

THE **O** RESOURCE

SCALE

NEWS, REVIEWS, INFORMATION TO USE

Volume 6 No.5

May/June 2019

**Modifying a Max Gray Mill Gon
March Meet Contest Winners
From Pattern To Brass Part
New Tracks - Ross Dando &
The Pendon Museum
March Meet Wrap Up
O Scale Kings
And So Much More!**



Sunset / GGD Update 2019

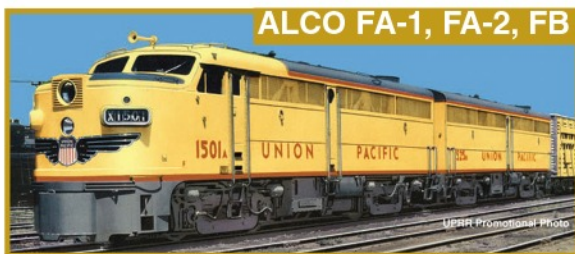
New Project Announcements



NYC H-10a 2-8-2



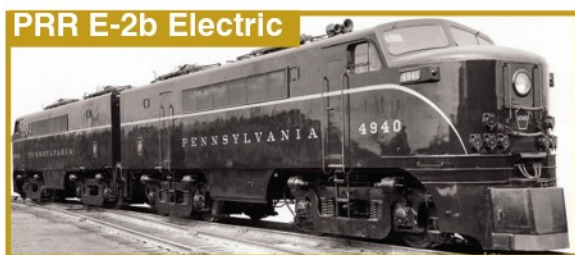
C&O Streamline Hudson



ALCO FA-1, FA-2, FB



GP-7 / GP-9



PRR E-2b Electric



Krauss Maffei

(Sunset) - ALCO FA-1, FA-2, FBs, GP-7 /GP-9s, PRR E-2b Electric (Pair)

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

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

(GGD) -120 Ton Battleship Gondolas (VGN, C&O,Unlettered) Plastic Hopper/Diecast Trucks

Project Progress Report

(Sunset) - Virginian EL2B "Largest Electric" - 2 Rail Sold Out, 3 Rail Available

(Sunset/GGD) - EMD E5/E6 Diesels and GGDHW - Coming May 2019, Reservations Closed

(GGD) - Milwaukee Road "Olympia" Hiawatha, In Design, Production in Fall 2019

(Sunset) - Rock Island "Rocket", Only 75 Sets, Coming August 2019

(Sunset) - F3 Diesels - Production in Fall 2019. Reservations Open

(Sunset) - Krauss Maffei - Design and Production in Late 2019. Reservations Open

(Sunset) - D&RGW L-105 - Design and Production in Late 2019. Reservations Open

(GGD) - SF Super Chief 1938-47, NP North Coast Limited Aluminum Cars. ITS A GO!

(Sunset) - E7 (3.0) / Alco PA (2.0) Diesels - Production in Late 2019. Reservations Open

Models In Stock

(Sunset) - SP S-12 0-6-0 Green/Black, NYC T-3 Electric (Lightning Stripe)

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May/June 2019
Volume 6 No. 5

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

Front Cover Photo

Late night near the freight house in Athens, Tennessee. It's fall, 1947 with a shipment of brand new 1947 Allis-Chalmers tractors coming down from the North. An RD&S T1a, ex Boston & Maine, drifts down the "widowmaker" behind.

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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.

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

From the Publisher's Desk



I love going to train shows. The enthusiasm among the attendees and vendors is contagious. I especially enjoy spending time with friends and meeting new ones. This year's [March Meet](#) was no exception – we had a great time – just look at all happy people in the pictures included in this issue.

There were some wonderful contest entries and winners at the March Meet this year as well. One of the neatest contest entries was Funeral Car by Stan Parsons. While he was filling out his forms at the registration table, I asked him about it. He was very knowledgeable, and gave us a short history of the car that is included in this issue.

Next stop for us – California for the [O Scale, S Scale, Narrow Gauge West Show / O Scale National Convention 2019 in Santa Clara, California](#).

Speaking of shows, it's never too early to sign up. Be sure to put the [O & S Scale Midwest Show](#) on your calendar September 21-22, 2019. We've switched the show to a Saturday/Sunday this year so there's no excuse to miss this show. Registration is a breeze – you can register online with a credit card or fill out the entry form and mail it in with a check. We promise to have another great show. We sold out of vendor tables last year and had a wait list, so, if you want a table, get your registration in sooner than later!

New Tracks this month features someone I personally know, Ross Dando. Not only is he a nice guy, he's got a wonderful sense of humor so I'm guessing he's a great mentor. Since I know Ross, while reading about him, it was almost like he was speaking directly to me. He writes just like he speaks, humor and all. In addition, New Tracks also features the fantastic [Pendon Museum](#).

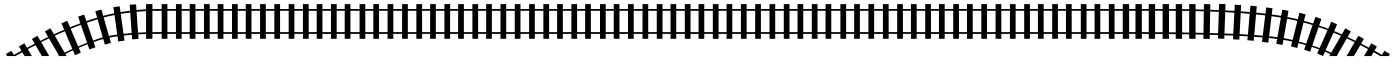
This issue also features an article by Glenn Guerra and Dave Sciacca of Valley Brass & Bronze in Fresno, California showing how brass castings are made. And, Dan Dawdy takes an earlier brass Mill Gon from Max Gray and adds detail to make it a great looking runner for your railroad. These cars were readably available at the March Meet for under \$80 and for about \$20 in parts and few hours work you will have a one of a kind car.

Plus, as always, News, Reader Classifieds, On The Workbench and all the rest you have come to expect from The Model Railroad Resource and *The O Scale Resource*.

Happy Reading & Happy Modeling,

Amy Dawdy

NEWS YOU CAN USE



[Stephen Milley of Rail-Scale-Models](#) sent us an update: As of March 2019, Rail-Scale-Models has acquired the design and production rights to the Laser-Cut Craftsman Kits product line from Rusty Stumps Scale Models (RSSM). This line-up includes over 20 unique structure designs in HO, S, and O scales, and are well-known quality craftsman kits in the hobby. This acquisition follows upon the acquisition of the RSSM Laser-Cut Details product line by Rail-Scale-Models in 2018.

Rusty Stumps Scale Models will continue to provide 3D printed detail castings.

Rail-Scale-Models offers model railroad craftsman kits, laser-cut detail components, custom scale structures, and laser-cutting services for the scale model railroading community. Visit the updated website at www.Rail-Scale-Models.com.



[Michael Eldridge of Sandy Point Models](#) will be creating a new kit for the 2019 O Scale – S Scale – Narrow Gauge West Convention.

Southern Pacific Interlocking Tower at Santa Clara, California.



These are prototype photos – the tower is still standing, allowing us to produce a very accurate model.



This is a craftsman level kit featuring laser cut components, with peel and stick components for the trim, allowing easy painting. The kit includes detailing components, such as the battery cases outside the building. Some interior details are also included. This kit will be produced in S Scale and in O Scale and will be available at the O Scale – S Scale – Narrow Gauge West convention in May, and then will be [available through our website](#).



[Twin Whistle Sign & Kit Co.](#) Has just released their S31 New York Engine 252 Firehouse. This is a beautiful kit based on the actual building. Built in laser cut styrene, acrylic, and basswood.

It features removable roof, sliding door and engraved facade. FOOTPRINT: 13.25"L x 4.5"W x 6.875"H (to top of facade)

- Styrene and Cast Resin Body
- Removable Roof
- Sliding Door
- Moderate Skills Required
- Complete Instructions
- Detailed Roof Accessories

Also, the Country Roads Gas & Grocery Store Kit Available on O and S Scales for the moderately-skilled builder! One of our updated classics. There is an interior scribed Basswood flooring, large selection of graphics, and many accessories. The model is made of high-quality Basswood and has several laser cut and cast accessories.



For close-up shots, [see our website](#) and [Facebook page](#).

[Woodland Scenics](#) is releasing Just Plug® Flags.



Just Plug Flags feature Old Glory waving in the wind. Flags are available in Pole or Wall Mount versions. Each one is available in three sizes and works for multiple scales. They feature a United States flag and include a Just Plug Spotlight to highlight the Flag.

Just Plug LED Landscape Lights shed some light on important features on your layout. Landscape Lights include Spotlights and Floodlights. Use Spotlights to bring attention to building columns, signs, flags or monuments. Choose Floodlights to illuminate buildings, landmarks and other large areas. Just Plug LED Landscape Lights include two lights per package.

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

[Our freinds at Ultimition](#) are pleased to announce the first in a series of ultimate precision machines built expressly for model makers. They have combined a history of award winning modeling experience with the latest in modern award winning machinery design to produce this exciting new product. The Ultimition Sander is a hand operated sanding machine with finger tip control that produces consistent accurate angles and lengths for any modeling project. Featuring ball-bearing construction, built with steel, and weighing in at over 5 lbs., this machine is no plastic lightweight: It is built to last a lifetime.



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- *Equipped with angle guide for quick adjustments



Repeatable accuracy within 1/2 degree



Rubber edge disc for fingertip control



Default 90 degrees, perfect right angle every time



Can be easily bolted down, or clamped to work surface

Check their Website for full details and also their YouTube video here!

New from Ross Dando and Twin Star Cars - Rock Island 53'-6" 50 Ton Flat Car.

The Rock Island set about modernizing its freight car fleet in the late 1930's. One car the railroad kept in house and modified was their 43' and 46' flat car

The O Scale Resource May/June 2019

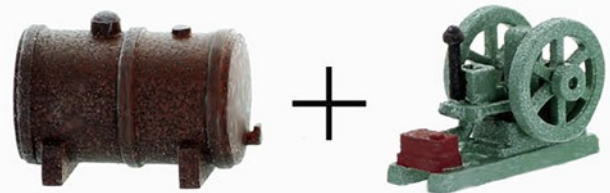
fleet. This model represents the 46' Ryan Car Company series 93250 – 93749 which were rebuilt and stretched to 53'-6" between 1941 and 1942. The new cars were renumbered to 90500 – 90798. The O Scale model is of resin construction with styrene and brass details to be added. Trucks, couplers, bolster inserts and decals are available from [Protocraft](http://Protocraft.com).



Email – twinstarcars@yahoo.com with questions or to reserve Availability: Scheduled to start shipping in May of 2019.

Model Tech Studios LLC has some new products this month. Popular Hit n Miss engine and external gas tank set. These engines were used for a host of tasks such as: Logging equipment operation, Farm equipment, cutting wood, cement mixers and generators etc. O scale set comes finished.

Hit n Miss Engine



External Gas Tank



Classic POPCORN vendor Cart This classic Popcorn vendors cart can be used on a sidewalk, in a market, on a train station platform or bus station platform.

The cart comes to you ALL ASSEMBLED. 1 piece detailed casting and just requires painting so it's super easy to finish.

[Ted Schnepf](#) from [Rails Unlimited](#) has some new urethane cars back in stock. The first car is a CBQ single sheathed 50' auto car with wood doors. It has been about 20 years since I last had this car in stock. These cars were built in the 1920's and ran into the late 1960's. The 1 1/2 doors had the Q herald and "Everywhere West" slogan. The lettering will be a standout in any train. Assembled body, ready for you to add detail parts, paint and letter.

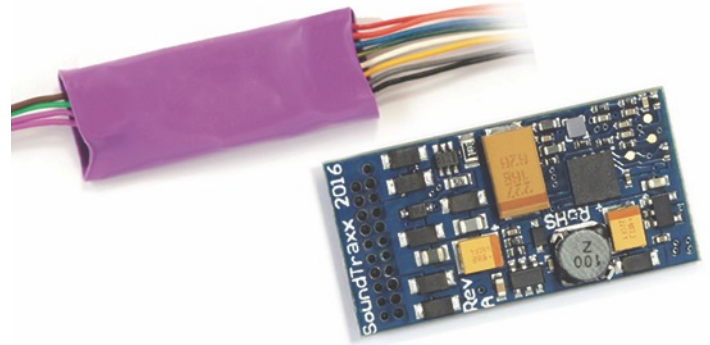


The second car also has been absent for many years. The Great Northern 50' single sheathed boxcar with END DOOR. Built in 1926 to haul autos west and lumber east and lasted again into the 1960's. The end doors were valuable for loading long loads such as buses or fire trucks, roof trusses and many other special assignments. With the GN goat herald, it makes an eye catching car in the train.



[Contact Ted at his Email](#) or [check his Website](#). These should be on-line by the time you read this.

[SoundTraxx Tsunami2](#) received top honors in *Model Railroader's* 2019 Readers Choice Awards.



Tsunami2 decoders provide high quality onboard locomotive sound, precision motor control and brilliant lighting effects, as well as the first ever Reactive Diesel Dynamic Digital Exhaust for more authentic operation. SoundTraxx Digital Sound Decoders follow NMRA Standards and Recommended Practices. They are tested 100% for the best quality control in the industry.

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

[Atlas](#) has a new "nodding donkey", or pumpjack, a common sight across the rich oil-producing regions of the United States.

Whether grouped together in fields of hundreds or standing alone, the slow rocking motion of these visible parts of the vast underground oil extraction process typically extract between 2 to 12 gallons of liquid per stroke, unattended, 24/7, every day of the year, making them extremely cost-effective to install and operate. Their unique shape and motion have also inspired generations of creative artists to add paint and sheet metal to transform many examples into whimsical creatures, which have become staples of small-town tourist attractions. This release of the

Atlas Operating Oil Pump includes both standard and artist-inspired color versions, as well as a “basic black” canvas for you to create your own menagerie.



They also have some new 2 rail trucks for freight, passenger cars and cabooses. 2 rail California Zephyr trucks shown below.



See their Website for all their new products.

Dylan Lambert from Lambert Locomotive Works has some new castings available. LLW-HDL10 and HDL11 arc-style headlights are our newest detail parts. These headlights are unique as the bottom is flat which simplifies gluing, LED ready with pre-drilled holes, and a clear lense is provided. These items are value priced at \$3.40 each. Check their Website for more details or Email at lambertlocomotiveworks@gmail.com

Richard Rands of Berkshire Valley Models has re-released the old Berkshire Valley #464 Chicken Coop. The kit consists of an easy to assemble urethane coop, fencing, details, and a dozen chickens. Area measures 4"x 5", but can easily be changed. See page 3 of our web store.

See their Website for all their great items.



Jack McGarry from Allegheny Scale Models is offering selected locomotive and rolling stock models from the Mike Hill collection. Included are unique scratch built locomotive models, prototypically detailed brass imports, custom built passenger consists and individual cars, and other high quality locomotive and rolling stock models. Many of the models were constructed or upgraded by some of the best known O Scale Craftsmen, including Jerry White, Joe Fischer, Dan Pantera, Tom Harley, Stu Kleinschmidt, Bernie Beedy, and others. A list of the models that are available from the collection can be found at alleghenyscale.com. You can contact ASM at oscale@alleghenyscale.com.



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THE O SCALE KINGS IN THE CLUB HOUSE

The O Scale Kings was established in 1999 by O Scale Hall of Famer, model train importer and train shop owner John Smith to promote the growth and enjoyment of 2 rail O Scale trains. In 2005, the club became a domestic non-profit corporation, and in 2006 applied for and was designated a 501 (c)(3) organization which gave it federal income tax exempt status.

Like any other train club membership, it has had its ups and downs, has survived the recession years and is now stronger than ever with new leadership. Membership also has increased over the past several months.

Our President, Bruce Blackwood and the club's officers and directors have established 5 primary goals for this year:

1. Rebuilding the club's website (oscalekings.org).
2. Establish a mentoring program.
3. Aggressive membership drive.
4. Establish model standards and a liaison with the NMRA.
5. Re-establish the club with o scale hobbyist, manufacturers, vendors, dealers, and the media.

To accomplish these and other goals, we need volunteers and folks who have the time and organization skills to become future officers, committee members, and directors.

But first, we need you to join as a member! Anything that the O Scale Kings does to promote O Scale 2 rail benefits every member. It is a way to unite our scale in the hobby and to have a voice. The membership is only \$10.00 for individuals and \$25.00 for manufacturers, dealers, and vendors.

Please send your check and information to George Wallace c/o O Scale Kings at 11937 Stratford Drive, Oklahoma City, OK 73120-7419 or go to our website at oscalekings.org and open the "pull down" menu at "Join". Please take the time to check out our new website and find many areas of information about the club and O Scale Railroading.

If you have any questions or wish to express any ideas that would be helpful, please contact me at daniel@oscalekings.org or any of our officers or directors.

We will continue to let you know what is happening in the Club house.

Dan Mason



A MESSAGE FROM OUR PRESIDENT BRUCE BLACKWOOD

Medium Approach April 15 2019

When I became the president of the O Scale Kings, I started asking any member or potential member or past member that I could find, what they wanted from the O Scale Kings and was told specifically that the number one problem with the O Scale Kings is lack of communication. So, I have attempted several different ways of fixing that lack of communication. One of the very first things I did was to send out a couple of mass emails to any and every email address I could lay my hands on for anybody that had ever even spoken the words of “scale 2 rail”.

I will just say that effort was not appreciated by many. Some would have you believe that I personally have sent your email address to anyone who may have ever thought about hacking anyone. To date, have had no reports that anybody got hacked because of those emails. If they had, I’m sure I would have been railroaded out of office. Just the same, that method of communication has been derailed. I’d still want to thank the one individual who took time to send me a very nice email telling me how I could do the same thing without putting anybody at possible risk. Since that time, I have decided to communicate with the membership via the website in my monthly President’s message.

As many of you know, we have launched a new website. Don’t worry, this was done by a professional! I think it’s shaping up to be a dandy of a website. This will continue to be my preferred method of communication. Please go to oscalekings.org and check it out. If you have any comments or questions about the website, [Email Dan Dawdy](#).

Your Board of Directors are really trying to make the O Scale Kings your go to place for information. We are working on a new mentoring program which is being directed by a master model railroader, Ed Bommer. [Please put him to work and ask a question.](#)

Speaking of Ed, we have many articles he wrote over the years. They have always been on the Website, but are now easier to find and read.

NEW! Two new articles by Ed have just been released. [Building A Mac Shops RDC- 2 As A B&O “Speed Liner”](#) and [New Life For An Old Athearn Box Car](#).

A desperate cry for help

I’m sure many of you have heard of STP, it is an oil treatment that was heavily advertised on race cars by such legends as Mario Andretti and “King” Richard.

But did you know that STP also has a is also an acronym applicable to most organizations? It stands for the Same Ten People. So, this is my desperate cry for help. We need more than the same 10 people to get the O scale kings where we would like it to be. [Please contact me and volunteer your services.](#)

SONC: first want to remind everybody that the National Convention is coming in May as part of OSW.

Our National Convention is on the top of my list of important things about the O Scale Kings, and the convention that need to be maintained. What I mean by this is that we need to continue the tradition. There are

many, many opinions about a national convention for O scale 2 railers. I've had suggestions made to me that we just discontinue it completely. Some want to make it a permanent part of O Scale West. (This really has STP written all over it.) Most want to see it continue as a yearly moving around the country convention. Here's where I call it as I see it, I don't want to offend anyone, but the STP theory doesn't work here. My personal preferences are to have it as an event at different locations every year. I'm a firm believer that having a national convention in your backyard can do tremendous things to motivate progress on your layout, progress on contest or display models. Conventions are a great time to meet old friends. It's a great way to make new friends. I like to railfan 1 ft. to the ft. railroads. Conventions are a great way to see different areas. So, with all that comes another cry for help. We are looking for a Chairperson to take charge of 2020, which is just around the corner. We are working with a couple of people, but we need help!

[Please contact me](#) if you have interest, whether as a chair or committee member.

Membership: I am happy to report that our membership numbers are increasing, we are still a long way from where I want us to be, but we have made progress. Since this email is going out to both current members and past members, I will beg of you to join if you're not already a member, and to get current if a past member. I would especially ask each of you to reach out to your buddies, whether they are already 2 rail O Scalers or potential O scale 2 railer's and ask them to invest \$10 into our organization. (Yes, still a bargain @ \$10 bucks and yes they WILL go up) My personal goal for membership is 1000 by 2020. At this point we are about 20% of the way. I went to the Strasburg show a week ago, and just to show .. had a young man sign up, probably in his early 20's and checked the box for STEAM as his interest. I understood he was brought by a friend.

Quick review of some accomplishments in the first quarter of 2019:

- 1: Launched new website.
- 2: Actively promoting the O Scale Kings at train shows.
- 3: Held an annual membership meeting and received some great thoughts to help build the O Scale Kings.
- 4: Our membership number was 102 as of January 1, we are now at almost 200.
- 5: Working on some new benefits for members of the O scale kings --- stay tuned.

Thanks,

Bruce B. Blackwood
President OSK

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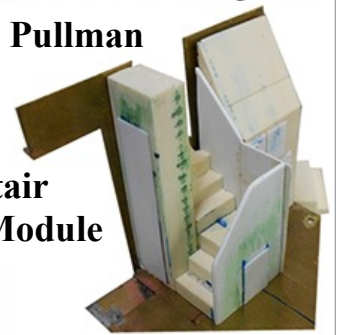
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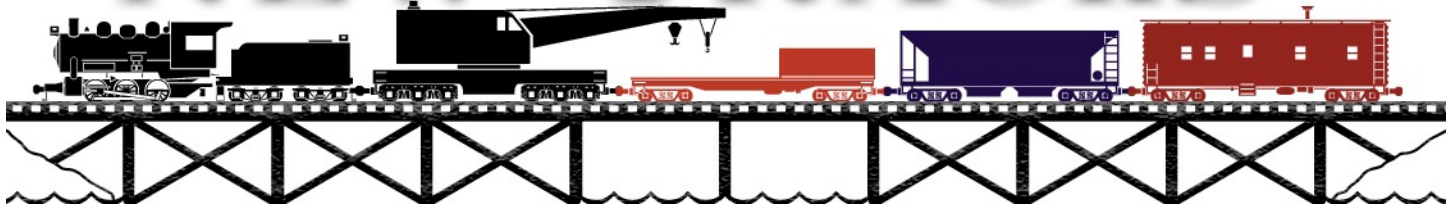
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NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

Your lucky day to meet a very special modeler, learn about a new mentoring program, and visit a very special museum. Enjoy!

Please allow me to introduce a really special modeler, who I am proud to say I want as my mentor, and a person I believe has some really special modeling abilities to share with all of you.

I have asked him to share his knowledge and skill so we can try out a new idea in my mentoring articles. The reasons for my wanting to use this specific modeler to try this idea are:

1. He has a sense of humor and does not take himself too seriously. Thank goodness.
2. He has patents in his name for items he designed to solve specific industrial manufacturing problems. He uses these problem solving talents daily in his modeling, and in developing products for his company, Twin Star Cars. These are skills every model builder needs to acquire.
3. He is an accomplished, very talented, O Scale P48 modeler who says he owes much of his modeling success to his mentor.
4. He is not only willing to mentor others, but is anxious to do so. He really believes mentoring can help any modeler improve his skills and modeling techniques. Guess what? I totally agree.

