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Volume 8 No.6
July/August 2021

Backshop Solutions
Remembering Art Selby
O Scale National Convention
Bird House to Carriage House
Upgrading the GGD 1938 Super Chief
Scratch Building Steam Locomotives Pt 6
Sanmore Subdivision Construction Update
New Tracks - Where Mentors Help Modelers Build
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Sunday 9am - 2pm

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Registration at the door \$25.00

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Published Bi Monthly

The Model Railroad Resource LLC
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Dwight, Illinois 60420
815-584-1577

July/August 2021
Volume 8 No. 6

Owner / Publisher
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Daniel Dawdy

Advertising Manager
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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

Super Chief being powered by an EMD E1 on Santiago Pineda's layout. Photo by Santiago Pineda

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

From the Publisher's Desk

O Scale National Convention All Rails Head to Denver!



Amy and I headed to Denver via Caboose Hobbies in Cedar Falls, IA to visit Merlyn and Carol. I have never been there and it's a must see. There is a beautiful club layout in the basement which we'll take a closer look at in a future issue.

We stayed in Marshalltown, IA the first night and then drove Highway 30 following the UP mainline all the way to North Platte, NB to see the largest classification yard in the world, Bailey Yard. The trip up the Golden Spike Tower to the top allows a fantastic view of the yards and engine facilities. Definitely worth the trip! I lost count of all the large grain facilities along the way with their own locomotives and photographed all I could. You can't do this by running I-80!



The Broadmoor Manitou & Pikes Peak Cog Railway was also very enjoyable. Surprisingly the altitude, some 14,100 feet above sea level, did not bother us. I asked Amy to step out so I could get a better picture. I kept saying "just a little further back". She did not fall for that... Get it...fall, oh never mind.

The convention was really fun. There have been some comments on Facebook and the like, and I would like to set the record straight. Yes, there were empty tables. More than I would have liked. However, they were no shows. I don't know why, there were no restrictions, the weather was great and it was really well put together. I suspect some were still apprehensive about traveling and such. Also, please note on the pictures and video that the scenes are not necessarily in order and may have been taken during set up or at anytime throughout the show.

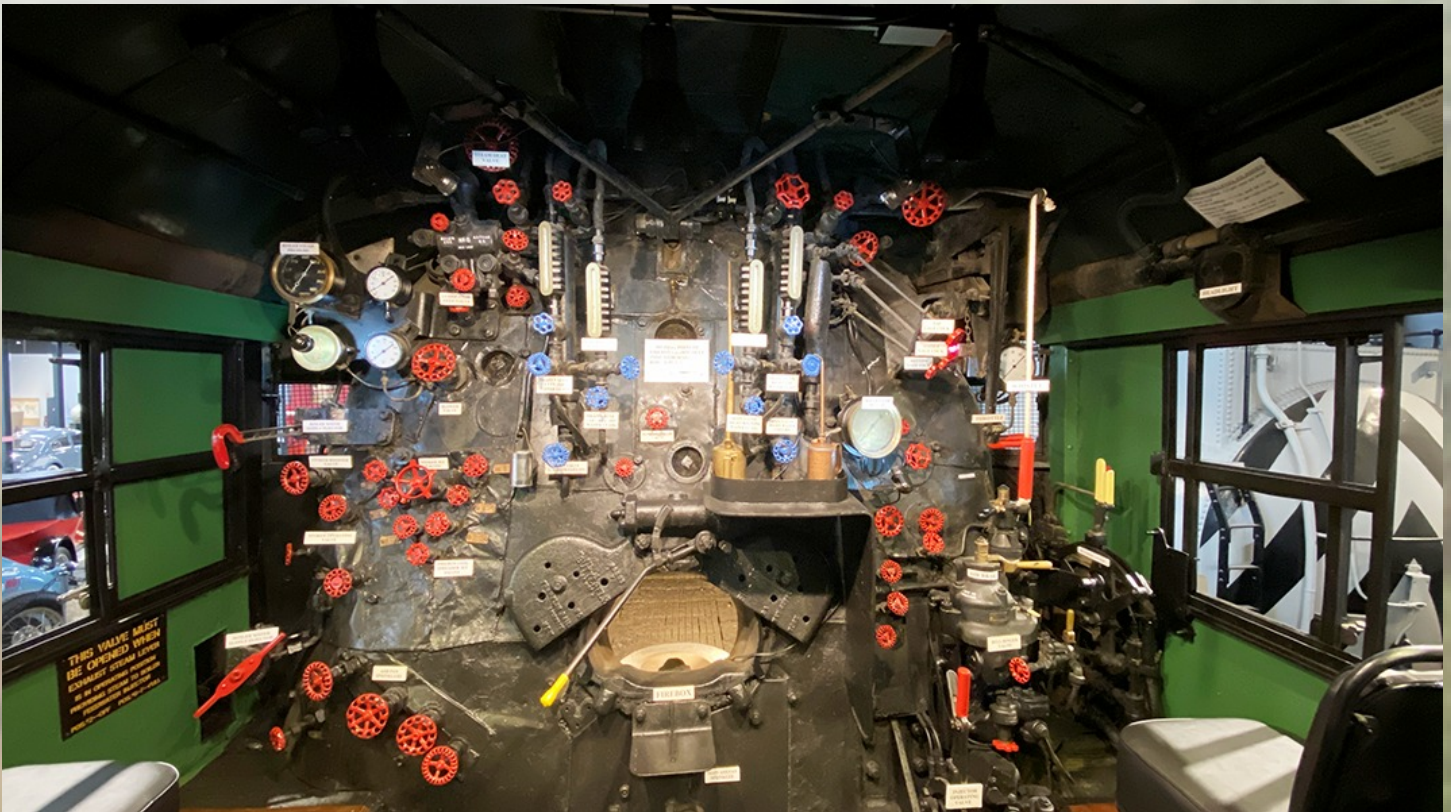


We also went to Forney Museum of Transportation to hear a talk by Ed Dickens about the restoration and operation of Union Pacific “Big Boy” No. 4014. Wow, what a speaker. Ed is one of the most articulate and passionate speakers I have ever encountered. He gave a great presentation and had wonderful images. Ed was very friendly and happy to answer any and all questions. Pictured is Ed signing a book for my friend, Brian Huang, who went with us to the event.

The Forney Museum of Transportation is a worthwhile stop if you are in the area. Not only housing UP 4005, but other locomotives as well as cars, bikes, motor cycles and a very large N-Scale layout of the Moffatt Modelers.

This month we span the world with articles from Serge Lebel up in Canada to Santiago Pineda down in Columbia. O scale two rail is the world over!

And we really mean it when we say, “We’re putting the “modeling” back in Model Railroadin^g!®”



Let us know what you are up to. Email daniel@modelrailroadresource.com with any projects, large or small, and let’s talk. Don’t worry if you don’t fancy yourself a great writer, we’ll work with you and help get your thoughts down.

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

Spray Cans

JULY, 2021

TCP-4026 Grime
TCP-4027 Matte Mud

AUGUST, 2021

TCP-4028 Dark Red
TCP-4029 Light Blue

SEPTEMBER, 2021

TCP-4030 Olive Drab, #3
TCP-4031 FS-36270: Modern
Haze Gray



Selected Colors

TCP-4000 Black
TCP-4001 High Gloss Clear Finish
TCP-4002 Flat Finish
TCP-4006 Matte Concrete
TCP-4007 Matte Dark Red Brick
TCP-4010 Light Primer
TCP-4011 Dark Primer



Over the past year, costs have increased past the point that we at Tru-Color Paint can absorb. Therefore, we are sad to announce a price increase on our aerosol, sprayable & brushable paint lines. This price increase will take affect August 1, 2021. We will honor the older price on all orders placed with us until July 15, 2021.



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NEWS YOU CAN USE



William Mosteller of [Great Model Railroad Decals](#) has a list of the late John Keil's items, both equipment and books. [Click here to see the lists of available items.](#)



Sylvan Scale Models has released a beautiful new boat. Kit #O-3125, (Motor Vessel) MV White Swan. 81' x 23' resin freighter kit. One piece hull. Easy to assemble cabins and details. Decals included. Kit also includes a five crew figures, Captain, Chief Engineer, two deck hands and a cook. Figures are available separately.



The Motor Vessel White Swan was built in 1922 by Burger Boat Works of Manitowoc, Wisconsin for William Williamson and sailed for the Oriental Mills, also of Manitowoc, makers of White Swan Brand flour. She was used to haul flour in bags and barrels for delivery to customers on Lake Michigan. While she looks like a steamboat at first glance she was powered by 4 cylinder diesel engine, likely a Kallenburg which were built in Wisconsin and were common in fish tugs. In 1946, she was sold to the Lyons Transportation Company and used to haul logs from Northern Michigan and Wisconsin. Some time in the early 1950s

she was repowered with a newer diesel engine, make unknown.

On November 29, 1956, she went aground and was wrecked at Ile aux Galets (Skillagallee) in northern Lake Michigan while bound for Petosky, Michigan from Lime Island. The engine was salvaged the following spring and the hull was allowed to slip into deep water and sank.

Price \$275.95 US

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OF-001 Captain

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OF-004 Deck Hand (Lefty)

OF-005 Cook (Paunchy)

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[Archer declares WAR on Goofy Eyes!](#)

Did you know that eye-track studies have proven that a person's eyes are the very first thing people look at? Well we do, so up your game with our entirely new selection of scale-specific iris NCF decals.



No more excuses for the embarrassing mess that can be made painting human eyes after hours of carefully selecting the correct color for the uniform and then meticulously blending, shadowing and highlighting everything from boots to caps only to ruin everything with those danged beady eyes.

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

[Steve Wolcott from Pre-Size Model Specialties](#) has produced a cut stone bridge abutment for double-track bridges. The bridge shelf is 7-1/2" wide.



The matching abutment side walls are sold separately and also match our abutment for single-track bridges. See our website for details and ordering. <https://www.pre-size.com/products/OscaleAbutments.php>

Rich Yoder says, "After a long dry spell, I have finally received some trucks from the factory in China." Many are available in Proto48 also.



Currently in stock as of this writing are, "T" Section Bettendorf, Arch Bar Freight, 50 Ton Bettendorf, PRR 2D-F12 50 ton with Coilelyptical

The O Scale Resource July/August 2021

Leaf Springs and more. [Check out his Website for current stock and pricing.](#)

[Loyet Model Works](#) is planning to release a cast resin conversion kit for the 1:48 Tamiya Komatsu military dozer into a Model Thirty Crawler! The kit would include a new motor, radiator, and fuel tank, as well as a few other details. In the future, more add-ons will be released such as a rear mounted logging winch, canopy etc...



[See their Facebook page for more details.](#)

[Some new items from Richard Rands and Berkshire Valley Models.](#)

263 Buckboard - O Scale \$19.95

Buckboards were an inexpensive mode of transportation for 1 or 2 people. Composed of laser cut wood, detailed white metal parts, and wire. Horses, mules, and drivers available separately.





#677 Sledgehammers 4/pkg. - O Scale \$3.00
White metal castings.

[See their Website for more great products.](#)



[It would not be a new issue without new paint colors from our friends at Tru-Color Paint.](#)

July 2021

Railroad

390- Canadian Pacific- Modern Freight Car Brown

391- Amtrak- Phase V Blue

Aerosols

4026- Grime

4027- Matte Mud

August 2021

Railroad

392- Frisco- Meteor Blue

393- ONE Container- Pink

Aerosols

4028- Dark Red

4029- Light Blue

We also need to announce a price increase, starting August 1, 2021. Our prices will now be:

- 1-ounce bottles- sprayable paint: \$7.19
- 1-ounce bottles- brushables, metallic & pearlescent automotive paint: \$7.69
- 2-ounce bottles- sprayable paint: \$12.98
- 2-ounce bottles- brushables, metallic & pearlescent automotive paint: \$13.98
- Aerosols: All aerosols except metallics: \$12.95; Metallics: \$13.95

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

The O Scale Resource July/August 2021

[Bill McConnell from O Scale Turnouts](#) says he now has added P48 Code 125 #6 and #7 turnouts to the product line. Turnouts are available with or without stained wood ties.

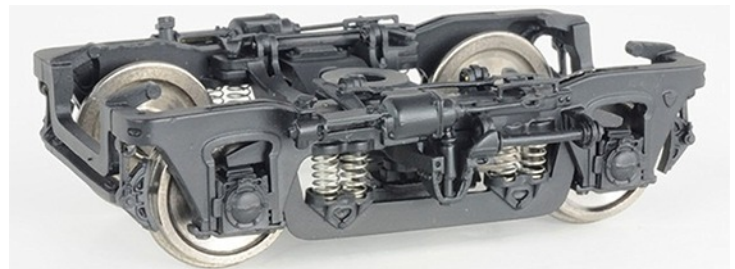


[Check his Website for the latest information.](#)



[Roger Lewis of Wasatch Model Company](#) says “Wasatch Model Company is building probably the last run of my passenger car trucks in Korea if anyone needs or just wants any.

Producing anything in Korea is getting next to impossible, most of the builders are out of business and OCS is having problems also. The 41-HR is a new truck as will be the 63-R if I ever find the drawings.



I’m also doing the 41-CUDO, 41-HR, PRR/NYC Napoleon Hat Trucks and the 63-R trucks in Proto 48. [Please contact me now if you want any of my trucks.”](#)



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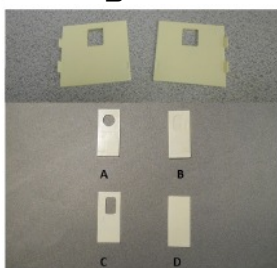


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In Memoriam

*IN LOVING AND GRATEFUL MEMORY
OF Art Selby*



Art Selby, one of the so-called “Gettysburg Five” featured on the pages of “[O Scale Resource Magazine](#)” recently, passed away at the age of 92. His was a rich full life, one to be celebrated.

As a youngster, Art had relatives in the railroad business, including an uncle who was a Pullman porter, so he spent many a day watching trains around the northern Virginia and DC area. Throughout his life he traveled widely by rail, not only in the US, but in Canada, a nation he had great affection for. His knowledge of railroads was prolific, and all of us who conversed with him on the subject benefited from that.

Art often told us about getting into O Scale as a kid. His father had Lionel trains and Art loved the heft and feel. One day he modified and painted one of his father’s cars to make it look more like the prototypes he saw. His father grumbled, went out and bought a Westbrook kit, gave it to Art and said not to touch his stuff anymore.

Art was an early member of the loosely-organized O Scale DC area group that originally met on Tuesday and Friday nights alternating between John Armstrong’s and Ted Stepek’s layouts. In the 80s and 90s, the group met on Friday nights, expanding to include the layouts of Ed Rappe, Doug Jones, Ray Jury, and Wes Morganstern to name a few. Art was one of the stalwarts of the group and his wife, Elma, was one of the triumvirate with Arlene Jury and Teddy Stepek (forming a powerhouse to be reckoned with) that met upstairs while we gathered below.

Art was a veteran of the US Army, serving in the Korean Conflict with an anti-aircraft company, then spent a career in the federal service. He retired to Carrol Valley, Pennsylvania. He loves to tell the story of the day he and Elma were looking over the house for sale there. At one point he asked about the large two-story structure, a contractor’s storage building, adjacent to the driveway. “Oh that goes with the house.” “SOLD!” In no time, Art cleared out the ground floor for a layout.

Then the planning began. Art told of the day Ted Stepek and John Armstrong were visiting and of showing a Linn Westcott trackplan to Ted Stepek. Ted snorted, said something about spaghetti, turned to John and said, “John! You need to design this man a railroad!”. John took up the challenge and, on his next visit whilst sitting in the middle of the building with a notepad, posed the question, “Would you consider a two-level railroad?” After a few weeks, while at the Stamford O Scale Convention, John passed the drawings to Art and (in typical Armstrongian fashion) said, “Now all ya gotta do...heh...heh...heh...is build it.”

Build it he did. Art (with a little help from his friends) had begun construction of the Blue Ridge Midland Railroad in earnest when Elma asked, “Where is the town?” Art had to admit, there was none. That was not the correct answer. So the workbench was banished to the garage with the car and in its place went “Elmaville”. There are many photos of Elmaville and the Blue Ridge Midland in the [May/June issue of “The O Scale Resource”](#).

He always had the building open for the annual layout tour weekends sponsored by Mainline Hobby Supply, our local brick-n-mortar train store, was a large part of the South Central PA O Scalers, a frequent attendee of SONC through the years as well as the Eastern O Scalers meets, later the Strasburg O Scale meets, and frequently travelled throughout Canada where he had family and a “whole-nuther” circle of O Scale modelling friends, a visiting tour with several of them was recently featured in “O Scale Trains”.

On a personal note, Art was a very good friend both inside and outside the hobby. There is no higher accolade than the title, “Gentleman”, and Art certainly was that.

Rich Randall / Brian Scace
Gettysburg, PA

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Convention Wrap-Up

This year's O Scale National Convention was held in Denver, Colorado. The convention hotel was actually in Aurora, right next door and was really nice. The staff were extremely friendly and helpful, especially the bartenders, but that story is for another time.

Amy and I arrived early as we wanted to take the Broadmoor Manitou & Pikes Peak Cog Railway trip which was wonderful. The weather was hot, over 100 most days, but it was a dry heat. You know like being in a convection oven. Read on for an overview.

There were some empty tables from no shows, and I really don't know why. The room was very large and well lit. There was a lot of room between tables so you were not walking into each other. The dealers I talked with were very happy with sales, and that's the bottom line there. The clinics were very good and well attended, as were the layout tours.

We have put together a video to go along with this article showing more pictures and video of the layouts. Many more pictures and videos from the layout tours are included in this video.



[Click here for our video of the 2021 O Scale National Convention.](#)

We will try and have a wrap-up of the contest winners in the next issue. There were also some clinics I missed as they were going on at the same time as others, and Amy needed to stay at the vendor table.

Hey, I'm just one guy 😊



Top: David and James Schultz with a nice assortment of equipment. Both also did clinics.

Middle: Set-up almost complete.

Bottom: Bruce Blackwood looks over the stock of Rails Unlimited.



Table: 59

Top: More goodies from Ed Jakl.

Below left: Amy Dawdy, owner of The Model Railroad Resource, LLC, and the ever popular Chris Lane from White River Productions.

Below right: More selection from Rails Unlimited.





Top: Great to see Jim Harper doing shows again.

Bottom: Amy and Brady McGuire looking sharp.





*More general
eye candy.*



Above: The whole crew from San Juan and the other companies that Dr. Robert Stears and Douglas Junda represent. I had a nice talk with both. Look for RTR cars from San Juan soon.

Left center: Wit and Wisdom Models had their beautiful kit based on John Armstrong's Model of Nighthawks inspired by the Edward Hopper Painting.



Bottom left: Tubs of trains.



Above: More trains as Bill McConnell from O Scale Turnouts shows perspective buyers his line of turnouts.



Left: DCC Hobby Supply from Loveland, CO.

Below: An overview of the tools available for purchase.





Above: A scene from the Colorado O Scale Modelers Longmont Terminal & Northern Modular Layout.

*Below: The people responsible for the show. Daecian Lindgren, far left, makes sure the rest do their jobs.
Left to Right: John Gardberg, Michelle Kempema, Erik Lindgren and Bob Kjelland.*



Some of the many clinics.



*James Schultz, How To Build A Turnout In 50 Minutes.
Sponsored by Right-O'-Way*



Jim DeBruin, A Survey of O-Scale Locomotive Drives



Bob Lavezzi, The Story Behind Atlas Billboard Reefers



*Rick Trinkle, Modern Model Manufacturing
Methodologies*



David Schultz, Creating Your Own Passenger Car Kits



*Nick Bulgarino, Beginning In O Scale And On a
Budget*



Paul Hanson, Powering Your Locomotives: DC, DCC, or Deadrail?



Leonard Carey Williams, Early O Scale From The Beginnings To 1955



David Vaughn, President of the O Scale Kings, conducts the early morning meeting.



Scenes from the Colorado O Scalers Longmont Terminal & Northern modules.





*A scene from David Stewart's Appalachian & Ohio.
More images and video may be seen in our video of the convention [here](#).*





A scene from Jeff MacDonald's High Plains Route.

[More images and video may be seen in our video of the convention here.](#)



A Modeler-Friendly Approach for Upgrading the GGD 1938 Super Chief

By [Santiago Pineda](#)

Golden Gate Depot's scale aluminum trains have shown outstanding incremental improvements over the years. With their third iteration of the famous Super Chief trains, Golden Gate Depot seems to have surpassed its previous original 1937 and 1951 Super Chief trains in fidelity, operating characteristics, lighting features and finish. However prototypical, there was still room for improvement in the importer's recent offerings. In this two-part article, I'll depict a straightforward pathway for modelers to upgrade the recent Super Chief train which is also applicable to any GGD aluminum car import. The first part will depict the most significant upgrades performed on the exteriors, while the following one will focus on the relevant upgrades and additions to the interiors.



Out of the box, the set was already stunning in its own right. It's worth mentioning that the set performed perfectly with no issues when it came to operational expectations.

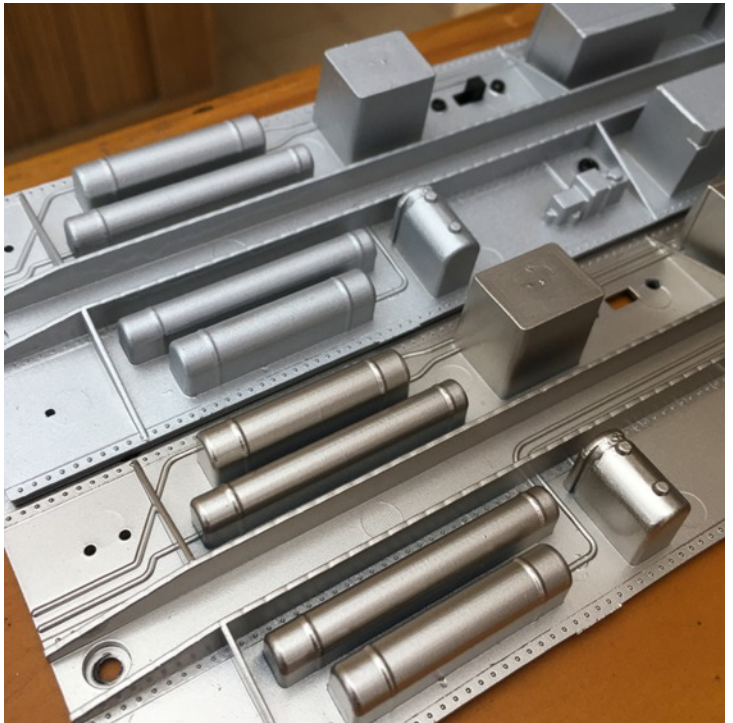
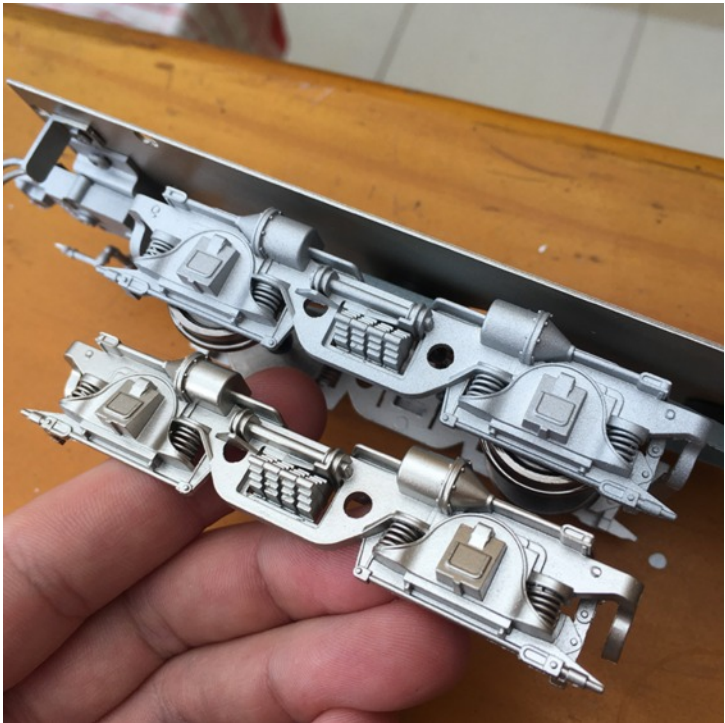
My most immediate reaction to the recent Super Chief appearance was a sense of disappointment from its uniform finish. While the superior stainless-steel look that 3rd Rail developed for the EMD E5 project was used, it was also clear that a different paint should have been applied on the trucks, undercarriages and Pullman car roofs. There is plenty of photographic documentation that shows a stark differentiation between the stainless sides and the dull aluminum finish of such parts and areas. To correct this, I painted them with Tamiya's Flat Aluminum XF-16 acrylic paint. As separate parts, the trucks and undercarriages were easily painted in groups. The roofs, on the other hand, required masking and meticulous execution to make sure this step wouldn't ruin the cars. If you have sprayed metallic acrylics before, you know that they can have a very runny consistency. So, I made sure to reduce the amount of paint thinner that it is usually recommended. If you decide to follow this step, my advice is to try it on a different surface until you are well comfortable with your set up.



Laying out the parts in batches before painting made for organized and continuous progress.



For a correct appearance, the Kadee couplers were painted and their pins removed.



Trucks sides and under frame details show the considerable difference in finish between the flat aluminum and the factory painted stainless look.

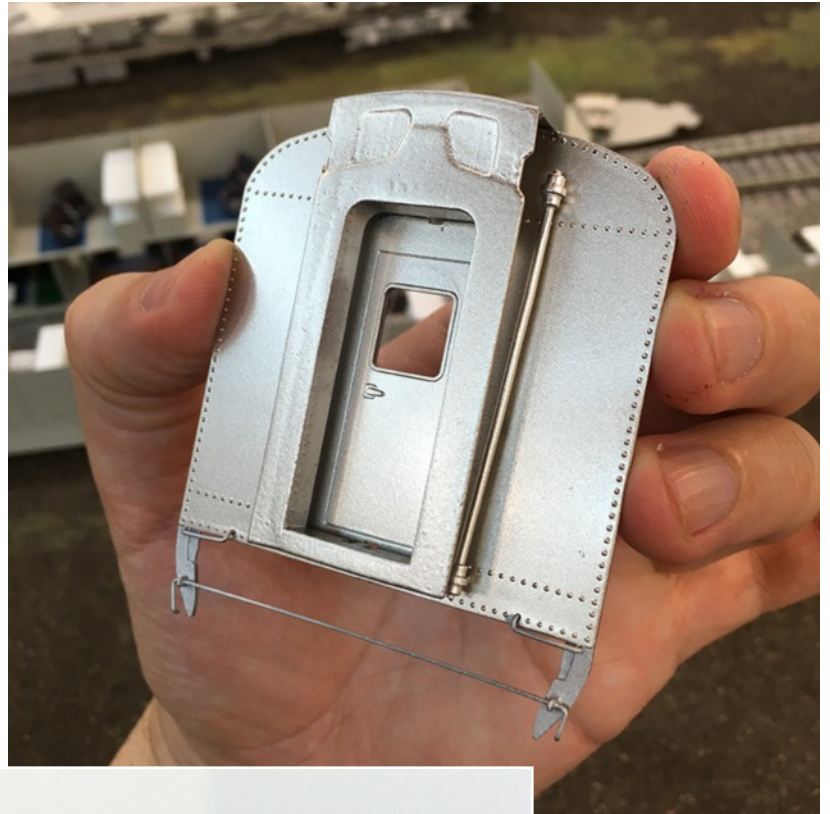
Practically speaking, I found that painting the cars in groups of three was optimal. I also found that at 30psi and a somewhat thick mix that didn't clog the airbrush worked fine. Light passes with the airbrush allowed a paint layer that was both opaque and uniform to be built. Fortunately, since I was using acrylics, I didn't have to wait for the paint to dry to coat it. So, I immediately treated the paint with Micro Scale Flat Finish. This was a considerable advantage in the sense that it allowed me to use the same masking tape for both steps. In my opinion, Tamiya's regular masking tape is the best for these types of delicate paint jobs; it conforms to the surface tightly while drastically reducing the chance of paint peel. In the end, going through these steps was worthwhile as it helped replicate the prototype's particular look.



Although painting the roofs required meticulous preparation and execution, doing so helped take the set to a higher level of accuracy.

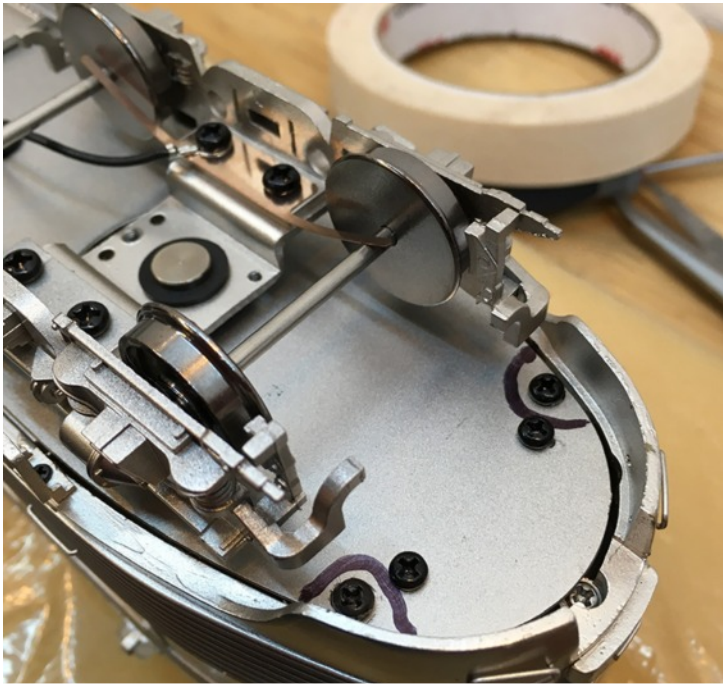


One specific area where GGD could improve its passenger cars is on car end detailing. Although steam and air lines are now expected and well appreciated, coupler cut bars are still missing. To create these parts, I used .20 brass wire throughout. Each cut bar was made of one piece formed wire and two small loops at each side. Fabricating these components was tedious, but coming up with a template eased the task considerably. In my experience, the most important step is to define the distance between the bar brackets exactly. This will allow you to drill the holes on the car precisely, and to solder the brackets to the cut bar at a consistent distance. Soldering the brackets and bars also made them a single addable component. Once soldered, the entire piece can be secured to with a drop of CA glue on the back and later painted using a fine brush. Notice that depending on the car, the geometry of the cut bar may vary. The bars in the Santa Fe and the Pullman cars were different and this was reflected in the cut bars I constructed. To finish the ends, I painted the couplers, steam and airlines with the previously mentioned Tamiya flat aluminum paint.



The coupler cut bars being added. Keep in mind that the two types of cars required different geometry and spacing.

Turning my attention to the observation car, it was obvious that there was something off with the car's height towards the rear end. The gap between the rear trucks and the car body was noticeably larger than in the rest of the train, which by the way, looked strikingly low and prototypical. After close inspection, the culprit became obvious: the screw posts extending from rear skirt were made overly low. Instead of trying to fix the posts themselves, which would have been messy due to space constraints, I decided to Dremel the frame where the posts made contact. This allowed for the posts to go through, thus permitting the car to sit at the appropriate height. Some may fear that by not using these screw posts, the car could become structurally weak. But the fact is that the rear coupler attaches to the frame and not to the skirt brass casting, which is in turn firmly glued and screwed to the car body. Eccentric as it may be, this solution proved successful for correcting the car height issue.

