
THE O SCALE RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
We're putting the "modeling" back in Model Railroading! ®
Volume 9 No.1
September/October
Backshop Solutions
When is DCC Not DCC?
National Contest Winners
The Brian Scace Experience
Looking Backwards to Move Forwards
Upgrading the GGD 1938 Super Chief Pt 2
Scratch Building My Steam Locomotives Pt 7
And So Much More...

O&S Scale Midwest Show

NEW DATES FOR THE 2021 SHOW

October 8-10, 2021

WYNDHAM

INDIANAPOLIS WEST 2544 EXECUTIVE DR. INDIANAPOLIS, IN

Free airport shuttles / No need to rent a car!

DEALER SETUP

Friday 4pm - 9pm

Saturday 7:30am - 9am

SHOW TIMES

Saturday 9am - 5pm

Sunday 9am - 2pm

Room Rate $105.00* per night (until 9/8/21) Reference O/S Scale Show when calling

***Based on availability**

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THE O RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
SCALE

Published Bi Monthly

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September/October 2021
Volume 9 No. 1

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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 below 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

Downtown scene from the Mountain Electric Railway on George Paxon's layout.

BILL OF LADING

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

From the Publisher's Desk

I don't know about where you live, but here in Central Illinois we are in the "dog days of summer". While attending the Denver O Scale Show in mid June, temperatures were in the 104º F range, but with extremely low dew points. Here today at 92 degrees, but with dew points in the high 70s, it's a whole different story. At least the basement is cool!

The Midwest O & S Scale Midwest Show in Indianapolisa is set for October 8-10th. We have a very few 8 foot tables left to sell. We had to add hotel room blocks twice as we sold out. There are still a few rooms at the convention price of $105. You can book your room here: https://oscalemidwest.com/on-line-hotel-registration/

Our Vendor list is on the Website so you can get an idea of who will be there offering products in what scale. New layout tours will be added soon. Presenters this year include Glenn Guerra doing hands on soldering on both days at his tables. Ken Zieska and Tom Lennon will be working on projects, one of which is a box of parts to kitbash 2 and 4 bay Centerflo Hoppers in S scale. MrMuffin's Trains will be working with Korber Models, building and weathering.

We are looking forward to seeing many of you that we have not been able to see since the last Chicago show in March of 2020.

We are are entering our ninth year of publishing *The O Scale Resource* magazine. A lot has changed as we have evolved and expanded. With well over 6000 readers per issue (as measured by IP address), we cover the world not only with great articles, but tremendous international authors. Santiago Pineda is back with his GGD 1939 Super Chief upgrades. George Paxon talks about changing his modeling. We also have George doing trolley articles in the upcoming issues. Hey, we love trolley around here. If you are a trolley modeler let us know so we can work on featuring your projects and/or layout.

From our last trip out East last year, this time it's Brian Scace's layout featuring, well, Brian and his layout. Glenn Guerra continues his scratch building of two steam locomotives and explaining how he made this working Stephenson valve, and there's even a short video of it running. Of course we have Jim Kellow's New Tracks and Ross Dando in the Backshop along with much more.

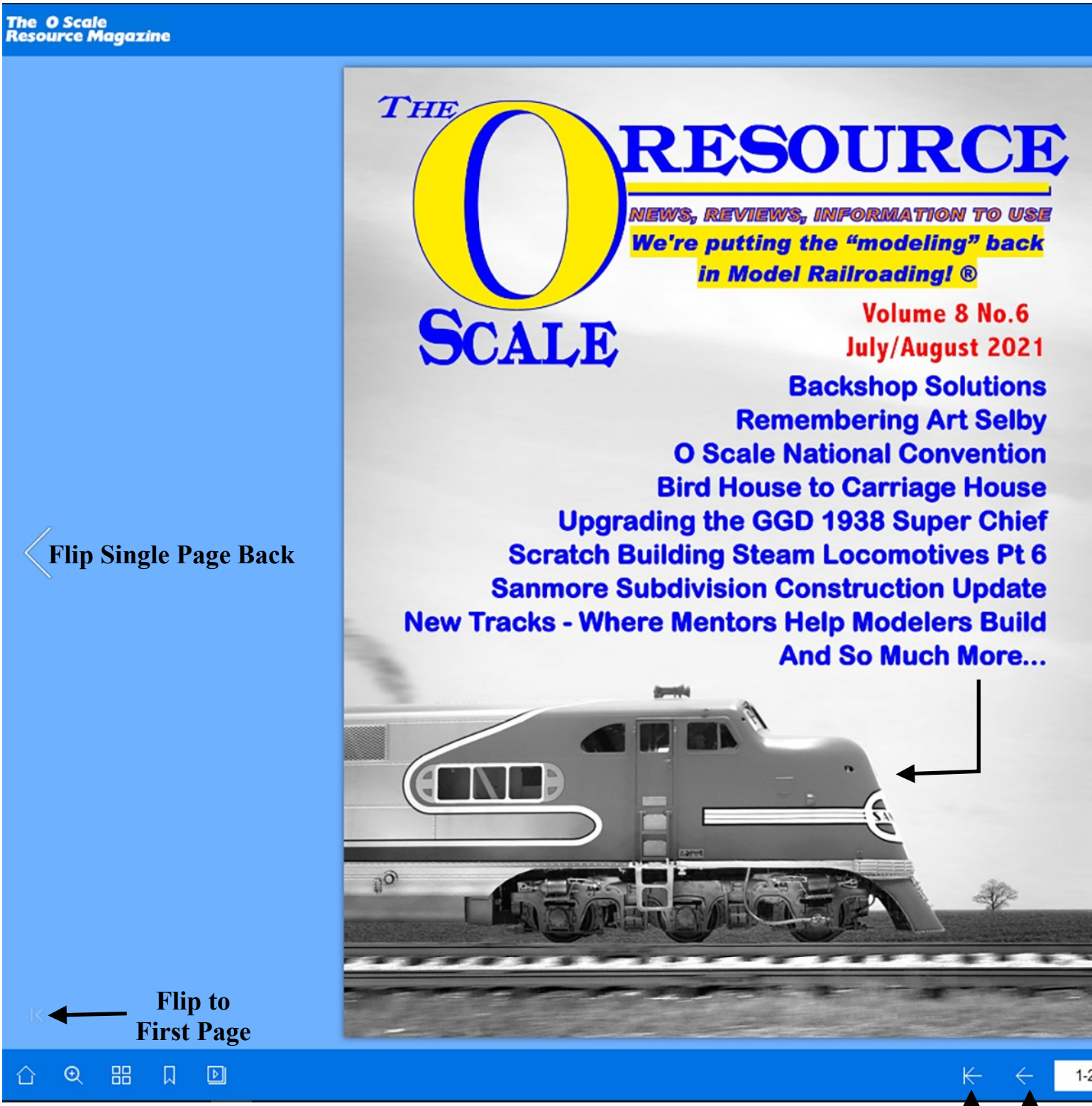
Let us know what you are up to. Email daniel@modelrailroadresource.com with any projects, large or small, and let's talk. Don't worry if you don't fancy yourself a great writer, we'll work with you and help get your thoughts down.

Thank you all for your support, and remember to tell our advertisers you saw them in *The O Scale Resource m*agazine!

Happy Reading & Happy Modeling,

Amy & Dan Dawdy

Quick Tutorial on using our On-Line Magazines



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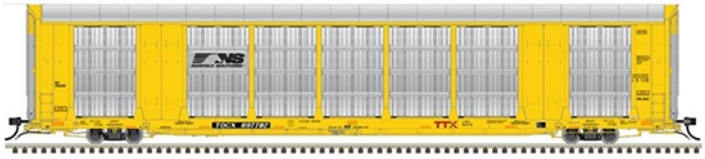
All back issues of The O Scale Resource Magazines are available here! Read on-line or download the PDF for off-line reading or printing.

NEWS YOU CAN USE

Atlas is taking reservations for their new Gunderson Multi-max Auto Rack.



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- Newly tooled trucks
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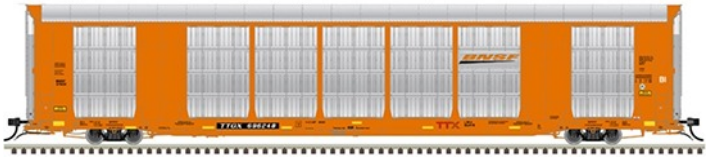
- Highly detailed side screens to maximize prototypical appearance in scale
- Accurate painting and lettering
- Minimum radius curve: 36” (2-Rail)



Available in BNSF, CP-SOO, KCS, NS and UP with four numbers each. See their Website or your dealer to preorder.

Wit and Wisdom Models is working on a new project. In design: a model of John Armstrong’s famous articulated covered hopper, the Cementipede, will be offered in O Scale 2 Rail. Model will be of mostly resin construction, offered both ready to run and in kit form. Anticipated availability by first quarter 2022.

Roger Lewis from Wasatch Model Company says: Along with the California Zephyr, I hope to produce the 3 Budd Passenger cars that the Union Pacific bought. That includes the Pacific Sleepers, the Budd Coach and the Budd RPO's.

The Last 3 passenger cars that the Union Pacific bought were from Budd because all the other passenger car builders had closed their doors. This is the Budd Pacific 10-6 Sleeper. UP bought 50 of these cars and Amtrak bought 43 of them.

This is the Budd RPO the UP bought just 4 years before the Post Office canceled their contract with the railroads. Shown below in Maintenance of Way paint.

This is the Budd Coach that UP bought. UP bought 20 cars and they all went to Amtrak.

See the the Web page here for full details.

Woodland Scenics is announcing a new building. Carver's Butcher Shoppe coming soon to O scale.

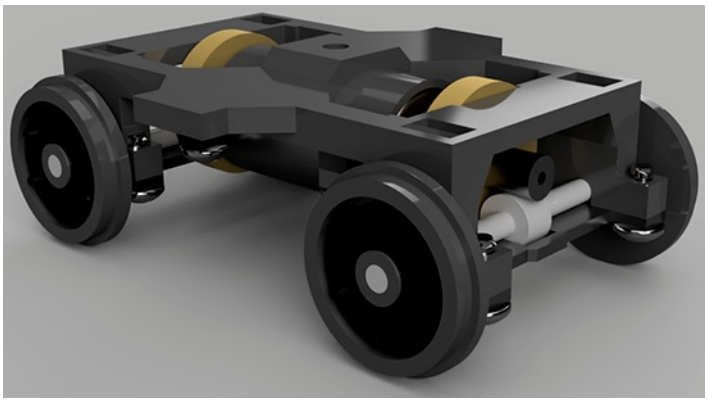
Every town has a local butcher to supply the finest cuts around, and O Scale Carver's Butcher Shoppe only offers the best. This building is hand-painted with authentic weathering, including peeling paint and worn cedar shake shingles on the roof. The interior features a 3D meat counter with a selection of the freshest delicacies. If you peek into the windows of the loading dock door, you'll see a variety of meats hanging for the best flavor and tenderness. Additional features include loads of signage, stairs, a water hose and an entryway porch.

The structure also comes with pre-installed LED lighting made for use with the Just Plug® Lighting System.

See their Website for more information.

Dylan Lambert of Lambert Locomotive Works sent some information on their new O scale trolley power truck.

While Lambert Locomotive Works has until this point been primarily focused on On30 and other aspects of O Scale narrow gauge offerings, mechanisms being among those developments, after discussions with friends and colleagues who are outside of the On30 section of O Scale, it has rapidly become clear to me that there is a void that I can help to start fill among the modelers in another O Scale section; Traction. What first became a thought experiment at the Harrisburg Narrow O Summer Meet this past June has taken on a life of it's own simply by the potential that the prototype represents. Included with this write up is a current render of LLW Type 1 Traction Truck, Prototype V4. Prototype V3 is outbound from LLW Headquarters for testing at time of this write up, but considering it is a simple expansion of our On30 drive designs I'm confident in where this will lead.



V4 is a representation of what is likely to enter production from a mechanical standpoint. As the astute traction modelers might note, I tried to design wheel inserts for one of the variations of PCC wheels, as it's a PCC truck set that I intend to start with. Mechanically, the unit consists of a nylon frame, at the heart of which is a coreless can motor. Accommodations have been made for the inclusion of two brass flywheels in the design. While modern control equipment might make their inclusion unnecessary, I suspect that there are many modelers who don't bother with DCC or other types of control equipment. At the same time, I can't think of many self contained power trucks that have incorporated flywheels before, so I decided to make the attempt.

These units will inevitably be mechanism kits, with the inclusion of an unpowered dummy truck and assembly jigs as well. However, in keeping with previous design practices I've tried to stick to, it's all about simplicity. In this case, screws for the major component assembly, and some adhesives like epoxy or contact cement. And, of course, these trucks are readily configurable between 2 rail, 3 rail and overhead operation, as all wheels are independently insulated. Stay tuned for more. I suspect the initial kits will be ready some time in the fall, barring any issues that arise through testing that require correction. Of course, if someone is interested and will want to get their hands on these units, please don't hesitate to

reach out as it will help me gauge what I'll need to order for materials on the first batch. We can be reached on either our Facebook page or by email at lambertlocomotiveworks@gmail.com

Pierre Oliver of Elgin Car Shops has announced their first O Scale kit, a PRR X31f 40' Automobile Car.

The kit features:

- A one piece body casting, with the iconic roof having been rendered in 3D
- Laser cut running boards
- Etched ladders, sill steps and other key details
- San Juan Car Co injection modeled brake parts
- Custom Decals from National Scale Car

The kit retails for $165.00 plus postage. Currently there are only 46 kits available. More if demand warrants. Correct P48 or O scale gauge trucks can be had from either Protocraft or Rich Yoder. See their Website for more details.

Sandy Point Models has a new kit available. This new O Scale kit from Sandy Point Models is based on the speeder shed still standing at Santa Clara, CA. The shed is modeled as it stands now, with the back window boarded up, but with a shingle roof instead of the current composite roof.

The kit uses laser cut and 3D printed components, and can be built in one evening. The kit is available directly from Sandy Point Models, http://www.sandypointmodels.com.

Some new items from Richard Rands and Berkshire Valley Models. #678 Stools - 4 per package. Laser kit wood. Needs to be assembled. 32" tall.

See their Website for more great products.

Some sad news:

Dick Kilday died yesterday morning at home. He was a life-long model builder, starting as a professional while still in high school, working for a Philadelphia architectural firm.

He earned a degree in Fine Arts before spending two years as a model maker in the US Army exhibit unit at Cameron Station in Alexandria, VA. He was a museum curator in St Paul, MN and Rochester, NY before becoming the supervisor of the model making shop at Exhibit Central at the Smithsonian Institution. He was a life long model railroader modeling the Santa Fe in HO and later the D&RGW in On3.

I had breakfast with Dick and three other guys on Sunday morning before his death. I then had a long visit with him until about 2:30pm. He was fine and upbeat them, talking about a pending move to an apartment in Fairfax, VA close to his daughter.

Jim Stapleton

I'm writing to let you know that Herbert Stroh of Calgary Canada has passed, and that his layout has been dismantled. He was featured in Vol.2 No.1 The Canadian Pacific Vermilion Division. As an aside myself James Ryckman and Richard Reimer are the only surviving members all the others have passed in to history.

James Ryckman

Possible Remedies When Your Deposit Seems To Disappear Down The Track

By Dan Dawdy

The following ideas come from a few attorneys I know. This is not legal advice as I am not a lawyer, but just a list of some common remedies you may pursue. The following is not only for dealers and importers, but ebay, craigslist and other sale sites. My brother-in-law seems to score big on craigslist, but others have horror stories. With scammers everywhere, we all need to be vigilant and deal with people we know and trust, and those that have a proven track record.

All states have a Small Claims Court of some kind. The problem is you probably need to go the state of the entity you are suing. If the amount is larger then what small claims allows, you will need to hire an attorney and file suit. Most states do not allow attorneys fees, so you may win and still loose. Even if you get a judgment, you have to collect and that could be a whole other issue.

Fortunately, the overwhelming number of dealers in our small and friendly hobby are who they are and do what they say they will do.

Thousands of successful exchanges have gone on for decades, not only at the meets, but also during the surrounding months.

Deposits have been necessary for everyone's benefit, and have normally worked well and hopefully will continue to work well.

If there is a problem, of course contact the other party by phone, letter, etc., to give them opportunities to make things right.

If this effort fizzles, onto another path.

So what could you do to recover a deposit or several deposits when instead of the hoped for train you get talk, promises and more talk? Sometimes this sadly goes on for what might feel like forever.

Assuming you don't have a garden large enough to absorb all this nonsense, here's a couple of thoughts:

1. Contact the Sheriff's Office or Police Department in the vicinity of where your deposit landed. Truthfully, explain what has happened. They might direct you to a fraud division, or someone who can help.

2. Every state has an Attorney General's Office. They have attorneys whose whole focus is on consumer complaints. Contact them, be honest and see if they can help.

3. Contact an attorney and see if he or she can assist you.

Sure, any of these will require some effort and likely won't be nearly as pleasant as the dreams you had of the hoped for train. In the long run, everyone will not only feel better, but will be better when promises made are promises kept.

2021 Denver National Contest Winners

Above: Milwaukee Road Heat Tender No. 73 by James Schultz

Below: Kemtron TG&P No. 12 by Andrew Revis

Above: Atlas SW1200 for the A&D railroad No. 1503 and motorized crane and boom tender also for the A&D Railroad by Rick Bacon

Below: GACX Airslide hopper which was an American Standard kit by James Harper.

Above: Gibbsland Station with full interior.

Left: Car Cradle to Grave logging diorama. Both by Charles Goodrich.

Above: Sacramento Northern No. 107 was built from a LaBelle kit by James Harper

Below: Charles Goodrich also won Best in Show and received a brass CBQ caboose donated by the Colorado Model Railroad Museum.

Looking Backwards to Move Forwards

By George Paxon

I go thorough periods where I don't seem to get as much done as I once did. Not too many years ago I was working six days a week, sometimes driving three hours a day to work and back, wife and I taking care of a house and big garden, and still managing to find time to build a large double deck On3 layout with all hand laid track and mostly scratch built structures and cars and even kit-built locos. Now that I am retired, I tend to procrastinate too much. And I tend to put off till tomorrow what I should do today. I guess this is somewhat a by-product of getting old and slowing down.

Sometimes I wonder if I will ever get current projects finished at the rate I am going. Such dark thoughts leave me in a low mood with feelings of inadequacy. Occasionally I start to think that I just will never get there. It is disappointing, as in the past I had always managed to use my time efficiently. And I got quite a bit done in spite of having many demands on limited time. Sometimes I get very low when I run through all the future work that needs to be done. This issue had me worried because it is important to keep up your momentum and your spirits, and that was becoming difficult for me to do.

Currently I am building a traction layout. This is new territory for me of course as I have previously been a long term narrow gauger. O scale traction of course – is there another scale? Working in traction is requiring me to master new skills and concepts. Building street trackage, hanging overhead wire, building/modifying equipment to accommodate sharp street curves, etc. Trying to coordinate the construction of track, street pavement, overhead wire and scenery requires new thinking and planning to avoid backing myself into difficult modelling corners. It is not easy to repair a track gauge fault after pavement and overhead wire is installed, trust me.

And I even get to thinking that I am not making reasonable progress in improving skills needed to become competent and efficient enough to get through all the tasks needed to complete my layout.

When my mood gets terribly down, I have developed an approach to kick-starting myself again. While sitting and procrastinating, I go back in time and recall the good ol' days in On3.

I started in On3 by building kits while stationed overseas. My early efforts were a D&RGW coach and box car built while stationed in Turkey from Camino kits during the middle 1960s.

For On3, in those days, there was no commercial track or turnouts, a few coined trucks from US Hobbies and truck kits by Backshop and Kemtron could be bought, you had to use standard gauge couplers, just a few brass engines were available to purchase if you had the money, and a few car kits by the likes of Star and Camino were available. I was facing the prospect of constant moves of house due to being in the military, and with not much available budget for model railroading. I remember looking ahead at that point in time and wondering how I would ever get anywhere in On3 given the issues I needed to face.

At one point, I erroneously concluded I could not be in O scale and have a layout due to moving and renting. I decided to switch to HOn3. I bought a cheap brass loco and a few car kits. After the unrewarding experience of building one car, and being terribly disappointed with the jerky wobbling running characteristics of the tiny loco, I decided HOn3 was not for me. I sold my recent acquisitions, and went back to On3 determined to do the best I could with what I had to work with. My thinking was that a little On3 would be better than a room full of this HOn3 stuff.

After my aborted HOn3 venture, I settled down to a life of scratch and kit building in On3 to get what I wanted. My thoughts were that I could spend the time needed to learn and to build because I would not be able to have many models. This would mean I could devote quite a bit more time to each model.

My first scratch built car was a D&RGW short caboose. See Photo 1. Certainly not a masterpiece. The car was built of card covered with scribed wood. Most everything on the car was scratch as I had no idea where to purchase ready made parts and probably did not have the money to do so anyhow. Trucks, couplers, brake cylinder and brake wheels were purchased parts. Handrails, grab irons, ladder, smoke stack, windows, doors and steps were all scratch. The car was brush painted. The lettering was assembled from some Walthers decals.

Photo 1

The car was too light for reliable running when done. I re-worked it by adding small diameter steel rods between the floor and the needle beams to increase the weight since I could not get inside without major damage. I also changed the standard gauge Kadee couplers to On3 couplers when they came on the market over the years.

I call this car my homemade hygrometer because when the humidity increases the scribed siding on the car buckles just a little. When the humidity decreases, the siding settles back into place. I still use a lot of card in model construction, but I have learned to seal it good to protect it from changes in humidity. And I am much more careful with differential rates of expansion of various materials due to both humidity and temperature!

I am currently pondering converting this little car to standard gauge for use on the Mountain Electric.

I went on to build many cars from scratch. As more kits became available in On3, and more discretionary funds became available, kits were bought and built. More ready to run brass locomotives became available in On3, but they remained a bit expensive for me. I bought a Kemtron D&RGW C-16 kit and built it. A Kemtron shay kit was also purchased and built. These were not easy kits to assemble. Many parts did not readily fit. There were no instructions. I did not have a resistance soldering rig in those days and relied on several soldering irons of different sizes. A bowl of tissues soaked in water was used to build a dam around a part needed soldering to avoid other previously soldered parts from falling off while working on the former.

It was slow going, and it was hard. But I learned, and I got better and better at the needed skills. And I had fun. By the hour it was cheap fun, too.

I went on to build several On3 layouts. Well, let's just say parts of layouts because I kept moving houses, so really never got a layout fully finished before the next move and the need to stuff the modular sections that could be salvaged into a different sized and shaped space at a new location. My last narrow gauge layout though was a rather permanent large double deck affair in a large purpose built room on the second floor of our then house. We managed to get it to about 90 percent complete in 10 years of work, too. The completed portion was fully sceniced and it ran well. We had many great operating sessions on it for quite a few years. Photos 2 to 7 are some photos of that layout. The shay in Photo 7 is the Kemtron kit I built many years ago.

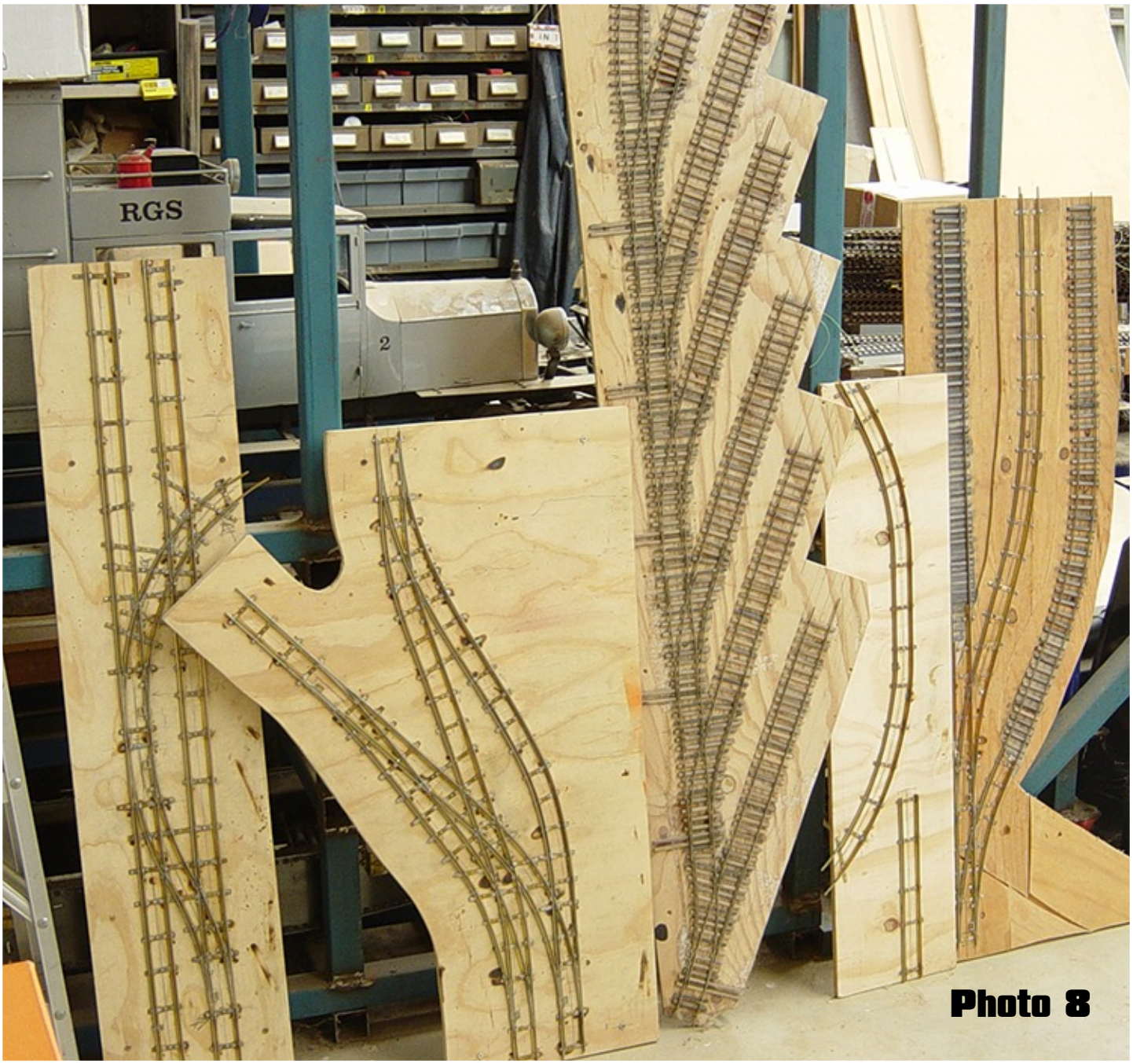

Photo 4
caltaco


Photo 5
GRAMPS

When I had to remove that last narrow gauge layout for yet another upcoming move to the new house we built, I made the decision to switch to traction. The last narrow gauge layout was cut up and dispatched to the dump to allow for a clean restart.

My old On3 caboose, built at a salvaged table in my rented single car garage in the 1960's, still lives in a box on a shelf in my workshop today. The C-16 and the shay are up there as well. When moving to traction, I sold off most of my narrow gauge equipment. But I did not part with these few items as they have special meaning to me.

When I get the bad feelings concerning the work ahead of me, I get the old caboose out and look at it. This helps me put my current problems and situation in perspective. I think back to those "good ol' days" and the mountains I had to climb to get from where I was, especially skill and experience-wise, to where I ended up with the last narrow gauge layout.



I also have a look at a few photos of my traction beginnings. Photos such as 8, 9 and 10 show the stages of my first attempt at tracks in the street.

The photos on the next page show cars running under some newly constructed overhead which, to me at least, was a major milestone in traction modelling. These few photos help me see the progress I have made to date in traction modelling.

Photo 9

Photo 10


MAIN STREET
MARKET

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

Part 2

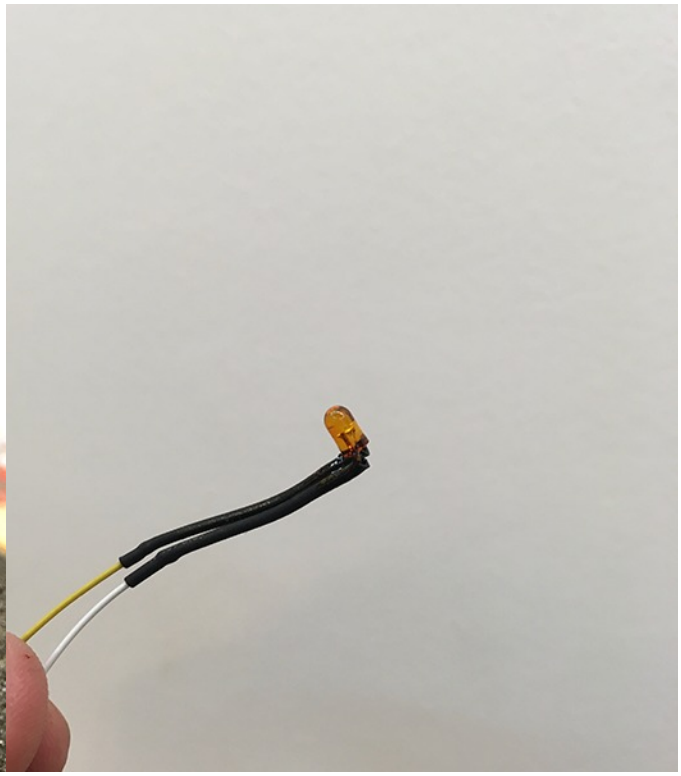
By Santiago Pineda

Part 1 of this article traced a route for upgrading the exterior of the recent GGD 1938 Super Chief set. Part 2 will, as stated, depict an economical way for upgrading the interior of the train. Keep in mind that some of the modifications to this particular set may be used on most GGD aluminum cars.

A finished PUYE observation car displaying the adjusted lighting features and some enticing interior upgrades.

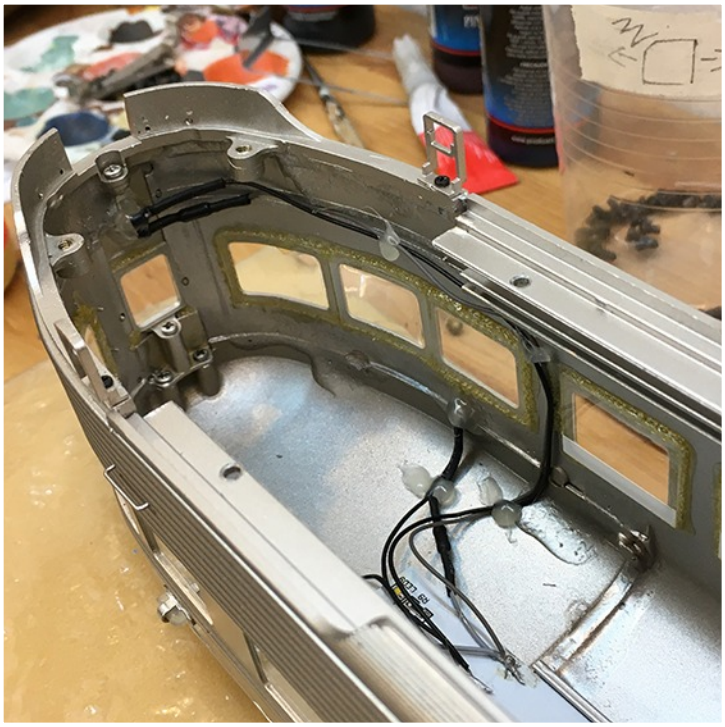
Let's start at the rear and move our way forward. Drumheads are one of those signature elements that we as modelers really enjoy and appreciate. GGD trains feature train-specific body tooling, so drumheads are prototypical in form and artwork. Yet, one of their deficiencies always seems to be the lighting set up. In order to feature illuminated drumheads, GGD wires a 3mm LED to their light board. Out of the box, the result is OK. But, it seems that the brightness is almost always too high and produces a toy-like effect. This, however, was very easily fixed. I first removed the LED from the drumhead housing.

The drumhead looked so bright before modifying the LED, the letters on Santa Fe cross were illegible.

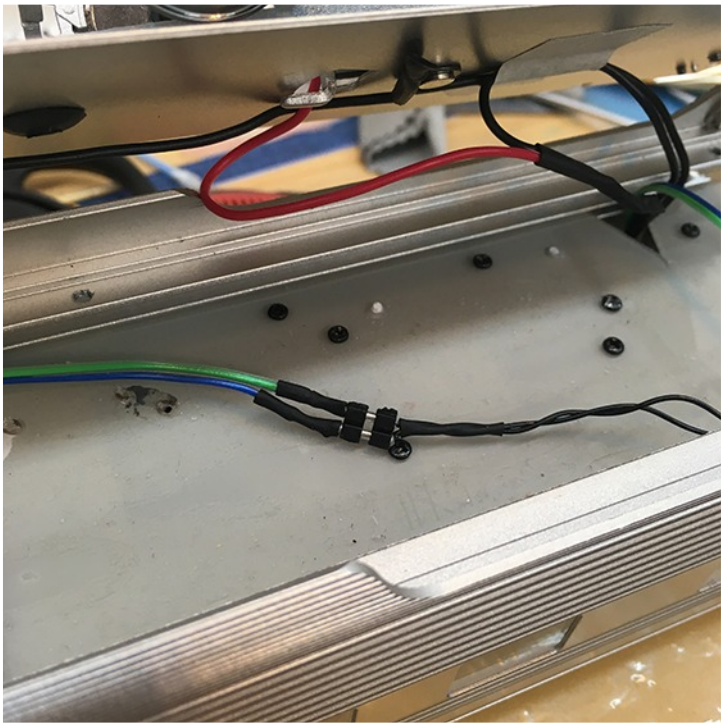


The drumhead LED after a pass of a loaded brush with yellow stained-glass paint.

Then, I brushed a dab of yellow stained-glass paint on the LED. This achieved two things, it tinted the light's color to better resemble incandescent bulbs, and it brought the brightness down noticeably.



Here you can see how the drumhead LED wires were installed from the factory.

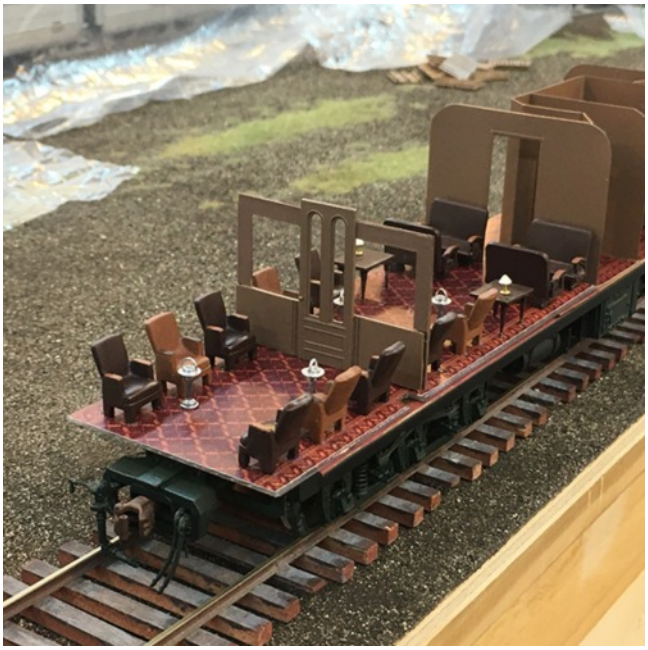


I used a mini plug to connect the LED to the light board. This makes for easy assembly/disassembly.