A New Mentoring Concept: “Backshop Solutions” for Model Builders from Ross Dando.

After you read Ross Dando’s profile, I want to ask that you describe a model building construction problem you are having and we will ask Ross to suggest a solution. We call it “Backshop Solutions” mentoring.

After talking with Ross about the idea, we agreed a “Backshop Solutions” section in my mentoring articles could benefit a lot of modelers, by teaching us all, what I believe, is one of the most exciting and stimulating parts of model building, which is creating and then designing a solution to a model building problem. Therefore, with your interest and participation, I will have a “Backshop Solutions” section from Ross in my future articles. If you do not have any problems then there will be no need for any solutions from Ross. If you do have, or have had, a model building problem, chances are many other modelers have faced the same issue and can also benefit from Ross’s help.

In order for this “Backshop Solution” idea to work, we will need your help, by stating a modeling problem you are having and asking Ross how he might suggest solving your problem.

I know that some of you may not want to use your name in print, so I will honor your request to not use your name, just the description of your problem. Please send your description of your modeling problem to me at backshopsolutions@oscaleresource.com.

Our purpose here is to help model builders learn the “thought process” that goes into developing solutions for their modeling problems. I believe Ross has the talent and communication capability to help do this. Let’s at least give it a try. We look forward to hearing from you.

Now please meet our new “Backshop Solutions” Mentor: Ross Dando



Who is Ross S. Dando? This is something I have been wondering for a long time. Ask my friends, yeah I think I have friends. That’s the first thing you need to know, I have a sense of humor and am very sarcastic. My friends, most won’t admit it, give me a hard time. You have to earn the right.

Enough with the personal stuff. What do I like about model railroading and why am I here offering my knowledge and years of mistakes to you as a mentor?

I started model railroading the way most of us did, with a Christmas train set when I was three. When I was nine, my dad’s N scale came to me and I had a huge attic with a 4’x4” plywood square at each end and a 2” wide board the 30 foot length of the house. I cut up cars and added what I thought was weathering by using water colors. When I was 10, I was at the county fair and I stepped foot in the exhibit hall and watched the triple main modular layout until my mother dragged me out. But not before I was invited to attend a club meeting. The biggest impression on me that day was the Cal Zephyr with wire grabs on the nose of the E unit and the headlights that looked real (MV lenses). From there, it was years of growing up with a bunch of guys who scratch built, kit bashed, custom painted, and painted for an importer. The club tore out the layout shortly after I joined, and I spent my growing up years building bench work and roadbed. Never ran a train or built scenery. But, I learned how to build models on Sundays with a group of modelers. My mentor was, and is, John Trulson. The kindest man I have ever known, but also a critic, always helping me improve. He has custom painted for as long as I have known him, I kid him and tell him he is old, but he is like a dad to me. I still have the first model he helped me custom paint and decal. I have the set of E units he built that inspired me to start this journey. Yeah, I have issues letting go of things.

So what do I model? Rock Island. I have modeled it as long as I can remember. Not because of a personal connection, but because it was the only railroad in the club that no one else modeled and I didn’t want to compare my models to theirs. Yeah, a bit of a mental issue, but that’s why. I studied every paint scheme and variation. I have tried to keep track of the years they occurred, but it has all blended together.

So here I am at 53, two years into a new journey as a Proto 48 modeler. Had somebody come along in the beginning of my modeling and introduced me, I would have joined then, but now here is why I’m in the 1/48 world. Bill Yancey, a guy across town, went to an NMRA meet and we bumped into each other. I am a fine scale modeler, or a detail modeler, however you look at it, and I want the most accurate detail I can have. Bill invited me to come see his layout and that’s where it all changed, the desire to have a bigger model with more detail. Bill, like any good “drug” dealer, offered me the deal of the century. I have sold half of my HO brass collection to fund my habit. The other half is getting close to the block.

What do I have to offer? Personally, I don’t think much, but then again I try not to be too forward in pushing what I do or think on others. But then again, I enjoy sharing what and how I model with others. This includes how I arrive at finding models produced and how they can be cut up and turned into other prototypes. My methods are not the only way, just the twisted way I have come up with and I think will work. Now, let’s be

honest, I have screwed up my fair share of models. Many have had several lives and paint jobs before I am happy with them, or they have gone down the road because I just can't like them no matter how many changes I have made. But if you read back, I have issues letting things go.

Methods of kit bashing, painting and weathering are all things I like to learn and talk about. I tend to over think things, and try to get the results in less steps than I have seen done somewhere else. My inspiration comes from watching my childhood heroes, those who have achieved success prior to me getting half a clue. But I have come around to methods that I think make good looking models.

I also have wanted to share my models with others. Since I have separation issues it turns out, if you produce kits, you are actually sharing without giving up the models you build. In HO, I have built masters, drawn laser kits, produced cast metal parts, machined parts, had decals printed and done CAD drawings for buildings I have wanted. My first resin project was an HO ACF Adapto car, not because everyone was begging for it, just because it was a cool car.

Fast forward to today, my company, [Twin Star Cars](#), is alive again, I want to share a model that I have wanted for a lot of years, not just in a particular scale, but as an accurate Rock Island model. Now in 1/48, I am finally able to bring forth an accurate model of the Ryan/ACF 53'-6" stretched flat car. Shortly after having HO 3D prints done, I finally received blueprints of the car. Oh, I forgot to mention, all my previous HO kits have been produced without accurate prints of the car and I created scale rulers to use on pictures. The 3D prints had some inaccuracies I was not able to correct due to access to the software previously used. In retrospect and double checking as I have received drawings, amazingly, I was pretty close to the numbers with previous projects. For current projects, I am waiting until I have the data to do it right. The result is a two year project to produce the flat car soon to be available.



Enough about my kits. Let's talk modeling.

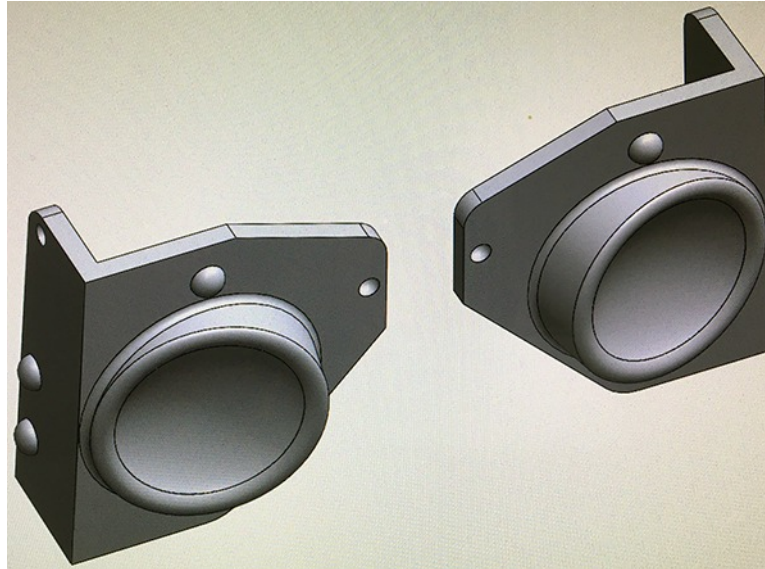
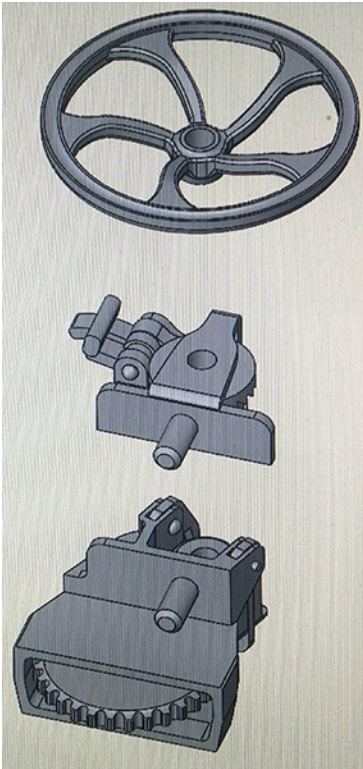
When we talk about modeling, the first thing I encourage, highlight and enforce – if it's your model and you like it, who cares what someone else thinks or says about it. Case and point, the judges in my last contest commented that my model was too shiny; but honestly, if I had shot solid flat on the model, the pictures I take will not produce the highlights the way I want. Oh, one confession, I am shade color blind. Why does this matter you ask? Well, in order for me to see the color separations as I weather a model, the colors have to be really different for me to see them. This is where we come back to the "if you like it, then it's great" statement.

What I enjoy doing when it comes to "modeling" is figuring out how to solve a problem. Like all the patents I have received, it was a problem that we didn't have an answer to. While I was trying to figure out how to solve it and just get the job done, we found a way no one else had done. It turns out that my modeling is the same way. I find an issue to overcome and I discover an overly engineered and complicated way to solve it. PERFECT!

Want to add those etch grills from Des Plaines Hobbies? I build a fixture to hold the shell in my mill and machine a pocket to hold the etching. Want to have a silent drive and roller bearings in the P&D trucks? Build another fixture to hold the journal boxes. I seem to enjoy making fixtures. The best one so far is one to cut up the Glacier Park Models ACF Gondola to reconfigure the sides. It turned out awesome.



Then I figured out how to use a steel rod and hammer to distress the styrene I used for the replacement steel side that I made to replace the wood sides. Then there was the issue with the ends. They were wrong for my model. But through the awesome network we have in this hobby, I was able to come up with a single end and



then found another person willing to make a mold and castings. The result is a great model, here again, in my opinion.

So what do I like to do? Create. I use the mediums available. I have developed or used laser cutting, machining, turning, carving, 3D printing

and plain old kit building, but I really like Styrene. I like the challenge of making styrene look like whatever surface is needed. This comes from a long history of only having styrene available. I cut it, glue it, carve it. Then it's time to turn it into steel or wood. That has been a fun process because it takes different tools and techniques. Not only in preparing the material, but in the painting and weathering process. I have wanted to work with real wood and take on the challenges of brass. But styrene and resin has been my most common medium.



As a new member of the OW5/P48 community, I bring the sacrifice of the Rock Island 53'-6" flat car as my offering to say I mean no harm and I come in peace. Seriously, it's model trains, let's have some fun and learn from each other!

So, don't just sit there, pull out a model and start on it. Have a question or idea you want to bounce off someone, drop me a line at ross.dando@oscaleresource.com. If I don't know the answer, I might know someone who does.

I found him! He has skills I want to learn. He can help me improve my modeling! What luck! My next Mentor! I found him! I hope all of you feel this way about Ross.

Thanks Ross for all your help, and willingness to be a part of the "New Tracks" "Backshop Solutions" mentoring effort. Ok the ball is now in your, the readers, hands to get this effort off and running. Have a modeling problem? Let's hear from you so Ross has something to solve.

I turn to a new subject with a quote from another very talented modeler I just met, Boyd Wirkkala: *"If the dream and vision of a world in miniature, on the benchwork AND in the imagination, is allowed to die so will the hobby."*

Pendon Museum

At the Pendon Museum dreams are very much alive. Long live our great hobby of model railroading. "WOW" what a place. "WOW" what a dream brought to life. "WOW" the most creative and detailed prototypically accurate model railway and scene I have ever seen. "WOW" is the only word that comes to my mind when I see photos and videos about the modeling done in the Pendon Museum.

I definitely would love to be mentored by these outstanding modelers. If you can think of a more responsive word than “WOW” when you view the modeling done in this museum, please let me know. Hold on to your hat, I guarantee we are about to go down some spectacular “New Tracks”. Here is just a bit from the museum’s web site.

“The Vale Scene is one of the finest dioramas anywhere.”



“It’s a source of inspiration for modellers whatever their interests.”

“It contains over 100 completely accurate models of real structures that have been carefully measured and sketched. The models are all at the scale of 4mm to 1 foot (approx 30 cm). Some of the buildings have taken over 1,000 hours to construct.”

“The Vale Scene has over a scale mile of visible railway line, much more if all the invisible Track is included, on which exact copies of trains run in correct formation.”

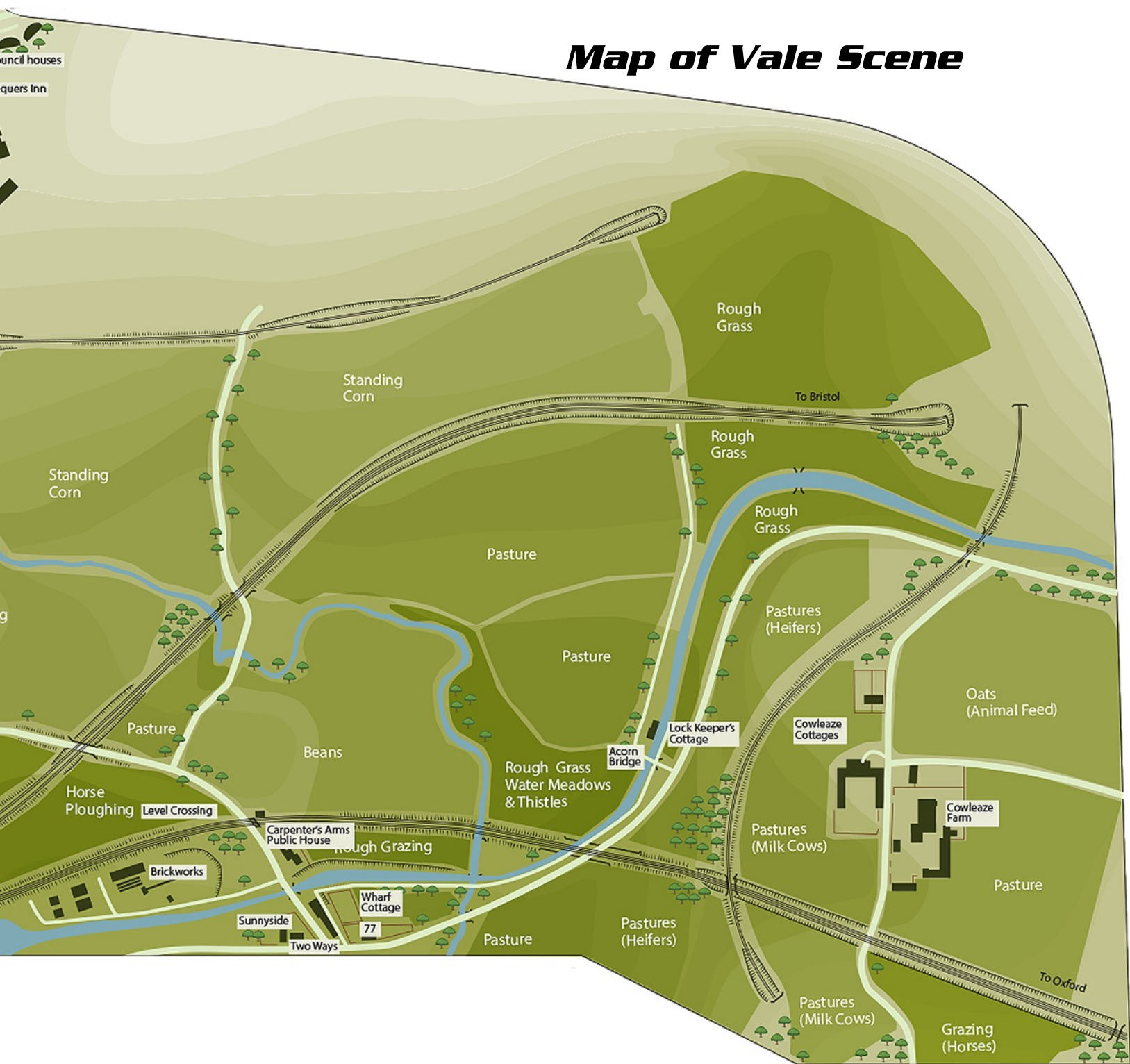
“Note the attention to details (such as gardens, people, vehicles) that make the scene so realistic.”

“On the first Sunday of each month members of the Pendon modelling team are on site and this can be an especially interesting time for modellers to visit.”

“We have a very comprehensive programme of modelling workshops covering a variety of topics through which we help modellers to acquire and develop skills.”

No question in my mind if you, “need a mentor”, the Pendon Museum is one of the most unique and awesome places I have ever seen, to go to for modeling knowledge.

I really got lucky when I met a Northamptonshire, England, N Scale Modeler, Ady Horner. Ady told me he gets his creative ideas from visiting the Pendon Museum in Abingdon, Oxfordshire.



that line in those years.”

“It is not a 'model railway layout' in its usual sense as the trains run at scale speed with a realistic interval between each.”

Museum Displays

Again I went to the museum website for the description of the displays at the museum.

“Vale of White Horse”

“Some locos on the layout:

[GWR 2900 Class No. 2943](#) Hampton Court Built in 1912.

[GWR 4000 Class No. 4050](#) Princess Alice Built in 1914.

[GWR 2251 Class No. 2253](#) Built in 1930.

[LSWR N15 Class No. 789](#) Sir Guy Built in 1925.

[GWR 3700 Class No. 3705](#) Mauritius

[LSWR S15 class No. 515](#) Built in 1921.”

“Dartmoor branch”

“On the ground floor of the museum, a model representing a Great Western Railway branch line on [Dartmoor](#), originally built in 1955 to showcase the trains being built for the Vale scene, is operated for visitors. The main focus of the Dartmoor scene is a model of Brunel's timber viaduct at Walkham in Devon built by R. Guy Williams, who also built many of the model locomotives at the museum.”

“Locos on the layout include:

[GWR 2900 Class No. 2921](#) Saint Dunstan Built in 1907.

[GWR 2800 Class No. 2844](#) Built in 1912.

[LSWR M7 Class No. 30](#) Built in 1904”

“Madder Valley - The museum includes displays of individual models, modelling methods and railway artefacts. The museum also displays [Madder Valley](#), a pioneering model railway built by John Ahern.”

“Models - The model trains are hand built, to represent individual locomotives, carriages, and wagons as exactly as possible, based on surviving records and photographs. Operation consists of a sequence of trains, showing what one could have seen passing by on a summer day and night, in the mid-1920s. This sequence is based on timetables of the period. They are all modelled in 4 mm to 1 foot scale (1:76), and run on track of 18mm gauge, a combination known as EM Gauge.”

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What a dream this man had, what a visionary he was, and how dedicated the museum's volunteer staff has been all these many years to see his dream come true, prosper, and become the magnificent museum it is today.

With this overview, I decided to take a more detailed look at the [Pendon Museum's website](#) and learned: “Pendon Museum preserves the idyllic rural scene and transport of the 1920s and 30s in a miniature form (OO Scale) for future generations to enjoy.”

“We are an independent, accredited museum run almost entirely by volunteers and funded by visitors and our loyal Friends. We aim to provide an enjoyable and informative experience:

- for family groups
- for those interested in all disciplines of modelling
- for those interested in 20th Century rural England, its buildings and its railways.”

“The Vale Scene (OO Scale) is probably the largest diorama based on accurately reproduced buildings, landscape and railways to be found anywhere.

- Many features of the Vale of White Horse have either been demolished or significantly modified since the 1930s, leaving Pendon's Vale Scene as the sole representation of those times.
- We provide visitors with an understanding of many aspects of life in the 1930s through a combination of the models, our audio guide, and our volunteer guides who are very willing and able to answer questions and enlarge on aspects of particular interest.”

Jim Kellow comment: The site has a short clip (50 seconds) taken from the driver's cab of a model locomotive as it travels through the Vale. It is really something to see. [Click here to view](#).

“The Model Railway OO scale: An imaginary Great Western branch line.

The branch makes a junction with the GWR main line from Exeter to Plymouth where it runs high along the southern edge of Dartmoor.

The buildings at the junction station of ‘Pen Tor Road’ recall those once standing at Ivybridge and Yelverton. Two Western National buses stand in front of the station buildings in an area decorated with flower baskets and tropical palms, while in the small goods yard, coal wagons wait to be unloaded. Other details complete the picture of a country station in the 1930s, including typical notices warning against trespassing, and about not crossing the line, ‘Except by Means of the Bridge’; sombre evergreens line the station approach in characteristic Great Western fashion.

Shortly after leaving the station, a long viaduct carries the branch across wild moorland scenery. Both Devon and Cornwall imposed remarkable engineering demands on the railway builders, and perhaps no feature made this more evident than the lofty and striking timber viaducts designed by Brunel to carry the rails across deep river valleys.”

“A representation of the famous stretch of Great Western Railway main line running from Dawlish to Teignmouth.

For those who have travelled to Cornwall by train this will evoke memories of that journey. It was engineered by Isambard Kingdom Brunel.”

“John Ahern’s Madder Valley Railway is on permanent display.

Built entirely by John Ahern, this layout dates from the 1930s and is an historical relic of the early days of scenic railway modelling. It pioneered the idea of scenic craftsmanship. It showed others what could be done and many model light railway and branch line layouts built in the last fifty years are its descendants.

It was not an absolutely precise dimensionally accurate replica of a real prototype and featured models of narrow gauge locomotives from the Isle of Man, Wales and Devon built to run on 16.5mm gauge track alongside models of standard gauge stock. The buildings were based on buildings that had caught John Ahern’s fancy “Most of my buildings are derived from something, but they are not exact copies”.

Jim Kellow comment: There is a short movie (2 minutes) illustrating Madder Valley Model Railway in operation. Do not miss it. The model is OO, 1:76, Scale. [Click here to view](#).

After spending time at the Pendon Museum’s website, I had more questions than I knew what to do with. So I contacted the museum. They could not have been more helpful. I can not tell you how much I would love to have this museum close enough to be able to visit and participate in their programs.



First I want you to see and hear about the modeling. While there are many photos on their website, the following photos have not been previously published, and therefore, it is my great honor to be able to present them to you. Looking at these photos and knowing everything you see was scratch built, with great accuracy to the actual building, railway, or scene, was for me a true inspiration. Oh how I wish I could build to this level of detail and realism.

Now that you have seen some of the fantastic models I want to share with you two videos which discuss how the models are built. I found these videos fascinating to watch. I think you will also.

- [Pendon Museum - Duck stores View here.](#)
- [Pendon Museum: Modelling techniques View here.](#)

I would love to be able just to sit and watch these master craftsmen build the models. What an education! True Mentors!

While you may not be able to watch the creation of the models, you can attend classes to learn the skills needed for successful modeling. According to museum spokesperson, Martin Ray, “We do run a series of one day workshops for modellers that are very successful indeed – both for the museum and for the participants. They are open to the public. A list of the current set of workshops: <https://pendonmuseum.com/events/> They cover a lot of the skill areas that relate to Pendon – although they focus on current methods (eg using static grass) rather than the ‘traditional’ Pendon methods. You will see that we also run sessions for children in school holidays – these are very popular indeed with many children (boys and girls) returning regularly.”

