

THE **O** RESOURCE

SCALE

NEWS, REVIEWS, INFORMATION TO USE
We're putting the "modeling" back
in Model Railroading! ®

Volume 8 No.3
January/February 2021



The "Gettysburg Five"
Building a Rustic Split Rail Fence
Scratch Building Steam Locomotives Pt 3
Making Frames Using a Wire EDM Machine
Bill Yancey's Alberta Prairie Resource Railway
New Tracks - Conowingo Models & NMRA MMR
Backshop Solutions
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Dwight, Illinois 60420
815-584-1577

January/February 2021
Volume 8 No. 3

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

Front Cover Photo

A look at Bill Yancey's Alberta Prairie Resource Railway. Photo by Ross Dando

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Facebook

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.

O&S Scale Midwest Show



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

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The parties, whose names appear on this registration form, have agreed to hold harmless all of the organizers, sponsors, Model Railroad Resource, LLC, The Wyndham Indianapolis West, and others, single and collectively, for any injury, harm, loss, damage, misadventure, or other inconvenience suffered or sustained as a result of participating in the O&S Scale Midwest Show 2021 or in connection with any activity related to this event, whether of negligence by agents under their employ or otherwise.

From the Publisher's Desk

We've Changed!

We have discontinued the Adobe Flash version of the magazine and are using HTML5 which will allow us to embed content that will work across all platforms with no browser plug-ins needed. The new magazine menu shown on the next page gives you more selections on how you can read and download.

One small issue will be the links within the magazine pointing to back issues. We are still in the process of updating them, so may not work until we are finished. If you hover over the link, you will see the issue date. [You can then go to the back issue page of our Website and select the magazine you want.](#) We'll be updating those back links as soon as we can.

The big news is the loss of two wonderful people, O Scale Kings Hall of Famer, Pat Mucci and modeler extraordinaire, Gary Engle. Please see our tributes to Pat and Gary in this issue.

What a year it has been! After the March Meet everything pretty much shut down. Some states had more draconian rules than others. We were able to take a quick summer trip to Lake of the Ozarks and then hunker back down till October.

The October Strasburg show being a "go" we headed out and down through Tennessee and stayed in Johnson City. My Richmond, Danville & Southern Railroad runs through that area, and I had never been there! Lots of pictures for scenery, and how Amy and I surprisingly got our rock wall right (thanks Gary Engle). Then over to a tree house in West Virginia and finally up to Gettysburg where Art Selby had been working with us to shoot his layout, as well as Rich Randall, Brian Scafe, Ken Kime and Tim Rasinski's. We will be featuring these in later issues, however, there is a video what we put together of these five layouts [so click here to view that.](#)

We're putting the "modeling" back in Model Railroading!® is not just a slogan, we mean it! With Glenn Guerra's continuing articles on scratch building steam locomotives, to upcoming articles on building an Amtrak Genesis and BiLevel car to a Milwaukee Road EP-3 Quill, and so much more.

We hope you have stayed safe throughout 2020, and we have high hopes for 2021 starting with the O Scale South meet. Please see all the scheduled shows for 2021 on our Shows page in this issue.

Stay safe and have a great new year!

Happy Reading & Happy Modeling,

Amy & Dan Dawdry

NEWS YOU CAN USE

Woodland Scenics has a great new product coming soon! The NEW Utility System allows you to create the illusion of providing power and communication lines on a layout in minutes. Each utility pole is pre-wired, and all products are designed to work together with placement in mind so there's no guesswork. Innovative packaging lets you pull poles out of the package and plant them in place on a layout with ease.



Run Double Crossbars along railroad tracks to simulate communication lines and place Single Crossbars down city streets to represent power poles. Then use the Transformer Connect Set to imitate supplying power to buildings. It's that easy.

Keep an eye on the website and social media to learn more about the products as information becomes available.

Rick from Rusty Rail sent us some information. Going to try something new a series of narrow gauge cars for a work train set. The base car will be a flat car with different parts to place on the flat car.

The first work car you see on the right is the oil and junk car. You see our square oil tank and a junk bin with a junk pile casting to fit inside. I will include the San Juan detail parts (former Grand line), 4 stirrups and a brake wheel setup. 2 Kadec coupler boxes are included, but you supply the Kadec couplers



you want the trucks you want. The next car will be a tool car workbench and tools added.

We released the 1937 Ford pickup in HO last time and now we have produced it O scale. Makes a great low cost unique truck for your dioramas or layout. Comes with a load of junk to place in the back or make your own load and use the pickup load

Also made a single casting of the same pickup as a derelict truck with a lot of junk in the back and some flat tires to give it that barn find look. Back behind a old barn or house or in the weeds would add some character to the scene.

Copy

5



Also put together a small combined pack of a couple of junk piles for sale. Check out their Website for more.

We received some samples from Stephen Wilder of Smokebox Graphics.

Smokebox Graphics have been providing the HO Scale market with self-adhesive FRA 224 reflectors and high-quality, screen printed decals for the last

five years. Recently, we have scaled up a couple of our most popular decal sets for the 1:48 scale market. These sets are as follows:



- DF5148 Road Sign Font Patch Jobs. This set includes lettering in a distinctive "road sign" style as used by NOKL, NDYX, and several other operators. Also included in this set is data for a full repaint covered hopper, red brake shoe labels, and truck sideframe reporting marks. A foldout instruction sheet includes an enlarged sheet diagram and placement example.



6

Above: Sample page from the last issue of The O Scale Resource Magazine on the new platform.

Below: The menu bar, condensed, so we can label it and show you what the buttons do.



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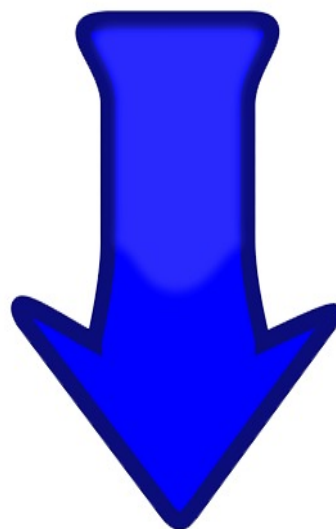
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NEWS YOU CAN USE

Bill Davis of American Scale Models sent us a news item for last issue and somehow I lost it.

Apologies to Bill. The announcement is that American Scale Models has added US Hobbies OEM Steam, Diesel and Freight Car repair and replacement parts to our website; plus general hard-to-find US Hobbies hardware.



From Freight Car Truck Spinning Roller-Bearing Caps to many versions of Diesel Gearbox and Axle sets to Steam Locomotive Gearboxes, [everything is listed here with full color images.](#)



Bill will also be adding repair parts/castings to Freight, Passenger, Electric, Steam, and ON3 categories soon.

[See Bill's Website for more great detail parts and brass models.](#)



If you are repairing or restoring an old workhorse, or possibly building something new and need a specific part, it may very well be here.

Jack Dziadul of Ipswich Hobbies has announced that it has expanded its line of craftsman structure kits to include O scale. The first two O scale kits, from the



Ipswich Lineside Series, are Kit #17 Crossing Shanty and Kit #18 Section House. Each of these kits has previously been released in HO and N scales. These laser cut craftsman kits are now available on our website.

The Crossing Shanty kit includes materials to build **two** shanties and is priced at \$30. The Section



House kit is priced at \$45. These simple to build kits add great detail as foreground structures on O-scale model railroads or dioramas. See their Website for more details.

[Jim King from Smoky Mountain Model Works, Inc.](#) Had an announcement: Now that I've put about 10 weeks behind me on the new FormLabs Form3 SLA printing system, I'm comfortable in offering custom printed parts to y'all. Parts are built in clear resin at .002" layer thickness (.001" thickness is available, but part cost is higher due to 2x the build time; .004" layers also available, but fine detail, like HO rivets, will not build).

The "Form3" is a state-of-art, "resin" Stereo Lithography printing system. Don't confuse it with printers that feed spooled plastic thru heated nozzles and deposit the softened material in thicker layers. While some systems, like PolyJet, can print in layers as thin as .0005", the resolution is not as fine because the SLA system uses a UV-cured liquid driven by an 85 micron laser diameter versus a bridge of nozzles that turn off and off as the layers are deposited.

I can also reverse engineer parts that you provide, such as passenger car roof vents, vestibule steps and

brake parts. Some parts are easier to reverse engineer than others; more complex and/or larger parts take longer and that's where it's best if you provide me with a ready-to-print 3D CAD file. **Any part I reverse engineer MUST be out of production and no longer commercially available.**

Parts larger than 5.65" square, such as car sides, require building in sections which you can easily join using CA and a styrene patch plate across the joint. You can view the 3-pc SLA printing system on the main page of my website

<https://smokymountainmodelworks.com/>

DFW O Scale Modelers - New Members Wanted!

The DFW O Scale Modelers is a group of O scale model train enthusiasts that operate a 12'x36' sectional portable layout in O scale 2 rail. We set our layout up four times a year at local DFW train shows.

Currently we are designing and building new modules for one side of the layout which will include an industrial switching district. We are also in the process of adding a second main track to the layout which will cross a river on a large bridge. We use conventional DC power but hope to have the option of running DCC control after the installation of the second main track.

You can find more information about us by following our [Facebook group DFW O Scale Modelers](#).

Contact: Brady McGuire

Tel: 903.868.2726

Email: bradyprmla@cableone.net

Contact: Stan Schwartz

Email: ss124@sbcglobal.net

Bill Yancey sent us a note that entire line of Modern Era O Scale kits and decals now belong to Twin Star Cars. [Twin Star can be contacted on their Facebook page here.](#)

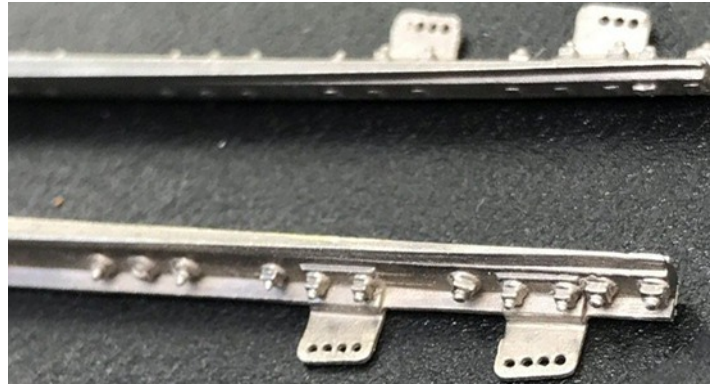
Bill McConnell from O Scale Turnouts, Inc., Hamburg, MI, is introducing their new Code 125 and Code 148 11' and 16'6" turnout points with transit clips that are the most detailed ever produced for the O-scale 2-Rail model railroad community. In development for the past twelve (12) months, the prototypically sized castings were designed, 3D printed and produced in-house.



Features:

- Designed to the American Railway Engineering Association (A.R.E.A)
- specifications; Plans 220-52 and 221-62, Detail 6100.
- Available lengths are 11' and 16'6" in both Code 125 and Code 148.
- Nut and bolt detail.

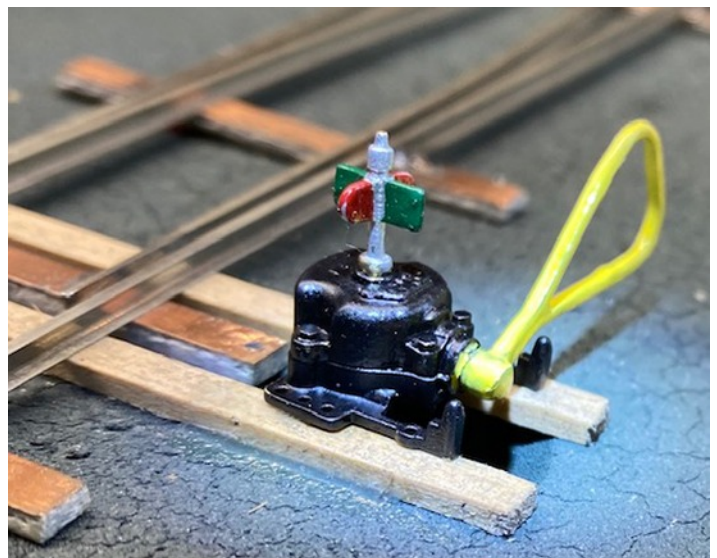
- 4-hole Transit clips.
- Integral Heel blocks.
- Integral Point stops.
- Integral joint bar.
- Suitable for 5' and P48.
- Made in the U.S.A.



See their Website for details or Email Bill here.



Larry Stanley from All Aboard Trains announces the addition of the New Century Bow Handle switch stand Model 51A to its line of fully operational switch stands. It will work in HO, On3 and O scale applications.



All brass construction and held together with 4 tiny nuts and bolts. It comes with the pictured day target and more styles of day targets will be available after the first of the year. This should work for the hobbyists that are modeling more modern rail operations. Price is \$28.95 ea.

See their Website or call 256-653-7215.

Sunset Models/GGD has announced three new passenger trains: The Southern "Crescent" and the T&P and Mopac "Eagles".



Southern 1950s Crescent 8 Car Set We will be changing the consist based on customer input.
8 Aluminum Car Set:

- Baggage/RPO, Bag/Dorm, Coach
- Sleeper/ Lounge, 10-6 Sleeper
- Sleeper / Kitchen, Diner
- Observation Lounge

Extra Cars Available:

- Coach, 10-6 Sleeper, 14 Roomette

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T&P / MOPAC 1950s "EAGLE" 8 Car Set
We will be changing the consist based on customer input.

1950s 8 Aluminum Car Set:

- Baggage, Bag Express, Grill Chair
- Coach, Dome Coach

- Diner, - 10-6 Sleeper
- Lounge Obs

Extra Cars Available for Reserve:

- Coach, Dome Coach, 10-6 Sleeper
- 5 Bedroom / Lounge

B&O and PRR Ran 10-6 Sleepers

Full Interior Detail, LED Flicker-Free, Ball
Bearing Trucks, STUNNING!!!

[Click here to see more details and to reserve your set.](#)



Bill Wade sent us a note: Time has come to find a new home for **Babbitt Railway Supply**.

This project has been in limbo here at B.T.S. for too long. Getting it up and running has been fraught with challenges including the new building construction being under 5' of snow for 6 months, followed by my diagnosis of a brain tumor, surgery to remove that tumor, the physical challenges resulting from that surgery, and finally the sudden death of my friend who was to be my partner in this venture.

The line of O scale locomotive kits consist of cast bronze boilers, NWSL gearing, cast aluminum or sheet brass tenders, and brass and white metal details. Over the years, many upgrades have been incorporated by previous owners.

These kits build into basic, good running locomotives and provide a solid foundation for super detailing. Currently, the line contains a 4-6-0, 4-4-0, 4-6-2, 4-4-2, 2-6-0, and 4-8-2, all using 70" drivers, and three different tenders. When I purchased the line, the previous owner promised there were sufficient parts to assemble at least 15 locomotive kits.

The package includes all inventory, tooling, and paper files related to the BRS. It is being sold 'as is, where is' and the price is in the low five-figure range.

Serious inquiries only. Email bill@btsrr.com or call 304-823-3729



ANNOUNCING: Limited Run O Scale (1:48) Model Structure based on John Armstrong's Model of Nighthawks Inspired by the Edward Hopper Painting and presented by Wit & Wisdom Models .

[Click here to see the full press release.](#)

One of the best-known structures in model railroading is the O Scale (1:48) model John Armstrong built based on the Edward Hopper painting Nighthawks. Wit and Wisdom Models (W&W) is producing a limited run of this famous model based on John's original drawings and with the



The complete scene



Detail from the complete scene

permission of the Armstrong family in O Scale. This is a very special model with a fascinating back story.

The kit is designed and produced by Right on Track Models. It is true to the dimensions and layout of the Armstrong model and has all of the details of the original, including signage, café interior details and custom sculpted and cast figures. It comes with detailed instructions and is an easy build. Photographs of the pilot model illustrate the care and fidelity to the original designed into the kit.



Café building only.

The kits are in stock now for sale beginning January 2, 2021. The inspiration for the model and the story of how it was built is important in order to understand the model and what is special – indeed unique – about it.

You order order the complete scene or just the Café only.

Send an email to David Vaughn at witandwisdommodels@gmail.com. Identify yourself by name, email address, shipping address (include zip code or international equivalent) and list what you want to order. David will set aside the kit or kits you order, subject to availability and will get back to you to confirm and provide shipping information. Note that the kits are big and heavy (they are O Scale after all!) and the shipping won't be cheap. The response will include shipping information, to whom to make your check payable and where to send it. No credit cards and no PayPal at this time.

[To see the full press release of this fantastic model please click here!](#)



New from [MAC Rail Products](#). We are pleased to offer removable end of train (EOT) devices that can be placed on or removed from any rail car or locomotive on your model railroad.



EOT Flag: Crafted from piano wire for durable handling
 Flag individually cut and handmade
 Includes 2 flags per pack
 Offered in red

[See their Website for full details and ordering.](#)



Digital fine art by [Andy Romano](#) captures the real feel of U.S. railroading, past and present. Each subject is issued in very limited editions, generally no more than 12 prints. There are over 400 different railroad subjects available on his website (trainutz.com) ranging from quaint short lines and industrials, vintage traction lines, to a full range of pre-merger Fallen Flag lines, to today's large Class 1's. They have been added to the collections of hundreds of rail fans, rail museums, and publishers.

(OR) Original Head EOT: Compatible with KD #800 type couplers
 Offered in orange and yellow
 Includes 2 EOTs per package
 Hand painted details
 3M Scotchlite reflective decal cut to scale size
 Red glow in dark paint on rear lens



(OS) Prototype Head EOT: Compatible with KD #740 type couplers
 Offered in orange and yellow
 Includes 2 EOTs per package
 Hand painted details
 3M Scotchlite reflective decal cut to scale size
 Red glow in dark paint on rear lens



Andy has been a model railroader since the 1940s! Some of you may know him through YouTube videos and articles about his O Scale 2-Rail "Ironbound RR."



Andy has won just about every creative award in the advertising field, holds a Master's Degree in Art; Life Member of The Art Directors Club of NY. Proud graduate of The Newark School of Fine and Industrial Arts. Private student and friend of the late Anthony Triano, who was Artist-in-Residence at Seton Hall University.



Prints are shipped rolled inside a glassine slip-sheet, in clean heavy white shipping tubes.

Prints are Original Editions, not reprints or photographs. Museum quality 24x17" hand-cut cold press watercolour paper (textured matte-finish acid-free). Large image 20x13" with wide white margins for matte and framing (matte and frame not included) These are not typical glossy mass-produced commercial poster/prints. Each print is individually produced by the artist, using highest quality dyes for longevity. Prints are hand-signed, and shipped direct to you by the artist.

Over 400 different railroad subjects can be seen and ordered at: trainutz.com.

Our friends at [Tru-Color Paint](#) have some new products coming your way!

January 2021

Sprayables & Brushables

TCP-376: Louisville & Nashville- Red

TCP-379: TTX Leasing- Intermodal Yellow

Aerosols

TCP-4012: Oxide Brown

TCP-4013: Weathered Black

TCP-4014: Dust

TCP-4015: Dark Blue

The O Scale Resource January/February 2021

February 2021

Sprayables & Brushables

TCP-377: Seaboard Coast Line- Red

TCP-378: BNSF- Intermodal Brown

Aerosols

TCP-4016: Matte Aged Rust

TCP-4017: Pullman Green

[See all the new colors and more information on their Website.](#)

[Richard Rands of Berkshire Valley Models](#) has some new items.

#210 1934 Tank Truck This kit represents a home built tank truck used to haul fuel, oil, and/or water. It is made of unpainted white metal and laser cut parts. \$27.95



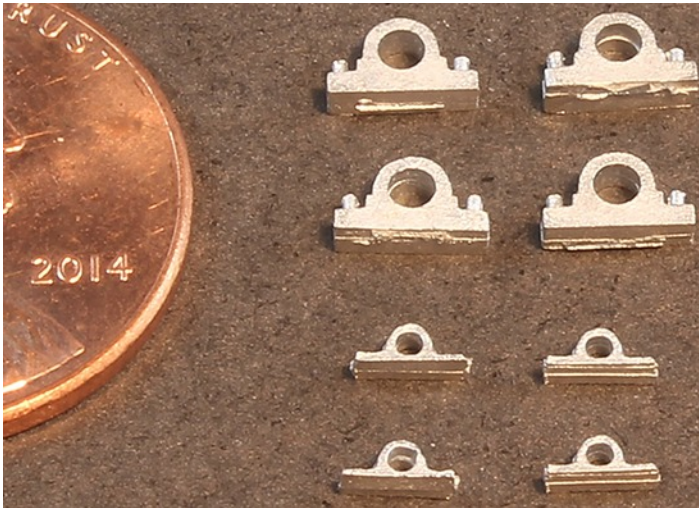
#667 Hose Bibs - 6 pieces Unpainted white metal parts. \$3.00



#668 Gears & Sprockets - 6 pieces Unpainted white metal parts. \$4.00

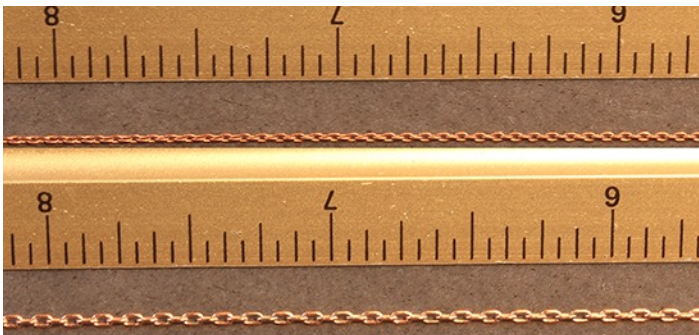


#669 Pillow Blocks - 8 pieces, 2 sizes. The holes of the shafts are 1/32" & 1/16". Unpainted white metal parts. \$3.00



#670 Small Brass Chain - 18", 32 links per inch. \$3.00

#671 Medium Brass Chain - 18", 19 links per inch. \$3.00



See their Website for more great items.

Tom Dempsey sent us a note about a new product line for [Clover House](#).

Some PECO product has finally made it to the USA again, and in celebration, Clover House is placing all of our very limited supply of PECO static grass products on sale. Stock on hand is seriously limited, but we'll continue with this pricing for the foreseeable future as things roll in. Below is just a few of the grass types available.



1mm Spring Grass

4mm Summer Alpine



6mm Hay Field

4mm Autumn Grass



2mm Winter Grass

2mm Scorched Grass

No backorders as I never know when another container will make it through, or what might be in it.

Check their Website for these and other scratch building products.



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Delta Models

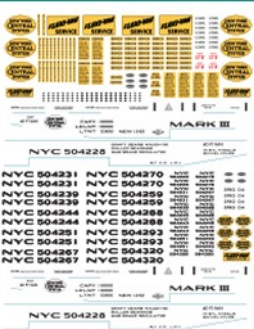
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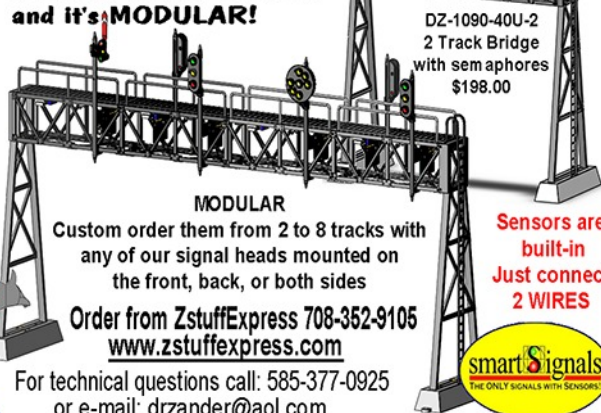
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What's happening with the O sScale Kings, December 2020?

What a year it has been! Yet the answer to the question remains the same ... LOTS!

I would like to again, start off with an invitation to join or renew your membership ASAP. (Membership & dues run from January 1 to December 31 yearly and are \$24 per year for an individual.) Of course, we will happily accept any monetary donations! We also have a venture capital fund with the sole purpose of funding future conventions, and will gladly accept donations from members and nonmembers alike. This fund will enable us to make loans to the convention committee's of future for up front costs. Memberships, new and renewals, can be done via PayPal on the [website](#).

Our annual election: Voting has been completed. Votes are coming in and counted. Elections this year included office of the President, Secretary, and one Board member. We have received enough ballots that I can announce that David Vaughn has won the election for President and Nick Bulgarino has won the Secretary election with a majority of all possible ballots. Michael Walter has also won continuation as a Board member. I would also like to report that the amendments to our Constitution have passed. These will enable us to vote by electronic means in the future saving the organization time and money. This should also allow us to conduct elections with a much higher percentage of members voting. We will also be adding two new Board members in the near future. I would estimate January or February. I would like to thank all who participated in this process.

Shows and such:

In case you have not heard, the Amherst show has been canceled and promoters are working on a virtual show for January 2021.

February 2021: Looks like the next predominantly O scale 2 rail show will be O Scale South show on February 27th at the Cross of Life Lutheran church, 1000 Hembree Rd., Roswell, GA. For more information: <https://www.southernoscalers.com/>

March 2021: Chicago 2021: while still not an absolute positive that the show will be a go, (the virus is about the only hurdle left to jump), the promoters tell me they are so close to meeting their room night guarantee for 2021 that 2022 IS LOCKED IN WITH A CONTRACT. The O Scale Kings are still determined that we will have at least a general membership meeting and bull session at the hotel if the show is canceled and we cannot get our rooms refunded, so that those of us who of already made room reservations will have something fun & train related to do. I urge you to make a reservation and help these promoters out. (My understanding is that the only reason we will not get a refund is if the show is not canceled due to the virus.) <https://marchmeet.net/WP/>

April 2021: Just in case you haven't got the word, the Cleveland show has been rescheduled to April 10th
<http://www.cleveshows.com/>

May 2021: O Scale West/S/Narrow Gauge May 28 to the 30th Hyatt Regency Santa Clara (San Francisco area) <https://www.oscalewest.com>

June 2021: Work and plans are continuing to being made for the O Scale National to be held June 17-20, 2021 in the Denver area. It would behoove you to set those dates aside and start making your plans to attend this convention. And without giving out too much information, let me also advise you to set aside a couple of days before and after. The promotion launch for the convention will be coming soon. Stay tuned! This one is going to be BIG. <https://oscalenational.com/>

This is a good time to remind all that 2022 is still open. I am looking for a few good people to host 2022.

Harrisburg Narrow O Summer meet: no dates firm as of yet, will be held at the St. Thomas United Church of Christ 6490 Linglestown Rd., Harrisburg PA

September 2021: O & S Scale Midwest Show, September 17-19, 2021, Wyndham Indianapolis West with early registration fees through May 31st, 2021. <https://oscalemidwest.com/>

And still, what about the future? Again, it's **bright, bright, bright** for O scale 2 rail!!! Why do I believe that? It might simply be that during the course of this virus, the O Scale Kings have continued to grow, make plans and put into place things that will help the hobby continue to grow. Please go to our website www.OscaleKings.org and read all about it. Our new O Scale Central Program is really coming along.

Thanks,

Bruce B Blackwood
President, O Scale Kings



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In Memoriam

Gary Engle of Valparaiso, IN passed away at home with family Oct. 17, 2020, after a long battle with cancer. An active O scaler with an interest in the Great Northern railroad, his large home layout featured hand laid track, PFM sound, scratch built cars, locomotives and structures. He attended the March and Indy meets on an annual basis, as well as hosting tours of his home layout. He was always willing to answer questions and share his knowledge and experience with other O scalers. A friend to many for decades, his humor and willingness to share the hobby with others will be missed. May the signals always be green for you, Gary.

Lee Gustafson

*IN LOVING AND
GRATEFUL
MEMORY OF
Gary W. Engle*



Gary and I go way back. We featured his modeling in our [first issue of The O Scale Resource Magazine](#). His rock copings on his Great Northern inspired layout were beautiful. After our visit, I bought some large rock molds and began planning the background to the “widowmaker” on my layout.



Gary then came over to our place and we began the lessons in rock modeling [featured in our second issue of the magazine](#). Gary was a good friend and and a great modeler. He never a bad thing to say about anyone and was always willing to help.

Dan Dawdy

His family said it best... Gary had a kind heart, a broad smile, and a dry sense of humor. He was a great listener and quick to help or divert you with a humorous comment. He could tell a tall tale with a straight face, and you could always see his broadest smile with his bright blue eyes when apple pie was on his plate.



In Memoriam

IN LOVING AND GRATEFUL MEMORY OF Pat Mucci



*Sue Sebastian and Pat at the Chicago March Meet 2020
Photo by David Vaughn*

It is with sorrow that we announce the passing of Pat Mucci on December 3, 2020, at the age of 73. Pat was the owner of P&D Hobby Shop in Fraser, Michigan and a fixture for many years at Chicago and other OS2R shows. He was a champion of OS2R and maintained a large stock of models and parts in the scale when few hobby shops did so. Pat was well-known for his special projects (such as powered and painted F units), parts (such as upgrades for Weaver RS-3s) and decals (a large supply of Microscale). Mostly, he was known for the friendly service he provided to modelers, both in the store and later, online.

Pat had a loyal clientele and was well-known in Michigan and the larger OS2R community. He chaired the O Scale National Convention in Detroit. Pat was elected to the O Scale Hall of Fame in 2017.

Pat was all about his customers and kept himself in the background; so even those who regularly bought from P&D and talked with him

at shows knew little about him personally. He operated P&D for 46 years. When younger, Pat operated a number of successful pizza franchises with Little Caesars, then a well-known Michigan chain. For the last several years before his death, Pat lived with Leukemia. He is survived by his companion, Dianna Tas, three adult children; Stacy, Bob and Jim, and grandchildren.

Pat was a wonderful guy and a stalwart of the OS2R community. Thanks Pat, for the help and enjoyment you gave us.

Pat was the “P” of P&D. His partner, Don Schultz, the “D” in the store name, predeceased him. P&D will continue to operate under the ownership of Pat’s son, Jim, and manager, Andy Birg. Their intent is to continue Pat’s approach to customer service and special project and modernize and improve the store and online services.

David Vaughn



Amy and Pat Chicago 2018

Being in O scale for as long as I have, I of course knew Pat and bought from him as a dealer but was not a close friend.

It was not until 2014, the night before the Cleveland show that Glenn Guerra, Amy, myself and Pat went to dinner together. We got to know one another and I understood Pat's scene of humor and he mine. From then on out, we had many talks at shows and of course "smoke breaks". He helped me with some projects and supported this magazine since day one.

When Amy was diagnosed with breast cancer, Pat was one of the first to seek her out at shows and let her know he was thinking of her. Pat always had a great smile, and could brighten up any room. We're both better for knowing him and his friendship.

Amy and Dan Dawdy

A few years back, at the SONC held in Connecticut, I had the pleasure of a "solving all the O Scale World's Problems" session after the Saturday Afternoon festivities.

Pat along with Dan Dawdy, (O Scale Resource) Martin Berchbiel (O Scale Trains) Bill Davis (American Scale Models) Norm Pullen (Norm's O Scale) and Bob Levezzi (Just Trains) sitting around a table, outside, being very typical "Old Guys".

The insights into the state of O scale over the years was simply amazing. Pat's recollections of O scale in the late 1960s to the late 1970s were very clear, what manufacturers were still active, all the various product lines, and just how active the O scale segment was. One thing that came out of that session, O Scale, 2rail needs a starter set.

