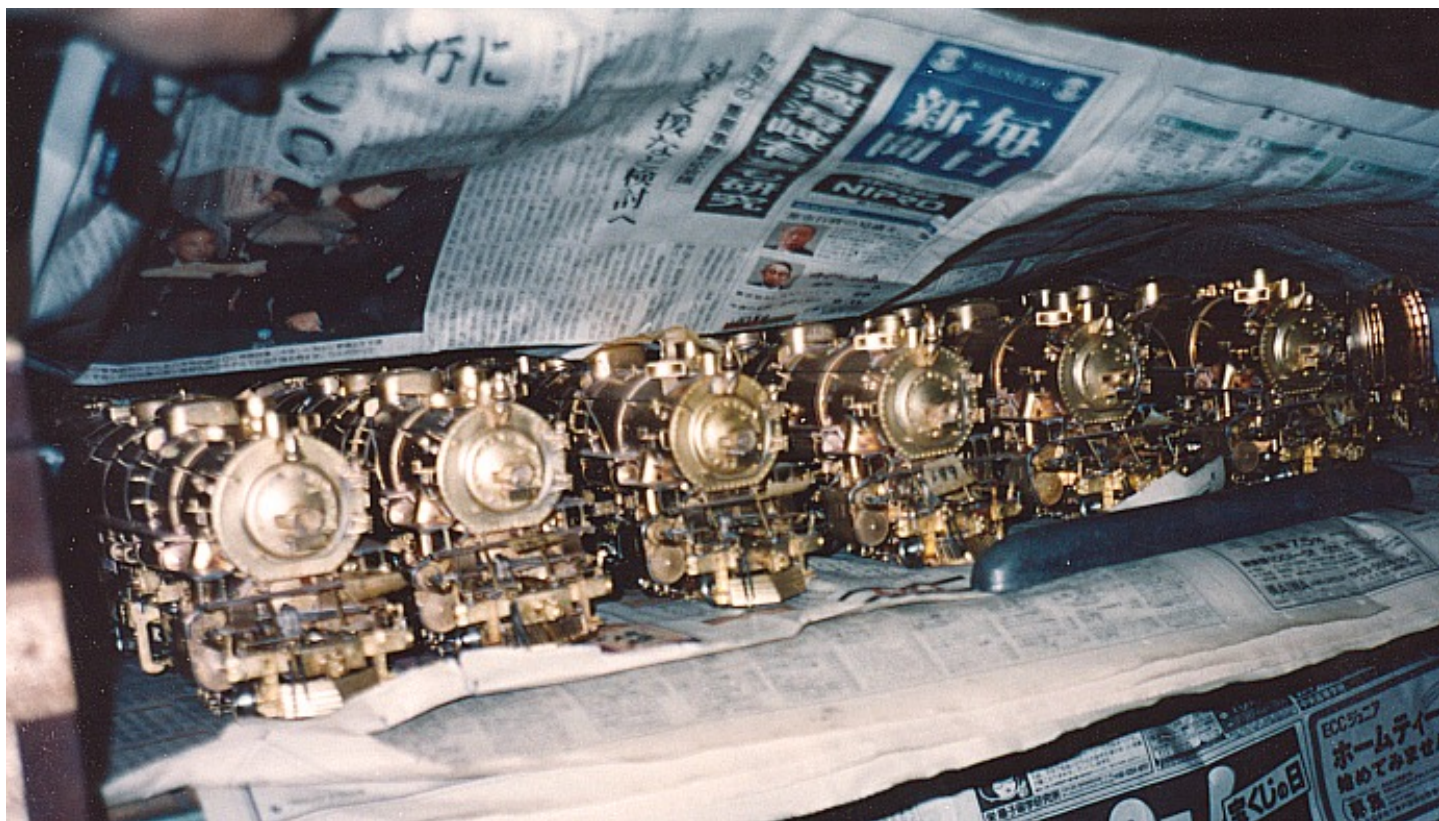
wanted to build “Super Big Boys”, which is far better than those ever built. We went the Forny Museum in Denver to take pictures. At that time, we were allowed to climb up the engines. All the doors were open allowing us to take pictures inside.

In 1987, a sponsor contacted Mr. Sofue. He was a stock dealer, and ordered Super Big Boys. He paid half of the total cost, but he was bankrupted soon after. Mr. Sofue suffered tremendous financial loss as he had built 30 of them.

In the 90’s, US importers quit ordering, and Mr. Sofue was a stag at bay. I introduced him some wealthy friends in Japan to help him. He custom-built #1

gauge German engines. They were stunning models. He built mostly three each, sometimes as many as five or ten.

However, he was not happy. He wanted to build O scale engines. O gauge is the “correct gauge”, he said. #1 is too big and difficult to hold by one hand. HO is too small to enjoy the mechanism. Every O scaler in



Latest version of SP5000’s under construction.

Japan wants Sofue engines. My friend, Mr. Shinichiro Uota, who died in the Kobe Earthquake in 1995, had an excellent idea. To produce one engine, money is needed. He asked me to collect money from the buyers to start the new project. We paid \$400 every month, and after 14 months, we received a new engine. Mr. Sofue could build more engines than member ordered, and the surplus engines could be sold by him. Some of them were brought to the US by me or shipped direct. It was a good method to help him keep building superb engines. They were equipped with my 3-thread worm gear and ball bearings. This system worked for ten years. All the engines used my Low-D wheelsets. Sofue engines were: C&NW H-1, CB&Q O5, SP5000 ATSF 4-6-4, PRR DD1. Also, he accepted and repowered older KTM engines into 3-thread worm gear and ball bearings. He had been very busy just before his sudden death. He passed at 2 am on October 27, 2009 at the age of 87.

We had been very good friends for more than 35 years. I was a customer of his. I helped him by providing pictures and drawings to build engines. Not only did I supply such information, but also I provided mechanical assistance. I was what you say “launching customer”. We had been working together. He said, “Without you, I would have quit working to be a drunk.” I am proud of being his friend for such long time. Before his death, I began working to enter his name into the O scale Hall of Fame. My friends in the US helped to do so and it took over five years. If only he was inducted before his death, it would have made him very happy. Anyway, he is now in the O scale of Fame (2016). He was the first Japanese ever to be inducted and Japanese model railroaders feel proud of it.

Mr. Sofue’s influence is seen even in plastic models. You may know Rivarossi’s Indiana Harbor Belt. It was designed after his 0-8-0. He said, “I had made three mistakes on US Hobbies models. Everything is found on Rivarossi’s!” Some HO models are shrunken versions of his O scale models.

He had converted more than 1000 engines into “free rolling mechanism”. I have close to 100 of them. They are to be on display in the museum that is currently under construction. They run incredibly smooth and are powerful. The gear can transmit more than 15 Watt output. Powerful coreless motors work to pull 120 cars with ease.

His soldering skill was outstanding. Complete soldering was always done, and no loose soldering is found on his models. He stocked solder on the shelves. There were many kinds. Also, he used various kind of brass to make models easier and more precise. Later models have his filing technique that is seen everywhere. He cut wire, then filed the cut edge with file in a second. All the edges were cut by shear and finished by his file. He used a tremendous number of files. All the files were prepared before use. He would grind the safety edge to protect unwanted areas of the work with oilstone, always making his shear very sharp, and a sheet of Kleenex Tissue was cut into pieces. Everything in his work shop was maintained complete and very clean.

Twenty-five years ago, I was in the US, and sent him what he wanted. When I returned to Japan, I visited him. He was cutting a pattern of spoke driver of a German engine. He was talking to me, never stopping his work. He face was to me, although he was still cutting the brass disk with a coping saw. His finger had eyes on it! Later, we were talking over tea and cakes. His hand was working under the table when he said “Here you are! Finished!” He was finishing his work with a small chisel to make the section of spoke round, by only finger touch.

The American people who visited Mr. Sofue’s workshop was limited to two people – Mr. Bill Pierson of Pennsylvania and Mr. Fred Hill of Original Whistle Stop.

Mr. Sofue worked for KTM for a long time, and he did more than he was requested. It was his pride. He wanted to build world’s best engine. He did. I’m happy to have assisted him.

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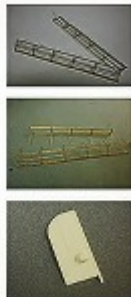
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LEE HART'S PRR BIRDSBORO DIVISION EASTERN RIDGE & CHESTNUT BRANCH

By Amy Dawdy



In October, 2016, Dan and I visited Lee Hart's Eastern Ridge & Chestnut Branch of the PRR Birdsboro Division. There is motive power from the 1900's to modern where Pennsy is favored, but, as Lee told us, "not tried and true as there is some C&O and Reading power on property from time to time". Lee started in model railroading as many of us do being influenced by family, namely his father and brother. He decided on 2 rail O Scale in 1983 because he felt that quarter scale was better than Lionel toy size equipment. Lee is inspired by seeing other model railroads in various stages of completion, big or small.

The layout was designed by Lee and his brother, Larry, to fit the 49' x 30' room size. The layout measures 24' x 36', uses old Atlas track and has continuous double track main lines, 550' long, with eastbound and westbound traffic and a single track main with passing sidings for way freights and passenger service. They made 1/2" scale drawings, and with the drawings, they could work the minimum radiuses of 60" and 64" to make sure it would fit the space. The curves are slightly banked interchange tracks. Lee and Larry developed the main lines on the drawing, and drew them on the floor. The grade on the layout is less than 1% grade due to the 56' long elevation.

Larry designed to layout so it could be run alone by installing 6 monitors. The layout is DC with five cabs that control 27 blocks – four Dallee electronics Engineers for the main lines and Yard Masters for both yards. Even though the cabs are thirty plus years old, they work well for Lee. The fifth cab is a PFM Sound cab for O scale operation.

Ninety-five percent of the turnouts were hand built in place by Gorden Whitlock. The engine facilities include a 30" diameter turntable with two receiving tracks and 21 finger tracks, of which nine are under the roof of a custom built roundhouse. The turntable is motorized, but relies on eye-hand coordination. All main lines are connected. The freight yard is 35' long, is double ended and receives both eastbound and westbound traffic.

The scenery is a mix of hard shell plaster and Styrofoam. Lee used cork board under sports flooring for roads and Styrofoam between the tracks. He collects dry plants to make the scenery more realistic and uses landscape bark to make rock outcroppings. For walls, he uses ceiling tiles that have been wire brushed with a thin plaster followed by Krylon. In addition, Lee makes use of chicken wire and plastic bags in his scenery.

A lot of the structures on the layout are kitbashed. The roundhouse is a Korber model with Plasticville piping and Atlas stacks. The bridges on the layout are kitbashed Plasticville. Many of the buildings hide switch machines. The Manufacturing building (flat) was built by Harry Heike. Lee sketches before he builds, and the towers are named after people, while the engine and caboose numbers signify birthdates.

Lee said his favorite part of his layout is watching 55 car coal trains in main line operation. When asked what he enjoyed most about the hobby, he answered, "Being with model train enthusiasts and visiting other model railroads. My railroad was only possible because of the help of Lee Persky, Dalle Electronics' retired; Walter Mensch, retired mechanical engineer and machinist; Lee Stabb, our layout framing carpenter; Jimmy Vollmer, electrical layout and installation; Rich Yoder, road bed and track work; and Gorden Whitlock, who hand built all turnouts in place."

Unfortunately we don't have a track plan as it's on a 2' x 3' drawing, but I am sure we will return for a longer visit at a later date. What follows is a pictorial of Lee's layout.

Thanks Lee for allowing us to visit the Eastern Ridge & Chestnut Branch of the PRR Birdsboro Division and share it with our readers.



GW Tower protecting south end of yards.



J1 getting into position under coaling tower.



South end turntable engine storage.



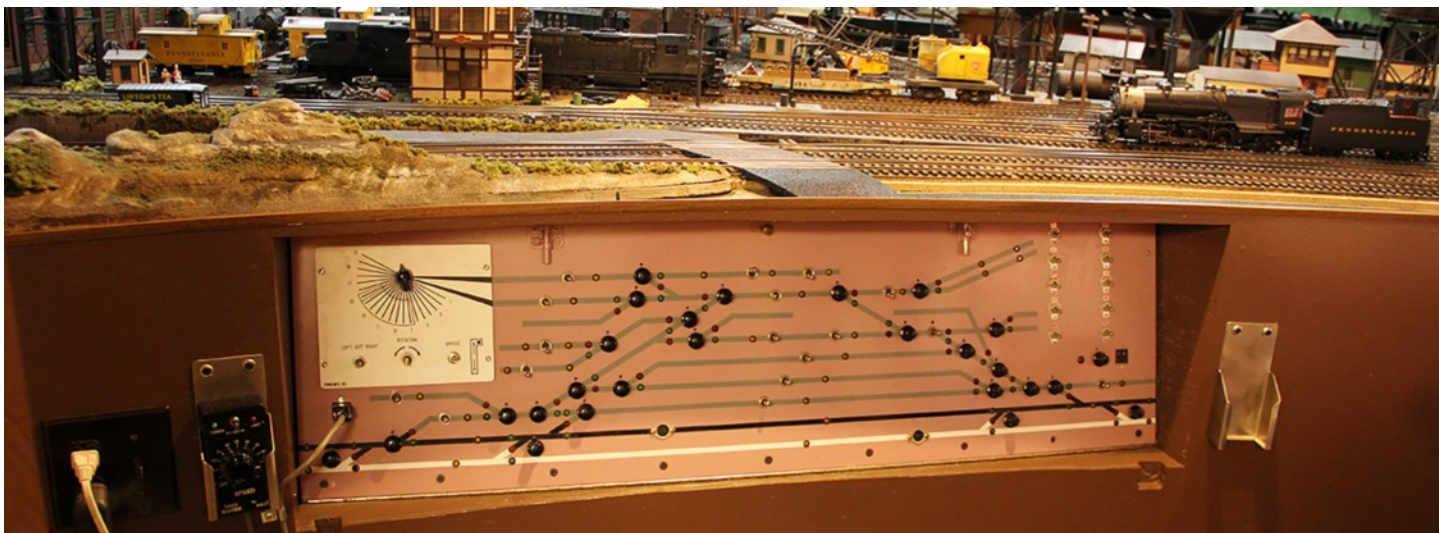
Turn table receiving tracks and engine servicing tracks left of the round house.



Coal drag eastbound behind roundhouse.



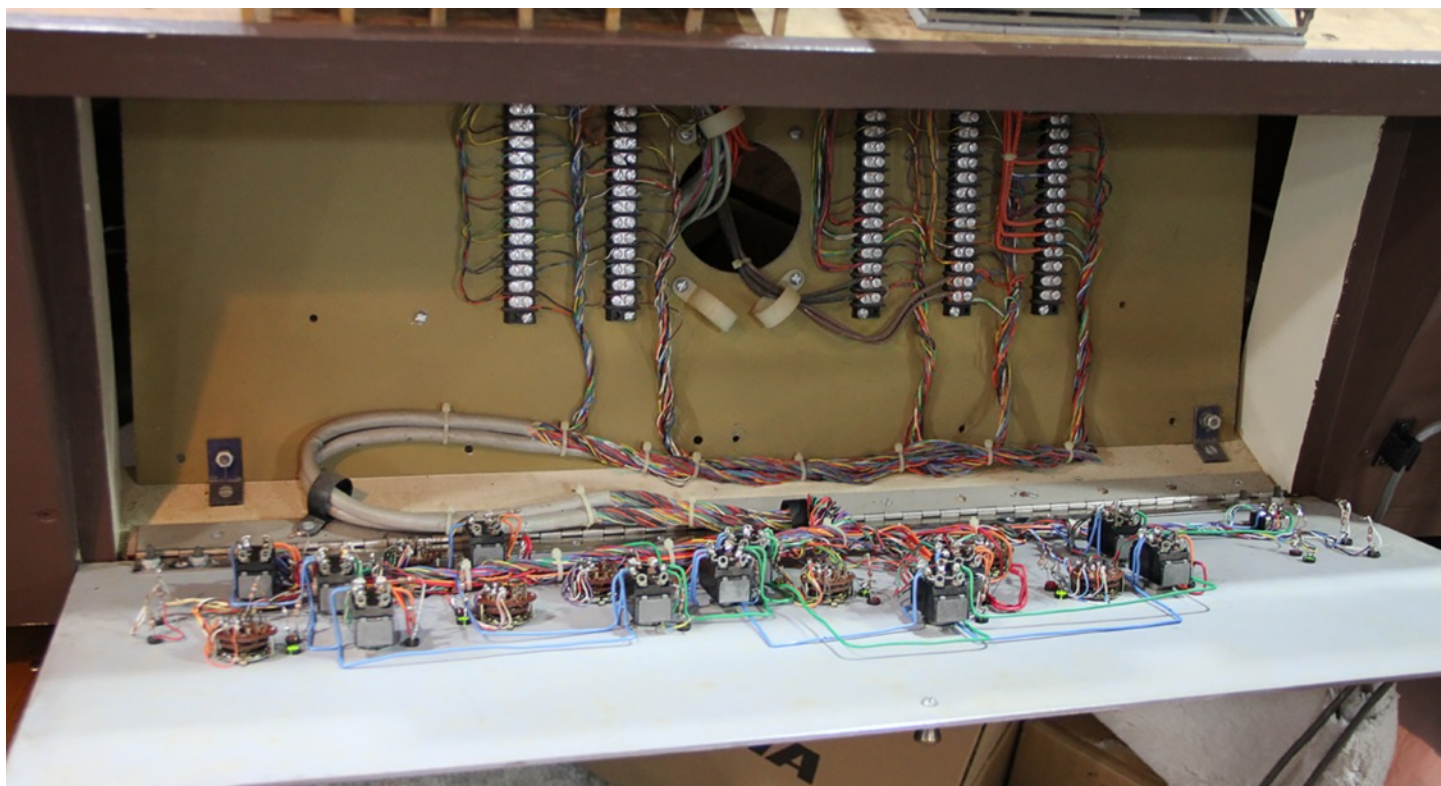
Overhead monitors for out of sight turnouts and crossovers at various locations.