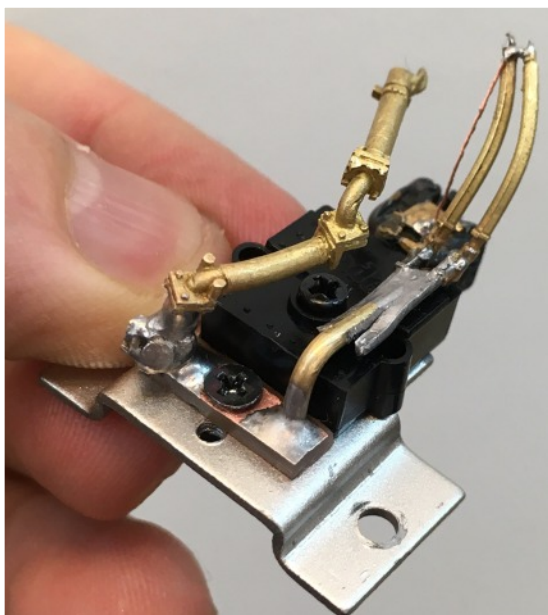


First, I marked the area where the problematic posts sat. These areas were cut off so the posts could go through the frame, and allow the car to sit at the designed height.



The rear ends before and after the height correction. As a side note, it's a shame that GGD used Southern Pacific 4-TC-7 trucks as opposed to Pullman 43-R trucks on this train. The twin brake cylinders are particularly offending.



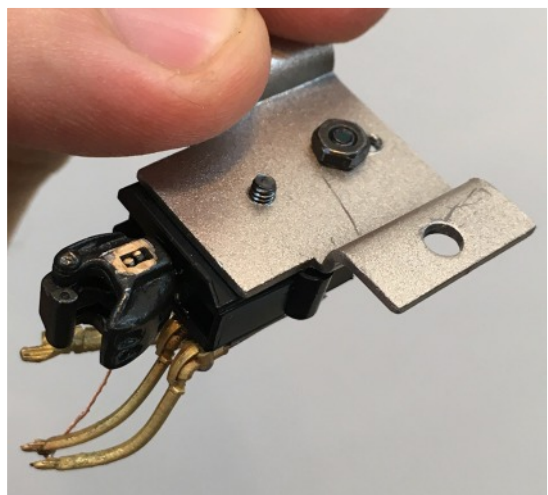


For a more prototypical rear end look, a steam line, two airlines and a true-to-scale coupler were needed. I started by taking advantage of the coupler box bracket to hold the steam line and airlines in place. The steam line used was a brass casting made by Wiseman Model Services and the airlines were PSC.

I simply soldered these parts to a PC board cut out which was attached to the bracket using a screw and a nut. As you can see from the images, the airlines were initially added to this same cluster, but were later discarded since the correct location was the rear skirt.

To add the airlines, individual holes were drilled on the rear skirt brass casting. Then, they were added and glued from behind using two-part epoxy. The provided Kadee coupler was replaced with a Protocraft brass coupler, and a short bronze filament was soldered to the base of the coupler to simulate the chain that prevents airlines from hanging loose.

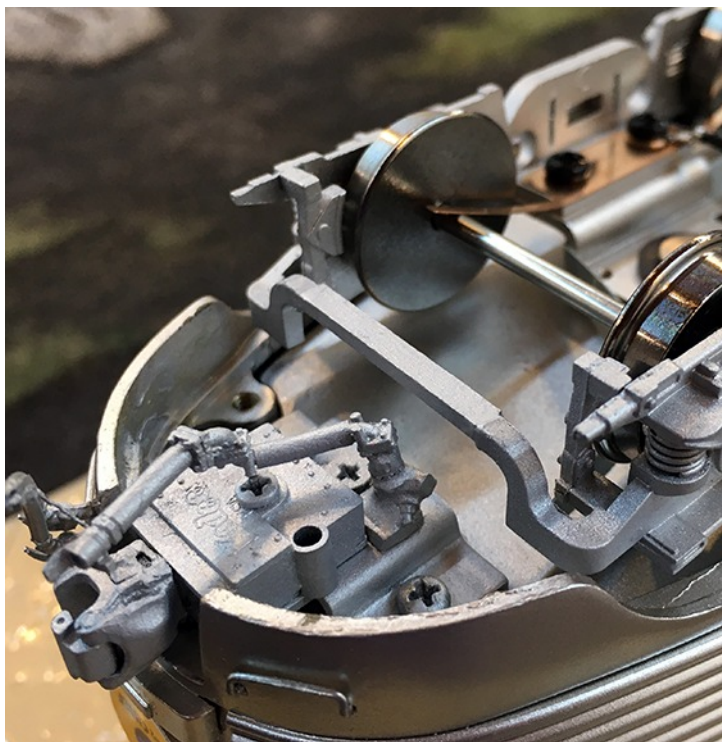
Note that this same cluster approach can be applied to any GGD observation car. In my case, it was used on the recent GGD Olympian Hiawatha Skytop, the only differences were the airlines location and the addition of the coupler cut bar.



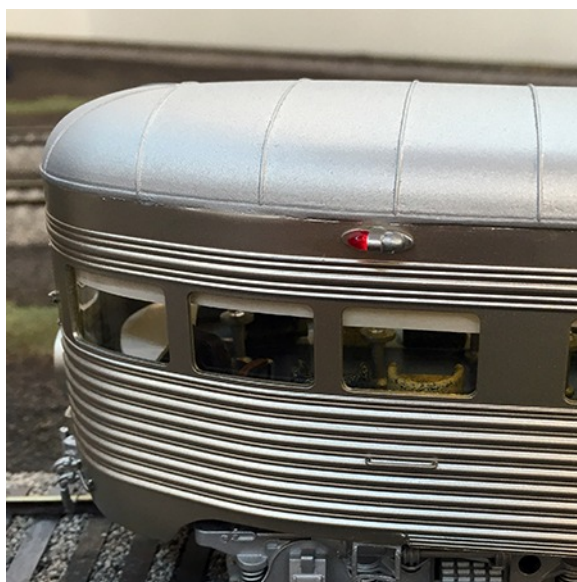
If needed, this same cluster approach can be used on any GGD observation car.

Considering how visible the trucks were, I decided to add cross beams to the trucks ends. To do this, I cut styrene strips and painted them with the same aluminum paint used on the trucks. Later, they were press fit between the sides and glued in place. Once the glue dried, a final coat of paint was brushed on the ends to conceal the glue. Adding the cross bars was very straightforward, and it helped the cars gain in perceived weight and realism.





The added cross beams increase the sense of mass and business to the undercarriages.



A small yet significant upgrade can be made by changing the appearance of the marker lights. For this feature, the importer uses 2mm red LEDs and translucent white plastic inserts. The effect is decent, but it does call for some attention. First, the forward end of the marker lights

should not light up. To fix this, I simply painted this portion with silver paint. Second, the rear portion should mimic a clear red lens. This was fixed by brushing a dab of red stained glass paint on the plastic insert. Stained glass paint is not overly thick and can be easily brushed in a single pass. This change yielded two beneficial results, the marker light became dimmer and redder. And the lens looked more prototypical when the lights were off. In the second installment, I'll show how the Super Chief interiors were upgraded and how that can be applied on other GGD offerings.



As delivered by the importer, the marker lights produced a cold pink light. After the upgrade, the appearance in both the on and off states was more adequate.



Above: Pullman car TCHIREGE sporting all the upgrades on the mainline.

Below: A finished Pullman observation car PUYE rolls by the local interlocking tower.





The 1938 second lightweight Super Chief was pulled by E1 and E6 diesels. The E1 was the first AT&SF engine to wear the celebrated Knickerbocker or Warbonnet paint scheme. The engines above, produced by Key Model Imports, will take turns to pull my Super Chief set.

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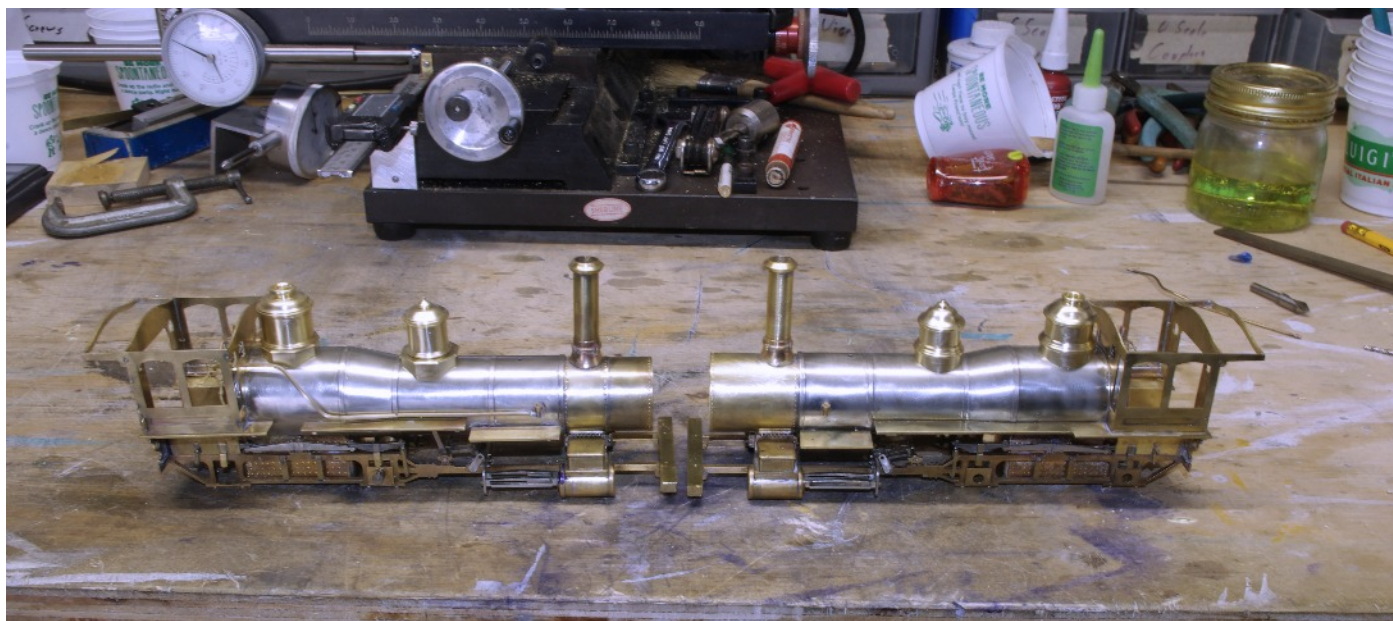
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Scratch Building My Steam Locomotives

Pt. 6 Rear cab supports, cabs, running boards, domes, and stacks



By Glenn Guerra

Rose and I arrived back in Wisconsin for the summer around May 9, and I will be able to finish the valve gear for my models. Before we left Florida, I was able to build the rear end beam and cab supports, build the cabs, mount the cabs, make the domes, and make the exhaust stacks. For this article, I will talk about those items.

After I made the cab supports I took a second look at how I did them. I don't think I did them the best way and we will go over that. For this article, I will show how I built them and then we will go through how I should have built them and why. Briefly, the way I did them works, but they rely on one small solder joint to hold the cab supports to the end beam. Not only is this a weak joint, but it was difficult to keep things square as I was assembling all of this. The techniques that I used to make the parts are all good and they will apply to most any method, so you should still get something out of this.

The cabs were made by cutting out sheet brass with a jewelers saw and this worked well. I have talked a lot about layout work in past article so I will only touch on some of that here. What I will show is how I got the inset panels in the wood cabs. The cab interior will have some detail so I had to make the front wall of the cabs fixed. The front wall would be soldered to the boiler and the running boards. This would make the end beam and cab supports part of the boiler when it was removed. Fitting the front wall of the cab required matching the boiler diameter and keeping the running boards level. One model came out very well; the other not so good, but I think it will work. You will see when we get there.

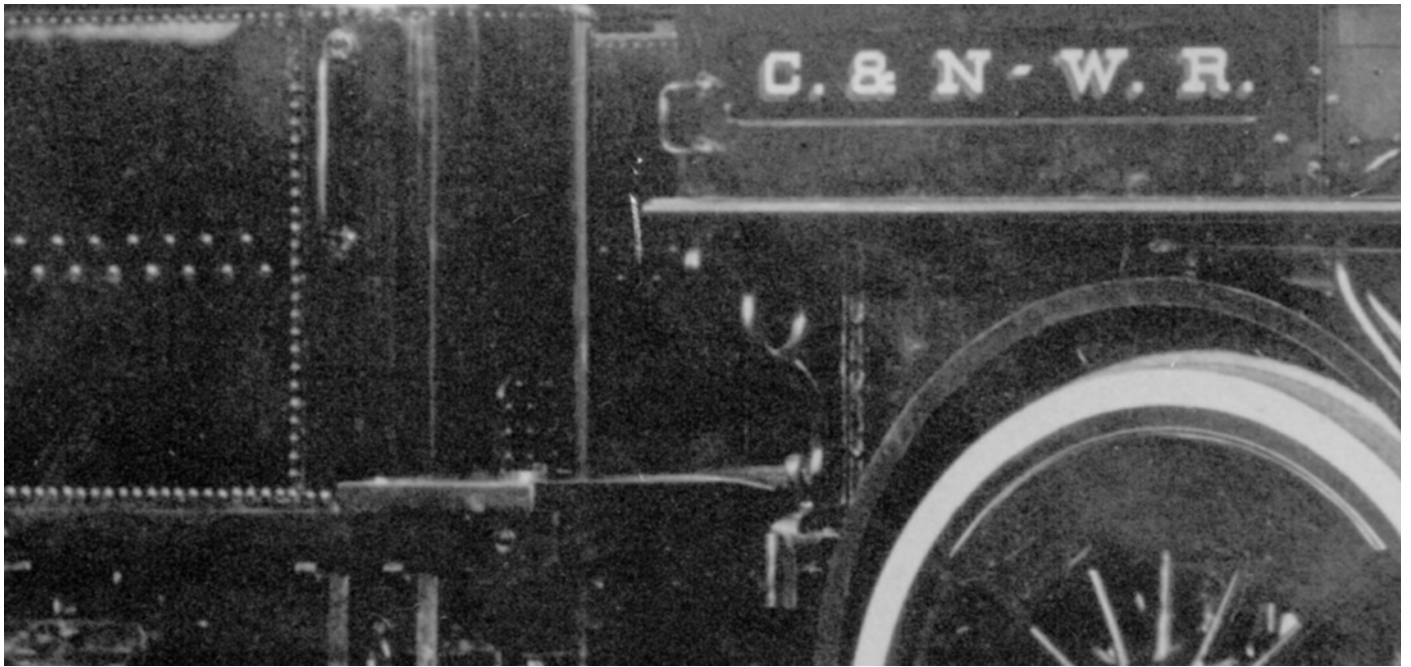
The domes are solid brass and machined. I did this because I did not want to fool around making patterns and molds for one set of domes. I also want the weight of the solid dome and to be able to remove it for painting. The stacks are also machined from solid brass.

I did all this work on my work bench in the garage in Florida. You don't need a fancy shop to do this, only some time. I would spend whole days sitting out there working, and enjoyed every minute of it. It's a good thing to be able to tune out the rest of the world. We drive back and forth and I was able to take what I needed and actually took too much. Next year, I will do a better job planning and packing. Enough of all that, let's take a look at the new shop and then get into some model making.



My Blue Heaven

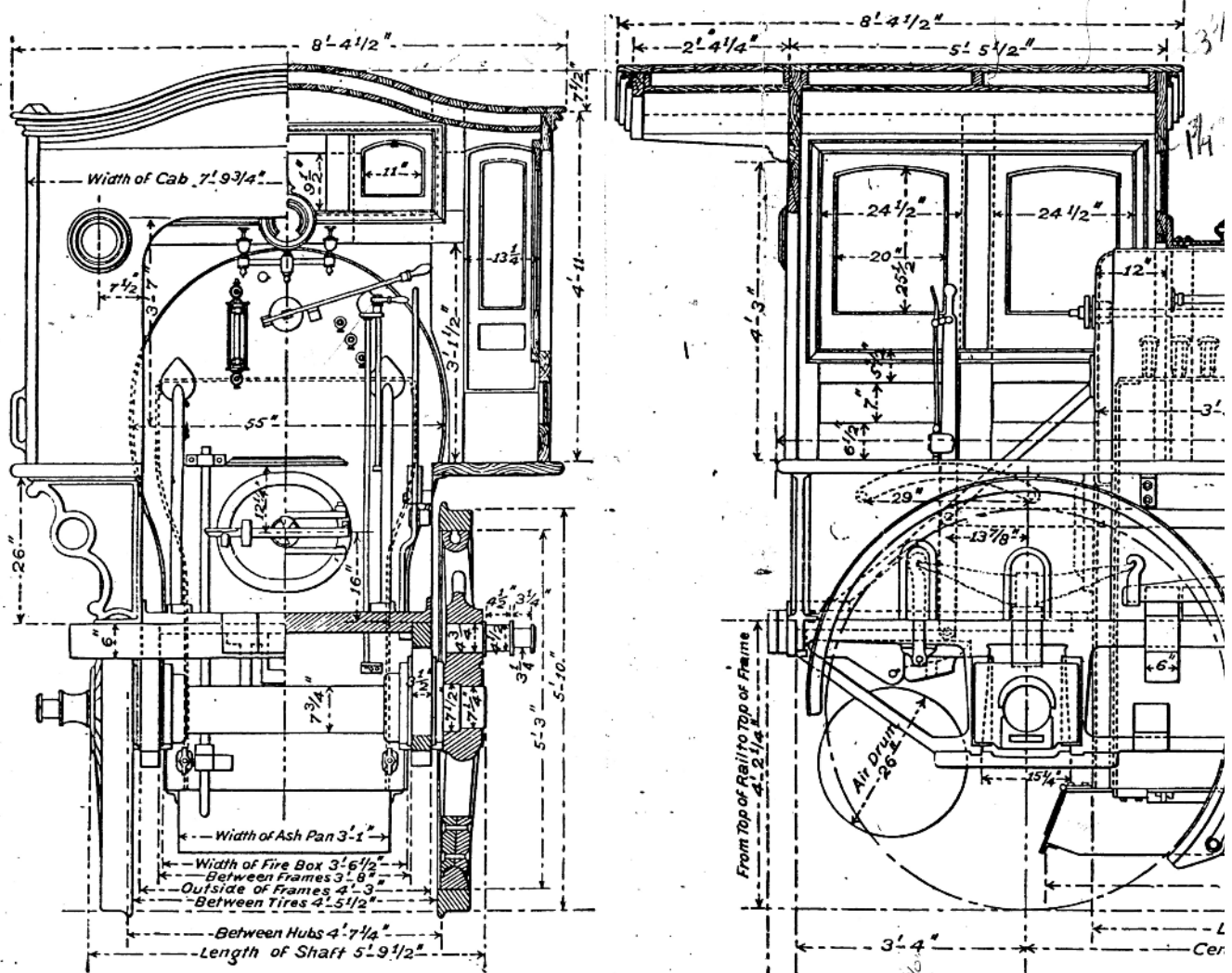
My blue heaven, as the saying goes. This is my workshop in Florida. I spent a lot of time here. The lathe is a small hobby lathe and is adequate. It is not as rigid as the one I have in Wisconsin and I like that one better. I have an Enco 9" lathe in Wisconsin. If you are considering buying a lathe, a bigger lathe is better. I picked up this small one in a sale with some other things and had it as extra. It will stay in Florida and works fine for most of what I need to do. The real treasure is the Sherline mill in the middle of the bench. I really like this little machine, and never cease to amaze myself what I can make with it. It is light enough to pick up and move, and they make a lot of good accessories for it. Take a look at my article about these machines in the [September/October 2020 issue for more](#). This machine and accessories go back and forth with us. The three plastic drawer units have most everything I use and were not hard to move. I tape a piece of foam board to the front and back to keep the drawers closed when moving. The blue and cream color tool box is a fishing tackle box and they make great tool boxes. I had to be a little selective on what I brought for hand tools, but I had what I needed. I took my arbor press, which was a lot of weight and I really did not need it. It will probably stay in Wisconsin this year. The slip roll will stay in Wisconsin also. I only use it to make the boilers and do not plan on needing it next year. One area I thought I overdid it in was in taking raw metal to Florida. I need to be more selective next year, and that will save some weight for travel. An air compressor would have been nice. The one I have in Wisconsin is an older portable one that I would take into peoples homes in the 1980's when I was doing wood work. It is heavy and loud so I did not take it with. I think this year I will get a new one for Florida. They are a lot lighter and quieter these days, and we need something in Florida to put air in tires anyway. I did not take my soldering iron because I use the resistance unit most of the time. The soldering iron would have been nice for tinning the cab sides before soldering them together, but I was able to do that with the resistance unit. If you are getting to a point in life where you are thinking of spending time in warmer climates for the winters, consider some of this. I was able to take a fair amount of stuff with and do a lot of work. Next year, packing will be different now that I have done it once. You don't need to give up your hobby while you are in paradise.



This close up is from C&NW 565 a class A-3 built by Schenectady in 1883. Note the cab support bracket. The photo is a builders photo from ALCO Historic Photos <http://alcohistoricphotos.com/>. I purchased this many years ago, but they still have stuff like this. Not all the photos they have are in the catalogue, so be sure to ask if they have additional views. On many newer locomotives they have nice cab interior shots and some shop views.

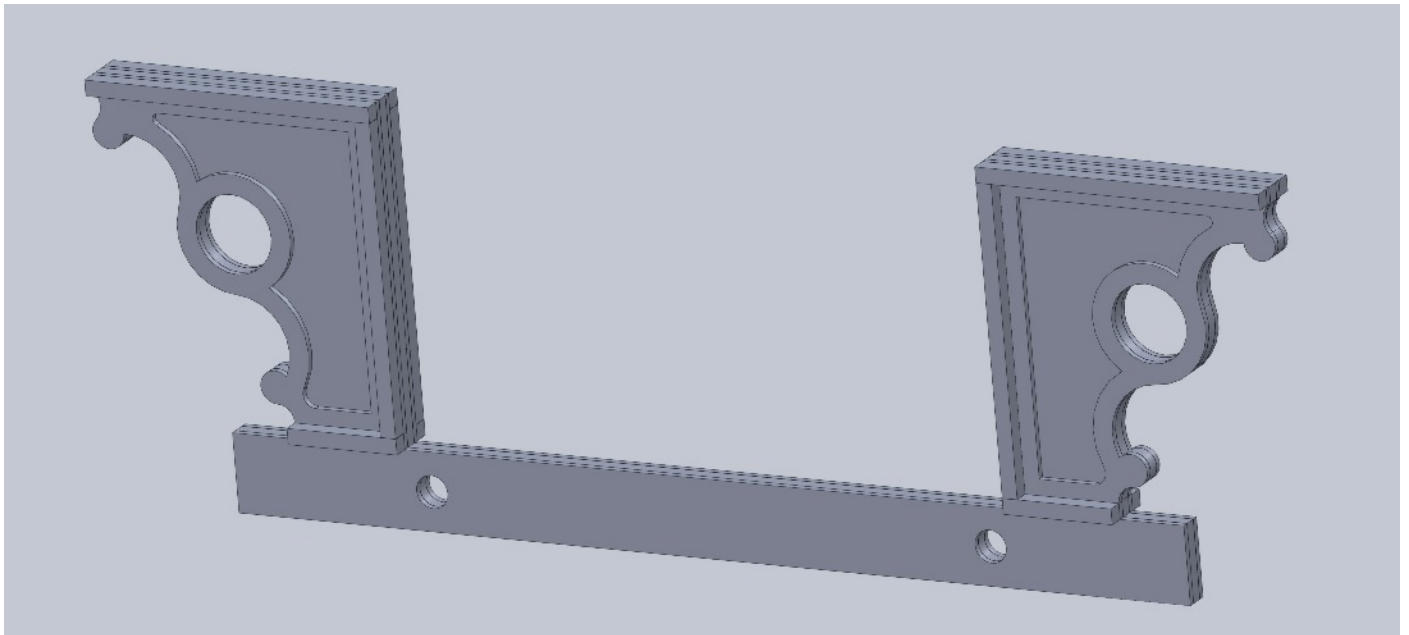


This is a close up of C&NW 599 a class C-2 built in 1885 by Schenectady. I purchased this mounted photo at a railroad show many years ago. Note that the cab support has a wood shield added. This seems to have happened early on in the life of these locomotives. I will model it without the wood shield.

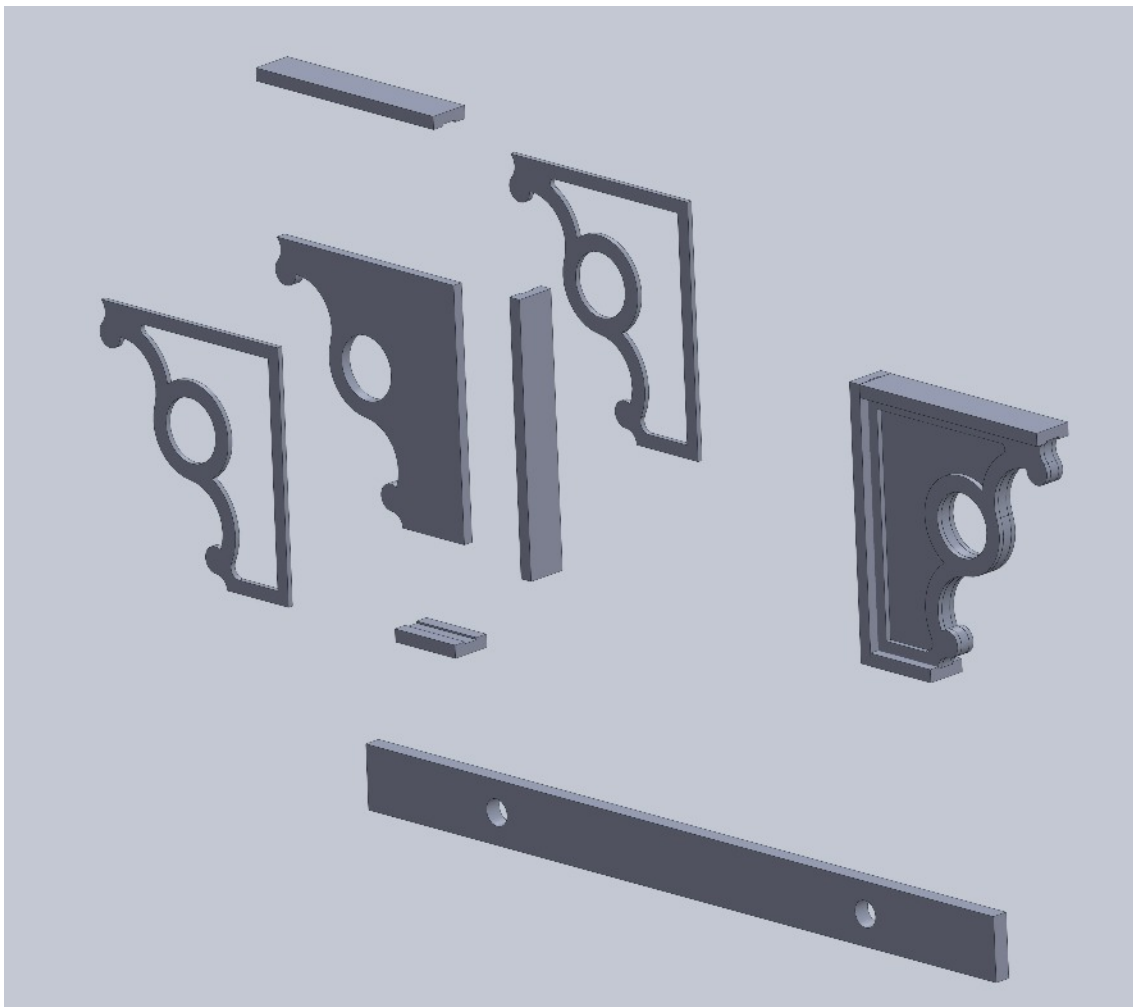


This is a detail of part of a drawing of the class A-4 #274 that I am building. This locomotive was a one of a kind built at the same time as the A-3 class in 1883 and 1884. The #274 was built on May 22, 1884 at the Chicago shops. The class A-3 drawing can be found at Lake States Railway Historical Association. This drawing of the Class A-4 came from a railroad publication. The Linda Hall Library in Kansas City has all the pre 1900 railroad magazines digitized and available for free on line. You can thank BNSF for funding this project. If you are interested in this era of railroading, there are a lot of good drawings and information in these old magazines. Up until the 1920's, these magazines were good. After that, the railroad equipment became more generic and less drawings and technical information was published.

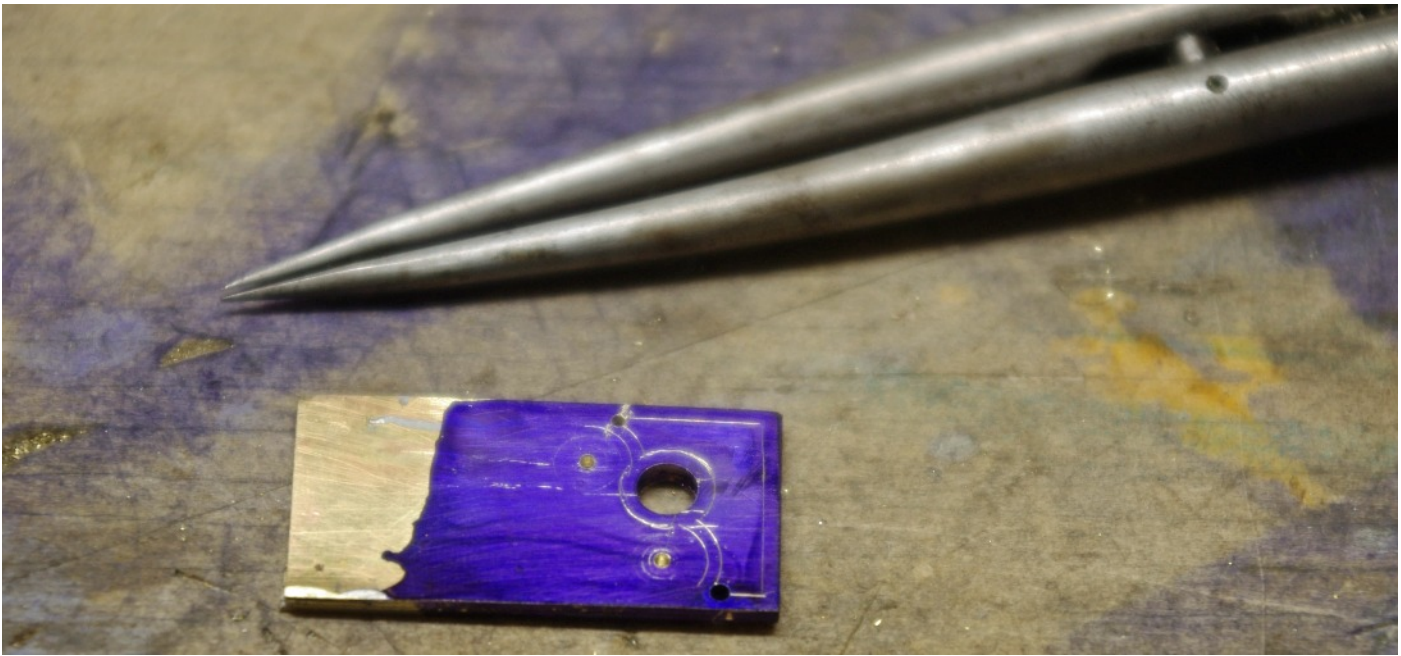
From this drawing I was able to get the idea of how the cab supports worked, as well as, some dimensions for the cab. Since I was making scale drawings for my models, this information was enough to work with. Make sure you make scale working drawings of some sort. Don't just take these drawings and divide by 48. There are errors on these old drawings, and you also need to be realistic about what kinds of tolerances and clearances you can work with.