Since the LED was fed by the light board, GGD routed the drumhead LED wires behind a window post towards the end of the car. In my opinion, the wires look conspicuous when looking in from the outside of the

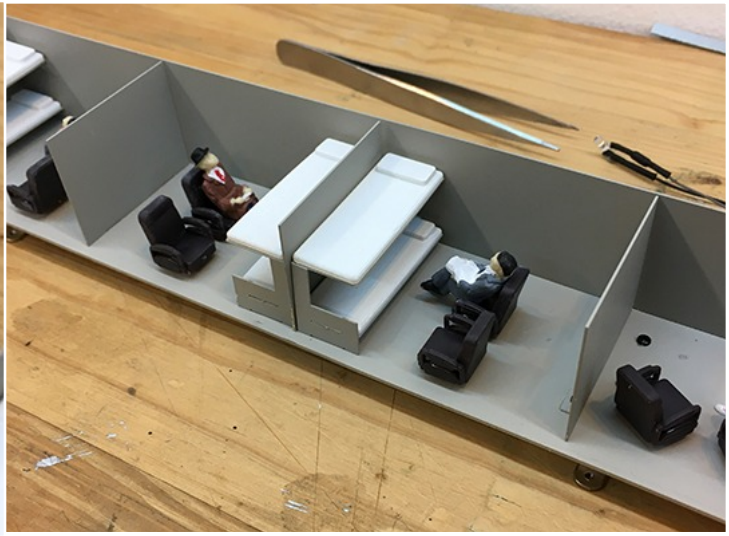
car. Thus, I re-soldered them at the forward portion of the light board and re-routed them through the car's washroom compartment and under the passengers´ floor. The result is a cleaner look with little effort. I can certainly understand why GGD opts for their factory-efficient installation, complicating this small production step could add dozens of hours to their manufacturing process.

Since the observation area was highly visible, it provided a good opportunity for interior upgrading. From the factory, the cars featured correct plans in all cars. Every car included seats, tables, bars (where prototypical), sinks/toilets and six scale figures. Personally, I never like the look of scale figures in cars, so I removed them by prying them out with a flat screwdriver. Next, I removed the seats and anything that interfered with carpet installation. When it comes to carpet modeling, I have used a technique that uses flock paper and white glue (See March/April 2019 issue). This time around, I went in a different direction. I had successfully used a technique for modeling an intricately decorated carpet on a PSC Pullman solarium. For that project, I scaled down a photographic carpet image file to fit the car's area. Then, I printed the file on semi-gloss high quality card stock and secured it using double-sided tape. For the Super Chief cars, I used the same process, but with a more modern carpet image. I also made sure to print enough copies to use on the entire train.

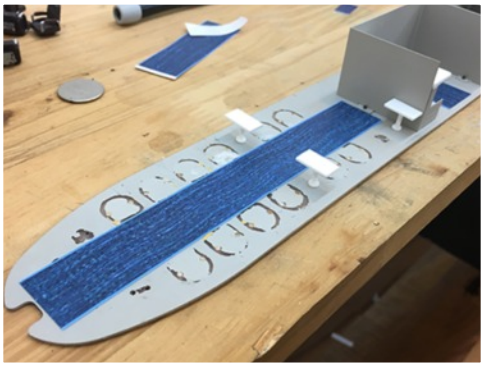
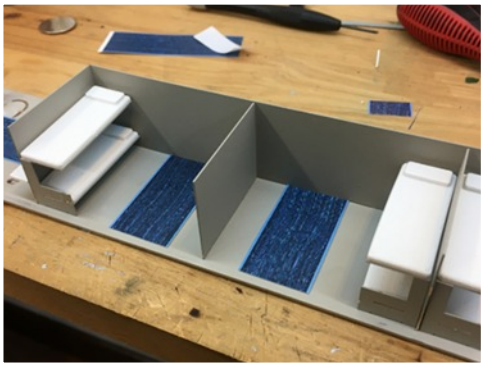
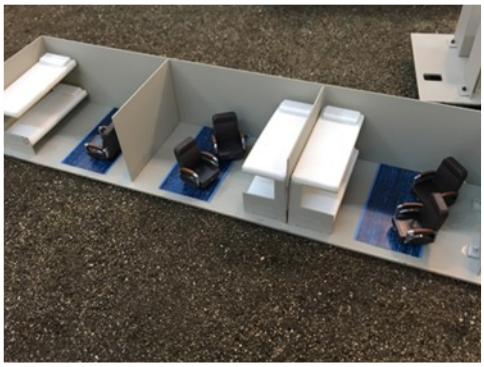


Above: Printed carpets offer the possibility of modeling intricate designs and a cleaner modeling process. The car above is a PSC heavyweight solarium observation.

Left: On the other hand, flock paper is best used where texture is desired. The car is a GGD Hiawatha Skytop.

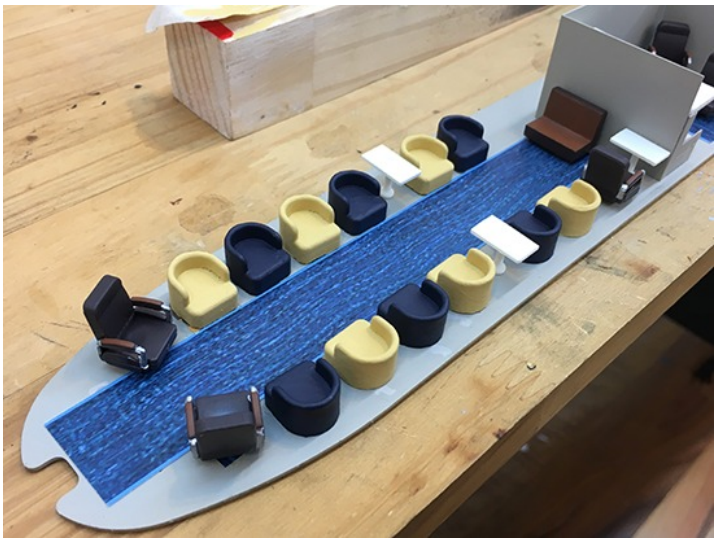



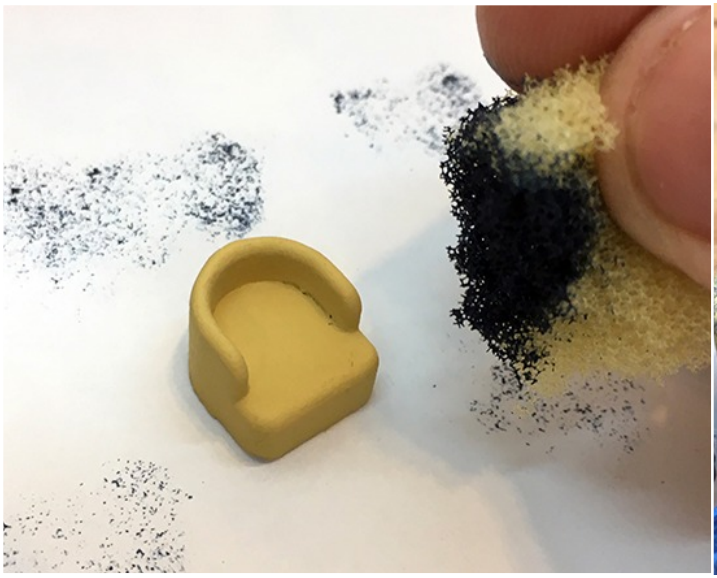
Out-of-the-box the interiors featured correct plans and painted figures. Elements such as chairs and tables came glued to the floor and were separated by carefully prying them out with a small flat screwdriver.

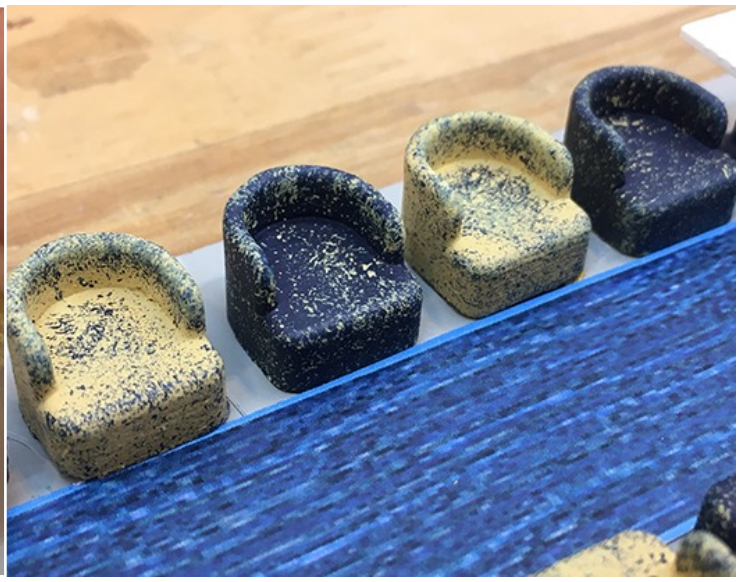




The carpet printout was modified so it could be cut at any length and added to different areas. Notice how the

After installing the carpet, I turned my attention to the chairs. I painted the club chairs in an alternating light tan and blue colors. This was done with acrylic paints and a brush. I then used the reliable sponge chipping technique to add texture and interest. The remaining chairs were slightly upgraded by adding a second light brown tone and silver accents to simulate stainless steel parts. Note that I did swap the rear seats from other parts of the train as the default seats didn't have as much detail, especially for such an observable area.

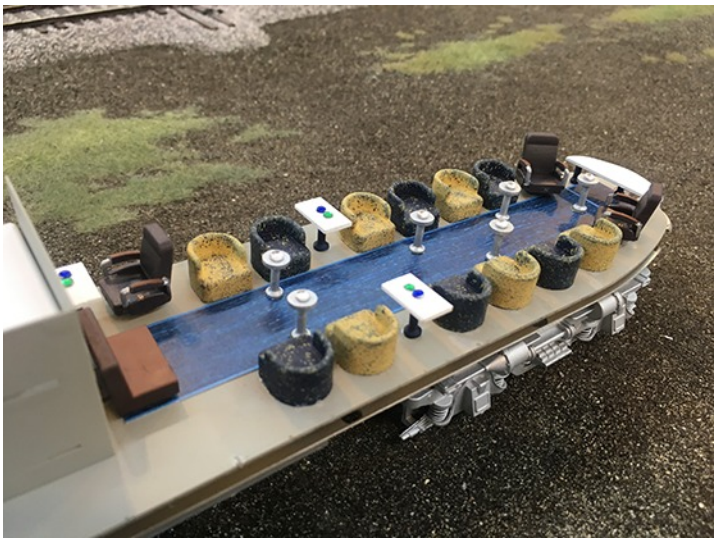







The club chairs were slightly upgraded for increased interest in color and texture. The swiveling lounge chairs were upgraded simply by adding silver and light brown accents.

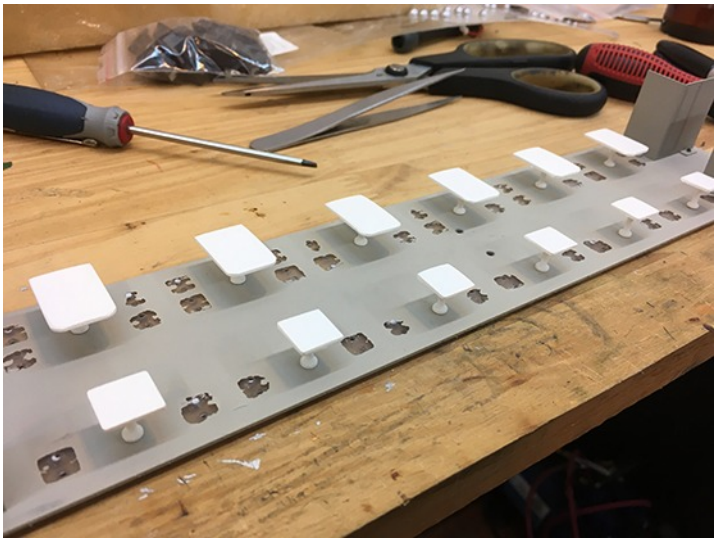
Super Chief trains were known for their characteristically themed Native American decor. Navajo sand paintings were among the most characteristic items. To model them, I used the same printed carpet technique, but with a handful of Navajo sand painting images. The scaled down paintings were selectively added throughout the train. I also kit bashed the rear table and hand painted some details such as the ashtrays and table legs. Finally, some clear plastic jewels were sparsely added for visual interest.

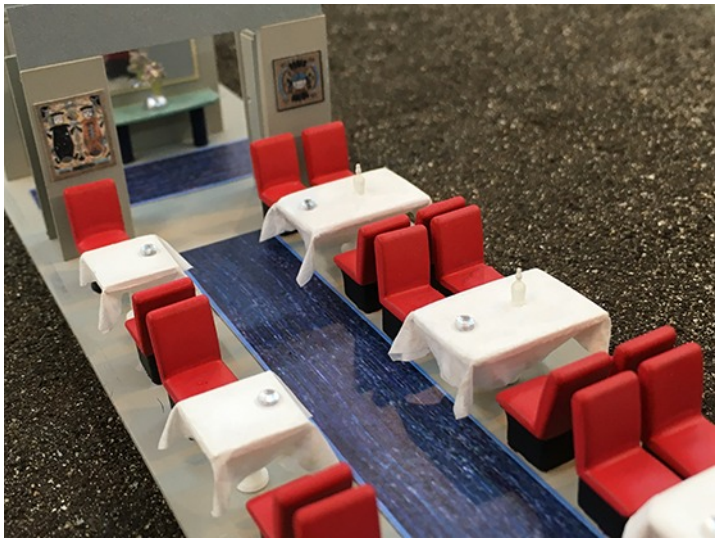


Above & Left: The finished observation area. Note the addition of the Navajo sand painting and the rear end table.

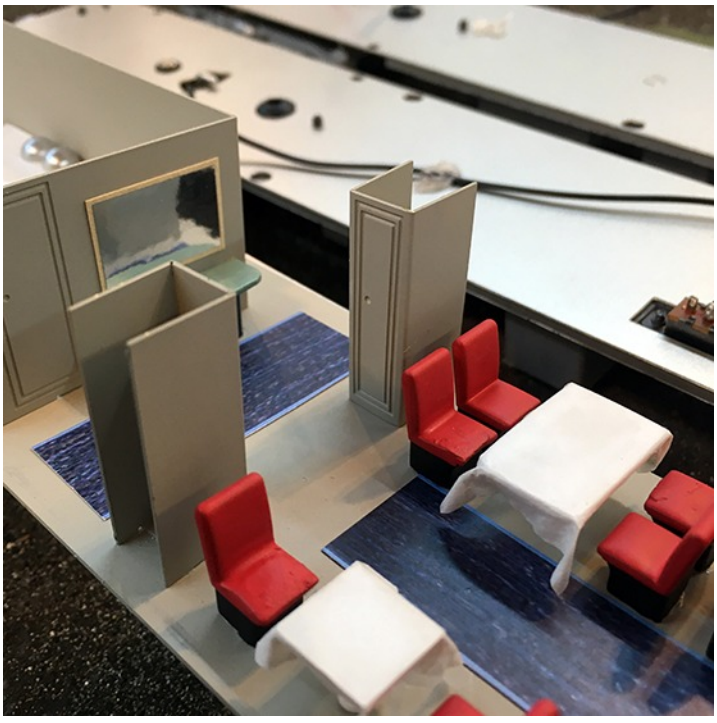
Right: the printed carpet and Navajo paintings before cutting and installing.

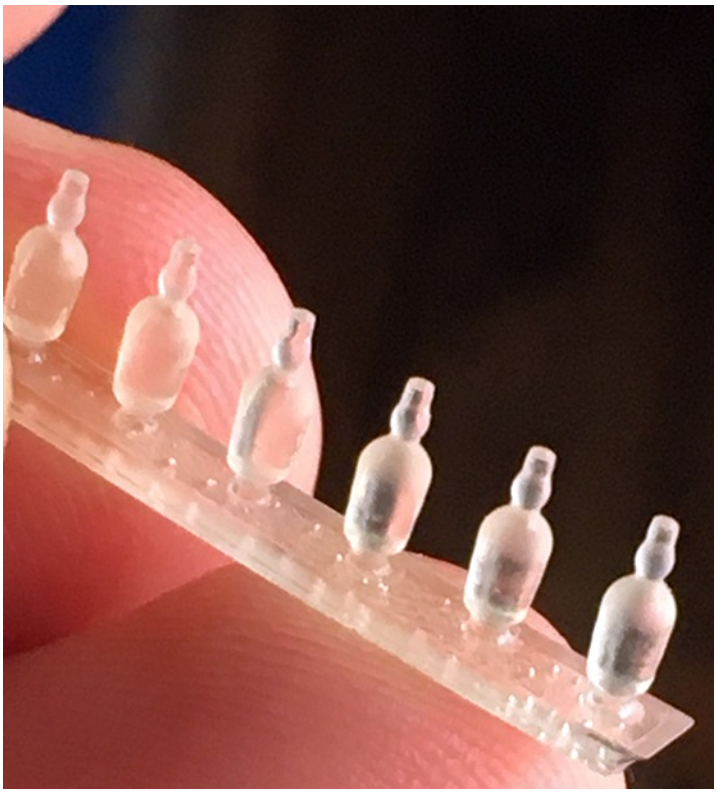
The dining car also provided a great opportunity for improvements. The seats were removed and painted to resemble red leather and a black base. To model the tablecloths, I cut out pieces of packing tissue paper, then I soaked them in a 50/50 white glue-water mix and placed them on the tables. Once dry, they were given a couple of washes using white acrylic paint. A fun discovery for this project was the water pitchers you see on party tables. After a long search for scale water bottles for this particular application, I came across the Mini Décor and More store. From them, I purchased what they call Buffalo Bottles, which came in sets of 10 for $5.00. They were 3D printed in clear resin and were easy to work with. Evidently, I highly recommend these bottles for modeling water pitchers. They helped enhance a highly visible area with very little effort or cost.





This series of images show the process of upgrading the dining area. Two additional Navajo painting designs were used here.

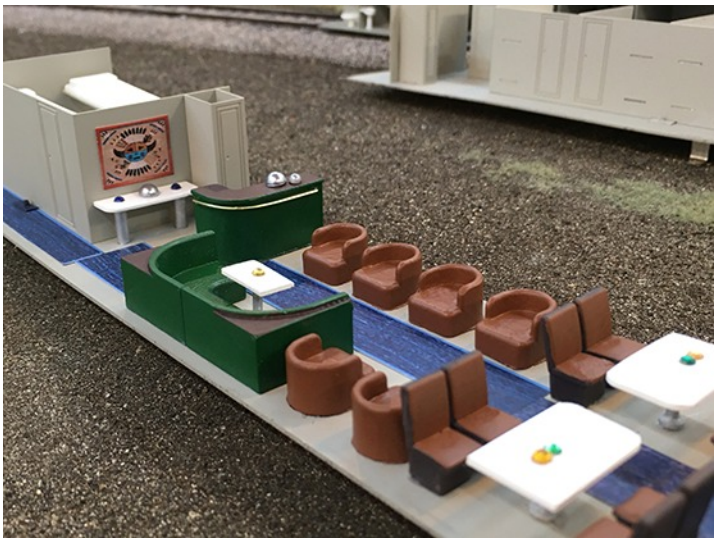




The dining area was loosely based on this Fred Harvey Company postcard of a Super Chief dining car.

When it came to the remaining cars, I returned to techniques used on the previous cars and other small upgrades. On bars, for instance, I added a .20 brass wire to

simulate a handrail and painted the top for a stained wood finish look. Club chairs were painted brown and other seats were enhanced with a two-tone look.



Consider the two stages above on the Budd baggage/buffet/lounge. With an economical approach like this, you can choose where to stop at any time.

Setting aside the mentioned shortcomings, working on GGD aluminum passenger cars is a breeze. The fact that the floors easily slide in and out of the car is in itself a tremendous advantage for modelers interested in doing work on the interiors. Furthermore, the cars offer correct plans and a nice array of interchangeable parts like chairs, bars and tables throughout the train. No one piece injected plastic part here! With little effort and a small budget, these interiors can be easily upgraded to better match the extraordinary intricacy and finish of the exteriors. How far can these interiors be taken? That's a different question, but I hope the depicted approach encourages those intending to improve their GGD passenger trains.

A few final captures of the finished cars on the layout.


SANTA FE
1480
AWATOBI


PULLMAN
TSANKAWI


1485

The Brian Scace Experience

By Brian Scace with Dan Dawdy

Photos by Brian Scace, OSR Photos by Dan and Amy Dawdy

Last October (2020), Amy and I went out to the Gettysburg area and were able to shoot five great layouts. The trip and logistics were put together by the late Art Selby. Art had always wanted us to see his layout along with layouts from Rich Randall, Brian Scace, Ken Kime and Tim Rasinski. I dubbed this the "Gettysburg Five", yes I know, very original. Art Selby's Blue Ridge Midland Railroad was featured in the May/June 2021 issue of The O Scale Resource Magazine. Art called to say how happy he was to see the article, and the fact that were able to make the trip and see everyone. Unfortunately, Art passed away just a few weeks later.

We put together a video on the five layouts which you can see by clicking here.

This month we feature Brian Scace's layout. Many of you may remember Brian from the pages of *O Scale Trains Magazine* where he was a mainstay for many years. One of Brian's best ideas, and one I referred to a few times in our magazine, was his "Tricks-N-Tips" article called Replacement Diesel Drive Components which was in Issue #38 of *O Scale Trains Magazine*. It dealt with changing out the lower gear of the Weaver type drive for better low speed performance. All my Carworks locomotives have this conversion done, and I keep spare gears and chain on hand.

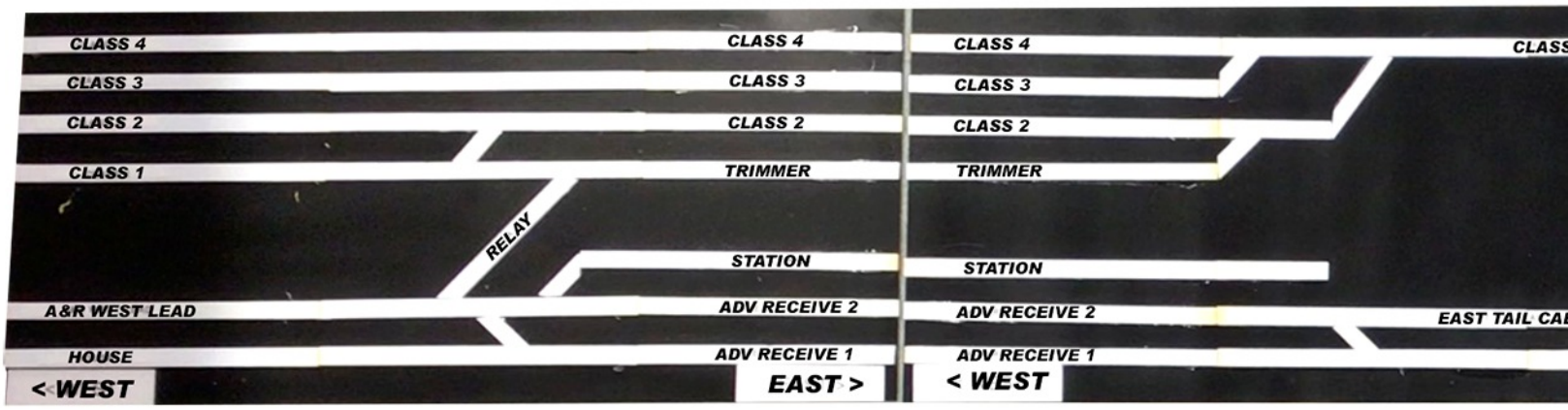
Now fully retired, Brian puts in time between his classic cars and model railroading. I always enjoyed Brian's sense of humor and told Amy it was an acquired taste. Her reply was something to the fact of the pot calling the kettle black, but hey, we are both funny guys!

We talked about the layout, well he and Amy talked, I was running around taking pictures and admiring the equipment on the layout and the walls. Brian has a very unique theory of layout design he calls nodal-design. Being an engineer in a previous lifetime, I knew nodal analysis as a method for calculating the distribution of voltages between nodes in a circuit. But nodal-design in model railroading was something else. As fast as Brian was talking, I was just as fast forgetting what he was saying. That's why Amy is with me.


OSR Photo

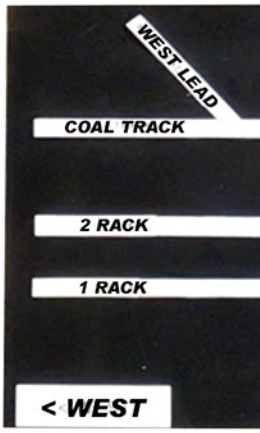
What follows is Brian talking about his layout and philosophy and a pictorial of the layout.

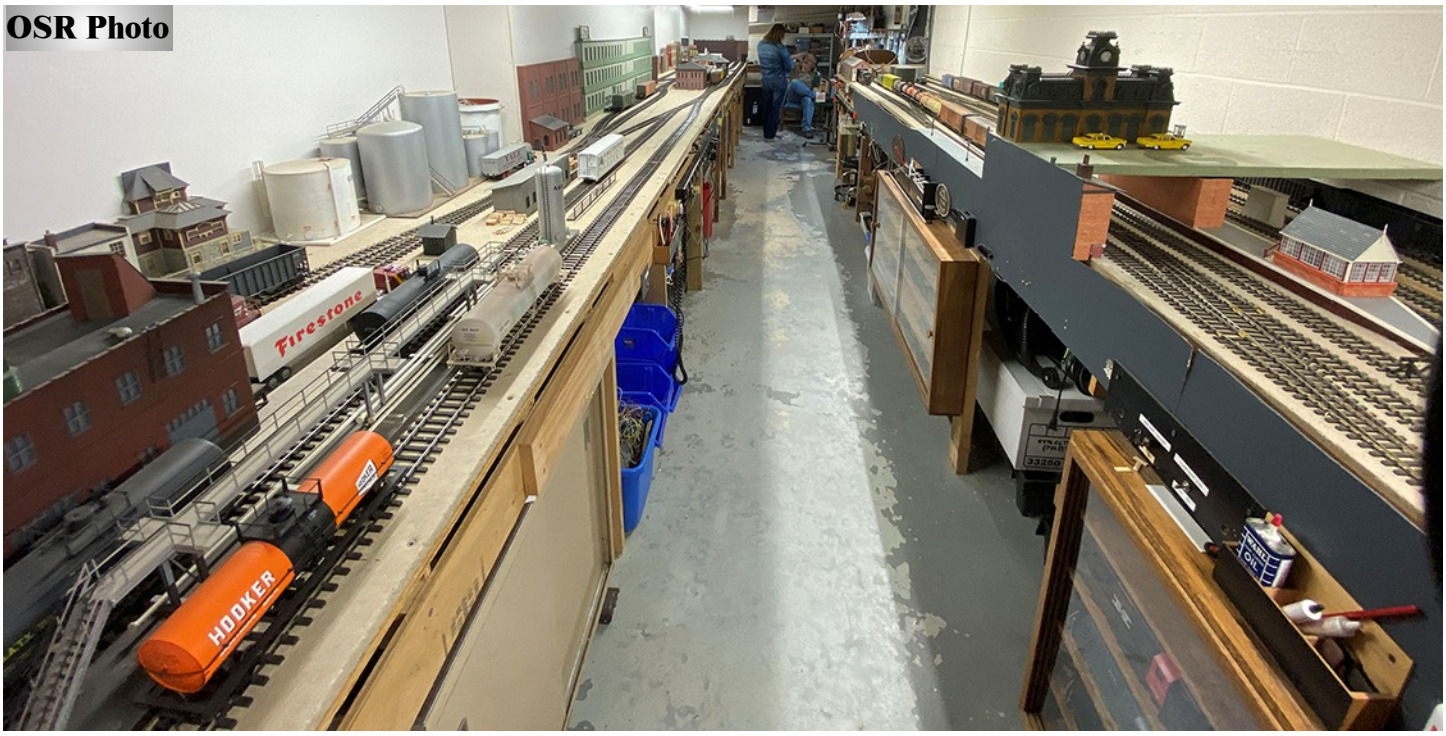
It's nice to be a modeler again! O Scale has been one of my professions for many years as a dealer, a custom builder and painter, and most recently a decade of editing one of the magazines. The problem is, of course, a pastime is supposed to allow you escape from your profession and I'll be honest. It wasn't clear to me I would be inspired to take this up again as a hobby after retiring from the magazine. I was more than burned out.



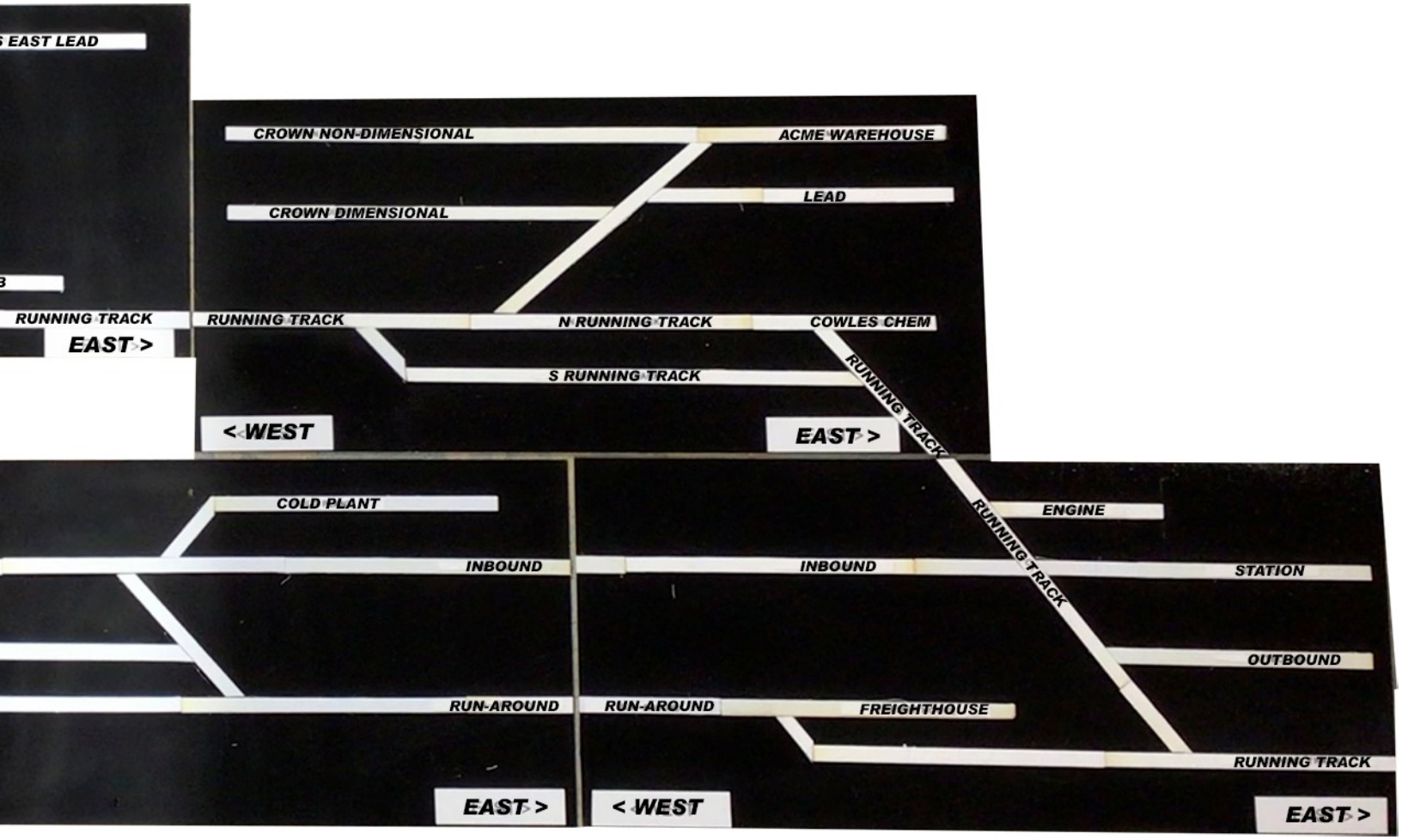
Here is the track plan in model-board form. The yard (central node) is the upper left, first destination node the upper right, the interchange lower right, and second destination node the lower center.

Indeed, everything lay fallow for well over a year until I suddenly found myself clearing the workbench for action and thinking in terms of a new layout design. The progress you see is quite unfinished yet, being the result of only a year's effort when Dan and Amy visited the Gettysburg area and our O Scale community here.





This shows the railroad as it was when OSR visited the South Central O Scalers in October, 2020. Construction was only a year along at that point; things were running, the track layout being proofed and tweaked, buildings established the locations, but a bit bare in appearance. Here is an overview of both ends of the railroad, the yard on the right and the second destination node on the left. Don't forget to design that aisle to be wide enough for both crews to work back-to-back!



Design for Formal Operations

Layout design is a passion and indeed once part of that afore-mentioned profession. What I know I learned during many hours poring over drawings on John Armstrong's dining room table and his basement drafting board combined with the lessons of British layout design, the latter a school of thought steeped in efficiency of space. Both were very much attuned to replicating prototype operations, one of my favorite aspects of model railroading, but both approached that goal from entirely different directions.

The other aspect I absolutely love is model building, especially individual locomotives and rolling stock. Therein lies a bit of an issue many of us have to face, since the two are not necessarily compatible. There are a finite number of models required to fill a layout, and the roster and layout need to be pretty complete and operational before one can indulge in operations, especially formal ops sessions. In conventional thought, you are pretty well done with scratching the loco building itch at the point you can start satisfying that ops passion. So, what do you do when your results of your planning (your "Givens and Druthers" exercise) tells you that individual model building is one of your passions and prototype operations is another, yet you aren't exactly flush with space?

Oh, yeah, let's mention space for a minute, because those with huge spaces can just throw some shelves up to keep building and displaying models. Most of us don't have that luxury. Here, the real estate is at a bit of a premium, some 13'x 35' all in (not counting a satellite room for a machine and paint shop). That space has to house a railroad, storage, display, and a workbench or three.

Above: The scenario we were testing during Dan and Amy's visit was the Penn Central Auburn Road interchanging with Lehigh Valley in the Finger Lakes region in 1974. The overhead station has been fleshed out since their visit; you'll see it a few photos further on.

Below: You never know where you'll find something useful. The station headhouse started life as a kit bought at Disney World. With some rather brutal modification, it's not a bad example of the Queen Anne style stations you saw every now and then in the Hudson Valley.

The solution, outside of changing scale or digging, is to build a nodal-design terminal railroad rather than the mainstream linear mainline layout with a central division-point yard between two staging areas. For those not familiar with nodal design, think in terms of what happens at that division-point, the terminal function where trains are broken down and the cars delivered to the customers. Another way to think of it, for those who think in such terms, is the relationship between server and clients in network design.

For a nodal layout to work you need a "central node" (the server in our comparison), usually that division-point yard, as a car source. The only rule for a successful central node is there should be enough car capacity to supply all the destinations; pretty simple. The "destination nodes" (the clients) are the scenes where the industries that receive the traffic are found. They also are governed by one rule to guarantee success; each destination node needs to be operable as a stand-alone single-scene switching layout.

Hook as many of these self-contained destination nodes together as the central node can support, in whatever configuration you want, and you have a nodal design layout. It's very space-efficient and, if you don't bend those two rules, it will work. Once you are used to this design methodology, there is room to cleverly bend the rules, but they don't bend much.

OSR Photo

Above: This RS-3 is a specific model of an old friend from my days in DeWitt, and a frequent traveler on the Auburn Road.

Below: The other end of things is represented by this Russ Briggs transfer caboose. It really is a lovely kit, and the first of my "lockdown" builds I did during 2020.

OSR Photo

Another thing about terminal areas and modest space in larger scales is the convenient fact that terminal railways, with their compacted operation potential, are usually found in urban areas by nature, and urban areas are space-efficient.

Above: The chemical plant on the far west end…
Below: …and the view over the valves at the loading racks. Plastruct must love me by now!

I'll be honest, there is a bit of a lack of talent here when it comes to modelling nature versus man-made objects, so rural scenery isn't even remotely a strong suit. I am in no way an artist. More to the point, though, is the problem of depth. An ops-oriented layout needs to have the trackage comfortably within reach. Usable depth therefore is defined by your reach, some 32" a rule of thumb depending on benchwork height. In larger scales, this narrowness of scene creates two geography problems.

