

THE

O

RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

Volume 7 No.5

May/June 2020

SCALE

7 YEARS STRONG!



**March Meet - End of an Era
O Scale South 2020 Layout Tour
March Meet Model Contest Results**

**Operation On The Yulan Valley Railroad
Pulp Log Business for the Mountain Electric
New Tracks - Antique & Classic Cars & Circus
Modeling
And So Much more...**

O&S Scale Midwest Show



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Saturday 7:30am - 9am

SHOW TIMES

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Or register and pay online at:

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

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

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

O Scale vendor S Scale vendor No preference

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

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

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Name: _____

Name: _____

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Published Bi Monthly

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

May/June 2020
Volume 7 No. 5

Owner / Publisher
Amy Dawdy

Managing Editor
Dan Dawdy

Advertising Manager
Jeb Kriigel

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

Front Cover Photo

Painting presented by the O Scale Kings to the Hill Family. Left to right: Karen and Bob Lavezzi, Liné and David Tutwiler, David was the artist, Mike Hill Jr., Melissa Hill and Judy Hill.

Rear Cover Photo

Dan Dawdy's 14 day challenge model.

BILL OF LADING

- 3 Bill Of Lading**
- 4 From the Publisher's Desk**
- 6 News You Can Use**
New Items of Interest
- 12 What's Happening O Scale Kings April 2020**
By Bruce B. Blackwood
- 17 March Meet End of an Era**
By Dan Dawdy
- 28 March Meet Model Contest**
By Dan Dawdy
- 36 O Scale South 2020 Layout Tour**
By Walter Horlacher
- 45 Pulp Log Business for the Mountain Electric**
By George Paxon
- 60 Operation On The Yulan Valley Railroad Timetable & Republic Steel Schedule**
By Bruce Temperley
- 67 New Tracks - Antique and Classic Cars and Circus Modeling**
By Contributing Editor Jim Kellow MMR
- 88 Scene Around the Layout**
By Neville Rossiter
- 91 What's on Your Workbench?**
- 93 Tips & Tricks**
by Jay Criswell / Brian Huang
- 96 Reader Classifieds**
- 97 Show Schedule**
- 98 Classified Ads**
- 98 Advertiser Index**



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

From the Publisher's Desk



It's been two months to the day that I wrote the Publisher's Desk note for the last issue of *The O Scale Resource Magazine*, and what a two months it's been! The last March Meet under the Hill family has come and gone. Because of COVID-19, the attendance was down both in dealers and attendees. It was probably the last large gathering in Illinois. People were not scared, but were taking precautions. Touching elbows in place of shaking hands, some had masks on, while others were business as usual. The bright spot was that the people who did attend spent money, and the dealers I spoke with did a good business. I found another Sunset Boston & Maine T1a Berkshire at a fantastic price. So fantastic that Amy did not roll her eyes, just said buy it. Since then, we here in Illinois, as in most states, have been told to stay at home. For me that was business as usual, but Amy is still working through this as she works for an essential business (propane).

On Facebook and the [O Scale Kings](#) website, there were some 14 day (which turned into 30 day) build challenges. If you can't leave the house, then get some modeling done. I pulled an old kit from my stash, an H.D. Scale Models kit thinking "this will be fun". As I got into it, I found some missing pieces, instructions that left much to be desired, etc. Tossing the instructions, I made a small diorama, shown on the rear cover, that I'll use on the layout, and it was a good distraction.

The real story of COVID-19 for us was the cancellation of most every upcoming show. The worst part of the story is the businesses that may never recover from this. Think of some of our advertisers and their businesses. Hobby shops like P&D Hobbies, Des Plains Hobbies and Caboose Stop Hobbies. Stores had to be closed and only rely on on-line sales or phone calls and taking items to the curb for pickup. Many of our advertisers are primarily on-line only and I hope you all used them for supplies. I placed many orders for things I needed and a few things I maybe did not need now, but bought anyway. We hope all of these businesses come out the other side and are still able to continue.

As most of you know, Amy and I run the O & S Scale Midwest Show in Indy in September. We are going ahead as we hope this is a bad memory by then. What I will say is if you are a dealer and normally come to our show, ***make your table reservations early – like now!*** I would rather refund everyone if the show does not go on, rather than say we don't have tables available. The last three shows were sold out, and so far this year, we have few new dealers who have never come to Indy that have already reserved tables. I suspect that may be because of the uncertainty of a Chicago show being resurrected, making Indy the only large O scale show East of California. The point is, we don't want to run out of tables for any of our previous dealers. You can reserve tables and sign up as an attendee at our [Website](#) or online at <https://ribbonrail.com/IndyShows/> or print and mail your form available here: <https://oscalemidwest.com/flier2020.pdf>. You can even make your hotel reservation online at: <https://oscalemidwest.com/on-line-hotel-registration/>.

We hope you are all well and we will get through this!

Happy Reading & Happy Modeling,

Dan Dawdy

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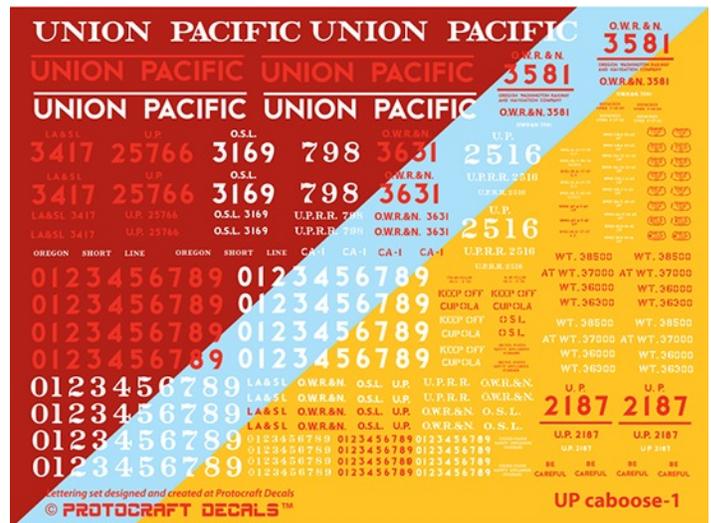
Wayne Marquardt needs some help: My friend attended the March meet with me and lost a coffee table book he purchased titled "*Electromotive E unit & F unit, The Illustrated History.*" It was probably left by a rest station or outside the men's room by the chairs. If found, please contact me at my [E-mail](#). Hopefull,y we can find this lost book.

[New from Protocraft](#). This just out for lettering of the SP/RI's Golden State from Protocraft Decals.

The Head End cars are \$9.50 and the passenger set is \$10.50.



Also new are decals for UP's CA-1 caboose which run \$8.50. [See their Website for more information and decals](#).



Douglas P. Pitney from Todd Architectural Models says, In 2018, Todd Architectural Models released the first in a series of York, PA historic building models- the D. F. Stauffer Biscuit Co. The 4-story building (raised some years back to create a park and parking lot) has been offered in a flat, 1" deep shadowbox and 6" deep building format. After a request to lower the height to conform to an 8" high shelf layout limitation, the original design has been morphed into 3-story and also 5-story versions.

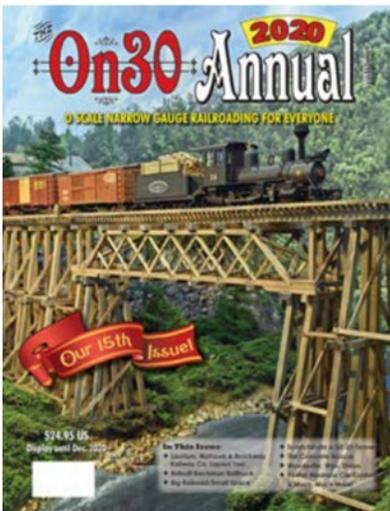




We have also added a second paint scheme to follow that of a local historic building with similar design features. You may now order it in the original textured brown brick with brown window frames or in a flat red brick with white window frames. Please visit www.toddarchitecturalmodels.com under the Shop pull down menu to see all of the company's offerings.

White River Productions is pleased to announce the release of the 2020 On30 Annual. Now in its 15th year of publication, the 2020 On30 Annual features 116 pages of exclusively On30 and narrow gauge prototype information.

Printed on high-quality coated paper, this softcover publication is dedicated to great O scale narrow gauge model railroading! From exciting layout tours, including two of the largest and most complete On30 layouts we've ever featured, to in-depth construction and kitbashing articles, there's something for everyone.



On30 continues to be the most active modeling group in the exciting narrow gauge segment and the On30 Annual is the flagship publication for active modelers. It retails for \$24.95 (plus shipping

and handling) and is available through your local dealer, online at <http://shop.whiteriverproductions.com>, or by calling toll-free (US) 877-787-2467. Outside the US 1-660-695-4433.

Dylan Lambert from Lambert Locomotive Works has a new "critter". The full Type B On30 locomotive kit comes with a single piece body assembly, two couplers with the coupler boxes, a bell, headlight assembly (which includes a pre-wired LED, two resistors and a lens) and the drive. All of this costs you \$89.90 plus the shipping.



Like with our storage battery locomotive, we're trying a new approach. To lock down one of these kits, we're asking for half down and the remainder when we're ready to ship out. This is to help defray some of the costs involved and to get a more accurate count of what we need to order for the first wave. If you're going to want one, you can send me a message on [facebook](https://www.facebook.com/lambertlocomotiveworks) or email me at lambertlocomotiveworks@gmail.com

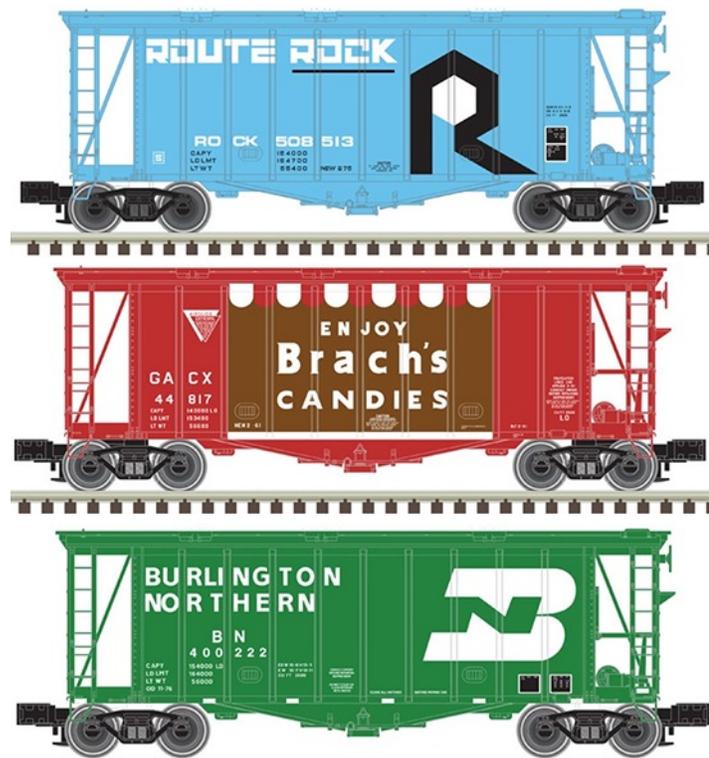
[Atlas](#) has new paint schemes and road numbers for their O Master 40' Airslide cars.

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

The airslide is primarily designed for the bulk shipment of dry, granular or powdered commodities. The design of that car is such that it can be loaded and unloaded quickly and with little spillage through the use of air pressure.

The most common commodities carried include: flour, sugar, starch, plastic pellets, cement, powdered chemicals and carbon black.

A few samples of the news paint schemes are shown below.



To see all of these cars, check their [Website page](#).

[Thunder Mesa Studios](#) and [Crescent Creek Models](#) have released “Walt’s Bench”. Based on none other than “Walt’s Bench” from Griffith Park, CA, where Walt Disney is said to have first dreamed up the idea for Disneyland. The 8’ long prototype benches featured x-braced legs with a slat back and



seat, and our O scale version recreates these details with laser cut precision. The kit consists of laser cut basswood and birch plywood parts to build 4 complete benches. [See their Website for more great models](#).



[Midwestern Model Works](#) had some new **future potential projects** handouts at the past March Meet.

NSC 73” CENTERBEAM LUMBER CAR
This car will be made of brass with fully detailed Barber S2 HD trucks. The undercarriage will be fully detailed and tie-downs will be modeled as shown. There will be 6 versions made available with the option for risers. There will also be optional loads available separately and priced accordingly. Our builder has already been consulted regarding the manufacture of these cars, so if O Scalers show sufficient enough interest, production can commence upon receiving requisite reservations. Price per car would be \$500 without load. Loads to be priced at a later time.



Proto Image

Also a A Midwestern Model Works potential project.

Due to a curiously increasing number of email requests, it has been possible to add an unlikely locomotive to our future projects list. The DDA40X which was not mentioned even once, until recently, has now become somewhat of a curiosity to some and a locomotive of major interest to others. Due to the likely low production numbers that this locomotive will garner, to make production possible it had to be made to a level worth our builder's time and trouble.



Therefore, we have decided that this locomotive would be done to the level of detail that the premium version of our SD40-2 is being done. This would also mean a maximum quantity of around 50 models would be produced. These models would have opening hood doors and dual prime mover/generator sets fully detailed inside the hood. Every detail possible will be added to the interior as well as our usual attention to detail on the outside to go with fully detailed trucks. These models will be priced around \$6,000 per model. Anyone interested should contact us to be added to our contact list for when this project goes to production.

Email them at info@midwesternmodelworks.com for more information.

As of this printing, the [O & S Scale Midwest Show](#) in Indianapolis September 18-20,2020 is still scheduled to go on.

Tables are are limited, and we have been getting reservations from new vendors, so please send in your registration early. You can register online, print the form on our website: oscalemidwest.com or [print it from this magazine](#).

Registration and table fees are being held in escrow and will be refunded if the show is canceled at a later date.



[Oscale Turnouts, Inc.](#), Hamburg, MI, is introducing their new #6 Lap (3-way) turnout to the O-scale 2-Rail model railroad community. In development for the past twelve (12) months, the code 148, nickel silver turnout features in-house designed and produced all new prototypically sized cast rail-bound frogs, points and guard rails.

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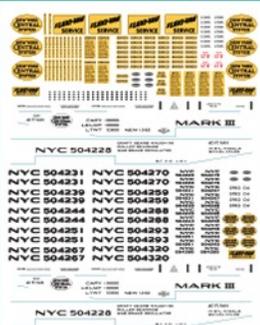
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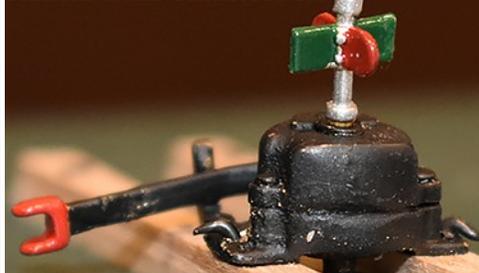
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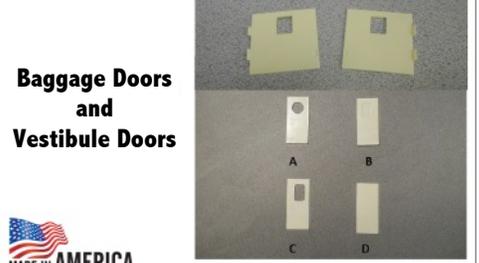
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Chicago 2020 report: As many of you know, this was the last year for the Chicago show under the Hill family management. While I do not know anything concrete, I hear there are still possibilities for exchange of ownership and continuation with the show. While at Chicago, the O scale Kings, who are now doing business as the O Scale 2 Railers, held our annual general membership meeting. Fairly good attendance considering what was a virus threat at the time. Yours Truly made a general reporting of activities, financial status, and some future projects. David Vaughn, acting as committee chair for the revitalize O scale 2 rail effort, gave an extensive report of the plans. The Board of Directors has adopted this plan with David as the committee chair. Terry Terence has also agreed to lead the efforts to build a new O scale guide of what's out there, who's producing what? Terry is also continuing his efforts for layout videos. Check them out by doing a search on YouTube of Terry Terence or O scale 2 rail. Terry has also been tasked with other video projects as part of the revitalize O scale 2 rail program.

Now as far as the show itself went, at the time, my wife and I were expecting to arrive to the hotel only to be told that the hotel was shut down due to the virus. Somehow the show went on, for the most part, and you have to remember that this was early on and we have evolved quite a bit since then, but it seems like most were trying to practice some form of early social distancing, not shaking hands but elbow bumping. Trying to maintain a safe distance etc. Did get a laugh out of one person's observation that a vendor wouldn't shake his hand, but he sure snatched up his cash real quick. Many vendors canceled to avoid this virus. A few unregistered vendors showed up and filled some of those tables. Many of the vendors who did come, had enough items to sell and spread out. Yours Truly had asked ahead of time to bring extra just in case empty tables were available. I will tell you that it was a very successful selling show for us, the crowds were light, but the people who attended had money in their pockets and were willing to spend it. I overheard many attendees saying that this was a fire-sale and the deals were off the rails. I will report that I was very happy with the items I sold and the amounts I was paid. I don't feel like they were fire-sale prices, but were fair and I believe in the saying "the definition of a good deal is when both parties feel like they made out the best". I can also report that the show was a near net zero for me, as I found a couple things that just were crying to go back home with me. The Hill family had gloves available, hand sanitizer available, and once again ran the show as professionally they have in the past. We missed a lot of our friends, but are glad they made their decisions and stayed safe.

Hill Family Painting: at the Chicago show, the O scale Kings / O Scale 2 Railers presented a painting to the Hill family that was commissioned specifically for them on Saturday morning just before the show opened. I believe that the emotions showed by the Hill family proved how grateful and touched they were for this gift. We tried to do this as a surprise, so very little information was put out before the show about this. We accepted donations and will still accept donations to cover the cost. If you were unable to attend the meet or did not know about this, you can make a donation on our website: just go to the member section and make an “other” donation and mark it Hill family painting. Or you can send us a check or money order.

Editor’s Note: SONC 2020 in conjunction with the NMRA Convention has been canceled.

SONC 2020: So we are living in extraordinarily challenging time due to the virus. Today is April 4th. As I write this, the 2020 SONC is on! As with all things today, changes happen rapidly. The NMRA website is up and running and has been updated to show many of the clinics, tours, non-rail actives, and more things that can be done and that are planned at this point. The NMRA convention is a full week! That’s because there are planning so much to do! The O scale 2 Railers SONC will be three days. Our part of the convention will feature a INSIDE THE HOST HOTEL trading hall. Now let me say a bit about the convention fees. The NMRA convention fee is \$150 for the week. There is also a \$50 day pass. Now I heard lots of O Scale 2 Railers reporting that they just will not come because \$150 is too much to pay. I urge you to rethink. I would beg you to go look at the NMRA website and see all that \$150 gets you, including admission into the great train show, includes all the clinics, includes all the layout tours, includes access to the IN HOST HOTEL O scale trading hall. The 2020 SONC executive committee has been working very diligently on our part of this convention. They have also negotiated a deal with the NMRA, that if you are an O scale Kings member, you do not have to pay the non-NMRA member fee. That savings alone will pay your dues for the O scale Kings. There is no other fee for the 2020 SONC. The executive committee is also going to be posting a list of reasons to attend the 2020 SONC on our website. (oscalekings.org) Keep your eyes out for that. I’m looking forward to seeing you at the convention!

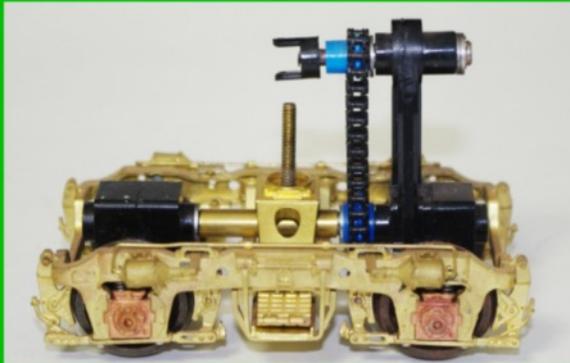
Venture Capital Cars: In an effort to start funding for future SONCs, the Board of Directors has bought 12 Atlas O 2 rail steam era classics PFE refrigerator cars marked for ice service. The proceeds from these cars will be used to make funds available to anyone who is willing to host a future SONC. There’s lots of upfront costs associated with running a convention such as advertising, deposits on swag and convention cars, hotel deposits, etc. No one who is willing to do all the work involved of hosting a convention should have to dig into their own pockets for these expenses. These funds will be considered a loan to the convention committee and will be expected to be repaid as the convention turns a profit. I might also mention the 2021 is still available if your group wants to host. So out of these very interesting ice service cars with the UP and SP heralds, 11 have been sold. That’s right there’s only ONE car left. The donation is \$120 for which you will get car number 12. These are new in the box and come with a certificate. You can go on our website and make a payment in the members section, just mark it as venture capital car payment. You can also send a check or money order in, but since there’s only one left, please notify me at Bruce@OscaleKings.org as soon as you purchase the car so that I can put your name on it. Shipping would be extra, or we can arrange pickup/delivery at a show in the future such as the national in July. This is one for the cause guys, so don’t miss out.

A Tease: Watch for a upcoming roll out of the O Scale Central, an O Scale Kings special project.