Bob Leverknight

Some years ago at the March Meet in Lombard, a ballot was passed out for the O Scale Hall of Fame. Three names were on the ballot, all movers and shakers in 2 rail O scale. My colleagues and I who attend the show every year discussed the candidates. Each had made our hobby enjoyment better. One of the candidates was Pat Mucci.

In reflection at that time, I said "Two things got us through the 1980s: Bob Weaver and Pat Mucci. The catalogues from Weaver and P&D Hobbies gave us hope during a decade when O scale was fading from hobby shops." We looked at each other, paused, and voted for Pat.

Bob Kjelland

My first introduction to Pat was at the Indianapolis Show 6 or so years ago, though I had ordered things online from him previously. I was amazed at someone whom would bring so many parts to a show, when the normalcy seems to bring rolling stock. He was extremely helpful and personable. I left with a sizeable bag of parts for future projects.

His booth was also a definite stop on the my rounds at the March Meet as well. He was very knowledgeable with how to convert things to 2 Rail. My best memory of him, however, was a year ago last summer when my wife and I took a long weekend and went the long way to Toronto from Windsor on VIA Rail. This meant a flight to Detroit in the morning and spend some time at P&D in the afternoon before crossing the river to Windsor.

P&D Hobbies and Pat was a great experience and I initially thought I would spend an hour turned into much longer. My wife struck up a conversation with Pat while I was browsing and he filled her in on some neat things to see such as the Henry Ford Museum and other local highlights. His customer service was exemplary and as always I spent a lot of money, but he had things that were hard to find. Again a big box of parts was shipped home when my wife and I got back from our getaway.

I'm going to miss his knowledge, service, and dedication to the O Scale endeavor. Prayers lifted up and rest in peace. Highball to Heaven. Job well done.

Howard Gillespie





It is a sad day for the O-scale community as Pat Mucci of P&D Hobbies has passed away. It was posted last night on the OGR forum and I just called the store and it was verified that he has passed away. He has been a great asset to the O-scale hobby for 42 years.

When Pat and the late Mal Harvey developed and produced the P&D F unit they brought a product that was of the highest quality and firmly believe the most accurate EMD F unit nose of all, including all brass imports I have studied.

I wanted to jump from HO to O scale in my early twenties, but could not find any O scale in my local hobby shops. I saw P&D's ad in the Yellow Pages, but he was WAY on the other side of metro Detroit from where I lived so it took me a long time to make the trip, but when I did it was nirvana. About 1/2 of his shop was dedicated to 2 rail O!

I was making good money, and being young, I was spending most of my money at Pat's store with PB&J and Kraft mac and cheese for my ten dollar a week food budget. Thanks so much for everything, Pat, and for shaping the hobby for me and everyone else over the years.

Lee Turner

This must have happened at the 2014 Indy show (the one where the fire occurred in the middle of the night). The Columbus Ohio O Scalpers (COOSE) had brought a display layout and ran it during the show. So late Saturday afternoon everyone is tearing down and loading their vehicles. Pat was parked behind Norm and I noticed Norm's car was FULL and he was asking Pat to load some of his treasures into Pat's car, and they would see each other again soon at another show and he could get them back.

As I passed by Pat and looked inside his car, I asked him about his now hauling things for Norm. Pat said he told Norm "You're supposed to sell more than you buy at these shows." and we both got a chuckle out of that. Pat was a great guy and I'm going to miss seeing him at the O shows.

Jim Kehn



Pat Mucci has been trading as P&D Hobbies for a long time. I was pleased to discover his shop in the early 1980s. At the time, I had just started work at Wayne State University, with a few boxes of the Atlas, AHM, and Lima stock of the era plus a bunch of card and metal house car sides from Garman Hobby Shop in West Allis, Wisconsin.

O Scale of the era was a choice between improvising with scratchbuilding stuff or spending a lot on brass articulateds. Pat had enough of the scratchbuilding supplies plus magazines speaking O Scale to keep the projects together in the moments I could spare to work on them. RIP.

Steve Karlson

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THE “GETTYSBURG FIVE”

By Dan Dawdy

At the beginning 2020, Art Selby and I got to talking about coming out to the Gettysburg area and visiting five layouts which were fairly close together. This included Art’s, Rich Randall, Brian Scace, Ken Kime and Tim Rasinski. The plan was to make it around the Strasburg O Scale Show as that is less and an hour from Gettysburg. Well, you know about the best laid plans... things went off the rails in 2020 and it took until October before it looked like the Strasburg show would go on. After many emails, and a lot of back and forth, we had a schedule to visit all five in three days.

We were going to feature the trip in this issue, but the issue is already full, so next time, we’ll look at all the layouts and then focus on the individual ones. We found out after the fact that our friends over at [O Scale Trains](#) had spent a lot of time and effort at Rich Randall’s layout and have a two part article upcoming. So as not to cause any issues with that, we have a few shots of Rich’s layout, but we’ll leave the whole story for *O Scale Trains*, so be sure to watch for it.



Click the image above for the 16 minute video of all the visits including video clips and stills.

It was not not our aim to fully show each layout, which would take at least a day, if not more, but capture a friendly visit as many visitors would do. One issue in the videos, which is glaring, is some shots have cobwebs! Yes, those little things you don't see while shooting, but show up very sharp and clear on the picture! Well, you have to remember the times. Art, for example, had not been to the layout building in months. Without going into details or getting political, We'll just say it's a shame he lives in Pennsylvania during these times.



**So sit back and enjoy the video,
and next time, we'll delve further
into the layouts.**

Making Frames

Using a wire EDM Machine



By Glenn Guerra

In my article about building my 4-4-0 models, I am showing the frame and adding details to it. What I wanted to do here is a separate article on how I have the frames made. I have done 4 different models this way and it works very well. Many of you are doing computer modeling and are familiar with CAD drawing. From these drawings, you are having parts made with computer driven machines. What I am doing to make the frames is having a wire cutting EDM machine cut my frames. First, a little about the process and then what you need to do to get some cut for yourself.

EDM stands for electro discharge milling and it comes in two varieties. Basically, an electrode draws an arc on your work piece and that arc removes some of your material. One method of EDM uses a carbon electrode. This method is used to make mold cavities in pre hardened material that cutters will not cut because of the hardness of the material. A carbon electrode is milled to look like your final part and slowly advanced into a block of hard material. The arc from the carbon block eats away some of the material as the block is advancing. The carbon also erodes and it will take many carbon blocks to cut the cavity. This is how very high volume injection molds are made. If they were made in soft material and heat treated after machining, you would run the risk of warping the mold. By working in hard material, you eliminate this risk. We are using the other type of EDM though. This type passes a small diameter wire through your material and that wire is the electrode. The arc from the wire to your material erodes your material. This type of EDM is sometimes called wire burning, and is used a lot in making shearing dies. A local shop that does punch press dies would have one of these machines. Since the machine is computer driven it can work from your CAD drawings, so let's talk about what you need to do.

The first step in preparing to have your parts cut is to produce a drawing in CAD. Your drawing needs to be the path that the wire will be cutting. See my photos and descriptions in this article for a better idea of what you need. Now that you have your drawing, you need to contact your shop and talk to them about the job. You need to know how the machine will hold your material when cutting it. The next thing you need to know is what is the kerf of the cut. This is very important. In the frames in this article, Mike was cutting them with a .010" wire and that burned a .013" wide cut in my brass. The width of this kerf needs to be accounted for or your parts will not fit. What needs to be done is the cutting path needs to be off set. If the cutting path is off set to one side of the line by .007", your part will end up the dimension you have drawn. I would recommend you do the off sets on your drawing so all the shop needs to do is follow your line. I will get into a little more of this in the next paragraph. Back to having our frame cut. Once you have talked to your shop and found out what they need and what you need to do, you need to prepare some material.

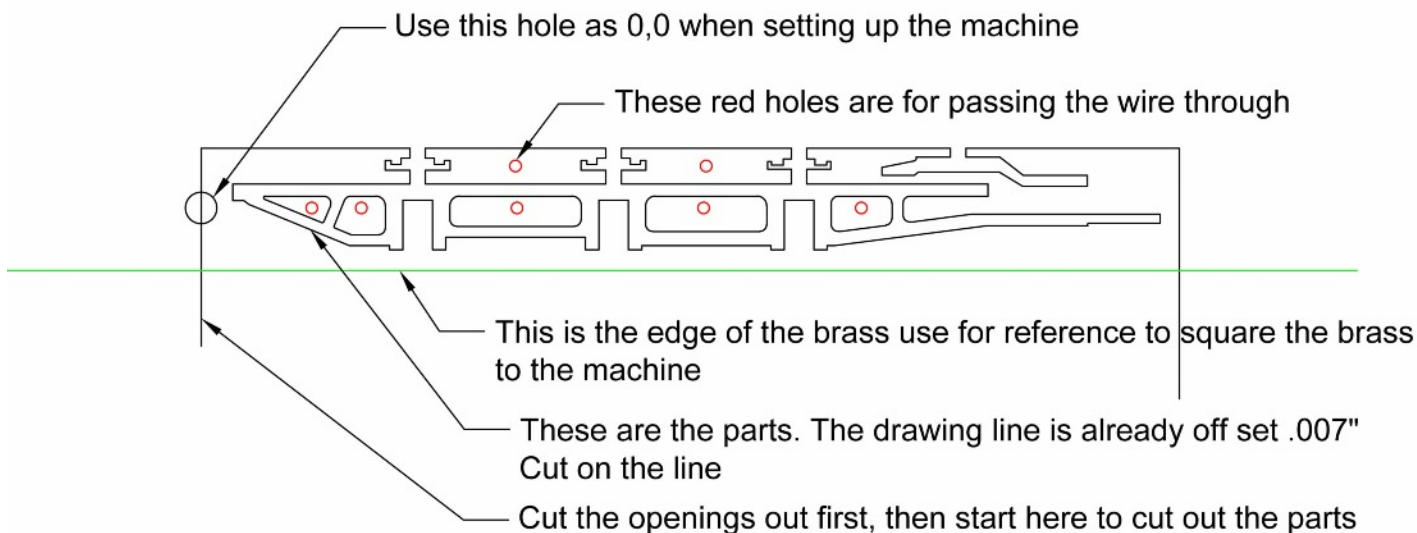
The machines will cut very thick metal so I generally prepare my brass to cut 4 frames at the same time. Since the machines cut through thick material a lot, they are not designed to cut fast, and even the faster speeds will not be as fast as they could be. By cutting 4 frames at once, it takes about as much time as cutting one so your individual part cost will be lower. You will see more of the blank I made in the photos, so let's move on to finding and dealing with a shop to do your work.

The first thing I want to say about dealing with a shop is, if you expect them to kiss your ring when you walk in the door, stay home. These machines cost upwards of \$250,000. Any shop that has one of these machines wants to keep it running so it will make some money. This brings me to the next point. All shops have a group of customers they cater to and do work for. When you walk in the door and want to get ahead of a customer that sends many thousands of dollars a year to the shop, you will be shown the exit. What we want is out of the ordinary and they will do it for you if you are willing to work with them. Let them do your work as filler between jobs. Also try to have all the drawings made and the blank you want cut. These model train parts are something they have never seen before, and they don't know which side of the line you want to cut to. Have your drawing prepared for them. They will spend time on the phone with the guy who has thousands of dollars of work, but you will get charged more or told to leave. If this sounds harsh, so be it, but this is how life works. Lastly, be careful who you tell about your suppliers. I have been thrown out of a few shops because someone I told about the shop caused problems for them. They threw all of us out because one guy was a jerk.

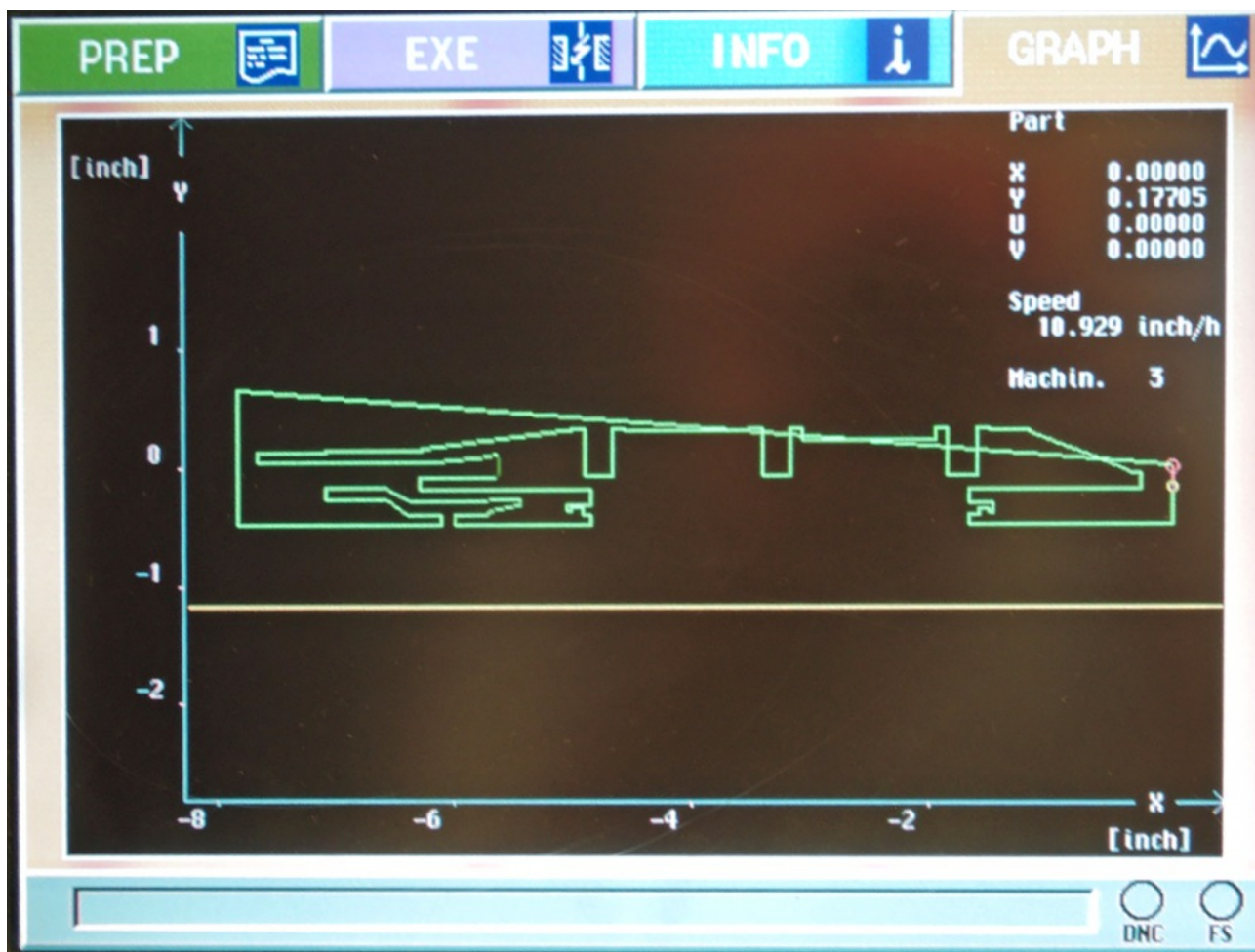
With all that said, let's move to the photos and you will get a better idea how this works.



This is Mike the head engineer at Mill Tool and Manufacturing in West Bend, Wisconsin and their machine cutting my frames for this article. They do a lot of stamping die work and use this machine a fair amount. I waited 4 weeks for an open slot for them to do my work. Sometimes the machine is busy, and other times you will get right in. By working with them like this, they are glad to have my work. I pay promptly and the work is always good. This is just a hobby, learn to be patient and you will get what you want.



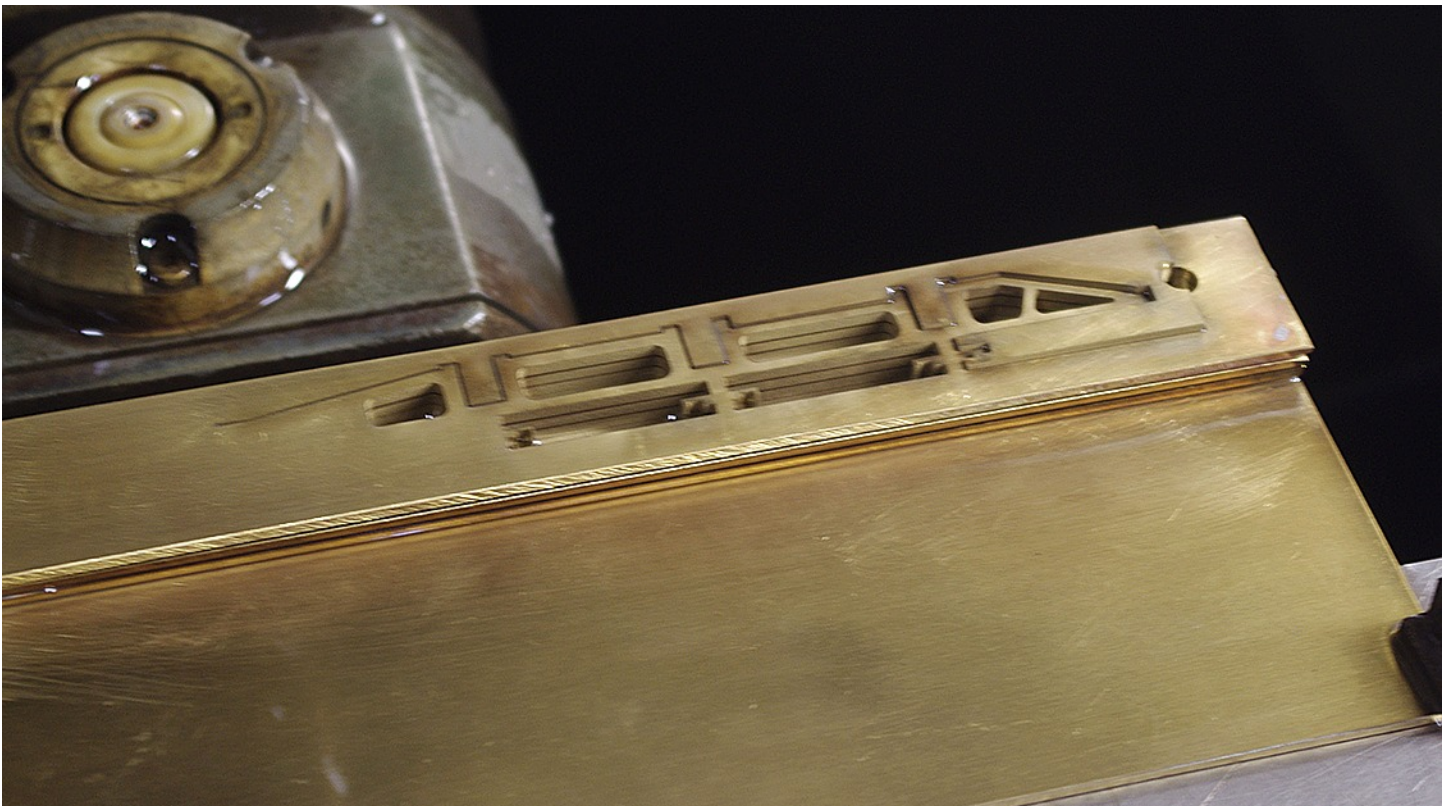
This is a drawing I prepared for Mike so he knows how I want my parts cut. The part is the black line and I made all the appropriate off sets to the CAD drawing. In order to cut an inside hole, Mike needs to pass a wire through the part. To do this, they drill a small hole and these are shown in red on this drawing. I drilled these holes and it saved me some expense. They charge by the hour and there is no need pay them for work I can do. All computer driven machines need some place to call an origin. I drilled a hole for Mike and he found the center of this hole. Actually the machine will do it, and once it does, you tell the machine that this is the origin. Try to understand what they need and do as much of it as you can. It will save you some money and make their life easier.



This is the monitor on the machine showing the cut path for the final cut. The red circle on the right is where the program started cutting from and the yellow circle is where the wire is at now.



This is the machine cutting my parts. The blur is water spray that is used to cool the cut and to flush the burnt chips out of the cut. The blue is the electric arc that is going between my blank and the wire on the machine.



These are my frames partially cut. See how the blank must overhang the edge of the table. Then I soldered three strips of brass to the main piece so I will have 4 frames. You need to solder the brass together because they all need to be in electrical contact with each other. Compare this with my drawing and you will see the parts taking shape.



These are my parts when I got home. The small parts at the bottom are the drops from the holes in the frame. See how Mike started the wire in the small hole I drilled. The machine then cut to the edge and went around the opening. Notice the frame is still attached to the blank. We will cut this off.



The next step in making your frames is to cut them off the blank. I use my jewelers saw and then file the part smooth.



Here is the new frame complete with locking pedestal binders. I paid \$260 for all 4 of the frames. That comes to \$130 per model, and I think that is cheap for a precision delicate part like this. I can't imagine how much time it would take to mill this out with milling cutters. This was possible because I learned how to do the prep work and that minimized the time the shop would spend on it. If you are doing CAD work already you are part of the way there, consider EDM wire cutting for your models.

Scratch Building My Steam Locomotives

Pt 3 The Cylinder Assemblies



By Glenn Guerra

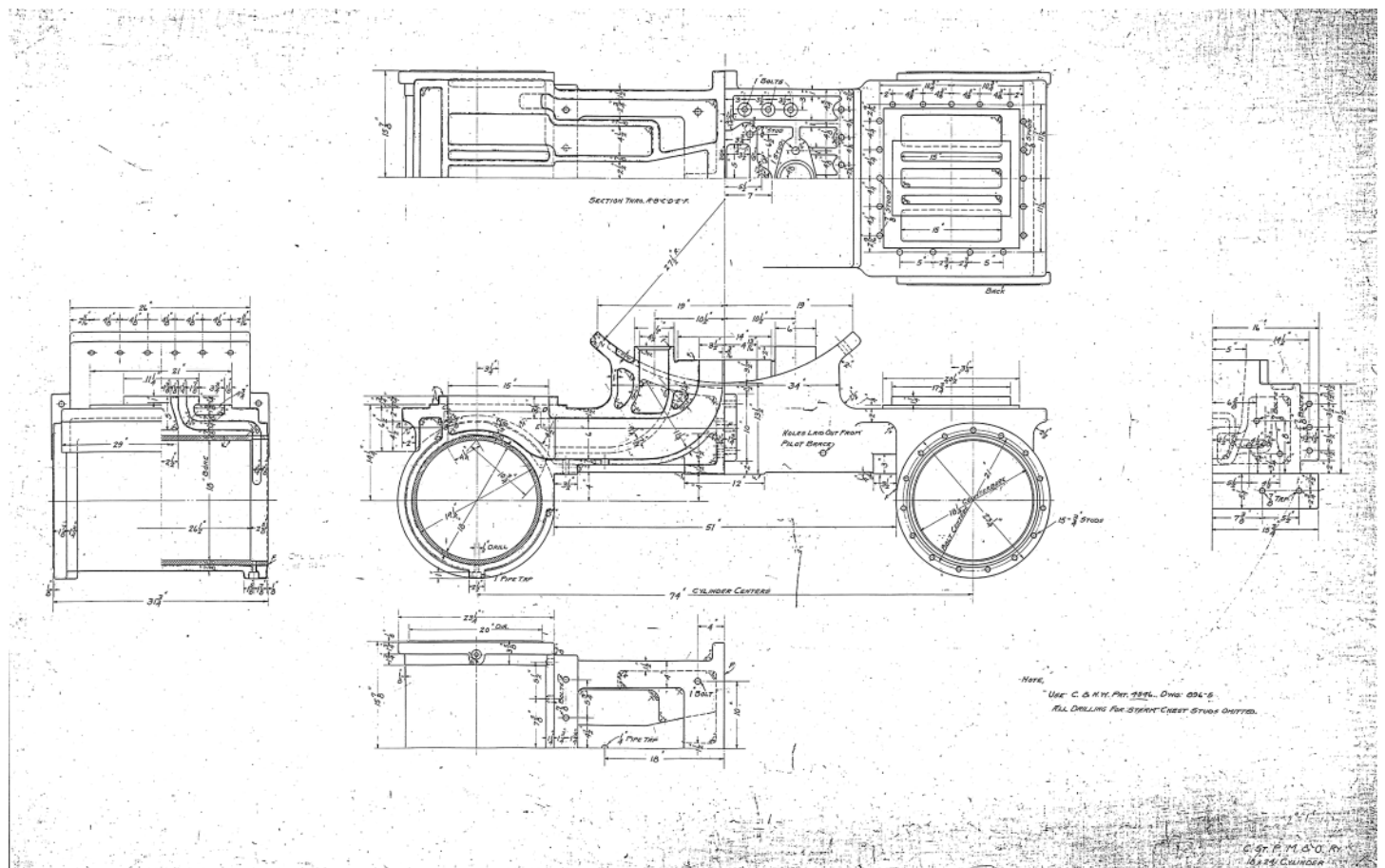
Welcome to part three of the articles on how I am building my steam locomotive models. I am having a lot of fun with this project and learning a lot. As I have said before, education is not free, and I have been making some scrap from what I am learning. It's all good though, and I am able to see problems farther in advance and am avoiding some of them. One of those problems was not getting a good finish on my cuts in the milling machine. I thought this was because I was using small diameter cutters and they were flexing. This is correct, but it is not the only issue.

In the past, I have talked about a climbing cut. This is a cut where the rotation of the cutter is pulling the cutter into the work. What is important to remember here is that the rotation of the cutter creates directional forces on your work. These forces affect all machines, but the mass of the machine is usually enough to counter these forces; the small machines we use do not have this mass. The force generated by the cutter on the work piece can move the table on the machine and take the slack out of the lead screw. Remember, all machines have slack in the lead screws. The solution to this problem is to set the machine for a cut and then lock the gibs on the table for all directions except the one you want to go in. I will get into this more later in the article.

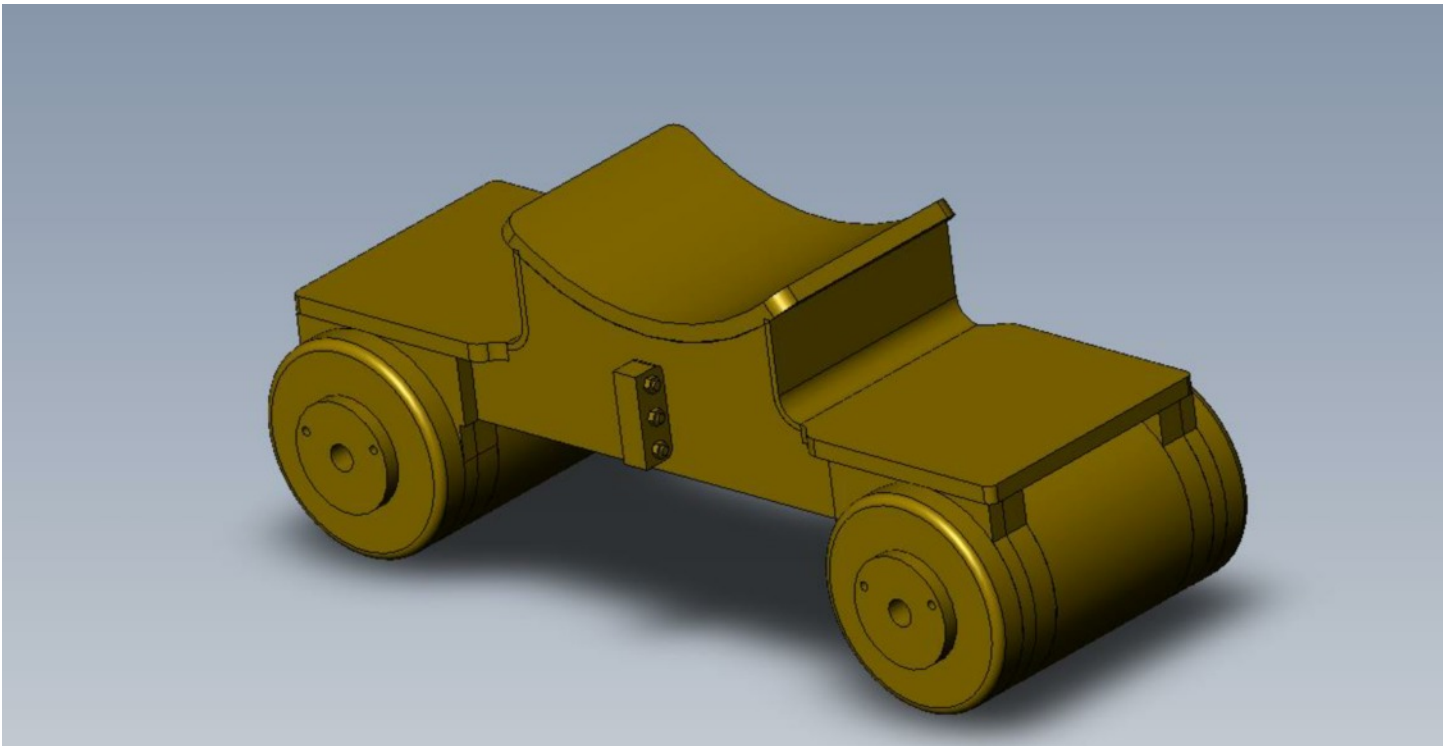
Learning about materials and paying attention to what you are using is also important. There are lots of different alloys of brass. I would buy brass scraps from a local store we had in the Chicago area. They would buy drops and cut offs from machine shops and sell them. I bought some brass rod from them one time and went to turn in on the lathe. It was like trying to turn a Tootsie Roll candy.

The brass we get at the hobby stores is a good alloy for what we are doing. The sheets are hard and that can make some forming difficult, but the sheets can be annealed with a torch. Most of the brass I use now comes from McMaster Carr and is either 260 or 360 alloy. For rods and bars, the 360 is the better choice and machines very well. For the sheet goods, I generally buy the thickness I want. This means the sheets I am using can be different alloys and hardness. I have noticed that the 260 alloy will stick to small drills and I break a lot of drills. To solve this problem, I use a drop of oil on the drill and keep taking the drill out of the hole to clean the flutes. This sticking to the tool also affects the small milling cutters and I am now using a drop of oil when cutting some of the sheet brass.