First, hills as a 2-D background need the space in front of them invested in 3-D slopes to be convincing, space better invested in trackage or aisles when territory comes dear. No hills on your chosen prototype? You still need a vertical projection of some sort to bring the horizon up to at least your eye level. You don't look down to the horizon in real life.

You could do this all in 2-D like a painting but the other problem is shadows. A backdrop of distant hills (or, worse, a horizon) loses any visual credibility if trains, buildings, or even trees cast a shadow on them. Simply put, all the manmade stuff (and the single trees) needs be well forward of any 2-D "natural" features to avoid that issue.

Taking that last one first, a backdrop of walls, buildings, and other urban features can have shadows cast upon them with impunity simply because manmade stuff is just there; no transitions, no nothing. That carries back to that first issue too, no 3-D physical approaches needed means the entire depth defined by your reach can be used for operations without visual compromise simply by choosing an urban environment.

There is one more important thing I took into account. Looking at the old railroad as it came down, I made sure the new design catered to some physical limitations. Some old injuries have come back to haunt me in my "golden" years, so duck-unders are no longer desirable and hidden trackage becomes a nightmare to maintain.

LV is the other partner in this particular scenario. The Valley shoves traffic into the interchange yard.

All these different parameters considered, the chosen design (by virtue of space, desire for interesting formal prototype operations, and the acknowledgement of both physical and talent limitations) is neatly boxed into the urban terminal genre.

So What of Model Building?

One of Dan's questions posed on his layout feature questionnaire is the name of the layout. In this case there is no name simply because tradition is being ignored. The railroad is not a model of a railroad per se, but a stage upon which any number of plays are performed. That's the key to being able to continue building stuff even though the layout is operating with a full roster at the moment.

There are several "plays" or scenarios fully equipped and ready to go, each with a unique operating scenario written for up the three crews. Currently, we have 1966 New York Central and New Haven (a nod to western New England), 1974 PC and Lehigh Valley in the Finger Lakes, LV and B&O near Rochester, Louisville & Nashville in southwestern Indiana, 1980 Conrail and (my sole dalliance into freelancing) the Rome, Watertown & Ogdensburg as a spin-off regional, even the London & Northeastern and LMS around Edinburgh (after a

Freight equipment comes from any source that makes something appropriate. There are rosters for each time period, and the vast majority are weathered to reflect life out-of-doors.

planned-for change out of many structures, vehicles, and details). Oh, and we aren't nearly done exploring this. I'm currently working on Reading/WM in southern PA and something featuring EL around Buffalo.

The beauty of multiple scenarios is that it allows you to build more models than the layout holds; in fact a virtually unlimited opportunity. You can have models on the bench for a new scenario while the railroad is fully populated by another. Your interests change? The layout itself doesn't have to come down and start over. Just sell the tired old scenario's gear off and finance a new venture.

There is an important consideration though. For this to work, you need safe storage and handling of what you build and lots of it. The "original boxes" really are hard on delicate details while storing or removing stock, display shelves eat wall space you don't have because of backdrops, and boxes under the layout are just in the way when you have to chase that pesky wiring down.

There is a solution, though. Look up! The mainstream modeling press would have you believe finished drop-ceilings with light fixtures integral is a requirement. I submit it's worth holding up for a minute and considering that those overhead floor joists offer a huge amount of safe storage potential. I first was struck by that notion while visiting an old-school traction modeler by the name of Chick Siebert. He used that space to display his various artifacts; if it worked for motorman's hats and such, why not models?

There is a company known to the three-rail enthusiasts called Glen Snyder Display Systems, who sell a dandy extruded aluminum shelf that is easily screwed to the sides of the joists. They and the joists become the solution to the storage of all that stuff or potential stuff that isn't in use at the time; safe, out-of-the-way, easily labeled and sorted. Suddenly the whole idea becomes practical.

Other Stuff

Here are some additional notes as the railroad takes shape. The layout is wired for conventional DC though taps are provided on rotary switches so DCC could be very easily added. The wiring is fully bussed and isolated with all frogs hot and switched. The trackwork is done to UK standard since building and operating British models (often with very short wheelbase) is another personal choice, but clearances and siding lengths are done to North American standard. No sound; not a big fan.

The lighting is geared more to visibility for the operator rather than for scenic effect. It's all LED overhead so you can see between cars to work the couplings. Scenery is in its formative stages; lots of paper backscene buildings and foam walls, shallow relief structures from all sorts of sources, and foam landforms where needed. Each node is actually divided off as a diorama onto itself using view-blocks. That way no space is wasted trying to get the scenes to flow from one to another seamlessly. They are just discrete dioramas hooked together using whatever track-form will efficiently do so.

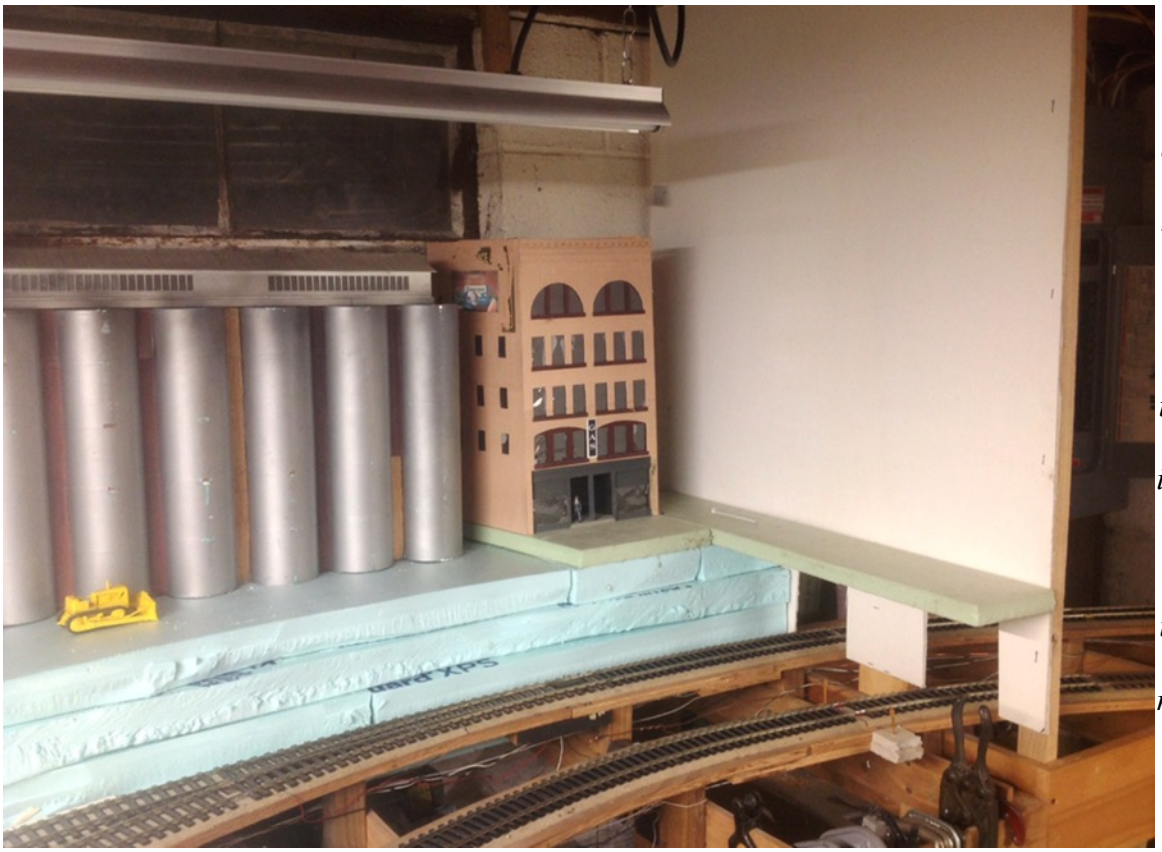
I hope you might get an idea or two from all this, even though it is a work-in-progress. Meanwhile, I'll say it again. It is wonderful to be a modeler again.

The following photos show where we are in the summer of 2021, so a bit further along with backscenes and specific structures completed and sited, though still a work in progress. Enjoy!

Above: Here is the view down the yard complex; class yard to the left, advance and receiving tracks to the right. The "Perlman-Moderne" structures were a collaboration between Jay Beckham and myself.

Below: Moving a little further into the yard, we see the trimmer tracks, relay track between the classification yard and the advance/receiving tracks, and you can get a notion of how the backscenes are coming together.

Here is the station astride the yard, having been developed a bit from when Dan was here. A little counterintuitive, but the buildings and flats are test-sited at the moment. I'll go back and remove them again to paint the backdrops, after we establish some of the features needing blended into the backscene. Our group's artist in residence is Lee Davis; he's been a great help on this sort of thing.



The railroad's nodes are scenically broken up into diorama boxes, as space is too precious to invest in smooth visual flow between scenes. The near track punching through the divider at the end of the "box" is the running track to the next scene (and first destination node). The far one is the class-yard lead. A street bridge is mocked up to test how I intend to hide the holes.

The entrance to the next diorama box is disguised by a building style not uncommon in the Northeastern urban areas. Some of you will recognize the crane, all the way from West Australia, built by my good mate Nev Rossiter for his old Bay Ridge Harbor Railroad and featured in the early days of O Scale Trains Magazine.

OSR Photo

Shot back when Dan and Amy visited, this was the overall view of the area of the first destination node. Note the all the hallmarks of a fully functional single scene switcher layout are replicated here, a run-around with sufficient lead-room to get around cars while exchanging the inbounds for the counterparts at the various doors. The running track leaves the scene under the walkway between the two tall greenish buildings to the right. The trackwork hasn't needed any modification from this view.

OSR Photo

Left: A closer look at how we sneak out of the scene and on into the next one.

Below: This next area was probably the most problematic. Since Dan and Amy's visit, operational testing showed this interchange to be very constrained by the dimensions of the space. Two tail-to-tail turnouts were replaced by this now-infamous double-slip "curiosity-switch" and the interchange tracks were stretched to the maximum possible before a good balance between turnout angles and track-length made for reliable operation.

Looking at the interchange from the other direction, you get the idea of the constraints imposed by the space. The tower in the distance marks the east end of the second destination node. The freight house in the foreground is the result of one of those "Let's dump all the bits from three Korber kits in a pile and see what we can make of 'em" exercises.

Looking west, the chemical plant, lumber retailer, cold-house, and the other end of the run-around complete the second destination, again operable as a single-scene switcher.

We're finally able to host ops-sessions here after a year or more of virus precautions. Attalee Taylor and Rich Randall handle the first node…

…while, further up the line, Bruce Blackwood and Paul Raith deliver the goods.

The scenario that day was the Reading interchanging Western Maryland in 1974. We'll finish this up with a few beauty-shots of some of the various scenarios we can operate here.

First, we have to solve the one problem that comes from having multiple operating scenarios on one "stage". Safe storage for equipment not in the current operation is a requirement. Here, the overhead joists are the solution. Rather than a drop-ceiling, shelves are run overhead; the equipment for the L&N-in-1975 scenario shown, safely standing by for their turn on the playbill. One of those unique cabooses was built by Fred Jean, and the other two by Malcolm Byrd.

Above: A Valley C-420 hands off its train to the B&O…

Below: …and the local boys earn the terminal fees.

Above: An LV "pup" is the yard engine in the Lehigh Valley and BR&P in 1974 scenario, a nod to the Geneva line of the Valley and the B&O in Upstate New York.

Below: It's 1966 in Western Massachusetts as an NYC "Beeliner" departs. These single-coach trains were mandated by the ICC on the Boston & Albany, usually pulled by an RS-3 or a single E-unit. This scenario, NYC interchanging New Haven, is the most complex we run; yep, we even run passenger service in this one!

A Kemtron GP20 takes a dimensional extra eastbound. They are fun builds; Russ Briggs supplied the kit and Jay Criswell the original drive components. Thanks, gents!

Above: Next out is an Alco powered freight with interchange traffic for the New Haven.

Left: An S-1 holds down the yard duties.

Above: A New Haven Geep handles the other end of the line.

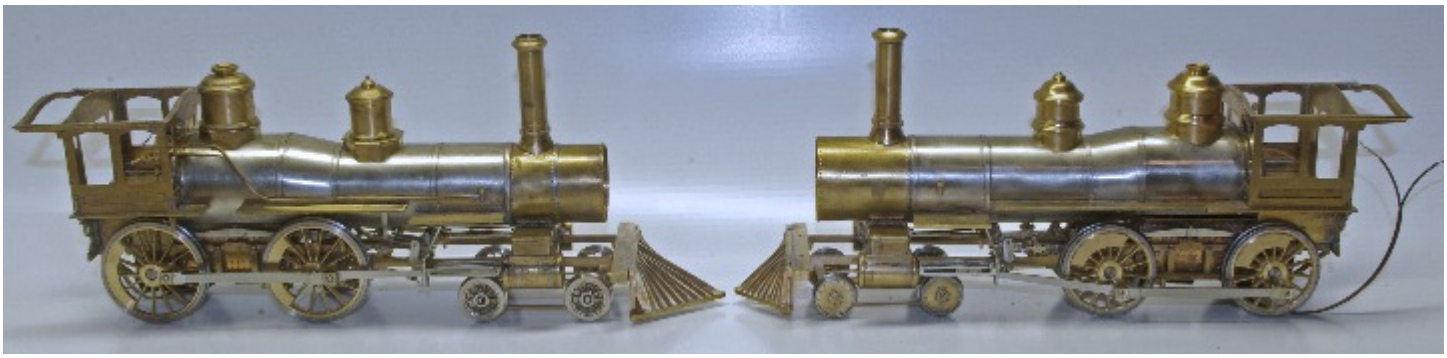
Below: Speaking of the B&A, the engine house, built by Phil Opielowski, is a model of the one at Palmer, Mass. Many good friends have had a hand in this over the years!

Above: Fast-forward 14 years and it's 1980. By then, Conrail had spawned many a regional railroad as it spun lines off left and right. My sole dalliance into freelancing is the fictional independence of the NYC/PC St. Lawrence Division, the old Rome Watertown & Ogdensburg. In this scenario, the class yard is worked by this Conrail U23b.

Below: Conrail hands off traffic to the RW&O, standardized on late RS-11s and C-420s. An RW&O C-420 heads east.

Scratch Building My Steam Locomotives

Pt. 7 Lead Trucks and Pilots



By Glenn Guerra

The models are coming along, and it's time to work on the lead trucks, pilots, and some cab details. Both models use the same lead truck frame, but each model has different wheels. This allowed me to make many of the parts at the same time and saved some time. Making two models at the same time does not seem like twice the work. This may be something to consider for your own projects. Even though these two models are different, they share a lot of common parts, and time can be saved making all the parts at the same time.

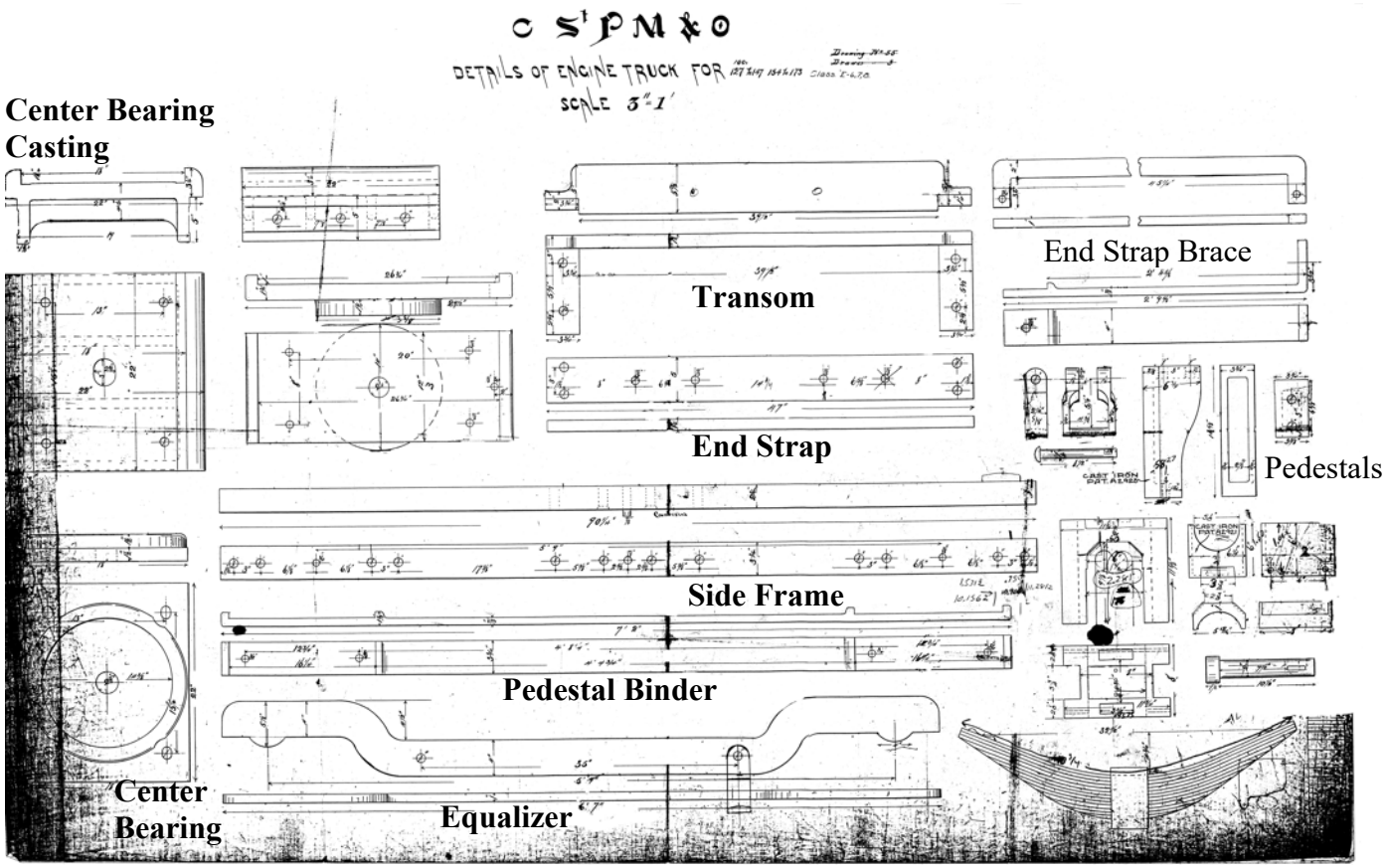
I had some drawings of a lead truck that these locomotives would have used and decided to try to make my model like the drawing. As always, you need to consider material sizes and what is available. You also need to consider what is possible to make, and how your model will look like the prototype while not being constructed exactly like it. Look at the drawing of the prototype and you will see it is made out of a lot of bent pieces and some castings all bolted together. The pedestals are castings that are hollow on the back side. In O Scale, these will be very small parts. Imagine making these. In addition, imagine soldering them all to the side frame and keeping them aligned. After thinking about this, I decided to make the side frames and pedestals one piece and not hollow out the pedestals. This is not only simpler to do, it will be stronger, and lastly, you will really need to look to see that the pedestals are not hollow. The two transoms for the truck are bent. This would be hard to form and to align them for soldering. I decided to make the part that was folded over and bolted to the side frame part of the side frame. Now I had a step that would locate the transom when I soldered it to the side frame. There are a few other things I did, and as before, we will go over all of this with photos.

The wheels on my models are different also. The 1884 locomotive had 30" cast center spoked lead wheels. I did these by making a drawing and having a rapid prototype pattern made. From the pattern, I made a mold and shot some wax for casting. To see how this is done, see my article in the May/June 2019 issue of *The O Scale Resource*. From the nickel silver wheel castings, I machined the wheels. The 1886 model had 28" Allen Paper wheels. These wheels had a steel hub and tire with a pressed paper core between two iron sheets to hold it all together. These were popular in the 1880's and 1890's and have a distinctive look. We will look at a prototype wheel, and I will describe how I made my model wheels.

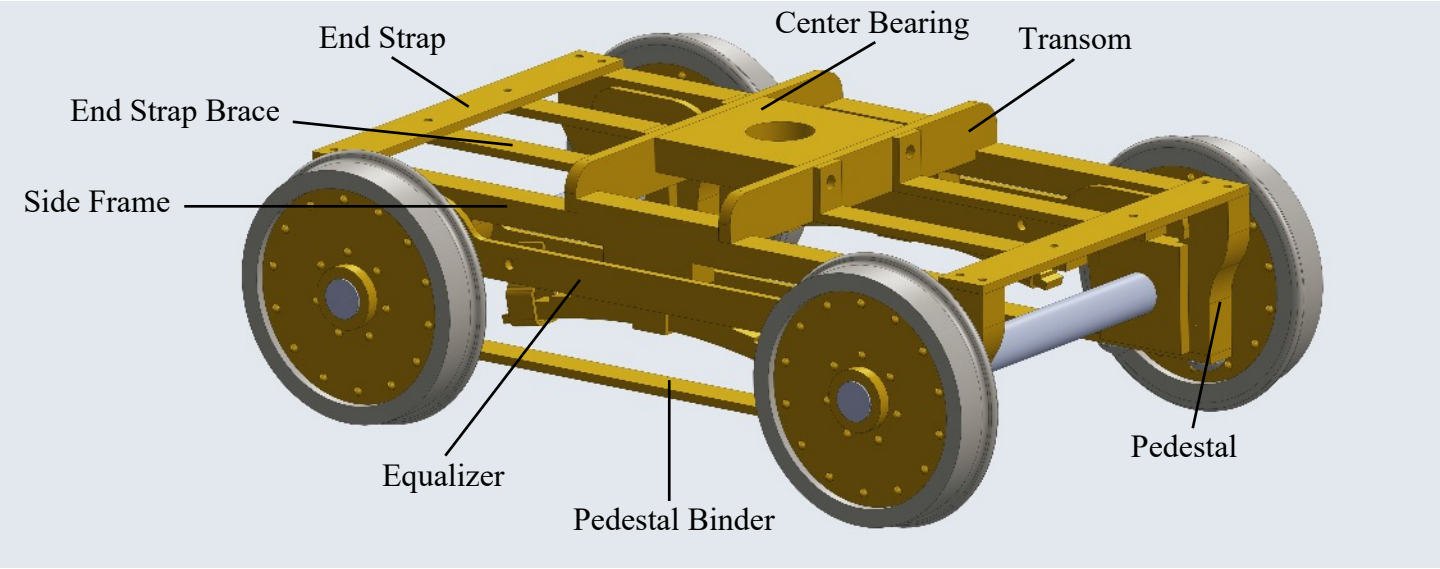
I have started making some of the cab details, and am using commercial castings for the most part. The fire door was not available in the size I wanted, so I made two of them. I will show a few photos on how I did them.

Now that we have some idea about what we will be talking about, let's get building.

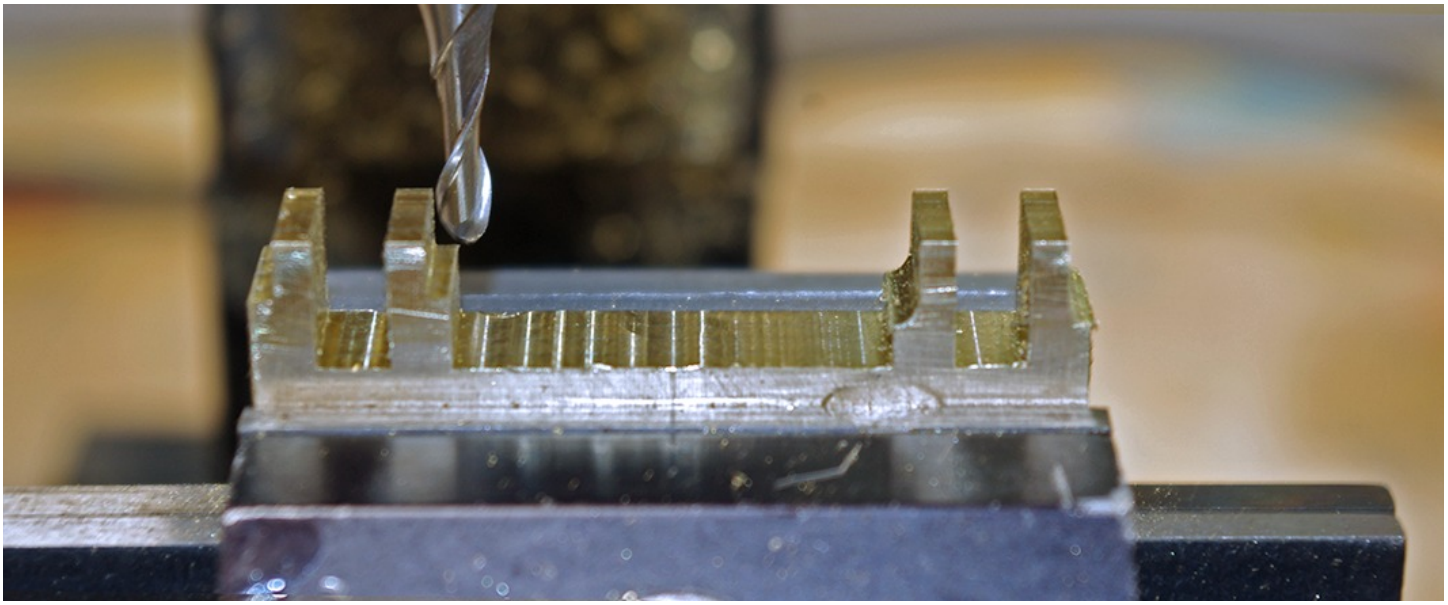
The Lead Trucks



This drawing came from the Lake States Railway Historical Association archive. http://www.lsrha.org/ It shows the parts of the engine truck for a CStPM&O locomotive of the same type as the C&NW locomotives I am building. This was a starting point for making my models.

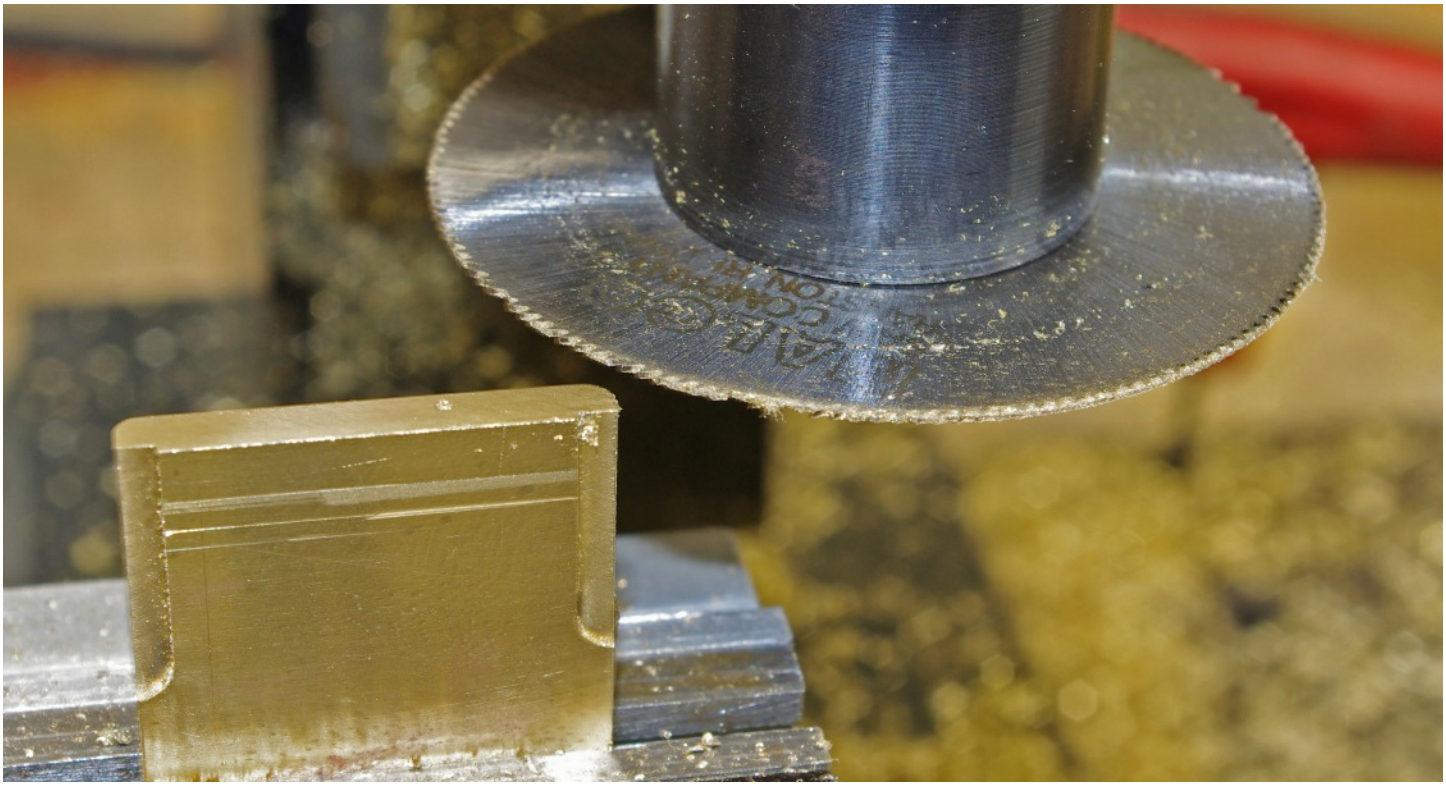


This is the drawing I made and shows how I will make the engine truck. I decided to make the side frame and pedestals as one piece.. On the drawing, you will see that the transoms are bent and bolted to the top of the side frame. I made the bent part as part of the side frame and the transom as a flat piece. This was easier to make and still looked like the prototype. I always recommend making your drawings in the scale you will build the model, and think about how you will make the parts as you are drawing.

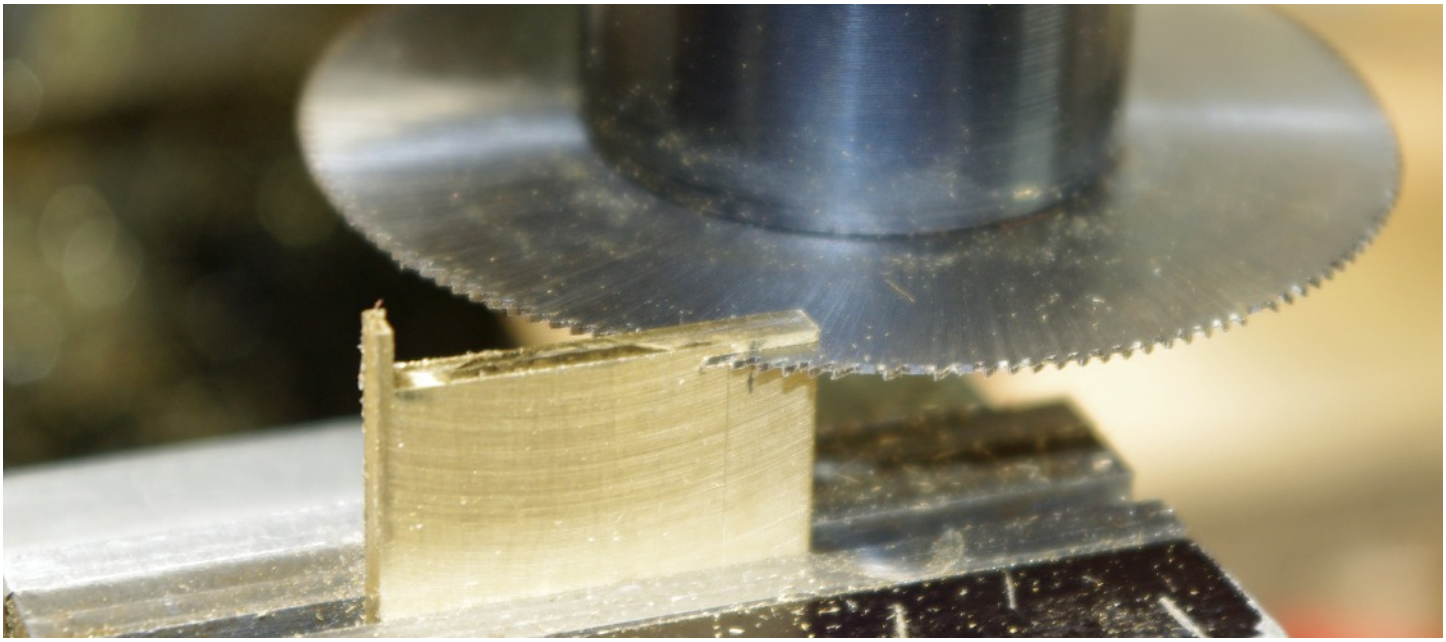


Here I am finishing the side frames with pedestals. I soldered four pieces of .080" thick brass together first. Then I squared up a blank in the mill. Holding the parts like you see, I was able to mill away the area between the pedestals. In this photo, I am using a ball end mill for final shaping of the pedestal. By soldering four pieces together like this, I have a much more rigid work piece and they will all be the same. Many years ago I was working on an old car with hand made aluminum fenders. My friend, Stan, was welding a repair on one of them for me, and I commented how hard it would be to make this fender in 1934. He said making the fender was easy, the hard part was making the other one look like it. Hitting all your numbers when making parts is hard, doing it four times all the same is very hard. Much better to do all four parts at once.

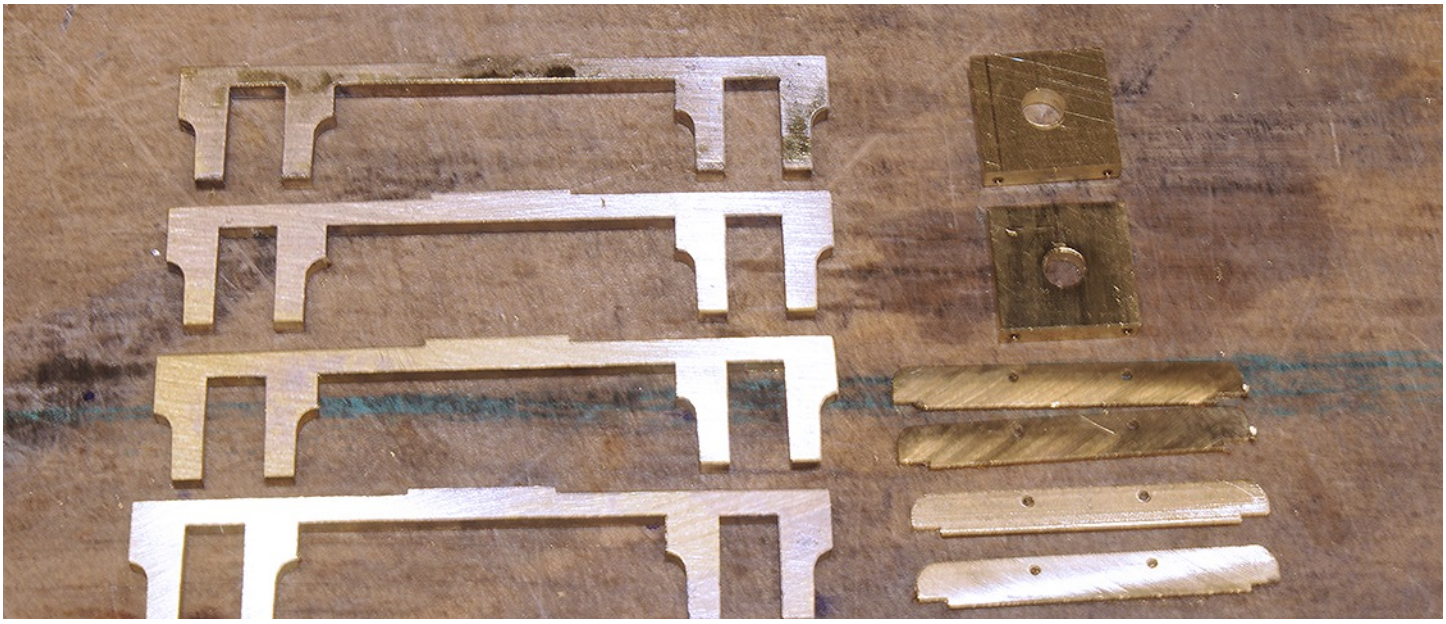
After I was done with the machining, I put the block on my fire brick and heated it with a propane torch to melt the solder. The parts look bad here, but they all clean up well as you will see. I glued some wet dry sand paper to a flat piece of wood and rubbed the parts on it until the solder was gone.