Thanks, Bruce B. Blackwood

President, O Scale Kings dba O Scale 2 Railers

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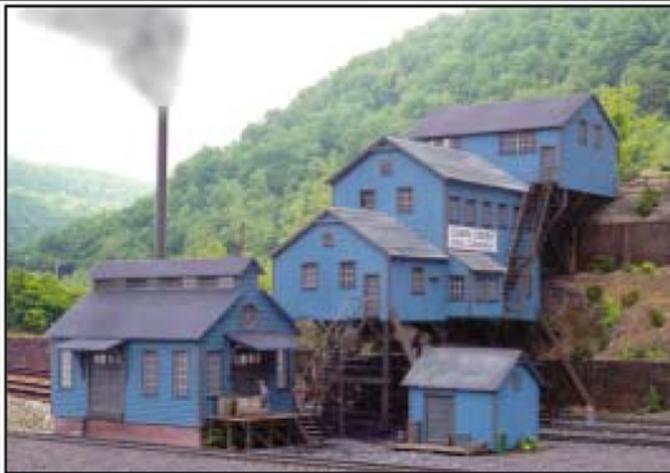
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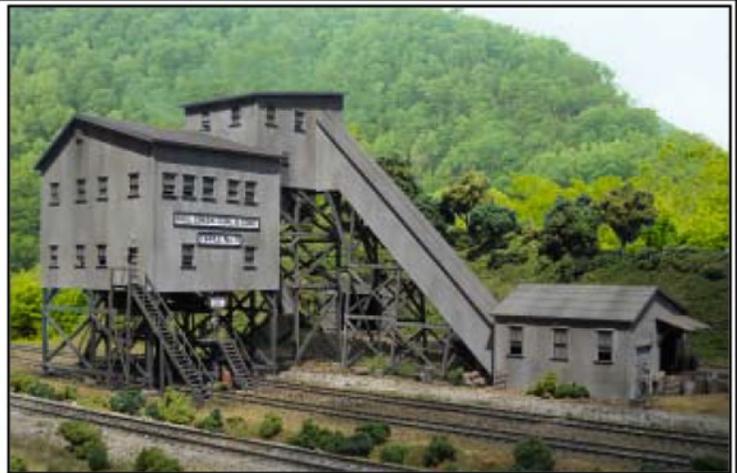
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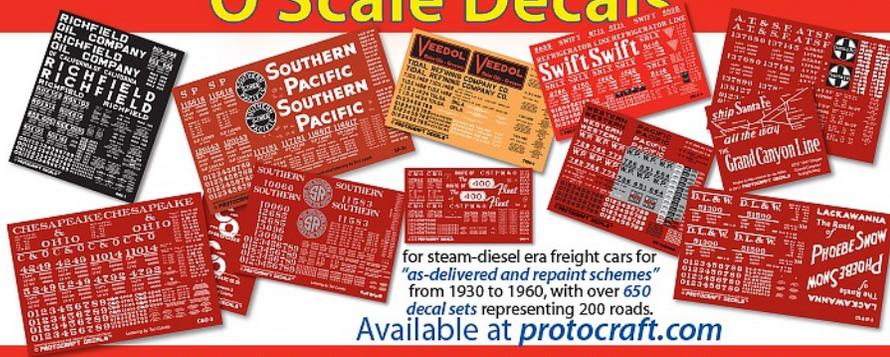
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MARCH MEET END OF AN ERA

By Dan Dawdy



Mike, Jr. and Melissa Hill get a first look at the painting presented to the Hill family from the O Scale Kings for their long involvement of the March Meet.

It was the end of an era as this was the last March Meet hosted by the Hill family. For many years, the Hills have run the best and largest O scale show in the country. Unfortunately the show itself may have come to an end. As of this date, no one has come forward to buy or take over the show. Many have tried, but the expense is too great.

The show had another problem, and that of course was that COVID-19 was just beginning to cause much worry and beginning to close down gatherings of this type. Luckily, the show went on and the people there had a great time.



One of the highlights of the show was a painting by David Tutweiler. He took one of his paintings of a NYC Hudson, Mike Hill's favorite engine, going down the street in a city and modified it so the figure in the lower left is holding a box that says HILL'S HOBBIES. Bob Lavezzi coordinated collected donations for the painting, to which a number of us through the O Scale Kings contributed.

The O Scale Resource Magazine again sponsored the model contest which is covered in this issue.

Both The O Scale Kings and Proto:48 groups had their meetings before the show opened Saturday morning.

Although attendance was lower because of the issues of the day, the dealers I spoke with are happy with sales. Those that came did spend money. I know I did.

So let's enjoy some images of the show and there is also a video we produced that [you may watch here](#).



Ian Watts and Leah Medewar looking at parts and pieces offered by Jay Criswell of Right-O'-Way. Ian and Leah also made a stop at our open house Friday afternoon. Yes, there are many younger modelers in O scale.



Erik Stott of Midwestern Model Works had samples of both the SD40-2 and the Bethgon gondolas.

The detail on these is nothing short of fantastic.



There was an effort to help pay my bar tab, but as you can see it was tough going. At least there was enough for at least one beer!



Daniel Pantera of Calumet Model Works gave a clinic on the History of Joe Fisher Cars. It was an historical journey of Joe Fisher's cars, learning how Fisher made them, and what makes them so unique. Some excellent examples were display during this clinic.

It was great to see Ross Dando at the show and his Twin Star Cars.





Merlyn Lauber from Caboose Stop Hobbies filled up many tables.



Pat Mucci of P & D Hobby Shop with beautiful castings, drive parts, decals and much more.





Al Collins from Ultimation talks with a customer. I did not buy their sander last year, but after hearing how well it's made and how well it works, I did this time around.



Bob and Karen Lavezzi with All About Trains and their many Atlas refers were there.

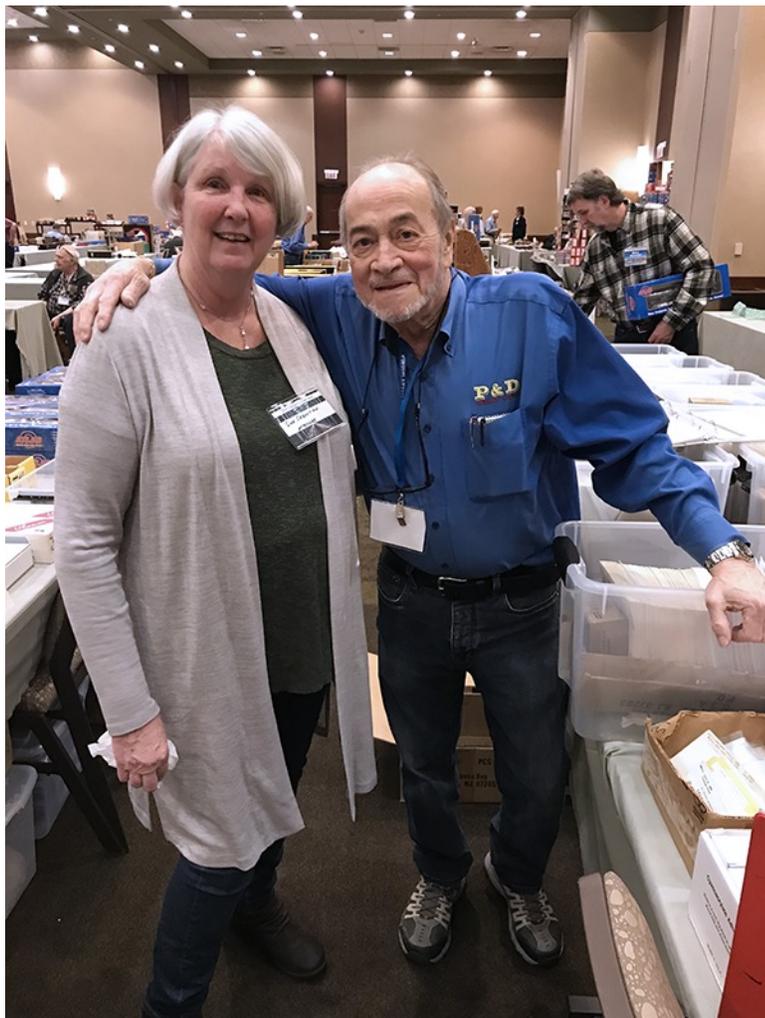


The Indiana On30 Group was at the show again (left) as well as Brian Huang and his Saybrook Switching Layout (below).





Jim Kehrien (left) of Monarch Railroad Supplies and Carey Williams from Vintage O Scale checking out something or someone.



*Sue Sebastian of Des Plaines Hobbies stopped by the show to say hi to her many friends, here with Pat Mucci.
Photo courtesy of David Vaughn*



Amy, myself and Melissa Hill outside the contest room.



Jim Osborn, front and David Leider were our two judges for the model contest. Photo courtesy of Bob Kjelland.



It was a pleasure to finally meet Sarah Griessenböck who flew in from Austria for the show. She has been a customer of Ted Schnepf, Jay Criswell and many other dealers. A great modeler, and now with help from Matthew Forsyth, turning into a good machinist as well!



Above: Another view from Saturday, this time with our dear old friend Dr. Nick Mannarino on the far left.





More from Bill Davis and American Scale Models

MARCH MEET MODEL CONTEST

By Dan Dawdy

We are happy to show the results of this year's March Meet model contest. Entries were down obviously because of what was going on on the country this year, but what models were there were very well done. So let's take a look and honor the winners.

PASSENGER CAR AND VIEWER'S CHOICE



**First Place Passenger Car & Viewer's
Choice went to
Ralph L Nelson**

**Pittsburgh, Cincinnati, Chicago & St
Louis #2**



**Second Place Passenger Car went to Tim Pucky
(Entered by Sam Shumaker)**

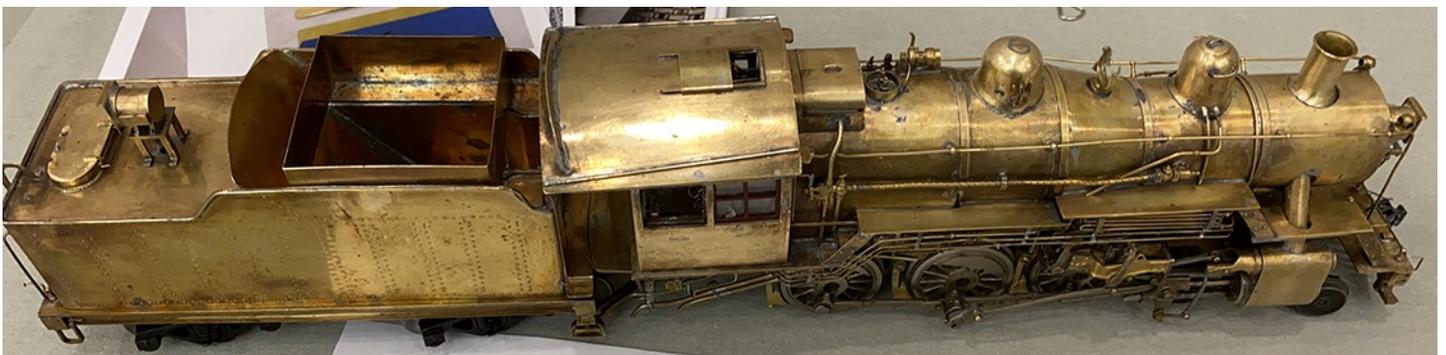
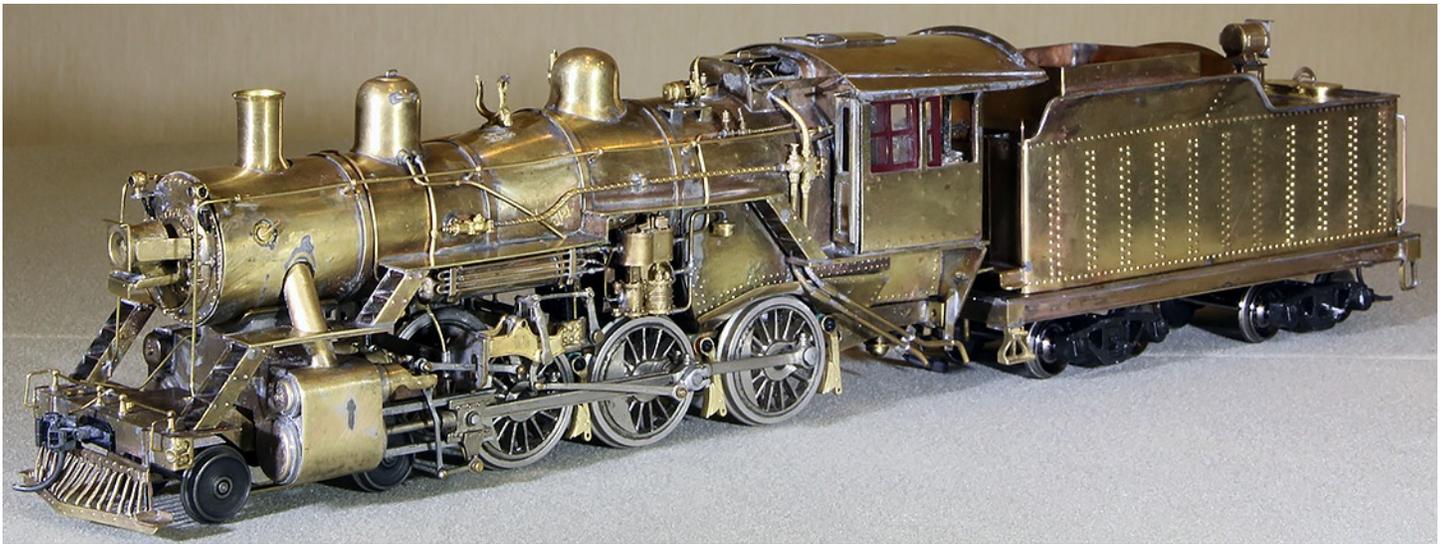
Erie Baggage Car No. 538



Third Place Passenger Car went to Robert Schultz

Monon Passenger Car No. 150

STEAM



***First Place (Only Entry) Steam went to
Ed Truslow***

Milwaukee Road 4-6-0

FREIGHT CAR



**First Place (Only Entry) Freight Car went to
Robert Schultz
NKP Hopper #31299**

NON-REVENUE



**First Place Non-Revenue went to
James Schultz
Milwaukee Road Tool Car
No. X917061**

NON-REVENUE



**Second Place Non-Revenue went to Paul Noodel
2 MOW Trucks (Section & Lineman)**

SINGLE STRUCTURE



**First Place Single Structure went to Jim Kulchar
Swing Arm Coal Dock**





**Second Place
Single
Structure went
to Al Collins
Oil Facility**

SINGLE STRUCTURE



**Third Place Single
Structure went to
Craig Parry
Farm Building**

DISPLAY/DIORAMA

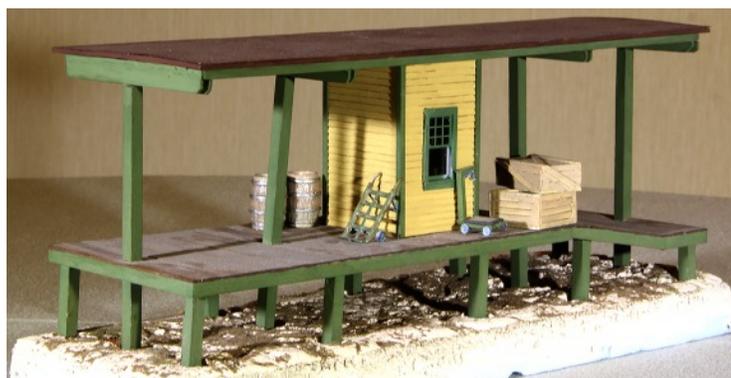


**First Place Display/Diorama
went to Al Collins
Coal Loading Shed**

DISPLAY/DIORAMA



**Second Place Display/Diorama
went to Stan Parsons
Essington Station**



**The two buildings above, Freight Station by Bud Brock
and the PRR Interlocking Tower by Jim Kehn did not
place, but are nice models and worth showing.**

O Scale South

2020 Layout Tour

By Walter Horlacher

OSK # 843



I recently returned from a trip to attend O Scale South hosted by the Southern O Scalars in Atlanta, Georgia. I would like to share with you a snapshot of these outstanding layouts on their layout tour. There were a total of five layouts on the tour in the greater Atlanta area that were open to attendees commencing at 3:00 in the afternoon on Saturday and stretching into all day Sunday. So come follow me and I will take you along on the tour in the order that I visited these layouts.

Elkhorn Iron and Timber Company Railroad

Steve Austin of Talking Rock Georgia





The EI&T Co. is a 1947 era backwoods railroad featuring logging, steel manufacturing, coal mining as well as many ancillary industries including numerous harbor scenes that tie it all together. Scenery, motive power and the numerous highly detailed scratch built structures both inside and out are off the chain with the level of detail. The layout features 250 feet of mainline with elevations changing from 34" to 50". Power is provided by Digitrax DCC © with 6 power districts. Scenery is 95% complete with a new 14' x 27' extension under construction that will feature additional waterfront scenes with a highly detailed welding shop, scarp metal salvage yard and machine shop.

It's interesting to note that I was impressed by the sheer number great looking of trees on Steve's layout; he quickly explained that he literally grows them in his backyard. The plant is called Autumn Joy Sedum, once harvested he lets them dry out and then dips them in diluted with glue and sprinkles with ground foam. The results are fantastic!

D&RGW San Juan Division

Phil and Linda Stead of **Ball Ground Georgia**



The **San Juan Division** is an On3 layout that captures the look and feel of the Denver & Rio Grande Western between Chama, New Mexico and Alamosa, Colorado in 1949. This layout has 300 feet of mainline with a change in elevation from 42” to 66” at the summit, with a central elevated viewing platform inside the summit providing a panoramic view of the layout.

This layout is also powered by a Digitrax DCC © DCC system that brings Phil's magnificent K-37 's alive with a sound system to match, making it wonderful to watch and listen to as the trains twisted and made their way up against a 300 foot hand painted mural by Phil's wife, Linda. Once the train arrives to Chama Yard, you can't help but notice and appreciate the flawless manner in which dual gauge switches functioned as arriving K-37 rolls into the yard. Once there, the engine is uncoupled from the train, turned, serviced and coupled back to its consist ready to make its journey back to Alamosa.



Georgia Railroad Camak Division

Dan Mansfield of Kennesaw Georgia



The **Camak Division** is a particularly interesting layout, as it's an operations oriented O Scale model railroad based up on the prototype Georgia Railroad circa 1952. It depicts the actual mainline between Augusta to Atlanta, including the Washington Branch, as well as the Athens Branch of the Georgia Railroad. The Camak Division operates over 900' of track with 88 turnouts that provides a tremendous amount of switching action and interesting operations on this point to point layout. Dan has incorporated many model railroad techniques to his elaborate layout to include the strategic positioning of mirrors, in fact, so masterful is the positioning of these mirrors, that visitors asked Dan "how in the hell do you get in there to maintain the layout?" While we're on the subject of mirrors, Dan directed my attention towards the ceiling where he had a mirror positioned in such a way that it reflected the view from over the turntable pit which aide in the precise positioning of the turntable to the roundhouse tracks.

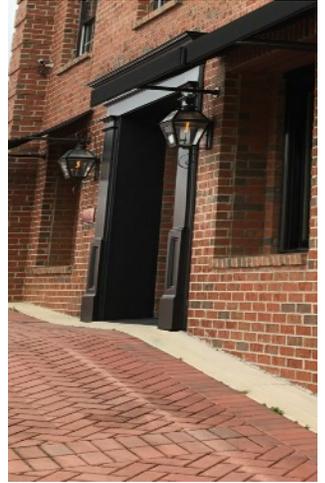


Georgia Railroad Mikado No. 302 built by Bill Lenoir is seen emerging from under an overpass with a mixed freight from Camak making its way to Crawfordville on the Camak Division. Dan pointed out that there are no tunnels in Georgia, and therefore has made effective use of structures in the scenery divides. Dan's workshop area is also adorned with photos and memorabilia of his father's career of not only working for the Georgia Railroad, but also interesting photos of his post WWII service in European theater of railway operations there, including actual written Form 19s from that era, pretty neat stuff.

Southern O Scalers Club Layout

Canton Georgia

The Southern O Scalers are located in the second floor of a Law Firm that's located in the middle Canton's Historic District. I arrived early that Sunday morning before the club doors opened so I enjoyed a stroll around the city square. I could have spent most of the day there and enjoyed a lunch in one of the many quaint cafés. As time rolled around for the doors to open, I made my way back towards the Law Firm just as the club's President, Dan Hanson, pulled up to greet me. We entered the building entryway which was flanked by two operating gas lit lanterns that really set off the building historic character and curb appeal. We proceeded up stairs to the layout room where the Southern O Scalers have a huge completely scenic modular layout adorned with building flat backdrops and curtains completed around the layout that complete this professionally built layout. Each modular frame works and the support system is engineered to be identical to each other, with the only difference being the scenery which transitions very well from one module to another, a true credit to the skill sets represented by the membership.



Tuscarora Mountain Railroad

Division of the Pennsylvania Railroad

Richard Morhard of **Flowery Branch Georgia**



The TMR is a freelanced layout based on the Pennsylvania Railroad west of Harrisburg and takes its name sake from the Tuscarora Mountain in Pennsylvania which holds many fond memories for Richard. Most all of the places on the TMR, as well as many of the businesses on his railroad, are named after his family members. Richard had a separate building built in his backyard specifically for his railroad and took about 3 years to complete the benchwork, including the track work. The mainline is 190', most of which is doubled track using a combination of Roco and Old Pullman code 148 track. The operating system was originally all straight DC, but later converted to Digitrax © DCC.

Overall the layout truly captures the feeling of Pennsylvania Railroad of the 1950's and it was a pleasure seeing Richard and his son, Douglas, take the trains through their paces. This layout was the farthest one out on the tour and took well over an hour to get to, but it was certainly worth the visit and I look forward to visiting it again in 2021 but, next time, I will take up Richard's offer to operate his layout as this is a really fun layout with a lot of action.



O Scale South was held over the weekend of February 22nd. I had never attended this show, but decided to drive up 10 hours from Southeast Florida to see what this show was all about, without really knowing what to expect. Well let me say this, it was certainly worth the trip. If there was any regret, it was not being able to spend more time at these wonderful layouts as these few snapshots simply don't do justice to these layouts. If anything, each layout could be featured individually by their own merit to share with our O scale community. I will return next year, and I highly recommend that if your only a days drive from Atlanta, this is truly a must do event.



See these O Scale South layouts in action by simply searching **O Scale South 2020 Layout Tour** on You Tube. Or if you attended O Scale South you can participate in contributing to this article by post your own video on You Tube. Simply title your contribution as **O Scale South 2020 Layout Tour**, this so they stay grouped together in the same title search.

Pulp Log Business for the Mountain Electric

By George Paxon

Raw material for making paper today is mostly moved as wood chips in giant hoppers in these more modern times. And prior to the giant special purpose chip cars, standard hoppers were rebuilt for this chip service. This usually consisted of cutting the top from one old 50 or 55 ton hopper and welding it to the top of another to increase its height by about five feet or so. Photo 1 is of such a rebuilt Western Maryland hopper.

Photo 1



In the heavy paper producing areas of the south and into the middle Atlantic states, the raw material was once moved as short logs on special flat cars. These flat cars had reinforced bulkhead ends and sloping floors to keep the logs from falling off the car. I recall the pulp logs being approximately 4 to 20 inches in diameter and about 5 feet long. These logs were loaded onto each side of the flat cars, called pulp racks, forming a shallow “V”. A full carload would be 30 to 40 tons or so of logs on the early pulp racks. Old flats, gons, box and stock cars were rebuilt by railroads for the pulp log traffic. After WWII, pulp racks were built new by the major car builders and carried larger payloads.