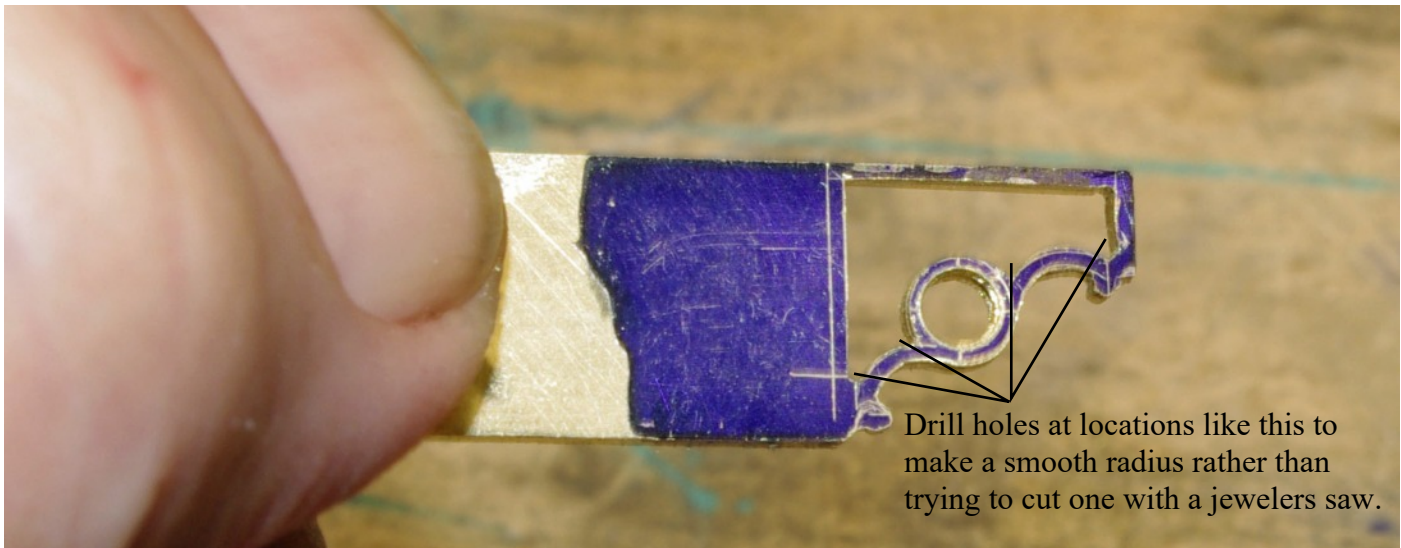
This is what the rear cab support and end beam will look like. As I mentioned in the introduction, I think I could have done this differently. The two holes in the end beam are for 00-90 screws to hold the boiler assembly to the back of the frame.



This is how I made the cab supports and end beam. The cab supports on the prototype were castings and had a nice lip on them. I would do that by making a sandwich of three pieces as shown. The parts were all cut out with the jewelers saw.



To make these parts, I decided to glue 4 pieces of .010" thick brass together with ACC glue and cut all four at the same time. When I had all these done, I would need to solder the sandwich together and would need some way of registering and holding the parts in alignment. I decided to use the hole and edges as registration. I sized the hole for .125" and reamed it when I was done. This gave me a nice round smooth hole. Next was to lay it all out and cut it with the jewelers saw. The .040" thickness was actually easier to cut than a single .010" thick piece.

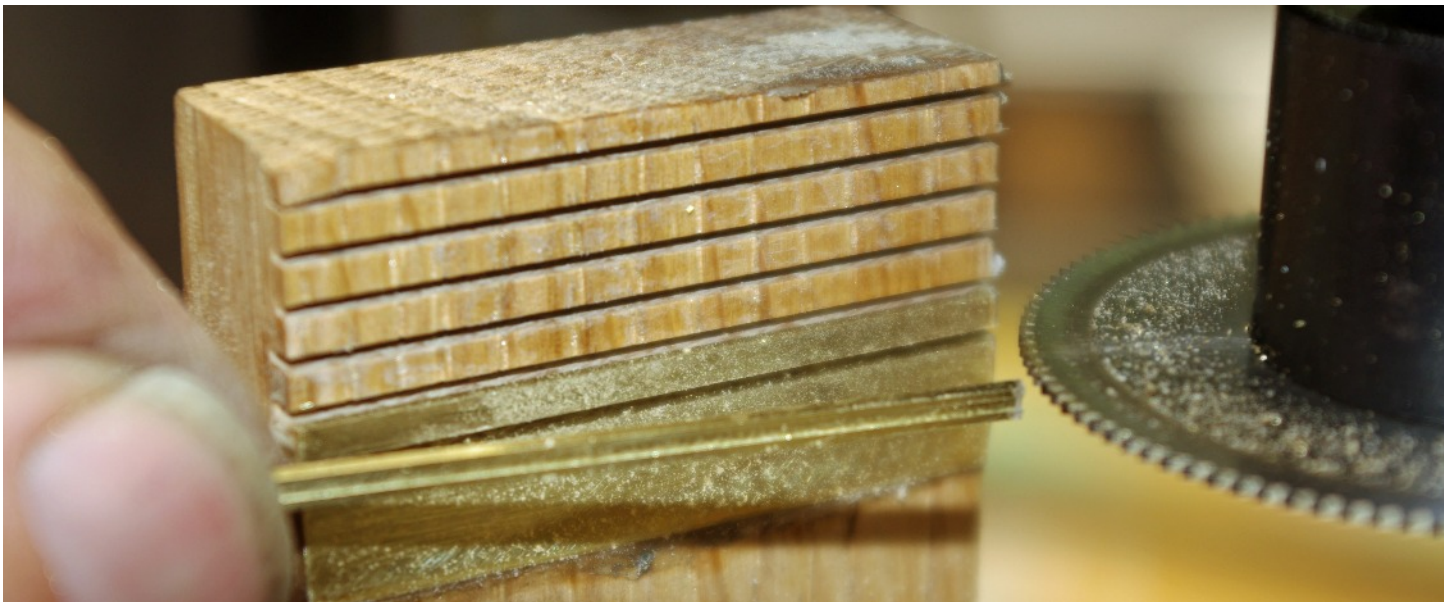


This is what the trim pieces will look like after you cut them out. Notice that I have them laid out different than the pieces above. The way I did them here allowed me to keep the handle on the part until I had all the filing and fitting done. I also had a machined edge to work from. It helps to drill some holes in the corners rather than trying to saw cut the small radius. All I need to do now is cut the straight line across the top.

Take your time and let the saw cut instead of trying to force it. You will be able to control the cut better and cut closer to the layout lines. This will save you some filing to get up to the line. The jewelers saw blades are delicate and you will break a lot of them. Buy them by the gross, they are not that expensive.



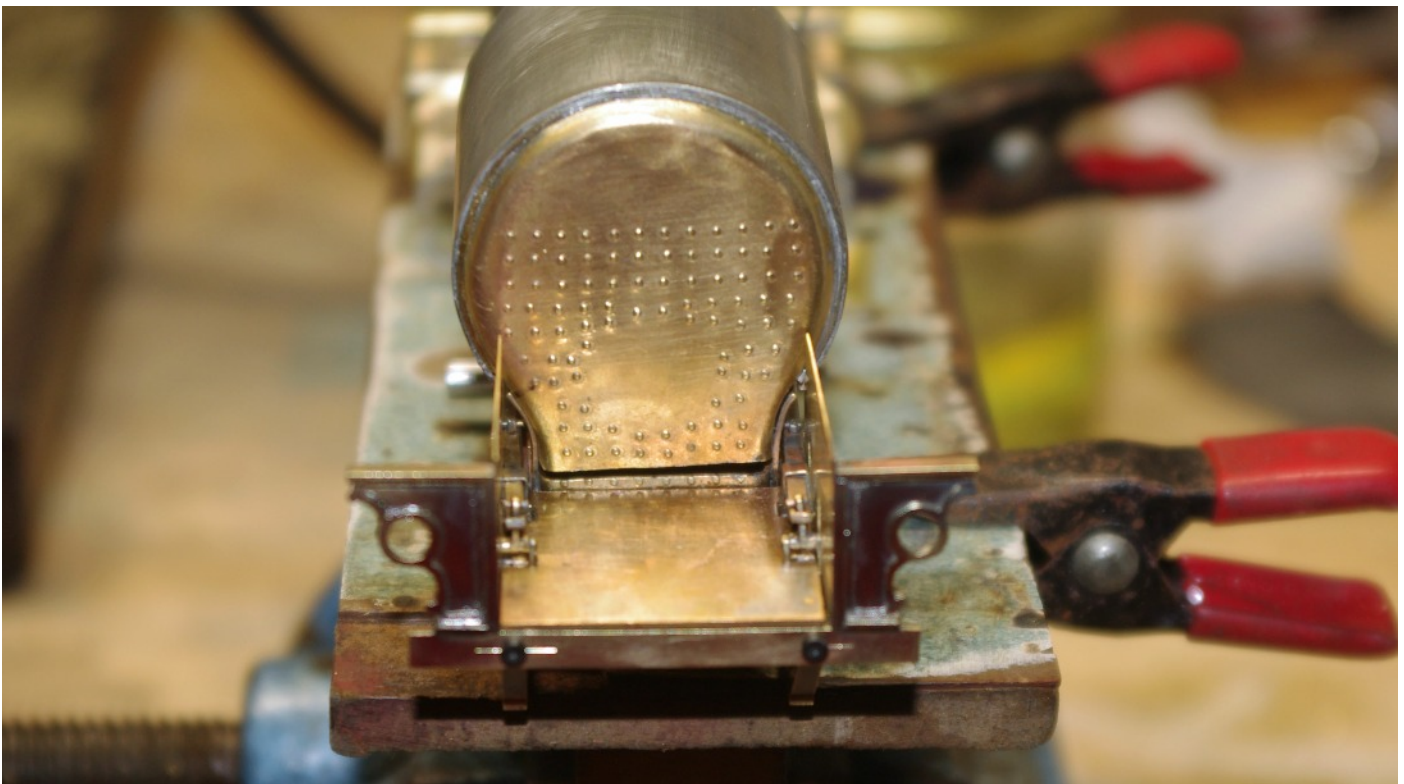
After you finish all the fitting and filing, soak the parts in Acetone to dissolve the ACC glue. This is what you will have. It is much easier to cut them all at once. The solid piece for the center was done a similar way. Don't cut the curved edge of the solid core to size right away. Cut it close and then solder the three pieces together. Use the .125" hole for alignment. Put a .125" drill bit shank in the hole. The soft solder will not stick to the drill shank and you can remove it when you are done. Use the top or side edge for the other alignment.



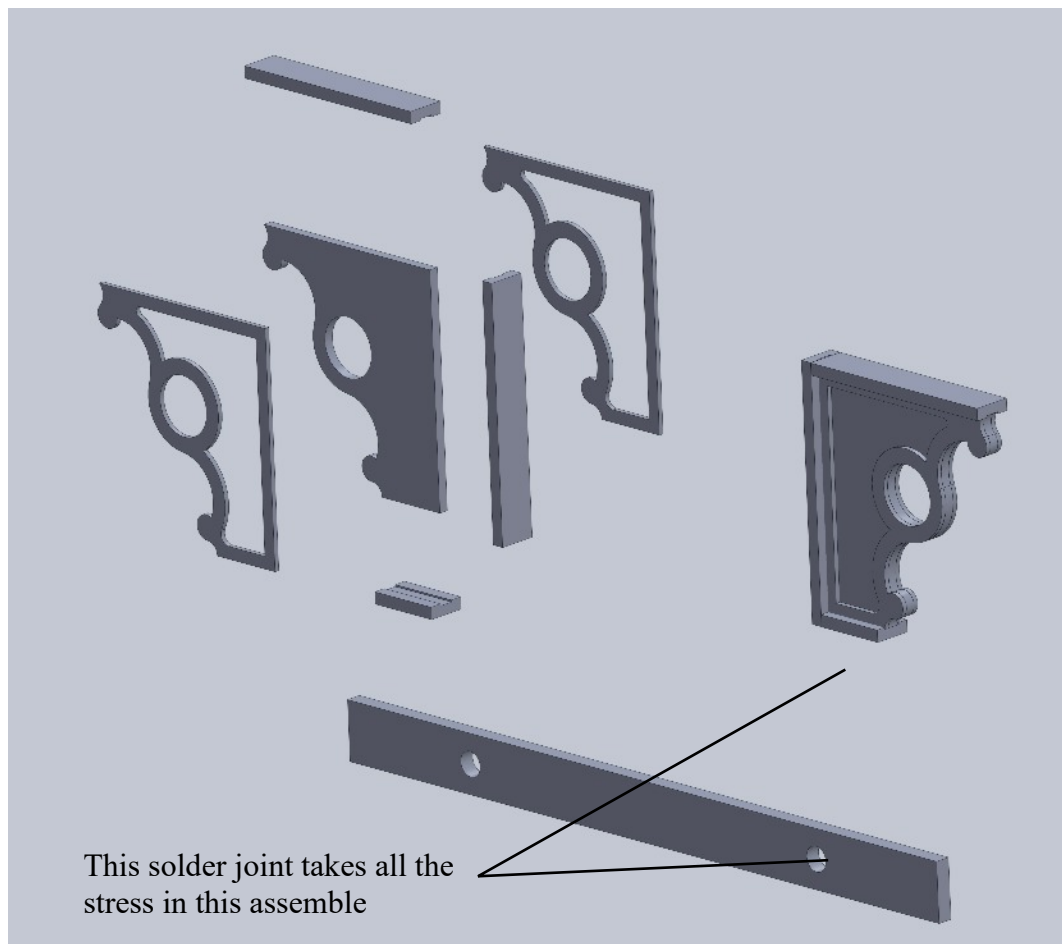
The trim that went around the edges was next. I thought it would be easier to align if I had a notch in the trim to fit over the sandwich. Since I made the sandwich with three pieces of .010" brass, I would need a .032" slot. I glued a piece of .032" brass to a block of wood as shown. Then with a .032" slotting saw, I cut a .005" deep notch in the brass. After that I used the same saw to cut off a strip. Make some extras while you have the set up.



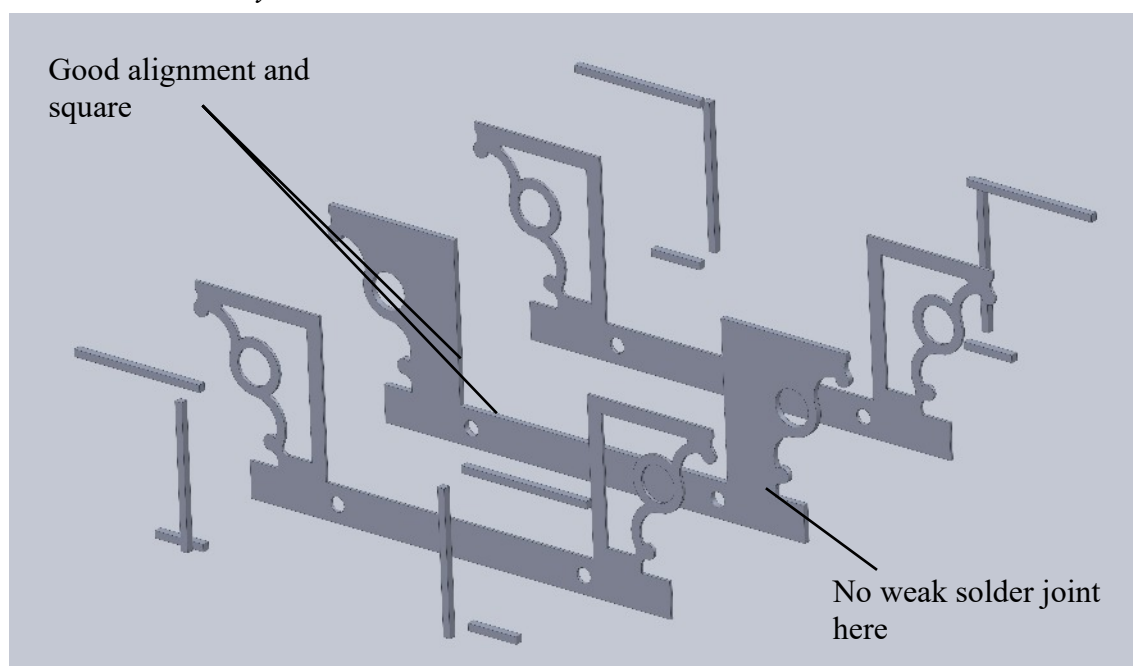
When soldering, holding the parts in place is a lot of the challenge. This is how I soldered the small trim on the back of the sandwich. By doing two at a time I could put a .125" drill in the hole and clamp it as shown. I used two clamps to hold the trim in place as shown. Get your small square out and check to make sure everything is square. Leave the trim long and cut it off later. For resistance soldering, you need to have a ground somewhere. Notice the alligator clip on the clamp. That is the ground. The ground goes through the clamp into the trim and then to the part.



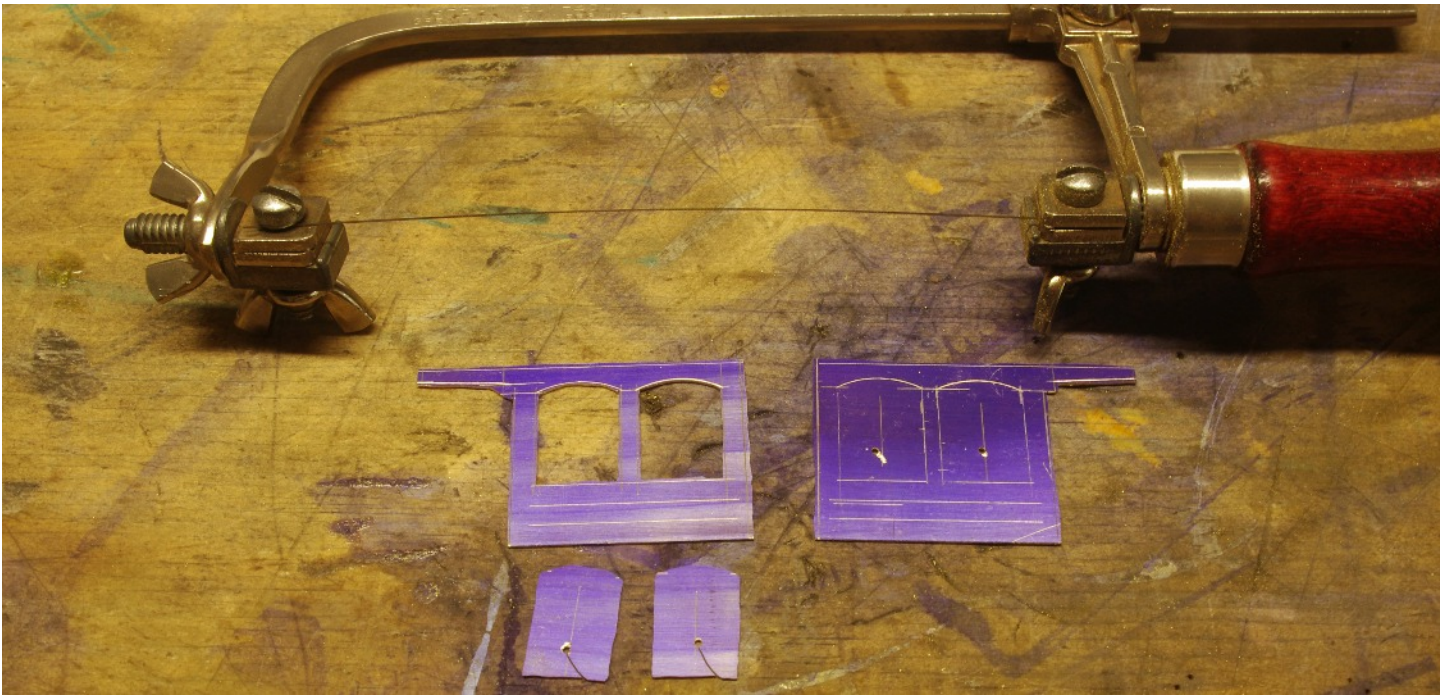
This is what they look like on a model. They work, but were a lot of fiddling and I don't think this was the best way of doing all this. It was difficult to keep things square and aligned. At a few times, other soldering operations heated up the brackets enough that they fell apart. There had to be a way of eliminating some of the joints.



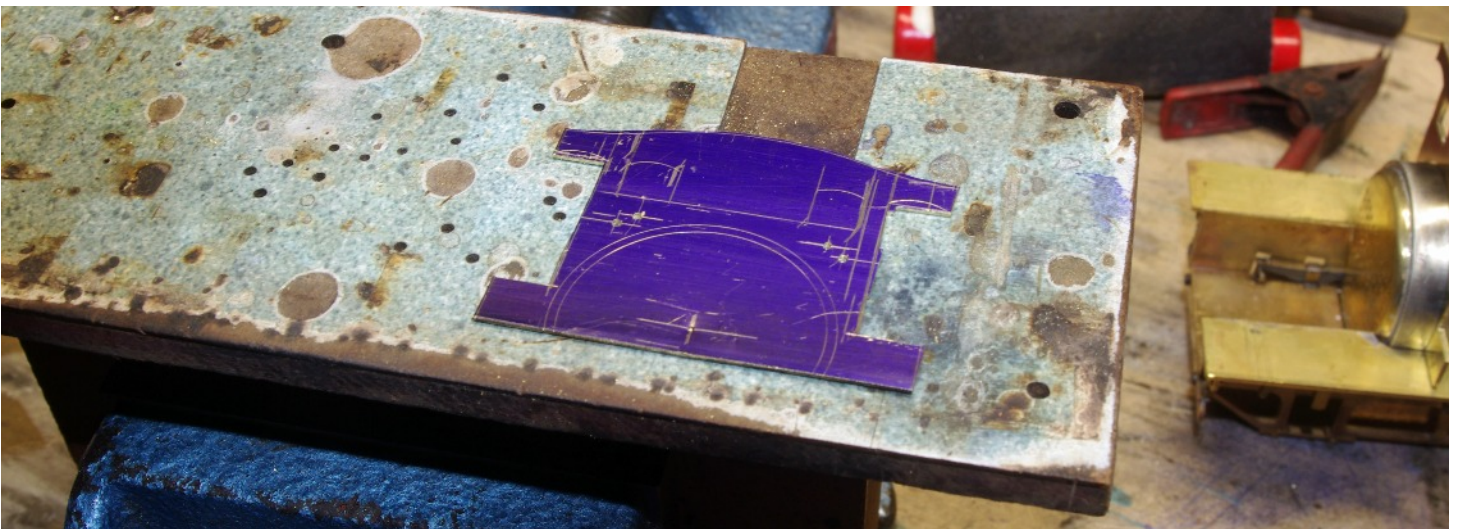
Let's go back to the beginning here. One of the problems is a very small solder joint is all that is holding the boiler assembly to my frame. In addition, it was difficult to keep all these parts aligned and square when soldering them. Lastly, it all came apart a few times when soldering the next parts on. There has to be a better way.



I think this would be a much better way of doing all of this. There is no problem keeping things aligned and square. No weak solder joint holding it all together. I don't think it would be any harder cutting all this out than the way I did it.



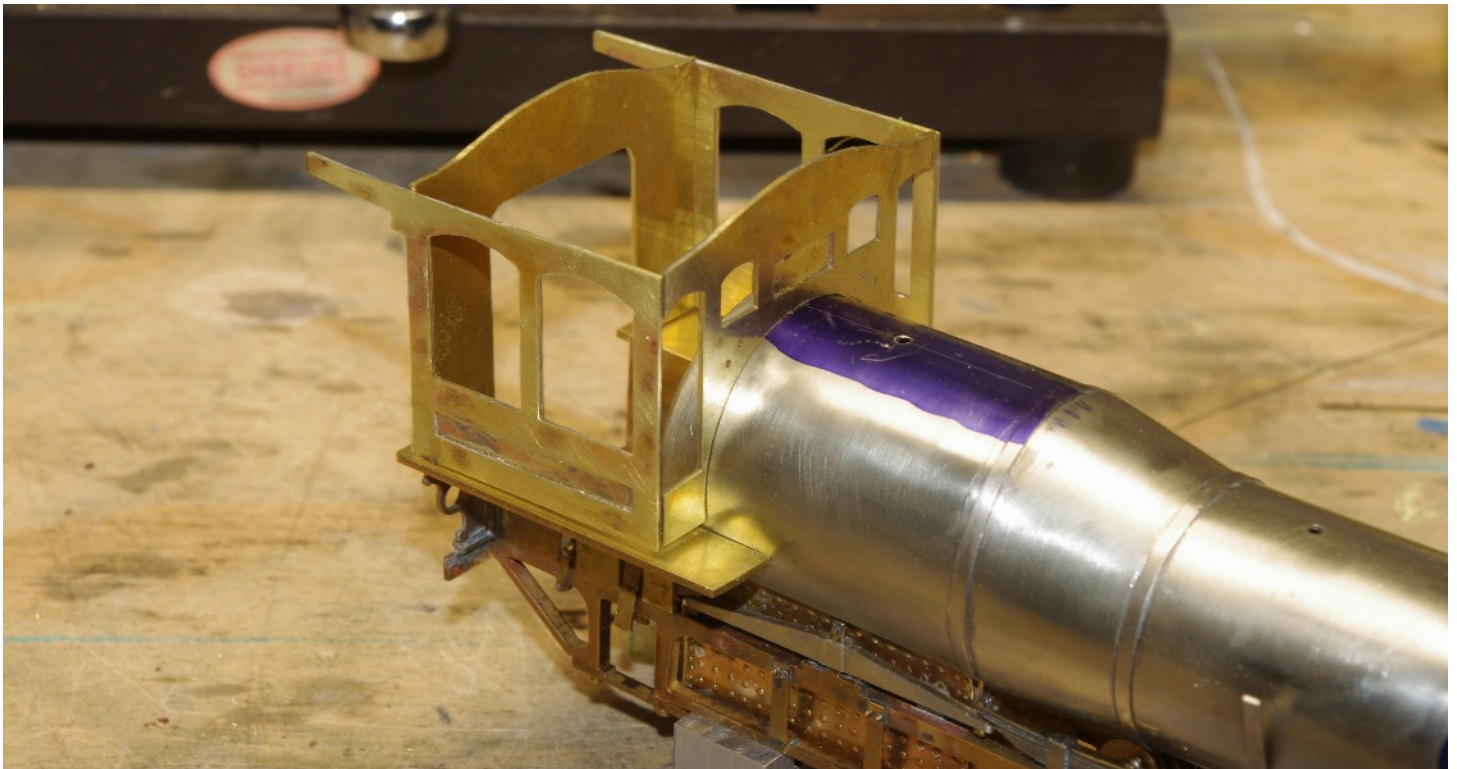
On to the cabs. The cabs were made with a .010" outer piece soldered to a .020" inner piece. Lay them out and cut them with a jewelers saw. I used an 8-0 saw blade to cut the thin material. Buy these blades by the gross. You will break a lot of them. To cut the windows, drill a small hole in them and insert the saw blade into the hole. Attach the saw blade to the frame and cut the opening. Cut as close to the line as you think you dare. As I do more of this, I am getting better at controlling the saw and I can get close to the line. It helps to not force the saw, just let it cut and it will wander less.



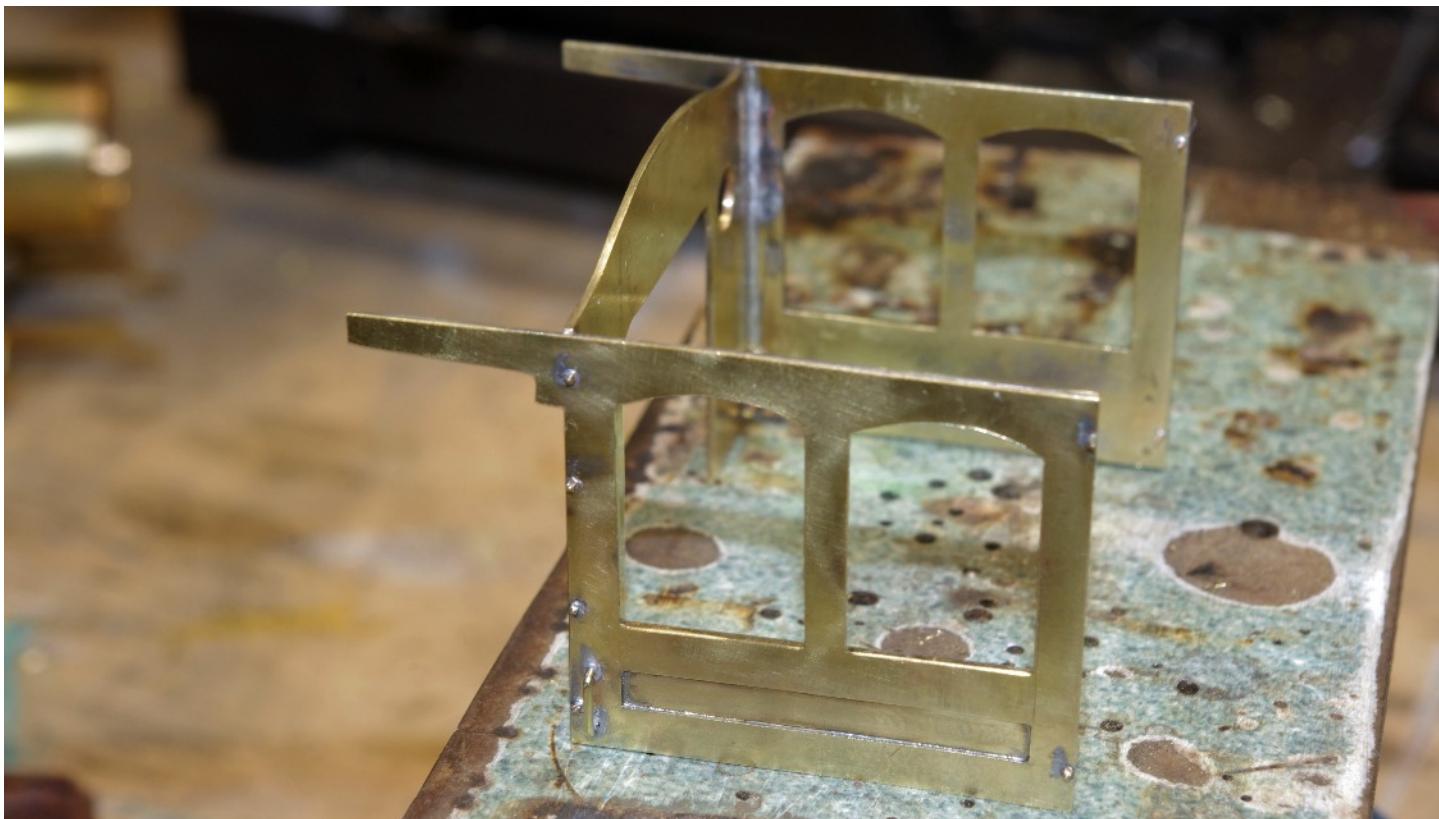
This is one of the cab fronts. The cab fronts were made out of a .010" outer and a .020" inner like the sides. This way, I could get the small panel that is between the windows. I drilled the holes for the injector lines and hand rails at this time because it was easy to locate where they go. Notice the door opening on the right. I need to file to the line. This takes some fiddling, but put on some relaxing music and enjoy the task. I have found I can't listen to Led Zeppelin anymore while doing some of this work. Too hard on the nerves.