Junior Drop In Modeling. “This is a program where each child leaves with a completed model diorama and new modelling skills. These events are held on free school holiday Wednesday events on a 'drop-in', 'first come, first served' basis. These 30 minute sessions are suitable for children from 5 years upwards. We require that a parent be present throughout the session.” The museum spokesperson, Martin Ray, told me: “attached are a



couple of photos of what junior models build. It consists of a polystyrene base, painted grey/brown; scatter for the grass (from Woodland Scenics); a tree structure (using sea moss which is a dried plant); more scatter for the tree foliage. We provide all that FOC plus the advice/supervision.” Fantastic way for kids to get model building mentoring.

For older modelers the museum offers Adult Workshops each month. For example in May 2018 it offered:

- British 4mm Fine-scale Railway exhibition
- Weathering With An Airbrush
- Weathering Without An Airbrush
- Advanced Weathering
- Detailing The Scene

Because people want to learn about current modeling methods, e.g. airbrushing, next year the museum has plans for at least one workshop on 3D printing. For information on other classes and events, please see the [Pendon Museum's website](#) or for more detail on current events and workshops become a “Friend” of the Museum.

After seeing all of the above information, I contacted Mr. Martin Ray, the spokesperson for the Pendon Museum Trust for more details.

His answers to my questions were...

Mr. Ray: “I’ll deal with some basic points first.”

“The aim of the museum is to “Preserve for future generations aspects of rural life in 1930s through the medium of models. Thus the models are a means to an end and not the end itself.”

“The museum was founded about 60 years ago, although measurement and surveying of the buildings and trains began (by definition) around 1930. The buildings were carefully selected iconic buildings that have been set into a fictitious setting based on the real location. Virtually all of them (The originals) are at best modified in structure and use, in the worst cases they have been demolished.”

“In the case of the trains, the formations are exact replicas (i.e. all vehicles are copies and are in the correct sequence) of specific trains that were noted down between 1924 and 1936. In some cases they are made from (brass) kits – and in some cases they are scratchbuilt”.

“They are aging and need care. They are really museum relics. We are even experimenting with modified ready to run locomotives (of exactly the right type) for everyday use. Given the improvements in injection moulding and so on over the past 15 years these models are hard to tell apart at normal viewing distances and when moving.”

“I’m sending you another video taken from the front of a train that will tell you a bit about the track. (Actually, now I think about it you can see it on our website here: <https://pendonmuseum.com/about/the-vale-scene.php>) You will see from this that the track, etc. is all scratchbuilt. In fact, because British OO gauge track (same gauge as HO, but different scale) isn’t built to 1:76, the track is to exact scale and as a result only rolling stock built to this finescale standard can run on it.”

“Yes there are freight trains. Here are several photos of scratchbuilt cars.”

“The project – although 60 years + so far – isn’t complete. It will probably look complete in about 5-10 years time. But as you know ‘complete’ is a relative term in modelling!”

“One significant issue with a project of this duration is that however modern the techniques you establish at the outset (and Pendon was a front runner in both modelling materials and methods and in model railway control) over a period as long as this you are bound to get a bit (or a lot) out of date. In some areas (e.g. 3D printed model figures) this isn’t a problem, in others, such as how to build landscape, what kind of control system to have, it is. For example, static grass, realistic as it is would look is completely out of place.” (I subsequently asked why is static grass out of place? How is your grass made?) I got a very detailed reply...

“Modelling method (grass). The grass is made by glueing down medical lint and once dry ripping off the backing. It can then be trimmed with scissors if necessary. alongside this static grass would be obviously different. I’ve attached an unpublished booklet on the subject.” NOTE: I wanted to provide a link here to the booklet, which I believe is really great but the Museum did not want it published at this time. When it does become available, I hope you get a copy. I know I learned a lot from reading about the materials and methods used for modeling the museum’s scenery.

“Our modelling is almost all by volunteers, working from home and then either bringing in their completed model (and maybe ‘planting it’, or sending it to us. Most modellers are UK based, but not exclusively. Many of the best model figures are made by a California based sculptor!”

“Your question of how a non UK based modeller could get involved – say in modelling a building – I’m going to refer to our chief modeller (Peter Swift). I think your question about standards/quality control is very pertinent to this.” “A non U.K. Modeler can definitely get involved in building our models. The first step would be to build a trial model. We would send sketches and dimensions, and photos. It would be a simple building such as a garden shed. The modeler could build the model and take photos for us to go over. After the approval of the model we can then discuss in detail the modelers interest in building models for our museum.”

“Naturally we have to maintain quality control over our Displays, and we go to great lengths to do so. But at the same time we welcome modelers to work with us on specific projects.” “Your question about maintenance is another good one. When one starts out on a project of this size, very little attention gets paid to the ongoing, and increasing maintenance requirement. (I used to work in IT – I understand this issue very well!) Also unlike most model railways, this is a museum that opens 150 days a year and visitors pay an admission charge and deserve working railways and a good experience every time. Ideally that would be ‘built-in’ to the initial requirement – but 60 years ago it would have been impossible to realise the success that Pendon has achieved.

We are fortunate to have volunteers who spend countless hours maintaining and cleaning our Displays. This effort enables us to provide a great trouble free operation for our visitors.”

“Getting involved to support the museum from the USA. Actually what I’m going to say here applies to other foreign places (e.g. Australia where GB railway modelling is popular) to people in UK who are a bit too far away – e.g. Scotland and Ireland.”

“Currently we have about 1500 people, worldwide, who are Friends of Pendon and through an annual fee support the development of the exhibits and the museum generally. That provides about 35% of our regular income. We’ve surveyed our Friends, and it is mostly philanthropy – they are happy to support a worthwhile, ground-breaking project. But we do offer some benefits – mainly, at the moment, complimentary admission to the museum. Of course that only has real value if you live within about 50 miles.

With this in mind in late July of 2018, we are launching a new website specifically for Friends of Pendon. Its ultimate aim is to bring as much of the museum ‘experience’ to Friends - wherever they are. Initially this will include a library of documents (our house magazine - with over 100 issues); slides and movies from Friends events; photos of models taken from inaccessible locations; details about buildings and trains from our archives, talks by modelers, and access to our modeling expertise. In this latter area we are still discussing how best to do this. Also, frankly it will depend on the level of interest we get over the next 9 months or so.

In October 2018 we will be launching a tiered Friends of Pendon membership so that those who can’t get to the museum get benefit from our ‘digital’ services at a lower annual fee. Ultimately, although it is a way off, we’d like to provide some kind of virtual tour on our web site.”

I encourage all readers to take a look at the Friends programs including, this digital service, when it is introduced and consider joining.

At this point, I want to introduce you to the person responsible for me finding the Pendon Museum.

Ady Horner

Ady.Horner@oscaleresource.com

I found Ady on a British Model Railway group. He had liked a model that I had also liked, so we met. He was very outgoing about his modeling in N Scale and sent me several photos which I have included on the next page.



I was impressed with his modeling and interest in learning modeling skills. In our discussions, he told me quite a lot about the Pendon Museum. He was the first modeler I have encountered who ever mentioned the museum, and certainly the first that I knew about that was using the museum as his mentoring source for ideas and building skills. Thanks Ady, good luck with your modeling.

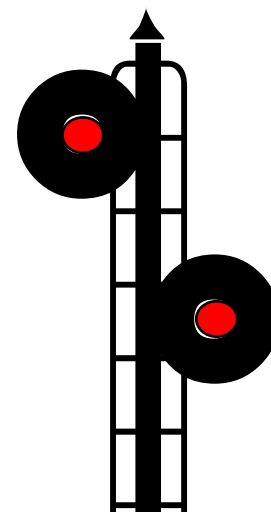
I have enjoyed writing this article about the museum. I met some really special people, discovered the great Pendon Museum, saw a man’s dream coming true in real life, and saw some truly great modeling. It does not get much better than that. Thank you Mr. Martin Ray of the Pendon Museum and Ady Horner for your help and interest.

If any of you know of another museum that you would recommend I write about, please let me know at JimKellow@oscaleresource.com. There is no question that museums, such as the



Pendon, deserve our full support as they provide an excellent source of mentors and modeling skills and ideas to take us down “New Tracks”.

Well, that is all for this article. I hope you enjoyed it. Please send in you modeling problems so we can put Ross to work. Thanks for reading this far. It is time for me to return to my workshop and see if the glue has dried.



**STOP... AND LIKE
US ON FACEBOOK!**

Chicago O Scale Meet



All Tracks Lead to Chicago in March!

By Dan Dawdy

Well, another March Meet has come and gone. Each one seems to go faster and faster. I think it has something to do with all the great people we get to see. New and old friends all come around to say their hello's.

I was a good boy this year, and only picked two different brass wine tank cars for Amy's wine train. Well, there were some assorted other "parts", but we'll not go into that now.

Mike Hill was not able to attend the meet in person, but continues to be in all our prayers.

It's not always about finding or getting a deal. It's also about seeing old friends, sharing stories and just plain having a good time.

Start planning for next year March 13, 14 and 15, 2020

Westin Lombard Yorktown Center

Lombard, IL



There was a great selection of older kits that will make some great models with a little TLC.



Stacks of good stuff at great prices!



Another great crowd again this year.



Lee Marsh of Lee Marsh Models said he would have his pilot Daylight model in Chicago and he did.

[Check out the details here!](#)





Jeb and Nancy Kriigel with their line of [JT's Mega-Steam](#) and [Model Tech](#) products.



Above: Bob & Gail Spaulding from [Altoona Model Works](#) showing their great buildings.



Right: Larry Stanley of [All-Aboard-Trains](#) showing his line of beautiful switch stands and other products.



Greg Anderson of the *Rockford O Scalpers* at their table. Turns out that Greg and I knew a lot of people in common back in the 80's, but never ran into each other until now.



Norm Buckhart from *Protocraft* always draws a crowd with his beautiful brass cars and line of decals.



Let the party begin! George Losse, John Dunn and George Smozski.



The always stoic, Bill Yancey, from [Modern Era O Scale](#) with his fine resin kits of the post 1970 era.



Above: The ever charming and very sarcastic (his words not mine), Ross Dando, from *Twin Star Cars* was showing his new model of a Rock Island 53'-6" 50 Ton Flat Car.



Left: More bargains of all sorts.



Jack McGarry of [Allegheny Scale Models, LLC](#). is selling much of the Mike Hill collection and had some fantastic models on his table. Many are scratch built from famous builders and custom painted.



Mike Hill Jr. and Dan Pantera of Calumet Model Works.



The Rock Island was well represented with John Russell and Tommy Little.



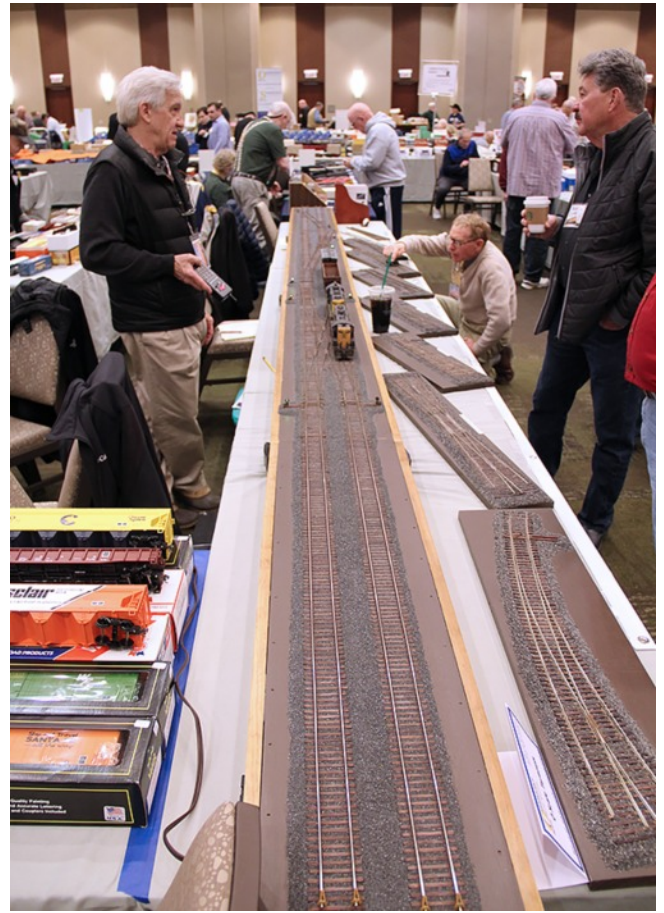
Chip Underwood and Richard Nelson enjoying the show.



Chip Underwood making an offer to Cynthia Margaret Bye. Cynthia was selling her late father's (Stanley Bye) collection.



Great to see our old friend John Pautz.



Bill McConnell of [O Scale Turnouts](#) was showing his new products along with his new company [Rail and Trackwork Supplies](#).



Karen Lavezzi, Melissa Hill and Bob Lavezzi.

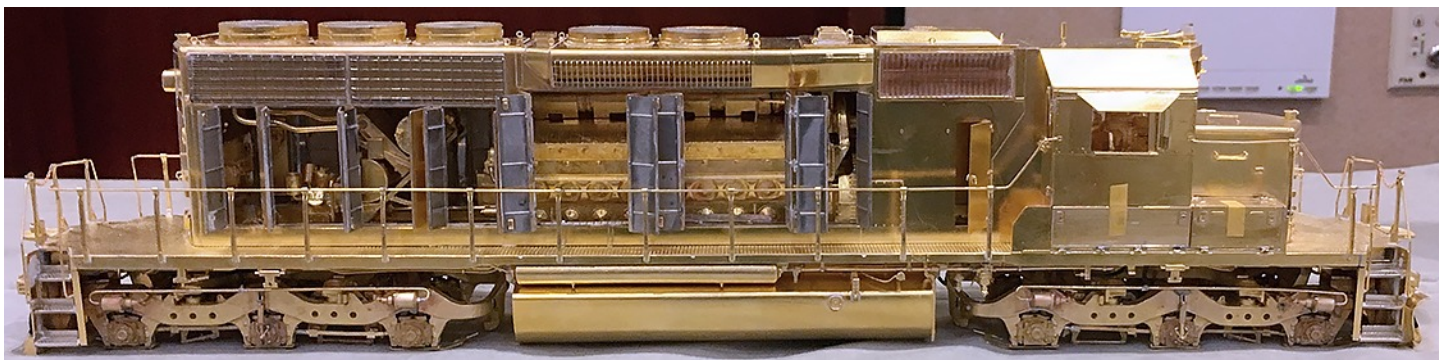




Left: George Wallace manning the O Scale Kings booth. *Check out the King's new Website!*

Below: The tables of Bill Davis and his *American Scale Models* always have great deals.

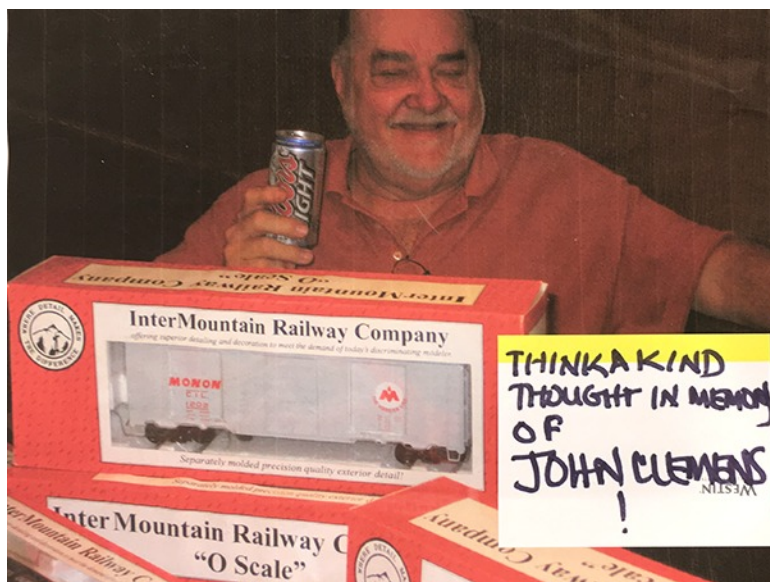




Erik Stott from [Midwestern Model Works](#) had his SD40-2 sample models on display. These are drop dead gorgeous for the most discriminating modeler and collector.



My good friend, Brady McGuire, had his nice cable loads. By the time I got back from the contest, room he had sold out!



Who can forget John Clemens? We all continue to miss him and his fabulous models.



Above: *Rails Unlimited* had his full line of urethane models as well as many other items.

Below: ~~Cheap~~, OK, inexpensive brass on display at give away prices.



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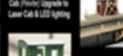


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MARCH MEET CONTEST WINNERS

By Dan Dawdy

This year saw more great modeling. Many categories had no entries, but the ones that did were fantastic.

When we were asked to take over the model contest, the first thing we did was make it a judged contest. Many did not like that as they were used to winning on models they did not build. We still don't think that is right, but we want to hear from you. A pure popular vote would be much easier for us, but we don't think it's fair to the real builders out there. Let us hear your thoughts on this. [Send us an Email](#) and let's see what you all think.

OK, on to this years winners!

DIESEL LOCOMOTIVE



***SINGLE ENTRY: JAMES SCHULTZ
MILWAUKEE ROAD GP 38-2 # 362***



PASSENGER CAR



**FIRST PLACE: JOHN S. HUBER
GM & O 80' HEAVYWEIGHT DINER**



**SECOND PLACE: STAN PARSONS
RFFSA FUNERAL CAR Z-10**

See more about this unusual car in this issue



**THIRD PLACE: JOHN S. HUBER
GM & O BAGGAGE #64**

TRACTION/TROLLEY



***SINGLE ENTRY: JOHN M. LESNIAK
CHICAGO SURFACE LINES 4135 GREEN
HORNET***

CABOOSE



***SINGLE ENTRY: JIM ZWERNEMANN
PENN CENTRAL
TRANSFER CABOOSE #18090***

FREIGHT CAR



***FIRST PLACE: JIM ZWERNEMANN
WIF REFRIGERATOR CAR #724***



***SECOND PLACE: ROSS S. DANDO
ROCK ISLAND GONDOLA #82003***

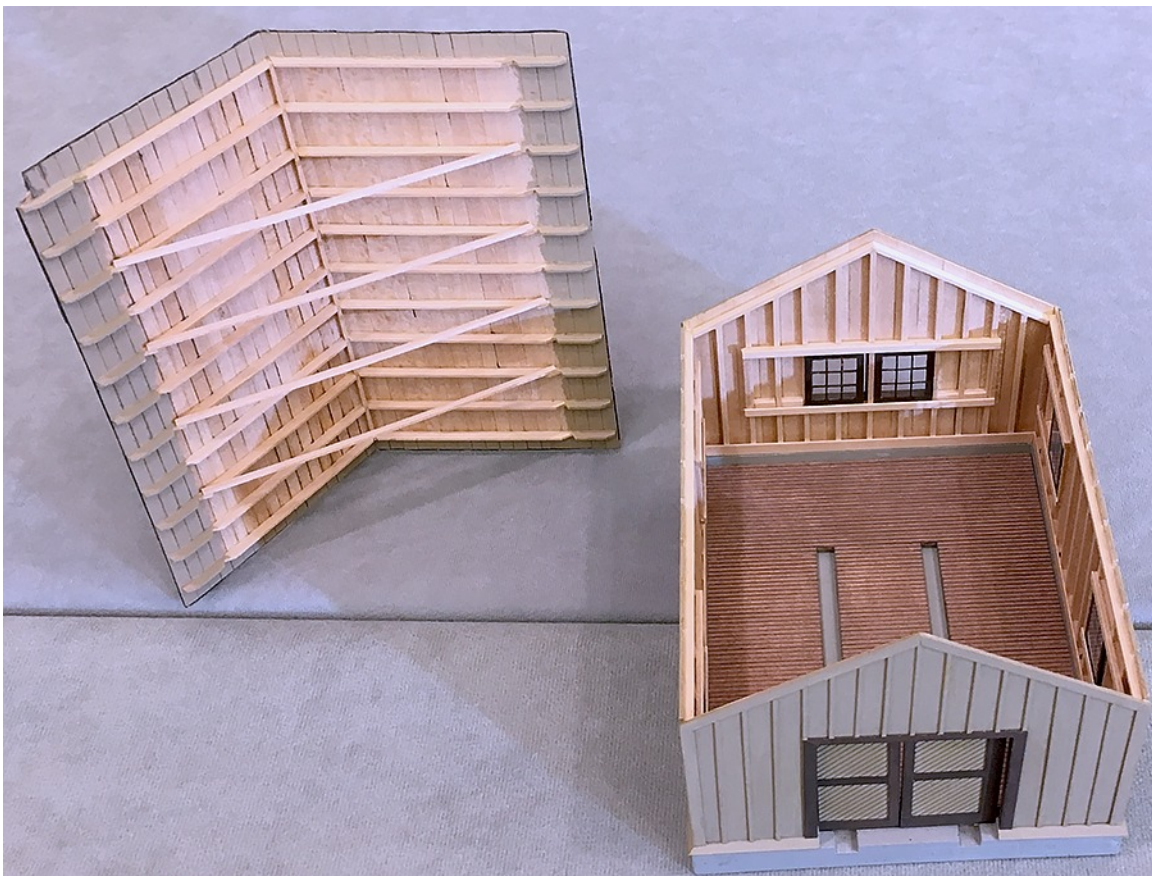


***THIRD PLACE: ROBERT A.H. SCHULTZ
MONON GONDOLA #31824 & UNDERFRAME***

SINGLE STRUCTURE



***FIRST PLACE: JIM HAWK
PRR STANDARD TOOL HOUSE***





***SECOND PLACE: BILL YANCEY
SOO LINE DEPOT***



***THIRD PLACE: GREGG CYGNAR
LINE SIDE WATER TANK/SHED***

DISPLAY/DIORAMA



***FIRST PLACE: DAVID SCHULTZ
LIONEL COUNTRY ELEVATOR***



***SECOND PLACE: CRAIG PARRY
BUILDING #4 INDUSTRIAL FACTORY COMPLEX***



***THIRD PLACE: BUD BROCK
4 MODELS***

VIEWER'S CHOICE



**DAVID
SCHULTZ**

**LIONEL
COUNTRY
ELEVATOR**

THE HAPPY WINNERS

All First Place winners and Viewer's Choice received a \$25 gift certificate good for purchase at any of *The O Scale Resource* advertisers. Congratulations to all.



David Schultz
First Place Display/Diorama
and Viewer's Choice
Lionel Country Elevator



James Schultz
First Place Diesel
Locomotive
Milwaukee Road GP 38-2
#362



Jim Hawk
First Place Single Structure
PRR Standard Tool House

John S. Huber
First Place Passenger Car
GM & O 80' Heavyweight
Diner



Jim Zwernemann
First Place Freight Car
WIF Refrigerator Car #724

SOUTH AMERICAN METRE GAUGE FUNERAL CAR

By Stan Parsons



In this year's March Meet model contest Stan Parsons entered a RFFSA Funeral Car Z-10, and took second place. Never having seen such a thing, we asked Stan for more information.