Engine service and yard control panel.



Controls for interchange track between eastbound and westbound tracks.



Inside the interchange control panel.



Main line cab controls.



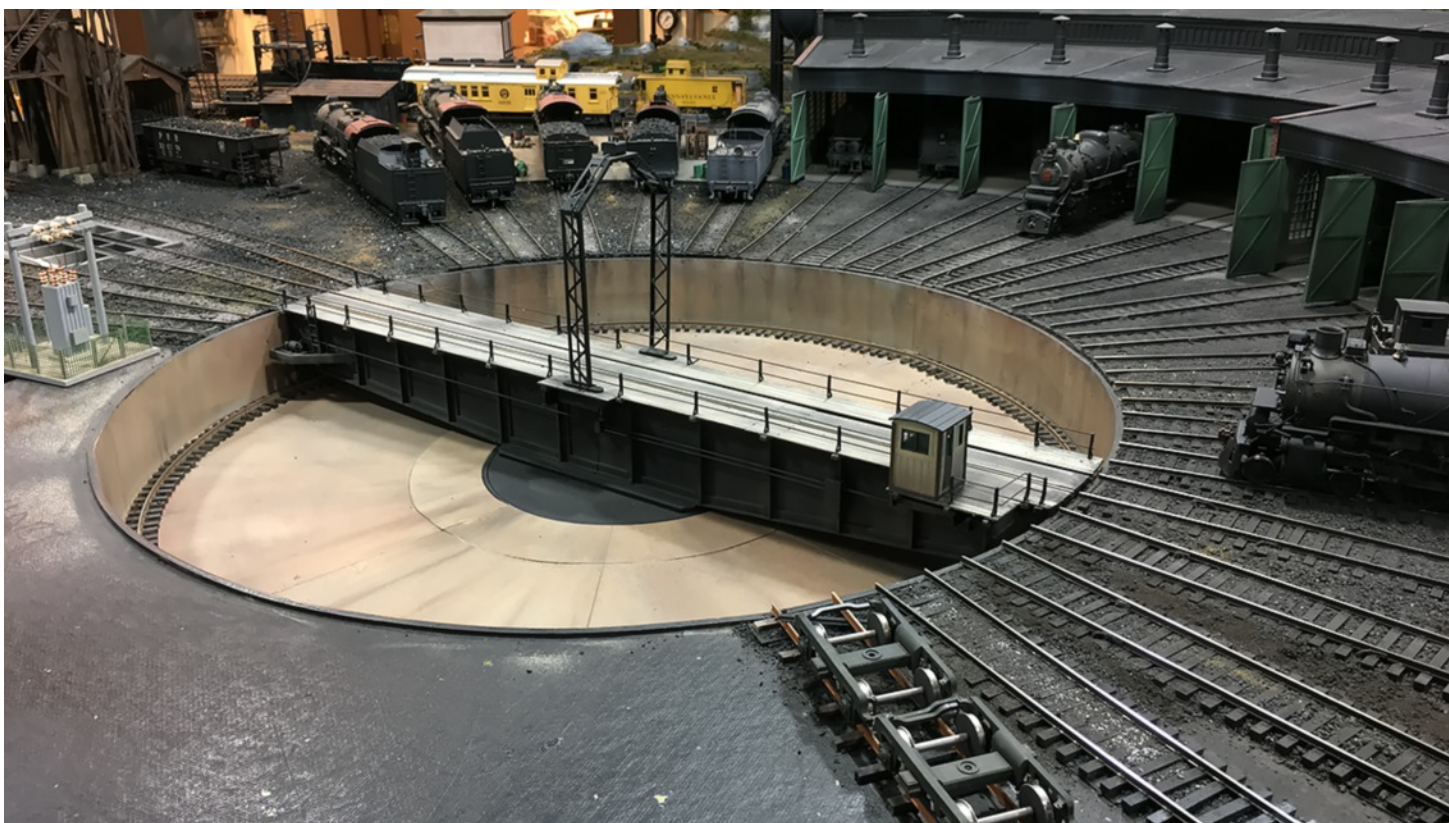
Scenery base under construction.



Scenery starting with (hardware cloth) chicken wire and then foam.



Plastic bags and chicken wire begin to form scenery. Note the use of landscape bark for rock outcroppings.



Roundhouse with forward extensions.



JV tower at North end of yards.

The tower does a nice job of hiding the switch machines while still allowing easy access for maintenance.



RY Tower controlling South entrance to Yards.



Sanding facilities.



More of the modern road power.



Manufacturing building (flat) by Harry Hieke.



Waiting clearance to westbound main. Lee also runs a nice selection of new road power.



Cardboard mock ups for future industry. Looking out from roundhouse area.



North end of freight yard. Note roundhouse and turntable at far end and the cardboard mock ups seen in previous pictures.




*Above: Removable scenery for access to station on main line.
Below: Same piece replaced along road to station.*





Lee's caption: "Who is that ugly old man, with that cute girl?"

In reality, a very gracious Lee and OSR publisher, Amy Dawdy, taking notes while Lee runs trains!




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Building an Alco S-2 From a Lionel 3-Rail Dummy Model

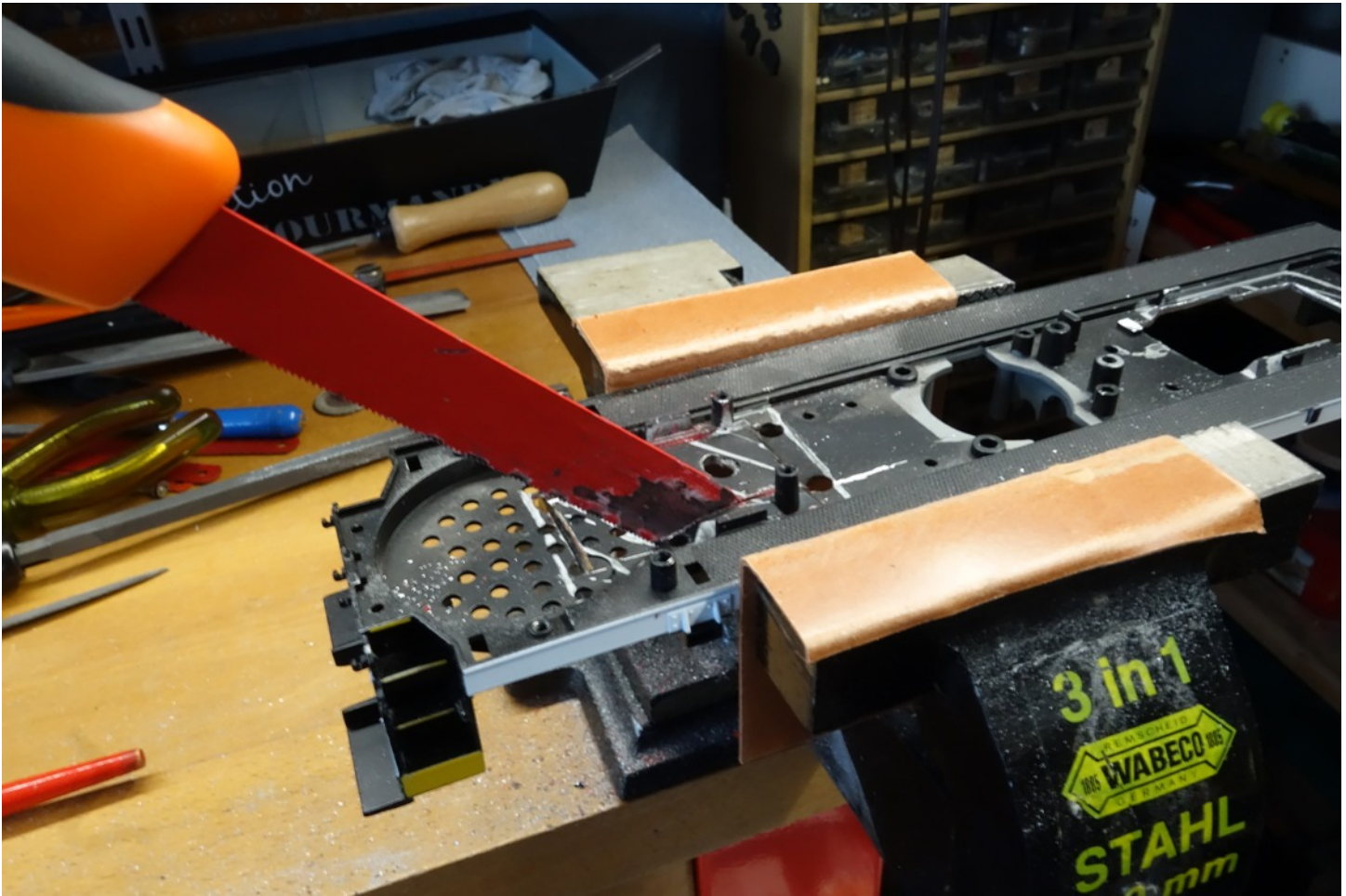


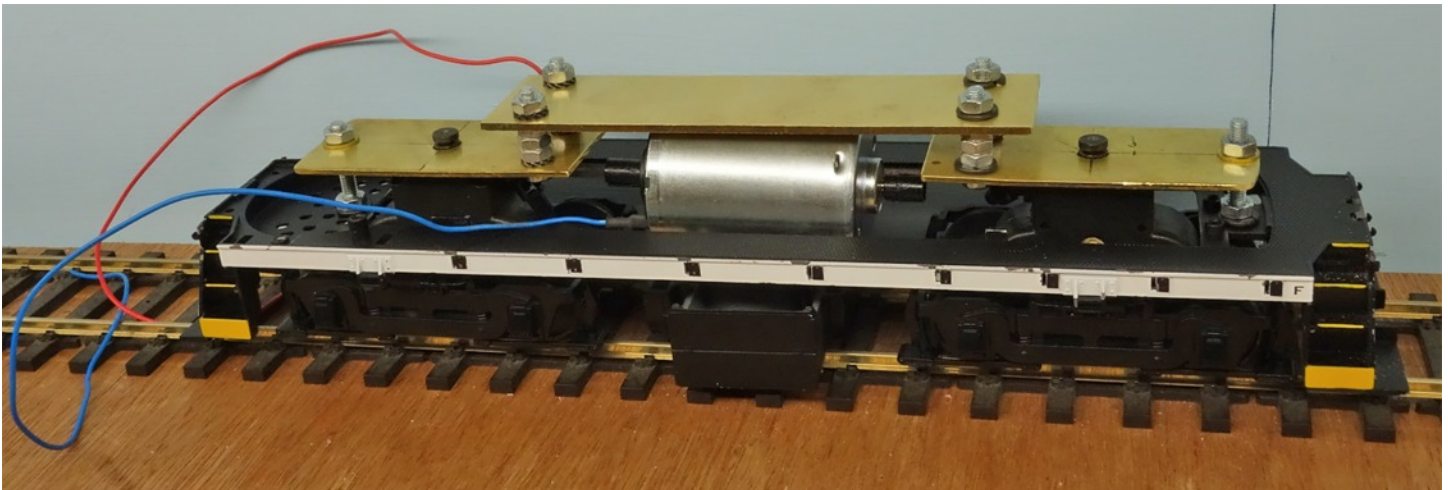
By Jacky Molinaro
Photos by the Author

I like Alcos from a long time ago. The first locomotives I bought (in HO scale) were two Alco RS-1s. Later, just before 2000, I bought an Atlas O scale Trainman RS-3 at an affordable price from the USA. A nice model, but very big for me. This locomotive stayed into its box for a future possible project. After a long time of modeling and scratchbuilding stuff for my French O scale shortline, I was suddenly hooked by American O scale in 2014.

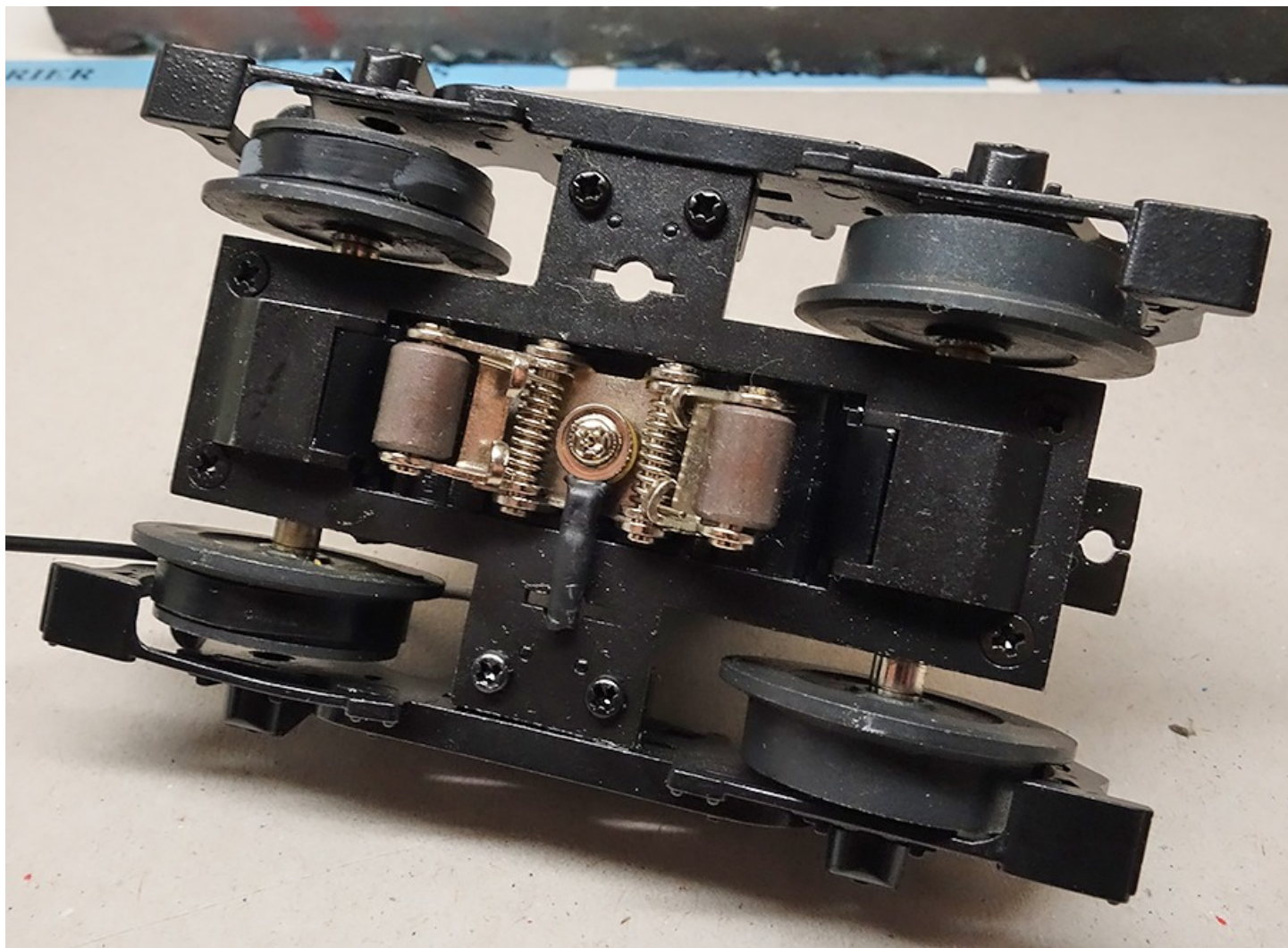
Here in France, it's difficult to find, and expensive to buy US models, so I started by scratchbuilding two flat cars. After a few months, the "Alcomania" took me again! I was interested in modeling a shortline, but with Alcos. The RS-3 seemed very big for my small layout. I found an advertisement about the Lionel S-2. Eureka! After some research, I understood this model was "in scale", and I could use it to make my own 2-rail model. Then the problem was the drive. Thanks to a German friend, I discovered it was possible to make locomotive drives easily using Atlas SW trucks. So, the project was enroute!