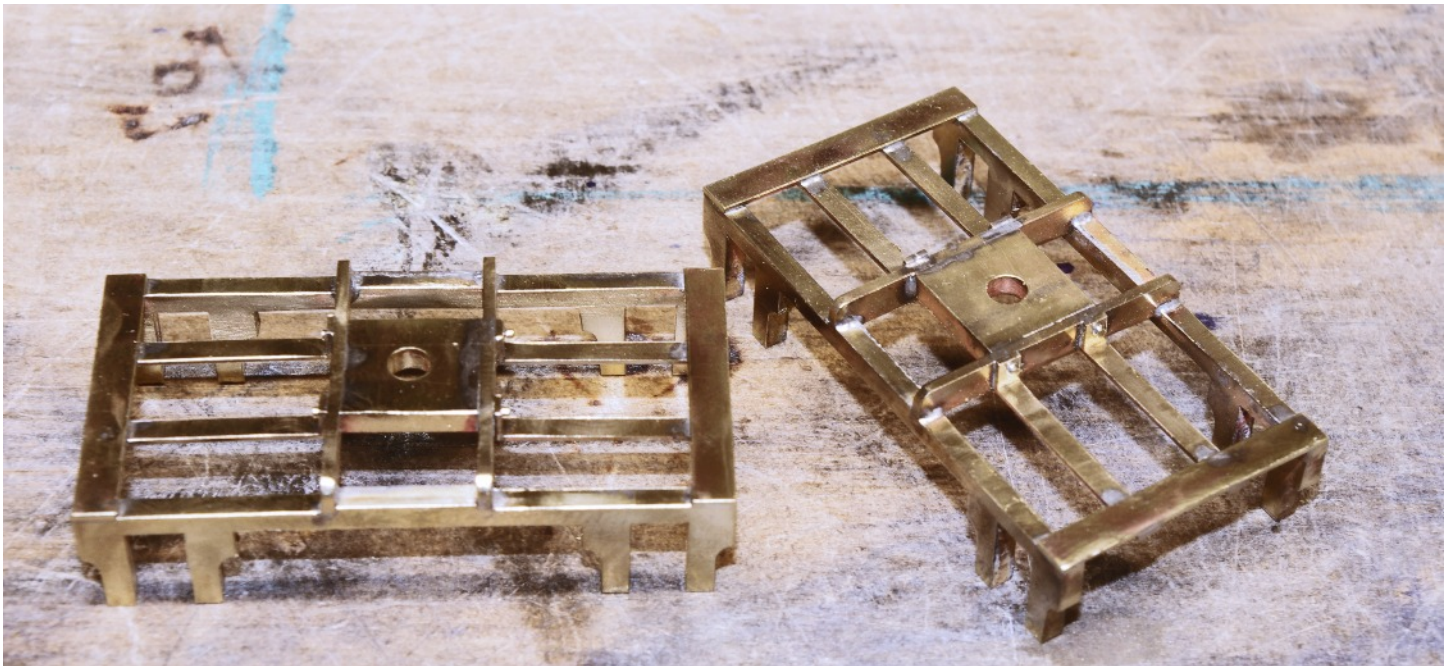
This is how I made the transoms. As I mentioned, I made the bent part as part of the side frame. I cut the profile in the milling machine. The two cuts you see will make a step in the transom to locate on the side frame. I made the curved edge with a file. Now that I have the profile made, I am cutting off individual pieces .032" thick. Again, all the parts will be the same since they are cut off the same blank.



In this photo, I am making the end strap braces. I first made a blank of the thickness I needed. With the blank mounted on end like this, I cut the step first. Now with the slotting saw, I am cutting the piece off. This seemed easier to me than trying to bend flat stock and keep them all the same. It worked well and did not take very long to cut the eight pieces I needed.

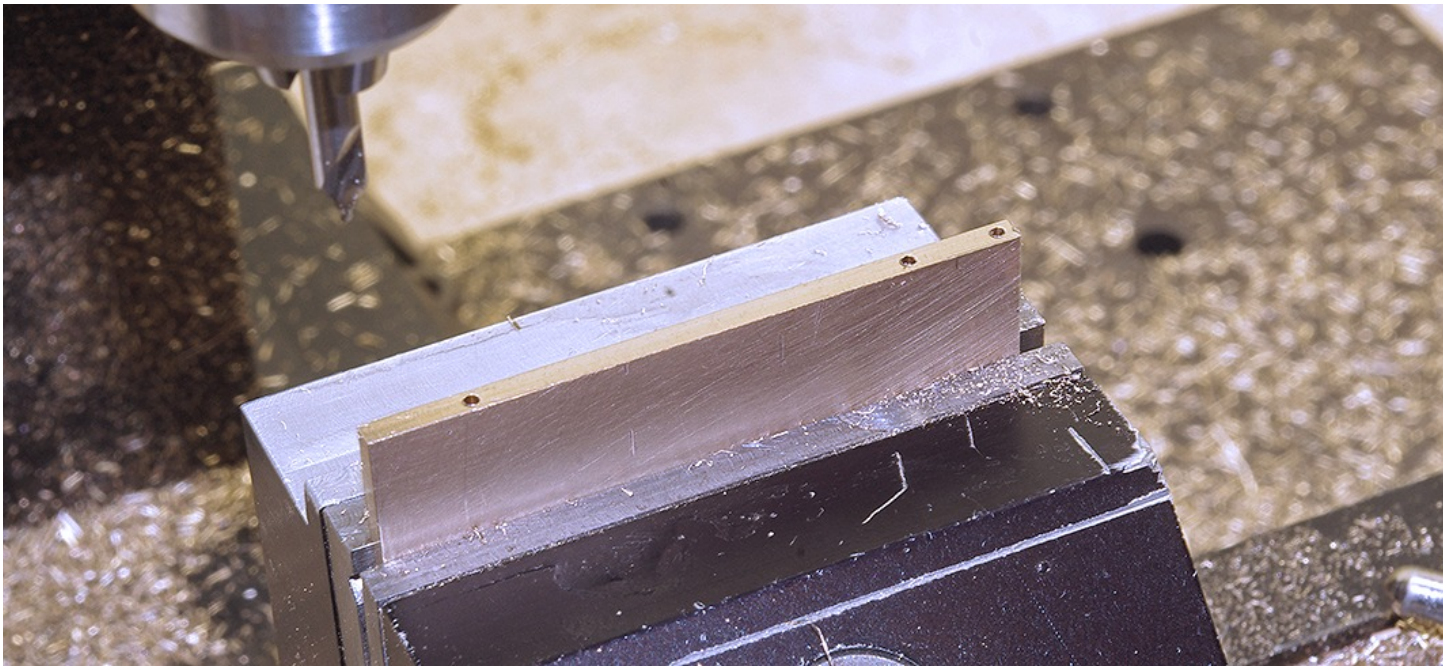


Here are the basic pieces for making the engine truck frame. I drilled bolt holes in the transoms and the center bearing plates. The holes were drilled before I cut the parts off the blank so they would all be the same. These holes do not show in the photo of the transom cutting because I had not thought of that when I started to cut the transoms off the block. I stopped and drilled the holes before cutting the transoms off. The holes are for pins that will hold all this together when soldering.



These are the basic frames for the engine trucks. The side frames cleaned up nicely and it all looks good. You can see the pins that hold the transoms and center bearing in alignment. I left them stick out a little for some detail. Go back and study the prototype drawing and how those parts fit together. Had I tried to make it exactly like the drawing, I would have had a lot of little parts to keep aligned. These look like the prototype and were not that hard to make.

This is how I made the axle bearings. By making a bar like this, I only had to hit the numbers once in two set ups. In addition, it was much easier to handle the larger piece of stock. After this, I cut the individual bearings off and made them all the same length. By using a stop, I was able to locate the bearing hole and drill them out. I reamed the hole to a slightly larger size than the axle and the bearings were done.

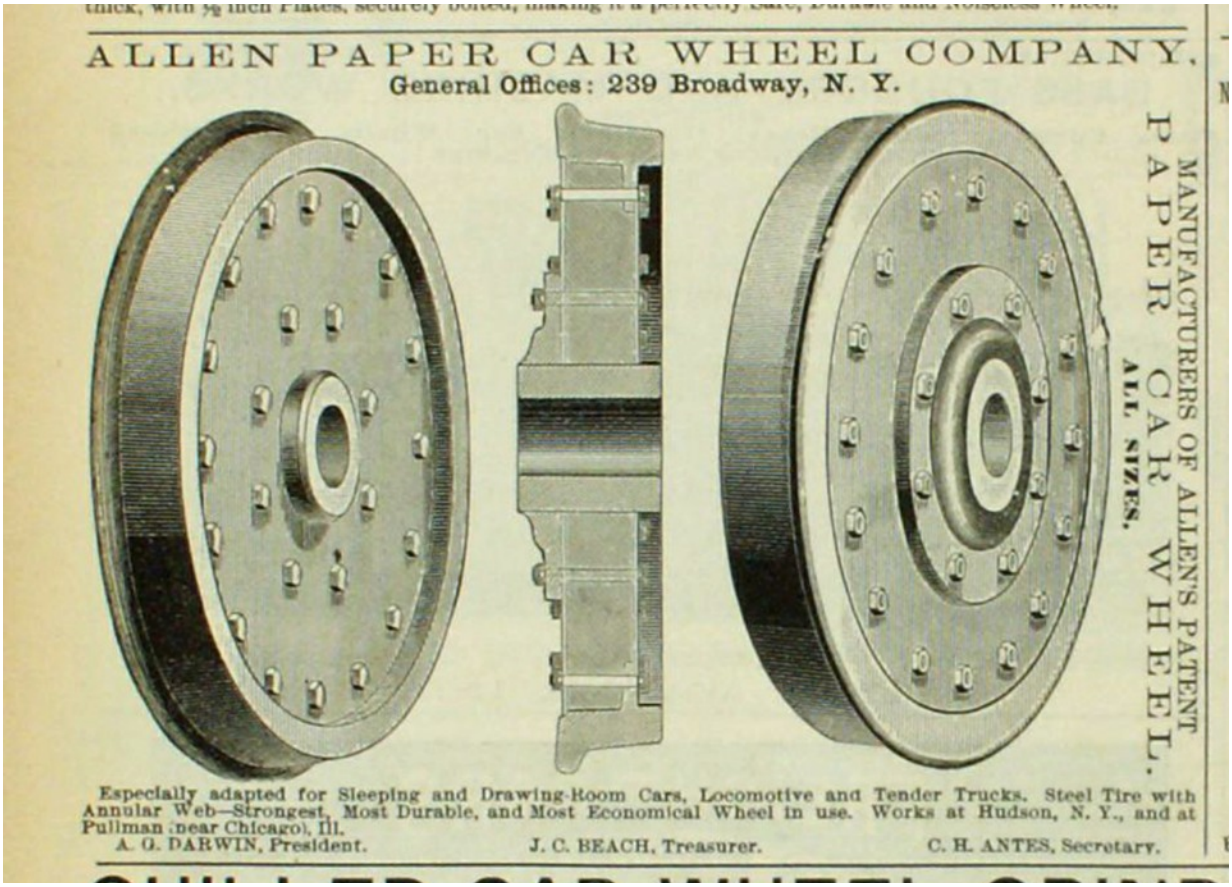


These will be the pedestal binders. Here I am drilling the holes where the screws will go. I am drilling them to the tap drill size of .038" for 00-90 screws. Use a spotting drill to start the hole and then the drill. This way, the hole will be where you want it. When the parts are cut off this block they will locate where the holes go in the pedestals. Drill the pedestal with the .038" drill and then drill out the holes in the pedestal binder for clearance of the screw. Tap the pedestals for 00-90, and you are good to go.

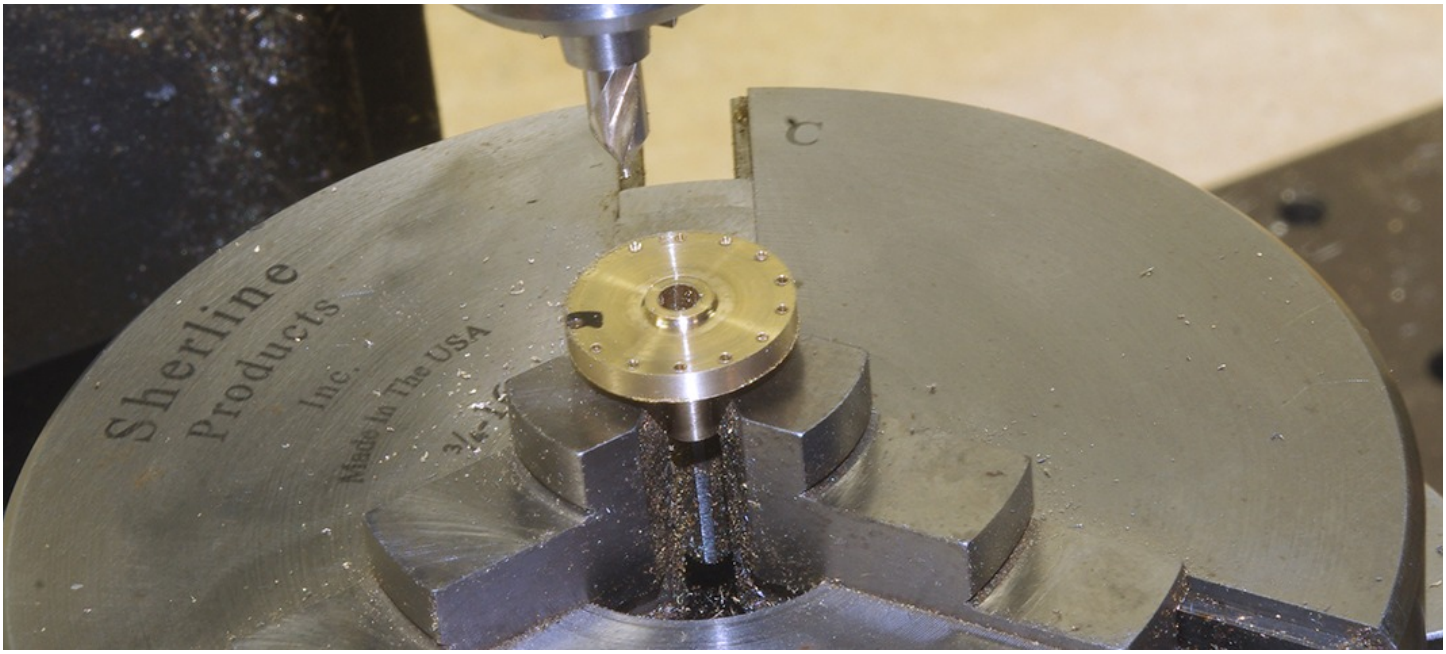
With the slotting saw, I am cutting off the pedestal binders. I have been using a little oil on the saw and it helps keep the saw from getting hot and clogging. As you can see, I really like this method of making more than one part. I am using a .020" slotting saw. If you use a thinner saw, you run the risk if the saw wandering.

Now it's time for the wheels. The spoked wheels were easy, I just had a rapid prototype pattern made for some investment casting. To see how this is done, see my article in the May/June 2019 issue of The O Scale Resource. The other model uses wheels like the ones in this photo. These were made by the Allen Paper Car Wheel Company. I decided to scratch build these rather than make a pattern and cast them.

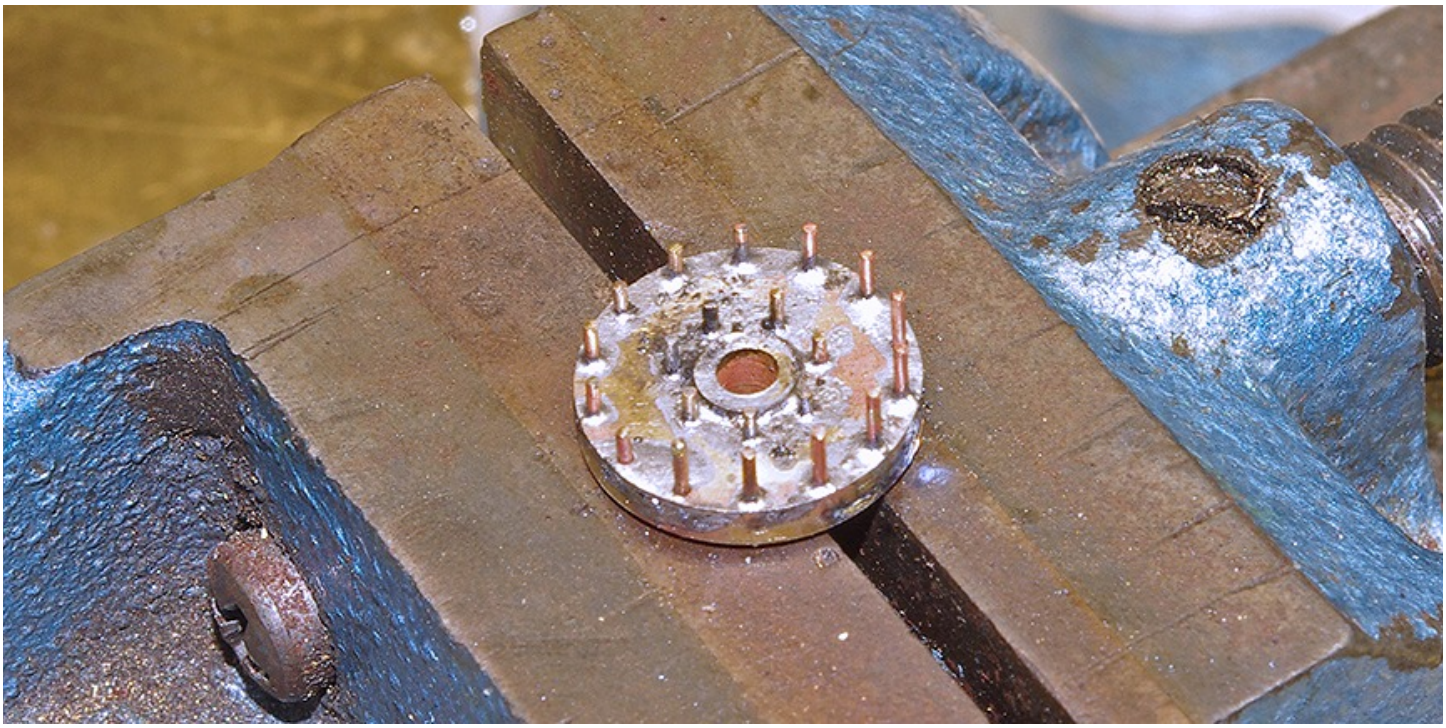
This locomotive is at the National Museum of Transportation in St Louis and has C&NW lineage. It was built for the C&NW in 1873 by Baldwin. The W&StP was acquired by the C&NW, and soon after this locomotive was built, it was transferred to the W&StP. It has some value to my model because it has a standard C&NW pilot and the right vintage tender for my models. I visited a few times to measure and photograph this locomotive. You will see more of this locomotive when I work on my tenders. Note that this locomotive still has one set of Allen Paper Wheels on the lead truck.



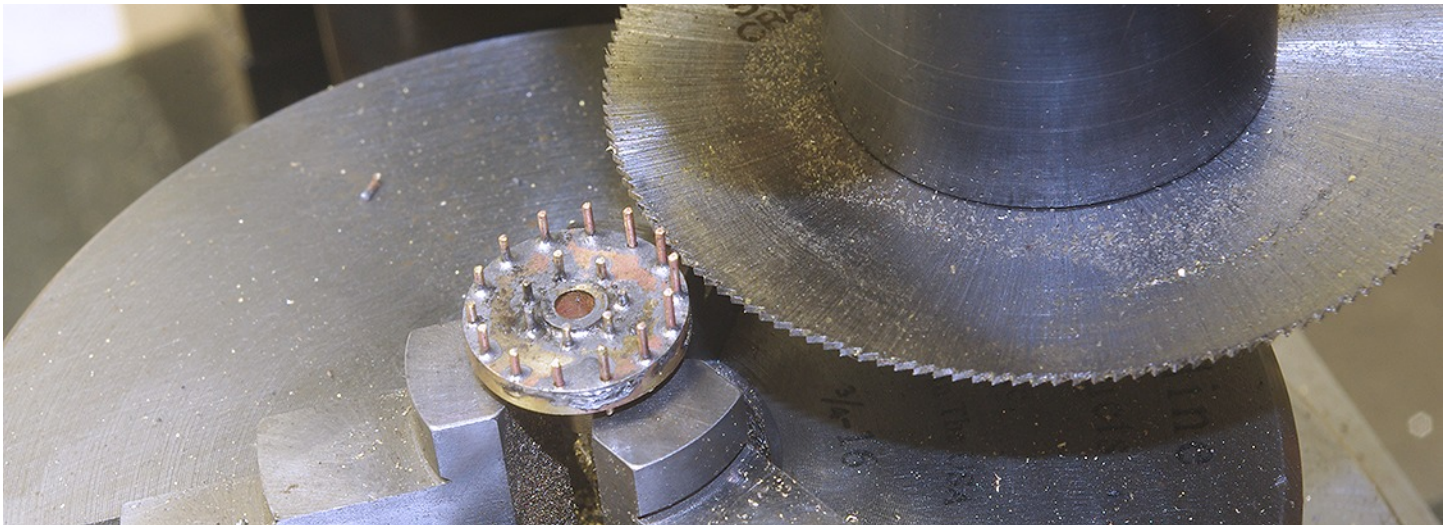
This is an ad from the National Car and Locomotive Builder magazine around 1886 and shows the Allen Paper Car Wheels. These were very popular on passenger cars in the 1880's and 1890's. The C&NW liked them for wheels on their engine trucks also. I decided I would make a brass core with a steel tire. The bolts would be simulated with pieces of .020" wire soldered into the core. The wire would then be trimmed and represent bold heads.



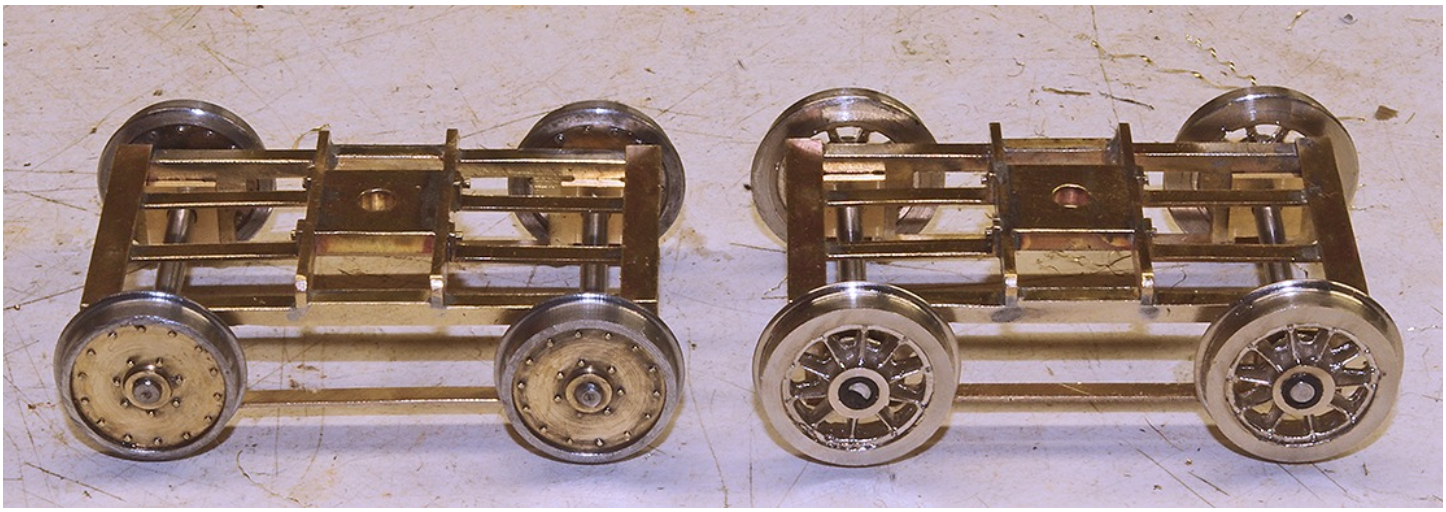
After I had a core turned on the lathe, I went to the mill and used the rotary table to locate the holes for the wire. To do this, make sure you locate the axis of the rotary table and the axis of the spindle the same. Once you have done that, move over to the radius of the bolt circle. Turn the rotary table to 0 and drill the first hole. Use a starting drill first and finish the hole with a .022" drill for some .020" wire. Turn the table the degrees you want and drill the next hole. When they are all done, do the next wheel and so on.



Now that I have the holes drilled, I soldered in some small pieces of wire as shown. This will be the inside of the wheel and the excess solder will not show. Use a wire brush in the motor tool to clean most of the solder off. If you heat the part and put the wire brush on it, the soft solder will come right off. The part will still be a silver color, but the solder will not show when painted. I was a little sloppy on a few, and you can see I got some solder on the area where the tire will be. Try to avoid this as it may affect the fit of your tire.



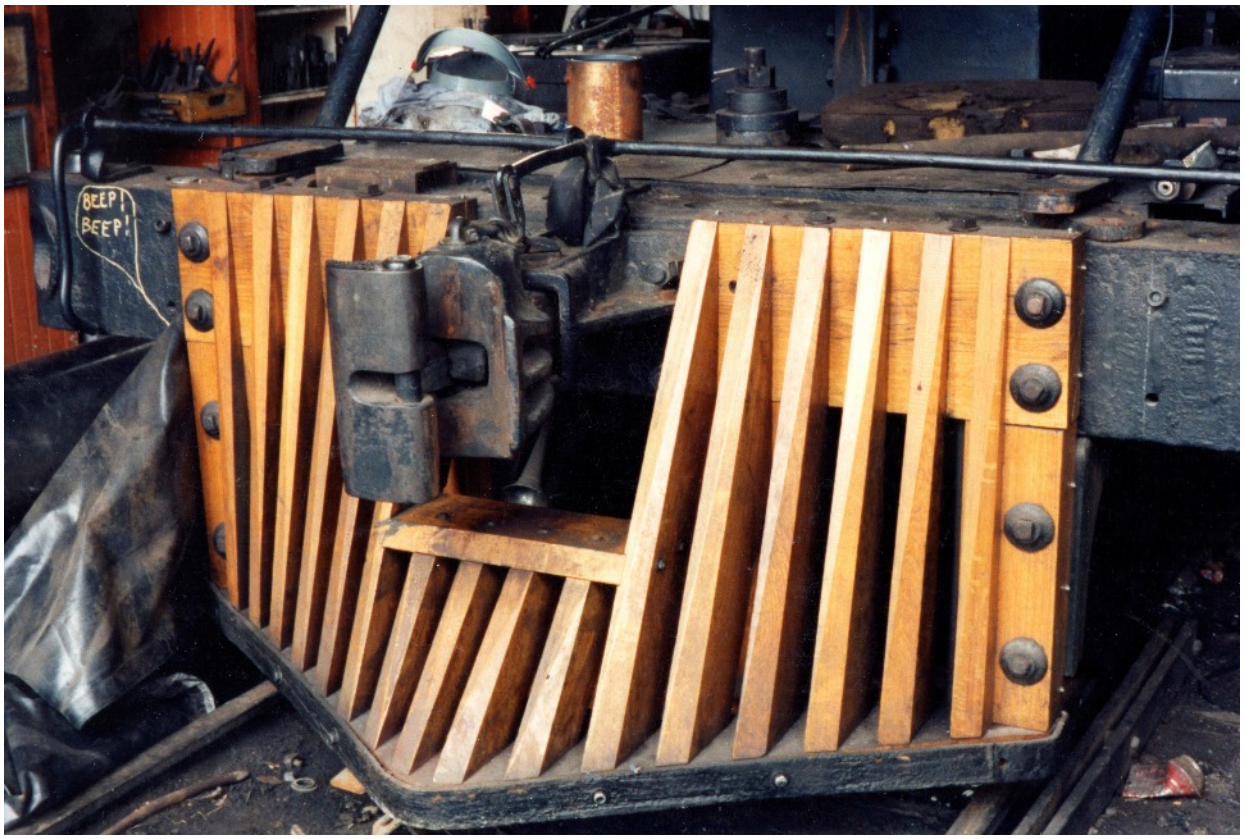
This is how I trimmed the pins to length. Go slow so you don't bend the pins over. When you are done use a stiff wire brush in the motor tool to round over the ends of the pins. They will look good when you are done. The tires were made out of 12L14 steel which is what a lot of model train wheels are made of. The insulated wheels were made like locomotive drivers by insulating under the tire using plastic. In retrospect, I would recommend insulating the hub like I did on the cast spoked wheels. It was difficult to get a good fit on the insulated tires on such a small wheel. On the cast wheels, I made a black nylon hub and inserted it into the wheel and then pushed it all onto the axle.



Here is how the engine trucks look so far. I need to do the springs and equalizers next. On a spindly model like these, quite a bit of this will show. It was a fun project. In the future, I think the paper wheels will get insulated at the axle like the cast wheels. It was a lot of work pressing on such a small tire over the plastic insulation. I finally had to sand a filet on the back of the tire so it would not cut the plastic when pressing on the tire.

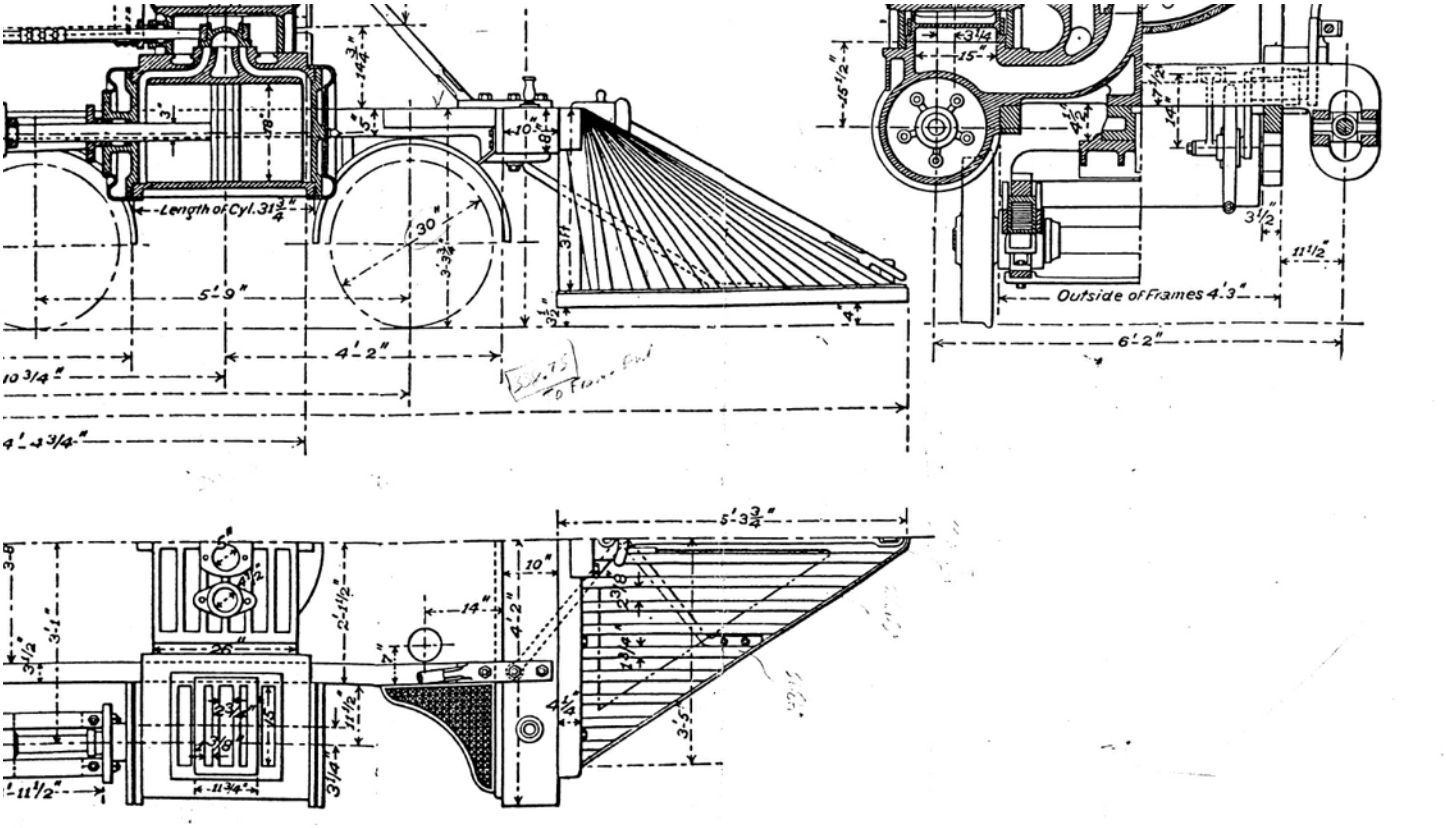
The Pilots

These two photos are from the W&StP locomotive in St Louis. This is a standard C&NW pilot and was the basis for the pilot on one of my models. I pulled some of the spokes away so I could see the coupler mount. The C&NW liked these rigid coupler mounts on their pilots. You will see how the mount is made in this article. I need to figure out how to make the coupler.

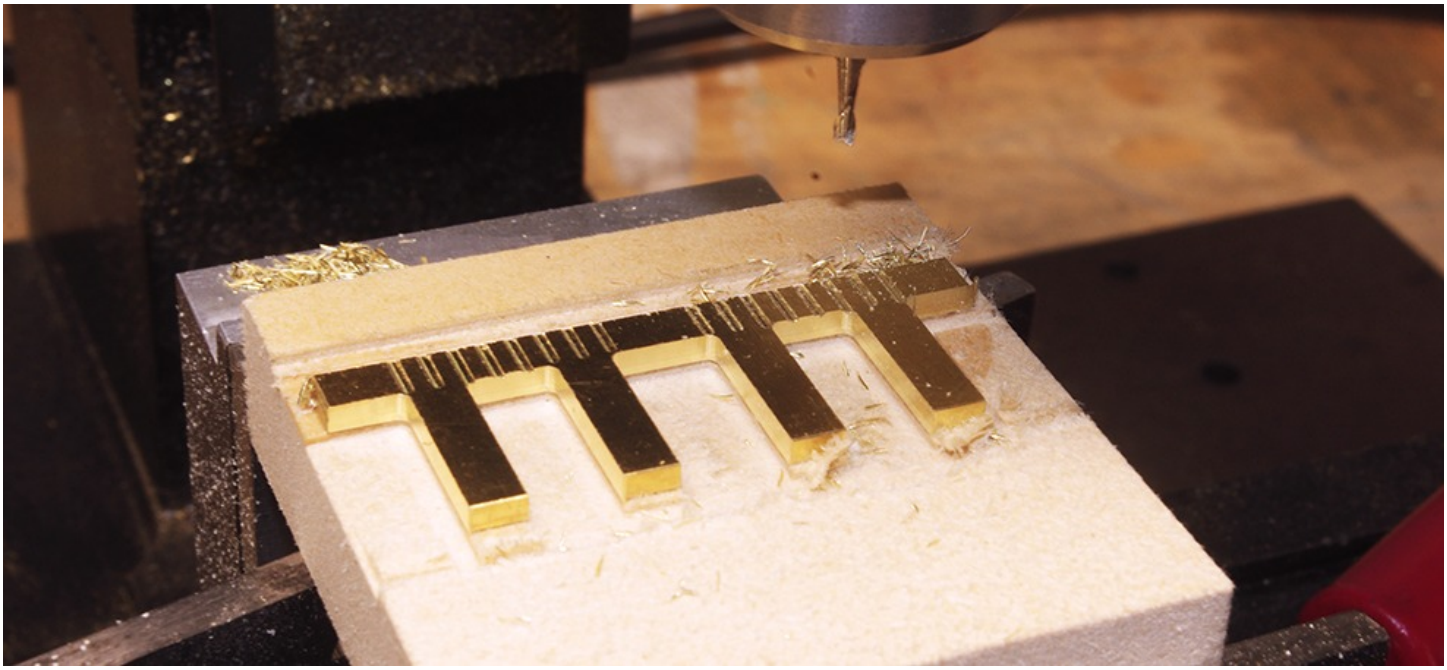


This is a pilot I built many years ago for a locomotive at the Mid Continent Museum in Wisconsin. It will give you some idea of how the prototype pilots were built.