Stan writes: I first found out about this car from my neighbour's son in-law's family who are from Sao Paulo Brazil. Ensalmo Lopez told me of this car when he came to see my railroad and had given me a print out of it. I researched as much as I could find about this car and although it might not be 100% accurate, all the dates and places he told about showed the following to be most plausible. Anyone finding any corrections being needed,

please let us all know as correct information is what the hobby is all about. This car was originally a broad gauge (63" gauge) brake van built by the American Car and Foundry Co. for export to Brazil. It was converted to a funeral car in the 1920's to transport corpses from villages along the line of the Estrada de Ferro Central do Brasil where there were no highways or serviceable roads. In the later 1920's there was an epidemic in the Pantanal region and the car was converted to metre gauge and sent to the Trem do Pantanal (locals coined it Train of Death) to transport corpses. Apparently, it was sent back after the epidemic and re-gauged to 63".



In 1957, under orders from the Brazilian Government, 22 railroads were amalgamated into the RFFSA (Rede Ferroviaria Federal Sociedade Anonima). This car was likely transferred to the former Vitoria-Minas Railway in the Belo Horizonte Region as it is lettered. This would have meant re-gauging back to metre gauge. The photos show the car in its red livery and current black livery at the roundhouse museum it currently resides in Sao Jodo del Rei Brazil.

A bit about the construction of the model. It is mostly scratch built. I modified a set of O scale trucks to metre gauge width, but used On3 wheel sets for it to run on my On3 layout. Mostly board on board construction. The roof was made up of individual boards glued with Ambroid cement and totally sealed with ACC to prevent warping when the roof skin of tracing paper and lens cleaning paper was applied. The side doors open and consist of 26 pieces per door half. It was air brushed with Floquil paint. This car was a lot of fun to build. If you find something unusual to build, have at her. You'll find it very rewarding.



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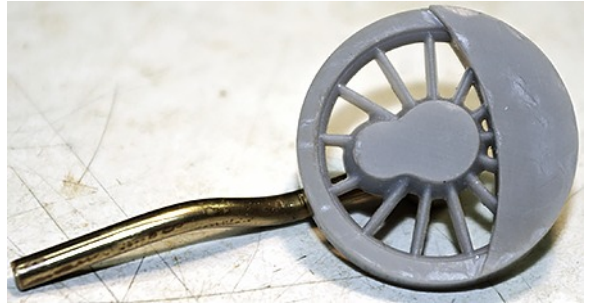
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From Pattern To Brass Part



By Glenn Guerra

Many modelers are making their own patterns or having rapid prototype parts made from their drawings. These patterns and rapid prototype parts can be turned into your own brass parts. I do a fair amount of this myself, and Dan asked me if I would do an article on how I do it.

The process is basically use your pattern to create a mold. Then inject wax into your mold. Send the wax part off to a foundry for them to cast you a brass part. Simple right? It is, but it requires some equipment, time, and willingness to learn. Don't let all that sound to intimidating, it can be done. I will show you the steps and explain them. I will also give you some options on how to do it.

The first step is to create a mold and inject the wax. This was done in the past with raw rubber placed around your part. The rubber was then compressed very tight and heated to vulcanize it. This is still done, but it requires a very durable mold and expensive equipment. The current use of RTV rubber allows you to make a pattern out of anything that will not stick to the rubber. The RTV mold requires it's own special equipment, but that can also be used to make resin molds so you can use the equipment for different applications. I bought the equipment to do this and the photos show how I do it. The option here is to have someone else do this part. Most of us use Valley Brass & Bronze in Fresno, California to cast our wax. Dave Sciacca, the owner, is a master at the casting and he will make your molds and inject the wax for you. Dave charges a fair price for this, but it is still a cost you need to bear. If you think you will make 15 or more patterns, I would recommend buying the equipment, it will save you money in the long run.

The second step is to use the wax part to create a plaster mold and cast brass in that mold. For this we are going to take a trip to Fresno, California to Valley Brass & Bronze. Dave Sciacca sent me some photos and explanation of this process at his shop. These photos will illustrate how this process works. The casting requires a large investment in equipment, and an even larger investment in time to learn how to do it. You are also dealing with 2000 deg molten metal. This is not something you want to do in your home workshop. All foundry work is also something of a black art. There are some general principles to follow, but each part and each mold is different. The skill of the foundry men plays a big part in the success of the finished casting. Dave has been doing this sense he was in high school and is very good at it.

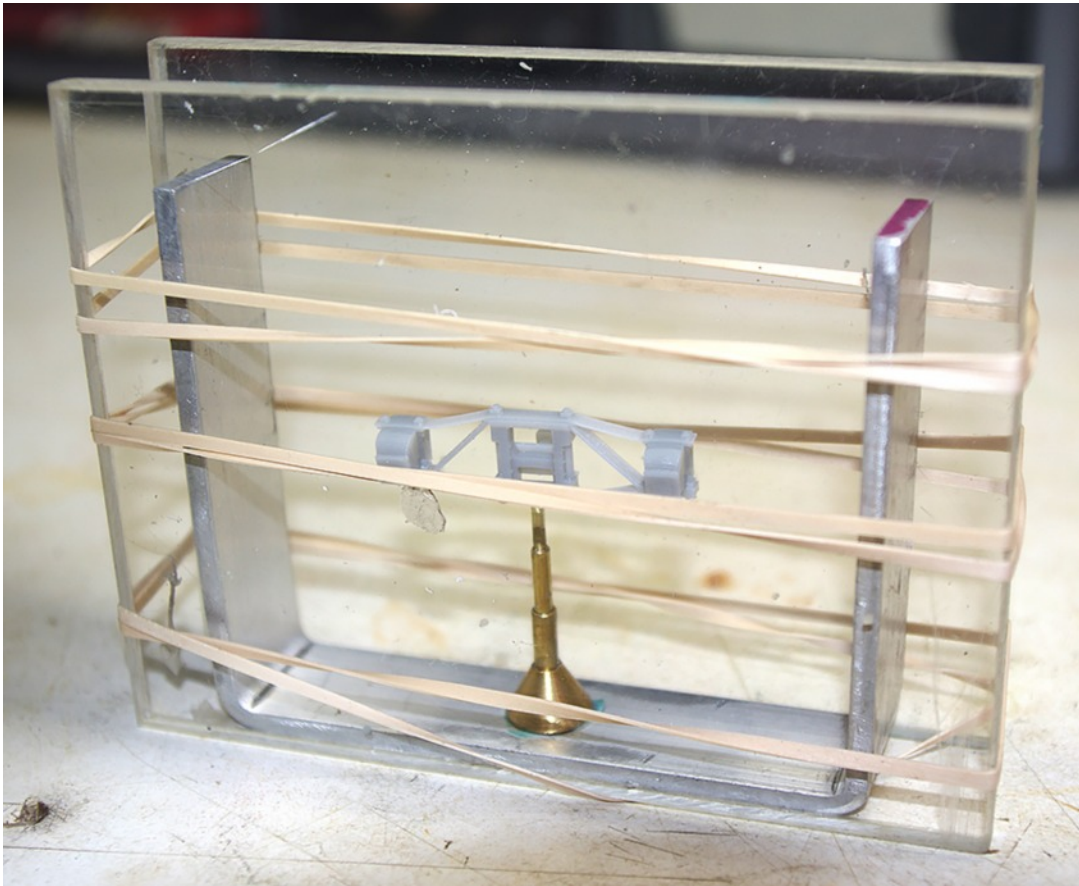
That's the lead in to explain what this article is about. Now, let's see how this all works. I will resort to photos with captions again. Many of you tell us you like the photos so here we go.



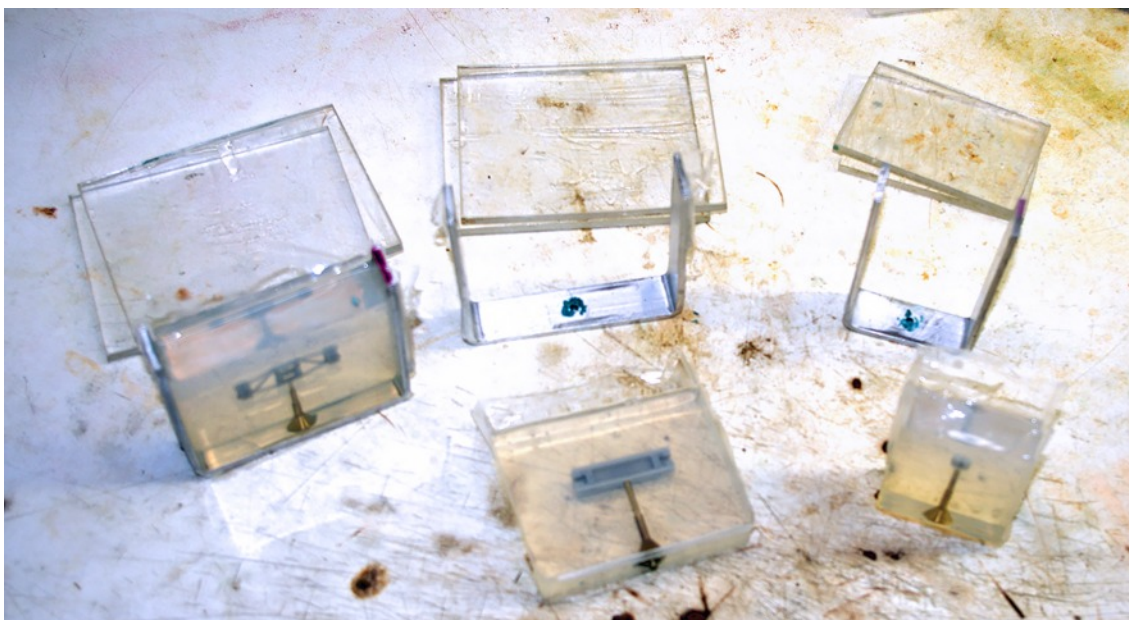
The first thing you need to do is create a rubber mold of your pattern. These molds were created in the past using un vulcanized rubber. You would place a few sheets of rubber in your mold frame and then lay the pattern in. Next you would cut snipits of rubber to fill in around your pattern. A few more sheets of rubber on top and you were ready to go, sort of. When this was done, you put the mold frame with your rubber in it in a press and heat it to over 300 deg F. The press with the heating element was very expensive, and still is. The alternative today is to use an RTV rubber as shown in the photo. I purchased mine from Freeman, an old name in the foundry business. You can get this in smaller quantities at Contenti, Armstrong Tool & Supply, Rio Grande Jewelry Supply, or most any other jewelry supply place. You will need a small postal scale as shown to weigh the two parts of the RTV mix. On the left are some molds ready to be cast.



When you mix the RTV rubber it will get a lot of air in it. You need to let it sit for around 5 minutes and then put it in a vacuum to get the rest of the air out. I made this set up with things I had around. The glass is an old mixing bowl I got at the second hand store. I tried this with a plastic mixing bowl and it imploded with plastic parts flying everywhere. There is a lot of force on the bowl and I would recommend getting the proper glass bell jar made for this. Do a search online for vacuum bell jar and you will get a lot of options. Shop around because the price varies a lot.



You need to mount your pattern as shown here. I turned a few brass cones to fit the nozzle on the wax injector. The rest is made of telescoping tubing and wire. The pattern is glued on with ACC. You can purchase mold frames, but I just made mine out of a flat bar of aluminum from the hardware store. I use 1/4" clear plastic for the sides. This plastic will be used later. Lastly, some of the rapid prototype material is porous and the RTV will stick to the pattern. I spray everything with a little silicone before I put the mold sides on. When you pour the mixed RTV in, go slow and try not to trap any air. I will usually take the molds back to the vacuum chamber to make sure all the trapped air is out. If there are still air bubbles, don't worry, they will come to the surface. As long as there are no bubbles touching the part you are OK.



This is what your molds will look like the next morning. They need to be trimmed and cut open to get the pattern out.



These two photos show cutting the mold apart. The green material is modeling clay to seal the sprue where it goes through the hole in the bottom of the mold frame. The clay also helps hold the pattern and sprue in place while you pour the RTV in the mold. The top photo shows a jagged cut made all around the mold. The reason for the jagged cut is to provide registration when putting the two mold halves together for wax injection. In the bottom photo, I am spreading the mold with my fingers to be able to keep cutting into the mold to the part. At this point, you want to go slow with little cuts and pay attention to where you want the parting line to be on your pattern.





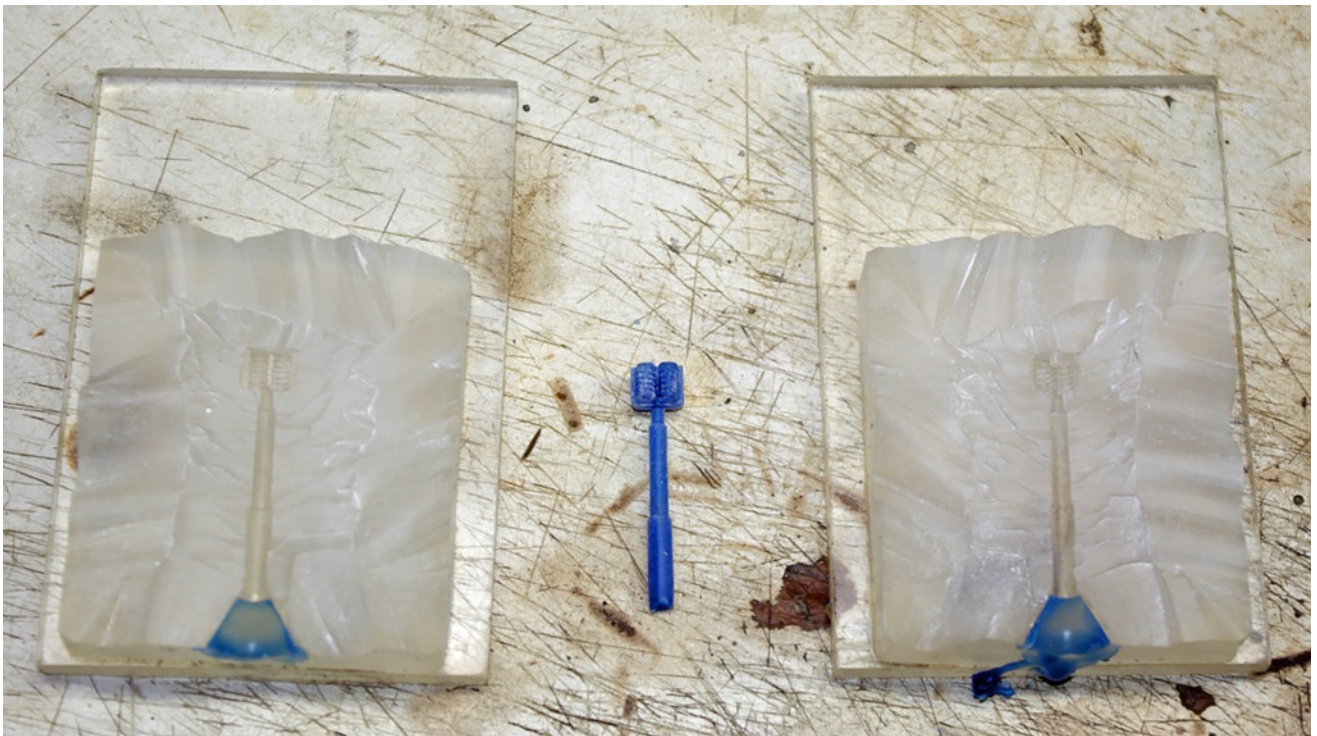
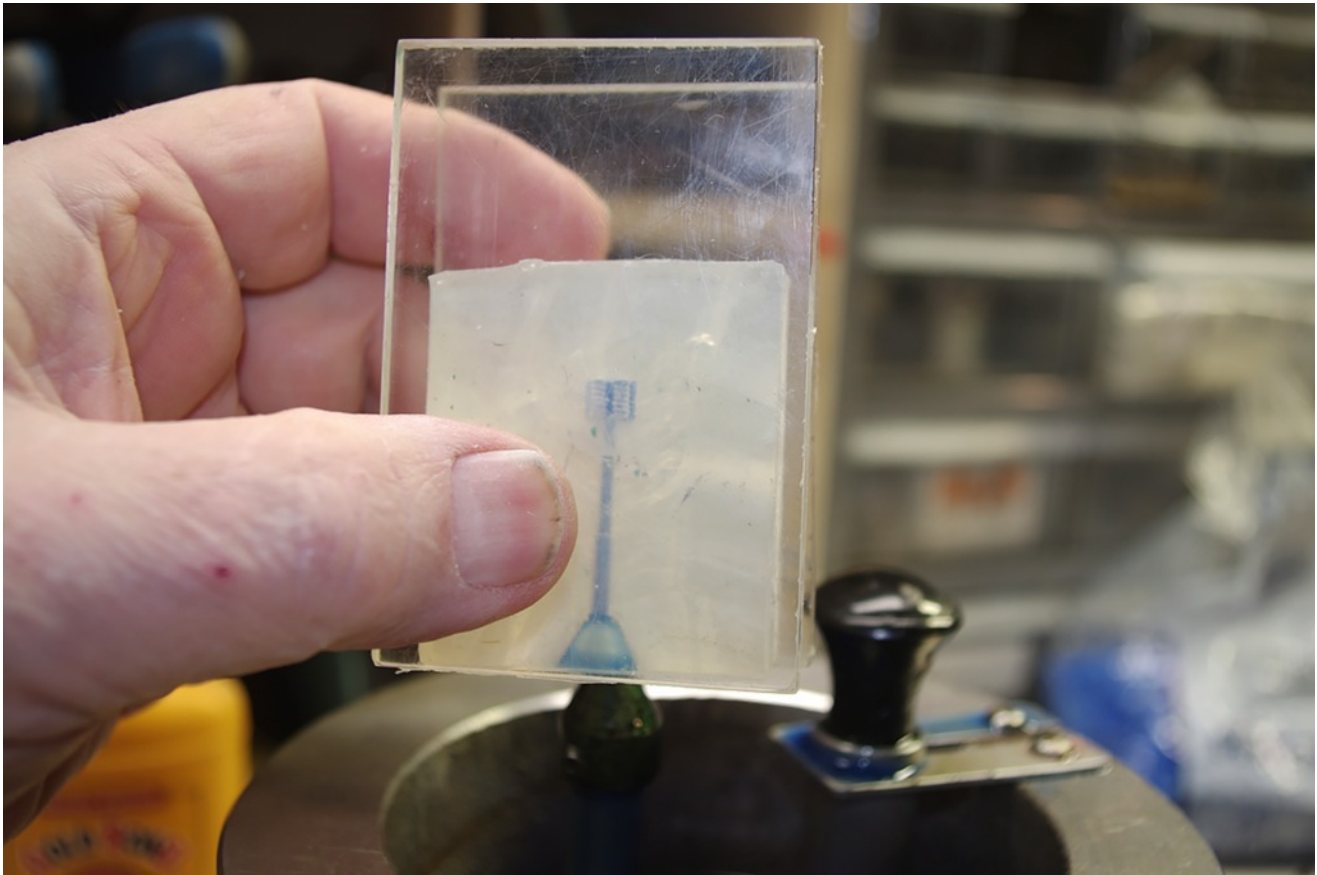
This photo shows a mold cut apart. You can see the jagged first cut around the mold. This provides the registration when the two mold halves are put back together. You can also see my cuts got smaller as I got closer to the pattern and to what I wanted as a parting line.



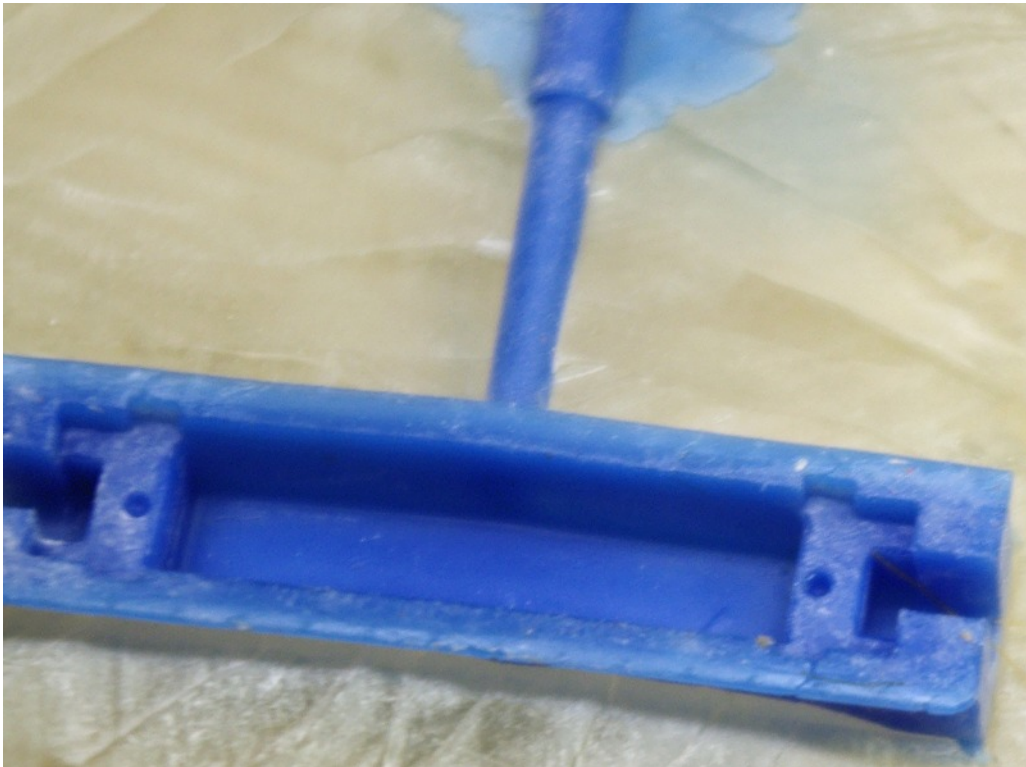
The mold is almost ready to use. When you inject the wax into the mold the air needs to go some place. The raw RTV will seal good and not let the air escape. This will cause voids in the wax parts. The wax can also stick to the RTV and make it hard to remove the part. To solve all of this, brush some talcum powder on the mold halves.



After the molds are done, we need to inject wax into them. The wax is a special blend of paraffin and beeswax. The high paraffin wax gives very good detail, but the wax parts are brittle and don't ship well. I like this blue wax. It seems to have a higher content of beeswax and is more flexible. Use the two pieces of clear plastic to squeeze the mold halves together and place the mold over the injection nozzle. Now, gently pump the wax into the mold. This takes some time to get the feel, and you will also find that each mold take a different amount of force to fill.



The top photo shows the wax in the mold. One of the things I like about the clear molds is you can see the wax filling the mold. You can see if you need to go faster or slower and whether you need to hold the mold a certain way. You are going to have to play around with this a bit, and as I said before, no two molds fill the same way. The temperature of the mold and wax also make a difference. When you first start the mold is cold and will not fill well. After you have been going a while the mold will get to be warm and flexible. At that point, you will start getting more flash. Set the mold aside to cool down a bit. If the wax starts to stick to the mold, brush on a little more talcum.