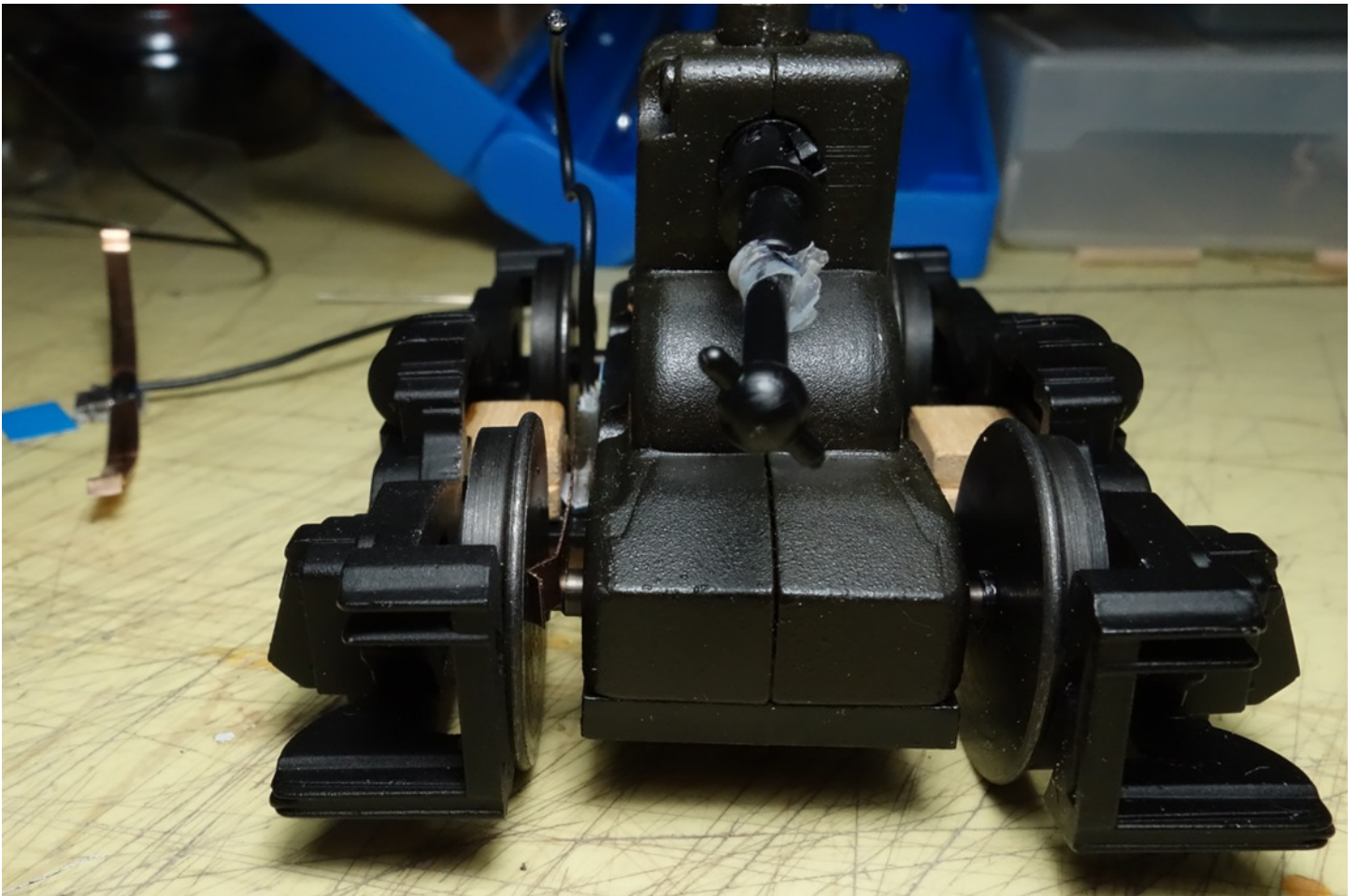
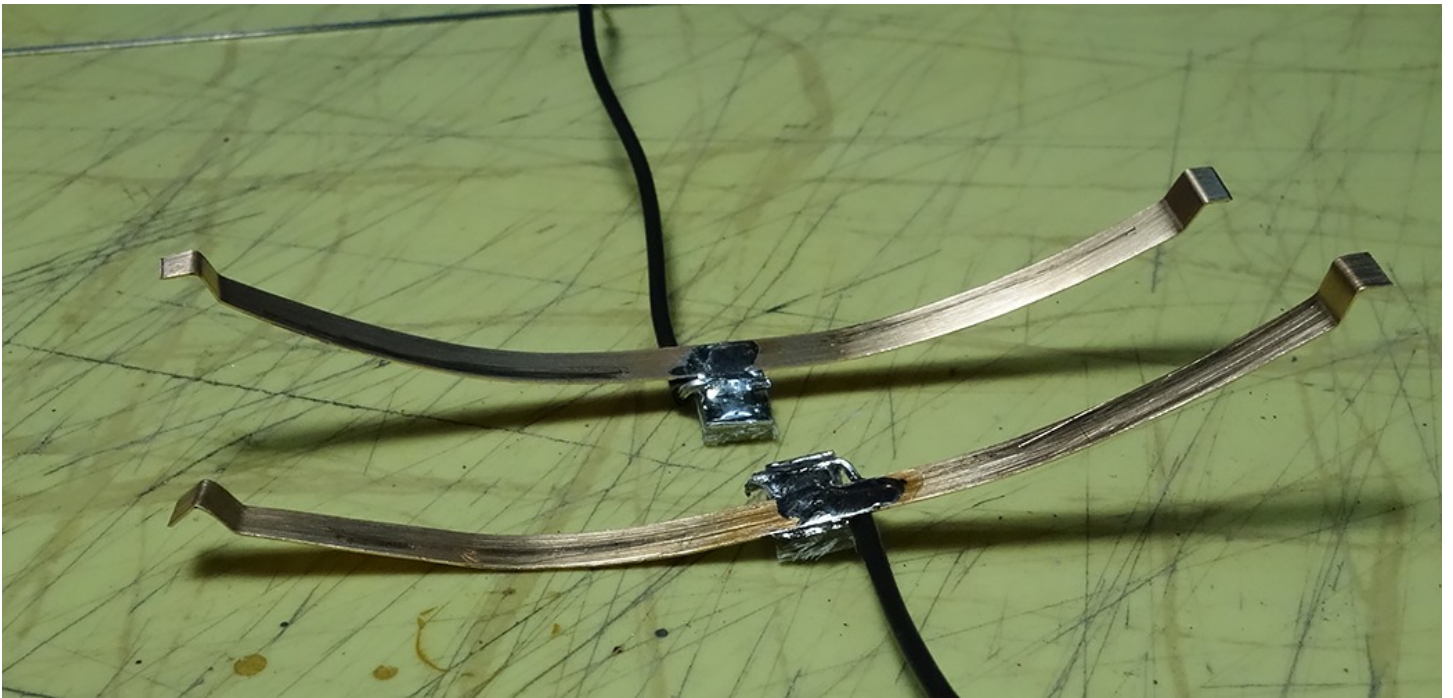
I began by putting down all the parts of the Lionel model. I checked the chassis. It was obvious I had to make a new chassis to hold the trucks and the motor together. I decided to keep the outside part of the Lionel chassis, and I built another one inside with .080 thick brass. I made a gooseneck to keep space for the motor mounting. I used screws and bolts to connect the two levels. I sprayed a coat of black primer on the finished chassis.

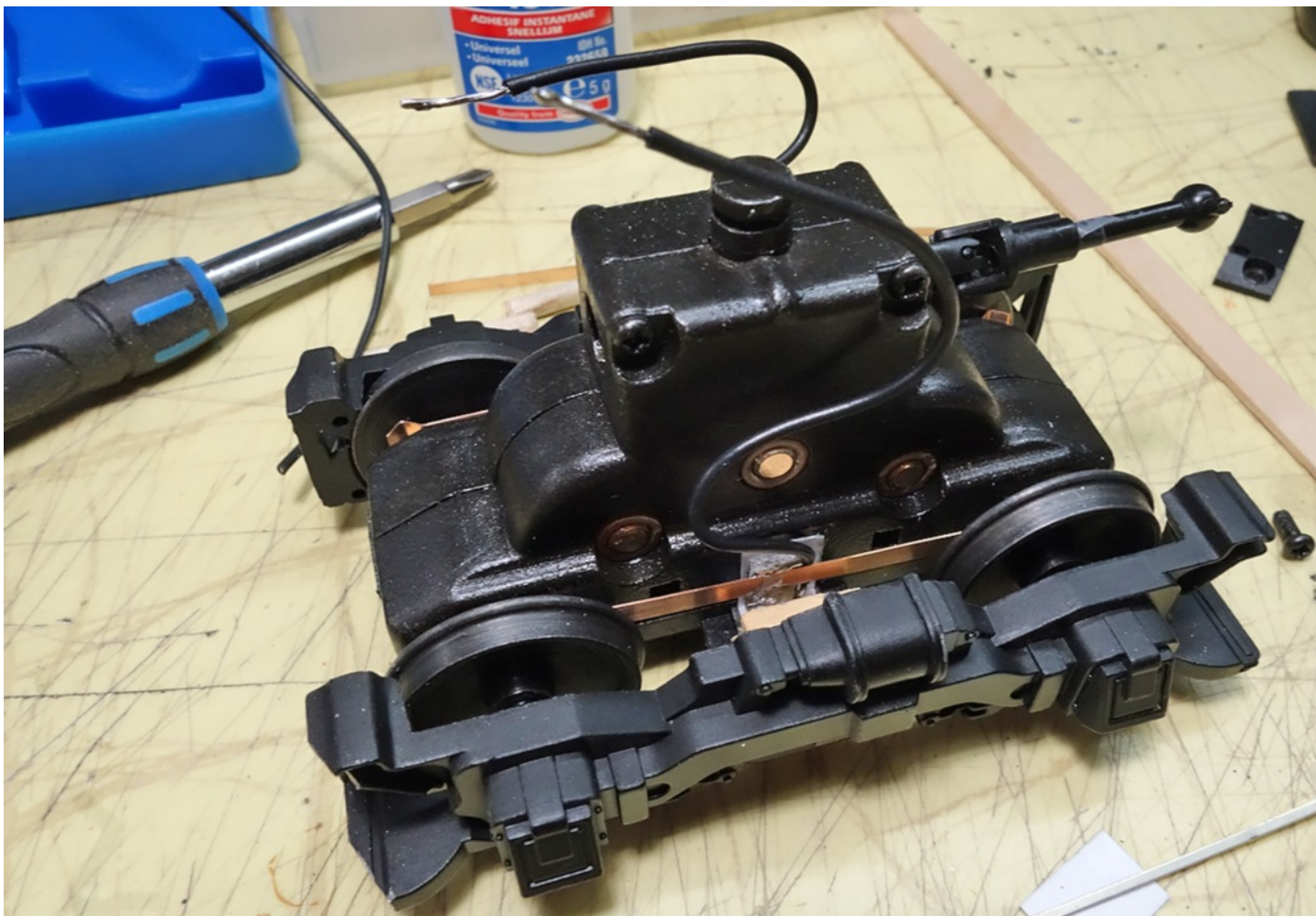




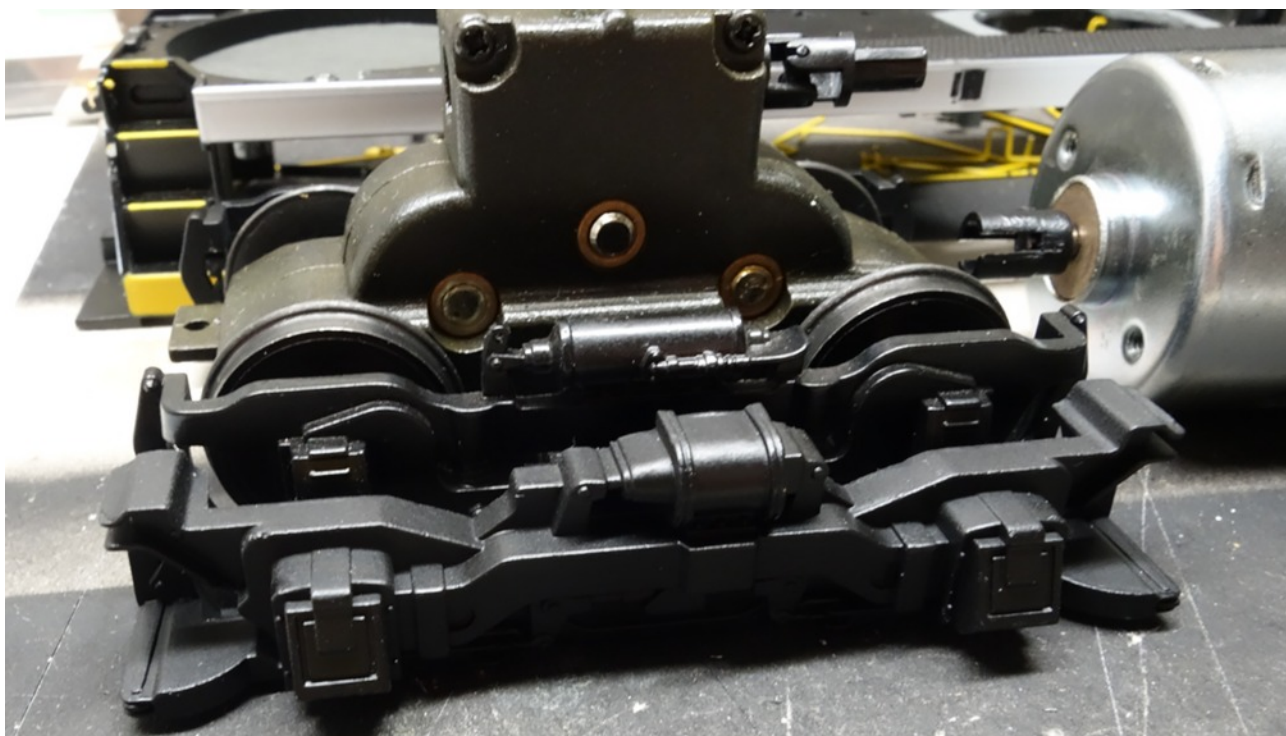
I used Atlas SW trucks. I could find only the 3-Rail model, so I modified them to obtain 2-Rail models putting off the 3rd rail pick-up, adding NWSL wheelsets and making thin bronze strip pick-ups.

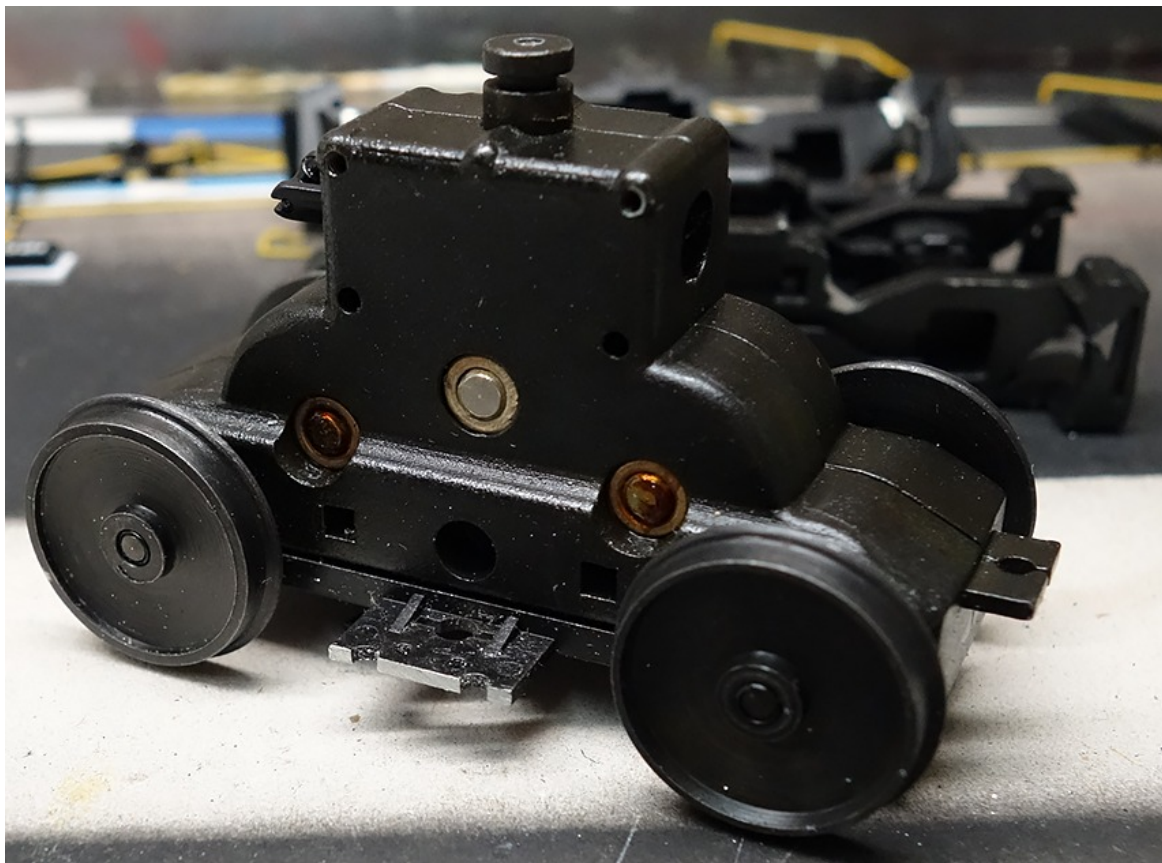
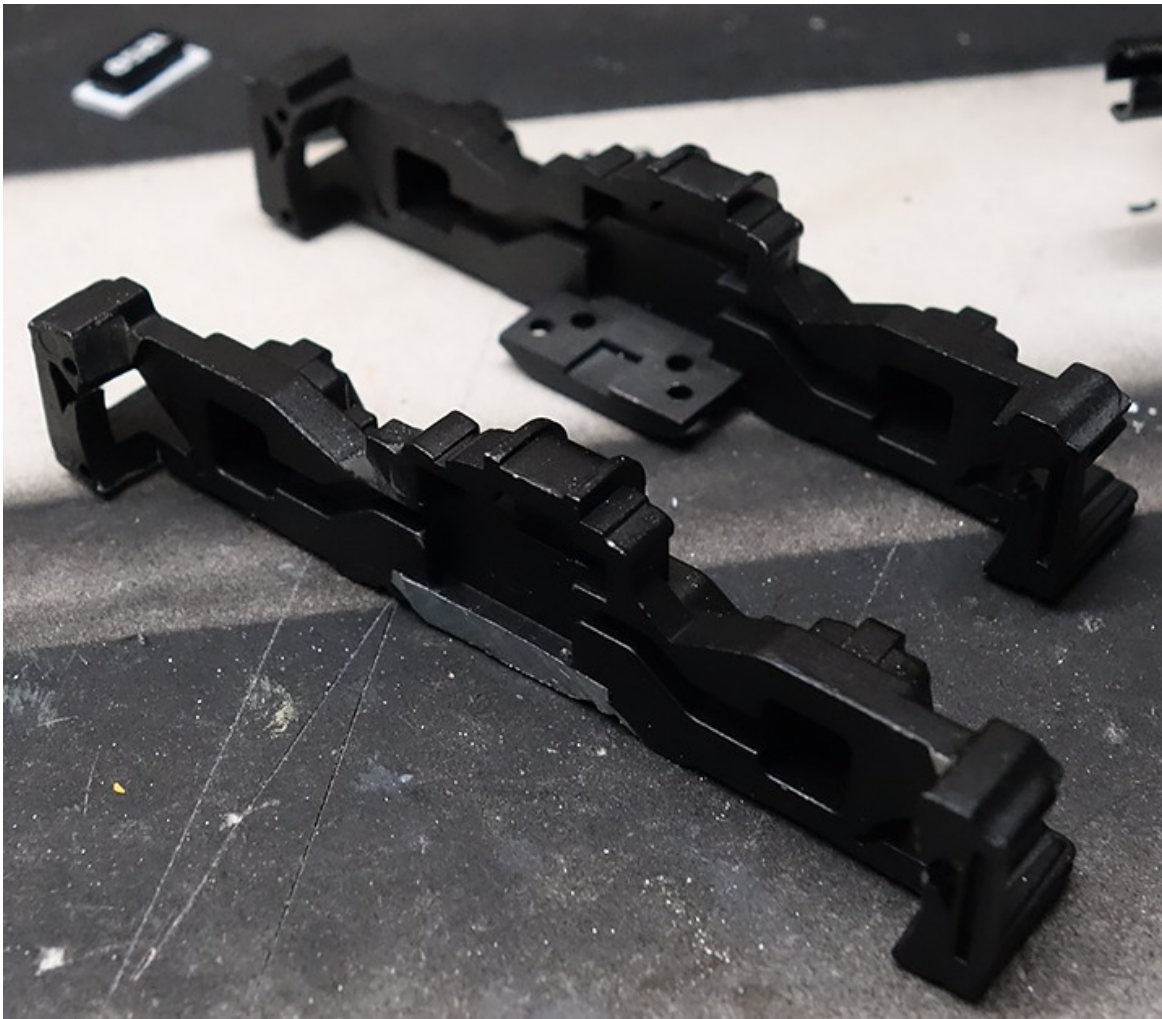