The size of the pulp logs would have been established by a compromise between transportation requirements and the capabilities of the local paper mills. I suspect the first step in the process of turning a log into paper would have been debarking the log in a rotary tumbler, and this machine probably dictated log sizes.

I also suspect machines to accommodate the pulp logs varied in different areas of the country. Some old photos show logs of full flat car width being loaded. This appears to mostly be in the upper Midwest. In more modern times, in the far Northwest, it appears thin trees had their branches removed and were loaded at full length on long flats for movement to paper mills there.

Nowadays, pulp logs are mostly chipped at the source and blown into the big chip hoppers for movement to the mills. This reduces loading/unloading labor to near nothing.

Maine had a booming paper business and pulp logs there moved even on the two-foot gauge lines stacked in flat cars with wood slatted sides. The cars looked like stock cars without a roof or doors. Loading and unloading these cars would have been very labor intensive. I have on my future projects list a standard gauge/traction version of a Maine 2 foot style pulp rack. One reason the Maine two foot car was attractive to me for pulp log use is that they could also be used to handle mine props, which were a very big product in my area of interest at one time. Mine props were used by every coal mine to support the roof during the mining process. I like the two foot cars and want at least one similar as a traction freight trailer for use on my layout for pulp log and mine prop service eventually. Someday I may get around to building it.....

But for now, I needed a steam road pulp rack for pulp log traffic between a loading facility on the ME Ry and an off-line paper mill. I had done a little research and found many photos of pulp racks, but they were all a bit modern for my liking as I model the 1930s period.

I thumbed through books on hand until I ran across a very interesting photo of a wood frame truss rod pulp rack rebuilt from an older car by the Mississippi Central (reporting marks MSC) in their Hattiesburg, Mississippi shop for pulp log service. The photo was credited to the collection of David Price, a gentleman I know who has spent much of his life documenting and preserving the history of many southern short lines. I dropped David a note and asked for a better copy of the photo as well as securing permission to use it in this article.

In email discussions with David, I found out that these cars were converted to pulp racks from old gons that had originally been flats and rebuilt the first time into gons in the 1920s. The flats were built as early as 1907. Some shop-built copies of the flats and gons must have been built as late as 1922, hence the builders date on the car side of 1922.

With that administrative work out of the way, we were off on another project to build the car for use on the ME Ry.

Southwestern Pennsylvania, the area I model and home of my Mountain Electric, was colonized early in US history. Well before the Revolutionary War, settlers had penetrated the barrier formed by the Allegheny Mountains, chased off the Indians, and started farming in the area. The virgin forest was quickly, and unfortunately wastefully, cut over to clear land for farming, for tanning bark, and for lumber. Early iron production in the area used charcoal, and all the trees near the furnace were cut and roasted to produce the thousands of tons of charcoal needed to keep an iron furnace in constant blast. By the late 1800s, most trees were second and third growth. This meant they were small in diameter and ideal for mine props. The same size would make good pulp logs, also. Most of the second and third growth trees were hardwoods and not the ideal feed for paper mills with pine being more popular for that use. We'll overlook that small technicality though. Hardwood was used by paper companies to produce fine writing papers I understand, but the main use for paper was newsprint and cardboard for which pine was quite sufficient.

I don't think the area I model was ever a substantial pulp log producer. Probably all suitable wood found a ready local market as mine props. There were some paper mills in Pennsylvania at one time. One large and later mill was located at Tyrone, Pennsylvania and it may still be there. West Virginia and western Maryland, to the best of my knowledge, are still big paper producers, and wood chip moves in those area. I assume pulp logs were once a substantial traffic item down there as the Western Maryland Railway had pulp racks. And, I have later day photos of the Western Maryland moving wood chip in hoppers with the extended tops such as shown in Photo 1.

Since my Mountain Electric is just north of the West Virginia border, I felt it would not be stretching it too far to have a little pulp log traffic on my line. At one time, there was pulp log traffic to Elkins, West Virginia as well as to Luke, Maryland. A large paper producer and pulp log customer would have been the West Virginia Pulp and Paper Company down that way.

And, since there will be no paper mill on my ME Ry, the pulp logs would need to be interchanged to a connecting road, or transferred from traction freight trailers to standard gauge steam road cars to continue off line to the mill. This transfer could provide another interesting, but simple industry.

I have never seen a pulp rack on the Pennsy, P&LE or the B&O, and these were the predominate steam railroads in my area of interest. I think that when pulp log traffic was not sufficient to justify a fleet of pulp racks, gons were used for transport. I first thought that I could make a pulp log load for one of my Pennsy gons, but finally decided on a pulp rack based on the MSC design for my layout. The ME Ry, or the paper company, could have purchased the cars second hand from the MSC, of course. Well, it is the 1930s, so there was not much money around to buy or build new cars then. I think the MSC pulp racks were actually converted from the gons in the 40s, so I suspect I am bending history just a bit here anyhow to use the MSC pulp rack on my 30s era layout.

With this small, but dangerous bit of knowledge, I felt sufficiently armed to add some traffic in pulp logs on the ME Ry.

Building the Pulp Rack

I sketched my car from a few photos of the MSC cars David Price was good enough to provide for that purpose. My car is 38 feet long. The prototype cars may have been 40 feet long, but I decided to err on the short side. It is of all wood frame construction with 15 inch deep side sills – very large ones for a car rated at 40 tons. But the roots of the Mississippi Central are as a logging line, and loggers had a habit of overloading equipment. The shop may have been acting pre-emptively.

The car had six truss rods, too, which indicates it was intended for heavy service. I have provided the sketch of my car as Figure 1. David's photos of the prototype cars are shown at Photo 2 and 3.

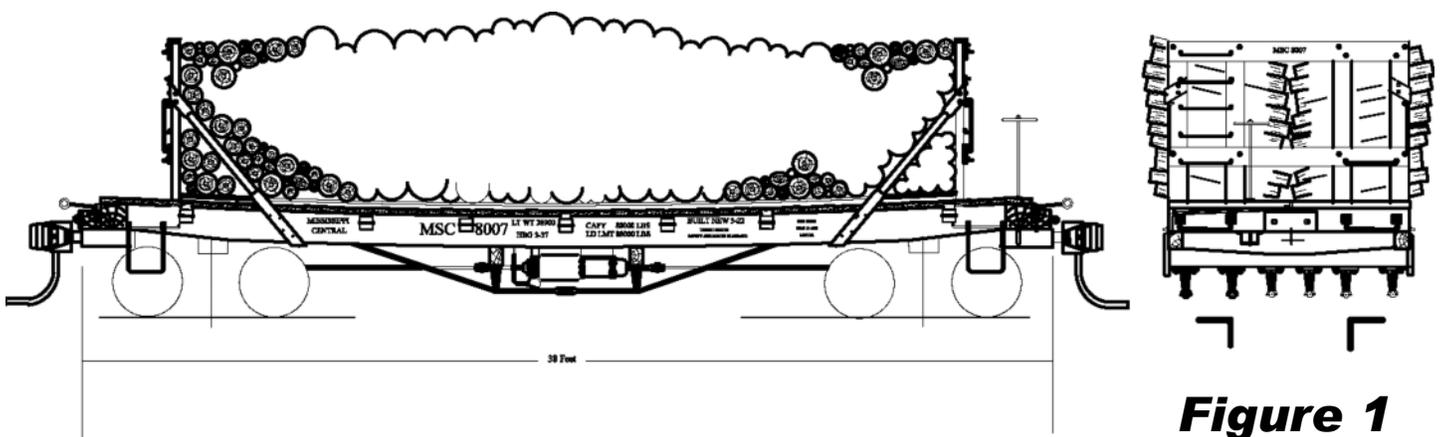


Figure 1

My car was built using my fairly standard laser cut MDF carcass approach. Photo 4 is a shot of the car carcass of MDF and wood parts and ready for detailing. I'll add styrene overlays for the side sills and plastic castings, rail, bulkheads, wire for grabs, and other needed details.

Since it was an older wood frame car, I just had to include the sway back feature. To do this, the MDF side sills were laser cut with the sway included, and the MDF floor curved when fitted into the six tabs laser cut along the top of each side sill.

Photo 2



Photo 3



Photo 4



I cut strips of 0.20 thick styrene from a sheet and sanded the car frame sag on the top and bottom edges, “weathered” the outside surface adding wood grain by dragging my Zona saw over it, cut and sanded the end tapers to match the ends of the MDF side sills. The completed strips were then glued to the MDF side sills using epoxy. This covered the notches where the false floor interconnected with the bowed side sills quite nicely.

The stake pockets were added next. One feature noted in the photos of the prototype was that when converting the gons to pulp racks, they merely cut off some of the stakes and did not even bother to remove the stake bottoms from the stake pockets. I thought this an interesting feature and decided to copy it. To do so, I

used some plain stake pockets and made some others by sawing off the stakes above the pockets. I used Grandt Line stake and stake pockets castings for these.

The end sills on the car look to be very large of 12 x 12 inch wood. And, the ends of the cars had large, say 9 X 9 inch square, wood blocks as strikers above the couplers, so I added these facing the strikers with 0.20 styrene to depict steel plates that probably would have been there. Two nut-bolt-washer castings were provided on each plate for the ends of the middle two truss rods. The other four truss rods ends were formed by adding nut-bolt-washer castings in holes in the end sills.

Queenposts 12 inches high were installed on the needle beams for the six (6) truss rods. The brake cylinder and brake rigging were installed before the truss rods were added as it would be more work to try and stuff it all in under the truss rods.

I made a truss rod jig by drawing the shape of the truss rods on some card. The truss rods were formed from 0.030 diameter brass wire over the drawing, inserting the turnbuckles along the way. The ends of the truss rods were pressed into holes drilled in the MDF sub-floor. Epoxy glue secured the truss rod ends to the MDF sub-floor, and a dab of epoxy glued the truss rods to the queenposts where they passed over them, too.

Grabs, steps, and coupler operating rods were added to ends and side sills per the drawing as well.

Bulkhead Ends.

The photos did not provide as much help as I was hoping for when working out exactly how the bulkhead ends were made. It appeared to me they were fabricated from some second-hand channel and unequal angle obtained from the scrap pile at the shop. But, the vertical posts appear to be solid in the photos available. It is not likely that wood posts would have been used for such structurally important and obviously small vertical members. It is possible that the vertical channels had timber inserted inside them. I asked David if he had any other photos that would provide more definitive information, but he did not. I decided to model following the theory that the channels were in-filled with timber where the grab iron bolts passed through.

There are four vertical channels on each bulkhead. I suspect the two center channels passed through holes cut for them in the deck boards and were bolted to the intermediate sills under the car deck. The two outside channels I suspect were welded to the scrap rails running along the car edges that we will discuss shortly. These vertical channels, I believe, were approximately 9 inch wide with the open side facing the car center.

A length of unequal angle, approximately 9 inches high, formed the top horizontal member of the bulkhead ends and a length of flat steel formed the bottom horizontal member. One car had a second horizontal member between the middle two vertical channels as well.

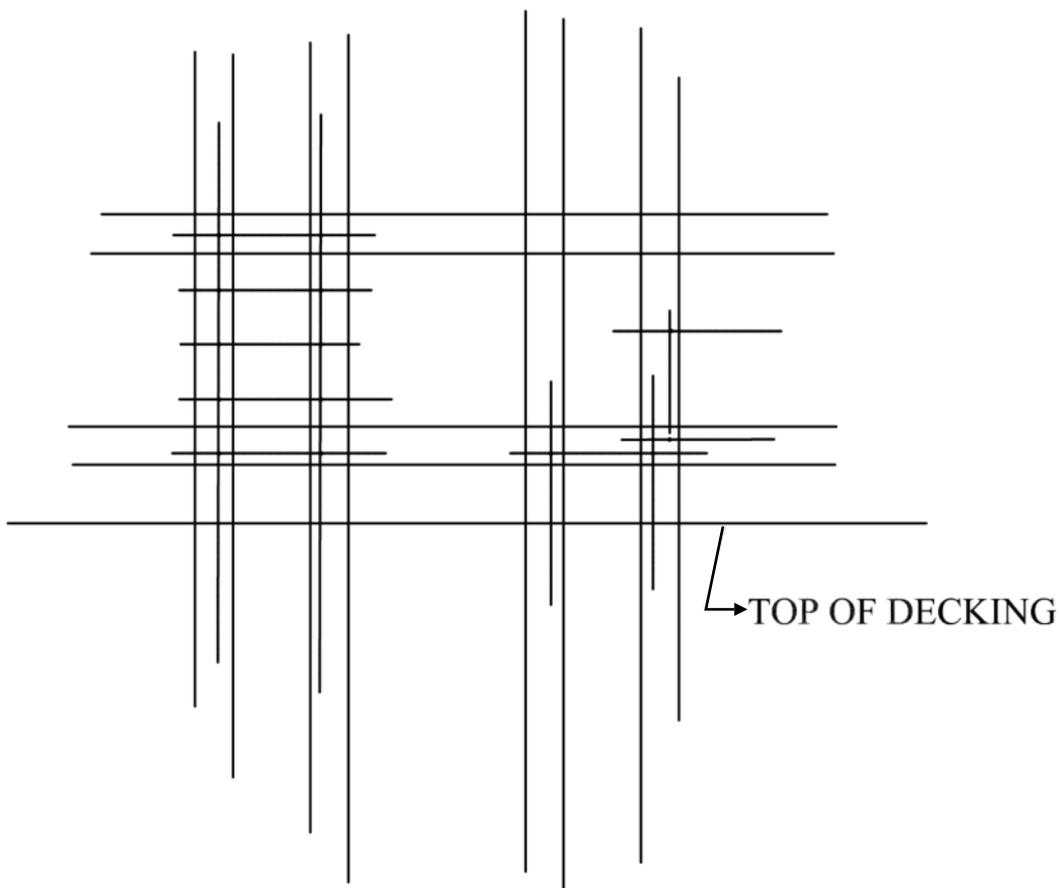
My bulkheads were built as separate units from styrene. They were to be installed on the car during final assembly after painting and installation of the decking.

I modeled the vertical channels using 3/16 inch Evergreen styrene, the unequal angles by cutting one flange from an appropriately sized piece of styrene channel, and the horizontal flat bar from 3/16 x 0.20 styrene strip.

I made paper templates and built the bulkhead ends over those templates. My template is shown in Figure 2. The grab iron positions were included on the template to make drilling their location easier during construction. Grabs were added to the bulkhead ends as shown on the drawing. The joints between the upright channels and the horizontal members were either bolted or riveted, so plastic nut-bolt-washer casting were used to model these fasteners.

Figure 2

BULKHAED TEMPLATE



You might note that in one prototype photo, the bulkhead ends appear to have a single vertical grab iron at the car corners, and in the other photo, it appears that two vertical grabs are used. On car 8034, one grab is on the car end and the other on the car side at each corner. Car 8007 appears to have only a single vertical grab at some corners. I opted for the single vertical grab on my model as I was building 8007.

I don't think there was a "standard" design for these cars with shop crews doing what they thought was best and making use of what material they had on hand at the time. The cars were probably re-built over several years and the design sort of evolved during that period.

Photo 5 is an "in-work" shot of the model at about this point of its construction. You will note that the car rode on Andrews trucks.

Bulkhead end angular braces were of different designs on the two photos I had. Car 8007 had them fabricated from pipe, probably some old boiler tube with flattened ends, while on car 8034, they were from lengths of unequal angle salvaged from somewhere. I modeled the 8007 version of the angular bracing by building the section up from laminations of styrene as shown in Figure 3. I used .156 X .020 and two lengths of

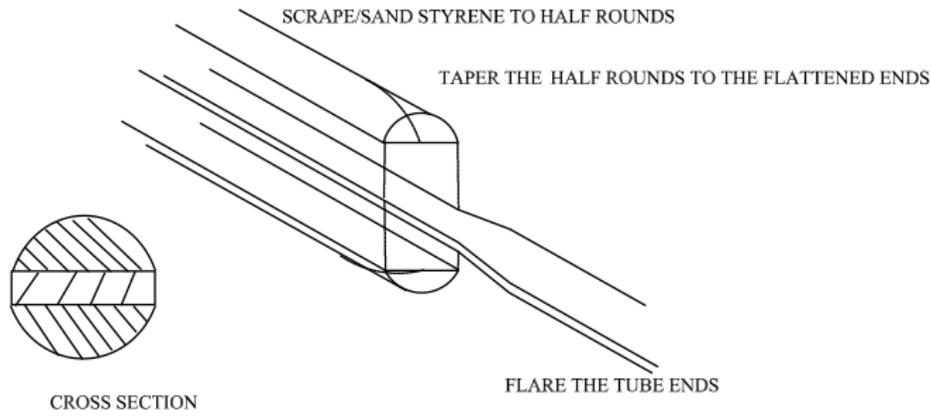


Photo 5

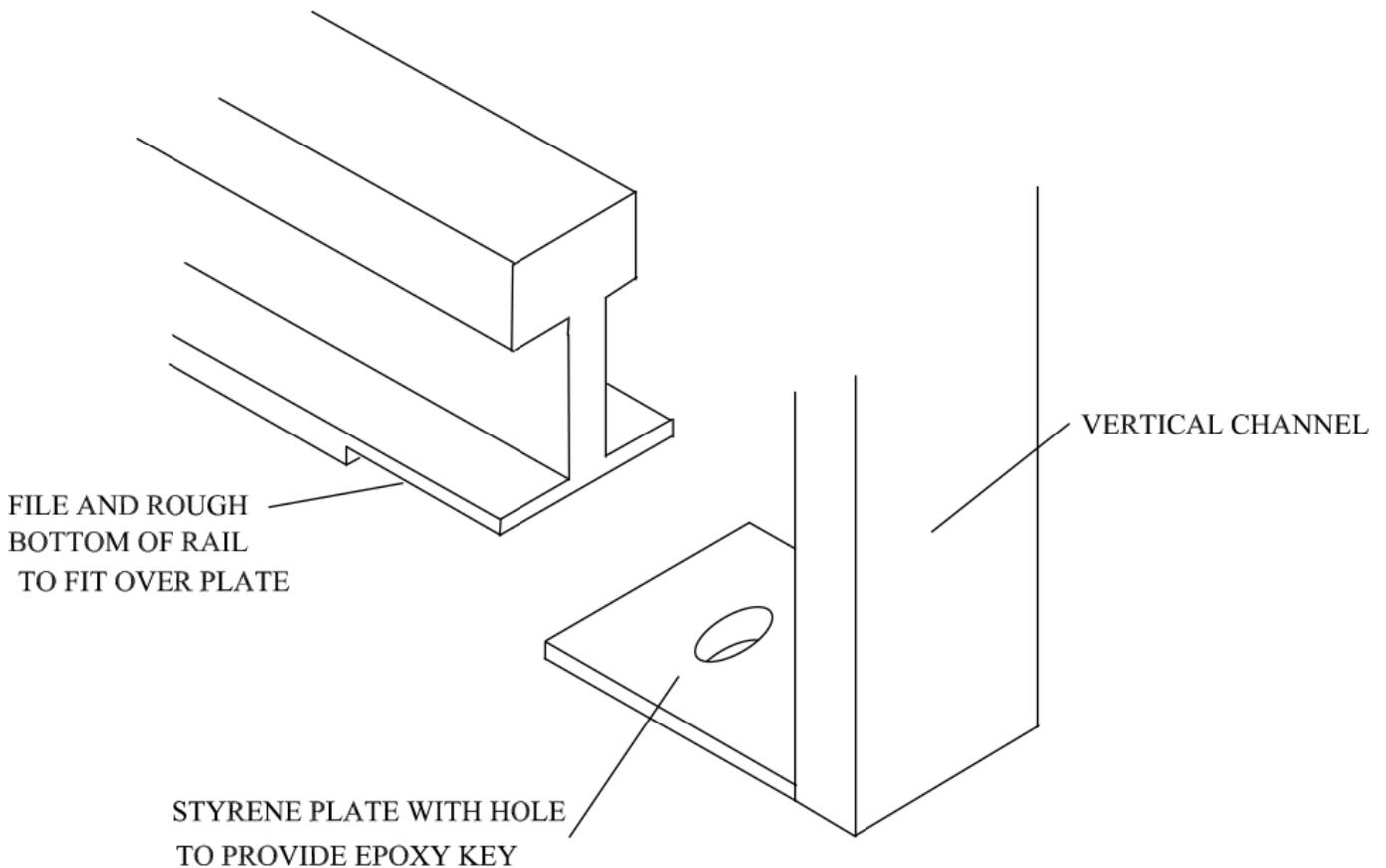
.100 X .040 styrene strip to make my braces. I used my hobby knife to scrape the .100 X .040 styrene to a rough half round, sanded a taper on the ends, and then glued the two half rounds to the .156 x .020 which had been cut to size. When dry, I sanded to a round using a bit of squadron putty plastic filler where needed to disguise the joint from the laminations.