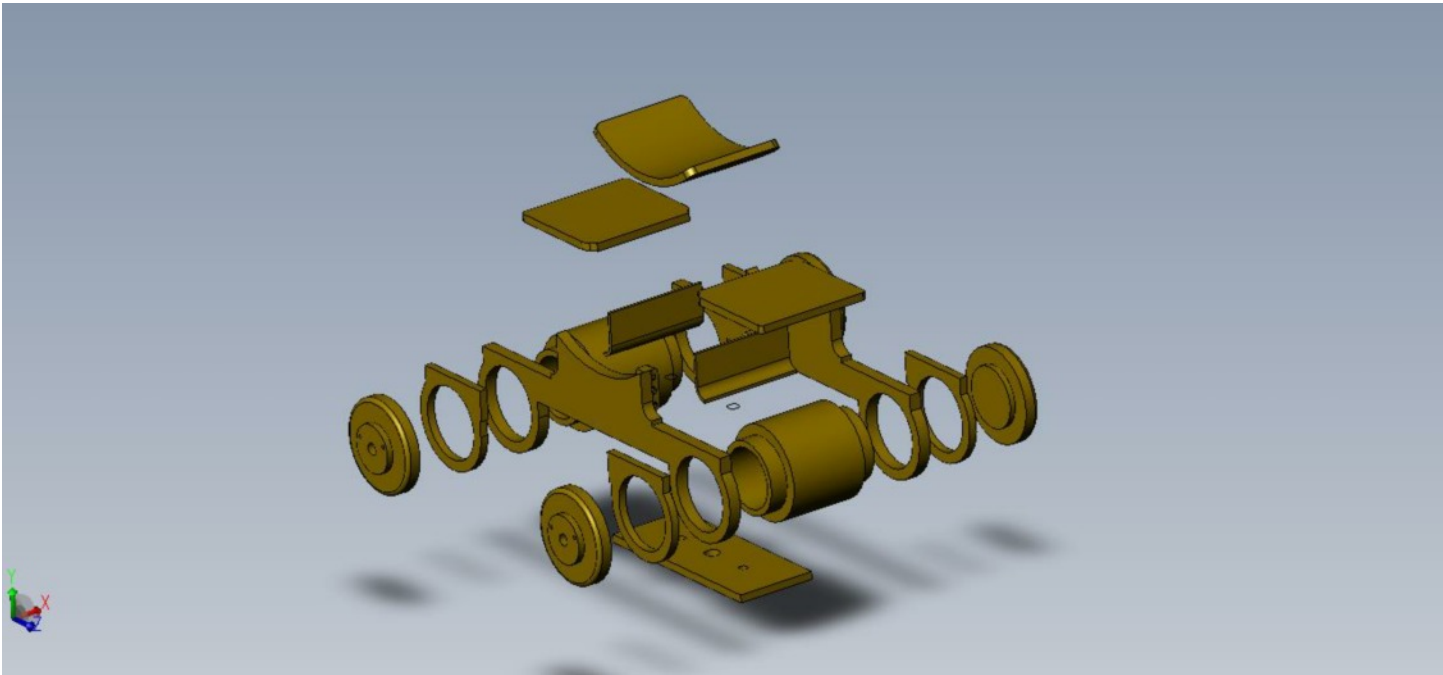
In the first article of this series, we talked about where you start. I will do more of that in this article by showing what prototype information I used, and how I used it to develop some working drawings. In addition, I will show how I planned to make the cylinders from individual pieces, so let's get started.



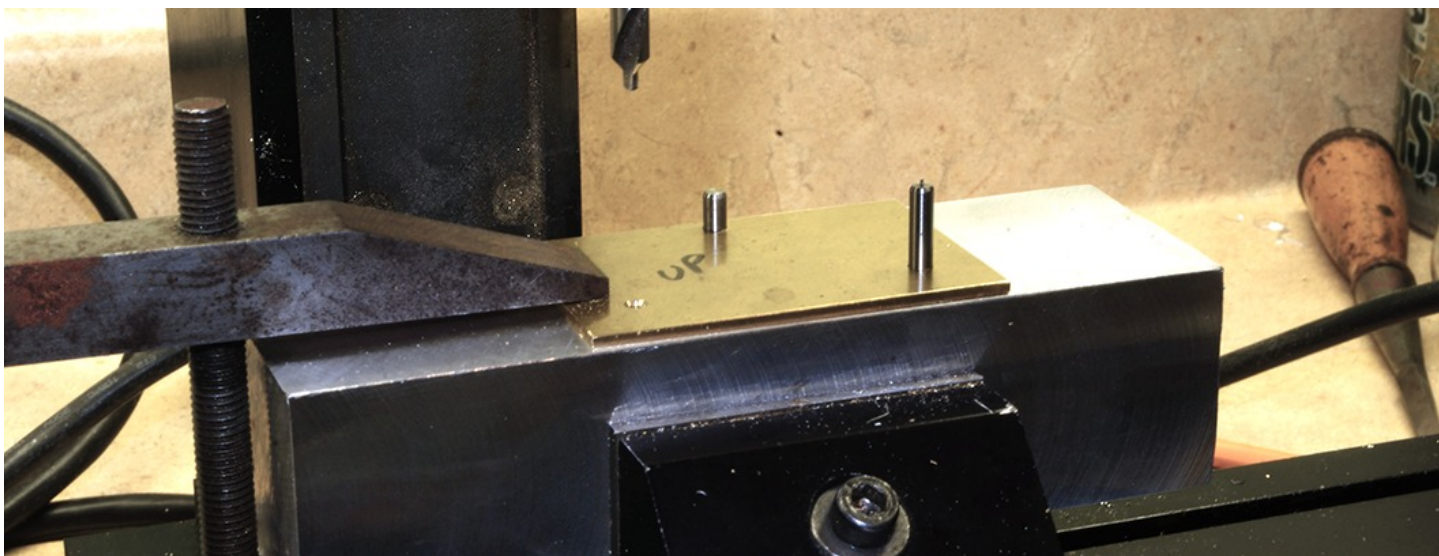
This drawing came from the Lake States Railway Historical Association and it's a Chicago St. Paul Minneapolis and Omaha drawing. It has value to me for a few reasons. The CStPM&O was controlled by the C&NW so there may be some family similarity. The drawing is dated 1912 which is much newer than my models, but the locomotives these cylinders fit were made around the same time as my locomotives. These locomotives were also made by Schenectady as were the C&NW locomotives. The last point to consider is, how much of this drawing will we actually need? We really only need some basic overall dimensions, and we will then need to redraw something that will work on our model and that we can actually make.



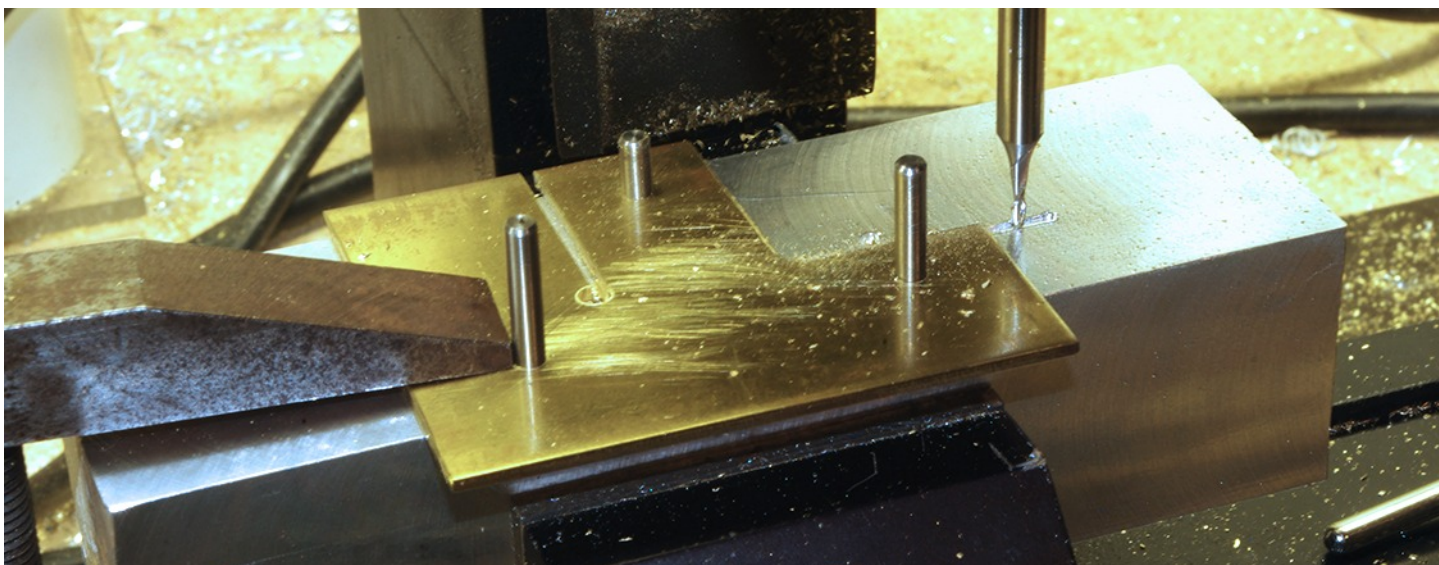
The first step for me is always to make a drawing of what I want to make. Don't scale the prototype drawing and try to work from it. This can be a simple sketch or a 3D model as I have done here. I use Solidworks and was able to buy an older version from a reseller that was not a lot of money. All 3D modeling is based on sketches you draw and then extrude into solid shapes. This drawing could have been done as one drawing, but I chose to draw it using the individual parts I will make. See the next photo for the exploded view.



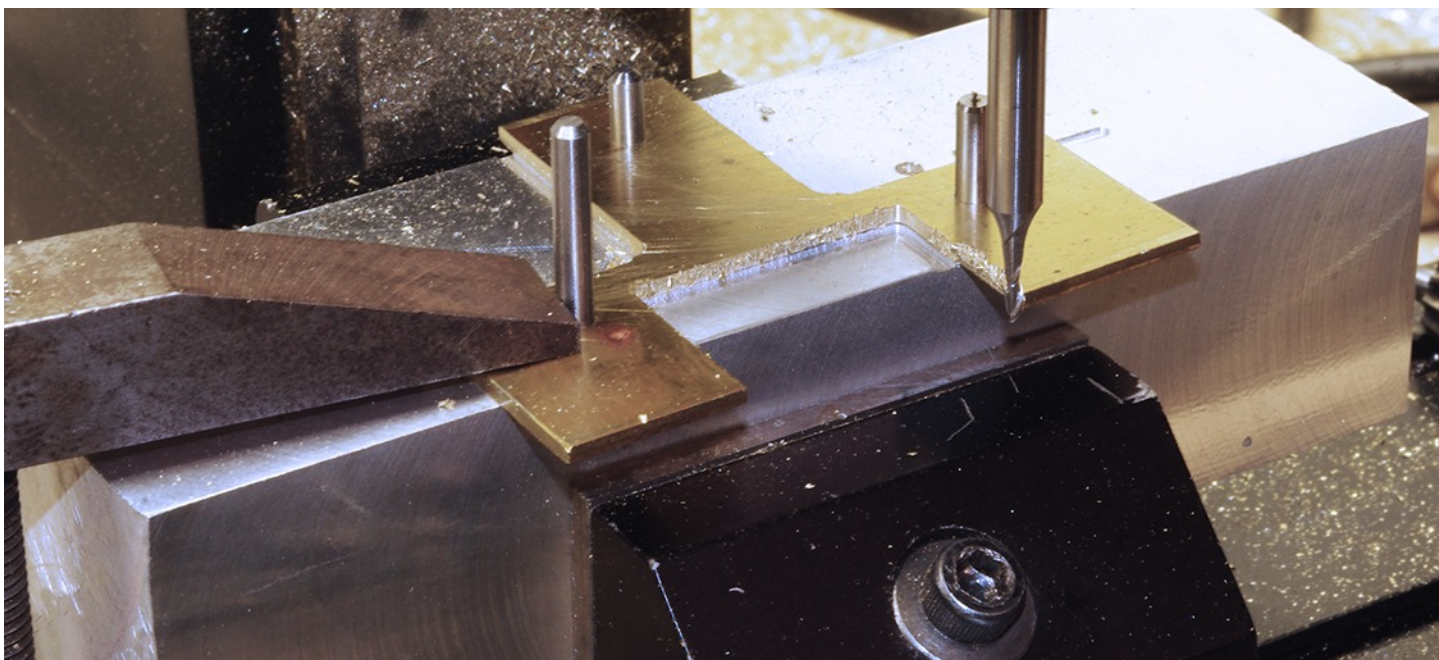
This drawing shows all the individual parts I will make for the cylinder assembly. I drew the model this way so I can generate a 2D drawing of each part I need to make. Besides identifying the individual parts, I am also thinking about how I will solder it all together and keep it square. In this case, the round cylinder parts lock into the ends and the whole assembly will be square. This is a little extra work because you have 9 drawings instead of 1, but it makes the whole process clearer.



While thinking about how I was going to make the parts, I had to consider how I would hold the parts and where my reference point would be. Each cut you make has some dimensions that are related to other cuts you have made. In addition, you need to hold the parts in place while you cut them. My solution was to make a fixture that held the parts at three locations, the smoke box center and the two cylinder centers. The smoke box center became my 0,0 reference point and the two cylinder centers locked the part in the fixture. I drilled and reamed the holes for a fit on some axle stock which I used for the pins.



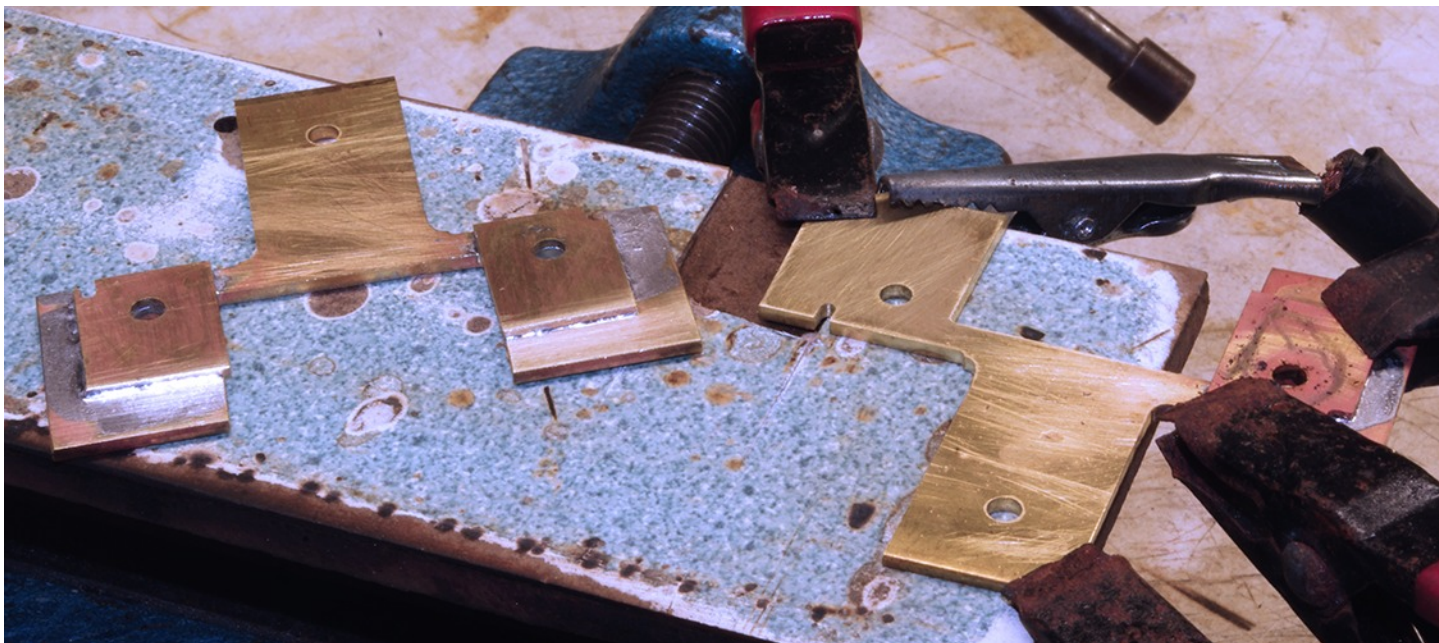
Here I am cutting the outside profile of my cylinders, and this was where I started having trouble. I made these parts twice before I got something I liked. The problem was the table moving because the cutter was taking the slack out of the lead screw. What I found to work best was to make one cut at a time. I would move to a starting point and then lock the gibs on the table. In this case, I am cutting on the "X" axis so the "Y" axis is locked. By making the fixture the way I did, I was able to make a cut and remove the part from the fixture. The three pins also held the part firmly in position. After you make a cut, turn the part over and place it back in the fixture to cut the other side. I had good accuracy and less set up time this way. It was worth the time spent making the fixture.



Here I am cutting out the bottom of the cylinders. This was one of my first attempts. Look at how bad the finish is on the cuts. By doing one cut at a time and locking the gibs for the other directions, I was able to get much better looking cuts. One other thing to consider is the alloy of brass you are using. Some brass is very soft and will stick to cutting tools, some will make nice chips that don't stick to the cutters. I buy my brass from McMaster Carr and they sell 260 and 360 alloy in lots of sizes and shapes. The 360 brass alloy machines better, but it may not have the sheet thickness you want. Sometimes I put a little oil on the cutter and this helps keep the chips from sticking.



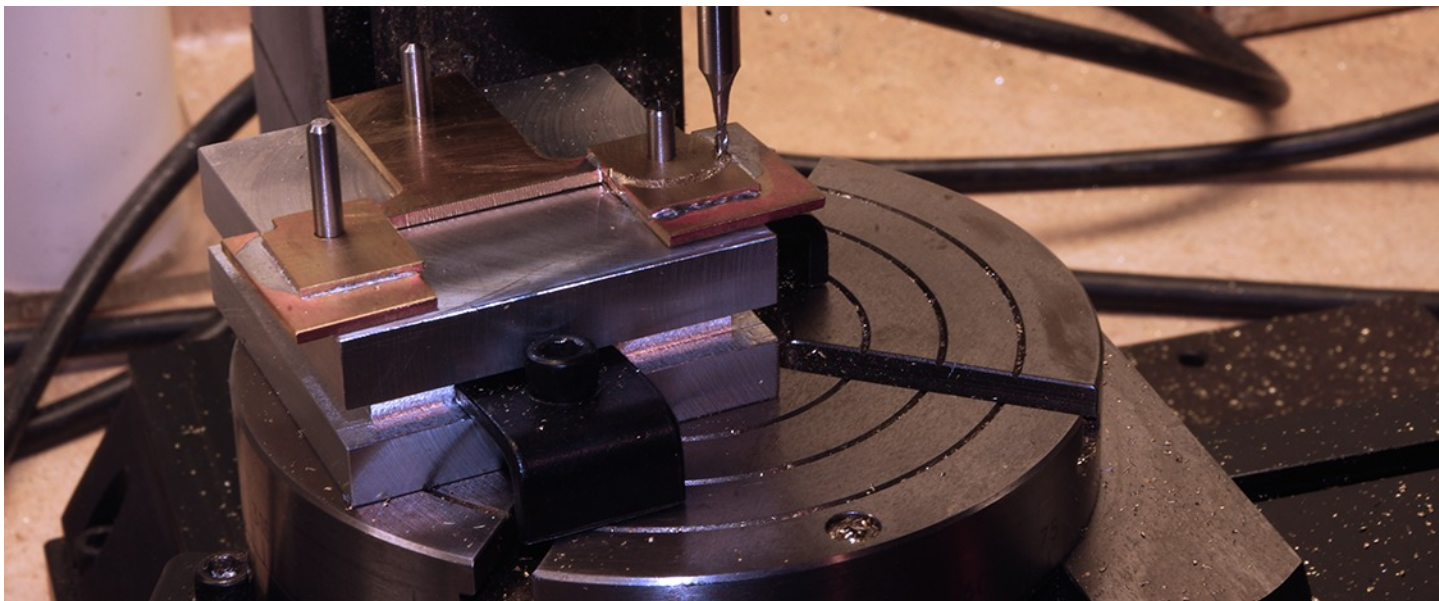
Look back at my exploded view of the cylinders, and you will see some extensions to the ends of the cylinders. These extensions stick out about 2" on the prototype which is .042" in our model size. I used .040" thick brass for the model and that was good enough. Make sure you draw your model using the thickness of the material you will use and not what it scales out to. One edge of these parts needs to line up with an edge on the cylinder ends. I used the same fixture and pin to locate where this cut would be and made the cut. The pin helped hold the part as well as giving me a reference point.



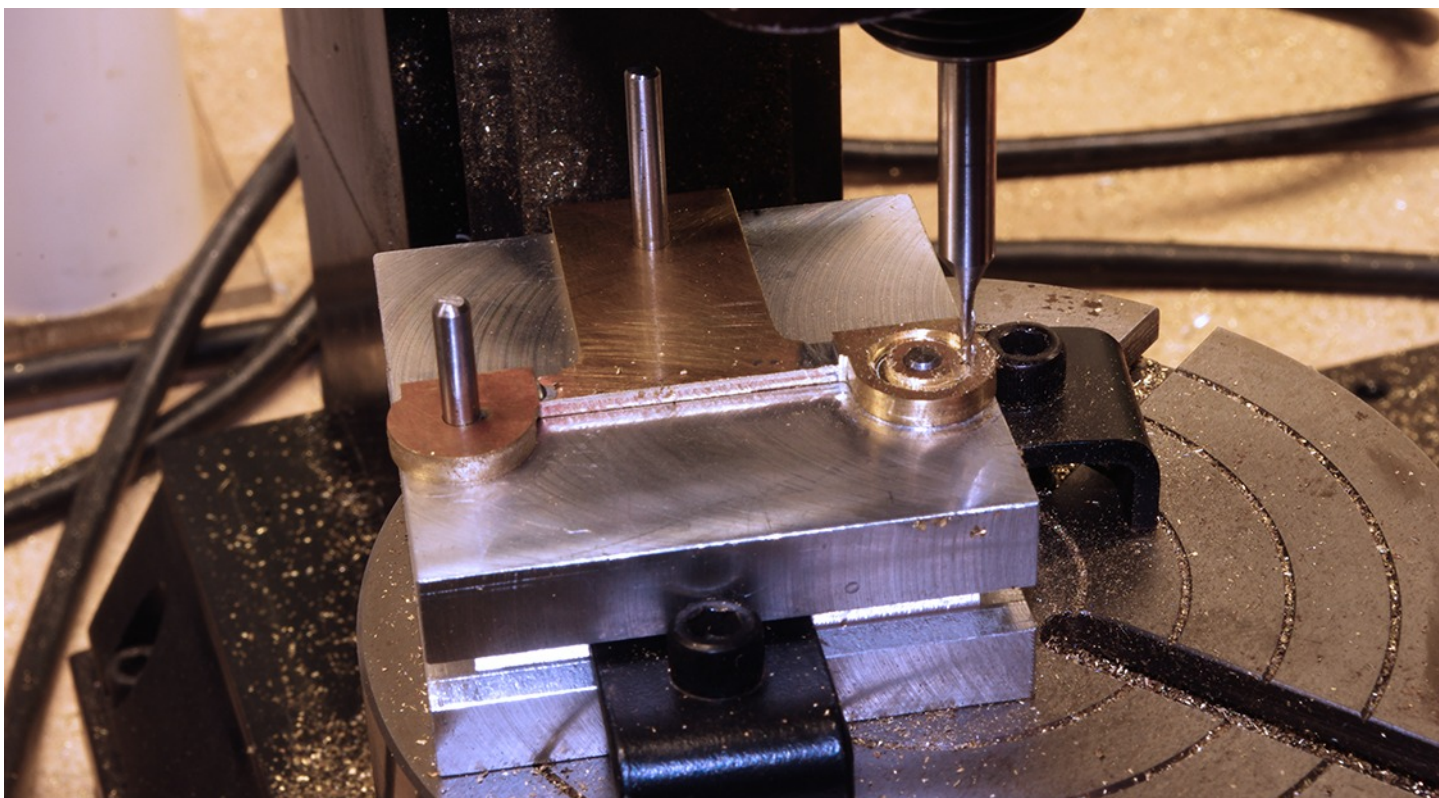
Now it was time to solder the extensions on to the cylinder ends. I am using the pin holes and the one top edge that I trimmed to size. To keep the alignment, I put a drill in the hole while I soldered the parts together. The solder will not stick to the pin and it can be removed later. Do not use the pins you used for the fixture. If they are axle stock, they are probably leaded steel and they will stick to the solder from the joint.



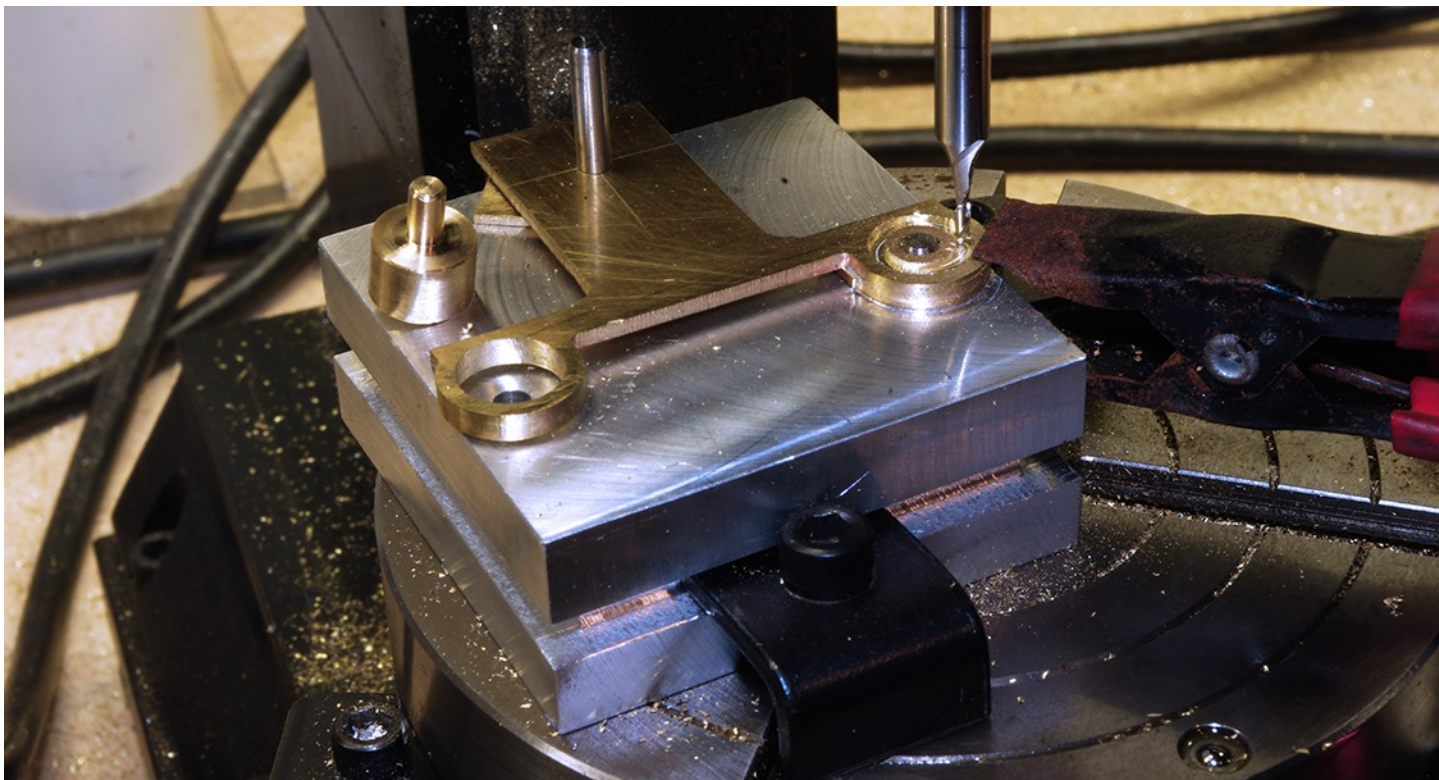
Now I needed to drill out the pin holes in my cylinder ends where the cylinders are. This was going to be difficult to drill a larger hole concentric to the pin hole. The location of the hole would be tricky to find, and the large drill ran the risk of grabbing my part and ripping everything up. I decided to make another fixture that would attach to my rotary table and hold the parts. It would be relatively easy to locate the center of one of the cylinder pin holes to the center of rotation of the rotary table. When you see the next few photos you will see how this worked. As a side note, this fixture worked very well and I did not need to make the first one I made. Make one like this the first time, and it will work for all your operations.



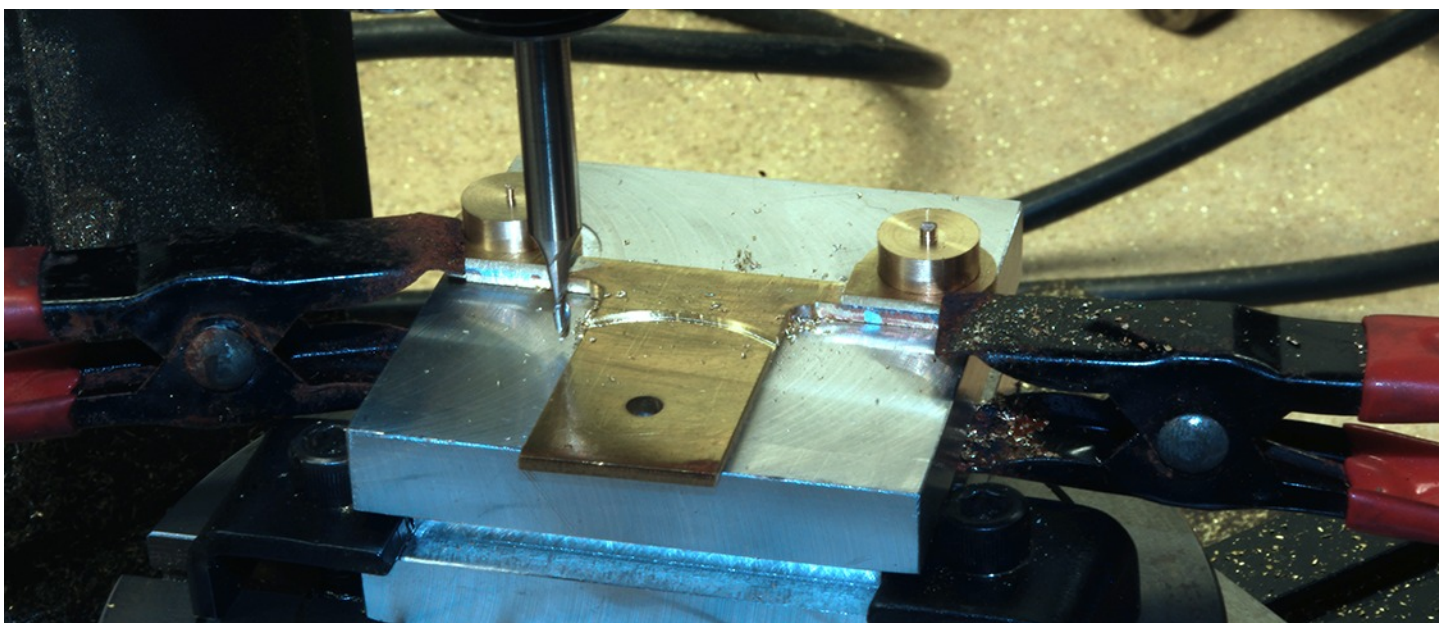
The first step here is to locate the “X” and “Y” axis so 0,0 is the center of rotation of the rotary table. Use a dial indicator in the drill chuck and rotate it to see where the center hole on the rotary table is. Move the “X” or “Y” axis until your dial indicator shows you have the center of rotation of the rotary table. Once I had that done, I put a pin in the drill chuck and brought the chuck down into one of the cylinder pin holes in my new fixture. That located the fixture on the rotary table, and I clamped the fixture to the table. In this photo, I am cutting the outside of the cylinders by cranking the rotary table around.



Here I am cutting the inside of one of the cylinders. I determined how much I needed to off set the “X” axis for the diameter of the cutter I was using, and then cranked the rotary table around to make a round cut. The other two pins are keeping the part located while I make the cut. Take small cuts to minimize tool chatter and the movement of the part.