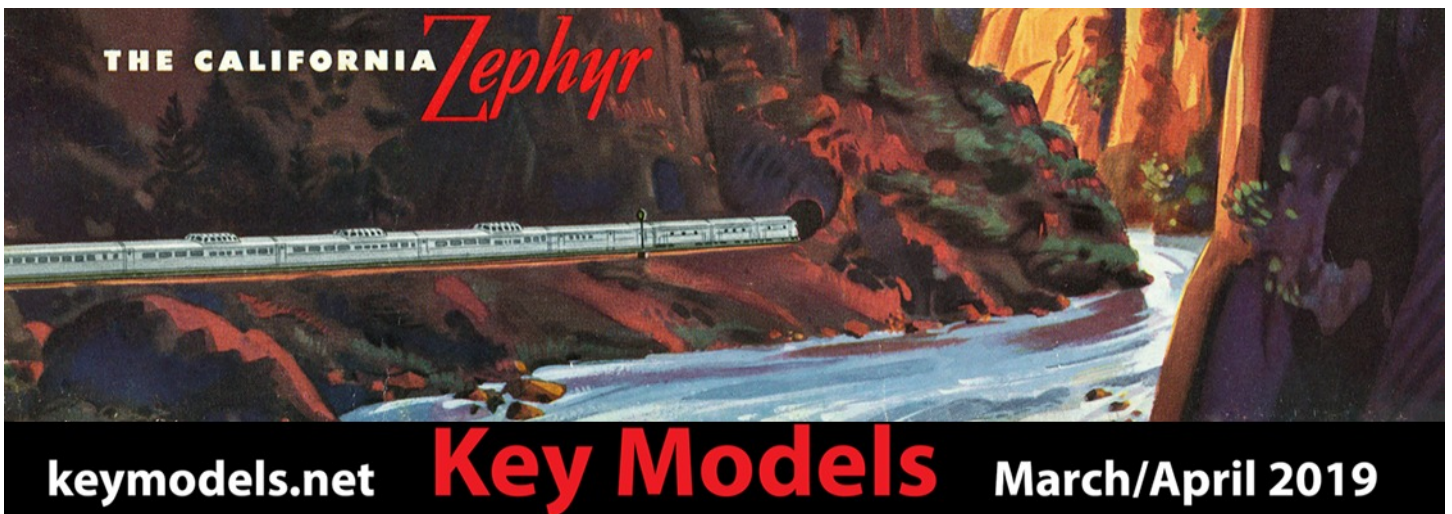


As I was saying, when you inject the wax into the mold, the air in the mold needs to go somewhere. The air can get trapped in corners and the wax will not fill the corner. Look at the top photo and you will see that part of the bottom flange is missing. The top flange is crisp and sharp, but the bottom one is rounded at the corner. This is because air got trapped in the corner of the mold. The bottom photo shows one way to fix this problem. I cut the mold away from the corners as shown, and then brushed some talcum on the cut while it was pulled open as shown. Now, when you inject the wax, the corners will fill because the air can escape through the cuts. Rivets and bolt heads are hard to fill also. For these, I cut the back side of the mold with a slit. Then I poke pins dipped in talcum from the bolt into the slit on the mold. The pin forces the talcum into the RTV and allows the air to escape through the hole and into the slit.



When you start injecting wax, it is a good idea to have around 8-10 molds going. When the molds are cold, most of them will not fill well. The wax cools too fast and you will get cold flow lines in your parts or only partially filled molds. After a few shots the molds will warm up and work better. When you do inject wax into the mold, it needs to cool so the wax will get harder. If you open the mold too soon the sprue or some other part will break off. You will also find that some molds work better opening one side before the other. Inject the wax and put the mold aside. Pick up the next one and inject wax into it and so on. By the time you get to the end, the first mold should be cool enough to open. The temperature of the wax makes a difference also. Generally, I set the temperature so there is always a little solid wax in the pot. This seems to work for most parts. If I am doing dome delicate small parts, I need to have the wax a little hotter. When doing the injecting, it will help if all the parts you are making are similar in size. Save the small delicate parts and do them all at the same time. This way you can raise the wax temperature. If the large parts, like air tanks, are injected too hot they will take a long time to cool down.

At this point you have a bunch of wax that is ready to be cast. I pack it between layers of quilt batting that I buy at the craft store. I tried tissue paper, and it did not work as well. Box it all up with a note about what you want and send it off. I would recommend contacting Dave first, and expect to pay for your parts before you get them. Now that our wax is off to the foundry, let's go to California and see what Dave does with it.





These are a bunch of wax parts Dave shot for a commercial customer. Note there is a lot of them. Like all manufacturing, larger runs are less per part than short runs. If you only want a few parts at a time, I think you would be better injecting the wax yourself, but see what works best for you.

These are parts that come from the foundry supply house. On the left is a heavy steel can. The plaster will be poured into this later as we will see. On the right is a molded rubber base with a wax tree trunk in it. The rubber base seals the steel can when the plaster is poured in. The rubber base also will make a funnel shape in the plaster to pour the metal in. More on that later.



The photo on the right shows all the wax parts attached to the wax tree trunk. The wax parts are arranged so the brass will flow into them during the casting. The parts are attached with a hot knife to melt the wax on the sprue of the part and the wax tree trunk.



The photo on the left shows the cans put onto the rubber base and waxed to seal them. The paper around the top of the can allows the plaster to overlap the can and hold it more securely to the can. Dave numbers all the cans and writes down what is in each can. Like the wax injection, the brass needs to be at a different temperature for small parts than large parts. When Dave melts the brass, it is in separate crucibles for each can and he can control the temperature for each pour. The cans will sit for a bit until the plaster sets. The next step is to get the wax out of the plaster.



The photo on the left shows a batch of cans ready to cast. Note that they are all numbered so Dave will know what is in them. Also note the “W” on some of the cans. This is for White Brass which is what Dave calls the Nickel Silver we know of in our rail. This is the same day the plaster was poured in the cans.



The next step is to put the cans in a steam oven for about two hours to melt the wax out. The wax is relatively clean at this point and much of it is reused. With the recycled, wax Dave makes the tree trunks and seals the bases on the cans.



After the cans come out of the steam oven, they are placed in the burn out oven. This oven gets them up to around 1350 deg F. At this temperature, all the remaining wax residue is burned up, hence the name, burn out. This is all done the same day the cans are cast. They do not have shelf life. This burn out takes around 22 hours, so this is the last thing to do on plaster casting day. At this point Dave, can go home.

The next day, Dave lowers the temperature in the burn out oven to around 900 deg to get the cans ready to cast brass in. The cans are placed one at a time in a centrifugal casting machine, and a hot crucible of molten brass is placed in the end of the can. The machine spins the can and crucible, and the molten brass is driven into the can.

After the cans cool and the casting run is done, Dave washes the plaster off with water. Once the casting starts, Dave has to go through it to completion. He needs to watch the temperature of the crucibles in the furnace to make sure they are the right temperature to cast. If the metal gets too hot, it can be damaged by burning out some of the alloys in it.





After Dave is done washing the castings, he places them in the still warm burn out oven to dry. This will completely dry them for the next step.



After the parts are dry, Dave will lightly bead blast them to get rid of any plaster residue. The parts are cut off the sprue the same day. The next step is to dip them in a pickling solution to get the tarnish off. The parts are bagged and off to the post office the next morning

This is how your patterns get turned into brass parts. You can have Dave, or someone else, do it all from your patterns or buy some equipment and do some of it yourself. Is this worth it all? Good question. In the recent O Scale survey, over 900 people replied. There were only seven other people besides myself who like pre-1900 railroading. Hello out there where ever you are. We need to do this ourselves because there is not a lot of stuff available for us. Even people that are modeling the popular eras can benefit from knowing how to do this. Many small detail parts are specific to your railroad. You can create the patterns and have them cast for you.

This is a technology I use a lot and like doing it. It is not for everyone, but if you are interested, here is some information to get you started explaining how it is done.

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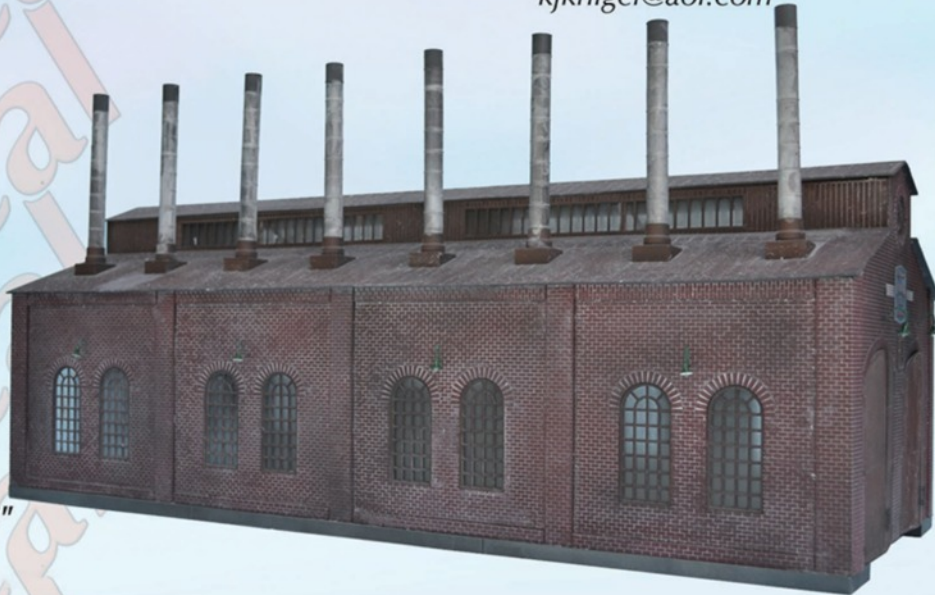
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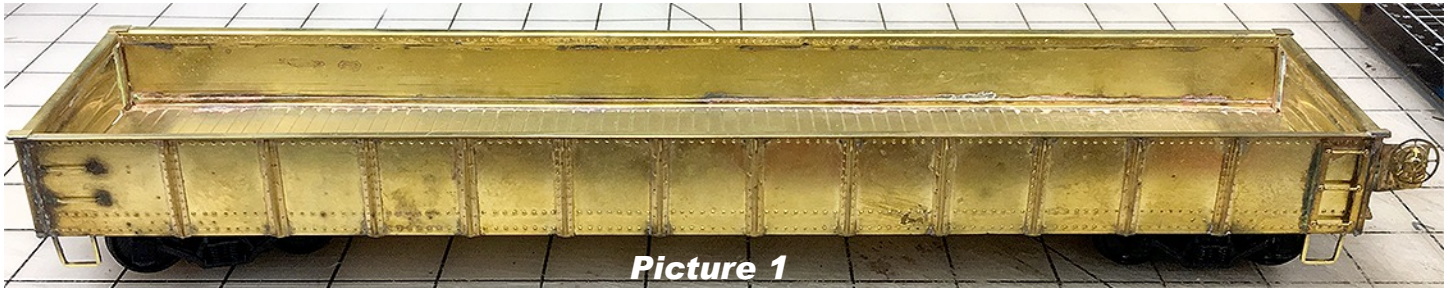
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MODIFYING A MAX GRAY MILL GON

By Dan Dawdy



Picture 1

Picture 1 above is the car I bought fresh from the box. The InterMountain trucks are just for working with the model at this stage of the build.

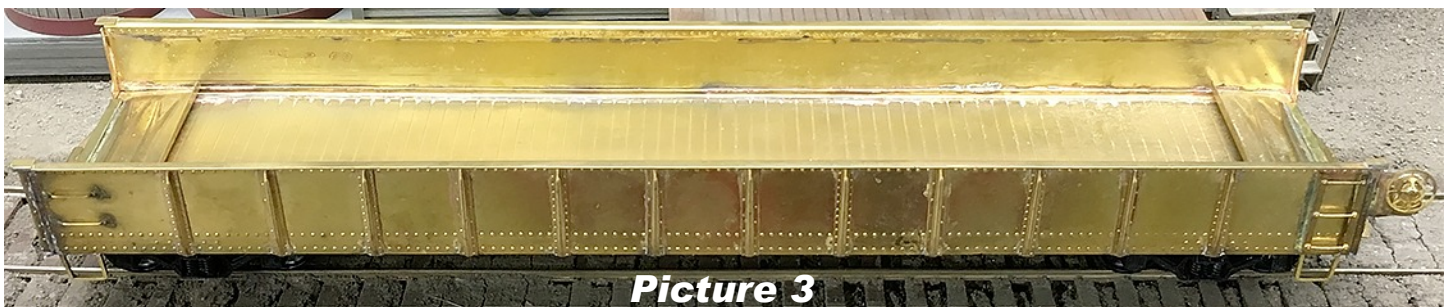
In continuing to expand the types of cars and loads on my railroad, I recently bought a Max Gray 48' straight side mill gon with drop ends. I saw these go for less than \$75 at the recent Chicago O Scale Show (March Meet). My aim here was to add some more detail to the car and make it a great looking runner. Notice I said runner, not contest winner.



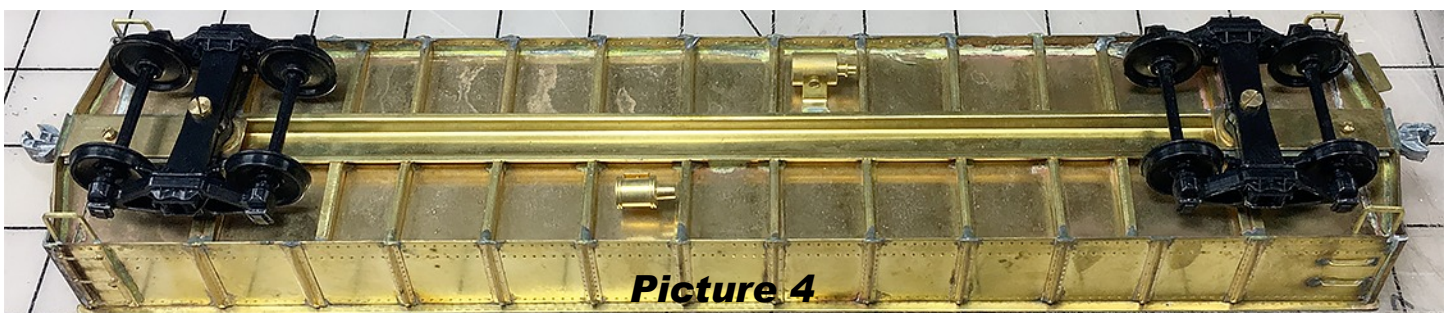
Picture 2

First things first. I attached a pair of InterMountain trucks to the model so I could check the coupler height. To my delight, we were good there, so no shimming was needed. (Picture 2)

The car with its drop ends will make a nice addition to my fleet. (Picture 3) The underbody detail was totally lacking with only two odd looking castings. (Picture 4) Here is where the majority of the work will be done.

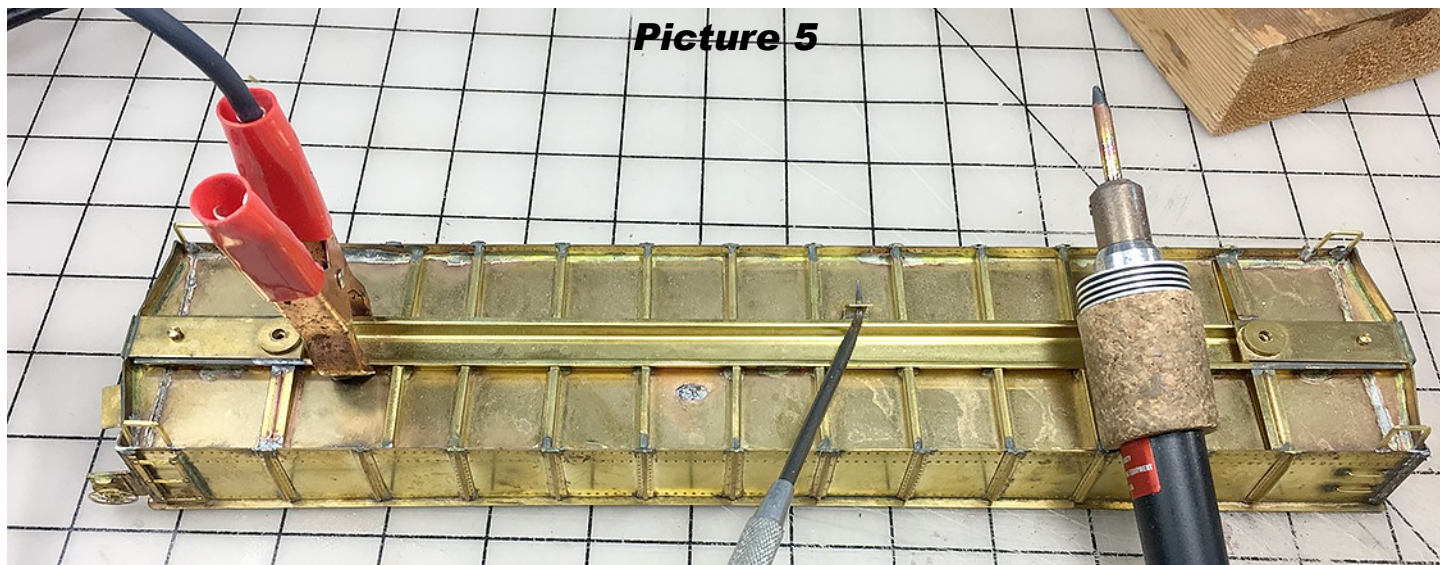


Picture 3



Picture 4

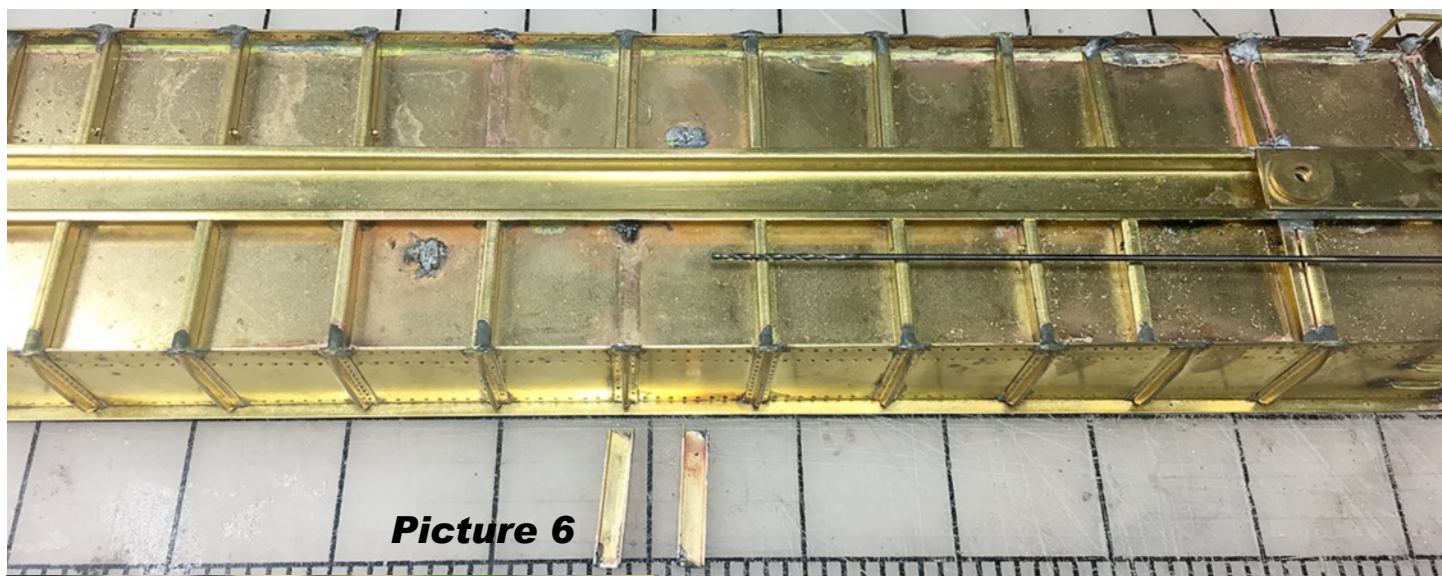
First, I needed to remove the castings that were currently on the car. I used a resistance soldering unit for this, but a soldering iron would work just fine.



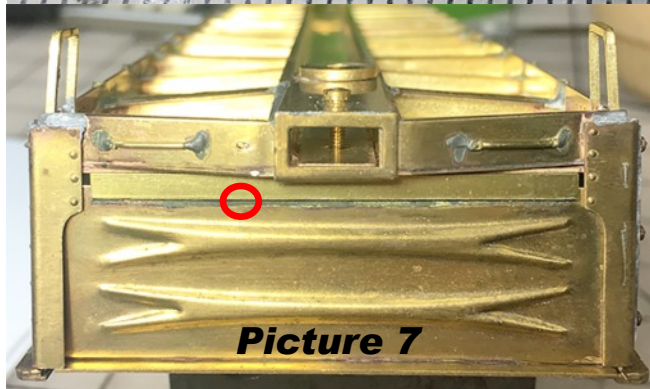
Picture 5

Picture 5 above shows removing the castings and cleaning up the solder from the underframe.

Next, I wanted to include the train line so I needed to drill through the underbody cross braces. I got a 6" number 55 drill bit. The thought was I could come in from the rear of the car and go straight through the braces. This did not work out so well as you can't control the end of the bit with such a long shaft. It also did not make it as far as needed, so I still ended up unsoldering the cross braces, drilling the holes and resoldering them. (Picture 6)



Picture 6



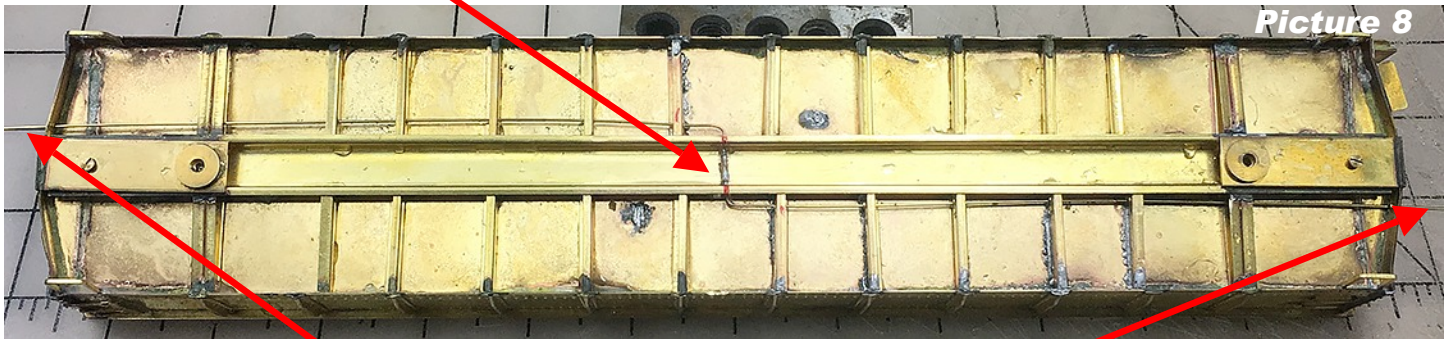
Picture 7

As you can see in picture 7, the red circle is where I started to drill into the end of the car. Picture 8 on the next page shows my train line in place, but a little wonky.