MAKING "TUBE" ANGULAR BRACES

Figure 3

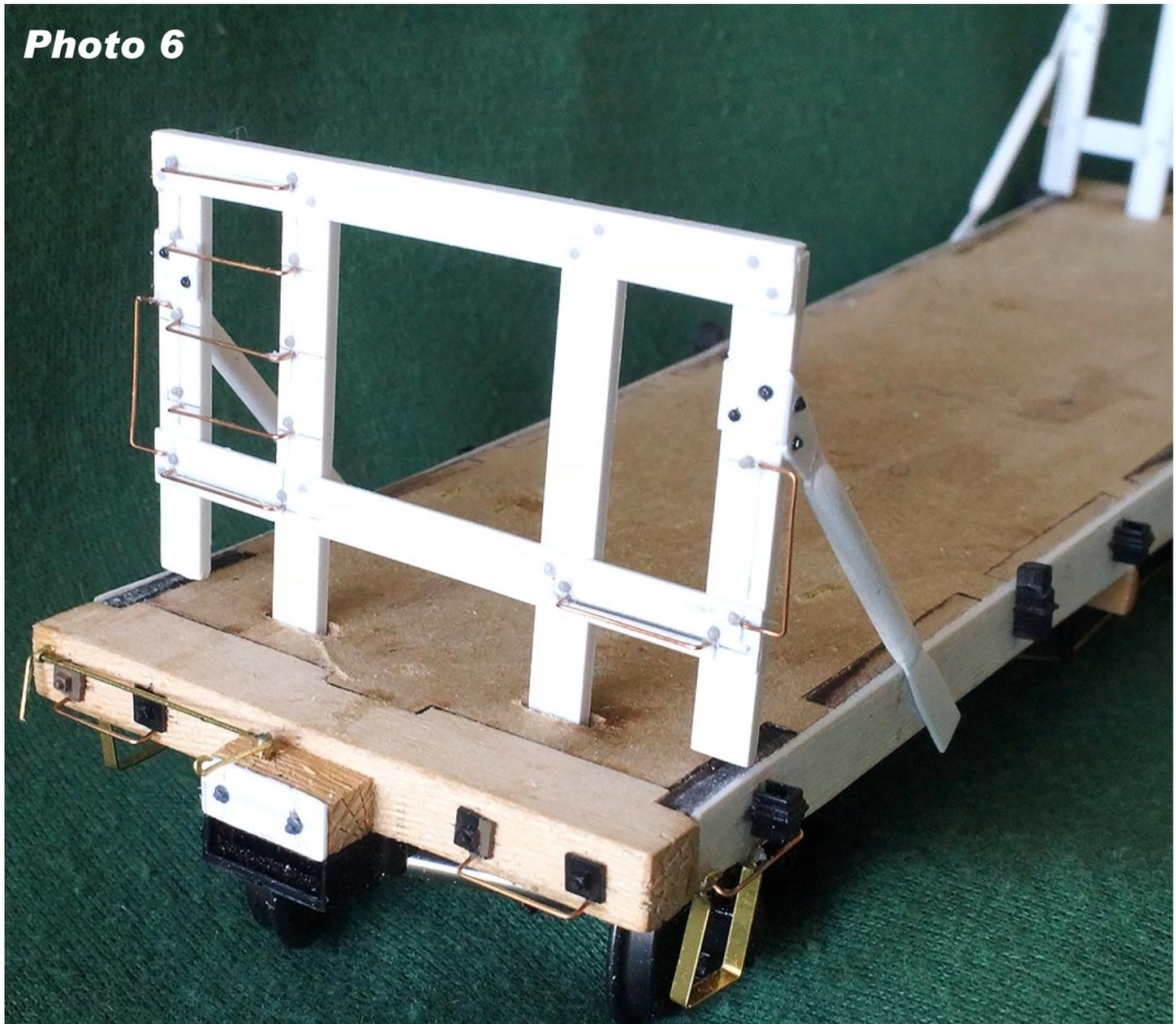


FASTENING RAIL TO BULKHEAD END



Note on the photo of car 8007 how the flattened ends of the tubes wrap around to the webs of the vertical channel on the bulkhead end of the car. These were made of separate pieces of the .188 X .020 styrene. Due to the .156 wide “tube end” being bent along a diagonal, the .188 wide piece is needed to roughly line up with the two edges of the .156 material on the other side of the bend. A bit of squadron putty plastic filler was used to disguise the joint between the angular bracket and the bits that wrap around to the web of the upright channels. A nice bit of detail is to get a rounded effect from the tube having been bent around the vertical channel of the bulkhead end. Nut bolt washer castings were added where the braces connect with the bulkhead ends.

Photo 6 shows a completed bulkhead end sitting in its position on the car. The nut bolt and washers that will connect the angular braces to the side sills will not be added until final assembly. I tried to get the light look of the prototype by using small channels.



Brake wheel detail; which includes the brake wheel, staff, ratchet and pawl; was made and will be installed as a unit after deck is in place. On the prototype, the brake staff passed through the heavy end sill to a bottom bracket below the sill. A bracket was added below the sill for this.

Pulp racks have a sloped deck to help keep logs from falling from the car. A rather standard approach to adding the sloping feature during rebuilding of older cars was to install old scrap rails along the car sides to give the pulp logs a cant. The MSC also did this. These old scrap rails were located on top the deck and directly above the side sills. I used code 100 rail for my car. To hold the rail in place on the prototype, brackets were formed from some threaded rods and flat steel as shown in the sketch in Figure 4. The brackets passed through holes burned through the rail webs using an acetylene torch. A steel rod with threaded ends on both sides of the scrap rail and a few nuts hold the rail firmly in place. There were three such brackets on each rail. We'll talk

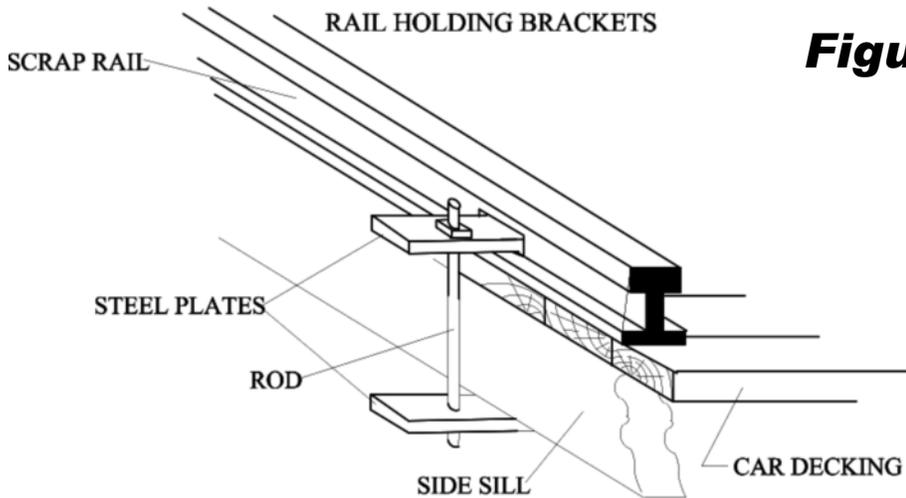


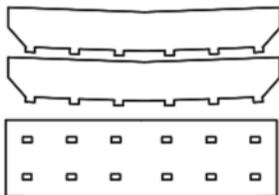
Figure 4

more about the rails and brackets later.

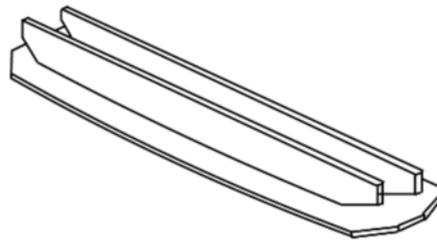
Building a Load for the Car

I wanted the car to have a removable pulp log load so it could serve both loaded and unloaded since I am into that concept of late. To accommodate, the load was built separately over a former made from laser cut MDF as well. The sketch in Figure 4 shows the former parts, the former as assembled, and a cross section of the load.

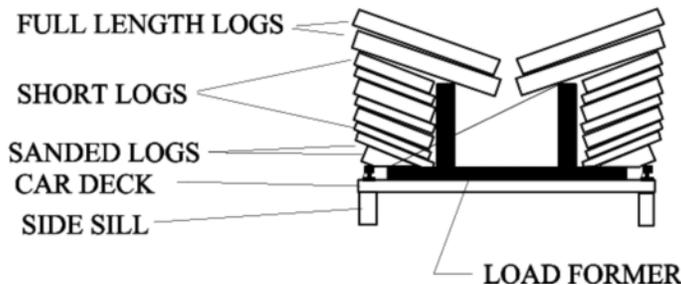
LOAD FORMER PARTS



ASSEMBLED LOAD FORMER



CROSS SECTION OF LOG LOAD ON FORMER



I first attempted to make the “logs” from branches liberated from shrubs in my domestic manager’s garden when she was not looking. They did not have a prototypical appearance when stacked due to their uneven shapes. I then moved on to making them from appropriately sized dowels. I roughed the dowels with the side of a saw and a rasp to look like bark and painted the outside with brown and grey paint. The dowels were cut to length as needed. The dowels were mostly made from balsa to help keep down the load weight. I also

wanted some elliptical shapes as well as round and wanted a range of diameters larger than could be had from off the shelf dowels.

The logs thus produced were glued to the load former and to each other using white glue. The bottom two rows of very short logs were cut and sanded at an angle on the bottom to establish the cant of the log load and to

compensate for their not being able to fill the space needed for the bottom of the former. Above these two rows, very short logs were placed until reaching the top of the former. Then a few rows of full length logs were placed to meet in the center and hide the former below.

The top row of logs was made of hardwood dowels to better resist handling during operations. See sketch in Figure 4.

This leaves a cavity in the center of the former which helps keep the weight of the load down. Keeping the load weight down is important as it is desirable that the car weight when loaded not be too much heavier than the weight when empty. Trains seem to perform better when all cars are within a limited weight range as per the NMRA standards/practices.

Note in the loaded prototype photo that the logs on pulp racks overhang the sides of the car somewhat. And, the log length and relative position varies making the outside face of the log load somewhat irregular. I doubt the log handlers spent much time making the load neat. More on that later.

You will note that two logs would be impossible to place end to end across the car width in the area where the angular bulkhead end braces were located. This bracing arrangement was quite common on pulp racks rebuilt from older cars, and, when loading cars, workers did not usually bother to take the time to fully load the area under the angular braces. Often a few logs were tossed into this area with no attempt to fully fill this space completely. Sometimes you see photos of such cars with no logs under the angular braces at all. I took care to make sure any model pulp logs below and between the angular braces would not interfere with removal and replacement of the pulp log load.

The pulp log load stays in place nicely on the model since the bottom of the former drops between the rails and keeps the load from shifting while on the car.

I gave the assembled pulp log load a good coat of flat to finish it off as this covered any shiny glue spots that resulted from messy process of building up the log pile. The finished load ready for the car is shown in Photo 7.



Photo 7

Painting the Car

The underside of the car was first painted a with a medium grey to represent unpainted aged wood. Medium brown was brushed on metal parts such as brake cylinder, brake rigging, queenposts and truss rods under the car and then the car underside, scrap rails, and hold down brackets were was over-sprayed with the medium brown to add dust, rust and dirt from service.

Car sides, ends and brake wheel assembly were spray painted a light grey, then over sprayed lightly with freight car red and then dry brushed freight car red. Stake pockets and brake wheel assembly were dry brushed with some brown and rust. The stakes sticking up out of the stake pockets were touched up with some grey to represent weathered wood.

Bulkhead ends were sprayed freight car red then dry brushed with brown and rust.

Final Assembly of the Car

The deck was modeled from .040 X .125 stripwood. Long sticks were “weathered” by dragging the side of my Zona saw along them to add some wood grain. The long sticks were stained a medium grey using my do-all shoe dye in metho alcohol. The saw was again used to distress the wood strips a bit more after staining. The strips were then cut to deck board length and the unstained ends touched up with some stain. The shoe dye in metho alcohol provides some variation in shade as different densities of the timber result in a varying uptake of the stain. After the deck boards are cut to length, they are selected at random when installing them and this provides for some shade variation along the length of the car. The deck boards were installed carefully cutting and fitting around the upright channels of the bulkhead ends.

Next, the bulkhead ends were installed permanently. I touched up the ends of the angular braces with some of the freight car red color after the nut bolt washer castings were installed into the side sills. I am concerned about the styrene bulkhead ends not being rigid enough to withstand handling and the bumps received during layout operations. The connection between the bulkhead ends and the car deck was particularly worrisome. To strengthen this, I ran the two center vertical channels down through the decking and into the sub floor using epoxy to fix the joint. If all this work gets demolished one day from rough handling by me or another operator, I guess I will remake the bulkhead ends from brass.

The next big step was to install the scrap rails along each side of the deck remembering to make the holes through the webs for the hold down brackets first. And then add the hold down brackets.

I used a small, say number 75, twist drill to chain drill three holes where the slots needed to be in the rail web. These holes were spaced as close as they could be drilled. I used the side of the drill flutes to remove the small amounts of material between the three holes much like an end mill/slot drill. Very slow going and you need to take care to avoid breaking the very small drills. But I managed to make all six slots while breaking only one drill, which I thought was close to a miracle. Might go buy a lottery ticket after that run of luck!

After bending the rail so that it would conform to the sag in the car, and pre- painting the rails, I glued the rail into place just above the side sills. I used epoxy sparingly for this. A few clothes pegs were used to hold the rail in place overnight while the epoxy set.

I made my 6 brackets from some .006 x .035 inch brass flat stock I had on hand and a few lengths of .012 inch diameter brass wire. This was a fiddley bit of work to get the brackets on, but they are a detail I felt was needed for the model. I certainly made a lot more pieces than I used. When trying to grab them with tweezers, they would go “bing” and disappear somewhere in the den where I was working. I used super glue to lock the bits in place as I went along.

The rails and brackets were painted rail brown before installation to keep from smearing paint on the stained decking and other car parts. Most of the pre-painted brown was knocked off the bracket parts during assembly, so I got out my magnifiers and repainted them after installation trying my best to keep the brown off the stained deck and the red.

Drill a hole through the deck and end sill and install the brake wheel assembly.

Photo 8 shows the assembled and painted car without load and ready for lettering.

Decals were made from homemade artwork and printed by a rail friend down here.



Actually, I had to make the decals twice. When I got ready to decal with the first set, I discovered that many were too long to fit between the stake pockets. I had to redo the artwork and send it off to my friend to reprint. Must have been one glass of red too many the night I worked out the sizes for the first set. The second set worked much better.

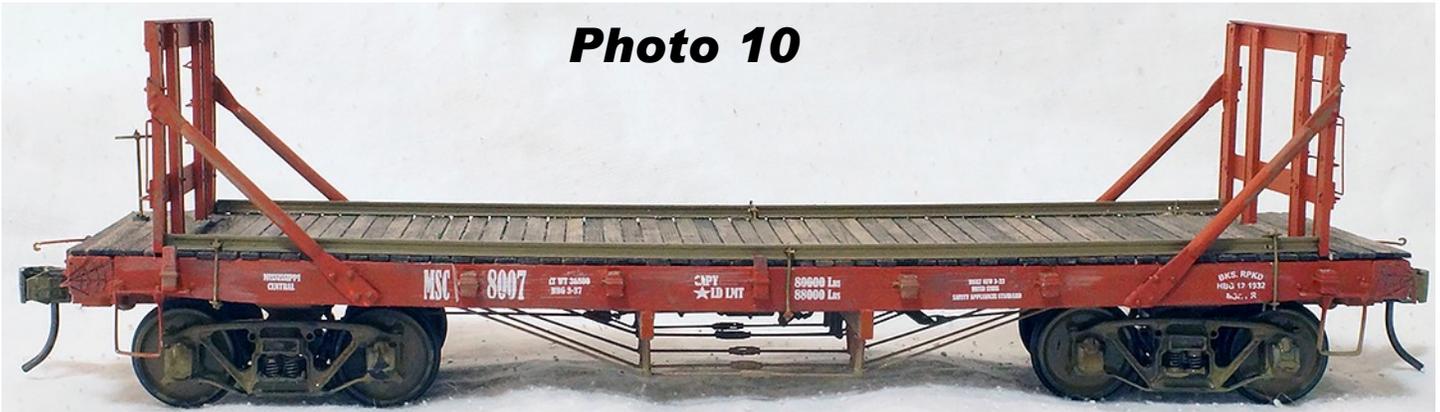
On the first photo I received of car 8007 from David, the lettering was too poor to permit me to work it all out. Even the car number in large letters was not all that clear. The car number on the photo could be read as “860?”. But I doubt the MSC had over 600 such cars, so I had assumed the car number was “8007”. When David sent me the second photo of 8034, the lettering was better and I was able to do a reasonable job of duplicating it. Some of the lettering is still a guess though.

The small curved lettering on the right seems to say “BKS RPKD” on the top line. I have never seen this before. “RPKD” indicates the date the journals were repacked, so I’m not sure what that would have to do with the brakes, which is what I assume “BKS” stands for. And then, I may not be deciphering the lettering correctly. Maybe the Mississippi Central inspected, changed brake shoes and cleaned the brake cylinder when doing journal inspections and repacking. Usually the date the brake cylinder was inspected and cleaned was stenciled on the side of the brake cylinder.

The lettering on the drawing is intended to just show what goes where. What I believe to be the correct fonts are shown in Figure 5 which is a cut and paste from the decal sheet I made for the car. You will note letter positioning on the two cars varies due to the different number and positioning of stake pockets on each.



Photo 10



MSC 8007
MSC 8007

CAPY	CAPY	MSC 8007
*LD. LMT	*LD. LMT	MSC 8007
80000 LBS	80000 LBS	
88000 LBS	88000 LBS	
LT WT 36800	LT WT 36800	BKS. RPKD
Hbc 3-37	Hbc 3-37	HBG 12-1932
		MSC RR
BUILT NEW 3-22	BUILT NEW 3-22	BKS. RPKD
UNITED STATES	UNITED STATES	HBG 12-1932
SAFETY APPLIANCES STANDARD	SAFETY APPLIANCES STANDARD	MSC RR
MISSISSIPPI	MISSISSIPPI	
CENTRAL	CENTRAL	

Photos 9 and 10 show the finished car both loaded and unloaded and ready for service on the ME Ry.

Pulp Log Loading Facility

Pulp logs were delivered to rail sidings originally by wagon and later by trucks for rail loading.

I have included a few photos, 11,12 and 13, that I have been able to find, some poor ones unfortunately, of pulp log loading operations in the good ol' days.

Figure 5

You can see that even box cars were hand loaded and used to transport the logs when no, or maybe before, pulp racks were available.

I remember, when living in the south in 1960, the many pulp log trucks. They were homemade affairs built from second-hand vehicles. Pulp logs were laid across the bare truck frame rails. A few vertical restraints of pipe, railroad rail or some other scrap metal, or even logs, kept the pulp logs from rolling off the back of the truck or rolling forward and crushing the cab. These trucks carried what looked like ridiculous loads, but I assume most were somewhere near the legal weight limit. As the operators of most such trucks were local rural individuals, I am sure they were skilled at running around the scales though.

See Photo 11 for a typical truck pulp load.

Photo 11



At the more common small rail loading operations, the pulp logs were delivered to the loading sites by the trucks and hand loaded onto the pulp racks. I am sure larger trucks and cranes were used to sling the logs onto the rail cars in some larger facilities.

When the logs reached a paper mill, they were unloaded either by

Photo 12



hand or maybe machine for storage and eventual conversion to chip and then paper. I have seen a photo of a large offloading operation in Laurel, Mississippi where the logs were pushed and tossed by hand from the rail car onto a conveyor which moved the logs to the mill.

Some photos show pulp racks with pulp logs sticking out the sides of the cars at various angles and by various amounts. The load sort of looked like it had been dropped onto the car deck from a great height. See Photo 12.

There were some fancy facilities that had hydraulic panels that could be raised to squeeze the pulp logs into alignment and get the load within the allowable clearance gauge required by the railroad. I suspect at other simpler facilities, some manual reloading would be needed to get poorly placed pulp logs into position. The thought of having to unload the car to sort out such alignment issues may have been sufficient to motivate loaders to take some care in positioning the logs reasonably well in the first place. But the load would never be justifiably called neat.



Photo 13

A small rail car loading facility was often no more than a dirt road along a short siding. Some such facilities had low ramps to raise the highway truck to roughly railcar floor level. Some rail transfer facilities had a scale to weigh the incoming trucks and even a small office. The area might be fenced, too. Some such later facilities belonged to firms that purchased the small quantities of logs from many small-time pulp log cutters, farmers, or whomever. These later facilities stored, loaded, and shipped the pulp logs to paper mills when full car loads

were available. A carload of pulp logs, assuming the early cars with 30 to 40 tons of load, would probably need 10 or 12 such truck loads. Many more would be needed when carloads increased to 70 tons and more.

I am not up to the point on the layout where my pulp log loading facility will be located. When I get there, I will have no more than a siding with a pile of cut pulp logs waiting for loading onto railcars. I just need to get the lead out and build the layout down to the loading area now. Might look for a temporary loading spot so the car can go to work sooner!

This will be a simple industry, but effective and typical of such small prototype facilities as I remember them.

Narrow Gauge and Traction to Steam Road Pulp Log Transfer

My long-term plan is to have a short length of 3-rail track extending from an off the layout sawmill to the siding where pulp logs are loaded. A narrow gauge flat with pulp logs could be switched by my 3-foot shay to the siding where the logs would be transferred from the 3-foot car to the standard gauge. And a load of pulp logs delivered to the siding by a traction pulp rack (when I get around to building the Maine two foot inspired pulp rack) could also be re-loaded onto a standard gauge steam road car for delivery to an off-line paper mill down in West Virginia or Maryland via my B&O interchange.

This project has allowed me to build a model of a seldom modeled, but most interesting little railroad, the Mississippi Central; gave me a period car in keeping with the theme of my layout; and the ME Ry will have a small, but important, pulp log industry. The extra revenue this car will earn will help keep the Mountain Electric financially viable for another week or two of the depression.

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OPERATION ON THE YULAN VALLEY RAILROAD TIMETABLE & REPUBLIC STEEL SCHEDULE

By Bruce Temperley

Over the last fourteen or more years, Neville and I have been operating the layout with a variety of operating methods from waybills to random generated switch lists. With each subsequent change in layout, which happens quite regularly, we have had to make corresponding changes or even adopt an entirely different scheduling system. The latest layout rebuild featuring a Blast Furnace, steel processing and steel manufacturing has proved to be no exception.

The adjacent diagram is drawn from a planning perspective to show connectivity between the three main yards and principle activities.

Waterside is the gateway to all Republic Steel operations.

B.O.F. includes receipt of process scrap from Valley Forge.

Acid Plant is an independent industry with direct rail connection through the Blast Furnace complex onwards to Valley Forge.