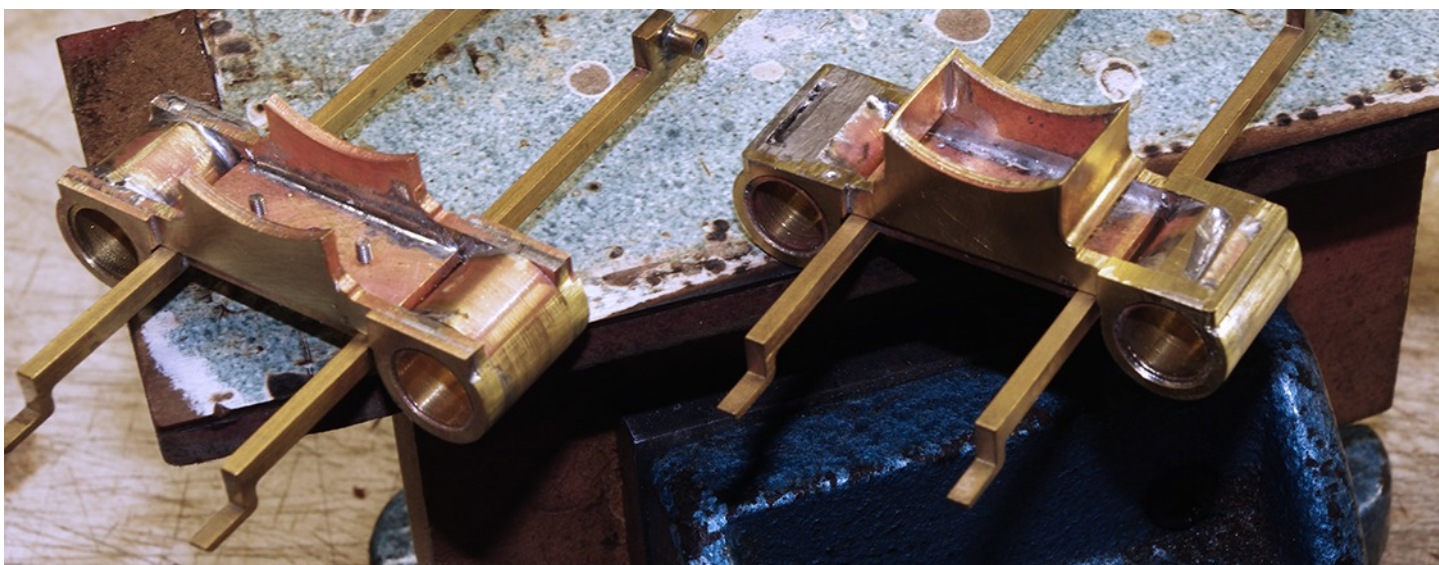
In this photo, I have cut the outside of the cylinders and am now cutting the inside. You need two pins minimum to keep the part located. I was cutting one cylinder and flipping the part over to cut the other. This way, I did not need to move the rotary table to a new location, thus improving your accuracy. The problem is, once I cut the cylinder, the locating pin was no good anymore. I solved this problem by making the stepped pin shown on the left. Also notice how nice and clean my cuts are looking. By having the "X" and "Y" axis gibs locked, the table is much more rigid.



Now it was time to cut the boiler saddle. You can see now why I had so much extra material and was using the smoke box axis as one of my pin holes. I stumbled through this, but after doing it, I would recommend it as a way of making any cylinder. Having the smoke box center line as a reference is a big help, and you don't want to lose the reference point. You can see I made two stepped pins for the cylinders and am using some clamps to hold the piece to the fixture. One last point to make here. I had to move the fixture and locate the center of the smoke box to the center of the rotary table. Then make the appropriate step over based on the radius you want and the tool diameter you are using. I have two different boiler sizes on my models, but all I needed to do was change the step over.



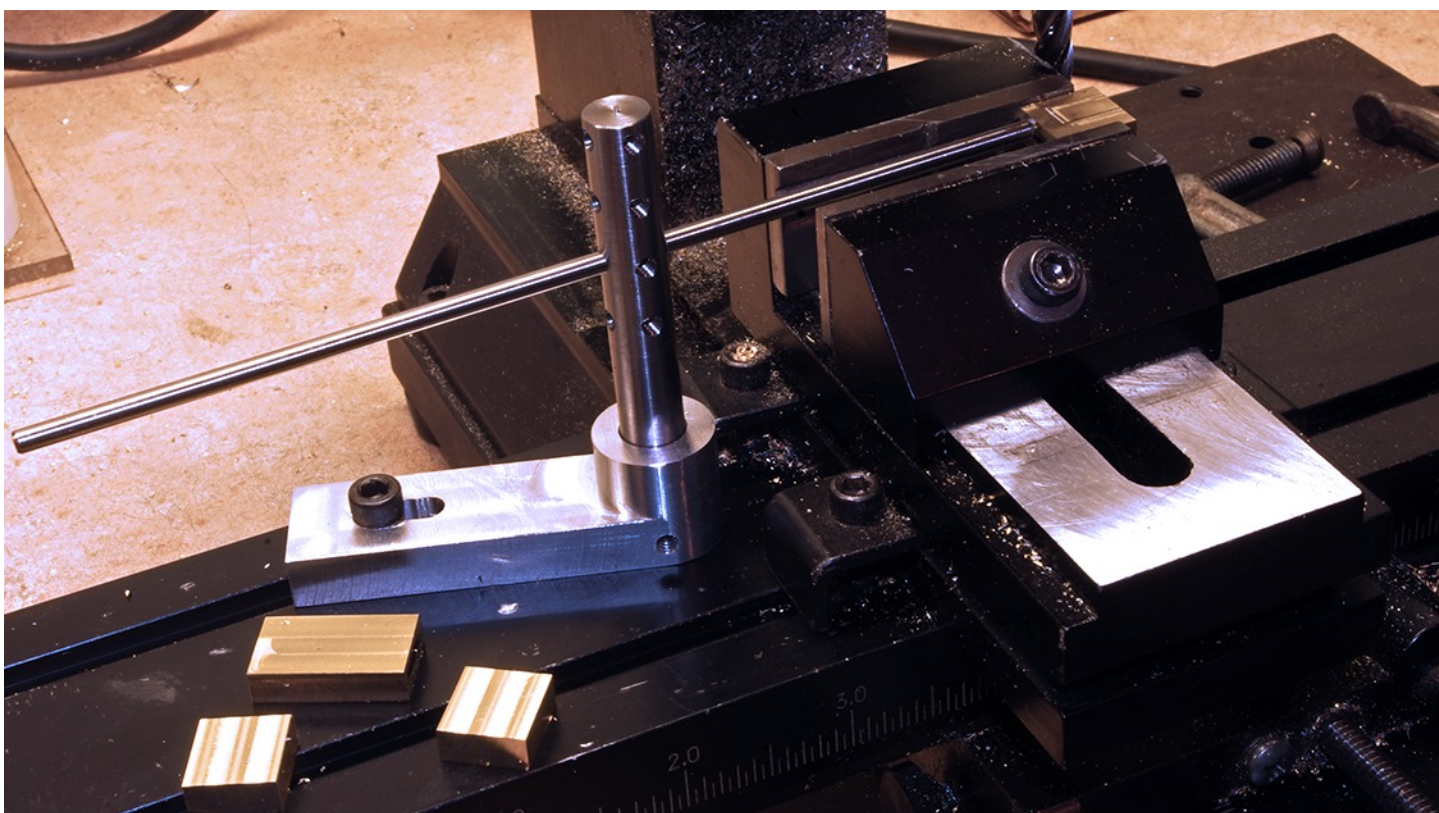
These are the major components for the cylinders. The cylinder at the top is ready to solder. The two bottom pieces need to have the smoke box saddle cut yet. I was happy at this point. The cylinders fell right together and were square. The round cylinder bushings were turned on the lathe after the holes in the front and rear pieces were cut. This way I got a good fit. The cylinder bushings were made hollow to aid in soldering by matching the heat transfer to the other components. If they were solid, they would take too long to heat up compared to the rest of the assembly.



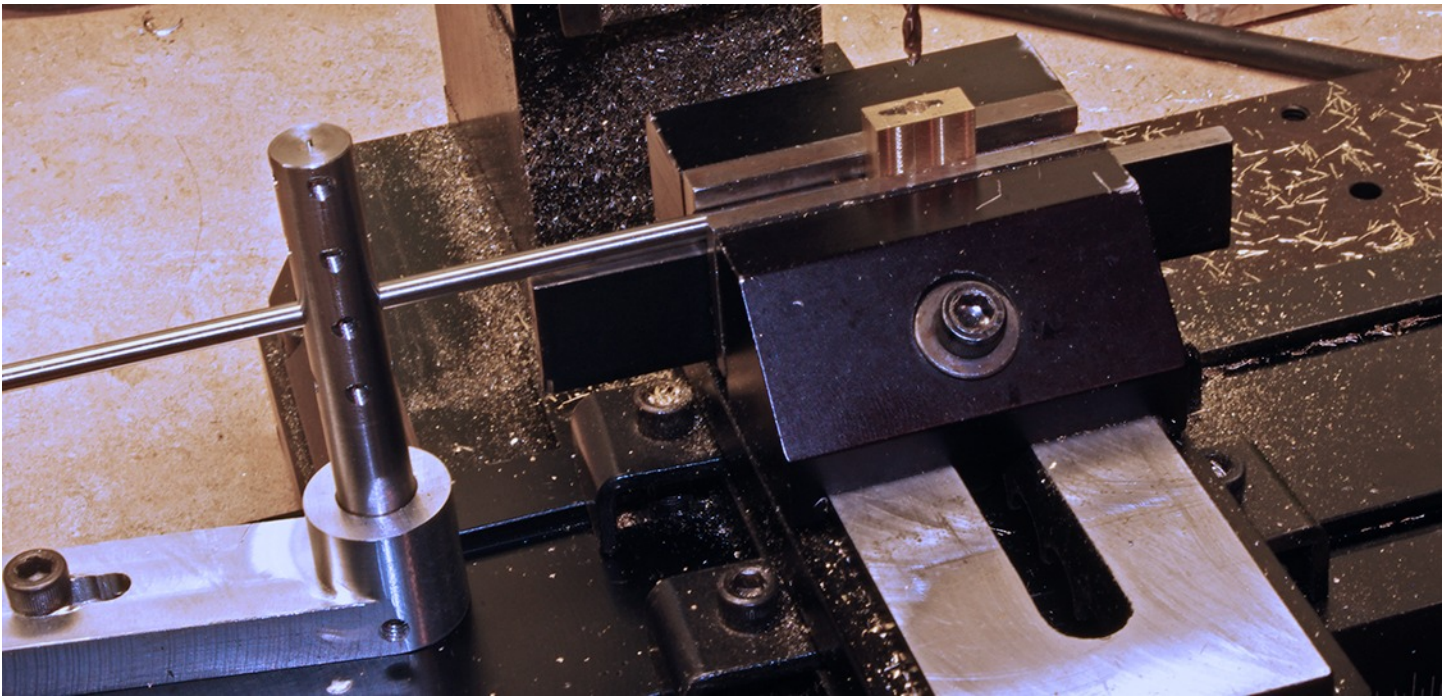
The base for the cylinders was made next and soldered in place. They were strong enough at this point to handle some additional machining. Look at the top of the cylinder bushings – the set on the right has been faced off, and the ones at the left set have not. I also faced the end of what would be the valve seat. This made it easy to solder a small bar in place and finish the end. The next step was to file a round corner on the ends.



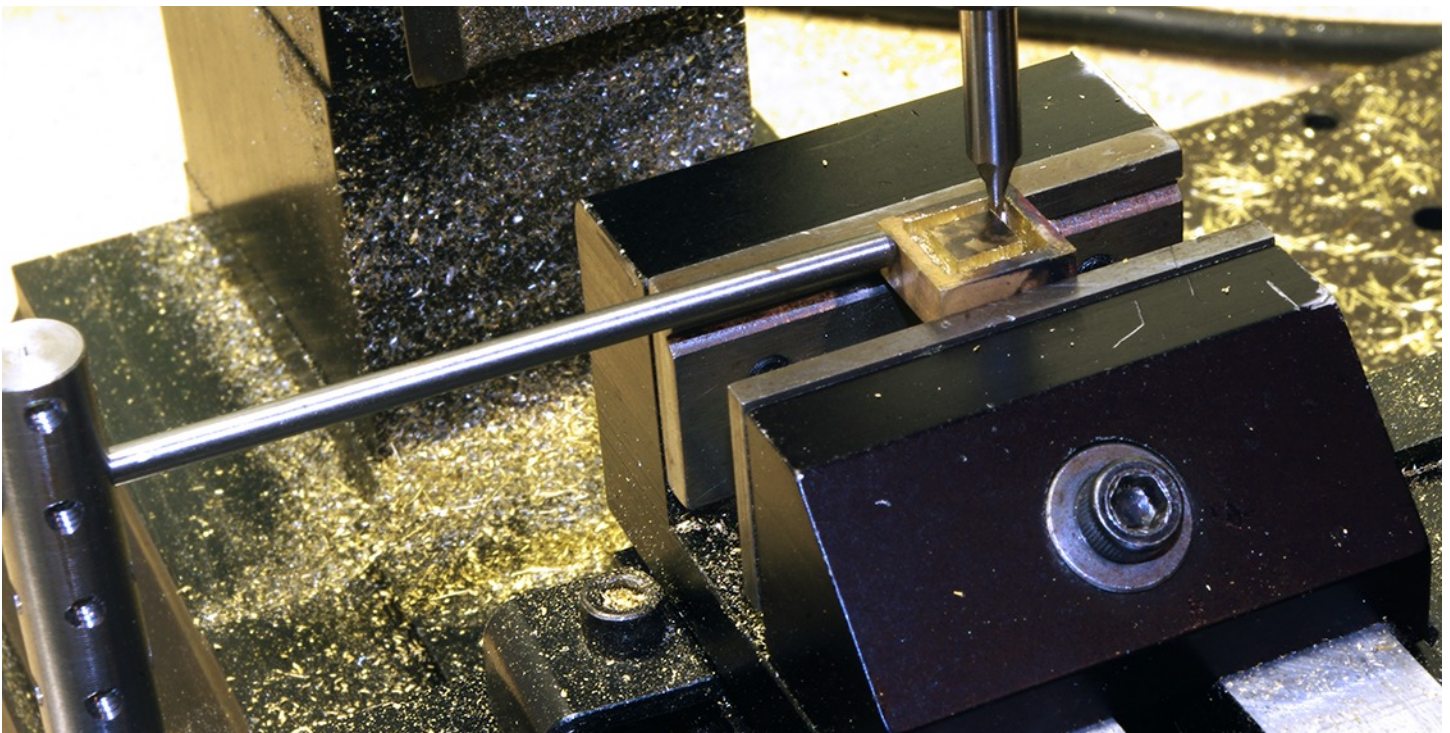
In this photo, I am fitting the valve seats in place and making the sides of the boiler saddle. I made and installed the boiler saddle sides first. The brass was annealed and fit over a drill to get the correct curve. Notice they are left long and get filed flush later. The same goes for the bottom edge. The valve seats were cut in the mill using my method of gluing some stock with ACC to a block of wood. After I had the blanks cut, I did a little filing for an Ogee curve near the boiler saddle. When all was fit, I soldered them in place.



I am machining the valve chests here. A bar of brass was milled first, and then the blanks were cut off and squared up which is what I am doing here. I made the stop, and I would recommend making one if you don't have one. It makes repetitive work like this a breeze.



Here I am drilling a hole for a small brass bushing that will be where the valve rod goes into the valve chest. When I was done, this bushing was hard silver soldered in place so it will never come out during subsequent soldering operations. Using the stop assures that all four of the parts have the hole where it needs to be. One set up was all that was needed, not measuring each part.



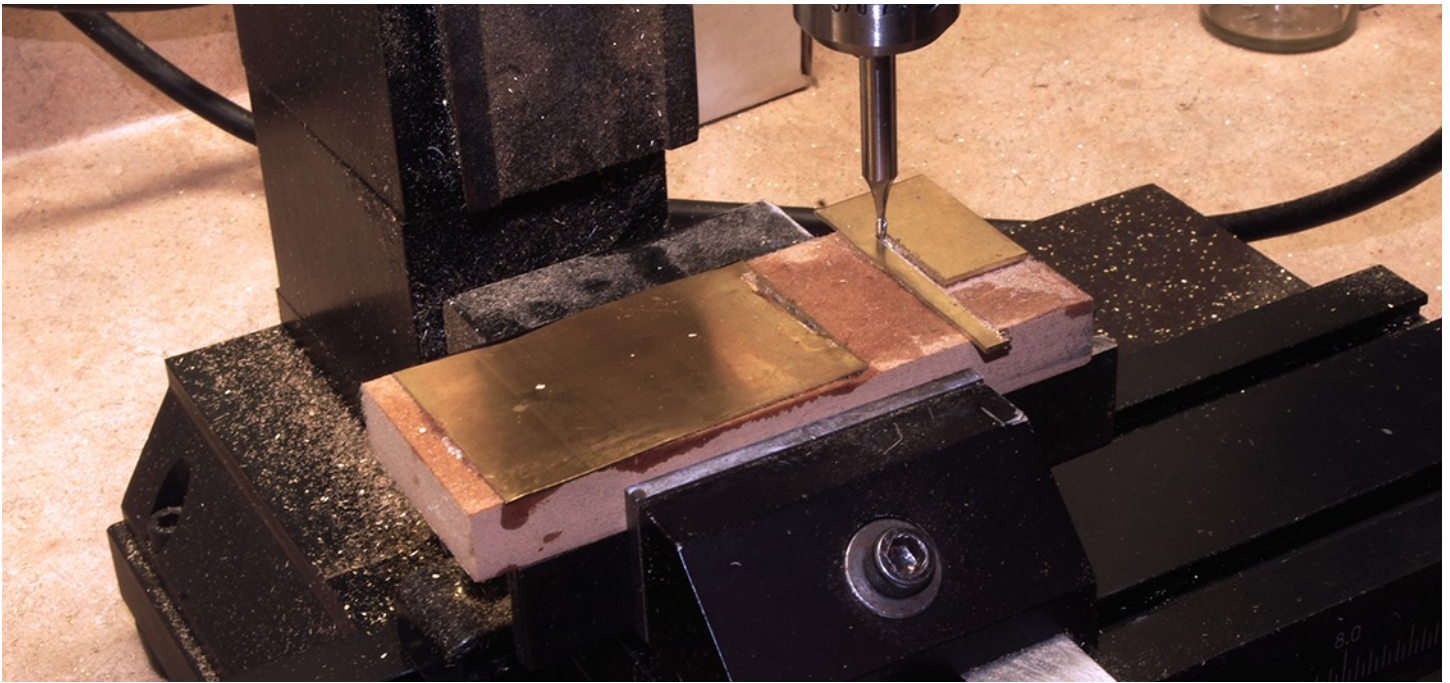
The last operation was to hollow out the valve chest so it would be easier to solder in place. Notice I am using my stop again. I set the valve chest on some parallels first and bumped it up to my stop. After tightening the vise, I removed the parallels to prevent hitting them with the cutter.



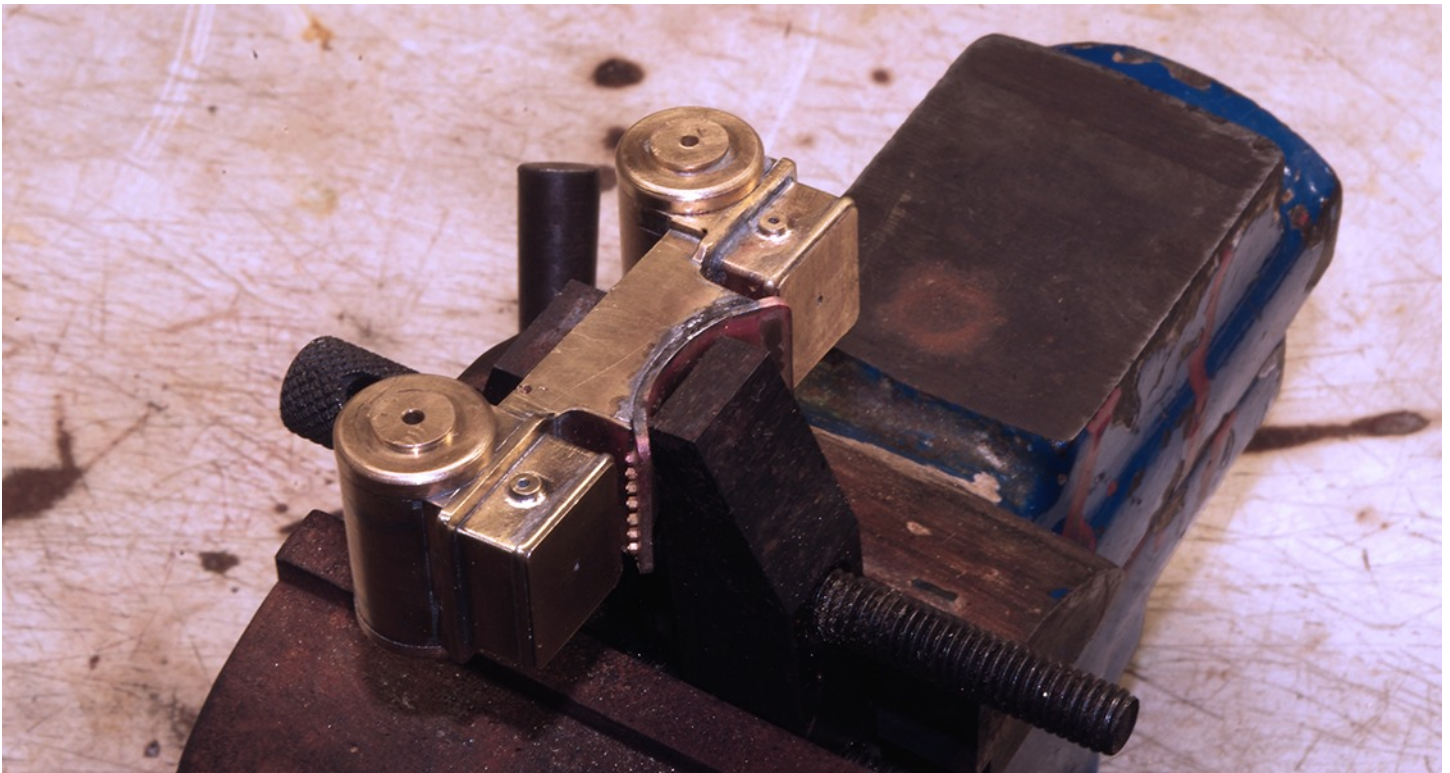
The corners of the valve chests were round, and that is what I am doing here. Put some bluing on the corners first. Then set your dividers and scribe a line on each side of the corner. This line is the same as the radius of your corner and represents the tangent point of the curve to the flat side. Now file away the corner to a smooth curve, but don't go past the line.



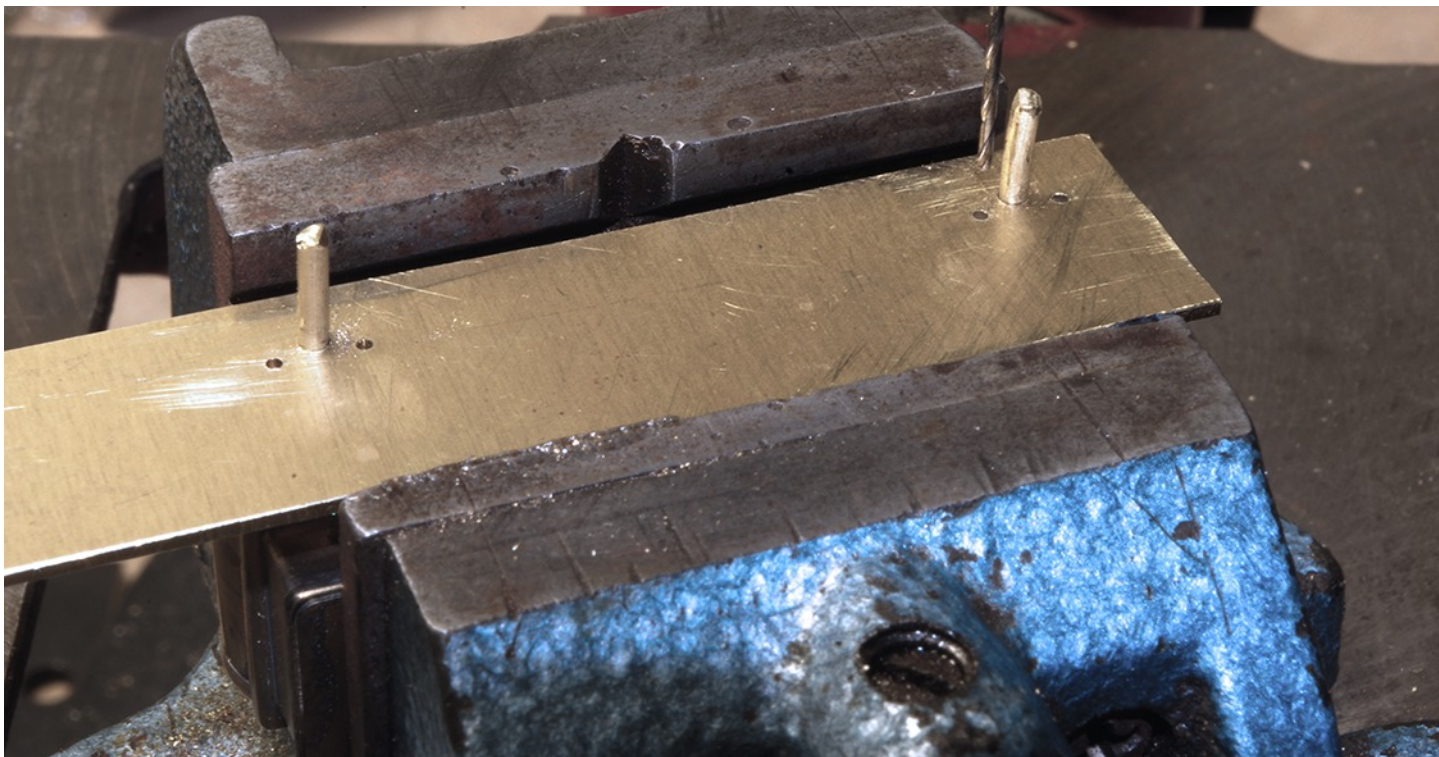
The valve chests are ready to solder in place. I did this by eye and clamped them, then soldered them. They seem like they will work, but I would like some additional accuracy. I haven't figured out how to key the valve chest to the cylinder bushings yet. Some sleepless night, it will come to me.



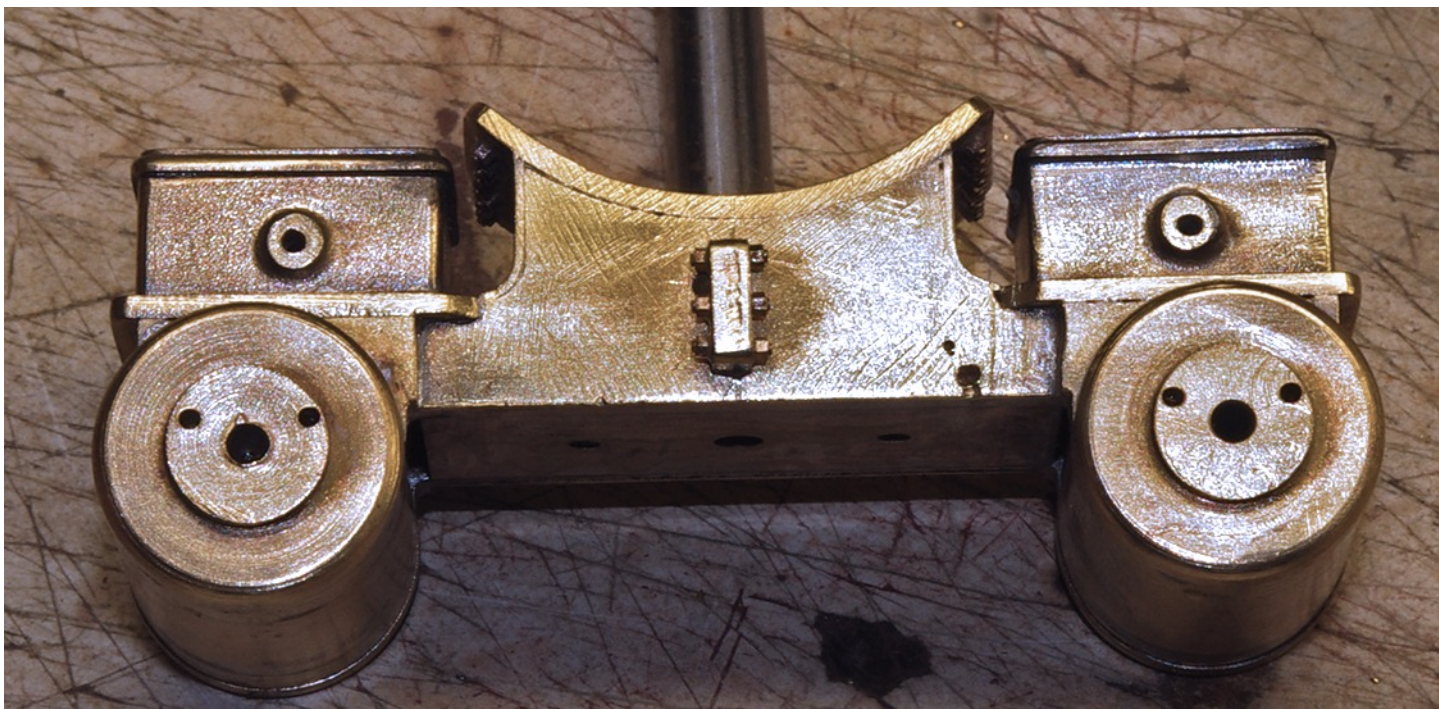
Next was to make the valve chest covers. These have a small step in them that I wanted to have, but the material is thin. I glued some .032" brass to particle board again and machined the step first. Then I moved over a bit and cut through the brass to make the cover. After I had them made I rounded the corners with some files. These came out nice as you will see.