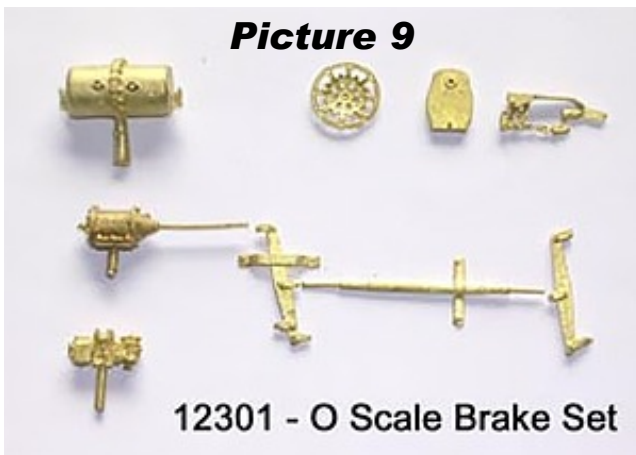
Lesson learned. As long no one picks up the car, I'm good! The other small issue (that I realized later) was that the train line as it crosses the center beam is normally on an angle and not straight through. Again, all of this is a learning experience, and I am here to help you from making the same mistakes that I did 😊 .

Wire was cut here for easier installation, and a small piece of tubing was soldered to each end.

The train line was put in using two pieces of bent .032 wire with a small piece of tubing in the center sill to hold them together.



For now, I left the wire extra long out the ends of the car through a hole I had to drill. Later, these will be trimmed back and air hoses attached.

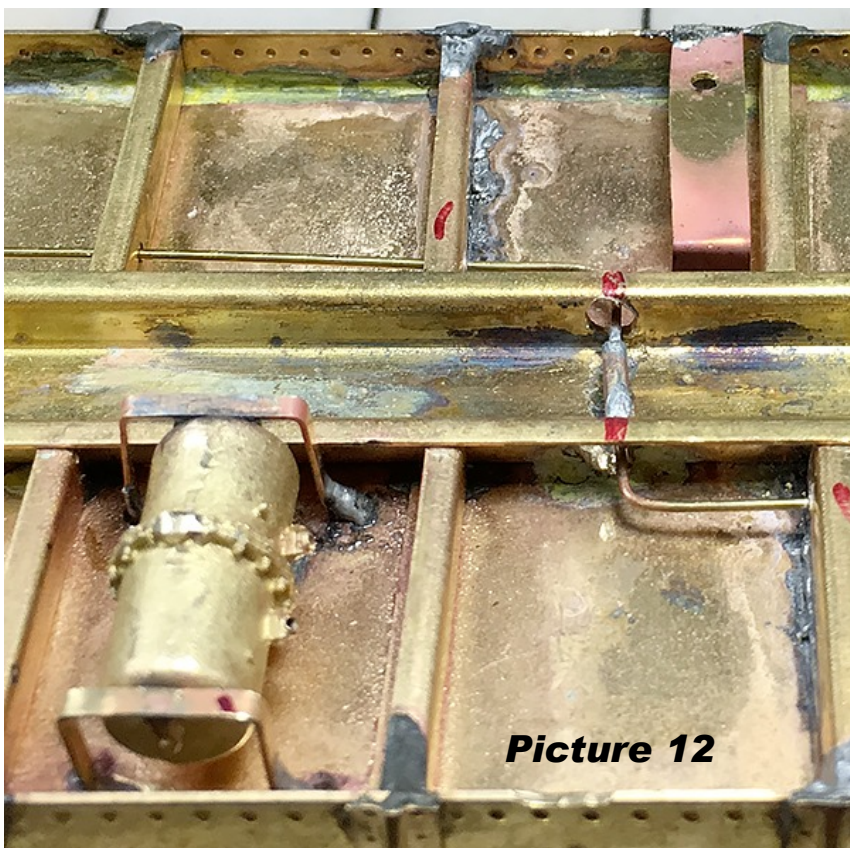
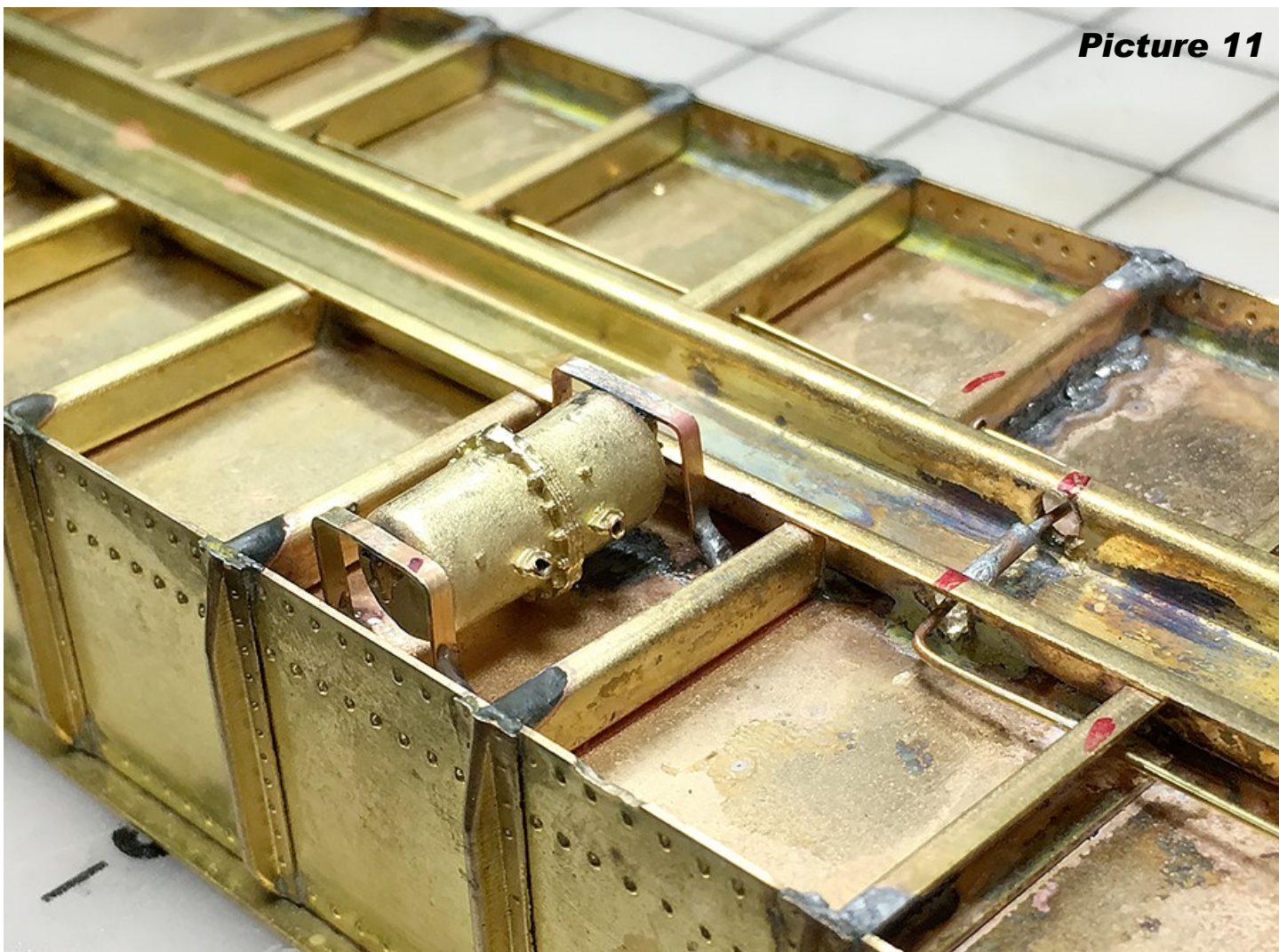


With that completed, it was time for the brake rigging and parts. I bought an AB brake set from [B.T.S.](#) (Picture 9) as I wanted brass parts for this car. There was little, if any, clean up with these parts. I drilled out the two air tank holes with a number 74 drill to fit the .020 wire for the air lines. Then using some flat brass stock from Special Shapes, I fastened two straps to hold the tank. Picture 10 below.

Picture 11 on the next page shows the straps and tank soldered on the car. Note again the predrilled holes in the tank.



Picture 11

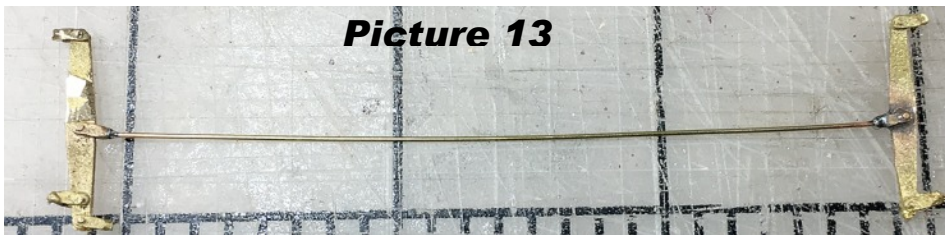


Picture 12

Next, I made a simple bracket to hold the AB valve as shown in Picture 12. It's just a strip of brass soldered to the side of the car and a 90 degree bend to the floor. The hole is for the small sprue on the bottom of the part. Holes were also carefully drilled into the valve for the brake lines that would be installed after the main parts were completed.

Last was a simple bracket for the brake cylinder as seen in picture 13 on the next page. Now the fun begins as we add the piping to all these parts.

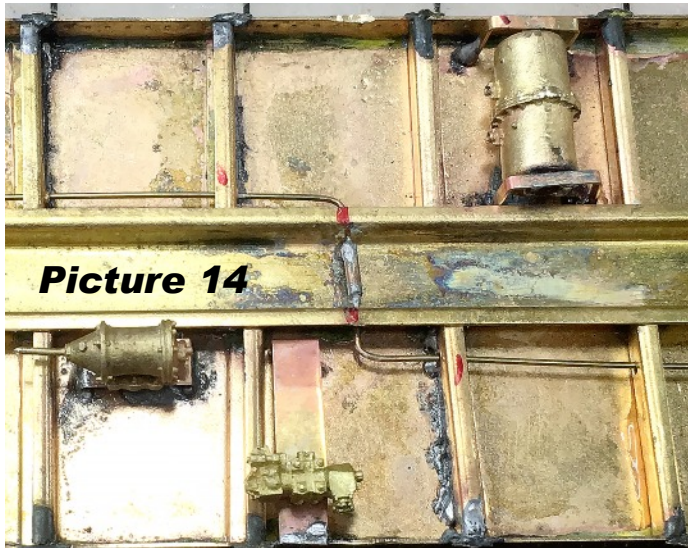
Using .020 wire, I soldered one end to one opening on the air tank and the other end to one of the two top openings on the AB valve. Repeat for the other hole in the air tank. Then solder the wire from the rear of the brake cylinder to the AB valve.



Picture 13

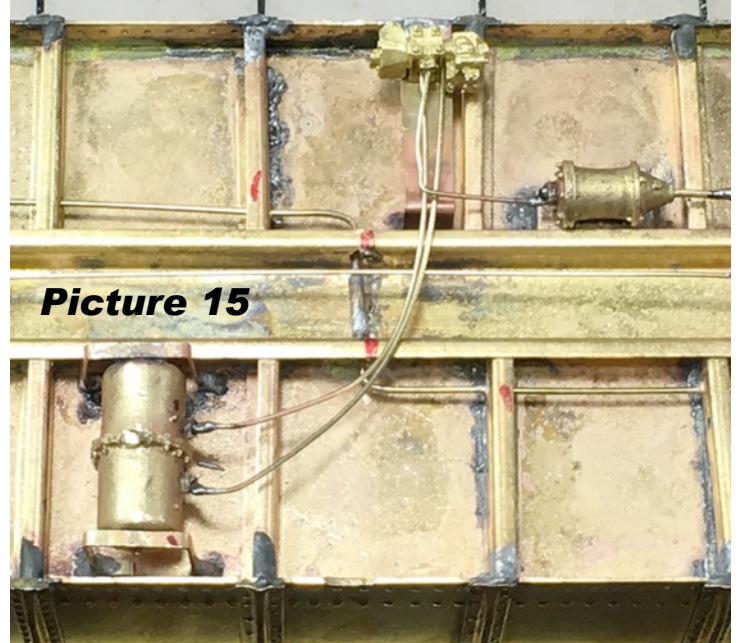
The last line for my build goes from the AB valve to the train line.

Next, I soldered a wire between the two cleaves as shown in picture 13 on left after measuring their location on the car.



Picture 14

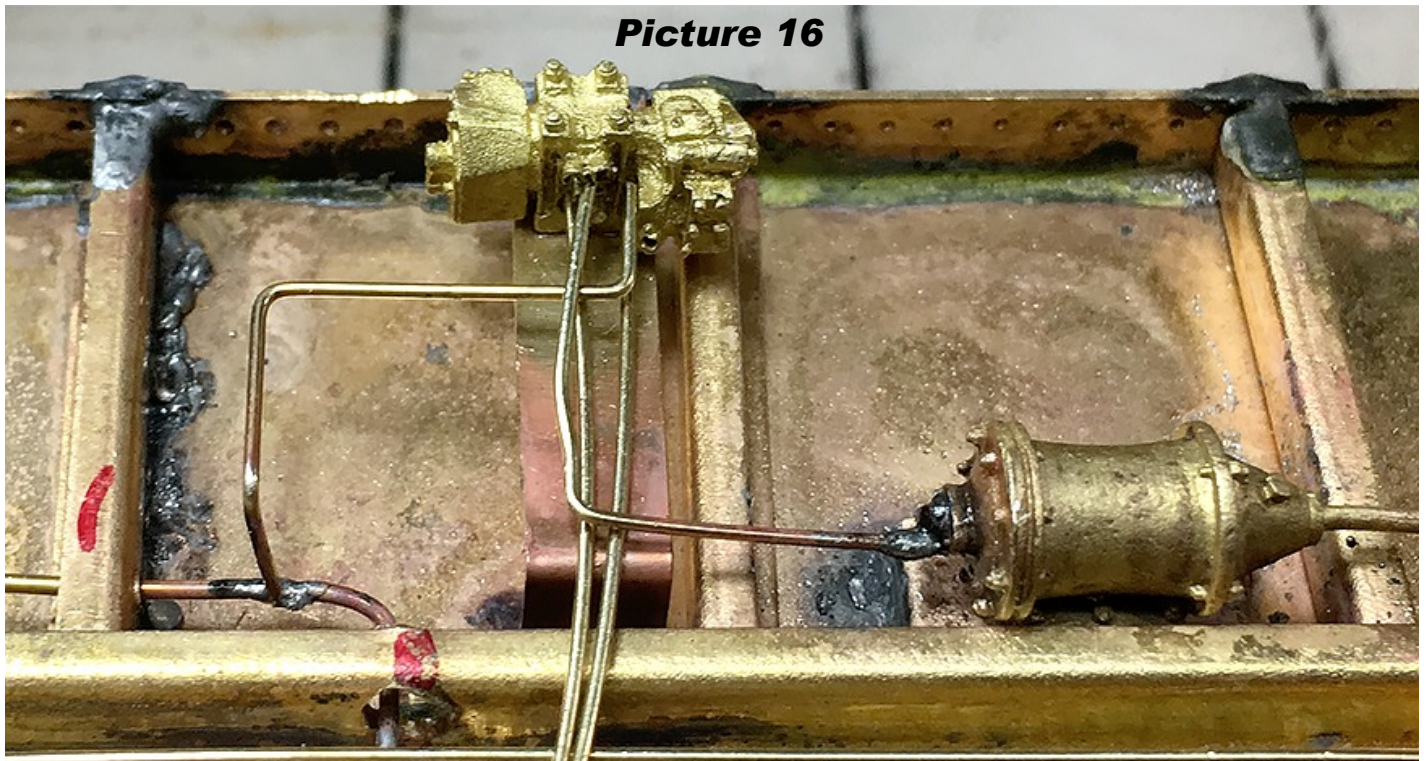
Picture 13 above shows the three main parts, AB valve, air tank and brake cylinder soldered in place.



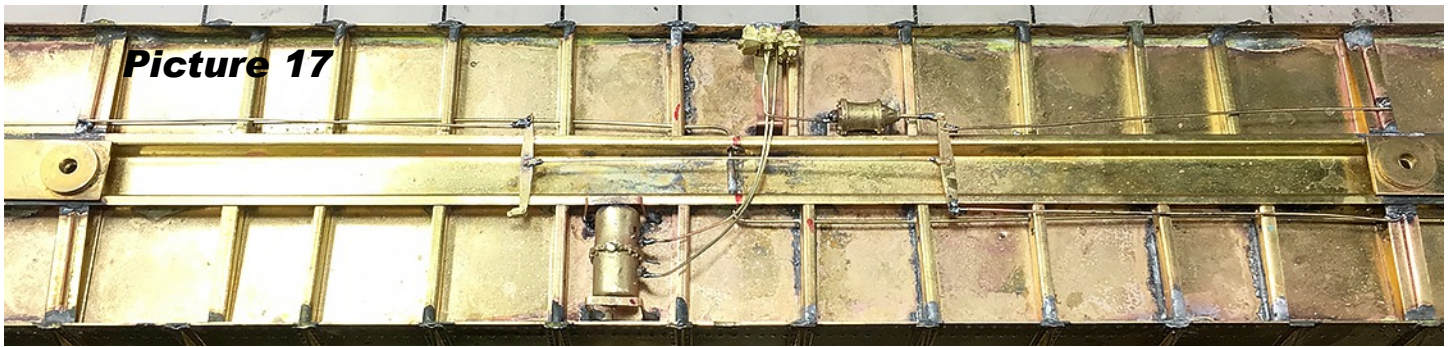
Picture 15

Picture 15 above shows the shows the main piping from the air tank and brake cylinder to the AB valve.

Picture 16 below shows the line from the train line to the AB valve. I did not model the retaining valve on this model, but it would make a nice extra detail.



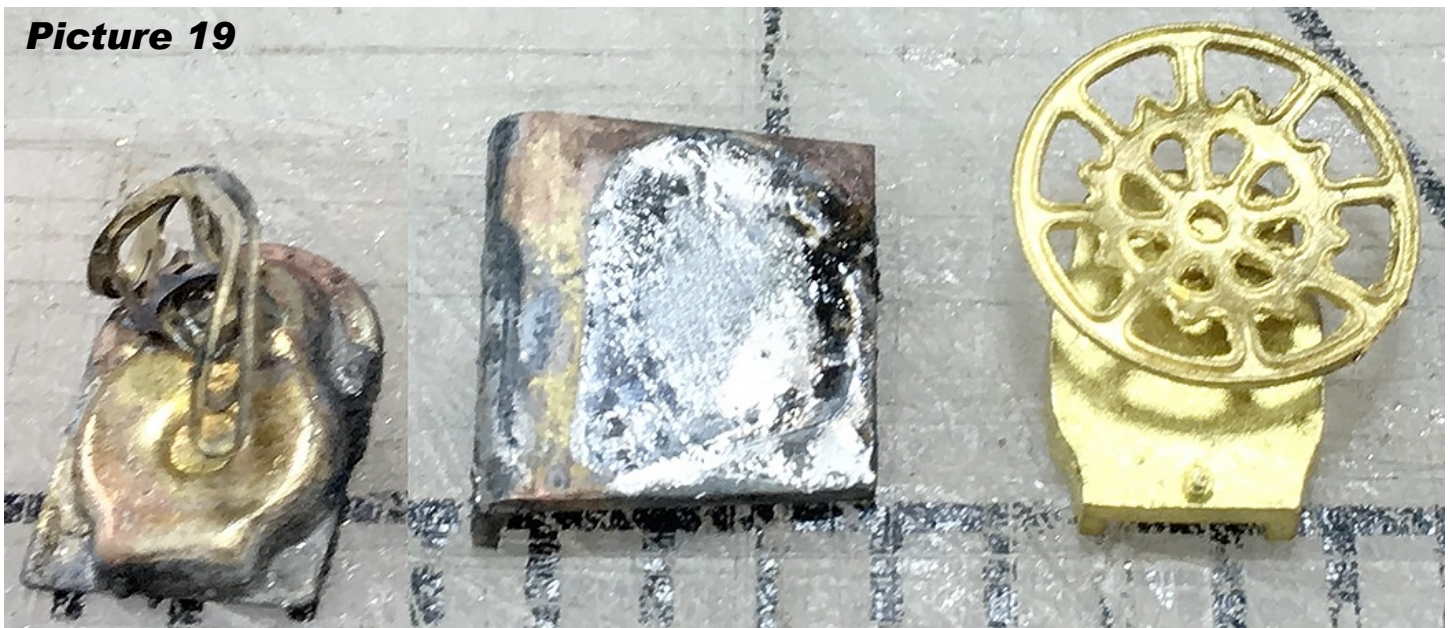
Picture 16



Picture 17 above shows the completed underframe with the parts in place. My goal was to add enough detail to show that there is something under the car. If desired, more detail can be added. For me, this was enough to show that there was indeed a brake set and piping below as you can see in Picture 18.



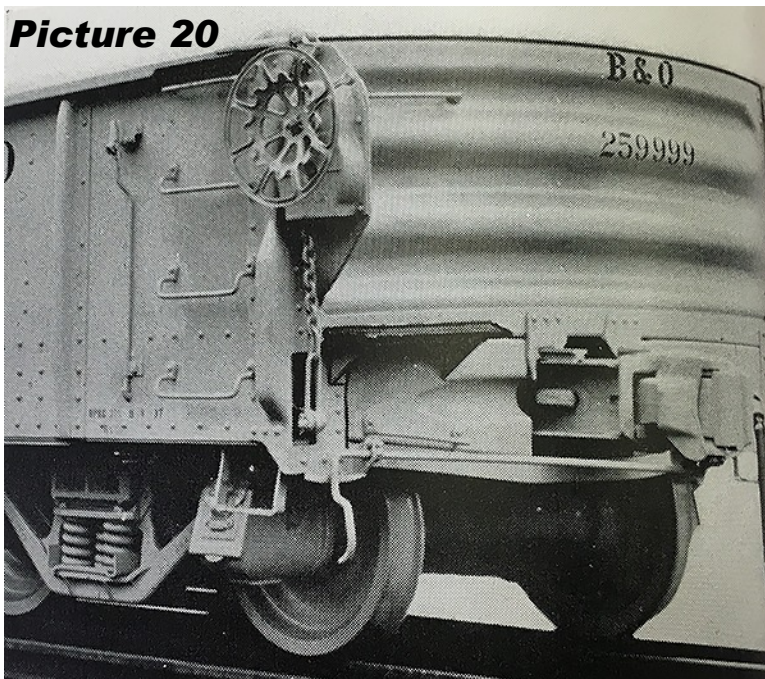
At this point, I was happy with the look. For about \$18 worth of parts, it was a great improvement. But when Amy looked, she said the the brake wheel and housing looked bad. The wheel was a stamped part as was the housing. I had to admit, it did look rather shoddy. Luckily, the B.T.S. Westinghouse Air Brake Set came with those parts. So, out came the resistance soldering stuff and off they came. Picture 19.