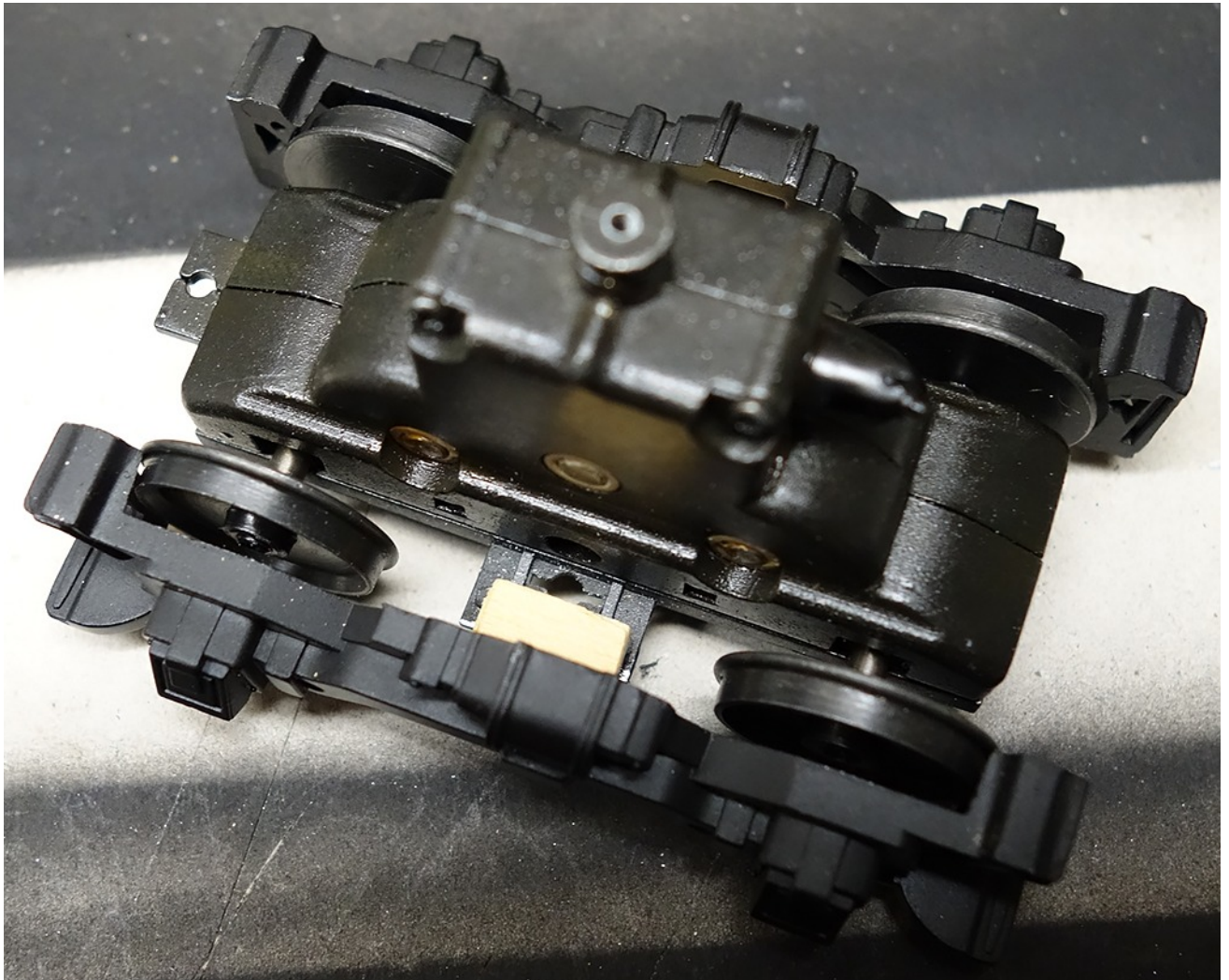
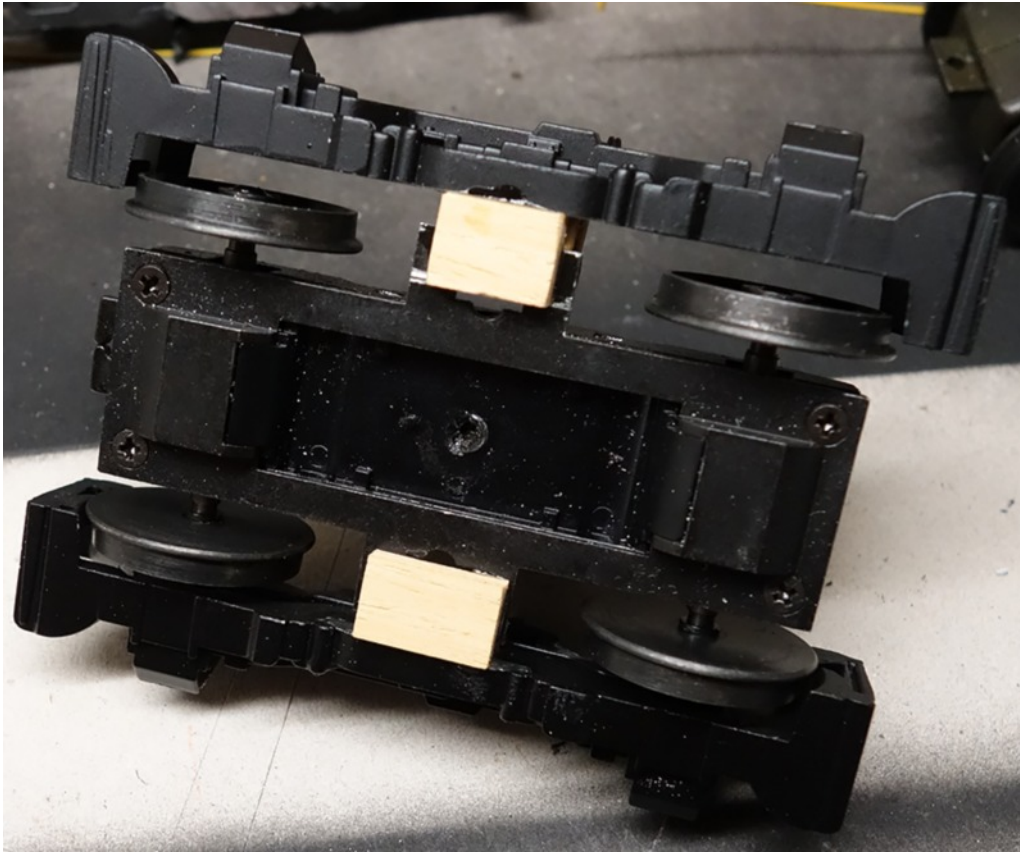


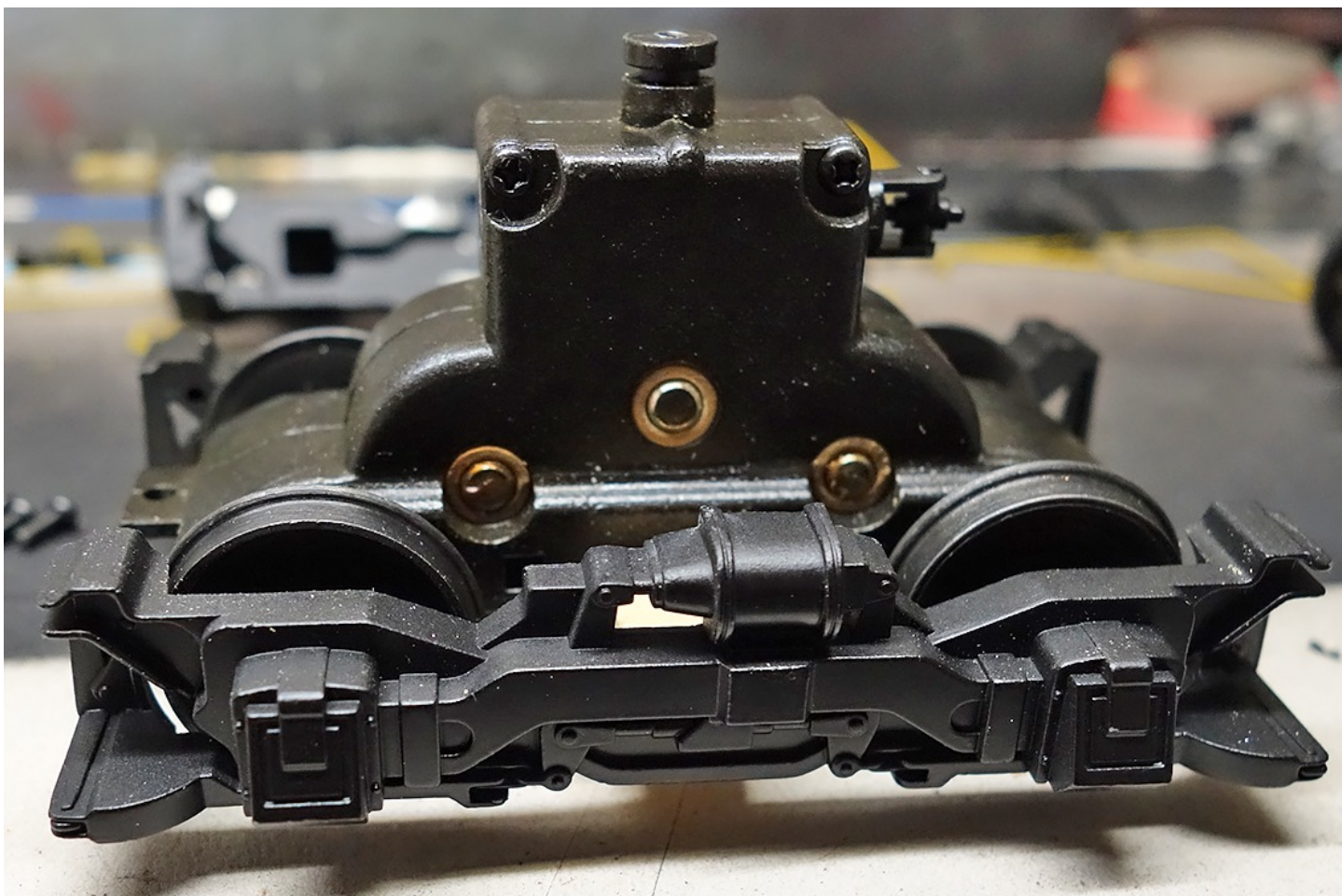


I wanted to use the Blunt truck side from Lionel to match the S-2 model. So I unscrewed the Atlas ones, and installed the Lionel sides using small pieces of styrene and wood with AC glue.