Here are the parts for a cab and a glued up cab. I just glued the cab together at this point to check fits and see if they are square. Notice the panel on the side. I did this by cutting the panel opening in the .010" outer lamination of the side. The inner lamination is .020" thick and does not have the opening.



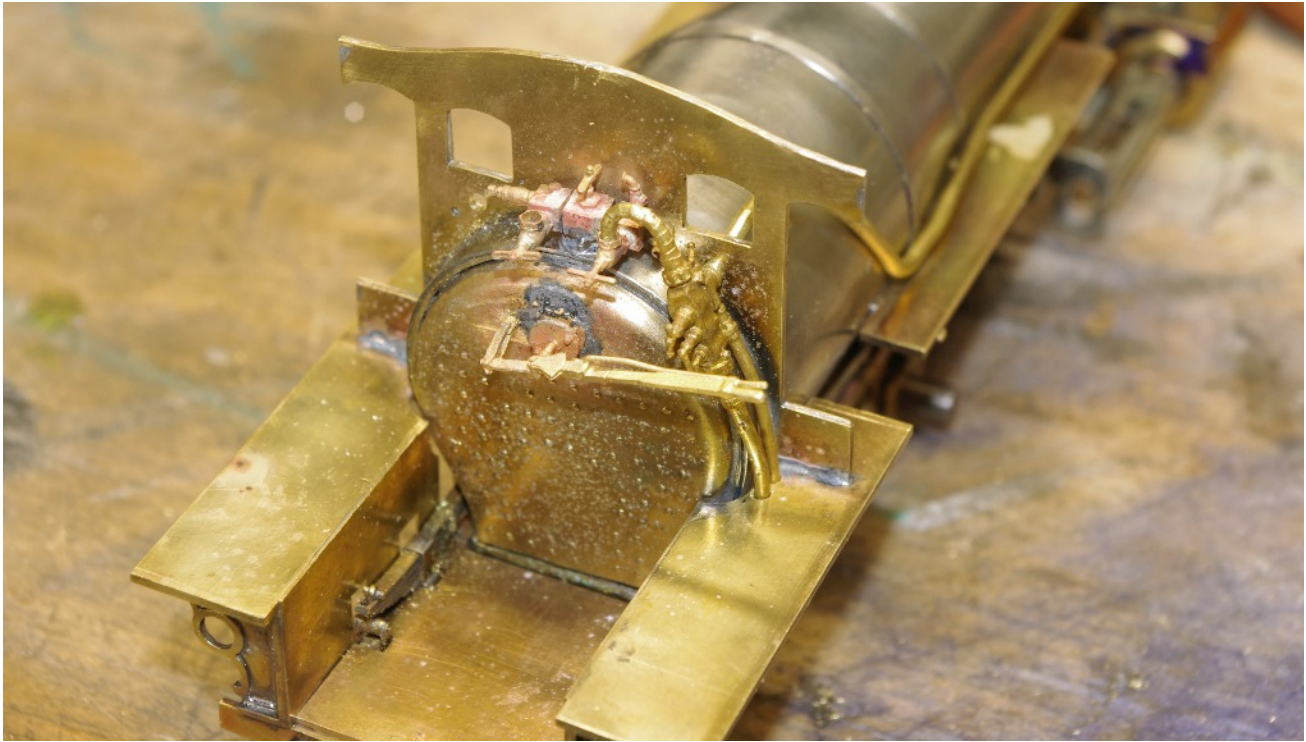
Here is a glued together cab on a model. At this point, I am fitting the front wall of the cab to the boiler. This is a place where I wished I had a better indication of the boiler center line. I scribed a center line on so I could drill the hole for the steam dome mounting screw, but am not real confident that is the exact center line. The center line of the cab front was easy to find, and the idea was to line up both the centerlines. Then I had to make sure the cab sat on the running boards. In this photo, the running board is loose yet. I think I should have concentrated on mounting the running board square first. This would have been easy with the surface gage that I used to mark the running board mounting holes. Then I should have fit the cab.



Wood cabs are held together with bolts and I decided to add some of this detail. I ran out of brass detail in Florida, but this was the start of that.



To make sure the running boards were level, I made a few blocks for the frame to sit in. The blocks make the frame parallel to a flat surface. I put some layout dye on the boiler and used a surface gage to scribe a line on the boiler. Then I located some mounting holes and drilled them to .040". I used some .040" brass wire for mounts. Take the wire and tape it to a piece of steel. Use a hard flat piece of steel and flatten about 1/2" of the end of the wire. If you hit the hard steel it will flatten one side of the wire. If you pinch the wire in a vise it will flatten on both sides. After one side of the wire is flat, file it to make it look like flat bar. Cut it off leaving a short round end and solder it into the boiler. Much easier than trying to make a rectangle hole in the boiler to fit a flat bar.



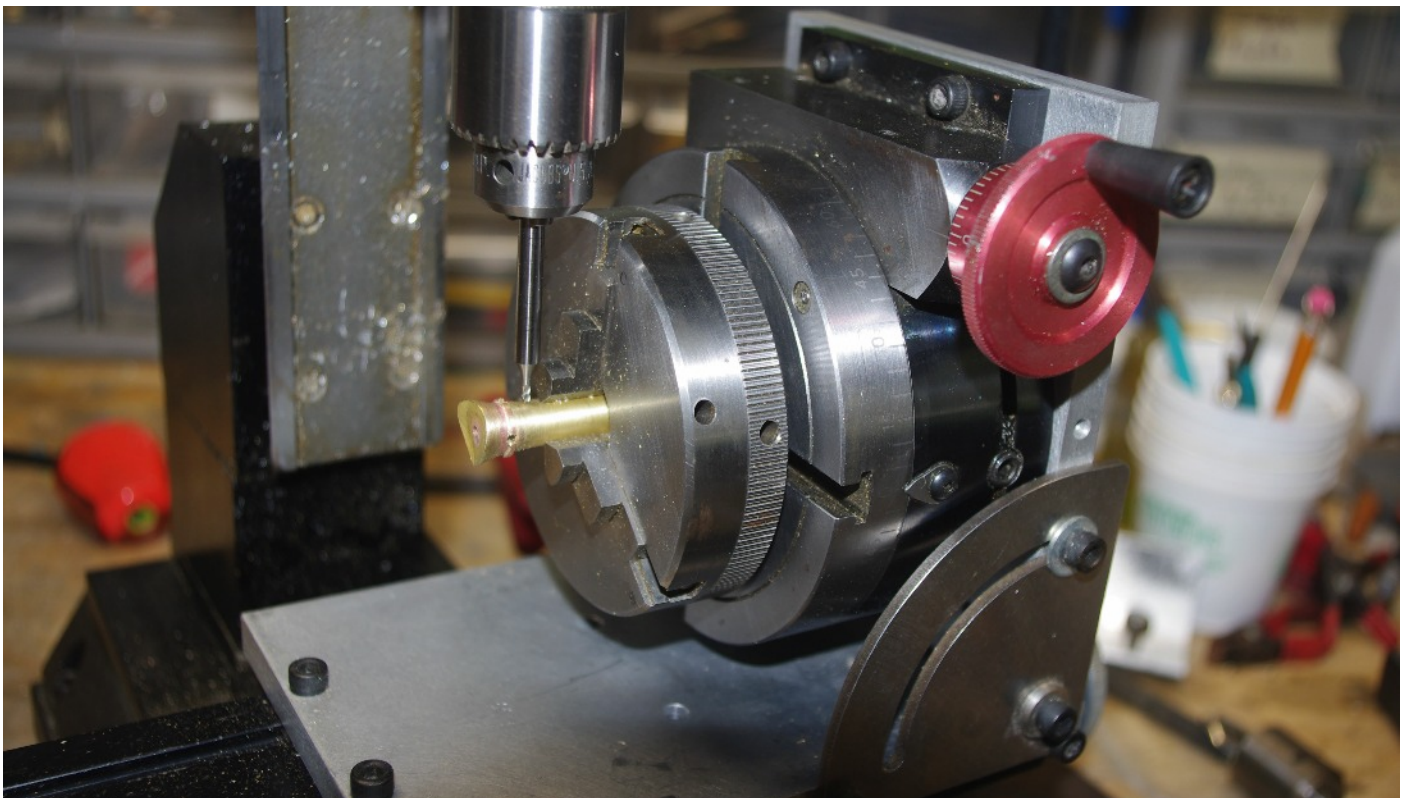
The cab fronts get soldered to the boiler so the injector lines can pass through them. This photo will give you some idea of how that is coming. The running boards are soldered to the cab front and the pins on the boiler side. The side plates on the cab floor are soldered to the running boards and the cab supports. And all this is held together by one little solder joint to a piece of .032" brass end beam. This joint failed and I had to do it over. After the whole back end came apart and I had to rebuild it all. I thought to myself, there should be a better way.



These are the parts for the stacks, fairly straight forward lathe work. To make the flare at the base turn the base diameter and the diameter at the joint. Now, before you take it out of the lathe, start the taper with small cuts and small round nose cutter. You will be able to get close to the contour at the front and back. Next, file the contour at the sides using small round files. Take your time. Now for the saddle where it goes on the boiler. That was done first, and here is how to do it.



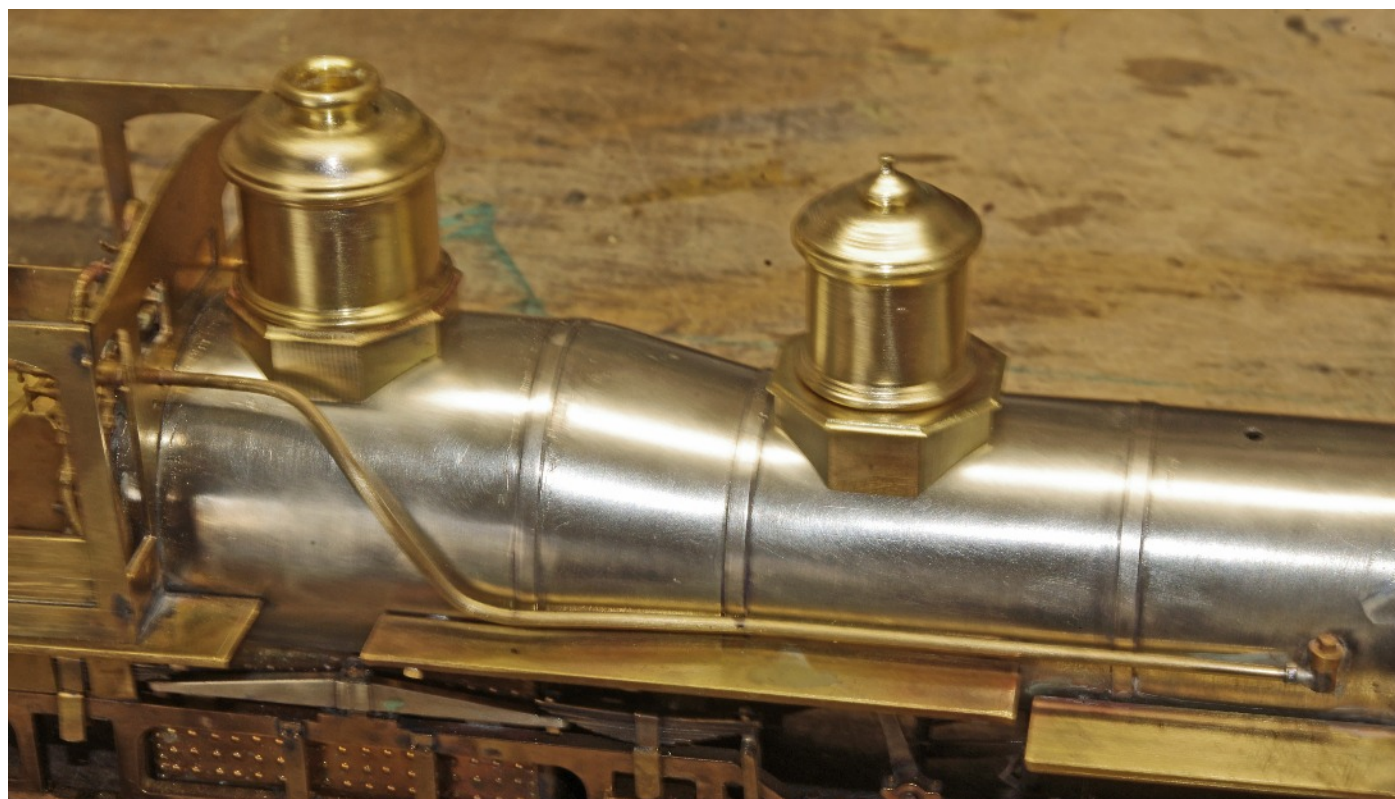
I made this fixture for the rotary table of the Sherline mill. The way it works is to locate the center of the table to the center of the spindle. Use a dial indicator in the spindle. Now the table will rotate about the spindle axis. I am using a 3/8" cutter here. Figure out how far you need to move the X axis of the table so your cutter will cut the radius you want. Start from the top with small cuts. This is a lot for a small machine like this. Rotate the table and you will cut the saddle for anything that needs to be mounted on the boiler.



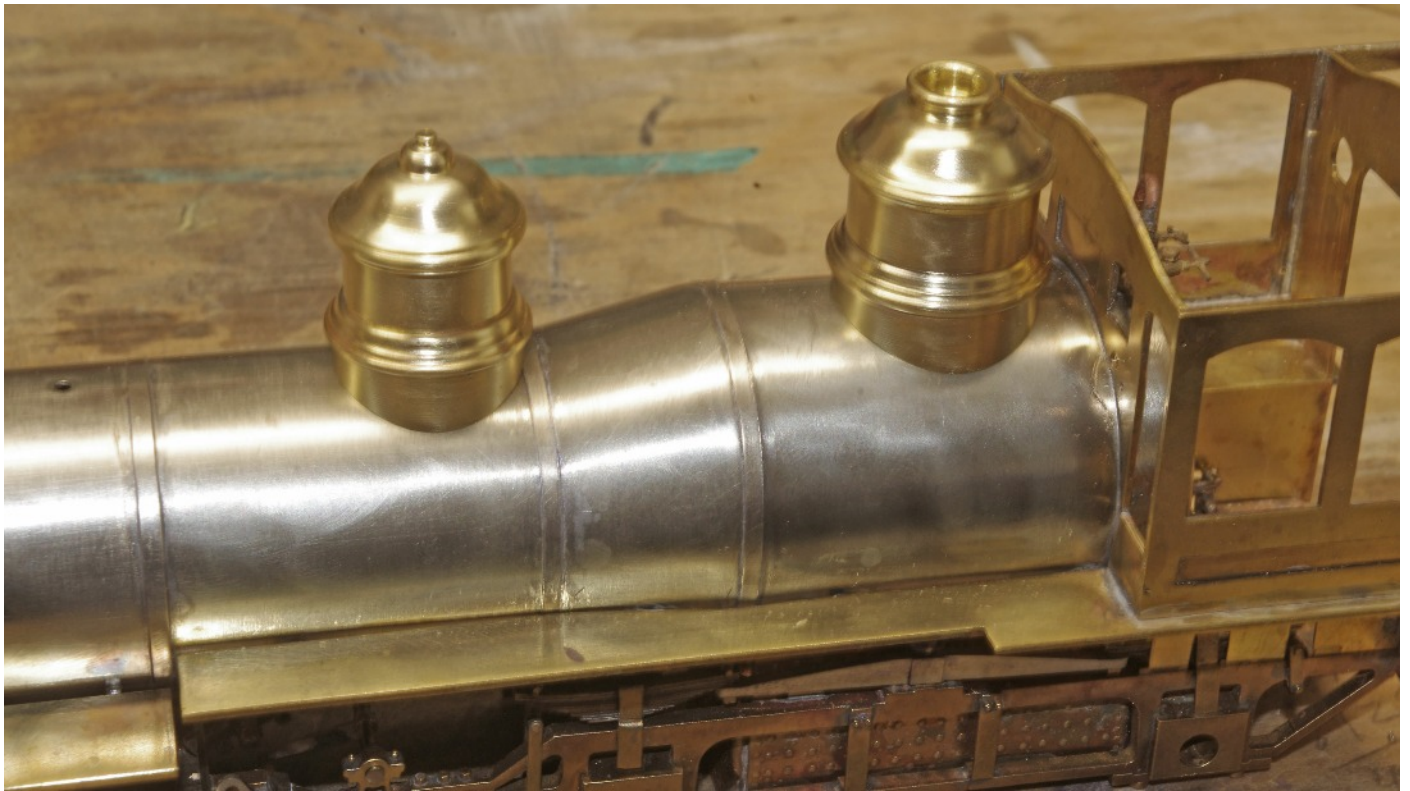
Back to the stacks. After I had them soldered together, I needed to put the dogs on where the stack mounts to the base. I should mention that I soldered the stacks together with hard silver solder so the parts would not come apart when soldering the stack to the boiler. I used the rotary table so I could space the dogs. With a .06" cutter I cut four notches. I later hard silver soldered the dogs in place. A bit of nut bolt detail and they were ready to put on the locomotive.



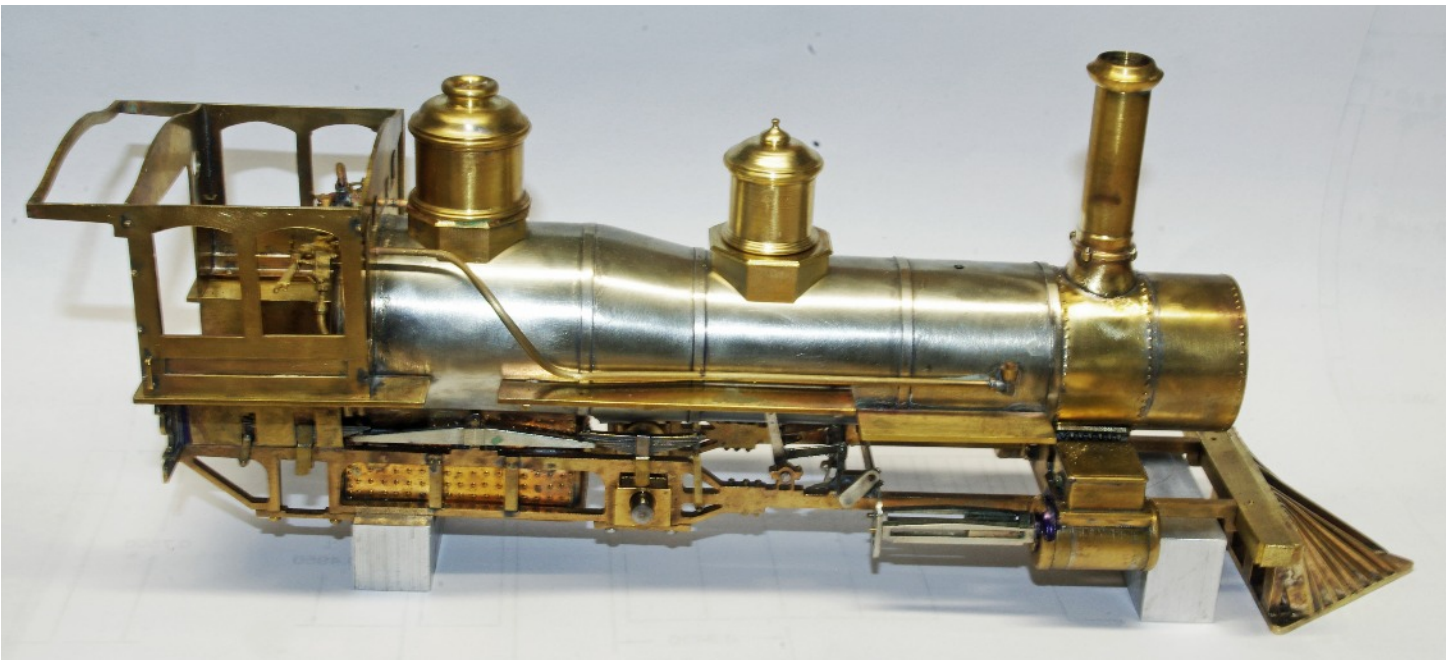
These are the parts that make up the domes. The tops were roughed out with a curved point tool in the lathe. Then they were finished with files and sand paper in the lathe. The bases were made like the base of the stacks in the fixture on the rotary table. To make the octagon, I milled a flat on one side while I still had the part in the contour fixture. This gave me a reference point that I knew was lined up with the center line of the boiler. Next, I used the rotary table mounted so the part would be sticking upright in the chuck. I set the rotary table to 0 degrees and used a dial indicator in the chuck to make sure the small flat I had milled on the part was parallel to the X axis of the table. Once this was done, all I had to do was rotate the table 45 degrees and take a cut. Keep doing that and you will have an octagon. I drilled a small hole in all the parts so I could put a wire in them for alignment when I was soldering.



Here are the octagon base domes for the A-4 #274. I fretted about these domes for a while trying to figure out how to do it. In the end, I plowed right through it and they came out nice. The sand dome needs the sand pipes yet, and the steam dome needs the pop valves and whistle.



These are the domes for the C-3 class locomotive. The fixture for the rotary table worked good. Look how nice the domes sit on the boiler.



This is how the A-4 looked when we left Florida. The C-3 is in a similar state.

That's it for this article. You can see that it's possible to get a lot of work done from a temporary work space. Next year, I will have a much better idea of what materials to take. But in case I forget something, McMaster Carr will deliver anywhere in the USA by the next day. It's been a lot of fun so far. I have not worked on the model for the whole month of May, but have the yard under control and will be getting back to it.

For the next issue let's talk about making the pilots, lead trucks and cab details. See you then.

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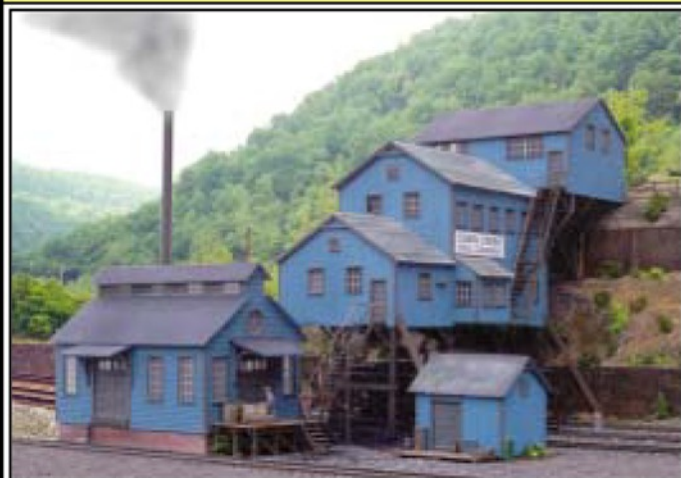
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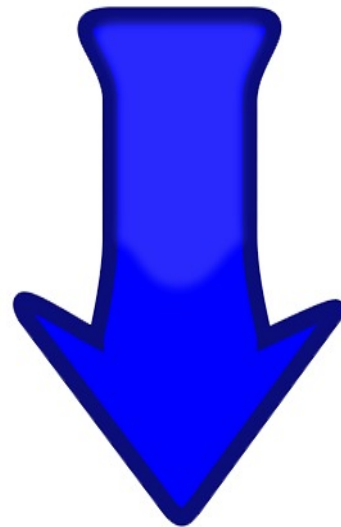
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Canadian National Railways Sanmore Subdivision Construction update – train wreck

By **Serge Lebel**, photos by the author



Photo 1



As I am sitting at my computer and looking at the photos of my progress over the past year, I am seriously worried this update will be a major disappointment to most of you. But when I agreed to take on this venture of sharing my journey in building a layout, I also agreed to be honest and transparent, in the bad as well as in the good. (Photo 1)

As you can probably guess from my opening paragraph, this past year has not been the best for my model railroad. As much as I try not to have any big expectations, I still have a few goals I try to reach every year in order to have continued progress and reach that sweet spot in my project by the time I retire in 2030. Needless to say my goals have not been reached this time around. So let's go back to May of 2020 and work our way up to June of 2021.

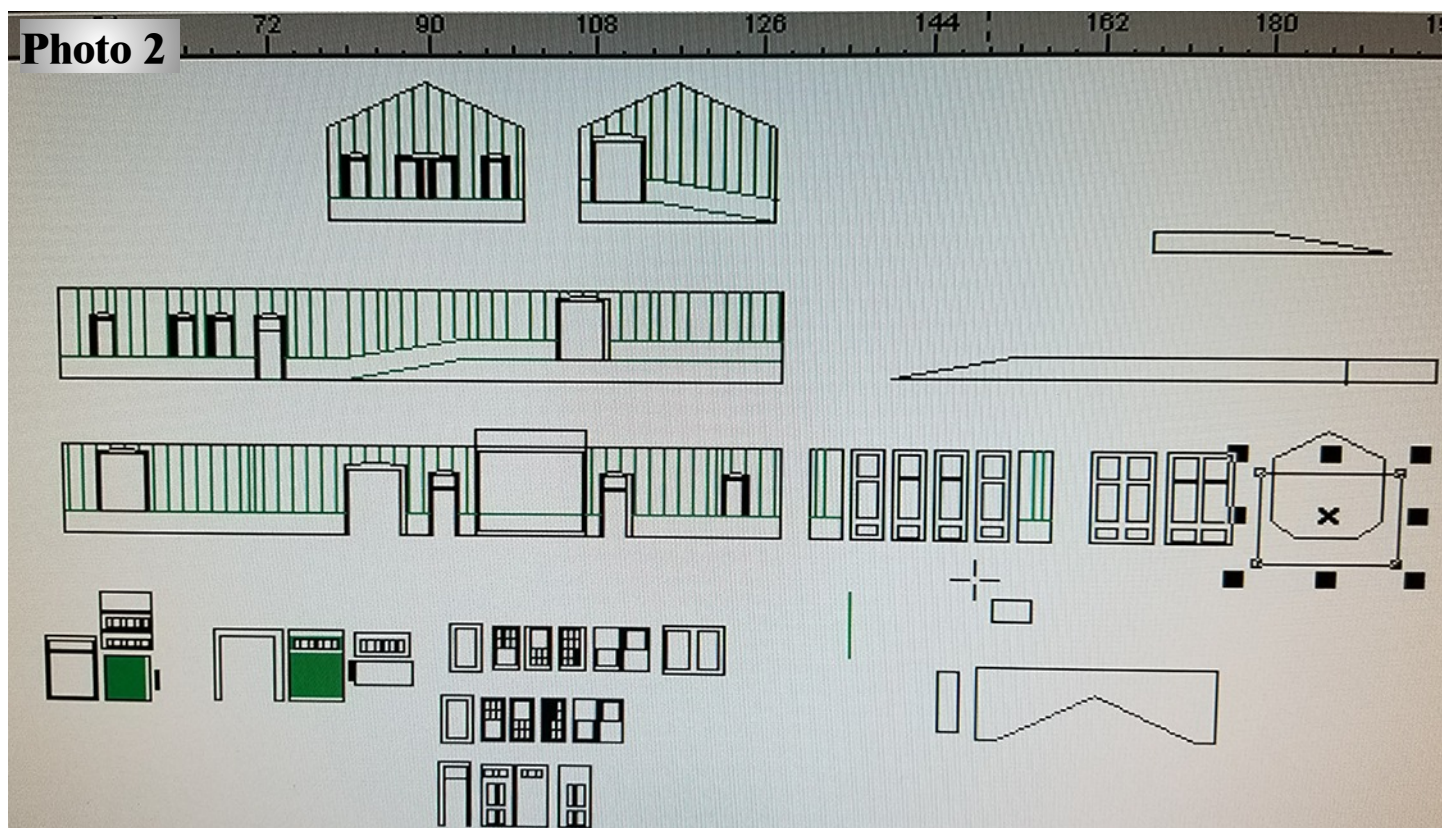
In May of 2020 I was, like most of you, caught in the middle of a pandemic that would have an impact on the way I could buy hobby supplies. These were considered as non-essentials and were impossible to buy in person. So I did like everyone else and started purchasing everything on-line. This made the cost of my projects explode, as shipping to my area is very expensive.

That is when I decided to take a long look at my list of projects and see which ones required the least purchasing of supplies. That also forced me to be more resourceful and look at what materials I could use that are available to me at home.

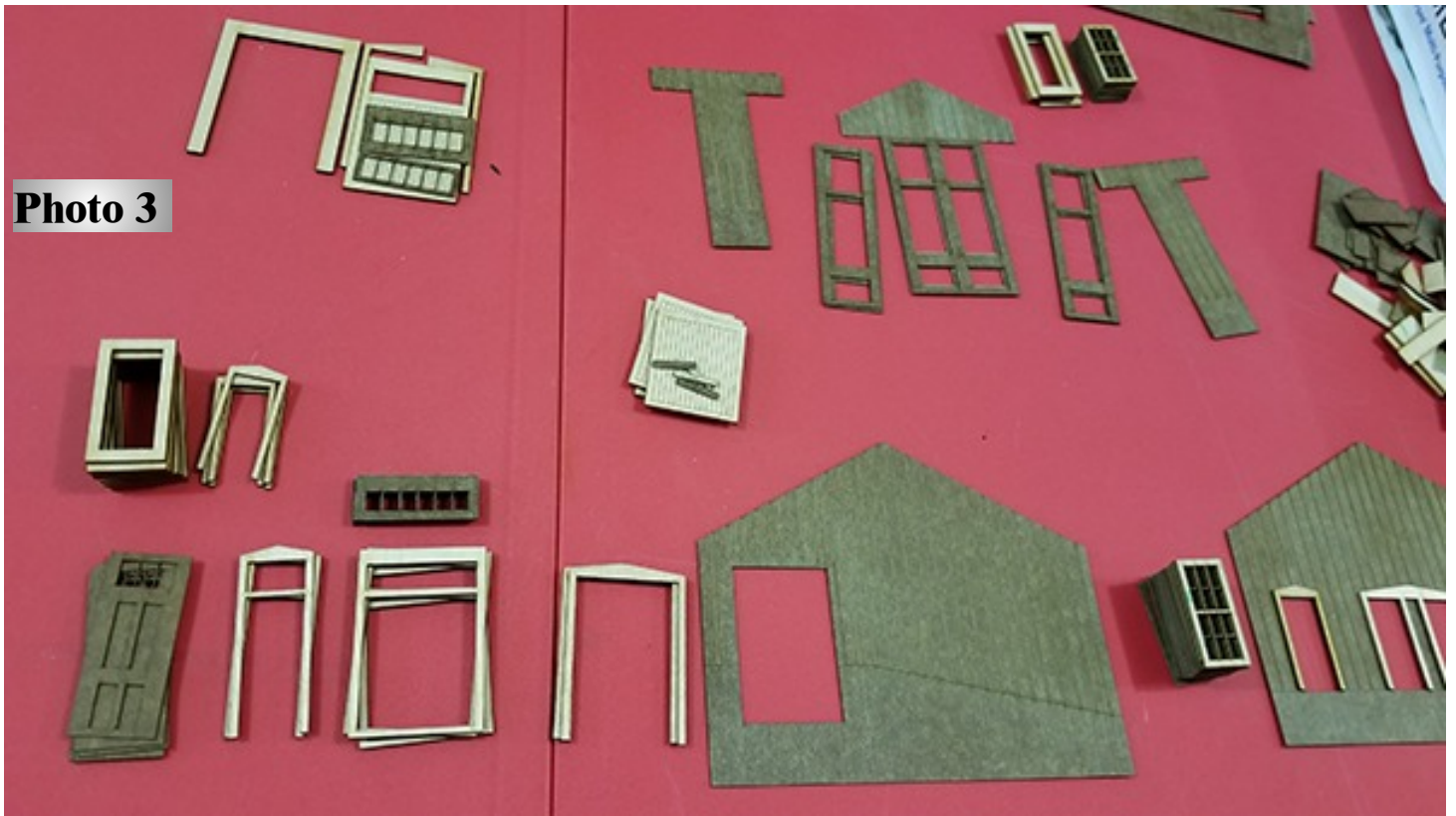
Fortunately, I am one of those people who plans ahead of time and purchases supplies way too early. Doing my studio inventory, I had a good stock of scratchbuilding supplies like styrene, plywood and laserboard, a few bottles of resin for 3D printing, some brass for etching and plenty of etchant, and a fair amount of paints of all kinds. Combining this with the shop stuff I had been acquiring for a few years, like cardboard, newspapers, hot glue sticks, and several bags of plaster of Paris, the future did not look so grim after all. I did not have the materials to do what I wanted at that time, but I had enough material to do other things that might help the layout continue to move forward. Now, all I needed was to find the time to get it all done!