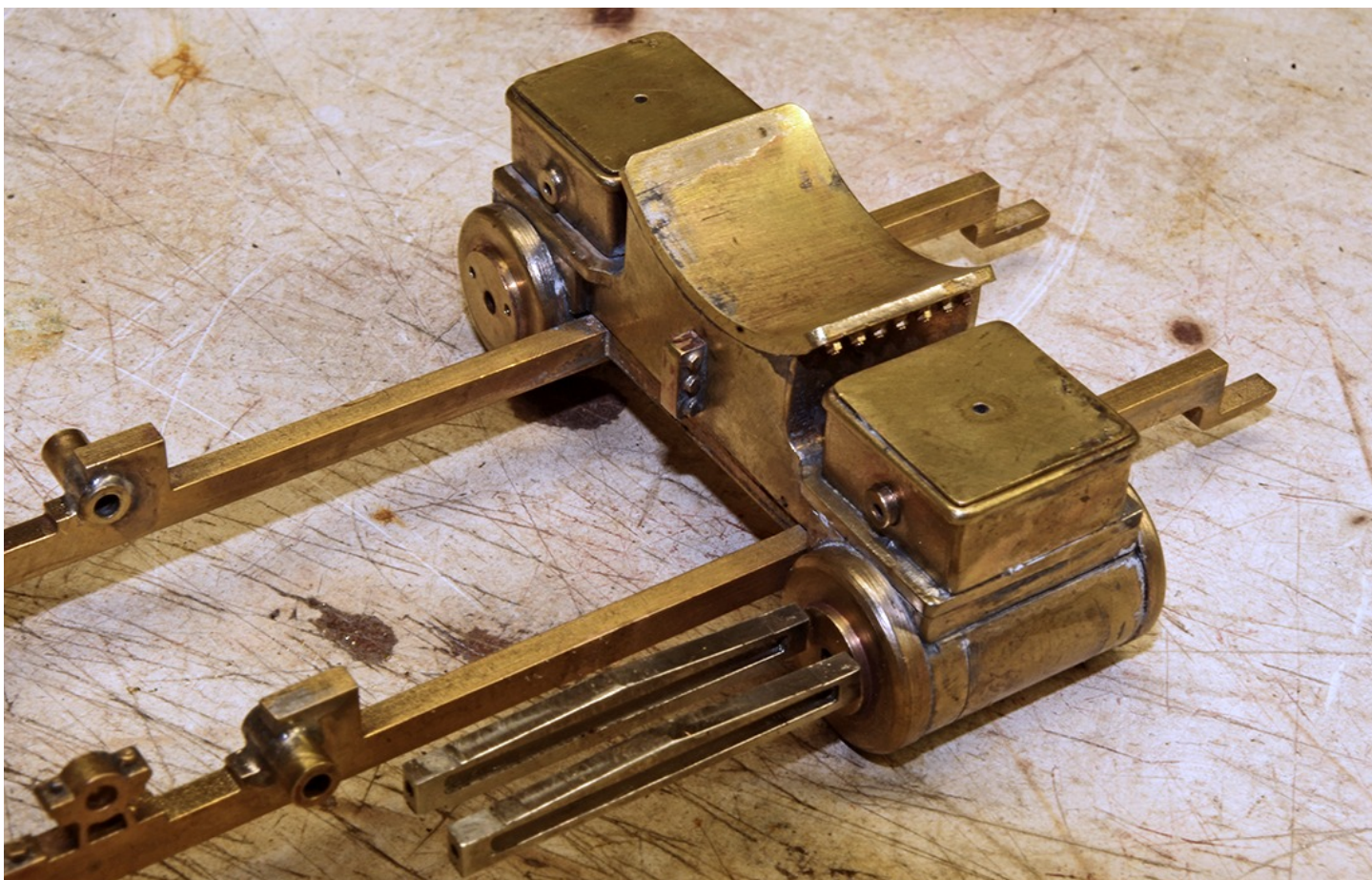
I cut a piece for the boiler saddle and annealed it. Then I bent it around a bar I turned on the lathe to the correct diameter. Small holes were laid out and drilled for the mounting bolts. I put some brass nut bolt detail in and hard silver soldered them in place. This is how I held the saddle in place while I soft soldered it to the cylinder assembly.



The locomotives I am building had 4 bar guides, and alignment of the guides would be critical. I will get into making the guides in the next article, but for now drilling the locating holes in the cylinder assemblies was important. I waited until now to drill these holes. Imagine if I had drilled them before soldering the cylinder covers on. How would you align the covers properly? What I did was make a fixture in the mill. The two 1/16" diameter pins are in the piston rod holes. With the same set up in the mill, I drilled some .026" diameter holes for the guide rod pins. In this photo, the cylinder is in the vise and the fixture is held in place with the pins. Now just drill the guide rod pin holes. See the next photo below.



This is one of the completed cylinders. Notice how uniform the guider rod pin holes are.



Here is a finished set of cylinders. Look how the small flange on the valve chest covers came out. I was happy with this. A little machining and some touch up with a file is all that is needed.

The cylinders are done for now, and I'm happy with the way they turned out. We need to make a lot of compromises when scaling down a prototype due to materials available and our abilities. There were some compromises made, but the cylinders capture the look of the prototype.

I am learning a lot about small machines and just how far you can push them. I tend to be over aggressive with these machines. The other thing I am always working at is precision. Precision is something that is closely related to the process. In making these cylinders, I found that the three pin fixture for machining the front and rear of the cylinders worked very well. When I flipped the parts over in the fixture, as I was cutting the round contours, I was getting more accuracy than by moving the table to make the next cut. The second fixture I made would have also worked for the first cuts, and that will save time not making two fixtures.

The simple fixture I made for drilling the pin holes in the cylinder covers worked well and gave good results. The guide rods and cross heads work nice. For now, let's quit; and in the next article, I will show how I made the cross heads and guide bars. As a special bonus, I will show how I made the cross head hanger three times before I got it right. See you next issue.

Bill Yancey's

ALBERTA PRAIRIE RESOURCE RAILWAY

By Ross Dando

I met Bill Yancey about four years ago at an NMRA meet here in Boise, Idaho. After sharing 1st place in the freight car contest, I was told by one of the people at the meet I was lucky to have such an honor to share the podium. That right there produced two emotions. So, off to find this Yancey guy. After a brief discussion, I knew it was an honor of sorts.

Now, the rest of the story. Bill provided this introduction to the railroad he calls the Alberta Prairie Resource

In the north central part of Alberta, there is an area they call 'the park land'. CP Rail had several branch lines in this area that they wanted to divest themselves of to concentrate on heavy haul.

In 1989, a consortium of land owners and businessmen came together to create a short line they named the Alberta Prairie Resources Railway. They found that they could improve services to rail customers and attract new businesses. In addition to grain hauling, they found that several neglected businesses could form a rail served business park outside of the town of Otter Creek. A second hand engine was purchased from BN, while at times they also use leased equipment from CP/Soo.

Chief engineer and CEO, Bill Yancey, has stated that "This arrangement is proving popular with local business, and could expand to other branches. "

Yancey further states that "in the two years since beginning of operations, Canfor has revitalized a planing mill on our line to move chips and packaged lumber. A new paper box plant has also increased revenue. Small and nimble lines like the APRR show a bright future in the area, providing daily to tri-weekly services to our customers."



Bill invited me over to see his partially completed railway. We developed a friendship and Bill has been finishing his layout and building equipment at a pace I have not seen from many modelers.

So, with this introduction, let's take a tour.

The railway has had two official operating sessions, and Bill is learning what needs tuning and I am learning operations. The railway is housed in an out building on Bill's estate and has heat and AC. Two things that make you want to come back regardless of the season.

Upon entering you, are greeted on your left by Cooper the dog sitting on the platform of a finely detailed station Bill scratch built. To your right is the Canfor lumber processing facility. More about that later. Today's run is to drop off and pick up a few cars at Canfor, pick up cars at the box company and cement plant.





Bill and I have talked trains multiple times a week and we exchange pictures of what we have going on and provide feedback on what we think needs adjusted or added. Bill builds at a speed where time cannot be measured. The bulkhead flats you see were scratch built and progressed to completion over a week. Start the day with a text about what we are up to hobby related for the week and if I have time for lunch. Bill shares a picture of the centersill and the picture of the prototype. Lunch time and I get a picture of a mostly completed car. The next day I get a picture of the finished car. Day three, painted, Day four, lettered. Day five, weathered and on the layout. Much of what he builds is to get you to see the bulk of the scene, you move closer and details start to pop out.







As we climb aboard the locomotive, we can see Tank at the crossing having just thrown the switch and ready for us to leave.

The next scene on the layout is a grain elevator built from acrylic sheet and sheathed in Evergreen styrene. When I asked how he came up with this design, Bill reached for a folder in a drawer. He has a file of all the





research he has done for each building and drawings and notes he has taken to get the look he was going for. The proportions have been adjusted to give you a sense of size, and yet it does not overpower the trains.

The silos built from PVC pipe and Evergreen styrene are unrecognizable as pipe. The fine details are subtle, but each time I go to the layout I find something new.

Behind the grain elevator is the short yard and maintenance shed.





As the horn blows for the crossing, we can see the upcoming cut and the curved trestle.

We slowly shove the cars towards the holding yard and our work. As we enter the industrial district, we see the fuel dealership. The dealership is not rail served and we blow the horn as we approach the crossing.



The first order of the day is to drop the cars in the holding yard.

Once the cars are dropped, we move to pick up a car at the box company. The building is under construction and has gone through several design changes as Bill has changed the height, construction materials, layout and color. All in an effort to give the impression of a scene that is separate from the Canfor plant.



We pull back to yard entry and enter Canfor. We pick up the loaded car and get ready for our final car. The area around the plant has evolved during the time we have been trapped at home, and Bill has done some amazing work with power lines and lights.









We head back out to yard entry and move to spot a car at the cement plant and pick up an empty. The cement plant is a project that is evolving quickly and will have a subtle presence and small footprint.





As we finish and head back to the interchange, the horn blows and the GP notches up the throttle for a trip home. The APRR GP is a Challenger Models piece that has had the drive reworked by Jay Criswell and has a TCS WOW decoder and large TangBang speaker. Bill has done a great job of painting and weathering the unit as a third hand patch.

Bills layout is powered by an NCE system and Proto Throttles. Operations have just recently begun as the majority of the pictures for the article were shot at the second operating session. Bill has taken detailed notes after each session so he can address any issues found for maintenance before the next session. In closing, I can't thank Bill enough for all his help in taking me down this rabbit hole called Proto48. Like any good drug dealer, he has provided just enough for me to want more and I keep coming back for it.



ALBERTA PRAIRIE RESOURCE RAILWAY EXTRA

As so often happens, authors find a few more pictures they want to add after the fact. I love those requests after the article is formatted... And Ross is no different. But I'm never one to say no, so here we are...





Hank watching the crossing.





Above: End of the day.

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Building a Rustic Split Rail Fence

By George Paxton

Photo 1



Split rail fences were once most everywhere timber was readily available. Probably the only area of the country where such fences were rare was the southwest of the USA due to the limited timber there. Once barbed wire came along toward the end of the 1800s, it became the choice of fence material down that way, and in most other places eventually. We certainly had a lot of split rail fencing all over the northeast mountains where I came from, and in the deep south where I also lived when young. A view of such a fence in a rural setting is provided as Photo 1. A derivative was the post-less staggered split rail fence that was common in the Virginia area around the Civil War and later.

A lot of these zig-zag fences were around West Virginia when we were down there from Pennsylvania poaching deer when I was young, too. I always got dizzy looking at this sort of fence though. And it would use a lot of real estate to model it. Photo 2 shows this fence type. I wanted a run of the more standard split rail fence with posts for a location of very shallow scenery along my Mountain Electric, and I set out to work out a process for making it. The proper name for such a fence was a morticed split rail fence due to the holes morticed in the posts to accept the rails.

Photo 2



There were many variations of split rail fences. Some would be easier to model than the one I chose. A very clean and neat fence style is made fully from milled timber. Both posts and rails are sawn, but this style was too neat for my liking. It may suit you though. See Photo 3. Mill dressed round rails rather than split rails would also reduce modelling work if you can find thin

Photo 3



Photo 4



dowels as shown in Photo 4. And if you fancy the zig-zag fence, a variation of this uses two vertical posts at the joints to help keep livestock from pushing through the fence. See Photo 5.

I wanted a fairly rustic split rail fence as I remember them. Have a look at Photo 6 and you can see how the ends of the rails are tapered to a sharp edge so two ends fit through the single mortice holes.

Prototype split rail fences were a lot of work, but they were cheap since only time, and no expenditure of cash, was needed to make them. I remember splitting rails when I was young. It was a substantial, and I thought miserable, job. I recall working my way along a log with wedges turning one log into two and then the two into four rails. The log was on the ground between a few pairs of pegs that were supposed to keep the log in position for splitting. But if you set the wedge off center or other than dead plumb, when you smacked the wedge with the maul, the log would roll in the jig and the split was well off center. And, what often happened was that the split would travel to the edge of the log before reaching the end thereby resulting in a rail that was too short and useless. Very frustrating for a young lad trying to get through my daily work quota so I could get back to doing something I considered much more interesting like hunting rabbit.

Photo 5



Photo 6



Rails, and therefore post spacing, varied in length depending on the whim of the fence builder, but I think 8 to 12 feet was quite common. I made my model rails 8 feet as that length suited my wood chisel as you will see later. Also, more posts help the model fence appear a bit longer.

Posts would be morticed for two, three, four or even more rails as needed. Smaller livestock such as sheep required more rails to keep the animals contained. Horses and cows could get by with two or three rails. I made my fence with only two rails to keep the amount of modelling work to manageable proportions so I could finish the project in this lifetime. If you are a real masochist, you could model your fence with four or five rails.

In the good ol' days, the mortice holes would have been made by drilling two round holes, one just above the other, with a hand powered augur then chipping out the timber between them with chisel and mallet. This was done for each of the two to five holes in each post. You did not finish too

many posts in a day of work, trust me. At least when I was in the split rail fence business, we had an electric drill to make the holes. But, I still had to chop out between the holes with a chisel using a mallet. Today a mortice press cuts the rectangular holes in one stroke of the machine.

Making Posts

For making posts, I recommend using hard wood if available as basswood tears easier and the mortice holes might not finish as neatly and will not be as strong. I used some hand cut hardwood stripwood in my material hoard approximately 3/32 x 3/16 in size.

For making the posts, I worked on a full length of the stripwood. I found it easier to drill, carve, sand and weather the post before cutting it to length. First step was to mark out the hole locations for the mortices. I laid out my posts such that the finished fence would be about 4 feet high. The top rail was about 1-foot from the post top and the bottom rail about 2 feet below that. Each mortice had two drill locations which I drilled with a 1/16 diameter drill. I kept the holes as close together vertically as I could. A wiggle of the drill bit in the vertical plane would break through the left over material between the holes, and then it was easy to clean up the oblong hole with a fine rat tail needle file.

I next roughed up the post with knife and sandpaper rounding the edges, sometimes a face, and narrowing the post by sanding and carving almost to the mortices. Using hardwood instead of basswood will insure your posts are strong even though there is very little material between the mortice and the edge of the post. When happy, I used my Zona saw to scrape the posts and add grain to each of the faces and edges.

The last post making step was to cut the post to length. My posts were cut approximately 5 feet long which will allow 1 foot to plant the post in the plaster scenery.

Photo 7



Making Rails

Making rails starts with procuring some 1/8 inch and 1/4 inch diameter hardwood dowels. I bought mine at my local hardware store in long lengths.

First, make a rail jig. Using a bit of old pine board cut a “V” in face of board with a wood chisel approximately 1/8 inch deep and just a little over the length of the rails. See Photo 7 or my jig. Very basic, but it worked.

Bugger up the dowels a bit using sand paper, a sanding disk, a

bit of knife carving or whatever, to make the dowel a bit more rustic. I used the Zona saw to rake wood grain onto the dowels while whole as it would be easier to do now. Have a good look at some of the photos provided with this article. You can see that some of the rails are very rough. In the good old days, the rails might have been split from some sort of very crooked wood and the ends shaped with the broad axe and/or a froe. In more modern times, and certainly when I was pressed into the business, a chain saw did the trick. If you are into modern modelling and want the pristine round log version of the fence, like Photo 4, you will probably need a smaller diameter dowel than 1/8 inch and no “russification” work will be required. Just taper the rail ends. And, if you want the sawn lumber version like Photo 3, you are not my kind of modeler at all – much to neat, regular,

modern and boring! But such a fence can be built from standard stripwood. Cutting the neat rectangular shaped mortices will be a bit of a challenge though. It will take some work with a small square needle file for sure.

Cut dowels to required length – in my case it was scale 8 feet 6 inches. Having the length approximately the same as the width of your wood chisel will make life easier for you. My length allows for 8 foot post spacing and 3 scale inches at each end of the rail to engage the mortice holes.

Drop a length of 1/8 inch diameter dowel in the “V” notch in the jig. Place the wide and very sharp wood chisel along the center line of the dowel. Give said chisel a good smack with mallet or hammer. With any luck, you should then have all ten fingers and two half logs of about the same size. I tried splitting the 1/8 inch dowels into thirds, too. Well, that’s not exactly true: I tried splitting the dowel in half, missed, getting a third instead. But, that was OK. I just split the remaining two thirds into two more rails. This splitting process sometimes required me to crawl around the floor of the workshop hunting through the dust balls, modelling debris, dead spiders and dog hair to retrieve the wayward rails when they flew off the jig by the way. All in a day’s modelling work.

For other rails, and to have some diversification, place cut lengths of the 1/4 inch diameter dowel in the jig and cut it into two half logs. Then, cut each half log again to produce two quarter logs.

Cutting or sanding the rail ends to fit the mortices is the last rail making step. This consists of adding a taper to the rail ends so that two rail ends will fit together into one mortice hole. Most such rails had the taper face in the vertical plane so the rail was not weakened. Some of the wider rails needed a bit of taper sanded on the top and bottom so the rail would fit the mortice vertically, too.

Photo 8 shows the posts and rails after making and weathering them with my Zona saw, but before giving them a good rub down to remove the fuzz and staining them.



Staining the Wood

With posts and rails complete, getting them to look the part color-wise was the next step. I used black shoe dye in metho to stain mine. Most split rail fences I have seen in the northeast and south of the U.S. were weathered to a silver grey. Raw timber at high altitudes in Colorado or eastern California seems to weather more to a golden brown though.

I put all my fence posts and rails into the stain solution then, after a while, fished them out pretty much one at a time with a pair of tweezers. Since mine were hardwood they did not take up the stain as easily as basswood would have. Mine ended up somewhere between a brown and grey. I would have liked them a bit more grey, so I put them into the stain again. The second bath helped a little, although they still had quite a bit of brown look about them. Not everything works as planned and we can't always have everything we would like. They will do as they are. I let posts and rails sit on some newspaper to dry overnight when staining was complete so they would be ready for fence building in the morning.

Building the Fence

With my posts and rails stained, I set about to build my fence. I had made the narrow strip of scenery earlier that will go along the layout back edge and mask the transition to the painted backdrop. My plan was to install the fence along the top of this narrow strip of scenery.

The strip of scenery was made from a cardboard form over which paper towels soaked in plaster were added. The plaster was painted with my earth color and ground cover of fine dyed sawdust and ground foam was added. An embankment where the hillside was excavated away to provide space for a track was made using some grout.

Using an old drill bit, I made a hole for each post elongating it to fit the posts. I reserve a few old dull drill bits for making holes in plaster as using good drill bits for this quickly dulls them. These holes were spaced at a scale 8 feet. The first post was installed in its hole with white glue. A little glue was applied to the ends of two rails and the tapered ends of the rails were fitted into the holes in the first post. The other ends of the two rails were inserted into the second post, then the second post bottom had a bit of glue applied to it and it was pushed into its hole in the plaster scenery. The second pair of rails had glue applied and their tapered ends and were inserted into the holes in the second post along side the ends of the first two rails, etc,. This was continued all along the run of the fence. One bottom rail had one end dropped onto the ground as is the case quite often with older split rail fences. This just adds a bit more character and a "used" look to such an old fence. See Photo 9.



Photo 9

Photo 10



I saw a need to make one end of the fence appear to divert into the distance. I placed one post very low and as close as I could to the back drop and sloped the rails downward to the mortices in this post. From this lower post, the next pair of rails then extended down to, and were glued to, the plaster scenery as if the fence was

Photo 11



going down a hill. See Photo 10. I did not bother to try to terminate the other end of the fence, and I will hide it with some trees and other vegetation when fully scenicing the area later.

Weeds, bushes and grass, etc.

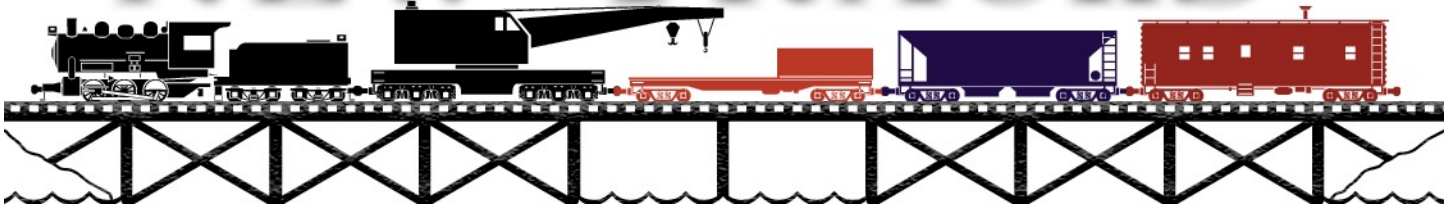


Quite a bit of realism can be added to a layout by including a lot of vegetation. Most railroad right-o-ways had plenty of it. Track gangs only came along every once in a while and cleared the brush, cleaned culverts, killed off weeds growing in the ballast and generally tidied up along the track. Some down-and-out railroads never did it! Traction and narrow gauge roads were mostly in the latter category. So you could get a better idea of my fence construction, Photos 11 and 12 were taken during the process of adding some tufts of grass along the fence and some bushes and trees in place.

Most of the above work was done on the workbench to avoid the need to bend over, reach and work in place on the layout. Eventually the strip of scenery and fence were moved to the layout and permanently installed there. Ground cover was used to disguise the joint between the strip of scenery and the baseboard. I still need to add some large trees in front of the fence line to complete this area. The spur has been mostly ballasted in Photo 12, but I still need to ballast the main track as soon as I can liberate some appropriate crushed rock. And, hopefully the new fence will keep the farmer's cows off the track.



NEW TRACKS



Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR



MODELING WITH MENTORING FROM TALENTED MODEL BUILDERS AND EVEN FROM MODELERS IN OTHER HOBBIES

Airplane in Flight, Conowingo Models, NMRA MMR's & NMRA Trinity River Division

I recently saw a modeler post some great modeling advice on Facebook: He said: "Take your time. Detail each part like it's the only thing to be seen and you will accomplish greatness.". Another modeler said: "Treat each part like it was a model itself.". Great mentoring advice.

An Important "New Tracks" Announcement

"New Tracks" is presenting its third Virtual "Zoom Train Show" on Saturday and Sunday January 16 & 17, 2021 at 1pm Eastern time each day.

The Show's two outstanding Show Sponsors are: John "Scott" Geare, [Great Scale Model Train Show](#) (GSMTS) in Timonium Maryland and [Joe Fugate, MRH Media LLC](#) headquartered in Cincinnati Ohio.

The sponsor's support and advice have been extremely helpful in developing this Virtual Train Show. We are honored to have them involved. My thanks to both of you.

The Train Show will be live on Zoom and live streamed to our "New Tracks" Youtube channel. If you missed our first two Train Shows, you owe it to yourself to not miss this unique opportunity to visit with some truly talented and creative model manufacturers, publications and modeling organizations that the hobby relies on to bring us product news and education, plus it provides a showcase for our modeling and introductions to other modelers who could become our mentors and lifelong friends. You could also find out how you can become an author and share your modeling!

I truly believe the model manufacturers and organizations you will meet are part of the heart and soul of our hobby. They are owned by some of the most creative modelers, some of whom you may never have heard of before, that I have never met and deserve our total support. That is why we believe offering this Virtual Train Show is important and why you should attend.

In addition, we have some new features being developed that we believe will make our January 16 & 17, 2021 “New Tracks” Virtual Train Show more enjoyable for you. If any of you have ideas for the show, let me know.

Please go to our new “New Tracks Modeling” web site: <https://newtracksmodeling.wordpress.com/train-shows/> and register to get private email notices to remind you about our upcoming Train Show and other future shows and events . Our web site is still being developed, so take a look and let me know if you have any suggestions or comments for its improvements.

This Train Show is again breaking new uncharted ground for my “New Tracks” series. I owe thanks to my technical advisor, Dylan Lambert, of Lambert Locomotive Works, to Chris Coarse of Conowingo Models, who is a very creative writer and thinker, who also moderates our MY BUILD segments, to TC Carr and Greg Cassidy who help with the technical coordination and operation of our shows, as well as, developing our Web Site and coordinating our efforts with the vendors and, to Bernard Heller of Miniprints.ca, and Dennis Brennan of Brennan’s Model Railroading for their marketing expertise and to Paul Thomson for his programs and events management help and his “Quick Tips” he provides at our “New Tracks” Meetups. I also owe many thanks to several other modelers and vendors who are giving me advice and encouragement to continue these shows. By the way, if any of you want to get involved with our team to help provide technical, financial, and/or marketing advice, please let me know. I am looking for help all the time, and if you want to help, please contact me.

I owe particular thanks to Scott Geare and Great Scale Model Train Show, and to Joe Fugate and MRH Media LLC, who are the Sponsors for our “New Tracks” January 16 & 17 Train Show. Scott’s GSMTS is one of the greatest Train Shows in the World and Joe Fugate’s MRH Media LLC provides various, fantastic, sources of information for Model Railroad Hobbyists around the world, and we are extremely appreciative for their support and advice. [Please read more about the GSMTS show here.](#) And also [Joe Fugate’s MRH Media LLC here.](#)

Modelers and vendors haven’t been to a real Train Show recently or plan on going to one anytime soon due to the virus. So we are having Virtual Zoom “New Tracks” Train Shows that will bring outstanding vendors and modelers, in all scales, from around the world together to meet and talk with each other. I hope you will support this effort by participating in this unique opportunity.

If you are new to the Zoom video conferencing technology, all you have to do is download the Zoom app to your computer, iPhone or iPad and then click on the log in link to the “New Tracks” Train Show. Or you can log into our “New Tracks” Youtube channel and participate through the live streaming of the show. The log in links will be available on my [Facebook page, Jim Kellow MMR](#) , and on our “New Tracks Modeling” web site: <https://newtracksmodeling.wordpress.com/train-shows/>. Can’t be any easier to attend a Train Show than using video conferring from wherever you are, using either your computer, tablet, or cell phone, and best of all it’s FREE. The goal for this event is for vendors to meet and talk with potential customers world wide, and to have modelers in all scales find vendors that can help them in their model building efforts and buy from these vendors. A win-win for both vendors, modelers, and we believe the hobby. Best of all, is my hope that more modelers will become model builders.

How will this “New Tracks” Virtual Train Show work?

The vendors will talk about and show their products. Participants can ask questions of the vendors, and of course buy on the spot or later if they can only watch the recorded video of the event. A video will be posted on my Jim Kellow MMR Facebook page, on our web site, newtracksmodeling.com/, and on our [YouTube “New Tracks” channel](#) for one month after the event. All buyer’s purchases will be made directly with each vendor. There will also be an open discussion period at the end for questions/answers, comments, and ideas for future shows by all participants and vendors. This period is open ended as long participants have questions for vendors. Please let me know at JimKellow@oscaleresource.com if you have any questions or comments. I look forward to your input, suggestions and most importantly learning that you enjoyed this event and it was helpful to your modeling.

If you are a manufacturer, publication or modeling organization, and want to participate in one of our future Virtual Train Shows, [please let me know of your interest](#).

Thanks in advance for your support and participation. Click on the log in link to either, Zoom or the live streaming on YouTube, a little before 1pm Eastern time zone on January 16 & 17, 2021 to participate. I look forward to seeing you. Also don't forget to register on the "New Tracks Modeling" web site: <https://newtracksmodeling.wordpress.com/train-shows/> to get private updates and a reminder for this and future Train Shows.

In addition to the Train Show information, you can also find out what else is going on, in the MY BUILD and QUICK TIPS segments, and who are the Featured Modelers scheduled to appear on our regularly scheduled twice weekly Zoom "New Tracks Meetup" on my [Facebook Page: Jim Kellow MMR](#), and on the home page of our new web site: [NewTracksModeling.com](https://newtracksmodeling.wordpress.com/).

I look forward to meeting you, seeing your models, discussing modeling with the Featured Modelers, and learning how we all can become better modelers. Join us for the fun and idea exchanges.

Let's get to modeling. I have several questions:

1. What are the Basic Tools we need for our Modeling?

On my Zoom "New Tracks Meetup" July 8, our Featured Modeler discussed the need for modelers, especially those fairly new to the hobby, to understand the basic tools needed to build models and their proper use. He noted that when someone comes to him for advice and help in kit building, he first makes sure they can use and understand such basic tools as an exacto knife. He said he takes time to demonstrate tool techniques and has the modeler try to use the tools before he even opens the kit box.

At that point, a Zoom participant in the show suggested I write an article about "Basic Tools". Hence these comments that I received and that were first published in [The S Scale Resource magazine](#).

The non scientific results say the three most important tools you will need for your modeling are:

1. Exacto knife
2. Multi scale steel ruler
3. Set of flat and Phillips screwdrivers; next consider adding:
4. Dremel tool
5. Soldering iron or station, and then adhesives, NMRA Gauge, and a pin vice and micro drills.

Thanks to everyone who responded to my Facebook post. Good luck to everyone with your model building.

2. Why belong to a Model Railroad Association?

Anyone belong to a Model Railroad Association? If you do, I bet it is because you believe you get value for the cost of your dues. While there are various reasons to join an Association for a year or so, long term membership, I believe, is because the Association gives you recognized value for your membership.

For example, I used to collect and operate Lionel Trains. When I retired, I sold my Lionel trains, lost my basement, and consequently dropped all my memberships in the various Associations that related to Lionel. I felt that I did not get any value from them anymore and therefore they had nothing to offer me.

I really believe that for an Association to be successful it must have a needed and recognized "raison d'être" or "Reason to Exist" for each of its members to pay money to belong. What do the Associations you belong to have as their "Reason to Exist"? If that Reason does not provide you real meaningful value, then you must have another reason for your membership that is personal to you.

After retirement, I decided I only needed to belong to one Association, the National Model Railroad Association (NMRA). It's "Reason to Exist" for me was so important that I had joined as a Life member about 30 years ago. I am glad I did because it has helped me become a better modeler and I am still learning today.

I believe it was 1985 when I rediscovered the National Model Railroad Association, (NMRA) and it's educational program called the Achievement Program. At the time, I had a basement full of a Lionel layout and had been a model railroader almost all my life. I figured I could easily qualify for the highest Achievement Award, Master Model Railroader, MMR. Was I wrong? Yes, I was. In fact, the first group of guys from the NMRA that visited my layout laughed when I told them what I wanted to achieve in the program. Back then only one other Lionel model railroader, Ronnie Rise MMR #167, had achieved the MMR award.

Looking back on my membership in the NMRA, I know the Achievement Program is a fantastic mentoring and learning experience that will make any modeler, regardless of skill level, a better modeler. I also know that I met some outstanding model builders who helped me achieve my model building goals. Lastly, it provided a way for me to give back to the model building hobby I love and help mentor other modelers.

This is the first time I have ever written about the NMRA as a source of mentoring and model building educational opportunities. I hope these comments will provide you an incentive to at least take a look at the NMRA as a source of model building education and mentoring that starts at your local Divisional level. Also, look at all the companies that give discounts to members. You may find, like many of us, the discounts more than pay for the cost of your NMRA membership. This fact alone may be your "reason" to join.

To give you a taste of the modelers you will meet in the organization, I want to introduce you to several very talented MMRs, and a NMRA Division in Texas.

I hope hearing about the type of modelers you can meet in the NMRA and that the types of programs offered by NMRA Divisions at the local level will stimulate your interest in maybe attending a local meeting, as a guest, of the organization. If you are interested, you can get all the information you need about the [NMRA and the Regions and local Divisions at their web site](#).

First please meet CJ Riley. I first met CJ through a mutual friend, Rick Shoup MMR, who was the National NMRA Achievement Program Chairman. CJ was one of the people Rick told me I needed to watch to improve my modeling when starting in the Achievement Program. I want to now pass Rick's recommendation on to you.

CJ Riley MMR #97

I have been asked to write about my experiences in the great hobby of model railroading, and I guess my 78 years of existence and more than 50 years in the hobby as an adult gives me some insight. I suppose that makes me a wise old sage. Old enough to have earned my MMR #97 as in the old railroad song (appropriately) The Wreck of the Old 97, in 1979 and to have completed all 11 certificates.