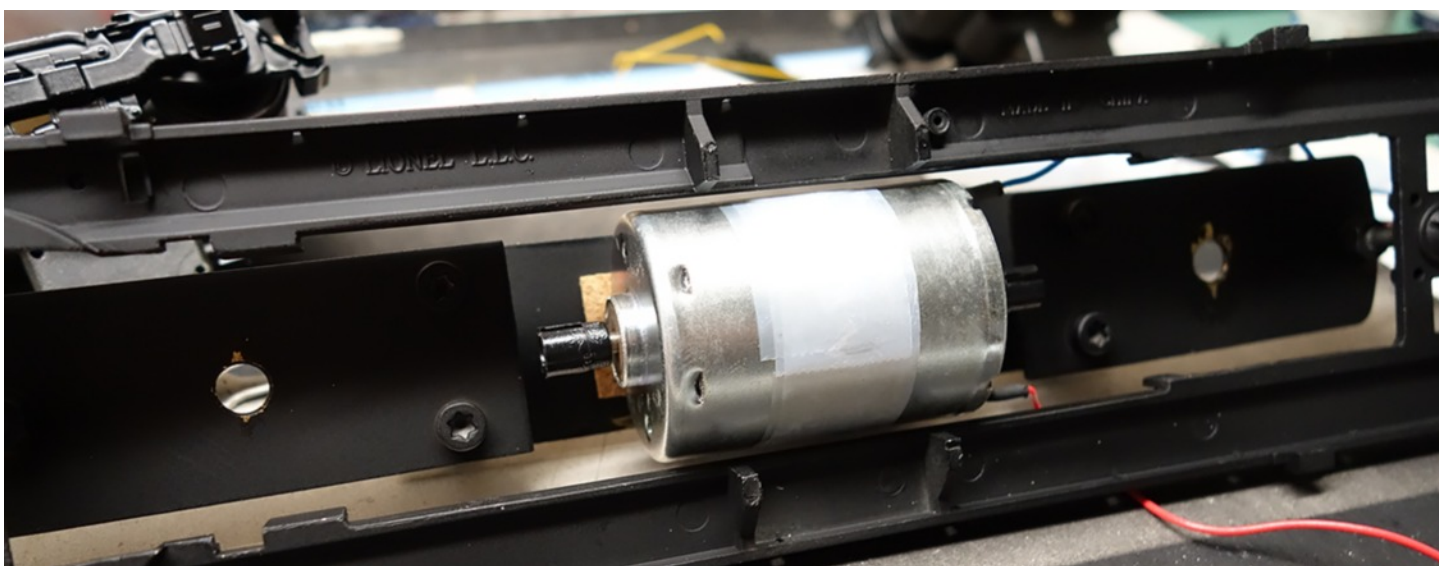


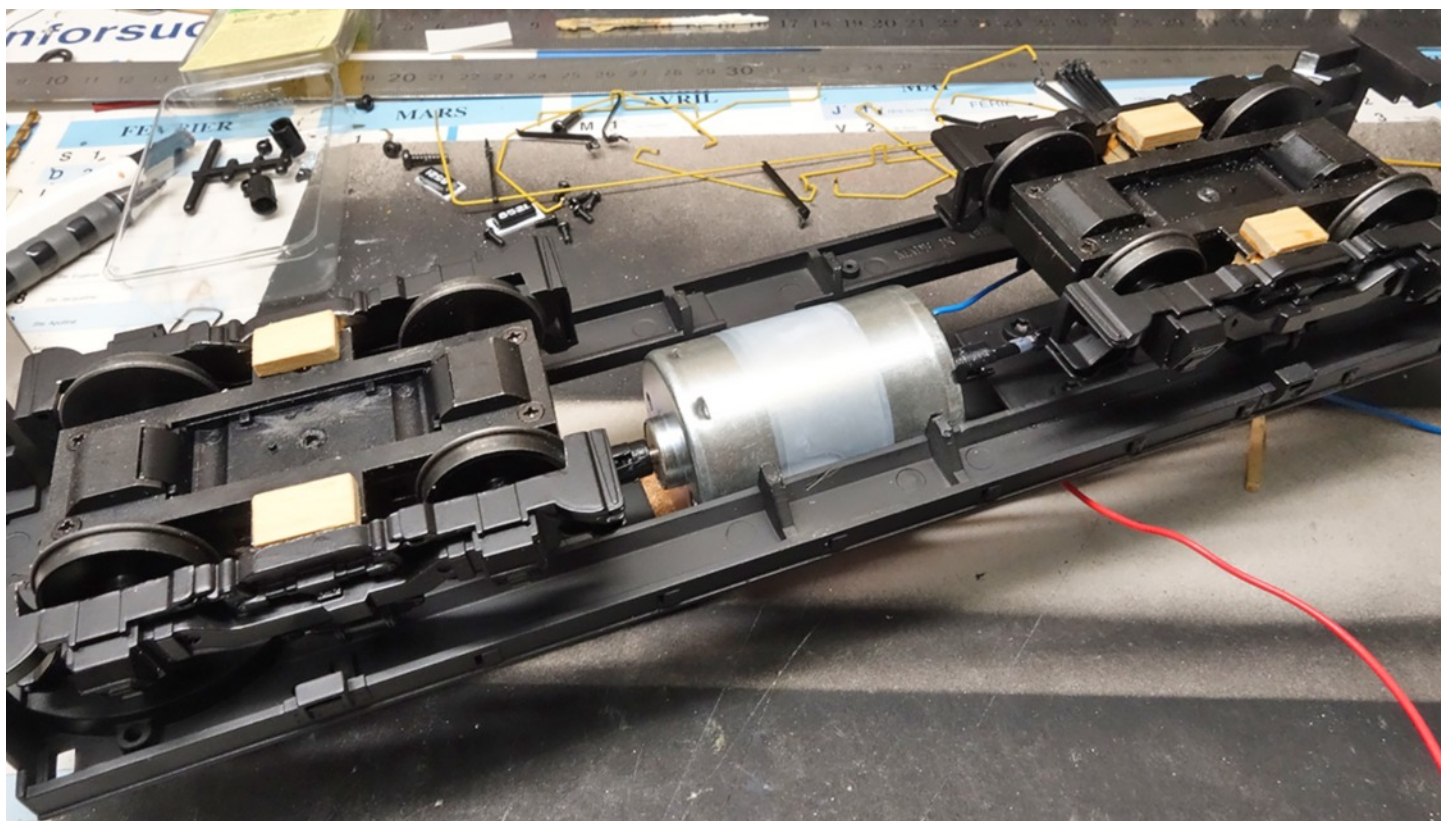




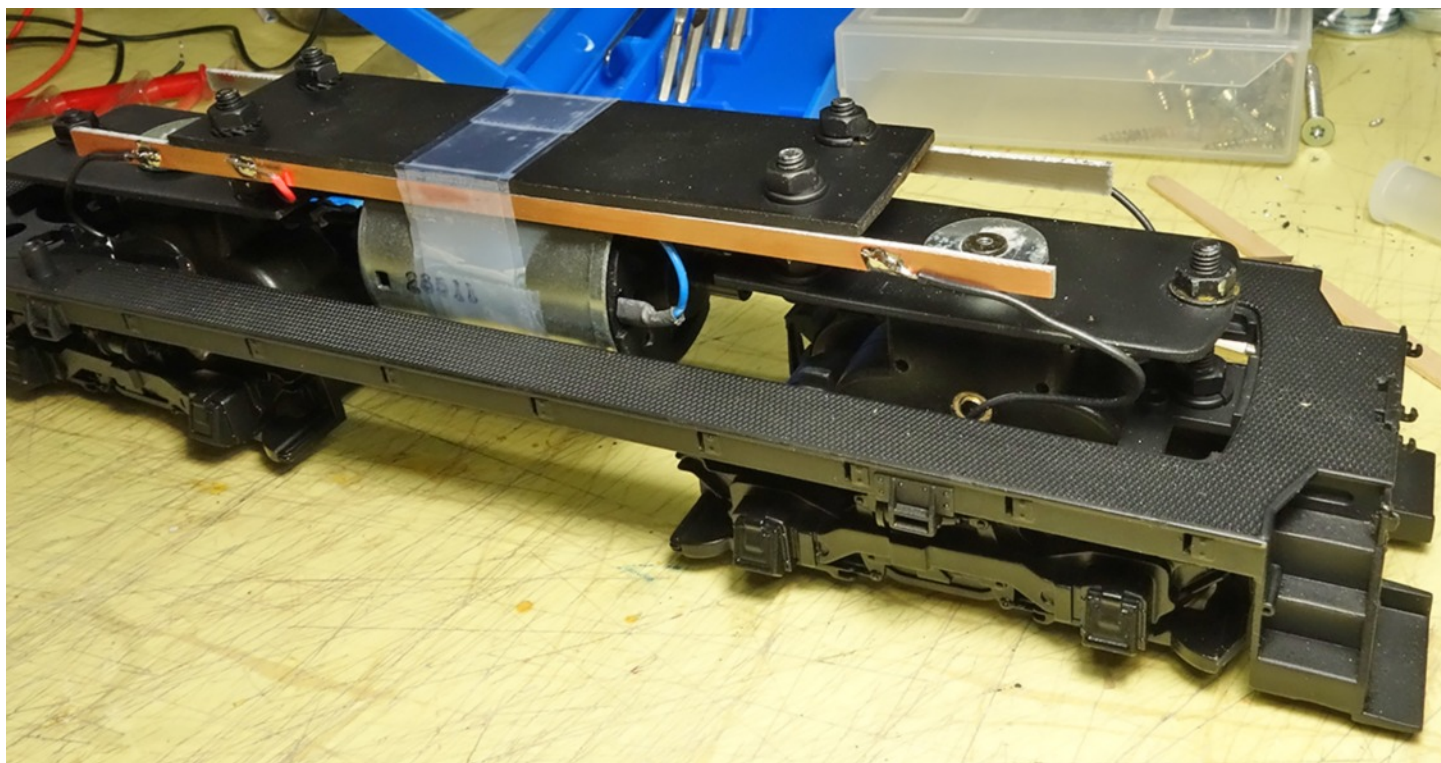


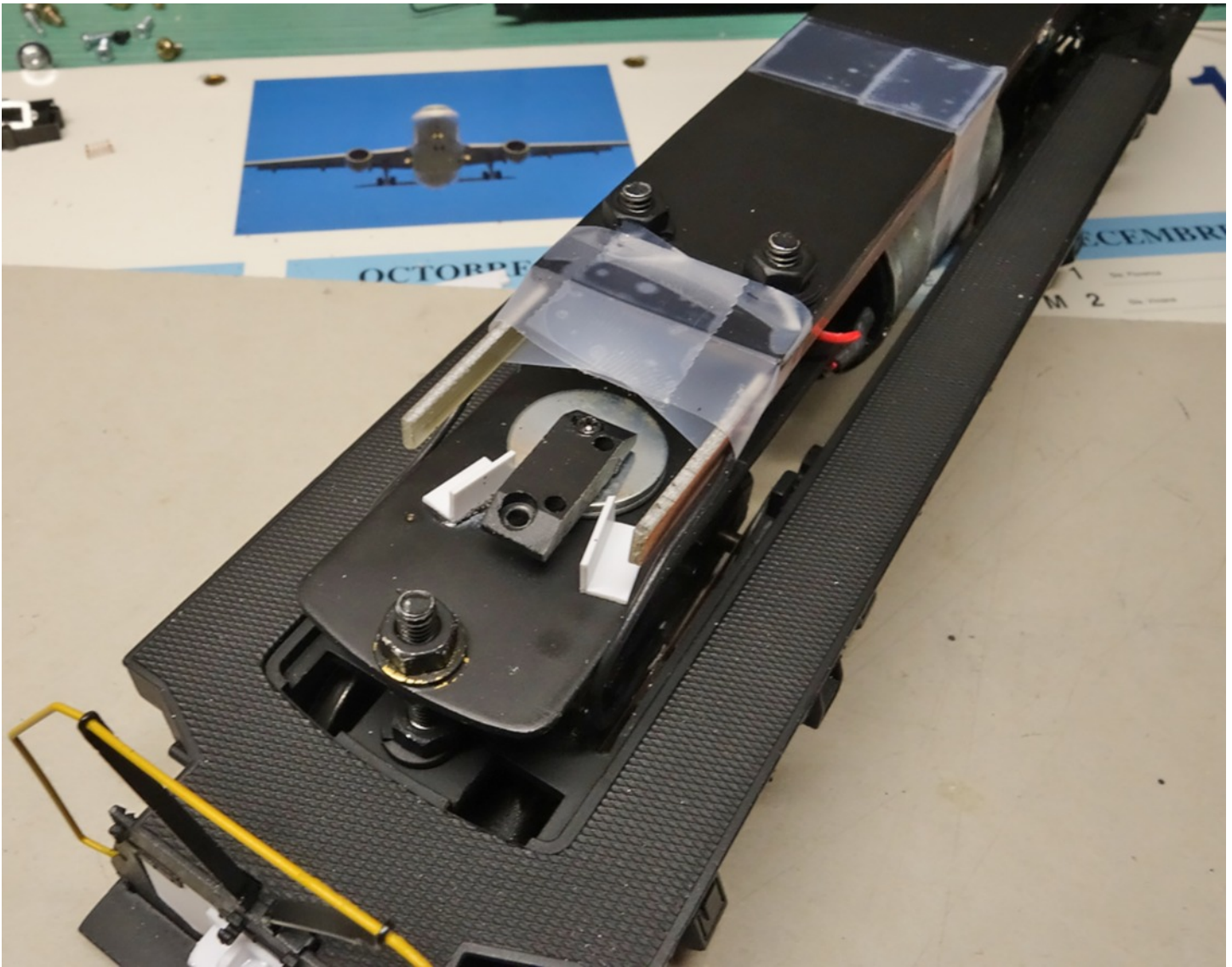
I used NWSL 2.4 mm U-joints to connect the Atlas trucks with the motor. The motor came from an old professional office laser printer. Its consumption is very low. It turns very slowly and smoothly. Obviously, it's a perfect motor for modeling. This motor is simply attached to the chassis with a strip of rubber tape. A little piece of cork is glued between the chassis and the motor for insulation against shortcuts and noise.





The two trucks are screwed to the chassis with the help of two washers by the truck. I added a little piece of metal from the sawn chassis, using them to limit the pivoting of each truck. This solution avoids the problem of the trucks pivoting too much and the joint to falling down or breaking. To collect electricity and to drive it along the chassis, I used a thin strip of PCB where I've soldered the truck's pick-ups. Two wires connect the motor.



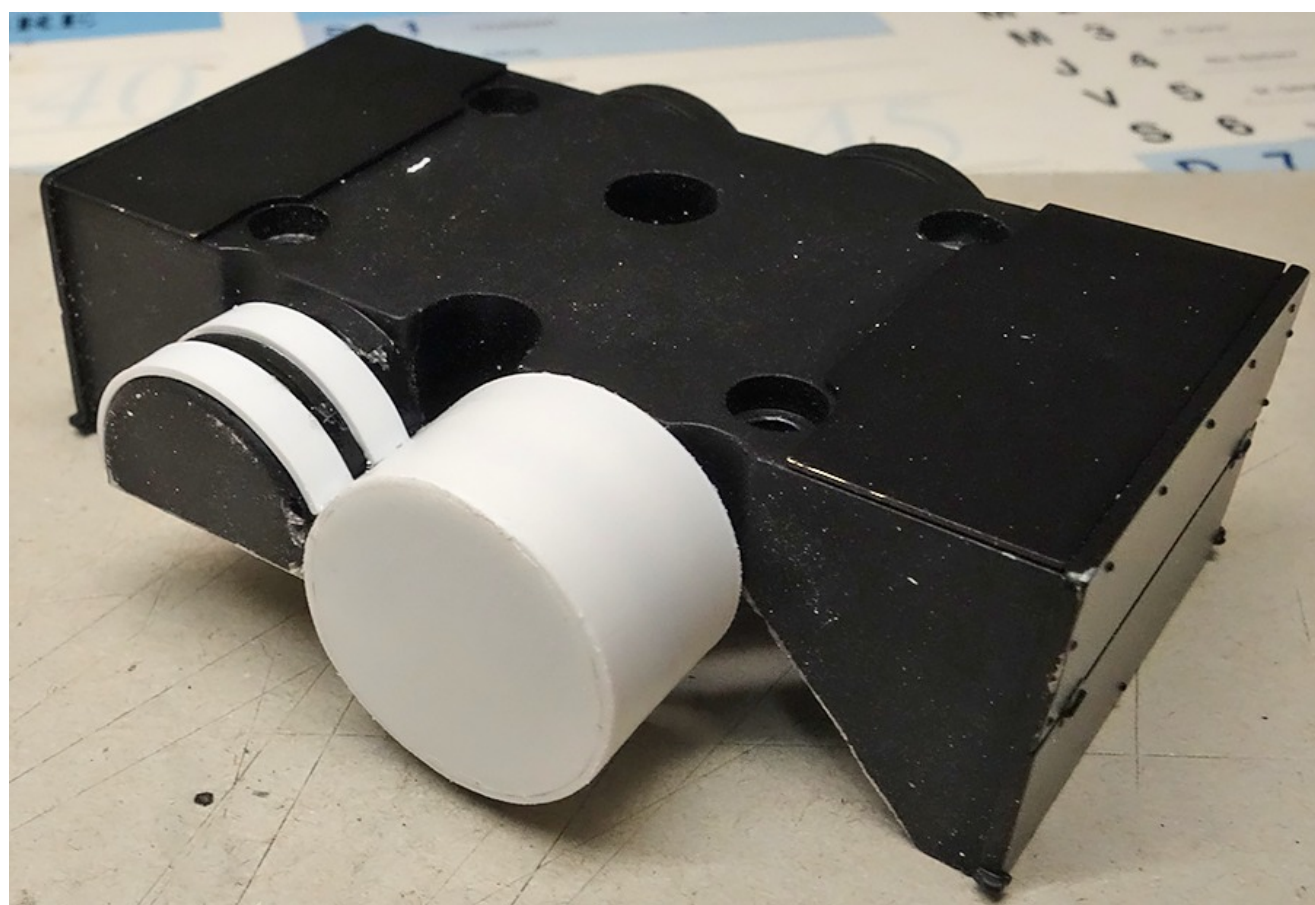
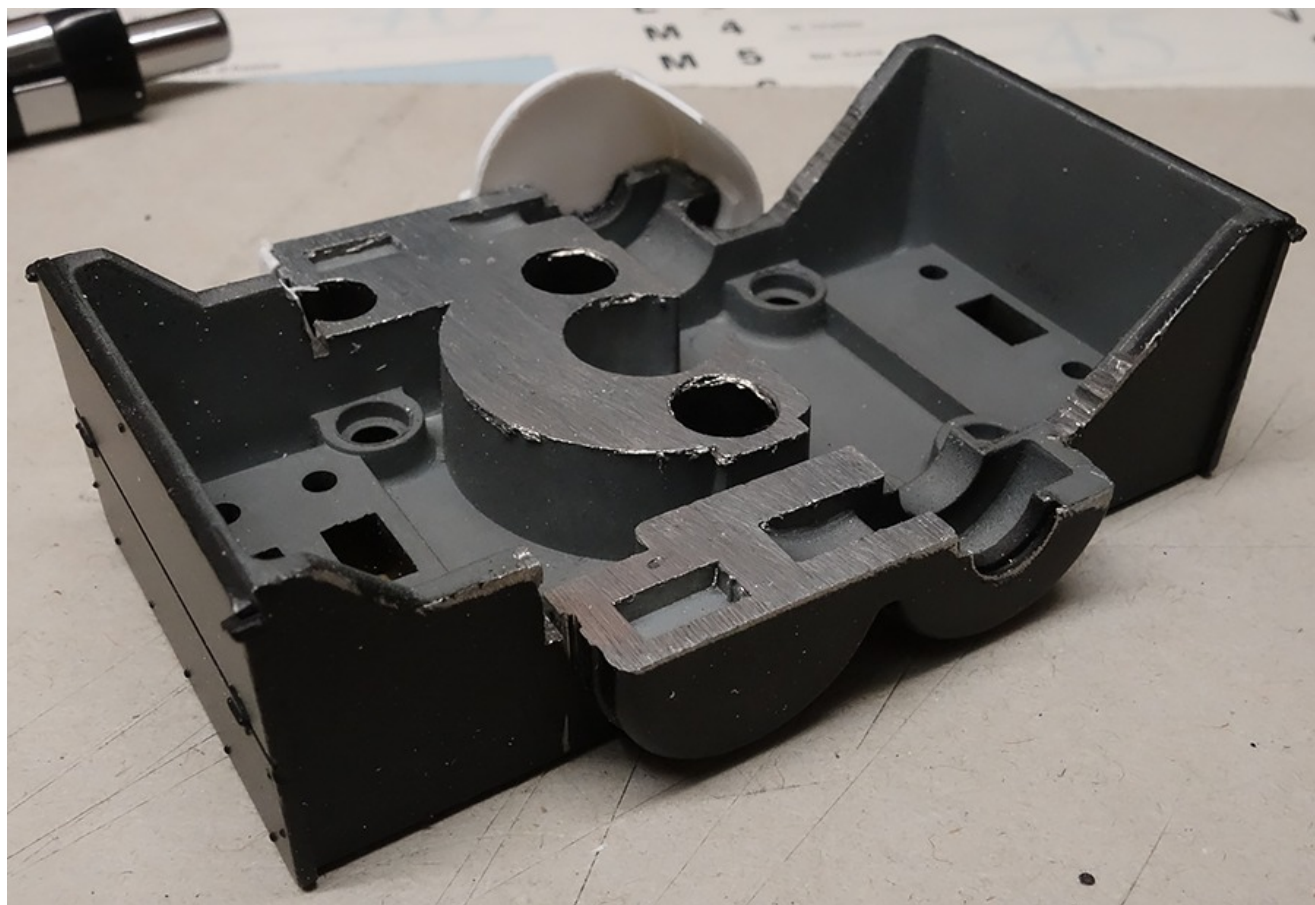