The pandemic brought on it's share of businesses closing temporarily, and here in my area, it got to the point where only essential workers still had a job. My wife lost her job at that moment, but fortunately for me, my job was in no way compromised. If anything, I was working even more because many railroad employees who were slightly older took the time off and stayed home as a precaution. Looking at Facebook and listening to model railroad podcasts, all I could see was modelers having plenty of free time on their hands. I was so jealous! To make matters worse, this was the year I was supposed to get all the landscaping done on my property, but it was now impossible to get a contractor, so I would have to do it all myself.

So with whatever free time I could find, I managed to scratchbuild my very first O scale railroad station (yep, I am the one who prayed for all those rainy days!). When I started building my layout, I decided I was going to freelance a subdivision of the Canadian National Railways as if it was formerly some private railroad that had been purchased by CN. This allows me to build whatever I fancy without worrying about prototype accuracy. With that in mind, I turned to the Internet to find photos of different styles of railroad stations. My choice landed on a Santa Fe style wood depot. It had all the architectural features I liked, was simple enough to build, and had that “not too old but old enough” look I wanted, since I model contemporary. Having a wood station would fit well for Taganish on my layout, as Taganish is a very remote area where new modern buildings are not as prevalent. (Photo 2)



Looking at the photos I could find, I designed the wall sections in Corel Draw, as these would be engraved and cut on the laser engraver. Laserboard was the material of choice, but looking back, I think I should have used plywood as it would have given me that rustic wood finish. I designed, engraved and cut all the walls and windows, and used some scraps of basswood to engrave and cut the doors and trims. Clear acetate was used to make all the window glazing. (Photo 3)



The thin walls were reinforced with some pine strips, which also helped to the joining of the corners and the roof. I then painted all the parts and assembled them prior to installation. The walls were then painted, as well as the trim. (Photos 4, 5, 6)



Photo 5



Photo 6



Photo 7



The roof base was made from thick cardstock that was then covered with some sandpaper shingles. I cut the shingles out of 400 grit black sandpaper using the laser. This allowed me to create a nicely textured roof. (Photos 7 and 8)

Photo 8

Using sandpaper was done in order to not spend an extra penny and use whatever I had in my shop. It was that motivation that brought me to design all the details I could think of and use my 3D printer to make them; figures, barrels, pallet jacks, tires, lockers, a filing cabinet and a desk and chair for the office, even the chimney.

Photo 9

Many of these designs were found on the web. It is amazing what this printer can do with just a few tablespoons of resin. Just design, scale, print and paint! (Photos 9 and 10)

The only thing I had to buy on this entire project was the lighting fixtures at both ends of the station. Using all the 3D printed details I made, along with a few laser cut ones and some printed cardstock images, I detailed the interior of the station just

Photo 10



Photo 11

enough to allow me to leave a few doors and windows open so a viewer can have a peek inside. Adding some lighting inside the building created a nice ambiance. (Photos 11 and 12)



Photo 12

A deck was then built out of plywood as well as a foundation (cut from a thick piece of MDF), and everything was weathered lightly. This little station was now ready for the layout. Not having much experience in scratchbuilding in O scale, I am always amazed at the level of details one can add. I try to find that right balance of good enough that looks okay without spending too much time on a single project. (Photos 13, 14, 15 and 16)



Photo 13

Photo 14



Photo 15





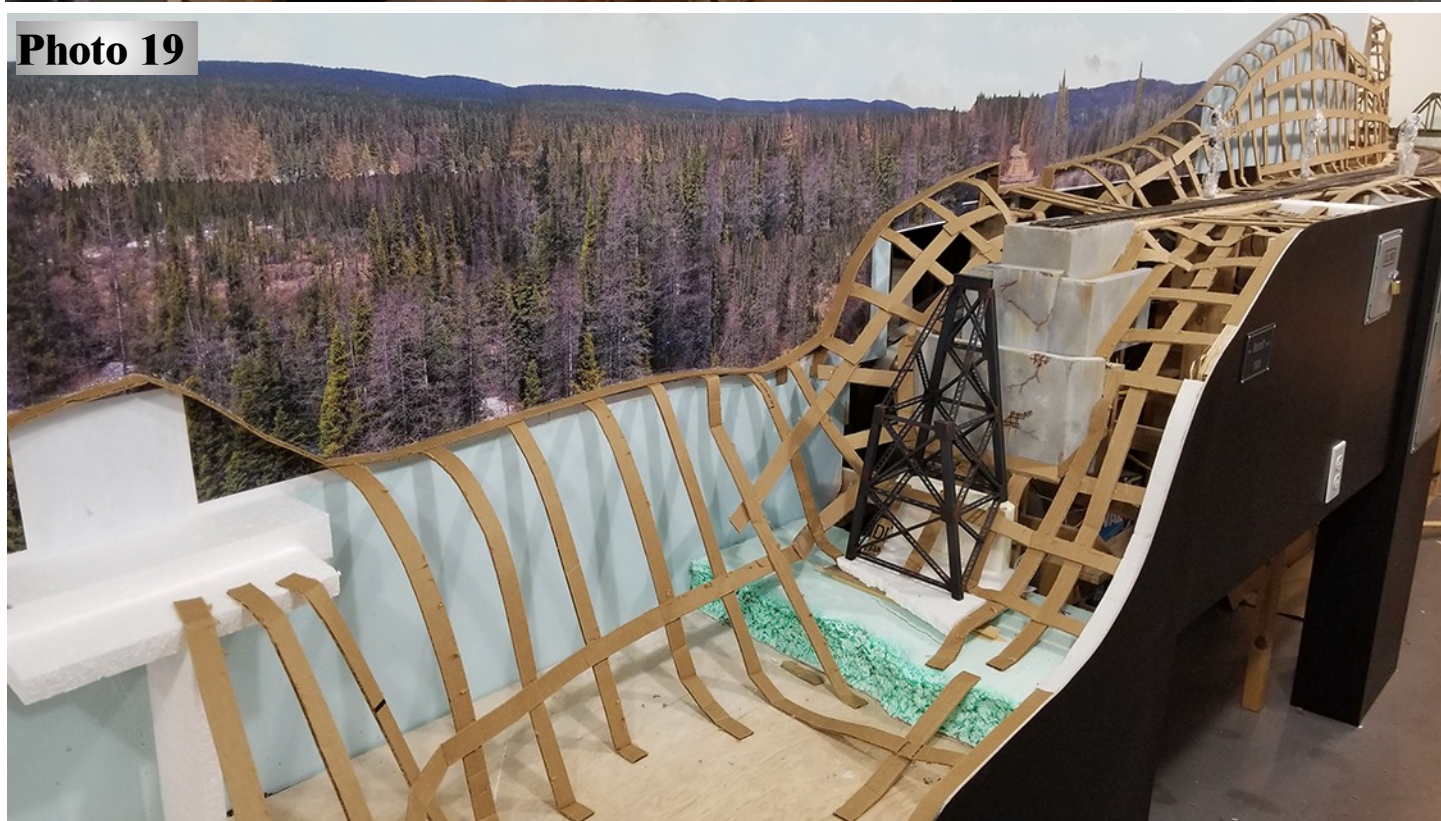
At that point, I wanted to get more visible work done on the layout so I figured I could use my construction supplies and start the hardshell scenic base. Last year, I printed and installed some photo backdrops, and the next logical step would be to build some terrain shapes. I did not have any styrofoam but I had a lot of cardboard boxes from all that shipping, so I decided to cut them all into strips and started shaping some mountains. (Photos 17, 18 and 19)



Photo 18



Photo 19



This process is exciting as you are now changing the shape of your flat plywood layout. It is also very inexpensive to do as most of this stuff is recycled except for the hot glue. I know opinions vary on this method, but I have used it on two previous layouts with great results. The only disadvantage is that you are not able to “plant” trees in the hardshell, but I had a solution in mind that would fix that problem, which I will describe in detail in a future article or Youtube video.

Once I was happy with the basic shapes of my mountains, I covered the cardboard strips with wet newspaper. This is the first time I did this, as I usually dipped the newspaper in plaster and applied it to the cardboard, but it always made such a mess of dripping everywhere. I use the space under my layout to store things, and did not want them covered with plaster. By using some wood glue on the cardboard web, the newspaper dried up in a stiff base that was very stable. At that point, I might have been able to just spread the plaster on the newspaper, but I decided to add an extra layer to the scenic base. (Photos 20 and 21)

Photo 20



Photo 21



I can't remember where I saw this, but someone once suggested using dryer fabric softener sheets dipped in plaster to create something similar to the Woodland Scenics plaster cloth. I had been saving mine for a few years (my wife could not understand why I was always volunteering to fold the clothes from the dryer!), so I had quite the stock pile. I stored them under a piece of plywood weighted down with produce cans, so they regained their flat shape. These sheets are made of a very strong fiber, much stronger than paper towels or newspaper, and are just the right size to work with. Making small batches of plaster of Paris for dipping, I managed to cover my mountains in no time. The result is amazingly solid. (Photos 22, 23 and 24)

Photo 22



Photo 23



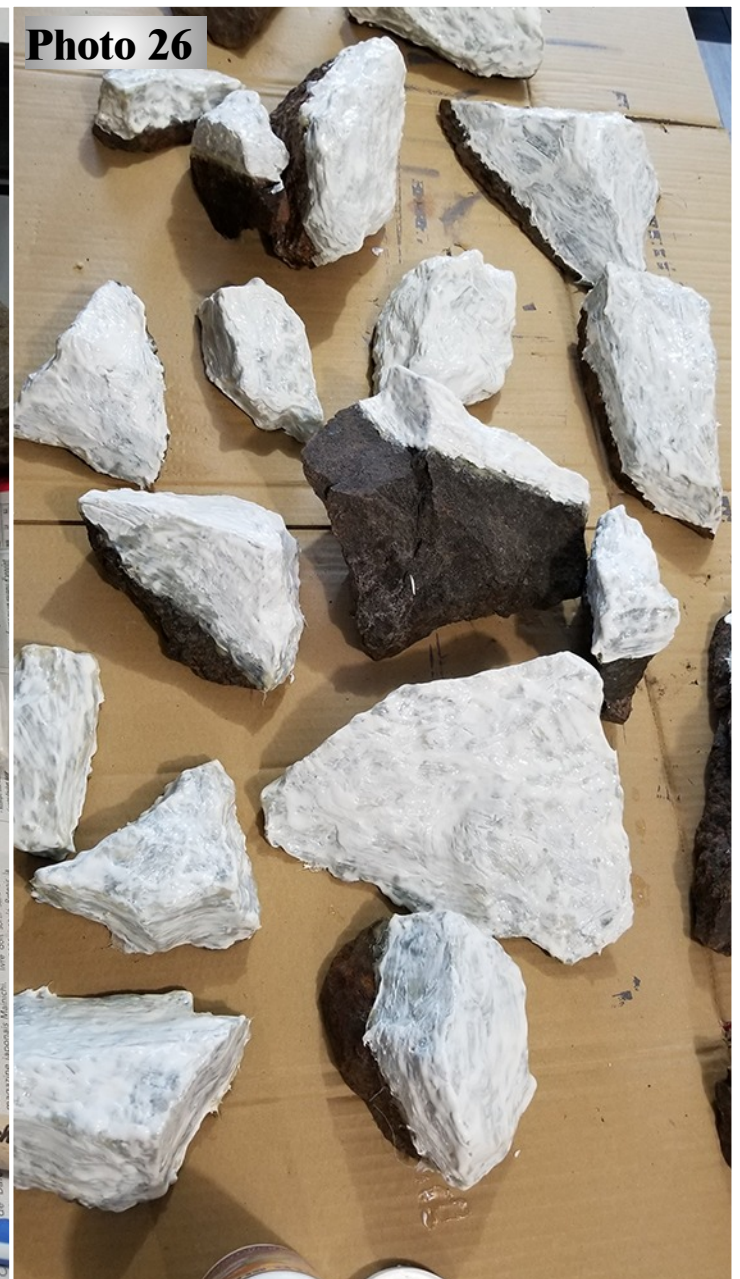
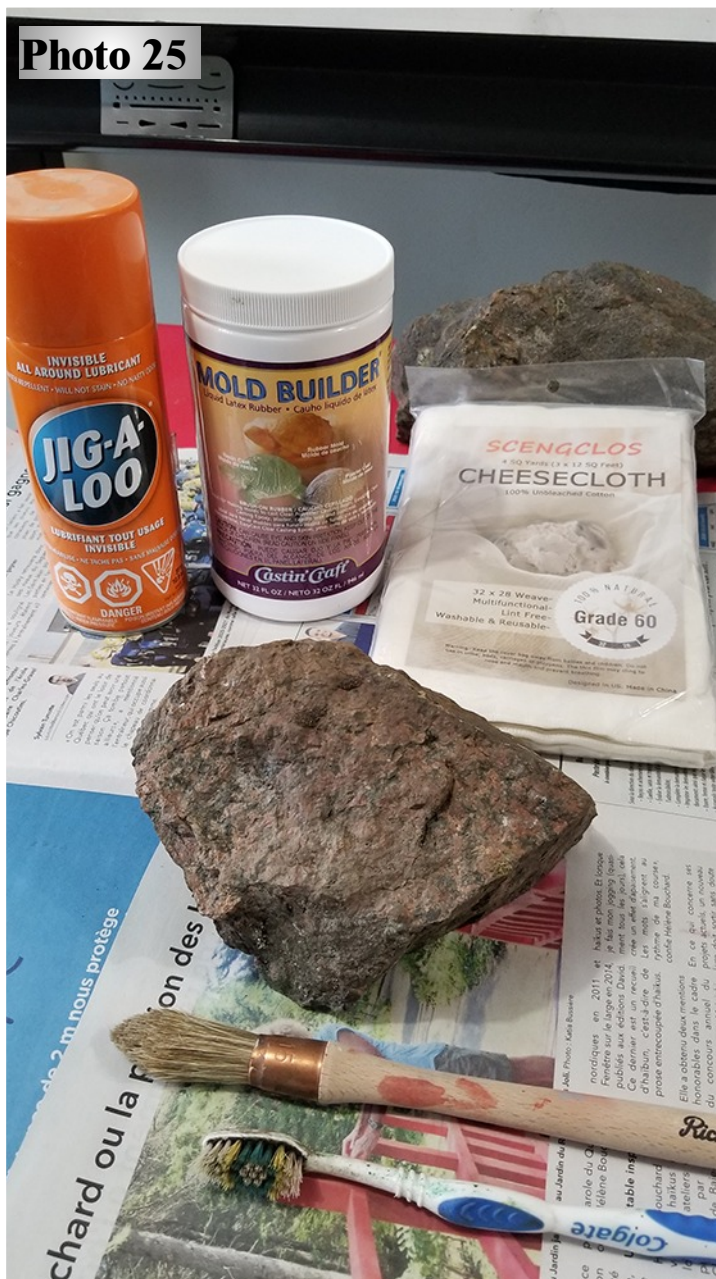
Photo 24



By the time I was done with the small area I wanted to cover, we were well into the fall season. I was hoping to get a lot more covered by then, but the free time just wasn't there. But the timing was just right as my next step would be to create some rock faces on the area I had done.

My preferred method of doing rock faces is to use rock castings and do some sculpting in some areas to create diversity. Unfortunately, the rock molds I had were from previous N scale layouts and were too small and too few. It was time to turn to nature and find some good rocks to make molds from. After all, rocks are free!

Looking at hobby suppliers, all I could find in terms of latex rubber was in very small quantities and it was very expensive. A quick search on Amazon yielded some great finds, as this type of latex rubber is widely used in other hobbies, and sold in large jars for a fraction of the price. While I was on the site, I also purchased some cheesecloth and some brazil nuts (okay, the nuts have nothing to do with the rock molds, but they taste heavenly!). While not very expensive, this process does take a long time before you actually have a mold you can use. Following the instructions on the container, I proceeded to cover all my collected rocks with several thin layers of latex, allowing 24 hours drying time between coats (THAT's where the nuts come in handy!) (Photos 25 and 26)



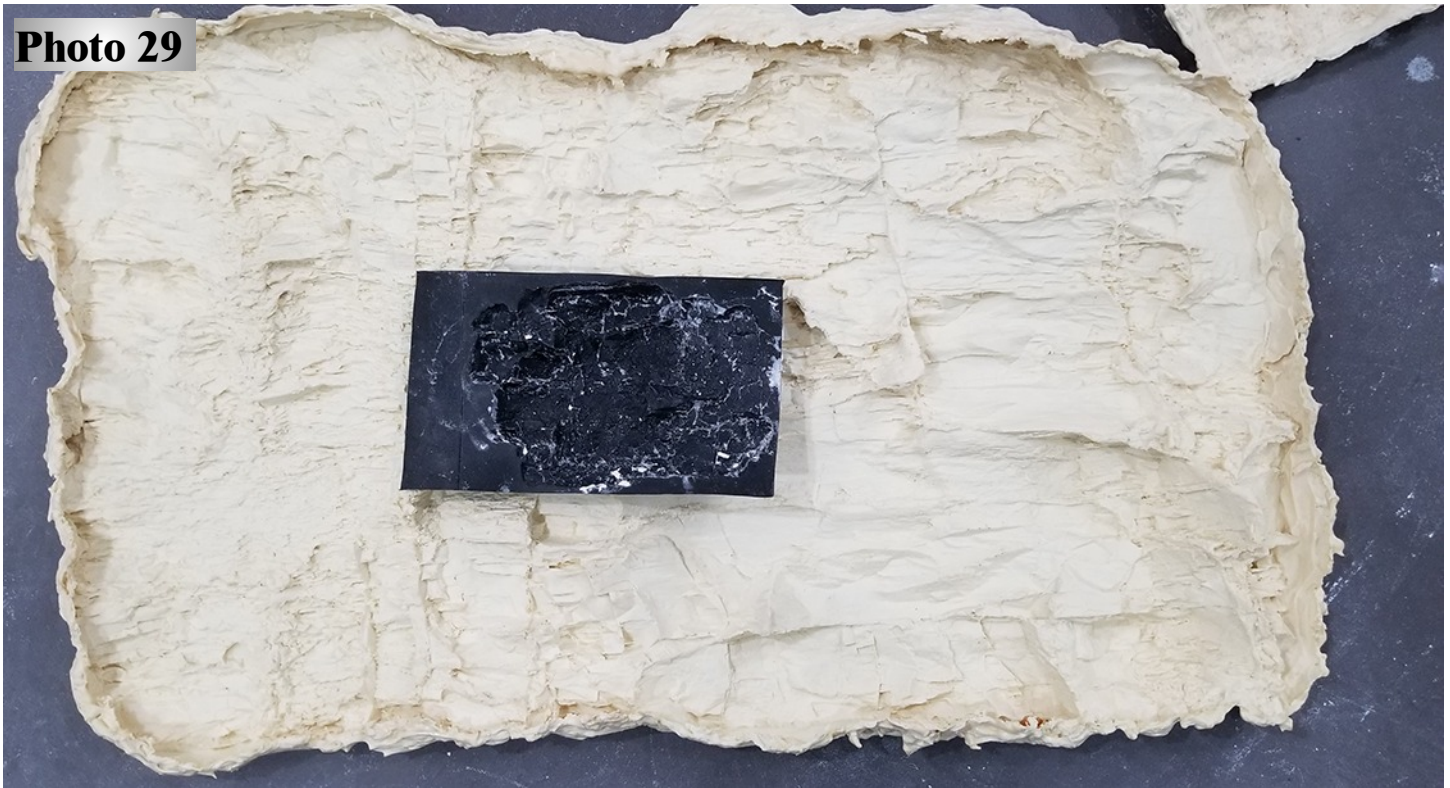
After 6 coats, I placed some layers of cheesecloth in the wet latex in order to make the latex molds stronger and prevent tearing up. I put another 10 layers of latex on top of that, making molds that will give me many years of trouble-free service, and perhaps even pass them on to others for their layouts.

Using some plaster of Paris, I then filled the 30 rock molds I made and started the process of making the rock faces. (Photos 27 and 28)



Eventually, I realized 30 different molds would not be enough, and wanting to have more variety, I turned to my dear friend and content editor Daniel Dawdy for advice. Daniel mentioned he used molds from Bragdon Enterprises. These molds are very high quality in both material and design. Looking at their web site (www.bragdonent.com) revealed one of the best selection of rock molds you can find, and in many sizes and shapes. So they are a bit more expensive than making your own... but let me tell you, nothing I could have ever made would come close to these! I purchased 10 different mold patterns and sizes from their very extensive selection. This is a solid investment, as the results are simply fantastic and the molds will be re-usable over and over for many years to come.

Photo below shows a Woodland Scenics mold compared to a Bragdon mold. Every type of mold has it's use, but for my needs, the Bragdon mold covers more ground with less joints. (Photo 29)



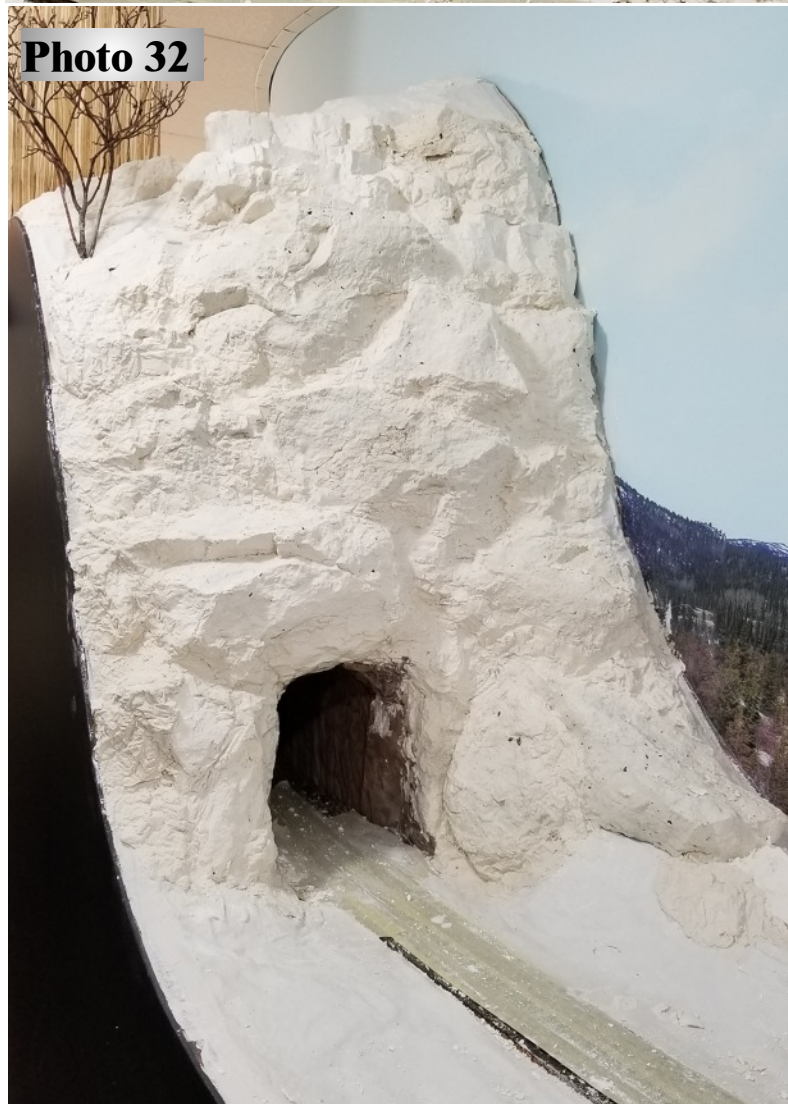
Armed with a great selection of rock molds, I proceeded to create my rock faces. Sculpting and filling up cracks and holes is a must, but the final result is worth it. This was the most fun I had in months. (Photos 30, 31 and 32)



Photo 31



Photo 32



Painting and finishing the scene was very tempting, but I know I have a lot more to get done and must focus on one task at a time. Still, I needed to do a sample test just to see if I was doing the right thing. Using some leftover paint from the hardware store (wall paint for the rooms upstairs), I gave it a shot. I covered the backdrops with newspaper first, in case some paint splatters and ruins my blue sky and photos. Paint was then applied, starting with the darkest colors first and working my way towards the lighter colors in diluted washes. (Photos 33, 34)



As it stands now, I have about 20 feet of rock facing done and painted, but this was only to get me motivated. (I have not done any scenery in over 15 years, and never done any scenery in O scale ever). I tend to be very methodic and want to finish a phase before moving on to the next, opposed to finishing a scene at a time, so my next phase will be to cast all the rock faces before moving on to the paint and detail phase. As of this writing, I have about 40% of my photo backdrops finished, and 25% of my layout covered with the hardshell base and rock faces. I must say, I am excited and happy with the results. (Photos 35, 36 and 37)

Photo 35



Photo 36



Photo 37



One area in particular that will require a lot of work is the canyon, where I am still hoping to have floor to ceiling scenery. I don't even want to think how many rock castings will fit in there! The trick here is to take it one day at a time and do whatever I can without getting fed-up. When it gets too much, I just move on to another project and come back to it with renewed energy later on. Rome was not built in one day, neither will the canyon.

Backdrops are being printed and installed as inspiration comes. I take all these photos with my phone while riding ATV in my area, so this is a long process but also one that I enjoy a lot. I usually try to add some other elements to my backdrops by finding and printing things from the Internet. For now it might not look like much, but once the scenery is in place with trees, roads and structures, the backdrops will give the illusion I am looking for. (Photos 38 and 39)

Photo 38



Photo 39

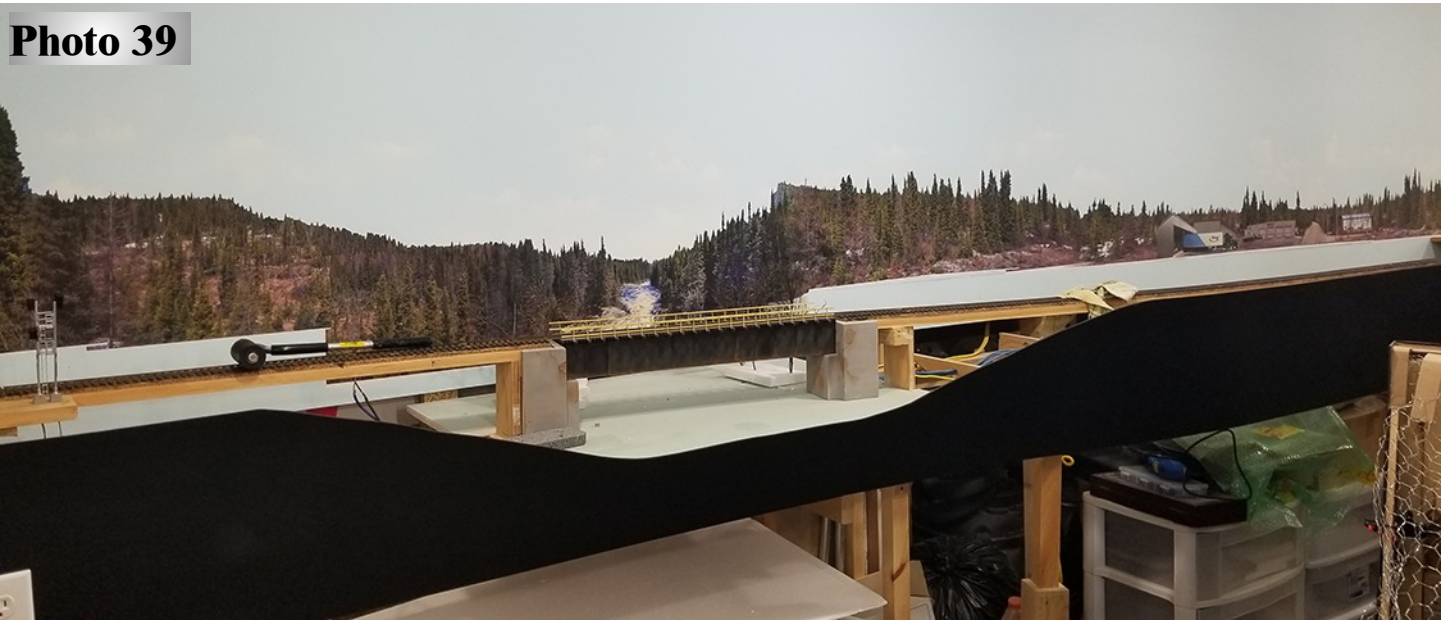


Photo 40



In an effort not to get burned out by doing the same thing over and over, I then decided to feed my appetite for scratchbuilding again. It had been a few months since I built the station and I felt like doing a small project that would compliment the small section of scenery recently done. This is when I decided to make a small abandoned water dam that would have been used by the sawmill in Taganish in its early years. I had a set of bridge abutments that I was not going to install, so I thought of using them as the base of my model. My first try was not a success, so I decided to start over again. Photo 40 shows my first attempt.