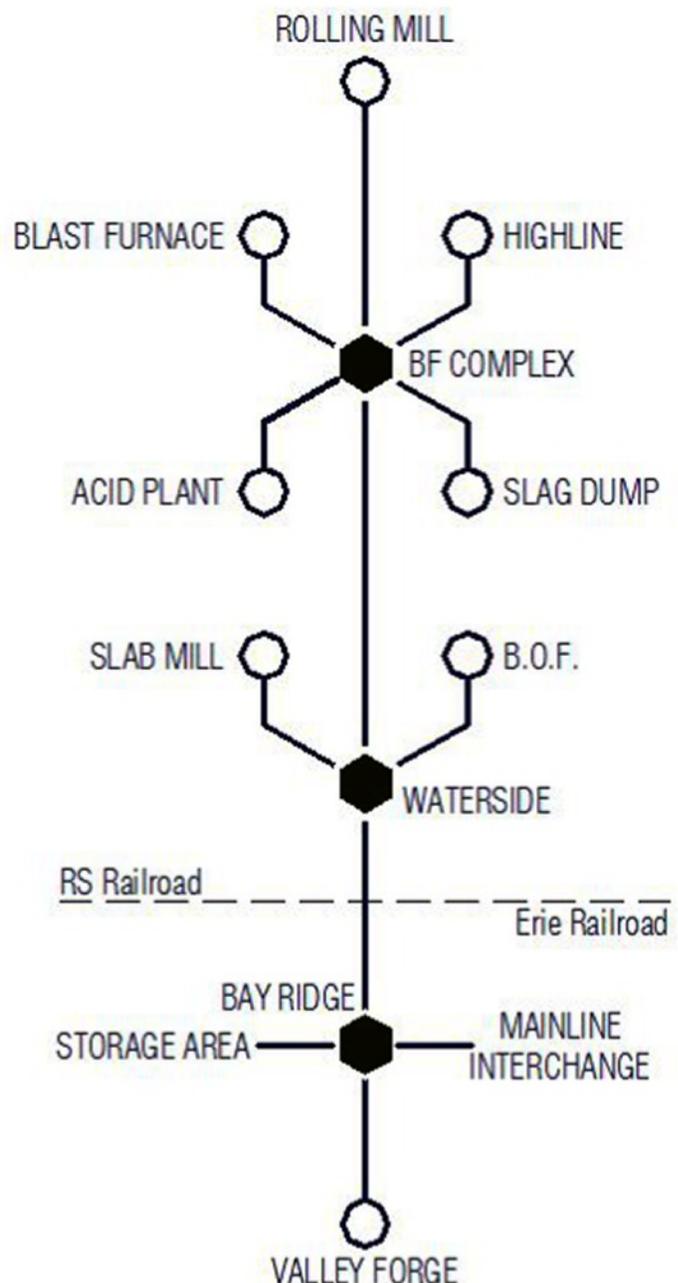
Industries at Valley Forge;

- Scrap Metal for B.O.F.
- Pipe & Forge Plant
- Slag Reclamation Plant

Storage Area is a secondary marshalling yard to hold Ore and Coke Trains between cycles and to avoid handling.

There is a regular passenger service operated from Valley Forge, stopping at Bay Ridge, then hypothetically through to the mainline

Mainline Interchange: off layout car storage.



Our problem is that while there is a wealth of information for us to determine types of freight cars to use and what numbers are required for the demands of a

3600 Ton Blast Furnace, we have been unable so far to discover in any detail how their movements are organised.

Initial attempts to continue using switch lists were found to be time consuming in their preparation, tedious to operate and inflexible to any changes or variations as our knowledge of steel making increased.

We finally resigned ourselves to accepting it was unrealistic, within the scope our limited resources, to expect any one method of planning to accommodate the difference between running a railroad and at the same time accommodating all the demands of a continuous processing operation.

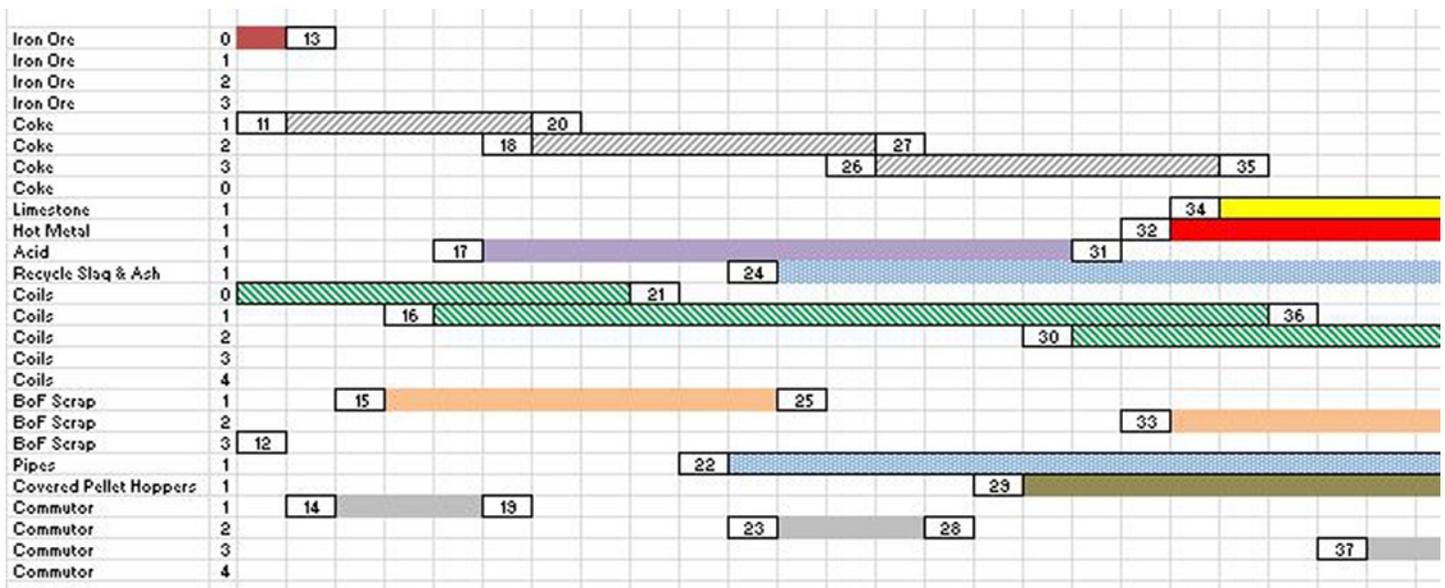
What we now have is a separate Republic Steel railroad schedule integrated with a conventional Railroad timetable. I will elaborate later on the RS Railroad schedule.

Incorporated in the new timetable are the following considerations:

- Minimise the need during staging to handle rolling stock in order to reduce damage to delicate car fittings.
- Upon completion of a run session for all the cars to be in the correct location ready for the next session.
- Run sessions, excluding breaks, not to exceed five hours.
- Keep the focus on train operation, not documentation.
- An entertaining and stress free run session for three operators.

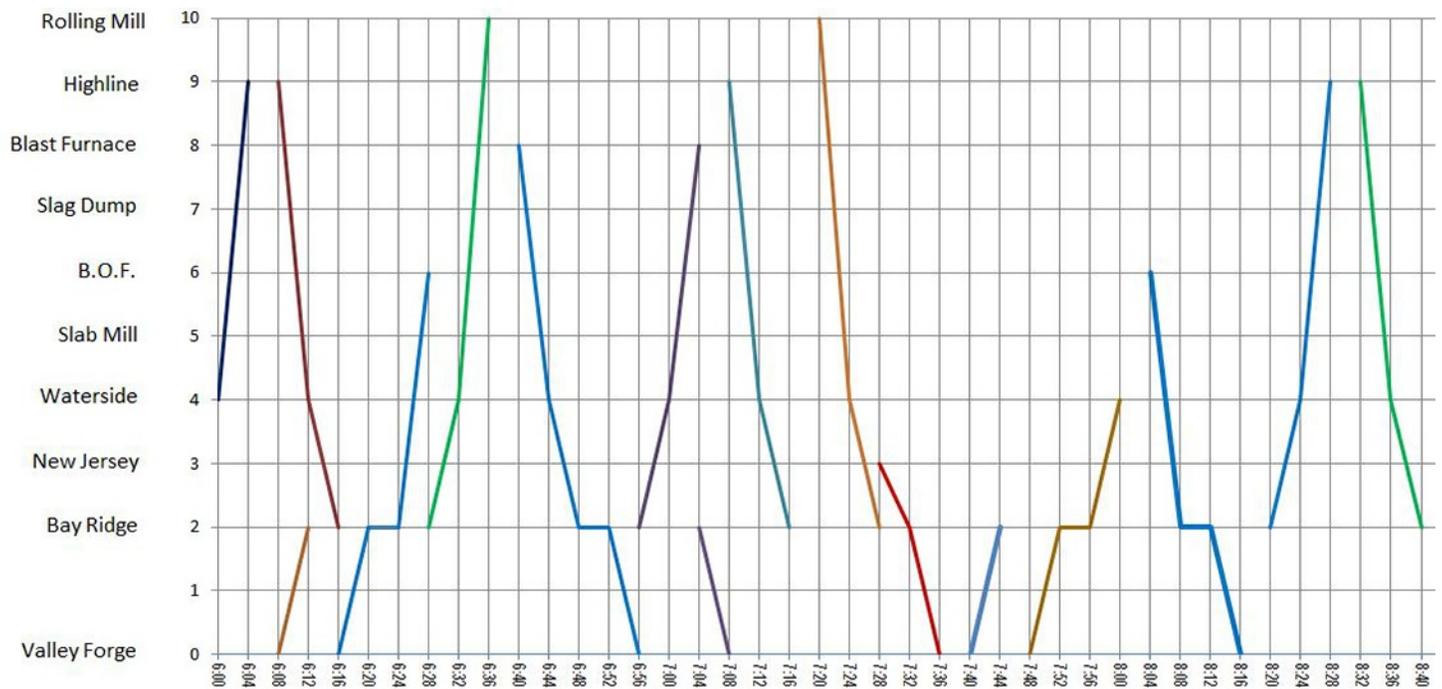
Step One

An Excel spreadsheet is used to create a simple a bar chart as a means of pulling together all the external Steel Railroad, Short Line and interconnecting Railroad train movements over a typical 12 hour period. At the beginning and end of each bar is a sequence number which in the next stage becomes the train order number. As you look across the sheet you will notice all the movements are in chronological order. This is because most of the layout is restricted to single line working. The omission of a time scale is intentional; this stage is all about developing an overall workable plan.



Step Two

Interface between the Bar Chart and Timetable is a variation of a Train Time graph.



Train time graphs are ideal for this application, however, to be really effective, the graph has to be dynamic. Over the years I have read abstracts on the internet and an article in *Model Railroader* of how people created their own dynamic time graphs using the Excel X-Y scatter chart. This is not for the faint hearted, but the end result is well worth the effort.

Direction	1	0	0	1	1	1	0	1	0	0	0	0	1	1	0	1	0	0	1	1
Train No.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
6:00	4	2																		
6:04	9	0																		
6:08			9	0																
6:12			4	2																
6:16			2		0															
6:20					2															
6:24					2															
6:28					6	2														
6:32						4														
6:36						10														
6:40							8													
6:44							4													
6:48							2													
6:52							2													
6:56							0	2												
7:00								4												
7:04								8	2											
7:08									0	9										
7:12											4									

Reference

Rolling Mill 10

Highline 9

Blast Furnace 8

Slag Dump 7

B.O.F. 6

Slab Mill 5

Waterside 4

New Jersey 3

Bay Ridge 2

Dummy 1

Valley Forge 0

Direction

1 Westbound

0 Eastbound

I have avoided the complexities of different time and speed gradients by adopting one common unit of time.

The timetable is compiled in four minute 'real time' increments, which is typically how long most movements take, including set-out.

In columns across the chart data source spreadsheet (See previous page) are 'Train Order Numbers' in chronological order. Down the left hand side is 'Time' in four minute increments. Each yard or destination is given a number, or as I read in one article, what the author referred to as 'mileposts'.

At the intersection between the respective Train Order column and required time row enter the milepost number. Continue then to work down the same column and enter all the milepost numbers from which the train starts, passes through and terminates. Do not worry about timing accuracy as these are easily changed and are often altered later as you refine the schedule. As you enter train times, you can switch to and from the Train Graph to see how the programme is developing. Why I am so keen on using a Train Time graph is it clearly shows any conflicts of single line operation and opportunities to tighten or slacken the schedule as you see fit. To make any changes, go back to the data sheet and move the respective train order milepost up or down to suit. As the train times are being entered so a 0 or 1 is entered at the top of the same column. These are to tell the timetable the direction of travel.

The Timetable

This is another excel sheet in the same file and dependent upon the Train Time Graph Data Sheet.

Timetable planning input is about presentation and clarity. Times automatically appear as you enter the train order numbers.

Timetable No.5.0		WESTBOUND Read Down (1)																			
		Coke (1)			Commutor (1A)	B.O.F. Scrap (1)	Colls MT (1)						Commutor (2A)	Recycle Slag & Furnace Ash MT		Coke (3)		Covered Pellet Hoppers	Colls MT (2)	Acid MT	
		11			14	15	16						23	24		26			29	30	31
Valley Forge	LV				6:08	6:16							7:40	7:48					8:48		9:04
Bay Ridge	AR				6:12	6:20							7:44	7:52							9:08
	LV					6:24	6:28			6:56				7:56		8:20				8:56	9:12
New Jersey	LV																	8:52			
Waterside	LV	6:00					6:32			7:00				8:00		8:24				9:00	9:16
B.O.F.	AR					6:28															
Blast Furnace	AR									7:04											9:20
Highline	AR	6:04														8:28					
Rolling Mill	AR						6:36													9:04	

Timetable No.5.0		EASTBOUND Read Down (0)																				
		B.O.F. Scrap MT	Iron Ore MT				Acid		Commutor (1B)	Coke (1) MT	Colls (1)	Pipes MT			B.O.F. Scrap MT		Coke (2) MT	Commutor (2B)			Hot Metal	
		12	13				17		19	20	21	22			25		27	28				32
Rolling Mill	LV									7:20												
Highline	LV		6:08						7:08							8:32						
Blast Furnace	LV					6:40																9:24
B.O.F.	LV													8:04								
Waterside	LV		6:12			6:44			7:12	7:24						8:36						9:28
New Jersey	LV										7:28											
Bay Ridge	AR		6:16			6:48			7:16	7:28				8:08		8:40						9:32
	LV	6:00				6:52		7:04			7:32			8:12			8:44					9:36
Valley Forge	AR	6:04				6:56		7:08			7:36			8:16			8:48					9:40

It is never too late to make a change; just go back to the chart data sheet and move the times accordingly then check the graph to see if and how the change has impacted on other movements.

Operators Timetable

The abbreviated heading above each Train Order is a prompt to the operator as to the train consist. As I mentioned earlier, most are block trains with the same type and number of cars and therefore quickly memorised.

There is a supporting list of manually generated Train Orders detailing only the most basic information such as;

- Car type(s)
- Number of cars
- Loaded or empty
- Pick up and set out

No reference is made to arrival or departure times or individual car numbers.

Copy of Train Order No.32

32	From: Blast Furnace			To: Valley Forge		
	Industry	Pickup	Qty		Setout	Qty
Rolling Mill						
Blast Furnace	Blast Furnace	Hot Metal Cars 160T Spacer Cars	2 3	L		
Waterside	Interchange					
Bay Ridge	Interchange	Caboose	1			
Valley Forge	Pipe & Forge				Hot Metal Cars 160T Spacer Cars Caboose	2 3 1
New Jersey						

Republic Steel Schedule

The Republic Steel schedule is predicated on our assumption timing of steel production is process driven. The schedule is based on the blast furnace being tapped every three hours; dividing the operating session into four time periods.

Internal movements within each time period are in no strict order and authorised by agreement between the Blast Furnace and Waterside Operators.

Departures and arrivals between Waterside, Bay Ridge and onwards are subject to timetable operation. Internal movements prior to departure and after arrival are by agreement between the Blast Furnace and Waterside Operators.

Train order numbers shown down the right hand side in italics are solely for the benefit of the Waterside Operator to save time constantly referencing the timetable. In practice, the Waterside Operator acts as the Republic Steel Dispatcher

This sheet is prepared manually once the Railroad 'Timetable' has been finalized.

Republic Steel Internal & Connected Movements					
Time	Journey	Car Type	Qty		Train Order
6:00	Waterside to Highline	Coke Hoppers	12	L	<i>11</i>
	B.O.F. to Slab Mill	Ingots	6	L	
6:16	Highline to Waterside	Ore Hoppers	15	E	<i>13</i>
	Slab Mill to Rolling Mill	Slab Flatcars	5	L	
6:36	Waterside to Rolling Mill	Coil Cars	5	E	<i>16</i>
	Blast Furnace to B.O.F.	Hot Metal Cars 240T	2	L	
6:44	Acid Terminal	Acid Tankcars	6	L	17
	Blast Furnace to Slag Dump	Slag Ladle Cars	6	L	
7:04	Waterside to Highline	Coke Hoppers	12	L	<i>18</i>
7:12	Highline to Waterside	Coke Hoppers	12	E	<i>20</i>
	Blast Furnace to B.O.F.	Furnace Spill Gondolas	2	L	
	Slab Mill to B.O.F.	Ingots	6	E	
7:24	Rolling Mill to Waterside	Coil Cars	5	L	<i>21</i>
	B.O.F. to Blast Furnace	Hot Metal Cars 240T	2	E	

Session Clock

We use an excellent fast clock app which our third operator, John Maker set up on an tablet next to the Bay Ridge Operator. This is connected to a large wall mounted monitor visible anywhere in layout room. The clock operates in real time set to start at 06:00 coincidental with start of the session 'Timetable'. Depending upon how the session is progressing, we will pause or advance the clock synchronous with the 'Timetable'.

Summary

Why go to all of the trouble to develop a 'Timetable' that is essentially an extension of a sequence operating system?

- First and foremost it eliminates undue pressure and stress if there is variation in operator proficiency.
- With known times and a session clock, each operator can think through the schedule and prepare for moves in advance.

Not wanting to distract or deter interest in timetable development, I have refrained from any detailed spreadsheet explanation. Please contact me for more details if you have a genuine interest in using this method to develop your own timetable.

Disclaimer: any resemblance of the above to prototypical operation is purely coincidental.

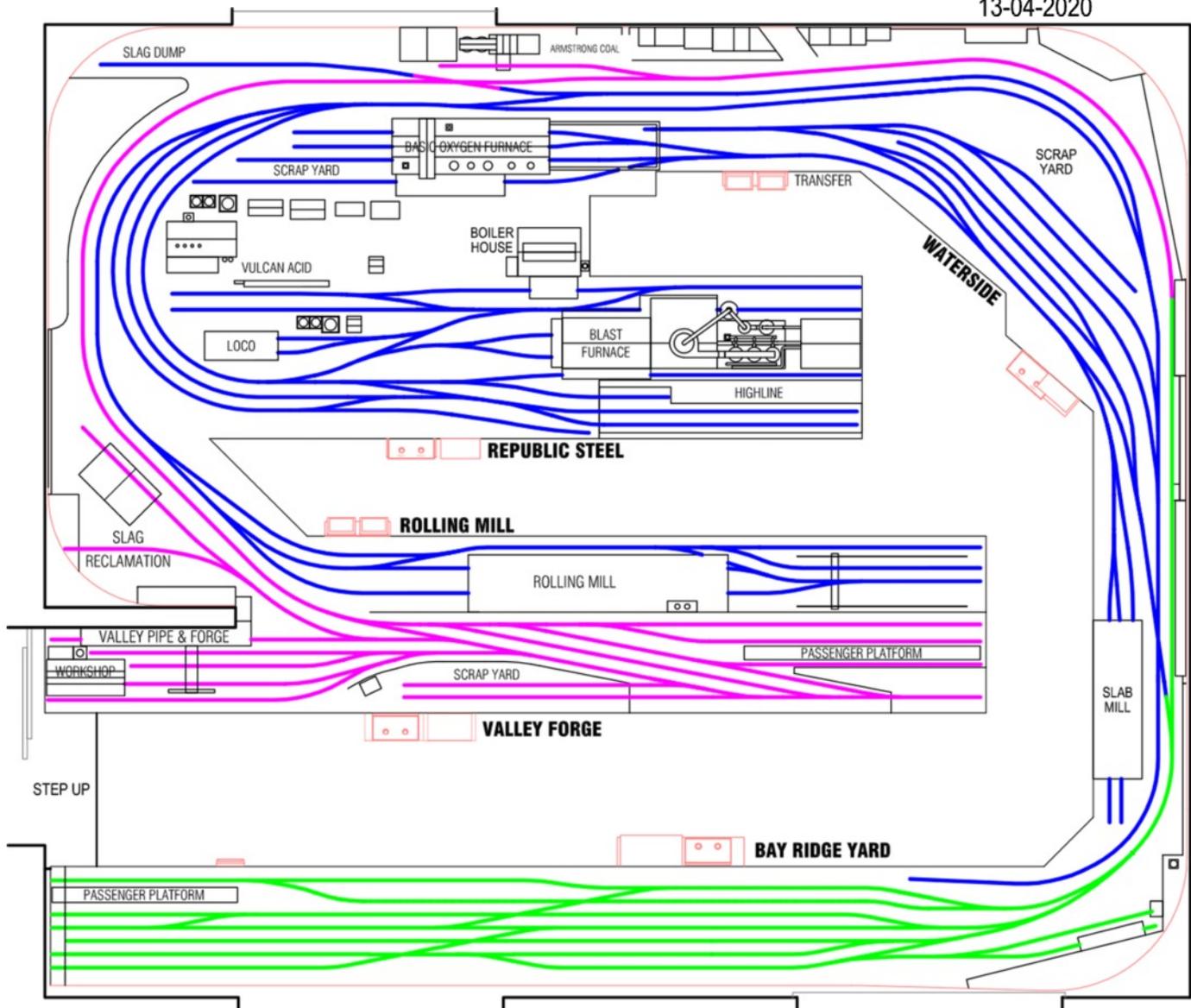
Get out of your continuous circle, give it a go; operating to a timetable makes for an enjoyable and stimulating run session.

YULAN VALLEY RAIL ROAD

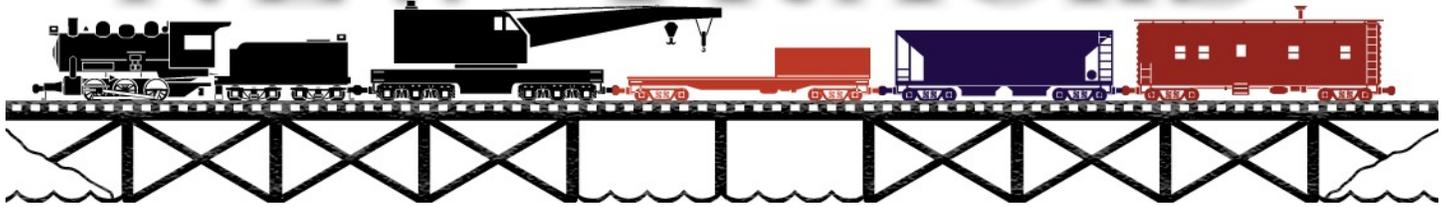
Scale 12" 24" 36"

BRHRR-25

13-04-2020



NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR

Antique and Classic Cars and Circus Modeling

Not long ago I wrote a "New Tracks" article for [December/January 2020 issue of *The S Scale Resource*](#) magazine on modeling a Motorcycle Business and Club. It showed a scene modeled by Alex Gregg on the Coachella Valley Model Railroaders titled "[The local classic car and Harley clubs hanging out at the DQ](#)". This proved to me that small scenes on our model railroads can be highly significant, even stimulate long ago memories for some of us.