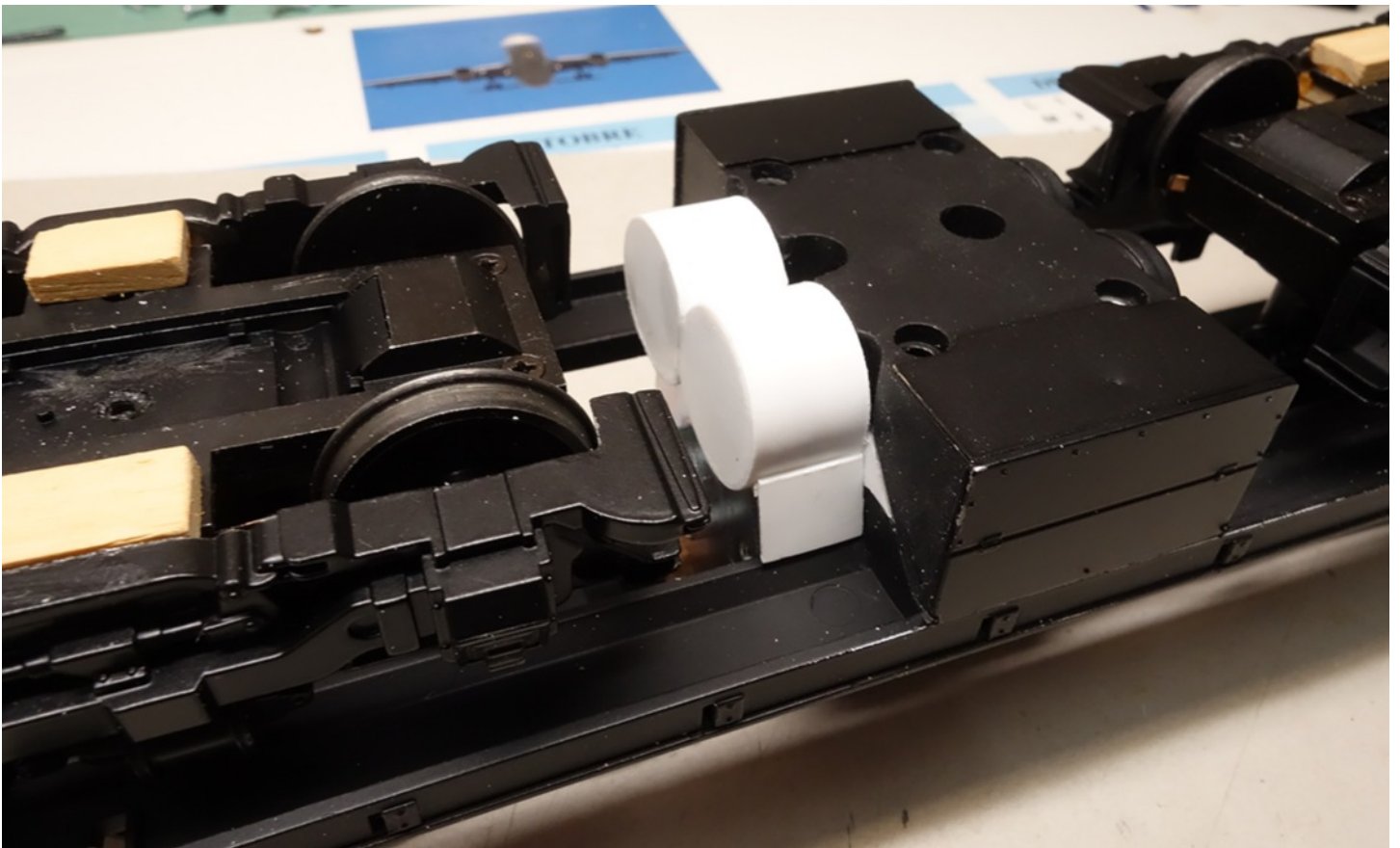
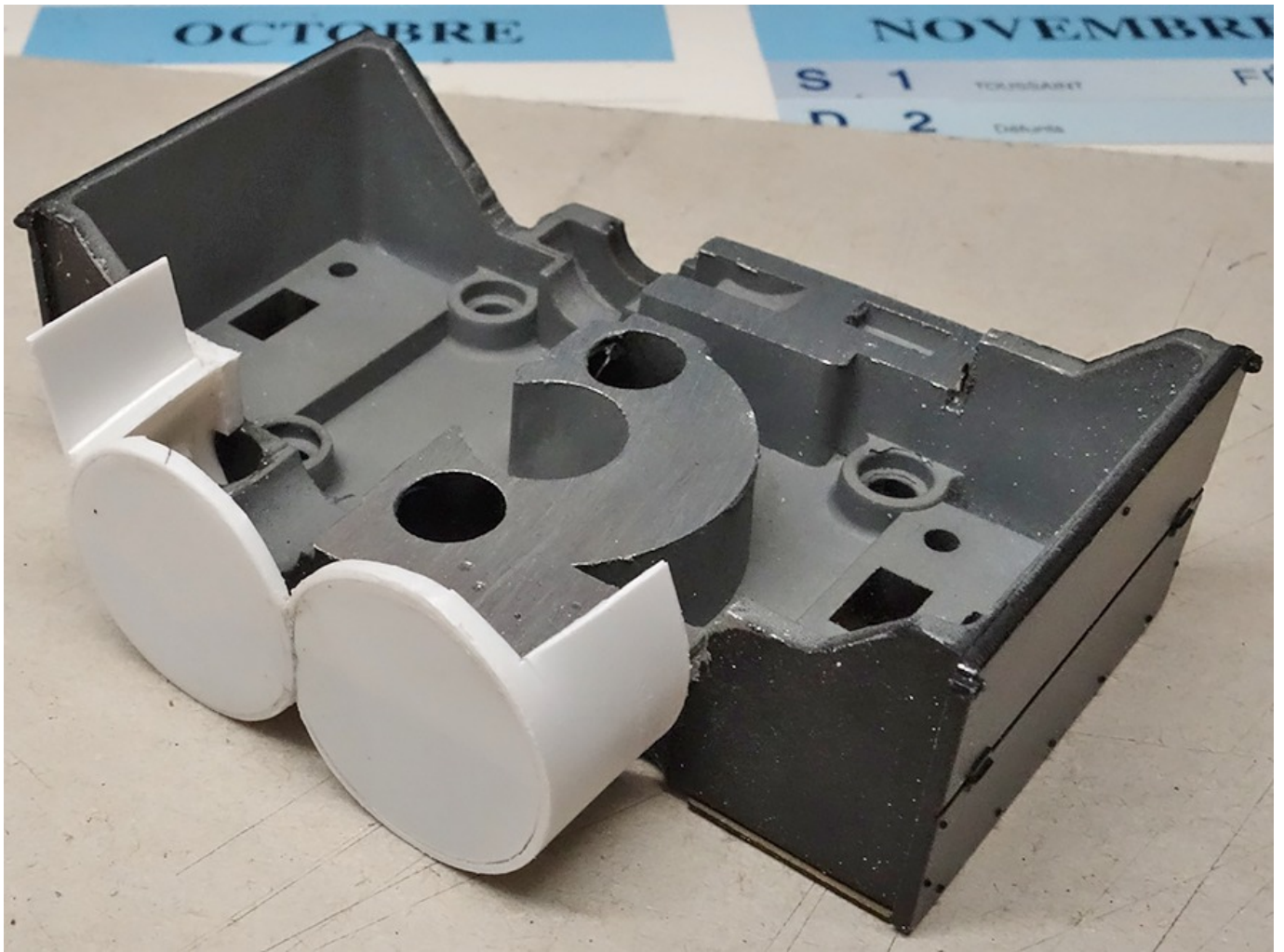
Once the chassis was completed, I tested it on a piece of track.



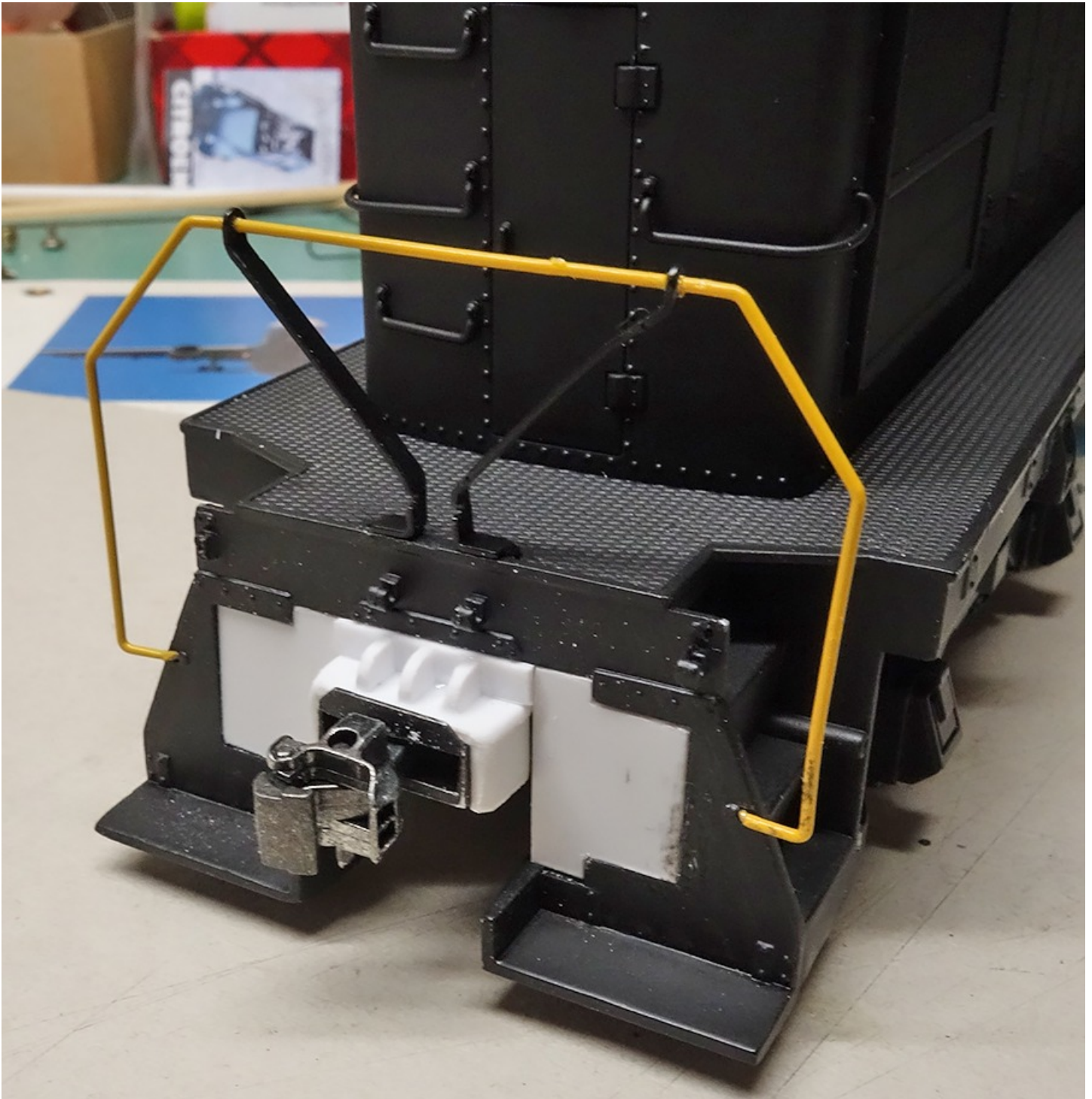
Click image on left to watch the video of the chassis on the test track.

The Lionel fuel tank was used, but had to be modified because of the motor. I sawed off the annoying parts. I rebuilt the round cylinders with styrene. To hold the fuel tank, I used a system of wooden legs.



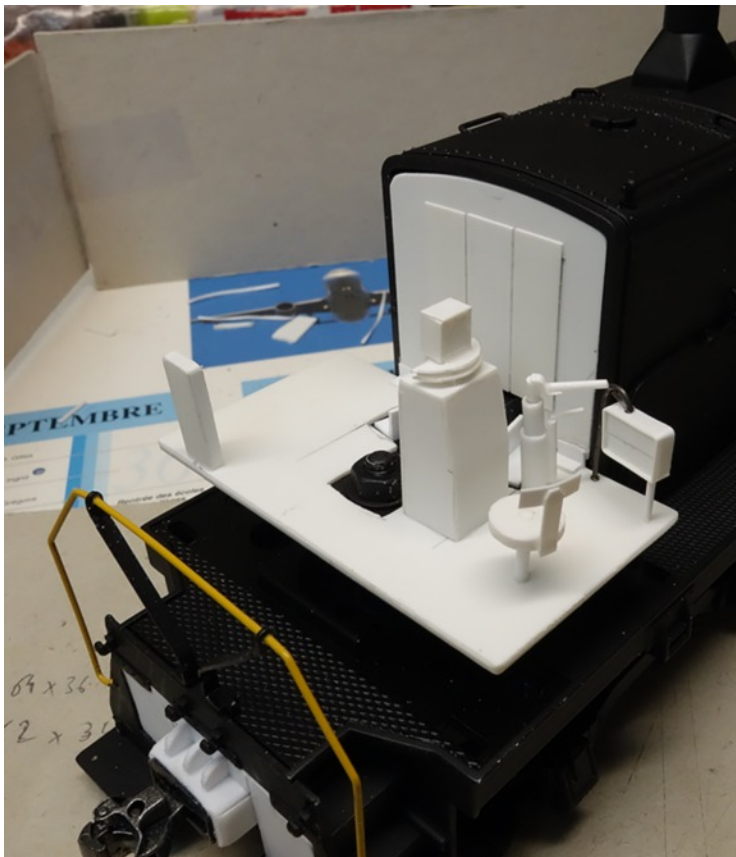
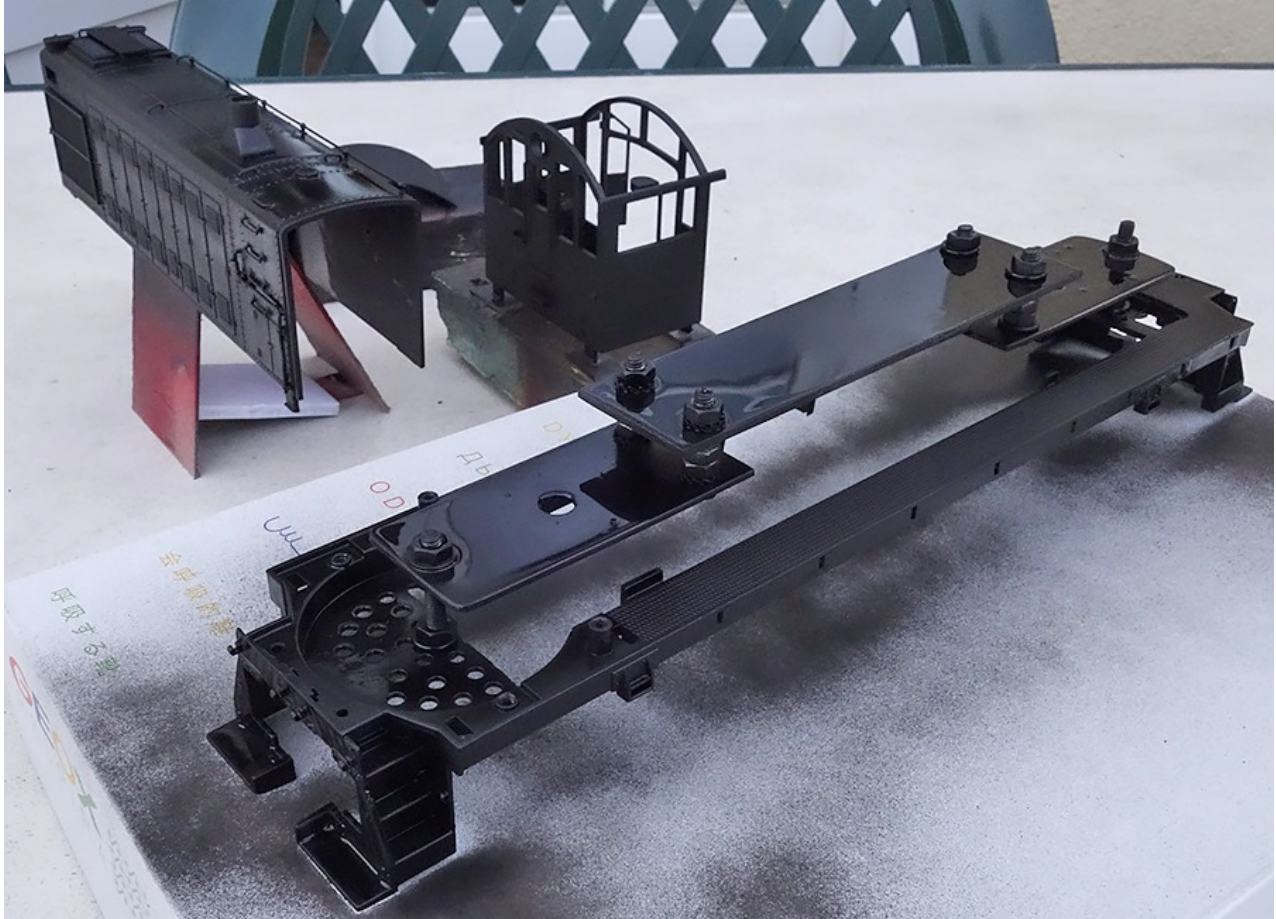


Then, I installed Kadee couplers. I've chosen the #740 model. I used different styrene thicknesses to adjust the height, filled the holes all around the coupler and made the coupler pockets with styrene.