I felt I could do better so I took it apart and figured a better design with more parts to make it visually interesting. Using the same bridge abutments, along with some high-density urethane boards, plastic shapes and some wood, I created a more complete structure that made more sense. See photos of the various steps of this project. (Photos 41, 42, 43, 44, 45, 46, 47 and 48)



Photo 41



Photo 45

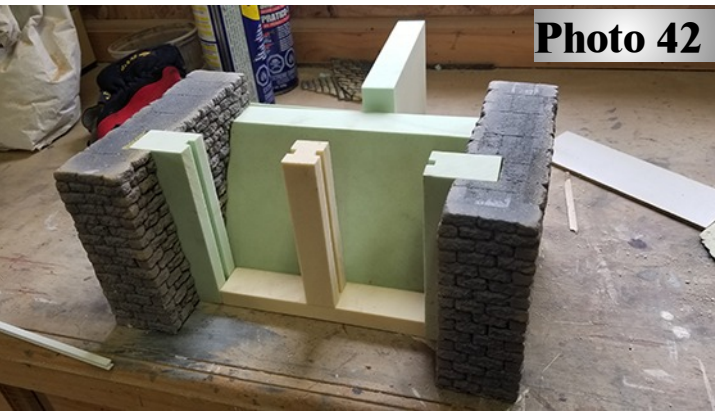


Photo 42



Photo 46



Photo 43



Photo 44



Photo 47



Photo 49



I have to admit that I did splurge on a new tool this year. I always have some modifications to do to cars and locos, and I have some scratchbuilding projects lined up. My studio is well equipped, but one important tool that was missing was a metal lathe/milling combo. I am sure many of you are familiar with Matthew Forsyth's custom work. Matt is one of the best modelers I know and does amazing work. One of his materials of choice is metal (mostly brass I think). I reached out to Matt and asked for advice, and Matt mentioned he uses the Sherline lathe a lot. Upon Matt's advice, I purchased a lathe/milling combo. (Photo 49)

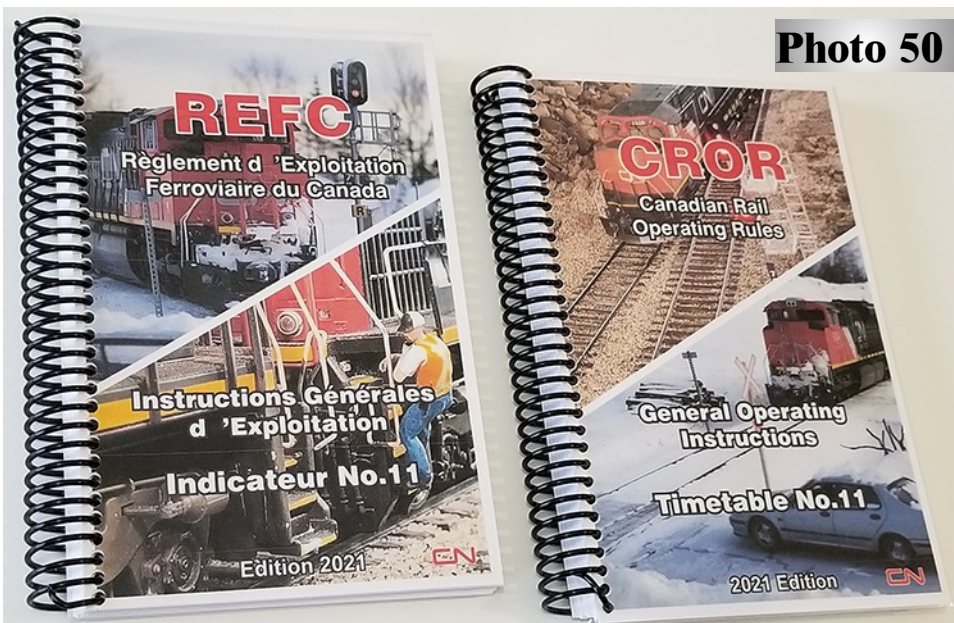
This is another great tool that no modeler should be without. Like 3D printing and laser engraving, there is a learning curve to this tool and it does not happen by magic. Machinists are very skilled in high precision work, and have a wealth of knowledge and understanding of metals, tools and math. I hold great respect for the crafters of this trade. I know this will take some time, but I will eventually learn some of it. For now, I am able to do the small stuff I need to do like milling parts and turning shafts, wheels and axles. I even used old 3-rail wheels and re-profiled them to use on my 2-rail cars.

Not loosing sight of the real goal which is operations, I did do a little bit of work in that department also. Now that I have my CTC machine, signals and detection, the next logical step is the paperwork (I know, many of you will cringe at the thought of doing paperwork, but that is all part of the reality of working in the railroad industry!).

Operating in CTC means knowing the rules of operation. It also means having the proper documents and authorizations, which needs to be received from the dispatcher and filled in the proper forms. I will spare you all the details of these for the moment and simply show the documents. All these are based on prototype documents and were re-written on my computer so I could

simplify them and format them to something operators could carry and use in operations.

Photo 50



First comes the rule book, which I combined with the General Operating Instructions and the Timetable... The cover shots are from photos taken on my layout. As with all official documents in Canada, these are French on one side and English on the other. Rules are the official C.R.O.R., but I only included the ones that were pertinent to my layout. (Photo 50)



Photo 51

With that comes all the various authorizations in the form of pads with tear-out sheets that one must fill and keep for the duration of the session. For these, I printed on letter sized paper and cut them in half. I made my own bindings (home made binding press) with tear-out dotted lines. (Photos 51 and 52)

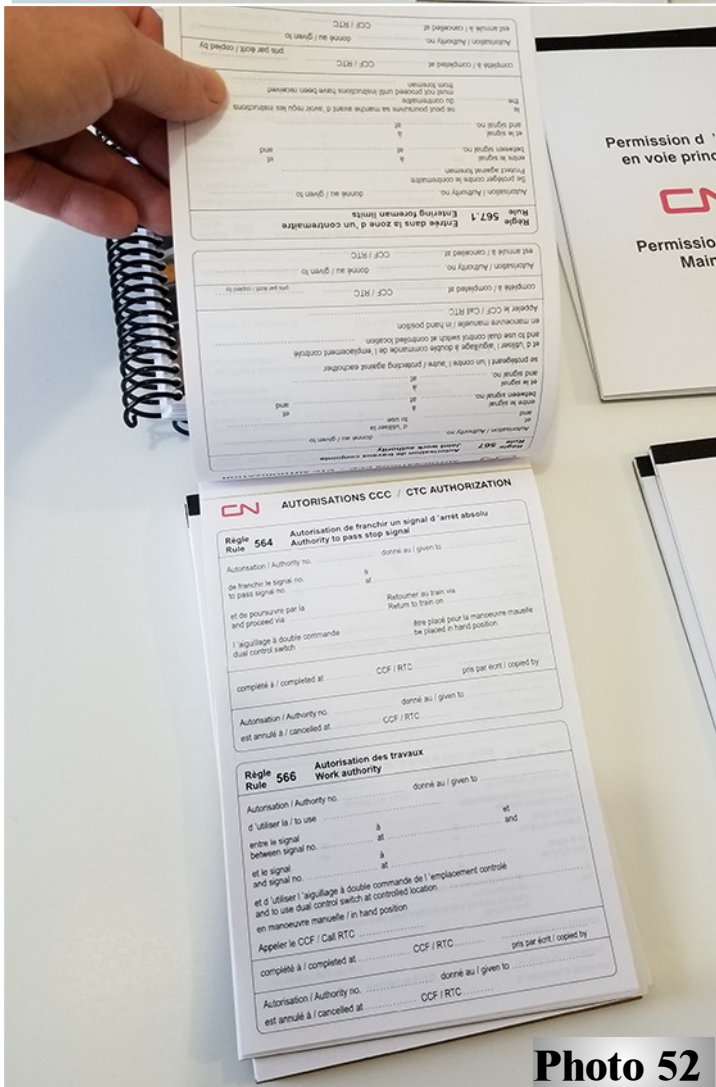


Photo 52

Using ledger sized 11"x17" sheets, I also made the dispatcher's official register, which is bound in Masonite front and back covers. (Photos 53 and 54)



Photo 53

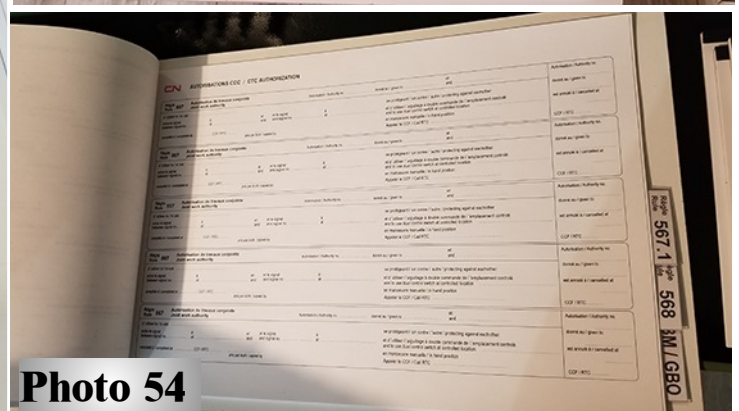


Photo 54

Photo 55



On the layout, all the final identification was done using my vinyl sign cutter for the lettering on the bungalows and controlled location lock boxes. (Photo 55)

One might argue that my progress is going well, and that would be the case if this was all done in the first couple of months, but unfortunately that is all I have been able to do over the past 12 months. I did work on a few projects off the layout, like the work train cars from my last article, and some odd custom jobs for other modelers, but that is about the extent of it. My landscaping around the house is about half way complete, so I already know this coming year will be a carbon copy of the previous one. Am I proud of what I have done? Of course! Am I satisfied with the amount of progress? Not really. But that is okay. I am only a single person dealing with a very involving hobby during a time of uncertainty. Life does get in the way sometimes, and we must be willing to accept that. Perhaps the next 12 months will be different, but if not, my layout will still be there for me when I can get back to it!

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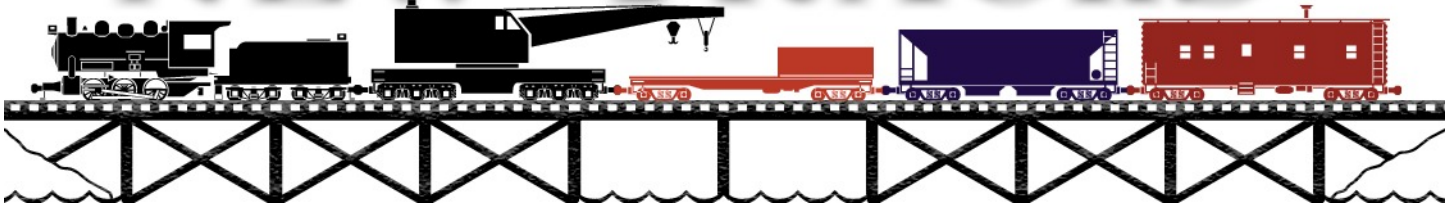
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Mentor Definition: A Trusted Counselor or Guide

By Contributing Editor Jim Kellow MMR



MODELERS WHO MAY BE ABLE TO HELP YOUR MODELING!

Where Mentors Help Modelers Build

"New Tracks" announcements

First, I want to ask you to please visit our new website, newtracksmodeling.com, to get the latest information about what we are planning. Also make sure to register, and confirm your registration by replying to the email you will receive. This will make sure you get notices of all our future zoom "New Tracks" events and zoom log in links. Our thanks to Dan Dawdy's company, Ribbon Rail Productions, for designing and developing our new website.

Also, I am always interested in getting feedback from modelers about our zoom shows or articles. We have a form on our website you can use to give your comments. I will reply to each comment I get. Please end the zoom log in link to your friends so they can also join in the fun and be a part of our shows. Thanks in advance for your help and support.

Second: Please Volunteer!

I ask you to consider offering your help in making and producing our Zoom shows. Any amount of time and help you are interested in providing will be greatly appreciated. We have a lot of plans, but need people to help us get them implemented. We would definitely welcome any help you can provide. Contact me at JimKellow@oscaleresource.com and let's discuss it.

Our "Build Along" programs. Join in these learning experiences.

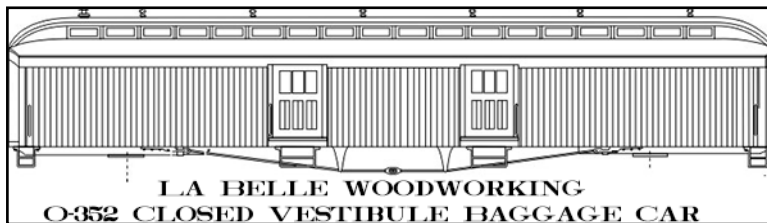
Rick and Maureen Hunter will be finishing up their building and weathering of their Hunterline kit of a 30' King post Bridge in July. The kit is available in N, HO, S, and O scale. They are building the S Scale version on my show.



30' KING POST TRUSS BRIDGE

There BUILD ALONG is presented in eight (8) weekly, 30 minute segments starting on our "New Tracks" Meetup May 22, 2021 at 7pm Eastern Time. If you have missed a segment, you can see a video of it on our [New Tracks Modeling YouTube channel](#).

Bill Davis is building a LaBelle Woodworking Closed Platform Baggage car kit, number HO3 in HO scale and in O scale O352. He started this build on our June 2, 2021 show and is scheduled to complete the build on our July 7 show. If you miss any of the episodes, you can see them on our [New Tracks Modeling YouTube channel](#). Rick Steel, owner of [LaBelle Woodworking](#), is offering a great discount of 25% for modelers buying this kit if you say it is for the "New Tracks" build.



On the same shows, Jamie Bothwell is doing a "Watch Me Build" segment on modeling Passenger Car Underbody Derail. I feel fortunate to have found Jamie. His presentation should really be of interest to all of us who build passenger cars. I think these two presentations complement each other.

Please join our "My Build" July 24, 2021 to see the participant's models of the Rick and Maureen Hunter "Build Along" and the Bill Davis "Build Along".

Paul Egri has designed a card model of an engine house that can be downloaded for free so you can "Build Along" with a very talented card modeler, Dave Rarig, starting on our July 17, 2021 show and ending on our August 7 show. Doesn't get much cheaper than this to build a model. The model will be posted shortly on our website, [NewTracksModeling.com](#).



I have posted a one page card model you can download now for free in any scale, and use to test your card building skills, on my Jim Kellow Facebook Page [Jim Kellow MMR](#).

Starting Oct 16, 2021, Bill Davis is building a [Rail Scale Models](#), Tobacco Barn Kit on our show. Stephen Milley, owner of Rail Scale Models, is giving a 20% discount for the kit for modelers who want to "Build Along" with Bill Davis.

The discount code is now set up for the Tobacco Barn in all four scales (N, HO, S, O) for 20% off MSRP. The buyer must use the coupon code NewTracks, one word, at the check-out screen. This code will be in effect from June 1 thru Oct 30, 2021.



Martin Brechbiel MMR starts building a [Leadville Designs](#), Maintenance of Way kit on our September 22, 2021 show. There is a great discount offered by Leadville Designs on the kit if you mention "New Tracks" when you order. Leadville Designs was a new company to me, but as soon as I read their website I knew I wanted to see their models.

Jim Murphy will be building a LaBelle HO "Business Car" kit starting September 11, 2021. Order either the HO or O Scale Business Car saying it is for "New Tracks" & get a 25% discount.

I am always interested in getting more Modelers and Manufacturers involved in future "Build Alongs". Remember a model builder can select the dates, manufacturer and specific kit you want to build. If a manufacturer wants to participate, he can provide the model builder or I will find someone to build the kit. If you are interested, please let me know at jimkellow@oscaleresource.com.

This program is working in getting modelers, who have not built anything for years, building again under the guidance of the modeler on our show. So if you have been sitting on the sidelines for awhile, give it a try. You will regain your modeling confidence and have some fun. It is really great to hear enthusiasm from first time, or previous armchair builders, that you enjoyed participating. Thank you for your input and participation.

Third we are starting several New Segments

First is: "Watch Me Build" which started April 28, 2021 with the first modeler, John Frankforther, building a S Scale scratchbuild bridge. Actually he scratchbuilt two bridges, one is curved. These were his first bridge building projects.

Earl Hackett showed us how to make 3D parts on our June 9, 2021 show and finished on our June 30 show. If you have ever wanted to design, make, and print a 3D part these shows will help you. They are available on our [YouTube channel](#).

"Watch Me Build" is meant to enable you to share your scratchbuilt, kitbashed, or kit model building efforts. The purpose of this segment is for you to show your modeling skills and techniques so others can benefit, and for you to get constructive comments to help your future modeling.

You may never have shown your modeling before in public for a variety of reasons. I assure you I will do everything possible so you will enjoy and benefit from participating. This is a new segment, and it will evolve over time, so please contact me with your interest and help me develop the segment. My email is jimkellow@oscaleresource.com, and if you would like to discuss your idea by telephone, let me know in your email and I will provide you my number or you can get it off our website.

We are also starting an "I've Got A Question" segment where viewers can ask modeling questions and get answers from other viewers on the show. This segment is designed to be a forum where viewers can help each others solve specific modeling problems or offer advice on modeling techniques. We have a form on our website you can use to ask your questions. This allows us to schedule the appropriate time for this segment on each show.

Second is: A segment called "Remembering Old Kits". I have modelers building kits from our distant past that are either no longer manufactured or hardly available. Kits whose names we may have forgotten, but when

we hear the name again, bring back great memories from our youth and remind all of us what modeling used to be like. The first two segments are being scheduled for Martin Brechbiel MMR to build a Van'S Car Shop Kit, and Bill Lubert building a Quality Craft kit starting September 4, 2021, and a Lobaugh 0-6-0 starting on November 18, 2021. (NOTE: Bill is profiled later in this article). As with our "Build Along" segments, these will also be recorded and available on our ["New Tracks Modeling" YouTube channel](#). I hope you tune in to our Zoom shows and check them out.

Third is: Because I won a prize at the recent NMRA Pacific Coast Region Digital convention, I met Anita Walker who owns Central Coast Trains store in California. I must admit it has been a very long time since I have been to a train or hobby shop. In talking with Anita, a lot of old memories came to mind about how much fun and education about modeling I used to get from going to my local, or frankly, any hobby shop. So after floating the idea of asking hobby shops to appear on our show and getting positive comments from viewers, I decided to start a new series called "Going to the Hobby Shop".

Anita was my first train store in the series and was on my show June 9, 2021. I hope you were able to meet this lady who brought back so many great past memories of past hobby shop visits for me. If you missed the show, you can see a video on our [New Tracks Modeling YouTube Channel](#). You really should hear about the special model railroad her husband built. Next, I want you to meet Mainline Hobbies on July 28, 2021, Nick's Trains on August 7, 2021 and JB Trains on September 4, 2021. All of these hobby shops were recommended by viewers, and after talking with the owners, I certainly understand why. I wish I lived closer to one of them so I could visit.

If you have a hobby shop you recommend to be on our show, please let me know. There are not many hobby shops left around the country and the ones that are trying to serve modelers, I believe need to be recognized and supported. So please tell me about your hobby shop at JimKellow@oscaleresource.com and I will ask them to be on our show.

Show us Your Modeling

We have a monthly Special "My Build" segment on our show where modelers are encouraged to show models they are building and discuss their modeling techniques. The next ones are scheduled for June 26, July 24, August 21 and September 25, 2021. The July 24 "My Build" will have a special segment for those modelers who build the Hunterline kit and the LaBelle Closed Vestibule Baggage car by Bill Davis.

Hunterline is offering a drawing for modelers who show their bridge model, with the person drawn winning a \$50 discount on their next Hunterline purchase. The modelers who show their model of the LaBelle Woodworking kit will be entered in a LaBelle raffle with the person drawn getting a free LaBelle Woodworking kit of their choice.

More "Build Alongs" Coming Soon.

Starting on our October 20, 2021 "New Tracks " show, a [Motrak Models](#) kit will be built in 4 different scales by 4 different talented modelers. The build will continue once a week on our show until it is completed. Thanks go to Jeff Adam who owns Motrak Models for making this event possible. More details on the kit and the great discount Jeff is going to give will be available on my website, [newtracksmodeling](#). If you want to see how a model is built in your scale compared to how it is built in other scales, these shows will be for you. Plus, you will see the various modeling techniques used in the various scales. Thanks go to Phil Edholm for suggesting this unique concept. I think this is a great idea and hope you will want to participate.

[All Nation is back](#). The newly revived company will be sponsoring a "Build Along" of a waffle side Boxcar with Dave Schultz starting on November 6, 2021. Please welcome back All Nation, a great name from the past in model railroading.

[Bill Banta/Banta Models](#) is teaming up with Clark Kooning MMR starting A "Build Along" on our December 1, 2021 show. More details can be found on our [New Tracks Modeling website](#).

I hope you want to participate in all the "Build Alongs" and other segments of our shows. The modelers, manufacturers, and hobby shops who are making these events possible, are doing them to try to help you improve your skills and get more enjoyment from your modeling. Please show your support for these events by your active participation, suggestions and ideas. Thank you.



Lastly I had an opportunity to build an O Scale Background Kit made by Built-Rite Models. This is the first kit I have built in a long time as I mostly scratchbuild. But with some expert help from Stan Cederleaf in designing signage for me to use, here is my Built-Rite Background model. I appreciate the opportunity to build this model. It was a fun project.



I tried something different for my interior because I had so little depth to work with and did not use interior lighting. I angled the interior photos backward from just below the front windows on the first floor to the maximum depth I had at the top of the windows. I think it came out very nicely and showed better in my background model than my old method of gluing the photos flat against the far back depth of the windows. With different signage, it could be a lot of different buildings. Now I have to find other structures to fill out my street view. Any ideas?



I received the following comments from [John Edwards](#), Haskell model locomotive contest drawing winner. "Just got the sound unit programmed at the club yesterday. Runs fine on the test track. The club is on the campus of East Tennessee State University, a student walked in and said "Hey, that's a Victorian RR Puffing Billy. He turned around and walked away. It must be famous, ☺. Everyone else thought it was neat.

I've got to do another module for the mine output to go somewhere. When I finish with the scenery and some structures I'll do a write up for

you." John I look forward to seeing your modeling. Thanks for your interest.



Now let's meet some talented modelers

William Lubert

My name is William Lubert and have been an O scale modeler since 1969. Here is a brief history of my interest in railroads and modeling. It all began before I was born. My mother being pregnant was somehow admitted to the Illinois Central Railroad Hospital. After I was born, she took me home by means of the Illinois Central's commuter train. The area I grew up in had railroad tracks two blocks away in any direction. This was from 1952 to 1967. This was the time when we still had the original railroads still going.

My father served in the US Army during WWII and suffered an injury at that time and was admitted to the VA hospital. My interest in railroads began, as I said, when I was born. Thereby all the railroads were my favorite. It wasn't until in 1965 when I traveled from Chicago to Albuquerque, NM, I rode the Santa Fe's Super Chief by myself. Returning was aboard the El Capitan.

This was my choice of railroads to model. In 1967, my mother had the family move to Albuquerque, and this when it was confirmed that I would model the Santa Fe Railway. Joining the US Air Force in 1975 had me going around the country seeing new sights. When I was station near Spokane, WA, I joined the Inland Empire Railway Historical Society which me had helping to restore various railroad equipment which included a Union Pacific 4-6-2 #3206.



Photo shows my progress on how I began with an All Nation Line F3. I did this when I was 16. I assembled, painted, and decaled four units.

This group was, or is, a division of the National Railway Historical Society. Returning to Albuquerque I was on some committees to save the railroad history in New Mexico. One such committee was to save the Santa Fe Railway's shop buildings that are in Albuquerque. As a volunteer, I worked at the Madrid Mine Museum in Madrid, NM. Interest in model railroading began after I was born. My mother got me started with a wooden train set, which I still have.

When I was about 5, my mother gave me and my brother a Marx electric train set. Usually I played with my set, but one day I played with two sets. From this, I learned that my train can travel farther by using the tracks from both sets. Also, I learned that my little locomotive can pull more cars than what came in the one set. It was at Christmas when I was given the task of setting up the train around the tree. Eventually, my set grew

when turnouts were added. Having a spur, I was able to park a boxcar on it. But something was missing. What my mother suggested was that I needed was a freight house. Not having the money to buy one, I made one.

Using a shoe box, I drew windows and doors on it. Later I cut the doors so they could swing open and cut out the windows which I placed tissue behind for glass. After which a small bulb was placed inside for that night time effect. This didn't last long, for the shoe box village was replaced by Plasticville. When I was eight, my mother surprised me with HO equipment. At the age of ten, my mother moved the family to another location in Chicago. After moving, I learned my mother gave my Marx collection to relatives. But the HO grew one Christmas as I was given my first passenger set. My brother received a HO slot car set which included



Photo progress I made with brass kits. The painted model is a Kemtron kit. This was my third brass kit I put together. The long brass model is my first. It is a SD-40 kit made by Central Locomotive Works. Parts laying are from another SD-40 kit.

railroad crossing track. But my mother further surprised me when she got for me a complete set of American Flyer trains.

When this happened, that Christmas layout was no longer a toy train going around the tree, it became a science. Connecting the operating accessories to the fixed voltage was the same, but the bulbs were connected to the variable voltage. This gave a more pleasing scenery. Also brought into my life were plastic models of planes, cars, and ships. At that time, a plastic piece of the model was removed from the sprue by wiggling the two pieces up and down until the joint broke. Any rough plastic was removed by the all purpose pocket knife. The knife was also used to smooth the plastic part by scraping along the part.

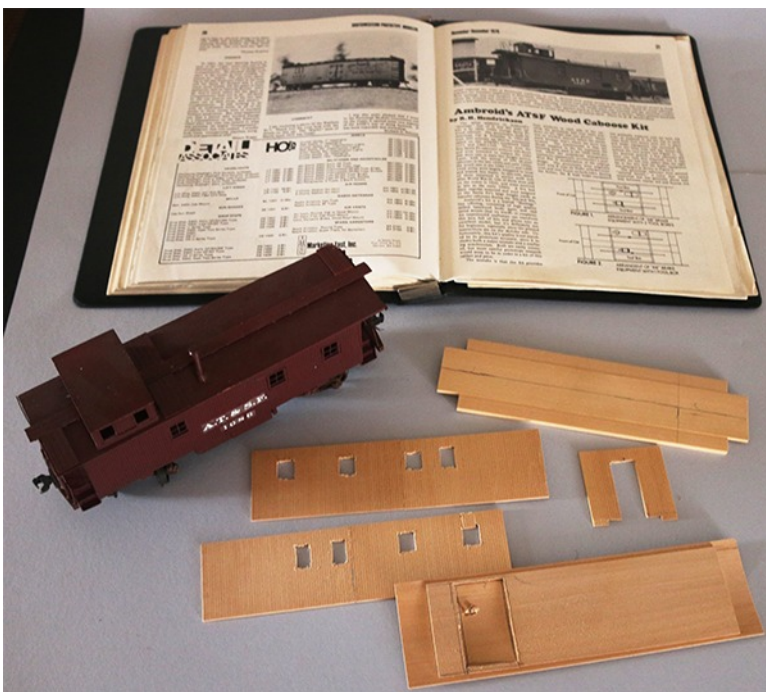


Photo is my achievement with wood kits. The model is an Ambroid Kit of an AT&SF wood caboose. To help me with the interior, I found an old issue of Prototype Modeler.

Ship models were small sailing ship,s but they still had to have the rigging put on. After moving to Albuquerque, life was once more on the move. Shortly after the move, I built my first layout. A 4 ft. by 8 ft. HO layout. While it was nice, it lasted only a few months. Purchasing a small collection of Lionel led me to build a layout on two 4 ft. by 8 ft. plyboard. They were placed parallel to each other with a gap between. Two metal bridges allowed the track to cross this gap. This layout lasted a few months because the garage where they were needed to be turn back into a garage. Then in February of 1969, the really big change into my life. One day my mother said to me “Let’s go to the fairgrounds.”.

When we got there, we entered a building with a sign over the door saying “Railroad Building.” Entering the building and straight in front of me was a train layout. Not just any layout, but an O scale layout. She told me to wait for her while she went somewhere. When she returned she told me “alright Bill, you’re a member.” Meetings were on every Wednesday night, with a business

meeting on the first Wednesday of the month. I was a junior member. A member told me that it was recommended that a member should have a model to enter in State Fair contest.

Where do I get one I inquired? At the Hobby Korner was the answer. Upon entering the store, I met Hank who was the owner. I told him what I wanted and he sold me my first kit. An All Nation Line C&EI boxcar. While I assembled the kit at home, one member of the club told me I needed a motor tool. Another member told me I needed to get an air brush. Hence at the age of 16, I was working with the motor tool and air brush. Two more boxcar kits followed.

Then I decided I needed a locomotive. I went back to see Hank and to find out what he had. But my attention was drawn away by a display case hanging from the ceiling. In it were two shelves which displayed O



scale locomotive models. Getting back to what I went for, I saw that he had three All Nation 4-6-2 kits and a F3 kit. Hank recommended that since this is to be my first locomotive kit I should go with the F3. So I bought the F3A.

After assembling the F3 and obtaining a All Nation catalog, I went to Hank and asked him if he could order me two B's and an A unit from All Nation. He must have I was crazy, but he did it. Having assembled the kits and learning about Floquil paints and Champ Decals, I finished my models in the Santa Fe Railway's passenger scheme.

During 1975, I enlisted in the US Air Force. My first assigned base was outside Spokane, WA. In the train section of a bicycle shop, I met a man named Ted. After returning from Christmas leave in 1978, I went to see Ted. He told that the locomotive I ordered hadn't come in. I asked him what locomotive. The one from Central Locomotive Works.

Well, it turned out that a couple O scale modelers in Spokane wanted a SD-40 kit. To get a discount, three kits needed to be ordered. Which one was mine. So I waited. While waiting, I would travel three hours one way to Pasco, WA. Namely to see the hump yard the BN was using. On one trip I remember hearing of a hobby shop there. After visiting the yard, I went looking for the store. Down one street, I found a toy store and went in. In the back of the store was the hobby section.

A HO scale layout occupied the rear of the store along with old magazines and HO models. However, talking to the owner, I learned he had two US Hobbies New York Central H-10B steam locomotives. One of them was assembled and another was still in the box. So I bought the one in the box on lay-away. I paid for it fully before I heard when the SD-40 would be coming. It must have been about five months for that SD-40 kit to arrive. Once it did get to me, I had my work set out for me. A brass kit was new to me so I to learn to skills. One of which was to use a butane torch. Then it was learning to solder one piece to another without another piece falling off.

After moving back to Albuquerque and after the club was discontinued, time was spent experimenting with modules. Early modules were temporary using any boards I could find. Did I mention that by this time I must have been the only active O scale modeler in town? Thereby, my modules were small and simple. Track was built with rail laid on individual ties and spiked. Roads were made with strips of thin cardboard covered with wood putty. Structures were placed on form board after they were assembled. On this module I scratch built the turnout. This was back in the early 1990's. I haven't stop building modules, even though I still don't have anyone to connect to. Thanks Bill. You can reach him at William.Lubert@oscaleresource.com to get additional information or help with your modeling projects.



William Eldredge

My name is William Eldredge. I was born in New York in 1951.

I started in the hobby as a youngster, playing with trains like most kids until I saw the series on layout building in "Boys Life". That series, with its pictures of a modeled and realistic stream, lit my life long interest in trains. That fire has been burning ever since.

I took a few years off to attend to my schooling and start my family, but returned to the hobby in my 30's. At that time, I got



involved with a fine group of friends starting a modular HO club. Known as the Big Pine and Sawgrass Model Railroad club in Pembroke Pines, FL. I was its president for a few years.

I always have had an interest in scratch building and kit bashing. My goal was to try and create interesting structures and scenes that most kits did not provide. The newest thing running in our area was Tri Rail. So, to drum up public interest at our shows, I built a couple of the bi-level cars to run on our layout. While not a rivet counter's model, they ran with a kit bashed engine to recreate the F40ph. Another project was building a scale model of the Deerfield Beach station for the Shoreline Model Railroad Club. It was taken to the state capitol, where it was used to get state support for the club's new home.

That project really got me started on scratch building, learning how to estimate dimensions from a few basic ones. On the depot project, I actually got to pace off some dimensions. With the help of photos I took, I built up a fairly reasonable model in a short amount of time.

After a few years hiatus which included a move to California, I returned to model railroading once again. But this time it was G-scale and outdoors. Most models in that scale are usually hand built, especially when just getting started. My layout was in my front yard so it had to look reasonable from the get-go. A lot of stand ins were used as I had limited time to build better models, but that gradually changed as my time constraints changed.

Currently, my modeling interests have grown to include a small HOn3 layout that I am building. And here my modeling has grown even further.

One technique I use as I build up my models is what I call layers. An example of this is the current Victorian farmhouse I am building. The back of the house has a screened in porch area. So, in building this model, I will paint the exterior walls prior to constructing the actual screening. I do this with all my models now, doing what might seem to be out of order tasks, in order to achieve the look I want.



I am currently in the finishing stages of building the River Road Farmhouse. Here a few pictures of the farmhouse that I took 10 years ago. My basic plan is 1/4" / 1' or O scale. If readers are interested, I can get them the plans that I drew.



Left: picture of Toulumne car shop which I then “imagineered” into an engine house scratchbuilt based on the photo.

Below Left: Recently completed kitbashed Campbell’s Talc Factory repurposed as a meat packing plant



Overall, I have been enjoying what I do. I keep learning as I go. I have always been glad to share. And scales? The next segment of my railroad, the Eastern Pacific and Coastal Railroad will be even smaller as in Nn3. I am considering a module style layout of the port area for the railroad. I already have the module and the track.