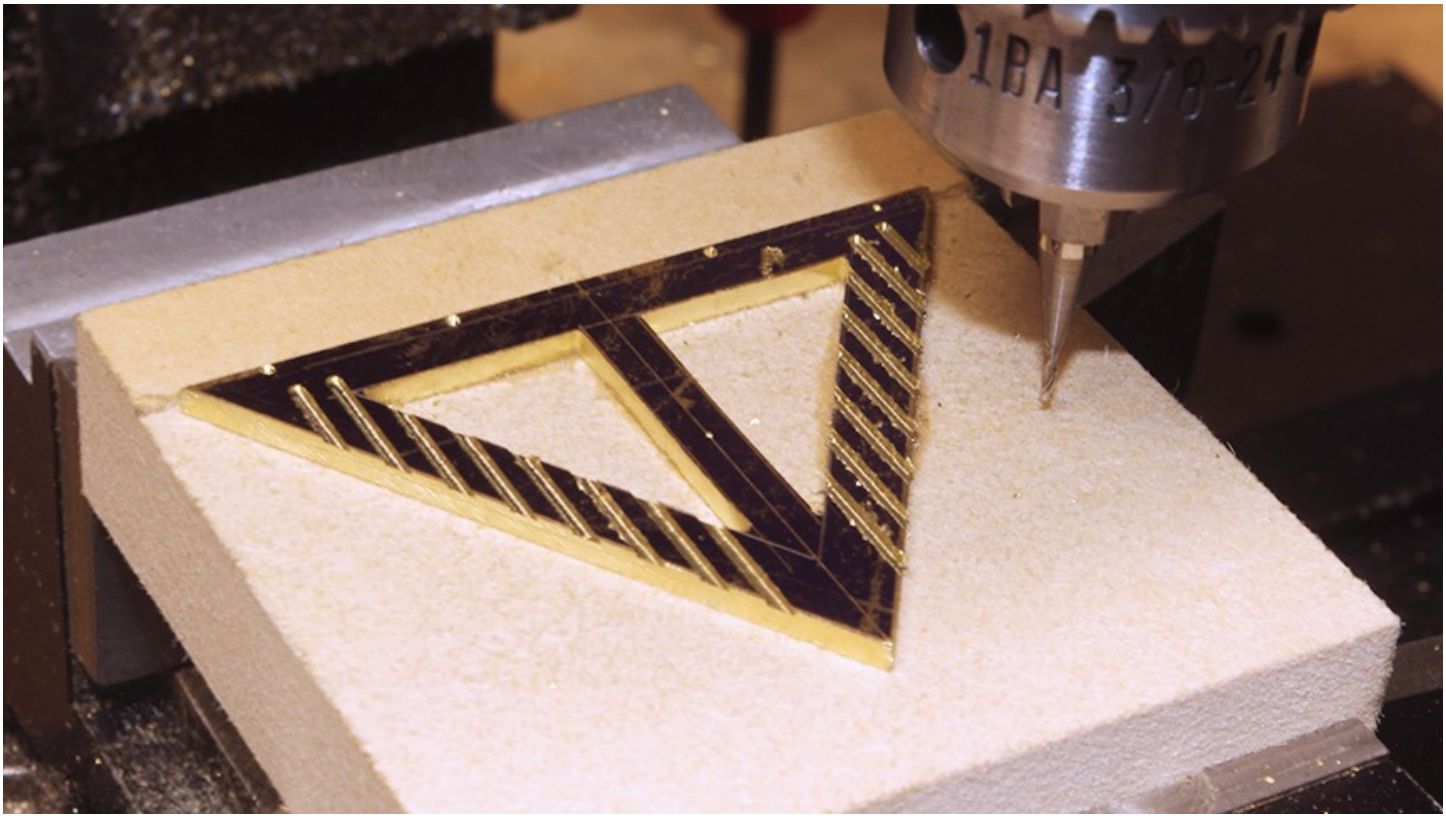
Here is some of the frame work for the pilot I built. They usually have a triangle base. The four uprights are mortised into the base and top piece. This would be hard to do on a model, so I decided to make all the vertical pieces as one and the same for the base.



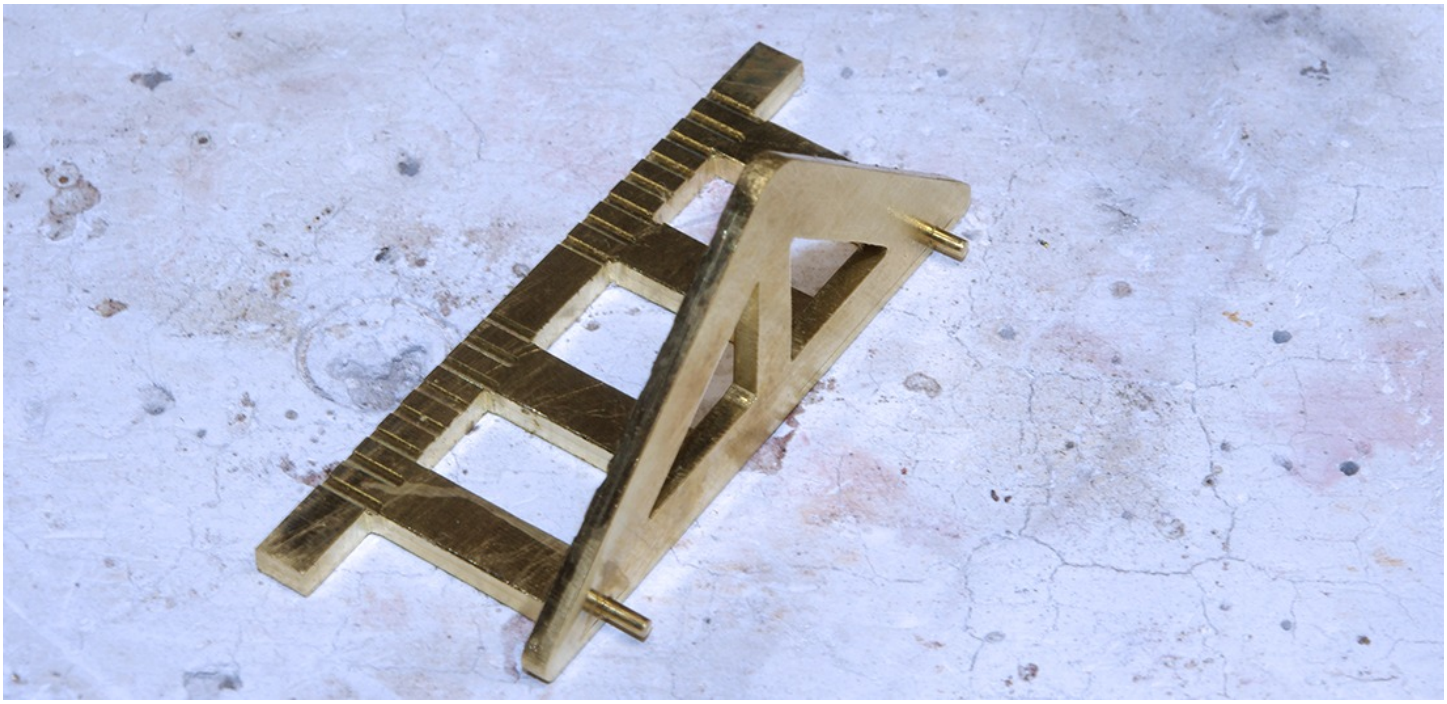
This is part of a C&NW drawing for one of the models I am making with the link and pin coupler. It gives some of the basic dimensions for the pilot, and this is enough to make a model. As before, I made a scale drawing first.



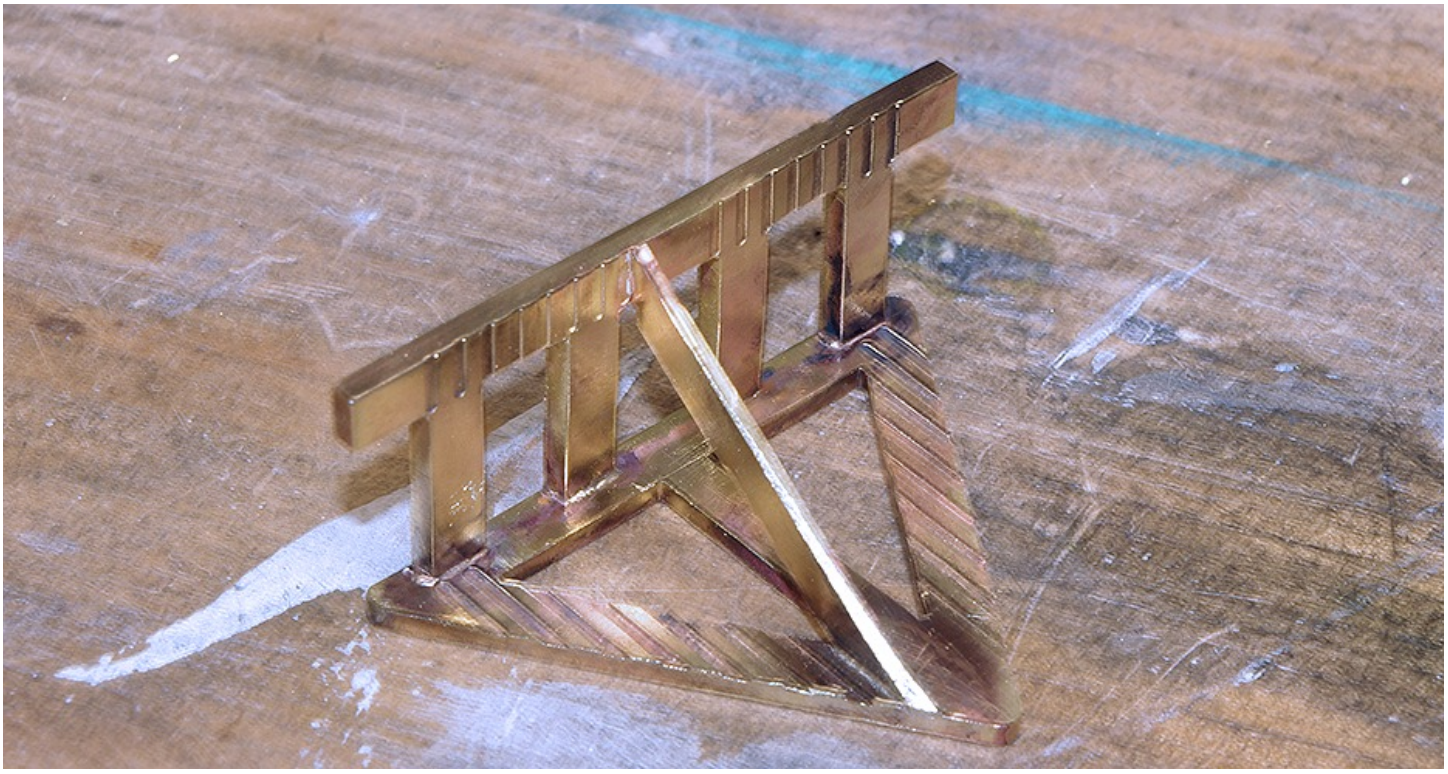
In this photo, I am putting shallow slots in the back pieces of the pilot frame. These slots will locate the spokes of the pilot. Note I made the vertical pieces and top all one piece. The brass is being held to the wood with ACC glue. This works very well, and you have seen me do it a lot. Use small cutters and small cuts. When you are done, soak the whole thing in Acetone to soften the glue and clean the part.



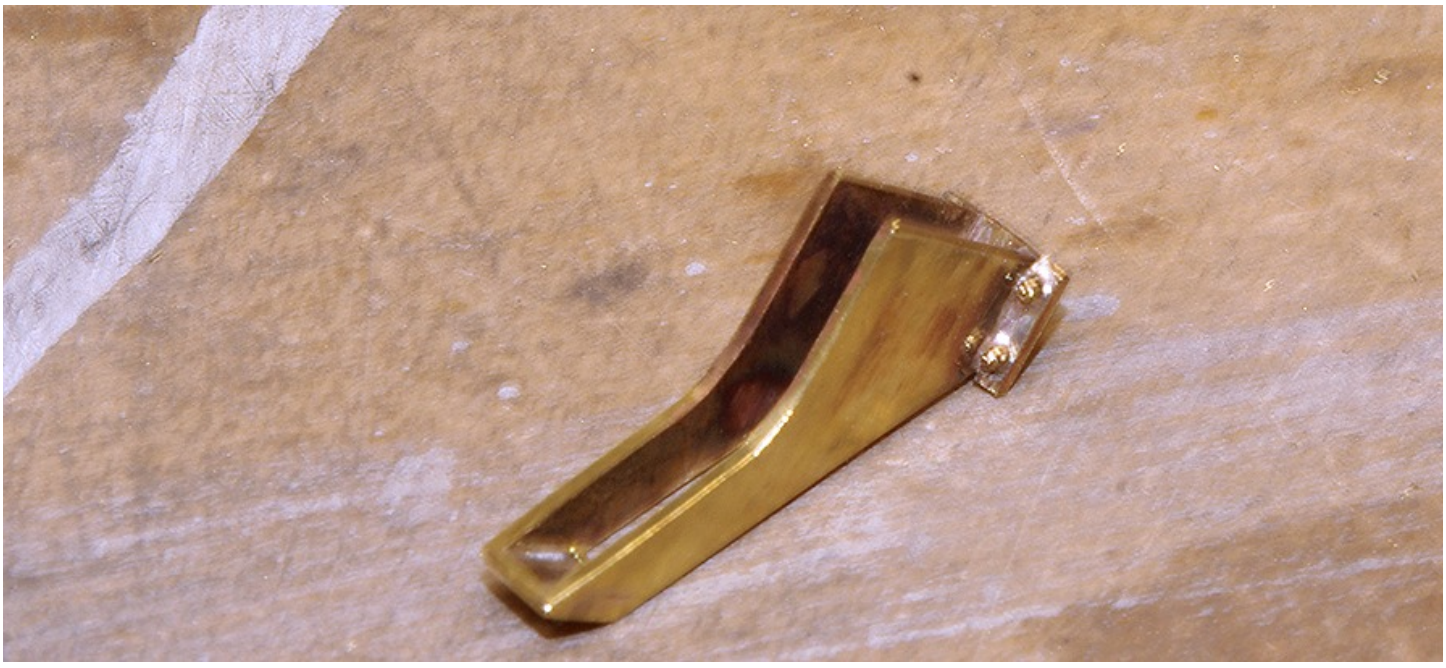
To make the base, I used a jewelers saw to cut it out. Once it was cut out, I mounted it like this using ACC glue again. Here I am cutting .032" wide slots .005" deep to locate the spokes of the pilot. Notice I faced off the block of wood first. This gives me a true flat surface to work from and also makes a true stop to locate the piece I want to cut.



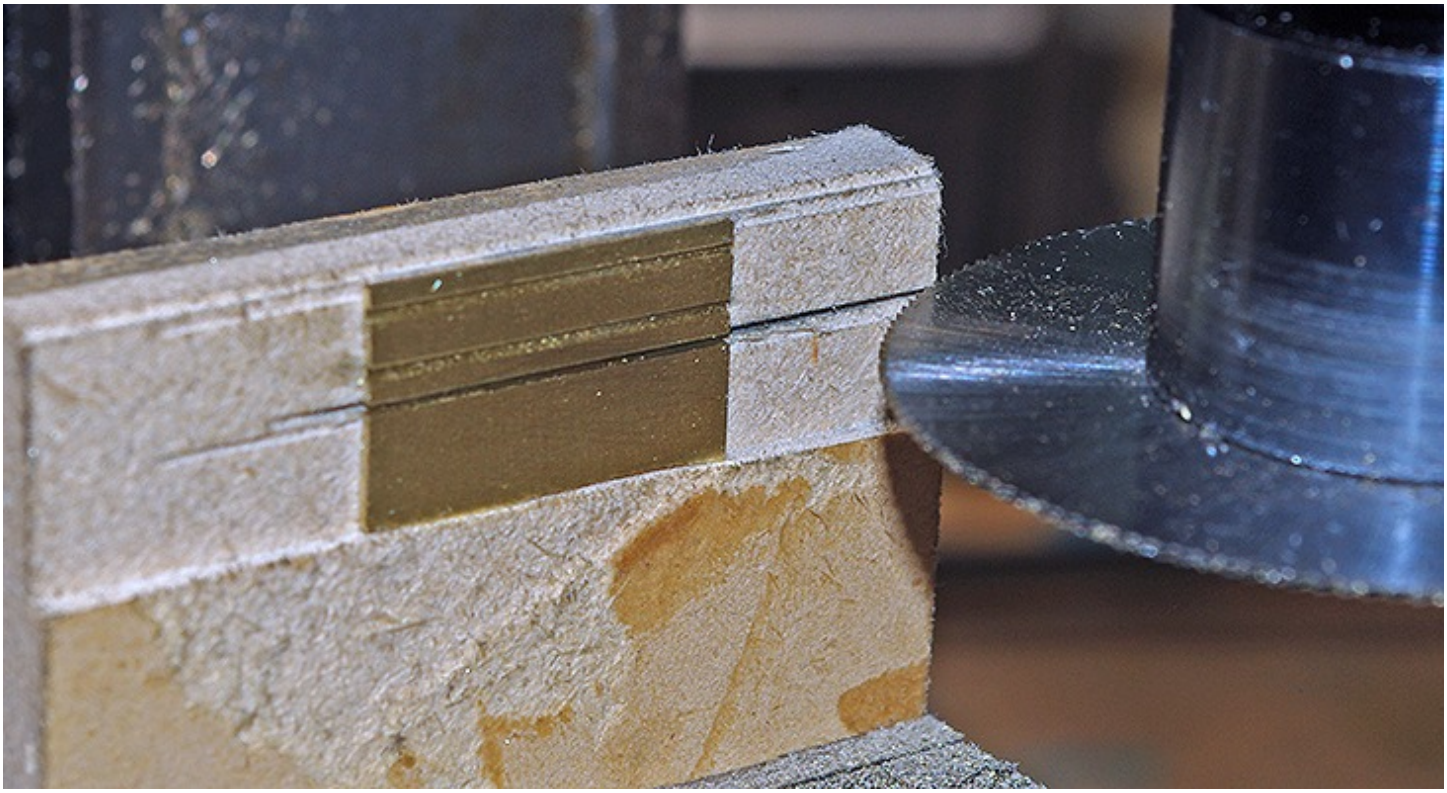
Here I am getting ready to solder the back and base together. Note how I am using pins again to hold the alignment. I am going to hard silver solder these and you can't clamp things to hard silver solder them. You need to get up to 1400 deg F and the brass will give under the clamp. When done, just file the ends of the pins off.



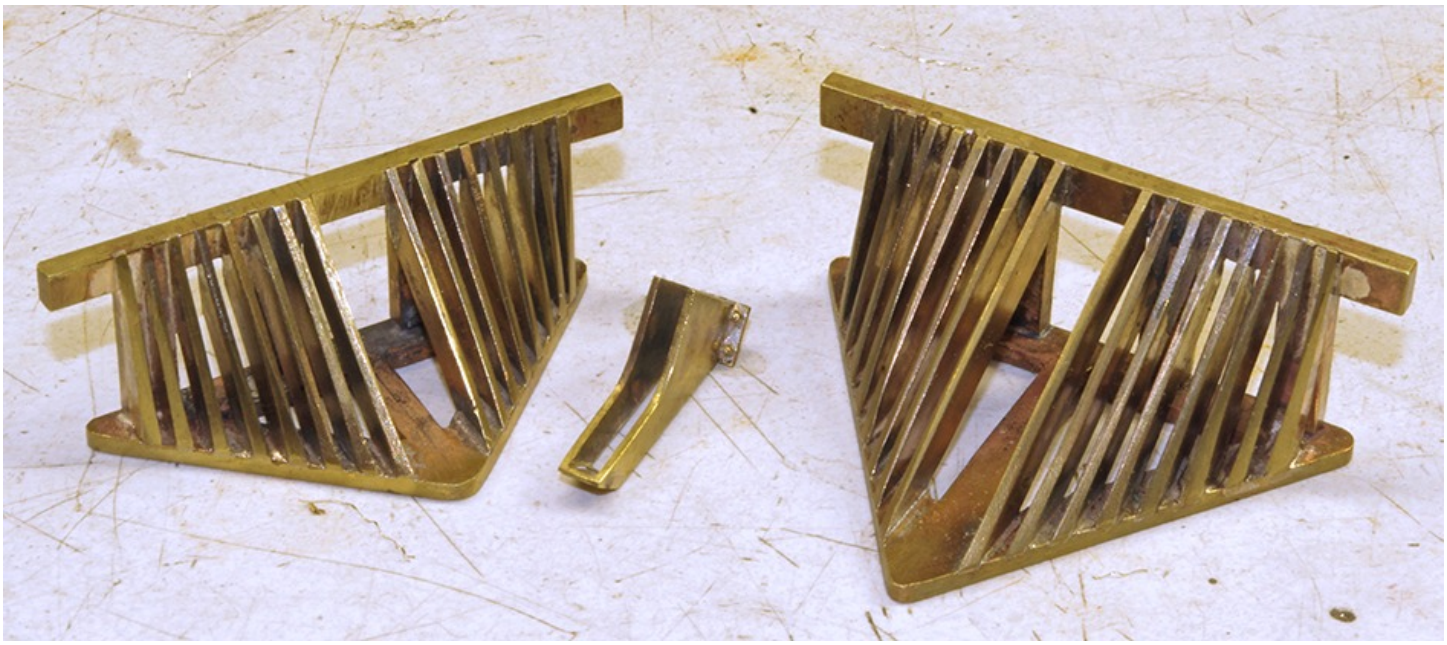
The first spoke is in. Use a piece of thin card stock and hold it in place. Mark the two edges, one at the top, and the other at the base. Then put your card stock on a strip of brass and mark your cuts. Cut the strip and fit it. After it is soldered in place, file the bevel on it. These spokes are hard silver soldered in place. The notches hold them while you heat the whole mess with the torch.



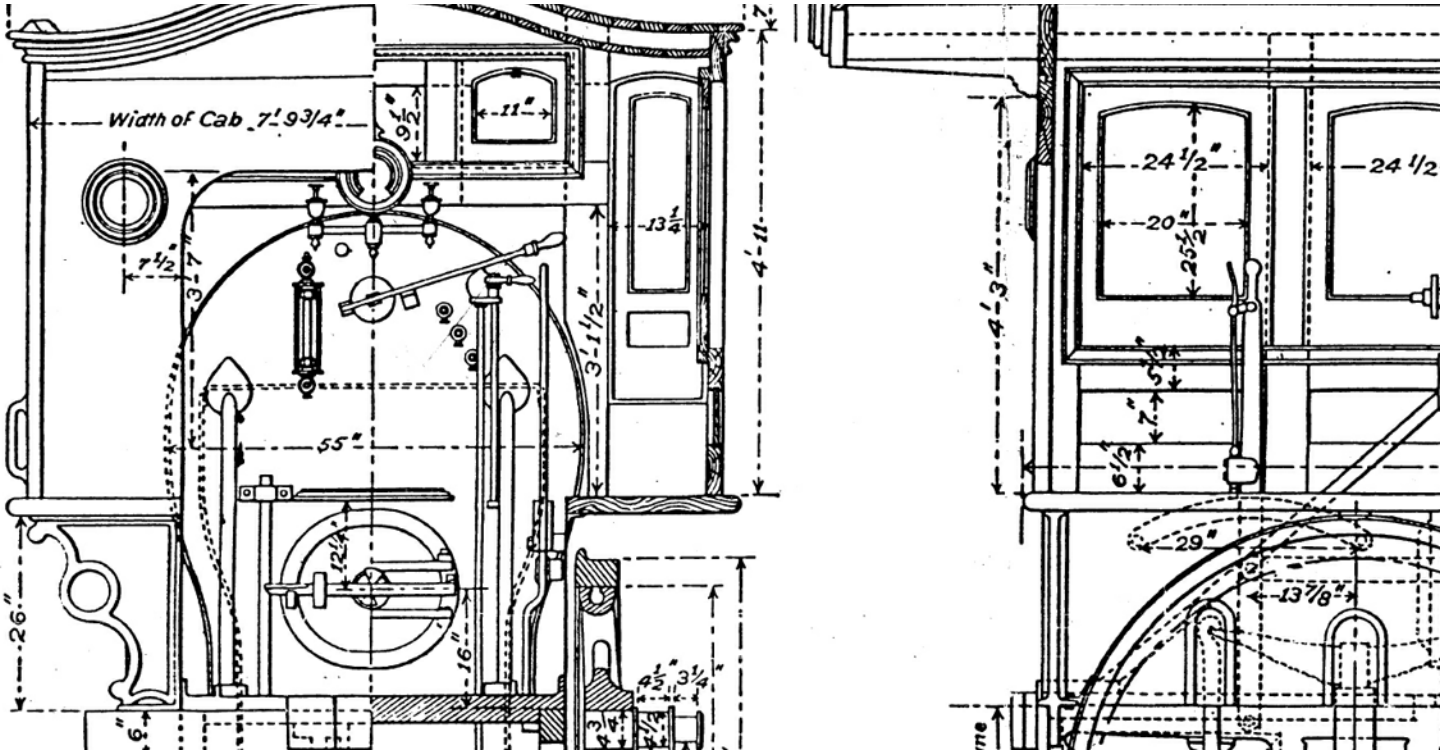
One of the models will have a link and pin front coupler, and the other will have a knuckle coupler. This is how the C&NW mounted the knuckle couplers on these locomotives. This unit is also hard silver soldered together so it can be soft soldered to the pilot. I think I am going to need to make a coupler for this and have been thinking of what I could do.



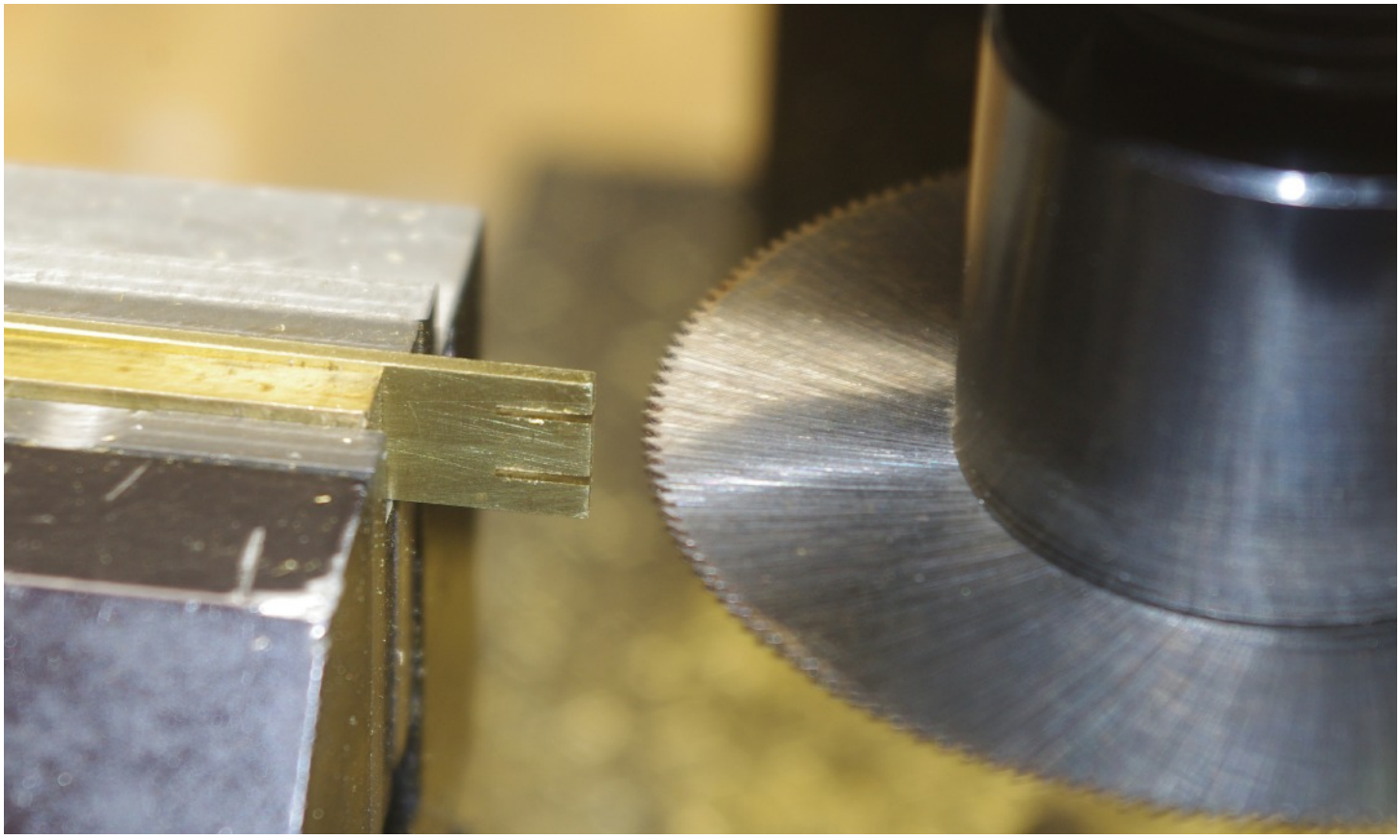
This is how I made the base for the coupler mount. I cut a true surface on a block of wood again and glued some brass to it. Then using the slotting saw I cut some .032" slots in it as shown. These located the spokes when I soldered the whole assembly together.



Here are the two pilots so far. They will get soft soldered to the frames and some nut bolt detail on them. Since they are hard silver soldered together with 1200 deg F solder, they won't come apart in future operations.

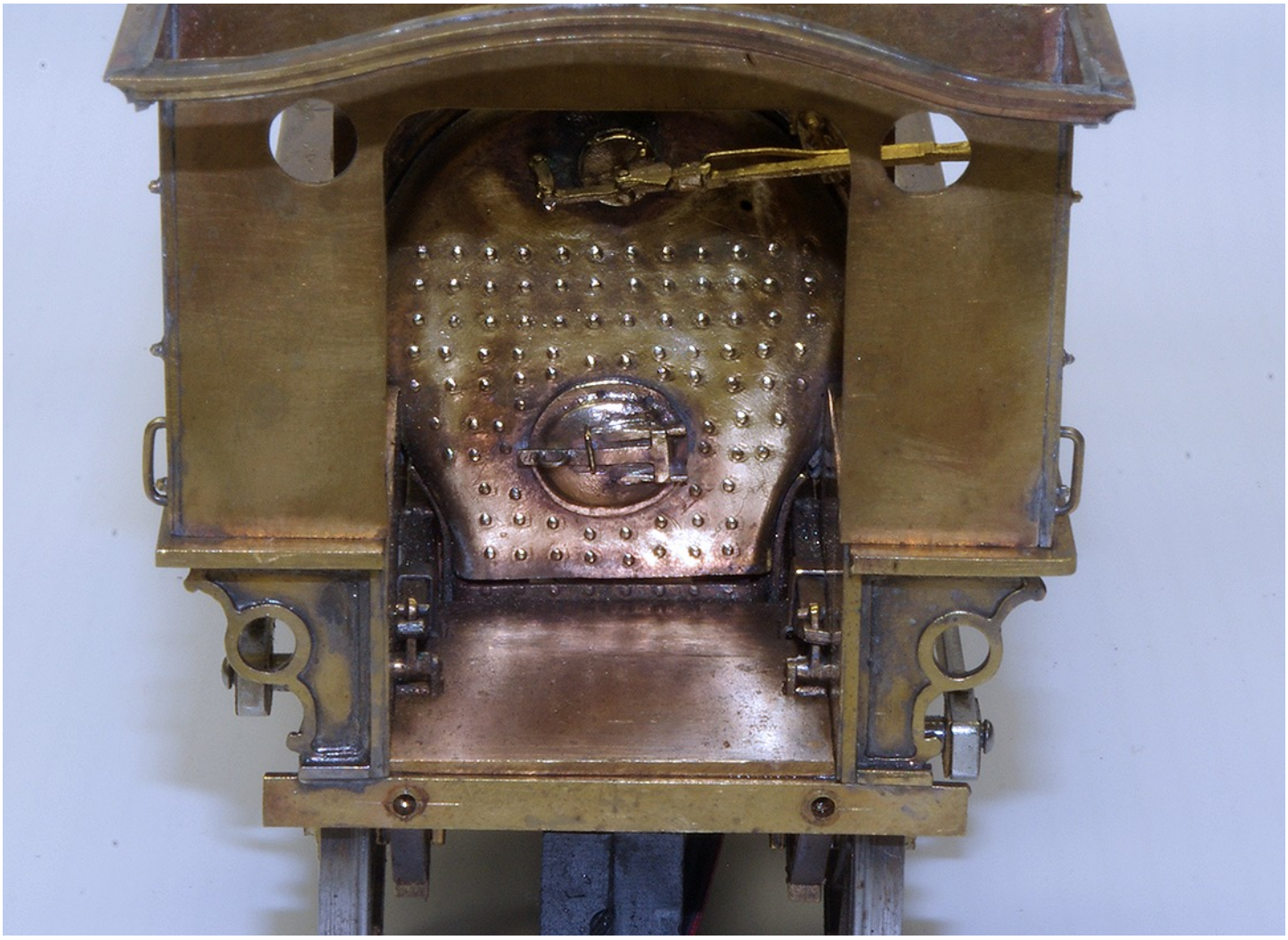


This detail of the C&NW drawing shows the fire door. I could not find a commercial casting and decided to make one. The door is not flat and the two hinge bars fade away into the door. This would be tricky.



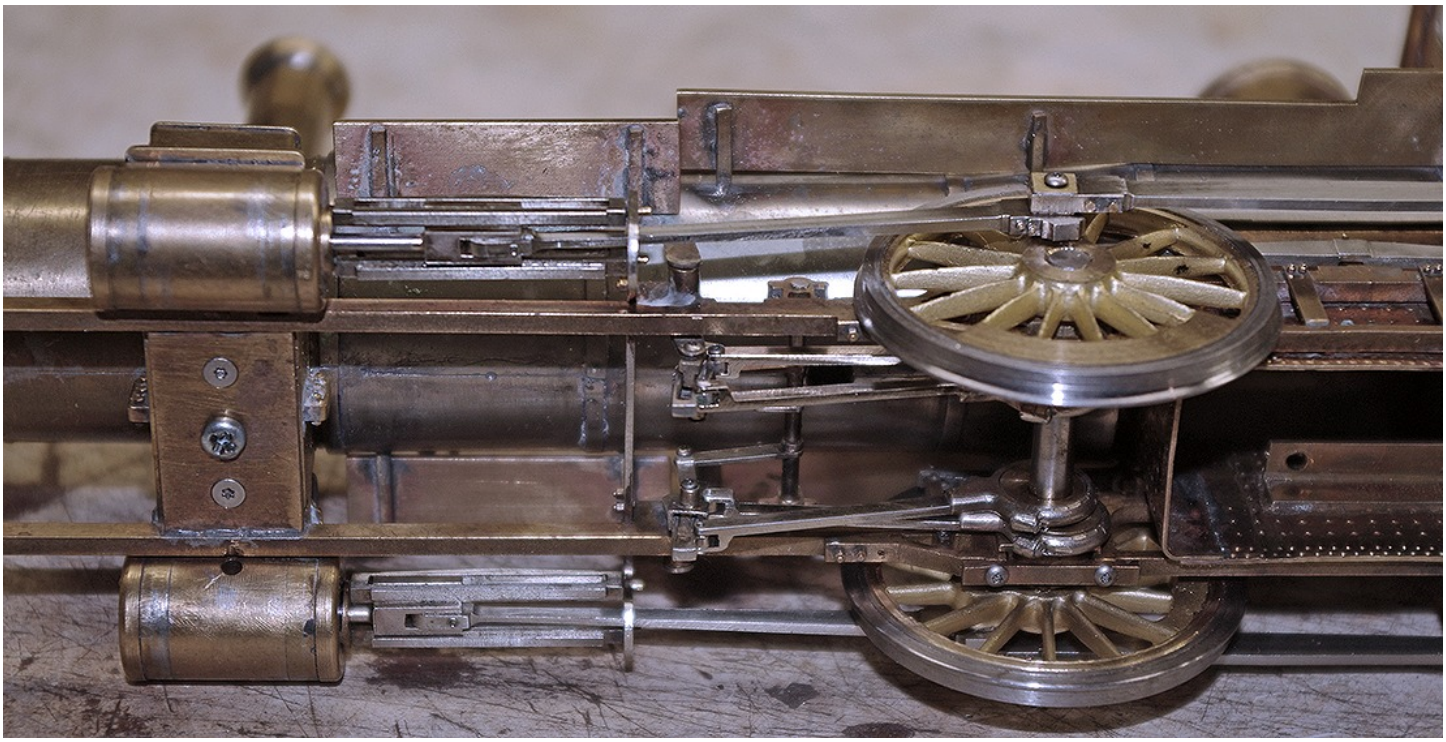
This is how I started the fire door. I cut these slots for some other pieces to go in to represent the hinges.