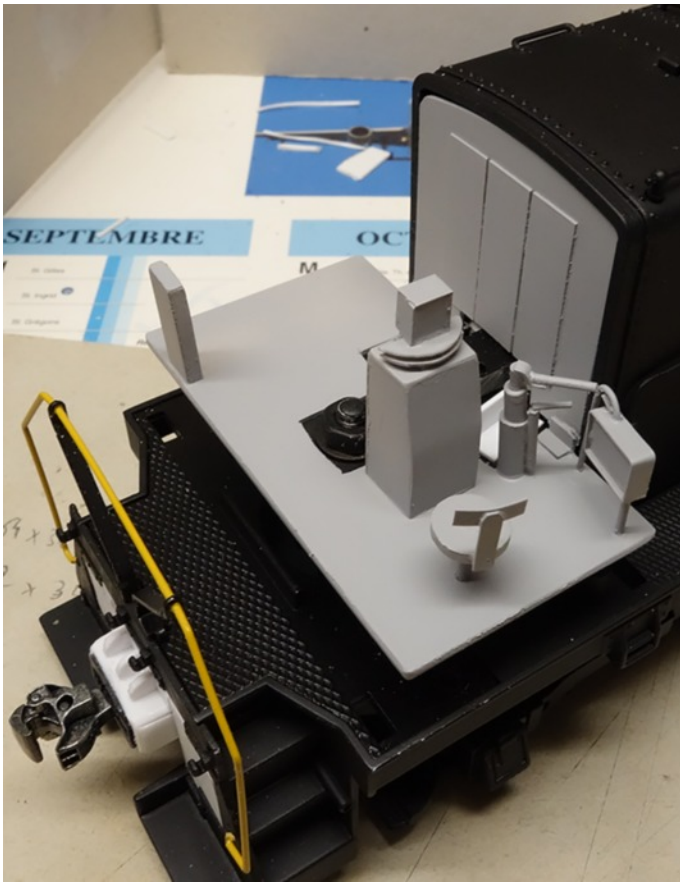


Once the the chassis was finished, I could work on the body. I kept the nice Lionel hood and the cab. There is one operating door on the front of the hood and in the cab. I kept these details. I put off the original white letters on the sides to obtain a clean surface with the help of thinner and some cotton swabs.

I cleaned the parts before beginning to spray paint. I've used Tamiya matte black spray TS-6 to paint the body and the chassis.



Once done, I wanted to add details inside the cab. So I found on the web, and with the help of other Alco fans, photos to guide me. I used styrene to make the devices and Woodland Scenics modified engineers. After some primer, I used Humbrol paints for the cab. I glued the brakeman figure on the cab and reinstalled the windows. I found a brass AJAX wheel thanks to a well known auction website to represent the cab brake wheel.



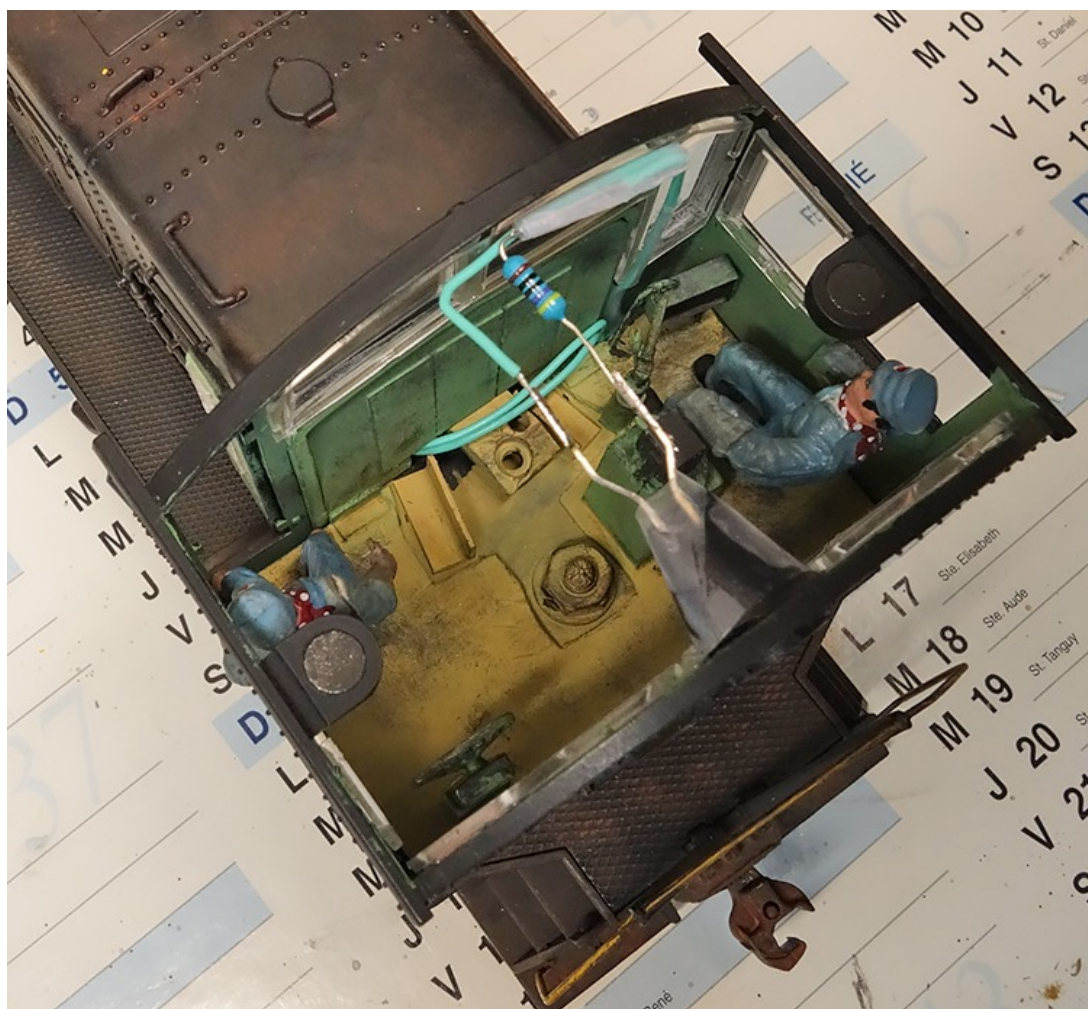
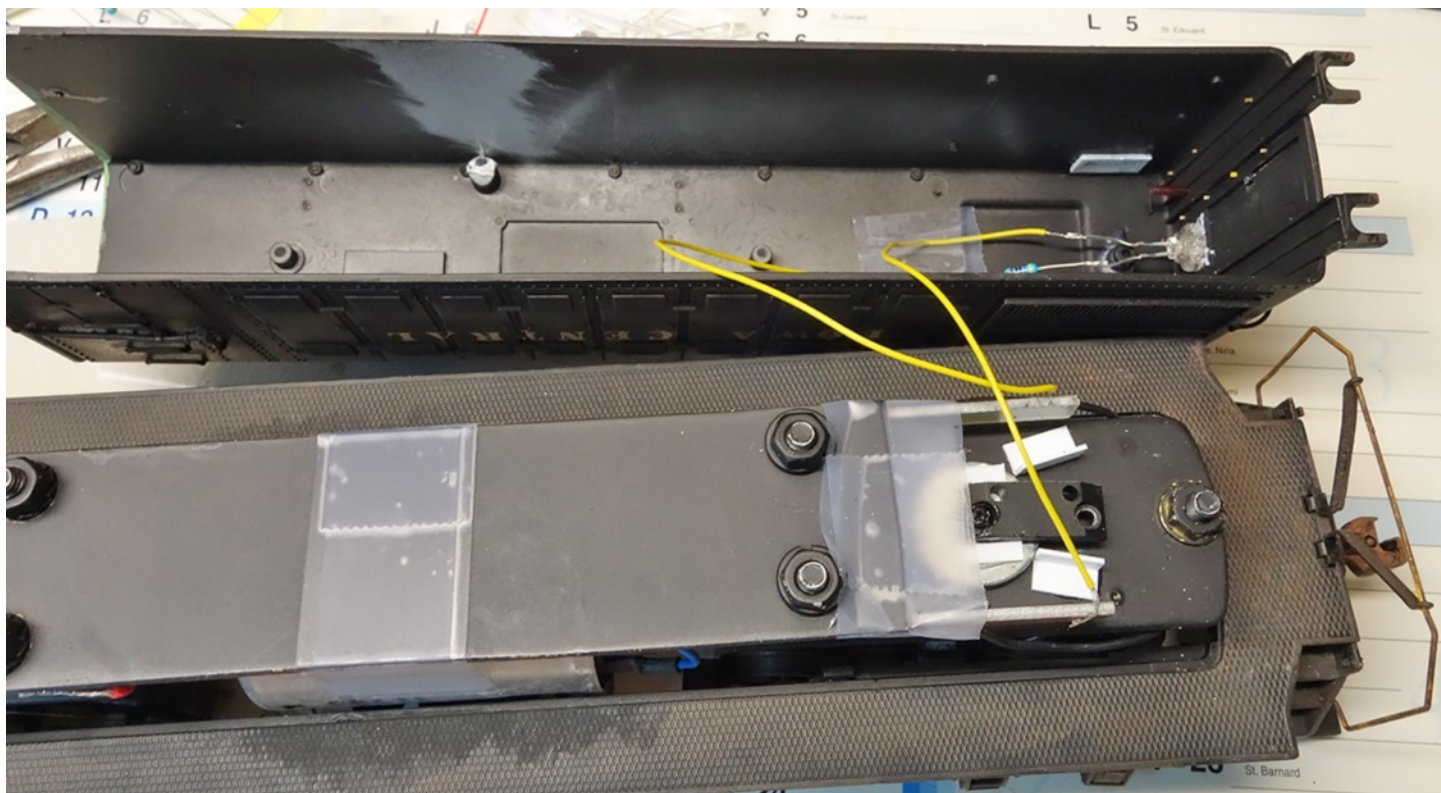


To obtain the IOWA CENTRAL company name on the hood, I used Clover House dry transfers, and I installed letter per letter following a Post-it line to keep the letters on the straight line. A thin coat of matte varnish is sprayed to protect the work.

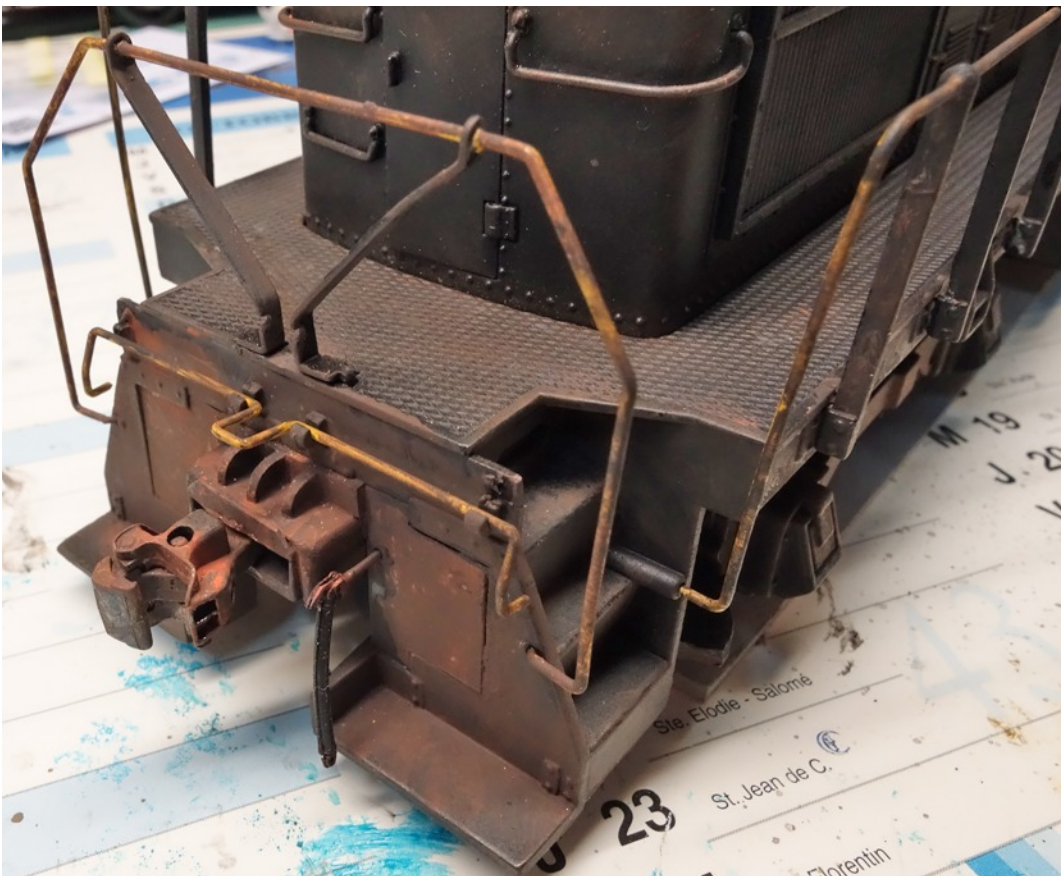




The lights come from a warm white led with a 500 ohms resistor. I installed one in the cab and one in the hood.



I printed on a paper sheet the number of the locomotive. I cut the number plates at a good size and glued them on the number boards. I weathered the hood, the cab and the chassis before reinstalling the Lionel handrails using Humbrol paints. I drybrushed different colors of paint on the parts, and added brake hoses from San Juan Co to each pilot of the locomotive. I used sand color pastels to represent the sand near the fill caps.





I've made a little video showing the building of this locomotive here:



Click on image to the left to view a video compilation of the building, and also running on Jacky's layout.



Alco arrivée en gare arrival in the yard



Alco passing through the yard



Alco S 2 switching in music

WHAT'S ON YOUR WORKBENCH TODAY?

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



*Here is my workbench with just finished Elysian Fields Roller Mills,
and in-progress scratch build of a water car along the lines of the V&T.*

Steve Harvath

WHAT'S ON YOUR WORKBENCH TODAY?