I can be contacted at William.Eldredge@oscaleresource.com and am glad to help you with your modeling.



Dale Spaulding

I got into trains when I was about 4 or 5, with a gift from an uncle of his boy's Marx windup trains. I was the only child in a farm family in Hooper, Utah so I ended up growing up with two major things in my life, along with my parents, television and trains.

My grandmother used to make tunnels for my wind ups from oil cans by cutting out the top and the bottom, when oil used to come in cans. I used to lay out the tracks and cars side by side on the floor so it would look like the Ogden, Utah rail yard.

We had two ways to drive into Ogden, one was on a viaduct over the Southern Pacific end of the yards, or we could come in via 33rd Street, which was the throat of the Union Pacific yards, 14 tracks as I recall.

Come September of 1955, my dad showed me a black and white catalog from one of the mail order companies and there were some pictures of trains. He asked which kind do you like? I, chose a steam engine because we didn't see them very often in Ogden. (Ogden usually got what was newest on the UP.)

I didn't know it at the time, but I had an uncle in Oregon that owned a variety store and my mother got a hold of him, and by the time Christmas rolled around I suddenly had a Lionel O gauge train set, The Freight Snorter, from the 1955 Lionel catalog along with a TW transformer. The Freight Snorter consisted of a 646 Loco with a 2046 w tender a 3359 twin dump coal car, a 6446 Black N & W covered hopper, a 3620 search lite car, and 6417 Pennsy N5c caboose that lit up as well.

We had raised pole beans on the farm the prior summer, so we had a lot of 2x3 8 foot long poles, and from that and a 1/4 inch piece of plywood, all stained, dark brown, mom told dad that a 4 x 8 was too big for the living room so he cut it down to 3 1/2 by 7. All held up by 4 pipes. Christmas morning I found a stack of straight track, a stack of curved track, an uncoupler track, cars, and locomotive side by side, and the TW transformer. and an instruction book with the picture of a very happy boy on the cover and a black and white Lionel accessory catalog. I guess it was a test, as I had to figure it all out, and I did. It took just about half the day, but, I, did it !!!!!!!!!!!

A few days later, my dad took me over to Skaggs Payless Drug Store on Washington Blvd in Ogden, and took me to the west end of the store. (the store went all the way through the block to Kiesel Avenue). There they had a complete 4 x 8 Lionel factory display and a ton of Lionel trains and accessories. I managed to score a Lionel 155 ringing bell signal that looked just like the signals that I saw on 5600 South in Roy, Utah . When I went back to the Skaggs store again a couple of months later, the trains were all gone, turns out they only handled them seasonally from about Halloween till mid January.

Sometime in 1956 I got acquainted with the George A Lowe hardware store across Washington Blvd from the Skaggs store, and I had found Valhalla, it was located in the basement of this old pioneer era hardware store where they had a complete toy department, and Lionel trains, along with a beautiful permanent year round layout. I think it must have been inspired by the 1949 Lionel showroom layout. From that discovery time on, my mom knew she could park me there while she did what ever shopping she needed to do and I would be there until she got back.

Being a farm person, I always looked forward to September, as the bulk of the work was behind us and it usually meant that a trip to Salt Lake City was in order with a stop at the Big Sears store on about 900 South between State and Main. They had a toy and train department there as well, and they always had one of the big 8 x 8 Lionel factory displays. A trip to downtown Salt Lake usually involved a trip to ZCMI, America's first department store, and they didn't disappoint either, with a home built layout on the third floor toy department.

July of 1957 brought the discovery of Peck's models, Ogden's first hobby store, and my first purchase of a "Model Railroader" magazine, and an introduction to HO model trains, as well as American Flyer S gauge trains. When the fall rolled around, Skaggs had a brand new Lionel factory built 5 x 9 display in their window. That holiday season, I scored a pair of Lionel 022 switches and some more track.

1958 was a big plus and minus. Let's start with the bad news first. Valhalla was gone and they had closed off the basement in a big remodeling effort and moved everything but the train layout upstairs to the second floor. That year they had a 4 x 8 layout with a pair of switches and the train would alternate between the outside and inside track all by itself automatically. Skaggs had another Lionel 5 x 9 factory built display in their window. Sears had another 8 x 8 factory built display in their toy department in Salt Lake City. Come that Holiday season I scored the mother lode, a 2383 Santa Fe F3, a ZW transformer, an oval of the new Super O track, and a 175 rocket launcher. That was quite a plus. Prior to that, I had learned my times tables and got a blinking water tower # 193, I, wanted a 138 with a spout but, they were out. 1958 was also the year I got acquainted with Marklin HO and had great fun with my friend's Marx factory built layout and another friend's American Flyer S gauge train.

TV was also king for me and in Utah, we had Engineer Ron's Fun Time Express. I got on the show, and got to sing a song with the host as it was produced out of KSL in Salt Lake City. It was a daily live show from 4 to 5 pm. Saturdays were kids day on TV in the mornings and a lot of the shows were sponsored by Lionel trains.



Captain Kangaroo even had a train day, about once a year, usually in September, and always featured Lionel trains.

Things remained about the same until the sixties arrived then things began to change a lot. Slot cars were becoming very popular and trains were taking a back seat, I got going with HO gauge and began to learn a ton about model railroading and was an avid reader of anything Frank Ellison or John Allen. The HO trains fit my kid budget much better at the time than did the Lionel O gauge trains. So, I built a really nice C shaped layout in the basement, replacing my O gauge layout which was taken apart and stored away.

At this time I, was a musician and, school bands and, garage bands, and girls were beginning to fill my time. By the time I graduated in 1967, I had made up my mind to go back to the Lionel trains as they were just more fun than the HO, and I had more locomotives in O than I did in HO and the better HO locomotives were close to the same money as the O.

I also took a job working for Hammond Toys in Salt Lake City, and enjoyed a great friendship with their repair guy, Herman Steiner. Mr. Steiner introduced me to the TCA, Train Collectors of America. I also enjoyed many other great friendships at this time. When I graduated high school, I had a full ride scholarship to Eastman School of Music in Rochester New York. The only thing I knew about it was, musicians usually starved but, on the plus side, Rochester was home to the PAL layout featured in the Bantam books Model Railroading book by Lionel. To make a long story short my folks wanted me to stay nearby as dad was in his 60's and retiring and needed someone to run the farm, so I stayed, did an LDS mission in Australia, got acquainted with Hornby trains there, when I came back it was the 70's and things had changed again.

I was reading an article in "Railroad Model Craftsman" about Lionel being taken over by General Mills and that they appeared to be producing some interesting items. I asked Mr. Peck of Peck's models if I could special order some of these new Lionel trains through him, as by now he was only carrying HO . He crossed his arms over his chest and said, "I haven't carried Lionel trains in 25 years and I'm damn sure I'm not going to carry them now." After being shot down, driving on the way home, I recalled all the trains that were sold in the Ogden area when I was a youngster and believed their might be a market for them. I made up my mind to try selling from home after I got married, so I borrowed a \$125.00 from my dad to buy 4 Lionel train sets, sold them and parlayed into a full inventory over the next several years. Initially I called the store Country Toy City, but after seeing the movie *Wonderful World of Trains*, decided to change the name to that .

Along the way I've built layouts in all scales, done scratch building, painting and have loved it all, some things more than others, and 47 years later, I'm still in business and I'm also building a toy train museum which will be finished soon.

Jim K.: "I could not resist asking Dale to talk about the museum he is building. Here is what he said."

The toy train museum will be known as Toot's Toy Train Museum. The original name was going to be Toot's Touch'em and See'em Toy Train Museum. I decided to shorten the name as it was a little awkward.



Toot's came about courtesy of Mama Duke at a small local café that we used to enjoy our meals at. She always referred to me as Toot because of my toy train business, and the moniker stuck. We're using a whistle character as a mascot. The museum is tiny by museum standards, and is located in a structure behind the store that used to be a 3 car garage, the building is about 22 x 35 feet interior about 660 square feet.

Inside the museum, we have 3 layouts all of which I call period pikes, the period being the mid fifties with everything from that era cleaned up and refurbished including the track. The largest is

about 11 X 16 feet and is a re creation of the old Lowes layout, that I mentioned previously. Some liberties were taken in its re-creation, a foot was added along the 16 foot side to accommodate the gang car operation. About 1 or 2 feet were added to the 11 foot side to accommodate the unique part of this museum. While half of it will be operating automatically for the spectators, those who would like to pay the extra fare, can become operators, and run the switcher in the yard, and service the businesses by loading and unloading cars with all of the old Lionel loader and unloader accessories. So far, the only modern concession I have made is at the drive in movie, originally it was just a painted plank, I've put in a dvd player with three 1956 movies available: *Love Me Tender*, *Giant* and *The Ten Commandments*. The trains that are running on the layout are the ones that I remember, a Santa Fe F-3 freight and a Jersey Central FM trainmaster passenger set all from the 50's and a NW 2 switcher decorated for D&RGW with a mechanical bell feature, to work the yard with the feature that the couplers will open when the whistle lever is used on the transformer, so you can uncouple any where you need to.

I wanted to keep the layout very Ogden, Utah iconic so there are several scratch built structures reminiscent of Ogden, from a 6 year old's point of view including: Del Monte water tower, California Packing Co. (they used to make ketchup there), the Swifts building located next to the stock yards (Lionel cattle loaders), Starkey's Feed and Grain (on the way to the stock yards) with it's checkerboard bins, Sperry Flour grain elevator, Utah's King Coal, coal ramp and loader, Becker's beer, Ogden's beer (disguising a Lionel barrel loader), a Lionel ice station representing for PFE, an old Lionel log loader for Anderson's lumber, a Lionel magnetic crane for Bloom's junk yard, and Cream O Weber dairy to handle Lionel's milk cars.

The Lionel trolley climbs a stiff grade from the station on the mainline where the passenger train stops occasionally, at the station master's will to let passengers disembark or embark on their journeys. Once the trolley gets to the top of the grade, it comes around on Ogden's main street Washington Blvd. and journeys past the store fronts between 23rd and 24th Street which includes the George A Lowe hardware store building in the middle of the block, several more iconic items will be added to this area as well. Down front is the Motor Vu drive in. It still exists, one of the few drive ins still around. I've got a lot of history with that drive in, as I saw a lot of movies there, and in the late 60's the garage band I had, the "Worlocks", would play a Friday or Saturday night show on the roof of the snack bar, before the movie started, over KLO radio. The three towers of the KLO radio station and the broadcast building are located near the drive in, and I worked there as a disc jockey in the 70's, and as a stunt, held the world's record for roller coaster riding, 39 hours at Lagoon amusement park in Farmington, Utah. At the back of the layout is an area reminiscent of the UP, crossing bridges over Devil's gate

in Weber canyon. In front of that is the Lionel oil derrick servicing 3 oil companies tanks, Conoco, which was founded in Ogden, UTOCO which was Utah Oil Company, a result of the Standard Oil monopoly break up, (turned out my uncle was the comptroller), and Sinclair oil. My family farm will be represented as well with a barn, home, chicken coop and a small cornfield being worked with an Allis Chalmers tractor. The layout comes apart in 7 sections about 4x6 feet each.

Layout #2 is built with three 4x4 foot sections. It is a re-creation of the prop that was used on the Engineer Ron Fun Time Express show, locally produced in Salt Lake City by KSL on channel 5. I refer to it as the Fun Time Express layout.

This layout was built using American Flyer S gauge trains and is in an L shape. I was on the show and got to sing a song with the host, (my first television appearance singing) but, the best part, I got to walk the track and take a really good look at the layout. The layout had two stars, Cecil the diesel, an American Flyer PA-1 and PB-1 with streamlined passenger cars custom painted in Union Pacific colors. Also an American Flyer 4-4-2 Atlantic type locomotive that was called Dinky Pooh. Other players that occasionally showed up were an American Flyer hand car, and another older style, heavy weight passenger car set, they called the, " grand daddy " pulled by a 4-8-4 American Flyer locomotive.

Train sequences were done with about 30 kids in a grand stand behind the layout, then cartoons and Little Rascal's adventures were played in between, and it was all live. Spudnut doughnuts were given out along with NEHI pop.

The layout was really nice and started out as simple, but with nice scenery, made the 4x8 layout. Then they added the final section making it an L shape, and they had a contest to provide a bridge for the upper track to go over the lower track. They must not of had much of a budget left, as the structures they chose were from the Carsten's publishing book that had about 24 structures of paper and you could buy the book for a dollar.

I did the re-paint on the re-creation of Cecil the diesel and decided to make the observation car #5, and it is the Ron Ross car, as he was the host of the show. On top of that he's a Weber county boy he's about 91 now and lives in Ogden.

The track is all the old American Flyer track with rubber roadbed as, that was what they had on the show layout. It was kind of funny that the layout was all American Flyer but, Lionel was a frequent advertiser.

I added a few things to make it a little more iconic for Ron Ross's story, his father had a big band during the swing era and it was called the Shorty Ross band so, on a Plasticville barn we have dancing every Saturday night on one side of the roof, and the playbill states it is the Shorty Ross band. On the other side of the roof it is Community Theatre as Ron was always into acting and the theatre. When he left the show in about 1958 or '59, it ended while he pursued an acting career in New York, eventually becoming an understudy for the actor Lee Marvin. When he returned to Utah, he became Fireman Frank on channel 4 KCPX. We have this reflected on the layout's paper fire company with engine # 4 coming out of the building's doors. He also provided the voice for Nightmare Theatre, every Friday night from about 10:30 til Midnight. So, at the top of the mountain we have a small castle, Roderick's Castle, where you can hike up to if you dare, and if you are really brave you could spend the night and enjoy nightmare theatre.

One other concession was made, I added a single pump Plasticville gas station, and all of a sudden I had a scene very reminiscent of a lot of the small Utah towns I went through visiting relatives. Also, the folks in the town couldn't do without water, so I installed a Colber water tower to help them with their water needs for the community.

Layout # 3 is the layout featured on the back cover of the 1957 Lionel catalog. I refer to it as the '57 dream layout. It is about 2/3s laid out, wiring hasn't started yet, but it's not as complicated wiring wise as layout # 1 so, it shouldn't take too long. This layout has been built by many people using super O track, but when Jack Kindler of Lionel fame designed it, it was conceived as an O gauge layout so, that's how I decided to do it, once again, a

period pike, nothing new, everything from the 50's period. Only a few concessions have been made from the original design on this L shaped beauty. I had to make a special bridge plate to get over the railroad yard tracks and the second main line. I also added a Lionel trestle type bridge coming out of the tunnel towards the control panel area. Also in the control panel area I decided to place the piggy back unloading station, as this requires manual operation, and having it just underneath part of the upper mainline, keeps it interesting. That was not included in the original concept. This layout is made to be operated both for a spectator and an operator, depending on the skill level available.

There is a 3 track mainline featuring S, O, and Standard Gauge just under the ceiling, which everyone will get a chance to run and test their operating skills along with the Fun Time Express layout that requires a little more skill as there are grades, and speed issues connected with that layout. Also with the Fun Time Express layout, I have constructed a locomotive cab on engine # 5 where the controls are with a large window on the cab where mom and dad can get pictures of the kids running the trains and be a waving engineer.

Other static type display items will be included as well, and are planned but not constructed yet. My kill date for this project, (there is no tomorrow) is April of next year so it will be ready for the 150th anniversary of the Golden Spike as Ogden will be ground zero for all of that and with the Big Boy coming in under steam, its going to be a world class event. The museum will be presentable but, finished, like a model railroad will never happen, I hope.

While I've lost most of my musician chops instrumentally I can still carry a pretty good tune, and for the last 9 years we've been doing something called the Big Daddy Show which is basically a karaoke show with some of my store helpers, a bit of rock, country and pop. So, with my family I'm a happy camper and retired now to doing just the store and the music. And the beat goes on. Dale

If you think I can be helpful to you and your model railroading please contact me at Dale.Spaulding@oscaleresource.com.



Allan Black

I am a scratch builder, building live steam locomotives in 16mm scale to make money to help pay the bills. I create my own drawings on CAD, and I can go from the idea to the varnish at the end of the build. I model the NSW railways in 7mm scale, the railway of my childhood and also in 4mm scale 18.83mm gauge for the British scene, inspired by Pendon Museum, Didcot, UK. I am a fussy modeller, which usually means I don't build from kits as I can find them frustrating. However, I have built a few kits in HO scale and found them to be a pleasure, but yet, finances limit the amount I can do there.

I have been running trains on model railroads since an early age, traditionally with my father and then stepfather afterwards. Schooling interrupted and so did a change of country, but a taste for the USA railroads and UK railways was instilled into me. Soon after schooling, I became involved with the Pendon Museum at Didcot, and from here I gained a fine attention for detail and inspired to go the bit further. This has made me, many years later, to make my own wheels in 7mm scale for steam engines, passenger carriages and freight cars. I model the 4mm scale to a British Great Western Railway outline as I find this to be as enjoyable as 16mm and 7mm scales, but calls for a different disciplined approach.

In 2011, life changing injuries from a no fault automobile accident changed what was possible for me to achieve; and from this, I opened my own workshop company where I build the live steam 16mm scale engines from my own drawings and try to bring some income from that. It hasn't been easy at all. I built my first 16mm scale steam locomotive "Black lady" (battery powered) as part of my rehab to regain mobility and function in

my lower right arm. I have now got a few live steam engines under my belt and won an award in 2013 with the Association of 16mm modellers Garden Railway show at Peterborough in 2013. (See my picture winning the Andrew Neale trophy picture and the Black Lady at the competition. My own camera pictures).

I have started a few model railroads, but haven't got to the scenery stage due to changing circumstances in the family life, but now I hope to build a model railroad as I have now secured a permanent residence in Tywyn, Wales, UK.

Due to tight financial restraints, I made quite a lot of items myself by trial and error. I remember when I made a working auto coupler working from the release lever, but spent many times remaking it from scratch and I was so happy when it worked in 7mm scale. It would take more than 12 hours per coupling to make, and I had no castings nor machined parts but I learnt a few skills that way. It is the same when I learnt to make my own steam locomotive wheels, the first few tries didn't hit the mark or had problems with their correct function (for example, the crank pin throw being slightly out on each wheel). The frustrations from not knowing how to make something drove me on until I found the answer. Sometimes I would draw out the issue on paper or later on with CAD. I'm not saying it was easy, far from it, but I learnt a great deal about myself too in the process and then found some parts really relaxing to make, suppose you had to with so many spokes per wheel to cut out with a piercing saw and 1mm thick brass sheet!

I have built a concept locomotive called the "Fairatt". The front power unit is 0-6-0 and pivots under the boiler like a Fairlie steam locomotive on the Ffestiniog Railway and the rear power unit has the boiler unit pivoting on top of the rear unit but in the fashion of a Garratt steam locomotive (see Fairatt as new picture). This engine is live steam and fully articulated. She is largely scratch built by myself with the gas tank, burner,

pressure gauge, and safety valve not made by myself. The lessons I learnt is that it is hard work to build something that critics said would work and then make a model of an engine on the principle of the concept and make it into a working model and having a determination to finish the project. Oh how many times I had to make certain parts to get it all to work!

Tor a lot of the time no friends to help me either. I was inspired by other model railroaders work in



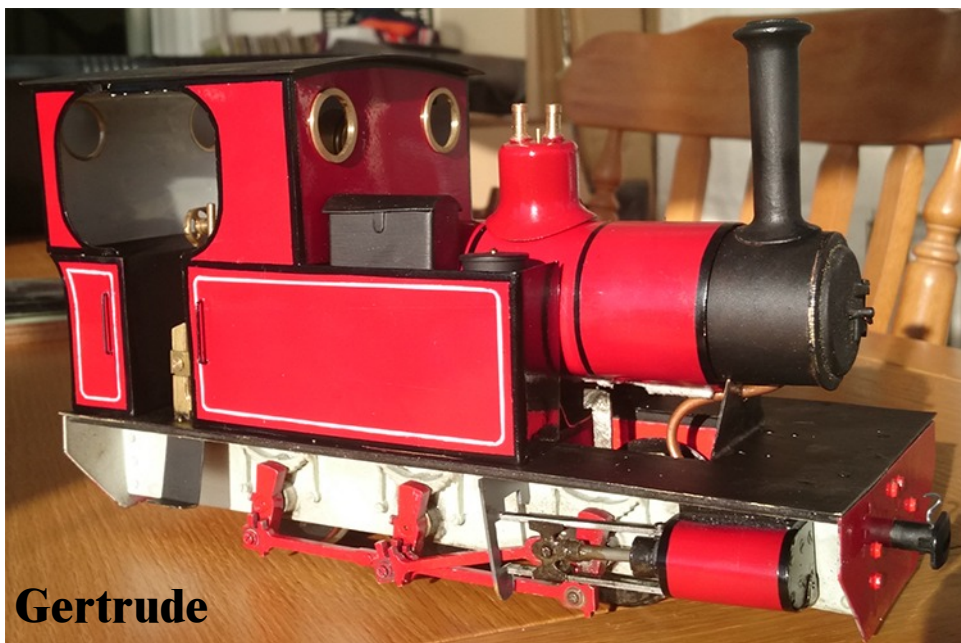
Fairatt

magazines, books and videos. Frequently my modelling would distract me from day to day stress at home with a disabled mother and disabled stepfather requiring time and patience.

My choice to model 16mm, 7mm, 4mm and HO scales, they each have a separate reason and intention. 16mm scale narrow gauge was perfect for the garden railway hobby that I have become interested in. The construction of live steam locomotives has helped the finances a little as they are sometimes sold after



Black Lady

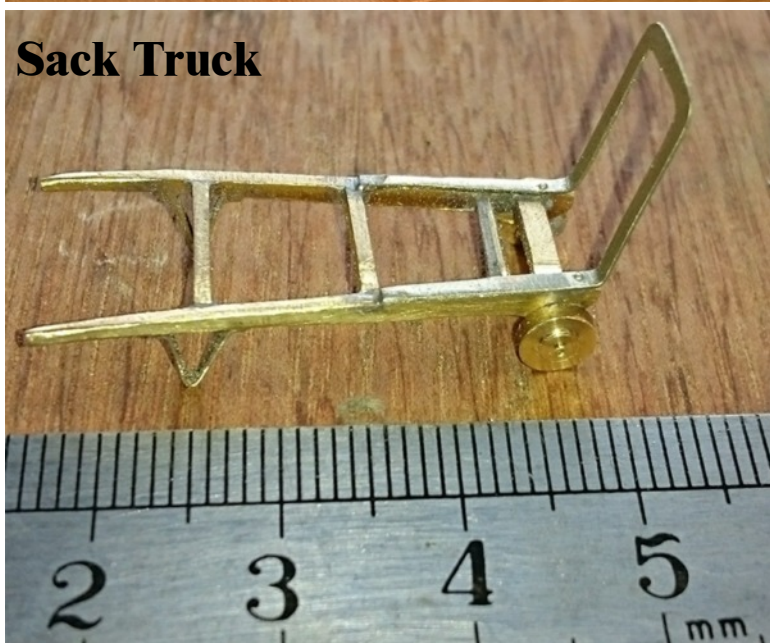


Gertrude

completion, especially if I am making a batch (see picture called Gertrude, this is an example of what I build in 16mm scale).

7mm scale is the scale I have chosen to model the railways of my childhood in NSW, Australia. 7mm scale has its limitations and benefits too; limitations of space, but benefits in more detail. It is also the best scale for me to model most details of the NSW railways for which parts are hard to purchase, but easier to make. Recently a platform sack truck was made (see sack truck picture) and a 13 class 4-4-2 tank engine is under

construction (see pictures marked 13 class).

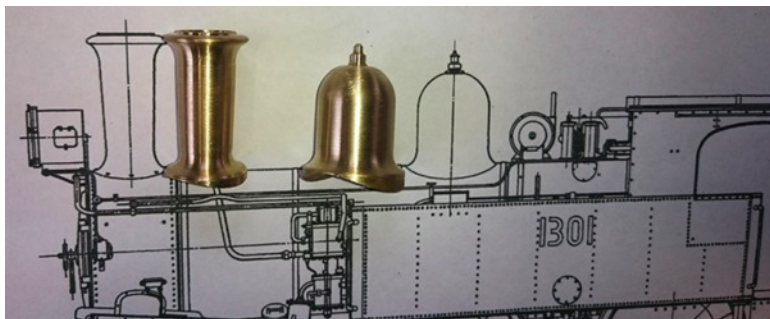


Sack Truck

4mm scale 18.83mm gauge, I model this as this is the smallest size I am prepared to work in, it being much harder to scratch build but it is easier to fit into a smaller space and perfect for dioramas. This is following on from my experiences at Pendon Museum near Didcot, UK (see picture for 850 class 4mm scale).

HO scale, I model this also but because I find the kits nice to construct and interesting to operate. The ready to run stock runs nicely and DCC sound is something I want to incorporate in 7mm and 4mm scales.

I haven't tried to stick with one scale as I find that it's best for me to have a variety of scales as they all have their benefits and restrictions depending on the mood I'm in.

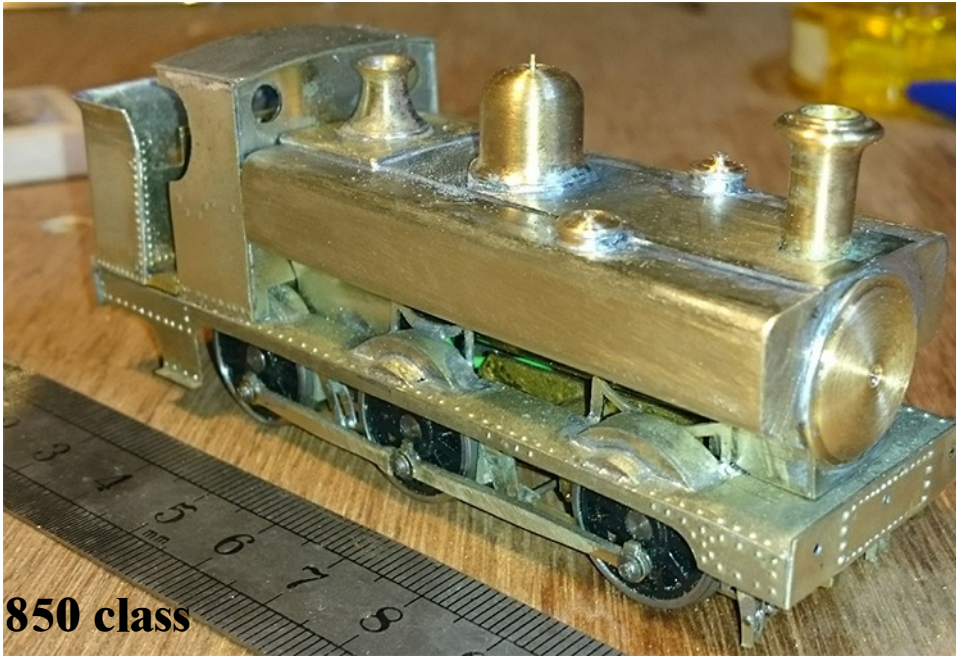


13 class

I hope to help others to produce smooth running locomotives by scratch building, and to encourage them to give it a go By mentoring, I hope that I can give help, and create new friendships, to the benefit of the hobby and those who model. I hope that I can pass on what I have learnt and let people know that it is ok to make mistakes, no one is going to yell at them, but show them the hand of support, the kind of support I wish I had years ago when it was tough for me.



As for what's important in taking of photos I would like to have enough detail to be almost unable to tell it's a model railroad. This is my



preference, but I'm not prepared to tell others how to take their pictures, I'm not an expert in that matte.

As a footnote, I would like to add that I am an active volunteer on the Tallylyn Railway and also enjoy carpentry/joinery.

Please contact me at Allen.Black@oscaleresource.com if you want to discuss modeling.

Well it's time for me to get back to my workbench and travel some more "New Tracks". Please visit my Facebook page [Jim Kellow MMR](#) and follow it to stay in touch.

Also please subscribe to my web site: NewTracksModeling.com to get email notices for all my Zoom "New Tracks" Meetups every Wednesday and Saturday evening at 7pm Eastern time. The shows are also live streamed on our [YouTube New Tracks Modeling Channel](#).

Announcing the Walthers 2021 Model Railroad Scholarship Program

We have different talented modelers on each show that can give you some ideas for your own model building. Join us and participate. Thanks again for reading this far, and best of model building to you. Say hi if you see me.

I am sorry that by the time you read this the July 15 deadline for this Walter's 2021 Scholarship Program will be upon you. So if you have a son or daughter or grandchildren that are involved in model railroading, and meet the other qualifications, please have them take a look at the 2021 Walters Scholarship Program Announcement. If your family member is eligible and applies, I wish them the best of luck with their entry. I just found out about this program a few days ago, which was after this article had to be submitted for publication. However I am so impressed with what Walters is doing for young model Railroaders I wanted to bring this to your attention. Thanks to Dan Dawdy, the publisher of this magazine for allowing me to add it to my article.

I became the Ambassador to the Model Railroading community for the Association of Professional Model Makers (APMM) because I believe the knowledge, skills, confidence, and model building capabilities of model railroaders make them highly qualified to become Professional Model Makers. Earlier this year I presented a program to the APMM showcasing several young modelers to demonstrate this belief.
<https://www.facebook.com/100012440913008/posts/1094822850942402/?d=n>.

I believe mentoring, internships, and financial aid programs for model railroaders, by private companies, can be a win win for both model railroaders looking for career opportunities and companies looking for qualified employees.

I congratulate Walters for developing their scholarship program. I will certainly try to get the information to you sooner for their 2022 Program, if they have one.

In the meantime I think we should all thank Walters for recognizing the value, that being a model railroader, can have in the education and future professional achievements of our youth. Thank you Walkers. Now how about other Model Railroad Manufacturers and suppliers also considering developing similar educational and professional development programs for model railroaders. If any other companies are offering programs for model railroaders please let me know as I would also like to write about them and include them on my website: newtracksmodeling.com.

How about real railroads also offering such programs? How about educational institutions giving recognition to the value of a model railroader's experience and knowledge? I hear all the time the hobby needs to appeal to young people. Well I believe Walters is taking a step in the right direction to make that happen. Read the following Walters Announcement and see if you agree with me. Let me know what you think. JimKellow@oscaleresource.com Thanks

Announcing the Walthers 2021 Model Railroad Scholarship Program.

Designed for class of 2021 high school seniors or grads active in model railroading and pursuing a degree in one of the STEAM programs (science, technology, engineering, arts or math)

Application Deadline: July 15, 2021

Qualified applicants MUST meet the following criteria:

2021 high school senior or 2021 high school graduate residing in the United States.

Have a 3.0 GPA or higher

Plans to attend a two-year or four-year technical college or university during the 2021-22 school season with an intent to pursue a degree in one of the STEAM programs.

Demonstrated participation in a model railroad youth activity program such as Youth in Model Railroading®, Scouts MRR program, 4H model railroading, MRR Youth clinics, active participant in building a home layout, or belong to an organized model railroad club.

Write an essay describing their involvement in model railroading and how they feel it has benefited their education within one or more of the STEAM areas of interest.

Include one reference that can attest to their involvement in model railroading activities. Walthers will be contacting the reference of selected finalists.

[Read this entire application before proceeding](#) to ensure that you are prepared and have all the required information to complete this form. You will not be able to save your application and edit it later. Walthers will be contacting reference of selected finalists only.

Please contact Karen Formico - karenf@walthers.com if you have any questions.