The classic cars stimulated the idea to create a "New Tracks" Antique and Classic Car Dealership for my O Scale Town.

Story behind the "New Tracks" Antique and Classic Car Dealership.

After the success of their S Scale motorcycle business, Thor Rider and his wife, looked forward to starting another new business in their Florida location. After talking to people in the community and members of local Car clubs, they decided to open the "**New Tracks**" **Antique and Classic Car Dealership**. Again, they were able to find two great sites, one for the showroom and the other for the maintenance and restoration garage, close to their motorcycle business. The sites were also owned by the JN&P RR (Jim, Nan, and Pat) and available for purchase.

The two structures needed significant work prior to the Grand Opening of the Dealership. During this time, Thor sponsored the first "New Tracks" Antique and Classic Car show in conjunction with a community annual celebration for Veterans. Everyone told Thor how successful the show was and hoped he would have other shows.

Finally the day for the Grand Opening of the business arrived and Mr. and Mrs. Thor Rider were extremely pleased with the size of the crowd and the level of community participation in the event.

Two Structures (Showroom and Restoration Garage)

Again, I turned to Paul Egri to design the showroom and separate restoration and maintenance building. I have previously profiled Paul in two other articles, [Card Building](#) and [Motorcycle Club](#). As I have said before, when I need a custom card model designed, Paul is the person I contact. He is a very special, talented modeler, who I think is the best person I know who can take an idea and convert it into a realistic model in card. Thank you Paul for all your help.

Please see the two structures I built in card from Paul's design. Note that my structures are different from those published here for you to download. The reason is I used earlier prototype designs for my build, that were

subsequently modified by Paul for publication. Please note that these structures are in HO Scale and must be enlarged by 181% for O Scale. I got mine done at Office Depot.

- [Jim's Garage Download](#)
- [Antique and Classic Car Showroom Download](#)

Also, if you are new to card building, I have previously written three "New Tracks" articles, on card modeling showcasing some very talented mentors who can help you, in this magazine. Take a look.

- [Card Modeling - Great Looking Inexpensive Models Needing few Tools to Build - Worth a Try](#)
- [Card Modeling A surprise free card model](#)
- [Card Manufacturers and Talented Mentors to Help Get You Building Card Models](#)



My overall plan is to use these two structures in a scene that will include display lighting and flags in the parking areas, as seen at automotive dealerships all across the country. But before I can complete the scene, I have to find a location for it on my model railroad. So please consider this article as step 1 in this project.

Once I had the two structures built, I definitely needed classic and antique O Scale automobiles for the dealer to sell. So next step, scratch build the automobiles. Yes, in Brass.

Antique and Classic Cars

I was lucky to find the card model of a Ghost Car offered for download by The Tin Soldier Company. [I profiled this company in a previous "New Tracks" article.](#)

I had never built a model automobile before, particularly in card. It was a great modeling experience and I really enjoyed it. I liked building the car so much I used the pattern to build a similar model in .005 brass. This turned out to be the first of many automobile models I built in brass, and opened up a new modeling area for me to research and learn about.



Tin Soldier Ghost Car I built in card (above) and scratch-built brass model using Tin Soldier card pattern (left)..

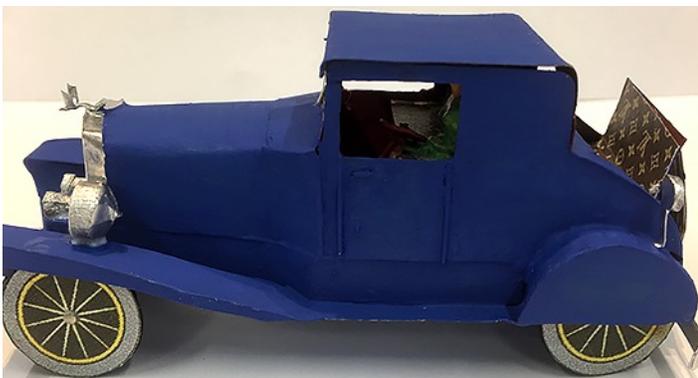


This was great fun and a real learning experience in my brass building education. So I started looking for automobile prototypes I could model. Since I had a pattern for the Tin Soldier's car based on a 1930s automobile, I looked at other prototype 1920 and 1930 automobiles to see if I could modify the pattern for other models. What I saw made me feel that there were a wide variety of cars during these time periods I could model in brass using the Tin Soldier pattern as a starting point.



1929 Ford Roadster

Thus my fleet of Antique and Classic Cars was created. A Mercedes 540, several different versions, 1930 Packard Sedan, Model A Ford Pickup, 1930 Bugatti sports car, 1930 Red Packard Phoeton, 1930 Blue Ford, 1929 Fort Model T Yellow Coupe, and a 1930 Duisenberg Convertible, were the first acquired. Then I just kept building others as sales picked up!



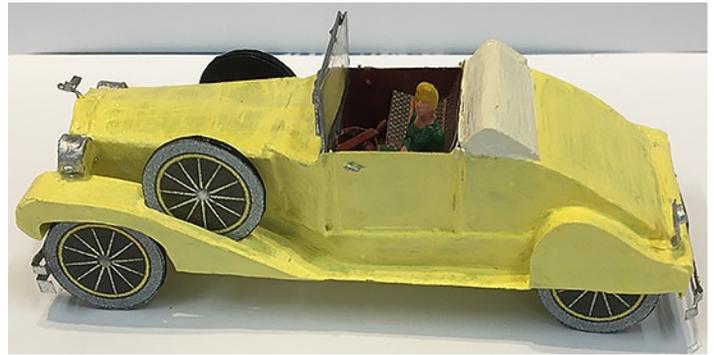
1933 Chevrolet



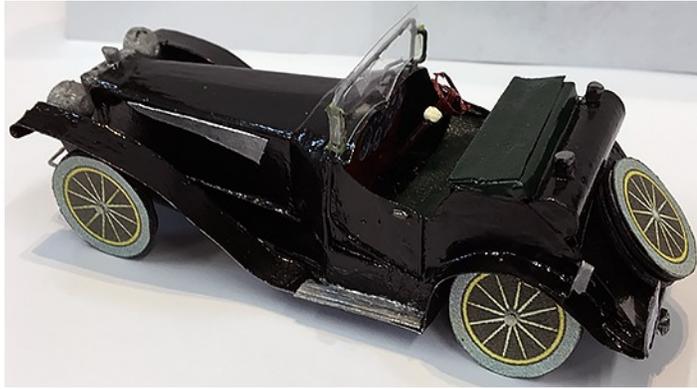
Model A Ford Pickup



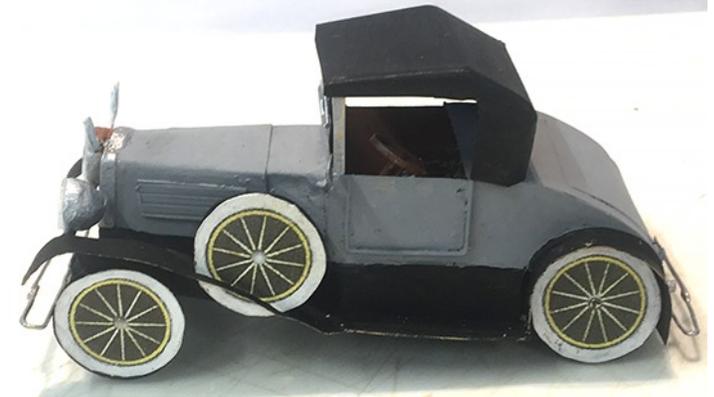
1936 Red MB Coupe



Mae West 1934 Dusenber



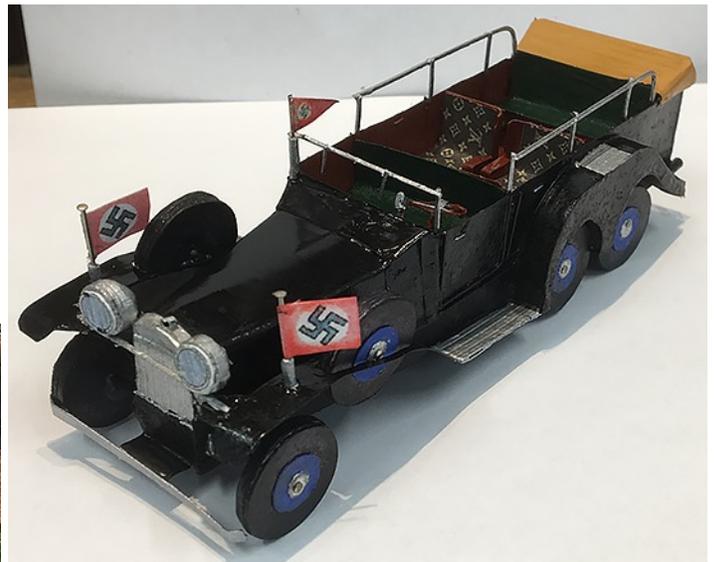
1939 Bugatti 54 Roadster



Lincoln Coupe



1933 Chevrolet Convertible Coupe



1940 Mercedes 770, 4 door, 6 passenger car



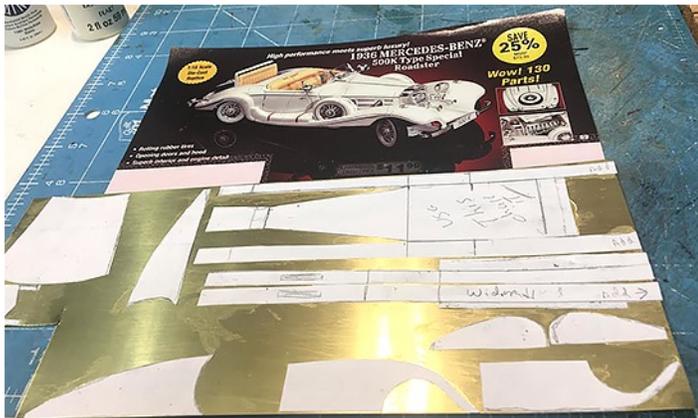
Conservatory and Music Wagon

I even built a 1940 Mercedes 770, 4 door, 6 passenger car, that was used for parades in Germany during WW2 by high level Officials. It now resides in the "New Tracks" International Historian Conservatory and Museum. Yes, I plan to do an article on the complete Conservatory scene in the future. The main Conservatory structure is scratch built out of brass and clear plastic. The Music Wagon was also scratch built in brass.

I really enjoyed building these model automobiles in brass. Each one presented a slightly different design and construction challenge. At first, I wasted a lot of shim brass until I started all my test fitting with card pieces. Yes, at times I am a slow learner. It sure is cheaper using card. But, if it was not for the Tin Soldier's original card design of the Ghost Car, I doubt my fleet of models would exist.

If you are looking for something different for your modeling, I suggest you build the Ghost Car in card or even brass. You never know the "New Tracks" it may open up for you as it sure did for me. I even have subscribed to a scale model automobile magazine to see what modelers are building in the scale automobile hobby. I can tell you there are some really talented model automobile builders who I know I can learn a lot from. I am currently working on my techniques to create curves in brass so I can build models from the 1940s. More on this in a future article.

Here is how one of my cars started construction.

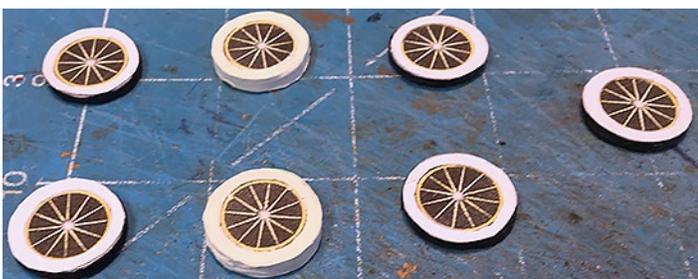


Step 3 involved more drilling, cutting, fitting, and soldering pieces together. Which piece goes where, which comes first you ask? This is scratch-building, not kit building. Build it in the way that works best for you. Trial and error helped me a lot, and I made a lot of errors. That is why I first used card to test my fits before cutting out the pieces in brass.

Step 1 The Photo is of a 1/18 Diecast model my wife found in an advertising packet. I used the photo as a guide for the basic design. I then laid out the card designed parts on a .005 brass sheet.

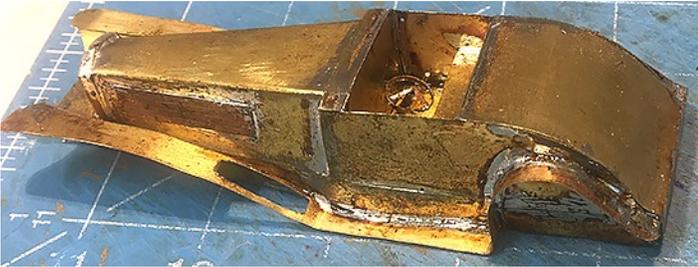


Step 2 was to cut out the brass pieces, bend to shape, and start soldering parts together.



Step 4 the model is coming together. A little more cutting, fitting, filing, and soldering; then ready for clean up, more filing, filling gaps with body putty (50/50 solder) and getting ready for paint.

Wheels are made of layers of card using the Tin Soldier design.

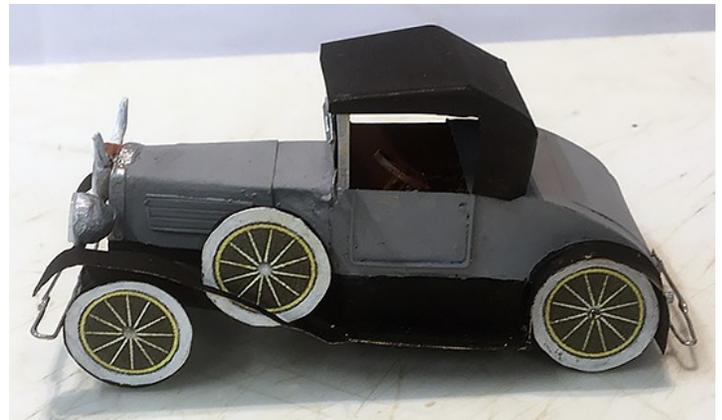


Painting has started. Still needs detailing and touch up on paint.



Finished model (Note: It is owned by a Texas Rancher. How can you tell?)

OK, I just could not resist, so here is the start of a 1928 Ford Tow Truck for the "New Tracks" Garage. Photo was printed from the internet.



Here was the last automotive build for awhile. A 1928 Lincoln Coupe. It is said that this is the car that put the "Roaring" into the "Roaring 1920s".

That's it for Automotive building for this article. More later.

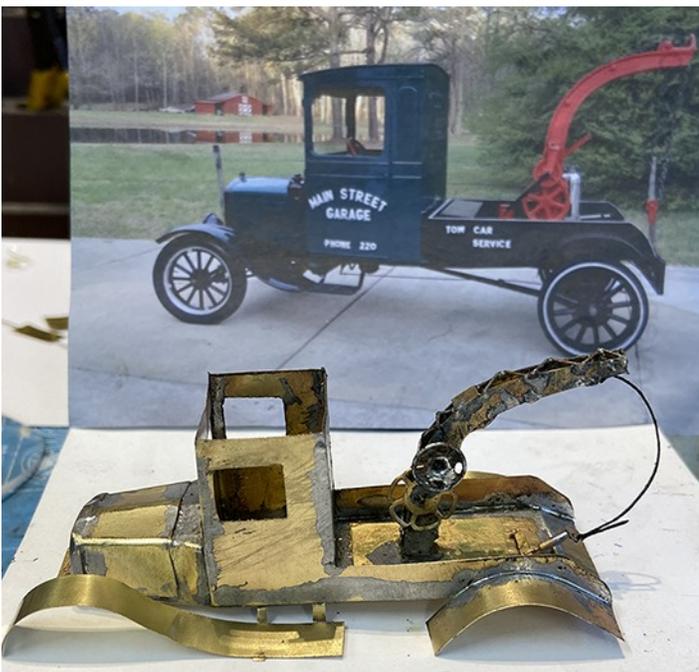
Movement for your Automobiles

I am really interested in seeing what can be done to move our automobiles, and other vehicles, around our model railroad layouts. Please meet two true model builder and early experimenters in vehicle motion modeling using Faller Systems.

Mark Cason

In regard to the Faller System for vehicles he said: "I don't use Faller chassis, I build mine up from bits into the required vehicle, that way I get slower running and far less cost. The only Faller bits I use is motor mount and gears, sometimes front axle, sometimes a pattern, one from Germany, wheels, etc. are now available as not Faller parts are cheaper. I use a cheaper motor than Faller ones about a third of the price which run slower and give a better scale speed... again in O you can probably use whatever works and fits, the biggest issue will be front axle and finding concentric wheels that work ok."

I asked if I could use the video as a link in my article to show what is possible with a 4mm motorcycle. Mark said "Absolutely.... any pics, videos of mine you find online are fine by me....plenty of stuff... just help yourself....No probs at all.....happy to help if I can....as I say I just like 'building stuff!'"



Please contact Mark at Mark.Casson@sscaleresource.com if you think he can help with your Magnorail or Faller system, or contact the companies directly for more information.

Robbie Paramor

"I put together a moving car layout before there was a Magnorail which took me a lot of thinking about over the years and years. I feel Magnorail is a good product and basically way way better than what I was doing. The Faller Car System is great also, I've been using both sides both types since I've had them in the early 2000s. Feel free to get back to me anytime at Robbie.Paramor@sscaleresource.com. Robbie thanks so much for your guidance and help.

After hearing about what was being done by these two modelers I decided to see what else I could find. I found Catzpaw. I previously profiled this company in the [January/February 2020 issue](#) of *The S Scale Resource* magazine. ***I have been allowed to say the following about a system that Catzpaw is developing, and I hope to be able to tell you more later:*** "We are working on a system to animate items on layouts: "InvisaTrax - Making Things Move". Here is a link to the InvisaTrax FB page: <https://www.facebook.com/InvisaTrax/> and/or the InvisaTrax youTube Channel: https://www.youtube.com/results?search_query=InvisaTrax

I look forward to seeing what the future holds for moving automobiles and other vehicles. I will let you know what I hear and ask you to do the same. These could be exciting "New Tracks" for us to travel.

I mentioned above about my new subscription to a scale car magazine and research on Facebook sites into this hobby. One of the modelers I found is profiled below. He really got me thinking about what I was building in this article.

Automotive Modeling and Diorama Mentor

I found Ken Hamilton from a Facebook post about his modeling. I am really glad I did. Ken is an extremely talented modeler and I am honored to be able to introduce him in this article. But before I do, I want to show you one of his latest Dioramas that he wrote about in the December 2019 *Scale Auto Magazine*. I love the model and think I will have to build one for the "New Tracks" Dealership. Now I just need to build a car to make the sign!

The article has detailed instructions on building the diorama and I learned some new modeling tips. Now please meet Ken.



Ken Hamilton

I began building models in the mid-1950s, primarily anything plastic I could get my hands on (The Aurora "Black Knight" was one of my favorites).

Eventually, when I discovered hot rod magazines in the early '60s, I concentrated on building model cars and entering model contests at the local hobby shop. My interest in model building waned after high school when I went to college, but resurfaced after graduation when I discovered model railroading. I joined a local model railroad club, where I learned a great deal about building and detailing model scenes. Since I never could get any locomotives to run right, I focused on constructing scenery, painting backdrops and building contest models and dioramas in HO (1/87th) scale.

I accidentally rediscovered model cars in 1986 when I happened across a copy of *Scale Auto Magazine* while in a hobby shop and immediately got hooked again. Since then, I've combined my interest in both model railroading and model cars by building vehicles and dioramas in 1/2"-scale, which equates with the typical "model car" scale and model railroading's "G" scale. I also began writing articles for *Scale Auto Magazine* and have been writing their "Tips & Tech" column since 2002. I also wrote a book (now out of print) on building and detailing automotive dioramas for Kalmbach Publishing Company in 1990.





Several years ago I had an opportunity to exhibit my work in an art gallery in Philadelphia, which prompted me to turn in that direction. After moving to Charleston, SC in 2014, I signed with an art gallery where I've been able to introduce viewers to the fine art of miniature construction.

The list of people I have learned from over the years is endless. (like other modelers) am constantly learning new techniques.

Based on my art school training and the sheer number of years I've been doing this, I believe I could offer other builders insights into creating and building convincing, realistic dioramas. I've long been a proponent of this art form and I look forward to passing along some of the ideas I've gathered through the years.

Inspiration can be found in anyone's work. Trial and error plays a big part of the building process as well, and I



Thanks Ken for your comments and offer of mentoring. You can reach Ken at Ken.Hamilton@sscaleresource.com.

I must say I was fascinated by Ken's garage model, and while I still have not figured out how I am going to build a O Scale version, I did come up with an idea for a sign for the Showroom structure Paul had designed for me. I may even motorize it later so all three sides of the signs will be seen. A fun project.

Bad news from Paul Egri. His computer went out and he will have to get a new one, and then try and get all his programs and files up and going before he can help me with creating a model garage like Ken's. Oh well, maybe I can get the car built for the garage sign while I wait for Paul to get his new computer going. (I am



pleased to say that Paul is now back in business.) Any ideas for a car I can use to make Ken's sign? Please let me know.

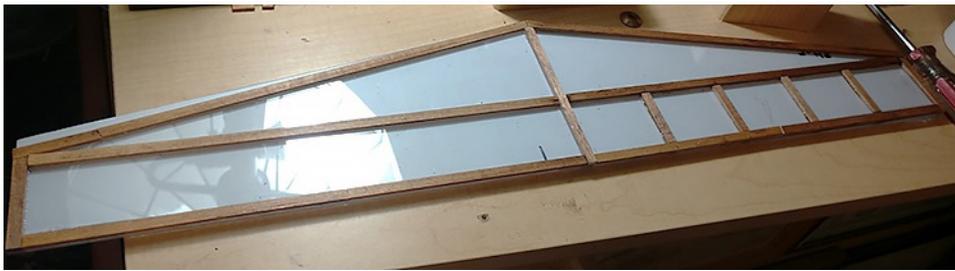
But wait! Then I found another modeler who was building an automotive showroom model that really impressed me. I may have to go back to the drawing board and talk to my card Designer, Paul Egri. Take a look at this outstanding model and meet Tom.

Tom Sorenson

The building of a dealership to honor my father.

My name is Thomas Sorensen, Sr. I started modeling at a young age. When I was 5, my family received 2 large boxes of Lionel and Marx trains, track, and accessories from my grandfather and Uncle Bill.