After I had the slots cut, I cut out the two doors as shown. Then with a file, I made a dome on the face. The next step was to put two small pieces in and solder them with hard silver solder. The pieces were filed to match the height of the door and now taper to nothing at the center of the door.



Here is a photo of the finished fire door. They came out good, and I like the shape of the door.

Well that's it for the pilots, lead trucks and fire door. Next will be the valve gear. I wanted to see if I could make working valve gear, and I was able to do it. Here is a photo of one of the models and a link to a video of one of them running. I have been working on the valve gear for a while and learning as I go. It was worth the effort, see you next issue.



When is DCC Not DCC

By Brian Scace

As you know, conventional power supplies are getting thin on the ground and, if you aren't rolling your own, no-one makes them anymore in this day and age. My current throttles are getting harder and harder to maintain simply because the components aren't a popular commodity anymore; the surplus houses are all but gone, Radio Shack is history and the name was pretty meaningless in the last years of their existence. The old stand-by MRC Controlmasters are getting harder to find, too.

Those of you who have operated here know the drill; one road cab and three local cabs, multiple scenarios. Each scenario I build has five or six units at least, and they sum up to something financially ruinous if I was to start putting receivers/decoders in each and every one of them in order to run a DCC system or battery power.

Ideally, I like all the throttles to be de-tethered so crews can move around easier and not tangle with each other, especially a road crew passing through the first destination node on the way to the second.

With all that in mind, I'm working on an experiment involving an NCE DCC system. NCE have radio throttles with knobs, very attractive for the style of operation here with multiple crews switching. Sound is not at all attractive to me either, so no real driver to push me out of the loving arms of conventional DC control.

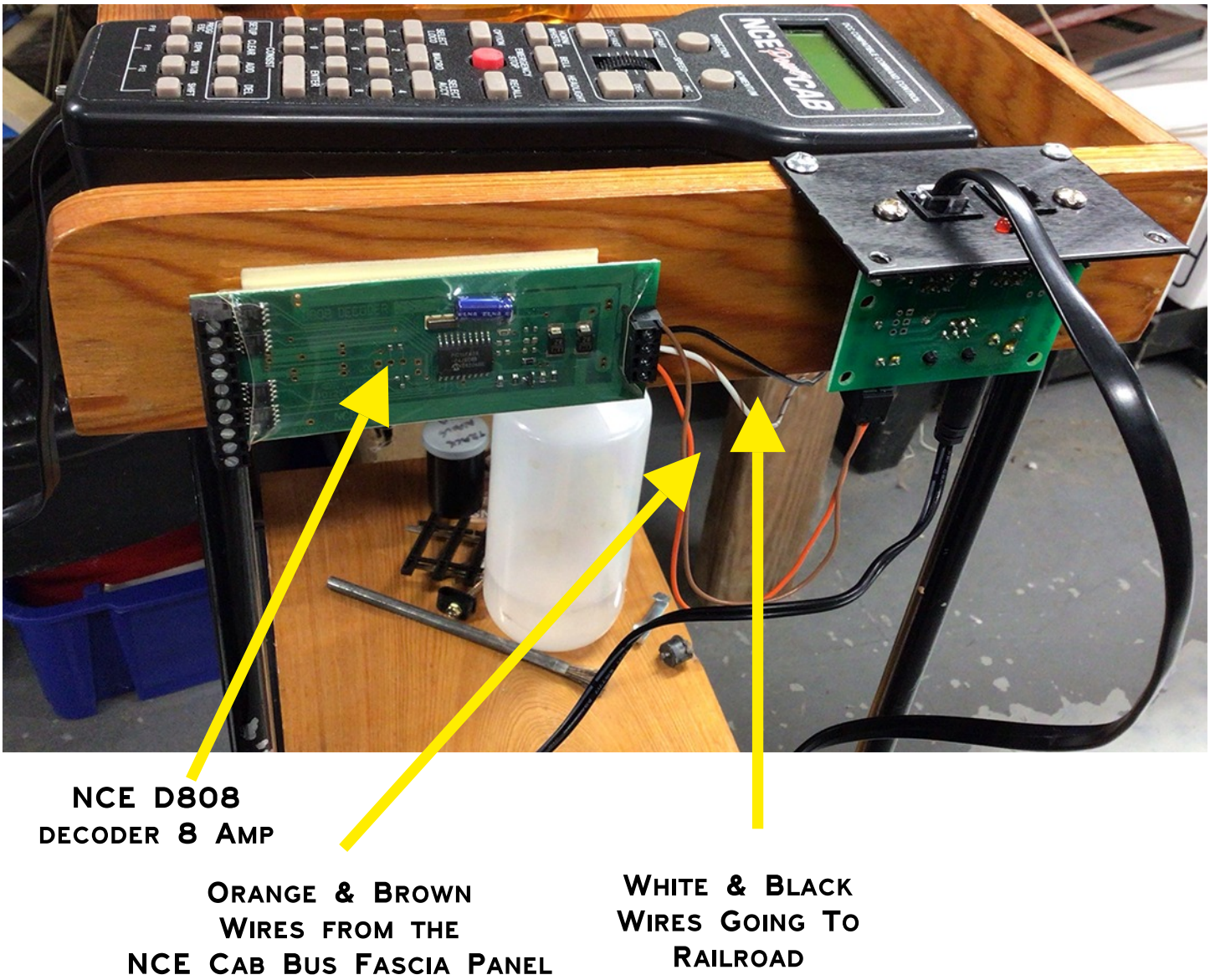
Instead, I'm wiring a big decoder (a great whacking D808) into the *layout* at the tap for the road throttle. After all, it doesn't matter if the decoder output is in the loco or upstream in the layout; that output is still variable DC just like the output of a conventional power supply.

So, what's the point? I can eliminate the physical tethers for my current home built throttles which are becoming harder to maintain and replace the Controlmaster tethered/walkaround road throttle. I can replace them with modern radio throttles with knobs (as opposed to those hateful Crest things with pushbuttons which also aren't made anymore) for switching, all the components are of current manufacture, and there are lots of compatible components out there and there should be for the foreseeable future.

We've conducted the first tests of this idea quite successfully, using the standard paddle-controller. The principle has proven sound, but the proof will be in its robustness over time. The decoder used has a higher amp rating than its power supply on purpose, but there are those who question whether the decoder will survive some sort of faux pas. Well, someone has to try it in regular service and see if its practical, so why not here? I'll be honest, if my loss of decoders is no more than what it was when I built my last DCC-controlled layout, I can live with it.

This test installation has the fascia plate on the right, hardwired into a D808 decoder on the right, and the black and white wire the taps into the railroad. From the taps on, everything is still controlled by conventional control, and any loco can be used as before.

A radio base is already to hand, and a radio throttle is coming; the next stage of testing. That working well, this will get disassembled and institutionalized as the road throttle. Another beauty of this is the power system will be centralized rather than four separate and discrete systems. Add a few more decoders (one for each of the local throttles) and a like number of radio throttles to expand the system to control the entire railroad.



The output of these systems can be prodigious. Five amps per "booster" is commonplace and the garden people routinely use decoders that are physically larger than can conveniently be put in an O Scale loco, but would fit under the layout nicely, the NCE D808 shown is rated at eight amps continuous output as an example.

We're trained to think of DCC as having to be installed in locos, but why not installed in the layout? Looking at a modern modular club that already is running DCC, there would really be no reason a big decoder couldn't be wired into the layout with rotary switch power selectors, selected, addressed, and the outputs used to run non-DCC equipped trains. For conventional layouts, a horse of a decoder at the taps gets you there, no changes of blocks, switching gear, power routing, or locos.

One could go crazy a bit and put sound under the layout, perfectly fine for captive switchers in an industrial area, play with throttle response curves to tune the power supply into the layout. I'll let you know what happens.

New Tracks

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" marketing program gets some professional advice

I am extremely pleased to announce that Karen Formico has volunteered to provide some marketing advice to help guide our efforts to grow viewership on our Zoom shows. Karen is a true professional, and as the Marketing VP of Walthers, is very well versed in the model railroad hobby. Thank you, Karen, for your help.

Changes coming to our current Zoom Shows

As of September 1 2021, we are changing the schedule for our zoom shows from twice a week to once a week. Our show will only be on Wednesday at 7pm Eastern Time.

This change is based on several factors including, marketing advice, lessening of the Covid pandemic restrictions, and the need for more volunteers to help get our programs produced. If viewer interest and demand for our shows increases, and we attract more volunteers to help produce the shows, we can reconsider restarting the twice a week shows.

Wednesday was chosen based on comments I received from viewers. I was told that Wednesday was the preferred day of the week in order to keep viewers' weekends free for family activities.

I am in the process of consolidating the previously scheduled Saturday shows into the Wednesday schedule. As a result, in the short term, some shows may run longer than normal or previously scheduled.

Another change I am making is to no longer post separate videos on YouTube for each of the shows individual segments. The reasons for this decision are: the lack of interest by viewers of the individual videos, and the need for volunteers to edit and get them posted on YouTube immediately after each show.

However, we will continue to live stream our Zoom Shows on YouTube, and therefore, have a video on YouTube of our total show for later viewing. Also, we will continue to post our agenda including each show's planned segment on our website, allowing you to be able to see all the segments planned for each show and

gauge the time during the show. This will enable you to go to that video segment of the total show to find a specific segment to view. Keep in mind that these are only estimated times and schedules. Since the show is live, actual show times and schedules may deviate.

Thanks for your understanding of the need for these changes and your continued support. Our shows started in May, 2020, and we appreciate all of your participation and interest in making them successful. As always, if you have any comments or suggestions please let me know.

Other "New Tracks" announcements

We are going to have Door Prizes on some of our shows. The first Show that we offered a Door Prize was on Saturday, July 21. Walthers was our show sponsor and offered a $50.00 gift certificate for any in stock item on their website as the Door Prize. James Schultz was the winner and immediately acknowledged his presence. I am looking forward to seeing what he selected ad his prize.

In order to enter to win one of our Door Prizes, you have to be a subscriber to our website, newtracksmodeling.com at the time you are watching the show on Zoom or YouTube. You are encouraged to subscribe as soon as possible to our website because it will take a few days for you to be confirmed as a subscriber. Therefore, to win one of our Door Prizes, the viewer must have a valid confirmed email as a subscriber to the newtracksmodeling.com website and send an email that matches their subscriber email at the time their name is announced as a winner. This procedure verifies you are a viewer of the show. More specific details will be announced on our website before each show where a Door Prize is to be offered. I hope everyone likes and participates in this Door Prize program.

After all viewers, like you, are who the Shows are designed to serve. Our Shows are: "Where Mentors Help Modelers Build". Keep watching, there will be more new things to come.

Next, I want to ask you to please visit our website newtracksmodeling.com to get the latest information about what we are planning. Make sure to subscribe, and confirm your subscription 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 and YouTube log in links. Our thanks to Dan Dawdy's Ribbon Rail Productions for designing and developing our new Website.

Please also send the Zoom and YouTube log in links to your friends so they can join in the fun and be a part of our shows. Thanks in advance for your help and support.

Please volunteer! We need help!

I ask you to please 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.

Our "Build Along" programs: join these model building experiences

Paul Egri 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. Dave started on our July 17 show and ended in August. Paul Egri is profiled later in this article, and has offered to help you design your own card models.

Upcoming Special Segments

Hunterline

Starting on our show September 1st, Rick and Maureen Hunter will be building a Hunterline 81' Timber Trestle (Frame or Pile Design) in 30 minute segments ending on our Oct 6 show. The Trestle is offered in N,

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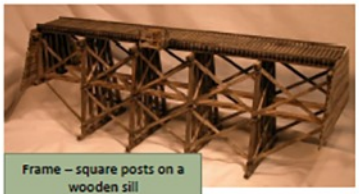
1072 Riverbank Drive, Cambridge, ON Canada N3H 4R6 www.hunterline.com
Phone/Fax: 1-866-934-4174
E-mail: rick@hunterline.com

81' Timber Trestle (Frame or Pile Design)

Build Along Clinic starting Sept.1/21



Frame – square posts on a wooden sill

Pile – round post piled into the ground

Kit and Weathering Mix cost (USD)
N - $66.00 HO - $86.00
S - $105.00 O - $145.00

Includes Shipping Costs

Preregistration required to Hunterline by August 20/21

Payment by Paypal/major cards

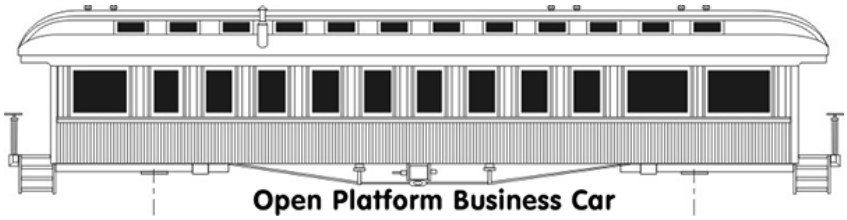
6 - 1/2 hr. weekly sessions with homework:

1. Distress and base coat staining
2. Tie/Stringer subassembly/NBW placement
3. Bent subassembly/NBW placement
4. Abutments/Tie/Stringer/Bent Assembly
5. Sway Braces/NBW placement/Platform
6. Final Highlights

Join Maureen and Rick from ***Hunterline***, as they take you through, step by step instructions, to build your own ***Hunterline*** Trestle in your scale *(N, HO, S, O)*

Skills to learn: read templates and instructions, distressing basswood, staining and gluing techniques, assembly, *NBW* installing, finish weathering techniques. This is a beginner level of difficulty. Old pros can learn a few things too! Includes the kit and two bottles (8oz) of our *Weathering Mix* – a base colour and our *Creosote Black* as a highlight colour.

Tool List
Work Surface - cutting mat - big enough for your scale
Leftover dish for stain
Wood glue – fast tacking carpenters glue such as Titebond II, Elmers or LePages
Masking tape
Waxed paper
Razor saw and/or Xacto knife
Tweezers – very sharp point is helpful
Small files, clamps, cheap brush
Disposable gloves
Patience!



Open Platform Business Car

HO, S and O scales at a great price to viewers of our show. Don't forget to mention "New Tracks" when you order to get the special pricing and also get Al Collins' Ultimation discount.

I know a lot of modelers have always wanted to build a trestle. Here is your chance to build one while watching a true professional, Maureen Hunter, build the model and offer her advice and help for your modeling of the exact same model. Don't miss this great opportunity.

Viewer Request

A viewer asked that we have a segment on how to spray paint. Clark Kooning, MMR volunteered and will be doing the segment on best methods for spray paining your models on our September 1st show. This segment should answer the viewer's questions.

LaBelle Woodworking

Jim Murphy will be building a LaBelle HO "Business Car" kit starting October 13. Order either the HO or O Scale Business Car saying it is for "New Tracks" & get a 25% discount. (Dan put in photo of car from website Jim is a very talented model builder and the LaBelle Woodworking Business car is a very special model. Also Jamie Bothwell has done some fantastic videos on underbody Passenger car detailing that are on our YouTube channel New Tracks Modeling.

Leadville Designs

Martin Brechbiel, MMR starts building a Leadville Designs, Maintenance of Way, O scale kit starting on our show September 22nd. There is a 10% discount offered by Leadville Designs on the kit if you mention "New Tracks" when you order between August 15 and September 30, 2021. Leadville Designs was a company that as soon as I read their website, I knew I wanted to see their models. I think you will agree. Combined with getting modeling mentoring from Martin, it doesn't get any better.

Rail Scale Models

Starting Oct 6th, Bill Davis is building a Rail Scale Models, Tobacco Barn Kit on our show. This is Bill's second "Build Along" project.

Stephen Milley, owner of Rail Scale Models, has given 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.

Motrak Models

Starting on our Oct 20th "New Tracks" show, a Motrak Models kit will be built in 4 different scales by 4 different, very talented and experienced modelers, Phil Edholm, Clark Kooning, MMR, Bob Farquhar, and Greg Cassidy. The "Build Along" will continue once a week on our show until it is completed. Thanks go to Jeff Adam, owner of 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 our website newtracksmodeling.com. 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 different scales. Thanks go to Phil Edholm for suggesting this unique concept. I think this is a great opportunity to compare model building in different scales. I hope you will want to participate.

All Nation

All Nation is back. The newly revived company by John Wubbel. will be sponsoring a "Build Along" of a waffle side Boxcar with exceptional modeler, Dave Schultz starting on November 6th. Please welcome back All Nation to the market. It is a great name from the past in model railroading.

John Wubbel told me: "I have 2 versions of this kit. I will send David the high end kit which sells for $159.95 plus $12.00 shipping and handling. This kit is more comprehensive with multiple roof profiles and inside interior walls with detail. This is not a trivial kit to put together, yet should challenge the entry level model builder with plenty of challenges and opportunities to innovate, and think through problems with the differing assembly approaches.

The basic kit sells for $109.95 plus $12.00 shipping, and I can give a 5% discount to your show participants. Make sure to mention "New Tracks" when you order. However, I would strongly suggest putting in a reservation for a kit(s) as early in advance as possible so I can order enough filament material and start to manufacture the product. I may not be able to take reservations on the high end kit because I cannot tie up the printer for for extended periods of time since I have to make products for other customers. I will do my best to accommodate everyone who orders.

To order, it would be best that I get their contact information so I can simply invoice them on the basic kit and give the 5% discount if I know they are doing the build along with you. Payment can be made by check, money order, or PayPal using the friends and family transaction. My website is: https://allnationline.com/, and my email is John.Wubbel@oscaleresource.com

ITLA

Nick Massey, owner of ITLA and Bryan Schilling, the model builder will do a "Build Along" of an ITLA Kit on November 10th. More derails will be provided in the next few months on our website, newtracksmodeling.com.

Banta Models

Bill Banta, Banta Models, is teaming up with Clark Kooning, MMR starting a "Build Along" on our December 1st show. More detains can be found on our New Tracks Modeling website.

I hope you want to participate in all the "Build Alongs". The modelers and manufacturers, who are making these events possible, are doing them to try to help you improve your skills and have more enjoyment from your modeling. Please show your support for these events by your active participation, suggestions and ideas. Thank you. I am interested in getting more modelers and manufacturers involved in future "Build Alongs" later this year and early 2022. 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 getting modelers their own personal mentor on our shows. So if you have been sitting on the sidelines for awhile, give model building a try. I believe you will have some fun. It is really great to hear the enthusiasm and excitement from first time or previous armchair builders who have participated.

New Modeling Segments

"Watch Me Build"

These segments which are meant to enable you to share your scratchbuilt, kitbashed, or kit building efforts and discuss your modeling skills and techniques so others can benefit,

You may never have shown your modeling before in public for a variety of reasons. I assure you I think you will enjoy and benefit from participating in these segments . 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 if you would like to discuss your idea by telephone you can get it off our website.

Kris Blackmarr is starting his soapbox modeling October 6th. This is great modeling from a talented modeler. Join us and see how he builds his models, and why he calls them soapbox models.

"I Have A Question"

These segments are where viewers can ask modeling questions and get answers from other viewers on the show. It is a forum where viewers can help each other 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.

So far, we have had various modelers offer to do segments to answer viewers questions and/or directly contact the viewer and provide the specific information needed. Don't hesitate to ask questions, after all that is how we learn new things.

"Remembering Old Kits"

Modelers will be 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 their name again, brings 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 Breckbiel, MMR to build a Van's Car Shop or Train Craft kit. 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.

"Let's Go To The Hobby Shop"

Meet hobby shop owners who may become your new best friend. I must admit, it has been a very long time since I have been to a 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 this new segment.

Anita Walter from California was our first Hobby shop owner on our June 9th show. I hope you were able to meet this lady who brought back so many great memories of past hobby shop visits for me. Actually, she planted this idea in my mind. If you missed the show, you can see a video on our New Tracks Modeling YouTube Channel.

Next you meet Mainline Hobbies on July 28th, Nick's Trains on August 7th and JB Trains on September 29th. 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.

I recently talked wit the National Retail Hobby Shop Association and look forward to having some of their members on future shows. They have asked me to write an article for their magazine which I hope will be well received by their members. It talks about the importance of model builders and mentoring to the hobby shop industry.

If you have a hobby shop you would like to recommend to be on our show, please let me know. There are not many hobby shops left around the country, and I believe they 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 can show their modeling. The next ones are scheduled for September 21, Oct 27, Nov 24, and Dec 22. To participate, all you have to do is send in a photo(s) with captions and your name to Chris Coarse at Chris.Coarse@newtracksmodeling.com.

Now, please meet a very special modeler who recently gave me some mentoring.

Pete Vassler

When I was putting this article together, I was told about a company in Oregon that I needed to visit, so I went to the Canyon Creek Scenics website www.canyoncreekscenics.com, and then immediately called and talked to Pete Vassler. I could not get Pete and his company profiled in this article, because Pete was too busy making his Conifer Trees to get me the information I needed, but I plan to do so in the next issue. To give you an idea of the beauty and artistic creativity of several of Pete's Conifer Trees, take a loot at these. As far as I am concerned, these are all foreground trees, but Pete told me that one is a "background" tree. Can you tell which one? Pete is a great guy and a truly creative modeler, but more about him in my next article. And yes, there will be a Contest Drawing with Pete’s profile. Thanks Pete for my conifer education.

Pete's trees on JN&P RR

I am honored to be able to have you meet some very talented model builders who you may want to be your mentor. You have the opportunity to get to know them, see some of their modeling, and then contact them, if you want, to discuss your modeling and model building goals. You get to make some new friends, and maybe gain a mentor for your modeling. A win-win situation for all involved.

First, meet Roy Anderson, a true gentleman and accomplished modeler. He has lived and worked with some of the real legends in our hobby. I am truly honored to have met him and be able to introduce him to you.

Roy Anderson

Roy Anderson is a Honorary Life member of the Association of Professional Model Makers and a life member (L461) of the National Model Railroad Association. I recently met him and have had several telephone conversations with him. I have asked him to share some of his memories and experiences he has had in model railroading. Roy is 93 years young. When I talk to him on the phone it's like talking to an old friend I have not talked with for awhile and we are just catching up. Since I am 82 years old, that is not that far fetched. I wish I lived closer to him so I could sit and listen to him for hours at a time, and in the process pick his mind for modeling skills and techniques that he has mastered that I would love to learn.

Rollin Lobaugh and other historic model railroaders remembered by Roy Anderson:

I recently called him to inquire about his knowledge and what he remembered about a Pre WW2 Lobaugh 17/64" Cab Forward 4-8-8-4. I had recently heard about this locomotive from a lady who posts on Facebook using the name Jennifer Elizabeth Whitewolf. According to Jennifer, there are only 4 of these models known to exist today, and since I had never heard of the engine ever being produced, I called Roy who I knew had produced patterns, molds & lost wax castings for Rollin Lobaugh after the Korean conflict. His dad and Rollin had been friends and were members of the Golden Gate Model Engineers Guild in San Francisco during the 1930's time period.

Roy told me that Rollin Lobaugh had owned a machine screw shop and was an O scale model railroader. What started him producing O scale models was his own need for accurate O scale wheels and axles. Modelers of the time liked them and encouraged Rollin to produce more items. Next, he decided to produce complete trucks cast in brass in what, at the time, was called French sand. A very fine sand system that produced castings with very fine detail. This was the standard until the use of the lost wax system was developed after World War II. Roy said these were great trucks and clearly the best on the market at that time.

Roy was only about 9 or 10 years old when he first saw Rollin Lobaugh's basement layout. Roy said: It occupied his complete large basement. He had a lot of track, but no scenery. Roy said this was not uncommon at the time, as it required a lot of time and work just getting the track work for a model railroad operating.

About the same time, I remember my dad taking me to visit Vic Shadickae's live steam layout in the basement of his home in Oakland. There was no radio control system available at this time, so you had to follow your train around the layout to control the train's operation. Most of the equipment that he operated was of ½ inch to the foot scale. The group of men that had regular meetings in his basement became the nucleus of the present day Golden Gate Live Steamers. I am probably the last living person to visit and see the trains in operation.

One of the primary reasons for this message was to find out how much knowledge I had of the Lobaugh line of quarter inch scale model railroad locomotives and cars. Understand that we are talking about the middle late 30s, and possibly into 1941. At that point of life, I considered the locomotives and cars that my father was dealing with making the drawings to accompany the kits for locomotives and cars as things to admire, and not touch. I do know that one of the locomotives that Lobaugh produced, was a cab forward.

In 1956, my wife and I visited the California State Fair in Sacramento. One of the exhibits was an old gauge railroad sponsored by the local club in Sacramento. One of the locomotive's being operated at the show was quite different. It was called a "cold steamer"! It's motive power derived from lumps of dry ice packed in a tank the tender and used to power the locomotive. The builder told me that the locomotive was based on the parts of the Lobaugh cab forward kit. He shortened the locomotive to be a 4-6-6-4 so that it could negotiate the sharp curves on the layout. He then built and added to the locomotive, the power system that he had developed.


MODEL RAILROAD CRAFTSMAN
Nov. 1955.

LOBAUGH

Standard of the World in "O" Gauge

THE UNION PACIFIC ARTICULATED
A LOCOMOTIVE YOU'LL BE PROUD TO BUILD,
TO RUN AND TO OPERATE

A modern heavy-duty purpose locomotive. An ideal locomotive for the model railroad craftsman who demands the last word in detail and quality. This locomotive kit is primarily for the man who wants to build.

First with the FINEST—the climax of detail now with a 50th kit designed to match the prototype realism of the CLIMAX locomotive.
Send 25c today for our 1950 catalog No. 1951—your key to a railroad empire.

ROLLIN J. LOBAUGH

PO BOX 627 SOUTH SAN FRANCISCO, CALIF.

The cold steamer story does not stop there. At some point Rollin Lobaugh had the builder of the cab forward, convert one of his Berkshire locomotives to a cold steamer. I really don't know what happened to this locomotive, but for some reason it was disassembled and not put back together. Rollin asked me if I was interested in trying to get the locomotive back into operating condition. Of course I said yes. I got it running awhile, and as a reward, I was able to keep the locomotive for about two years and run it at the Spray Bottle Engineer Society track that used to be in Emeryville,

California. When Rollin sold the model business, he then asked for the locomotive back. It was a show stopper every time I ran it.

At about 10, I became interested in model aircraft. This hobby kept my interest for the next 10 years or so. I followed this interest until I finished Junior College. At this point in my life, hobbies were sidelined because I enrolled at San Jose State College as a student in the Industrial Arts department. When I had finished the required classes, I found a way to use my interest in live steam to build and ½ inch scale 0-4-0 locomotive. It was about 90% complete when I finally graduated. After graduation, a group of my neighbors sent me a letter stating that I had been selected for military service. I then of course, spent two years in the service of Uncle Sam.

I was waiting for discharge from the Army, and my dad called me and asked if I had some time that I could use to make a few patterns for the new locomotive that Lobaugh was getting ready to bring to market. I said yes! So he sent me down the materials that I would need plus some tools and drawings to lay out the parts. As soon as I got home, I got to work on the patterns, got them done and shipped them off. The parts were then made, machined, and the kit for the Greenbrier could be put on the market.

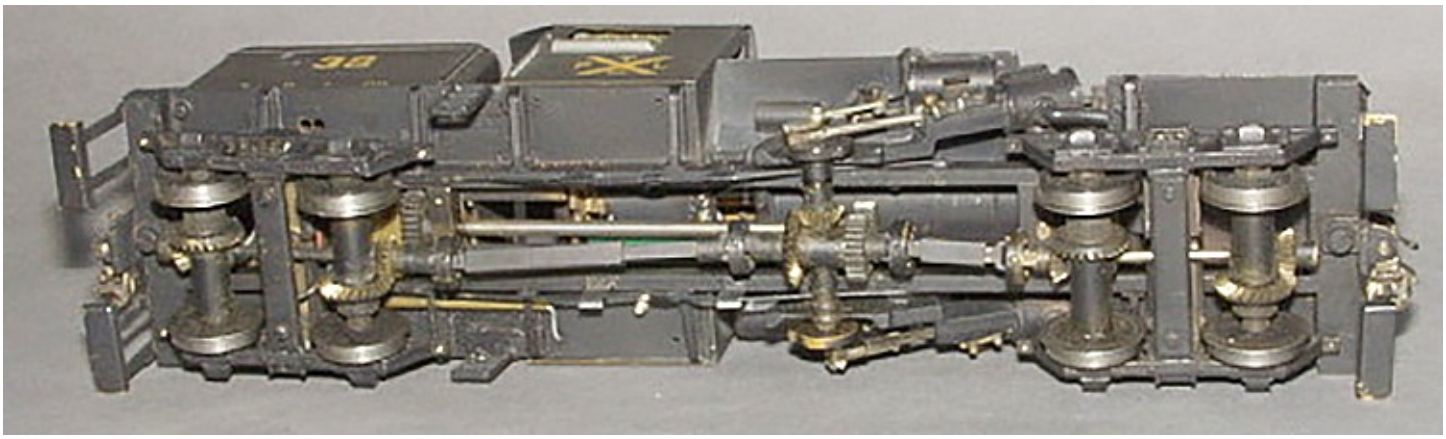
Rollin had a soft spot for the Union Pacific Challenger. The reception that modelers gave to the Greenbrier locomotive kit gave Rollin the inspiration to produce a kit for the Challenger. He asked my father to start the drawings for a kit.

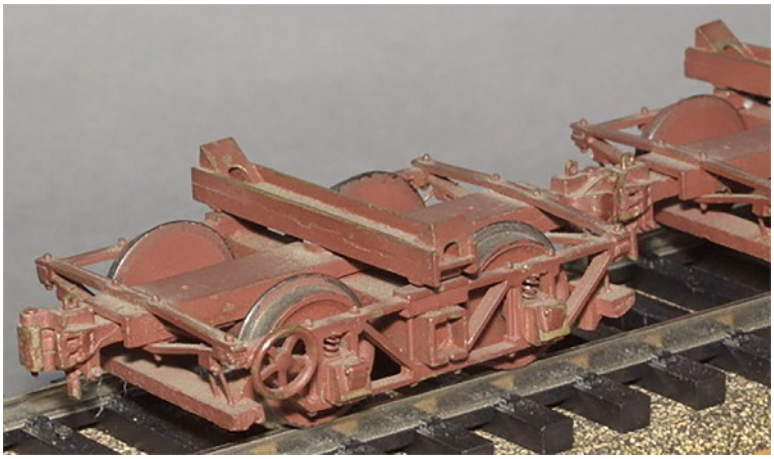
This gave me the idea to start a business for myself. My first job being the making of the patterns, molds, and lost wax castings for the Challenger kit.

Where to start? I remembered my dad's friend who was a member of the old Model Engineers Guild. He was a manufacturing jeweler and made lost wax cast things as part of his business. I called him and made arrangements for a meeting with him to talk about the lost wax process. He helped me where he could, as he said he had made small rubber molds, and didn't know too much about the problems I might run into with molds the size I needed. He also said that he had no experience casting brass, and the only materials that he did cast were gold and silver.

This was the start of Precision Miniatures Lost Wax Castings. There were many hours of hit and miss experiments until I developed my method of producing the needed lost wax castings. As the machine parts of the locomotive were produced, I would get samples and drawings of the parts so I could start putting together the prototype locomotive. This allowed me to check the fit and finish of the cast parts as I made them.

The next project that came along was the Lobaugh Climax. The big problem with a Climax is the gearing. Both the Heisler and the Shay locomotives used a basic beveled gear the climax needed and its particular drive





system with offset bevels. The main drive shaft of the Climax extended the length of the locomotive and set over the truck axles. This forced the mesh point of the gears to be raised by half the diameters of the axle and the drive shaft. The gears required a lot of time. I had to make and test cutters, then use the change gears from my father's South Bend lathe to index gear blanks. As it turned out, the gears were a strong point of the locomotive.

Harolds Club in Reno (1955/1956) had a Railroad Bar. The bar centerpiece was an O gauge model railroad. One of the locomotives was a Climax that operated continuously for the length of time the bar was open. The only maintenance that the locomotive required in that time was cleaning, lubricating and the replacement of five drive motors. On all five motors, the copper of the commutator was worn down to the insulation.

I still have the pilot model of the Climax and two of the disconnect log buggies that were made to go with it.

A little later, Rollin sold the company to Al Ellis. Unfortunately, the company did not continue for long and ultimately went out of business. Al asked me to start on a Southern Pacific 3200 heavy Mikado. I finished all the patterns, molds and castings for the pilot model. A photograph of the front of the pilot model was in the final Lobaugh catalog. At this time, being newly married, I sold the locomotive and later the patterns and rubber molds to a dealer in the Midwest. This was the end of my interest in O gauge model railroading.

Roy also knew John Allen. While Roy was in the Army, he was assigned to the Army Language School in Monterey, California. Roy remembers meeting John and becoming friends with him.

Roy told me he helped John carry the Original 4x8 G&D model railroad from where John lived to his new home on the hill where John incorporated the 4x8 section in his final larger layout in the basement of the new house. Roy also remembers going to work nights at John's home and cutting ties for him. Roy said John had a box that sometimes seemed almost full of ties, but at the next visit it was almost empty. You could gauge how much work John had done by looking into the tie box, Roy said.

At this point Roy and I had to stop our telephone conversation as it had been going on for a very long time. Thanks, Roy, for your help in shedding light on some of my heroes from the distant pass. I look forward to more of our calls.

Leadville Designs is a company I am featuring on my "New Tracks" zoom shows starting on September 22nd with Martin Breckbiel, MMR building one of their O Scale Maintenance of Way kits in a “Build Along” segment. Please meet the owner of the company. I think you will see why I am so impressed with his models. It is my honor to introduce him to you.

Bill Meredith, Leadville Designs

For as long as I can remember, I have loved trains. My dad was a rail fan, and I think his love of trains rubbed off on me. Each evening, I looked forward to working on his English three rail layout in our Ottawa Canada basement. In short order, I was given a Triang HO oval and that evolved into a Tyco based layout. At the same time, I received a Christmas subscription to *RMC* which started arriving in April 1975.

The February 1976 issue of *RMC* contained a layout feature of Leon Stewart's HOn3 Cumbres & Toltec layout. For the first time, I was able to compare scenes from a layout to actual locations in photos from one of my dad's books. I was captured by the scenes of Chama, Lobato, Cumbres. The mountains, bridges, tunnels… At 12 years of age, I was hooked on narrow gauge and never looked back.