The original brake wheel and housing were stamped brass and not very nice looking. The B.T.S. parts looked much better. The brass piece in the center above is the casting that holds the wheel assembly to the car.

Now I was ready to clean up and paint until [Tom Dempsey of Clover House](#) sent me an FYI picture of a drop-end gondola with Ajax hand brake. Bless his heart... See Picture 20.

Picture 20



OK, that's what should have been on this car, and that's a pretty big detail to leave off. So I decided to come as close as I could. The way the model is built, my hole for the brake linkage could not be as large and a rectangle was out of my league, so I ended up with an oblong hole drilled into the car end as shown in Picture 21, red circle.

For the linkage, I came up with what you see in picture 22. Yes, it's not perfect, and I was not going to model the underside of this assembly so it was fine for me. The chain came from Clover House, and the rest from my parts box.

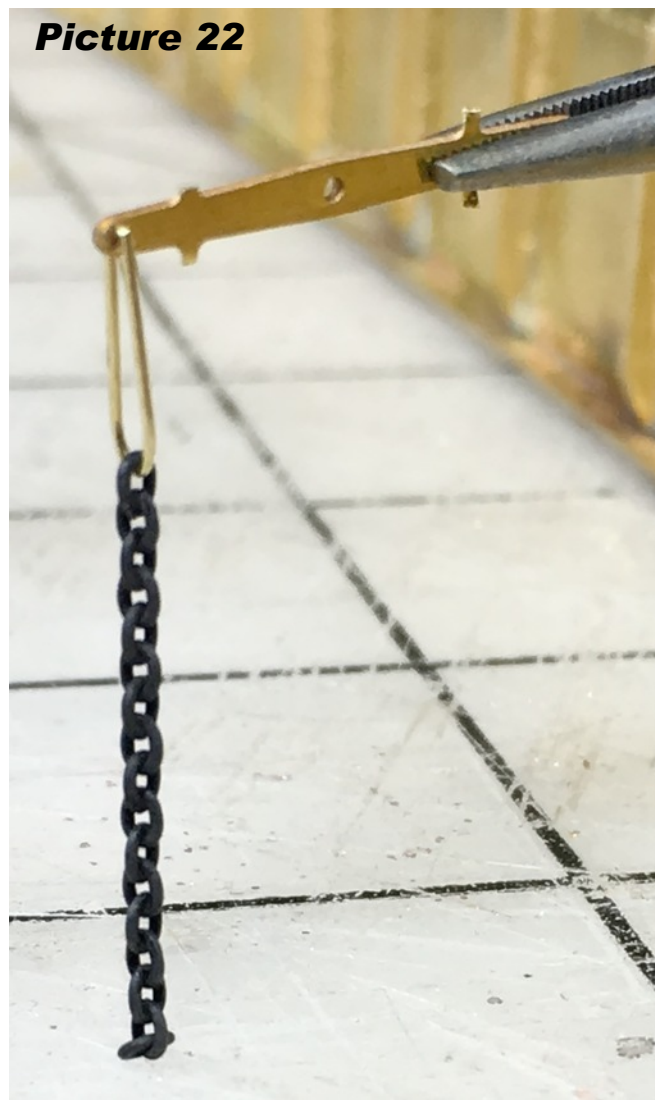
Picture 23 shows the completed unit, and I think it's a good representation.

The last bit of work was cutting back the train line and soldering on the air hoses along with adding some scratch built cut levers. On this car, I left the ladders, but you could replace those as

Picture 21



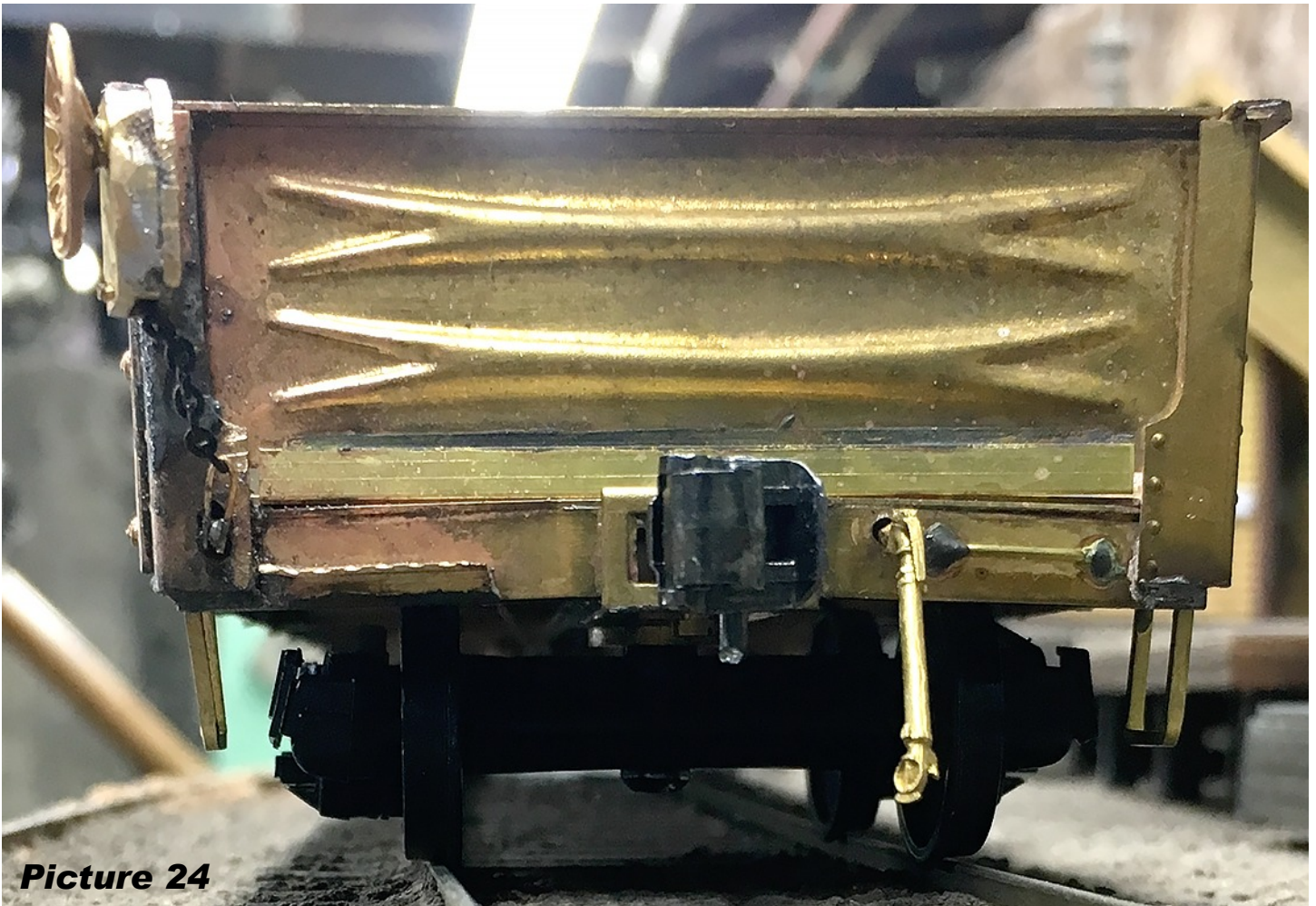
Picture 22



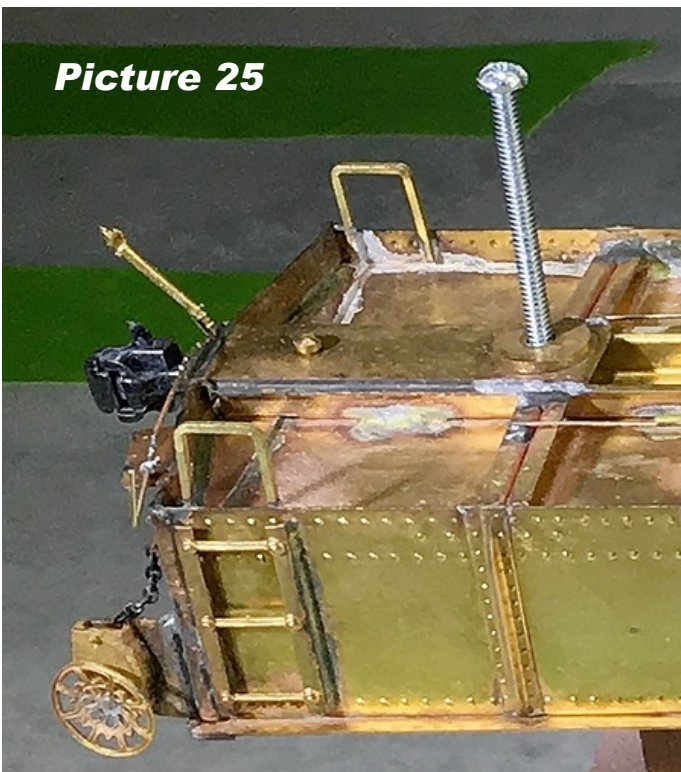
Picture 23



well with something better. Picture 24 below shows the completed B end of the car. The couplers were another issue, and to make it easy, I used the box on the car and just used the spring and coupler and ran the screw back into the box to hold them as seen in picture 25. I also removed the fake air line from the coupler.



Picture 24



Picture 25

Before going to paint, I wanted a real wood floor in place of the etched brass floor. I ended up using scale 1x8's and 1x6's to do this. The reason for the thin wood was two fold. First, you won't see the sides and it is more of a "veneer" if you will. Second, it would be thinner and the ends would fold down flat if I wanted to run this car with the ends down.

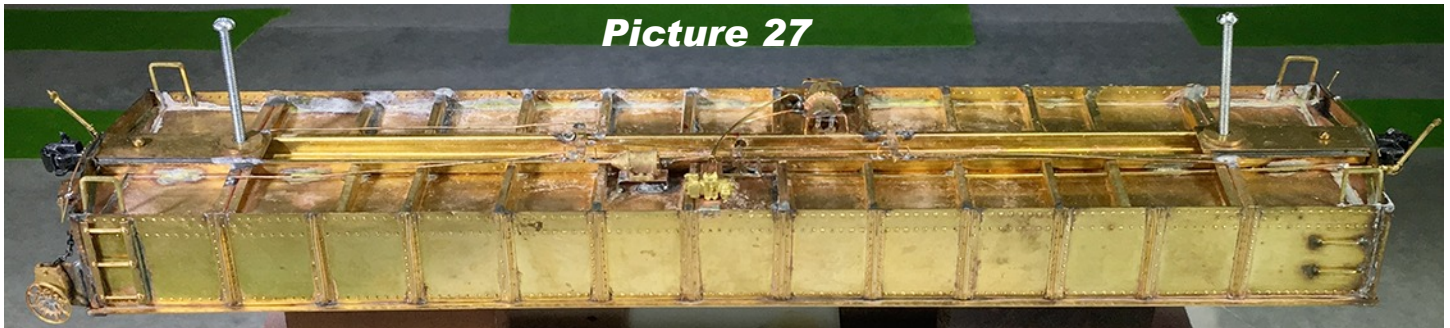
I cut a bunch of wood planks and lined them up on the workbench using painters tape to hold them. That allowed me to lay them in the car for fit and make sure I had cut enough. See picture 26 on next page.

Once I had plenty of planks, they went in for staining and the car for painting. Pictures 27 and 28 next page.

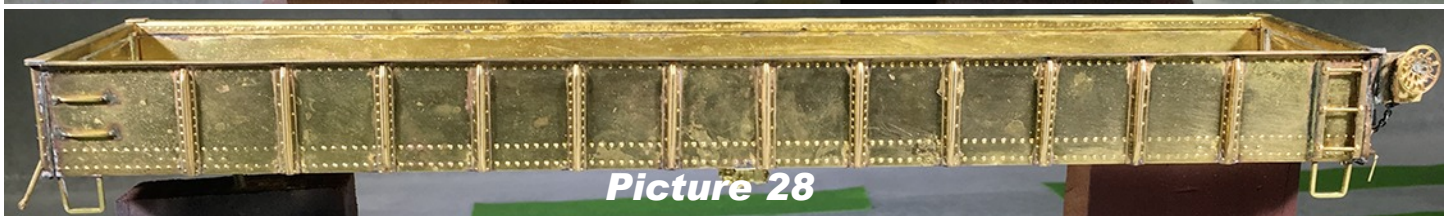
The screws in picture 28 are set into blocks of wood with holes in them to hold the car upright for painting.



Picture 26

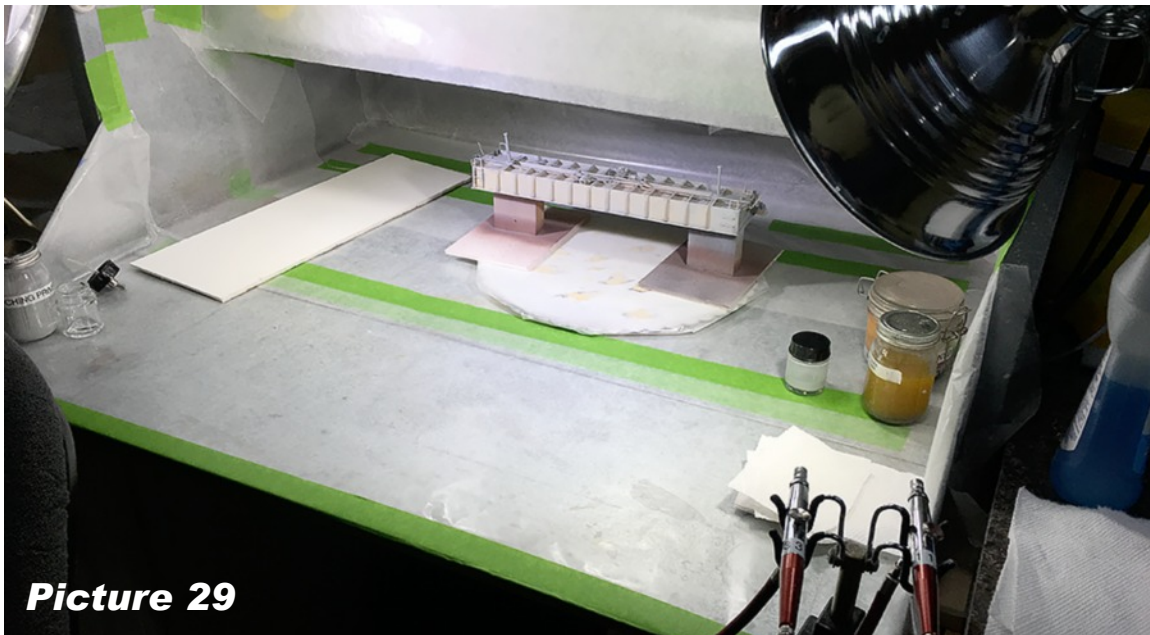


Picture 27



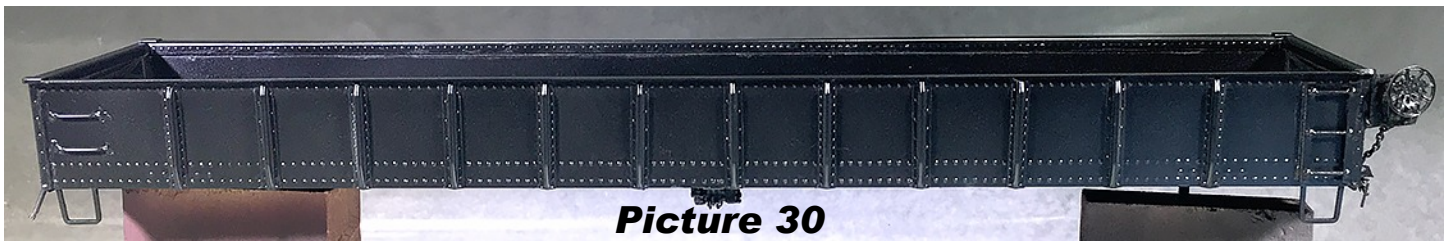
Picture 28

Picture 29 shows the car in the paint booth after a coat of primer. This time I used SEM Self Etching Primer thinned with lacquer thinner.



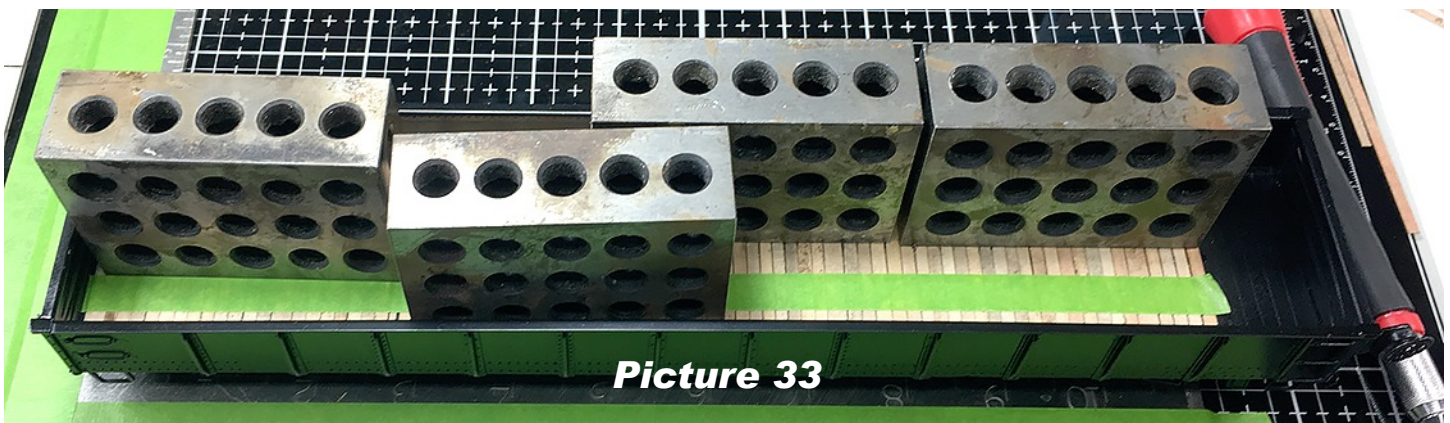
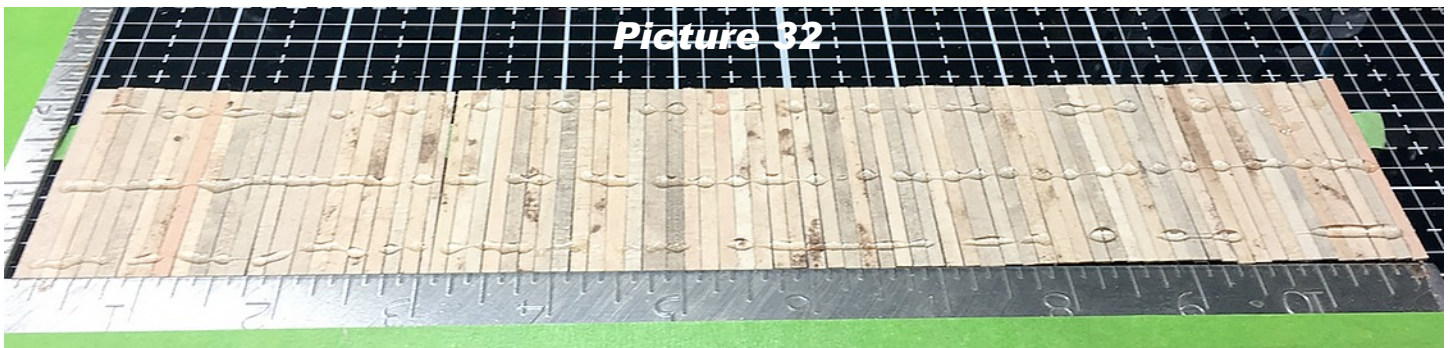
Picture 29

I have replaced my trusty Paasche Model H air brushes with two Paasche SI air brushes. The difference being that the SI is an internal mix as opposed to the H which is an external mix. The paint goes on much better. I have tried double action over the years and just could not get the hang of it. Plus, don't I think it's really needed for what I am doing.

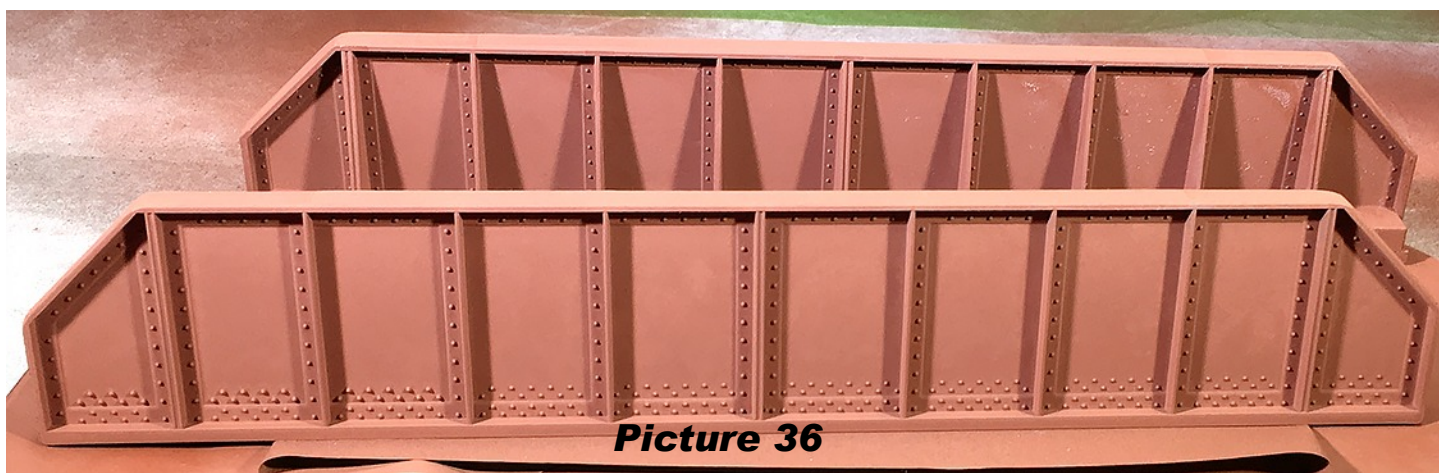
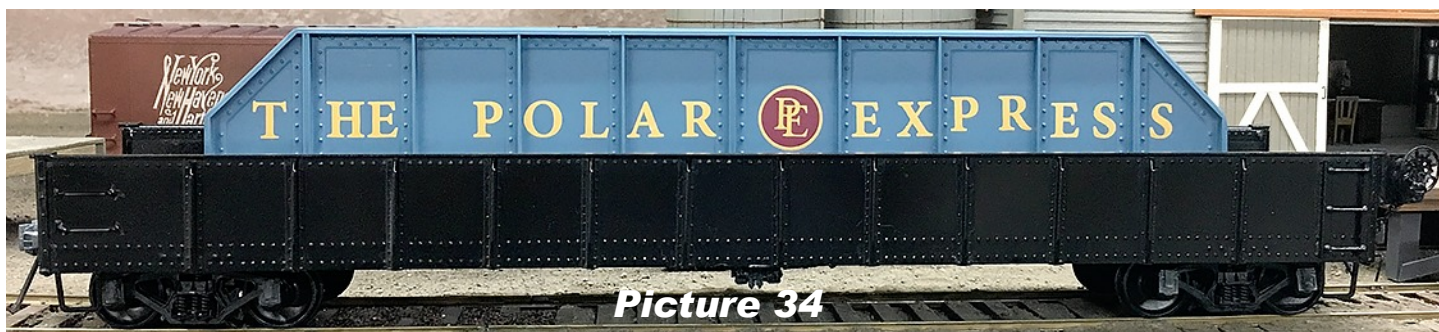


Two coats of Scale Coat I No. 1010 Black (Picture 30) were applied and the car was set aside.