My introduction to the hobby goes way back to my childhood in Toronto ON when Santa brought me an American Flyer Hudson train set. I was greatly disappointed as I was hoping for Lionel, but my wise old Dad pointed out the advantage of smaller scale and two rails. I built 2 layouts in 2 different houses until my Dad's transfer to the San Francisco area in 1952 led to a 3rd layout, the 4'x8' Pikes Peak Central in the garage. It had to go when the hot rod bug bit at age 15. The purchase of a Model A Ford roadster which was deemed unfit to be left in the driveway replaced the layout in the garage during its rebuilding.

Another transfer to Pittsburgh cost me the car, but I was off to Carnegie Institute of Technology, now Carnegie Mellon University, to study Architecture and learn to play the bagpipes in the Kiltie Band. I helped found



Two retail coal dealers, both scratched from wood, the blue one from scribed sheet, the gray one individual boards. The blue one from a prototype, the gray, freelanced, but based on a prototype, just spiffed up.



The MacDonald Pipe Band at the end of my college career, and that was a major hobby for the next 15 years, along with the gutting and renovation of my first house.

I had begun building models at a young age: wood and paper airplanes, plastic war ships (it was soon after WWII) and then hot rods. My first kit-bashing and scratch-building efforts used kit parts and sprue material to build dragsters. Probably because of my architectural career and the ability to read and rescale drawings, I found scratch-building to be easy and following ponderous kit instructions boring (other than for rolling stock, which needs to closely follow prototype practices) but soon began to want to build structures from the prototype, as well. Architecture school required model building, so I continued to build skills and have fun, and my skills let me be a model builder in several offices where I worked.

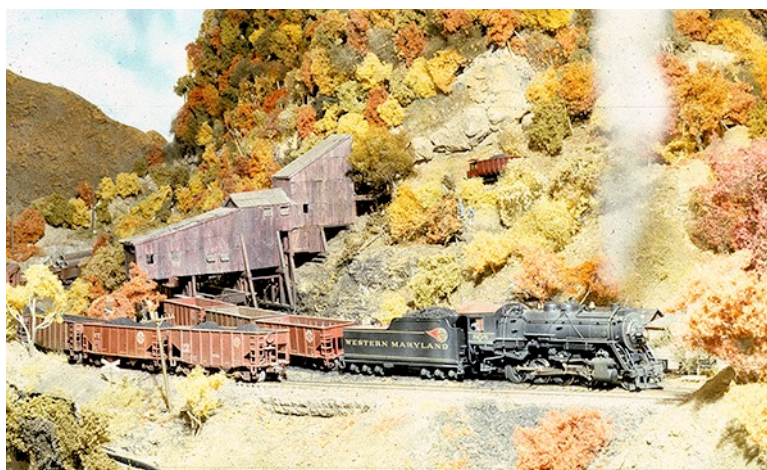
I thought often about model railroading and, during a short stint in a developer's office, I met someone who was building a Christmas tree layout and was sucked back in. I could have a small layout and slowly build up a collection of models while watching football games. I began a railroad that spiraled up around the tree base but would suffice as a layout with the removal of the tree. I was unhappy though with the operating limitations, and gave it to a neighborhood boy.

A new HO switching layout, including narrow- and dual-gauge track was begun in a spare bedroom. I discovered the NMRA and took a chance. The first meet in my Division was at the plant of Union Switch and Signal where I was welcomed warmly, saw all the company's product line both on display and operating. I am still a member, Life Member 3200. Shortly after, I took a scratched gas station model to a meet and was encouraged to take it to a regional convention in Cleveland 2 weeks hence. My image of conventions was of drunken Shriners pinching waitress's butts and raising cane, so not encouraging. But a non-modeling friend wanted to visit his sister in Cleveland, so we went up together early on a Saturday with the intention of leaving at dinner. I had a ball, won an award, stayed for the

banquet and we left for home at 10 P.M., without getting drunk and pinching any butts. I was hooked on the NMRA and conventions so enthusiastically jumped in, a decision I have never regretted. After a few years, I



The Iron City Ferroequinological Society: Tony Thompson, Larry Kline (D), and CJ Riley when we were much younger. In front of Cass Scenic #4.



Scratched truck dump tipple, based on an Ohio prototype and produced as a kit by my company, Industrial Scale Models, 20 years ago.



I love bridges, but avoid the spectacular in favor of common. This is my first, from I believe Atlas parts.

was elected to several Division offices, then Region President and a 10-year stint in the National Office, ending with VP.

Conventions provided large slates of clinics and I began learning better ways to do things. The 1975 National Convention in Dayton was my first. There I met Allen McClelland and was amazed at how friendly he was, as well as, seeing his wonderful *Virginian & Ohio* that had been published several times. I have been asked to name any mentors I might have had, but there were none, as far as face to face. I have had influences, however. Allen is first on my list. I followed his writings in RMC avidly, along with Tony Koester, John Allen and others. Then I met Tony Thompson and the late Larry Kline, with whom I formed the Iron City Ferroequinological Society, a weekly group that worked on layouts, went to conventions and had a few beers. Many others also inspired me, whether on layout tours, at clinics or just rubbing elbows, none of which would have happened without NMRA membership.

My writing career began with a cover photo in the old NMRA Bulletin and a couple of articles suggesting an alternate way for managing contest judging. That led to a meeting with Dean Freytag, national contest chairman, and a long friendship. Likewise, I met Tony Koester when I began writing for RMC and he was editor and Bill Schaumburg, who followed. I continued writing magazine articles, ultimately getting two cover photos in RMC for my *Kanawha & Western Allegheny*. I also wrote several books: *The Encyclopedia of Trains and Locomotives*; *The Golden Age of Passenger Trains*; *Along the Tracks* (co-author); *Streamlined Steam Locomotives in North America* (unpublished). These books are readily available on line from used book dealers if you are interested (no financial benefit to me).

I did a lot of backpacking in West Virginia, and many interesting sites were accessible along railroad grades or along abandoned logging grades, many of them the Western Maryland or in its vast land holdings. So, my railroad modeling evolved from made up (free-lanced) to prototype inspired (proto-freelanced.) My first adult railroad (HO) was called the Beaver Forks & Muddgut RR & Coal Co, with geared locos of all 3 types and brass 2-8-0s and Russian Decapods, based on several



A misty morning on the V&O. McClelland photo



The brewery is kitbashed from a Magnuson Models kit. It wraps around a chimney with the half brick stack screening the corner.

West Virginia coal haulers. Because of the strong influences of Allen McClelland and Tony Koester, that concept evolved into the HO scale Kanawha & Western Allegheny, strongly based on the Western Maryland but with B&O and C&O influences. *Railroad Model Craftsman* published several articles on two versions of the Kanawha during the late '80s and a video was made (Alan Keller's Great Model Railroads # 3) which combined the Kanawha with Dean Freytag's steel mill road.

The Kanawha was what became known as proto-freelanced, a fictitious railroad based on real locations. I produced a map of a north/south route connecting the C&O at Gauley Bridge WV, north along the valley of the Gauley River tunneling through a ridge and into the Shaver's Fork Valley and on north to Connellsville, PA where connections were made with the P&LE, PRR, P&WV and B&O with B&O and WM along the way. These connections allowed for access to the national rail network and outlets for the coal and timber products produced in the region, the "beyond the basement" concept.

Thus, there was a "prototype", but I had the freedom to vary when appropriate. For example, I carefully modeled the town of Thurmond, WV which was on the C&O, but I renamed it Armstrong. All the buildings were included, but the railroad buildings were painted

in the Kanawha colors and the name of the bank was changed to reflect being in Armstrong. The tracks were the main street with commercial buildings facing. Since I modeled 1942, there was an army recruiting office with appropriate figures out front. Other towns had businesses named for historic figures in the Gauley Valley. So, I modeled a prototype where appropriate, but from the prototype where it reflected personal tastes and interests. If I were to begin anew, I would probably model a section of the WM, but that is unlikely to happen at my age.

When I moved west, I kept two sections of the old Kanawha, with the intent of reuse. The Kanawha was brought back to life for a short time, but several down-sizings later, it is back in storage and I am railroadless. I have had several years of operating on other railroads on a regular basis, in N, HO, and O scales and that keeps



Taking water at Armstrong.



Hemlock mines is a transfer tippie from narrow gauge to standard and was based on a Colorado narrow gauge coaling tower. It has operating chutes.

the flame alive, as well as, gaining experience in several scales. I also built several models for architects and a museum which has been satisfying.

Maybe this is TMI, but it illustrates how interests can evolve as one gains experience in the hobby. We may think we know what we want in the beginning, but increasing knowledge can have a positive impact. Don't be afraid to learn and improve, nothing needs to be cast in stone. As an architect, I learned early on that things do not result from "brainstorms" or divine inspiration. A finished product evolves slowly, layer upon layer, gaining texture and detail until the creator is satisfied. This applies to architecture, art, and music, as well

as model railroads. Even then, a few months or years later, a new idea or product comes along and that can be added to the mix making things even better. For example, many modelers spread some glue and throw down a

little green foam and call the scenery done. But nature starts with dirt, then grasses and weeds, and then trees and shrubs grow in it. Model railroad scenery should evolve the same way. Start with real sifted dirt, apply multiple shades and textures of foam, then weed stalks and shrubbery, dead leaves, and trees. Not all leaves or grasses are the same shade of green and scenery materials should reflect that.

One of the most critical concepts I learned was from a quote by Tony Koester: “You might choose to do it that way, but I wouldn’t!”. It’s a simple concept that can apply to all of life. Don’t argue with folks who think differently than you, just realize you would do it differently. That, of course, doesn’t apply to my scenery advice above (Ha! Ha!). Seriously, there is so much more I could say, but it would take a book. Funny enough, (shameless plug) I have written a new book, published by Kalmbach Media, “Realistic Layouts: Use the Art of Illusion to Model Like a Pro”, which expands on many of these concepts and more. Hundreds of photos of my own work and that of others will provide inspiration for anyone wanting to improve their thinking about our great hobby. I have included some examples of my work here and I hope it helps to explain my concepts. I am also willing to offer advice if asked. I post on two Facebook groups: NMRA and NMRA Achievement Program and you may find these forums, among many available, to be worth your time.

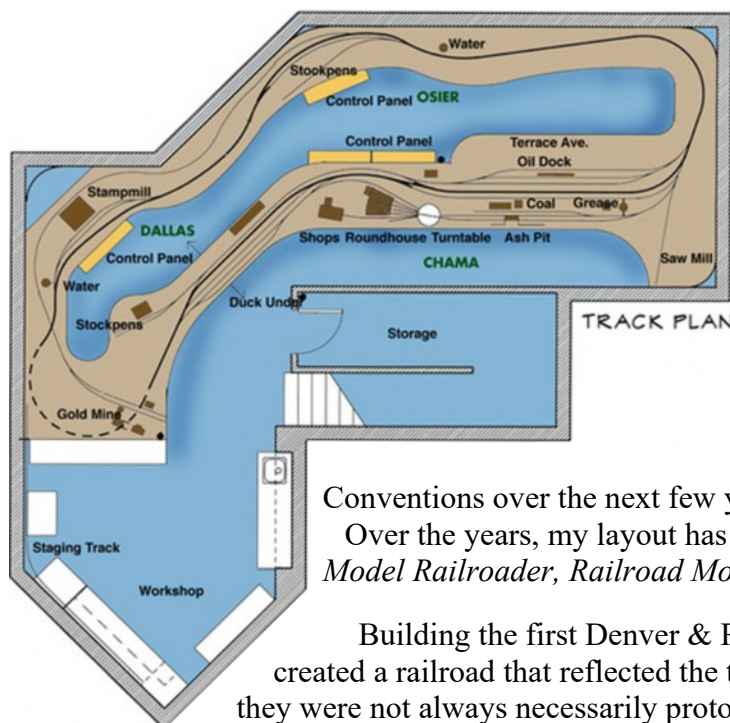
Thanks CJ for your help and interest. I encourage all of you to contact CJ at cj.riley@oscaleresource.com and meet a true modeler. Keep in mind that the skills and techniques CJ has acquired are what has built this hobby. We truly need him and others to pass along to current modelers their expertise so it will not be lost.

Now I want to introduce you to a Canadian NMRA member I met as they say, awhile back, and then found again a little while ago on Facebook, and am so glad I did. Lex is a very special talented modeler any of us can learn from his techniques.

Lex A. Parker, MMR 300

I first showed an interest in trains in South Africa at the age of three, and received my first model train for Christmas in England, an OO gauge Hornby Dublo set. After arriving in Canada in ‘56, an HO Athearn train set started me on my journey into model railroading. As a Canadian, CNR and CPR were the obvious choices to model. I eventually joined the local model railroad club, H.O.M.E.S., and also the NMRA for a short time. In 1976, I began an extension of my railroad hobby, building several live steam stationary engines and a 1" scale locomotive. Later in 1978, on a visit to

Cass, WV, a friend introduced me to narrow gauge and specifically to On3.



After much investigation, I decided to model the D&RGW as an alternative to what everyone else was doing in my area. I found Chama, NM to be a gem locked in time that could be visited and studied. As a result, in 1981 I started a new point-to-point layout in the basement of my new home. I attended many National Narrow Gauge Conventions over the next few years and submitted several models that all won awards. Over the years, my layout has been photographed and published in *The Bulletin*, *Model Railroader*, *Railroad Model Craftsman* and *Narrow Gauge & Shortline Gazette*.

Building the first Denver & Rio Grande Western was a fourteen-year journey. I had created a railroad that reflected the things that I enjoyed and wanted to model, even when they were not always necessarily prototypical. To me, that's what model railroading is all





about. For me, operation was secondary to visual interest. I wanted a layout where I could develop my modeling skills and share my knowledge with friends. I also wanted a model that would photo well and still provide a story. Therefore, the satisfaction for me was in the doing, not in the having. After 14 years. I decided that I had done everything that I wanted to do. The layout would come down!

In the new layout, I decided to capture a moment from that time... October 17, 1937 at 4:00 pm! That was a time before the flying herald when the country was just coming out of the depression. This allowed me to construct models with signs of deterioration and a wide variety of weathering. The railroad equipment also reflects this period of financial difficulties but with a sense of pride shining through the maintenance of the railroad. The yards now stretch across thirty-seven feet, and truly capture the scale of the prototype.



After many years of modeling "point-to-point" layouts, I decided to revert back to a loop track plan. Chama would still be the focus since I have always enjoyed the style of the narrow gauge railroads, particularly of the Denver & Rio Grande Western Railroad. Its simple single track gently meandering through pastures, forests and mountainsides was captivating. It was with this in mind that I laid out a single line using spline connecting the two ends of the yard in Chama.



My intention was to create a layout from an historical approach as opposed to one of fantasy. I have been fairly faithful to the track plan of the original yards and have established two other stops along



the route, Osier and Dallas. The entire plan, framework, scenery and lighting were planned and drawn using CADD. I painted all the backgrounds to create depth including the one wall behind Chama that has no layout along it. This allows “the island” of Chama to have a backdrop when viewed from both sides adding even more depth.

All track is hand-laid, scenery is hard-shell with rock moulds, most structures are scratch-built, I started with PFM sound and now operate with DCC. Numerous other sounds fill the area using Miller Models sound modules. The room is illuminated with fluorescent fixtures for general light distribution and key areas are accentuated with low voltage LED lighting that creates highlights and shadows defining structures and bringing one’s attention to areas of interest.



My web site illustrates both layouts. www.drgwrr.com After rejoining the NMRA, I was soon encouraged by friends, Bill and Mary Miller, both MMRs, and Peter Moffett MMR, to submit my efforts to the NMRA Achievement Program. I achieved eight Achievement Programs in one year to earn MMR #300 (Cars, Structures, Scenery, Prototype, Civil, Electrical, Volunteer and Author).

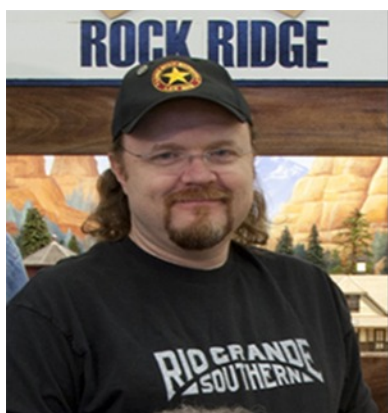


Thanks Lex for your great comments and photos. You can contact Lex at lex.parker@oscaleresource.com.

Next, I want to introduce [Duane Richardson](#) who was kind enough to provide me the History of his NMRA Division. I can tell you that based on my experience in three different NMRA Regions and Divisions, that what this Division



has done and is doing is something that can benefit all local modelers and help pass along modeling skills to the next generation of model railroaders. Plus, you meet some really special people that, in some cases, you only get to read about.



I can also tell you from personal experience that the philosophy and programs offered by this Division work in every Division as long as you have dedicated local volunteer leadership who are involved in the Region and local Division to make it happen. I once found myself as the Superintendent of a Division which was basically inactive. It had not had a meeting or get together for 25 years. Within a year or so, we had established quarterly well attended meetings and had over \$1,000.00 cash in the Division's treasury. All it took was work. Now please learn about the Trinity River Division in Texas, and hopefully plan a future visit.

NMRA Trinity River Division, Lone Star Region Texas: History of Trinity River Division Provided by Duane Richardson

As with most things in the Lone Star Region (LSR), this all began with Gil Freitag. In the mid 90's, Paul Richardson, MMR was visiting Gil and Virginia and they began talking about the NMRA and the LSR.

Gil asked Paul if he was a member of the LSR (back then you joined National, but had to join the Region separately). Paul said that he was thinking about dropping it because he wasn't getting anything out of it. To

which Gil replied, “What have you put into it?”. With that gentle nudge and Larry Redmond’s favorite saying of, “Don’t just belong...participate!” it got Paul thinking.

He and his son (Duane Richardson, MMR) got to talking about it and what could be done. There just wasn’t anything going on in the Division and hadn’t been anything in many, many years. They also talked over the issues with getting new members to join. The main response in retaining members or getting new ones was, “What am I getting for my money?”. They decided that the biggest thing we could offer the members would be a monthly meeting where there would have clinics, show and tell, question and answer sessions and such.

In 1998, Paul became the Director of Division 3 and they started holding these meetings monthly at their church, as well as an Annual Division Meet. In 2001, Bill McPherson was interested in taking over the Division, so Paul didn’t run for reelection. The Annual Meets continued, but the monthly meetings did not. The church was going through a building phase and had started to charge for the space. The Division had no money to speak of at the time and couldn’t absorb the cost.

In 2005, Bill wanted to run for Region VP, and Duane was elected as the Director. Duane placed a few phone calls and found that local libraries have meeting spaces that you can usually get for nothing as long as you meet a certain number of requirements.

We did and he was able to kick off the monthly meetings again as well as continue the Annual Meets. The first meeting was only 10 people, but they were all that he invited. It included fellow modelers and the owner of our local train shop who were all long-time members of the NMRA. Duane asked them plainly, “What would you like to see this become?” He took their feedback and they went to work. Luckily, Duane was the LSR’s webmaster at that time and was able to get the word out about the meetings and started posting our clinics online.

As the years went by, we grew our numbers and we were seeing around 4 dozen modelers come out monthly. We were able to get a recruiting table at the local train shows but we really didn’t have any idea how to run it effectively. We were fortunate to have a member, Larry Swigert, whose job it had been in years past to run trade show booths and with his guidance we began to see results. Everybody told us that you just couldn’t recruit new members at train shows. They said it just wouldn’t work. They signed up around a dozen at our first show and have had similar success’s at every show since. The team has even gone to shows in other Divisions and helped them to sign up new members.

With the influx of new members our numbers continued to grow even with other members falling away. In 2009 Jerry Hoverson, MMR was interested in taking over the Division and Duane passed the torch. They had many long talks about where the Division had been and what had been done. Duane agreed to stay very active in the Division and to help with the meetings as much as was needed. Jerry took the ball and ran with it.

Over the years, he built on the foundation that was laid and made it even better. In 2017, Donna Orr took over and kept the Division moving forward. Both Jerry and Duane have stayed active with the meetings where they have expanded to include Make and Take clinics, as well as other hands on type instruction. Donna’s team has recently expanded to include a social media presence as well. Now we want to point out that this has been a team effort all the way. In the early days, Tom Browning, MMR was Duane’s right-hand man. He really went above and way beyond the call of duty to help us get the Division off the ground including funding some of our early needs. Jerry’s, and now Donna’s, teams have really taken the Division to new heights.

Larry’s involvement with the Membership booth really set the tone for recruitment and we have grown that into a really effective team of people. In the beginning, Duane did most of the clinics and Jerry did the same for a while, but we now have a good group that offers classes on things they have learned and want to pass along. These cover every subject you can think of. It’s also nice to see such a wide age group involved as well with some of our younger members still attending High School.

We began trading notes with other Divisions about how we had done and how we were able to grow it. A good example of this is that here in the Dallas/Fort Worth area we are divided into 2 Divisions. While not a down the middle divide, for the most part Dallas is in Division 3, while the Fort Worth side is Division 1.

In 2017, Mike Mackey, MMR took over Division 1 where they were only meeting a few times a year. He was able to find a local 100% NMRA Club who had space available and started holding monthly meetings. Jeff Palmer, MMR and Duane drive over to help as much as they can, but Mike has grown his Division following the example set in Division 3. Currently he is seeing around 4 dozen or so modelers each month. He and his team have also gone to other Divisions and even another Region to help them recruit at their train shows.

It is wonderful to see that 2 Divisions, each in a major metropolitan area, who were basically dormant for years, now have a meeting each month where around 100 area modelers come to talk about our hobby and learn from one another. We have seen a great growth in the Achievement Program over this time in both Divisions as well with 17 members becoming Master Model Railroaders including Paul and Duane Richardson becoming the first Father and Son MMR's.

How is it done? The process is straight forward. First, find a place to hold a meeting. Again, local libraries and churches are good sources. Just remember to be good to your hosts and take care of their facility. Next, start having monthly meetings. It's important to have it on the same day of the month and at the same time. This allows it to become routine and something that the modeler can plan around. For example, Division 1 meets on the 2nd Saturday of each month and Division 3 meets on the 3rd. This allows members to attend both if they want and several do. It is also important to give out a survey each year to ask the members about what they would like to see for clinics, what they like and what they don't like. Keeping these things in mind is important because it gives them what they need to grow as modelers. That's what keeps everyone coming back. It's what makes them talk it over with their friends and gets them to come too. It's what has made a family.

If you live nearby I encourage you to attend one of this Division's meeting or the meetings of your closest Division. I think you will definitely benefit and enjoy yourself.

Now I want you to meet the person who introduced me to the Trinity River Division. I believe he may be one of the future leaders of the Division, and he just recently turned 18 years old. You hear a lot of talk about the hobby needing younger members. People like James are helping to make this happen

James Knabb

I've been doing model railroading since I could walk. I have always loved trains my entire life. When I was little, I loved running the American Flyer trains around my Grandpa's layout. However, with sports and other activities taking up time, I moved away from model railroading when I was 12. Soccer became a big part of my



life, and when I went out of town to tournaments for soccer, I would always visit a train store and pick up a cool new engine. However, since I moved to Texas a year and half ago when I was 16, I found the NMRA and my love of the hobby reemerged. I have been very active with my local division by presenting clinics at division meetings and a regional convention, volunteering at the membership booth during train shows and directing the online forums and social media for Trinity River Division. I asked: Did you have a mentor or just trial and error and how did you learn how to build?

One of my biggest mentors in my life has been my Grandpa. He was the one who showed me the hobby of model trains and has taught me a lot of life skills. He taught me most of the stuff I know about model railroading. I loved learning about the history of trains and learning about collecting American Flyer. In my own time, I also learned how to wood work and weld through classes at my



Here are some pictures from my Grandfather's layout, Jim Louis. These are all original.

school. Learning the basic principles of woodworking gave me a different perspective on model railroading and I tried building more things from scratch for my layout.

Not only has my Grandpa been a huge mentor for me, but the NMRA has been a huge part of my life for the last year and a half. There have been many people in my local NMRA Division who have really been great! I have already learned so much from them and they showed me a different perspective of model railroading, one that is more based on building things than collecting. They showed that there are so many skills that relate to real life that you can learn through model railroading. It has been fun applying aspects of engineering in model railroading.

I have always collected HO Scale. It has always been a great scale for me because it's the perfect size. It's not too small and it's not too big. It is great for small layouts or just setting up the track on the carpet and just enjoying an afternoon of fun. Right now I have an L shaped layout that is around 48 square feet. I have two tracks. One is on the outside that is elevated and one is inside that goes around my little town. I do not model off of a certain railroad. I just enjoy coming up with my own designs that I find interesting. I love the engineering that goes into building a train layout!

What areas will you help other modelers by mentoring? I am very active in the Trinity River Division. I am currently redesigning the website and I also lead the online forums and control the social media accounts. We have gotten new members from seeing our events on social media, and we are attracting a lot of people to local train shows and our division meetings who have never been part of model railroading before. It is great that new people are coming and wanting to be involved in the community. A lot of things have changed in the hobby and social media has been a great place for me to give the new modelers ideas, and events people might like to try. It is always great to answer questions from people wanting to get involved in the model railroading community.

I also have an online group for young adults (college and high school age) for rail-fanning in Texas. It is a great way for young adults that are my age to connect and share pictures of their layouts. It is a great safe online group chat where people can answer questions and share train related news.

Lastly, I have been volunteering for my division by doing clinics or presentations and volunteering at train shows. I have done three clinics so far talking about how to create a design on your computer of a building you want to scratch build, create a blueprint and then use the plans to create a building for your train

layout. Technology has grown so much and it takes model trains to the next level, and it is great I have the opportunity to teach people more about it. I have also been volunteering to do the Trinity River booth at train shows, and it is great to see others my age interested in the hobby and people wanting to try it out. I have found



Above: Buildings that I weathered.

Below: Picture of me when I was 3, running trains on my Grandpa's layout.



that the hobby has so much to offer, and I love that it has so much engineering involved in it! I took photos of my train layout and my mom took the photos of me. My parents have been very supportive of my Grandpa and me working on my train layout.

James is exactly the kind of young modelers we need more of in our hobby. Thanks James for all your help and interest. You can contact him at

James.Knabb@oscaleresource.com.

Well, that's the kind of people you will meet at NNRA events.

Again, I encourage you to attend a local Meeting and see for yourself what the NMRA is all about.



Bridge that I scratch built.



My Grandpa and I working on my train layout.



As many of you know it seems I am always asking for help with a modeling problem. Well here is one that you helped me solve.



3. My airplane in flight? Is it flying? Meet a modeler from another hobby that may help with your modeling.

What is that airplane doing up there with it's propeller not moving? My problem was how do I simulate the propeller in motion? I wrote about my various attempts to find a solution and finally found the answer by having a model airplane manufacturer tell me how to solve my problem: Meet Prop Blur...

I had never heard of this product before, but I found the company and the owner, David Barnes, and the product offered me a great solution. It is also a company that offers other S and O Scale products. You can read about my trip through the forest to find this solution in the current issue of [The S Scale Resource Magazine](#). This experiment was sure some "New Tracks" for me. I also found a new mentor from an unlikely source for me. Thank you David.

Because the owner of Prop Blur was so helpful to me in the search for an answer to making my airplane really seem to be flying, and because he offers another O Scale product that I believe can help you in your modeling, I want to introduce him and his company to you. Please meet:

David Barnes, Owner of Prop Blur

I am an average to below average skill modeler. I am color blind, which makes it tough to actually finish most models to the standards of today. History in Hobby: Mostly I have applied my engineering skills and production abilities for over 35 years to produce very fine photo etched model kits and parts for some very well known model companies. Some work from my firm has been used in models for over 40 major motion pictures. If you've seen the movie Independence Day, you have seen our work on the surfaces of the alien spacecraft.

My dad made models when he was young, in rural Missouri, in the depression, on the farm. He was fascinated with cars and airplanes, so he made models from scratch materials around the farm - thin wood from fruit crates, paper, etc. I discovered a few of these in a box in the attic when



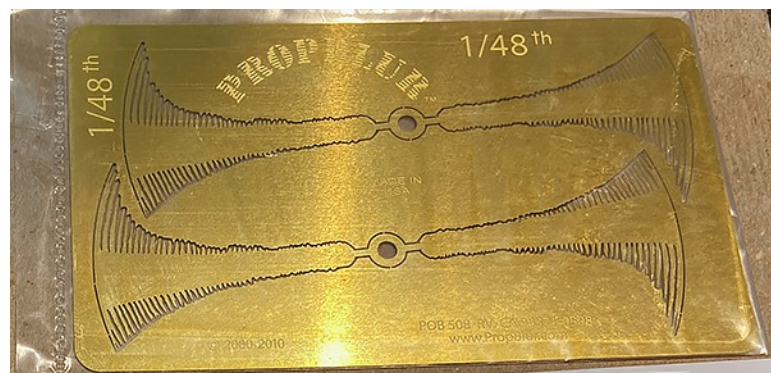
I was about 9, and he and I bought a few cheap auto and plane kits, and built them together. I did not know why at the time, but my frustration with finishing (painting) the models caused me to lose interest in model building. It did not help that I was kind of a perfectionist but with the patience of a kid, so that was that. The model planes hung in my room for years, and looking at the static props always looked wrong to me on an airplane model hanging as if it were in flight.

My dad was my mentor for modeling and engineering. The models I built with my dad were whatever was cheap. 1/72nd for most planes, although I think we did a flying fortress at 1/144th.

PropBlur.com began in 1999 with the idea that I could combine my skills at etching metals (by that point my business partner and I had about 15 years of experience designing and etching various metals) with the nagging thought about my model airplanes with the static props - they just did not look right hanging on "display" with a static

prop. They needed something, so I invented and made PropBlurs, which are etched in metal.. Others had used plexiglass discs and some other methods to approach the problem in various ways, but I was the first to approach it by etching metal. Not everyone sees the effect in the same way my customers and I do, its a matter of opinion IF you like the effect that PropBlurs add to a model airplane. To me, live and let live. If you like them and you enjoy them, great. You can see some of the models my customers have built using PropBlurs at the gallery page on my site: PropBlur.com.

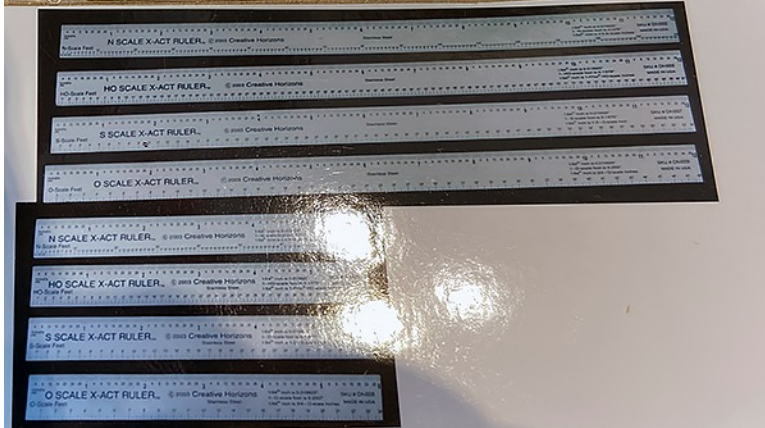
From the very start in 1999, I also make and sell a line of 6" and 12" scale rulers in HO, N, S and O scales.



Ten years ago I expanded the rulers to include a rather new type of clear ruler: I call these Flexi-Pal Rulers. I offer them in 4", 6", 12" & 24.5" lengths, in the same four scales, HO, N, S and O.

I encourage anyone who has a question to post it on my [PropBlur facebook page](#). Many of my customers check in there and help me answer questions and debate things. My customers are from all over the world, young and old, rich and poor. It is satisfying that I can make a product that satisfies my personal vision - something I wanted for myself 50 years ago as a youth, and make it myself and sell at an affordable price.