In 1989, I was exposed to the Sn3 PBL Chama layout, as well as, an off road trip to the Alpine Tunnel station on the DSP&P. I was hooked into S and the DSP&P. Modeling the DSP&P in S meant building everything from scratch. On one level, that drew me closer to the scale and interest. It was mine to run with.

In 1993, I designed the Berlyn Loco Works kit for a C&S Type 2 Sn3 stock car. I used the Brunk drawings as the starting point. I redrew the car in AutoSketch and drew out each part. The drawings were sent to the late and talented Joel Berling who was an extraordinarily gifted tool & die maker. (Joel was extremely popular with many model train manufactures and a great guy to work with.) The kit was produced and still in production by Precision Vintage Classics.

Around this time, I acquired a large collection of Berlyn Sn3 Mason overrun parts. The box was loaded with boilers, drivers, tenders, domes, stacks etc etc. After some purring and thinking, it became obvious that most of these parts would not be of any use as far as a 2-8-6 is concerned. At this point, I realized that a large assortment of parts would have to be redesigned and etched outside of this effort. I did some searching and found an etcher and went to work in AutoSketch coming up with parts. From this experience, I learned the ins and outs of photo etched metals.

The cost of having the needed parts etched pushed me into making copies available to others. From this, "South Park Finescale" was born. The line expanded to On3 versions of the 2-8-6 and an Sn3 version of the DSP&P Cooke 2-8-0. I spent the next two years developing these kits while also developing extensive instruction sets. The kits included extensive sets of brass etchings, castings, motors drives etc. A lot was learned. Some lessons were what NOT to do ever again.

For the next 3 years, I ran South Park Finescale through its paces. I attended shows, advertised, and did my best. Even with the support of some wonderful folks such as Dave Grandt, Bill Banta, and John Agnew, I still lost my shirt, but I learned so much. As they say about making $100K in the the model train business, one starts with a million.

In 2002, the entire high tech industry crashed and like so many, I was laid off. For the next year, I assembled kits and did custom building to keep food on the table. Building trains became an almost full time job as I was still pounding the pavement looking for a real job.

After a year of building trains, I was back in high tech. At this time, I joined up with Dr. Robert Stears and we started "The Cimarron Works". TCW focused on producing resin rolling stock kits of narrow gauge

prototypes in S and O. Bob and I split building the masters and the actual casting was farmed out. Over the years, Derrell Poole and Doug Junda joined the team. We were quite proud of the kits that we produced during those years. Even so, the market was reticent to adopt resin to the point of being self sufficient. After about five years, TCW was shut down.

A couple of years after TCW, "The Leadville Shops" was born with Bob, Doug and myself. TLS brought out several early Colorado NG freight car kits that used laser cut wood and etched brass, injected plastic and resin components. The laser cut components were provided by Mt Blue. The etched brass components were designed by myself, and Doug cast the resin parts.

We took the business model to a level that we were ok with. There were areas that I believed we could have evolved, but we were not in agreement on what approach to take. At this point, Bob and Doug, who live in Colorado & Wyoming, opted to rescue Grandt Line and San Juan Car Company. Given that I live in eastern Canada, getting involved in this new endeavor was not a possibility.

At this time, I was laid off from my high tech job. After some serious head scratching and soul searching, I decided to make the move to full time trains. I wanted to take the concepts initiated with TLS to the next level. Understanding that financially surviving this move would require additional revenue streams, I also hung out my custom building shingle. Leadville Designs was created, and is now my full time job.

To better control supply chain management, some key initiatives would have to be incorporated. I would have to buy a laser to cut in house, and I would have to learn 3D printing. I bought two Chinese lasers off eBay and Amazon and learned on them. Long story short, they did not have the capabilities I needed and were sold. A new 65W laser was purchased from Boss Laser. When it comes to 3D printing, there are two hurdles to overcome. The first being the 3D parametric CAD application, and the second being acquiring a good printer and printing reliably. The CAD package I use is Alibre. It took me over a year of tinkering and watching YouTube videos to get where I could design effectively. I started outsourcing 3D printing to a local print shop who has a 3D Systems 3500S. While fascinating, the quality of the prints with the wax substrates eventually fell from favor. I now use a PLA printer and print in house on an "as needed" basis. With having the laser and printer in house, I was able to achieve a just in time delivery model and avoided expensive inventory carrying costs.

In addition to the laser work and 3D component production, I also develop and print kit lettering. I started drawing up lettering artwork 20 years ago for the resin kits. The process involves embedding photos of the prototype cars into a PC graphics package and then carefully tracing all the images. It can be a slow and tedious process, but after a while, it gets in your skin and you start appreciating the very subtle idiosyncrasies of each road's artwork. Over the years, I think I have drawn up somewhere around 100 sets.

How a kit is chosen for production is based on the estimated market size. After some 45 years of narrow gauge interests, my library of drawings and references is quite complete. After the decision is made, a detailed set of 2D drawings are completed. The drawing is broken down into components; wood, OEM injected plastic, 3D printed, wire, and etched metal. The wood component drawings are broken down further into the thickness and type and laid out for laser cutting. The 3D components of the 2D drawings are used to assist in the 3D design in Alibre. As everything is CAD based, ensuring excellent fits of the various components during assembly is virtually guaranteed. It also facilitates any drawings needed for the instructions.

For every kit produced, at least five draft runs of laser components are cut and tested. It's critical that each part fit perfectly the first time during construction. If the parts don't fit, the builder will quickly become frustrated and either question his efforts or skills, or question the quality of the product. Alternately, a kit that "falls together" provides a much more pleasurable building experience and builder satisfaction.

A primary focus is continuous improvement in design and execution. How can this product be more accurate and easier to build? It's not enough to just make another kit of a boxcar. With each new kit, new concepts are investigated to push the envelope of what can be reliably manufactured and with finer detail.

Hardware is getting more detail, more etched parts are being included, laser cut wood components are more accurately reflecting prototype construction. The end goal being a more accurate and easily constructed model with a greater building experience.

Kits typically comprise laser cut woods, etched metal, injected plastic details and 3D printed ABS parts. Sometimes brass castings are needed for things such as trucks. For these, patterns are either hand built, or designed and printed and then lost wax cast in brass. I try to minimize the need for brass parts because of the cost. Lettering is also prepared. Most is printed in house, but some outsourced. Finally, instructions are developed and rechecked. Having spent some years as a technical writer in high tech those skills came in handy.

In addition to the kit business, I also custom build for clients. Projects run the range of N to F scales, and consume nearly half my time. The projects are typically quite complex and lengthy, for example P48 scratchbuilt steam locos, and custom drives. Some are simple repairs or locomotive painting and finishing. The custom work balances out the kit business and adds variety. I was fortunate to cross paths with some world class custom builders in Kelley Morris and Larry Edwards. I relished the few times I connected with them to purr over their work, discuss new methods, swap ideas, and thus raising my own bar.

This summer, a brand new product line “Finescale Trains” was introduced catering to transition era standard gauge fans. This new line combines etched metals with the best detail castings to create the finest never before produced kits. The narrow gauge line will continue to produce several kits a year that may include golden era standard gauge kits and somewhere down the road, the odd structure may hit the shelves.

In my discussions with Bill, I suggested he offer a contest drawing for readers if this article. He immediately agreed, and in order for readers to get exactly what they want to build, he will provide a $75.00 gift certificate to the person drawn in the contest drawing and offer advice to the modeler so he/she can build the best possible model. The modeler, in return, will share his completed model with us in a future "New Tracks" article. Thanks Bill for this very generous prize.

To enter the Leadville Designs drawing, each modeler must complete the form here. The winner agrees to share his completed model with us in a future.

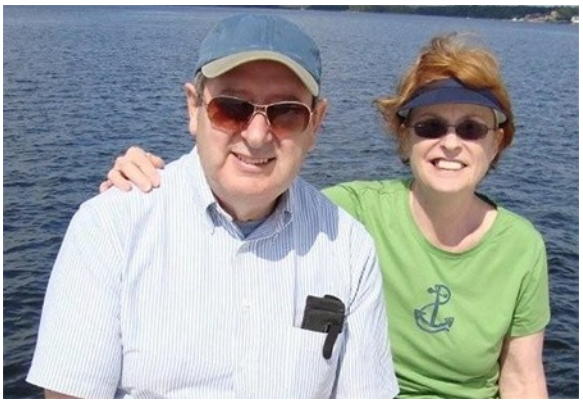
I look forward to seeing the winner's model from the Leadville kit and sharing it with all of you. Good luck to everyone who enters the drawing.

It’s been my pleasure to share my experiences and business philosophy with you. If anyone has any questions or suggestions, I can be reached at LeadvilleDesigns@oscaleresource.com and the website is https://leadvilledesigns.com.

Now I want to introduce you to a Company, owned by Leo Terrien (& Randi), that I hope stays around for a long time.

Crow River Products

Crow River Products was started in April of 1982. After a few years of custom painting brass locomotives and custom building structures and rolling stock I was interested in producing my own kits. I was very impressed by the structure kits produced by Tom York. So using Hydrocal Plaster as the main material for my early kits, the first structure was a pumping station loosely based on the building I worked in. At the time, my full time job was running the water meter



department of our local water supplier, although my vocation was actually a machinist. The whole reason for Crow River Products was to finance my hobby.

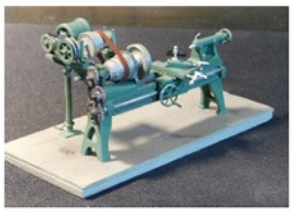
Crow River was a modest little operation and allowed me to purchase a brass engine or a SS Ltd kit now and then. I had a full time job, and other than plaster, stripwood and some Grandt Line parts, the business had all most no overhead.

I decided to do my first prototype structure, a NYNH&H RR Interlocking tower, "Lawn Tower". I now had a product that dealers wanted. At this point, I learned about building in a markup price for wholesale. To say I'm not a businessman is the understatement of the century.

The next step was to start making pewter castings. As this happened, I lost the location where I was making the Hydrocal® parts and had to stop producing the structure kits.

My father let me set up my pewter casting machine, melting pot and vulcanizer at his dental lab. One of my wholesale kit customers, Hobbytown , later to become "Don Mills Models", started marketing pewter fire truck model bodies and detail parts. His line grew into regular truck parts in different scales. From there, Crow River became a pewter casting contractor.

In 1991, I met my wife Randi when she moved from Chicago to Rhode Island as a rep for a wholesale 18 carat gold jewelry company. The jewelry business slumped just about when we met, and she started doing the pewter casting for CRP. I finally had someone who does have some business savvy. I was still working at the Water Supply Board, and would work there until 1997 when I retired at a young 49 years old. Now I was a full time employee in my own company. In 1992, we started making Model RR kits again. Our first was a 78' tug boat in HO, now marketed by Sea Port Model Works.



O Kit 335 A Engine Lathe
Shown with optional Motor Conversion

335 B Drill Press

335 C Horizontal Milling Machine

327 Coal Unloader
Trestle and Derrick Discontinued

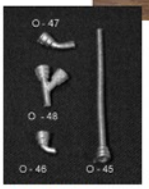
325 Automatic Steam Engine
Flywheel Governed unpainted

333 H Portable Conveyor

Left 334 14" Skiff

331 Elevated Bucket Loader
(poor man's coaling tower)

O-63 Clam Shell Bucket



Waste Pipes &
fittings

Gears Set

Right -Three Drum Winch

At this time, in addition to our line of kits and detail parts, we made molds, castings and complete kits with plans and instructions for 66 different manufacturers. We still supply over a dozen businesses with parts. All the manufacturers we worked with were hobby related, truck collectibles, model ship kit makes, even some vintage airplane parts, but the bulk of our business has been with model railroaders. I sometime receive comments regarding the fact that we don't produce as many kits as most manufacturers. I mention most kit makers aren't making parts for other businesses. Many times I will be talking to a modeler about building another vendor's kit, and it turns out we made the metal parts for that kit.

Randi and I are both in our early seventies, and have no intention to grow or expand the business. We have no intention of quitting anytime soon, but will be taking it year to year. I am now involved in the model engineering hobby having built a number of live steam stationary engines and gas

engines. I used to put my projects aside for Crow River work, now I put Crow River work aside for my projects. We have cut back on shows. Like everyone else, we had no choice in 2020. We hope to do the Narrow Gauge Convention in North Carolina, and we will continue to do the Springfield, MA/Amherst show as long as we are able.

We are not involved in any activities to promote our business other than donating items to some model railroad clubs for raffles etc. We have had to place a limit on these donations as we were getting deluged with requests. We are not in a position to mentor anyone as what we do wouldn't be of interest to the average model railroader.

We enjoy talking to and helping customers and non customers at shows, and are happy to let them take pictures of our models and explain how we do things.

Since model railroad manufacturers are an interesting bunch, we have many lasting friendships in our 39 years in this business. Because of our location, many of our friends are from New England and the Northeast. But we consider Daniel Dawdy and Glenn Guerra, who we've done work for, among our friends.

As my wife Randi is originally from Bensenville, IL and we have friends and relatives in Chicagoland, we visit every other year on average. Randi's younger son, David, lives in Bartlett, IL. We've done the March Meet once, and we've been to Des Plaines Hobbies many times.

I don't know if this tome will be of interest to anyone but here is.

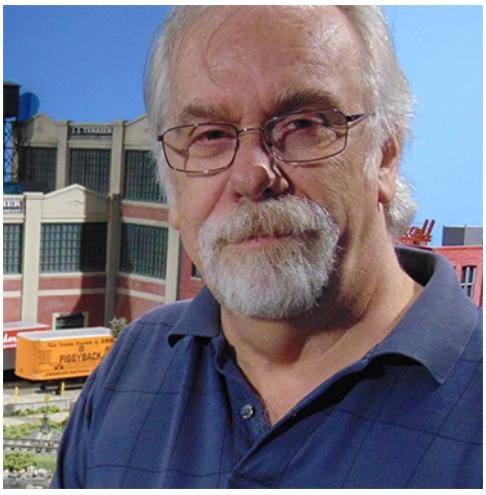
Sincerely, Leo Terrien (& Randi), Crow River Products

Thanks Leo I appreciate your interest and help to our hobby. You cam contact Leo at CrowRiver@oscaleresource.com. It will be a great loss if you decide to stop making products for us.

Now, let's meet some modelers and see some of their modeling.

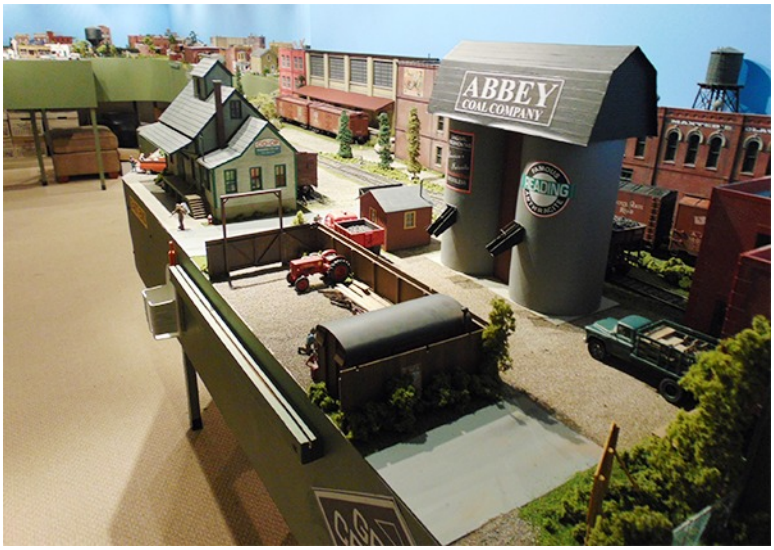
Michael Culham

I come from a family of three generations of railway modelers; my dad and granddad were both O gauge modelers with my dad having a traction layout and grand a steam layout. I first started learning my skills in the hobby when I was five years old, from my granddad on how to hand lay track and how to solder the outside third rail to the raised pins. They both guided me on this long road that we call railway modeling, I never thanked them enough when they were here, but I carry the name of my grandfather's layout on my own, the Great Central Railway and my dad's love of traction with the trolley diner and a static Birney trolley in one of the scenes on my layout.



Most of my modeling techniques were learned from reading articles in railway magazines by some of the great modelers over the years. Trying them out and taking the best parts and putting them together to create my own style of modeling. I like working in all the areas of the hobby from bench work, to hand laying track work, to structure building, which I will either kit bash or scratchbuild. If a RTR structure catches my eye, I will use it as well. I like detailing and painting my structures, cars and locos. Also, I will weather everything that is on the layout. I have not quite done everything yet, but I'm getting there.

The real world is dirty and so should our layouts be as they are models of the real world. I do not get into the finely detailed models, but enjoy making my layout look good. Also I like to create little scenes all over the layout that gets visitors looking to see what is around the next corner.



I have been involved with the hobby now for 62 years, mainly modeling in O gauge, but for a time, I worked in HO and dabbled a bit in N and live steam. I came back to O gauge about 22 years ago, and have not looked back since. I have had articles published 30 times in one of the US O gauge train magazines with my GCR layouts, and now in one of the British railway mags with my British O gauge layout.

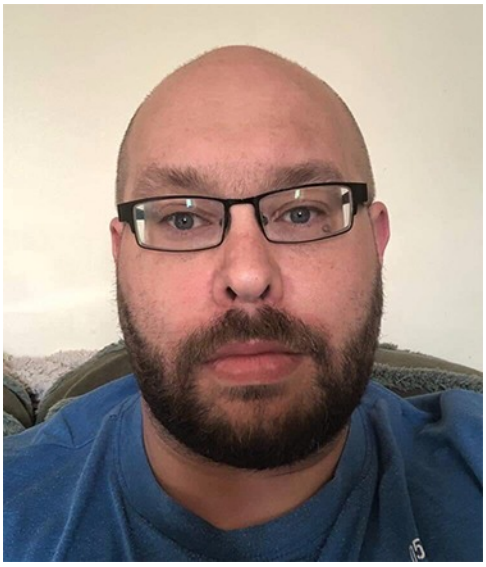
I have been married to my English wife,Teresa, for 30 years. We met in a train store in Toronto, and she is very supportive and loves steam locomotives.

I like helping and sharing with fellow modelers to the best of my ability if they have questions. Other modelers helped me as I grew in this great hobby. We all started in it at some point in our lives and got a helping hand along the way. So why not pass it on?

Please contact me if I can help you with your modeling at Michael.Culham@oscaleresource.com.

Mark Pretties

My first memory of model railways was when I was about 4 years old and had my first train set in my bedroom as a Christmas present from my parents. My first loco was a model of Percy from the Hornby range of Thomas the Tank Engine. I still have that loco, and could never part with it.



My dad and grandfather were both keen railway modelers, so it was inevitable that I would end up following their influences. Both my dad and my now late grandfather have always been the ones to encourage me to have a go and try. Over the years growing up, my father had two exhibition layouts; one of Hayling Island; and the other a fun layout for the children called Thomas's Junction. Both layouts over a 20 year period enabled me to visit other model railway shows and to see what other model makers were building, designing and developing.

In 2005, I started a new hobby of oil painting on canvas. Around the same time, I had been introduced to a scale called Gauge 3, and it was not long before I was hooked. I was in the fortunate position that the sale of my paintings was enough to buy new paint brushes, canvases and the model kits for the Gauge 3 locos which were not cheap. By 2008, I had built my first loco in Gauge 3, a GRS terrier kit as IOW loco W14 Bembridge. This was fitted with radio control and painted in Southern Railway olive lined green. Over the following years, I acquired a few more locos in this scale, as well as, built a portable exhibition layout called Blackgang.

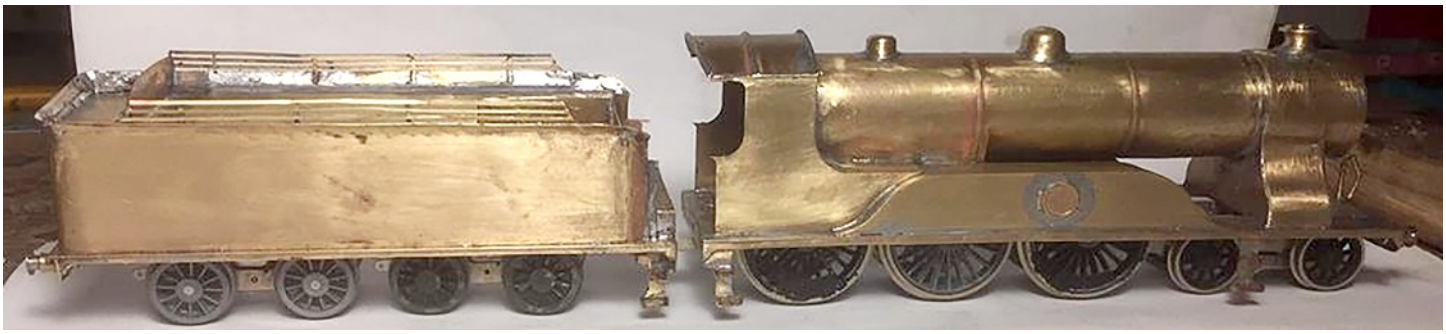
The name came from the location on the southern tip of the IOW. Although,there was never a railway there, there were plans to build a line. The layout started out at 28' long, and is now a modular layout with the largest size of 100' long.

In 2007, I acquired a model railway layout complete with locos and rolling stock from a friend for a fair price. It was a 00 scale model of Bembridge on the Isle of Wight. I have always had an interest in the IOW railways and had for a while before hand been building up my own stock of 00

locos and rolling stock. The layout was a bit tired, so it did get a freshen up and enjoyed a few more years on the exhibition circuit prior to it being retired. In 2013, I started to build my first 00 layout for the model railway shows. As I already had the 00 IOW stock, it made sense to do another IOW layout. I chose the location of Merstone Junction, which is the center point of the island. The baseboards are built on timber ladder frame with 2x1 bracing. The track is all SMP code 75 flexi track for the straights. The point work is all hand built on copper clad sleepers. The minimum radius on the layout is 5' which is extremely generous in 00, but as I use 3 link couplings buffer locking is the one thing I wished to prevent. Building your own layout is a good way to use a whole variety of skills and get some new ones. From wood work to trackwork, wiring and scenery, loco building and painting back scenes. The skills I have used on the layout have either been learned the hard way or honed from previous experience.

Not long after I had completed the build of Merstone, one of my late grandfather's friends from the local steam railway was asking him if he knew of anyone who could help him with a large private home layout, as he was struggling. My grandfather recommended me. After a visit to the gentleman's home, I saw the early stages of a framework for a big layout. The grand plan was to have an upper and lower double track mainline with the Midland Railway on the lower deck and the GWR on the upper deck. The owner had already decided to use the PECO code 75 points and track throughout. What I was asked to do was the track laying, installation of point motors and all wiring to the control panels. The layout has been wired up in an analogue format in a format called"cab control". This is where every track section can be controlled by either of the 2 controllers wired into the layout. The result was a layout with 60 points that are all fully operational over three control panels. One panel for each of the two stations, and a third larger panel for the fiddle yards for both levels. There is also additional route indication on all the fiddle yard lines as these are hidden or difficult to see. Once the electrical side of the layout was complete, I was then asked to stay on and complete the build including all scenery as well as all the other ad-hoc bits. The layout has been a three year project for me fitting in around my free time and my day job.

Over the last fifteen years, I have gone from being an operator to a builder. I personally enjoy a challenge with regards to model making. Soldering up brass models is an area that I get a lot of enjoyment from, especially when it all comes together and looks great and runs as well as it looks. I have a keen eye for detail and analytical mind for dealing with issues with kits that may have design flaws and working out ways to overcome issues or improve designs. In the last ten years, I have built a variety of brass kits such as two LSWR D15 4-4-0 tender locos, LSWR G6 0-6-0T, two LSWR T1 0-4-4T's, Keyser Q1 0-6-0 tender loco, LSWR E Class 4-4-0 tender loco, LBSC E1R 0-6-2T, along with a variety of models of rolling stock including wagons with cleminson wheel arrangements. As well as modeling in 00 and Gauge 3, the other scale I model in is called



Jjidenco kit of an LSWR T14 4-6-0 tender loco

Loco I built for a customer from a Becwhite metal kit

0-16.5, which is 7mm narrow gauge. This represents the narrow gauge lines of Wales. To date, I have built two locos in this scale from brass: a Vale of Rheidol Railway 2-6-2T No.9 Prince of Wales and a Leek and Manifold Railway 2-6-4T loco, plus several coaches. I am also slowly building a model of a Double Fairlie which is a work in progress and on my list of "round-tuits". I also have a long term project that I have been working on in the form of a Gauge 3 model of an Adams Radial tank. I started this in 2010 and got it to the state of being a rolling chassis. However, with recent improvements in the world of 3D printing, the body top has been produced and printed so now the loco is coming together.

As well as the building of a brass or white metal kit, the end result is just as important if not more so as a poor pant job can ruin what is otherwise a good model. Over the years, I have painted a quite a few models by spray and brush. Some of the locos and other models have been included in the pictures. If I can help you with your modeling, contact me at Mark.Pretties@oscaleresource.com. Thanks Mark.

Stan B. Shields

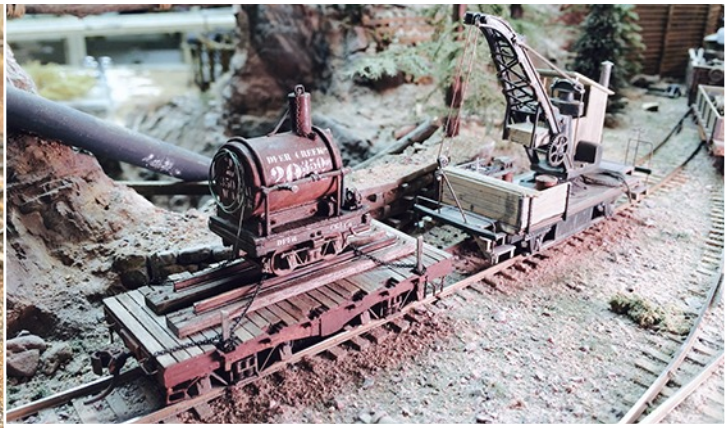
I was an avid model car builder from about age ten, mostly 1/24 scale. I bought an "autocutter" which was a soldering iron with an X-ACTO knife blade in place of the soldering tip. This tool allowed cutting and trimming the styrene parts in all sorts of ways, some disastrously ☺ .

I won a couple of local contests, and even had a car included in a national magazine.

I had the obligatory American Flyer train set on a 4x8 sheet of plywood, and a friend or two had Lionel sets, one of which was quite elaborate. My older cousin had some HO scale trains which were handed down to me at some point.

I have built two old-west themed HO layouts over the years, and recently migrated to O scale narrow gauge, On30. As I get older, I find O scale better suited to my eyes and fingers. On30 is O scale, so twice the size of HO, but narrow gauge so the equipment is smaller than conventional O scale. The prototype narrow gauge railroads were usually small backwoods operations hauling lumber or mining ore.

I never really had a mentor, but was inspired by John Allen, Malcom Furlow, John Olsen and later, George Sellios. I got to meet George, he



autographed a copy of his book for my son and me when we visited the Franklin and South Manchester.

My favorite aspect of the hobby is structure building and scenery. Wooden craftsman kits and scratch built structures are the most fun to build, and aged and weathered wood is fun to model.

I enjoy hand-laying track too, and find it looks and works much better than the plastic tie manufactured stuff. I have an electronics background so DCC,

lighting and automated operation are fun for me. Stan, thanks for sharing your modeling. You can reach Stan at Stan.Shields@oscaleresource.com.

Myles Marcovitch

I started modeling on my 8th birthday in 1953 with a gift of the Revell Missouri battleship. It was my first, and was Revell's first model produced from their own dies. I was hooked. I loved things that rolled, moved or flew as a child. Then another thing happened. I had an uncle who was a mechanical engineer at the Baldwin Locomotive Works, and at about the same age, was taken to his work, saw steam and diesel locos being built and had a ride in a diesel switcher. The train gene was fully activated. When I was 10 or 11, my parents bought me an O-27 Lionel set, and shortly thereafter my dad built me a 4' x 13' permanent train platform. He turned this over to me to do all the rest of the work, and I set about building a nice little railroad with a paper mache mountain until I reached the magic age of 16. At that time, I discovered cars, girls and guitars.

Modeling stopped until my sophomore year at Michigan State when I actually started building models in my dorm room. Most of my fellow students thought it was very cool, and had forgotten how much fun it was. My modeling was eclectic, not focusing on any particular genre. I just like to build complicated models that had a high parts count. In 1977, my wife bought a 1/8th scale Pocher 1936 Mercedes 500K by Pocher of Italy. After building it, I didn't have any place to display it since it was quite large, so I took it back to the hobby shop from whence it came and put it on display there. The hobby shop was Allied Hobbies which was a local Philadelphia chain owned by the Bernard Paul, who also owned IHC models and was the importer for Rivarossi. Bernie saw my model on a visit and asked who built it. I was then contacted to see if I wanted to build more of them on commission. I ended up building dozens of these cars; at first for Bernie, and then for private patrons. I built them for 10 years, and ultimately made 65 models of the entire Pocher line.

I had kept my Lionel Trains, but we spent our kids' early childhood years in a townhouse without a basement and no place to set them up. We moved in 1986 to a house with a decent basement, but it was filled up with lots of stuff. So in 1992, I took my old trains to a local train store and sold all of them certain that I wouldn't be building an O gauge train layout. I was wanting to build live steam locos and needed machine tools to do it and was going to use the train sale proceeds to start me off. Didn't quite work out, but I did get some very fine machinist tools that I use to this day.

In 1995, the kids graduated college and we cleaned out the basement. In my son's senior year in high school, he and I had started building an N gauge train layout and had the L-girder frame, but nothing else. So in 1995, I decided to continue that project. That was until I realized that I could no longer SEE those tiny trains. So I thought about going to HO. After driving my son to the University of Pennsylvania to take his MCats, I had some time to kill, so I headed out Route 3 to Nicholas Smith Trains in Broomall, PA to look at HO. I walked up

the steps to the train store on the 2nd floor and in front of me were shelf after shelf of new O gauge engines by Lionel, Sunset 3rd Rail, and a new upstart, Mike's Train House (MTH). All of them had sampled computerized sound and lighting controls and I was mesmerized. I immediately decided that I was going back into O.

From 1995 to 1999 I bought stuff: a couple of engines, some passenger cars, some Ross track and an MTH Z-4000 transformer. I didn't have a layout…yet. Perhaps a note about my career here. I started out as an industrial arts teacher from 1968 (graduation and marriage year) until 1975. I made the jump from public school shop to teaching technical skills in industry. This evolved into management training, then training leadership moving from company to company usually following a layoff. Trainers are highly susceptible to being laid off depending on the business cycle. In 1995, I started working as the US Training Director for a German international chemical and consumer products company, Henkel.

They were headquartered in Düsseldorf, Germany. In 1999, after running a successful leadership program for the US, my wife and I were asked to move to Düsseldorf to run this program on a global basis. We moved and later I became their Chief Learning Officer. The house we lived in had a basement. I was unhappy of delaying building my layout for another 3 to 5 years, so I asked Henkel, "If I build a layout in the German house will Henkel pay to have it shipped back to our Pennsy house when the assignment was over?" They agreed!

I built a 21' x 13' layout using German lumber and my US trains. I didn't do any scenic work and built the layout in modules which came apart easily and went together after moved. No expat had ever done something like this before (or again I presume). All of the equipment was brought into Germany over the three years in our luggage from our trips back home.

In 2002, we came home and I rebuilt the layout adding 6' in length. I had been early retired upon our US return due to a change in Henkel's business and started my own consulting company, so very little railroad work was done for a couple of years. In 2005, I got the lead training job for a big national home builder and started working on the trains again. In 2008, I was getting ready to start landscaping and then got laid off again from the home builder as the housing economy crashed. I officially retired, and we pulled up roots and moved to Louisville, KY to be near our daughter and family including two grandsons. Our Louisville house had a wonderful basement and the railroad was rebuilt bigger again, this time enlarging it to 39' x 15'. Finally, my modeling was reaching its crescendo. The grandsons provided lots of help building the trains and it was fantastic.

I chose O gauge for these reasons: nostalgia having had such wonderful memories of my childhood Lionel's heft - the engines are heavy, pull like crazy and stay on the tracks; ease of wiring - no polarity to worry about; Less finicky - dirty track doesn't generally cause a problem like it does in smaller scales; Ability to see - being in my 70s, I use magnifiers for my modeling, but don't need them to handle the trains; Ease of detailing models - I like to make elaborate models and 1:48 just gives you more latitude in which to work; and lastly, I like seeing the trains up close and feeling their power… O scale provides that.

I started scratch-building in 2008 with an all styrene Victorian train station. Since then, I've built distilleries, bridges, substations, mountains, refineries, a Victorian Cafe, and a 2nd Empire mansion. Two of these have been published in detail in *Railroad Model Craftsman* magazine: November 2015 "Woodbourne Substation", and a 3-part article in Oct, Nov, and Dec 2018 on "Scratch-building the Bernheim Distillery."

My modeling has been a 60+ year evolution and it's not over yet. I'm 73, and continually learn and try new techniques and methods. 4 years ago I started crafting in brass. 3 years ago I started doing my own resin casting using silicone molds. I started design for laser cutting in 2016, and my latest building also includes 3D printing of some fine architectural details. I am currently designing a large 40" long engine house that is also largely laser cut construction. While I would love to have my own equipment to do this, the kinds of machines needed for the level of work that I'm doing would be in excess of $10,000, and it's simply out of my price range.

I've learned to post all of my modeling work on various forums. For my plastic models (which I still enjoy doing), I post in two forums: Fine Scale Modeler's and World War 2 Aircraft. For my railroading ,I've been running a continuous thread on every aspect of building the layout and all of its scenery and structures on O Gauge RR's forum.

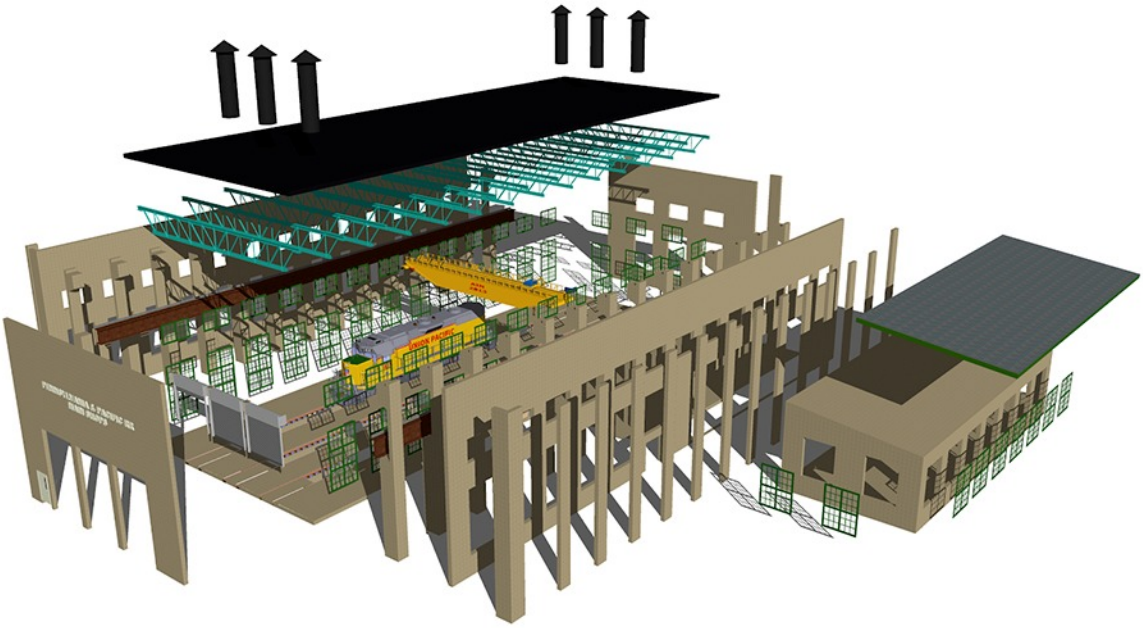
https://ogrforum.ogaugerr.com/topic/new-layout-vs-old-build-thread (Covers empty room to running trains)

https://ogrforum.ogaugerr.com/topic/continuing-saga-of-the-pandampprr (Takes over describing everything else from ballasting to every structure.)