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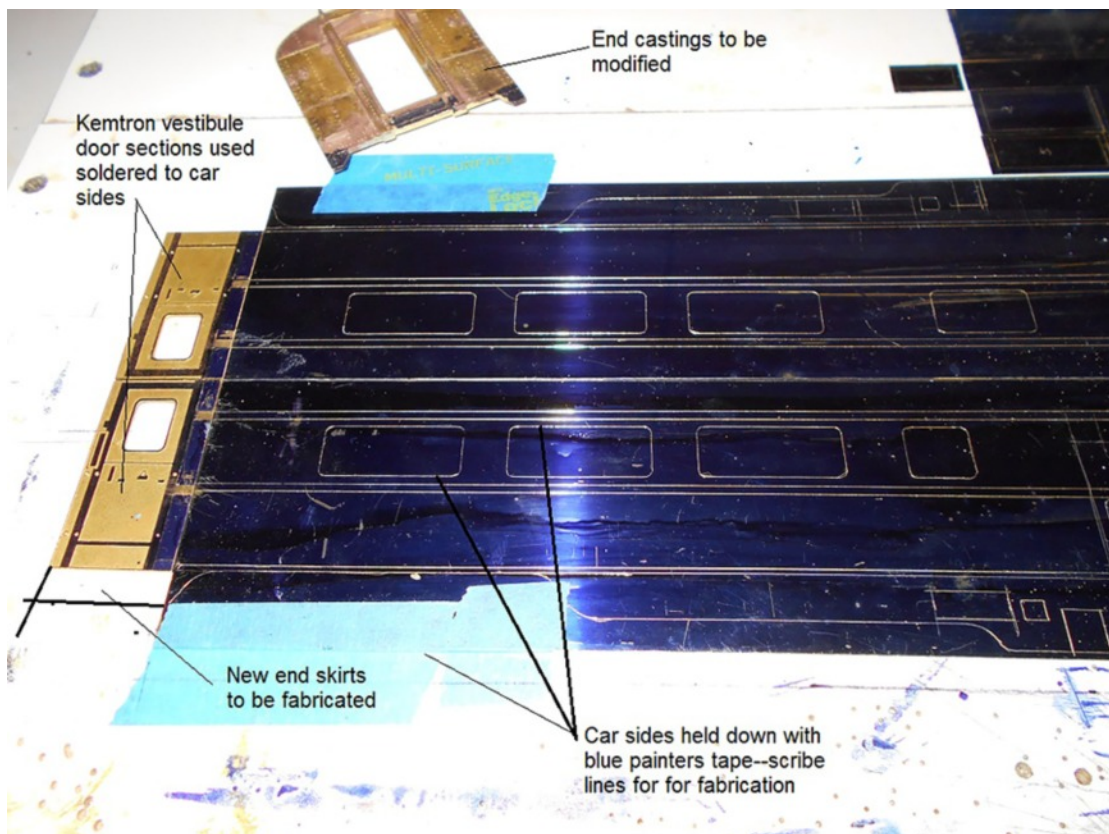
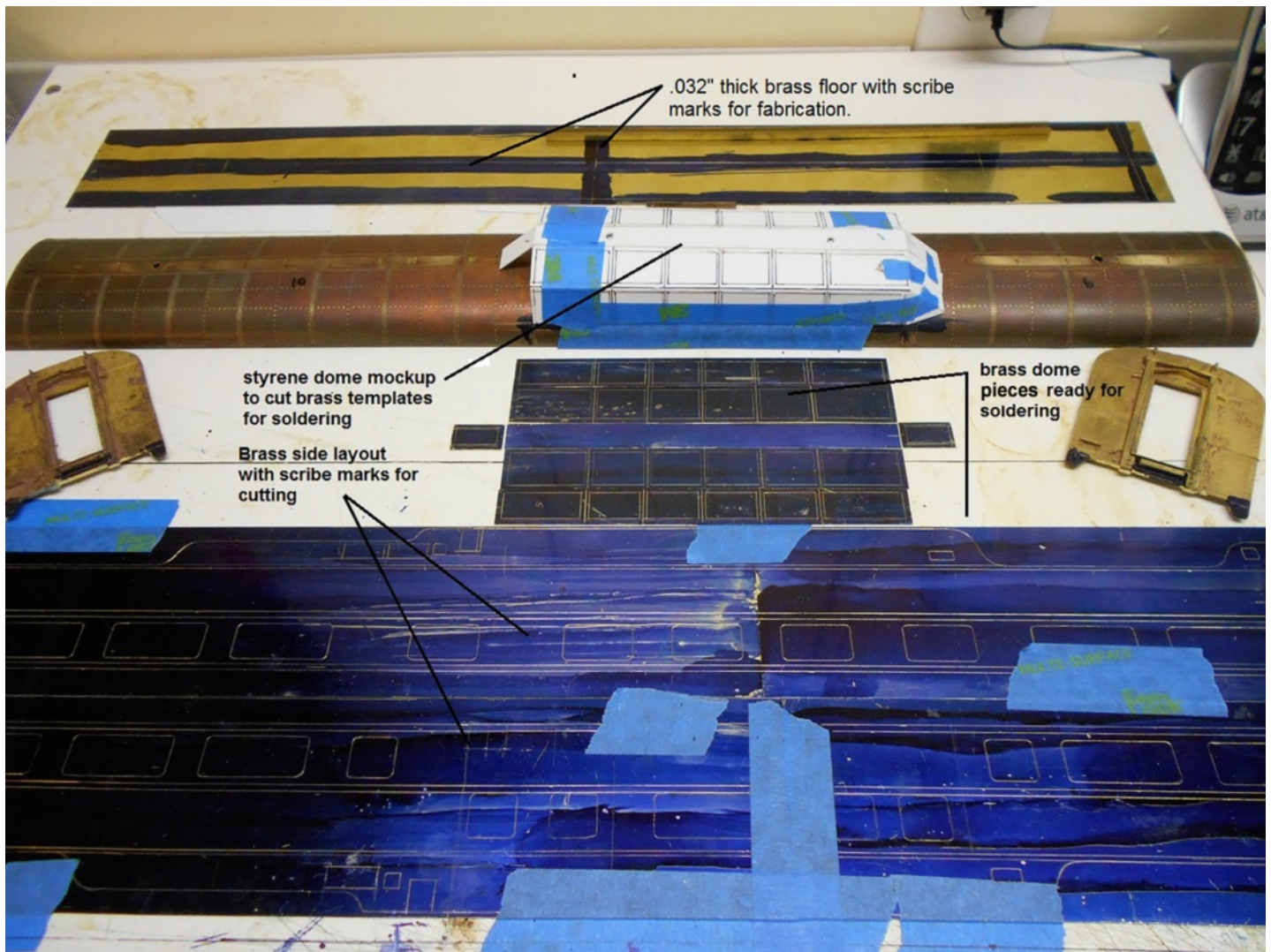
Bill Basden sent in his latest work telling us, "This is my current project on my work bench that I am working on.



This is the Missouri Pacific Pullman Standard dome car as for IGN # 896, built June, 1952. In the photos, you can see some of the components that make up model sides in layout form scribed to cut out windows, ends and roof with mock up for the dome section. The styrene parts are used to check profile and fit, and later to be used as a template to cut the brass pieces for soldering. It took three times of template making before it looked right to me. This is the final version of the seven main brass pieces shown below on the roof.



I hope to have this finished for the contest for O Scale West May, 2017. I have three months left to finish it."



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

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

Name: _____

Name: _____

Spouse's Name: _____

(No charge/only needed if attending show)

TOTAL AMOUNT ENCLOSED: \$_____

(No refunds after 8/1/17)

Electrical needed? Yes ☐

(Subject to availability)

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CONTACT INFO@INDYOSCALESHOW.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 2017, or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.

SCENE AROUND THE LAYOUT



Eastbound NKP ST96, hauling fresh produce and auto parts from St. Louis and Peoria, is seen crossing Telegraph Rd. (US 24) and soon to arrive in Toledo's NKP/Cloverleaf's MC yard at Toledo, Ohio. Above right is Ohio & Morenci engine #52 with an empty coal hopper, drifting downgrade to get on the DT&I's interchange track at Champion, OH.

Scene photographed on the P:48 Maumee Basin Railroad modeled by Warner Clark, with help and photography from Rich Bourgerie.

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 only.

Email to scene@oscaleresource.com with a description of your picture.

Oddity

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

By Daniel Dawdy



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

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

Although the CPLs still stood guard, no more trains will be crossing here.

*Roachdale, Indiana
August 13th, 1990*

March Meet Model Contest

March 18th, 2017 at the Chicago O Scale Meet

Categories

- Diesel
- Steam
- Passenger Cars
- Single Structure
- Display/Diorama
- Traction/Trolley
- Freight Cars
- Heavy Electric
- Gas-powered
- Caboose
- Non-revenue

1. The model contest will be held Saturday March 18th, 2017 at the Chicago O Scale Meet. Models must be entered prior to 11:00 AM on that day. Once entered in the contest, the models must remain in the contest area until 4:00 PM on Saturday, March 18th, 2017. Awards will be presented at 3:30 PM on Saturday, March 18th, 2017, and models may be picked up at that time.

2. All models will be judged by a team of judges using nationally established judging guidelines. Categories that have only one model will not be judged, and no placement will be given. In these cases, The O Scale Resource gift certificate will be awarded to the sole entrant in that category. Best of show will be a popular vote.

3. Judging will start at the judge's discretion, and will be finished by 3:30 PM on Saturday March 18th, 2017.

4. All models must be put in the display position by the modeler, and only the modeler may handle the model.

5. Any descriptions, photos, or other information relevant to your model will be attached to this entry for the duration of the contest, and will be made available to the judges at their request. The material will be returned after the contest.

6. I hereby certify that the model entered is my work. I also hereby release The O Scale Resource Magazine (the contest sponsor), Hobby Hill Inc. (the show promoter), and all persons connected with the contest from any liability due to damage or loss of the model entered.

7. I hereby grant The Model Railroad Resource, LLC photo reproduction rights for publication of this entry in The O Scale

Chicago O Scale Meet 2017

Model Contest

Thanks for entering the model contest at the Chicago O Scale Show on Saturday March 18th 2017. The following pages are the Model Contest Entry Form and the Model Contest Judging Form. You may fill them out prior to coming to the show, and that is recommended to save you time at the show.

The Contest Entry Form identifies your model and is your receipt for your model. When you place your model in the contest, this form will acknowledge that you have a model in the contest. When you pick up your model, you will need to sign this form in the Claim Check area. This tells us that you have picked up your model, and it is no longer in the contest. The form also explains the rules for the contest. You will notice that there is a category for Single Structure and one for Display/Diorama. There needs to be a distinction between when a Structure model becomes a Diorama. For the purpose of this contest, a Single Structure is a stand alone building with no base. The building may have all the interior partitions and trim, but no other details. For example, a clock on a wall or a person on a platform will move your model into the Display/Diorama category. If the building is mounted on a base with scenery, that will move the building into the Display/Diorama category. This may seem awkward, but it is the simplest way to make the distinction. The other categories should be clear. If not, contact us for help.

The Contest Judging Form will be used by the judges when looking at your model. You need to fill this out in as much detail as you would like. In addition, we would encourage you to supply more information on separate pages. Title any additional pages with the title of the judging box they apply to. For example, titling the page Construction will tell the judges that the information applies to the first box of the judging form which is titled Construction. If you supply photos or drawings, they will be used by the judges and returned to you when you pick up your model. The first box titled Construction explains how you built your model. For example, if your model is more than 90% scratch built, you would check off that the model is scratch built. In the construction techniques section, you may check off more than one item. The last item in this box is the description of how you built the model. The space is short, and we would recommend more explanation on a separate page. Make a note on the line to see the attached pages. The next box titled Detail is where you will describe the detail and what it took to create it. Again, we would recommend a separate page for your explanation. Any photos or drawings you used would be a help to show how you replicated features in your model. The next box titled Conformity is where you will describe how your model matches a prototype. If your model is entirely free lance, that is OK. Just describe how your model would match a prototype construction. Again, we would recommend a separate page. The next box titled Finish and Lettering has some items that can be checked. Check as many as apply to your model. A separate page may be required to explain all your techniques. The last box that you will need to fill out is the Scratch Built box. Describe any parts of your model that you made from scratch, along with how you made them. A separate sheet will help here as well. Any information that you can give the judges will help them to understand your model and how you built it.

The three judges will each make their own observations and assessment of your model. They will then confer with each other to give you a total score. You will get the contest judging form back with your model, and your information when you pick up your model. All decisions by the judges are final.

If you have any questions, please do not hesitate to contact us.

Amy Dawdy amy@oscaleresource.com

Dan Dawdy dan@oscaleresource.com



Chicago O Scale Meet 2017 Model Contest Entry Form

Entry No.

ENTRANT / MODELER (please print legibly)

Name _____ Category _____
Address _____ City _____
State/Province _____ Zip Code _____ Country _____
Phone (____) _____, _____ Email _____

CONTEST EVENTS (please print legibly)

Enter your model description, number, or railroad name in the event you would like to enter.

Diesel _____
Passenger Car _____
Steam _____
Single Structure _____
Display/Diorama _____
Traction/Trolley _____
Freight Car _____
Heavy Electric _____
Gas-powered _____
Caboose _____
Non-revenue _____

CONDITIONS OF ENTRY

1. The model contest will be held Saturday March 18th, 2017 at the Chicago O Scale Meet. Models must be entered prior to 11:00 AM on that day. Once entered in the contest, the models must remain in the contest area until 4:00 PM on Saturday, March 18th, 2017. Awards will be presented at 3:30 PM on Saturday, March 18th, 2017, and models may be picked up at that time.
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4. All models must be put in the display position by the modeler, and only the modeler may handle the model.
5. Any descriptions, photos, or other information relevant to your model will be attached to this entry for the duration of the contest, and will be made available to the judges at their request. The material will be returned after the contest.
6. I hereby certify that the model entered is my work. I also hereby release *The O Scale Resource Magazine* (the contest sponsor), Hobby Hill Inc. (the show promoter), and all persons connected with the contest from any liability due to damage or loss of the model entered.
7. I hereby grant The Model Railroad Resource, LLC photo reproduction rights for publication of this entry in *The O Scale Resource* magazine and/or use on their Website.

Entrant Signature _____ Sponsor _____ Date _____

CLAIM CHECK

I hereby certify that my entry # _____ entered in the model contest has been returned to me.

Entrant Signature _____ Sponsor _____ Date _____

Chicago O Scale Meet 2017

Contest Judging Form

Entry No.

1. Construction (Maximum 40 points)

Points Awarded

Select the construction that best describes your model

- | | |
|--|--|
| <input type="checkbox"/> Scratch built complete model and details >90% | <input type="checkbox"/> Kit bash commercial model not per the kit plan |
| <input type="checkbox"/> Scratch built partial model and details <90% | <input type="checkbox"/> Kit built per the kit plan >90% some modification |
| <input type="checkbox"/> Modified commercial model >50% modified | <input type="checkbox"/> RTR model with some modification <20% |

Name of kit or commercial model used as basis if applicable _____

Construction techniques—Select the methods and materials that apply to your model

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Drew own plans | <input type="checkbox"/> Followed construction article | <input type="checkbox"/> Cut & fit wood | <input type="checkbox"/> Soldered metal |
| <input type="checkbox"/> Used proto/com plans | <input type="checkbox"/> Cut & fit metal | <input type="checkbox"/> Cut & fit cardstock | <input type="checkbox"/> Made patterns |
| <input type="checkbox"/> Used kit plans | <input type="checkbox"/> Cut & fit plastic | <input type="checkbox"/> Cut & fit glass | <input type="checkbox"/> Made molds |

Describe how model was built, complexity, and materials

2. Detail (Maximum 20 points)

Points Awarded

Describe complexity, difficulty, & quantity of detail parts added by you. Identify commercial parts.

3. Conformity (Maximum 25 points)

Points Awarded

Describe how your model conforms to a prototype. Include prototype documentation other than supplied with kit.

4. Finish & Lettering (Maximum 25 points)

Points Awarded

- ☐ Weathered ☐ Hand Lettered ☐ Decals ☐ Transfers ☐ Spray ☐ Airbrush ☐ Dry brush ☐ Stain
- ☐ Non weathered Describe methods and materials _____

5. Scratch built (Maximum 15 points)

Points Awarded

List all parts scratch built and note special refinements. _____

6. Total Points (Judges only here)

Total Points

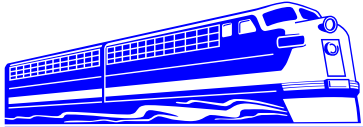
Tabulated by _____ Verified by _____

O SCALE SHOWS & MEETS

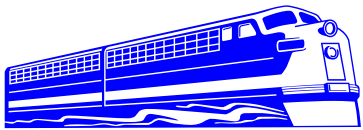
Have an upcoming O Scale event? We would like to help publicize it. Send us the information up to one year in advance, and we'll place it here along with a direct link to your Website and/or Email.

[Click here to send us your information.](#)

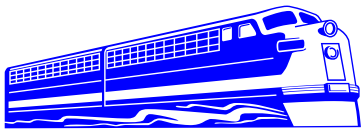
Chicago March Meet
March, 17, 18 and 19, 2017
Weston Lombard Hotel
Lombard, Illinois
Email : info@marchmeet.net
Web Address: marchmeet.net



New England 2 Rail & 3 Hi-Rail O Scale Train Show
Sunday April 2nd, 2017
Elks Hall 99 Park Street Hudson, MA 01749
Train Show and Sale
Email: BigBrotherLar@netzero.net
Website: <http://www.trainweb.org/metrowest>



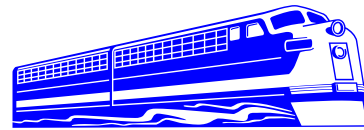
Strasburg Train Show
April 22, August 12 and October 14, 2017
2 -rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, 9 AM - 1 PM. Admission \$5 (Wives/children/military w/ID free). Tables are \$25 for first table, additional tables \$20 each. Great food, modular layout, clinics. Contact John Dunn 609.432.2871 or jdunn8888@hotmail.com or Rich Yoder at oscale48@comcast.net.



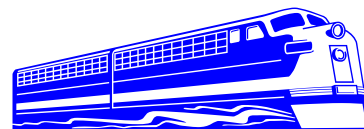
23rd National Model Trolley Meet
May 19-20, 2017
Allentown Fairgrounds, Agri-Plex Charles Hall
17th & Chew Streets, Allentown, PA 18104
Sponsor: East Penn Traction Club
Largest trolley modeling event in North America viewing models, large layouts in O, HO and other scales. Meet theme: Deck Roof Trolleys.
Meet registration \$23 in advance
\$25 after May 1st.
to our web site for registration information, forms, and you can choose to register online
Website: eastpenn.org/meet2017.html
Email: treasurer@eastpenn.org

The O Scale Resource March/April 2017

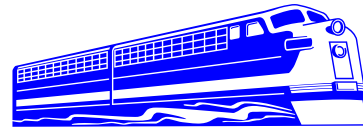
2017 O Scale West / S West 12
May 25-27, 2017
The Hyatt Regency Santa Clara (San Francisco area).
Family registration for the entire meet is \$35.
This includes you, your spouse/SO, and all children under 18, related or not. [Un-registered attendees can walk up on Saturday and get in for \$25.
<http://www.oscalewest.com/>



"Yankee Clipper", The 49th O Scale National Convention!
June 22 through 25, 2017
Holiday Inn, 1 Brightmeadow Boulevard
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O Scale National Convention. Dealers, Clinics, and Model Contests. Tours include the Essex Steam Train, Pioneer Valley Live Steamers, Home and Club Layouts.
Email: godfreys78@aol.com
Website: snemrr.org/index.html




2017 St. Louis Railroad Prototype Modeler's Meet
Friday, June 23rd and Saturday, June 24th, 2017
Gateway Convention Center, One Gateway Drive
Collinsville, IL 62234
Connect with friends and fellow prototype modelers at the nation's largest Prototype Modeler's Meet. Over 480 attendees in 2016! 23,000-sq.ft. of high-quality models, displays, visiting prototype layouts, hands-on workstations and more in the modern, professional Gateway Convention Center.
Website: <http://icg.home.mindspring.com/rpm/stlrpm.htm>



Indianapolis O Scale Show / S Scale Midwest Show
September 21-23
Wyndham Indianapolis West
The Indianapolis O Scale Show has been in place for over 48 years. For the past 15 years, it has been chaired by James Canter, and he has decided it is time to "pass the torch" We, at The Model Railroad Resource LLC, publishers of The O Scale Resource and The S Scale Resource, are proud to have been selected to carry on the tradition for the 49th year.
Website: indyoscaleshow.com
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