I immediately started making buildings from cardboard boxes. As I grew older, they were made of wood, and in time, other materials and they gradually got more detailed as my skills developed. I gained knowledge from my father, grandfather, and my great uncle Herman. I learned to build from my father, who taught me to work with my hands, and my uncle Herman, who taught me to create beautiful things from scraps of wood and some paint. Herman made doll houses, toy barns, toys, and birdhouses from scrap lumber well into his 90's. Their mentoring gave me the confidence to create with better skill and quality.

As an artist, I have created thousands of paintings and other forms of art, including toys for my children and tree houses. I've worked 2 jobs most of my life, starting at the age of 13 working full time and started my first second job at 14. I've done almost every job there is ending up as an electro-mechanical engineer before retiring due to disability. I still continued to create and completed my 30th train layout in 2019, I built a 8' x 28' modular layout with built in shelves and on locking casters. Over the years, I have created many O-scale structures including a Victorian house with separate garage, all built up board by board, just like a real house would be built. The house was lost during a move, but the garage is still on my layout.

I experimented with every scale from Z to G, but always came back to O-gauge trains, I liked the weight of the engines and the fact that they weren't as fragile as HO or N scale, and also the fact that the small parts were getting harder to see as I got older. My father was an



auto dealer who owned 2 dealerships for years. My replica is a model of his last dealership in Marengo, Illinois. I tried building this in my 20's, however my skills were not as developed as they are now, and they ultimately became other buildings. This time I used Plexiglas that I found in my late father's garage while clearing his estate. The material change made a huge difference as it was easy to work with.

I started by getting the actual dimensions and breaking them down to what I needed. This took a lot of research as while the building still stands, it's now a butcher shop, and has been extensively been remodeled. I had to draw the floor plan out, then cut my pieces. I didn't need all to be detailed as you would never see in the

The O Scale Resource May/June 2020

back rooms. I started building the most prominent part of the whole thing, the front of the showroom, which had all glass walls. I cut my Plexiglas wall and added the cross supports, then added the side walls and did them the same. My next step was the offices and back room section of the building. I copied the front wall cutting two more pieces the exact same size, then the remaining walls were cut and glued to this. I built this in 4 parts; 1) the showroom walls. 2) The offices and backrooms. 3) The roof with lighting. 4) The base with blacktop, concrete entryways, and the landscaping timbers with rocks. The sections are separate and can be separated to clean or detail.

I made the base from 3/16" fiberboard, and the landscape timbers with rocks to keep the building sections from pulling apart. I painted the showroom floor with multiple coats of gloss paint to simulate the highly waxed and polished floor my father had. When assembled, the weight of the roof holds it all together tight to the base.

The lighting I used came from 3 Menards accessories kits, with a total of 5 light strips used, 4 on the showroom ceiling, and one on the ceiling of the hallway to the service area. The overall effect is exactly how the lighting looked in the real dealership. I then added details including a pop machine, desks, file cabinets, plants, cars, people, other furniture, etc.

My family and the people in Marengo, Illinois all agree that I captured the feel of my father's dealership, which was a familiar landmark for decades. I know I did my father proud by building this to honor his memory.

Thanks Tom. This is a really a great model and a wonderful tribute to your Dad. I hope we get to see more of your modeling in the future. If you think Tom can help with your modeling contact him at Tom.Sorenson@sscaleresource.com

When I found Joel VanderWaal, who models an O Scale Circus in the 1920/30 time period I knew I wanted to include his modeling in my antique/classic cars modeling. So it is time for a road trip from the Dealer's Showroom to the Circus. More "**New Tracks**" to travel.

Circus Modeling O Scale

I loved the Circus when I was a kid. It did not come very often to where I lived, but when it did, OH BOY! I don't hear anything about a Circus coming to town anymore and that is sad. Do any of you have a circus scene on your Model Railroad? I do not, and frankly had not thought about it until I found some circus modelers on Facebook pages I was invited to join.

After talking to several circus modelers, and seeing some of the photos of their modeling efforts, I was hooked and now must figure out what scene I am going to tackle. Please meet one outstanding circus modeler.

Joel VanderWaal (All pictures by Joel VanderWaal)

My name is Joel VanderWaal. I've been a member of the Circus Model Builders Association since I was a teenager and have enjoyed modeling in 1/4 inch scale. Since I work very hard to ensure the accuracy of my model, I decided to also build a 2-rail quarter inch scale model railroad to go with the circus. I've been building my model since I was a teenager and am now retired. I pull the circus train with a USRA Mikado steam engine in 1/4" scale.

I bought some wooden circus wagon kits in quarter-inch scale from the All Nation Hobby Shop in Chicago. They were made by the Wardy Jay Company and included plans with the rough lumber and hardware included in the box. There are also some plastic parade wagon kits available in quarter inch scale.





Above: The Vander Waal Circus left hand view, showing the front yard, side show tent, menagerie tent and big top. Modeled after a medium sized circus typical from the 1920's -30's, this show would travel on about 30 railroad cars. For planning, this 1/4" model takes about 15 lineal feet. The Menagerie tent is recessed back in the corner and track is behind the lot.



I joined the Circus Model Builders Association and the Circus Historical Society. After some research, I decided to choose the heyday of the tented Circus that traveled by RR in the 1920s and 1930s. Once I chose the era, I was able to scratch build wagons and railroad cars that were typical of a medium-size circus that traveled by railroad. For example, my advertising RR car was basically a Walters combine that I adapted for the show.

I got advice from other circus modelers and visited the Circus World Museum in Baraboo, Wisconsin.



Below: Back yard of the circus. Big top, dining tent, dressing tent, horse tent, blacksmith tent, railroad siding with pole wagon being unloaded. The parade is just returning to the lot.



I chose 1/4 inch scale because that size allowed me to set the entire model in a typical room. For example, my big top is about 5' x 3'. You need room around the big top to fit in the other tents that travel with your show. The 1/4" people and the animals I modeled were big enough for me to provide some detail.

Why Circus modeling? For one, there's a wide variety of choices in circus modeling. For example, a model railroader can choose to just put a circus parade in their town, or just add a circus train to their layout. If you



Dressing tent with costumes and steamer trunks. Performers got 2 buckets of water per day, one to wash, the other to rinse.



Detail of horse tent and blacksmith. Shows didn't mechanize until the late 1930's, and they relied on teams of horses to pull the wagons from the RR yard to the lot. These big Clydesdales and Percherons were moved every night and cared for in these tents.

choose to have a circus, you can build a one ring small show or the gigantic Ringling Brothers Barnum and Bailey!

When I was a boy I went to see the Clyde Beatty Cole Brothers circus set up in my hometown. They hired boys like myself to help set up the show by paying us with free passes. I was fascinated by the logistics and equipment used by the circus to set up a tented city every day in a new town. This was in the 1960s after the heyday of the tented RR circus. Since 1956, tented circus's move around the country by truck. This is another choice that a modeler can make when they choose a circus to model.

I recommend that anyone who wishes to model a Circus join the Circus Model Builders Association. You can find them on Facebook and the Internet. You can order wagon plans and back issues of their magazine called the "Little Circus Wagon".

Circus Trains and Circus Models Helpful References:

Quite frequently, I get inquiries from fellow modelers looking for information on modeling circuses and circus trains. As a result, I put together an information pack that I hope is useful to modelers and prospective modelers. The Circus Info Pack contains two items (they are merged into a single PDF).

Circus Trains & Circus Models Bibliography

First, a Circus Trains Bibliography of books I recommend to modelers as references for circus trains and related circus information. There are several excellent sources, depending on the level of detail which one is seeking. I especially like Parkinson/Fox's book "The Circus Moves by Rail", Carsten's "Circus Trains, Trucks & Models" and "McKennon's Logistics of the American Circus" (focused on railroad circuses as compared to truck circuses). And there are several excellent books on the list for photos. Most of these books are readily available either new, or in some cases on the secondary market, and many are available on Amazon.com. Other



Before cities has zoos, a circus would display animals in their menagerie tent. A circus was judged by how many elephants they had! The public would go to a show early to see exotic animals. Then they would file into the big top for a concert and the big show.



prototype and model information. Members also have access to an index and copies of back issues of *Little Circus Wagon*, and the CMB have just made their entire plan library available to members and non-members alike via their web site.

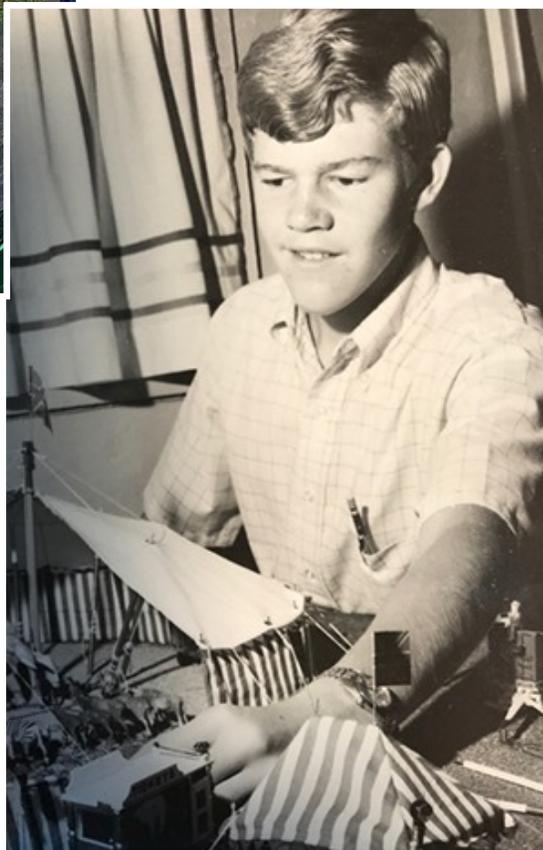
“Bill Boucher's 4 Part Article Series - Building a Circus Train in S Gauge”. This four part series from *S Gauge Herald* magazine in 1966-1969 is an excellent series of articles written by Bill Boucher, long time Bristol S Gauge Railroaders Club member and model railroad craftsman extraordinaire.

For anyone interested in modeling a circus train, Bill walks the reader through the basic components of a circus train and then general construction of those components. The four parts are: Part I - Basics of a circus train, Construction of two types of stock cars (with plans); Part II - Construction of three types of flat cars

good ways to locate copies are BookFinder.com and eBay.

Of course, if you wish to model a specific railroad circus, then I would highly recommend securing a Route Book (if available) for the specific circus and year you wish to model — there are examples on the list for Ringling Bros. and Barnum & Bailey Circus and for Col. Tim McCoy’s Real Wild West Show. Route books provide excellent, specific information about a specific circus in a given year.

Also stamped on the Bibliography page are the details for the Circus Model Builders (CMB) organization — a group like the NASG but focused on modeling circus. They have a wealth of information available: Membership includes a bi-monthly magazine (*Little Circus Wagon*) of circuses and circus models with both



Joel VanderWaal at age 15. Picture taken in 1967.

(with plans), circus train sleepers, and painting; Part III - Wagons, trucks and other vehicles carried on the train; Part IV - More on wagons, bolsters, running gear, painting. Joel thanks for your help and knowledge. Any ideas as to how I match up my autos and a circus scene? Let's see, how about...!

Well that's it for this time. Thanks for reading this far and hope you found some "New Tracks" to travel. Also please go to my new Facebook page: [Jim Kellow MMR](#), and like and follow it, so we can keep in touch between articles. Please also leave any comments, suggestions, and modeling ideas on my page. Now it's time for me to get back to my workbench as projects are piling up.

This just in: "New Tracks" ZOOM Mentoring Meetings

I recently participated in my first ZOOM meeting. I could actually see, hear and talk to each participant. I started thinking of the opportunities ZOOM meetings might offer my "New Tracks" mentoring readers.

Modelers profiled in my "New Tracks" articles could be featured in a ZOOM meeting for readers who are interested in actually talking to the modeler about his/her skills, and techniques, as well as discussing modeling issues they are trying to solve!

Since I know nothing about the technical requirements, or use of all of the capabilities of ZOOM video conferencing, I asked Dylan Lambert to be my CoHost-Technical Advisor. Our plan is to start with the Free ZOOM app which allows for up to a 40 minute video conference.

If you would be interested in participating in such a ZOOM "New Tracks" mentoring meeting, let us know and we will endeavor to start them. Please either post your comments on my, [Jim Kellow MMR](#), Facebook page or send me a email to jimkellow@oscaleresource.com.

I hope I hear from a lot of you as I think this could be the substitute for actually being able to sit by the side of a talented modeler, watch them build a model and learn why they are building it the way they are. If there is sufficient interest in this ZOOM idea, we will announce the first one on my [Facebook page, Jim Kellow MMR](#), with the date, time, and how to participate. Thanks.

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NEW TO THE WONDERFUL WORLD OF TWO RAIL O SCALE

By Adam Schafer



Brad Kowal, left and Adam Schafer on right at the March Meet 2020.

On my 8th birthday, Christmas Eve 2010, I got a Lionel Santa Fe freight starter set. It came with a loop of track, 2 boxcars, a hopper, a caboose, and an Atlantic steam locomotive.

My dad had taken me out train watching since I was a baby, but this new trainset was what first really solidified my love for trains.

I eventually grew out of it and got a Lionel GP7 that came with a basic version of command control called LionChief®. I eventually also grew out of that and moved up to high-end Lionel scale diesels.

In late 2018, I met Brad Kowal, and after becoming friends with him, I went up to his house in November, 2019 and saw some of his models. They looked real nice and they were really cool, but this hadn't had much of an effect on me at the time.

On Christmas Eve this past year, he shared a link with me to an Omi SD60M that was available for a good price. I didn't think much of it until he suggested I make it into a CP SD60M. I had told him several times that I was hoping that Lionel would make a CP SD60M so he knew that it was something I wanted to have a model of.

Soon after getting my SD60M, I realized the greater possibilities available in 2-rail and I enjoyed the more hands-on go-getter attitude in 2-rail where you make or get what you want even if it requires some work. I've really enjoyed the increased possibilities available in 2-rail if I'm willing to put in the work.

I already have lots of projects I'm eager to get started on and get finished and I've already started a small collection of parts for eventual use on many of the projects.



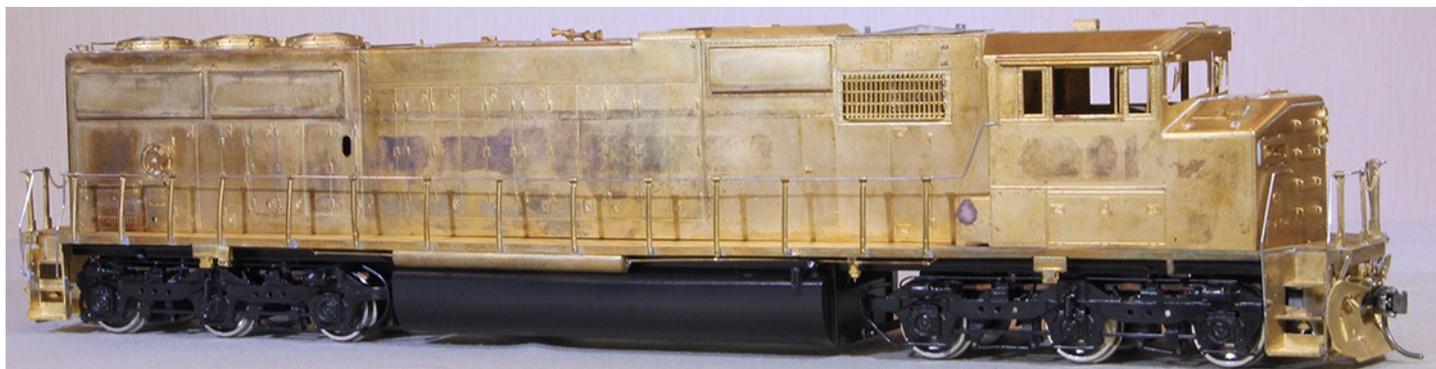
Where Adam is today (SD60-3), the locomotive responsible for the transition (SD60) and where Adam came from (3-Rail SD9043MAC).



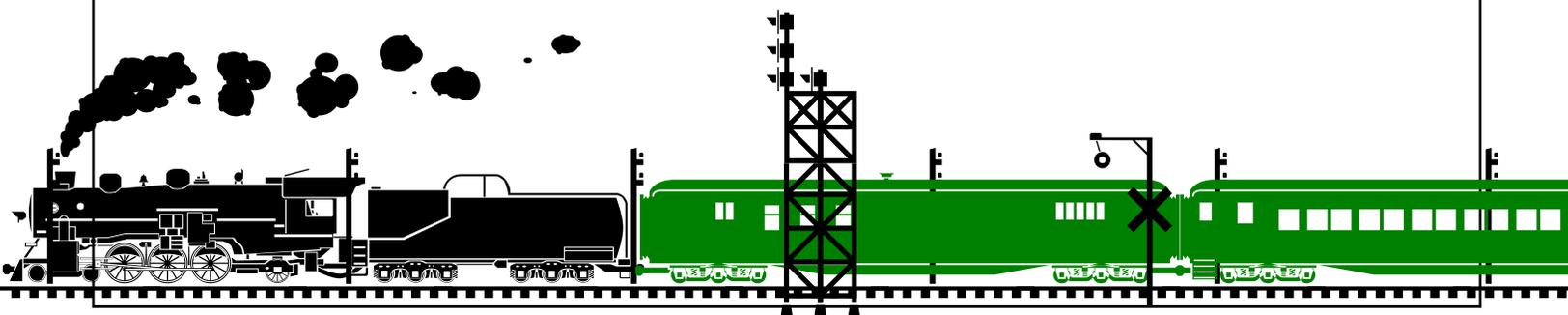
Lionel Legacy SD9043MAC. Considered "scale" by some, this was Adam's primary interest prior to discovering 2-Rail.



This is the locomotive that captured Adam's attention which brought him into 2-Rail "O" Scale.



Adam's first 2-Rail Locomotive. OMI SD60 in the process of being detailed and painted for Canadian Pacific SD60-3 #6261.



SCENE AROUND THE LAYOUT

By Neville Rossiter



Small dust extraction plant.

Where I live there is no O scale anything to buy, and apart from one English O scale layout at the local club, nothing to see. Everything I buy for the layout comes from overseas so why am I telling you this? Because it makes me think outside the box. In this case, I am building a small factory and wanted a dust extraction plant.

I looked around the local hobby shop in the HO area and found this kit from Walthers called Particulate Dust Cyclone. One of the good things about Walthers kits are they have the sizes written on the box this looked perfect for a O scale conversion. I bought two kits and built the tanks as per the instructions then added a platform and railings using Plastruct O scale parts.



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High quality JPG or TIF files are only.

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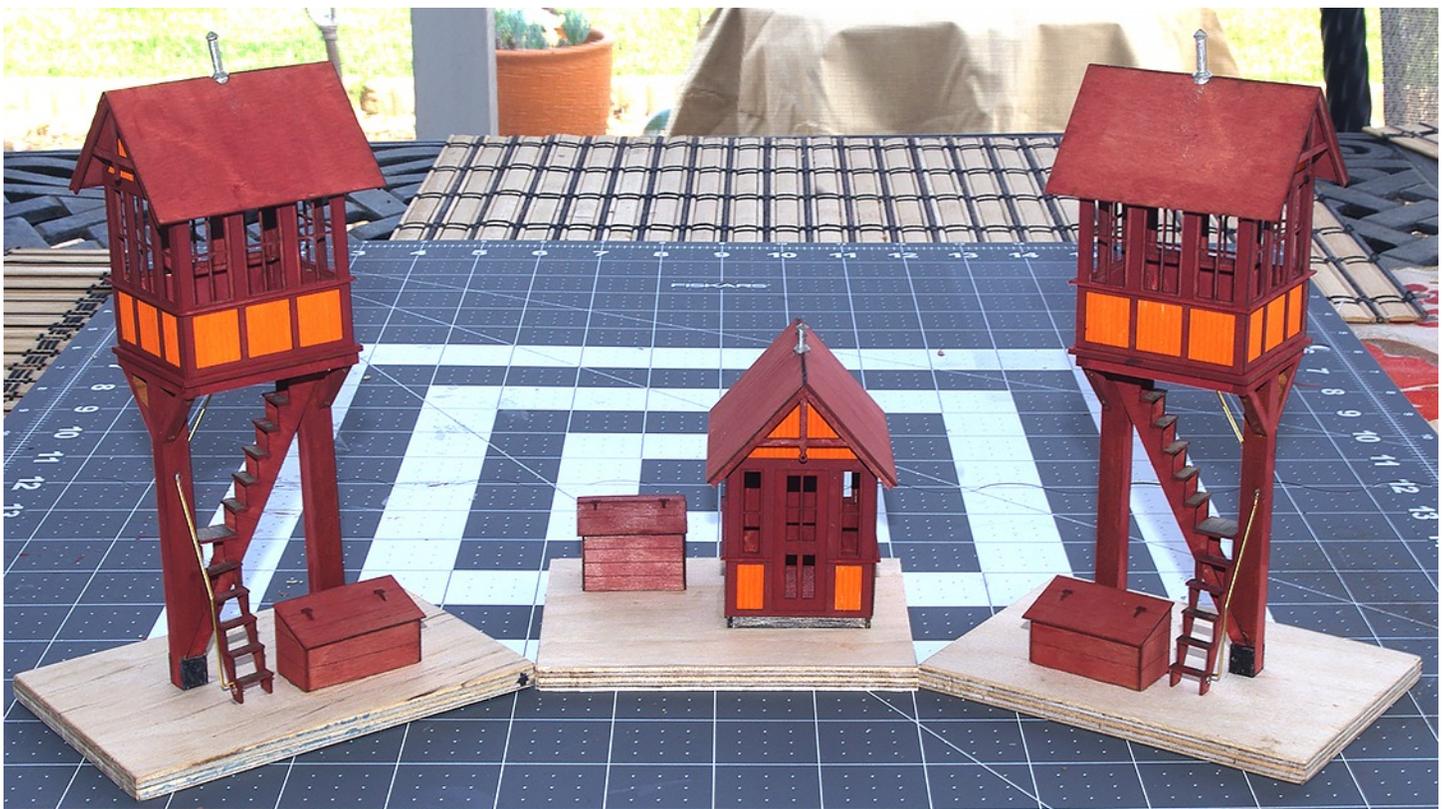
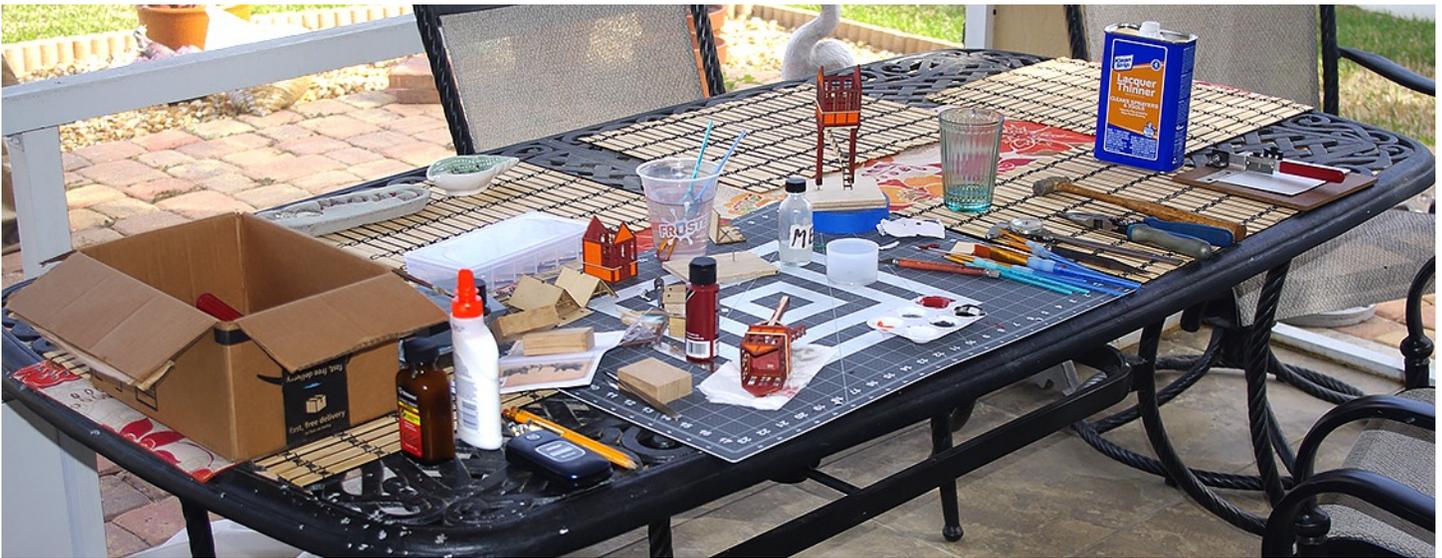
WHAT'S ON YOUR WORKBENCH?