Update of my activities.

Here's some of the latest images. Since I wrote the profile, I've been actively developing 3D printing skills. There has been a monumental price drop in Hi-res 3D Resin printers, from about $3,500 to $350. The reason? Instead of using lasers or DLP chips to generate the imaging of each layer in the resin, these use ubiquitous cell phone screens. The screens project the pixels that need to be exposed layer by layer onto the resin separated by a clear Teflon film. They even use the same driver chips that are in the cell phones. Since there items are produced by the millions, their prices are very low. The screens are replaceable items after about 400 hours of printing. They cost $35.

Here's the latest overall picture taken before I finalized the appliance store in the foreground.



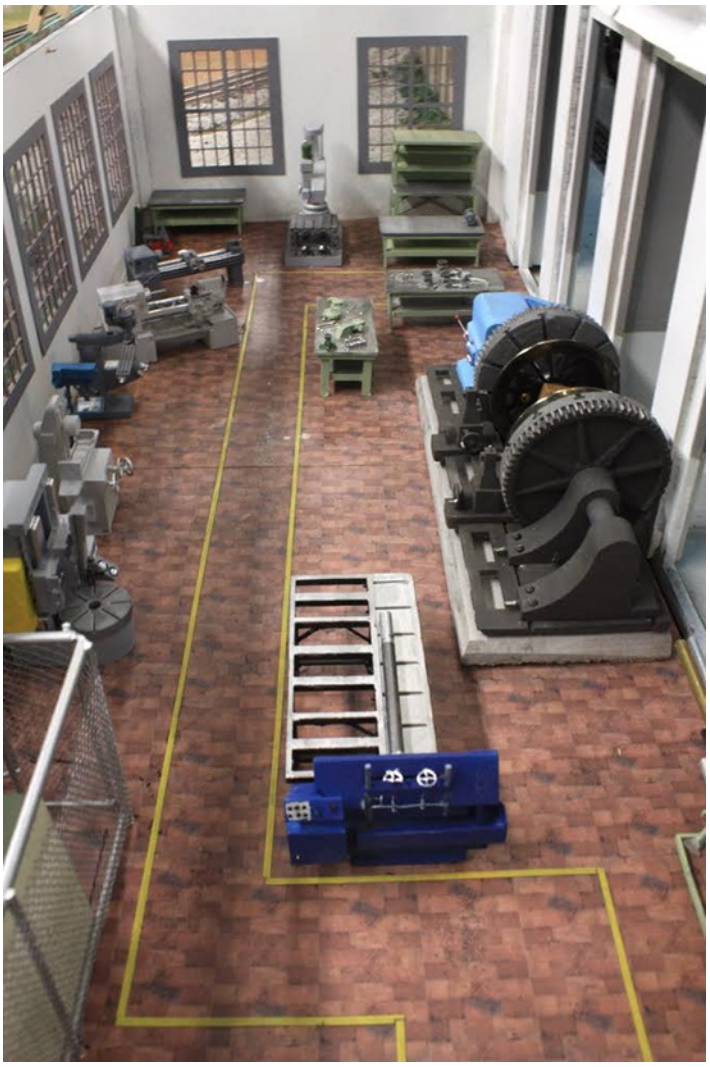
As a result, the last projects on which I'm working have extensive amounts of my own 3D printed parts. If I can draw them (on SketchUp), I can print them. It has evolved the modeling process from craft to design. The learning curve is steep, but enjoyable.

This engine house has a gantry crane inside with 3D printed parts. The HVAC on the roof is 3D printed as are the smoke jacks. The locomotive prime movers are 3D printed from my drawings as are the wheel sets and traction motors. And all the machines in the machine shop are 3D printed; some from downloaded drawings, and others by me. This building is slated for publication in a future *RMC* magazine.

Building is laser cut MDF with laser cut windows out of

laser-board. Chain link fencing is a Brennan design that I made out of brass tubing and bridal tulle. Gutters and down spouts are soldered and aged brass.

The engine house is 40” X 15” approx. and houses three, 3-rail Ross tracks. The track spacing is narrow and precluded me from putting work platforms between them. I have, however, designed platforms for the outside tracks.

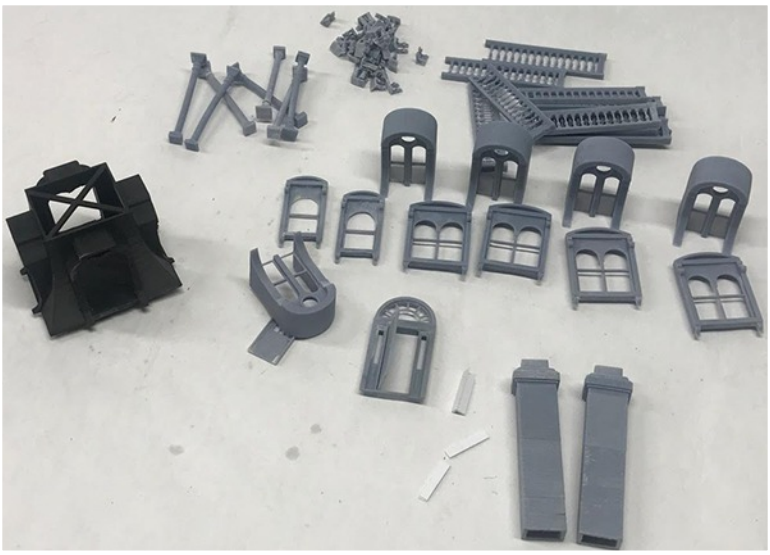


The big machine on the right is my impression of a Niles wheel lathe similar to the one at the Strassburg, RR’s shops. The radial drill in the back and the Bullard 36” vertical turret lathe are my drawings based on photographs. Other machines were downloaded from SketchUp’s 3D Warehouse and edited to make them 3D printable. The tables with the EMD engine parts were my drawings. The parts were printed integrally with the tables and are true to scale. I’ve done a little weathering to the interior, but it needs more. And it needs some 1:48 scale machinists, but they’re hard to come by.

Up next is going to be my rendition of Edward Hopper’s masterpiece, “House by the RR”. All of the architectural details are drawn by me and 3D printed. There are lots of them, and I’m slowly working through the pile. The walls will be laser cut clapboard either in University of Louisville’s 1st Build Maker’s Shop, or by my commercial laser cutter, Real Scale Models of Ashville, NC, depending on when the university is able to open its doors again. Here’s Hopper’s painting.

On the next page is my drawing. I took artistic license since so much of the painting was ambiguous, e.g., the area in shadow. and the right side detail. While not exact, “it’s close enough for Rock and Roll” as we used to say in my 60s R&B band when tuning our instruments.

Also shown here are some of the printed parts. The cupola top was 3D printed at U of L’s Advanced Manufacturing Lab, all others are my prints. The corbels are printed in sets of two. The hardest thing to draw were the complex Mansard windows.



Here's the completed Woodbourne Gallery, a replica of an existing 2nd Empire Victorian townhouse that still exists in the Bronx, NYC. It was a picture in the New York Times. The other building is a corner store by a commercial company, but I added a 3D printed interior with an eclectic mixture of appliances from the 70s to contemporary. It was fun to design and build. The Woodbourne Gallery has my first 3D printed parts that were done commercially for me.

This was the photo that kicked off the Woodbourne project. I had to shrink the building to make it fit the village.

I have hundreds of readers and have helped many modelers learn from my mistakes and successes, and equally important, I have learned from them. My layout has many ideas and innovations given to me by readers of If you think I can help you with your modeling please contact me at Myles.Marcovitch@oscaleresource.com. Thanks so much for your interest and help.

John Ham

John sent me a 28 mm Gunfighters figure, and asked if I through it was OK for S or O Scale. John wrote:

I am pleased to hear it arrived and you like it. You can snip off the tab under his feet to mount to your passenger station deck. I find him a little large for S scale.

Here is a 1/64 comparison with a typical Ertl person and pickup and now in front of an O scale building.

I can say it was primed with Games Workshop with bone white primer. The base painted with GW contrast paints. I then touched up with GW and Vallejo acrylics. It was sealed with GW varnish. It took roughly 90 mins to paint. What do you think?

I compared it to my O Scale figures. My O scale is about 1 1/2" or 6 ft tall. The 28mm was 11/4" with base and 1/1/8" w/o base or a little over 4ft in O Scale w/o base and 5ft with base.

My conclusion is that 28mm is a little big for S and a little small for O scale. But would I use them for either scale? Depends on how and in what scene I needed something that came in 28mm. Certainly worth a look.

Thanks John. You will hear more about John in a future article. Well, what do you think about the figure? It stands on one of my 1920/30 O Scale Stations with pride.

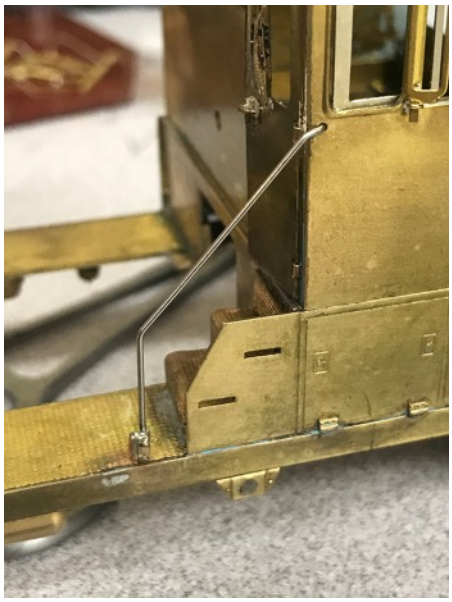
Well, we come to the end of this "New Tracks" article. I hope you have enjoyed it, and found some inspiration for your own model building and modelers who might become your mentors. Please follow our "New Tracks" Facebook page Jim Kellow, MMR and thanks for reading this far. Time for me to go back to the work bench. Good luck with your model building.

Backshop Solutions

By Ross Dando

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

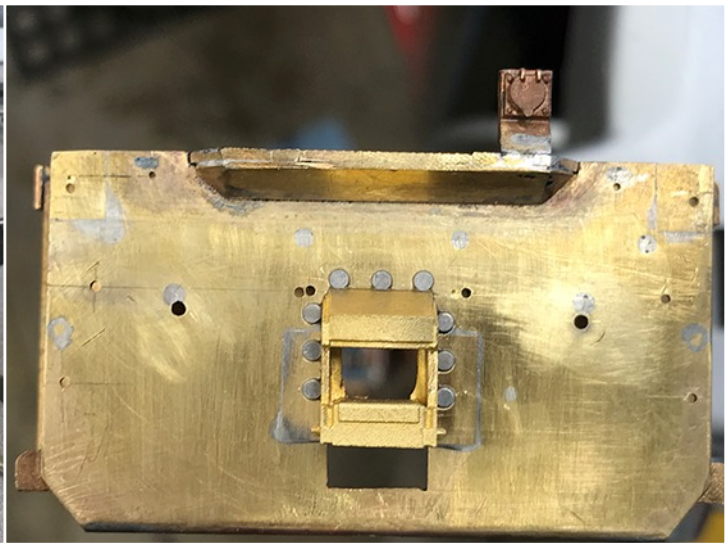
Is summer almost over already?



I told myself I would make progress by the time this issue was due, and amazingly I was able to do so. I tend to get into analysis paralysis and the project stalls. That has been the case as I approach each step. Sure, I could leave the detail or modify what is on the model. I told myself when I bought it I would just have a new drive put in and paint the model. Needless to say, two years after I found the model in Chicago, this article is not about painting. So what did I get done this time?

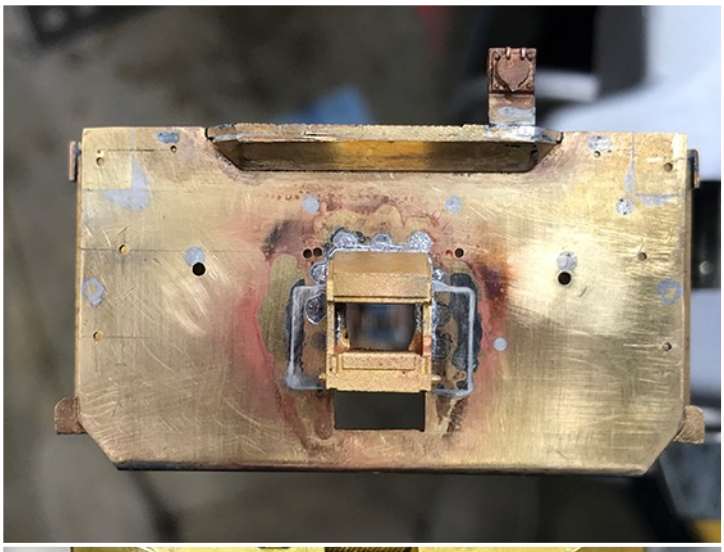
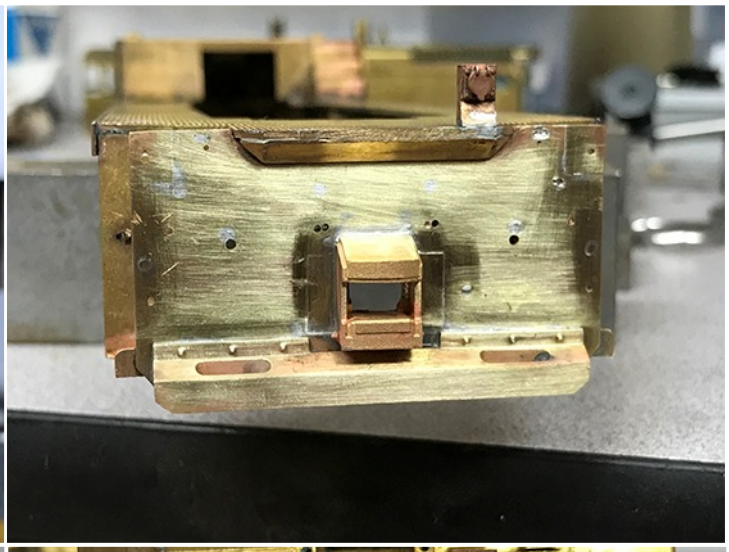
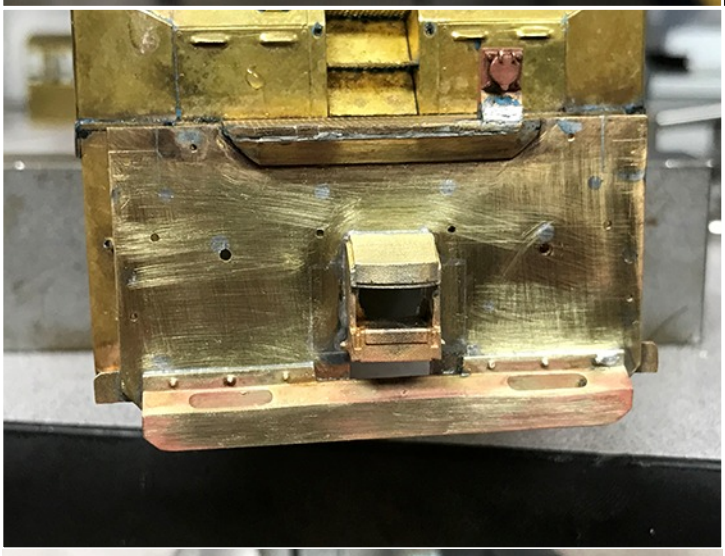
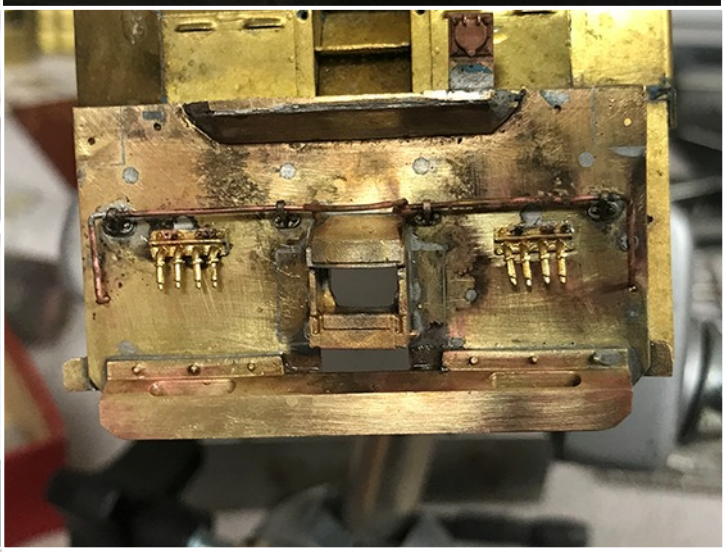
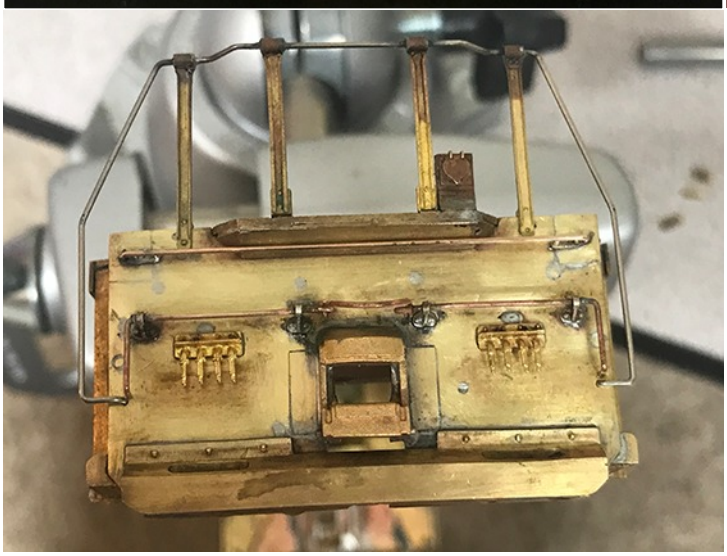
Well, after a couple issues showing one or two parts being prepped for the pilots, I can report that the parts are attached now! Monumental for me as I did not want to start adding parts permanently until every thing was made and I liked the look of how it fit.

The last handrail has been fabricated and turned out great.



The pilots were cleaned before the fun began.

The first part to add was the buffer. Terry Van Winkle has been my rock when it comes to getting up the nerve to attach parts. I fear other parts falling off or work I have done being undone. But with a bit of guidance from Terry, pop goes the torch and away we go. In this case, it was amazing to watch the parts heat, the flux clean and then the solder either pop and jump off the model, or in the majority of cases, reflow and attach the part. You can see the discs of solder I placed around the part. I learned that making balls of the solder before reflowing the part works a lot better.

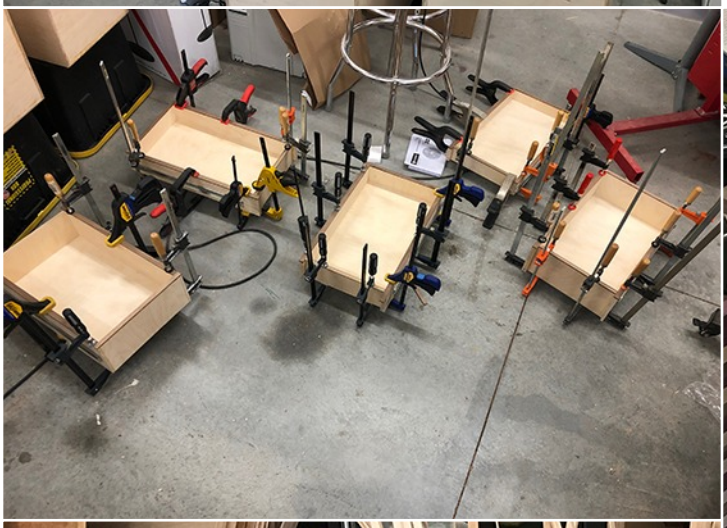






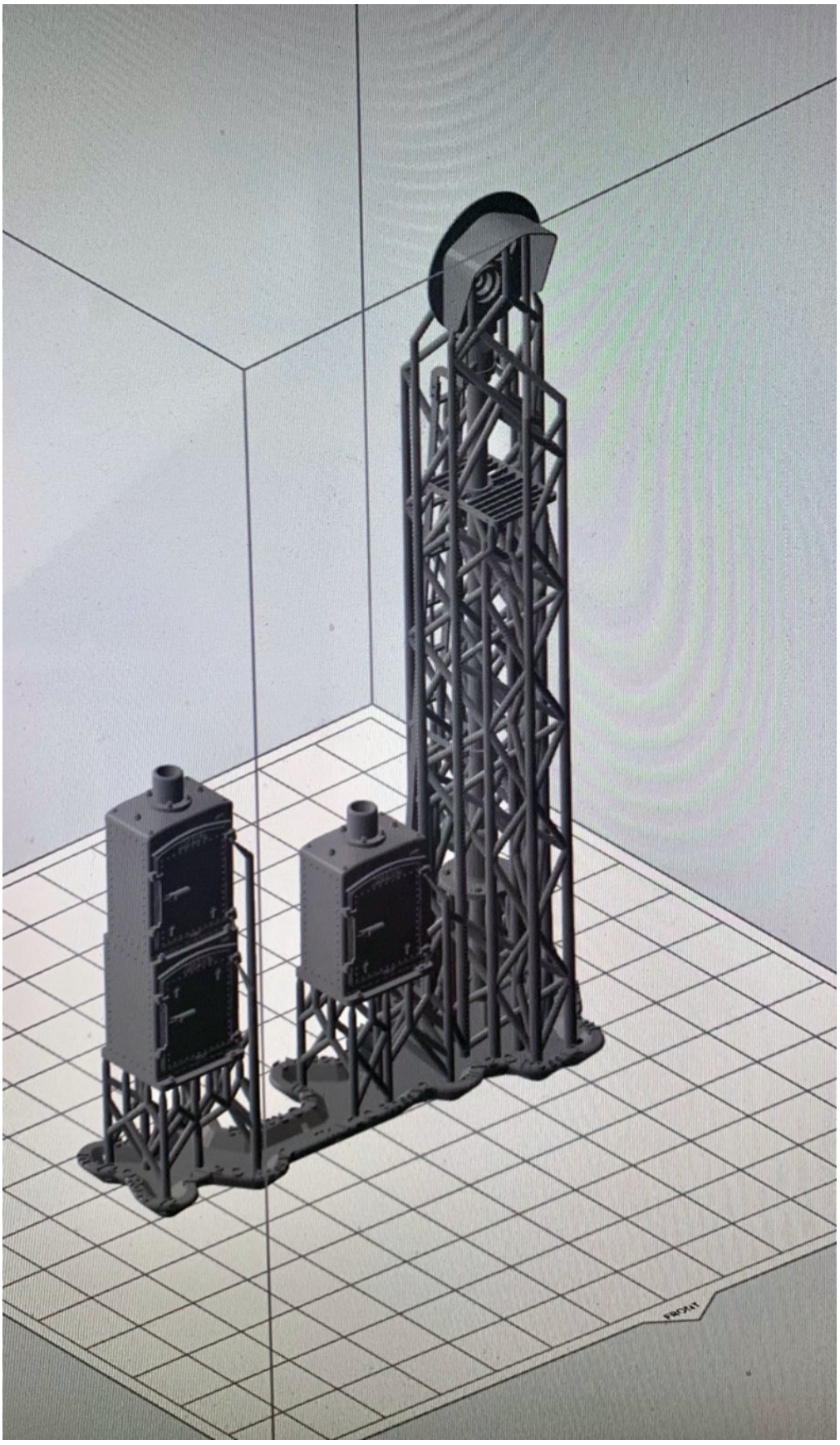
The next part was the couple lift bars. I swore I could attach the brackets with my resistance unit. Wrong. Not enough heat out of my 250 watt system. I was reluctant to use the torch. Again it went as planned. I placed a piece of 0.010" diameter solder around the mounting pin of the bracket which made the part stand out from the pilot. However, while holding the bracket with my tweezers, I heated up the pilot and the solder then melted and the bracket gently floated into place. Once repeated seven more times, I was over another hurdle. The MU brackets were next.

Finally, one last rail needed to be attached to the filler tabs I had installed when this whole fiasco started. There was not much metal there so I was sure the torch was not an option. I turned to my resistance unit and it performed as needed.

Once everything was installed it was time for clean up. Yeah, I got the fiber brush out and went to town. It was a lot of work, but the end results are great in my opinion.

Another rabbit hole I have been down for a few months has been my work bench. I am on a Costco 6' folding table for most of my work. This is not acceptable. So in talking with several people, and constantly bugging Terry, a jewelers work bench really is the direction I have taken. After looking over what was on the market and what was on the trade sites on social media, I didn't find what I wanted. My wood working buddy Greg Green made the mistake of asking me what I wanted. Well, we are building it now and I know he can't wait for the project to be over. Great progress, but still a few more parts to go.





So as I move into the last block of this article, here's a teaser. The model is of a Rock Island signal. Someday we may see parts to build them. But for now, we will have some test prints to see what is needed to make them easier and more to scale.

TIPS & TRICKS

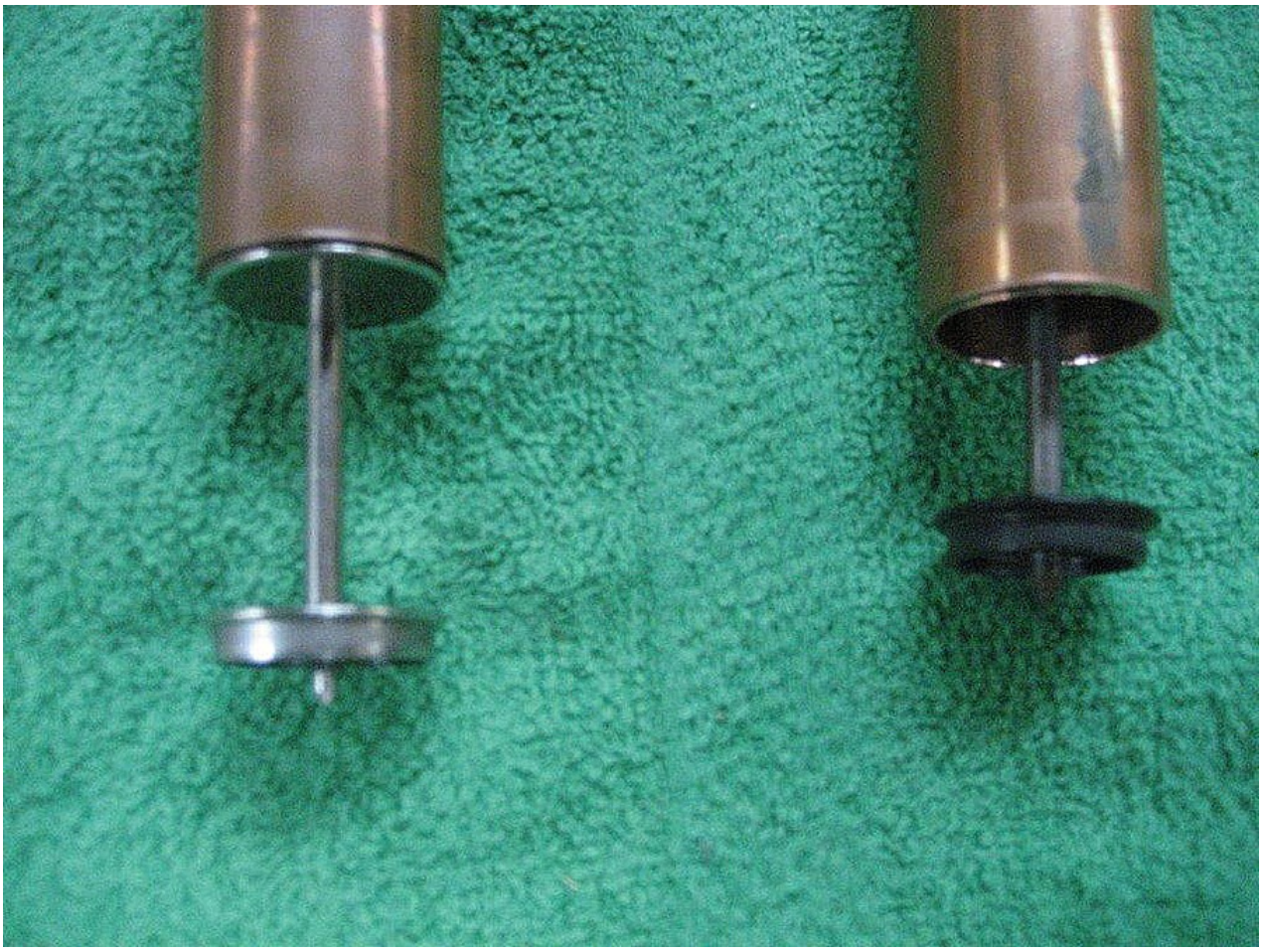
Have an idea for a different way of doing things? Something you built to make things easier around the workbench or layout? Let us know and we'll share with the world.
Send your tips and pictures to us here.

From Tom Thorpe:

This may be old hat to many, but something I use to separate the 33" O scale wheels from the 36" O scale wheels is a piece of 3/4" copper pipe with a clean, smooth inside diameter surface.

The 36" or 3/4" wheel tread has a nice comfortable fit just inside the opening of the 3/4" copper water pipe. The 33" wheel will slide completely into the pipe.

Just a nice quick train show check before you buy. When I am wheel shopping, I carry a 90 degree 3/4" street elbow which has a clean 3/4" I.D. on one end.



O Scale Shows & Meets

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

Click here to send us your information.

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. Free Parking and on site refreshments available!
Show Hours: 9:30am-3:00pm. Admission: $6.00 per person, $8.00 per family
Now booking vendors for 2019 show! Contact Show Chairman for info!
Email: sneshowchairman@snemrr.org
Web Address: http://www.snemrr.org/index.html

The Greater Grand Rapids Fall Train Show
October 9th, 2021
HSB Inc., 5625 Burlingame Ave SW, Wyoming, MI 49509
Website: http://grvrrc.org
Email: kwskopp@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

O Scale Southwest and Oklahoma & Narrow Gauge Combined Meet
October 22 - 23, 2021
Northside Christian Church, 2526 NW 122nd St, Oklahoma City
Public admission $10. Tables: 6' $20, additional $15, 8' $25, additional $20. Swap meet, 2 modular layouts, clinics, model contest, catered meal with video/slide show
Tour of Model Railroad Museum's O, On3 & HO/Hon3 layouts.
Contact: George Wallace, 405-818-2277. Website: http://www.oscalesw.com
Website: https://41nngc.com/

The Cleveland O Scale 2-Rail Train Meet
November 6, 2021 @ 9:00 am - 2:00 pm
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 $7.00. Contact Sam Shumaker at (440) 248-3055 for table and additional show information.

O Scale South 2022
February 26th, 2022
Atlanta, GA USA
Cross of Life Lutheran Church,
1000 Hembree Rd, Roswell, GA 30076
7th Annual Atlanta O Scale 2 Rail Meet; Sales Tables, Swap Meet, Modular Layout Display, Layout tour information at the meet. 9am to 2pm Saturday February 26, 2022, $5 Admission (spouses & children free)/ $25 per 8ft table includes admission, email or call 770-337-5139 to reserve tables/more info.
Email: daniel@southernoscalers.com
Web: www.oscalesouth2021.com

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

Harrisburg All O Scale Meet
April 2nd, 2022
Sponsored by: Narrow Gauge Modeling Company
St. Thomas United Church of Christ
6490 Linglestown Road
Harrisburg, PA 17112

The O Scale Resource — Classified Listings

Manufacturers

Shows & Meets

O & S Scale Midwest Show
New Date: October 8-10
https://oscalemidwest.com/
Ph. 815.584.1577

March Chicago O Scale Meet
April 1 - 3, 2022
https://marchmeet.net/WP/
Ph. 414-322-8043

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Proto 48

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THE S SCALE

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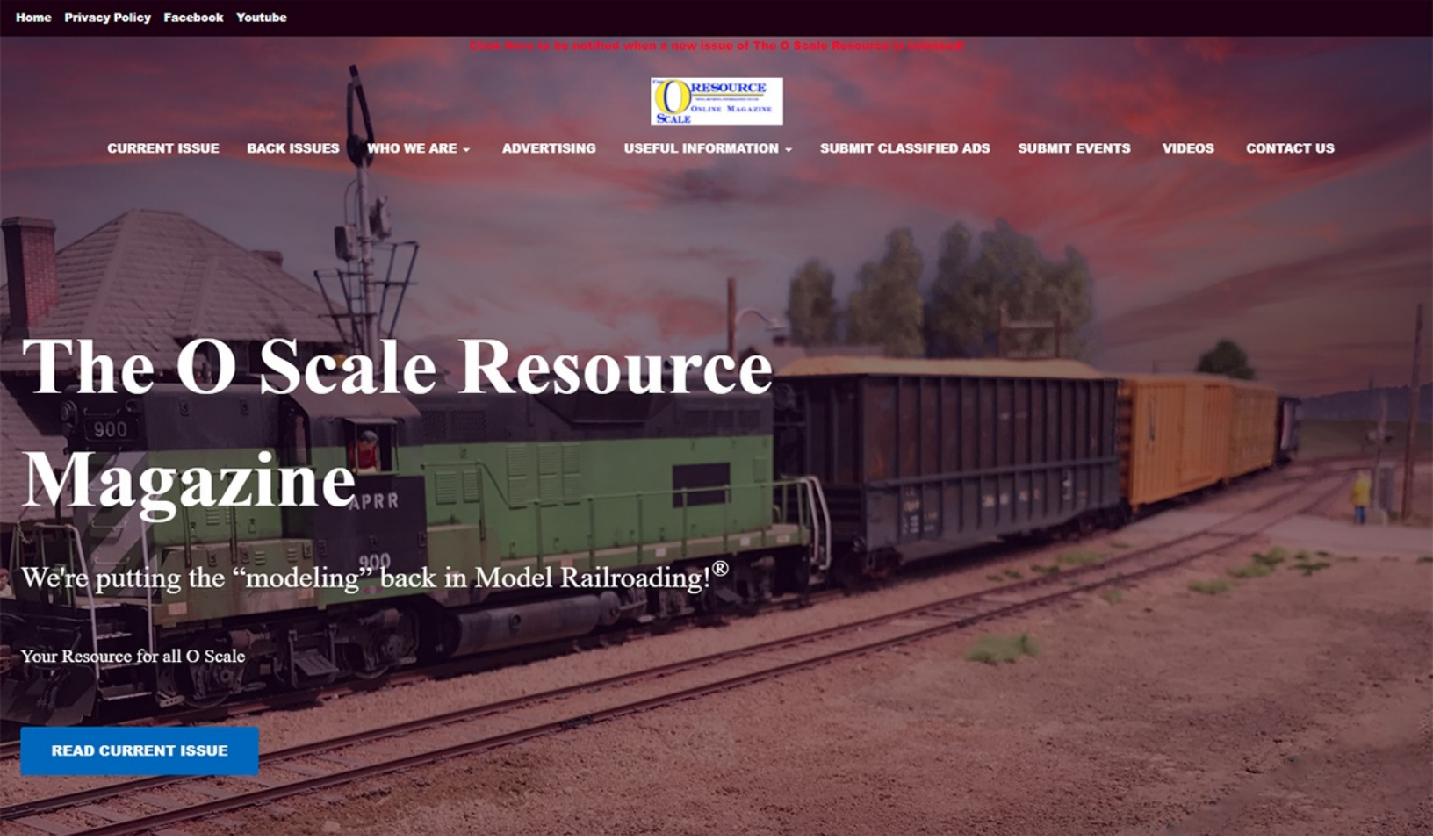

Check out our Website. All back issues are available for download. Submit your events and classifieds ads online, or request advertising information. Need information like drill sizes or prototype pipe dimensions, nut bolt dimensions or even Westinghouse brake diagrams? It's all here. Check out our videos also!

Everything you need on one place!

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