PropBlur.com is a "garage" business, a hobby. Like many small businesses in our hobby, the main purpose is really not to make money - its a creative outlet for me. I have pledged to my spouse not to LOSE money though. My gallery page includes a lot of pictures to inspire young modelers, and it includes some pictures of assembly techniques. The pictures are all from customers. I just hope people have fun with PropBlurs.



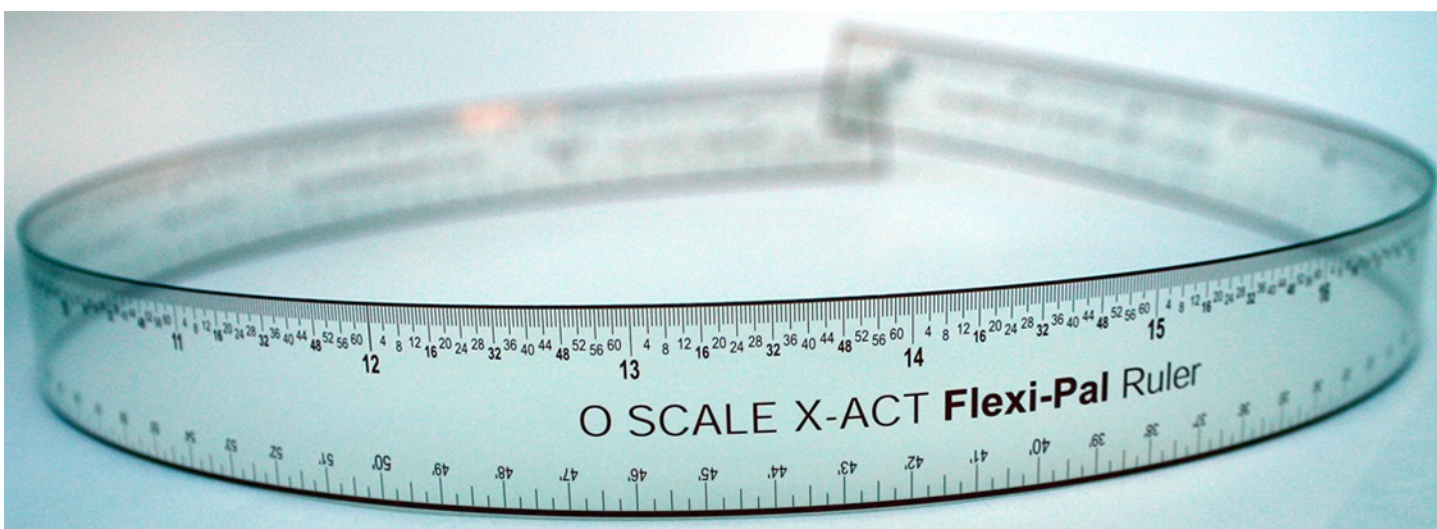
Scale rulers and etched prop blur propeller I received.



Photos: The photos I am most proud of are the photos I post on the website that are sent in by my customers. I will attach a personal picture of Mr. PropBlur standing next to a static P51 prop on Sparky, the Jelly Belly sponsored P51. I have always liked P51's. My wife entered a radio station contest and won a flight in the Jelly Belly P51, which she gave me for my birthday. The picture is just before the flight. This was the best present ever.

In our conversation, I suggested David offer a contest drawing and he immediately agreed. In fact, he told me he will offer a prize to three modelers drawn for the contest. So three lucky readers will win a 12" Flexi-Pal Scale Ruler in their choice of scale: HO, N, S or O scale by US mail.

How to enter David's Contest Drawing



**ENTER HERE TO WIN OUR
PROPBURS
DRAWING**

To enter the PropBlur drawing, each modeler must [complete the form here](#). The company will notify the winner and make arrangements for delivery of their 12" Flexi-Pal Scale Ruler in their choice of scale: HO, N, S or O scale by US mail.

I know that the three winners will find many uses for these scale rulers. Good luck to everyone who enters. Also, if you are thinking about modeling an airplane don't forget to check out David's Prop Blur. I think an airplane ready for take off from my JN&P Airport may be a future project.

Thanks Davis for all your help and a great ruler I had never seen before. Please contact David at David.Barnes@sscaleresource.com

4. Do we want new O Scale Manufacturers and their products in the hobby?



Here is a model manufacturer who would like to offer more kits in O Scale if there is a market for them. Take a look at what he is currently offering and let him know if you would like some of them offered in O Scale. Please meet [Chris Coarse](#).

Conowingo Models

I am Chris Coarse, owner of Conowingo Models. I model the Rutland Railroad in 1939, HO-scale.

Conowingo Models provides HO-scale and hopefully some O/On30 Gauge wooden building and railroad car products.



Me, taken by my brother Jim Coarse (Moonloop Photography) with the build of Bush's Mill.

I started like most, when I received a Tyco Silver Streak train set for Christmas as a kid. At one point, my dad bought me a Rutland Railroad boxcar – the same ugly green and yellow one that you can get anywhere now for \$4.00. The significance behind the Rutland car is that my dad was brought up in Rutland and his father cut hair across from the Rutland freight yard, which is now a huge strip mall. The barber shop is still there to this day.

I hung with model railroading until my teenage years when nothing worked and the cars were all beaten. (Oddly, not that much different than what typically happened with the Rutland equipment...) I returned to the hobby in 2012. After a few plastic

kits, I decided to take on hydrocal kits and wooden craftsman kits. The Downtown Deco Fallberg Station is one of my favorites. In 2015, I was in Afghanistan and had time to build kits during off-duty hours. I had shipped myself some basic supplies and a few kits. I built a relationship with Jeff Grove (Carolina Craftsman Kits) via e-mail and was constantly ordering kits. I managed to build one kit per week. By build, I mean cut, glue, shingle and prep to mail it home for finishing. I didn't have paints over there because I didn't want to deal with paint going through the mail. A few of those kits still haven't been completed. Upon my arrival home, I met Jeff at Timonium.

As the old phrase goes "If you're not screwing something up, you're not trying." I'm a professional tryer. Luckily, nothing too terribly bad that it couldn't be fixed. Most of my errors now are things I should've done differently in CorelDRAW on test builds. I do bounce a lot of things around to different people, specifically Jeff Grove, Mark Schreier (Foggy Mountain Models) and Steve Milley (Rail-Scale Models).

My Silver Streak was HO and in doing internet research, it seemed to be the biggest selection of products. In hind sight, I think I would've gone with On30. I do like the funkiness of On30 and try to bring some of that to HO.

I started Conowingo Models about a year ago. I had spent some time with Jeff Grove because I had some building designs that I wanted to try to bring forth to the community. He suggested I look into going into business for myself and introduced me to Steve Milley (Rail-Scale Models) and Mark Schreier (Foggy Mountain Models). Mark is 30 minutes up the road. Several years prior, I had entertained the idea of a career change and heading into architecture. However, after looking into what would be required, and with a wife and kids, that wasn't going to work well. Eventually, I decided to try Conowingo Models as a way to do a little



Conowingo Models Tenth Avenue House with the Ten Foot Waterwheel installed. This kitbashing was done at the urging of a friend, who used to own the Young Bean Coffee Shop. He wanted me to build a model of his shop. I tried to bring forth as much of the real business as I could and provide the same feel that the original had, despite being nothing like what you see here. Much of the signage is either from the original Young Bean or similar to it. Who ever thought of grinding coffee beans with a mill?

architecture and build a bridge-to-retirement. Production kits so far have all been HO scale, but I'm open to trying something new.

Conowingo Models has several product lines – Premium kits, Economy kits, Background flats, and rolling stock. As far as future plans, I've always got a bunch of different designs in various stages of development. Even I'm not sure what gets cut for testing next. I'll mix three ideas together and come up with who knows what... My intent is to become more firmly implanted in the business and pull out some of those test designs for production.

I tried dipping my toe into the O/On30 world for a limited release. I scaled up the Smokehouse and made it available for pre-order Timonium weekend, with no takers. So, I have dropped back and regrouped on proving O Scale models.

I also started upscaling (if that's a word) Bush's Mill and Molly's Trolley Shelter. I think Molly's will do well.

Do I have any plans for more O Scale items? (I suggested he consider asking my O scale readers to suggest which of his HO kits they would like to see him offer in O scale or other structures they would like to see him offer.) He replied: I'm always open to suggestions. I've had people asking about G and N. Right now, I think I need to get HO and O/On30 down. Once I've found the "secret decoder ring" on that, I can expand.



My first venture into O, along-side it's mini-me in HO. The Smokehouse. Having built the HO scale version made it easy to convert to O. There were no preorders for the kit, so it will sit for a while.

WILL WE GET A NEW O SCALE MANUFACTURER? As the old saying goes, "You can bring a horse to water, but can you get him to drink?".

Seems to me O Scale modelers have an opportunity to have another model manufacturer provide some very creative models in O scale. It is up to us now! Please contact Chris with your comments and suggestions for him producing O Scale kits.

Chris told me he has found a few simple weathering techniques that work well for him, don't take a lot of time, and yield decent results. Probably not Jason Jenson quality, but enough to get the average modeler where they want to be.

If you think I can help with your modeling or have some comments or suggestions for me please let me know Chris.Coarse@sscaleresource.com.

Conowingo Models is located in Conowingo, Maryland, a short distance from the spectacular Norfolk Southern bridge that crosses the Octoraro Creek. The area itself is rich in railroad history.

It used to be home to the Octoraro Branch of the Pennsylvania Railroad. A connecting branch brought basic trainees down from Wawa, PA to the Naval Training base at Bainbridge as well as servicing numerous factories and mills in Oxford, PA, Rising Sun,



My first venture into rolling stock is the 24-foot flatcar. My intent was to produce a well thought out car that was easy to put together, modify and look good, regardless of a modelers' skill level. This kit comes with two modifications for logging. O/On30 is a possibility.



Colora, New Valley and Rowlandsville, Maryland before linking with the former Columbia and Port Deposit railroad. (Photo) Conowingo Models Tenth Avenue House with the Ten Foot Waterwheel installed. This kitbashing was done at the urging of a friend, who used to own the Young Bean Coffee Shop. He wanted me to build a model of his shop. I tried to bring forth as much of the real business as I could and provide the same feel that the original had, despite being nothing like what you see here. Much of the signage is either from the original Young Bean or similar to it. Who ever thought of grinding coffee beans with a mill?

My first venture into O, along-side it's mini-me in HO. The Smokehouse. Having built the HO scale version made it easy to convert to O. There were no preorders for the kit, so it will sit for a while.

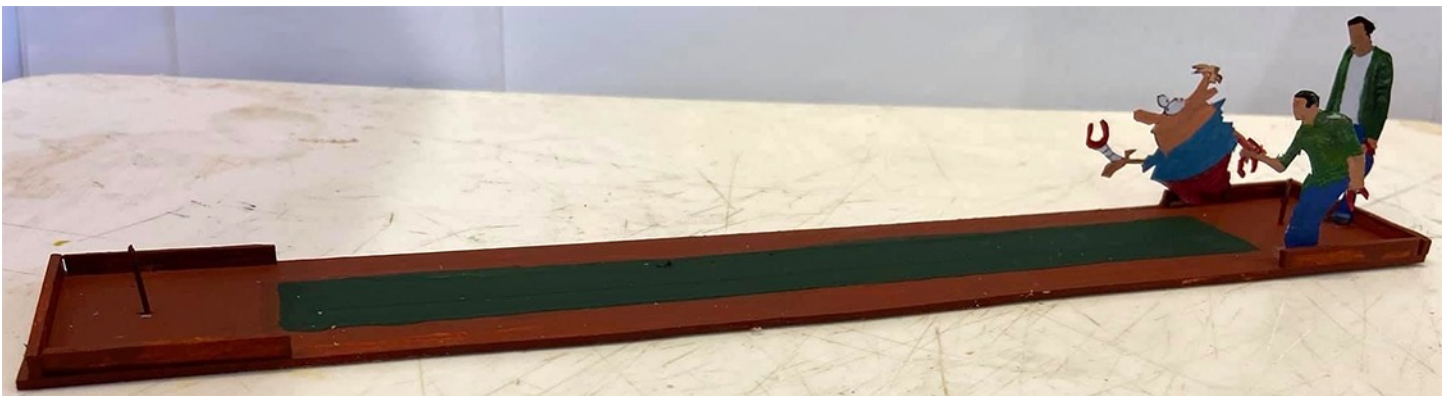
Bush's Mill – My first release. It has a unique basswood structure, covered with strip-wood. You'll notice the water wheel is the same as on the Young Bean. I've been debating an O/On30 version.

My first venture into rolling stock is the 24-foot flatcar. My intent was to produce a well thought out car that was easy to put together, modify and look good, regardless of a modelers' skill level. This kit comes with two modifications for logging. O/On30 is a possibility.

Bush's Mill – My first release. It has a unique basswood structure, covered with strip wood. You'll notice the water wheel is the same as on the Young Bean. I've been debating an O/On30 version.

Before I close, here is a little of my current Modeling. Yes, as some of you asked I do still find time.

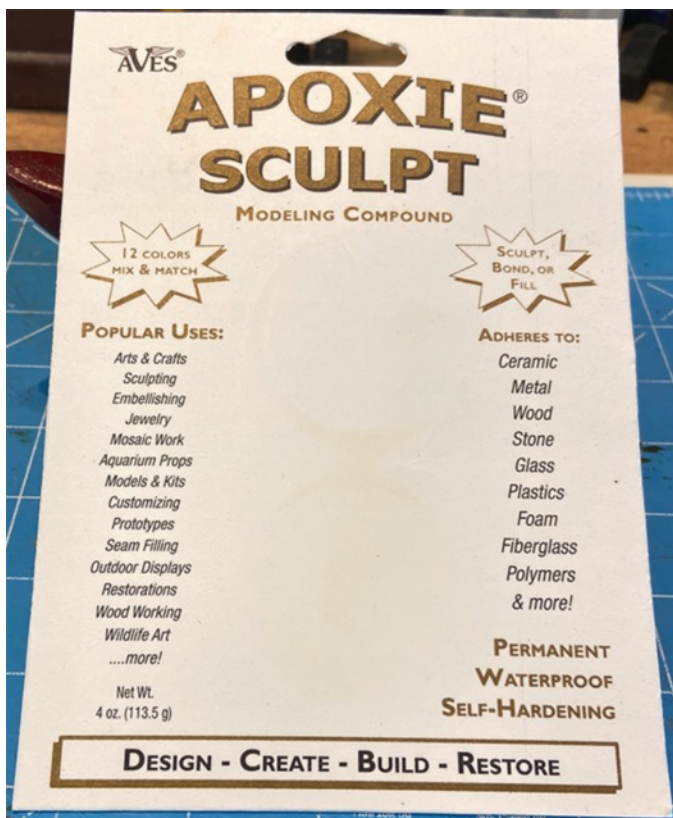
After I got my airplane flying I turned my attention to building a playground for the kids in town. I already had built a Kite flying contest, and a Soap Box Derby downhill racing area so I decided to give the kids some playground equipment. I ended up with 5 pieces. A swing set, slide, jungle Jim, roundabout, and seesaws, along with some photo card figures. Put together the Playground will look something like this (include photo of all of equipment). I also put in a miniature golf course and a separate horse shoe throwing area. I want to work on





the figures to get them in 3D by using a sculpting paste on the photos and then repainting them. Also want to include a food take-out structure and some benches to eat at. I Also need seating for the kite flyers, airplane flyers and soap box races. Actually, I will need a lot of details. Also need more people but at least the basic





ideas are in place. These are certainly scenes you will not see on many Model Railroads, especially all linked together. But I love scratchbuilding something different for fun.

Next up is go build a road to get to the playground from the city. I just found a new product to help me detail the road. Now I am looking forward to using it. It is made by [Highways and Byways Model RR Graphics](#). I will be writing about this company in a future article. I am very impressed with their products and future plans.

Well that's it for this time. I need to get back to my workbench and build something. Please visit my Facebook page, Jim Kellow MMR, and Follow/Like it so we can stay in touch between articles, and you will be able to easily log into our Zoom "New Tracks Meetups" and Train Shows. Or log in to our web site: [NewTracksModeling.com](#) and register to get a personal email about our events. Thanks for reading this far and for traveling these "New Tracks" with me. Also thanks to everyone who is attending our "New Tracks" Zoom twice weekly Meetups and our Virtual Train Shows. Details on

our web site: [NewTracksModeling.com](#).

I appreciate hearing any ideas for future articles or Zoom events. Best of luck with your modeling and remember "just trying always solves half" of any modeling problem. Till next time...

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BACKSHOP SOLUTIONS

By Ross Dando

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

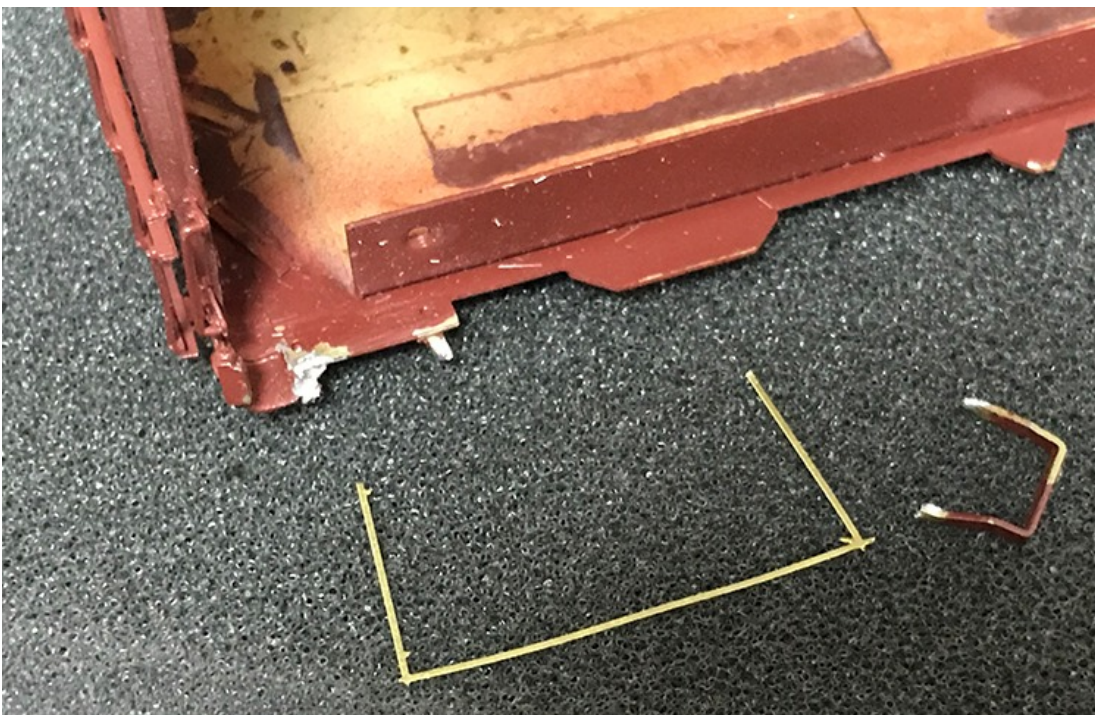
Getting Caught Up?

Before I start to write my column, I try to figure out what I have done for the last couple months. I scroll through my phone and look at what pictures I have taken since the last picture in the previous issue. This time, I was a bit surprised how many different things I have not finished!

The major aspect of this column is passing on information and answering your questions. No one has been submitting questions, so you get what I have stumbled across trying to finish or fix something.

When last we met, I had amazingly gotten paint on a few cars. The SW1500 had a heart and brain. Several modules were being assembled, and were to get an untested setup for ensuring the rails will join so trains can run and not derail. I managed to get distracted by an LED, a bunch of 3D prints and finally decided a DOE needed to be performed on the best way to weather ties for the module I am building. I have already started, but where do I start to explain all the various things that have been going on?

First out is a repair that I bet more than one of you has been frustrated by. Stirrup steps on brass cars. Those made of bent wire, generally rugged and I doubt the process applies, but you may find it helpful if you have had a cast one that just will not stay attached when put back together. This “how to” came about by necessity. I was lucky enough to pick up a few Protocraft cars from Norm’s literal fire sale at OSW a few years back. I decided what could I lose with a \$5 box car that has been stepped on by a firefighter trying to save the building?



As luck would have it, I was able to get the car back into shape and into the paint shop, then it sat until a month or so ago. I was excited to see things coming together until I was turning the car over and the one step that had to be repaired due to being bent fully back onto the floor cracked when bending it back into shape broke off on my float pad I use for protecting models while I decal.

At the time, I hit it with flux and solder to make sure it stayed together. The repair at the time seemed simple and lasting, but it is now clear it was a poor decision on my part. Studying the fresh break, I needed a repair that would last a bit longer and survive the decal and weathering process. I started by cleaning the area with a fiberglass brush to leave a bare brass and none of the poor repair I had previously done. Next was to determine a way to reinforce the joint this time. I have a hard time throwing things away; hey, you never know what might come in handy.

Lucky for me I had saved the phosphor bronze frets from a set of etch ladders for a car in my previous HO life. I figured it would be a good backer for another attempt at repairing the step. Now I don't know how much soldering you have done, but I have done enough to know that small parts get hot fast and help you learn or say words you have not heard before. I needed a way to hold things.





I cut the fret to have a small “L” shape, and that provided a long thin handle to hold the piece and have control without cooking my fingers. The other holder was the opposing side of the step. I tinned both ends of the step and tacked the step in place holding it with tweezers. As you can see in the pictures, the fret ties in by spanning the back of the joint and holds things. I clipped off the handle and filed the edges. You can’t really see the piece, and I performed a break test, repairing it a second time to make sure I would not be writing an addendum to my process. All that is left is to touch up before the car goes through weathering.

Like Red Green says, “If the women don’t find you handsome, they should at least find you handy.”.

Second is a process I really have enjoyed over the years. Making wood decks without wood. I have done a lot of different processes over the years and had found multiple layers and distressing yielded what I thought was the best result, up until now. Regardless of how I apply the layers, it starts with a grey primer base. I have been searching for a shortened process, and think I have found something that works.



The resin deck of the flatcar I produced has a very detailed grain structure carved into the individual boards. All that is really needed is color. I have started using Tru-Color Paints brushable wood colors. They come in brown, natural and weathered grey. The process is not a wet stroke of paint to cover the deck board, it is more of a dry brush process. But yes, I did put a blob of paint on with my brush and moved it around and ended up with a thin layer that shows the color layer below. Starting with a grey primer base, I added the brown and natural colors in random patterns making sure to focus on individual deck boards.



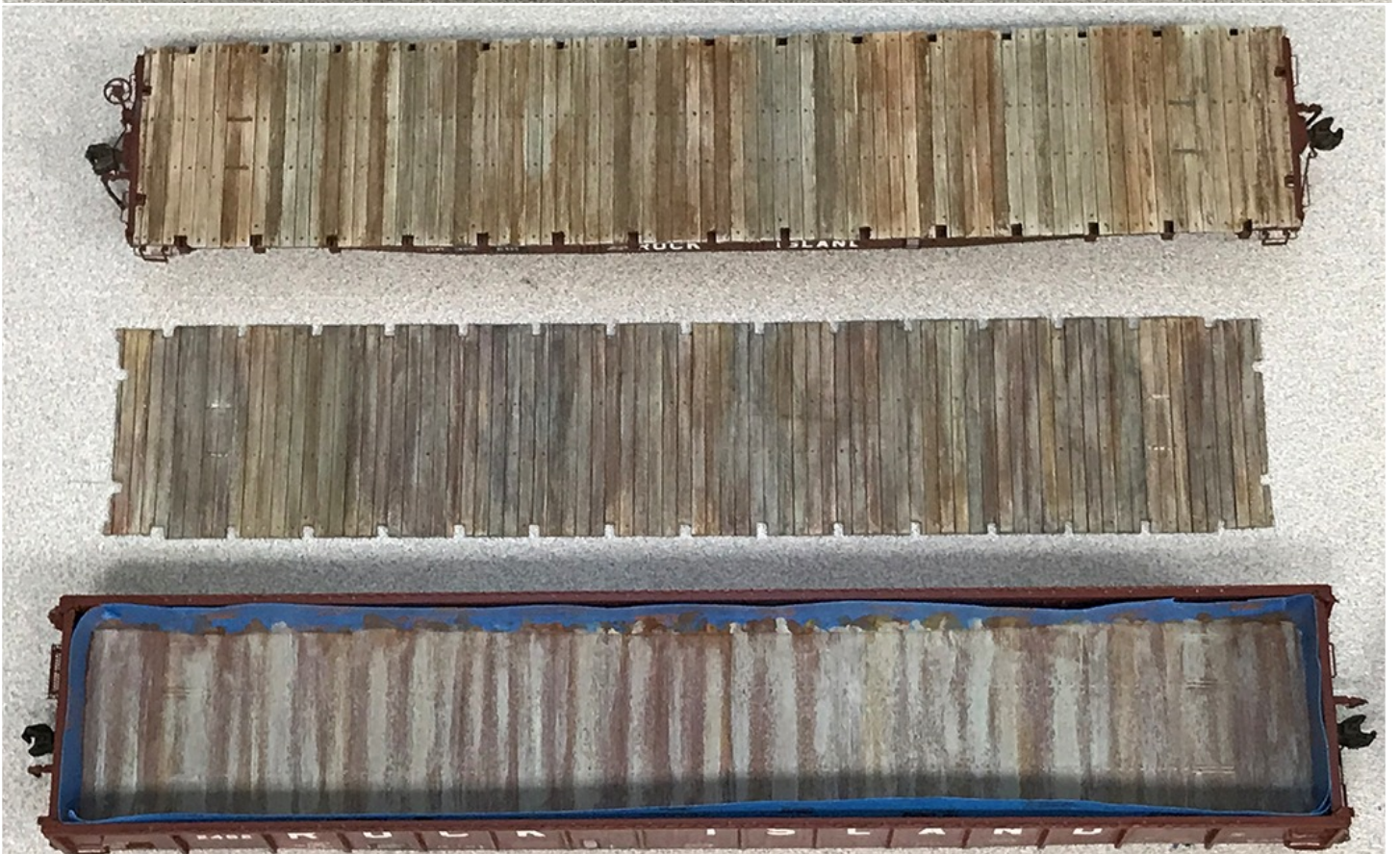
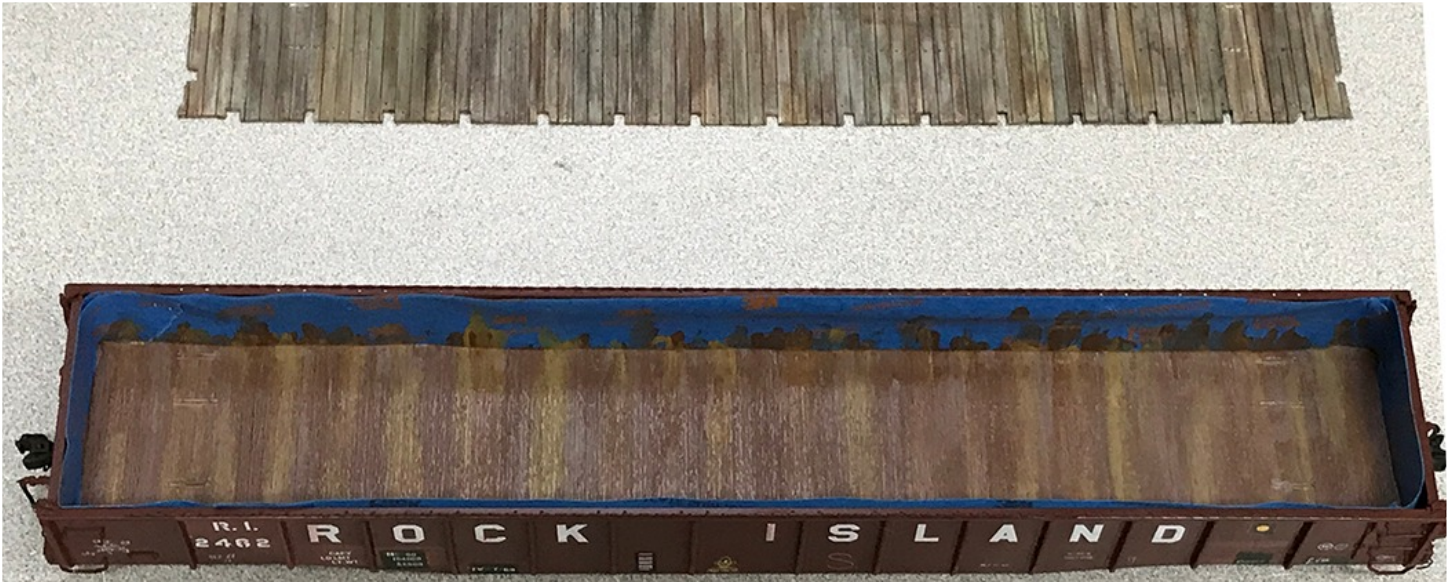
When this was dry, I still wasn’t happy with the direction things were going, so I reversed and added the opposing color next brown on natural and natural on brown. This was allowed to dry fully before dry brushing in light coats over the entire deck board by board with the weathered grey wood. Again this was allowed to fully dry.

The next step seemed crazy, but worth trying as it works great on real wood. I combined black India ink with water and alcohol. The ink mixture was brushed on very heavy and allowed to dry.



The black pigment settled in the wood grains and helped to make them stand out. Once I had completed this process and was happy with it, I broke out one of my Protocraft gondolas that has been sitting and waiting for decals. I followed the same steps and the results are better than I had hoped for a brass wood floor. Next will be sealing this and adding more weathering to the interior of the car.