Glenn Guerra says: I am living in Florida for the winter and am away from my work bench. I packed a few kits and some tools. This photo shows my "new" work bench on the kitchen table. The kits are some old Banta kits I have had for many years. It's fun to sit here and fiddle with a kit like this. There is not a lot of tools needed. You don't need to give up the hobby if you are going to be away for an extended period.

Some days I get to work out on the porch. They call them a Lanai here in Florida, but to us Midwesterners, they are still a porch. It's nice to sit here and work, but you need to make the paint a little thinner. It dries real fast in the breeze.



My three small buildings. They need final painting, shingles on the roof, and window glazing. I don't like the roof material that came with the kits, and have better material at home. That part of the buildings will get done when I get back to my permanent work bench. It has been fun working on these while away from my normal work shop back at my home in Wisconsin. Like I said, no need to give up the hobby just because you are away from your normal work shop.



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

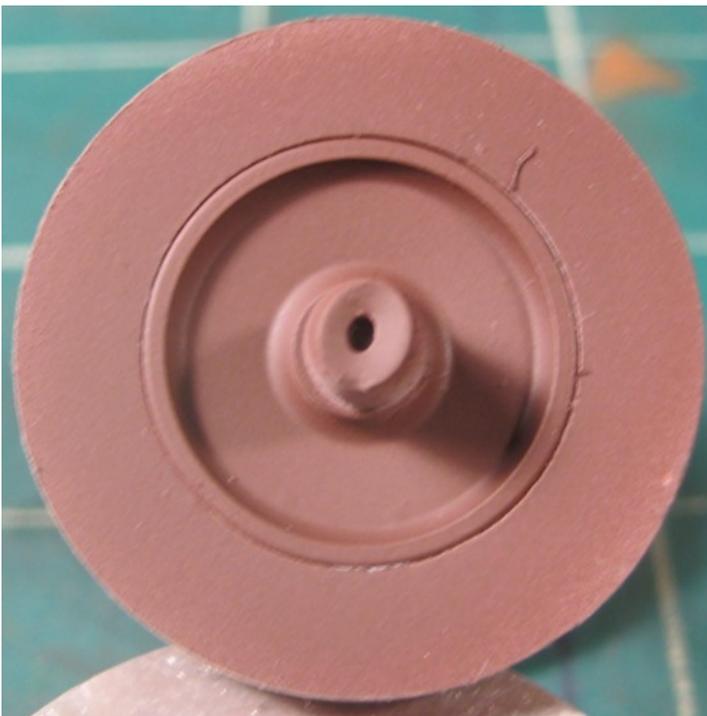
Have an idea for a different way of doing things? Something you built to make things easier around the workbench or layout? Let us know and we'll share with the world.

[Send your tips and pictures to us here.](#)



A couple of neat ideas this time around. First off, [Jay Criswell](#) gave me a wheel set with garden hose washers on each wheel at a show awhile back. It was to show how he paints wheel sets without getting paint on the tread. Jay did not invent this idea, but brought it up again and it is worth showing. I somehow dropped the ball and never published it (sorry Jay). So, at long last, here it is. Jay said he uses the rubber washers like the ones in your garden hose. They slip over the tread and create a nice mask. These will work for 36" also, but it has to be fairly soft rubber and stretchy. There have been laser cut masks in smaller scales to do this, but the washers are a cheap and easy way to paint the wheels.

Other people said they just paint the whole wheel and then remove the paint from the tread with a cotton swab dipped in paint thinner. I have done both, but if I have a lot of wheel sets to do at one time, the rubber hose washer works well.



And now for something completely different. At the last [O & S Scale Midwest Show](#), I was watching [Brian Huang](#) at his Saybrook Switching Layout banding couplers with shrink tube. Now I may have just come from the bar, but I was not understanding what he was doing. Just banding them to stay together in the box until he needed them did not make any sense. Then he takes out a lighter and heats the whole assembly. Cool, now he tosses the coupler in box and has a large supply when needed. I thought that was a lot of work just to have couplers at the ready, especially since you

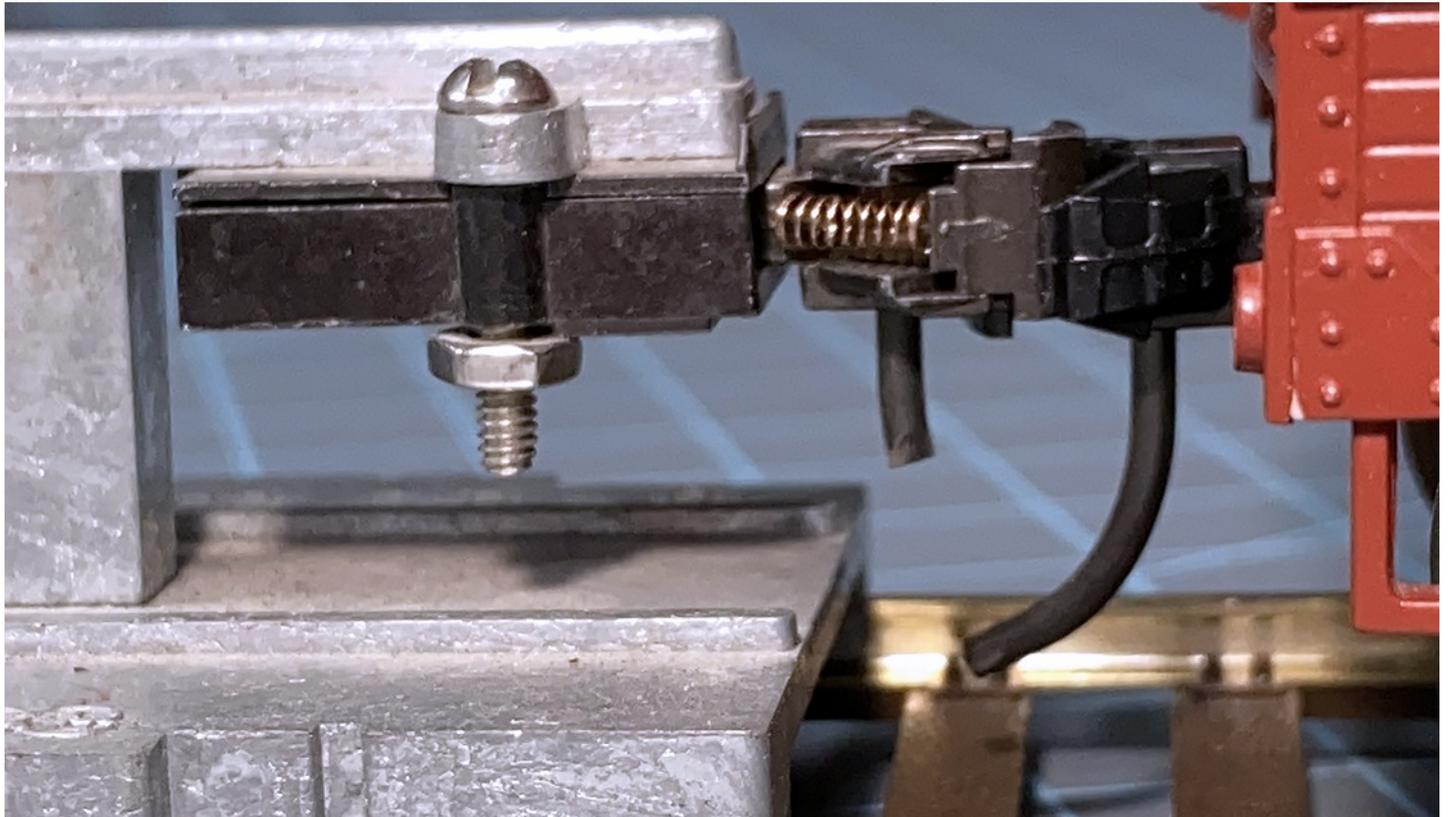
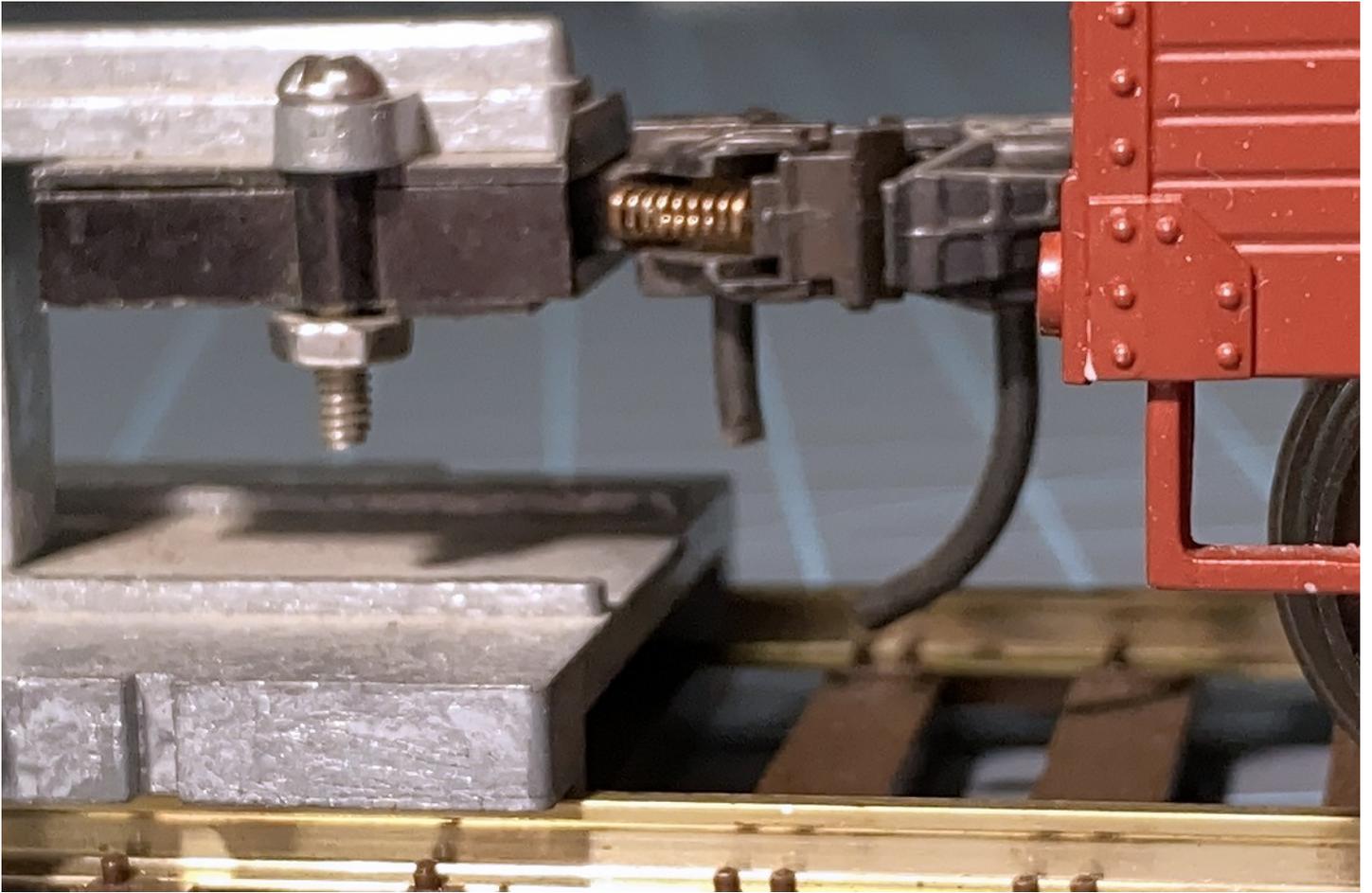


would then need to cut the shrink tube and fiddle with getting coupler in place on the car. That's where my thinking was flawed... You don't take the shrink tube off!

Brian just attaches the whole assembly on to the car as needed.

I did this at home after the show and then used a Kadon 812 Multi-Purpose Coupler Height Gauge. As the pictures on the next page show there is extremely little difference between the top image with the coupler mounted normally and the bottom with the shrink tube. Neat trick.





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Website: oscalemidwest.com/

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Harrisburg, PA September 18-19, 2020

On3 - On30 - On2 - On18

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Advertisers Index

All Aboard Trains	Pg. 11
Allegheny Scale Models	Pg. 5
Allegheny Scale Models Hill Collection	Pg. 16
Altoona Model Works	Pg. 11
American Scale Models	Pg. 16
Anthony Briggs 3D Design	Pg. 11
B.T.S.	Pg. 14
Berkshire Car Shop	Pg. 11
Berkshire Valley Models	Pg. 5
Clover House	Pg. 16
Delta Models	Pg. 11
Des Plaines Hobbies	Pg. 10
Excelle Lubricants	Pg. 85
Get Real Productions	Pg. 96
JV Models	Pg. 5
Lee Marsh Model Company	Pg. 15

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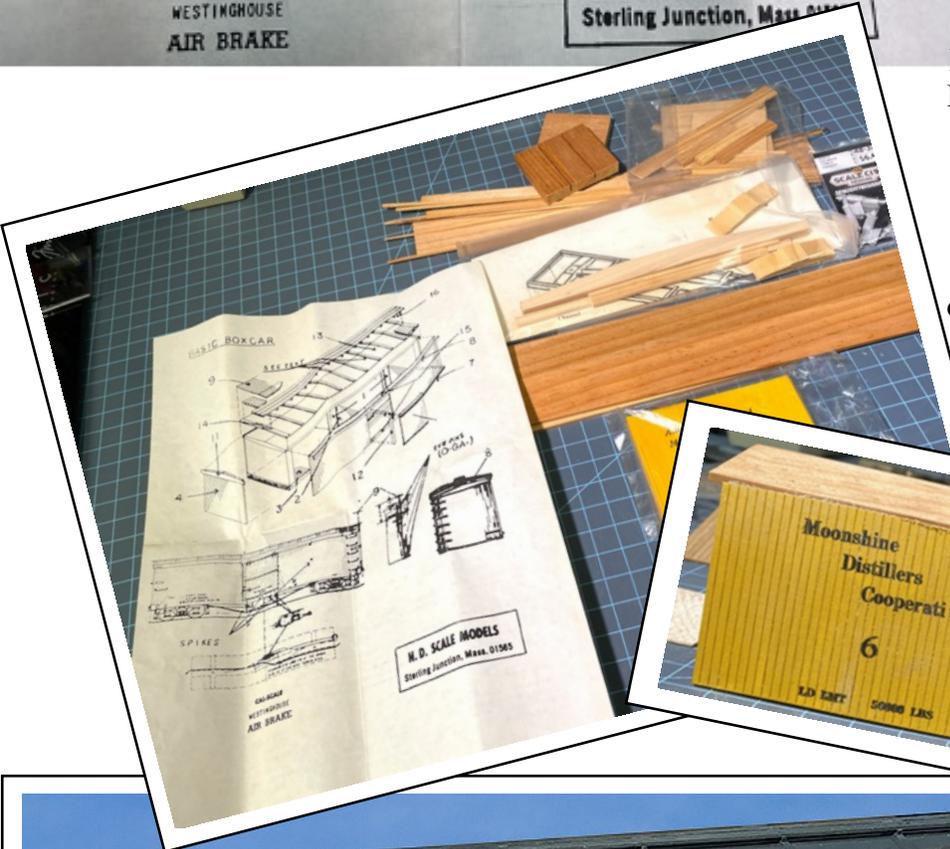
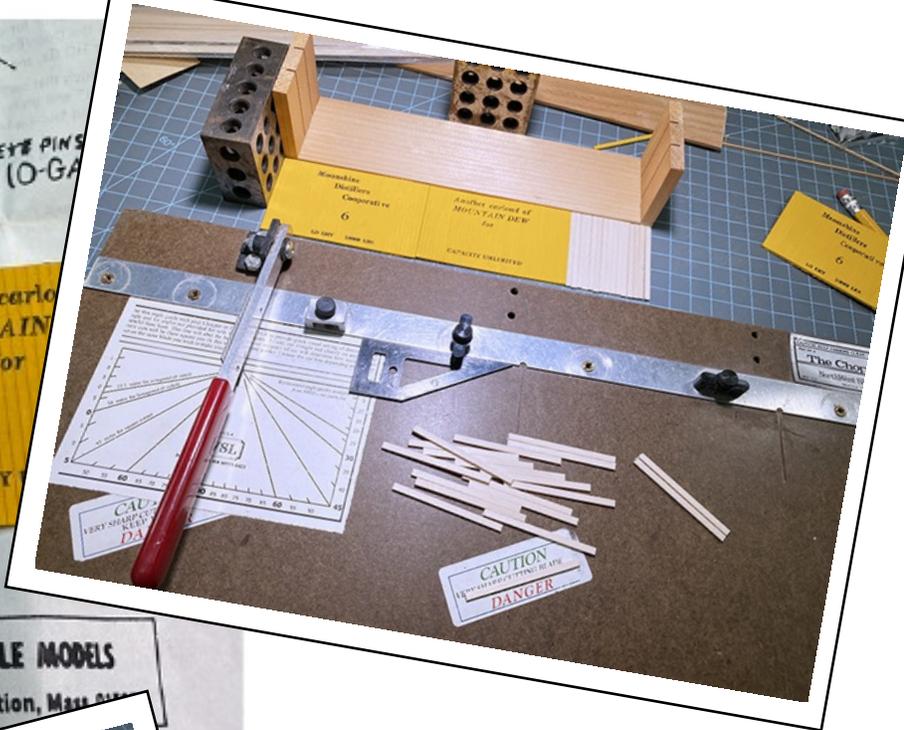
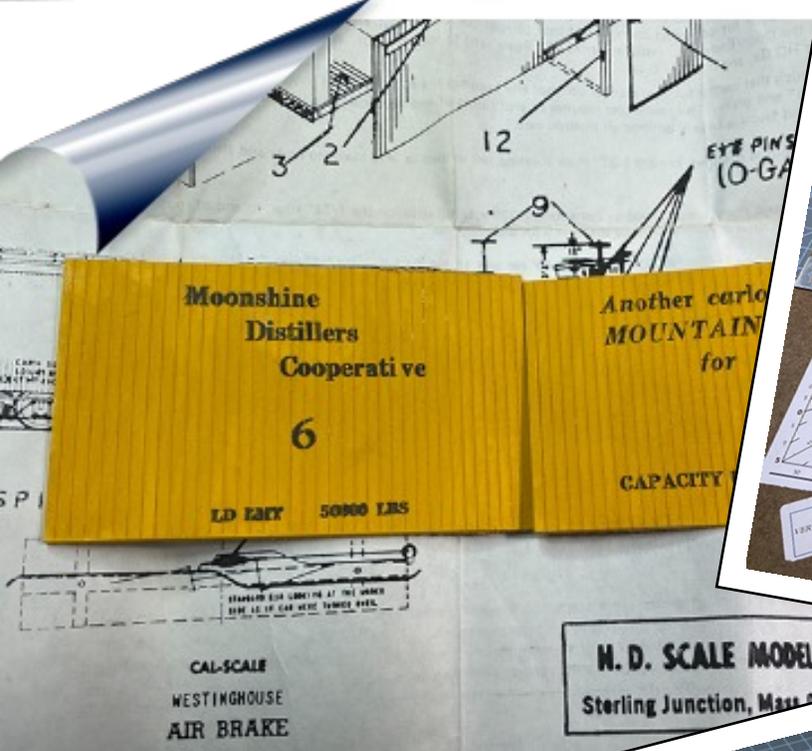
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Midwest O&S Scale Show	Pg. 2
Millhouse River	Pg. 10
Modern Era O Scale	Pg. 10
O Scale Kings	Pg. 11
O Scale Turnouts	Pg. 11
P&D Hobbies	Pg. 14
Protocraft	Pg. 15
RailFonts.com	Pg. 5
Remote Control Systems of New England	Pg. 10
Rich Yoder Models	Pg. 14
Right On Track Models	Pg. 5
Right-O-Way	Pg. 5
Scale City Designs	Pg. 11
Stevenson Preservation Lines	Pg. 11
Streamlined Backshop	Pg. 11
Trainz	Pg. 16
Ultimation	Pg. 10
Z Stuff for Trains	Pg. 5



My 14 day challenge did not go as planned. Missing parts, parts that did not, and never would fit, and less then stellar instructions. But when this happens just go ahead with plan B or C or even D...

Did you participate in any 14 or 30 day challenges? Send us your pictures and we'll take a look next issue.

Email them to:
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