For the floor planks, I have a few bottles of stain that I mixed up from some recipes that I found on the Internet. Picture 31. Once the planks had been stained, I again lined them up using painters tape to hold them in position and applied Aleene's Tacky Glue and then glued in the floor of the gondola. Yah, I know, but it's a relatively cheap car so away I went with the glue. (Pictures 32 and 33)



Now that I had the floor installed, I needed some type of load. I started looking around for a cheap bridge girder, and found a Lionel one on ebay. Picture 34, next page. While very colorful, it's not really what I wanted, so after trying unsuccessfully to remove the lettering with every liquid I could think of, I soda blasted it.



After getting the lettering off enough, I used a cheap rattle can of red oxide primer and called it a day. Pictures 35 and 36 above.

CAPY	100000	CAPY	100000	CAPY	100000
LDMT	115900	LDMT	115900	LDMT	115900
LT WT	50100	LT WT	50100	LT WT	50100
CAPY	100000	CAPY	100000	CAPY	100000
LDMT	115900	LDMT	115900	LDMT	115900
LT WT	50100	LT WT	50100	LT WT	50100
NEW 939	NEW 939	NEW 939	NEW 939	NEW 939	NEW 939
BLT 939	BLT 939	BLT 939	BLT 939	BLT 939	BLT 939
NEW 939	NEW 939	NEW 939	NEW 939	NEW 939	NEW 939
BLT 939	BLT 939	BLT 939	BLT 939	BLT 939	BLT 939

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CUBIC	FEET 1737	CUBIC	FEET 1737
LENGTH { OUTSIDE INSIDE	40FT. 41/2 IN. 45FT. 0 IN.	LENGTH { OUTSIDE INSIDE	40FT. 41/2 IN. 45FT. 0 IN.
CUBIC	FEET 1737	CUBIC	FEET 1737

The image shows four sets of RDS 75157 labels, each consisting of a top label with 'RDS' and a bottom label with '75157'. To the right of these labels is the circular logo for Richmond Danville Southern, featuring the letters 'RD' and 'S' with a small anchor and the text 'RICHMOND DANVILLE SOUTHERN' around the perimeter.

[illegible]

GM	GM	RIC 12-46	RIC 12-46
GM	GM	RIC 12-46	RIC 12-46
GM	GM	RIC 12-46	RIC 12-46
GM	GM	RIC 12-46	RIC 12-46

I drew up a sheet for decals using RailFonts.com lettering for the dimensional data. This was going to be a home car for my railroad and I already have the logo artwork. Since I had to pay for a full sheet, I added a lot of extra information such as repack dates, build dates, reweigh dates and so forth. (Picture 37, not to scale)

Picture 38



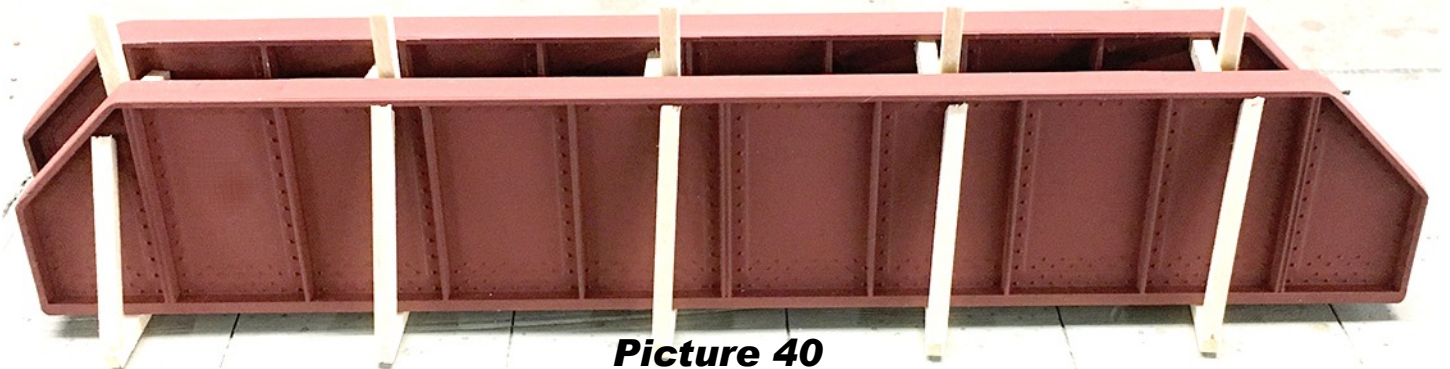
My go to printer is John Hagen of obscal and within a week I had them. Well, I should have had them, but the USPS sent them between Bedford Park and Chicago for three round trips!

Picture 38 shows the beginning of the decal process. John's decals are really good and the price is reasonable. Picture 39 shows the lettering after an over spray.

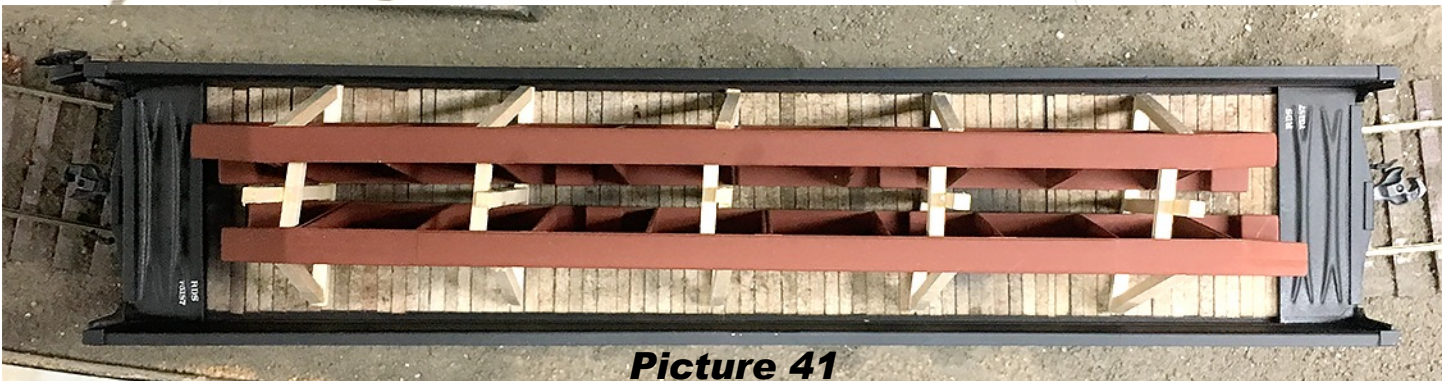
The last thing was to block the bridge sides. Looking on the Internet, I found a few images and tried to copy the loading as best as I could using scale 6x6 boards.



Picture 39



Picture 40



Picture 41

The load just drops in and I'll use some removable tacky glue to hold it. Pictures 40 and 41.

Weathering was done with a variety of Pan Pastel colors, both on the floor and the car itself. Once I was happy with the weathering, I over sprayed again.



That's it! I took a nice older brass car, made it better with more detail and added variety to my layout. If you are a fine scale modeler, you of course could go much farther that I did

with this. My aim was to simply give the model more character and make it a runner for the layout, while keeping the modifications simple and inexpensive. To that end, I am happy with the way it turned out.

Next time, I'm going to take an even cheaper much less desirable brass car and try to do the same thing.

Parts List:

- B.T.S. 12301 Westinghouse air brake set
- Clover House straightened brass wire .032 & .020
- Clover House 4386 flat chain
- Special Shapes 1/64 x 1/16 brass stock
- Kadee 746 coupler
- InterMountain trucks with metal wheels
- Precision Scale 4062 air hose w/ angle cock & gland hand

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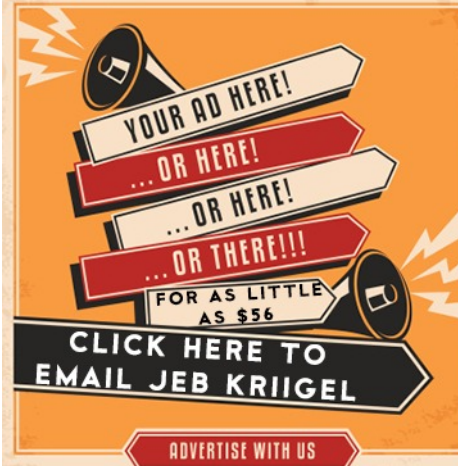
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What's On My Workbench



Glenn Guerra

I have been working on an 1893 4-6-0 that I want to build. A few years ago, I had some rapid prototype patterns made and got some castings. On the right are six nice new P:48 drivers. On the left are nine scrap driver centers I ruined. I have said before education is not free, but I am going to persevere and learn how to do this. My problem with small metal work like this is going too fast and making too big of a cut. A few of the ones on the left were ripped out of the lathe chuck, and of course, that bends them. Into the scrap box. On others, I was not paying too close of attention to the dimensions. The rim is very narrow and the face of the rim must be the same set back from the face of the hub. You can't just plow into the hub until it looks nice. When you move over to cut the rim you will need to take too much off and end up cutting into the spokes. Time to get out some pencil and paper to think this through. I finally got it right with the ones on the left. My new strategy is to have a meditation moment before starting the lathe. Learn to take very small cuts.

Oddity

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

By Dan 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 :-)



Looking down from the Roosevelt Street overpass towards Chicago Union Station. This is the site that used to greet Metra and Amtrak engineers every day. I shot this back on November 11th, 1992. How many frogs, how many TORTOISE™ switch machines, how many....

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Website: www.trainweb.org/metrowest



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Hyatt Regency Santa Clara (San Francisco area)

Website: www.oscalewest.com



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May 17-19, 2019

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Allentown Fairgrounds

Website: eastpenn.org/meet



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[More information soon](#)



Harrisburg Narrow O Summer Meet

June 21 (1:00 to 6:00) & Saturday June 22 (9:00 to 3:00)

Sponsored by: [Narrow Gauge Modeling Company](#)

St. Thomas United Church of Christ

6490 Linglestown Road

Harrisburg, PA 17112



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

Aug 10 / October 12, 2019 Two-rail swap meet at the Strasburg Fire Co, 203 W. Franklin St, Strasburg, Pennsylvania. 9 am-1 pm. Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics. Contact [John Dunn](#) (609-432-2871) [Click here for map](#)

O & S Scale Midwest Show

Formerly the Indianapolis O Scale Show / S Scale Midwest Show

New name but the same great show! This year Saturday and

Sunday, September 21-22, 2018

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

Website: oscalemidwest.com/

Email: info@oscalemidwest.com



Southern New England 2 Rail O Scale Show

October 5th, 2019

161 Chestnut Street, Gardenr, MA 01440

Train show with a large selection of dealers specializing in everything O scale! Ow5, Proto48, On30, On3. Free Parking and on site refreshments available!

Show Hours: 9:30am-3:00pm. Admission: \$6.00 per person, \$8.00 per family

Now booking vendors for 2019 show! Contact Show Chairman for info!

Email: sneshowchairman@snemrr.org

Web Address: <http://www.snemrr.org/index.html>



The Cleveland 2 Rail O Scale Meet

Cleveland O Scale Meet our 37th annual show

Saturday, November 2nd

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

5615 Chevrolet Blvd. Parma, OH 44130

Admission \$6, free parking, large facility

Please note show time changes

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

440-248-3055 email j3a5436@gmail.com



Chicago March Meet

March, 13, 14 and 15, 2020

Westin Lombard Yorktown Center

Lombard, IL

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

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

Email: info@marchmeet.net

READER CLASSIFIEDS

BUY ~ SELL ~ TRADE

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

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



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

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

Carey Williams

Email: wasp3245@aol.com

Phone: 773-332-6121



WANTED: SOUTHERN PACIFIC LOCOMOTIVES:

OMI SP#100-300 AC4400CW Diesel Speedletters like new OB.

C&LS SP#5036 4-10-2 BayView version Steam Locomotive like new OB

William Gallagher

Email: modelrr148@gmail.com

Phone: 707-539-0861



FOR SALE: HOUSE AND O SCALE 2-RAIL LAYOUT

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Layout was featured in OST July/August 2013 - Issue #69 and can be viewed on YouTube, search.

Pennsyan 1 Part 1 (There are 3 parts). Also, on YouTube search Bill Fagan Dietz Flyover.

For photos and additional information send email to: dietz1000@baybroadband.net

SERIOUS INQUIRIES ONLY, PLEASE.

Roy Dietz

Email: dietz1000@baybroadband.net



FOR SALE: Help send wife to Hawaii ! small O scale collection (60+ pieces) to much to list, available in Savannah GA. US Hobbies - KTM-MG Steam and Diesels , Atlas 2-rail/On-30 what are you looking for? Call 912-655-3375 or kmoc57@Yahoo.com, will answer with photos price & reasonable USA shipping, need to thin down collection without the trouble of Ebay... no junk, just classic Vintage good stuff!

Kevin M. O'Connor

Email: kmoc57@yahoo.com

Phone: 912-655-3375



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

Doug@sanjuanmodelco.com

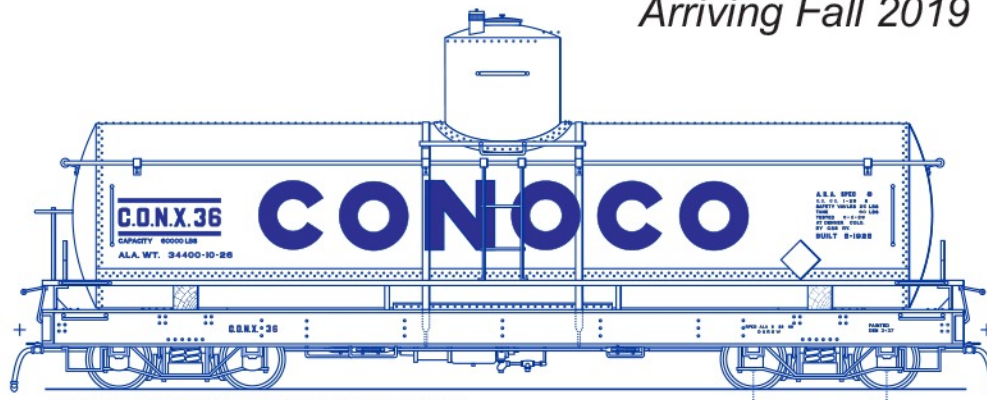
Tall dome, wide frame

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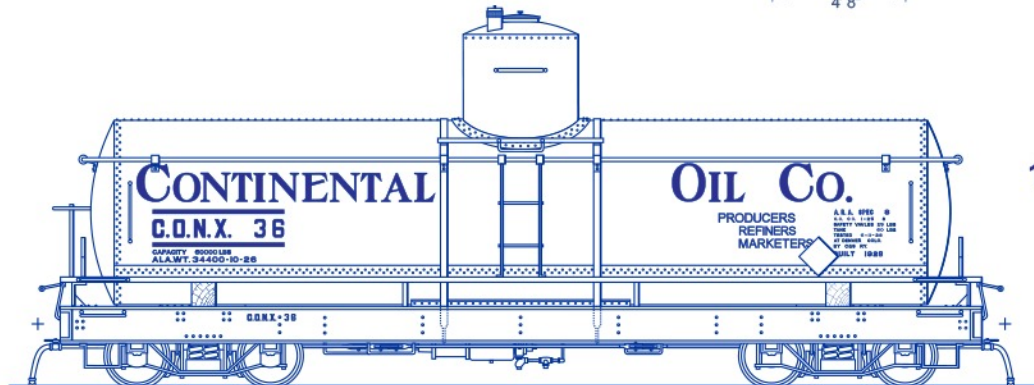
Arriving Fall 2019



DRAWINGS BY ROBERT STEARS © 2018 SAN JUAN MODEL CO.

1930's - 1946

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

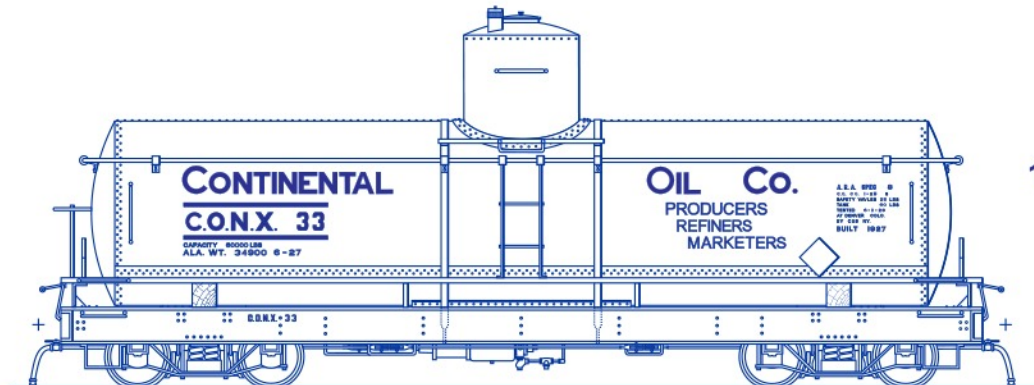


1926 - 1930's

Tank and frame painted black with white lettering



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1926 - 1930's

Tank and frame painted black with white lettering



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FOR SALE: John Keil's Brass O Scale Trains. The following is a list of items being sold by Mrs. Keil from John's collection. Because of price fluctuations, Mrs. Keil is accepting reasonable offers on the following. Please Email her at oscaler@aol.com for more information and other lists.

GILMAUR - U33C U34CH U36C LOCOMOTIVE KIT PART #8501 SUPERSTRUCTURE KIT (186)

RICH YODER MODELS - PHASE IV CENTER CAB DIESEL SWITCHER #2121521 (501)

SUNSET MODELS:

- CB&Q S-4 HUDSON 4-6-4 #3007 ELESKO FWH OPEN CAB (514)
- USRA HEAVY 4-8-2 (516)
- USRA 0-6-0 SWITCHER (518)

UNION PACIFIC MIKADO 2-8-2 #2555 W/ DCC & SOUND (519)

3RD RAIL DIVISION:

- O' UP 4-12-2 #9000 (517)

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- AAR DOUBLE DOOR BOX CAR STANRAY ROOF, YOUNGSTOWN DOORS, IMPROVED DREADNAUGHT ENDS #15465 (430)
- HARRIMAN COMMON STANDARD 72' SHOPPED COACH WITH SEALED TRANSON WINDOWS 15475 (432)
- PULLMAN STANDARD HEAVYWEIGHT 10-1-2 PLAN 3585G AIR CONDITIONED WITH REBUILT VESTIBULE END # 15791 (434)
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- HARRIMAN COMMON STANDARD DINING CAR CLASS 72 - D - 3 #15477 (439)
- HARRIMAN COMMON STANDARD 60' SHOPPED COACH 60-C-10 #15413 (441)
- PULLMAN STANDARD HEAVY WEIGHT SLEEPER-PLAN 3958 14 SECTION NON-AIR CONDITIONED CAR #15399 (442)

Mrs. John Keil

Email: oscaler@aol.com

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HERE IS HOW TO CONTACT US:

Phone: **815-584-1577**

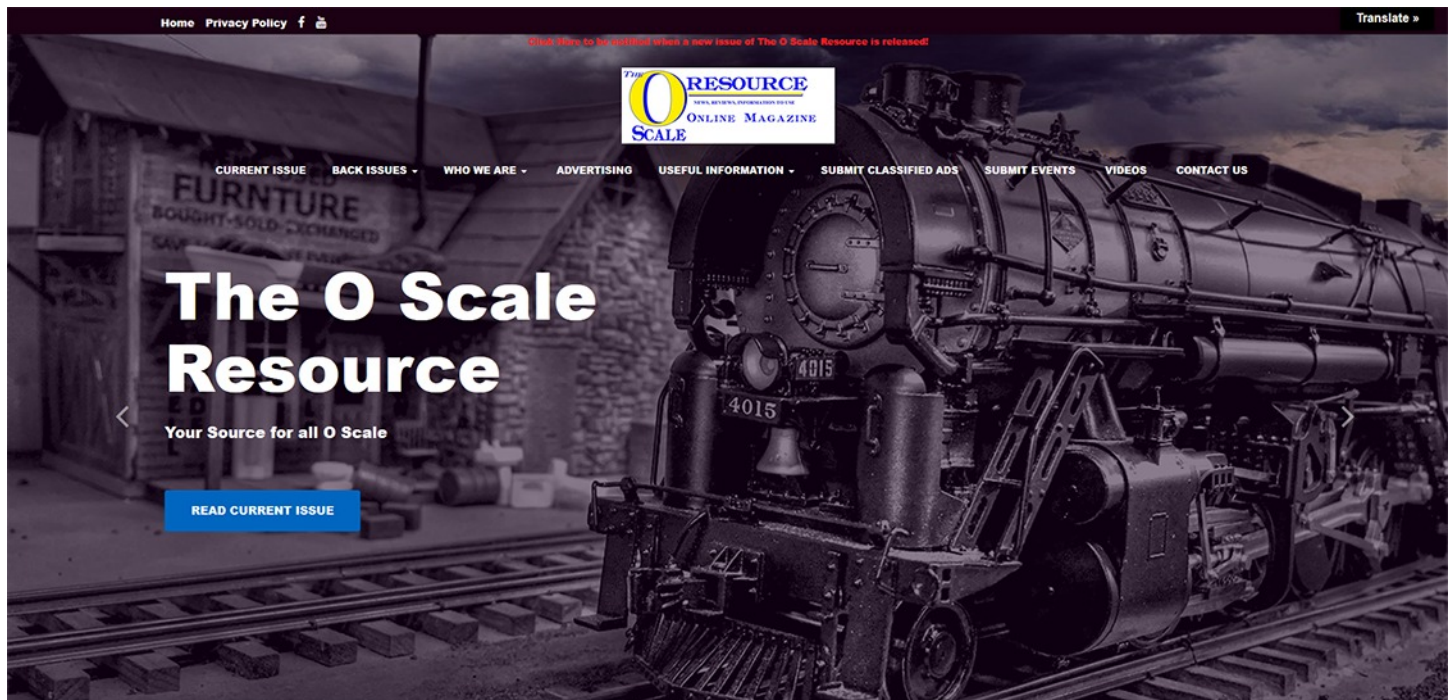
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