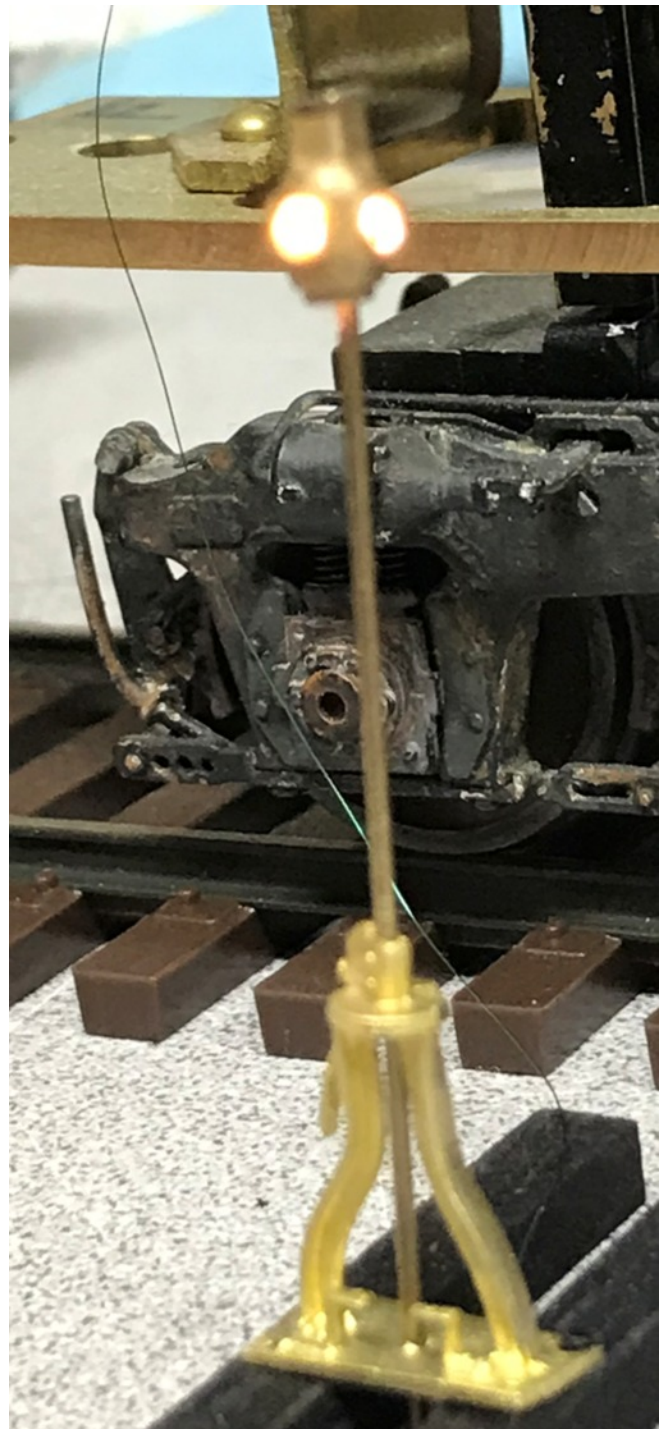
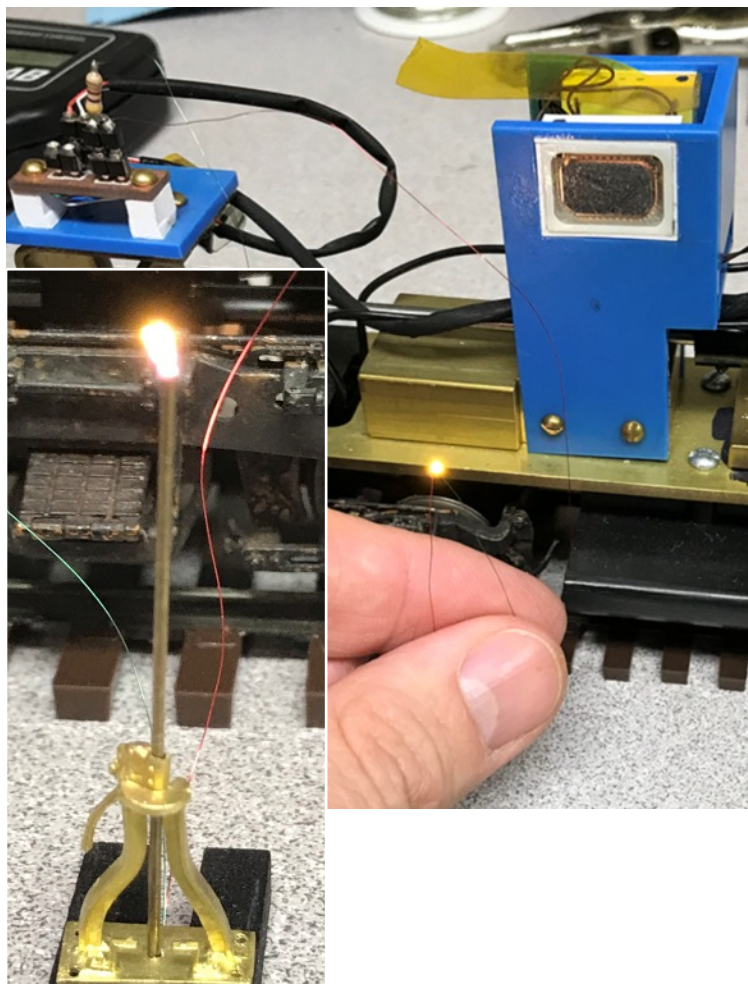


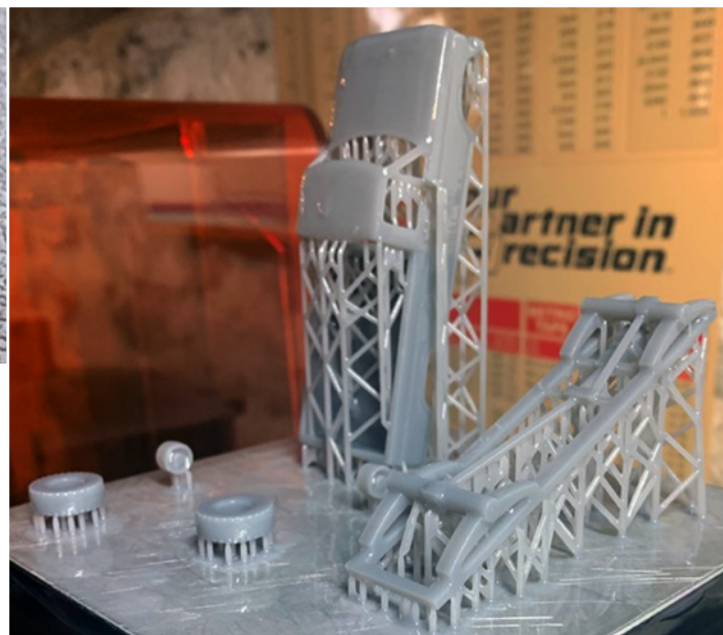


LED's. Yes they are bright and have changed how we add detail to models. They are also so damn small you can't see them to work with. I decided I needed to see if I could light one of the tall switch stand castings I have from Right-O-Way. It all seems simple. Run some wires and attach them to an LED you can't see. Perfect.

Well, the 0201 size LED and 38ga magnet wire you can't see went together perfectly and was, you can see, bright and needed a step-down resistor. Also, it is being powered by the GP running gear so there really needs to be some additional infrastructure built???

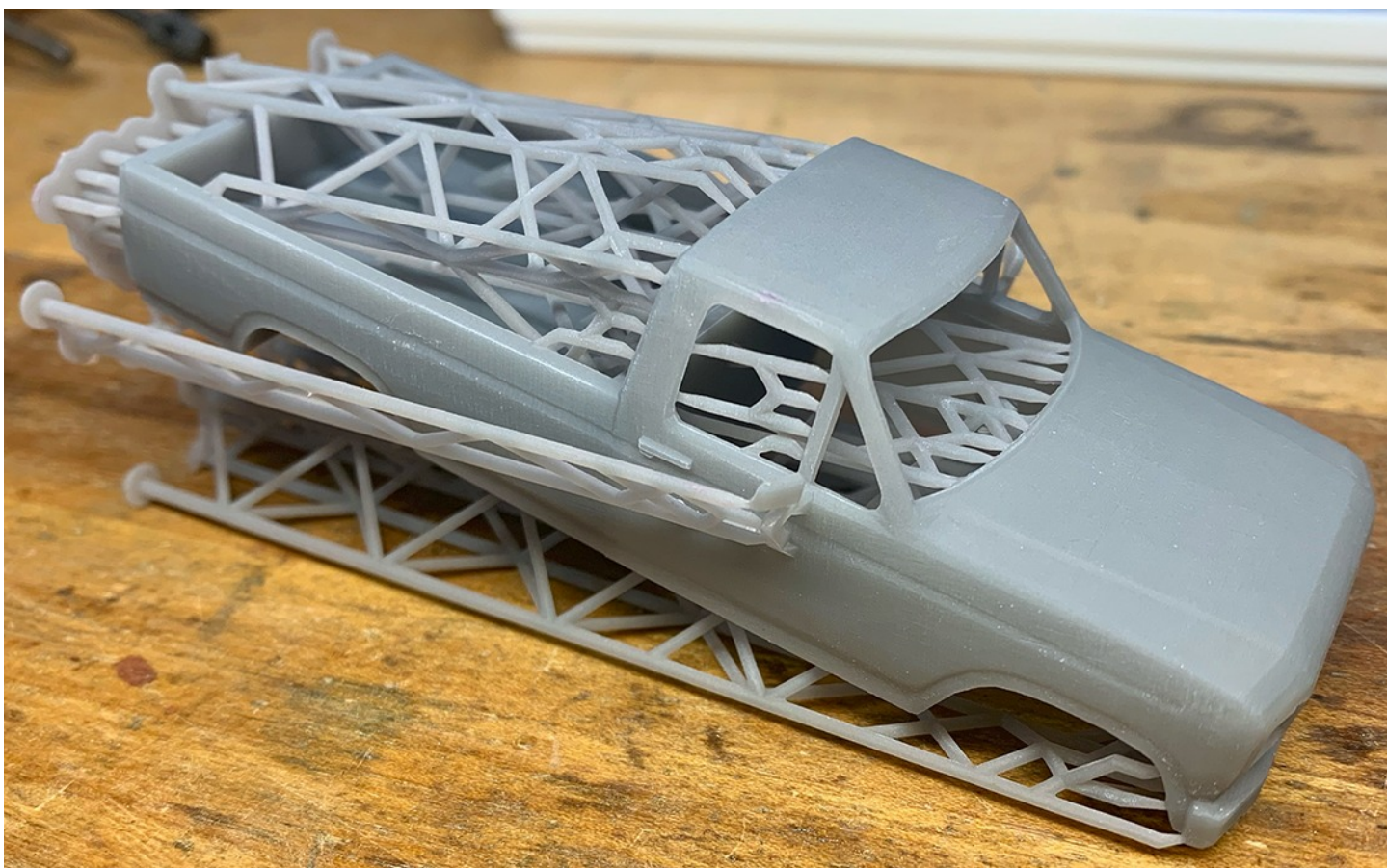
Like a layout module 😊



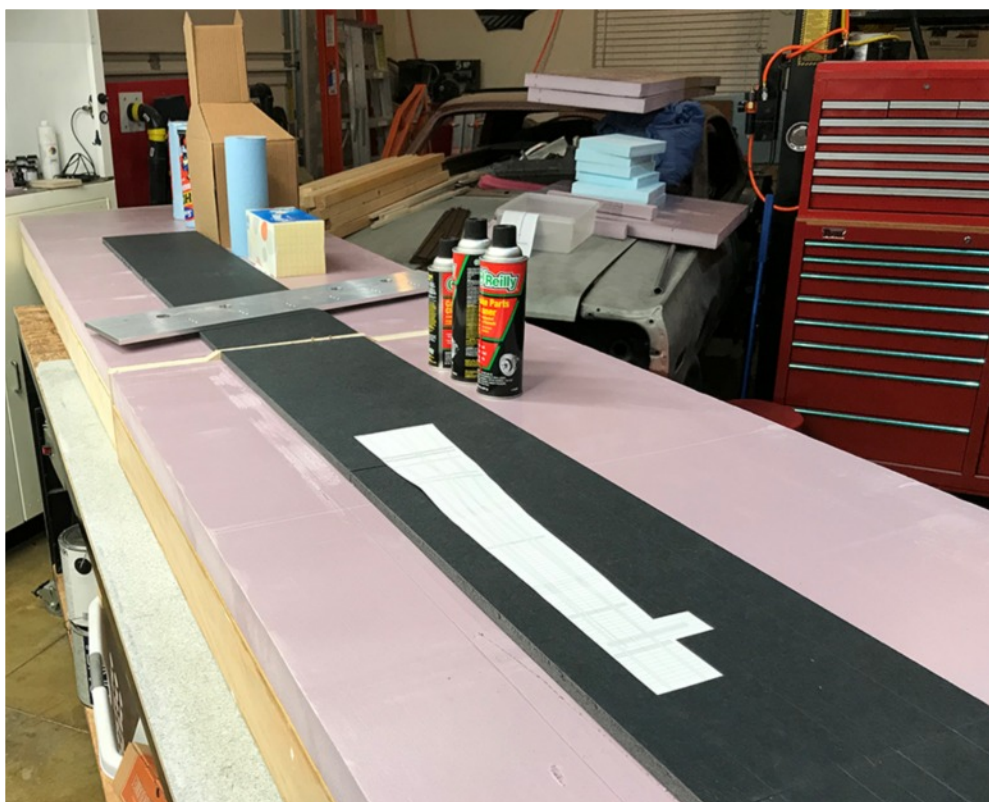


3D prints have also been a distraction. The pigeons from miniprints.ca are discussing trucks. Who doesn't need a good 70's industrial truck and a pick up? I have started the process of developing resin vehicles for the late 60's through the 70's which are badly needed in 1/48. I need a grain truck for my elevator module so I have worked with a designer I met on Shapeways willing to provide the models scaled to 1/48, printed by Terry Van Winkle and then will be massaged by Jon Cagle prior to creating molds for castings.

Additionally, I am working with an etcher to get the rear view mirrors and grills etched. Once this is all done, we will know what the cost will be and we can take a poll on how many people will want them and can start a production run. Regardless, I get a model I have been wanting.



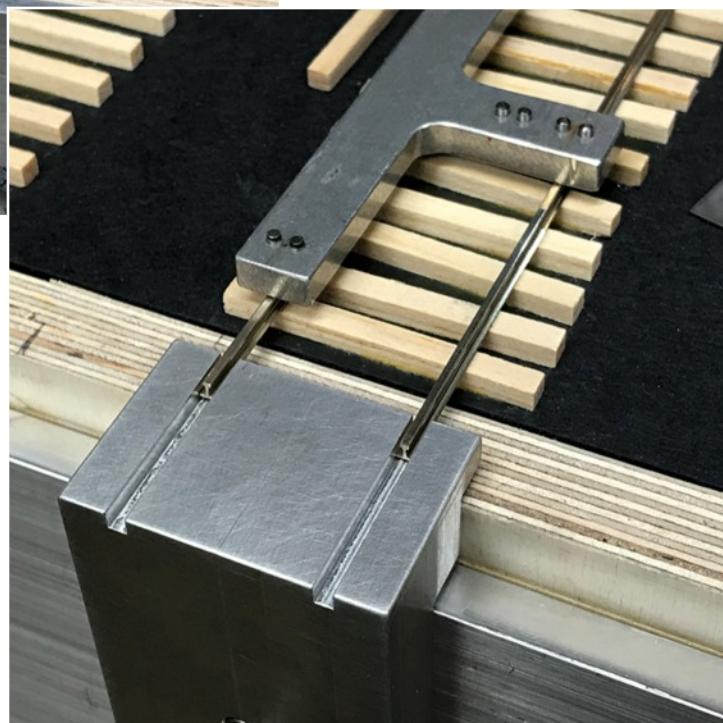


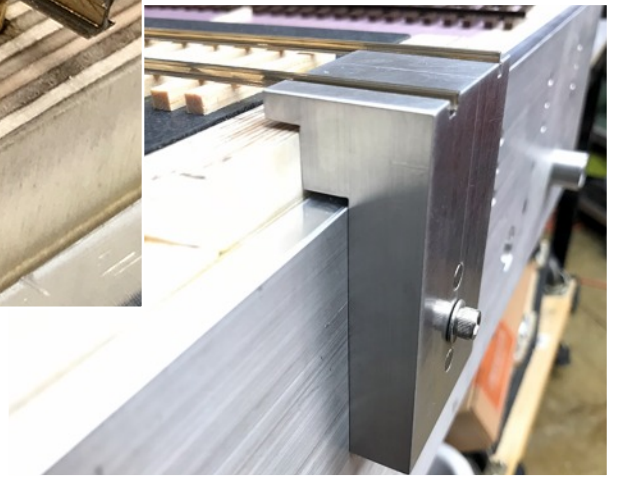


Modules. As you can tell from the amazing structures I have gathered together, we are still in the planning stages. I have been noodling over how to build a reliable setup that can be moved and set up when I want to run trains. [As was shown in the last issue](#), we have built some test examples. The next big piece of the puzzle to fit is track alignment so modules can be interchanged. The design borrowed has been changed a bit with a more detailed standards plate which is attached to the end of the module, and a fixture is used to hold the rails while being soldered to brass screws in the end plate. Everything is set up so when two modules are joined, there is a very small gap and the railheads align.

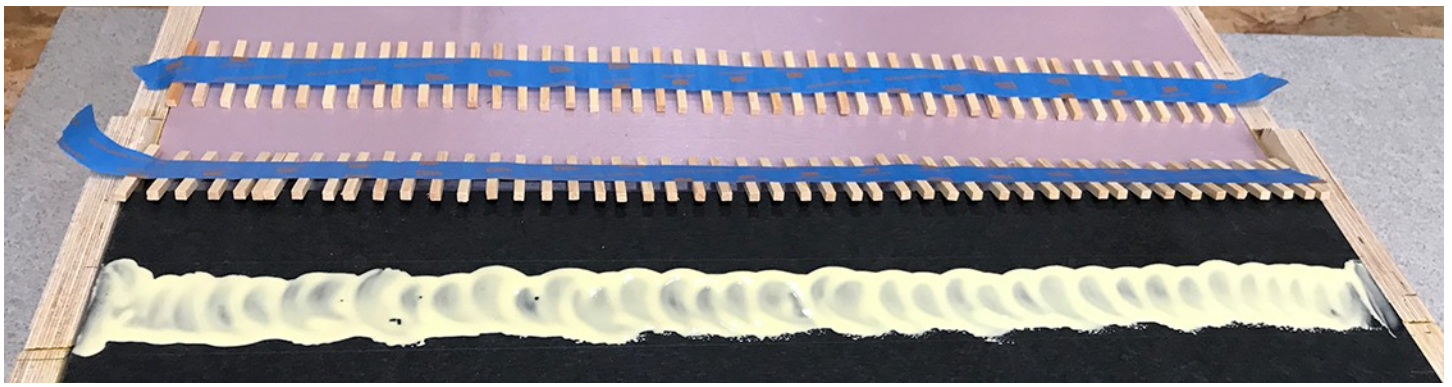


I set up several scenarios and tested misalignment in all directions. In all cases, the cars did not derail, however, the loads may have shifted some. So everything was secured using the fixture and a powered test run was performed. It should be noted that I used both hand laid and flex track for my tests to ensure there would be no hidden issues I wasn't accounting for. I was very pleased with the results, so it was on to track work, which meant taking it all back apart so the ties could be weathered.





Speaking of ties.



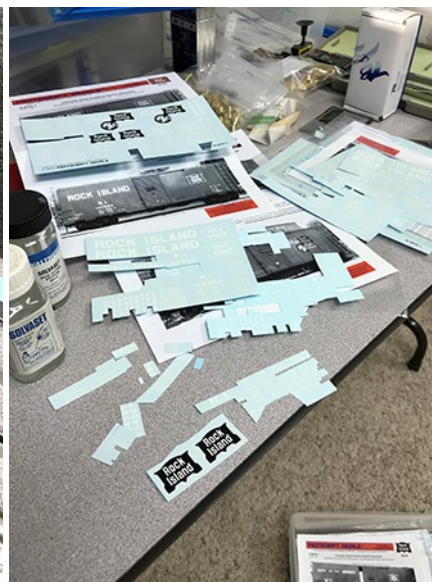
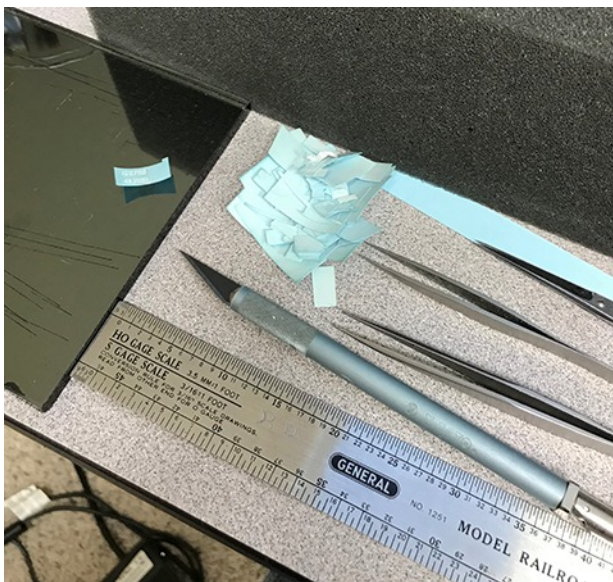
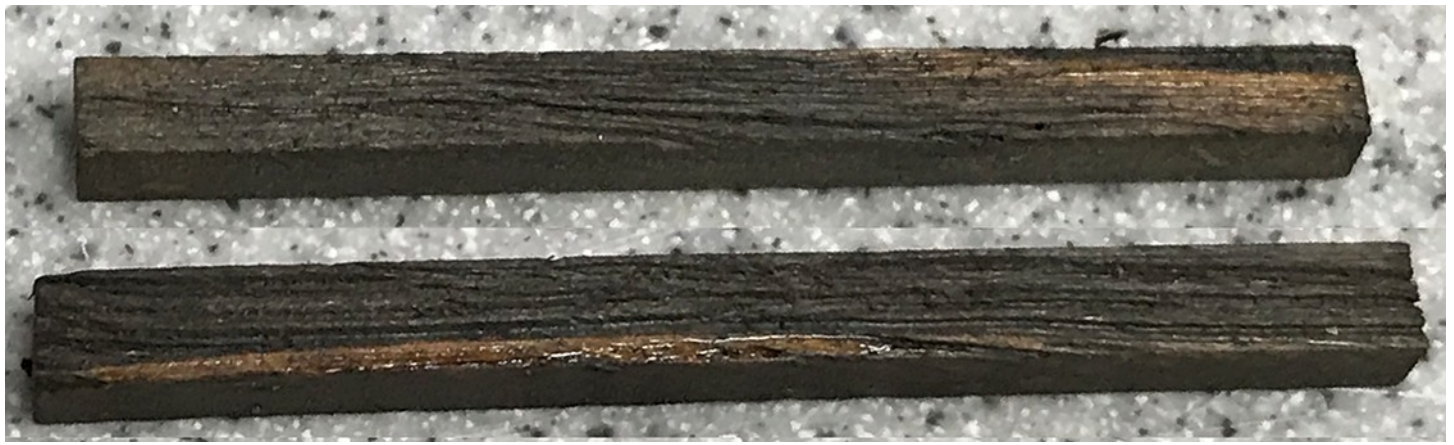
After testing the track alignment scheme, it was time to lay down some ties. This was quick and easy with my alignment fixture to load and add tape so they could be transferred to the roadbed. The fresh ties next needed a little distressing. If it was a short display, I would go tie by tie. As I looked down the two rows of ties I needed a way to tear things up in a big way. Out came my cross cut saw and off came the handle. I used the bare blade to drag across the ties and followed that with my coarse steel brush to add additional depth. I vacuumed up the dust, and the results underneath were exactly what I needed to start the coloring process.





A number of coloring processes have been shared over the year,s and Shawn Branstetter has shown great results with layers of diluted India ink. I have tested a dark walnut and grey stain process with good success. But as I ponder the amount of work ahead of me, I wanted to find a happier medium to get the results I was seeking. The process Shawn has been using was my starting point. I have added a grey India ink to the steps to add a bit of weathered look to the ties. This will allow me to use Shawn’s process of layering the diluted ink, but adding additional color with a lighter result. Time will tell if it is the right direction. I can go back and add more diluted black if I don’t like the results. Maybe by next time, we may have rail going down.





The final chapter this issue is freight cars.

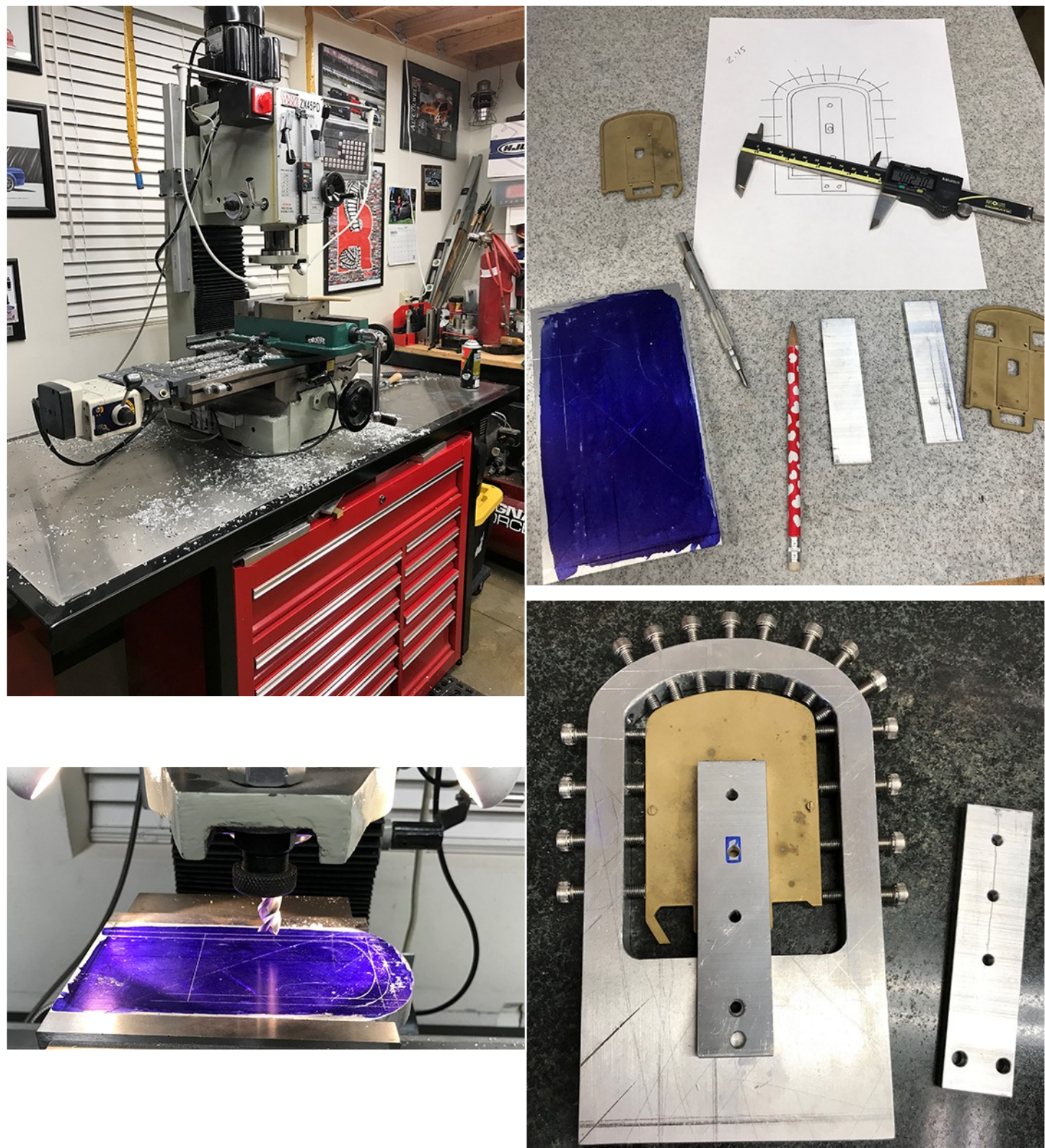
I have been working on a number of cars as you can tell by the processes described earlier. The decal process is sort of like weathering to me. I have to clear the deck, and all that can be within reach are decal related items along with (wait this may surprise you) a clean table so the decals don't get any foreign materials on them that may get under the decal film.

Having a lab makes it a challenge sometimes as he sheds a lot! The other item that collects are the tiny pieces of paper. I try to keep them under control so I don't mix with the ones I have cut out ahead of time. Here is a peek at each one I have been able to get decals on. I now need to get them clear coated and start the weathering process. Wonder what I will get done before the next issue?



At press time! The SW1500 now has the rails on the long hood and I am ready to start working on the pilots again and start the handrails. Also an update on a project you saw a few issues ago. The bi-level commuter cars are getting a bit of attention. The clamp needed to attach the ends has been machined and tested.

But, I am not in a hurry to attach the ends as I know there is more work to do on the ends prior to attaching them to the model. So until that is completed, I will just say its a good idea to think through all the various details you want to add and make sure to not build yourself into a corner.





Toby the shop dog says hello and take care until next time.

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O SCALE SHOWS & MEETS

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

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

O Scale South 2021

February 27th, 2021

Atlanta, GA USA

Cross of Life Lutheran Church, 1000 Hembree Rd, Roswell, GA 30076
Type of Event: O Scale 2 Rail Meet, 9 AM to 2 PM, Sat Feb 27, 2021. Swap meet and modular layout display. Layout tours info available at meet. \$5 admission (Spouses, children free), \$25 per 8-ft table (Includes admission). Sellers contact Dan Mason at 770-337-5139 to reserve tables and get information.

Email: daniel@southernoscalers.com

Web: www.oscalesouth2021.com

O Scale March Meet

March 26-28, 2021

Westin Lombard Yorktown Center

Lombard, IL

Under new management and new dates!

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

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

Email: ChicagoMeet@yahoo.com

The Cleveland 2 Rail O Scale Meet

Saturday, April 10th, 2021

Cleveland O Scale Meet our 38th annual show

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

5615 Chevrolet Blvd. Parma, OH 44130

Admission \$7, table fr \$37. Free parking, large facility

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

440-248-3055 email j3a5436@gmail.com

Website: <http://www.cleveshows.com>

Eastern PA 2 Rail O Scale Train Show and Swap Meet

April 17th, 2021

Strasburg PA

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

Admission \$5, wives/children/military w. ID free, tables \$25 for first table, additional \$20 per. Great food, modular layout, clinics.

Contact John Dunn (609-432-2871) [Click here for info](#)

O Scale West - S West and Narrow Gauge West

May 28-30, 2021

Hyatt Regency Santa Clara (San Francisco area)

Website: www.oscalewest.com

Harrisburg Narrow O Summer Meet

Dated to be announced for 2021

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

St. Thomas United Church of Christ

6490 Linglestown Road

Harrisburg, PA 17112

O Scale National Convention

June 17-20, 2021

Denver, CO

The O scale community will head to Denver June 17-20, 2021 for the annual convention of all trains scaled 48 to the foot. This will be the main event for O scale modelers looking for great layout tours, modeling clinics, and hundreds of vendor tables loaded with the news products as well as treasures going back for more than 70 years. Denver is home to a major airport that quickly connects the east and west coasts to the heartland. Amtrak's California Zephyr connects Chicago and San Francisco to the Mile High City.

More details coming soon

Website: <https://oscalenational.com/>

The 2021 St. Louis RPM Meet

Friday, July 30th and Saturday, July 31st, 2021

The St. Louis RPM Meet will happen at the Gateway Convention Center, One Gateway Drive, Collinsville, IL 62234. Collinsville is 12 miles east of metro St. Louis on I-55/70. The meet starts at 9 AM both days.

Website: <http://www.icgdecals.com/stlrpm/>

Eastern PA 2 Rail O Scale Train Show and Swap Meet

August 7th, 2021

Strasburg PA

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

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

41st National Narrow Gauge Convention

September 1-4, 2021

Crowne Plaza Hotel

Hickory, NC

Manufacturers exhibits, contest, home layouts, operating modules and clinics.

Email: 41nngc.chairman@gmail.com

Website: <http://www.40nngc.com>

O & S Scale Midwest Show

Saturday and Sunday, September 17-19, 2021

Wyndham Indianapolis West

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

Website: oscalemidwest.com/

Email: info@oscalemidwest.com

WHAT'S ON YOUR WORKBENCH?

Art Carlton sent us some beautiful pictures.

I'm currently scratch building an O scale model/diorama of the Chaney, WA, Depot. I'm building this model for the non-profit group Save Our Station - Cheney Depot (www.cheneydepot.com). They will put the model on display to help raise funds to restore the prototype.

I would like to thank my friend, Georgie Li, for being my point-of-contact, and for all of his hard work he has dedicated to the Save Our Station - Cheney Depot non-profit organization.



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











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March 26-28 2021

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
O & S Scale Midwest Show

SEPTEMBER 17-19, 2021

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