By Ross Dando

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

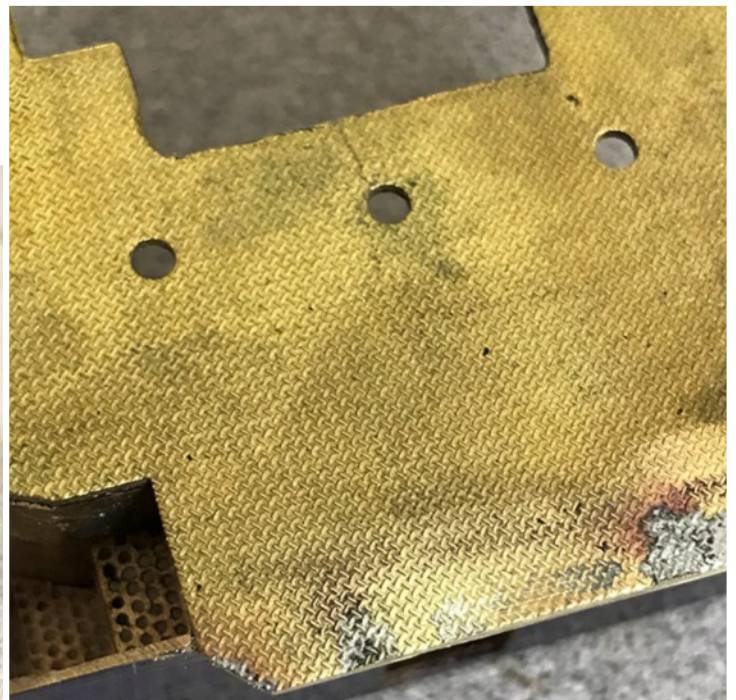
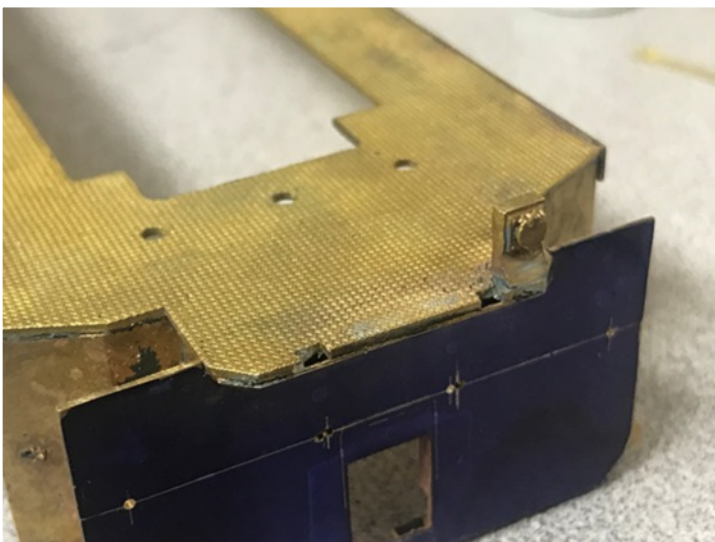
Summer Brass Work

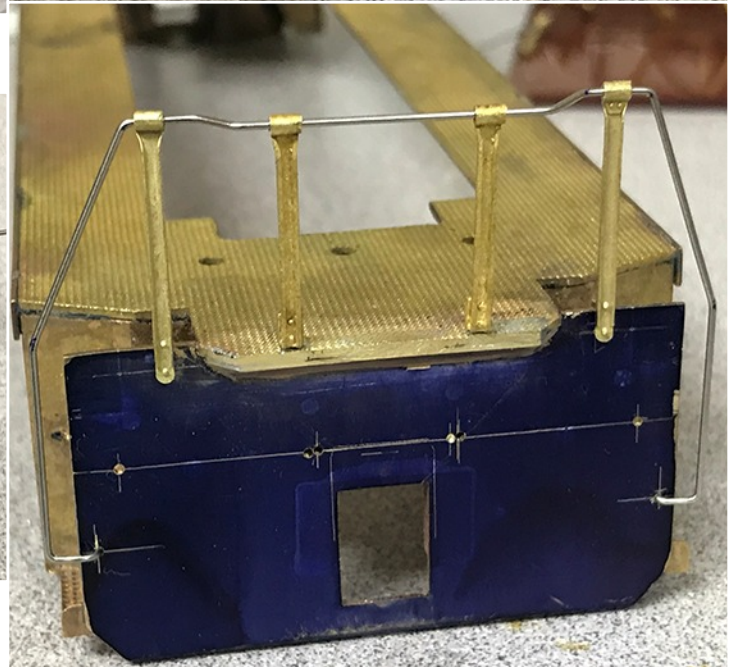
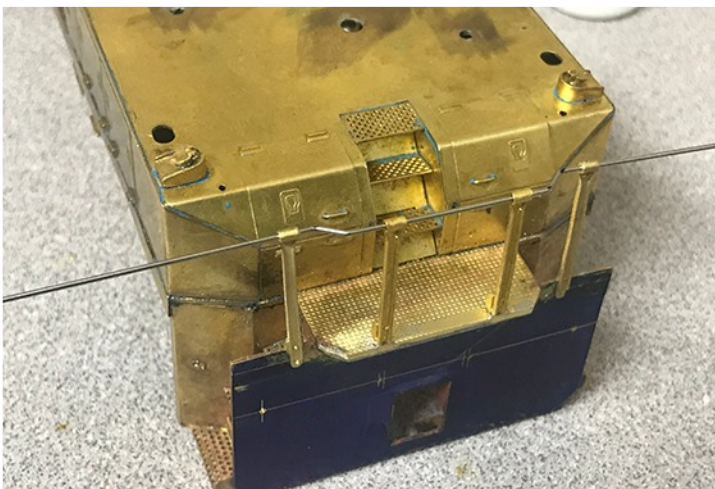
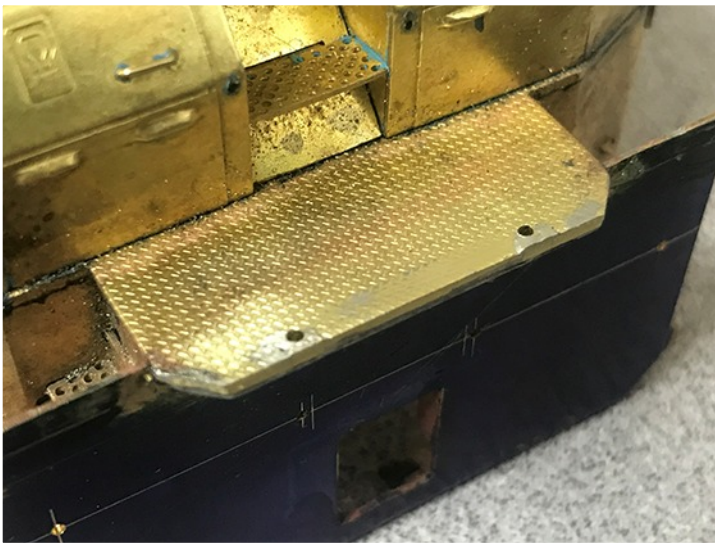
Editors note: As happens sometimes, we get a small amount of text along with many pictures of the process. The pictures appear in the author's order so you can follow along with the brass part of the build.

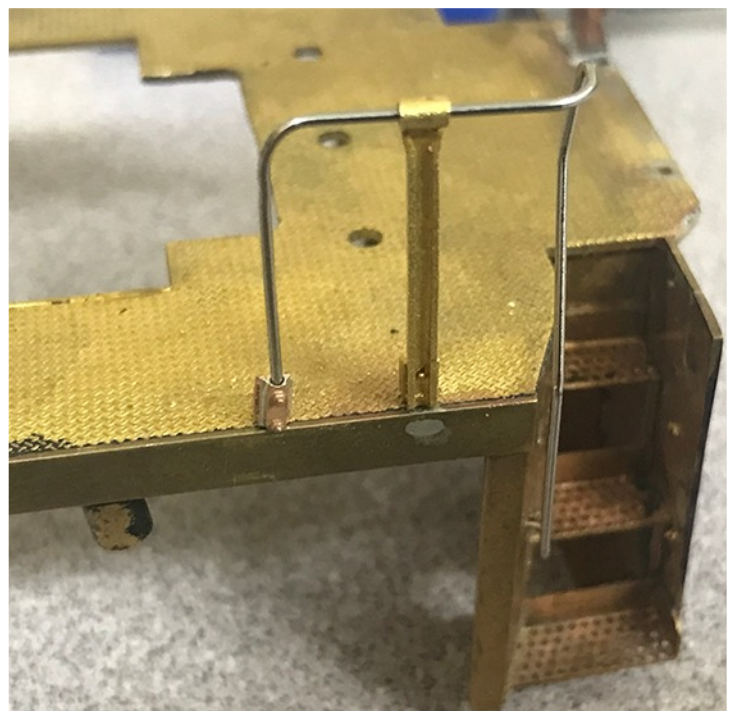
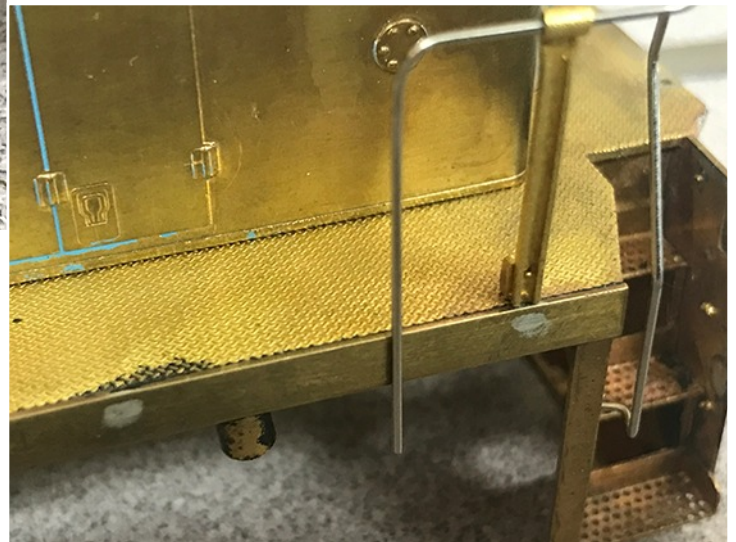
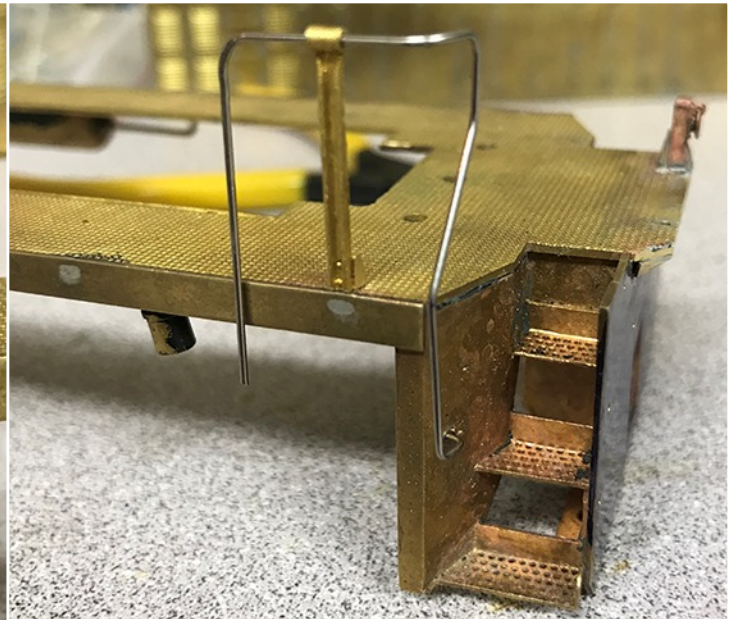
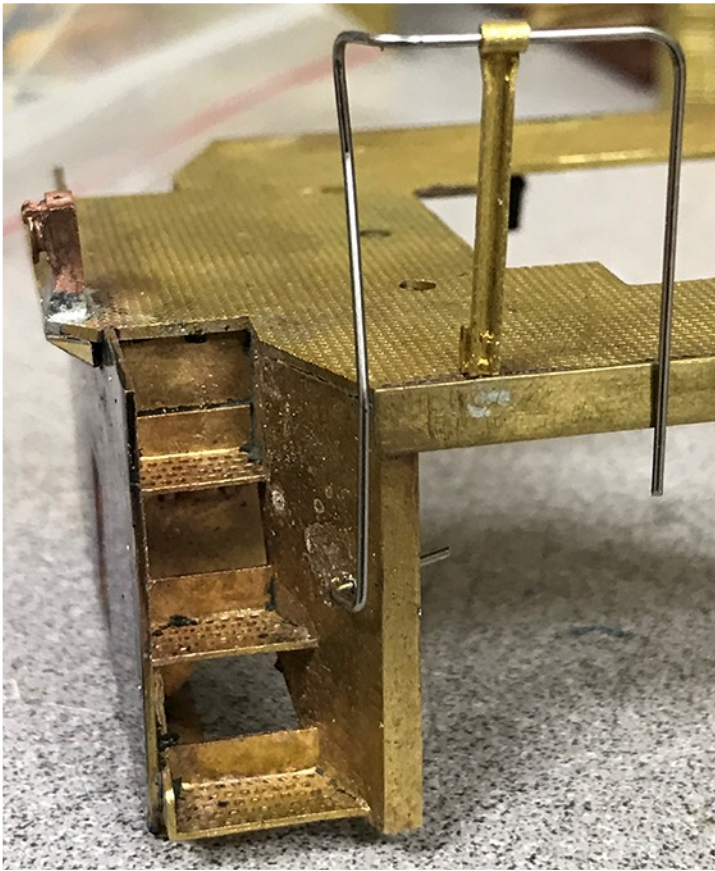
When I moved to Proto48, I was not very comfortable working on brass beyond soldering detail parts back on a model. When I was in my teens, I bought a basket case at an NMRA auction and a gentleman in the club helped me put the model back together and get it running. At the last Chicago show, I bought an OMI SW1500 and was "just going to paint it". That has turned into a series of corrections and additions of details you may have seen in past issues.

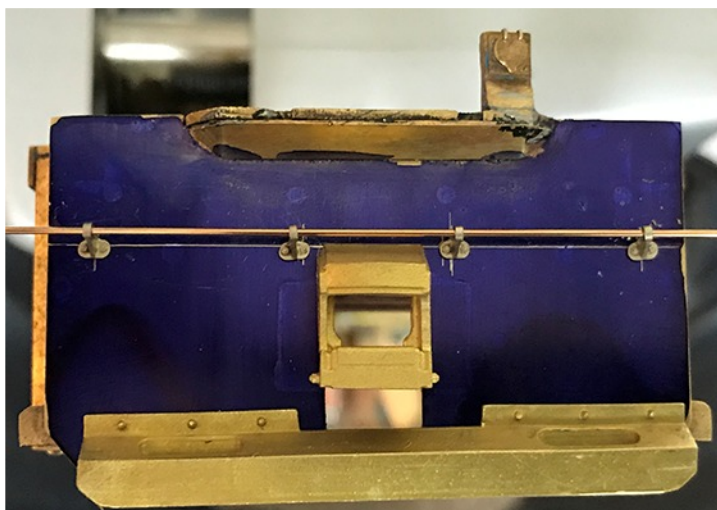
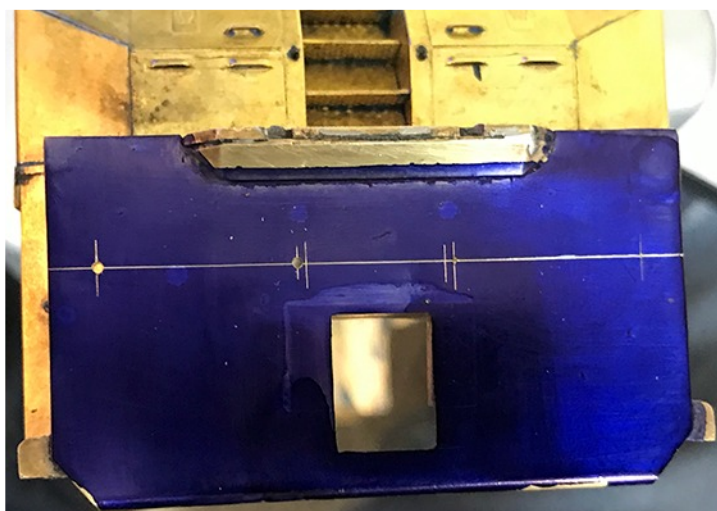
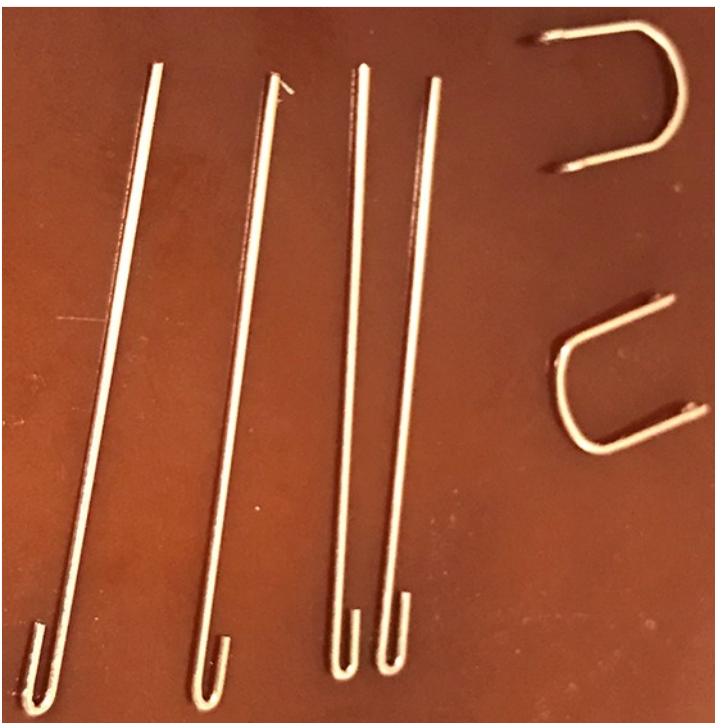
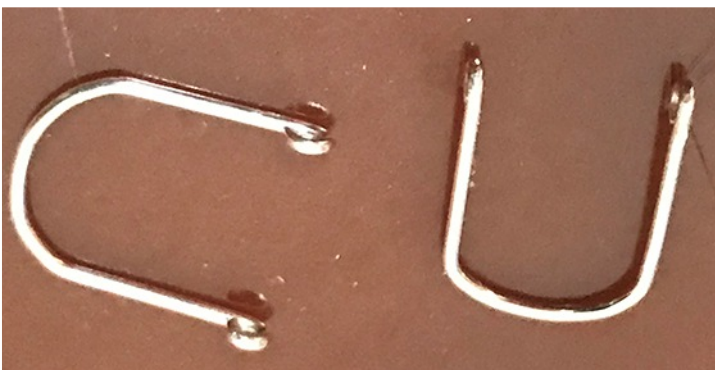
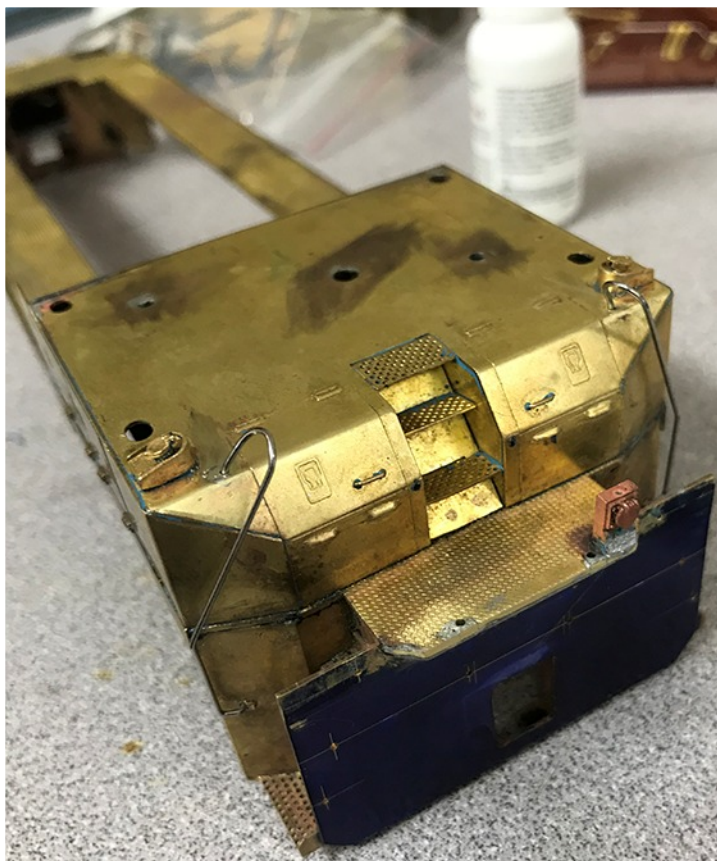
I have been solving my own problems in most of my columns so if anything I did helps you with your projects, please [drop me a note and let me know](#).

Well, now it is time to face the music and address the one detail I dread, handrails. The original pilot hand rails fit into notches in the deck. This is nowhere near how the prototype fits together, and it stuck out like a sore thumb. The first step was to fill in the notch. I had scrap material from the deck when I fit the drive Jay Criswell put together. I was trying to figure out how to do this step and found that making a narrow piece that extended well past the edge of the deck could be held in place by friction and supported with tweezers if needed. I used my resistance unit and flowed just enough solder to hold the piece. I then cut it flush with the edge of the deck. I was amazed the diamond pattern lined up! The holes for the stanchions were drilled and then it was time to bend the 0.025" steel wire to form the handrail. I worked my way around the unit and followed pictures to get the bends and everything fitting. The last piece I am working on before attaching the handrails permanently is the base for the side handrail. This is made from two detail parts I found in the junk box.









Moving on to the pilot of the new casting for the rock pilot designed by Terry Van Winkle and cast by VB&B – it looks amazing. It is very satisfying to see the correct parts on a model. Closing up the couple opening has really helped the look of the pilot. A scale buffer casting finishes off the opening. These parts, along with the coupler cut bar brackets, complete fine details. I am currently working on bending the cut bars before doing final attachment of all the parts. Stay tuned. (See picture on next page top.)

On the Twin Star Cars side of things. New stuff has been arriving and I really need to get my act together and put up a website. Dan Dawdy has taken the first step for me! The domain name that expired a couple years ago was available and now we own it again. This means someone needs to get pictures of all the things that are currently available for both Twin Star Cars, as well as, Modern Era O Scale.

Bird House to Carriage House

By Steve Harvath

I was in the crafts store (Jo-Ann's) wandering around and checking to see if there was anything I could use on my O-scale modules when I passed a display of little bird houses in raw wood. They are intended as paint-it-yourself decorative items for interior use. They looked like they could actually be the right size for an O-scale building to set against the backdrop. I bought one that had a gambrel roof design. It cost under \$4.00.

It is made from 3/8th inch plywood and has an ill-fitting, one-piece galvanized sheet iron roof.

Once I got it home, I could see it had potential to represent a small barn or carriage house. I like the gambrel roof design for its visual interest. The thickness of the eaves at the front and exposed edge of the plywood there took some thought. I thought it could be disguised with trim or, as I finally decided, I could simply call them boxed eaves as was done on prototypical buildings of the era.



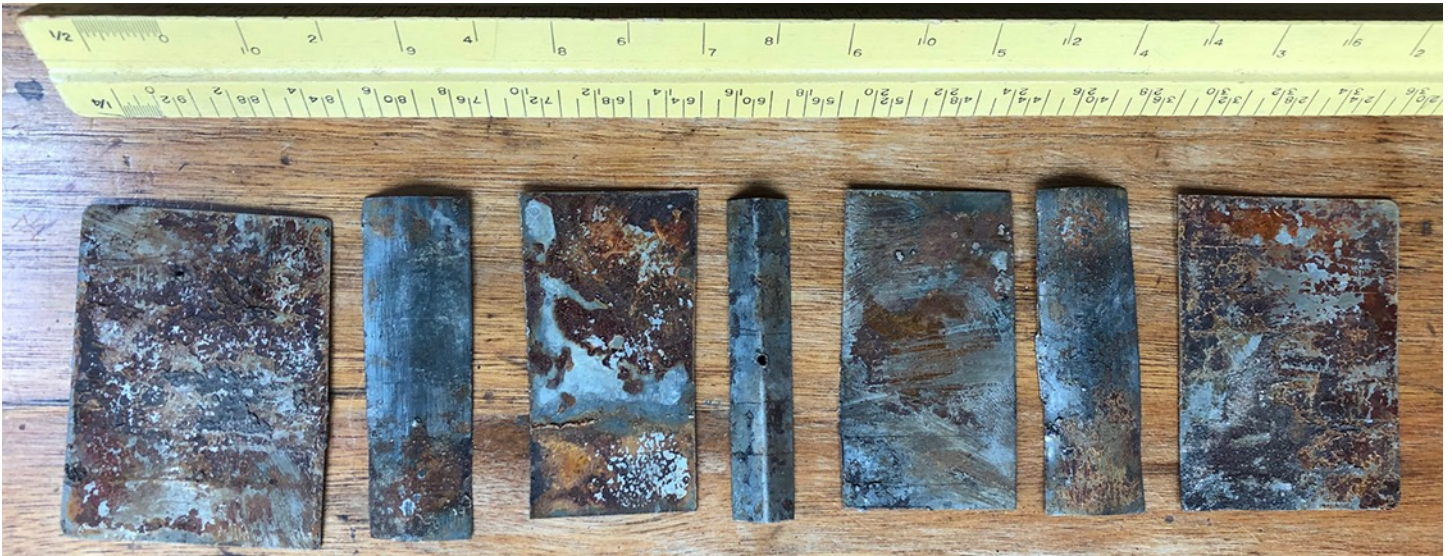


The bird house hole could be left open to represent the access to the hayloft. The surface of the plywood front and sides was fine grained and could be modified to represent a board wall.

With some additional material, the galvanized iron roof that came with the bird house could also be re-used on the carriage house.

The front scales out to 14 feet side-to-side and 16 feet six inches from ground to the underside of the roof peak. This allows for a nice high ceiling on the ground floor and a reasonable ceiling height for the loft.

I cut the galvanized roof material into shorter lengths and cut a piece of tinned iron sheet from a soup can to complete the roofing materials. One surface was wire brushed, sanded and scribed to remove the zinc and tin. Getting the material to really rust was the goal. I could have probably just put them out in the weather to rust, but for fast results, I put the pieces in a bath of vinegar and salt to speed the process.



The bird house was prepped by chiseling off the existing door trim and cutting off the fake bird perch. A jab saw squared up the bottom of the hole to create a round top hayloft door opening.

I added details. Scale six-inch boards defined the corners of the carriage house and the trim around the doors.



Four-inch scale boards were applied to represent battens on the board-and-batten style siding. A timber juts out above the hayloft door with a hook. It represents the stanchion for a rope and pulley system used to load-in hay and feed to the loft.

I built up doors of 1/32 inch basswood and hand scribed the wood with a sharp 4H pencil. The doors to the loft have cross pieces to resemble braces. Some cut down Grandt Line engine house hinges were added to the main doors.

I damaged the bottom of the walls with a dental pick to simulate dry rot and termite damage. I filled the exposed edges of the plywood roof with several coats of artist's gesso. This thick acrylic medium fills the rough edges nicely. Now they will look like trim. Flat black paint behind the doors and on the inside of the back wall give the illusion of depth. The whole structure is painted with a gray color undercoat. This would show through where the final color coat of paint had chipped and worn away.

I applied Vaseline to the parts of the walls and trim where I wanted the gray to show through as exposed wood. Once I scraped off the paint that covered the Vaseline, the walls took on a weathered, chipped paint appearance.



I applied a coat of brown shoe dye and alcohol stain to dull the finish and age the remaining paint. I put the stain on the out facing sides of the hayloft doors to show how the interior was unfinished. The sheet iron roofing came out of the bath and dried to a great rusty aged look.

The blue color was chosen because I wanted to represent a carriage house that would have stood behind a big Victorian house. I think a prototype carriage house would have matched the colors of the house. The blue main color and white trim treatment is more upscale than a mineral red barn on a farm.

Now, I guess I am committed to building a Victorian house or maybe there is another bird house.

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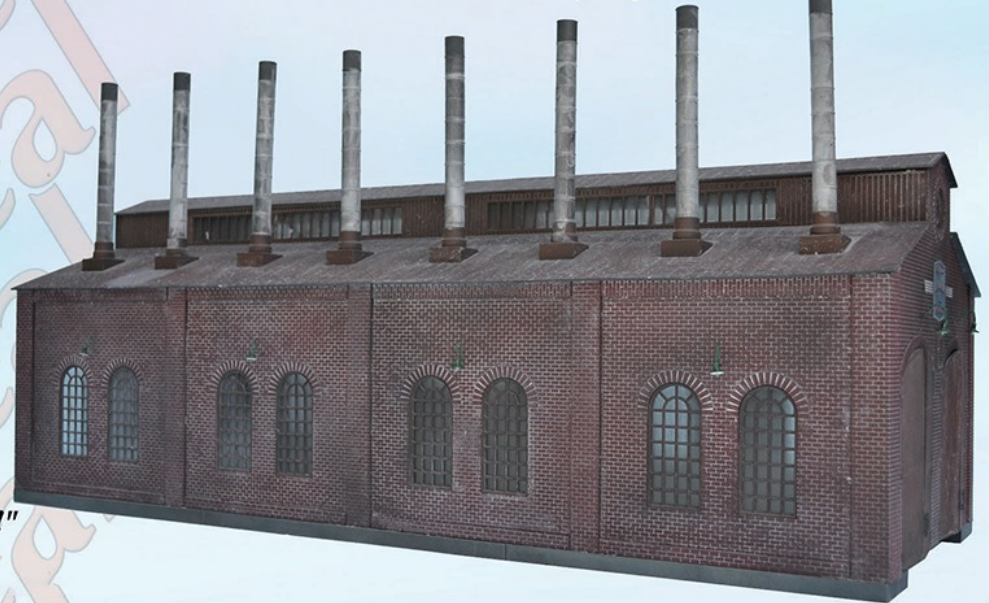
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O SCALE SHOWS & MEETS

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.

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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: <https://41nngc.com/>

Southern New England 2 Rail O Scale Show

October 2nd, 2021

161 Chestnut Street, Gardner, MA 01440

Train show with a large selection of dealers specializing in everything O scale! Ow5, Proto48, On30, On3. Show Hours: 9:30am-3:00pm. Admission: \$6.00 per person, \$8.00 per family

Email: sneshowchairman@snemrr.org

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

The Greater Grand Rapids Fall Train Show

October 9th, 2021

HSB Inc., 5625 Burlingame Ave SW, Wyoming, MI 49509

Website: <http://grvrrc.org>

Email: kws kopp@gmail.com

O & S Scale Midwest Show

NOTE: New dates for this years show. Lower admission and hotel rates!

Friday (Set up) Saturday and Sunday, October 8-10, 2021

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

Website: oscalemidwest.com/

Email: info@oscalemidwest.com

Eastern PA 2 Rail O Scale Train Show and Swap Meet

October 16, 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](#)

The Cleveland O Scale 2-Rail Train Meet

November 6 @ 9:00 am - 1:00 pm

The Cleveland O Scale 2-Rail Train Meet has been rescheduled for April 10, 2021. The website (<http://www.cleveshows.com/>) has updated information on the show. The show will still be at the UAW Hall (5615 Chevrolet Blvd., Parma, Ohio 44130) and happen from 9am to 2pm. Admission is \$6.00. Contact Sam Shumaker at (440) 248-3055 for table and additional show information.

O Scale March Meet

April 1-3, 2022

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

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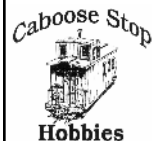
SHOWS & MEETS

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